# GUIDE TO PORT ENTRY

***Produced by Colin L. Pielow***

**1975/1976 EDITION**

**SHIPPING GUIDES LTD.**

# GUIDE TO
# PORT ENTRY

## 1975-76

# GUIDE TO
# PORT ENTRY

Produced by

**COLIN L. PIELOW**

M.R.I.N., A.M.N.I.,
A.I.C.S.

**SHIPPING GUIDES LTD**
NAUTICAL ADVISERS AND PUBLISHERS
17, HIGH STREET, REIGATE, SURREY, ENGLAND Cables: SHIPGUIDE REIGATE Tel: Reigate 42255/6

# WARNING

Every effort has been made to ensure that the information contained in this *Guide* is correct. However, it will be clearly understood that this book is intended as a guide only, that the information cannot be *Guaranteed* correct and that final responsibility must (as always) rest with the Shipmaster.

*At certain ports, items of navigational routeings and aids have been included as a means of general guidance only. Shipmasters should have in mind that full and due reference MUST ALWAYS be made to corrected charts of the area, to the appropriate Notices to Mariners, and all or any other navigational notices, warnings or amendments issued by proper Authorities and/or navigational aid services, and that full reliance should only be given to such notices.*

The sketch maps are included for general interest and must not be used for navigational purposes.

The entire contents of the *Guide to Port Entry* as issued are the copyright of the publishers, namely Shipping Guides Limited.

Any person wishing to make use of this *Guide* must first seek prior permission in writing from Shipping Guides Ltd. Proceedings will be taken against any person reproducing or copying any part of the contents of the *Guide* without permission.

© Shipping Guides Limited, 1975.

Printed in Great Britain by
Billing & Sons Limited, Guildford and London

# CONTENTS

Page

WARNING NOTICE . . . . . . . . . . . . iv

FOREWORD (Updating – Questionnaire – Agents) vi

ACKNOWLEDGEMENT . . . . . . . . . . ix

TEXT (The text has been arranged alphabetically by Countries and also by Ports within the Countries) 1

INDEX (Countries and Ports) . . . . . . . 857

PLANS . . . . . . . . . . . (Tinted Section) 1

PLAN INDEX . . . . . . . . . (Tinted Section) 595

LATEST REPORTS

AUSTRALIA — Port Hedland
BRAZIL — Santana
CHINA — Hsingkang—Shanghai
GABON — Lucina Marine Terminal
INDIA — Madras
ITALY — Monfalcone
KOREA (SOUTH) — Chinhai (Jinhae)—Pohang
PHILIPPINES — Hondagua—Iligan
ROMANIA — Constantza
SAUDI ARABIA — Ras Tanura
SOUTH AFRICA — Capetown
USA — New Orleans

# FOREWORD

*Shipmasters, Shipowners or Managers, Port Authorities, Administrators and Agents, are earnestly requested to assist our work in up-dating the* Guide *by providing written comment, information, amendments or corrections, plus additional details of any ports or terminals, to the following address:*

SHIPPING GUIDES (SERVICES) LIMITED,
17 HIGH STREET,
REIGATE,
SURREY,
ENGLAND.

All communications will be acknowledged and will be most useful, since it is only by this means that the *Guide* will remain of great value to the user and will be up to date and thoroughly professional in content.

For assistance and guidance in the submission of information, a reprint of the items presently covered by the *Guide* is placed here under. Additional items will also be most welcome.

**N.B. PLANS, DIAGRAMS, DRAWINGS AND SKETCHES:** As you will note, this 1975/76 edition of "Guide to Port Entry" contains some hundreds of port plans and diagrams that have been reproduced from plans and drawings very kindly sent to us by numerous Port Authorities, Agents and shipboard personnel. We hope that the special plan section in this volume will prove interesting and useful.

Presently however, this special plan section is to an extent incomplete, since there are many ports and mooring facilities for which we have not yet received the necessary plans for reproduction purposes. We are anxious to secure plans, diagrams, drawings or sketches of ports and facilities not presently shown in our special plan section, and therefore request that Port Authorities and/or Agents at the places concerned be kind enough to pass us this data together with the necessary permission for reproduction. We would also be very grateful if ship's officers calling at ports not already covered in our special plan section, could find it possible to provide us with diagrams or sketches of the facilities which would be suitable for reproduction in our later editions and/or which might be re-drawn as required by our own art department prior to reproduction.

## PORT INFORMATION KINDLY REQUESTED

**PORT LIMITS:** The seaward boundaries of the port within which a vessel is considered to be an "arrived ship" and (subject to Charter-Party Terms) laytime will commence.

**DOCUMENTS:** The matter of documentation is one of the most important items to be included in the *Guide*, and we would like to be sure that ALL requirements are included in order that Masters will be in a position to prepare all necessary documentation before arrival and thus ensure speedy clearance. (E.g. Number of Crew Lists, Passenger Lists, Customs, Documents, Health Documents, Manifests, Bills of Lading, Ship's Papers, Ship's Certificates, etc., etc.)

**PILOTAGE:** Manner in which vessel approaching the port applies for a Pilot. That is, telegraphic address of Pilot Station, amount of advance notice of ETA required, and VHF channel or frequency to be used when contacting Pilot Boat or Pilot Station. If possible, a description of Pilot Boat; particular light or sound signals to be made by vessels requiring a Pilot; the *exact* area where the Pilot Boat is located or where the Pilot has to be taken on board and also any alternative area in the event of bad weather and Pilot Boat not in usual station; details of any specific requirements on the part of Pilots with respect to boarding and safety measures; location of anchorage for vessel awaiting a Pilot.

**ANCHORAGES:** Boundaries, areas and depths of safe anchorages.

**RESTRICTIONS:** Details of any restrictions imposed upon entry, for example at night time, or in accordance with state of tide and draft restriction.

**MAX. SIZE:** Maximum permissible length, breadth, and draft for any vessel entering the port or for oil-carriers proceeding to installations outside the main port area, also state of tide governing these dimensions.

**HEALTH:** Pratique procedure and action necessary to obtain pratique. Also action necessary in the event of any suspected disease or fever on board. Also when pratique is automatic, for example vessels entering after calling at another port in the same country.

**RADIO:** Name and call sign of radio station through which it is best for a vessel to route ETA cables to Agent, Receivers, etc.

**VHF:** Fullest possible data concerning VHF Radio communication facilities in operation at the port including advices required from vessels approaching the port, arriving at the port, when manoeuvring within the port area, and when sailing. Details of standard communication procedures and numbers of Channels used in calling, further communication and safety, as may be applicable with respect to Pilotage, Tugs, Port Authority, Quarantine or other craft or shore-stations.

**RADAR:** Details of existing Port Radar Service, also if the Master may contact the Radar Service by means of ship's radio or by VHF, and the Channel number or frequency to be used.

**TUGS:** Position where tugs normally join the vessel. Also whether usual for ships' lines or tug's lines to be used, and if optional, the usual charge for use of tug's lines.

**BERTHING:** Details of available berths, including length of quay, maximum permissible ship-draft at Low Water (indicating whether Salt or Fresh Water), whether load/discharge is by shore equipment or by ship's own gear, and other relevant data, together with advice of cargoes handled at respective berths.

**CRANES:** Fullest possible information concerning type, working loads and numbers of shore-cranes available at respective berths for cargo handling. Details of heavy-lift cranes ashore or afloat, with lifting capacities. It is also helpful to know at which ports, or berths within a port, that cranes are *not* available and a vessel is required to use her own gear.

**BULK CARGO FACILITIES:** Details of berths and cargoes handled, length of quay, maximum permissible draft (indicating Salt or Fresh) at Low Water, berth equipment, maximum height of discharging-gear above High Water Level, and maximum Loading/Discharge rates. Cargoes intended to be covered by this heading are, Grain, Ores, Coal, Fertilisers, Sulphurs, Copra, etc.

**SPECIALISED CARGO-HANDLING FACILITIES:** Details of berths, specially equipped for handling containers, or roll-on/roll-off traffic; berths handling liquid chemicals or LPG carriers. Please note that it is also useful to know if the port does *not* have any of these facilities.

**BRIDGES:** Details of any particular arrival times required in order to pass through particular bridges, and maximum clearances, that is height of bridge to waterline.

**STEVEDORES:** Any particular ETA advices required in order to arrange gangs. Details of main commodities and average load or discharge rates.

**MEDICAL:** Whether necessary for Agents to receive advance notice of required medical attention and the amount of notice required; also if hospital facilities available; also any other relevant medical information such as particular inoculations required, vaccination/fever certificates, etc.

**TANKERS:** Diameter of load/discharge lines in order that Masters may know whether or not it is necessary to fit reducing pieces before arrival; slop (residue) discharge facilities, and S.G. and A.P.I. of local types of oil (loading ports only). Number of tanker berths and maximum permitted drafts at these berths. Average load/discharge rates.

**DENSITY:** (SALINITY): Average salinity of water in the port.

**FRESH WATER:** Availability, method of delivery, rate of delivery and approximate cost per ton.

**FUEL:** Grades (viscosities) available, amount of advance notice required, and method of delivery.

**FIRE PRECAUTIONS:** Any specific precautions particularly respecting tankers (that is, other than usual non-smoking precautions, etc.).

**CONSULS:** Names of countries having Consuls at the port.

**REPAIRS:** Whether all types of deck and engine repairs are possible, and if not then what types of repairs are able to be carried out.

**DRY DOCKS:** Dimensions of largest dry dock and also the number of smaller docks.

**SURVEYORS:** Advice of which Classification Societies are represented at the port, or at nearby ports, e.g. Lloyds, A.B.S., N.V., etc.

**GANGWAY/DECK WATCHMEN:** Whether service of watchmen necessary or to be recommended and if so, the cost of watchmen.

**HATCHES:** Whether opening/closing is normally carried out by crew or stevedores.

**CUSTOMS ALLOWANCES:** (Tobacco/Wine, Spirits). Quantity permitted for each crew member to be held out of Bond.

**CARGO GEAR:** Whether load/discharge effected by shore gear or by ship's gear, and details of any special cargo equipment, e.g. heavy lift cranes, etc.

**REPATRIATION:** If facilities exist for effecting crew changes and arranging any necessary repatriation.

**AIRPORT:** Distance from airport and whether airport is served by regular airlines; otherwise number of flights per day or week.

**TIME:** Local time in relation to GMT and dates/details of any alterations made to clocks during the year.

**HOLIDAYS:** Dates and details of official holidays and advice whether or not cargo work can be arranged on those days.

**POLICE/AMBULANCE/FIRE:** Telephone numbers of these three services, that is, the nearest departments.

**TELEPHONES:** Whether arrangements exist for placing telephones on board and if so the approximate cost for this connection.

**SERVICES:** Details of any special services available, e.g. tank-cleaning equipment, facilities for discharge of tank-washings, compass adjusting, etc., etc.

**SHORE LEAVE:** Whether crew members are allowed ashore or not.

**IDENTIFICATION CARDS:** Whether shore passes issued or whether seaman's book is sufficient.

**REGULATIONS:** Any particular or unusual regulations for the port.

**DELAYS:** What delays in berthing, load or discharge or bunkering can normally be expected.

**DEVELOPMENTS:** Details of expected draft increases, new installations, berths, etc., expected in the foreseeable future together with expected dates of completion.

**SHIP'S OFFICERS REPORTS:** Information is earnestly sought from Ship Masters and other serving officers giving corrections, amendments and additions to existing information, together with their professional advices or comment upon recommended or required procedures for entering or sailing port, including advice of their experience of the port either generally or specifically. Useful items of experience and suggestions of other Ship Masters are of great value, and will be printed under a special heading.

**GENERAL:** Any other information that you feel may be of value to the Ship Master that is not already covered by the previous questions.

**AUTHORITY:** Name, address, and other details of local Port Authority.

**AGENT:** At the foot of many of the ports in this *Guide* we have an additional heading entitled "Agent". The purpose of including this item has been to provide Shipowners, Managers, and Operators with prompt access to the name, address, telephone, telex numbers, and cable addresses, etc., of an experienced Agent at the port concerned.

Of course, it will be understood that the Agents named in the *Guide* are not necessarily the only Agent at that port; however, demands on available space preclude the inclusion of other reputable Agency companies and we trust that other such companies will understand and appreciate the position. We have been obliged therefore to include details of one Agency company only, but by doing so we hope to have provided a further service to the user of the *Guide*.

ROBERT W. PEDLOW, *Editor*,
Shipping Guides Ltd.

# ACKNOWLEDGEMENT

In 1971 we produced and published the first edition of "Guide to Port Entry". The "Guide" was then some 590 pages in extent and was the result of four years work in obtaining the necessary information, checking and cross-checking, editing, compiling and up-dating.

Although ex-seafarers ourselves, at that time we were not certain how the "Guide" would be received either by shipboard personnel or by Owners and Brokers, and we were therefore subsequently much encouraged when the first edition proved to be so successful.

In 1973 we published our second edition. At that time the "Guide" was 706 pages in extent, having been completely revised and up-dated, and the edition contained much additional information, details of a greater number of ports and also included our first port and harbour plans.

The second edition proved to be even more successful than the first. Such success was due mainly to the remarkable assistance and co-operation given to us by Port Authorities throughout the world, and also Agents and Ship Masters.

Since March 1973 we have again made every effort to completely revise, up-date and add to our existing information with the result that this third edition of "Guide to Port Entry" is about 1,500 pages in extent, and includes a separate section at the back of the book giving reproductions of very many port, harbour, berth and mooring plans.

Publication of this third edition would once again have been quite impossible but for the very considerable assistance that we have been so fortunate to receive from Port Authorities, Agents and serving seafarers. Many Shipowners have also been kind enough to keep us informed of up-to-date information as received by them, and in so doing have enabled us to extend and improve upon our existing information.

We are well aware that there always remains room for improvement, and as such, we are constantly seeking to establish the existence of any changes to our published information, to introduce new and worthwhile items of information that will be of value to our readers, and thereby to improve the standard of our work. In this respect therefore, we do hope that you will advise us of any criticisms you have concerning this production together with any ideas you may have concerning it's possible improvement. Your advice of any alterations, additions, or amendments to the information given in this edition, would be extremely welcome.

With regard to the section containing plans, our intention is to extend the range of this data, and for this reason we would very much appreciate receipt of additional plans or diagrams, and also advice of any necessary changes to those plans already appearing. Mooring plans from serving ship's officers would be particularly welcome, as only by these means are we able to ensure that the future volumes will be of practical value to the professional seafarer. All plans and diagrams so received would be re-drawn by our own artists prior to inclusion in later editions, and therefore plans sent to us need only be of an artistically simple nature.

To all those Port Authorities, Agents, seafarers and others who have been so kind in giving us their interest, co-operation and support, we again wish to express our sincere thanks.

*Reigate 1975.* COLIN PIELOW

# Albania

## DURRES: 41.19 N. 19.28 E.

**DOCUMENTS:** Completed on arrival.
**RESTRICTIONS:** Vessels arriving from ports in Yugoslavia, Italy and Greece must give notice of arrival 48 hours in advance. Vessels arriving from ports in other countries must give notice of arrival 5 days in advance. Notice of arrival is sent by radio to Adetare Durres with following information: Vessel's name and flag; name of last port; draft on arrival; cargo description and distribution; particulars of vessel's tonnage and length.
**PILOTAGE:** Compulsory. Arriving vessels should anchor and await pilot in position 41° 15′ 08″ N. 19° 26′ E. Pilot available in daylight hours only. Entrance is through buoyed channel, depth 33 ft.
**MAX. SIZE:** Controlled by berth depth. Maximum draft 28 ft. 6 in.
**HEALTH:** Free pratique given when Pilot boards provided vessel's health declaration is satisfactory.
**RADIO:** Vessels should maintain regular contact with Durres Radio up until time of entry into Albanian territorial waters, which extend 10 miles off shore.
**TUGS:** Port Authority supplies tugs for mooring and unmooring on Pilot's recommendations.
**BERTHING:** General cargo wharf no. 5 permitted draft 28 ft. 6 in. All other berths, permitted draft 21 ft. 6 in.
**MEDICAL:** Doctor and hospital facilities available.
**TANKERS:** One oil berth, at the East Mole, depth 23 ft. Tank cleaning facilities available.
**FRESH WATER:** Available ex wharf at all berths.
**FUEL:** Limited quantity available for emergency only.
**OPENING/CLOSING HATCHES:** Carried out by stevedores.
**IDENTIFICATION CARDS:** Shore passes issued by local police.
**REPAIRS:** State shipyard can effect limited hull and engine repairs.
**AIRPORT:** Rinas airport, distance 35 km.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** New Year (January 1st and 2nd); Proclamation of the Republic (January 11th); Labour Day (May 1st); October Revolution (November 7th); Independence Day (November 28th); Liberation Day (November 29th). No work performed on Sundays and holidays.
**SHORE LEAVE:** Crew may use seamen's club in port area.
**AUTHORITY:** Drejtorija e Portit Durres, Cables: "Drejtport Durres." Tel. 295, 408 and 313.

**AGENT:** Agensija Detare Durres, Cables "Adetare Durres." Tel. 233.

## SARANDE: 39.52 N. 20.02 E.

**DOCUMENTS-RESTRICTIONS:** Refer to "Durres."
**PILOTAGE:** Compulsory. On arrival vessels should anchor and wait for Pilot in position 39° 51′ 50″ N, and 20° 10′ 10″ E. Pilot available only during daylight hours.
**BERTHING:** Larger vessels work cargo at anchor only. Ship's gear used.
**HEALTH:** Free pratique given when Pilot boards provided vessel's health declaration is satisfactory.
**RADIO:** Durres Radio.
**FRESH WATER:** Not available.
**FUEL:** Not available.
**GENERAL:** See "Durres" for General Information.

**AUTHORITY, AGENT:** See "Durres".

## SHENGJIN: 41.49 N. 19.35 E.

**DOCUMENTS, RESTRICTIONS:** Refer to "Durres".
**PILOTAGE:** Compulsory. On arrival vessels should anchor and await Pilot in position 41° 48′ N, 19° 35′ E. Pilot available only during daylight hours.
**MAX. SIZE:** Draft 18 ft.
**HEALTH:** Free pratique given when Pilot boards provided vessel's health declaration is satisfactory.
**RADIO:** Durres Radio.
**TUGS:** One small tug available.
**BERTHING:** Two piers in harbour, one of which is used for larger vessels.
**FRESHWATER:** Limited supply by barge.
**FUEL:** Not available.
**GENERAL:** See "Durres" for general information.
**AUTHORITY, AGENT:** See "Durres".

# Algeria

## ALGIERS: 36.50 N. 03.00 E. (See Plan)

**DOCUMENTS:**
1 Cargo Manifest required for all cargo including that in transit for non-Algerian ports.
8 Crew Lists.
1 Crew and Passenger Personal Effects List.
1 Stores List.
1 Currency Manifest.
1 List of arms, ammunitions or Military Stores (or "Nil" Declaration).
1 Private Bond and Beer List.
1 Declaration of Health.

Immigration officials may require to inspect all discharge books or passports. Customs regulations are strictly interpreted. Care should be taken to ensure that all ships' papers are perfectly in order. Vessels arriving with incomplete or inaccurate documentations have been subjected to severe delays and penalties.
**PILOTAGE:** Is compulsory. Available day or night. Pilot boards vessel about ½ mile from end of Wattier jetty. Pilot boat is black with insignia of 2 white anchors.
**ANCHORAGE:** Algiers Bay is crescent-shaped with Cape Caxine on the west and Cape Matifon on the east. Depth 25–30 m. Bottom is good holding ground, and vessels are sheltered from west and north-west.
**RESTRICTIONS:** None if Port Authority is advised by Radio Algiers or by Agent.
**MAX. SIZE:** Vessels of 25,000 tons proceed normally. Length not restricted; maximum draft 38 ft.
**HEALTH:** Health Officer boards vessel on arrival.
**RADIO:** Algiers Radio, operates continuously.
**TUGS:** Three available of 600 to 800 h.p. and also one of 1,000 h.p. for towing in harbour; two larger available for open sea, 1,500–1,300 h.p.
**BERTHING:** 54 berths available, total distance of 9,519 m. plus 2 berths of 250 m. each for tankers. All general cargo berths have cranes with lift of 3–6 tons.
**STEVEDORES:** Available.
**MEDICAL:** All assistance available.
**TANKERS:** Quay de Lorient: 2 berths, with depth alongside 11·50 m. Deballasting facilities available.
**DENSITY:** Salt water.
**FRESH WATER:** Delivered by pipeline to quay, or by water barges.
**FUEL:** Deliveries by pipeline on most quays or by barge. Big ships are supplied by barge in the roads.
**FIRE PRECAUTIONS:** A special notice with instructions is delivered to tankers. Fire station established within port area.
**GANGWAY/DECK WATCHMEN:** Service by three experienced companies arranged by Agent.
**OPENING/CLOSING HATCHES:** Normally opened by crew, or by port workers.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** All principal countries are represented in Algeria.
**REPAIRS:** All repairs available. Two floating cranes, 1×120 tons, 1×50 tons.
**DRY DOCKS:** Two: one of 136 m. long, 18·50 m. width, and 8 m. deep. The second of 74·30 m. long, 15·50 m. width and 5 m. deep.
**REPATRIATION:** Frequent departures for Europe by boat or plane.
**AIRPORT:** Maison-Blanche at a distance of 20 km. from Algiers; several flights daily.
**TIME:** GMT.
**HOLIDAYS:** 1st January; 5th July; 1st November; plus religious holidays – Aid Seghir; Aid Kebir; New Year's Day (Egira); Achoura, and Mouloud.
**POLICE/AMBULANCE/FIRE:** Police 63.01.61; Fire Brigade Service 63.71.22.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Capitainerie du Port, Quay d'Auray – Tel. 63.01.61.

## ANNABA: 36.58 N. 07.47 E.

**DOCUMENTS:** Refer to Algiers.
**PILOTAGE:** Compulsory when entering, leaving or shifting in harbour, vessels arriving during night and wishing to enter the basin must anchor at 2 nautical miles to East of Southern Lighthouse at main entrance (red occulting light) on steady sand bottom of 65 to 100 ft. depth.
**ANCHORAGE:** Quite good anchorage well protected against West or North winds at about 3 nautical miles to North of harbour with depths of 40 to 60 ft. on rocky and sandy steady bottom.
**MAX: SIZE:** Length 656 ft. draft 33 ft., breadth no restriction.
**RADIO:** Cable agents giving ETA or to Harbour Master by cable or radio telephone via Annaba Radio Station which is permanently watching on 2182 kc.
**VHF:** Harbour Master's Office can be contacted on Channels 16 and 14.
**TUGS:** Two tugs available each of 700 h.p. both fitted with radio telephone and two fire appliances.
**BRIDGES:** No bridges or power cables crossing port area.
**STEVEDORES:** Available. Working hours (whole days), normal hours: 0700/1020–1400/1720. Shifts: 0630/1230–1300/1900–2000/0200. Working night and holidays, overtime 50%.
**BERTHING:** Harbour is open to merchant navigation every day from 0500 to 2200. In case of necessity vessel will be handled at any time.
**TANKERS:** Two tanker berths in outer port, entrance 43 ft. The first at Lyon's Jetty consists of two dolphins 180 ft. apart. Second at South Jetty consists of two dolphins 180 ft. apart. 8 in. and 10 in. pipelines supply the oil installation.
**FRESH WATER:** Plentiful supply of water alongside wharves at a rate of 8 to 14 tons per hour.
**FUEL:** Bunkering available. No coal.
**GANGWAY/DECK WATCHMEN:** Performed by ship's crew.

**OPENING/CLOSING HATCHES:** Performed by Stevedores.
**CARGO GEAR:** Cranes: 18 electric or diesel shore cranes with lifting capacities from 3 to 6 tons; 1 electric shore sheers of 110 tons and 1 diesel-electric sheers hulk of 80 tons.
**IDENTIFICATION CARDS:** Required.
**SHORE LEAVE:** Allowed.
**REPAIRS:** One graving dock fitted with two rolling cradles on slipways, lifting capacity 100 and 200 tons. Divers and frogmen available.
**GENERAL:** Prevailing winds generally of North-west and West. Storms from these directions are blocked by mountains which lie behind harbour. Harbour is only exposed to storms from East and North-east which are very rare. There is practically no swell or surf into harbour. Tidal variation about 1 ft. and water level ranges about 31 in. dependent on season. Low waters from February to June and high waters from June to February.
**AUTHORITY:** Directeur du Port, Port Autonome de Annaba.

## ARZEW: 35.50 N. 0.16 W.

**DOCUMENTS:** Refer to Algiers.
**APPROACHES:** There are numerous good navigational aids visible from seawards to vessels approaching Arzew Bay. The oil storage tanks are visible for a considerable distance seawards, and the methane gas flare in the South-west corner of the bay is clearly visible at night. In addition to Isle de Arzew lighthouse, the mooring buoys are fitted with red winker lights, visible one mile, but too much reliance must not be placed on these last lights. The pillar buoys on the berths are fitted with blue winker lights. All these buoys form a good radar target and are clearly visible over 5 miles on radar screen.
**PILOTAGE:** Pilotage is compulsory. A Pilot from the pilotage station of Oran/Arzew will board vessels and assist Master to berth.

Communications from tankers will be via the international radio station at St. Lys, which is in telex communication with the Arzew terminal. Contact with the Arzew terminal can be made on VHF Channel 16. Vessel will then be informed by the control room of the frequency to use, either Channel 12 or 14 for mooring purposes.

Masters are advised to provide for safe access of port personnel an accommodation ladder rigged to end 10 ft. above the water, and a pilot ladder alongside to provide access to the accommodation ladder.
**ANCHORAGE:** Vessels requiring to anchor on arrival normally use services of the Pilot. Anchorage fees are charged whether the Pilot is used or not. Sea bottom of rocks, sand and mud.
**RESTRICTIONS:** Vessels may enter or sail by day or night. Tankers berthing on the sea line berths may be restricted by bad weather, heavy wind or swell.
**TUGS:** Four tugs available, from 900 h.p. to 1,600 h.p. Two tugs normally required for berthing and unberthing. The tow line should be supplied by the vessel. Tugs join inward bound vessels at about 1½ miles from harbour entrance.
**MAX. SIZE:** *Inside Harbour.* Dry cargo berth for vessels up to 7·50 metres draft. LPG and refined crude berth for vessels up to 8·0 metres draft. Methane Terminal, two berths for vessels up to 10 metres draft.

*Sea Line Tanker Berth.* For tankers up to 150,000 tons.
**HEALTH:** Free pratique is not granted by radio. For tankers berthing on the sea line, pratique may be granted by a visiting sanitary officer or by the Pilot when he boards, providing the health declaration is satisfactory. For vessels berthing inside the harbour, the Health Officer will board on arrival.

Vessels calling at Arzew must give their ETA 48 and 24 hours prior arrival, naming the ports called within the last 10 days.

Crew must be vaccinated against cholera and smallpox. Vaccination books must be valid and a check is made before free pratique is granted.
**RADIO:** Oran Radio and Algiers Radio both listen on international frequencies. Tankers normally use St. Lys Radio.
**BERTHS:** *(Inside Harbour)*: Berths No. 1 and 2 used for loading fertilisers, suitable for vessels up to 225 metres length with maximum draft 6·50 metres. Berth No. 3 for discharging of general cargo, vessels up to 100 metres length, 7·50 metres draft. Berth Nos. 4 and 5 for loading salt in bulk and discharging general cargo, for vessels up to 220 metres length, 6 to 7 metres draft. Berth No. 7 used for unloading LPG and refined crude, for vessels up to 100 metres length, 8 metres draft.

*Methane Terminal.* Two loading berths for liquid methane, each 400 metres long for vessels up to 10 metres draft.

*Sonatrach Terminal.* Three sea line berths are located about one mile from Arzew Harbour breakwater, in approximate position 35° 50′ North, 0° 16′ West.

At sea line berths Nos. 1 and 2, minimum deadweight 23,000 tons, maximum deadweight 85,000 tons; minimum length 540 ft.; loading rate 3,000 tons per hour. Depths up to 92 ft.

At sea line berth No. 3, maximum deadweight 150,000 tons; minimum length 640 ft.; maximum length 948 ft.; draft up to 68 ft.; loading rate up to 5,500 tons per hour. Depth in the berth up to 92 ft. Tankers over 80,000 tons deadweight must be capable of loading and deballasting at the same time. Minimum depth of water in the berthing area is 73 ft.
**BERTHING:** Use of ship's anchors will not be permitted when manoeuvring into berth. Two tugs are available to assist in berthing. On arrival vessels should have ready eight mooring lines, four forward and four aft and a tow rope at each end as it will be necessary to position the vessel with her own gear before securing to the heavy wires. Good rope messengers should be ready at each end of the vessel to pick up these wires.

There are three mooring buoys at the bow and three at the stern. All buoys are fitted with 5 in. wire ropes. Ships of moderate tonnage may be moored using two bow buoys and two quarter buoys only. Hoses will be lifted from both sides of the vessel using ships gear and crew.

The port and starboard derricks must be ready for use before berthing. The safe working-load must be at least 5 tons. The loading Master can refuse to berth a tanker whose lifting tackle is not correctly rigged or in good working condition.

Three 12 in. hoses are connected for loading, 2 on one side and one on the other. Loading rates up to 5,500 tph.
**BALLAST:** Pilots are empowered to refuse to berth a vessel if in their opinion the vessel has insufficient ballast, or her trim is such that it would prevent safe loading.

The Arzew deballasting plant is presently not available for discharging dirty ballast ashore.

Vessels required to arrive with clean ballast only, which may be discharged to sea, subject to Master's sole responsibility for oil pollution risks.
**STEVEDORES:** Vessels must cable their ETA at least 24 hours before arrival and confirm before 1700 on day prior to arrival or before 1000 hours if vessel will arrive in the afternoon of the same day. Gangs are ordered before 0700 for mornings and at 1030 hours for afternoons. Shifts are from 0730–1050 and 1530 to 1650. Extra shifts from 0730–1330 and from 1330 to 1930.
**DENSITY:** 1030.
**MEDICAL:** All treatment of ship's crew is arranged by private doctors through ship's Agent. No hospital facilities at Arzew. Seriously injured crew are taken to Oran, 45 kilometres away, for hospitalisation. Vessels arriving with sick crew on board should notify Agents well in advance to make arrangements for hospitalisation on arrival. No patient is to be disembarked without notification to the Health Officer for his agreement.
**FRESH WATER:** Not available.
**FUEL:** Not available at Sonatrach Terminal. May be arranged for vessels inside harbour, subject to advance notice.
**WATCHMEN:** Shore watchmen are compulsory for vessels loading fertiliser or discharging LPG or refined crude in the harbour area. For tankers loading at the sea line berth, watchmen are at Master's discretion.
**CUSTOMS ALLOWANCES:** 200 cigarettes and an opened bottle of spirits per man.
**IDENTITY CARDS:** On arrival, the immigration control all passports or seamen's books. Shore passes are given at the harbour gate in exchange for passports, seaman's book, or in the case of French seamen, their identity cards.
**AIRPORT:** Nearest at Oran (Es Senia).
**CONSULS:** Nearest at Oran.
**TIME:** GMT is used all year round.
**TELEPHONES:** Available only at methane berths. At the sea line berths tankers may communicate using VHF Channel 16 to Arzew Terminal.
**AUTHORITY:** Capitainerie du Port, Arzew/Oran, Route du Port Arzew. Telephone: Arzew 376 075.

## BEJAIA (BOUGIE) 36.45 N. 05.05 E. (See Plan)

**DOCUMENTS:** Refer to Algiers.
**PILOTAGE:** Compulsory within pilotage zone between Cap Carbon to the West and Ras Attia to the East. Contact pilot station by VHF Channel 16 or Telex 93087. Tel. 92.05.02, or 92.05.03, and 92.03.39 at night. International code signals used to call pilot who boards at the limit of pilotage zone. Pilot ladder should always be placed on port side.
**ANCHORAGE:** Suitable anchorage in all weathers will be indicated by the Pilot.
**RESTRICTIONS:** No night movements for tankers with L.P.G. or refined petrol cargoes.
**MAX. SIZE:** Tankers: Length 260 metres. Draft up to 13 metres.
Waiting zone for vessels in ballast; depth 10 metres.
Commercial Port: Draft between 7 metres to 9 metres.
**HEALTH:** Free pratique given by Brigade Maritime on arrival, unless suspected disease on board when Port Doctor will visit the ship. Pratique is automatic after calling at another Algerian Port.
**RADIO:** Alger Radio.
**TUGS:** Available under direction of Pilot by VHF contact. Ship's lines always used. Two tugs required for berthing and unberthing.
*Sonatrach Oil Terminal:* Three loading piers for crude oil.
Pier No. 1 for vessels up to 11·50 metres draft. Four 10-in. hoses.
Pier No. 2 for vessels up to 12·50 metres draft. Four 12-in. hoses.
Pier No. 3 for vessels up to 13·00 metres draft. Four 12-in. hoses.
Maximum pressure allowed 3 kgs.
Loading rates up to 4,000 tons per hour.
**BALLAST:** All dirty ballast to be discharged ashore; two hoses available at each berth, can receive ballast up to 2,000 tons per hour.

Vessels berthed at Piers No. 2 and 3 cannot discharge ballast simultaneously.

Clean ballast may be discharged to sea, only if vessel is in gas-free condition.

Thick slop residues may only be accepted subject to terminal operator's approval, but only in quantities of less than 100 tons.
**FRESH WATER:** Available at berths No. 2 and 3 only, subject to 24 hour's notice. Loading rate about 15 tons per hour.
**FUEL:** Available at all Sonatrach berths, subject prior arrangements. No barges.
**REPAIRS:** Very limited facilities. No dry docks. No possibility for radio/radar repairs.

No repairs may be carried out on board a tanker without first obtaining the Harbour Master's permission.

**FIRE PRECAUTIONS:** Anchors must be hove-up while vessel is moored in berth. A fire wire must be provided fore and aft for tug's use if necessary.

Tanker's fire-fighting equipment must be ready for use on fore and main deck.

Three tugs are equipped with fire-fighting apparatus.

**DENSITY:** 1025.

**WATCHMEN:** Not compulsory but recommended. The Port Commandant may impose a guard on vessels carrying certain cargoes.

**CUSTOMS ALLOWANCES:** Three packets cigarettes and one bottle of wine or alcohol per man per day.

**CONSULS:** France: tel. 92.12.13. Others at Algiers.

**REPATRIATIONS:** Can be arranged via Algiers.

**AIRPORT:** Dar-el-Beida International Airport at Algiers, 240 km. from Bejaia.

**TIME:** GMT all year round.

**POLICE/FIRE/AMBULANCE:** Police, tel. 92.04.22. Ambulance/Fire, tel. 92.00.02.

**TELEPHONES:** None on board, but telephone exists at each tanker berth.

**SHORE LEAVE:** Allowed, provided seamen carry identity cards or shore passes.

**AUTHORITY:** Capitainerie du Port de Bejaia. Tel. 92.01.93 and 92.07.41.

## ORAN: 35.43 N. 00.39 W.

**DOCUMENTS:** Refer to Algiers.

**PILOTAGE:** Compulsory. Arranged by Agents' basis vessels ETA. International Code signals used. Pilot boards at port entrance.

**ANCHORAGE:** In depths over 40 ft. available in the roads.

**HEALTH:** Free pratique given by Brigade Maritime on arrival, unless suspected disease on board when port doctor will visit the ship. Pratique is automatic after calling at another Algerian port.

**RADIO:** Alger Radio.

**MAX. SIZE:** Length 800 ft. Draft 38 ft.

**TUGS:** Available to assist berthing and unberthing.

**BERTHING:** Mole 1: tankers, depth alongside 39 ft. Mole 2: tankers, depth alongside 33 ft. Cargo vessels: about twenty berths at quays with depths from 20 to 33 ft. alongside.

**MEDICAL:** Doctors and hospital facilities available.

**FRESH WATER:** Available by barge.

**FUEL:** All grades available by pipe-line at the oil berths.

**REPAIRS:** Only minor repairs can be effected.

**WATCHMEN:** Not compulsory but recommended. The Port Commandant may impose a guard on vessels carrying certain cargoes.

**CUSTOMS ALLOWANCES:** Three packets cigarettes and one bottle of wine or alcohol per man per day.

**TIME:** GMT all year round.

**AIRPORT:** La Senia, 7 km. away. Daily flights to Algiers for international connections.

**AUTHORITY:** Port Autonome d'Oran.

## SKIKDA: 36.53 N. 6.54 E.

**DOCUMENTS:** Refer to Algiers.

**PILOTAGE:** Compulsory.

**RESTRICTIONS:** Mooring and unmooring permitted at night.

If vessel required to swing inside harbour, turning basin is 350 metres diameter provided draft not more than 11 metres.

**MAX. SIZE:** Tankers up to 50,000 dwt. acceptable at No. 3 berth.

**TUGS:** Tug assistance available for berthing and unberthing.

**TANKERS:** Three berths,

No. 1 – for vessels up to 225 metres length, 11 metres draft.
No. 2 – for vessels up to 250 metres length, 12·50 metres draft.
No. 3 – for vessels up to 275 metres length, 27·5 metres draft.

Three shore lines, each with capacity of 500 cubic metres per hour. Three slop tanks available each with capacity of 500 cubic metres. Dirty ballast discharge rate restricted to 2,000 cubic metres an hour.

**FRESH WATER:** Available by pipe-line at the berths.

**FUEL:** Not available.

# Angola

## CABINDA: 05.22 S. 12.11 E.

**DOCUMENTS:**

10 Manifests for each port where cargo loaded for Cabinda, plus 1 copy of each Bill of Lading.
8 Lists of Passengers disembarking or in transit, even if nil.
8 Crew Lists.
8 Lists giving previous Ports of Call.
2 Lists of Crew Vaccinations.
3 Stores Lists.
3 Personal Effects Lists.
Other forms applicable to customs, health, etc., can be completed on arrival.

**PILOTAGE:** Services of a Government Pilot are compulsory. Radio ETA to Agents via Luanda Radio (or by cable from previous port) and anchor on arrival as near Cabinda as draft permits. Vessel is visited by port authorities and, if necessary, will be shifted, with Pilot, to alternative anchorage. If cargo for account of Cabinda Gulf Oil, vessel will almost certainly be moved nearer Malongo, where oil companies have special jetty for discharge of their dry cargo ex-lighters.

*Tankers:* The Pilot Boarding Area for Cabinda is one mile South-westward of Well 84–8 (located 5° 26′ 06.7″ S. 12° 03′ 13.4″ E.) where a Cabinda Gulf Mooring Master will board the vessel. On establishing contact by R/T or VHF, the Mooring Master will advise the vessel of a safe approach; briefly, this will be for the vessel to approach from Westerly direction and to keep West of all obstructions, e.g. drilling rigs, platforms, etc.

As offshore drilling and surveying operations are being effected on a continuous basis, Masters are warned to approach the port with great caution. Cabinda Gulf Oil Terminal (call sign "Malongo Terminal") will pass on to vessels upon arrival the latest information regarding oil-drilling rigs, platforms, etc., once contact by VHF has been established.

Special attention is called to the well platforms:

No. 84–1: Located 5° 25′ 19.9″ S. 12° 03′ 59.5″ E.
No. 84–12: Located 5° 29′ 10.2″ S. 12° 03′ 52.1″ E.
No. 84–8: Located 5° 26′ 06.7″ S. 12° 03′ 13.4″ E.
No. 95–3: Located 5° 33′ 45.4″ S. 11° 59′ 05.9″ E.

These platforms are equipped with both light and horn. The lights flash Morse Code "U" as follows:

Light: Group flash (3) 15 seconds.
Light: 0·4 seconds; Eclipse: 0·5 seconds.
Light: 0·4 seconds; Eclipse: 0·5 seconds.
Light: 1·2 seconds; Eclipse: 12·0 seconds.

**ANCHORAGE:** For vessels moving to Malongo, anchorage is restricted where Cabinda Gulf Oil are operating, roughly between 5° 15′ S. and 5° 30′ S. extending out to 12° 00′ E.

*Tankers:* Vessels required to anchor upon arrival (e.g. if the SPM Buoy is occupied) should anchor in the Pilot Boarding Area, at a distance of not less than 3½ miles Westward of the SPM Buoy.

**MAX. SIZE:** Cargo vessels at anchorage for safe working off Cabinda 32 ft. draft. Vessels with deeper drafts can be accommodated further out but is always risk of swell hampering operations. For tankers Cabinda Gulf have buoyed terminal for tankers maximum 100,000 tons, maximum draft 50 ft.

**PRATIQUE:** Upon arrival, the appropriate Government Officials will board the vessel for prompt clearance so the preparation can begin for mooring.

In the event of arrival during night, clearance will not be effected until 0800 hours; however, a Custom Police Agent will be stationed aboard the vessel, which will allow preparation for daylight mooring to proceed.

**RADIO:** Luanda Radio. HF Radio telephone system is installed at Malongo Terminal and uses the call "MALONGO". Twenty-four hour watch is maintained on the international frequency of 2182 kHz.

For short range communications of approximately 50 miles, a VHF system is also installed in Malongo, which uses the same radio call ("MALONGO") and is also monitored 24 hours a day. Initial contact on this system should be made on 156·8 Mc/s. (Channel 16) then, by mutual agreement, the traffic should be passed on any of the following frequencies: 156·6 Mc/s. (Channel 12); 165·45 Mc/s. (Channel 9); 156·7 Mc/s. (Channel 14).

Masters are requested to advise CABGOC–CABINDA 72 and 24 hours in advance of estimated arrival time, giving vessel's name, date and expected hour of arrival, Master's name and any special requirements.

**TUGS:** None normally required. Cabinda Gulf have chartered a small tug to assist tankers berthing, if necessary.

**STEVEDORES:** Forty-eight hours advance notice, giving hatch distribution and nature of cargo, is recommended.

**MEDICAL:** Arrangements can be made for doctor to visit vessel on arrival. Hospital facilities available. Serious cases are taken to Luanda. Crew must be in possession of valid Smallpox and Yellow Fever Certificates.

**SINGLE BUOY MOORING:** A single point buoy mooring is located 8·7 miles West South West of the Cabinda Gulf Oil Company Terminal at Malongo. The position of the buoy mooring is approx. 5° 26′ S., and 12° 05′ E. The buoy is marked by a 5-mile white light flashing for 2 seconds and eclipsed for 18 seconds. Depth of water in the berth is 75 ft.

*Mooring:* Mooring and unmooring operations will be undertaken by day and night under normal weather conditions.

Notice of Readiness will be accepted by the Mooring Master on arrival providing that the ship is in all respects ready to load.

Before arrival at the Pilot Boarding Area it will be necessary to ensure that the following moorings are ready for use on arrival at the berth:

Minimum requirements on forecastle head: 4 mooring ropes; 1 heavy messenger (5 in.); 1 pick-up wire (¾ in. diameter) with shackle on the eye.

When the vessel is within reasonable distance of the buoy, two ship's lines will be carried by the mooring launch to the buoy. These will be used to heave the vessel into position when she can pick up the two plaited buoy ropes. Once the buoy ropes are secured, the ship's own lines will be slacked down until such time as all the weight is taken by the buoy ropes; the ship's lines can then be left slacked right down but attached to the buoy ropes in case of emergency.

Power must be available at all times on all deck winches and windlass while the vessel is at the berth.

There are no special arrangements for unmooring. which can be undertaken by day or night.

*Hose Handling.* Two 12 in. hoses are connected to ship's manifold on the port side. Hose handling is to be effected by ship's crew under the direction of a ship's officer as instructed by the Mooring Master. The port boom should be rigged in readiness with a runner of minimum of ¾ in. diameter. Approx. weight of one hose is 3 tons.

*Ballast.* No facilities for reception of dirty ballast. Vessels must arrive with clean ballast sufficient for safe manoeuvring. Deballasting operations will be constantly policed by representatives of CABGOC, and any evidence of pollution will be cause for refusal to permit continuing deballasting.

*Cargo.* "Cabinda Crude Oil" will have varying gravities ranging from 26·3 API to 34·6 API.

Some of this oil contains appreciable amounts of hydrogen sulphide, which can cause a toxic atmosphere during loading.

*Loading.* Cargo loading is by gravity, possibly assisted by booster pump, at a rate of approximately 30,000 Bbls. per hour.

About 30 minutes before the cargo is completed, the CABGOC Representative should be advised in order to co-ordinate the shutdown between the vessel and the terminal.

When the vessel has completed the cargo, loading line valves ashore and on the buoy will be closed; only then may the vessel's manifold valves be closed. (In an emergency, however, vessel may shutdown against loading.)

After completion of loading operations, the vessel will be ullaged and a comparison of ship–shore figures made. The ullages will be transmitted to the terminal by radio, and the report prepared and distributed.

The cargo papers will be delivered to the Master by the CABGOC Representative as promptly as possible.

Tankers may have to be "short despatched" to avoid delays on sailing.

There is no provision for off-take from ship. It is imperative that ship's Master declare the tonnage he requires prior to loading. Accurate meters ashore will ensure requested tonnage.

**DENSITY:** 1025. Influence of Congo River current variable depending on season.

**FRESH WATER:** One lighter available for carrying about 40 tons water but no guarantee can be used. Cost of water is expensive.

**FUEL:** None available.

**WATCHMEN:** Not necessary. Harbour Police placed aboard by Authorities.

**OPENING/CLOSING HATCHES:** By crew or stevedores.

**CERTIFICATES:** Ship's Register, valid De-ratisation Certificate and Safety Equipment Certificate.

**CUSTOMS ALLOWANCES:** Customs do not normally seal bond and *reasonable* amount tobacco may be taken ashore for crew members *own* consumption. No liquor restrictions on board but not allowed ashore under any circumstances.

**IDENTITY CARDS:** Supplied by Agent and stamped by Immigration Police before any person allowed ashore.

**CONSULS:** None.

**REPAIRS:** Facilities very limited.

**REPATRIATION:** Available if absolutely necessary but can only be arranged via Luanda.

**AIRPORT:** Small airport about 4 miles from city served by internal airline only. One flight from and to Luanda per day.

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** 1st January; 28th May; 10th June; 15th August; 5th October; 1st November; 1st December; 8th December; 25th December. Work not possible 1st January and 25th December, but possible other dates subject approval Port Authority.

**EMERGENCY TELEPHONES:** Police 22456; Ambulance 22405; Fire, telephone Port Captain 22160/22159.

**SERVICES:** None available.

**SHORE LEAVE:** Travel from Cabinda District to Angola proper is both limited and strictly controlled and, therefore, visits ashore of vessel's personnel should be minimised.

Crew members left behind when the vessel leaves will be held in custody and deported at the vessel's expense. The vessel may also be subjected to a fine.

**WEATHER:** Wind and swell are mostly from South-westerly direction with usually a heavy swell from March through to September. Heavy rains may be expected from December through to April. The prevailing currents set NW and at times exceed 3 knots. In view of these conditions, vessels are advised that under no circumstances are engine repairs or immobilisation of the main engines permitted within port limits.

**DELAYS:** For tankers usually no delay, but for cargo vessels may be delays if two or more arrive simultaneously, which will result in lighter shortages. Is also probability of swell hampering discharge/loading.

**AUTHORITY:** Inspecção da Exploração dos Portos do Norte, Rua do Comercio, Cabinda, tel. 22464 and 22474.

## LOBITO 12.20 S. 13.34 E.

**DOCUMENTS:** Required on arrival:

Health Certificate.
2 Vaccination Certificates (smallpox, cholera and yellow fever).
8 Crew Lists.
11 Passenger Lists (each for Landing and Transit).
4 Lists showing Ports of Call.
2 Lists of Articles held by Crew: cameras, binoculars, radio, spirits, cigarettes, etc.
3 Ship's Stores Lists.
6 Dangerous Cargo Lists.
8 Unfreighted Cargo Manifests.
1 Freighted Manifest.
3 Non-negotiable copies Bills of Lading.
3 Cargo Plans (preferably before ship's arrival).
Other necessary official forms prepared by Agent.

**PILOTAGE:** When Pilot required outside Harbour Entrance, vessel must request via Agent at least 12 hours before arrival. Otherwise Pilot boards inside Lobito Bay before vessel berths. Pilot boat: grey hull, white housing. Max. speed entering Bay – 8 knots.

**ANCHORAGE:** Lobito Bay excellent holding ground, depths over 33 feet and easily accessible day and night the year round.

**ENTRY RESTRICTIONS:** No restrictions, vessels may enter harbour day and night. Vessels not normally visited by Port Authorities between approximately 1900 hours to 0700 hours.

**MAX. SIZE:** Length 900 ft., draft 34 ft., max. depth 35–37 ft. (normal tidal range: 3 ft. 3 in., maximum: 6 ft.).

**WEATHER:** March/May rain season. Heavy wind and rain can effect cargo work.

**HEALTH:** Pratique never given by radio, but granted after Port Authorities (including Doctor) board vessel between 0700–1900 hours. Pratique granted if no contagious illnesses aboard, otherwise quarantine restrictions imposed. Ships calling from other Angolan Ports – except coasters – subject same procedure.

**RADIO:** Because Lobito Radio (call sign CQZ) operating MW range 200/400 miles only, all ETA messages, etc., must be routed via Luanda Radio (call sign CQW). Agent uses same routing.

**TUGS:** Tug (usually one only) joins vessel whilst berthing and sailing. Ships' lines used.

**BERTHING:** Unless Masters indicate preference, Port decides which side alongside. No vessels usually allowed berth after sunset. Sailing after dark allowed at Port Authorities' discretion, up to 2400 hours. No vessel permitted berth without Pilot. Before berthing, vessel must effectively cover water outlets, prepare accommodation ladder and have anchors "at the ready". (Authority fine any vessel ejecting water or waste on to Quays.) Ships carrying explosives not permitted berth before Port Captain inspects cargo.

Passenger and Fruit vessels are given priority regarding berthing.

**STEVEDORES.** Important vessel gives accurate ETA at least 24 hours in advance to enable Agent order necessary gangs. (Gangs ordered 0700 and 1500 hours.) No work usually allowed Sundays.

**MEDICAL:** Radio before arrival if medical assistance necessary on entry. Good hospital facilities available, but specialised treatment and surgery is not. Yellow Fever, Cholera and Smallpox Vaccinations Certificates inspected on arrival.

**TANKERS:** No oil to be pumped overboard into Territorial waters. Heavy fines imposed for oil pollution, however slight. Three 8 in. diameter pipelines discharging into local storage tanks. No slop tanks available. Two Tanker Berths, Nos. 5 and 8, maximum drafts 30 ft. and 35 ft. respectively.

**DENSITY:** 1024.

**FRESH WATER:** Normal requirements readily available and delivered by 3 in. hose. Loading rate very slow as pressure usually low. Costs: First 50 cu. m., Esc. 20.00, then gradual reduction to Esc. 7.50 for 1,500 cu. m.

**FUEL:** Fuel Oil (Ordinary) available, viscosity up to 1500 sec. Redwood. Twenty-four hours' notice bunker requirements essential. Gas oil available. No Diesel.

**GANGWAY/DECK WATCHMEN:** Compulsory, both day and night.

**OPENING/CLOSING HATCHES:** When closed or opened by Stevedores, costs per time, Esc. 100.00 per hatch. (Crew allowed to carry out this operation.)

**SHIPS' CERTIFICATES:** Registered Tonnage Certificate, Deratisation Certificate to be shown. (Vessels of Communist Countries advised to carry all relevant Certificates for vessels' tonnages, measurements, gear and crew.)

**WINE/SPIRIT ALLOWANCE:** No restrictions. Custom's Guard supervises opening and resealing of bond.

**CARGO GEAR:** Normal routine gear: wire and rope slings, nets, chain-slings, baskets, grabs, and shore-cranes (capacity 3–10 tons) available. Heavy lifts of over 10 tons must be discharged using ship's derricks. Two cranes 10 tons available, but not always accessible. 100 ton floating crane sometimes available.

**CREW IDENTIFICATION CARDS:** On arrival, all crews' and passengers' passports must be handed Immigration Police, who retain these and issue shore-passes. Passes must be carried at all times when on shore. If lost, a fine of Esc. 1150.00 per Pass is imposed.

**CONSULS:** At Lobito, Norwegian and Belgian Consulates and French Consular Agency. At Benguela – 30 kilometres from Lobito – Italian Vice-Consulate.

**REPAIRS:** Small, slipway accommodating vessels up to 800 tons available. Limited engine and hull repairs: electric, oxy-acetylene welding, riveting, cleaning, repairs to auxiliary diesel and electric equipment and boilers. Floating dock for vessels up to 2,000 tons displacement.

**REPATRIATION:** Air communication via Luanda.

**AIRPORT:** About 4 kilometres from Port. Airstrip unable take heavy aircraft.

**TIME:** GMT plus one hour.

**HOLIDAYS:** 1st January; March/April Easter; 10th June (National); May/June (Corpus Christi); 15th August (Ascension Day); 2nd September (City Day); 5th October; 1st November (All Saints Day); 1st December (Independence Day); 8th December; 24th December; 25th December.

**GENERAL:** Ships should not: Dispose any wastes into harbour or on to quays. Change mooring lines or lower lifeboats or immobilise main engine or use ships' sirens or radio station without prior permission from Authorities. Vessels must: use watchmen 24 hours per day on adequately illuminated gangway. Also hoist Portuguese Flag from 8 a.m. to sunset.
**SHORE-LEAVE:** Nationalities from countries having friendly diplomatic relations with Portugal usually granted shore-leave. See "I.D. Cards".
**DELAYS:** Congestion not unusual and berthing delays may vary from one to three days. Ships calling for bunkers have no priority but are sometimes berthed at sunset and fuel during night-shift. Discharging of bulk cargoes can be effected by shortage of suitable wagons.
**AUTHORITY:** Port Manager, Port of Lobito.

## LUANDA: 08.43 S. 13.14 E.

**PORT LIMITS:** A vessel to be considered an "arrived ship" should be anchored in the bay past a line drawn between the Ilha Light and across the bay to Fort S. Pedro.
**DOCUMENTS:**
6 Luanda Cargo Manifests (1 freighted).
3 Luanda Bills of Lading.
8 Transit Cargo Manifests.
5 Transit Bills of Lading.
6 Crew Lists.
1 Crew List with full Christian names, giving dates of smallpox and yellow fever inoculations.
7 Ports of Call List.
7 Passenger Lists, including landing and intransit passengers, or "No passengers" declaration.
2 Provisions and Stores Lists.
1 Crew Personal Effects Manifest.
1 Health Declaration.
All ship's certificates to be sighted by Authorities.
**PILOTAGE:** 72 hours notice of arrival, addressed Agents via Luanda Radio, plus message of arrival at least six hours prior arrival received during working hours, (0700–1700). No VHF available. Pilot launch comes out from port. Anchorage for Pilot in Luanda Bay. No draft restriction at anchorage. Pilot not required for anchoring in bay. For berthing, no pilotage available between midnight–0700. Pilotage compulsory. No special berthing Pilot. Pilot launch white – flying Pilot Flag (H).
**ANCHORAGES:** Luanda Bay offers safe, sheltered anchorage at all times of the year. Good holding ground – sand/mud. No draft restrictions.
**MAX. SIZE:** Length, 1,000 ft. (alongside); breadth, no restriction; draft, 34 ft. (alongside). Tankers, up to 55 ft. draft at the refinery buoys.
**WEATHER:** March/May rain season. Heavy wind and rain can effect cargo work.
**HEALTH:** Pratique may be granted by radio through Radio Luanda, addressed Port Health or via Agents. Accommodation ladder must be rigged for doctor on arrival. Pratique must be granted at each Angolan port. Pratique is *not* automatic. If infectious disease on board inform port Health/Agents by cable.
**RADIO:** Addressed "Luandaradio" for ETA, draft and requirements. Call sign CQW on 500 kc/s, listening on "odd" hours only throughout 24 hours. Listening between 0600–1800 hours. Call sign CQW3 on 13·023 kc/s on "even" hours only. Listening between 1800–0600 hours. Call sign CQW on 8·565 kc/s on "even" hours only.
**TUGS:** Two available and compulsory for berthing and unberthing. Tugs join vessel off berths. Ship lines used (if tug lines requested – extra charges).
**BERTHING:** Ships taken in strict rotation of arrival for berthing, except that passenger vessels have priority. There are 7 berths for import and export cargoes, all berths are available for oil bunkering.

The quays are divided into 5 zones with depths alongside of 32 ft. maximum.
Zone I. 1,380 ft. of which 900 ft. of quay length suitable for ocean going vessels.
Zone II. 480 ft. quay length.
Zone III. 900 ft. quay length.
Zone IV. 540 ft. quay length.
Zone V. 574 ft. quay length.

Shoreside cranes of 3 tons and 5 tons, furthermore 2 cranes of 10 tons lifting capacity and also 1 mobile crane of 20 ton capacity for lifting heavy pieces only.

A self-propelled floating crane, capable of lifting 100 tons, was recently commissioned – maximum and minimum reach of 46 ft. 6 in. and 9 ft. respectively, lifting to about 78 ft. approximately.
**BULK HANDLING:** Ores in bulk are usually loaded at Zone III; no mechanical loading installation.

The ore is shovelled from railway trucks into buckets; daily loading average 4,000 tons per 24 hrs.

Grain vessels will also be moored at Zone III alongside the grain shed. Discharging by means of tubes which are lowered into the holds and suck the grain out by an electrically propelled spiral fitted in the tube.

The rate of discharging is about 100 tons per hour and the grain is loaded into railway waggons, each of 30 ton capacity, via the adjacent warehouse.
**STEVEDORES:** Gangs arranged by Agent/Shipmaster. Normal port working hours 0700–1200, 1400–1730 (overtime 1730–2330), Saturday 0700–1230. Sunday/holidays – no work.
**MEDICAL:** For serious cases, as much advance notice as possible should be given with all details available. Minor cases can be treated on arrival within half an hour without previous notice. Apart from Government Hospital, there are a number of private nursing homes with good facilities. Smallpox inoculations are essential. Yellow Fever inoculations recommended.
**TANKERS:** Two tanker terminals No. 2 Quay and off-shore terminal. Lines No. 2 Quay 10 in. diameter, available for loading/discharging fuel oils, gasoil, gasoline and aviation spirit, but *not* crude oil. Off-shore terminal utilised principally for loading fuel oil and gas oil, as well as loading or discharging crude oil. Three lines, viz. 12 and 18 in. – fuel oil and crude oil, 8 in for gas oil. No slop discharge facilities. Drafts – No. 2 Quay 34 ft. Off-shore terminal two sets mooring buoys, one for tankers with maximum length 230 metres and maximum draft 55 ft. and the other for tankers not exceeding 100 metres with draft 40 ft.
**DENSITY:** About 1024.
**FRESH WATER:** Fresh water available through quay pipelines, each hose delivering about 30 tons per hour. First 50 tons Escudos 20 per ton, next 200 tons Escudos 17·50 per ton, next 250 tons Escudos 15 per ton.
**FUEL:** Limited number of grades can be obtained subject to nomination well in advance. No barges available.
**FIRE PRECAUTIONS:** For tankers loading/discharging alongside No. 2 quay – no vehicles allowed within vicinity and other vessels cannot berth within 40 metres of tanker's stern or bow.
**DEVELOPMENTS:** Plans for reclamation and new berths round to the Forte da S. Pedro da Barra, for completion 1974.
**GANGWAY/DECK WATCHMEN:** Not necessary.
**OPENING/CLOSING HATCHES:** Can be carried out by crew or stevedores at vessel's option.
**SHIP CERTIFICATES:** Tonnage and Deratisation Certificates.
**CUSTOMS ALLOWANCE:** No restrictions, but sales ashore a serious offence.
**CARGO GEAR:** No additional requirements provided test certificates valid aboard.
**CREW IDENTIFICATION CARDS:** Provided by Agents for crew proceeding ashore.
**CONSULS:**
Belgium
France
Great Britain
Italy
South Africa
U.S.A.
Austria
Brazil
Denmark
West Germany
Netherlands
Norway
Sweden
Switzerland
Spain
**REPAIRS:** Minor repairs and hull repairs above the water-line can be carried out.
**DRY DOCKS:** None.
**REPATRIATION:** Repatriation will not present any difficulties.
**AIRPORT:** Distance from port 4½ miles. 21 flights weekly to/from Lisbon by Transportes Aereos Portugueses (TAP), also 5 flights weekly to/from Salisbury and Johannesburg in association with South African Airways (SAA).
**TIME:** GMT plus one hour all year.
**HOLIDAYS:** Saints Day (1st January), Portugal Day (10th June), Saints Day (15th August), Republic Day (5th October), Saints Day (1st November), Independence Day (1st December), Saints Day (8th December), Christmas Day (25th December). No cargo work on these holidays.
**POLICE/AMBULANCE/FIRE:** Police 7408; Ambulance 25275; Fire 22222.
**TELEPHONES:** Can be placed on board.
**GENERAL:** Ample water in bay for anchoring, and most vessels enter port without Pilot. Pilotage is compulsory for berthing/unberthing on quays, this service being available from 0700 to midnight. If Master elects to wait for Pilot outside port and another vessel proceeds direct to anchorage, the latter will be first on turn for berth.
**SERVICES:** Tank cleaning possible but advance notice required. Radio, radar repairs possible by military personnel, but spares rarely available.
**SHORE LEAVE:** Crew members allowed shore leave subject Immigration approval provided inoculation certificates are valid.
**REGULATIONS:** Portuguese mailboats have berthing priority over all other vessels, foreign *passenger* vessels next in precedence.
**DELAYS:** Congestion rarely exceeds 36 hours.
**AUTHORITY:** Servicos de Portos, Caminhos de Ferro, e Transportes.

## MOCAMEDES (incl. Porto Salazar): 15.11 S. 12.07 E.

**DOCUMENTS:**
Health Certificate.
2 Vaccination Lists (smallpox and yellow fever).
8 Crew Lists.
11 Passenger Lists (for each landing and transit).
4 Lists showing ports of call.
2 Lists of Articles held by crew/passengers, i.e. cameras, binoculars, radios, tobacco, etc.
3 Ships' Stores Lists.
6 Dangerous Cargo Lists, i.e. all types of explosives.
All foregoing to be signed by Master. Other essential official forms prepared by Agent.

**PILOTAGE:** Pilot boards in Bay – safe, natural bay with no reefs and easily accessible both day and night. Vessel *must* wait for Pilot and instructions before berthing.
**ANCHORAGE:** No currents in harbour area, but slight prevailing winds constant. Good holding ground with depths over 34 ft. Approaches up to 45 ft. depth. Tidal range about 5 ft.
**ENTRY RESTRICTIONS:** No restrictions; vessels may enter harbour day and night. Authorities visit between 0700 and 1900 (approx.) hours only. Vessels may sail at any time.
**MAX. SIZE:** *Mocamedes* – governed by berth depth 33 ft. alongside. *Porto Salazar* – Vessels up to 14 metres draft. Largest bulk carriers handled.
**HEALTH:** Pratique granted on arrival after "Health Guard" visit: boarding 0700–1900 hours. Normal quarantine restrictions imposed if contagious diseases aboard. Ships calling from other Angolan ports (except coasters) are subject same procedure.
**RADIO:** Messages *must* be routed via Luanda Radio (call sign CQW). No ship/shore radio link.
**TUGS:** Two available of 2,200 h.p., fitted with VHF. Join vessel for berthing. Ship's lines used. Vessel under 5,000 tons use one tug only.
**CARGO FACILITIES:** *Mocamedes* – The accommodation consists of one concrete quay, length 1,350 ft. providing 3 berths. For the handling of general cargo, there are 4 cranes of 5 tons and two cranes of 3 tons, modern cargo handling devices. Also lightening possible. One 10-ton floating crane available, subject ample notice from Lobito. Dangerous cargo is discharged alongside or into lighters, at the Port Captain's discretion.

*Porto Salazar* (*Saco Bay*) – Ore is loaded at the pier in Porto Salazar; length is 1,066 ft. width 59 ft. Depth alongside 54 ft. 6 in. at low tide, normal sea water, clear height from water level at ISHW up to unloader 73 ft. 10 in. One mechanical loader of conveyor belt type; capacity often exceeds 3,500 metric tons per hour. Reach 65 ft. 6 in. approx. from fenders. Connections for supply of bunkers and water.
**BERTHING:** Unless Masters indicate preference, port decides berthing-side. No vessels berthed after sunset (except passenger ships), but sailing during nightshift permitted so long as prior warning given before 1700 hours. No vessel allowed berth without Pilot. Before berthing, important that vessel covers all water outlets, prepares accommodation ladder and has forward anchors ready. Ships carrying explosives not permitted berth before Port Captain surveys cargo.
**STEVEDORES:** Radio accurate ETA 24 hours in advance to enable Agent order required gangs. (Gangs ordered 0700 and 1500 hours.) No Sunday work permitted for cargo vessels.
**MEDICAL:** If medical assistance required on arrival radio to Agent. Adequate hospital facilities available, but no specialised treatment or surgery. Yellow fever/smallpox certificates inspected on arrival.
**TANKERS:** No oil or waste products to be pumped overboard. Heavy fines imposed for breach this regulation. Tankers discharge at Porto Salazar – about 10 kilometres north of general cargo berths, situated northern end of Mocamedes Bay. Maximum draft 54 ft., length of quay 1,066 ft. No dirty ballast facilities.
**ORE CARRIERS:** Depth alongside iron-ore pier about 52 ft. 6 in. LW. Permitted draft about 49 ft. Suitable for up to 120,000 about. Pier length 1,066 ft. width 59 ft. Conveyor-belt loader about 3,500 tons per hour. Water, 1,500 secs. Fuel oil and gas oil available.
**DENSITY:** 1024.
**FUEL:** Available from dockside pipeline. At Porto Salazar, rate 200 tons per hour. Bunkers may be taken during loading operations without delay.
**FRESH WATER:** Available ex-wharf, rate 15 tons per hour.
**FIRE PRECAUTIONS:** No special precautions except ships carrying explosives. Fire Brigade standby charge.
**DEVELOPMENTS:** Porto Salazar (Iron-ore/Tanker berth anticipated augment present ore-loading equipment to enable load ore-carriers up to 10,000 tons per hour. Dredging to projected depth of 65 ft.
**GANGWAY/DECK WATCHMEN:** Compulsory, day and night.
**OPENING/CLOSING HATCHES:** When performed by stevedores, costs per hatch per time Esc. 100.00, but crew allowed perform this task.
**SHIPS' CERTIFICATES:** Registered Tonnage Certificate, Deratisation Certificate, examined by authorities on arrival.
**CUSTOMS ALLOWANCE:** No restrictions. Customs' guard supervises opening and resealing of ships' bonded lockers.
**CREW IDENTIFICATION CARDS:** All crew/passenger passports handed Immigration Police who issue shore passes. Passes must be carried when on shore.
**CONSULS:** None.
**REPAIRS:** Only very minor voyage repairs.
**DRY DOCKS** None.
**REPATRIATION:** Air communication via Lobito and Luanda.
**AIRPORT:** Small airstrip unable take heavy aircraft.
**TIME:** GMT plus one hour.
**HOLIDAYS:** See "Lobito".
**GENERAL:** Ships must not dispose of wastes into harbour or on to quays, change mooring lines, lower lifeboats, immobilise main engine, use ship's siren, or ship's radio station without prior permission from authorities. Vessels must use watchmen for 24 hours per day on well-illuminated gangways and hoist Portuguese flag from 0800 to sunset.
**SERVICES:** None available.
**SHORE-LEAVE:** All nationalities from countries having friendly diplomatic relations with Portugal permitted shore leave. See "I.D. Cards".
**DELAYS:** Berthing delays are unusual.

# Argentina

Information for ports of Argentina, including drawings of port areas as reproduced in our special map section, has been compiled not only with the assistance of Port Authorities but also with the very kind co-operation of Centro de Navegacion Transatlantica of Buenos Aires to whom we are very much indebted.

Shipowners and Masters wishing to be in possession of more detailed information concerning River Plate ports, Argentine South Atlantic ports and the Strait of Magellan, are advised to obtain a copy of the "C.N.T. Year Book" which is published by Centro de Navegacion Transatlantica, 25 de Mayo 489, Buenos Aires.

N.B. For practical purposes, we have sub-divided information for Argentina into three sections as follows:

I. *GENERAL.*
II. *RIVER PLATE PORTS* (page 12).
III. *SOUTH ATLANTIC PORTS* (page 23).

## I *GENERAL*

**DOCUMENTS:**

(*a*) According to Migrations Resolution No. 9153 of 13.7.72, effective 1.11.72, issued to comply with Latin American Free Trade Zone agreements tending to uniformity of shipping documents through Latin America, a new form has been introduced, and others modified.

Distribution of forms is now as follows:

| | *Sanitary Officials* | *Customs* | *Immigration* | *Port Police (Prefecture)* | *Total* |
|---|---|---|---|---|---|
| Sailing permit from last port | | | | 1 | 1 |
| Health Declaration | 1 | | | | 1 |
| General Declaration† | | | 1† | | 1 |
| Negative cargo list (if no cargo for the port) alternatively Ballast certificate, alternatively cargo manifest for the port. | | 1 | | | 1 |
| Manifest of cargo for transshipment | | 1 | | | 1 |
| Store List | | | | | |
| Deck, Engineering & Refrigerating | | 2 | | | 2 |
| Cabin Stores | | 2 | | | 2 |
| Crew Personal Effects | | 2 | | | 2 |
| Passenger List† | 1 | 2 | 1 | 3/5 | 7‡ |
| Passenger Baggage summary (manifest) | | 2 | | | 2 |
| Crew List† | 1 | | 2 | 3/4 | 6§ |
| Crew Identity cards† | | | 1 each | | various |
| Passenger E/D cards† | | | 1 each | | various |

† required on both entering and sailing.
‡ 9 for passenger ship.
§ 7 for passenger ship.

(*b*) Masters should also have at hand for inspection as required all the various certificates such as Certificate of Registry, Postal packet permit, if pertinent, Freeboard, Measurement, Safety Equipment, Radio Installation, Bulk Cargo, shifting board installations or equivalent, and Deratisation Certificate, or exemption.

None of these documents requires an Argentine Consular visa.

(*c*) Port Agents should also receive copies for their use and to facilitate any further contacts with the authorities in case of need. In particular they require a large number of copies of Manifest, and from this they will prepare Spanish manifest, which must be presented to Customs within 48 hours of vessel's entry. A number of extra copies of crew list are also needed, and one extra store list.

(*d*) Every person figuring on the crew list of a vessel entering an Argentine port must possess documents proving his identity, such as a discharge book, passport or other documents in use in the country of origin, authorised by the competent Authorities.

(*e*) *Vaccination Certificate.* Members of crew must be provided with an international vaccination certificate, not more than 3 years old, which should be presented on arrival, together with the individual Identity Card. Failing this, the crew will be vaccinated by the boarding doctors.

(*f*) *Identity Cards.* On arrival at an Argentine port, Masters of foreign vessels must deliver Identity Cards complete with photographs and finger-prints of each member of the crew, together with two copies of Crew List. One set is retained by the Migrations Department, and the other document remains in possession of the individual so that once identified, the crew member may return to the country without the necessity of obtaining new documents. The Captain is handed in exchange one copy of the Crew List, sealed and signed by the Immigration Officer to enable him to prove at other Argentine ports of call, that he has complied with the corresponding Regulation.

No member of the crew, except the Captain, is allowed to land until the Immigration Authorities have checked the crew with the Identity Cards.

Captains may if necessary have the Identity Cards completed with photographs in the Argentine at the first port of arrival. In such cases it is advisable that Agents are advised in advance so that preparations may be made against vessel's arrival. The Authorities will not allow any members of the crew to be disembarked until they have presented their Identity Cards or have had their photographs taken. Agents must present these Identity Cards to the authorities for stamping within 48 hours of arrival of the vessel. Immigration control is made at whatever hour the vessel arrives, forming part of the normal reception procedure.

**FREE PRATIQUE:** Vessels take pratique in port, and may enter and berth if they fulfil the following conditions:

(*a*) Clean port of sailing and ports of call.

(*b*) No persons with infectious or contagious diseases or with fever on board.

(*c*) No cases during the voyage of disease of international concern, or of infectious diseases of an epidemic nature.

To be able to obtain this privilege of taking pratique in port, it is essential that Captains of all vessels arriving from abroad wireless their Agents, not more than twelve hours before arrival, that vessels under their command are in the sanitary conditions as required by Art. 45 of the regulations to enter port and go alongside.

On receipt of this message, Agents will present to the Health Authorities the request for a berth, accompanied by the telegram sent by the Captain, not less than six hours (nor more than twelve) in advance, detailing sailing port and ports of call, and indicating the approximate hour of arrival. If the wireless message is in code, Agents will give the necessary translation, and be held responsfbe for any error in such translated version.

The message may be sent either in English or Spanish, and we give specimen texts in both languages, which should be closely followed:

> "Addressed to Agency in Buenos Aires (or other port)
> solicitamos pedir libre plática telegráfica buque . . . (1), procedente de . . . (2), con escalas en . . . (3), con . . . (4) . . . tripulantes, (5) . . . pásajeros Buenos Aires . . . (6), pasajeros transito punto. declaro no tener abordo personas afectadas por ninguna enfermedad pestilencial punto estado sanitario bueno
> "captain . . .(7)."

or in English:

> "please request free pratique ms (or ss) . . . (1), proceeding from . . . (2), with calls at . . . (3), with . . . (4) . . . crews, (5) . . . passengers for Buenos Aires . . . (6). passengers in transit stop hereby declare that nobody on board affected by any pestilential disease stop sanitary condition good.
> "master . . . (7)."

In each case the gaps must be filled in as follows:

1. Name of vessel and flag.
2. Port of commencement of voyage.
3. Full details of all ports of call.
4. Number of crew.
5. Number of passengers for Buenos Aires (or whatever port first entered).
6. Number of passengers in transit.
7. Full name of master, and also of doctor if there is one on board.

As there have been cases of insufficient information being received from vessels, and "added in" by Agents in the translation, the authorities have established this standard form which Masters must follow in their messages, and which will accompany the request to the Health authorities.

This facility now refers to all Argentine ports, the message requesting Free Pratique to be sent to the vessel's Agent at first port of call, after which Free Pratique is automatic in all subsequent Argentine ports. If, however, a non Argentine port is called at en route, Free Pratique must again be requested at what will then become the "first Argentine port".

Agents will confirm to the vessel, by radio, the date and hour of granting of free pratique, and with this information in hand, vessel can enter port and go alongside. The Port Authorities will board as soon as the gangway is placed for their routine inspection, and until they have boarded, no one else should be allowed on board.

*River Ports*, Vessels proceeding to river ports get pratique at destination.

*Vessels lightening*. Tankers and other ships lightening in River Plate waters, provided they comply with Art. 45, may later continue their voyage and go straight into berth at port of destination to take free pratique there.

*Sick crew members*. If there is a sick person aboard, the international sign "W" must be flown on entering, and for Free Pratique, the customary yellow flag.

Captains must report to the boarding sanitary authorities those members of the crew having venereal complaints.

*Infected ports*. Apart from the smallpox vaccination certificate, which is obligatory in all cases, the recent Cholera epidemics have caused the Health authorities to tighten control. All persons on board vessels coming from ports in the countries named below must be in possession of the Anti-Cholera inoculation certificate, and from other zones as indicated as International Yellow Fever vaccination certificate.

*Cholera*. The international certificate is valid from the sixth day of inoculation, and for six months. The countries at present under control are:

Africa. Algiers, Alto Volta, Cameroon, Chad, Dahomey, Ghana, Ivory Coast, Liberia, Mali, Niger, Nigeria, Senegal, Sierra Leone, Somalia, Togo.

Asia. Burma, India, Indonesia, Malaysia (west), Muscat, Nepal, Pakistan, Philippines, Vietnam (south).

Epidemics are not officially admitted in the United Arab Republic and Sudan, but the certificate is advisable as a precautionary measure.

Other zones may be affected at short notice.

*Yellow Fever*. The vaccination certificate is valid for ten years, as from tenth day of inoculation. It is required for all persons coming from:

Africa. Angola, Ghana, Kinshasa, Nigeria, Sierra Leone, Sudan.

South America. Brazil (territories of Roraima and Boa Vista), Colombia (Bolívar, Simiti, Boyaco and Paz de Ariporo).

*Inflammables*. It should be borne in mind that vessels carrying over 25 tons and under 100 tons of inflammables, explosives, etc., must be inspected in the roads before entering whether they have asked for Free Pratique by radio or not, although this is still advisable as the one inspection is independent from the other.

**CLASSIFICATION OF ARGENTINE PORTS:** In accordance with Article 31 of the Pan American Sanitary Code, the National Health Department has classified the Argentine ports as follows:

*Clean Ports Class A*—Buenos Aires, Rosario, Santa Fe, La Plata and Bahía Blanca.

*Clean Ports Class B*—San Nicolás, San Lorenzo, San Martín, Villa Constitución and Concepción del Uruguay.

*Clean ports under the vigilance of the Health Department*—Mar del Plata, Necochea and Diamante.

A clean port, in general, requires the absence of non-imported cases of cholera, yellow fever, pest, exanthematic typhus or any other contagious disease of a serious epidemic nature, that may be carried through international trade. The clean ports of Class A have competent staff and suitable sanitary equipment, also bacteriological laboratories, registers of disease and deaths, lazarettos, etc.

The clean ports of Class B are those that have not got all the equipment required for Class A.

**FLAG:** The flag of the Republic is three horizontal and equal bands of which the centre one is white, and the upper and lower, sky blue.

The official colours, flown by Naval vessels and all official entities are distinguished by a rising golden sun in the centre of the white.

All foreign merchant vessels must fly the Argentine flag from the highest mast while in territorial waters and ports, and fly their own national colours from the ensign staff.

**PILOTAGE:** A. *Ordering:* For Recalada Station, minimum 48 hours in advance, for all other services Agents of the vessels to be piloted must apply, in writing, to the Pilotage section of the Prefectura at their domicile before 17.00 on the day before the service is to be effected, or on Sundays/holidays, before 11.00. Pilots are obliged to render service in strict turn, in accordance with the register in the zone.

Applications for Pilots presented outside the hours established will be accepted but they will be classed under the headings of "Extraordinary" or "Urgent" applications. Pilots should always be ordered by the Agency; only in exceptional cases may a Pilot be requested direct by a Master, when by reasons of force majeure, or change of destination arrival is unforeseen. Vessels which are unaware of their Agents name may also request a Pilot direct. In such cases the request should be made direct, by radio, to the Prefectura with full explanations of the circumstances.

B. *River Plate Zone:* There are three pilot stations in this Zone, namely; Port of Buenos Aires, Intersection and Recalada Pontoons.

(i) Inwards from sea. Inward vessels for up river ports Buenos Aires or La Plata have to take a Pilot at Recalada, and must give 48 hourse advance notice of arrival, both to Agents in Buenos Aires and direct to Recalada, call sigh LOJ 500 kc/s. (600 metres) Type A1, A2.

The operator is on duty from 8 to 10, 12 to 14, 16 to 18 and 20 to 22.00 hours. Communications can also be made on 462 kc/s. (649 metres).

The second pilot station is at Intersection Pontoon km 37 measured out of Buenos Aires.

The Recalada Pilot takes all vessels to Intersection only, where another pilot comes aboard, as follows:

if bound for Buenos Aires, a port Pilot.

if bound for La Plata, a river Pilot to La Plata Roads where a La Plata Port Pilot takes over.

if bound for upriver, a river Pilot.

(ii) Outwards to Montevideo. Vessels sailing from Argentine Plate ports to Montevideo must take an Argentine Pilot up to Montevideo Roads, not drop him at Recalada.

(iii) Inwards from Montevideo. Vessels arriving from Montevideo come in charge of a Uruguayan pilot to Intersection, where the second pilot takes over as above: Uruguayan pilots, when in Argentine waters are subject to all Argentine laws and regulations.

(iv) Outwards to sea. Outward bound vessels (except for Montevideo) are obliged to disembark their pilots at Recalada, except when prevented by weather, in which case the Pilot must land at first available port and his travelling expenses back to Buenos Aires are for vessels account.

C. *River Parana Zone:* Comprises the River Parana from the port of Paraná (km. 600 from Buenos Aires) down to its mouth, and that part of the River Plate limited to the East by its left bank to Punta Negra (Uruguay), thence to Intersection Pontoon, to the South by the North bank of the access channel to Buenos Aires Port, to the West the right bank of the River Plate from the entrance to Buenos Aires port to kilometre 0 of the River Uruguay.

On the River Parana, on distances exceeding 200 km, two special pilots must be ordered, and therefore there will be four Pilots on board (two special and the two on turn), and the vessel has to pay for each of them, i.e. four times the tariff.

For distances of less than 200 kilometres, the same ruling applies when continuous navigation is requested, which necessitates the employment of two Pilots on turn. However, when only one pilot is asked for, only one special Pilot is nominated, if specially asked for, and consequently the tariff is double.

(i) Northbound. Pilots for navigation through this zone go on board, north-bound, at Intersection Pontoon, whatever the destination. If for Uruguayan ports in the River Uruguay, the Uruguayan port Pilot comes on board off Parana Bravo.

(ii) From River Uruguay. Vessels from River Uruguayan Ports, either Argentine or Uruguayan, change their River Uruguay Pilot for River Parana Pilot at the mouth of the Parana Bravo. However, if proceeding from a Uruguayan port, it is preferable to send the Parana Pilot to the Uruguayan port, and drop the Uruguayan Pilot off Nueva Palmyra. In certain cases the Argentine Parana Pilot can also come aboard at Nueva Palmyra.

(iii) Inside Parana River. There are two stations for despatching Pilots in the River Parana Zone; one at Buenos Aires and the other at Rosario. From the port of Buenos Aires Pilots will be cleared to take vessels to the northern limits of the Zone, as also for vessels anchored at ports or places South of San Pedro, for any destination.

From the Rosario station, Pilots will be despatched to vessels anchored within the port of San Pedro, and all places to the North of the port, whatever their destination.

At some of the smaller ports in this zone the Prefecture will, to avoid delay to the vessel, authorise the River Pilot to berth the vessel. This request must be made when ordering the Pilot, but Agents at the river port must also apply for a Pilot, and see that he is employed if available.

Draft is ruled by the depth of water at Martin Garcia Bar, which is at present 24′ 6″ at zero. This varies, and from time to time the Prefecture has authorized clearance of vessels up to 27′. Occasionally it happens, in spring, that there is less water in the river above Martin Garcia, but the Weekly Bulletin issued by the authorities covers this and all determining depths on the river routes.

(iv) To Montevideo. Vessels proceeding down river to Montevideo, take a Pilot at intersection to Montevideo Roads, where a port Pilot boards.

(v) To La Plata. Vessels from up river ports for La Plata drop their river Pilot at Intersection, take another river Pilot to La Plata roads (optional) and then a port Pilot there.

D. *River Uruguay Zone:* Comprises the River Uruguay from Concepcion de Uruguay, km. 188 to its mouth, and that part of the River Plate mentioned under the Parana River Zone. All Pilots for this Zone will be despatched through the Buenos Aires station.

E. *Bahia Blanca Zone:* Comprises the Bay from a line joining the buoys at Punta Tejada and Punta Lobos, up to the ports. There is no pilot vessel on station. The ordering of Pilots for the Bahia Blanca zone is effected by the Overseas and Coasting office at that port. As the official tug for taking sea Pilots to meet incoming vessels is sometimes out of commission, Masters are requested to advise their Agents of the ETA 48 hours in advance. The cost of a special tug is heavy, and on occasion a saving can be made sharing expenses if the tug can take out Pilots for other incoming vessels, and also embark those from vessels outward bound from Bahia Blanca.

F. *Southern Ports:* South of Bahía Blanca and as far as Río Grande pilotage is not obligatory in port, but when a vessel requires a pilot application should be made to the Pilots' Office of the Naval Prefecture through vessel's Agents in Buenos Aires with at least five days advance notice. They go on board either at Buenos Aires, off Mar del Plata, or at other ports as required, and are authorized to operate in all of the southern ports: San Antonio del Oeste, Madryn, Comodoro Rivadavia and the adjacent oil berths, Deseado, San Julián, Santa Cruz, Río Gallegos, San Sebastián, Río Grande and Ushuaia.

Their duties are to act as Port Pilots for entering, mooring, unmooring and leaving any of these ports.

Vessels from South Atlantic Argentine ports, for Montevideo should pick up an Argentine Pilot from Recalada to Montevideo roads, but if such vessels pass further than five miles away from Recalada Lightship and pass direct to Montevideo Roads, there is no such obligation.

G. *Embarking/Disembarking:* Accommodation ladder. The gangway should be lowered to about 3 metres above the surface of the water, and adjusted in such a way that the Pilot only needs to climb the rope for this distance, in order to step on to the gangway. This rope ladder must have all the steps resting firmly against the side of the ship, in accordance with the requirements of the Safety of Life at Sea Convention. Similarly, the gangway must rest against or be secured to the side of the vessel, and Pilots may refuse to board if these conditions are not complied with.

**RADIO:** All times are given in GMT unless otherwise specified.

*Storm Warning, Met. situation, Weather forecasts and Notices to Mariners.* Are transmitted in clear (A1) in Spanish and then English, daily, from the following stations:

| | | | | | |
|---|---|---|---|---|---|
| General Pacheco<br>Buenos Aires | LSV | 3220·5 kc/s. | 0.5 kW | 01.30 | Storm warning<br>Met. resumé |
| | LSV 2 | 5907·5 | 0·5 kW | | Forecast |
| | LSV 4 | 12100 | 1 kW | | |
| | LSV 5 | 17520 | 1 kW | | |

and again at 1600

while LPD 5 transmits the same information on 512 kc/s. (5 kW) at 0148 and 1630.

The weather forecast covers the zone from Río de Janeiro to Drake Strait and is valid until 1200 of the next day. The word "nil" is used if there is no information to report, as for example in storm warnings.

Vessels at sea can request a forecast and state of the weather at any time from Meteoro Baires, through Pacheco—LPD on 4177, 4187, 8354, 8374, 11531, 12561, 16708, 16748, 22220 and 22270 kc.

| | | | | | |
|---|---|---|---|---|---|
| Radio Trelew | LPZ | 20 | 527 kc/s. | 3 kW | at 1730 |
| Radio Comodoro<br>Rivadavia | LPX | 2 | 474 kc/s. | | at 0400<br>and 1800 as above. |

Vessels at sea in this area can request a forecast from Meteoro Comodoro Rivadavia through LPX 2.

*Notices to Mariners and Urgent River Notices.* Are transmitted in Spanish and repeated in English by Radio Pacheco and Radio Comodoro Rivadavia.

| | | | | | |
|---|---|---|---|---|---|
| Radio<br>Pacheco | LPD 5 | 512 kc/s. | 5 kW | A2 at 00.30 | Plate Area |
| | LPD 6 | 4268 kc/s. | 0.25 kW | A1 at 12.30 | |
| Comodoro<br>Rivadavia | LPX 2 | 474 kc/s. | 3 kW | A2 at 13.30 20.00 | |
| | LPX 27 | 4428·6 kc/s. | 0.5 kW | A3 at 04.00 08.00<br>12.00 21.00 | |

This station only reports on Lat. 42° S. to 52° S.

In both cases messages are repeated twice at intervals of one minute at the times indicated. Notices are repeated daily during six days from publication, preceded by the signal TTT, followed by the number of the notice, the letter R and then the text in this sequence:

Zone, sea, river, province, locality, etc.
Lat. and Long. if necessary.
News in question.
Sign off with SHN to indicate the authority (Servicio Hidrografía Naval).

If there is no notice to transmit, the stations will transmit "no hay avisos para navegantes", "no notices for mariners".

*Notices to Mariners, and other items, in Spanish only*—Notices to Mariners and other special information are given in Spanish only as follows:

*Rosario*—LSQ 38, 477 kc/s., A1, at 13.05:
Depth of water in the Paraná River from Los Pájaros to Los Ratones and also the minimum depth between Santa Fe and Rosario.

*Concepcion del Uruguay*—LSQ 57, 477 kc/s., A1, 0·5 kW at 13.00:
Information on the Uruguay River from San Javier to Gualeguaychú.

*Buenos Aires South Dock* (*Darsena Sur*)—LSQ 9, 477 kc/s., A1, 1·5 kW at 04.00, 05.00, 06.00, 07.00, 08.00, 09.00, 10.00, 11.00, 12.00, 13.00, 14.00, 15.00, and 15.45 except Sundays and holidays.
Depth of water on the gauge at Riachuelo.

*Buenos Aires Central de Comunicaciones* (*Prefectura Naval Argentina*) —LSQ 4, 524 kc/s., A2, from 05 to 10 minutes each hour:
Depth of water indicated by the semaphores at Puerto La Plata and Riachuelo, and of the El Codillo zone of the Punta Indio Channel referred to zero on the Oyarbide tide gauge which is between pairs of buoys 24 and 25 in the Main Channel, and the new tide gauges referred to on page 17.

*Buenos Aires, Meteo* (*All A1*)—LSV 3220·5; LSV 2, LSV 6, 5907·5; LSV 4, 12100; LSV 5, 17520 kc/s. at 1705.
Depth on the River Plate, River Paraná, River Paraguay and River Uruguay zones. Buenos Aires, Radio Nacional LRA 870 kc/s. A3, at 01.00, 11.00, 15.00, 18.00 and 21.00.
Depths of water and met. forecast for River Plate zone, this station also transmits tidal forecasts at 01.00, 10.00, 13.15, 16.00, 19.00 and 22.00.

*Intersection Pontoon River Plate*—LOI, 524 kc/s., A2:
Continuous information on local depths of water, on request.

*Recalada Pontoon*—LOJ, 524 kc/s., A1:
Same as Intersection.

*Buenos Aires, Central de Comunicaciones* (*Navy*)—LOL 457·2, 2162·5, 4856, 8030, 13101, 17180, 22840 kc/s., A1, at 02.30, 03.00, 13.00, 13.30, 19.30 and 20.30.
Urgent notices to Mariners, and Notices to Mariners covering the Argentine Coast and river systems.

*Santiago River* (*La Plata*)—LOM, 524 kc/s., A2,
from 05 to 10 minutes each hour:
Depth of water on the semaphore at La Plata.
From 10 to 15 minutes each hour:
State of tides in El Codillo zone of Punta Indio Channel, referred to zero on the Oyarbide tidal gauge (between pairs of buoys 24 and 25).

All Atlantic ports also transmit local notices to Mariners and weather forecasts in Spanish, the call signs and frequencies are indicated under each individual port, but between the powerful stations at Pacheco (Buenos Aires) and Comodoro Rivadavia, the whole coast is covered by the regular information given in both Spanish and English.

*Facsimile Reports.* Buenos Aires also transmits facsimile reports, of which the following correspond to surface forecasts, valid for 24 hours, and weather on Mercator projection.

| | | |
|---|---|---|
| | | 08.00/08.15 and 20.00/20.15 |
| From station | LRO 69 | 5185 kc/s. |
| and | LRB | 10720 kc/s. |

both of F4, white and black with a variation in frequency of plus 400 minus 400–5 kW and referred to observations made eight hours earlier.

From the Antarctic, the Argentine Met. station at the South Orkney Islands transmits an analysis of the Atlantic area at 0300 and 1700 from LOK on 4250 kc/s. and 13051·5 kc/s.

*Traffic Control and Safety at Sea.* The Prefectura Naval Argentina, in charge of shipping activities including safety at sea, maintains a control centre at Buenos Aires, and another at Mar del Plata (where several hundred fishing vessels operate).

Objectives are to prevent collisions at sea or groundings and to keep a safe, expedite and orderly flow of traffic, as well as to alert safety and salvage systems when vessels need assistance.

A. – The Controlled area, from Buenos Aires, covers from parallel 57°W passing through pair of buoys No. 21 in the main entrance channel to a line from San Isidro (Buenos Aires) to the mouth of the Parana Guazú river.

The centre is on permanent duty in the following VHF-FM channels

| | | |
|---|---|---|
| 16 | frequency 156·8 mHz | for calls, assistance, urgency and safety. |
| 12 | 156·6 | notices to mariners. |
| 14 | 156·7 | annex to Channel 12. |
| 6 and 8 | 156·3/4 | bridge to bridge use. |

Information: All vessels in the area, both foreign and national, must inform the centre of the following:

1. On entering the systems.
2. On leaving the systems.
3. On crossing km 57 in the main channel.
4. On arriving at Intersection Pontoon.
5. On crossing km 11 of the access channel to/or from Buenos Aires.
6. When anchoring, mooring or unmooring.

In each case, except 2 and 6, they will give the estimated hour of arrival at the next point en route.

Vessels will also report, on channel 16, the following:

(*a*) Accident or fire on board.
(*b*) Sighting another vessel in apparent difficulties.
(*c*) Sighting any dangerous obstacle to navigation.
(*d*) Any serious reduction in visibility.

They will also advise, on Channel 12, as soon as possible, if any mark, light or navigational aid is damaged, missing, functioning badly or evidently out of position. Vessels must keep constant watch on Channel 16 from entering the zone to leaving it, and immediately after using any of the other channels will continue to listen on Channel 16. If, for any reason, this is not possible, they will report this to Control office by Channel 12.

The Centre transmits as routine information urgent notices to mariners, ruling weather conditions every four hours from 00.00 and depth of water at El Codillo, La Plata port, Riachuela and Martin Garcia Bar five minutes after every hour.

Also tide and met. forecasts at 09.00 and 15.00. Storm warnings, visibility reports and obstructions in channels will be transmitted immediately on being reported, and then included in the next routine transmission.

Information can be requested from the Centre at any time.

The Administration procedure is that figuring in the International Union of Telecommunications and/or the Manual for the Use of Mobile services.

Time used in this service is local Argentine time, i.e. GMT less 3 hours.

Language: Personnel on duty in the Control centre will use only Spanish.

If necessary recourse can be had to the Code groups in the International Signal Code in use, and the spelling and lettering tables therein, or to Code Q.

B. – Mar del Plata Centre controls the area from 35° 30′ to 41° S. In this zone the system is voluntary for foreign flag vessels. The Centre operates on the following frequencies.

| | | | *Coastal frequency* | | | *Ship frequency* | |
|---|---|---|---|---|---|---|---|
| One | Type | A3 H | 2182 kHz | LSO | 20 | 2182 | a |
| | | | 2100 | LSO | 69 | 2100 | d |
| | | | 4409·4 | LSO | 70 | 4410·8 | f |
| | | | 8754·4 | LSO | 71 | 8220·4 | g |
| | | | 13189·5 | LSO | 72 | 12410·5 | i |
| | A1 | A2 | 500 | LSO | 20 | 500 | |
| | A1 | | 437 | LSO | 20 | 437 | |
| | | | 4325 | LSO | 21 | 4325 | |
| | | | 12728 | LSO | 57 | 12728 | |

Two The Mar del Plata centre maintains a continuous listening watch on:

| | | | | |
|---|---|---|---|---|
| A1 | A2 | 500 kHz | LSO | 20 |
| A1 | | 4325 | LSO | 21 |
| A3 | H | 2182 | LSO | 20 |
| | | 4110·8 | LSO | 70 |
| | | 8220·4 | LSO | 71 |

and also listens from 00 to 05 minutes each hour on A1 12728 kHz and from 45 to 50 minutes every hour on A3 H on 2100 and 12410·5 kHz.

Vessels can use any of the frequencies listed under "one" after calling any of the frequencies in "two". In radiotelephony, except for frequencies 2100 kHz and 2182 kHz traffic will be routed in semi-duplex as per frequency pairs as indicated in "one" f, g and i.

In this are notices to Mariners and Safety information will be transmitted as follows:

| | | | | |
|---|---|---|---|---|
| A3 H | 2100 | 8754·4 | 00.05 and 05.05 | Argentine time (GMT —3) |
| | 4409·4 | 7854·4 | 08.05 | ,, ,, ( ,, ,, ) |
| | 4409·4 | 13189·5 | 12.05 and 16.05 | ,, ,, |
| A1 | 437 | 4325 | 01.00 and 06.00 | ,, ,, |
| | 4325 | 12728 | 13.00 and 19.00 | ,, ,, |

Storm warnings or other urgent information will be transmitted in A3H and A1 on 500 kHz and 2182 kHz.

Information: Vessels on entering or leaving the zone will indicate:

1. Position, course, speed, whence proceeding, whither bound.
2. Sailing from or entering ports in the area.
3. Report geographical position every twelve hours counted from time of first advice, giving course and speed.
4. Any change in course or speed which alters the normal route and time at which it occurred.
5. Anchoring in or leaving the area.

Happenings: All vessels will immediately advise the centre of:

(*a*) Accident or damage to own or another vessel.
(*b*) Sighting any object dangerous to navigation.
(*c*) Any serious reduction in visibility, or unfavourable meteorological conditions.
(*d*) Having observed if any lighthouse, beacon, buoy, etc., is not working properly or is out of its correct position.

Language and Time: As in River Plate centre.

*Time Signals*. Time signals are transmitted from LOL Buenos Aires as follows: frequency 475·5, 2162·5, 4856, 8030, 13101, 17180, 22840 kc/s., A1. at 0100, 1300 and 2100 GMT, using the modified modern American system, with dots every second from 54.30 to 54.50, a dash of eight seconds ending with four half-second dashes, every minute to the hour, ending with a dash.

LOL also transmits on 5, 10 and 15 Mc/s. simultaneously in A1, A2, A3. Carrier waves are modulated in 1000 and 440 c/s. alternately.

Signal consists of dots every second, omitting the 59th second, and with one second interval before the next period commences. Transmission is from 0800 to 0900, 1100 to 1200, 1400 to 1500, 1700 to 1800, 2000 to 2100, and 2300 to 2400 Argentine time (GMT less 3 hours daily), except Sundays and national holidays.

At the end of each period of transmission the call sign in given in morse, and before each period the words Observatorio Naval Argentino are followed by the hour and minute corresponding to the commencement of the next signal.

Modulation on 440 c/s. corresponds to the note LA of the fifth octave in the musical scale.

*D/F BEACONS:* A number of radio beacons specially for shipping have been installed down the coast, in addition to the airbeacons which can also be used, though with less accuracy.

There are eight beacons, and 18 aerial beacons in use as follows:

*Practicos Recalada* – 35° 10′ 06″ S. 56° 15′ 00″ W. range 150 miles (on the lightship) frequency 320 kc/s., A2.

Signal PR once 9·7 seconds, followed by silence 2·3 seconds, a long dash 17 seconds, silence one second, dash 17 secs., silence one sec. PR repeat the cycle, PR again and final silence 14·3 seconds, making a period of 120 seconds (two minutes).

In good weather there are two transmissions every two-minutes, from 02 to 08 and 32 to 38 minutes each hour.

In fog, one two-minute transmission every four minutes from 02 minutes.

*Punta Mogotes* – 38° 05′ 32″ S. 57° 32′ 28″ W. range 120 miles. (On the lighthouse) frequency 295 kc/s. A2.

Signal PM once 9·8 secs., followed by silence 2·2 secs., dash 17 secs., silence one second, dash 17 secs., silence one second PM and repeat cycle. PM again, final silence 14·2 seconds, total period two minutes of the hour.

In good weather two transmissions as from 06 and 36 minutes of the hour.

In fog, continuous commencing on the hour.

*Bahia Blanca* – (On the Recalda Lighthouse) 38° 59′ 33″ S. 61° 15′ 38″ W. range 350 miles frequency 310 kc/s. A2, 0·2 kW.

Signal BB 9·8 seconds, silence 2·2 secs. dash 17 seconds, silence one second, dash 17 seconds, silence one sec. BB and repeat cycle, then BB and final silence 14·2 seconds, total period two minutes.

In good weather two transmissions four minutes apart from 04 and 34 minutes after the hour.

in fog, one transmission every four minutes from 04 each hour.

*Bahia Blanca* – (On the Light buoy El Rincon) 39° 23′ 12″ S. and 62° 00′ 48″ W. range 200 miles, frequency 310 kc/s., A1 and A2, 0·15 kW.

Signal RN once, seven seconds, silence two seconds, two long dashes 41 seconds, silence two seconds RN repeat cycle, but one second first silence after signal then as before repeat RN and final silence 250 seconds, total 6 minutes.

In good weather, two transmissions from 02 and another two from 32 minutes of each hour.

In fog continuously from 02 each hour.

*Bahia Blanca* – (On the Segunda Barranca lighthouse) 40° 47′ S. 62° 16′ W. approx. range 200 miles, 310 kc/s. A2.

Signal SB 9·8 seconds, silence 2·3 secs., dash 17 seconds, silence one second, dash 17 seconds, silence one second SB and repeat cycle, repeat SB final silence 14·8 seconds, total period 2 minutes. In good weather, two transmission every half hour, at 00/02 06/08 30/32 and 36/38 minutes on the hour, in fog, every four minutes 00/02, 06/08, etc.

*Punta Delgada–Los* – 42° 46′ 00″ S. 63° 38′ 00″ W. range 200 miles, frequency 315 kc/s., modulation 1000 c/s modulated A2 signal PD 9·7 seconds, silence 2·3 seconds, long dash seconds silence one second, long dash 17 seconds, silence one second PD repeat cycle, PD final silence 14·3 seconds total period 2 minutes good weather four transmissions every hour at 04, 10, 34 and 40 minutes after the hour. In fog two minutes transmission and four minutes silence from 04 of the hour.

*San Gregorio* – 45° 01′ 30″ S. 65° 37′ 51″ W. range 200 miles, frequency 295 kc/s., A2 2kW.

Signal IL 9 seconds, silence 3 seconds, long dash 17 seconds, silence one second, long dash 17 seconds, silence one second, IL repeat cycle. IL final silence 15 seconds, two minutes period in good weather four times every hour, two minutes each from 00, 06, 30 and 36 after the hour.

In fog one two-minute transmission and four silence, from 00 in the hour, but fog transmission temporarily suspended.

*Cabo Blanco–Loa* – 47° 12′ 12″ S. 65° 44′ 33″ W. range 200 miles (on the lighthouse) frequency 295 kc/s., A1, A2, 0·15 kW signal CB 12 seconds, two long dashes 37 seconds, CB repeat cycle CB final silence 250 seconds, total period six minutes. Good weather, twice from 08 and twice from 38 minutes after the hour; fog, continuously from 02.

Temporarily out of service.

The Following Aerial Beacons, all on A2, may be of assistance

| | | | | *Freq.* | *Time* |
|---|---|---|---|---|---|
| Bs. Aires, Aeroparque | OP | 34° 31′ 18″ S. | 58° 29′ 00″ W. | 260 | kc/s. continuous |
| Bs. Aires El Palomar | PAL | 34° 37′ | 58° 36′ | 400 | from sunset, on req. |
| Bs. Aires, Morón | MOR | 34° 40′ | 58° 38′ | 355 | continuous |
| Bs. Aires, Ezeiza | EZA | 34° 49′ | 58° 32′ | 365 | continuous |
| La Plata | PTA | 34° 53′ | 57° 56′ | 250 or 275 | continuous |
| Punta Indio | PDI | 35° 18′ | 57° 16′ | 325 | 09/2300 |
| Dolores | DOL | 36° 20′ | 57° 42′ | 235 | on request, range 120 miles |
| Bahía Blanca | BCA | 38° 43′ | 62° 12′ | 330 | daylight only, not Sundays/holidays, range 250 miles |
| Comandante Espora | EPO | 38° 45′ | 62° 10′ | 370 | daylight |
| San Antonio Oeste | SAO | 40° 44′ | 64° 58′ | 220 | daylight |
| Trelew | TRE | 43° 14′ | 65° 19′ | 205 | daylight, range 300 m. |
| Comodoro Rivadavia | CVR | 45° 47′ | 67° 30′ | 230 | daylight, range 230 m. |
| Puerto Deseado | ADO | 47° 44′ | 65° 55′ | 210 | continuous |
| San Julián | SJU | 49° 18′ 30″ | 67° 46′ 30″ | 375 | occasional, range 150 miles |
| Santa Cruz | SCZ | 50° 01′ | 68° 34′ | 245 | occasional, range 250 miles |
| Río Gallegos | GAL | 51° 37′ | 69° 17′ | 330 | 09/2300 350 miles |
| Río Grande | RGN | 53° 47′ | 57° 40′ | 365 | on request |
| Ushuaia | USU | 54° 49′ | 68° 19′ | 235 | on request 200 miles |

*Medical Advice.* Medical consultations can be made, without charge, from vessels at sea with urgent illness or accidents on board. Messages should be brief, but clear and concise, describing the symptoms of the illness with all possible details, including age and sex of patient and informing what first aid equipment is available on board.

For priority, messages should be preceded by the urgent signal XXX and be signed by the Master of the vessel.

The Medical section of the International Signals Code, 1931 volume 2 can be used, as also clear language if it is necessary to amplify the message.

Messages should be radioed to "Consulta Radiomedica" followed by the name of the coastal station used.

All consultations are gratuitous, they must be composed in Spanish, and indicate in this order:

Sex; Age; clinical antecedents; symptoms leading to the consultation; probable cause of the illness or conditions in which accident occurred; any other data which could assist diagnosis and facilitate treatment, such as pulse rate, temperature (in centigrade) character and appearance of the wound, etc., and informing what first-aid equipment is on board.

The following stations at Buenos Aires give continuous service for this purpose:

| | | | | | |
|---|---|---|---|---|---|
| LPD | 4 | 44·5 | kc/s. | A1 | A2 |
| LPD | 68 | 4268 | kc/s. | A1 | |
| LPD | 86 | 8646 | kc/s. | A1 | |
| LPD | 32 | 13002 | kc/s. | A1 | |
| LPD | 46 | 17045·6 | kc/s. | A1 | |
| LPD | 91 | 22419 | kc/s. | A1 | |
| LPD | 44 | 4434·5 | kc/s. | A3 | |
| LPD | 8 | 8811·5 | kc/s. | A3 | |
| LPD | 9 | 13180 | kc/s. | A3 | |

**LOAD LINE:** Vessels are permitted to load to their summer marks all year round at all River Plate Ports as well as Atlantic ports as far South as Cape Tres Puntas; inclusive (47° 06′ S. 65° 05 ′W.) and provided they are Northbound or Eastbound. All ports in the River Parana, River Uruguay and the River Plate proper are fresh water.

With regard to Loaded Draft, the mean draft and not the maximum must be taken into account, and this should not exceed the Load Line marks.

On the mean draft an allowance will be made equal to the weight of the fuel vessel will consume until it reaches the Sea from up-river ports. No allowance is given to vessels leaving Buenos Aires or La Plata.

**LIGHTENING ANCHORAGE:** Vessels wishing to lighten cargo and perform topping-off operations may do so in the following positions:

| | | |
|---|---|---|
| Position No. 1 | 34° 42.0′ S. | 57° 57.2′ W. |
| No. 2 | 34° 44.1′ S. | 56° 48.0′ W. |
| No. 3 | 34° 46.0′ S. | 56° 48.0′ W. |
| No. 4 | 34° 43.9′ S. | 57° 57.2′ W. |

For ships performing such operations in the River Parana, after passing Martin Garcia, the respective zone is between km. 172 and km. 173 in the river Parana Guazu, outside the channel. It is forbidden for ships not lightening or topping off to anchor at these points.

**SPEED:** *Maximum speed in Ports, Channel and rivers* – Vessels operating in the proximity of an open port, close to quays or loading places where other vessels or barges are operating, will reduce speed to a maximum six knots.

In particular, this refers to

| | |
|---|---|
| Rosario | between Saladillo and Punta Barrancos (La Florida) |
| San Nicolás | between km. 347 and 351 |
| Ramallo | between km. 322 and 326 |
| Zárate | between km. 104 and 111 |
| Campana | between km. 96 and 98 |

**FUMIGATION:** (*a*) *Exemption.* Vessels of foreign registry will be fumigated when proof is not shewn that fumigation has been effected by competent authority, and in a port duly authorized by the International Office of Public Hygiene, or that they have been exempted from such operation by the Health Ministry at authorized ports, within the last 6 months. Vessels arriving with an expired Fumigation or Exemption Certificate, will be fumigated except where a request of one month's grace is made to allow vessel to return to home Country or a request is made for an inspection. Should the vessel be in either case in a sanitary condition and have *no trace of rats*, an Exemption Certificate will be granted.

(*b*) *Certificates are of no value if vessel is not in good sanitary condition.* The Authorities will not recognize the validity of any Certificate or issue any Exemption Certificate to those vessels which in the opinion of the National Health Ministry, after inspecting the vessel, are not in a good sanitary condition. Both cyanide and sulphur (Clayton process) Fumigation Certificates are accepted by the Health Ministry.

(*c*) *Permit to commence loading of vessels ordered to fumigate.* No vessels which have had an annotation on their Free Pratique Certificate to the effect that they must be fumigated or inspected, are permitted to commence loading before these requisites are complied with. To this effect the necessary advice will be passed by the Customs or Port Authorities to the Health Ministry for intervention.

(*d*) *Ports where vessels can fumigate.* The sulphur fumigation is exclusively effected by the Health Ministry at the ports of Buenos Aires, La Plata and Rosario. The cyanide process is effected by private companies at practically every port of the Republic, provided sufficient notice is given, as at some ports it is necessary to bring the equipment from other ports (full information in this respect is given under each port).

Captains are recommended to ensure that their vessels are in good sanitary condition and free from traces of rats on arrival. Even although vessels may be given a Free Pratique Certificate, this does not always free vessel from fumigation if on arrival at port of loading, the Authorities discover traces of rats on board. The granting of Free Pratique has, in fact, no relationship to the granting of fumigation exemption, and permission to load.

(*e*) *Weevil.* The National Grain Board is very strict on inspecting for weevil on board vessels destined to load grain.

**TIDES:** Following data indicates the tidal range at Spring and Neaps in feet and tenths of a foot indicating the Argentine chart number on which the respective datum is given, and the height to be added to or deducted from that datum at the various-ports, which are given in North/South rotation.

| | *Springs* | *Neaps* | *Chart number* |
|---|---|---|---|
| Martín García | 2 | 0·4 | 70 |
| Buenos Aires | 3·2 | 0·8 | 176 |
| Mar del Plata | 3·8 | 1·2 | 18 |
| Quequen/Necochea | 5·2 | 2 | 18 |
| Puerto Belgrano (Bahía Blanca) | 12·6 | 6.4 | 74 |
| S. Antonio Oeste | 30·4 | 11·8 | 6 |
| Puerto Madryn | 18·8 | 6 | 92 |
| Comodoro Rivadavia | 19·6 | 7·4 | 30 (plus 0·6 feet) |
| Puerto Deseado | 17·2 | 6·2 | 21 |
| San Julián | 28 | 9·2 | H 350 |
| Santa Cruz | 39·8 | 9·4 | 2 |
| Río Gallegos | 39·4 | 9·6 | H 451/2 |
| Cabo Vírgenes | 37·8 | 7·4 | 203 (minus 2·5) |
| San Sebastián | 33·8 | 9·4 | 84 (minus 0·7) |
| Río Grande | 22·6 | 7·6 | 67 (minus 2·1) |
| Ushuaia | 5·2 | 2·2 | 45 |
| and for comparative purposes. | | | |
| Montevideo | 0·8 | 0·4 | 242 (plus 0·8) |
| Punta Arenas | 5·6 | 1 | English chart 545 |

**DRY DOCKS AND FLOATING DOCKS:** There are two dry docks at Buenos Aires and two at Bahía Blanca, and six floating docks at Buenos Aires, with smaller ones available at Rosario and Corrientes.

The four dry docks are under the control of the Ministry of Marine as are some of the floating docks, but all are available for merchant vessels, and private repair companies are permitted to carry out work in these Government docks.

(*a*) *Applications* for entering either Dry or Floating Docks are the same:

Name and class of vessel; flag, characteristics; NRT as per Register; nature of repairs; estimated stay in dock, date when ready to enter dock; vessels' Register number and plans for docking.

Tank vessels must also supply a "Gas Free" certificate.

(*b*) *Buenos Aires.*—The two dry docks are at right angles in the North Basin, on the north-east side and have the following dimensions:

No. 1 493 feet (150 metres), breadth at top of entrance 66′ (19·75 m.) gradient 1: 300.

No. 2 590 feet (180 metres), breadth at top of entrance 92 feet (22·10 m.).

Vessels with large beam can only enter if their draft does not exceed 20′.

(c) *Bahia Blanca.*—The two dry docks are in the Naval Dockyard base.

No. 1 is 705 feet (215 metres) in length, width on sill 72′ 6″ (22·12 m.)

No. 2 is 672′ 6″ in length (closed) (205 m.)

(d) *Floating Docks.*—There are seven in Buenos Aires, as follows:

| | *Lifting Capacity* | *Length* | | *Internal Breadth* | |
|---|---|---|---|---|---|
| No. 1 | 3,500 tons | 413′ | 126·10 m. | 56·0′ | 17·10 m. |
| No. 2 | 1,500 tons | 300′ | 91·50 m. | 41·0′ | 12·50 m. |
| No. 3 | 750 tons | 216′ | 65·79 m. | 44·0′ | 13·32 m. |
| No. 4 | 750 tons | 216′ | 65·79 m. | 44·0′ | 13·32 m. |
| No A | 12,000 tons | 565′ | 172·50 m. | 86·0′ | 26·20 m. |
| No B | 2,800 tons | 397′ | 110·00 m. | 60·7′ | 18·05 m. |
| No C | 1,000 tons | 246′ | 75·00 m. | 51·4′ | 15·68 m. |

All supply cranes, fire fighting equipment, compressed air, water pumps, electric supply – 380 V. and 110 V. AC or 220 V DC. Telephone, sanitary discharge for ship's bilges and sanitary services on the dock.

**FUEL:** Bunker stocks of diesel oil are available in bond at Buenos Aires, Bahía Blanca and Montevideo, thus these ports are the most convenient for taking Diesel bunkers. It is available at other ports, but has to be transported by lorry from Buenos Aires. Lorries are unable to go alongside at some of the elevator berths, and there are no oil barges at Rosario, San Nicolás, or Necochea.

At Buenos Aires there are barges of 150 to 550 tons with tanks to carry all classes of oil. If smaller quantities are required transportation can be effected by lorries from the tanks, the cost being cheaper than barging.

Oil can be transported by lorry to any berth in the port of Buenos Aires.

**STEVEDORES:** Working hours have been modified, and are now 07.00/13.00, 13.00·19.00 on ordinary time, and 19.00/01.00, 01.00/07.00 on 50% surcharge. Saturdays 13.00 to 19.00 – 50%, 19.00/01.00 – 125%, and 01.00/07.00 Sunday 200%. Sunday through the day 100%, and night 200% (Monday 01.00/07.00 as a weekday). Hiring for all overtime shifts must be done at latest by 17.30, next hiring being 07.00.

In Parana River ports from 06.00/12.00, 12.00/18.00, 18.00/24.00 and 00.00/06.00.

*Stevedoring damage.* It is essential that Master and/or Agent leaves on immediate record any damage done to vessel or cargo by the stevedores, in order to assist in recovering the cost of repairs.

*Paid Feast Days.* With 48 hours or six shifts worked in the preceding ten days, this must be paid in full, plus double wages if worked. Similarly, if the day preceding the holiday is worked, and any of the five following days, the holiday must also be paid.

*Stevedores Day.* 21st December, no work is done except on vessels with a fixed departure date.

*Christmas and New Year's Eve.* It has become a custom that many of the stevedores do not turn up on these dates in the afternoon.

*Ordinary Holidays*, denominated Non-working days are those on which Government Offices, Customs, Banks and Insurance companies close, by law, while for commerce and industry in general closing is optional. Usually business works at least a half day and some factories full time. Stevedores and port labour in general are only entitled to a normal day's pay if worked, though there is friction as some of the Government entities, such as Grain Board, Meat Board, Customs, etc., get double pay, if worked.

It is possible to work these days in port, but it often happens with direct delivery cargo that importers or shippers will refuse to work alongside, so that many "non-working" days are in fact just that, or at least partially lost time. For Centrocon or other charter party purposes, unless exempt, they count as lay time.

*Special Holidays.* Special holidays are decreed on occasions by the Federal or Provincial Governments. These latter refer only to the ports in the Province in question.

*Shipping and Stevedores' Days.* 7th August and 21st December have been declared Shipping and Stevedores' Union Days, respectively. A Merchant Marine day has also been declared for 25th November, but it is not yet clear if this embraces or is additional to the two shipping holidays mentioned. If so, no work is possible on such days, and there may be trouble in obtaining tugs for entering or leaving.

*Saturdays.* Banks and public offices are closed on Saturdays, but other activities continue on Saturday mornings, hence stevedores and port workers only collect ordinary pay, but work until 13.00 only, going on to overtime if work continues after that hour. Custom guards collect double pay if working Saturdays.

*Local Holidays.* There are also a number of local holidays, usually the Patron Saint's day, affecting the locality in question, and considered as non-working days for payment purposes.

*Drinking Water.* A good supply of drinking water should be available on board, and in hot weather this must be iced.

**GRAIN LOADING:** On a North/South basis. See table below.

| | | *Berths* | *Spouts* | *Workable simultaneously* | *Rate per hour each* | *Total* |
|---|---|---|---|---|---|---|
| Santa Fe | | | | | | |
| 72,500 tons | Unit 1 | 2 | 8 | 3 | 300/400 | 1200 |
| | unit 2 N.W. | 1 | 6 | 2 | 200 | 400 |
| | unit 2 S.W. | 1 | 2 | 2 | 200 | 400 |
| Diamante | | | | | | |
| 20,000 tons | | 1 | 4 | 2 | 500 | 1000 |
| San Lorenzo/San Martin | | | | | | |
| 320,000 tons | unit 8 | 1 | 2 | 1 | 150/180 | 150 |
| | unit 10 | 1 | 3 | 1 | 150/180 | 150 |
| Rosario | | | | | | |
| 326,100 tons | unit 1 | 1 | | 2 | 170 | 340 |
| (80,000 in const.) | unit 2 | 1 | | 2 | 200 | 400 |
| | unit 3 × 4 | 1 | | 2 | 250 | 500 |
| | unit 4 × 8 | 1 | | 2 | under repair | |
| | unit 5 × 10 | 2 | | 2 | 200 | 400 |
| | unit 6 × 13 | 2 | | 6 | 200 | 1200 |
| Villa Constitucion | | 2 | | 1 each | 300 | 600 |
| 225,500 tons | | 2 | | 1 each | 300 | 600 |
| San Nicolas | | | | | | |
| 53,000 tons | | 1 | 5 | 2 | 500 | 1000 |
| (16,000 in construction 1973) | | | | | | |
| Ramallo | | | | | | |
| 12,080 tons | | 1 | | 2 | 250 | 500 |
| San Pedro | | | | | | |
| 7,560 tons | | 1 | 7 | 1 | 400 | 400 |
| Concepcion del Uruguay | | | | | | |
| 3,200 tons | | 1 | | 1 | not ready | |
| (20,000 in construction) | | | | | | |
| Buenos Aires | | | | | | |
| 219,400 | Basin D | 5 | 29 | 5 | 500 | 2500 |
| (20,000 in construction) | Dock 3 | 1 | 6 | 1 | 500 | 500 |
| | South Dock | 1 | 4 | 1 | 400 | 400 |
| | South Dock | 1 | 3 | 1 | 400 | 400 |
| Mar del Plata | | | | | | |
| 25,000 tons | | 2 | 5 | 2 | 400 | 800 |
| Quequen | | | | | | |
| 404,500 tons | unit 1 3/4 | 1 | 4 | 2 | 450 | 900 |
| | 5/6 | 1 | 4 | 2 | 450 | |
| | unit 2 | 1 | | 1 | 400 | 400 |
| | extension berth | 1 | | 1 | 230 | 230 |
| Bahia Blanca | | | | | | |
| 617,480 tons | | | | | | |
| | old elevator ext. 1/2 | 2 | 12 | 2/4 | 250 | 500 |
| | 3/4 | 2 | 8 | 2/4 | 400 | 800 |
| | central elevat. 5/6 | 2 | 10 | 2/4 | 480 | 960 |
| | 7/8 | 2 | 10 | 2/4 | 480 | 960 |
| | new elevator 9 | 1 | 12 | 2 | 1000 | 2000 |

**WATCHMAN:** The use of watchmen is obligatory in all ports, and they are the auxiliary delegates of the Maritime Authority. One man per gangway must be placed. Masters may also place a crew member on watch, but in ports where there is an official service the official watchmen must be used. His duties are to control access to the vessel, control the shipment or discharge of prohibited articles, to revise all packages brought on board or landed, see that the moorings are in order, that the gangway is duly illuminated and that rat guards are in place.

**WHARF CLEANING:** It is the Master's duty to see that the Wharf is properly cleaned up before his vessel vacates a wharf. Port authorities can do this, and charge the Agents of the vessel last berthed with the cost.

**HATCHES:** Opening and closing normally carried out by the stevedores in each port. All hatches must be kept closed when vessels are not operating, and when leaving port, must be well battened down and covered with two tarpaulins.

**RAT GUARDS:** All moorings must be provided with regulation pattern rat guards, 80 centimetres diameter.

As part of the rat control gangways must be painted white and fully illuminated at night. Fines are imposed for non-compliance.

**FENDERS:** At all ports, vessel must be boomed off the quay at least one metre fifty centimetres. Any type of fender meeting this requirement will do, but at San Nicolas, special fenders are supplied.

**NIGHT LIGHTS:** All vessels when made fast must illuminate that side towards the water with at least one screened light. When vessels are double berthed, the one lying second off must comply with this rule. Similarly, vessels moored with either stern or bows to shore must show a light over the anchor chain to seaward. Vessels laid up or being dismantled are exempt from this, but owners are responsible for any resulting damages.

**DESTINATION CHANGE:** When at sea if there is any change in destination, within the Argentine, Masters must report this by radio to the Marine Prefecture, indicating the reasons for such change.

**DESPATCHES:** Once despatch is granted, this is valid for twelve hours only, after which period new despatches must be requested, and reasons given for not sailing. In ports where local conditions impose a longer limit, the maximum allowable is thirty hours.

**SEAMEN'S INSTITUTES, HOME AND CHURCHES:** There is one hostel for seamen, and five institutes operating in Buenos Aires and one in Rosario, as follows:

*Stella Maris (Apostleship of the Sea)*
Independencia 20 (corner Ing. Huergo). Telephone: 33-0832
Chaplain – Father Alex Dalpiaz CS. Open every day. Vessels visited daily. Hotel – Rooms, Meals, Bar. Information – Port Office, Books, Money Exchange, Souvenirs. Amusements – Dancing, table tennis, billiards, television, excursions. Salon Dance – Wednesdays, Saturdays and Sundays.

Religion – Mass every Sunday at 19.30, and in the morning on board ship by request. Confession at all times. Night prayer for all seamen.

Football games arranged. Books freely exchanged.

*The Missions to Seamen*
Cochabamba 223. Telephone 33-0326
Chaplain – The Rev. E. W. Casson. Open daily from 19.00, with dances on Tuesdays, Thursdays and Saturdays from 21.00. Shop, post office, billiards (three tables), snooker, table tennis, television, bar (beer, no spirits), etc.

There is a service of Holy Communion at 19.00 every Sunday. Football games and excursion arranged. Vessels are visited.

*Sjomandskirke*
Ing. Huergo 1263. Telephone: 33-3861
Open daily from 08.00. Library, billiards, table tennis, sightseeing vists arranged, as also football matches. Vessels visited every day.

Church services every first Sunday at 10.30.

*Axel Johnson Minne till Svenska Sjoman*
Juan de Garay 80. Telephone: 33-7304
Open daily from 18.00. Library, sightseeing arranged.

Details of religious services on board of Swedish Church in Azopardo 1428 (round the corner from the Johnson Foundation).

*Dansk Kirke*
Carlos Calvo 257. Telephone: 33-9154
Danish seamen are welcome at the Norwegian Centre, while at the Church the office is open every Tuesday from 20.00 to 22.00 for assistance, and the Young People meet on Tuesdays and Fridays from 20.00 to 22.00, all being welcome.

Church services are at 10.00 every Sunday, and on third Sunday in every month at 16.00.

*Finnska Sjomens–Kyrken.* Suommerimien Kirkko
San Juan 234. Telephone: 33-6797. Open daily 18.00 to 22.00
*Rosario:* The Missions to Seamen at Sarmiento 209.

## II. *RIVER PLATE PORTS*

Buenos Aires
Campana
Concepción del Uruguay
Diamante
Ibicuy
La Plata
Ramallo
Rosario
San Lorenzo
San Nicolás
San Pedro
Santa Fe
Villa Constitución
Zarate

## THE RIVER PLATE

The River Plate, or Río de la Plata, is formed by the rivers Paraná and Uruguay, and is one of the greatest river systems in the world, the Basin covering nearly four million square kilometres. It is some 150 miles long, and the mud and sand in the waters give a thick brownish colour. Tides are small, but the water level is subject to frequent and sudden fluctuations on account of the weather.

The official depth at zero of the long entrance channel from Recalada to the Port of Buenos Aires is presently (this varies slightly from time to time):

| | *Width of channel* | *Depth* | *Alternative width* | *Depth* |
|---|---|---|---|---|
| Punta Indio | 110 metres | 29′ | 200 metres | 26′6″ |
| and of the access channel from the Roads (km. 37 to km. 9·8) | 55 metres | 30′ | 80 metres | 29′ |
| North Channel (km. 9·8 to Anteport) | 60 metres | 27′ | 80 metres | 24′ |
| South Channel (km. 8·2 to Boca) | 30 metres | 24′6″ | 50 metres | 19′ |

*Distance Table*
*Montevideo and Buenos Aires to Parana and intermediate ports*
Nautical miles

| | Montevideo | Recalada Prácticos | La Plata | Intersección Prácticos | Buenos Aires | Martín García | Ibicuy | Campana | Zárate | San Pedro | Obligado | Ramallo | San Nicolás | Villa Constitución | Rosario | San Lorenzo | Grondona | Gaboto | Diamante | Alvear | Santa Fe | Bajada Grande | Parana |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Montevideo | — | 16 | 118 | 108 | 128 | 145 | 205 | 243 | 238 | 239 | 249 | 261 | 276 | 285 | 310 | 326 | 343 | 348 | 374 | 385 | 400 | 406 | 410 |
| Recalada Prácticos | 16 | — | 102 | 92 | 112 | 129 | 189 | 227 | 222 | 223 | 223 | 245 | 260 | 269 | 294 | 310 | 327 | 332 | 358 | 369 | 384 | 390 | 394 |
| La Plata | 118 | 102 | — | 10 | 30 | 47 | 107 | 145 | 140 | 141 | 151 | 163 | 178 | 187 | 212 | 228 | 245 | 250 | 276 | 287 | 302 | 308 | 312 |
| Intersección Prácticos | 108 | 92 | 10 | — | 20 | 37 | 97 | 135 | 130 | 131 | 141 | 153 | 168 | 177 | 202 | 218 | 235 | 240 | 266 | 277 | 292 | 298 | 302 |
| Buenos Aires | 128 | 112 | 30 | 20 | — | 57 | 117 | 155 | 150 | 151 | 161 | 173 | 188 | 197 | 222 | 238 | 255 | 260 | 286 | 297 | 312 | 318 | 322 |
| Martín García | 145 | 129 | 47 | 37 | 57 | — | 60 | 98 | 93 | 94 | 104 | 116 | 131 | 140 | 165 | 181 | 198 | 203 | 229 | 240 | 255 | 261 | 265 |
| Ibicuy | 205 | 189 | 107 | 97 | 117 | 60 | — | 41 | 36 | 37 | 47 | 59 | 74 | 83 | 108 | 124 | 141 | 146 | 172 | 183 | 198 | 204 | 208 |
| Campana | 243 | 227 | 145 | 135 | 155 | 98 | 41 | — | 5 | 72 | 82 | 94 | 109 | 118 | 143 | 159 | 176 | 181 | 207 | 218 | 233 | 239 | 243 |
| Záarate | 238 | 222 | 140 | 130 | 150 | 93 | 36 | 5 | — | 67 | 77 | 89 | 104 | 113 | 138 | 154 | 171 | 176 | 202 | 213 | 228 | 234 | 238 |
| San Pedro | 239 | 223 | 141 | 131 | 151 | 94 | 37 | 72 | 67 | — | 10 | 22 | 37 | 46 | 71 | 87 | 104 | 109 | 135 | 146 | 161 | 167 | 171 |
| Obligado | 249 | 233 | 151 | 141 | 161 | 104 | 47 | 82 | 77 | 10 | — | 12 | 27 | 36 | 61 | 77 | 94 | 99 | 125 | 136 | 151 | 157 | 161 |
| Ramallo | 261 | 245 | 163 | 153 | 173 | 116 | 59 | 94 | 89 | 22 | 12 | — | 15 | 24 | 49 | 65 | 82 | 87 | 113 | 124 | 139 | 145 | 149 |
| San Nicolás | 276 | 260 | 178 | 168 | 188 | 131 | 74 | 109 | 104 | 37 | 27 | 15 | — | 9 | 34 | 50 | 67 | 72 | 98 | 109 | 124 | 130 | 134 |
| Villa Constitución | 285 | 269 | 187 | 177 | 197 | 140 | 83 | 118 | 113 | 46 | 36 | 24 | 9 | — | 25 | 41 | 58 | 63 | 89 | 100 | 115 | 121 | 125 |
| Rosario | 310 | 294 | 212 | 202 | 222 | 165 | 108 | 143 | 138 | 71 | 61 | 49 | 34 | 25 | — | 16 | 33 | 38 | 64 | 75 | 90 | 96 | 100 |
| San Lorenzo | 326 | 310 | 228 | 218 | 238 | 181 | 124 | 159 | 154 | 87 | 77 | 65 | 50 | 41 | 16 | — | 17 | 22 | 48 | 59 | 74 | 80 | 84 |
| Grondona | 343 | 327 | 245 | 235 | 255 | 198 | 141 | 176 | 171 | 104 | 94 | 82 | 67 | 58 | 33 | 17 | — | 5 | 33 | 44 | 59 | 65 | 69 |
| Gaboto | 348 | 332 | 250 | 240 | 260 | 203 | 146 | 181 | 176 | 109 | 99 | 87 | 72 | 63 | 38 | 22 | 5 | — | 37 | 48 | 63 | 69 | 73 |
| Diamante | 374 | 358 | 276 | 266 | 286 | 229 | 172 | 207 | 202 | 135 | 125 | 113 | 98 | 89 | 64 | 48 | 33 | 37 | — | 11 | 26 | 39 | 36 |
| Alvear | 385 | 369 | 287 | 277 | 297 | 240 | 183 | 218 | 213 | 146 | 136 | 124 | 109 | 100 | 75 | 59 | 44 | 48 | 11 | — | 15 | 21 | 25 |
| Santa Fe | 400 | 384 | 302 | 292 | 312 | 255 | 198 | 233 | 228 | 161 | 151 | 139 | 124 | 115 | 90 | 74 | 59 | 63 | 26 | 15 | — | 6 | 10 |
| Bajada Grande | 406 | 390 | 308 | 298 | 318 | 261 | 204 | 239 | 234 | 167 | 157 | 145 | 130 | 121 | 96 | 80 | 65 | 69 | 32 | 21 | 6 | — | 4 |
| Paraná | 410 | 394 | 312 | 302 | 322 | 265 | 208 | 243 | 238 | 171 | 161 | 149 | 134 | 125 | 100 | 84 | 69 | 73 | 36 | 25 | 10 | 4 | — |

From Recalada Lightship West the Bay is all fresh water.

Vessels drawing 31′ or even 32′ (fresh water marks) frequently navigate safely. The tidal rise and fall is from three to five feet, but the state of the river is influenced to a far greater extent by the force and direction of the wind. There is no guarantee that a vessel drawing 31′ may not be caught by low water caused by a North wind, which carries the water seawards. Just as a North wind will reduce the depth of water, so a Southerly or South-easterly wind raises it considerably, often several feet.

Winds from S.W. to E.N.E. through N. make the level drop, North being the strongest in this sense.

E.N.E. to S.S.W. winds make the water rise, S.S.E. having the greatest influence.

Between S.W. and S.S.W. or N.E. and E.N.E. the influence of the winds is much less.

Vessels often touch bottom, or even bump slightly, but as the bed of the river is soft mud and silt, one never learns of these ships reporting damage. The Plate Pilots, of course, warn Masters of this not infrequent occurrence. The docks and basins in the port also have soft mud bottoms, except for the entrance between North Basin and Dock 4, and it is quite customary to see vessels lying safely aground when loading or discharging.

**RECALADA LIGHTSHIP:** Vessels enter the Plate system passing the Recalada Lightship, 16·8 miles South of Montevideo at 35° 10′ 06″ S. and 56° 19′ 06″ W. At this point it is obligatory to take an Estuary Pilot, if proceeding West, and a minimum 48 hours notice must be given both to Agents in Buenos Aires and to Recalada Lightship.

The Recalada Lightship and pilot station is a small vessel, whose hull is painted in vertical black and white stripes, two metres wide, and with an orange/red housing.

Apart from the usual pilot lights (white above red) there is a lantern on the foremast, with a white flash every eight seconds (one second light, seven seconds eclipse) placed at 19 metres above river level, range twelve miles.

The lightship also has a fog signal, period thirty seconds sounding for three seconds and silent for 27.

Radio call sign is LOJ on 500 kc/s. type A1, A2, transmitting in clear every hour from 05 to 08 and 35 to 38 minutes. Operator on watch 08/10, 12/14, 16/18 and 20/22, also listens on 462 kc/s.

*Punta Indio Channel and Privileged Zone*

The term "privileged Zone" comprises the zones of the main channel of the River Plate which extends 500 metres to either side of the buoy at kilometre 57 and Buoys No. 30 at Punta Indio Channel, likewise 300 metres on each side, outwards, of the pairs of buoys marking the Punta Indio Channel between Buoys No. 30 and No. 1.

Vessels navigating in these zones have equal privileges to those navigating the Punta Indio Channel, which comprises the zone of the general channel of the River Plate between Buoy No. 30 and the Recalada Lightship following the route buoyed for ocean going vessels by the Ministry of Public Works.

Vessels drawing over 24 feet entering or leaving the River Plate are obliged to traverse the Punta Indio Channel from Buoys 1 to 30, and the Privileged Zones existing between Buoys 30 and km. 57.

Vessels drawing 21 feet and up to 24 feet inclusive must follow the route of the general channel and the corresponding privileged zones and may make use of the Punta Indio channel or not, depending on the depths of the river.

Vessels drawing 19 feet but under 21 feet must use the general channel of the River Plate and the corresponding Privileged Zones, but can only use the Punta Indio Channel between Buoys 19 and 23 when depth of the river makes this advisable.

Vessels drawing less than 19 feet, wishing to follow the route of the main channel, may do so through the corresponding Privileged Zones but are forbidden to navigate along the Punta Indio Channel.

**INTERSECTION LIGHTSHIP:** This pilot station, near km. 33·5 and 169 km West from Recalada is on the North side of the principal channel, at 34° 39′ 30″ S. and 58° 00′ 04″ W.

Hull, mast and superstructure are painted sky blue and the inscription on the hull is "Practicos Interseccion" in black letters. At night, two lights are shown on the fore-mast, one white about 11 metres from the deck, and below this a red light at about 7 metres.

Radio call sign LOI, on 500 kc/s. wavelength 600 m. Operator on duty from 8 to 10, 12 to 14, 16 to 18 and 20 to 22.00 hours.

At this point the estuary Pilot concludes his stint, inwards, or takes over outwards, and port Pilots for Buenos Aires take over or finish. Similarly up river Pilots for vessels bound for Uruguay or Paraná rivers take over or deliver vessels here.

If, owing to bad weather or force majeure, the pontoon's launch cannot trans-ship Pilots, by day the blue flag with the letter "P" normally flown at the fore will be struck, or by night the red and white pilot lights will be extinguished, and a red light exhibited at the stern.

At Intersection vessels anchor while waiting for draft to proceed to the Parana or Uruguay rivers, as well as those awaiting berth in Buenos Aires. Such vessels should keep well clear of the Pontoon to leave ample room for those taking or disembarking pilots.

The holding ground here is not good, being soft mud. All ships drawing more than 15′ must, before leaving Martin Garcia or Interseccion outward bound, ascertain the state of the channel from LOI (Radio Interseccion) who will give the departure time, draft, and speed of vessels navigating in the channel. Only after receiving this dual information can Masters and Pilots decide to proceed, and then must communicate time, draft and speed to Radio Interseccion. Vessels drawing less than 15′ can navigate freely between Martín García and Interseccion, but must give way to vessels of deeper draft.

**INTERSECTION TO MARTIN GARCIA:** From Intersection (km 38) to Martín García (km. 106) vessels will anchor near km. 37 until there is sufficient water, with one foot under the keel and a rising tide or river. If it is calculated that the vessel will have one foot clear through the whole passage, she may leave, but on a falling or stationary river, she must adjust speed to avoid the difficulties between km. 37 and km. 79.

From Martín García to Intersection, vessels drawing 22′6″ or more will leave when conditions assure one foot of water under the keel. It is essential to radio LOI as above to check on tides, etc. Such vessels coming down river must also communicate to LOI the passing of km. 101 and 38, while those going up river must communicate passing km. 38, 72 and 101.

Maximum draft permitted between km. 39 (Intersection) and km. 93 (Canal Nuevo) is 26′ and a speed of ten knots or over, or with 8 to 10 knots, maximum 24′.

In the sector Intersection/Martín García vessels will anchor in any suitable place until depth of water permits them to go upstream on a rising river.

Vessels drawing 22′ or more are recommended to cross only between km. 72/74, 80/82 and 96/96. Those drawing less than 22′ and with at least three feet under their keel can also cross between km. 52/56 and 98/100.

**MARTIN GARCIA BAR:** The Flats (rock outcrops) in the estuary from Martín García Island down to Farallon have remained practically unchanged for fifty years. The Island itself, in lat. 23° 11′ S. and long. 58° 17′ W. is an almost circular mass of granite, about 27 metres high and some three miles in circumference. Shores are muddy and mostly rocky.

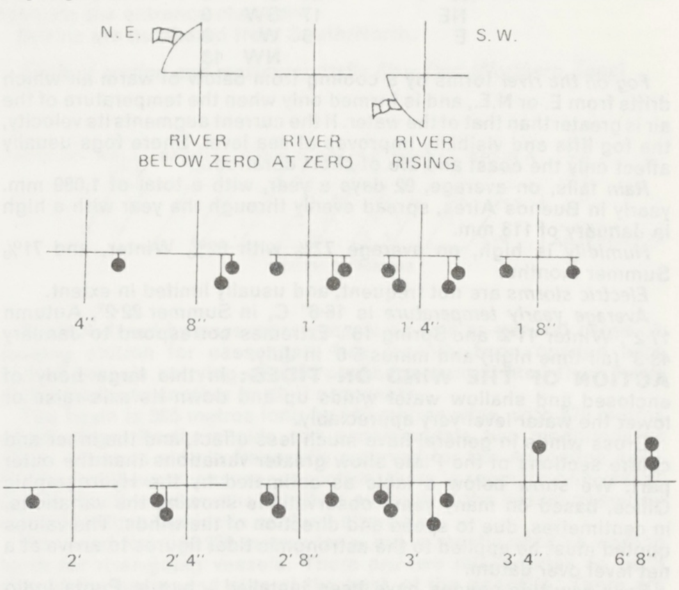
It commands the entrance to the Rivers Parana and Uruguay, and all vessels using these rivers must pass within half a mile of the shore on the South side, or within less than a mile by the Northern channel. There is an Argentine Naval detachment there.

*Light House.* At an elevation of 38 metres a light is shown from a circular stone tower standing 13 metres high in the centre of the island.

*Radio communication.* The lighthouse is provided with a wireless station (call letters LOH) which transmits the depth of water on the semaphore at the following hours: 2, 5, 8, 11, 14, 17, 20, and 23.00 hours.

*Tidal Signals.* These are made from a signal mast placed alongside the lighthouse.

*Day Signals*



The figures given below the corresponding signals indicate the level of the river in feet and inches either above or below zero mark.

To obtain the effective depth in Martin Garcia Channels, 26 centimetres (10″) should be deducted from the draft of water indicated on the semaphore

*Night Signals*

| | | |
|---|---|---|
| | (White flash) | Cycle: 30 seconds |
| | (Red flash) | Long flash: 2·5 sec. each. |
| | (Green flash) | Short flash: 6/10 sec. each. |
| White flashes | | Rising tide: One long.<br>Falling tide: Two short. |
| Red flashes | | Above zero:<br>For each metre: One long.<br>For each 10 cm: One short. |
| Green flashes | | Below zero:<br>For each metre: One long.<br>For each 10 cm.: One short. |
| Green and red flashes | | Zero:<br>One green and one red, both short. |

Depth of water here varies from hour to hour, with no pattern, and is not dependant on the depth of water in the Paraná. The only relation between the River Paraná and Martin Garcia and San Pedro Bars, seems to be that with a full and strong river, the water which is blown into the Plate Estuary by southerly winds against the strong head of the river, makes deeper water than a similar southerly wind opposed to a smaller stream from the river. Likewise, the water blown out to sea by Northerly winds causes lowers depths when the river is running strongly than when it is low. The effect is almost that of a new or full moon on the lunar tides.

It must always be remembered, therefore, that the dominant factors from Martin Garcia seawards are the direction and force of the wind. A Southerly wind will bank up the water, while a Northerly wind will blow it out. There may be, say, 30′ in the Paraná, with a strong North wind, and less than 20′ on Martin Garcia. With the wind in the S.E., the depth at Martin Garcia can rise in a few hours up to 30′.

A prudent course is never to attempt to cross Martin Garcia drawing more than 25′ even with the river at its highest.

Martín García lies at km. 99·4 from Buenos Aires, vía Intersection, i.e. at km. 62·4 from Intersection.

Vessels continue North to km. 140, at which point the Uruguay and Paraná rivers meet to form the River Plate. This is opposite Nueva Palmira in Uruguay, and at this point the River Uruguay buoy numbers start from km. 0, while the Paraná numbering continues from 140 on through the Paraná Bravo, which is the Northerly arm of the extensive Paraná Delta.

**WEATHER:** *The yearly average direction of winds* of Force 7 or more, as observed at Recalada lightship shows:

| N. | N.E. | E. | S.E. | S. | S.W. | W. | N.W. |
|---|---|---|---|---|---|---|---|
| 0·8 | 1·3 | 2·7 | 3·4 | 5·2 | 3·7 | 1·9 | 1·3 |

expressed in per cent of winds observed, the least frequent being the North. Division is relatively even over the year, with perhaps August showing a higher incidence of storms.

*The average velocity of winds from the various directions*, over the year, is 6·8 knots on the coast or 12·5 knots at Recalada Lightship, the highest figures being from S.E., S. and S.W. at 8·3, 9·3 and 9·2 knots respectively.

Percentagewise the direction of the winds through the year is remarkably even:

| N. | N.E. | E. | S.E. | S. | S.W. | W. | N.W. | calm |
|---|---|---|---|---|---|---|---|---|
| 12·7 | 15·8 | 14·4 | 14·2 | 11·3 | 9·7 | 6·8 | 9·2 | 5·8 |

*Visibility in the Plate area* is normally good; rain storms may temporarily affect it, but these are usually of short duration. Fog (visibility less than 1,000 metres) or mist (visibility 1/2,000 metres) occurs from April to October, with June showing the highest percentage of fogs (13%). North winds seem to favour the forming of fog, as these figures show.

| | | | | |
|---|---|---|---|---|
| Calm | %fog | 11 | SE | 12 |
| N | | 24 | S | 6 |
| NE | | 17 | SW | 0 |
| E | | 5 | W | 3 |
| | | | NW | 13 |

*Fog on the river* forms by a cooling from below of warm air which drifts from E. or N.E., and is formed only when the temperature of the air is greater than that of the water. If the current augments its velocity, the fog lifts and visibility improves at sea level. Shore fogs usually affect only the coast and are of short duration.

*Rain* falls, on average, 92 days a year, with a total of 1,089 mm. yearly in Buenos Aires, spread evenly through the year with a high in January of 113 mm.

*Humidity* is high, on average 77% with 82% Winter, and 71% Summer months.

*Electric storms* are not frequent, and usually limited in extent.

*Average yearly temperature* is 16·6° C, in Summer 22·2°, Autumn 17·2°, Winter 11·2° and Spring 16°. Extremes correspond to January 43·3° (all-time high) and minus 5·6° in July.

**ACTION OF THE WIND ON TIDES:** In this large body of enclosed and shallow water winds up and down its axis raise or lower the water level very appreciably.

Cross winds in general have much less effect, and the inner and centre sections of the Plate show greater variations than the outer part. We show below a table as estimated by the Hydrographic Office, based on many years observations showing the variations, in centimetres, due to speed and direction of the winds. The values quoted must be applied to the astronomic tidal figures to arrive at a net level over datum.

Four new tide-gauges have been installed – two in Punta Indio Canal, at km. 99 and km. 180, and two up-river. Eventually four more will operate at Palermo, Banco Ortiz, Martin Garcia and Atalaya. Connected to the Hydrographic Office, the date will be incorporated into the regular tidal bulletins.

*Table showing variations in river level according to force and direction of wind in the River Plate*
expressed in centimetres.

| | Kilometres/hour | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | sign |
| N. | 18 | 30 | 39 | 48 | 60 | 72 | 84 | 96 | minus |
| N.N.E. | 9 | 21 | 30 | 36 | 45 | 57 | 69 | 81 | minus |
| N.E. | 3 | 6 | 9 | 24 | 39 | 57 | 69 | 81 | minus |
| E.N.E. | 3 | 6 | 9 | 12 | 18 | 33 | 42 | 51 | plus |
| E. | 6 | 12 | 24 | 36 | 48 | 60 | 72 | 84 | plus |
| E.S.E. | 9 | 24 | 39 | 57 | 69 | 81 | 93 | 105 | plus |
| S.E. | 21 | 39 | 57 | 72 | 87 | 102 | 114 | 126 | plus |
| S.S.E. | 30 | 45 | 66 | 81 | 96 | 114 | 132 | 150 | plus |
| S. | 18 | 36 | 57 | 66 | 78 | 99 | 108 | 120 | plus |
| S.S.W. | 12 | 24 | 39 | 48 | 57 | 69 | 78 | 87 | plus |
| S.W. | 9 | 12 | 18 | 24 | 33 | 52 | 51 | 60 | minus |
| W.S.W. | 6 | 12 | 18 | 30 | 39 | 51 | 60 | 69 | minus |
| W. | 9 | 15 | 27 | 36 | 45 | 54 | 63 | 72 | minus |
| W.N.W. | 12 | 21 | 30 | 36 | 45 | 54 | 66 | 78 | minus |
| N.W. | 12 | 21 | 33 | 39 | 48 | 60 | 69 | 78 | minus |
| N.N.W. | 15 | 24 | 36 | 45 | 54 | 63 | 75 | 87 | minus |

(source: Naval Hydrographic Service)

The tidal forecasts transmitted regularly over LRA (870 kc/s.), in telephony, in Spanish are, therefore, a combination of astronomical tide figures and meteorological influences on this basis.

Wind direction also affects the hours of the tide. In general, time of high water is not affected, but low water can be delayed or advanced by the wind force.

**MITRE CANAL:** The proposed new Coastal Channel from Buenos Aires to the Paraná should by contract be ready by mid-1975. The Canal will run some five miles offshore, starting from km. 12 in the access channel, and will mean a saving of some 30 miles for vessels going up river (or much more to the oil port of Campana), as well as the saving of time loss incurred in waiting for water depth to the Martin Garcia Bar.

Opposite San Fernando the canal enters the Paraná de las Palmas branch of the Parana, through the "Las Viboras" channel. From here on this arm of the river is deep enough to need nothing beyond the straightening of two or three sharp curves, to accommodate long vessels.

Logically, this does not guarantee 30′ draft up river at all times, the normal rise and fall of the river controls this, but during most of the year 30′ will be obtainable to Rosario and San Lorenzo, In actual fact, the Parana River is tidal up to Rosario, and tides are felt all year round to Villa Constitucion, and in low water seasons, to Rosario itself.

**PARANA RIVER:** Maximum drafts permitted up to km. 585 (Santa Fe) are governed by the Martin Garcia Bar, and must also, logically, take into account river conditions.

The River Parana rises in Brazil, and is formed by a junction of a number of rivers, the principal tributary being the Paraguay river.

It is a great river at all times, conveying an immense volume of water to the Atlantic. The Northern bank is comparatively high and rocky, the Southern bank low.

The stretch above Rosario is entirely riverlike in behaviour with an annual flood, rising and falling yearly. From Rosario to Martin García Bar, where the river joins the Uruguay river to form the River Plate, there is also an annual flood, but this part is also influenced by the Plate tides. This section can be divided into two, from San Pedro to Villa Constitucion where the tidal fluctuations are always felt, and from Villa Constitucion to Rosario where the tide makes its influence felt only in periods of low water in the river.

Maximum depth in the river is normally reached in March and the low in September, but it is irregular in behaviour. There is a possibility that the series of dams being built in Brazil for hydroelectric purposes may eventually regularize the river by permitting some control over the seasonal increases.

When the river commences to fall, care must be taken in calculating loaded draft a few days ahead, as the official figures may be reduced one or more feet without warning.

**HIGH AND LOW WATER:** Maximum and minimum figures registered between Rosario and San Pedro in the last ten years.

| | | *Jan.* | *Feb.* | *Mch.* | *Apr.* | *May* | *Jun.* |
|---|---|---|---|---|---|---|---|
| High | Max. | 32′ | 32′ 8″ | 33′ 7″ | 36′ 3″ | 37′ 9″ | 30′ 5″ |
| | Min. | 27′ 2″ | 29′ 2″ | 29′ 2″ | 28′ 7″ | 29′ 5″ | 25′ 3″ |
| | | *Jul.* | *Aug.* | *Sep.* | *Oct.* | *Nov.* | *Dec.* |
| High | Max. | 32′ 7″ | 28′ 2″ | 29′ 9″ | 31′ 5″ | 30′ 7″ | 31′ 4″ |
| | Min. | 25′ 5″ | 23′ 6″ | 22′ 8″ | 25′ 8″ | 26′ 6″ | 26′ 3″ |
| | | *Jan.* | *Feb.* | *Mch.* | *Apr.* | *May* | *Jun.* |
| Low | Max. | 31′ 3″ | 31′ 4″ | 31′ 7″ | 33′ 7″ | 36′ 6″ | 29′ 9″ |
| | Min. | 24′ 2″ | 25′ | 27′ 2″ | 27′ 6″ | 26′ 3″ | 24′ 9″ |
| | | *Jul.* | *Aug.* | *Sep.* | *Oct.* | *Nov.* | *Dec.* |
| Low | Max. | 29′ 9″ | 27′ 2″ | 25′ 6″ | 25′ 8″ | 30′ | 29′ 6″ |
| | Min. | 23′ 9″ | 21′ 8″ | 21′ 7″ | 23′ 3″ | 24′ 3″ | 24′ 3″ |

**MAXIMUM DRAFT UP RIVER:** When vessels by reason of their loaded draft have to complete loading at Buenos Aires or La Plata, they should never load deeper than two feet less than the official draft on the river Parana.

*In the sector San Lorenzo/River Plate*, when the height of the river is 4′ or more, one foot must be calculated below keel depth; when the river is under 4′, two feet clearance must be calculated.

*In the sector Parana (Santa Fe)/San Lorenzo*, when the height of the river on the hydrometer at Santa Fe is 5′ 7″ or more over zero, 2′ must be calculated under the keel with vessels of under 50 fiscal units, or 2′ 6″ over that size. When the depth on the hydrometer is less than 5′ 7″ (1m70) then 2′ 6″ and 3′ 6″ respectively must be allowed.

These safety margins for the Parana/San Lorenzo/Santa Fe zone refer to river navigation; in access channels and ports a margin of one foot is sufficient.

The references to river height refer respectively to Rosario and Santa Fe.

A falling or rising river will also be taken into account.

**BRIDGES:** A road and rail bridge is being built from Zarate (km. 107 on Parana de las Palmas) across the various islands and arms of the Parana to Brazo Largo (km. 180 on the Parana Bravo). The span on this arm of the river will be over 200 metres and clearance at high water 45 m. Until the bridge is officially opened, probably in 1974, night-time navigation under it is prohibited.

A bridge from Resistencia (Capital of the Chaco Province) connects with Corrientes (Capital of Corrientes Province). This does not affect ocean shipping, beyond that going to Asuncion, and the clearance of the main span is 40 metres above high river level.

Two bridges are also under construction over the River Uruguay, one at Paysandú, which will not affect ocean shipping, and another at Puerto Unzue to Fray Bentos, in Uruguay. This latter will have a 220 metre span with 36 metres clearance above river level.

## BUENOS AIRES: 34.36 S. 58.22 W. (See Plan)

"A" category port

*Refer to beginning of Argentina and River Plate Ports, pages 6 and 12.*

**APPROACHES:** Access is by the "Punta Indio" channel, commencing just West of the Recalada Lightship, which is situated some 30 kilometres due South of Montevideo. The channel winds up to the Outer Roads which are some 37 kilometres from the port. Direct entrance is by a channel, dredged to 30′, 55 metres wide, allowing 29′, 80 metres wide, to within 10 kilometres, where the channel divides into North channel, with 26′ and the South channel, with 22′. All depths given here, and later, are referred to the zero of the Riachuelo tidal indicator and semaphore in Buenos Aires port.

The fixed zero mark on the tidal indicator and semaphore is practically corresponding to the level of the ordinary lowest waters and is marked 0·72 metres under the average medium level of tides.

When large passenger liners are entering or leaving, it is possible to have the access channel closed to all other traffic for a period of four hours, on account of the narrowness of the dredged channel.

Vessels with draft of up to 32 ft. FW have proceeded safely through the main channel.

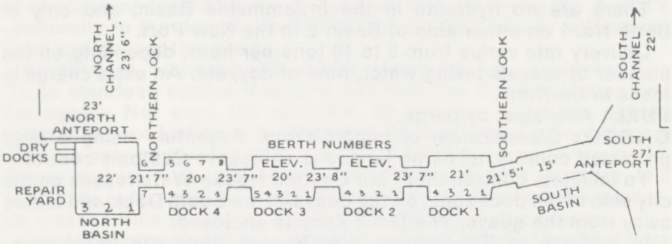
**ROADS:** The Outer Roads are between Buoys 25 and 37, according to draft. The Inner Roads are between Buoys 12 and 15. Intersection Pontoon, or pilot station, is at Buoy 37, North side.

**PORT:** The port, which is artificial, comprises:

| | |
|---|---|
| A. Puerto Madero | North Basin, Docks 4, 3, 2, 1 and South Basin. |
| B. New Port | Basin A, B, C, D, E and F. |
| C. South Dock | First and Second sections. |
| D. Liquid Gas Basin | On the South side of the South Channel before reaching S. Dock. |
| E. Inflammable Basin | On the South side of the South Channel, between Liquid Gas Basin and South Dock. |
| F. East Basins | On the North side of the South Channel. |

**PUERTO MADERO:** This is the oldest part of the Port. Oceangoing vessels mainly operate in North Basin, and Docks 4 and 3.

**A. Central Zone**



*North Basin.* Built in the form of an irregular pentagon, with the entrance, 100 metres wide in one angle. The two piers at the entrance are 200 and 225 metres long, respectively. The West side is 390 metres long and the South 377 metres, North 335 metres, and with a depth presently 22′.

As the basin was built for a depth of 21′, and later dredged, when vessels load deeper than 20′ they should be careful to keep well off the quay wall to prevent grounding. Up to three vessels can discharge at anchor.

There are two dry docks in the basin, and a repair shop.

Usually only one berth, section 6, is used for loading/discharging operations, and sections 1 and 2 are used by vessels repairing or laid up, while sections 3 and 5 are for Navy use. The warehouse of section 7 is used by the Custom house.

*Dock 4.* Connected to North Basin by a lock 197 metres long, and 25 metres wide. The dock itself is 630 metres long and 160 metres wide, with 20′ water. This lock was originally fitted with lock gates, as was that from Dock 1 to South Basin, but these have not been used for many years. The bottom of the lock, between all the docks, is of concrete.

On the West side there are four warehouses, each 4 storeys high and twelve 3-ton cranes. Berths, or sections, numbered 1 to 4.

On the East side there are four two-storey warehouses and twenty-three 2½-ton cranes. There are also several sheds behind and parallel with the warehouses which give on to the dock, sections numbered 5 to 8.

Between berths 6 and 7 on the East side there is a large open space where vessels or lighters can discharge direct to trucks or to railcars. Trucks may also go alongside at the other berths, at all of which there are railway lines, but space is limited.

The dock heads are used for discharging sand and gravel from barges.

*Dock 3.* South of Dock 4, connected by a cutting 70 metres long by 20 metres wide, with a swing-bridge. This dock is 690 metres long and 160 metres wide, depth also 20′.

On the West side, berths 1 to 5, there are four four-storey warehouses, and there are thirteen 3-ton cranes. There was a fifth warehouse at No. 3, burnt down and not rebuilt; this now forms part of the open space for general discharge and storage of imperishables.

On the East side, which is fitted with six 3-ton cranes, there are two elevators for grain. Unit Three, with capacity for 6,000 tons in bulk and 1,200 tons in bags, fitted with 3 tubes and 3 chutes, can load 500 tons an hour bulk, or 160 bagged, by one spout only at a time. It is used for the smaller vessels in the trade with Brazil only. The other elevator in this Dock, No. 5, is used for storage.

Between the elevators, on the East side, there are open spaces where vessels may berth and discharge lumber or drummed cargo, but this section is limited to medium and small vessels only.

*Dock 2.* This is connected with Dock 3 by a cutting 60 metres long, and 20 metres wide, with a swing-bridge. The Dock is 570 metres long by 160 metres wide and 20′ deep at zero.

On the West side there are four berths, each with a warehouse, Nos. 1 and 4 being three storey, and 2 and 3 four storeys high. There are fifteen 3-ton cranes.

Section one is used for storing dangerous or noxious cargo, and Section two for postal parcels.

There are elevators and loading appliances in this dock, on the East side, used for smaller vessels, while the dock heads are used for discharging barges with gravel or sand.

*Dock 1.* Connects with Dock 2 by a cutting 80 metres long, 20 metres wide, with 19′. This dock is chiefly used by Government-owned river craft. On the West side there are 5 warehouses, and 18 cranes. There are also ample open spaces. On the East side there is an elevator, capacity 27,000 tons in bulk, and three sheds between Docks 1 and 2, at about 300 metres from the quay.

*South Basin.* This basin is connected with Dock 1 by a lock 184 metres long by 20 metres wide, with a swing-bridge.

None of the lock gates in Docks 1 to 4 are used as water gates, water level is tidal, and the gates are simply means of communication. There are only gates proper into Dock 4 and Dock 1 from the North and South basins respectively. These have not been used for many years, although they were originally functional and formed one lock of all the docks.

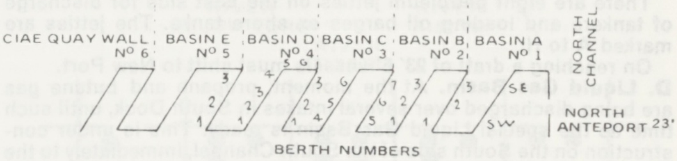
The basin is 1,029 metres long and an average width of 110 metres. It is used by river craft, cross river passenger ferry boats, coasters, etc. A new ferry boat terminal has been built here, on the land side of the basin, with waiting rooms, Customs section, etc.

**B. New Port.** The New Port, lies to the North of Puerto Madero, and entrance is via the Northern Channel. A breakwater extending from the North anteport protects the basin of the New Port from rough seas, and extends as far as Basin D, from which point another breakwater protects Basin E. Between the two, a channel is kept dredged for the movement of coasters to and from upriver. Basin F is entirely used for small coasters and river craft.

The five basins of this part (excluding F, coastal) offer good accommodation for the larger vessels entering Buenos Aires, and in all the berths there is sufficient water to float any vessel which can navigate the entrance channels.

Basins are numbered from South/North.

*Limit of section and maximum drafts New Port (Northern Zone)*



*Basin A.* Used by passenger vessels as well as general cargo. A landing station for passengers has recently been opened here and all vessels carrying over 50 passengers must land them here, shifting later to another berth if necessary.

The basin is 365 metres long by 140 metres wide, with 870 metres of wharfage. Northern side can accommodate two medium/large ships. Western side is frequently reserved for the Argentine navy. On the South-west, passenger section, there is room for one vessel. On the South-east another berth is available if the vessel operating at the Maritime Station is medium size only.

Pier head No. 1 is 100 metres long, but is mostly used as waiting berth for river-going vessels. There are two railway lines on each side of the basin, and also at the back of the deposits. There are five warehouses and a total of 14 three-ton cranes.

*Basin B.* Used for general cargo vessels, and is 525 metres long on the North side, 464 metres on the South and 151 metres wide at the Western end, with 1,165 metres of wharfage with room for seven medium/large ships.

There are ten warehouses, and a total of 29 cranes, all three tons.

Pier head No. 2 is 202 metres long. There are three 3-ton cranes, and as a rule large passenger vessels occupy this berth after shifting from the passenger station.

Section 6 and 7 of this basin are reserved for the State Fleet vessels, or if used by others must be vacated if required by the national vessels.

*Basin C.* This is 495 metres long on the North, 585 metres on the South and 175 metres wide at its Western end, with 1,284 metres wharfage for seven medium/large vessels.

On the South side there are three warehouses, built 20 metres back from the quay to facilitate operations. There are thirteen 3-ton cranes.

On the North and West sides there are no sheds, and this is used for operating directly to or from trucks or rail cars.

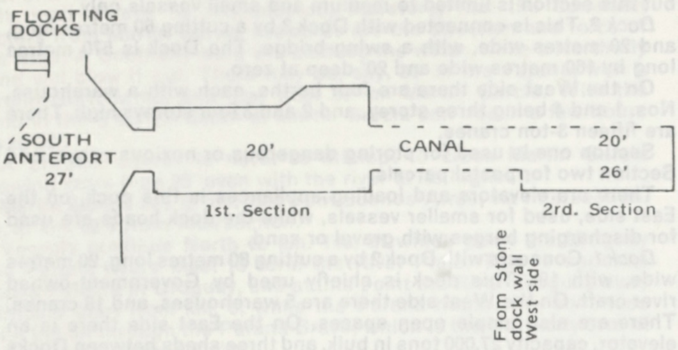
There are seven 3-ton cranes on the North and three on the West side.

On Pier head No. 3 which is 236 metres long there are two 3-ton cranes and a 20-ton crane.

Railway tracks are fitted with a third rail for narrow gauge traffic.

The South side of this basin is reserved for ELMA (State Fleet) vessels.

### C. South Dock



*First section.* Has continuous quays on both sides, a width of 90 metres for most of its length, widening to a turning basin before reaching the correcting channel. The west quay is 911 metres long, and the east side is 1109 metres long, both being used for general cargo and produce.

On the West side the meat-packing plant which is presently inactive, can load direct to vessels from the freezer.

On the East side of the turning basin there is an elevator with capacity 6,500 tons, with four tubes and three chutes, and another storage shed capacity 19,000 tons grain. Loading is only possible over one tube at a time, rate 400 tons per hour. There are also tanks for edible oils here, pumping rate 150 tons per hour.

There are six warehouses and a total of 23 cranes on the East, ranging from 5 tons (4) down to 1½ tons (9). There is also a 30-ton fixed crane and two fixed 10-ton cranes.

On the West side three 3-ton cranes and nine 1½-ton cranes.

*Second section.* The connecting channel is 90 metres wide, with earth banks. Jetties for discharging petroleum are placed along the East side, while on the West there is a continuous quay 1000 metres long, on which there are four 3-ton cranes and eight 1½-ton cranes for discharging sand.

There are seven berths, five of which are for general use, one for the power plant for discharge of coal, with a 5-ton grab, and one elevator berth, unit ten, capacity 23,500 tons. The loading bridge has five turrets, each with two tubes and one chute. Only one can load at a time, rate 400 tons per hour.

There are eight petroleum jetties on the East side for discharge of tankers and loading oil barges ex shore tanks. The jetties are marked A to H.

On reaching a draft of 23′ 6″ vessels must shift to New Port.

**D. Liquid Gas Basin.** At the moment, propane and butane gas are being discharged over several intakes in South Dock, until such time as the special Liquid Gas Basin is ready. This is under construction on the South side of the South Channel, immediately to the East of the Inflammables Basin.

**E. Inflammable Basin.** This is situated outside the South Channel in front of kilometre 0·500 and about 300 metres distant from the axis of the Channel and at a right angle. The dimensions are as follows: length: 483 metres on the East side, 323 metres on the West side, 185 metres on the S.W. side and 72 metres on the South side. The dock walls at the entrance are 44 metres long on each side. The entrance is 50 metres wide. All the dock walls of this basin are of cement, as well as the intakes and landing dolphins. It has 6 intakes, 6 dolphins and 12 jetties for mooring vessels. The present tank storage in South Dock lies to the S.E. of this basin at a distance of about 1,000 metres. The land lying between the South Dock and the Inflammables Basin is used for erecting tanks.

Ocean-going tankers discharge at the piers on the West side. There are no facilities of reaching the city by land and therefore all the transport of officials, crew, stores, etc., must be done by launch.

The oil for the Y.P.F. tanks on the East side of the Basin and the M.O.P. workshops is sent from South Dock by piping under the South Channel.

**F. East Basin.** At the entrance to the South Anteport, a breakwater and two new basins have been constructed.

Basin No. 1 is used exclusively by the Port Works Department for laying up and repairing dredgers and other maintenance craft. It also contains a dry dock and a shipyard. Depth of water is 24′ in the basin but only 16′ at the entrance.

Basin No. 2, in form an irregular quadrilateral, is separated from No. 1 by a mole, and is 146 metres wide at the entrance, 170 at the base and with walls 372 metres long to the S.E. and 294 metres long to the West, allowing a number of vessels to berth. Alongside this mole is the SEGBA Power Plant. Depth in the basin varies from 24′ to 14′ at the entrance.

From No. 2 there is a mole parallel to the South Access channel, 260 metres long, with a central salient 120 metres long, and two side salients 15 metres long each, and at 55 metres from the central mole. This is used by tankers discharging fuel for the Power Plant. There is one crane, 15 tons, and a narrow gauge railway line.

The breakwater has been built on the South side of the access channel as a protection for the basins, and commences 100 metres South of the light buoy on km 1 of this canal.

**South Anteport.** The construction of the Inflammables Basin, and of the East Basins, before arriving at the entrance to South Dock, Riachuelo or South Basin has created an Anteport. The North part has a mole 384 metres long from East Basin No. 1 to South Basin. This is used by the Port Works Department for workshops, deposits and offices.

The Prefecture has an office here, on top of which is a mast two metres high, used as a signal station. A white-edged red flag by day or a flashing red light by night indicates that a vessel is entering by the southern channel from km 8 to the Anteport. This signal will remain until the vessel reaches the Anteport, and signifies that the Channel is closed to all except tugs, sand hoppers and river passenger craft, provided draft does not exceed 14″.

**TUGS:** From vessels drawing up to 22′, service is rendered by a bow tug from kilometre 5, and a stern tug from kilometre 1, or vice versa, and to or from kilometres 8 and 4 respectively when draft exceeds 22′.

Stand-by time will be charged if a vessel is delayed in entering or leaving by bad weather, fog, low water, no berth, etc., plus usual Sunday/holiday surcharge.

Tug hours now coincide with ordinary port working hours and time is counted from the hour they leave their moorings and until they return.

When a vessel is leaving port, and tugs are ordered to accompany her beyond normal limits, an overcharge will be made on an hourly basis.

Once a vessel is moored, all further service in the same section will be charged by hour. If the vessel shifts section, this movement is charged plus the sections traversed.

A special compensation charge is made when tugs are ordered but not used.

For the services of tugs supplying electricity or steam, charges are made per day and per hour, varying with the size of the tug.

If vessels do not use their engines while under tow, a surcharge of 50% is made.

Tow ropes must be supplied by the vessel, but can also be hired. The towage company is not responsible for breakages, fouling of propeller, expenses of diver or any other consequence.

**DENSITY:** Fresh water.

**FRESH WATER:** There are hydrants at all berths, with very few exceptions, and at which vessels can take water at a charge per cubic meter.

There are no hydrants in the Inflammable Basin, and only at Berth No. 1 on either side of Basin E in the New Port.

Delivery rate varies from 5 to 10 tons per hour, depending on the number of vessels taking water, time of day, etc. An extra charge is made in overtime.

**FUEL:** Available, by barge.

**CARGO:** *Classification of import cargo.* Argentina being a tariff protected country, all cargo landed is subject to Customs control.

To facilitate control, there are Custom House Warehouses on the city side of the dock zone, on the quays, in the South Dock, and others away from the quays. The Dock Zone is enclosed.

In addition to Government Warehouses there are fiscal warehouses, privately owned but worked under Government control.

All fine cargo, cargo in cases, and most baled cargo must be discharged to Custom House Warehouses, direct from the ship, by means of dock cranes.

Other cargo in cases, barrels, etc., which might be damaged if stowed in the open air, also cargo which from its nature might damage other cargo stowed with it must go to the Custom House Warehouses away from the quays, and is conveyed there by port railway wagons that take the cargo from alongside the ship. This same class of cargo can also be sent to private fiscal warehouses and is similarly conveyed there from the Ship's side by railway wagons.

Cargo that can be stowed in the open air without risk of damage, such as cases of glass, motor cars, sanitary ware, etc., is also conveyed from the ship's side by railway wagons to open spaces (plazoletas) within the dock zone, reserved for the stowage of such cargo.

Certain classes of cargo, such as bales of gunnies, jute, rice, agricultural implements, and all articles the nature of which can be seen at a glance, can be discharged direct to consignees' carts, motor lorries, etc., from the ship's tackle. Also certain classes of rough cargo, such as coal, lumber, iron, cement, etc., must be discharged direct in this way.

The Custom House, in order to expedite despatch, has enlarged the list of goods that can be discharged in this manner, and also authorises the carrying out of these operations outside ordinary working hours, which has hitherto been prohibited.

Storage of goods in Custom House Deposits has been limited to 3 months, counting from the date of the vessel's entrance to port.

All classes of cargo can be discharged into lighters (by permit from the Custom House).

Discharge to lighters can take place in all sections of the port.

*Use of special deposit called "Transit" for reception of general cargo.* In order to facilitate the discharge of vessels with general cargo for delivery to Fiscal Warehouse, the Custom House authorities have authorised the direct discharge from vessels to a special warehouse which receives all the cargo as it comes out of the hold, labour being supplied by Agents.

This facility is only available at certain sections of the port and whenever a vessel discharges at a berth where there is a "Transit" deposit, this must be used unless the vessel carried homogeneous cargo or of such a nature that it does not require the use of the "Transit" deposit.

The cargo discharged in these special warehouses must be delivered by the agents at ship's expense, into the Customs warehouses.

Cargo in transit for Paraguay is deposited either in the sheds where the ocean carrier is operating, or in a special shed in Section 1 of Dock 2, where the river vessels load for that country.

Cargo in transit for other countries can be deposited in any approved space. In all cases, special permit must be obtained in order not to lose the status of "transit cargo".

*Time limit for the permanency of "In transit" cargo in lighters.* Maximum time limit is set at ninety days, but it is possible to renew this, while on the expiry of such authorisation, the cargo must be discharged to fiscal warehouses, and be subject to all the rules and conditions governing this operation.

The Custom House is authorised to grant an extension of time when the interested party requests this before expiration date, and providing the causes are, in the opinion of the Custom House Authorities, justified.

Cargo in transit that is discharged by mistake to fiscal deposit, has to be removed from there within 48 hours; otherwise it must be added to the cargo manifest as a surplus discharge.

A tariff in the style of railway tariffs is in force with a variety of charges, all depending on the class and nature of the cargo that is being trans-shipped. Therefore, Shipowners, their Agents and Forwarding Agents should, in every case, communicate with their Agents in Buenos Aires to ascertain the exact cost of these charges. Subsequently to the new tariff being enforced, various increases were declared, so that the extra freight on cargo trans-shipped is now an important item to be considered when accepting through bookings.

*Delivery of cargo.* The receiver of the merchandise or holder of the Bill of Lading must deliver this document to the Custom House to clear the goods. The merchandise, whether for deposit or direct despatch is delivered to the Consignees without the intervention of the Master of the vessel or the Agents. The Bill of Lading remains with the Custom House, under whose control the cargo is delivered. The Custom House verifies the legitimacy of ownership, and whether all the import dues or services have been paid on the merchandise before leaving warehouse.

*Collection of freights on imported goods.* In the Argentine, the Custom House releases the cargo, and not the Agent, therefore the only means of ensuring collection of freight when payable at destination, is for the Agent to place a judicial embargo on the entire cargo. This action necessitates the Consignee first obtaining the Agent's conformity to the documents before the Custom House will accept them and deliver the goods.

Without an embargo the Agent, once he has presented the Cargo Manifest, cannot intervene between the Custom House and Consignee. Not even the retention by shipper of all the signed original Bills of Lading is a safeguard, because the Custom House, which is only concerned with the delivery of the cargo to the lawful Owner and is in no way concerned with the freight payment, will deliver the cargo against production by Consignee of a bank guarantee that the Bills of Lading will be forthcoming in due course.

From the foregoing it may be gathered that freight should always be prepaid when possible.

The Custom House usually does not release the cargo, if the Bills of Lading are claused "Payable at destination", until the importer produces an account for freight, duly receipted by the Agent, but this is not a sufficient cover, as the Customs are not under any legal obligation to effect this control, and therefore cannot be held responsible for the freight of good delivered without it being paid.

*Cargo discharged to or loaded from vehicles.* The Custom House Administrator has authorised the access of vehicles of all classes to the quays of this port for the reception or delivery of cargo of any class, size or weight.

It is necessary for the importers, exporters or Custom House brokers to obtain a permit for this, and the applicant is held responsible for any damage to port installations caused by said vehicles. Sufficient space must be left between truck and sheds to allow passage of Port Authority vehicles and fire engines.

The authorities will not be responsible for any accidents to the vehicles, their crew or their cargo. The vehicles must be so handled as not to interfere with the railway traffic.

*Discharge of Sulphur.* It is compulsory to have a motor launch fire extinguisher alongside vessels during the discharge of sulphur. An extra man is also required at each hold for carrying water to the stevedores.

*Delivery of fresh fruit.* The Custom House allows the consignees of fresh fruit to take away their cargo immediately on vessel's arrival, upon presentation of a special permit endorsed by a bank and agents, and whereby the receivers guarantee presentation of the Bill of Lading in due course.

*Placing of Lighters between Vessel and Wharf.* When lighters are placed between the vessel and the wharf for the convenience of discharging a vessel's hold, full Port Service Dues are charged.

Lighters may be placed between the vessel and the wharf when the vessel's work to shore is not interfered with thereby. In such cases the vessel will continue to pay full dues. Lighters are, in fact, not considered as occupying any berth unless they are allotted a special berth by the Custom House to load or discharge. It is only when lighters are so commissioned by the Custom House, that a vessel going alongside these lighters would be charged in the category of a vessel lying second off.

*Discharge of Heavy Lifts.* There are three floating cranes, one for lifts of up 60 tons, another of 100 tons and a new one of 250 tons. The first two may have lost part of their capacity. The 250-ton crane can navigate carrying its cargo, so making special movement of the vessel unnecessary, but the two smaller cranes must operate between ship and shore in swivelling movement.

There is also a floating crane capacity 30 tons belonging to the Navy, and two others, each 75 tons capacity, belonging to the State Fleet.

Hire counts from getting the crane alongside, and in condition to work, until work is completed, plus an extra hour to compensate crews from getting the crane back to its mooring place. Slings must be supplied by the lessee, and no responsibility is accepted for damage or breakage, the charge being on a tonnage/hour basis.

The 250-ton crane is not self propelled, and has a length of 45 metres, 23 metres beam and draft of 5 metres, displacing 1,400 tons. If required it can be used in salvage operations, towage being for account of lessee.

Normally these cranes, except for the 250-ton crane, navigate under their own power, but the Craneman has the right to employ a tug or tugs for lessee's account when he considers it necessary and two tugs are also generally employed.

*Wharf Cranes.* The hire of shore cranes is charged by the Port Administration to the Agents of the vessel requesting their use. Special permission must be obtained for overtime work, and also to have shore cranes handle ship's machinery, ballast, or any other non-commercial commodity.

*Movable Cranes.* Charged per hour from arrival until work finishes. These are used for shifting cargo from one wagon to another, or for shifting cargo for convenience of consignees.

*Advertisements.* Advices of arrival of vessels with cargo, inspections of general cargo and notices of general average are published in the local press.

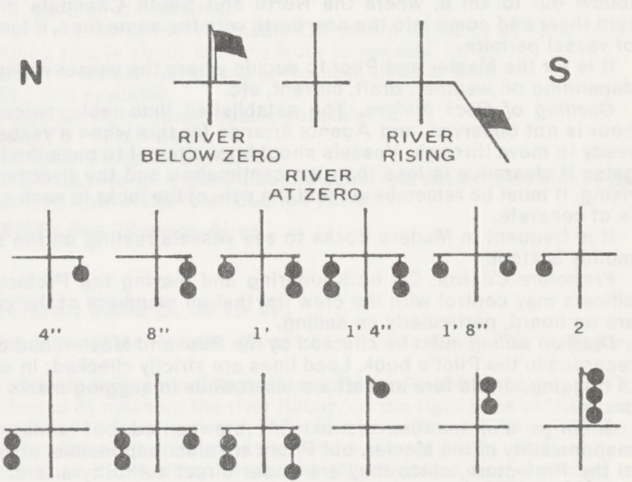
*Notarial Protest and extensions.* When vessels arrive with cargo it is customary to note protest before a Public Notary, for which there are fixed fees per page to be filled in, plus further fees should an extension be necessary later.

**TIDAL SIGNALS:** The following tidal signals, shown from a semaphore on the North side of the entrance to South Basin lat. 34° 38′ S. long. 58° 21′ W. (approx.), indicate the height of the water above or below zero.

The signals are made with balls and black flags by day and with flashes by night as shown in the diagram below, seen from the Anteport looking out towards the river.

To indicate that no signals are being made at the semaphore, a flag is hoisted to the masthead, and another at the yard-arm.

SIGNALS BY DAY



SIGNALS BY NIGHT

(White flash) Cycle: 30 seconds.
(Red flash) Long flash: 2·5 secs. each.
(Green flash) Short flash: 6/10 sec. each.

| | |
|---|---|
| White flashes | Rising tide: One long. |
| | Falling tide: Two short. |
| | Above zero: |
| Red flashes | For each metre: One long. |
| | For each 10 centimetres: One short. |
| | Below zero: |
| Green flashes | For each metre: One long. |
| | For each 10 centimetres: One short. |
| | Zero: |
| Green and red flashes | One green and one red, both short. |

A weekly bulletin issued by the public works ministry and widely distributed among Pilots and Agents reports depths referred to the zero of the Riachuelo Indicator in channels, passages, basins and berths and it is possible to know the real depths at that moment in each part of the port area.

**GENERAL:** *Port Zone.* No one is permitted to enter the port zone on Sundays or holidays, or any working day after 1800, unless supplied with a pass. Visitors to ships must have cards issued by the Agents and approved by the authorities.

There are several access gates open during day time, but after working hours and on Saturdays/Sundays and holidays only those at Cangallo Street (by Dock 4) and Maipú (New Port) are open on a 24-hour basis.

*Allotment of Berths.* Vessels to discharge are allotted berths by the Port Authorities in strict turn, as from arrival in the roads, and according to the nature of the cargo to discharge or load and its quantity. A certain time is granted for completing operations, though an extension can usually be obtained, the Port Authority reserving the right to order a vessel out if operations are not completed on time.

Berths are allotted in South Dock when the greater part of a vessel's cargo is for the factories in that zone.

*Berths at the Elevators.* These are allotted in accordance with the certificate given by the National Grain Board, and in strict order of arrival in the roads.

*Time limit for occupying berths and commencing operations.* Vessels which do not commence operations within four hours of the first ordinary period, are liable to have the berth given to others. Similarly those which suspend operations without due cause may lose the berth.

*ELMA berths in New Port.* Any vessels may solicit one of the reserved berths, if vacant, but must shift as soon as a State vessel requires the berth.

*Discharge of Inflammables.* Consignees must take delivery from alongside. Should Customs clearance for such cargo not be ready, it must be discharged into lighters and the authorities will indicate where it must be placed.

*Entrance.* Vessels can enter or leave at any time of day or night, with advance notice to the authorities.

*Movements.* Vessels are not allowed to shift if their draft is not at least ten inches less than the depth of water on the semaphore, with a rising river. No vessel can interrupt the operations of another to shift within the port, but if ready to sail, the other vessel must facilitiate its departure whatever the hour may be.

All vessels moored alongside one another, at the quay, must reciprocally facilitate their operations, and open out when the vessel on the inside finishes her operations, and must leave or change berth. They must also make room for lighters with cargo for the vessel next to the quay, outside working hours.

When a vessel has to shift along the quay up to one ship's length to discharge or load from another hatch, neither towage nor pilotage is necessary when the shift is between the forward hatches, or the after hatches. Prior permission must be obtained.

*Shifting from North to South or vice versa.* There is no set rule, but usually vessels going from say, South Dock to New Port, will let tugs go and sail out to Intersection Roads to turn round and take up tugs again in the North Channel. It is also possible to have tugs follow out to km 9, where the North and South Channels meet, turn there and come into the new berth with the same tugs, if length of vessel permits.

It is for the Master and Pilot to decide where the vessel will turn, depending on weather, draft, current, etc.

*Opening of Dock bridges.* The established time table, twice an hour is not observed, and Agents arrange for this when a vessel is ready to move through. Vessels should not attempt to pass the lock gates if clearance is less than ten centimetres and the river is not rising. It must be remembered that the sole of the locks in each case is of concrete.

It is frequent in Madero docks to see vessels resting on the soft muddy bottom.

*Prefecture Control.* On both entering and leaving the Prefecture officers may control with the crew list that all members of the crew are on board, particularly on sailing.

*Draft on sailing* must be checked by the Pilot and Master, and duly recorded in the Pilot's book. Load lines are strictly checked; in case of hogging, drafts fore and aft are taken while in sagging marks will prevail.

*Shiftings* and manoeuvres in port are carried out under the responsibility of the Master, but Pilots are also responsible, at least to the Prefecture, since they are under direct authority and at the same time considered assessors to the Prefecture.

*Trim* is also controlled, no list is allowed, and maximum tolerance for difference of draft fore and aft is 6 to 7′ according to vessel's length overall. Vessels should not be down by the head.

*Hatchways.* All hatches must be kept closed when a vessel is not working. If hatches are found open when a vessel is idle, the vessel is fined.

*Garbage.* A garbage barge goes round the port every morning to take away the garbage, which must be left in drums slung over the stern ready for lowering into the barge. It is also possible to arrange for a barge to take off refuse from holds, old dunnage, bedding, etc. Collection is often a rushed affair, and good watch must be kept for the barge. Fines are imposed if garbage is not removed.

*Working Hours.* Ordinary working hours are now fixed as from 07.00 to 13.00 and 13.00 to 19.00. Tugs are now also on this same time table.

Overtime can be worked from 19.00 to 01.00 and from 01.00 to 07.00, but Stevedores are not allowed to take two consecutive shifts.

Custom House guards and other official workers follow the same schedule from Monday to Friday, but earn overtime on Saturdays, Sundays and holidays.

**TELEPHONE:** There is no special installation for vessels in port. Many Agents have one or more lines of their own, which can be placed on board, if there are connections available in that sector. The telephone company makes a connecting charge each time, at a high cost to the vessel, plus the usual charges for the service.

**CONSULS:**

| | | |
|---|---|---|
| Algeria | Montevideo 1889 | Tel. 44–4969 |
| Australia | Rivadavia 1829 3rd floor | 45–4076 |
| Austria | French 3671 | 72–7095 |
| Belgium | Defensa 113 8th floor | 33–0066 |
| Bolivia | 25 de Mayo 611 2nd floor | 31–7365 |
| Brazil | Paraguay 580 2nd floor | 31–7743 |
| Bulgaria | Guise 2009 | 83–7458* |
| Canada | Suipacha 1111 25th floor | 32–9081 |
| Czechoslovakia | Figueroa Alcorta 3240 | 80–3917* |
| Chile | San Martín 439 9th floor | 49–8271 |
| China-Nationalist | Av. Roque S. Peña 636 8th floor | 33–8099 |
| China People's Republic | | 52–2281 |
| Colombia | Av. Santa Fe 782 8th floor | 31–4381 |
| Costa Rica | Tacuarí 237 8th floor | 37–6272 |
| Cyprus | Corrientes 511 3rd floor | 49–7373 |
| Denmark | L. N. Alem 1074 9th floor | 32–6901 |
| Dominica | Maipú 844 5th floor | 392–2381 |
| Ecuador | Reconquista 379 6th floor | 46–9024 |
| El Salvador | Av. Santa Fe 1240 11th floor | 42–6192 |
| Finland | L. N. Alem 1074 8th floor | 32–0600 |
| France | Santa Fe 846 | 32–2425 |
| Germany | Maipú 942 | 32–9424 |
| Great Britain | Luis Agote 2412 | 80–7071 |
| Greece | Florida 378 5th floor | 40–2620 |
| Guatemala | Santa Fe 1240 5th floor | 41–4337 |
| Haiti | Las Heras 3737 6th floor | 71–5975 |
| Holland | Maipú 66 1st floor | 34–8778 |
| Honduras | Rodríguez Peña 336 2nd floor | 40–0484 |
| Hungary | Coronel Díaz 1874 | 83–0767† |
| Iceland | Julio A. Roca 610 7th floor | 34–3454 |
| India | Paraguay 580 3rd floor | 31–3020 |
| Indonesia | Mariscal Castilla 2901 | 80–6622 |
| Iran | Lib. Gral. San Martín 2257 | 85–1468 |
| Ireland | Santa Fe 782 7th floor | 32–4360 |
| Israel | Arroyo 916 | 392–4481 |
| Italy | M. T. de Alvear 1149 | 42–9841 |
| Jamaica | Corrientes 127 4th floor | 32–5835 |
| Japan | Azcuénaga 1035 | 83–1031 |
| Korea-South | Juez Tedin 2722 | 82–6548 |
| Lebanon | Lib. Gral. San Martín 2354 | 82–0466 |
| Liberia | Florida 142 | 49–5543 |
| México | Uruguay 435 3rd floor | 46–6989 |
| Morocco | Av. Santa Fe 1385 1st floor | 44–2737 |
| Nicaragua | Venezuela 1460 2nd floor | 37–8375 |
| Norway | Esmeralda 909 3rd floor | 32–1904 |
| Pakistan | Alvear 1402 | 44–0355 |
| Panama | Talcahuano 1038 5th floor | 42–9651 |
| Paraguay | Maipú 464 3rd floor | 392–6536 |
| Peru | Corrientes 330 3rd floor | 31–3374 |
| Philippines | Castex 3123 | 80–5068 |
| Poland | Av. M. Aguado 2870 | 82–9681‡ |
| Portugal | Córdoba 315 3rd floor | 32–3524 |
| Rumania | Arroyo 962 | 392–2630* |
| South Africa | Cerrito 550 6th floor | 35–5058 |
| Spain | Guido 1760 | 41–0078 |
| Sweden | Corrientes 330 3rd floor | 31–3080 |
| Switzerland | Uruguay 740 | 49–8074 |
| Syria | Callao 956 | 42–2113 |
| Thailand | Av. Belgrano 265 9th floor | 33–3690 |
| Turkey | Av. Roque S. Peña 852 8th floor | 46–8779§ |
| United Arab Republic | Guido 1530 | 42–8542 |
| U.S.S.R. | Guido 1677 | 42–3315 |
| Uruguay | Corrientes 545 6th floor | 49–2386 |
| U.S.A. | Sarmiento 669 3rd floor | 46–3211 |
| Venezuela | Esmeraldal 909 4th floor | 32–2786 |
| Vietnam | Córdoba 1184 | 42–2555 |
| Yugoslavia | Rodríguez Peña 1012 | 41–1309§ |

* Tue–Thu – † Tue–Fri – ‡ Tue–Wed – § Mon–Wed–Fri.

All Consular offices attend in business hours from Monday to Friday with the exceptions noted.

In Out-ports, the available Consular representations are stated under each port.

**AUTHORITY:** Administrador del Puerto Buenos Aires.

**AGENT:** Christophersen Internacional (Maritima) SA.
25 De Mayo 375 Buenos Aires. Telephones: 31–8349 31–0164.
Cable Address: Cristofsen. Telex: 122584 AB CRIBA.

## CAMPANA: 35.15 S. 58.58 W. (See Plan)

(Province of Buenos Aires) "B" category port

*N.B. Refer to beginning of Argentina I) and River Plate Ports* pages 6 and 12.

On the left bank of the Paraná de las Palmas arm of the Delta from seaward, 155 miles by river from Buenos Aires. The only pass which obstructs navigation is the Martín García.

The port is mainly used for receiving and despatching petroleum and its products. There are also facilities for handling timber and general cargo, as well as steel tubes for the petroleum industry, both for internal requirements and for export, which are made here.

**RESTRICTIONS:** Draft is controlled by depth of water at Martin Garcia Bar. Daily draft forecasts made by local authorities.

**MAX. SIZE:** Up to 27ft. draft, dependent on local river conditions.

**TUGS:** Not required.

**BERTHS:** From North to South the berths are:

*National mole.* 20′ alongside, used for shipment of the steel tubes and movement in general. The mole is 116 metres long, with three electric cranes, 4 ton capacity and two mobile cranes.

*Esso Mole H.* Concrete pierhead, 16 metres long, over which crude oil is discharged through an 8″ line. There is deep water at this mole which is mainly used for import cargo. There is also a belt conveyor equipment for loading petroleum coke in bulk.

*Esso Mole G.* A mile South of Mole H, fitted with an 8″ line for discharge of crude from smaller tankers, in 18′. Length 14 metres.

*Esso Mole E.* 130 metres long, with 24′. There are two intakes on this mole, of 6″, the former being used for shipments of clean products and the latter both for crude and for shipment of clean products.

*Esso Mole F.* In 26′, 16 metres long, with a 10″ line which can be used crude and for lubricants.

200 metres downstream there is a wharf, 70 metres long, in 14′ used for discharge of timber and sand.

There are no facilities for handling of grain or other produce.

**HEALTH:** Free Pratique can be obtained in the usual way, by notifying Buenos Aires Agents. Tankers lightening part of their cargo in Buenos Aires Roads, can take pratique here, provided that the convoy formed by the tanker and barges follows up to Campana, and no one on board has any contact with shore until after the medical visit. If the vessel is "unclean" however, pratique is taken before lightening.

**MEDICAL:** Doctors and hospital available.

**DENSITY:** Fresh water.

**FRESH WATER:** Available at Esso Moles.

**FUEL:** Available at Esso berths. No barges.

**CONSULS:** At Rosario and Buenos Aires.

**REPAIRS:** Can be effected.

**AUTHORITY:** Administracion de los Puertos Parana.

**AGENT:** See "Buenos Aires".

## CONCEPCION DEL URUGUAY: 32.29 S. 58.12 W. (See Plan)

Km. 183 – River Uruguay (Province of Entre Ríos) "B" category port.

*N.B. Refer to beginning of Argentina and River Plate Ports, pages 6 & 12.*

On the left bank of the River Uruguay from seaward, 182 miles from Buenos Aires.

**APPROACHES:** Access to the port is by a channel 1,000 metres long, 45 metres wide, which is now only 11′ 5″ at zero.

The roads of the port extend from the buoy marking the entrance to the channel, and about 2 kilometres up river, where vessels may anchor if awaiting berth.

Access is governed by the water on the Montaña and Altos y Bajos passes, where there is normally no more than 17′ and this draft should be taken as a determining factor.

**PILOTAGE:** Pilots for Uruguay River board off Buenos Aires entry channel.

**ANCHORAGE:** In Uruguay River, about 900 metres North of entry channel buoy.

**RESTRICTIONS:** Day and night navigation allows. Channel dredged to 20 ft. LW. Depth on bars, 17 ft. LW.

**MAX. SIZE:** Maximum permitted draft in Uruguay River is 18 ft. Fresh water, subject to local conditions.

**HEALTH:** 8 hours before arrival, radio Agent advising last port of call, number passengers and crew on board and health condition of vessel requesting free pratique. If this procedure is followed there should be no delay in obtaining pratique when officials board on arrival, provided vessel's health conditions are satisfactory.

Masters may either advise their agents in Buenos Aires, or direct to Agents in Concepcion del Uruguay, using station LSQ 57, on 477 k/cs. A 1, and may proceed direct from sea to this port.

**RADIO:** The port station LSQ 57 transmits daily information at 1300 GMT on the state of the River Uruguay from San Javier to Gualeguaychú. It operates on 477 k/cs., A 1 power 0·5 kW.

**TUGS:** Compulsory both for entering or sailing and for movements in port.

**BERTHS:** There is a quay frontage of 1,500 metres, of which 1,100 metres are for ocean-going vessels, with presently 16′ 4″ alongside at zero. The other 400 metres is for river traffic.

There are five cranes on the quay, one of 5 tons, the others of 3 and one tons, and there are two portable 5 ton cranes.

New elevator capacity 20,000 tons.

There are several wharves at the South end of the mole for discharge of tankers.

Due to silting alongside quay, vessel should be prepared to be fendered about 1½ metres off the quay.

**MEDICAL:** All medical facilities available.

**TANKERS:** Two berths for tankers up to 18 ft. draft.

YPF Berth: Eight hose connections, 12 in. and 6 in. diameter.

Esso Berth: Hose connections, 8 in. for naptha, 6 in. for other products.

**DENSITY:** Fresh water.

**FRESH WATER:** Available, there are several hydrants of 1½″ diameter on the mole.

**FUEL:** Available from the State Oil Company at the pier, or by drums from other suppliers.

**REPAIRS:** National and privately owned workshops for all types of minor repairs.

**DRY DOCKS:** One, owned by Ministerio de Obras Publicas, length 70 metres.

**REPATRIATION:** Can be arranged subject to Immigration formalities.

**AIRPORT:** Situated 3 km. away, with daily services to Buenos Aires.

**CONSULS:** There are Italian, French, Spanish and Uruguayan representatives.

**POLICE/AMBULANCE/FIRE:** Police tel. 2222; Fire Service tel. 2860; Ambulance tel. 1792; Hospital tel. 2464.

**TELEPHONES:** Arrangements can be made for placing telephone on board.

**SHORE LEAVE:** Permitted subject to Immigration control.

**AUTHORITY:** Capitania del Puerto Concepcion del Uruguay, tel. 3203 and 4443.

**AGENT:** See "Buenos Aires".

## DIAMANTE: 32.05 S. 60.33 W. (See Plan)

Km. 533 – River Paraná (Province of Entra Ríos) "B" category port.

*N.B. Refer to beginning of Argentina and River Plate Ports, pages 6 & 12.*

On the right bank of the River Paraná from seaward, above Rosario and 286 miles by river from Buenos Aires.

**APPROACHES:** There is ample depth of water in the port and approaches, which is governed by the water on the various bars on the river, the shallowest above Rosario being Isla de los Pajaros, at km. 468 to km. 473.

**PILOTAGE:** There is no resident port Pilot, and Pilot has to be ordered from Rosario. Minimum 10 hours notice required. The river Pilot ends his duties in the outer roads.

**HEALTH:** Vessels arriving directly from abroad must take Free Pratique at San Nicolas or Rosario, with the usual pre-advice to Agents there, which is essential for preparation of Notice of Readiness.

**RADIO:** Nearest station is Rosario LSQ 38, on 477 kc/s. A 1 LSQ broadcasts daily, at 13.05, the depth of water in the Paraná river from Los Ratones to Los Pájaros, and also the minimum depth between Santa Fe and Rosario.

**TUGS:** None available locally, but one tug is required on sailing from the new elevator berth and has to be ordered from Santa Fe.

**BERTHS:** Grain is loaded from the new elevator at the North end of the port, section 4, where there is 30′. Only one vessel may load at a time. Loading rate is up to 600 tons per tube per hour, work being possible with two tubes simultaneously.

It is possible to load a second vessel, lying second off, if the beam of the vessel alongside permits.

Storage capacity in port is about 50,000 tons, of which 20,000 tons are in elevator at section 4.

There are tanks for Vegetable Oil with a capacity of 4,000 tons. Pumping rate is about 120 tons/hour to vessels' tanks.

**FRESH WATER:** Available at the new elevator berth.

**FUEL:** Not available.

**REPAIRS:** Only minor repairs possible.

**DENSITY:** Fresh water.

**MEDICAL:** Hospital available.

**CONSULS:** None. Outward bound consulate despatches should be requested from Rosario or Buenos Aires.

**AGENT:** See "Buenos Aires".

## IBICUY: 33.39 S. 59.15 W.

Km. 218 – River Paraná (Province of Entre Ríos) "B" category port.

*N.B. Refer to beginning of Argentina and River Plate Ports, pages 6 & 12.*

Situated 3½ miles up the river Ibicuy, on the right bank of the River Paraná Pavon from seaward, 117 miles from Buenos Aires by river.

This is the northern end of the Rail ferry from Zárate, and which is destined to close down when the Zárate/Brazo Largo bridge is opened.

**PILOTAGE:** If no port Pilot is sent from Rosario, the river Pilot will berth the vessel.

**HEALTH:** Notify Buenos Aires Agent for arranging Free Pratique.

**TUGS:** Not available, and not required.

**BERTHS:** There is a steel wharf, depth 18′ 160 metres long, with four railway lines. There are 2 portal cranes 1½ tons, one fixed crane of 10 tons and one 5 ton portal crane.

Coal is discharged here by grabs for the railway, rate about 200 tons per hatch per 8-hour day. Oil is also discharged at another wharf nearby into tanks belonging to the railway, there being 25′ here.

No grain has been loaded here for many years.

**MEDICAL:** Facilities available.

**DENSITY:** Fresh water.

**FUEL:** Not available.

**FRESH WATER:** Available on the quay; the railway provides hose, delivery rate 60 tons per day.

**REPAIRS:** Not available.

**CONSULS:** None, clearance must be made at Buenos Aires.

**AGENT:** See "Buenos Aires".

## LA PLATA: 34.54 S. 57.55 W. (See Plan)

(Province of Buenos Aires) "B" category port.

*N.B. Refer to beginning of Argentina and River Plate Ports, pages 6 & 12.*

This port is situated on the left bank of the estuary of the River Plate from seaward, 30 miles South of Buenos Aires. It is the capital of the Province of Buenos Aires and is rapidly becoming industrialised.

**APPROACHES:** Access to the port is by a channel, which leaves the main entrance channel to Buenos Aires at km. 57. This is constantly dredged, being usually at 28′ maximum.

**PILOTAGE:** Coming from the sea, or Montevideo, the Recalada or Uruguayan pilot will take the vessel to La Plata Roads 27′ where a La Plata Port pilot comes aboard.

From up river to La Plata, the river Pilot is dropped at Intersection, where a new pilot takes the vessel to La Plata Roads for the Port Pilot to come aboard.

**RESTRICTIONS:** Vessels navigating in the entrance channel have preference over those in the River Santiago, and those which be reason of size must turn at Four Mouths have priority over others in their vicinity.

There must be no crossing or overtaking of vessels over 75 metres long or 11 metres beam, or 20′ draft and for this reason vessels ready to sail from Gran Dock will not let go while any vessel is entering by the Entrance channel.

Vessels over 200 metres in length can only manoeuvre in daytime, with a minimum visibility of 1,000 metres and with a wind not exceeding ten knots.

On entering or sailing on a rising tide minimum depth cannot exceed vessels draft, and on a falling tide there must be 50 cm. (1′8″) under the keel.

Regulations for the Santiago River channel prohibit movement between sunset and sunrise for vessels over 140 metres long, or drawing over 24′. Vessels over 11 metres beam cannot cross or overtake, and vessels in this channel must not interfere with those moving in Four Mouths.

**ANCHORAGE:** Four miles S.E. of Recalada. The Navy controls a reserved zone between 34° 46′ and 44° 48′ S. and between the meridian 57° 48′ W. and a true bearing 220 from the buoy km. 7,700 at the end of the Eastern arm of the port, for Naval ships only.

**MAX. SIZE:** Regulations limit length, beam and draft to 215 metres, 30 metres and 9·15 metres (30′) respectively.

**HEALTH:** Free Pratique – radio messages should be sent direct to Agents in La Plata if vessel is entering direct.

**RADIO:** Station LOM 524 kc/s., A 2. State oilfields have a VHF service, range 50 km. for communication with their vessels on 156·5 Mc/s. during the first fifteen minutes of each hour.

**TUGS:** Two tugs must be used, each of a minimum 820 h.p. Normally join vessel in entrance channel.

**BERTHS:** The port comprises Rio Santiago, Gran Dock and the Propulsora berth, five kilometres up the river Santiago, also known as port Ingeniero Rocca.

*Rio Santiago:* Two grain elevators, capacity 400 tons, 3 berths, depths 22 and 28 ft. alongside.

*Gran Dock:* Seventeen berths, depth 26 ft. alongside.

*Propulsora.* A cold rolling steel mill has been built inland and a 5-kilometre channel dredged to 30′ from "Cuatro Bocas". There is one berth here, 154 metres long, though vessels of up to 205 metres length o.a. have operated here. The material used in the mill is imported in coils, and exports of cold rolled sheets and wire are also handled. There is one crane, 30 ton capacity and rate of discharge can reach 3,000 tons per 24-hour day.

Some 600 metres from the wharf itself, there is a turning basin 300 metres diameter. Vessels go in bow first, as there is less water to the south end of the wharf, and turn in this basin before returning down channel to La Plata proper. Only one vessel can operate at a time here. Vessels are secured to bollards on shore at the bow, and a mooring buoy astern.

**TANKERS:** Four tanker berths in Gran Dock, which are used exclusively for YPF. No facilities for slop discharge:

*YPF Terminal* handles crude oil, diesel, kerosine. Bunkers available ex-wharf.

*Armour Terminal* handles fuel oil only, 8 in. hoses.

*Swift Terminal* handles fuel oil only, 8 in. hoses.

*Gran Dock* is now used only for tankers by the National Oilfields. The turning basin at the South end being only 180 metres in diameter is insufficient for the larger vessels now operating here, and a new turning basin at Cuatro Bocas or Four Mouths, is dredged to 30′ on a 400 metres diameter. This is at the junction of the access channel, river Santiago, and Gran Dock. Tankers head in to Gran Dock and reverse back to this basin.

In the eleven berths the intakes include one 24″ line, and several of 16″, 14″ and 12″.

In the West channel, behind Gran Dock, there is one berth for liquid gas tankers, with a 12″ line, with several discharge manifolds at 4″.

Special regulations for Gran Dock permit vessels to moor with bows either inwards or outwards, indiscriminately. Those moored bows inwards (facing south) will be assigned, preferably to intakes 4, 5, 10 and 11, and must sail immediately after finishing operations, taking preference over others about to sail.

Vessels between 175 and 215 metres length, or drawing 22′ or more can navigate ahead or astern, and will turn in Four Mouths on entering or sailing as the case may be. When such vessels are moving stern first, the Prefecture will make sure that there are no craft of more than 5 metres beam moored on either side of the Armour Freezer, shifting these if necessary.

Vessels of less than 175 metres length or with a draft of less than 22′ must turn in the Turning Basin on entering or sailing.

Turbine steamers of over 140 metres in length will only use the Turning Basin in daylight.

For safety reasons there must be one tug and one fire-fighting craft on service and ready to sail.

No mooring second off is permitted except for tugs and vessels receiving dirty ballast or liquid from cleansing of tanks, or when supplying steam.

Degassing tanks is prohibited in port.

Heated repairs can only be carried out under deck and on special authorization from authorities.

**MOORING:** Vessels of up to 150 metres length will employ four men for mooring, and those over 150 metres, six men. Mooring hours in ordinary time are from 06.00/18.00 on week days, 06.00/12.00 on Saturdays. There is a 50% extra from 18.00/24.00 on week days or from 12.00/18.00 Saturdays, and 100% at all other times.

**SEMAPHORE:** For night signalling of the depth of water in the access channel, the system is analogous to that used at Martin García and Riachuelo, Buenos Aires. By day signals are hoisted on a tower at km. 4,460 on the access channel arm if tide is rising. If the river is stationary or falling, no flag is hoisted.

**MEDICAL:** Doctors and hospital facilities available.

**FRESH WATER:** Delivery by barge, capacity 300 tons and pumping with barge's own pump, 100 tons per hour.

**FUEL:** Obtainable from YPF terminal. No barges available.

**REPAIRS:** All repairs can be effected except those requiring a dry dock.

**CONSULS:** Following countries are represented in La Plata: Belgium, Brazil, Great Britain, Italy, Norway and Spain. All other consuls at Buenos Aires.

**SHORE LEAVE:** Allowed, provided crew members in possession of Identification Cards.

**AUTHORITY:** Capitan de Puerto de La Plata.

**AGENT:** See "Buenos Aires".

## RAMALLO: 33.32 S. 59.59 W. (See Plan)

Km. 326 – River Paraná (Province of Buenos Aires) "B" category port.

*N.B. Refer to beginning of Argentina and River Plate Ports, pages 6 and 12.*

**APPROACHES:** The port is on the left bank of the Paraná from seaward, where the river is divided into two by the Isla de las Hermanas. Traffic up river normally keeps to the starboard channel at this point, or the port when downstream and the entrance into Ramallo, although buoyed, is not lighted. No depths are given for the access but as a guide, when the main channel of the Parana is at say 24′, then vessels can safely load to 18′ in Ramallo. However, with the building of a new elevator, 20,000 tons capacity to replace that damaged some years back, movement has recommenced and the River Bulletin publishes 21′ for the elevator mole, and 24′ 6″ for the hardboard mole. Nevertheless, it is advisable to check on access depths.

**PILOTAGE:** According to the Maritime Digest, port Pilot must bring the vessel in from the main channel, and take her out there again, a distance of 5 miles. The roads are technically in the main Paraná, but it is usual to anchor 150 metres off the wharves.

**BERTHS:** Apart from two damaged moles, out of use, there are, from South/North:

*Grain Board Mole.* There is an elevator, capacity 12,000 tons and two loading belts, load rate 250/300 tons per hour each. The berth, for one vessel not over 145 metres length, consists of a small jetty and several dolphins and two mooring buoys.

*National Mole.* Concrete wharf 100 metres long, with three sheds on it, used by sand hoppers, and by river craft.

*Fiplasto Mole.* Used for discharge of fuel to the hardboard factory, from tankers. There are two dolphins with 24′6″ water. As the current runs fast here, vessels may roll with any wind, and it is recommended to put out more ropes than usual, both fore and aft.

**RADIO:** Agents at San Nicolas must be contacted either through Buenos Aires radio, or vía Rosario, LSQ 38, on 477 kc/s. A 1.

**TUGS:** None required; in case of need they could be brought from Villa Constitucion.

**FUEL:** Not available.

**FRESH WATER:** Not available, except by drums from a tank on the National mole.

**MEDICAL:** Attention available, but no hospital.

**CONSULS:** None; consular clearances can be effected at San Nicolás.

**AGENT:** See "Buenos Aires".

## ROSARIO: 32.57 S. 60.33 W.

Km. 420 – River Paraná (Province of Santa Fe) "B" category port.

*N.B. Refer to beginning of Argentina and River Plate Ports, pages 6 and 12.*

**APPROACHES:** Outer Roads, between buoys 410 and 413.

**PILOTAGE:** The port Pilot will come on board off km. 411, by launch. Vessel should whistle for him if not here to meet the ship (two long, one short).

**ANCHORAGES:** Between kilometres 410 and 413. Both anchors should be used.

**RESTRICTIONS:** *Fog.* In thick fog, special permit must be obtained to enter or leave. There is an average of six days fog per month in the period April/August but only one day per month in the rest of the year. Electric storms are frequent.

*Maximum speed in Zone.* From Saladillo stream North, there is a limit of six knots, up to Punta Barrancas.

There are no restrictions as to length and breadth of vessels, but draft and size of vessels are subject to river depth, which is very variable and no standard information can be given. Vessels up to 27 ft. draft are permitted to navigate the River Parana up to Rosario and San Lorenzo, provided vessels speed exceeds 10 knots and that there is at least 1 ft. keel clearance. Above Rosario controlling depth 22 ft. Vessels loading in Parana Ports must keep close contact with Agents for daily forecasts of admissible draft crossing Martin-Garcia Bar to avoid risk of overloading and consequent delays.

**HEALTH:** Free Pratique, use Radio LSQ 38, on 477 kc/s., or via Buenos Aires radio.

**TUGS:** Two tugs are available, controlled by Port Authority. However, tugs are not normally required for berthing or unberthing.

**RADIO:** All messages through Pacheco Radio, call sign LPD, operating on 425 kHz. Pilots equipped with VHF radio Channel 16.

**BERTHING:** Alongside quays. There are seven elevators with the rate of loading up to 300 tons per hour of grain. Also there are four warehouses for loading light grains or seed. Between these closed sheds are paved spaces which are used for delivery of cargo to road vehicles and vice versa.

*Montserrat wharf.* Used by river craft only.

*Unit I.* Of the four jetties, only Nos. 1 and 2 are in use, and can deliver 170 tons of Grain per hour each, accommodating one vessel in 21′.

*Refineria Argentina Mole.* In use for discharge of fuel oil only.

*Unit II.* Only one berth in 24′ 9″ with two spouts, 200 tons per hour each or 125 tons by-products.

*Unit III.* Known previously as Unit IV, can work with 2 tubes, 250 tons each, berth for one vessel only. The space between Units 2 and 3 is now out of use.

*Unit IV.* This is still under repair, a belt joining the three sheds previously known as Units 5, 6 and 7 is being installed. Eventually there will be two loading tubes and berth for one vessel.

Old Unit No. 8 has been dismantled and taken to Victoria.

*Deposits 3 to 17* are still in use for import cargo, but under the new plan will become the Free Zone for Bolivia, and probably, eventually Paraguay.

*Sheds 29/30* have been rented, and the wharf being used in breaking up the navy aircraft carrier.

*Unit V.* Is the Old Unit X, renumbered. Two vessels can berth here and there are two spouts workable per vessel at 200 tons per hour each spout.

What was Unit XI is now rented for the storage of oilseeds, and Unit XII has been dismantled. Vessels can berth here to load Wharf Offals.

*New Pier.* At this point the new pier, 616 metres long, has been built, and will operate in the future in import cargo, releasing Deposits 3 to 17 for the Free Zones. This pier will have ample water. Immediately behind this is larger basin is being dredged, to 30′, which will add 4,250 metres of new quay frontage to the port. It is intended to centralise here the movement in fuels, coal, gravel, sand, etc., and to use it for discharge of grain barges which now form a large part of the pusher trains in use on the river, and which have materially changed the type of river transport. Dredging of the basin itself is well advanced, probable date 1975. Work on an 80,000 ton elevator at the south end of the 616 metre wharf has commenced, to load either to the river side or into the new basin berths, to the west.

*Unit VI.* The South Elevator, previously numbered Unit XIII now has 29′ alongside at zero, and can handle two vessels, if both under 150 metres, or one if over that length. Load rate is 1,200 tons per hour per berth. There is storage capacity here for 360,000 tons, in the whole port. In berths 3 and 4 are the inflammable deposits, and finally the cattle ramps, in deep water.

The port zone proper ends at Saladillo stream, on the south side of which the Swift Meat Packing plant has a pier, 175 metres long, for the loading of its products. There is also a line here for loading vegetable oils in bulk, capacity 100 tons per hour.

The projected basin will have its entrance between the Inflammables zone and the Cattle berth, and south of the Cattle berth a shipbuilding yard is projected.

*Cranes.* There are a large number of electric cranes, and the port is built in such a way that with few exceptions all cargo discharged must be handled by shore cranes. If the river is high, and shore cranes cannot operate to the vessel, the ship may discharge to shore, for the shore crane to place on railway cars, etc.

Bills of Lading covering lifts of 2½ tons or more should be claused in such a manner that any extra expense in landing them is for account of the cargo.

*Floating cranes.* There are two, 90 and 50 tons.

*Allotment of berths.* May depend on the availability of grain to the particular shipper, but normally berths are allotted in order of arrival. Loading on second tier is not customary now, as the capacity of the port is such it is not necessary.

*Fenders.* Vessels must use fenders for keeping them off, and can use their own or hire from the port.

*Ashes, etc.* Arrangements can be made with Agents for daily removal.

**STEVEDORES:** Gangs supplied according to vessels requirements by private companies under Government supervision.

Normal capacity per gang, per shift:
20 to 25 tons per hour frozen meat.
120 to 140 tons per shift general cargo.

**MEDICAL:** Private and state-owned hospitals. All facilities available.

**TANKERS:** Discharge at Moles 3 and 4.

**FRESH WATER:** Only available at the berths on the southern part of the port.

**FUEL:** All grades available, by barge.

**REPAIRS:** All repairs excluding dry docking, can be effected. Floating crane available, capacity 50 tons.

**AIRPORT:** 16 km. from port. Daily flights to Buenos Aires.

**CUSTOMS ALLOWANCE:** 60 cigarettes per day, and 2 bottles spirits each man.

**CONSULS:** The following countries are represented at Rosario:

Brazil
Chile
Denmark
Dominican Republic
Finland
France
Germany
Great Britain
Italy
Lebanon
Nicaragua
Norway
Panama
Peru
Spain
Sweden
Syria
U.A.R.
Uruguay
Yugoslavia

**POLICE/AMBULANCE/FIRE:** Police 29071; Ambulance 45600; Fire 20147.

**TELEPHONES:** Can be placed aboard.

**SHORE LEAVE:** No restrictions.

**AUTHORITY:** Rosario Port Administration. Avenida Belgrano No. 341, Tel. 67105.

**AGENT:** See "Buenos Aires".

## SAN LORENZO: 32.45 S. 60.38 W. (See Plan)

Km. 442 – River Paraná (Province of Santa Fe) "B" category port.

*N.B. Refer to beginning of Argentina and River Plate Ports, pages 6 and 12.*

On the left back of the River Paraná from seaward, 16 miles above Rosario and 238 miles by river from Buenos Aires.

The port includes the separate sections of Puerto Borghi, Puerto San Lorenzo and Puerto San Martin.

**APPROACHES:** Access is controlled by the passes Destilería and Borghi above Rosario.

**ANCHORAGE:** Vessels may anchor in the roads between buoys 447 and 449.

**TUGS:** Not required.

**MAX. SIZE:** Up to 27 ft. draft depending on river depths.

**HEALTH:** Vessels coming in from abroad, should take pratique in Rosario roads, advising agents there in good time.

**RADIO:** Use Radio Rosario LSQ 38, on 477 kc/. A1. This broadcasts, in Spanish at 13.05 daily depth of water in the river between Santa Fe and Rosario.

**BERTHS:** *Puerto Borghi.* Is a privately owned berth used for loading zinc ores, cinders and sulphuric acid. It consists of 3 dolphins each 6 × 9 metres, spaced 21 metres apart, giving 60 metres alongside which vessels can lie. Both anchors must be laid out and moorings taken to shore. There is a conveyor belt, rate 60/80 tons per hour, fixed by a crane to work at an angle of from 20/25 degrees, so that if vessels are loading both fore and aft they must shift to position their holds. The belt is reversible, and can be used for discharging vessels fixed with bucket dredge gear in each hold. There is ample water alongside.

This port comes under Rosario for Customs, but under San Lorenzo for Maritime Prefecture control, and stevedores are taken from San Lorenzo.

*San Lorenzo* proper is a third category Custom House and thereby independant of Rosario. There is an important petrochemical complex here which is being extended, which may lead to an improvement in port facilities.

The roads are between buoys 443 and 445 in the main navigation route and within this area vessels may anchor to await entrance to port, without paying dues.

This was originally a grain port but this now takes second place to industrial developments.

There is a grain elevator at Unit VIII (ex. 14), with a total storage capacity of 80,000 tons, and 39′ alongside. The elevator has one tube, with a load rate of 150/180 tons per hour.

There is also a pipeline at this berth for loading vegetable oils in bulk, rate from 30 to 70 tons per hour (if using tanker trucks).

A line for loading fuel oil has also been installed here.

State Oilfields YPF have a large cracking plant here, with 3 concrete piers of 80, 60 and 80 metres long respectively, in deep water and situated just north of Unit VIII. Piers 1 and 3 operate in the discharge of crude from overseas or coastal tankers and in the loading of products with four 6″ and 10″ lines. No. 2, with the same size lines is used for coastal tankers only.

Esso have two dolphins here for discharge, with 6″ and 10″ lines respectively, but in 23′ only.

*San Martin* is immediately alongside San Lorenzo, and the access channel commences off San Lorenzo, by the cross river car ferry terminal (service San Martín to Victoria, on the left bank of the Paraná).

This channel is 75 metres wide, dredged to 20′ at zero, and two miles long.

At the entrance to San Martín is the ferry basin in 6′ 6″ and also a small basin for river craft.

Immediately North of this is the State Gas mole, in deep water used for handling liquid gas and fuel oil.

*Unit 15* is no longer used for shipping, but the storage capacity is made use of. Linseed oil is loaded over the Pereda mole, in deep water with a 10″ loading line. This mole is also used for the discharge of tankers and nearby is another mole used for discharge of oilseeds.

*Unit X* (ex 17), in 29′ 5″ has capacity of 52,000 tons, load rate 150/180 t.p.h. over one spout.

At km. 451, there is a petrochemical plant which has a concrete mole 96 metres long, with 26′ 2″. There is one 2½ ton crane on the mole, which is authorised to work with light fuels.

**FUEL:** Available.

**FRESH WATER:** Not much available; Masters are recommended to take elsewhere if possible.

**MEDICAL:** Attention available.
**REPAIRS:** Small repairs attended to. It is also possible to bring specialists from Rosario if bigger jobs have to be handled.
**CONSULS:** Consular clearances must be made at Rosario.
**AUTHORITY:** Administracion de los Puertos Parana Medio.

**AGENT:** See "Buenos Aires".

## SAN NICOLAS: 32.22 S. 60.12 W. (See Plan)

Km. 343 – River Paraná (Province of Santa Fe) "B" category port.

*N.B. Refer to beginning of Argentina and River Plate Ports, pages 6 & 12.*

On the left bank of the Parana river, from seaward, below Rosario, and 188 miles by river from Buenos Aires.

**APPROACHES:** Between San Nicolas and Rosario are the "Paso Paraguayo" and "Abajo Yaguaron" passes, and below San Nicolas, apart from Martín García, the "Tonelero" and las "Hermanas" passes.

The old-time characteristic of a grain port has been submerged in the industrial complex which has grown up around the steel mill, but grain is still shipped here.

The entrance channel to the port from the river is kept dredged to 24′ 6″ at zero.

**MAX. SIZE:** Draft up to 24 ft. depending on river conditions.
**RADIO:** Use LSQ 38, Rosario, on 477 kc/s. A 1.
**BERTHS:** From North to South the sections of this port are:

*Old Port.* Alongside the city of San Nicolas, originally composed of seven sections on a cliff some 18 metres high, and under which vessels moor, having to keep themselves off with an anchor and a kedge. Only two sections now work and loading of grain is carried out from the sheds or from railway wagons on the cliff, by chutes. Sections 1 and 6 can load at 90 tons per hour from each of the two tubes at each berth.

Section 2 can only load bagged cargo, again by chutes.

Shed capacity is 16,000 tons, increased by direct discharge from railcars. Depth of water alongside 26′, in almost still water.

At the Old Port, a wooden float is used to keep the vessel at the required distance from the cliff.

*New Port.* Three kilometres downstream from San Nicolas. It consists of a berth formed by a dolphin 60 metres upriver from the end of a concrete mole 287 metres long, with ample water alongside, there being room for two vessels.

On the mole there are five portal cranes (3 of 1½ tons and 2 of 3 tons) as well as two cranes, capacity 20 tons at 15 metres radius, or 12 tons at 25 metres. Railway lines are installed but there are no sheds on the wharf.

Just downstream from the wharf a loading gallery is being built for a new 16,000 ton elevator, to be connected by belt to the large warehouse of the old Alcohol Distillery, which will be used for storing grain, capacity 75,000 tons. There will be berth for one vessel here, with five tubes, two to load simultaneously at, it is expected, 500 tons/hour each. Once this elevator commences to operate, the remaining berths in the old port, which are in very poor condition, will be closed.

This new berth also incorporates the short jetty once known as the Distillery mole.

*Superusina Mole.* This is the last of the sectors of San Nicolas proper, and consists of a concrete mole 200 metres long, with ample water alongside. There is a fixed heavy lift crane here, with a reach of 25 metres and capable of lifting 140 tons out of the square of the hatch of a vessel, or 180 tons from on deck. This part of the mole is reinforced.

There are also a 16 ton and an 8 ton crane for grab discharge of coal to an endless belt system working a coal stacker, handling 1,500 tons daily.

Puerto Buitagro lies south of the Ramallo brook, and comes under the district of Ramallo, although administered by the San Nicolas port authorities. It handles all the movement of the State Steel Mill, Somisa, the capacity of which is presently being increased to produce 2,500,000 tons of steel per year.

Again, from North to South, the moles are

*Ing. Buitagro general mole.* 300 metres long, for movement of general cargo. It is 16 metres wide and has one 30 ton crane and two 15 ton cranes.

*Gotaas Larsen berth.* This consists of four dolphins, 35 metres apart, with mooring bitts on the 1st and 4th and is used for discharging lightening vessels which shuttle from the Plata with coal or iron ore for the Steel mill. A fleet of six 24,000-tonners operates with coal from USA, and lighten 10,000 tons to a specially designed converted T2 off Recalada. This operation is done in less than 24 hours, and the two vessels, ocean collier and lightening vessel, then proceed in convoy to Buitagro, and the collier discharges at the Buitagro wharf proper, while the T2 uses the Gotaas Larsen berth again, discharging in less than 20 hours by reversing the self loader.

*Ing. Buitagro wharf.* 680 metres long, immediately south of the Gotaas Larsen berth. Dredging is carried out continuously and there is 26′ at zero alongside. Four vessels of up to 22,000 tons can operate, plus two more in second tier. Storage capacity in the yards adjacent to the wharf is 1,370,000 tons Iron ore and 300,000 tons of coal. Discharge is by grab, one of 45 tons and two of 12 tons each giving a discharge rate of 4/500 tons per hour each provided hatches are sufficiently wide to permit easy working.

At Puerto Buitagro all discharge or loading is carried out by factory personnel, no outside stevedores intervening.

**TUGS:** Compulsory for vessels over 1,000 NRT at Old Port. It is usual, however, to use tugs only once, when entering if the vessel is turned and remains with her bow facing the entrance channel, or on leaving if moored with bow upstream, and therefore having to turn to leave. If vessels operate without a tug. Master is responsible for any damage incurred to installations, etc., and when there is a high wind it is advisable to use one. For movements in port use of a tug is optional, but again, high winds may make it advisable.
**DENSITY:** Fresh water.
**FRESH WATER:** Available at berths.
**FUEL:** Only available by barge.
**MEDICAL:** Doctor, hospital facilities available.
**CONSULS:** Italian, Portuguese and Spanish.

**AGENT:** See "Buenos Aires".

## SAN PEDRO: 33.42 S. 59.39 W. (See Plan)

Km. 277 – River Paraná (Province of Buenos Aires) "B" category port.

*N.B. Refer to beginning of Argentina and River Ports Plate, pages 6 & 12.*

On the left bank of the Paraná River from seaward, below Rosario and 151 miles from Buenos Aires, by river.

**APPROACHES:** There are no bars below this port, except Martín García, and vessels can therefore load to this limit almost the year round.

The roads are 1,500 metres down-stream from the entrance channel.

**HEALTH:** Free Pratique can be taken, but it is advisable to radio Agents at Buenos Aires for them to arrange, since there is no radio here and the Doctor must come from San Nicolas.
**RADIO:** None; use Rosario LSQ 38, 477 kc/s. A1, or Buenos Aires.
**ANCHORAGE:** Vessels can anchor if necessary about 500 metres from wharf.
**TUGS:** Can be made available if required.
**MAX. SIZE:** The entrance depth has been dredged to 25 ft. The factor governing draft is the water level in the Parana River at the Martin Garcia Bar.
**BERTHS:** The main mole has been rebuilt and a loading gallery 35 metres high installed, working with 7 telescopic tubes, though only one can work at a time, load rate being reported at 1,000 tons/hour. Storage capacity in the elevator is limited, maximum 7,000 tons but there are nearby deposits for 90,000 tons.

As rebuilt, only one vessel can load from the grain elevator, maximum length, according to Ports Department, 200 metres.

There is a second berth available for operating from portable belts, etc., in 24′ 6″. There are no railway lines on the berths and no cranes.

There is also a wharf for river traffic in 8′.

**DENSITY:** Fresh water.
**FRESH WATER:** Available at the berths.
**FUEL:** Not available.
**MEDICAL:** All medical assistance can be obtained. Hospital.
**REPAIRS:** Minor repairs can be effected.
**CONSULS:** None; consular clearances effected at San Nicolas.

**AGENT:** See "Buenos Aires".

## SANTA FE: 31.40 S. 60.37 W. (See Plan)

Km. 585 – River Paraná (Province of Santa Fe) "B" category port.

*N.B. Refer to beginning of Argentina and River Plate Ports, pages 6 & 12.*

Situated on the Santa Fe river, a tributary of the Paraná, 90 miles by river from Rosario and 312 miles from Buenos Aires.

**APPROACHES:** Entrance to the port is through an access channel, 6,085 m. long, and with 24′ at zero.

On this section of the river, from Rosario to Santa Fé, vessels must keep 2′ under the keel if measuring less than 50 fiscal units, or 2′6″ if over that when the hydrometer at Santa Fe indicates over 1m.70 of water over zero, or, respectively, 2′6″ and 3′6″ with less than 1m.70 (5′7″).

**PILOTAGE:** Port Pilot comes aboard in the Parana, at the mouth of the entrance channel. Six hours advance notice is required for the pilot to be in position.
**ANCHORAGE:** Vessels awaiting entrance will anchor below the mouth of the Entrance channel, at about km. 583 on the River Paraná. It is absolutely forbidden to anchor in the entrance channel, and if this should occur, the Authorities will order immediate shifting, with tugs, pilot, etc., for vessels' expense.
**SIGNALS:** There is now a signal station on the top of the tower of the new elevator (unit 1) in visual and radio contact with the control station tower at the river end of the access channel, where the signals are hoisted. It is also possible to observe movement in the roads from here.

The signals in the entrance channel are:

| | |
|---|---|
| *By day* (shown at both ends of the access channel) | |
| White globe, 60 cm. diameter | Channel free for overseas vessels. |
| Red biconic mark | Exit only for overseas vessels. |
| Green cone | Free movement of coastal vessels. |
| Yellow cone | Movement of coastal vessels allowed, but with precaution. |
| *By night* (interior signal staff only) | |
| White flashes | Entrance free for overseas vessels. |
| Red flashes | Exit free for overseas vessels. |
| Green flashes | Free movement for coastal vessels. |
| Green and red flashes | Coastal movement only with restrictions. |

*Absence of signal* – Signifies port and channel closed.

All vessels will await the corresponding signals, which can be asked for by whistling, repeating one long, three short, for overseas vessels, or two short, one long, for coasters.

Should the absence of signals be due to a failure of the system, instructions will be sent by the Authorities.

**NAVIGATION:** *In the Channel.* Maximum speed in the entrance channel is 9 knots, or in the port area, 5 knots for passenger vessels, and for others 6 knots and 4 knots, but the Pilot should control this. In the entrance channel, two ocean-going vessels should not cross, although coasting vessels may do so, the channel being only 40 metres wide.

Movement by night is possible, but usually pilots will not take a vessel out after 15.00, since navigating the passes down river might oblige a vessel to lie in the roads, and turning there would require the use of two tugs, it being easier to wait until through transit down stream is possible.

*During fog.* During fog, usual international precautions must be observed, but if the fog is very thick, entrance or departure of vessels is prohibited without special permission. There are no official statistics as to frequency of fog, but in the period May/August there may be five to six foggy days a month, and in the rest of the year one or two a month.

**HEALTH:** Free Pratique. As there is no radio station here, Master should radio Agents with the usual request.

**RADIO:** Regulations in this port prescribe that Agents or Consignees must give written notice to the Port Authorities 24 hours before ETA, with details of vessel, cargo carried etc, or if in ballast, indicating for account of whom the vessel will load.

ETA should be confirmed if there is any change, since the port pilot and tugboat must be sent out to the main river to meet the vessel. This will also allow the preparation and presentation of the Notice of Readiness without delay.

Radio LSQ 38, on 477 kc/s. A1, at Rosario, transmits river depth at 13.05 GMT.

**TUGS:** Normally join vessel in anchorage between km. 583 to 584. Vessels must take one tug on entering, and a second if assigned to Dock I and there are other vessels moored there which may effect manoeuvres. A second tug is also necessary if assigned to the Elevator Terminal and there is another vessel berthed there, and also if wind force exceeds Beaufort 5 on leaving.

**BERTHS:** The port is composed of four parts:

*Dock No. 1*, with stone wharves, 564 metres frontage on the East and 672 metres on the Western side, 120 metres wide and well equipped with cranes, and sheds; 24′ at zero.

Between Dock 1 and Dock 2, on the pierhead, there is a fixed 20 ton crane for heavy cargo.

Dock 1 is the main import area, while in berth No. 2 there are tanks for vegetable oil, capacity 5,000 tons and pumping capacity 2/300 tons per hour.

*Dock No. 2* lies parallel to Dock 1, and has a piling frontage 900 metres long on the east, 720 metres on the west and 120 metres wide. 22′ at zero.

Both docks are served by broad and narrow gauge railway lines.

*Derivation Channel.* 2,178 metres long, lies to the west of Dock 2. It has open banks, with no stone or wooden frontage. There are a number of dolphins and mooring facilities. It is reserved for Inflammables and there are also two deposits for Quebracho Logs and for Bones. Although there are railway lines, there are no cranes or facilities for handling cargo. Vessels awaiting orders or effecting repairs can lie up in the Eastern side of the Channel, North of the Esso plant. Shell and YPF plants on the Western side, where vessels may take on bunkers.

*Coastal Wharf.* Concrete wharf, 810 metres long, lying between the West side of Dock 1 and the Elevator at Unit 1. Used for river craft mostly.

*Allotment of Berths.* Allotted by the port by order of arrival. If berthing in the Derivation Channel, spars must be placed to fend the vessel off the bank, and an anchor may also be cast, but this must be done under the direction of the port Pilot.

*Loading Grain.* There are two units here, comprising three elevators in use. Unit 1 on the South end of the West quay of Dock 1, next to the coastal section, can berth two vessels in 24′. The elevator, which is new, has a capacity of 50,000 tons, and the loading gallery has eight spouts with three belts, so that both vessels can operate simultaneously, although no more than three spouts can be in use together, with a load rate of 300 tons each, rising to 400 tons in favourable conditions, or when only one vessel is loading.

Unit 2 is now composed of the ex Bunge Elevator on the North-west of Dock 2, capacity 12,000 tons, and with 6 tubes, loading simultaneously by two at a rate of 200 tons per hour each, and also of the De Ridder Elevator, on the South-west side of the dock, capacity 6,000 tons, and with two tubes, capacity 200 tons per hour each.

**FUEL:** Available at the pipe-lines in the Derivation Channel. If small quantities only are required, these can be delivered by truck.

**FRESH WATER:** From hydrants in Docks 1 and 2, or by tug in the Derivation Channel.

**REPAIRS:** Can be arranged. There are several tugs and lighters equipped to render assistance to vessels.

**MEDICAL:** Doctors and hospital facilities available.

**TANKERS:** Berths owned by Esso, Shell, and YPF in Derivation Channel.

**CONSULS:** At Santa Fe following countries are represented: Italy, Paraguay, Spain. Other consuls at Rosario and Buenos Aires.

**AIRPORT:** 17 km. from Santa Fe, regular flights to Buenos Aires and other Argentine cities.

**CUSTOMS ALLOWANCES:** For consumption on board each man allowed 40 to 60 cigarettes a day and one litre of spirits a week.

**POLICE/FIRE/AMBULANCE:** Police: tel. 21141; Ambulance: 36220 and 24687; Fire: 21212.

**TELEPHONES:** On board connection is only made for naval vessels.

**SHORE LEAVE:** Allowed, provided crew members in possession of identification cards.

**AUTHORITY:** Administraction de los Puertos Parana Medio, Tel. 41732. Telex 048–849.

**AGENT:** See "Buenos Aires".

## VILLA CONSTITUCION: 33.15 S. 60.17 W. (See Plan)

Km. 365 – River Paraná (Province of Santa Fe) "B" category port.

*N.B. Refer to beginning of Argentina and River Plate Ports, pages 6 & 12.*

On the left bank of the river Paraná from seaward, 33 miles below Rosario and 197 miles by river from Buenos Aires.

**PILOTAGE:** Port Pilot available, and obligatory.

**MAX. SIZE:** Up to 25 ft. draft depending on river depths.

**TUGS:** Vessels over 1,000 NRT must use two tugs.

**RADIO:** Rosario LSQ 38, on 477 kc/s., A1.

**BERTHS:** *In Villa Constitucion* the old overseas moles are closed, owing to bad condition. The coastal wharf is also being dismantled, but a concrete mole next to it is being used for this trade.

*In Unit Two.* Two vessels can load grain, but the condition of the installations is very precarious and may well be condemned.

*At the Elevator berth* two vessels can operate, in 27′, North and South. At each berth there are several loading tubes, but only one can operate at a time, giving 3/400 tons per hour on each berth.

Capacity of the elevator is 50,000 tons, plus 170,000 tons in underground deposits. There is also a belt for bag loading.

*Puerto Acevedo.* Two kilometres South of Villa Constitucion is Acindar Mole, otherwise known as Puerto Acevedo, where a large steel mill is installed. The port is under the jurisdiction of Villa Constitución and pending a definite resolution as to Villa Constitución Roads, vessels awaiting berth anchor off the Acindar mole.

The mole is 110 metres long by 34 metres wide, in 29′ and is used for the discharge and storage of steel billets. It is fitted with two 45-ton electric cranes.

Port Pilot from Villa Constitucion attends here, but tugs are not necessary. No facilities are available, except for water, to obtain which a vessel will have to supply a long hose to be coupled up to the factory itself.

Rate of discharge depends to some extent on capacity of ship's derricks, with three-ton lifts 80 tons per hatch hour can be maintained, but with only one-ton lifts, no more than 40 tons per hour.

**FRESH WATER:** Available at berths using ship's hose.

**FUEL:** Not available.

**MEDICAL:** Doctor and hospital facilities available.

**REPAIRS:** Can be effected, if necesssary bringing men and equipment from Rosario, or San Nicolás.

**CONSULS:** Consular despatches must be taken at Rosario.

**AGENT:** See "Buenos Aires".

## ZARATE: 34.09 S. 59.05 W. (See Plan)

Situated on the west bank of Parana River, 150 miles above Buenos Aires.

*N.B. Refer to beginning of Argentina and River Plate Ports, pages 6 & 12.*

**TUGS:** Not required.

**MAX. SIZE:** Up to 26 ft. depending on river depths.

**BERTHING:** National Wharf: 56 metres long, depth alongside 20 ft. By using fenders alongside vessels can load to 26 ft. Smithfield Wharf: 110 m. long, depth alongside 25 ft. Meat loading and fuel oil discharge.

**FRESH WATER:** Available at Smithfield Wharf.

**FUEL:** Not available.

**MEDICAL:** Doctor and hospital facilities available.

**CONSULS:** Italy is represented locally. All other consuls at Buenos Aires.

**REPAIRS:** Small repairs can be effected.

**AGENT:** See "Buenos Aires".

## III. *SOUTH ATLANTIC PORTS*

- Bahía Blanca
  - (incl. Galván Ingeniero White, Puerto Belgrano, Puerto Rosales, Punta Ancla and Punta Cigüeña)
- Comodoro Rivadavia
- Mar del Plata
- Puerto Deseado
- Puerto Madryn
- Quequén/Necochea
- Rio Gallegos
- San Julián
- Santa Cruz

*Distance Table*
*Montevideo and Buenos Aires to Ushuaia and intermediate ports*
Nautical miles

| | Montevideo | Recalada Prácticos | La Plata | Intersección Prácticos | Buenos Aires | Mar del Plata | Necochea y Quequén | Arroyo Pareja | Ing. White | San Antonio | Madryn | Comodoro Rivadavia | Deseado | San Julián | Santa Cruz | Gallegos | Vírgenes (Lighthouse) | Magellan Straits | Ushuaia |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Montevideo | — | 16 | 118 | 108 | 128 | 206 | 279 | 452 | 466 | 626 | 671 | 850 | 891 | 1015 | 1076 | 1151 | 1167 | 1182 | 1376 |
| Recalada Prácticos | 16 | — | 102 | 92 | 112 | 190 | 263 | 436 | 450 | 610 | 655 | 834 | 875 | 999 | 1060 | 1135 | 1151 | 1166 | 1360 |
| La Plata | 118 | 102 | — | 10 | 30 | 292 | 365 | 538 | 552 | 712 | 757 | 937 | 978 | 1101 | 1162 | 1237 | 1253 | 1268 | 1462 |
| Intersección Prácticos | 108 | 92 | 10 | — | 20 | 282 | 355 | 528 | 542 | 702 | 747 | 927 | 968 | 1091 | 1152 | 1227 | 1243 | 1258 | 1452 |
| Buenos Aires | 128 | 112 | 30 | 20 | — | 302 | 375 | 548 | 562 | 722 | 767 | 947 | 988 | 1111 | 1172 | 1247 | 1263 | 1278 | 1472 |
| Mar del Plata | 206 | 190 | 292 | 282 | 302 | — | 73 | 246 | 260 | 434 | 479 | 658 | 700 | 823 | 884 | 959 | 975 | 990 | 1184 |
| Necochea y Quequén | 279 | 263 | 365 | 355 | 375 | 73 | — | 173 | 187 | 361 | 405 | 584 | 642 | 762 | 823 | 898 | 918 | 933 | 1135 |
| Arroyo Pareja | 452 | 436 | 538 | 528 | 548 | 246 | 173 | — | 14 | 280 | 316 | 500 | 568 | 682 | 743 | 818 | 838 | 853 | 1080 |
| Ingeniero White | 466 | 450 | 552 | 542 | 562 | 260 | 187 | 14 | — | 294 | 330 | 514 | 582 | 696 | 757 | 832 | 852 | 867 | 1094 |
| San Antonio | 626 | 610 | 712 | 702 | 722 | 434 | 361 | 280 | 294 | — | 227 | 411 | 473 | 603 | 664 | 739 | 759 | 774 | 1009 |
| Madryn | 671 | 655 | 757 | 747 | 767 | 479 | 405 | 316 | 330 | 227 | — | 274 | 345 | 473 | 534 | 609 | 629 | 644 | 875 |
| Comodoro Rivadavia | 850 | 834 | 937 | 927 | 947 | 658 | 584 | 500 | 514 | 411 | 274 | — | 156 | 293 | 354 | 429 | 449 | 454 | 703 |
| Deseado | 891 | 875 | 978 | 968 | 988 | 700 | 642 | 568 | 582 | 473 | 345 | 156 | — | 153 | 214 | 289 | 309 | 324 | 564 |
| San Julián | 1015 | 999 | 1101 | 1091 | 1111 | 823 | 762 | 682 | 696 | 603 | 473 | 293 | 153 | — | 96 | 171 | 200 | 215 | 487 |
| Santa Cruz | 1076 | 1060 | 1162 | 1152 | 1172 | 884 | 823 | 743 | 757 | 664 | 534 | 354 | 214 | 96 | — | 114 | 146 | 161 | 450 |
| Gallegos | 1151 | 1135 | 1237 | 1227 | 1247 | 959 | 898 | 818 | 832 | 729 | 609 | 429 | 289 | 171 | 114 | — | 67 | 82 | 390 |
| Vírgenes (Lighthouse) | 1167 | 1151 | 1253 | 1243 | 1263 | 975 | 918 | 838 | 852 | 759 | 629 | 449 | 309 | 200 | 146 | 67 | — | 15 | 333 |
| Magellan Straits | 1182 | 1166 | 1268 | 1258 | 1278 | 990 | 933 | 853 | 867 | 774 | 644 | 454 | 324 | 215 | 161 | 82 | 15 | — | 315 |
| Ushuaia | 1376 | 1360 | 1462 | 1452 | 1472 | 1184 | 1135 | 1080 | 1094 | 1009 | 875 | 703 | 564 | 487 | 450 | 390 | 333 | 315 | — |

## BAHIA BLANCA: 38.47 S. 62.16 W. (See Plan)

(Incl. Galván, Ingeniero White, Puerto Belgrano, Puerto Rosales, Punta Ancla and Punta Cigueña)

(Province of Buenos Aires) "B" category port.

*N.B. Refer to Argentina, Section I, page 6.*

**APPROACHES/PILOTAGE:** *Entrance channel.* Commences at Rincon Light Buoy, which is a whistling buoy, fitted with radar reflectors and Direction Finding Beacon, and is stationed some 17 miles S.S.W. from the Recalada Lighthouse. It is a large buoy, painted with black and white vertical stripes, it can shift or be extinguished, being rather exposed. In case of doubt vessels are recommended to sound and stay outside the ten fathom line until daylight or fog has cleared. Pilots must be requested 24 hours in advance.

From this buoy vessels must proceed past buoys 1 to 9, and the Bay Pilot comes aboard between buoys 10 and 11 (39° 05′ S. and 61° 48′ W.). There is no pilot ship on station, and unless a Pilot has been ordered, vessels arriving at this point after sunset must stand off until daybreak, unless a pilot has been ordered and is approaching, when vessels can anchor and wait between buoys 9 and 10. To avoid delay and waiting time, Masters should keep Agents well advised by radio to station LPW 2, which listens from 07.00 to 24.00 on 500 kc/s. from 18 to 25 minutes to the hour, every hour. As the coast is shallow here, with S. or E. winds it is advisable to stand well off at night as there is also a tidal current favoured by these winds.

The Bay Pilot takes the vessel to the Bahía Blanca roads, which commence for Ing. White and Puerto Nacional between Naposta brook and the South Elevator. For Galvan he takes the vessel as far as the South Elevator. At either of these points the port Pilot comes aboard for actual berthing operations.

Vessels bound for Punta Cigüeña, Punta Ancla, Rosales or Puerto Belgrano, take on their port Pilot (ordered in advance through the Agents by radio), at buoy 17.

In the access channel the following regulations must be observed: between buoys 09 and 12: no crossing, outbound vessels have preference but Navy vessels have preference either way.

In the remainder of the channel, the outbound vessel must give way. The channel is 150 yards wide with light buoys which make the access or leaving possible at any hour. It has been dredged to 32′ at zero, with a width of 150 metres, except between buoys 26 and 28, where it is only 90 metres wide. This is to be widened.

The entrance channel having been deepened to 32′, by the use of explosives on the two "humps" by buoys 14/15 and 22/25, will gradually be dredged down to 35′ or 38′, making the port available to 45′ vessels in the future.

Buoys 01, 02, 03, 04, 05, 06, 09, 18, 19, 20 and 21 are mid-channel, and all illuminated. There is a degaussing buoy between Nos. 18 and 19, conical, painted blue and white checks.

*Special warning.* At very low neaps, and with strong N. winds there may be up to five feet less water than is shown on charts.

*Tidal range* is 12·6′ at springs to 6·4′ at neaps, but as much as 19′ has been observed with S.W. winds, whose action is similar to the Plate winds.

*Inner Roads.* From Ing. White to Galvan there is room for two vessels drawing 32′ to anchor, as well as a number of vessels drawing 24′. The access channel to Galvan has been dredged to 32′ for the new Inflammable berths, and a turning basin 400 metres in diameter at 33′ dredged due South of Galvan pier. The Inflammable berths are also at 33′, the intention being to dredge down to 38′ at zero.

**ANCHORAGE:** Limiting zone between positions 39° 00′ 12″ S. 61° 53′ 30″ W. and 39° 01′ 24″ S. 61° 49′ 48″ W. Merchant vessels may also anchor between buoys 11·7 and 11·4; tankers in the vicinity of buoy 20. YPF vessels anchor in the vicinity of buoy 22. Depth of water in the outer anchorages is about 40 ft.

Vessels in Quarantine, or awaiting medical inspection, will anchor near buoy 25.

**RESTRICTIONS:** Controlled by minimum depths in the channel, which are 33 ft. between buoy 1 and Puerto Belgrano and 32 ft. between Puerto Belgrano and Puerto Ingeniero White. Vessels may enter at night, times depending on height of tide.

**MAX. SIZE:** Draft up to 33 ft. 6 in. (Dredging is in progress at the elevator berths at Bahia Blanca to increase the depth to 30, 34, 35 and 40 ft. respectively. The new max. draft will be 36 ft. 7 in.) Further dredging will be carried out along the access channel, the general cargo and fruit berths.

**RADIO:** LPW 2 on 500 kc/s. A2, working frequency 431·5 or, LPW 45 on 4415·8. A3.

For weather forecasts in English, use either Radio Pacheco at Buenos Aires LPD 5 on 512 kc/s. A2, or Radio Comodoro Rivadavia LPX 2 on 474 kc/s. A2.

**TUGS:** No tugs are required at Punta Ancla or Punta Cigüeña. For Rosales and Puerto Belgrano tugs are requested from the Naval Base at Puerto Belgrano, and make contact between buoys 24 and 25.

For the other ports (White, etc.) tugs come alongside in the anteport, where the port Pilot boards.

Argentine vessels are berthed by the Bay Pilot at any of the berths, but foreign flag vessels take a port Pilot, who comes on board at the Inner roads on one of the tugs, regulations for which are as follows:

Vessels over 3,000 tons gross require two tugs, those from 500 to 3,000 tons, one tug, and under 500 tons none.

For the Iron mole, vessels up to 10,000 tons do not need a tug, from 10,000 to 15,000 gross, one tug and over 15,000 tons two tugs.

For Puerto Galvan, vessels over 3,000 tons gross take two tugs on entering, and one on leaving provided they berth bows outwards, otherwise they need two tugs. Between 1,000 and 3,000 tons one tug if berthing bows inwards, otherwise none.

These rules are for normal weather conditions. Masters can ask for more tugs, or alternatively not pass cables to the tugs if this could be dangerous to the vessel or tugs, but in this case, tugs must accompany the vessel during the manoeuvre to act in emergency.

**BERTHS:** N.B. Agents must give fourteen days advance notice of arrival of reefer vessels to the authorities, and check this with 48 hours confirmation of arrival. Precedence for berthing granted in accordance with arrival at Buoy 11 at the entrance channel. All requests for free pratique by radio are made in the usual manner to Agents, with twelve hours advance notice.

The ports in the Bahía Blanca area are, from East to West:

| | |
|---|---|
| Punta Cigueña<br>Puerto Rosales<br>Puerto Belgrano | adjacent to each other between buoys 21 and 22 of the access channel. |
| Ingeniero White<br>Puerto Nacional | also adjacent, and some 14 miles West of Puerto Belgrano. |
| Galvan | about 2 miles West of Ing. White. |

**Punta Cigüeña and Punta Ancla**

There are rotary head buoys at each of these points, in 60′ with connections on port side of the tanker, 30″ line, with six mooring buoys astern in each case. Pumping capacity 3,000 cubic metres per hour, tank capacity on shore 80,000 cubic metres.

**Puerto Rosales**

An old grain port which is being reconditioned as a fisheries port, has been dredged to 20′ but there is no activity there as yet, beyond preparing it for use as a distribution centre for fish. The entrance channel is 2,100 metres from buoy 21 and is 700 metres long, with a blind buoy painted black and white vertical stripes in mid-channel.

**Puerto Belgrano (Saluting base)**

This is the principal Argentine Naval Base. It consists of an anteport and basin, at the end of which there are two large dry docks, repair sheds and a hydroplane mole. Dry docks and repair sheds can be used subject to Naval permit.

The entrance channel, two miles West of Punta Cigüeña buoys, is 1·7 miles long, 150 metres wide and dredged to 30′ at zero.

Being a Naval base, care must be taken to observe regulations. In daytime signals are hoisted at the head of Mole C, and at night lights are shown at a height of 34·5 metres from the signal station, being visible for ten miles. A strong green light prohibits entry, and a white light above green prohibits sailing from the port. Two green lights, vertical, both entry and leaving prohibited.

There is a reserved zone for Hydroplane, between 38° 51′ 7″ S. 62° 06′ 08″ W.; 38° 52′ 04″ S 62° 09′ 03″ W.; 38° 54′ 06″ S. 62° 07′ 02″ W. and the buoy at the end of the S.W. breakwater.

Most of the heavy machinery for the power plant at Chocon has been landed in this port, and it will again be used for the requirements of the petrochemical plant to be installed in Ingeniero White in 1974.

*Gunnery Exercises.* Captains are warned that in order to avoid any danger, the greatest care should be taken when navigating or anchoring in the security zone, between the coast and an imaginary broken line which passes through the following:

(A) Lat. 39° 00′ 01″ S. Long 61° 37′ 01″ W.
(B) Lat. 39° 05′ 02″ S. Long 61° 40′ 01″ W.
(C) Lat. 39° 02′ 05″ S. Long 61° 47′ 09″ W.
(D) Lat. 38° 58′ 02″ S. Long 61° 51′ 00″ W.

*Danger Zone.* Situation Lat. 38° 53′ S., Long, 62° 06′ W. (approx.).

During gun practice at the Naval Base of Puerto Belgrano, navigation is prohibited in the circular area of 180° from the central point of the Signal Station which extends from 152° to 332°. The boundary of this area passes 9 miles off the Signal Station.

While gun firing is being carried out, the Signal Station will hoist during the day two "B" flags of the International Code on the same yard-arm. This signal will be hoisted half an hour before practice commences and will be furled when firing ceases.

At night the signals will be substituted by three vertical lights, the top one, red, and the following two, white. In addition a searchlight will sweep the zone every fifteen minutes, casting a beam of three minutes duration.

The Sub-Prefecture of Ingeniero White will notify all ships in good time of the expected hour and date on which firing practice will commence.

Should exercises not commence on the date and hour fixed for same, the fire signal will be hoisted half an hour before the appointed time, and on the other yard-arm, the flag "N" (negative of the International Code). These signals will be shown for half an hour from the time they are hoisted.

During exercises, the firing intervals will be signalled in the following form: during day, by hoisting "N" flag, and at night by two vertical lights; the top one white, and the bottom one, green.

**Ingeniera White**

This section of the port has a storage capacity for 221,000 tons of Grain in the port elevators, and 470,000 tons within ten minutes trucking distance.

There are four piers.

| | *Berths* | *Length* | *Load Rate* |
|---|---|---|---|
| South Elevator | 29′ (four) | 640 metres | Berths 1 and 2: 8 spouts, 2 belts, 250 tons per hour each.<br>Berths 3 and 4: 12 spouts, 2 belts, 500 tons per hour each. |
| Central Elevator | 30′ (four) | 620 metres | Berths 5, 6, 7 and 8: 5 spouts, 1 belt, load rate 480 tons per hour each berth. |
| (*When only one vessel works in any of the above elevators, load rate is doubled*) | | | |
| New Elevator | 35′ (one) | 234 metres | Berth 9: 12 spouts, 2 belts, 1,000 tons per hour each belt, total 2,000 tons. |
| Iron mole | from 22′ to 29′ (five) | 975 metres | Used for general cargo and fruit, discharge or load to or from rail or truck. There are no cranes on this mole now. Coal is usually discharged in berth II. |

**Muelle Nacional**

Lies behind and to the North of the Iron mole. There are four berths in this section, three on the North, or land side, which is in total 450 metres long in 20′ to 26′ at low water, fitted with six electric cranes × 3 tons on an apron 25 metres wide with three rail tracks. There are several cold storage chambers here for fruit, capacity over 500,000 boxes mainly apples/pears. On the South side of the basin there is one other berth, No. 6, 210 metres long in 26′ with three 3-ton cranes and a 125,000-box cold storage plant. There is yet another cold storage chamber on the so called "high mole", 100,000 boxes, and one with 300,000 boxes in town, making a total capacity of over one million boxes.

*Loading Fruit.* The authorities have fixed maximum loading times for staying alongside at the Nacional berths, and also at the Iron mole, as follows:

| | | | |
|---|---|---|---|
| up to 51,000 | cases | 3 | days |
| 51/66,000 | ,, | 4 | ,, |
| 66/86,000 | ,, | 5 | ,, |
| 86/111,000 | ,, | 6 | ,, |
| 111/141,000 | ,, | 7 | ,, |
| 141/176,000 | ,, | 8 | ,, |
| over 176,000 | ,, | 9 | ,, |

these times can be extended according to circumstances, and other vessels can also be allotted the fruit berths as need arises. Normally, loading is as fast as vessels can receive, and these periods are fixed to cover the occasional delays due to any temporary delay in receiving fruit from the interior.

**Galvan**

The oil companies have their tanks near the port, with the following lines all connected to berths 5 and 6:

| | | | |
|---|---|---|---|
| Esso | one 11″ line | State Railways | two 8″ lines |
| | one 10″ line | Shell | two 6″ lines |
| La Isaura | one 8″ line | YPF | two 6″ lines |
| | one 6″ line | | |

A new wharf for tankers, two berths, had been completed facing on to the access channel, West of the entrance to Galvan, with a pool at 33′, the intention being to dredge this to 38′ and transfer here all petroleum movement, including gas.

Berths 1 and 3 of the old port have been reconditioned, and the old-elevators taken down. These berths, in 30′ are used for general cargo and loading of minerals, until berths 5 and 6 are readied. All four of these berths can take vessels of up to 150 metres long. The remaining berths in Galvan are for coastal use only.

Work started on a 250 metre long mole due South of the old No. 6 berth in the National port, now No. 20, and facing on to the main channel in 32/35′. Once this is ready, the Iron mole will be dismantled, so removing one of the problems experienced with berthing large vessels at the No. 9 berth (new elevator). It will then be possible to make another berth where numbers 15 and 16 are, and connect up in a straight line with berth 9, possibly as another deepwater grain berth.

**DRY DOCKS:** Capacity of the dry docks is:

No. 1 215 metres OA, width on the sill 22·12 metres or at 34′ above the sill, 26·25 metres.

No. 2 235,45 metres OA, afloat, or 205 metres closed there is also a floating dock for smaller vessels 65·8 metres OA, beam 13·46 metres, capacity up to 750 tons.

**FLOATING CRANE:** There is a 50-ton floating crane in the Naval base at Puerto Belgrano, which can be hired for use in other ports. Apart from hourly hire, the user must pay for towage and overtime. Towage must be effected in daylight hours and in good weather.

**LOAD-LINE:** Vessels North- or East-bound may load to Summer Marks all year round.

**WEATHER:** Average velocity of winds is 11 knots, direction N. and N.E. 30%, and W. and N.W. 32%.

Rainfall averages 558 mm., with July/August the driest months.

Maximum temperature in Summer about 31° C, with an absolute maximum of 42·5° C, and a minimum of about 15° C. In Winter, maximum of about 15° C, average minimum 3·5° C, and absolute minimum minus 8·8° C.

**MEDICAL:** Good attention available. Hospital.

**FRESH WATER:** Available at any berth at Ing. White, Galvan and Puerto Belgrano, at ten tons per hour.

**FUEL:** All grades available ex-wharf or by barge.

**REPAIRS:** All classes of repairs possible including dry-docking.

**CONSULS:** Belgium, Chile, Denmark, France, West Germany, Italy, Netherlands, Norway, Peru, Portugal, Spain, Sweden.

**AIRPORT:** Regular air service with Argentine cities.

**AUTHORITY:** Capitan de Puerto Bahia Blanca. Tel. 70087.

## COMODORO RIVADAVIA: 45.51 S. 67.27 W.

(Province of Chubut) "B" category port

*N.B. Refer to Argentina, Section I, page 6.*

On the San Jorge Gulf, 947 miles South of Buenos Aires.

**ANCHORAGE:** Anchorage within the five or six fathom line offers little difficulty for regular work to lighters, but the reserved zone off the YPF pier must be respected.

**RESTRICTIONS:** Port should be entered at high water in daylight only.

**MAXIMUM SIZE:** Dry Cargo, Length 150 m., draft 15 ft. Tankers up to 30 ft. draft.

**RADIO:** For radio regarding free pratique, or reporting ETA call LPX 2, on 474 kc/s. This station transmits weather forecasts in English at 0400 and 1800 GMT. Radiotelegraphy 500 kHz. Radio telephone 4123, 8786, and 12,133 kHz.

**TUGS:** Not required.

**FRESH WATER:** Obtainable at MOP wharf and YPF wharf. Ships supply own hoses.

**FUEL:** Fuel oil and diesel available at the YPF pier in Comodoro Rivadavia.

**CARGO:** It is advisable to stow inwards cargo aft for this port, as lighters lying at hatches one or two receive little protection from sea and swell, and in any case, owing to the limited number of lighters, vessels usually work with two or three gangs at most.

To avoid loss of time, it is the custom in this port to leave the sling loads "as is" in the lighters and therefore a large quantity than usual of slings have to be hired from the Agents.

It is advisable to establish in Bills of Lading that lighterage is at the risk of the cargo.

**BERTHS:** The main part of the port consists of:

*National wharf.* At the end of the breakwater built over the Punta Borja reef, and still unfinished. It is L shaped, presently 1,160 metres long, with 23′ at the extreme. Vessels can only go alongside in the last inner sections, with 15′ at zero. The breakwater gives some protection from the S.W. and S.E. winds, but vessels with large superstructure should not go alongside, and it is recommended to leave the pier after work is finished each day in case N. or W. winds blow strongly.

Apart from inward cargo, wool is shipped in quantities over this berth, where there is a Titan crane, now permissible up to 30 tons only two 9-ton electric cranes and two 5-ton steam cranes on the pier, which is also equipped with railway lines connected to the State Railway.

If working here to lighters, the best anchorage is in 25′ at zero, 700 metres from the wharf and with the light buoy at the end of the YPF mole bearing 329°.

*YPF Mole* also known as kilometre 3, is built over the Coronel reef a short distance north of the town. It has a length of 956 metres and 21′ at low water. It is used exclusively for discharging cargo consigned to YPF and for loading their oil and other products, so that special permission from YPF is required to operate here. There are two 15-ton cranes and one 4-ton crane on the mole.

The privileged zone extends 150 metres either side of an imaginary line projected from the mole, and 2,500 metres seawards, reserved for tankers loading YPF products, and other vessels cannot moor in this area. There are five mooring buoys, two each side of the mole near to its head, the fifth is 200 metres from the beacon at the sea end of the mole hearing 020°.

*Kilometre 5.* Three miles North of the town there is a wooden wharf, 75 metres long, with only 3′ at low water. Vessels using this wharf for discharge over lighters anchor 1¼ miles off the coast.

The wharf shows a fixed red light at its head and is used for cargo consigned to the Railways. There is one 8-ton electric crane and two 5-ton steam cranes on the wharf. With E. or S.E. winds the wharf cannot work.

**TANKERS:** The oil berths within the Comodoro Rivadavia port area are, from North to South:

*Caleta Olivares*, at 45° 46′ S. and 67° 22′ W.

A loading berth for crude, which can only operate by day. A minimum of twelve hours advance notice of arrival must be given to agents in Comodoro Rivadavia. There is a launch which assists in mooring to the four buoys, which are cylindrical painted black and clearly numbered. There is another cylindrical buoy, also black, but unnumbered marking the end of the line.

It is necessary to obtain, in advance, from the pumping station the regulations, instructions and signal code in use, signals which are made from a semaphore mast, 13 metres above sea level (land height 7·4 metres) both by day and night. There is a small wharf for landing of passengers, crew, etc., and a floating crane, capacity 30 tons. All supplies, water, etc., must be made through Comodoro Rivadavia.

*Caleta Cordova*, at 45° 43′ S. and 67° 21′ W. approximately, and some ten miles north of Comodoro Rivadavia, to which it is connected by phone. This is also a loading berth for crude. Four light beacons on shore indicate the entrance. Astra, showing its light at 40 m. elevation, Loma Blanca at 55 metres (white light). With these two lights in line the concrete block, in 34′ which sustains the end of the loading line, is 1,325 metres from Astra. Vessels should enter bearing these two lights or marks on 268° and anchor where the cross bearings of this line intersect with the line from the Novales beacon, a white light at 79 metres height, and Cordova, also a white light at 53 metres.

This point is 300 metres from the block or pillar, in 36′. Vessels then swing on their anchor to moor by the stern to the four moorings buoys. Anchorage is good, in spite of an uncomfortable sea with winds in the 1st, 2nd or 3rd quadrants. S.E. storms are dangerous, however, and it is necessary then to go out to sea at the first sign thereof.

There are two small wharves for small boats, in the S.W. of the bay, one for high and another for low-water, the latter being covered at half tide.

There is also a floating crane for heavy lifts, but as in Olivares, all supplies, etc., must be taken via Comodoro Rivadavia.

*Caleta Olivia*, the third oil-loading berth, is South of Comodoro Rivadavia at 46° 26′ S. and 67° 31′ W.

There are two petroleum intakes here, North and South, a mile apart, each well buoyed.

A small wharf, 70 metres long, is used for discharge of lighters or landing boats at high tide only. Stores are available here, and the small town is connected by phone with Comodoro.

**WEATHER:** *Prevailing wind* is offshore, but with fresh Easterly winds vessels must be prepared to leave their anchorage at any time.

Average wind velocity 17 knots, with 79% from S.W.W. or N.W.

The port is open to N.E. and E. winds.

*Rainfall* is scarce, 189 mm. yearly, evenly distributed.

*Temperature.* Summer maximum is 25·5° and minimum 13·4° C, while in Winter maximum averages about 11° and minimum 3°.

*Tidal range.* From 19·6′ to 7·4′.

**DEVELOPMENTS:** Dredging to increase depth to 26 ft. alongside wharves.

**WATCHMEN:** Recommended. Normally arranged by Agent.

**HATCHES:** According to port regulations, stevedores open and close hatches at commencement and end of cargo operations.

**MEDICAL:** Hospital available.

**CUSTOMS ALLOWANCES:** Only sufficient for normal daily consumption on board. *Custom House.* Fully authorised for import/export cargo, including reception of explosives for commercial use.

**REPAIRS:** Urgent repairs can be carried out by the oil companies, and there is a permanent service of divers, equipped to operate to 150′.

**CONSULS:** British, Chilean, Dutch, Greek, Italian, Belgian and Spanish.

**AIRPORT:** Situated 11 km. from port. Daily services to Argentine cities.

**POLICE/FIRE/AMBULANCE:** Regional Hospital 2451; Clinica Central 2282; Police 2778; Fire Brigade 2505.

**TELEPHONES:** No connection aboard vessels.

**AUTHORITY:** Capitania de Puerto de la Patagonia. Tel. 2325.

## MAR DEL PLATA: 38.00 S. 57.32 W. (See Plan)

(Province of Buenos Aires) "B" category port.

*N.B. Refer to Argentina, Section I, page 6.*

On the Atlantic Coast, 302 miles from Buenos Aires.

**APPROACHES:** The port is some 3 miles South of the main town, sheltered by two breakwaters (Northern arm 1099 metres long, Southern arm 2750 metres, entrance, facing North 300 metres wide). Both breakwaters carry roads and access is open to all traffic, so that car head lights and street lighting can cause confusion at night on taking the Southern bearing.

**DEPTHS:** Currents constantly form a sandbank off the end of the Southern arm, which requires continuous dredging, and ruling depths are announced constantly by the authorities. Usual minimum depth on the bar is 22′ at zero, but under favourable conditions this may be up to 25′. This requires checking before committing a vessel near these limits, as in the past vessels drawing up to 30′ have entered and sailed. Tidal range is from 3·8′ spring to 1·2′ neaps, but sudden storms can destroy a month's dredging in hours.

There is often a heavy swell in this port, causing vessels to range in all berths, fenders being essential. It is safer to lie outside in 36′ to 42′ if awaiting berth than in the anteport within the breakwaters.

**PILOTAGE:** Pilotage compulsory. Pilots requested through Agent, or in emergency, direct to Prefecture Maritime Station frequency 500 kHz. ETA by radio to Agent required 24 to 48 hours in advance.

Pilot boat about 8 metres long, grey-white in colour. Pilot boards approximately 1 mile from port entrance.

**ANCHORAGE:** Possible within two to three cables from port entrance. Bottom sand and mud. Occasional gales may be expected in winter months.

The best anchorage bears 191° on the Southern breakwater light beacon and 313° on the Cape Corrientes buoy, or even farther out. Holding ground is good and strong winds may safely be ridden out here, even with a big swell.

**MAX. SIZE:** Draft dependent on state of tide. Keel clearance of 2 ft. 6 in. required. Normal maximum draft 27 to 30 ft., or up to 33 ft. maximum in best possible conditions.

**RADIO:** For radio regarding free pratique or reporting ETA call LPM 2 on 512 kc/s. A2. English weather forecasts from Radio Pacheco, Buenos Aires, LPD 5, on 512 at 01.48 and 16.30 GMT.

**TUGS:** Towage compulsory for vessels in excess of 1,000 tons. Two tugs available controlled by Port Authority.

**BERTHING:** Big swell causes vessels to range, therefore Captains recommended have ready fenders for use at berth. Vessels can enter or sail any time day or night.

Basin A: Used only by fishing trawlers.
Pier Head No. 1 20 ft. depth.
Pier Head No. 2 30 ft. depth.
Basin C: Grain elevator 27 ft. depth.

This is a Naval submarine base, the Northern part of the port being reserved for that purpose.

There is considerable activity with the fishing fleet, consisting of some 300 coastal craft and 55/60 deep-sea trawlers, and the Southern part of the basin is reserved for the fishing boats. A protecting breakwater has been built out 280 metres long, from the inside of the Southern breakwater, 1,200 metres from land to minimise swell and to protect the fishing basin, and is also equipped with bunkering facilities for the fishing boats.

250 metres father North from this there is a quay, with two dolphins, in 22′ for discharge of Butane and or Propane gas, connected to the tanks inland.

There are three commercial basins in the port, the Southerly one being reserved for small fishing craft. The central basin originally had eight coastal berths, but now seems to be taken over by the trawlers. There is 22′ here.

The third basin has a length of 178 metres on the south side, and 300 metres on the North, all in 30′. On the Northern side there is a new grain elevator, with a loading capacity of 400 tons per hour on each of two belts, with a total of eight tubes available which can be divided between two vessels, or leave 4 or 5 available for one vessel. On the south side there are two loading towers for grain, capacity 350 tons per hour each.

On the inside of the northern breakwater arm, there is a berth for passenger/tourist vessels, admitting vessels up to 220 metres l.o.a. but with no facilities beyond those for landing tourists with vessel's gangway to a paved road. Depth alongside is 30′. Vessels at this berth must moor bow to the South, laying out their starboard anchor.

*Floating crane.* There is a 40-ton floating crane (Navy), present capacity 20 tons, and also four mobile two ton cranes.

**MEDICAL:** Assistance obtainable alongside. Captain should telegraph Agent in good time expected date and hour of arrival. Hospitals and sanatoriums.

**TANKERS:** Only fuel oil discharged at berth No. 7.

**DENSITY:** Sea water.

**FRESH WATER:** Available, vessels must provide hoses, 2 in. diameter hydrants at following berths: Basin "B", sections 1 to 9, four hydrants: supply 7 tons/hour; and Basin "B", sections 11 to 14, seven hydrants: supply 10 tons/hour. No water boats. At Basin "C" 3 water intakes on South side. None on North side. Hoses hired at a conventional price. Watchmen to look after these, if water supplied during night. North breakwater wharf, three hydrants: supply 60 tons/hour.

**FUEL:** Bunkering in Basin "C", Pier Head No. 2, also Basin "B". Subject availability and permission from Govt. Oil Dept.

**DEVELOPMENTS:** Dredging to obtain depth of 30 ft. in channel and port.

**WATCHMEN:** Compulsory. Arranged by Agent.

**STEVEDORES:** Gangs engaged by Port Authority according to vessels requirements.

Normal capacity per gang, per shift:

150 to 175 tons fish (direct transhipment).

70 to 100 tons general cargo.

**OPENING/CLOSING HATCHES:** Can be performed by crew, but in any case subject to charter party terms.

**CARGO:** *Loading marks.* Vessels can load to their summer marks all year round if sailing northbound.

*Import cargo.* This is a fully authorised Custom house. Berth 6 in the central basin is the most appropriate berth for handling import cargo, there being little space on shore at the other berths. Berth seven, the pierhead here, has 30′ and is also reasonably suitable for discharging, but in the northern basin there is little or no room for depositing cargo alongside.

*Import of Potatoes.* Is permitted here, this being near the main potato growing region but permission must be obtained for the discharge of certified seed potatoes.

**WEATHER:** *Wind.* There is no really predominating wind, 42% being from W., N.E. and N.W., average velocity being 11 knots.

*Rain.* Rainfall averages 941 mm. evenly distributed.

*Temperature.* Summer maximum about 25° and 13° minimum, while in Winter the maximum averages 14° and minimum 3·5°. Absolute maximum and minimum are 41·6° and minus 6·7° C.

**REPATRIATION:** Can be arranged.

**IDENTIFICATION CARDS:** Compulsory. Arranged on board immediately after arrival.

**CONSULS:** French, Italian, Portuguese, Spanish, Uruguayan.

**REPAIRS:** All types of repair possible, except dry-dock repairs.

**AIRPORT:** Six miles distant. Two regular lines: Austral and Aerolineas Argentinas, two services/day between Mar del Plata and Buenos Aires.

**HOLIDAYS:** None. Work every day during year.

**TELEPHONES:** No telephones are available on board or on the berth.

**DELAYS:** In accordance grain elevator capacity. Normally none.

**AUTHORITY:** Captain of the port: tel. 8–0770. Port Administrator: tel. 8–0141.

## PUERTO DESEADO: 47.46 S. 65.54 W. (See Plan)

(Province of Santa Cruz) "B" category port.

*N.B. Refer to Argentina, Section I, page 6.*

988 miles South of Buenos Aires. The port is situated on the right bank of the river, and at its mouth. There is a meat packing plant.

**APPROACHES:** The approaches and entrance to the harbour are determined by two pairs of beacons as range or leading lights. Care must be taken not to confuse with installed portal cranes, each 18 metres high, with the beacons, which are painted the same colour.

There is 27′ on the bar, at low water: tidal range is 17·2′ to 6·2′.

**PILOTAGE/ANCHORAGE:** The Pilot will be on board, under standard instructions, but if for any reason he has to be picked up here, he will only come out about one mile, for lack of suitable craft. In such cases vessels should anchor in the roads at 47° 47′ 5″ S. and 65° 47′ 8″ W.

**BERTHING:** Vessels moor starboard side. Best time for entering is on an ebb tide and sailing on a rising ride, and for berthing within the hour of high tide. With a narrow entrance channel flow of tides often exceeds five knots. There is a mud and gravel bank almost opposite and slightly West of the wharf, some 200 yards out from it, with only 16′ at zero. When sailing, a back current runs inside the bank, and assists in opening the bows from the wharf. Vessels then usually steam across the bank, drop anchor on the outer edge and swing on the still rising tide until facing the entrance.

No tugs are available.

*The fiscal wharf* has been extended to 118 metres overall, in 27′, and there are two portal cranes on it, each 12 tons capacity. West of this, there is a space of 90 metres which is being filled-in to extend the wharf, and then a 62 metres concrete wharf also in 27′, but bearing 312° while the fiscal wharf is on 284°. Both sections of the wharf have wooden fenders and there is ample storage space. Rail connections have not yet been extended to the more Westerly section, where coastal vessels discharge direct to trucks.

**RADIO:** For radio regarding free pratique, or reporting ETA call LPO 5 on 461 kc/s. A1. For weather reports in English, tune Comodoro Rivadavia LPX 2, on 474 kc/s., at 04.00 and 18.00 GMT.

**FUEL:** Not available.

**FRESH WATER:** Available at the wharf, but in limited supply in summer.

**MEDICAL:** Attention available.

**REPAIRS:** Minor repairs only.

**WEATHER:** Conditions are generally good, and winds seldom exceed 40 knots. If anchored awaiting Pilot or berth, care should be taken to watch for strong winds against the current. When a strong W. wind blows there can be heavy dust storms, which impede proper visibility; in such cases it is advisable to keep position by radar and stand off or anchor until the visibility improves.

Yearly average for winds is 14 knots, 63% of the time from W., S.W. or N.W.

Rainfall is low, 202 mm. yearly with an average 74 days a year evenly distributed. Maximum temperature in Summer months is 35·6° C, while in Winter maximum ranges to 15·6° and minimum to minus 8.6°.

## PUERTO MADRYN: 42.46 S. 65.02 W. (See Plan)

(Province of Chubut) "B" category port.

*N.B. Refer to Argentina, Section I, page 6.*

On the Atlantic coast, 767 miles South of Buenos Aires. One of the most sheltered and deepest harbours in Argentina.

**PILOTAGE:** As customary in Southern ports, depends on the authorized pilot on board, there being no resident Pilot.

**ANCHORAGE:** Half mile from pier terminal good anchorage in 60 ft. depth in protected bay. Anchorage used for transhipment cargo to smaller vessels.

**RADIO:** Trelew Radio (LPZ) frequency 500 and 527 kc/s., also 4428·6 and 4123·6 kc/s. Radio telephony LPZ–87 at 1500 hours local time on 8786·4 kc/s. At 09.48 and 22.00 hours local time area broadcast bulletin on 500 and 527 kc/s. At 10.00 and 13.00 hours local time navigational broadcast on 500 and 527 kc/s. At 14.18 hours local time broadcast of LSQ Buenos Aires.

**TUGS:** None.

**MEDICAL:** Attention available.

**BERTHING:** When going alongside to take advantage of several hours work at suitable tides, vessels should go in very slowly as a precaution against winds, generally offshore but not too strong.

The new pier for the aluminium plant is 1,477 metres long, the first part consisting of a viaduct 1,133 metres long, 12 metres wide, of which 3 metres are for the installing of the conveyor belt for discharge of Bauxite. Then there is a general cargo berth, to the South side, 130 metres long and with 31′ to 37′, 55 metres wide, plus two dolphins which will permit vessels of up to 160 metres long and 30′ draft to operate. Between this berth and shore, in 20 to 24′ there is a second general berth for smaller vessels, or those awaiting berth.

To seawards is the bulk berth proper, 217 metres long, with 37′ at the shore end and 50′ at the other, and 34 metres wide, with four dolphins to take vessels of up to 220 metres in length and drawing up to 35/49′.

Discharge of Bauxite to be by elevator crane, with a discharge rate of 750 tons per hour in bauxite, or 600 tons per hour with petroleum coke.

Tonnages to be loaded are calculated at 280,000 tons of bauxite and 65,000 tons of coke, based on the initial output of 140,000 tons of aluminium. Production is likely to be early 1975.

At the loading berth two gantry cranes of 12 tons capacity have been installed.

**FUEL:** Not available.

**FRESH WATER:** Presently available at the end of the old pier, 5 tons per hour, vessel supplying hose.

**WEATHER:** *Winds* mainly W., with a yearly average of 8·3 knots but reaching 15 knots in Summer months.

*Rainfall* scarce, average 173 mm. distributed throughout the year.

*Temperature.* Summer maximum is 27° C and minimum 13, and in the rest of the year maximum 21° minimum 8°.

*Tidal range* is 18·8′ and 6′.

**HATCHES:** According to Port Regulations, stevedores open and close hatches at commencement and end of cargo operations.

**CUSTOMS ALLOWANCES:** Sufficient for daily requirements only.

**CREW IDENTIFICATION CARDS:** Required.

**CONSULS:** Italian Consular Agent at Madryn. British and Spanish consuls at Trelew.

**REPAIRS:** Minor emergency repairs only, also divers available.

**REPATRIATION:** No facilities for effecting crew changes. Repatriation facilities only.

**AIRPORT:** Trelew distant 64 km. Scheduled flights to Buenos Aires and other cities.

**POLICE/AMBULANCE/FIRE:** Police and fire tel. 249. Hospital 240.

**TELEPHONES:** No arrangements for placing telephones on board.

**SHORE LEAVE:** Crew members allowed ashore but must be provided with identification cards.

**DELAYS:** Possible delays due congestion owing berth shortage and tide.

**PORT AUTHORITY:** Delegation of the Capitania (Harbour Administration) del Puerto de la Patagonia, tel. 329.

## PUNTA MEDANOS: About 280 km. South of Buenos Aires

New deep-water port project to be completed before 1980. Expected to accept vessels up to 50 ft. draft.

## QUEQUEN/NECOCHEA : 38.35 S. 58.42 W. (See Plan)

(Province of Buenos Aires) "B" category port.

*N.B. Refer to Argentina, Section I, page 6.*

On the Atlantic Coast, 375 miles South of Buenos 'Aires, Necochea, is on the right bank, and Quequen, on the left bank of the Quequen river. The ports, whose administration is centred in Quequen, are the outlet for a very rich agricultural zone.

**APPROACHES:** The port is at the mouth of the river, protected by two breakwaters, the western arm being 1,192 metres long, lying from N.W. to S.E., and the easterly arm 572 metres long and lying North/South. The passage between the arms is 210 metres wide, and the entrance channel proper 100 metres wide. The channel is at present dredged at 27′ but improving constantly.

**PILOTAGE:** Pilots must be applied for as usual through Agents at least 24 hours ahead, using Radio Pacheco LPD 5 on 512 kc/s. A2, since there is no radio station at Quequen. This can be done by phone from Buenos Aires or other ports if vessels are not coming from abroad.

No Pilots will come out in bad weather. The small pilot boat is painted green, with a yellow deckhead, and the pilot comes abroad about 1½ miles off the South end of the breakwater.

**ANCHORAGES:** Not advisable to anchor in bad weather due extremely dangerous winds from West through South to East. Anchorage in open sea 800–1500 metres from cliffs.

**RESTRICTIONS:** Not permitted enter or sail at night. Vessels with length in excess of 175 metres require channel navigation permit obtainable from Maritime Prefecture.

**MAX. SIZE:** *Admissible Draft.* The following restrictions now rule vessels up to

| | |
|---|---|
| 150 metres o.a. | 26′ 07″ at zero |
| 175 | 26′ 02″ |

However, vessels lying close up to the dolphins often find less depth, as the dredgers could not work too close in. The pool inside the breakwater is at 30′ but as there are no buoys for mooring, it is safer for vessels to await their turn outside.

**HEALTH:** Free Pratique is now given only when alongside, or in the pool. Master should advise Agent in advance of health situation aboard. If proceeding from another Argentine port, health inspection not required. Deratisation certificate to be shown.

**RADIO:** For radio regarding free pratique, or reporting ETA call Radio Pacheco LPD 5, on 512 kc/s. There is no station here and advice to Agents can be given by phone or telegraph from Buenos Aires or other ports, also Costera del Mar de Plata (LPM).

**TUGS:** Two tugs must be used both on entering and leaving and these come alongside at the entrance, and are also needed for movements in the port. Both are old, however, and within sufficient power for anything other than work inside the port. Ship's lines used.

Two vessels cannot be in the entrance channel at the same time. Should the weather make it imprudent for the safety of the ship and/or tugs to make fast ropes in any position, the tugs will continue at the side of the vessel to be engaged when necessity arises. In every case tugs must be paid for, used or not, and any damage done by the non use or late engagement of the tugs will be attributable to the vessel.

**BERTHING:** Allotments of berths is effected by order of arrival, and vessels awaiting turn to load must do so in the outer roads until the pool inside the breakwater is fully dredged. Shippers consider the Outer roads as open sea, and will not accept Notice of Readiness until a vessel enters port.

There are only eight berths in the port, one of which is not yet in service. No work lying two abreast is possible, since the tubes will not do more than just reach, and with the restricted number of loading points only one vessel could work at a time.

Total storage capacity of grain in the port and anteport can be estimated at 600,000 tons.

*Loading marks.* Vessels are authorized to load to their summer marks all year round, provided they are northbound.

*Movement inside the Port.* At this port it is customary for the vessel lying second off to pay for the tugs attending her own movements. Vessels lying second off must shift to allow the inside vessel out, and then occupy the vacant berth, effect two movements, as there are only two tugs available. Of these two movements only one is charged to the vessel second off, but if either of the movements is in overtime, the extra is also charged.

*Fenders.* Good fenders are often needed in this port, although surge has diminished with the extension of the breakwater. It is recommended that these should be at least three feet thick.

QUEQUEN SIDE

Unit I National Elevator "Ministro de Tomaso" (Dolphins 3/4 5/6 l. h.)

This elevator, built by the Government, has a capacity of 80,000 tons, a loading bridge with 8 tubes but only four conveyor belts. Two vessels can load simultaneously. The berths consist each of 2 piers 10 metres wide and 70 metres apart, with 2 railway sidings (broad gauge) running parallel to them. There are twelve mooring bollards distributed between these landing places. A loading bridge has been constructed for the new berth from the Elevator Terminal, while it receives directly from an automatic truck discharging plant at 600 tons per hour, but this berth has not yet been put into service, and being at a slight angle it is feared will interfere with a vessel of more than 140 metres long loading at Dolphins 5 and 6.

Unit II (Ocean going vessels and Ultramar Prolongation)

On this wharf which is 350 metres long there are 12 mooring bollards and two large sheds, one of 7,650 tons storage capacity and the other of 16,000 tons. There are also 2 railway sidings running parallel to it. On the cliff at the back of the sheds there is an elevator of 14,000 tons connected to the Ultramar berth by a loading bridge 85 metres long. The Ultramar Prolongation berth has a loading bridge with 2 tubes and 2 conveyor belts, and is fed from adjacent piles and waggons. These two bridges are connected by an underground conveyor, load rate 230 tons per hour, each two vessels being to berth here, one tube each.

Unit III (Dolphins 1 & 2 r.h.)

Beyond Unit III, in the direction of the breakwater, there are 4 sheds with a capacity of 29,750 tons and two piers reinforced concrete, 10 metres wide and 70 metres distant from each other. A pipe line runs alongside the pier for the purpose of eventually discharging tankers. Beyond these two piers, and at right angles to them, a breakwater of 120 metres length has been built as a further protection to ships at this berth.

NECOCHEA SIDE

Unit IV (Coasting vessels: Dolphins 1, 2 & 3 l.h. and 4 & 5 r.h.)

Situated on the western bank of the river and consists of the following berths: (Coasting vessels) A concrete pier 300 metres long with 12 mooring bollards. There are three brick-built sheds known as "Galpones A, B & C" of 5,000 tons each. Two vessels can moor at the same time, and load bagged cargo depth between 18′ and 20′.

Dolphins 1, 2 & 3 l.h. and 4 & 5 r.h. consists of three piers 18 metres wide and 70 metres apart and two piers 18 metres wide and 70 apart respectively. There are two direct discharge lines for Fuel oil for the Power plant.

There are two sheds, Nos. 4 and 5 of 9,750 tons, one at each pier. Vessels can load bags or bulk by cutting bags on board. There are 7 mooring bollards distributed between two berths. These, however, are not used now for export movement.

The old railway bridge is now used for road traffic, and the railway crosses higher up the river. The previous road bridge has been cut in the middle, and the area between the two bridges is being converted into a fishing port, which in turn will ease the congestion in port, especially on the Necochea side where trawlers and fishing vessels presently operate.

*Importation of cargo.* The Custom house here is authorised as a deposit zone, thus permitting the import of cargo.

**WEATHER:** *Winds*, average velocity is 7 knots, with 46% from N., N.E. and E., and only 29% from SW., W. and N.W.

*Rainfall.* Averages 909 mm., evenly distributed.

*Temperature:* Summer maximum averages 26° C and minimum 14° with an absolute maximum of 39·9°, while in Winter the maximum is around 13° and the minimum 4°, with an absolute recorded minimum of minus 4°.

*Tidal range* is 5·2′ spring to 2′ neaps.

**TANKERS:** Fuel oil discharged.

**DENSITY:** Salt water.

**FRESH WATER:** Obtainable from hydrants on the wharves, vessel must supply hoses.

**MEDICAL:** Attention available.

**FUEL:** Advance notice essential as deliveries must be lightened from Buenos Aires, Mar del Plata, or Bahia Blanca.

**DEVELOPMENTS:** Continuous dredging to maintain and increase depth. New quay under construction for loading cereals and grain. No facilities for discharge of general cargo.

**WATCHMEN:** Compulsory.

**HATCHES:** opened/closed by stevedores additional charge made.

**REPAIRS:** Minor repairs only.

**REPATRIATION:** Through Buenos Aires.

**AIRPORT:** Five miles distant. Daily flights to Buenos Aires.

**TIME:** GMT minus 4.

**CONSULS:** Danish, Italian and Spanish. Consular clearances for France and Uruguay must be effected in Mar del Plata, and must be done the day the vessel sails. Brazilian clearances have to be taken at La Plata Consular offices.

**HOLIDAYS:** Vessels worked every day of year.

**POLICE/AMBULANCE/FIRE:** Police, Nechochea 2148 and Quequen 6608; Ambulance, Nechochea 2350 and Quequen 6052; Fire, Necochea 4900.

**TELEPHONES:** No arrangements for placing abroad.

**SERVICES:** Any special services required, technicians sent from Buenos Aires.

**SHORE LEAVE:** Not permitted.

**DELAYS:** Daily cargo work 18 hours/day. One waiting berth available. Delays up to four days can occur in January and February.

**AUTHORITY:** Capitania de Puerto, tel. 6009; Administrador de Puerto, tel. 6000 and 6088. Telex 014.841.

## RIO GALLEGOS: 51.33 S. 68.59 W.

(Province of Santa Cruz) "B" category port.

*N.B. Refer to Argentina, Section I, page 6.*

About eight miles up the river, 1,247 sea miles South of Buenos Aires.

**PILOTAGE:** Access to the channel is well buoyed, and the authorised southern zone pilot must be on board.

**ANCHORAGE:** Good anchorage when awaiting tide is off Punta Loyola in 30′ or on the Northern coast in front of Punta El Gancho or between Punta Bustamante and Isla Deseado, this latter in the case of N.W. storms only.

In the port itself, the town anchorage is the best and is deepest in front of the packing house plant. Vessels discharge to or load from lighters, and ocean going vessels are permitted to use their own launch for connection with shore while in port.

**RESTRICTIONS:** Entrance to the anchorage is buoyed. The

Northern channel has a shingle bank bar 13 ft. at low water. The Southern channel is more sheltered and the current not so strong. Rio Gallegos is a tidal port, the height of tide being as much as 40 ft. at times.

The port is characterised by the intensity of the currents, up to six knots, and should be entered on a rising tide there being only 22′ in the pool of the port at low water.

**RADIO:** For radio regarding free pratique, or reporting ETA call LPG 2 on 486 kc/s. A2. For weather reports in English tune Comodoro Rivadavia LPX 2 on 474 kc/s. at 04.00 and 18.00 GMT.

**TUGS:** Tugs are not required but there is a small tug available.

**BERTHS:** Apart from the freezer wharf, there is the coal wharf, T shaped, fitted with an endless belt capacity 300 tons per hour, for the loading of the coal vessels taking the coal to Plate ports. There is only 20′ at this wharf.

There are nine lighters with varying capacity from 120 to 400 tons, which are usually unloaded or loaded when aground at low water.

**FRESH WATER:** Available by barge in very limited quantities. Vessel's pumps used.

**FUEL:** Not obtainable.

**MEDICAL:** Doctor available.

**REPAIRS:** Workshop facilities for small repairs.

**CONSULS:** Countries represented: Great Britain, and Chile.

**AIRPORT:** Daily air service to Buenos Aires.

**WEATHER:** *Winds.* Characterised by constant winds from W. and S.W. averaging 16 knots during the day. In Spring and Summer 25 knots rising to 75 knots at times. Easterly winds are rare, usually with rain.

*Rain.* There are usually about 100 days with rain, in total 222 mm. distributed from April to October.

*Temperature.* Average maximum temperature in Summer is 18° C, maximum recorded being 29°, Summer minimum is 5·8° while in Winter the average maximum is 6·5° and minimum minus 11.

*Tidal range* is 39·4′ spring and 9·6′ neaps, tides of over 40′ have been registered.

**CONSULS:** British, Chilean, Spanish and Italian.

**AUTHORITY:** General Ports Administration.

### SAN ANTONIO OESTE: About 110 km. North of Puerto Madryn.

New port project to be completed about 1976. Expected to accept vessels up to 30 ft. draft, alongside berth of 130 m. length and fitted with shore cranes. Port to be constructed in the San Matias Gulf.

### SAN JULIAN: 49.18 S. 67.43 W.

(Province of Santa Cruz) "C" category port.

*N.B. Refer to Argentina, Section I, page 6.*

In the creek of the same name, 1,111 sea miles South of Buenos Aires.

**APPROACHES:** Access is well buoyed, but vessels must wait for high tide to enter.

**PILOTAGE:** Southern Zone Pilot must be on board.

**ANCHORAGE:** Best anchorage situated in front of the town, in 22′ at LWS. When heaving anchor care must be taken as the 3-knot current drives vessels towards the shore. Puerto Scholl is the best of several anchorages.

**RADIO:** For radio regarding free pratique, or reporting ETA call LPY on 428·5 kc/s. A2. For weather forecasts in English, tune LPX 2, Comodoro Rivadavia on 474 kc/s, at 04.00 and 18.00 GMT.

**TUGS:** None.

**BERTH:** Quay expected to be completed March 1975, comprising a concrete platform 62 m. in length and 20 m. wide, depth alongside 24′ at zero. Otherwise, operations are presently performed at anchor, by lighters.

**FUEL/FRESH WATER:** Not available. In emergencies, water could be supplied by lighter in drums.

**MEDICAL:** Doctor, and hospital available.

**CONSULS:** None.

### SANTA CRUZ: 50.07 S. 68.25 W.

(Province of Santa Cruz) "C" category port.

*N.B. Refer to Argentina, Section I, page 6.*

On the estuary formed by the rivers Santa Cruz and Chico, 1172 miles South of Buenos Aires.

**APPROACHES:** The entrance to the port is by a channel ten miles long. The Santa Cruz lighthouse and nine other beacons determine four pairs of leading lights for the approaches and entrance to the harbour, which can be entered only at high water, as both in the bar, either North or South passage, there are shoals on the leading lines, and also just before taking the anchorage in front of the town.

**PILOTAGE:** Southern Zone Pilot must be on board.

**ANCHORAGE:** The port is well sheltered and vessels can lie in up to 30/36′ half a mile off the town in good holding ground.

**RADIO:** For radio regarding free pratique or reporting ETA call LPT 2 on 441 kc/s. A2. For weather forecasts in English tune Comodoro Rivadavia LPX 2, on 474 kc/s., at 04.00 and 18.00 GMT.

**TUGS:** None.

**FUEL:** Available in small quantities, in drums, from the local YPF agency.

**FRESH WATER:** Available in drums, ex lighter, to be pumped out by the vessel.

**LOADING:** Loading is from lighters, which come alongside with the falling tide and return unladen on the rising tide, working two tides a day. Lighters always operate port side to vessel. There are 20 wharves or piers. Load rate is slow, say 150 tons mutton per day.

**WEATHER:** A dry zone, with an average of 186 mm. rain, spread over 72 days throughout the year. Wind averages 11 knots and the average, maximum/minimum temperature, Summer and Winter, is 20° or 7·9° and minus 8°, the maximum ever recorded being 34·9° Summer or 15° Winter, and absolute minimum 7·9° Summer, or minus 8° Winter.

*Tidal range* is 39·8′ to 9·4′.

**MEDICAL:** Attention available.

**CONSULS:** None.

## Australia

### ADELAIDE, S.A. (Port Adelaide): 34.51 S. 138.30 E. (See Plan)

**PORT LIMITS:** The seaward boundaries of the port are: An area embraced by a line drawn to seawards 4 miles from Outer Harbour through the Fairway Beacon and then extended 5 miles North and South returning due East to the coastline.

**DOCUMENTS:** See "Melbourne".

**PILOTAGE:** Advance notice 24 hours, telegraphic requests through ship's Agent. VHF channel 16. Call sign "Adel. OH" Pilot launch black hull, white deck house, "Pilot" on each side. Give pilot launch good lee and safe pilot ladder. Pilot boards 1½ miles seaward of Fairway Beacon.

**ANCHORAGE:** ½ mile West of Fairway Beacon.

**RESTRICTIONS:** Controlling depth in channel is 30 ft. (9·2 m.) ISLW.

Vessels up to 28 ft. (8·5 m.) require 3 ft. (0·91 m.) keel clearance; vessels up to 28–30 ft. (8·5–9·1 m.) require 3 ft 6 in. (1·06 m.) keel clearance; vessels over 30 ft. draft require 4ft. (1·21 m.) keel clearance.

Night berthing/unberthing subject to Harbour Master's approval.

**MAX. SIZE:** Inner Harbour – length 575 ft. (192 m.) OA; draft 31 ft. (9·4 m.), subject to tide. Outer Harbour – length 700 ft. (244 m.) OA; draft 37 ft. (11·3 m.), subject to tide.

**HEALTH:** Including Document A in short form. Also see "Melbourne".

**RADIO:** Adelaide Radio VIA.

**TUGS:** 4 available. Use tugs wires – charge A$4.

**BERTHING:** Tug power as required by pilot. Depth at berths 26 ft.–35 ft. (7·92 m.–10·67 m.).

**STEVEDORES:** No advance ETA required.

**RADAR:** Decca Type RR 1219 installed in new signal tower.

**MEDICAL:** Contact Quarantine Department in ample time.

**TANKERS:** Vessel carrying inflammable cargoes or not gas-free restricted navigation during darkness. "Leak free" advice to Habourmaster to be given through Agent. 500 tons slop discharge facilities. 27 Berths 26 ft.–35 ft. (7·92 m.–10·67 m.). Unauthorised persons not allowed on board.

**DENSITY:** Slightly denser than sea water; not affected by tide.

**FRESH WATER:** Through hydrants at 12–15 tonnes.

**FUEL:** Fuel oil, thin fuel oil, diesel, gas oil. 48 hours notice required. A bunkering barge capable of transporting 1,000 metric tons of bunkering oils operates in the Port. The use of this bunkering barge will enable vessels to bunker without leaving their loading berths or using road tankers.

**DEVELOPMENTS:** Channel between Inner and Outer harbour now 9·2 metres ISLW and being widened to a minimum of 150 metres, completion date 1974. On completion, vessels 210 metres OA and 9·8 metres draft will use channel on average neap tide (1·5 metres).

A riverside berth and shore facilities in the Inner Harbour for roll-on/roll-off vessels of 180 metres length for steel products from the Eastern states of Australia.

A wharf, crane and large terminal for cellular type container vessels at the Outer Harbour is being constructed, with completion in 1976.

**GANGWAY/DECK WATCHMEN:** Optional except for white spirit tankers. Cost varies according to time of shift.

**OPENING/CLOSING HATCHES:** Carried out by Crew.

**CERTIFICATES:**

- Last Port Customs clearance.
- Ship's Register.
- Load Line Certificate.
- Safety Radio Certificate.
- Safety Equipment.
- Light Dues Receipt.
- Ship's Articles (British Vessel).

**CUSTOMS ALLOWANCES:** Each crew member 200 cigarettes or 40 cigars or 8 oz. tobacco. Limited amounts spirits per man.

**CARGO GEAR:** Accordance Australian Regulations. See "Melbourne".

**IDENTIFICATION CARDS:** See "Melbourne".

**CONSULS:** The following countries are represented:

USA
Austria
Belgium
Denmark
Finland
France
Germany
Greece
Guatemala
Italy
Japan
Lebanon
Liberia
Netherlands
Norway
Peru
Philippines
Portugal
Sweden

**REPAIRS:** All repairs possible.

**DRY DOCKS:** None.
**REPATRIATION:** Available.
**AIRPORT:** Adelaide 8 miles, regular airlines.
**TIME:** GMT plus 9 hours 30 minutes.
**HOLIDAYS:** Xmas Day, Waterside Workers' Picnic Day (late January), Good Friday, Anzac Day (25th April), Adelaide Cup Day (15th May), Eight Hours Day (2nd Mon. October). Restricted holidays, Boxing Day, New Year's Day.
**TELEPHONES:** Port Adelaide Police 475466, Ambulance (Wharf) 461616, Fire Brigade 471515.

Note $12 connection fee plus cost of calls.

**SERVICES:** Garbage disposal, cleaning out and fitting out and compass adjusting.
**AUTHORITY:** Dept. of Marine and Harbors, Box 1672, GPO. Adelaide, SA 5001. Telephone 51–9471.

Port Adelaide Office, Box 19, PO. Port Adelaide, SA 5015. Telephone 475811.

**AGENT:** Patrick Agencies, POB 107. 15 Divett Street, Port Adelaide SA 5051. Tel. 47–4655. Telex AA. 82624. Cables: "Rikpat Adelaide".

## ALBANY, W.A.: 35.2 S. 117.53 E. (See Plan)

**PORT LIMITS:** All the waters of King George Sound and Princess Royal Harbour Westward of a line drawn from Herald Point to Bald Head.
**DOCUMENTS:** See "Melbourne".
**PILOTAGE:** Compulsory. Pilot boards vessels about 1 mile (1·60 km.) east of Mistaken Island.
**ANCHORAGE:** 1½ miles (2·4 km.) East of Possession Point (or in Frenchman's Bay if going to Whaling Station or for shelter).
**RESTRICTIONS:** The entrance channel from King George Sound to Princess Royal Harbour has a width of 1,800 ft. (548·64 m.) land to land, the navigable channel therein being 500 ft. (152·40 m.) wide, with a depth of 33 ft. (10·06 m.) LWOST. Depth of swinging basin in the harbour is 33 ft. (10·06 m.) and vessels with a draft of 31 ft. (9·45 m.) can work the port. Vessels can be berthed day or night.
**HEALTH:** Inform Port Quarantine Office 12 hours before ETA. Also see "Melbourne".
**VHF:** Limited VHF, channels 6 and 16.
**TUGS:** Motor tug available, bollard pull approx. 10 tons.
**BERTHING:** Two jetty berths. Largest 800 ft. (243·84 m.). North side of harbour 3 berths, total length 1,996 ft. (608·69 m.), depth 33–36 ft. (10·06–10·97 m.).
**FRESH WATER:** Available all wharves. Rate 60·96–81·28 tonnes/hour.
**STEVEDORES:** No ETA required. Private companies.
**FUEL:** Bunkers available all berths, also Lt. Diesel.
**CERTIFICATES:**

- Last Port Customs Clearance.
- Ship's Register.
- Load Line Certificate.
- Safety Radio Certificate.
- Safety Equipment Certificate.
- Light Dues Receipt.
- Ship's Articles (British Vessel).

**CUSTOMS ALLOWANCE:** Each crew member 200 cigarettes or 40 cigars or 226·8 gm. tobacco. Limited amounts spirits per man.
**IDENTIFICATION CARDS:** See "Melbourne".
**TIME:** GMT plus 8 hours.
**HOLIDAYS:** Xmas Day, Waterside Workers' Picnic Day (late January), Good Friday, Anzac Day (25th April), Labour Day (1st Monday in March). Restricted holidays, Boxing Day, New Year's Day.
**CARGO GEAR:** See "Melbourne".
**AUTHORITY:** Albany Port Authority. PO Box 175, Albany, WA 6330.

**AGENT:** Patrick Agencies, Box 525 PO, Albany, Western Australia, 6330. Cables "Rikpat". Tel. 413538.

## ARDROSSAN, S.A.: 34.26 S. 137.55 E.

**DOCUMENTS:** See "Melbourne".
**PILOTAGE:** Not compulsory but available and recommended.
**RESTRICTIONS:** Max. size 20,000 deadweight for berthing and loading.
**BERTHING:** BHP Jetty length 3,055 ft. berth length 800 ft. at "T" head with 6 dolphins. Depth 27 ft. LW. Belt conveyor system. Fixed chute from conveyor system necessitates vessel warping along quay head during loading. Loading rates: dolomites 8/900 tons per hour; wheat 350 tons per hour; barley 340 tons per hour; salt maximum 600 tons per hour.
**TIDE:** Average rise and fall 6–8 ft., max. 10 ft. at spring tides.
**GRAIN:** Vessels loading bulk grain must be fitted out and passed by Navigation Dept. prior to arrival. Surveyors will attend vessel during loading.
**VHF/TUGS/FUEL:** None:
**STEVEDORING:** Arranged with private companies.
**FRESH WATER:** Limited quantities only. Delivery rate about 7 tons per hour.
**AUTHORITY:** The Broken Hill Pty Co. Ltd. PO Box 21, Whyalla, SA 5600.

**AGENT:** Sub-agent of Patrick Agencies, Adelaide.

## BALLAST HEAD, Kangaroo Is.: 35.45 S. 137.48 E.

In Eastern Cove, Kangaroo Island. Small private bulk loading installation from which charter vessels load gypsum for shipment to factories in Eastern Australian states. No facilities for discharging cargo and no Customs, health or other government departments' facilities available.
**DOCUMENTATION:** For vessels chartered to carry gypsum to Eastern Australian ports, Bills of Lading prepared on completion of loading.
**PILOTAGE:** No Pilots resident at Ballast Head but pilotage can be arranged through Harbour Master, Port Adelaide if required.
**ANCHORAGE:** Sea approach is unobstructed, with deep water anchorage and turning basin of Eastern Cove, three miles wide and extending ½ mile South of berth. Minimum depth about 35 ft. Sand bars exist immediately South of berth but well inside line of dolphins.
**RESTRICTIONS:** Vessels may proceed to anchorage at any time, but can berth only during daylight hours. Loaded vessels can leave berth or anchorage at any time without concern for tide conditions.
**HEALTH:** Pratique must be obtained at Port Adelaide.
**TUGS:** No tugs are available, but can be arranged from Port Adelaide, if required. However, a launch is available for running ships' lines, and must be used.
**BERTH:** The berth consists of a line of eight dolphins running North/South, 600 ft. (183 m.) overall length forming a T-head jetty with loading conveyor gantry. Depth of water alongside 26 ft. (7·9 m.) LWOST. Berthing signals by radio instruction or mast head.
**MAX. SIZE:** Jetty can accommodate vessels up to about 7,000 tons dwt. Maximum length 400 ft. Maximum breadth 55 ft. Ships must exercise extreme care in berthing to avoid damage to dolphins or head frame.
**LOADING FACILITY:** Loading equipment consists of conveyor system to fixed loading gantry supporting luffing boom conveyor. Discharge from boom conveyor feeds to gimbal-mounted chute that can be pivoted mechanically in any direction up to 20° off vertical to trim to square of hatch. Boom conveyor operates only in horizontal position and loading chute does not telescope. Fixed loading gantry situated at centre of line of berthing dolphins. Maximum workable distance from wharf edge to centre line of loading unit – 26 ft. Distance from low water level to outlet end of loading chute in loading position – 19 ft. 3 in. Maximum handling rate of rock gypsum on conveyor system, 870 tons per hour.
**RADIO:** Ship-shore VHF radio. Call sign "Ballast Harbour". Frequencies, 150·80 mgc/s for distress and calling; 156·60 mgc/s for working.
**ARRIVAL ADVICE:** At least 8 hours notice of ETA is required to S.A. Gypsum Adelaide Office, tel. 454751 or after hours, Adelaide 356.5606 or Kingscote 2.2287.
**MEDICAL:** Doctor available at Kingscote, 25 miles distant. Hospital also at Kingscote.
**FRESH WATER:** None available
**FUEL:** No facilities available.
**GANGWAY/DECK WATCHMEN:** None required.
**OPENING/CLOSING HATCHES:** Carried out by crew.
**CONSULS/REPAIRS/DRYDOCKS/REPATRIATION:** No facilities available.
**AIRPORT:** Local airport approximately 20 miles distant. Regular air service to Adelaide – at least one flight daily.
**TIME:** Nine and a half hours in advance of GMT from March to October inclusive. One hour summer saving time operates from November to February inclusive.
**HOLIDAYS:** Loading carried out on any day but at least 24 hours notice of ETA required for loading on public holidays.
**POLICE/AMBULANCE/FIRE:** Police station, Kingscote 2.2018; Ambulance, Kingscote 2.2037 or 2.2028; Fire, Kingscote 2.2200.
**TELEPHONES:** No arrangements exist for placing telephones on board.
**SERVICES:** None available.
**DELAYS:** Berth accommodates only one vessel at a time, but once berthed the loading continues without break until completion except for the time taken to shift ship from hatch to hatch and check draft.
**AUTHORITY:** S.A. Gypsum, Division of the Colonial Sugar Refining Ltd., PO Box 58, Rosewater East, Sth. Aust. 5013. Tel. 45.4751.

## BARROW ISLAND, W.A.: 20.49 S. 115.33 E. (See Plan)

**DOCUMENTS:** Refer to "Melbourne".
**TERMINAL OPERATOR:** West Australian Petroleum Pty Limited
**LOCATION:** The Barrow Island Tanker Terminal is a crude oil loading installation located on the east side of Barrow Island, Western Australia. The tanker moorings are located approximately 32,400 ft. offshore at latitude 20° 48′ 52″ South, longitude 115° 33′ 04″ East.
**PILOTAGE:** A terminal Mooring Master will meet and board tankers bound for the Island Tanker Terminal in approx. position tanks (conspc.) bearing 300° and two miles off the moorings. Tankers waiting to berth, etc., are requested to anchor in this position.
**RESTRICTIONS:** Vessels equipped with adequate searchlights may be berthed during the hours of darkness. Two × 12 in. reflector diameter searchlights, one fitted to each port and starboard wing of the bridge in such a manner as to provide a wide scanning range, are considered adequate. Tankers not fitted with searchlights, may berth in daylight hours only.

Slack water at the terminal moorings occurs approximately two hours after HW and LW at springs and 1½ hours after HW and LW at neaps. The direction of the flow is approximately 245° flood tide and 065° ebb tide, and attains a rate of approximately one knot at springs.

**MAX. SIZE:** The minimum depth of water in the berth is 46 ft. and an under keel clearance of 5 ft. is required. Tankers exceeding the following dimensions cannot be accommodated at the sea berth:

Deadweight tonnage (loaded): 70,000 tons
Overall length: 820 ft.
Moulded depth: 58 ft.
Draft: 41 ft. plus height of tide above Chart Datum.

**HEALTH:** Tankers arriving from foreign ports must make prior arrangements for quarantine and customs clearance through their Agents. Port Hedland, Western Australia, is the nearest port where customs and quarantine clearances can be obtained.

**RADIO:** All tankers proceeding to the Barrow Island Terminal shall notify the West Australian Petroleum's Perth Office, tel. 25–0181 or cable address "Wapet Perth", their estimated time of arrival, not less than ninety-six hours before arrival amending or confirming this ETA at intervals of forty-eight and twenty-four hours prior to arrival. A final ETA is to be confirmed twelve hours before arrival at Barrow Island. Failure to comply with the above procedure may result in a Berthing Master not being available on the tanker's arrival. Quantity and condition of ballast on board should be advised in original ETA message.

During normal daylight working hours, the Company's Marine Superintendent, Barrow Island, can be contacted by means of the International Maritime VHF radio-telephone. Frequencies in use are:

Channel 16: 156·8 Mc/s safety and calling
Channel 12: 156·6 Mc/s terminal operations; ship/shore
Call sign: "Barrow Island"
Channels 6 & 14 are also fitted.

At times other than normal working hours, contact may be made by pre-arranged scheduling. In all events tankers are required to tune their VHF sets to Channel 16 when within 100 miles of Barrow Island.

**MOORING:** Vessel berths at a seven-point conventional buoy mooring. Tankers must have at least one set of mooring bitts on the port and starboard sides at the after end of the main deck and a minimum of four sets of mooring bitts on the poop deck to which mooring lines and/or wires can be hove tight and made fast. Self-tensioning winches will not be accepted in lieu.

Both bow anchors are required to have a minimum of ten shackles of chain. All anchors and chains are to comply with the requirements of a Classification Society recognised by the Australian Department of Shipping and Transport.

Tankers should have sufficient mooring ropes and/or wire so that single or doubled up, they have a total breaking strain of 80 tons to each of the six mooring buoys. Six such lines or combinations not less than 120 fms in length are required.

Permanent 5-in. circumference wires are fitted to No. 1, 2, 3, 4, and 6 mooring buoys. These wires are provided to supplement the tanker's own lines relative to the prevailing weather conditions at the time. These wires are fitted with 110/200 ft. of 3⅛in. wire and 4½in. ×100 ft. Terylene messengers. A good ship's rope messenger is required to bring the 4½in Terylene messenger to the tanker's winch drum.

**HOSES:** The tanker's derrick must be capable of lifting the 5-ton submarine hose on the starboard side.

The sea line delivering the oil is 20 in. OD × ⅜in. steel pipe with a 2 in. thick concrete external coating. The line is terminated with 200 ft. of flexible submarine loading hose consisting of 150 ft. of 16 in. and 50 ft. of 12 in. hose. The sea end of the 20 in. pipeline is marked with a white spar buoy, and the pick-up end of the flexible hose is marked with a white cone buoy.

The submarine line is left full of crude oil between tanker arrivals. After picking up and connecting the hose, the system will be pressurised to about 25 psi. After the hose has been hoisted and secured at the ship's rail, the blank flange on the end of the hose assembly is removed and the hose connected to the tanker's manifold by the deck hose and the adaptor spool assembly previously delivered to the tanker by the mooring launch.

The tanker should furnish necessary personnel to perform all work involved in the connecting and disconnecting of the cargo hose. During these operations a senior officer must be present to approve the hose connections and supervise the tanker's crew members in this work.

25 ft. × 10 in. and 18 ft. × 10 in. deck hoses and 14 in. to 12 in. and 12 in. to 10 in. reducers are available.

All flanges are U.S.A., Standard. An adaptor from 10 in. diameter U.S.A.S. (flange pitch circle diameter 14¼ in.) to 10 in. diameter British Standard (flange pitch circle diameter 15 in.) is available.

**BALLAST:** There are facilities for receiving ballast from vessels loading at Barrow Island. Tankers are required to arrive ballasted to at least one-quarter of their deadweight. Owing to the time factor involved in pumping dirty ballast ashore, it is recommended that tankers arrive with clean ballast and preferably deballast concurrently with loading. However, if required, ballast on arriving tankers may be pumped to shore using ship's pumps through the 20-in. submarine line then through a 12-in. deballasting line to the ballast receiving pond. The following deballasting procedure is used at the Terminal:

After the hose has been connected, at least one-third of the cargo must be loaded before deballasting. Part of this oil is to be used to displace ballast from the submarine line after all the ballast aboard the tanker is pumped to shore. The line displacement of the 20 in. loading line is approximately 12,250 barrels (1,650 tons).

It is necessary to load at least one-third of the cargo before deballasting operations begin in order to keep the ship in as heavy a condition as possible and thereby minimise the effects of sudden changes in sea and weather conditions.

When the preceding operation is complete, deballasting operations start. When the oil-water interface is detected onshore, the stream is diverted from the crude oil storage tanks to the ballast receiving pond. Pumping of the ballast continues until all ballast is discharged from the ship.

At this time, the Barrow Island crude oil previously loaded is pumped into the line in order to displace all ballast from the submarine pipe-line.

When the water–oil interface is detected ashore, the stream is then diverted to the shore tanks and the ship's pumps are requested to be stopped. During the displacement operations, pumping rates should be kept as high as possible to keep line contents in a turbulent condition in order to sweep the line as clean of water as possible.

**LOADING:** CAUTION – Whilst loading, the flow of oil from the shore pumping station via the submarine pipe-line is not to be shut off by closing ship's valves or the pipe-line valve without prior approval of the Mooring Master. At least one tank is to be fully open to the inflow of oil from the submarine pipe-line at all times, and in order to reduce back pressure as many tanks as possible should be open during loading. In all events, the back pressure at the ship's rail is not to exceed 100 psi.

The loading pumps are rated to deliver a maximum of 17,000 bbls. per hour of crude oil to tankers with a nominal pressure of 50 psig at the ship's side.

Barrow Island crude oil has an approximate API gravity range of 35·5 to 37·1 and an approximate temperature range of 74°F to 98°F.

The Mooring Master is to be advised when 200 tons is required to complete loading so that pump motors can be eased down slowly, and again at 50 tons when the pumps will be stopped and loading completed by gravity. On completion of loading, the manifold valve is to be closed slowly to minimise the surge of oil in the pipeline and the consequent quick build up of back pressure.

Portable radios are supplied for communication between tankers and the Terminal. To minimise the possibility of a dangerous position arising due to an undetected radio failure, tankers are required to keep an hourly test call schedule with the Terminal at which time they should advise the Terminal of the rail pressure.

**MEDICAL:** No facilities at the Tanker Terminal.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**REPAIRS:** No facilities available.

**CONSULS:** None at Barrow Island.

**TELEPHONE:** No service available.

**REPATRIATION:** Ships' crews cannot be accommodated ashore on the Island.

**GENERAL:** Notice of readiness is accepted:

(a) *Where the Marine Terminal is available;* when the vessel is all fast in the berth, i.e. all lines secured to the buoys and preventers made fast.
(b) *Where the berth is not available:* 6 hours after the vessel drops anchor at a nearby anchorage. Laytime ceases for the period of time taken for the vessel to move from the anchorage and is resumed when the vessel is all fast at the berth.
(c) *Where a vessel with inadequate lights arrives at night;* 6 hours after daybreak following arrival or when the vessel is all fast at the berth – whichever occurs first.

Tankers are required to victual and provide sleeping accommodation for the Mooring Master and Operator and to victual only, the three-man launch crew.

## BOTANY BAY, N.S.W.: 34.00 S. 151.14 E.

**DOCUMENTS:**

2 Crew Lists (Form M. & S. II).
Stores List (Form 42 A).
Personal Effects List (Form 5).
2 copies Health Report (Form A Q360).
3 copies Ports of Call List (Form C & E 886).

If vessel has an animal aboard as ship's pet, Master will also be required to complete Forms QA 4 and QA 5.

**PILOTAGE:** Compulsory. Ordered by Agent basis Master's ETA. Pilot boards outside Botany Bay heads. Vessels waiting for Pilot not to proceed West of 151.15 E. Pilot can be contacted by VHF Channels 16, 12 and 14.

**ANCHORAGE:** Inside Heads for vessels up to 31 ft. draft. In bad weather vessels should not anchor but put to sea.

**RESTRICTIONS:** Vessels not berthed after sunset. Mooring normally effected two hours before HW.

**RADIO:** Sydney Radio. VHF to Harbour Control, Sydney. Also see "Sydney – VHF".

**MAX. SIZE:**

Kurnell No. 1 Length 600 ft. Draft 32 ft.
„ 2 „ 650 ft. „ 35 ft.
„ 3 „ 780 ft. „ 38 ft.

SBM Terminal, up to 40 ft. draft.

**TUGS:** 24 hours notice required. Tugs join vessel at sea buoy. Ship's lines used.

**BERTHING:** *Kurnell Jetty:* Operators: Australian Oil Refining Pty. Ltd. Finger pier with 2 berths; No. 1 – Eastside No. 2 – Westside. Vessels held 5–10 ft. off wharf face by 10 in. ship's lines to breasting off buoys situated fore and aft about 700 ft. from pier. Crude 1×26 in. 1×18 in. lines – 8 in. hoses. Fuel 1×24 in. 1×12 in. lines – 8 in. hoses. White 6 in. – 16 in. Bunkers and FW ex-wharf. Slop facilities up to 8,200 tons (1,000 t.p.h.)

*Kurnell No. 3 Berth:* Operators: Australian Oil Refining Pty. Ltd., also used by "Boral". Vessel moors using both anchors frd. and ropes to 5 buoys in semi-circle (astern). Hoses connected midships –

1×16 in. or 2×8 in. to 16 in. submarine line (crude). Bunkers, fuel and diesel. FW 70 t.p.h. ex-pipe-line.

*"Boral" mooring:* Operators: Bitumen and Oil Refineries (Australia) Ltd. Vessels moor using both anchors and ropes to 4 buoys situated stbd. quarter, stern, port quarter, port bow. Midships hose connection. Crude: 1×12 in. 600 t.p.h. No bunkers. Fuel: 1×8 in. 190 t.p.h. FW ex-tug (100 tons each lift).

*"Total" mooring:* Operators: Total Oil Products (Australia) Ltd. Details as for Boral. White products: 1×10 in. line and hose, 200–600 t.p.h. No bunkers. FW ex-tug (100 tons each lift).

*SBM Terminal:* A single point mooring for up to 80,000 dwt. tankers, at 40 ft. draft, located just inside bay entrance. Crude: 2×12 in. hoses, up to 1,500 tons per hour. White products: 1×12 in. hose, 600 t.p.h. Fuel: 1×12 in. hose, 600 t.p.h. Bunkers available. Fresh water ex-tug at 100 tons per lift.

*Boral No. 2:* Conventional buoy mooring for LPG vessels up to 250 ft. length and 18 ft. draft. Fresh water ex-tug at 100 tons per lift.

**DENSITY:** 1025.

**FRESH WATER:** Hose at jetty. Pipeline from Kurnell No. 3 privately owned by A.O.R. Ltd.

**FUEL:** Marine Fuel and Diesel Oil. No barging available, deliveries by pipeline only.

**FIRE PRECAUTIONS:** Normal restrictions.

**GANGWAY/DECK WATCHMEN:** None available.

**IDENTIFICATION CARDS:** See "Melbourne".

**DEVELOPMENTS:** Work commenced on development of Botany Bay as an ancillary port of Sydney. First stage includes dredging entrance to 70 ft. depth, and building an armoured embankment to reduce wave effect in the Bay.

The new container terminal at Botany Bay will be capable of accommodating the world's largest container vessels. Plans revealed recently are for a five-berth container complex with depths alongside the wharves of 50 ft. A total area of 150 acres has been set aside for the container terminals. The berths will each have a length of approximately 1,100 feet. The first of the new terminals will be available in three years with the remainder being developed as required.

Facilities will also be provided for dry and liquid bulk cargoes. The first berth for bulk cargoes will be available mid 1976.

**REPAIRS:** Most repairs. Ships not allowed to be immobilised.

**DRY DOCKS:** Nil.

**AIR PORT:** 10 miles – regular airlines.

**TIME:** GMT plus 10 hours.

**HOLIDAYS:** Cargo worked all days.

**POLICE/AMBULANCE/FIRE:** Tel. 2222.

**TELEPHONES:** At Wharf and Kurnell No. 3. AOR Ltd.

**SERVICES:** Compass adjusting only.

**DELAYS:** Normal only.

**AUTHORITY:** Maritime Services Board of NSW, Box 32 GPO, Sydney, NSW 2001.

**AGENT:** Patrick Agencies, Head Office, Box 3918 GPO, Sydney, NSW 2001.

## BOWEN, Queensland: 20.01 S. 148.15 E. (See Plan)

**PORT LIMITS:** The Port of Bowen limits is an area comprised within a line commencing at Cape Edgecumbe and proceeding thence to Cape Gloucester.

**DOCUMENTS:** See "Melbourne".

**PILOTAGE:** Vessels requiring a Pilot should radio Agent giving sufficient advance notice. No VHF communication presently available. Pilot boarding ground is 1 mile outside Fairway Buoy, a distance of 4 miles from the port. Pilot requires ladder, rigged 5 ft. above the water, man-ropes rigged and heaving line ready.

**RESTRICTIONS:** Vessels will not be berthed at night. It is necessary for vessels to be at pilot boarding ground one hour before sunset. Vessels should have at least 1 ft. keel clearance in the swinging basin.

*Depths available:* South Entrance Channel 22 ft. 6 in. LWOST;
North Entrance Channel 12 ft. LWOST;
Swinging Basin 21 ft. LWOST.
Vessel may sail at night.

**MAX. SIZE:** Length about 540 ft. overall. Berth depth from 22 ft. 09 in. to 30 ft. LWOST.

**HEALTH:** See "Melbourne".

**RADIO:** Vessels arriving from the North use Townsville Radio. Vessels from the South use Sydney and Brisbane radio stations.

**TUGS:** Tug available for berthing and departure. Motor launch used to run lines to berth.

**BERTHING:** Normally carried out at high water.

| *Berth* | *Length (Metres)* | *Depth (Metres)* |
|---|---|---|
| No. 1. | 203 | 7·6 |
| 2. | 203 | 7·6 |
| 3. | 167·64 | 9·1 |
| 4. | 152·4 | 6·9 |

**SPECIALISED CARGO-HANDLING FACILITIES:** Berth No. 3 is specially equipped for the handling of the export of bulk cargoes (coal, ore, grain, mineral, sands, etc.) by a ship loader equipped with telescopic chute and jet slinger feed by a belt conveyor from stockpile areas.

**STEVEDORES:** Ordered by Agent. Port quota is 55 men which allows 3 gangs. Loading rates: coal 600 tons per hour; bulk tallow 60 tons per hour; frozen meat 7 tons per gang/hour; hides 8 tons per gang/hour; bagged bone meal 11 tons per gang/hour.

A ship loader with loading belt conveyor, telescopic chute, and jet slinger, with loading capacity of 700 tons per hour, can handle coal, minerals and maize.

**MEDICAL:** Hospital facilities available. No advance notice required. Tel. No. 29.

**DENSITY:** Average density at berths 1025 to 1027.

**FRESH WATER:** Available at all berths up to 50,000 gallons/hr.

**FUEL:** Oil bunkers not available but small quantities can be obtained from Townsville by road or rail tankers.

**GANGWAY/DECK WATCHMEN:** Watchmen available, but not compulsory.

**OPENING/CLOSING HATCHES:** Can be performed by crew or stevedores.

**REPAIRS:** Engineering and welding services available.

**DEVELOPMENTS:** A five-year development plan includes improvement of coal export facilities, and building a single buoy mooring terminal for bulk liquid carriers.

Plans call for the port to be dredged to 70 ft. for VLCCs in the future.

**AIRPORT:** 3 miles away with connecting services to major Australian airports.

**HOLIDAYS:** Christmas Day, Good Friday, Labour Day, and Picnic Day; no work performed on these days.

**POLICE/AMBULANCE/FIRE:** Police, tel. 20; Ambulance, tel 211; Fire Brigade, tel 5.

**TELEPHONES:** Ship-board telephones can be rented.

**AUTHORITY:** Bowen Harbour Board, POB 78, Bowen, North Queensland 4805. Tel. 66.

**AGENT:** Sub-agent of Patrick Agencies, Brisbane.

## BRISBANE, Queensland (including Fisherman's Island, Hamilton, Pinkenba): 27.27 S. 153.04 E. (See Plan)

**PORT LIMITS:** A vessel is considered an "arrived vessel" when it is at the pilot boarding grounds off Caloundra.

**DOCUMENTS:** See "Melbourne".

**PILOTAGE:** Notify Agent approximately one week in advance. Confirm ETA to Duty Harbour Master 24 hours before arrival at pilotage ground. Master of vessel to radio ETA pilot boarding ground 8 hours before arrival. Messages should be addressed: Shipserv Caloundra Signal Station.

Contact Caloundra Signal Station by VHF Channel 16 when within range. Pilot boards 3 to 6 miles S.E. of Cartwright Point. Pilot vessel white hull with words PILOTS in black letters. Orange superstructure. Place ladder about 6 ft. from water.

Pilot ground is 42 miles from entrance to river. River then navigable to ocean-going vessels for 14 miles from the mouth.

Same Pilot remains to berth vessel. Pilotage time about 5 hours.

**APPROACHES:** Good navigation conditions in Moreton Bay except in exceptionally heavy weather in North-west channel. Minimum depth in North-west channel 42 ft., and North-east channel 25 ft., in Bar Cutting 38 ft., in Swinging Basin at Luggage Point 40 ft., and to Bulimba Point 27 ft. (all LWOST). Dredged channels in Moreton Bay minimum 1,000 ft. width. River Cuttings 400 ft. width except cutting between entrance beacons and middle beacons of Bar Cutting, which 500 ft. width.

In Moreton Bay and Brisbane River the mean spring rise is 6 ft. 7 in. above LWST and mean neap rise is 5 ft. above LWST. The lowest neap tide 4 ft. above LWST and maximum spring tide 8 ft. above LWST. The visibility generally good except in cyclonic weather when heavy rain.

**RESTRICTIONS:** Berthing times dependent on vessel's draft in relation to state of tide.

**MAX. SIZE:** Length 810 ft. (special provision made for larger vessels, especially when light draft condition preparing entering Graving Dock). Moulded breadth 105 ft., draft at HWOST for tankers 40 ft.; for cargo vessels 32 ft. No limit on height at present – see "Bridges".

**HEALTH:** See "Melbourne". Doctor boards at river entrance or at berth. Available 24 hours per day.

**RADIO:** Most traffic channelled through VIB, coastal radio station Brisbane. VHF Channel 16, 156600 kc/s and 156800 kc/s.

**RADAR:** Continual watch kept at Caloundra Head, and Lytton Hill Signal Station.

**TUGS:** Six tugs available up to 2000 h.p. and 33 tons bollard pull. Tugs are privately owned and service is compulsory for small vessels. Tugs join vessel off the berth. Line boats available.

**BERTHING:**

| *Berth* | | *Length* | *Depth LWOST* |
|---|---|---|---|
| *Bulimba Reach* | | | |
| Capricorn Wharf | No. 1 | 550 ft. | 30 ft. 6 in. |
| | No. 2 | 540 ft. | 30 ft. 6 in. |
| | No. 3 | 680 ft. | 28 ft. |
| | No. 4 | 450 ft. | 30 ft. |
| Mercantile Wharf | *a.* | 535 ft. | 30 ft. |
| | *b.* | 535 ft. | 30 ft. |
| Newstead Wharf | No. 1 | 470 ft. | 30 ft. |
| | No. 2 | 620 ft. | 30 ft. |
| | No. 3 | 360 ft. | 28 ft. |
| *Hamilton Reach* | | | |
| Brett's Wharf (3 berths) | | 1,415 ft. | 30 ft. |
| Cold Stores Wharf | | 781 ft. | 30 ft. |
| Hamilton Wharves | No. 1 | 450 ft. | 30 ft. |
| | No. 2 | 800 ft. | 33 ft. |
| | No. 3 | 550 ft. | 31 ft. |
| | No. 4 | 700 ft. | 31 ft. |

| | | | |
|---|---|---|---|
| Cairncross Dock | | 1,300 ft. | 30 ft. |
| Broken Hill Wharves | No. 1 | 550 ft. | 30 ft. |
| | No. 2 & 3 | 825 ft. | 30 ft. |
| Messageries Wharf | | 900 ft. | 32 ft. |
| *Quarries Reach* | | | |
| Abattoir Wharf | | 460 ft. | 28 ft. |
| Borthwick's Wharf | | 412 ft. | 28 ft. |
| Pinkenba Wheat Wharf | No. 1 | 700 ft. | 31 ft. |
| | No. 2 | 550 ft. | 32 ft. |
| Shirley's Wharf | | 402 ft. | 32 ft. |
| Austral-Pacific Fertilisers Wharf | | 500 ft. | 34 ft. |

**BULK LOADING FACILITIES:** Hamilton Wharf Berth No. 4; gross handling rate for loader is 700 tons per hour. Moveable conveyor system services 360 ft. of wharf.

Pinkenba Wheat Wharf; two belt conveyors serving seven loading spouts of which four can be used simultaneously. Nominal handling rate per hour is 1600 tons.

*Rutile Sand:* Stowage factor 18–20. Loading rate 7,000–9,000 tons per day.

*Shipmaster's Report:* New bulk handling installation at Pinkenba, Brisbane.

This is a new plant on the old No. 2 wharf officially opened 17th Feb. 1973. A privately owned single traversing conveyor system with one loading head supplied from eight storage tanks each of approx. 2,500 tons capacity, together with additional supply from road transport as required to augment the tanks. A further storage is still to be built.

The "Shiploader" traverses 370 ft. along the wharf. The loading head has an endless belt type trimmer and telescopic chute for lowering into the hatch of the vessel being loaded and the trimmer has a throw of 30–50 ft.

In the stowed position the bottom of the trimmer is 28 ft. above the existing wharf level and has an extension of 54 ft. – this is 40 ft. beyond the edge of the wharf but does not take into account the vertical pile fendering which is approx. 1 ft. diameter logs, therefore outreach would be approx. 39 ft. When in the extended position the telescopic chute and trimming head can be lowered 45 ft. into the hatch – or 17 ft. below existing wharf level.

The trimming machine on the end of the telescopic chute is approx. 4 ft. square, and therefore cannot be used to load into underdeck grain spaces with the normal small "manhole" type loading holes.

Control is effected from a cab 52 ft. above the wharf level.

There is nobody from the installation on board the ship. Communication is by a telephone situated on one of the bogies at the foot of the travelling conveyor. Local union/labour troubles will not permit a telephone to be placed on the ship or even the use of "walkie-talkie's" as supplied to most ships. If a telephone or "walkie-talkie" is used the local unions demand stevedore labour be used.

Loading rate is expected to be approx. 1,500 tons per hour when the plant is fully run in, at present about 650–750 T.P.H. is being realised.

So far only sorghums have been handled, but the next cargo is expected to be woodchip, and mineral cargo as well as grain is expected to be handled in the future.

There is 32 ft. of water at LWOST alongside.

**TANKERS:** Two refineries at mouth of Brisbane River. Gas-freeing facilities not available, but chemist available to issue Gas-free Certificate. There are slop discharge facilities at both refineries.

*Amoco Bulwer Island Refinery:* on North bank, oil bunkering and export berth, 800 ft. length, 32 ft. depth LWOST.

*Amoco Luggage Point Wharf:* on North bank, crude import berth can accommodate vessels up to 770 ft. length. Berth length 900 ft. depth 40 ft. LWOST.

*Ampol Refinery Wharf:* on South bank, berth length 550 ft., depth 32 ft. LWOST. At Fisherman's Island, up to 40 ft. draft and berth length 810 ft.

*Philips Refinery Wharf:* can accommodate tankers up to 550 ft. length, depth alongside 30 ft. LWOST.

*Shell Wharf:* on North bank. Berth length 650 ft., depth 32 ft. LWOST.

*Mobil Wharf Colmslie:* on South bank, berth length 800 ft., depth 26 ft. LWOST.

**BRIDGES:** None at present, but one being considered lower reaches of river restricting height to 151 ft.

**STEVEDORES:** Ample labour available for all cargo working except rush periods.

Normal capacity per gang per shift: 60 tons break bulk; 75 tons palletised cargo. A 45 ton (45·72 tonnes) portainer crane is situated at the Hamilton Wharves. Other cranes from 4 tons (4·06 tonnes) to 30 tons (30·5 tonnes) are available at various wharves.

**DENSITY:** 63·6 lb. per cubic foot.

**FRESH WATER:** From mains 90 psi. 180 tons per hour at all berths.

**FUEL:** Oil bunkering available at all oil wharves. Also by road tanker at cargo berths. Distillate, diesel fuel or fuel oil. Largest bunkering barge is 1,400 tons for fuel oil.

**DEVELOPMENTS:** Queensland's Harbour & Marine Department has announced plans for deepening the channels in the Brisbane River to allow vessels drawing 33 ft. to use the container facilities at Hamilton. Additionally, the Cairncross Graving Dock, which is capable of handling bulk carriers of 60,000 tons, has improved facilities to provide a 1,000 ft. fitting-out berth; new cranes of 30 and 60 tons capacity and new service installation for power, water and air.

**GANGWAY/DECK WATCHMEN:** Normally by crew, but can be hired.

**OPENING/CLOSING HATCHES:** Performed by stevedores/crew.

**CUSTOMS ALLOWANCES:** See "Melbourne".

**CARGO GEAR:** Heavy lift facilities up to 45 tons available certain wharves. Also see "Melbourne".

**IDENTIFICATION CARDS:** See "Melbourne".

**CONSULS:**

| | |
|---|---|
| American Consulate 359 Queen | 31–2649 |
| Austrian Consulate 293 Queen | 29–3222 |
| Belgian Consul 380 Queen | 21–3116 |
| Bolivian Consulate-General 210 Queen | 21–1606 |
| British High Commission 193 NQy | 21–4933 |
| Chilean Consul 153 Wickham, Fort Vy | 52–2264 |
| Consulate of the Khmer Republic 235 Edward | 21–9918 |
| Consulate of the Republic of China King George Square | 21–9747 |
| Danish Consulate 9 Rossiter Pde, Ham | 68–2630 |
| Federal Republic of Germany 289 Queen | 21–7819 |
| Finnish Consulate 43 Creek | 31–2021 |
| French Consular Agent 380 Queen | 29–2361 |
| Greek Consulate 293 Queen | 29–3222 |
| Italian Consulate 158 Moray NF | 58–1860 |
| Japanese Consulate 30 Herschel | 31–1438 |
| Lebanese Consulate 141 Queen | 29–4291 |
| Netherlands Consulate 150 Edward | 31–1779 |
| Norwegian Consulate 344 Queen | 29–4222 |
| Panamanian Consulate Hyde Rd, Yer | 48–7755 |
| Peruvian Consulate 303 Adelaide | 21–9282 |
| Philippine Consulate 126 Adelaide | 21–2482 |
| Portuguese Consulate 379 Queen | 31–4833 |
| Swedish Consulate 30 Makerston | 21–9977 |
| Swiss Consular Agency 15 Corowa, Wavell Hts | 66–9782 |
| Uruguayan Consul 193 Mary | 31–0221 |

**REPAIRS:** All major repairs undertaken, including main propulsion diesel engines, steam turbines, boilers, reduction gearing servicing, propellers, tailshafts, stern bearings, all engine-room repairs, deck gear, radar, radio and sonar equipment, fitting-out berths.

**DRY DOCKS:** Largest vessel handled, m/v *Clutha Capricorn*, 83,500 dwt. All major facilities available.

The Dock has a bottom width of 110 ft. (33·5 m.), a total depth of 51 ft. (15·5 m.), and a length of 880 ft. (268 m.). The Dock is fully equipped for repair services including facilities for water blasting, sand blasting, compressed air, Radiographic (X-Ray) facilities, hull cleaning and painting, mechanical and structural repairs etc.

**TIME:** GMT plus 10 hours.

**HOLIDAYS:** New Year's Day; W.W.F. Picnic Day; 31st January—Australia Day; 13th March— Labour Day; Good Friday; Easter Monday; 25th April—Anzac Day; 12th June—Queen's Birthday; Christmas Day; Boxing Day.

Close Holidays—Christmas Day, Good Friday, Anzac Day, Labour Day, WWF Picnic Day (No labour available these days).

**POLICE/AMBULANCE/FIRE:** Tel.: 000 and ask for service required.

**TELEPHONES:** At most wharves. Can be connected on board.

**AUTHORITY:** Department of Harbours and Marine, Box 2195 G.P.O., Brisbane, Queensland 4001.

**AGENT:** Patrick Agencies, Box 1460 T, G.P.O., Brisbane, Queensland 4001. Cables "Rikpat". Tel: 31–1871. Telex AA40260. After hours tel.: 78–1998.

## BROOME, W.A.: 17.59 S. 122.14 E. (See Plan)

**PORT LIMITS:** All that piece of water enclosed in an East and West line drawn through Station Hill; a North and South line drawn through Fall Point; and an East and West line drawn 3 miles to South of Entrance Point and including the whole extent of Dampier Creek.

**CERTIFICATES/DOCUMENTS/HEALTH:** See "Melbourne".

**PILOTAGE:** No resident Pilot. Inform Harbour & Light Dept. Fremantle ETA 2 weeks in advance. Pilot boards approximately 292 degrees (T) distant 4½ miles from Gantheaume Point.

**RESTRICTIONS:** Channel between Channel Rock and Middle Bank dredged to 17 ft. LWOST. Vs. more than 15 ft. draft restricted to height of tide for arrival/departure. HWOST 27·5 ft. HWONT 17·2 ft.

**MAX. SIZE.** Draft 31 ft.

**VHF:** Limited facilities channels 6 and 16.

**BERTHING:** 2 berths. Outer berth max. length 612 ft., 32 ft. LWOST. Inner berth 28 ft. LWOST.

**STEVEDORES:** 3 gangs working 8 a.m.–midnight.

**CARGO GEAR:** See "Melbourne".

**TUGS:** None.

**FRESH WATER:** Up to 100 tons available. Rate 10 tons/hour.

**FUEL:** Both diesel and furnace oil available, provide prior notice given to BP Agents.

**REPAIRS:** Not available.

**TIME:** GMT plus 8 hours.

**GENERAL:** Tides: Both ebb and flood in direction of line of jetty. Tide has apparent ebb period of 8 hours, flood 4 hours. Slack water 2½ hours prior HW and LW. "State of Tide" signals ebb, flood, or slack, at masthead. At night red, green or white light – by day black ball, cone, or square. Signals indicate tide at jetty not in channel.

**AUTHORITY:** Harbour & Light Dept., 1 Cliff Street, Fremantle, WA 6160.

**AGENT:** Sub-agent of Patrick Agencies, Fremantle.

## BUNBURY, W.A.: 33.19 S. 115.38 E. (See Plan)

**CERTIFICATES/DOCUMENTS:**

Number of Crew Lists, 2 official (forms M & S 11 and 2 flimsy copies).

Passenger Lists, 5.

Customs Documents: Last port clearance.
- Form 42A Ship's Stores consumed in Australia.
- Form 5 Manifest of Crew's Possessions.
- Loading Ports List.
- Ship's Master's Bond.
- Approved Identification Documents of all crew.
- Commonwealth Light Dues Receipt.
- State Tonnage Dues Receipt.

Health Documents, Smallpox Certificates and other forms handed to Master by Quarantine Doctor.

Manifests, 3.

Bills of Lading, 2.

**PILOTAGE:** Radio Harbour Master, Bunbury 24 hours and 4 hours notice. VHF Channel 16 – Pilot boat and tug. Base set not manned continuously but pilot boat may be contacted 1 hour before arrival. Pilot boat painted white with black rubbing strip, black gunwhale, centre house with orange top. Word "Pilot" painted on sides. Pilot boards 1½–2 miles from breakwater. Boarding area is with North Shore leads in line bearing 160°–340° and 1 mile from Breakwater Light seawards – no alternative area. Anchorage – main lighthouse bearing 195° distance 1½–2 miles.

**ANCHORAGE:** Depth 7 to 9 fathoms. Anchoring not advised in stormy weather; safer to steam off shore.

**RESTRICTIONS:** 24 hour port but entry not generally carried out at night.

**MAX. SIZE:** Maximum length 585 ft., maximum draft 28 ft. 6 in.

**HEALTH:** Quarantine inspection required if Bunbury is first Australian port. Quarantine inspection for Health Clearance – hours of inspection 6 a.m.–10 p.m. Also see "Melbourne".

**RADIO:** Perth Radio.

**TUGS:** One tug available. Joins vessel off berth. Ship's lines used if necessary. The tug is normally manned from 0700 to 1600 weekdays and 0800 to 1200 on Saturdays. At other times overtime is charged.

**BERTHING:** Heavy shore mooring springs used.

**BULK CARGO FACILITIES:** One ore-loading berth 604 ft. in length. Conveyor system loading at 850 tons per hour.

One grain-loading berth 600 ft. in length. Conveyor system loading at 300 tons per hr.

Other special berths including roll-on/roll-off being planned in new harbour development.

**STEVEDORES:** Week-days – ETA to be advised by 6 a.m. for labour requirements on that day. Week-ends – ETA required by 6 a.m. Friday.

**MEDICAL:** Medical attention available. Hospital facilities available. Smallpox vaccinations and valid certificates required.

**TANKERS:** One tanker discharge berth – draft 28 ft. 6 in.

**DENSITY:** 1025 – no relation to tide.

**FRESH WATER:** Readily available – 17 cents per ton.

**FUEL:** Furnace oil by pipeline to jetty berths. Marine and light diesel by road and rail car delivery.

**DEVELOPMENTS:** Work on the Inner Harbour project due to be finished by 1976. New harbour will have depth of 40 ft. with a 42 ft. depth in approach channel.

An alumina refinery being established at Bunbury where deep water port will facilitate export in vessels up to 45,000 tons.

**GANGWAY/DECK WATCHMEN:** Not required.

**OPENING/CLOSING HATCHES:** Preferably by crew.

**CUSTOMS ALLOWANCES:** Each crew member 200 cigarettes initially and thereafter as required in reasonable quantities. Wine and/or Spirits, open bottles of spirit on arrival not to exceed 1 quart and thereafter as required in reasonable quantities.

**CARGO GEAR:** Must comply with Australian Loading and Unloading Safety Regulations. See "Melbourne".

**IDENTIFICATION CARDS:** See "Melbourne".

**CONSULS:** Vice-Consul for Norway.

**REPAIRS:** Facilities available.

**DRY DOCKS:** Nil.

**REPATRIATION:** Facilities available.

**AIRPORT:** Light aircraft landing strip only.

**TIME:** GMT plus 8 hours.

**HOLIDAYS:** Days on which work cannot be performed: Good Friday, Christmas Day, Labor Day, Waterside Workers' Picnic Day, Anzac Day.

**POLICE/AMBULANCE/FIRE:** Emergency Number Bunbury 000.

**TELEPHONES:** Telephones placed on board free of charge: Rental $1.50 per week plus calls at cost.

**DELAYS:** Generally no delays.

**AUTHORITY:** Bunbury Port Authority, Box 4, Bunbury, WA 6230, Tel. 212107.

**AGENT:** Sub-agent of Patrick Agencies, Fremantle.

## BUNDABERG, Queensland: 24.45 S. 152.24 E. (See Plan)

**CERTIFICATES/DOCUMENTS/HEALTH:** See "Melbourne".

**PILOTAGE:** Compulsory. Radio not less than 24 hours ETA; VHF channel 16.

Pilot boards one mile outside Fairway Beacon.

**PORT LIMITS:** The port limits are defined as the waters contained within a radius of 3 miles of South Head (Burnett Heads) Lighthouse, together with all navigable rivers communicating therewith, and the banks and the foreshores thereof.

**DEPTHS:** (LWOST) Channel 20 ft.; Swinging Basin 20 ft.; Sugar Berth 25 ft.; Oil Berth 25 ft. Keel clearance dependent upon pilot, normally 3 ft.

**RESTRICTIONS:** Length 580 ft. maximum. Vessels not to pass out through sea reach on ebb. Oil tankers to navigate daylight only. Channel width 250 ft.

**RADAR/VHF:** No radar service. Bundaberg Harbour Board office and craft may be contacted on VHF channel 16.

**TUGS:** One tug, 7½ ton bollard pull, and one work boat of 4 tons bollard pull, which is also used for pushing, are available, both fitted with VHF and owned by the Harbour Board. Ship's lines or tug's lines are used, and no charge for tug's lines.

**BERTHING:** No. 1 Bulk Sugar Berth 800 ft. long. No. 2 Oil, Molasses, Aqua Ammonia, 790 ft. long.

**SPECIALISED CARGO HANDLING FACILITIES:** *Bulk Sugar Berth:* Loading by gantry at 1,000 tons per hour. Ship's crew work vessel along wharf as required during loading.

*Bulk Molasses:* Loading rate 280 tons per hour. No facilities for containers or roll-on/roll-off traffic.

*Oil Berth:* Facilities for discharge all petroleum products and aqua ammonia and loading molasses.

**MEDICAL:** Hospital facilities available.

**TANKERS:** White-oil tankers not handled at night. Ten-inch lines. No slop discharge facilities. Oil tankers, discharge only. Molasses tankers, load only. Depth alongside tanker berth 25 ft. LWOST.

**DENSITY:** Average density about 1020.

**FRESH WATER:** Unlimited supplies available, delivered by hose 30 tons per hour. Cost 11 cents per ton.

**FUEL:** All grades available, 24 hours notice required.

**GANGWAY/DECK WATCHMEN:** Not necessary, but available.

**OPENING/CLOSING HATCHES:** By crew.

**CARGO GEAR:** No additional local regulations. See "Melbourne".

**IDENTIFICATION CARDS:** See "Melbourne".

**CONSULS:** None.

**REPAIRS:** Almost all types of deck and engine repairs possible.

**REPATRIATION:** Facilities exist.

**AIRPORT:** Airport 2 miles from city serviced by regular internal airlines.

**TIME:** GMT plus 10 hours.

**HOLIDAYS:** Normal Queensland holidays observed but cargo worked regardless of holidays.

**POLICE/AMBULANCE/FIRE:** Dial 0–000 from the port.

**TELEPHONES:** Telephone connection to be placed at tanker berth.

**DELAYS:** Vessels normally berth within an hour each side of high water, unless of shallow draft when they may berth at low water. Vessels always sail within an hour of high water on flood tide only. No delays during loading, discharging or bunkering.

**AUTHORITY:** Bundaberg Harbour Board, P.O. Box 476. Tel. 71–2412.

**AGENT:** Sub-agent of Patrick Agencies, Brisbane.

## BURNIE, Tasmania: 41.03 S. 145.55 E. (See Plan)

**PORT LIMITS:** Southward of a line drawn from the Eastern Island Breakwater Light, to the Round Hill Lighthouse on the Eastern side of Emu Bay.

**APPROACHES:** Port situated on Western shore of Emu Bay and easy of access. Bay is two miles wide and one mile deep facing in a Northerly direction. The bottom is sand and clay interspersed with patches of reef and rock, particularly in the South Eastern sector of Bay. Vessels may anchor on main leads in vicinity of pilot boarding ground, but not advisable remain at anchor during strong on-shore winds. Port protected by two breakwaters: the inner, founded at inner end of Blackmans Reef, lies in a 110° direction and is 1,250 ft. long. The other, an island structure 1,600 ft. long and protecting the port from Easterly weather, lies in a 130°/310° direction, with its North West end bearing 045°, 700 ft. from the South-east end of the inner breakwater.

**DOCUMENTS:** Also see "Melbourne". (Marine Board only): Inward Manifests to be lodged on arrival. Agents supply Manifests and non-negotiable copy Bills of Lading to Customs for checking prior to vessels arrival.

**PILOTAGE:** Prior advice through local Agents, ETA by radio telegraphy through Melbourne Radio (VIM) or Hobart Radio (VIH) to Marine Board Burnie. Immediate advice VHF Channels 16 and 12.

Pilot launch – 46 ft. white launch with buff cabin, name "Miowera". International signals apply. Boarding area on main harbour leads 210° (T) with Round Hill Pt. Lighthouse bearing 155° (T). Ladder 5 ft. from water, man ropes, no boat rope.

**ANCHORAGES:** See "Approaches".

**RESTRICTIONS:** Vessels up to 28 ft. draft, no restriction. Over 28 ft. Draft depending on tide. Maximum length 650 ft. 24-hour service, weather permitting.

**MAX. SIZE:** (See "Restrictions".) Tankers at Island Breakwater to 36 ft. draft at all states of tide.

**HEALTH:** Pratique automatic when from other Australian ports. Otherwise notify local Agent. Port doctor boards with Pilot.

**RADIO:** "Radio Hobart" (VIH).

**TUGS:** Tug(s) join East of Island breakwater. Usually lashed alongside with tug's lines (no extra charge). When on towing duty, usually ship's line.

**BERTHING:** Vessels equipped with vegetable fibre ropes or bare spring wires required to use shore springs.

*Quayage, Sheds and Depths*

Ocean Wharf. On south side of inner breakwater. 1,000 ft. long, 91 ft. wide. Dredged depth 34 ft. for 600 ft. length, shoaling to 25 ft. at inshore end. Stern loading facilities at inshore end.

McGaw Pier. 790 ft. long and 145 ft. wide (added to Emu Pier, the original concrete breakwater). On North side is 700 ft. of effective berthage with dredged depths ranging from 30 ft. for 500 ft. length, shoaling to 12 ft. at inshore end. Apron width is 25 ft. On South side 600 ft. of effective berthage with dredged depths ranging from 27 ft. to 18 ft. at inshore end. One crane of 12 ton capacity, with outreach of 70 ft.

Jones Pier. 150 ft. South of McGraw Pier, is a wooden pile structure 700 ft. long and 100 ft. wide. On North side 500 ft. of effective berthage with dredged depths from 25 ft. to 18 ft. inshore.

Bulk Berth. 900 ft. long with 700 ft. of effective berthage. This berth incorporates a bulk loader with a capacity of up to 1,270 tons per hour. The berth is also suitable for general cargo operations.

Ferry Terminal. Is 270 ft. long and 115 ft. wide. Vessels of up to 650 ft. may berth. The wharf is traversed by a 40 ton portal crane with a 15 ton auxiliary hoist. The crane may be hired when not required for terminal operations. Arrangements for this to be made with the Harbour Master. The stern loading ramp has a width of 28 ft. permitting two lines of traffic. The axle loading of the wharf is 50 tons. The berth is dredged to 31 ft.

New Jones Pier South – berth is 560 ft. long, effective length 850 ft. Apron width to shed 100 ft. Dredged to 31 ft. overall.

**BULK CARGO FACILITIES:**

*Roll on/Roll off* facility at Southern Ferry Terminal, and at West end of Ocean Wharf.

*Lift on/Lift off* facility of 40 tons at Ferry Terminal as above.

*Conveyor Loader* at bulk berth for export of zinc, lead and copper concentrates to 1,270 tons per hour.

*Inward bulk* berth and crane at South McGraw Pier.

*Sulphuric Acid* loading facility at Island Tanker Berth, with rate of 1,000 tons per hour.

**STEVEDORES:** Labour to be ordered (1) by 1500 for following day (weekdays), (2) by 1300 Friday for Saturday and Sunday, (3) by 1900 Sunday for Monday.

**RADAR/VHF:** No radar service. Port equipped with VHF, R/T operating International Maritime Bands. Pilot vessel, tug, and other floating plant similarly equipped.

**MEDICAL:** Notify Agent prior arrival of extra requirements other than pratique. General Hospital ½ mile from port. Current smallpox and cholera revaccinations arranged by prior notice.

**TANKERS:** Tanker Berth is 278 ft. long and 100 ft. wide, sited on South side of island breakwater. 37 ft. of water in this berth, which will accommodate vessels of up to 650 ft. in length. Diameter of lines are 10 in. No residue discharge facilities. 1 berth, maximum draft 36 ft.

**DENSITY:** 1,025 to 1,028.

**TIDES:** Spring Rise, 10·4 ft.; Neap Rise, 9·3 ft.; MTL, 6·2 ft.; HHWS, 13·0 ft.; LLWS, 0·0 ft.

**FRESH WATER:** All wharves – hose from wharf hydrants. Rate adequate – cost 12c per ton.

**FUEL:** Diesel and Heavy fuel available from road tankers.

**FIRE PRECAUTIONS:** Normal. Twenty-four hour ferry service to be maintained to tanker berth.

**GANGWAY/DECK WATCHMEN:** Watchmen commonly used. Penalty rates apply on weekends and holidays.

**OPENING/CLOSING HATCHES:** Stevedores will close hatches.

**SHIP CERTIFICATES:**

Safety Construction.
Safety Equipment.
Safety Radio Telegraphy.
Load Line.

**CUSTOMS ALLOWANCE:** Tobacco per man on arrival 200 cigs. or 8 oz. tobacco. 120 cigarillos, 40 cigars or 300 biddies every ten days. 40 cigarettes or 1·6 oz. per day per man.

Wine: on arrival part bottle spirits. Every ten days, 2 bottles beer and one bottle wine per day. Every ten days one bottle spirits per man.

**CARGO GEAR:** Australian Navigation (Loading & Unloading) Regulations apply.

**IDENTIFICATION CARDS:** Required for Pakistan and Chinese crew only. Also see "Melbourne".

**CONSULS:** Nil.

**REPAIRS:** Limited repairs carried out. The Emu Bay Railway Company have a foundry and machine shop.

**REPATRIATION:** On crew member signing off Agent requires passport, identification card. Agent handles repatriation details and notifies Immigration Department, Hobart, re movements of crew member.

**AIRPORT:** Daily services: 11 miles distant.

**TIME:** Local time is Australian Eastern Standard time, i.e. GMT plus 10 hours. Tasmanian Summer Time applies. Dates of operation published in Australian Notices to Mariners.

**HOLIDAYS:** Cargo work performed on all holidays except Christmas Day, Good Friday, WWF Picnic, Anzac Day, Labour Day.

**POLICE/AMBULANCE/FIRE:** Police, 31.1444; Ambulance, 31. 2111; Fire 31.1155.

**TELEPHONES:** Telephones are available at all wharves, through Marine Board,

**AUTHORITY:** The Marine Board of Burnie, PO Box 216, Burnie – 7320 Tasmania, Aust. Tel. 31.3444. No telex. Telegrams: Marine Board Burnie.

**AGENT:** Sub-agent of Patrick Agencies, Melbourne.

## BUSSELTON, W.A.: 33.38 S. 115.20 E.

The port was closed in September 1973.

**CERTIFICATES/DOCUMENTS/HEALTH/CARGO GEAR:** See "Melbourne".

**PORT LIMITS:** Bounded by lines starting from Quindalup jetty, and extending due North 3 miles; thence to a point 3 miles due North from Lockville Jetty, thence to a point on the shore 20 chains North-eastward from the entrance to Vasse Inlet.

**PILOTAGE:** No Pilots.

**ANCHORAGE:** West of jetty in Geographe Bay about ½ mile from jetty. Depth at anchorage 30 ft.

**RESTRICTIONS:** Max. safe loaded draft 21½ ft. winter (May to September) or 22 ft. summer.

**BERTHING:** 2 berths. Depths 24 ft. 8 in. and 23 ft.

**FUEL/TUGS/REPAIRS:** Not available.

**FRESH WATER:** Available at jetty.

**TIME:** GMT plus 8 hours.

**AUTHORITY:** Harbour & Light Department, 1 Cliff Street, Fremantle, WA 6160.

**AGENT:** Sub-agent of Patrick Agencies, Fremantle.

## CAIRNS, Queensland: 16.55 S. 145.47 E. (See Plan)

**CERTIFICATES/DOCUMENTS/HEALTH/CARGO GEAR:** See "Melbourne".

**PORT LIMITS:** Commencing at Cape Grafton, thence by a line bearing North (magnetic) two miles, thence by a line bearing North 82° West (magnetic) to Taylor Point, thence by the HW line on the mainland to the point of commencement, including all rivers, creeks and navigable waters within the above limits.

**PILOTAGE:** Arrangements are made by ship's Agent with the Harbour Master. Location of boarding is outside the Fairway Beacon, 7 miles from port.

**APPROACHES:** Through Grafton Passage, which is 21 miles long and 5 miles wide, and free of any encumbrances, and is lighted by a group flashing light on Fitzroy Island which is visible in clear weather for a range of 29 miles.

Channel: 6¼ miles long, 250 ft. wide, 27 ft. LWOST – defined by beacons 600 ft. apart spaced at intervals of approximately 3,000 ft. and 4,000 ft.

After passing through the channel, the inlet widens to 1,500 ft which gives a commodious swing basin for ships of 900 ft. length This inlet runs for five miles, carrying up to 30 ft. of water for at least 2½ miles.

**PRATIQUE:** Available 24 hours per day, 7 days a week.

**RADIO:** VHF radio-telephone service is situated at the Piermasters Office, No. 2 Wharf, and operates a service from 0800 hours to 1700 hours with "out of hours" transmission being every hour, on the hour.

Both the launch and the dredge *Trinity Bay* have VHF and two-way radio. Channel 16.

**TUGS:** One tug with a 12-ton bollard pull is based in the port and is operated by Moreton Tug and Lighter Co. Ltd.

**BERTHING:** *Depth alongside:*

Nos. 1 to 5 28 ft. LWOST – 10 ft. from wharf face
No. 6 28 ft. LWOST – 10 ft. from wharf face
No. 8 30 ft. LWOST – 10 ft. from wharf face
No. 10 30 ft. LWOST – 10 ft. from wharf face
No. 12 35 ft. LWOST – 10 ft. from wharf face

**BULK HANDLING FACILITIES:** *Sugar Loading Terminal* at No. 12 Wharf. Boom of loader at horizontal working position 44 ft. 6 in. above HW level, but boom is capable of being lifted to a vertical position. Gross handling rate for loader – 850 tons per hour.

*Bulk Molasses Terminal:* Total capacity of 18,700 tons with pipeline connection to wharf. Loading rate of 300 tons per hour.

*Bulk Tallow Tanks:* Rear of No. 6 Wharf. Two tanks, one with a capacity of 300 tons and one with a capacity of 800 tons. Loading rate of 55 to 60 tons per hour.

*Container Handling Facilities:* There are facilities at No. 6 Wharf for handling containerised and unitised cargoes, including a 25-ton stiff-legged derrick crane and an adequate assembly area adjacent to the wharf.

**STEVEDORES:** Port quota 80 men.

**WATER:** Abundant fresh water is available on all wharves. Rate of supply is 70 tons per hour.

**FUEL:** Oil bunkering facilities are available at No. 10 Wharf. No. 8 Wharf is an alternate oil berth. Nos. 8 and 10 Wharves are connected by pipe-line to adjacent oil tank farm installations.

**DRY DOCK:** A dry dock, 200 ft. long and 40 ft. wide accommodates vessels up to 190 ft. in length. De-watering rate is 4,000 to 5,000 gallons per minute. Draft of vessels which can be accommodated is equivalent to the height of tide at the particular time.

**TELEPHONES:** There are 14 plug-in points available to shipping from Nos. 1 to 6 Wharves, and No. 8 Wharf.

**AUTHORITY:** The Cairns Harbour Board, P.O. Box 579, Cairns, Queensland 4870.

**AGENT:** Sub-agent of Patrick Agencies, Brisbane.

## CAPE CUVIER, W.A.: 24.13 S. 113.20 E.

**OPERATORS:** Texada Mines.

**DOCUMENTS:**

1 Form 5 Personal Property Declaration.
1 Form 42A Stores List.
1 Form AQ 360 Health Form.

2 Forms (M & S11) Crew Lists (prescribed form).
1 Form C & E 886 Previous Ports of Call.

**APPROACHES:** Red Bluff about 12 miles North of Cape Cuvier can be picked up by radar at a distance of about 20 miles. Cape Cuvier is easily identified by large white salt hill.

Lighthouse understood to be in course of erection. There is a well-lit jetty projecting in a North–South direction.

Pilots are not available and Master is required to navigate vessel to the anchorage. If required, a tug is available to guide vessel to the anchorage. "Texada Mines" should be contacted on VHF Channel 16.

**ANCHORAGE:** Recommended anchorage is in position with the jetty bearing approximately 200° (T) at a distance of 1·5 miles. Depth at anchorage is about 15 fathoms. 3 cables off the shore, the depth is about 9 fathoms. Holding ground is good.

**RESTRICTIONS:** No berthing at night.

**MAX. SIZE:** Vessels of 65,000 dwt call on a regular basis. Depth alongside is 52 ft. (15·85 m.).

**RADIO:** Carnavon Radio.

**PRATIQUE:** Radio pratique is not available.

**TUGS:** One large and two smaller tugs available.

**BERTHING:** Vessel is moored to four buoys for'd and four buoys aft, and mooring is attended by mooring crew. Vessel is required to have available five nylon ropes for'd and five aft, in each case three of the ropes should be 300 metres in length and the remaining two ropes should be 200 metres in length.

Berthing is not carried out in adverse weather causing a swell of over 5 ft. in height, nor if wind is from either a North or South direction.

Due to adverse weather vessels may have to wait as much as 24 days to complete loading.

**STEVEDORES:** Texada Mines.

**DENSITY:** 1025.

**FRESH WATER:** Not available. Due to possible loading delays caused by adverse weather it is recommended that vessels arrive with all fresh-water tanks full.

**FUEL:** Not available.

**DEVELOPMENTS:** A new warehouse under construction for storage of potash. New conveyor belt for loading potash expected to be in operation about mid-1975.

**WATCHMEN:** No shore watchmen available.

**HATCHES:** To be opened/closed by ship's crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes in opened carton, or ½ lb cigars, or ½ lb tobacco, and one opened bottle spirits per crew member.

**CARGO GEAR:** Not required. Salt loading is by conveyor belt.

**REPAIRS:** Not available.

**DRY DOCK:** None.

**REPATRIATION:** Road connection to Carnavon, which is 65 miles distance from Cape Cuvier, thence air connection with Perth where international flights available.

**AIRPORT:** Private airfield only, about 10 miles from port of Cape Cuvier.

**TIME:** GMT plus 8 hours.

**TELEPHONE:** Available in Harbour Master's office.

**SHORE LEAVE:** Allowed. A bus connection is available, leaving Cape Cuvier at 0730 for Carnavon, and returning with departure from Carnavon at 1530 hours.

**GENERAL:** Port is privately owned and operated by Texada Mines and the only commodity presently exported is salt, produced from brine. All port employees are engaged by Texada Mines with the exception of the Customs Officer.

**AUTHORITY:** Texada Mines.

**AGENT:** See "Fremantle".

## DAMPIER: W.A.: 20.38 S. 116.45 E.

**PORT LIMITS:** A vessel is considered to be an arrived vessel from the time of crossing the quarantine line, which runs due East from Courtenay Head Lighthouse.

**ETA'S:** Radio Harbour Master on normal ship-to-shore frequency through the recognised channels, addressing message to "Hamersley, Roebourne" and prefixing the message "Shipserve". Vessels should communicate the following information to the Harbour Master, at the time indicated, namely:

(*a*) in the case of vessels arriving from overseas:
- (i) 14 days before intended arrival at the port, the ETA and whether the port is the first port of call in Australia.
- (ii) 7 days before arrival at the port, confirmation or any variation of the advice given pursuant to paragraph (i) above.

(*b*) in the case of all vessels:
- (i) 48 hours before intended arrival at the port, the estimated time of arrival at the pilot boarding ground East of Malus Island, and the vessel's estimated draft both forward and aft.
- (ii) 24 hours before intended arrival at the port, confirmation or any variation of the advice given pursuant to the immediately preceding paragraph (i).

**DOCUMENTS:** Dampier is a first port of entry and all ships bound for this port are to radio through normal recognised coast stations, addressing their messages "Hamiron Dampier" and prefixing the message "Shipserve".

(*a*) In the case of vessels arriving from overseas:
- (i) 14 days before intended arrival, and estimated time of arrival and whether the port is the first port of call in Australia; and
- (ii) 7 days before intended arrival confirmation or any variation of the advice given in paragraph (i).

(*b*) In the case of all vessels:
- (i) 48 hours before intended arrival the ETA at pilot boarding ground East of Malus Island, and estimated draft forward and aft; and
- (ii) 24 hours before intended arrival, confirmation or any variation of advice given in immediately preceding paragraph (i).

**PILOT STATION:** The pilot boarding area commences from a position bearing 090° distance 1·5 miles from Courtenay Head Light, thence 195° distance 2·0 miles, thence 090° distance 1·7 miles, thence 015° distance 2·0 miles, thence 270° distance 1·7 miles to point of commencement. Pilotage services operate from the Pilot Cutter "Hamersley Star".

**MAX. SIZE:** (Bulk Berth) Length 1,030 ft.; draft 56 ft.; Beam 156 ft.

**HEALTH:** In the case of all vessels arriving from overseas following information shall be sent to port health authorities between 12 and 24 hours before arrival, addressing message "Port Health, Hamiron Dampier" and prefixing the message "Shipserve". (Also see "Melbourne".)

Post Office closes down from noon Saturday to 0900 Monday. Vessels arriving at a weekend should ensure that health messages are received before Saturday noon.
- (i) Expected hour and date of arrival.
- (ii) Confirmation that Master has individually inspected all persons on board within 24 hours of arrival and that there are no cases of febrile illness (high temperature or fever) or skin rashes on board.
- (iii) Particulars of any cases of illness on board.
- (iv) Confirmation that all persons on board are satisfactorily vaccinated against smallpox and in possession of valid vaccination certificate.
- (v) A request to cross port Quarantine Line.

**RADIO:** VHF Channel 16.

**TUGS:** Four diesel tug boats, 2,400 hp, 1,900 hp, 1,750 hp and 400 hp, respectively, available to assist berthing and unberthing operations. Two line launches available for running mooring lines.

**PARKER POINT ORE JETTY:** The ore jetty consists of a tubular steel pile structure carrying a deck and rail traverse of a slewing boom shiploader.

Eight multi-spring pile dolphins fitted with hardwood facings are situated clear of the ore jetty structure and vessels berth port side alongside and moor to these dolphins.

Iron ore is the only product handled and following are principal dimensions:

Length of jetty: 882 ft.
Depth of water alongside: 51 ft. at ISLW.
Travel of shiploader: 545 ft.
Radius of slew of loader boom from fender facing: 89 ft.
Radius of ore delivery from fender facing: 76 ft.
Ht. under side boom above ISLW: 71 ft.
Ht. under side boom above ISHW: 56 ft.
Total length of fendering No. 1 to No. 8 dolphins: 1,164 ft.
Rated capacity of shiploader: 6,000 long tons per hour.

The jetty is connected to the open sea by a 500 ft. wide departure channel dredged to 46 ft. ISLW.

**EAST INTERCOURSE ISLAND ORE JETTY:** Length of jetty 341·4 metres (1120 ft.), depth of water alongside 18·59 metres (61 ft.) at ISLW. Travel of shiploader 237·8 metres (780 ft.). Radius of slew of loader boom from fender facing 25 metres (82 ft.) Ht. underside boom at ISLW 23·55 metres (77 ft. 3 in.) Total length of fendering No. 1 to No. 9 dolphins 429·8 metres (1,410 ft.) Rated capacity of shiploader: 7,500 long tons per hour.

The ore jetty is connected to the open sea by a 167·6 metres (550 ft.) wide departure channel dredged to 15·85 metres (52 ft.) ISLW.

**MISTAKEN ISLAND SALT BERTH:** Due to fixed nature of the loader, ships have to be warped along the line of dolphins, to bring each hatch in sequence under the loading boom. Depth of water alongside, 12·5 metres (41 ft.). Outreach of loader boom from line of fendering, 18·29 metres (60 ft.) Ht. underside boom at ISLW, 19·51 metres (64 ft.).

**GENERAL CARGO WHARF:** A wharf consisting of steel sheet pile cells has been constructed in water of surrounding depth of 23 ft., below ISLW.

A berthing basin 800 ft. long and 125 ft. wide has been dredged to a depth of 27 ft. ISLW on the Western side.

The wharf is 228 ft. in length and faced with hardwood piles and timbering on which is secured rubber fenders. Mooring buoys are positioned off the North-Eastern and South-Western extremity of the wharf and head and stern lines are secured to these buoys.

Generally ships berth port side to this facility and normal discharge is carried out by three gangs using ship's own gear.

All general cargo and oil products are received over this facility.

**MEDICAL:** A doctor is permanently resident at Dampier and a modern 22-bed General Hospital is situated in the town site.

**STEVEDORES:** Three gangs available (use ship's gear).

**CARGO GEAR:** See "Melbourne".

**FIRE PRECAUTIONS:** 1 Firefighting tug.

**FUEL/WATER/REPAIRS:** None available.

**GANGWAY/DECK WATCHMEN:** Crew.

**OPENING HATCHES:** By Crew.

**SHIP CERTIFICATES:** See "Melbourne".

**REPATRIATION:** Limited facilities available.

**AIRPORT:** Daily service to Perth, and twice-weekly service to Darwin.

**TIME:** GMT plus 8 hours.

**TELEPHONES:** None available at Wharf.

**SERVICES:** None available.

**AUTHORITY:** Hamersley Iron Pty Ltd., PO Box 21, Dampier, WA 6713.

**AGENT:** Hamersley Iron Pty Limited. Cables: "Shipserve Hamiron".

## DARWIN, N.T.: 12.28 S. 130.51 E. (See Plan)

**LOCATION:** The port is located in a sheltered land locked position on the eastern side of the harbour and is accessible by vessels of draft up to 40 ft. (12·19 metres).

**CERTIFICATES/DOCUMENTS:**

2 Crew Lists, Form M & S 11 (3 at outports).
5 Passenger Lists, Forms M. 308 and 309.
1 Port of call list.
3 Barber's stocks and stock in ship's shops and canteens (Form 5) continuation on the back Form 5 AA.
1 List of customable articles, Form 5 (crew).
3 Return of goods of barber's stock, etc., Form 5 AA.
3 Stores List, Form 42 A.
1 Clearance from last port.
Ship's log.
1 Derat. Certificate.
1 Light dues if paid previously.

**PILOTAGE:** Notice of arrival and requirement of a Pilot should be given 24 hours before the expected time of arrival at Channel Rock Buoy and should be addressed "Shipserve Harbour Master Darwin". This arrival time should be amended or confirmed 2 hours before arrival at the Channel Rock Buoy. During normal port working hours (0800 to 1621 Monday to Friday) the aforementioned 2 hours' notice may be given direct to Harbour Control on the 156·80 Mc/s Band VHF.

Boarding ground is Channel Rock Buoy where vessels embark Pilot or anchor to await Pilot. Usual safety precautions are to provide a lee and have Pilot ladder with manropes on lee side.

Notice of intention to depart shall be given to the Harbour Master, not less than 6 hours before the time of the intended departure.

The vessel shall not depart before the time specified without the permission of the Harbour Master.

When Darwin is the first port of entry, include in message: "Wharfside Clearance Requested". This request is not required for ports other than Darwin.

**VHF:** Port operations are controlled by VHF radio, call sign "Darwin Harbour", on the following frequencies:

Channel 16: 156·80 mHz: Call and safety.
Channel 12: 156·60 mHz: Working Channel with tugs.
Channel 6: 156·30 mHz: Working Channel General.

A continuous radio watch is kept from 0800 to 1200 and 1300 to 1621 hours Monday to Friday, except on public holidays.

Outside these hours, a watch is kept when a vessel is expected and the pilot vessel is underway.

**ANCHORAGE:** Within harbour, clear of charted cable and prohibited anchorage areas. Depths mostly average 10 fathoms.

**RESTRICTIONS:** Radio pratique may be granted between 0600 and 2200 on application to Department of Health. This means vessel may be berthed, Doctor and Customs then board and clearance is given alongside between those hours. Berthing may be restricted by tide conditions and draft but necessary for Master and Agents to contact Harbourmaster when ETA is known; Agent then notifies vessel as to when berthing will take place.

**MAX. SIZE:** *Fort Hill Wharf* – length 350 ft., least depth alongside 24 ft. *Note.* The water shallows abruptly immediately inside the line of the inner piles.

*Stokes Hill Wharf* – outer face length 700 ft., least depth 32 ft. Will take ships up to 800 ft. Inner face length 700 ft., least depth 15 ft.

*Bulk Iron Ore Wharf* – length (dolphin berth) 922 ft., least depth 38 ft.

Also see "Berthing".

**HEALTH:** Darwin is a First Port of Entry. The Quarantine Anchorage is shown on Chart AUS 28. Vessels should avoid anchoring near the sunken wreck marked "foul", situated one cable Westward of the Quarantine Buoy. (Under the Quarantine Regulations, vessels are required to inform the Director of Health by radio of the state of health on board the vessel, and are advised to request wharf-side clearance.)

Application direct to Health Department providing vessel healthy, if granted will enable berthing on arrival and clearance alongside between 0600 hours and 2200 hours providing also that berth available. A vessel arriving from another Australian port with pratique granted is not required take any further action. Should vessel have suspected fever or disease on board it should be reported by radio to Health Department who take whatever action necessary. Also see "Melbourne".

Vessels carrying a qualified Medical Officer may be granted radio pratique. There is a Quarantine Station with accommodation for forty people, at East Arm, accessible by boat from the Quarantine Anchorage.

**RADIO:** Darwin Radio, call sign VID 6204 kc/s. 2182 kc/s. R/T 500 kc/s.

**TUGS:** Join off berth. Charge made if tug's towing line only is used.

A tug service is provided by Coastal Tug and Barge Company, tel. 81–2622. This company also provides a boat for running mooring lines.

The largest tug is m/v *Goyder* which is 1,400 h.p.

Transport to vessels at anchor can also be arranged through this company.

**BERTHING:** Some tide restrictions during springs particularly Fort Hill berth.

*Iron Ore Wharf:* 860 ft. (262·13 metres) in length. Can accommodate vessels up to 750 ft. (228·6 metres). Depth alongside 38 ft. (11·58 metres). Height of deck above datum 34·5 ft. (10·15 metres).

Travelling iron ore loader on wharf with an outreach of 46 ft. (14·02 metres). Gross loading rate 1,000 tons per hour. Length of travel 450 ft. (121·9 metres). Also used as a tanker berth, and is fitted with a 6 in. light marine diesel line, an 8-in. distillate line, a 12-in. black oil line, a 10-in. white spirit line, and a 4-in. line for discharge of LP Gas.

Grain Sorghum could be loaded at this berth utilising the iron ore loading equipment. Public and ships telephones are provided on this wharf.

*Stokes Hill Wharf:* General cargo: container and passenger ships berth on outer face, small general cargo and fishing vessels berth on inner face.

Length of berth 961 ft. (291·21 metres). Height of deck above datum 34½ ft. (10·62 metres), outer face, 31 ft. (9·45 metres) inner face. Depth on outer face 32 ft. (9·75 metres); inner face 15 ft. (4·75 metres). This wharf is connected to the North Australian railway system. The maximum axle load permitted on this wharf is 10 tons. Shore power is available from four outlets on the main face and three on the inner face. The supply is 60 amps, 3 phase, 415V 60 cycles AC.

There are two cargo handling and transit sheds on the wharf, also waterside workers' amenities, first-aid room and canteen, Harbour Master's, Customs and Stevedores' Offices.

Public telephones and direct lines to taxi-cabs are installed on this wharf and ships' telephones are available.

*Fort Hill Wharf:* "T" jetty, 350 ft. (106·66 metres) in length. Least depth of 24 ft. (7·32 metres). Height of deck 32·25 ft. (10·51 metres). On the inner face two berths of 160 ft. (48·77 metres) with 16 ft. (4·88 metres) of water. Mooring buoys are situated 250 ft. (76·2 metres) from each end of Fort Hill Wharf enabling vessels of up to 600 ft. (182·88 metres) to be berthed according to the draft and tide. The berth is used mainly for bulk cargoes, timber, and discharge of bulk cement by pipe-line direct to a cement storage tank near wharf approach. It is also a tanker berth having pipe-lines of 6 in. for gas oil, 8 in. white spirit and 12 in. black oil. Shore power is available as per Stokes Hill Wharf. There is a public telephone on this wharf and a ship's telephone can be connected.

*Priorities:*

Navy: Bunkers only.
Passenger Ships: one day.
Freezer Ships: two days.
A.N.L. Container Vessel: two days.
Tankers: Priority at Fort Hill Whart.
Tankers: Priority at Ore Berth if no Ore Ship is waiting.
Ore Carriers: Priority at Ore Berth.

Application for a berth must be made to the Harbour Master *before* the vessel's arrival. If no berth is allocated, the vessel should proceed to anchor.

**STEVEDORES:** ETA at least 24 hours before arrival as labour ordered before 1330 hours the day before required, except week-ends when labour ordered at 1330 hours on Friday for Saturday, Sunday, and Monday requirements.

Waterside labour for cargo operations other than iron ore loading, tanker cargoes, and certain small exempt local traders and fishing vessels, is supplied through the Australian Stevedoring Industry Authority and ordered by the various stevedoring companies. The waterside workers' hours and conditions of employment are fixed by award agreement between the Waterside Workers Federation and employees.

As the provisions of the Waterside Workers award are so numerous, and in view of possible introduction of permanency, shipowners are advised to obtain the latest information regarding labour from the Local Representative of the Australian Stevedoring Industry Authority, PO Box 270, Darwin: Telephone 81–2148.

The main features concerning labour are: Two shifts Sunday to Friday:

| | |
|---|---|
| Day | 0800 to 1700 |
| Evening | 1800 to 2400 |
| Saturday | 0800 to 1200 |

Labour will extend 4 hours on Saturday or 2 hours after midnight if vessel can finish and sail.

When Monday is a holiday, labour for Tuesday has to be ordered before 1300 on the previous Friday.

**RADAR/VHF:** No port radar; VHF Channel 16 contacts Harbour Master's office and pilot vessel.

**MEDICAL:** Medical facilities and hospital available. Certificates required for smallpox vaccination and cholera if vessel from certain overseas countries.

**TANKERS:** Night movements subject to Harbour Master's permission. Usual to berth vessel at high water if necessary and discharge cargo to safe draft by next low water.

Oil cargoes are discharged at Fort Hill or Ore wharves. Shell Oil Company own or lease pipe-lines to handle their own cargo. Other oil companies sub-lease the lines from Shell for their cargoes.

Approximate discharging rates are:

| | |
|---|---|
| Black Oil | 400 tons per hour. |
| White Spirit | 300 tons per hour. |
| Distillate | 100 tons per hour. |

**DENSITY:** Considerable variations experienced. Average 1025.

**FRESH WATER:** Fresh water is laid on to all berths, at a rate of 30 tons per hydrant per hour, the cost being 17c per ton and $3.00 connecting fee.

**FUEL:** All grades available by road tanker at all berths for small quantities. For large quantities, by pipe-line all grades are available at all berths except Boom Wharf, where distillate only is available.

Approximate bunkering rates are:

| | |
|---|---|
| Marine Diesel | 180 tons per hour. |
| Gas Oil | 120 tons per hour. |
| Fuel Oil | 140 tons per hour. |

**FIRE PRECAUTIONS:** Watchman at approach to wharf. Towing-off wires on off side of vessel.
**GANGWAY/DECK/WATCHMAN:** Required, owing to large rise and fall of tide. Ship's crew or shore watchman.
**OPENING/CLOSING HATCHES:** Optional, if alongside usually done by watersiders; not alongside by crew.
**CUSTOMS ALLOWANCES:** 200 cigarettes. One bottle spirits (26 oz.) three bottles beer.

Regulations of the Commonwealth Department of Customs and Excise apply. The Customs Department also act for the Immigration Department.
**CARGO GEAR:** As required by Australian Navigation Act. See "Melbourne".

The Port Authority has available for hire:
Cranes up to 16 tons capacity.
Fork lifts up to 12,000 lb. (5443 K).
Trailers – 10 tons capacity.
Side Loader – 25 tons capacity.
Tractors.
The above equipment is available for use outside the wharf area when not required for cargo operations.

Hiring rates and conditions for all equipment are avilable on application to the Wharf Supervisor.

There are also private cranes available with capacities up to 50 tons. All mobile equipment that is required to be used in the Port Authority area must be hired through the Port Authority plant pool.
**FLOATING PLANT:** 56 ft. (17·07 metres) pilot vessel *Larrakia*. Speed 12 knots. Fitted with radar, echo sounders, HF and VHF radios and fire fighting and oil dispersal equipment. Has sleeping accommodation for six and when not on pilotage duty is available for hire in Northern Territory waters to approved bodies for survey work etc., at $40 per hour during normal hours and $50 per hour in overtime hours. Daily rate on application to Harbour Master.

43 ft. (13·11 metres) pilot vessel *Gunyana*. Speed 8 knots. Fitted with radar, echo sounder, HF and VHF radios. Available for harbour hire for approved purposes when not on pilotage duty at $20 per hour in ordinary hours and $30 per hour in overtime hours.

25 ft. (7·62 metres) pilot vessel *John Stokes*. Speed 9 knots. Fitted with echo sounder, HF and VHF radios. When not on pilotage duty, is available for harbour hire for approved purposes at $15 per hour in ordinary hours, and $20 per hour in overtime hours. 28 ft. (8·53 metres) 24 ft. (7·32 metres) open well pontoon with fixed leg derrick, capable of lifting 10 tons.
**CLIMATE:** Monsoonal in character with prevailing cool dry south east winds from May to September, and warm, most north-west winds and frequent showers from November to March, while April and October are variable. Cyclones, which are common on both east and west coasts of Northern Australia, rarely affect Darwin. Rainfall averages 60 in. (152–40 centimetres) per year and temperature ranges from a mean daily maximum of 91°F (32·7°C) in October and November to a mean daily minimum of 68°F (20°C) in June and July.

Average monthly rainfall to the nearest inch is: Jan. 16 in., Feb. 12 in., March 11 in., April 3 in., May ½ in., June nil, July nil, Aug. nil, Sept. ½ in., Oct. 2 in., Nov. 4 in., Dec. 9 in.
**TIDES:** Darwin is a standard port in the Australian National Tide Tables which are obtainable from Admiralty chart agents. The maximum tidal range is 26 ft. (7·93 metres), the mean tidal range is 12·2 ft. (3·72 metres).

Tidal streams have a maximum rate of 4 knots in the approach channel and 2½ knots in the vicinity of the berths.
**IDENTIFICATION CARDS:** See "Melbourne".
**CONSULS:** Portuguese only.
**REPAIRS:** Limited small repairs. Slipway capacity 240 tons.
**DIVERS:** Divers are available.
**SHIPPING OFFICE:** Shipping Office facilities are available for engagement and discharge of British crews.
**SURVEYORS:** The Commonwealth Department of Shipping and Transport maintains a surveyor. There is a private surveyor who is also a Lloyds surveyor.
**REPATRIATION:** Facilities available.
**AIRPORT:** International and domestic flights.
**TIME:** GMT plus 9½ hours. Permanent.
**HOLIDAYS:** Extraordinary Holidays (closed port). Good Friday; Labour Day (1st May); Picnic Day (1st Monday in August); Christmas Day (25th December). Other Holidays: New Year's Day (1st January); Anniversary Day; Easter Saturday; Easter Monday; Anzac Day; Queen's Birthday (June); Boxing Day.
**POLICE/AMBULANCE/FIRE:** Tel.: Police 81–2121; Ambulance 81–2244; Fire 81–2222.
**TELEPHONES:** Public telephones are installed on Fort Hill and Stokes Hill Wharf. Direct lines to taxi companies on Stokes Hill Wharf. Ship's telephone connection on application to Wharf Supervisor. Connection and disconnection fee $10; $5 per day for local calls; and trunk line calls as booked.
**DELAYS:** Port congestion and occasional short delays for tide.
**AUTHORITY:** Correspondence to The Port Superintendent, NT Port Authority, PO Box 390, Darwin, NT, 5794.

**AGENT:** Sub-agent of Patrick Agencies, Sydney, NSW.

## DERBY, W.A.: 17.17 S. 123.35 E. (See Plan)

**CERTIFICATES/DOCUMENTS:** See "Melbourne".
**PORT LIMITS:** All waters to South and Eastward of a line through Valentine Island in a 053°–233° direction to the mainland on each side.
**PILOTAGE:** Not compulsory but recommended. Private Pilots arranged by agents Fremantle or Derby. Pilot boards Cockatoo Island in Yampi Sound. Two weeks advance notice required of Pilot requirement.
**ANCHORAGES:** N.N.W. of North Mary Ann Island with Derby front lead bearing 141° dist. 6·4 miles.
**RESTRICTIONS:** Numerous islands and reefs, strong tides. Navigate during day.
**MAX. SIZE:** 575 ft. length.
**HEALTH:** First port of entry. Vessel examined for pratique alongside. Also see "Melbourne".
**VHF:** Limited VHF, channels 6 and 16.
**BERTHING:** Tide range one of biggest in the world. Berth alongside dries 2 ft. 6 in. at springs. Several patches dry, 1–2 ft. Ground in berth level and it is "Practice of Port" vessels stay aground if stay over tide. Important to note above for circulating water for ships auxiliaries, as vessel makes own arrangements on board.
**STEVEDORES:** Irregular, but usually 3 gangs, 8 a.m.–5 p.m. with reasonable overtime.
**TANKERS:** Oil – discharge connection 236 ft. from southern end of jetty.
**FRESH WATER:** Up to 224 tons at 15 tons per hour. Could be restricted by drought.
**TIME:** GMT plus 8 hours.
**CARGO GEAR:** Due to extreme range of tide vessels. with short derricks will have difficulty at LW. Also see "Melbourne".
**AUTHORITY:** Harbour and Light Dept., 1 Cliff St., Fremantle, WA 6160.

**AGENT:** Sub-agent of Patrick Agencies, Fremantle.

## DEVONPORT, Tasmania: 41.11 S. 146.24 E.

**PORT LIMITS:** Within all waters that extend 3 miles to seawards bounded on the Eastward by an imaginary line drawn 000° distance 3 miles from the coastline and intersecting the most Easterly point of Wright Island and to the Westward by another imaginary line drawn 000° distance 3 miles from the Western side of the entrance to the River Don.
**DOCUMENTS:** See "Melbourne".
**APPROACHES:** Port situated 1 mile inside Mersey River, entrance to which sheltered by Mersey Bluff on West and by breakwater on East bank. Pilot boarding ground 1 to 2 miles off breakwater beacon on main leads. Good anchorage in vicinity boarding ground, but inadvisable remain at anchor during strong on-shore winds. Inner harbour provides all-weather shelter.
**PILOTAGE:** Compulsory. 24-hour service. Pilot Boards 2 miles off entrance to harbour.
**RESTRICTIONS:** Approach channel 25 ft. MLWS. Tidal range 9 ft. Enquiries should be made for vessels exceeding 29 ft. draft or 600 ft. length.
**VHF:** 24-hour service on 156·80 Mg/s.
**TUGS:** Modern tug 1,200 h.p., also auxiliary 250 h.p. Additional tugs available at short notice.
**BERTHING:** 6 berths. Berth lengths various from 550 ft. to 700 ft. Depths alongside 26 ft. to 30 ft.
**TANKERS:** Two berths with 10-in. discharge lines for black and white oils.
**BULK HANDLING FACILTIES:**

*Wheat.* One berth, discharge connections to 8,000 ton capacity silo.

*Cement.* One berth, loading connections from 4,000 ton capacity silos.

*Ores, etc.* Two berths. One fitted with 16-ton grab and 40-ton capacity hopper. Ship's gear discharge on wharf apron on second berth. Conveyor available to load industrial sands.

*Roll on/Roll off Container Berths.* Two berths fitted with stern loading ramps. Fully equipped to handle cellular and vehicle deck ships. One travelling crane 30 ton capacity. One fixed-legged 18-ton capacity crane. Six acres hardstanding storage area for ISO container. Sixty power points for refrigerated units.

*Livestock Berth.* One jetty with loading ramp and adjacent holding area. Suitable for ships up to 250 ft. length.
**MEDICAL:** Hospital available 5 miles from port.
**REPAIRS:** Limited repairs carried out, foundry and machine shop available.
**STEVEDORES:** Agents for ships arrange stevedores.
**CARGO GEAR:** Australian Navigation (Loading and Unloading) regulations apply.
**FRESH WATER:** Available all wharves. 40 tons per hour.
**FUEL:** Road tanker delivery only.
**TELEPHONES:** Available each berth.
**HOLIDAYS:** Work all days except Christmas Day, Good Friday, Anzac Day, Labour Day, Picnic Day W.W.F.
**TIME:** GMT plus 10 hours (Summer time GMT plus 11 hours mid-October to mid-March).
**AIRPORT:** Approximately 5 miles away. Regular service.
**DEVELOPMENT:** Channel improvement in progress to deepen to 28 ft. MLWS.
**AUTHORITY:** Marine Board of Devonport, PO Box 478, Devonport, Tasmania. 7310.
**AGENT:** Sub-agent of Patrick Agencies, Melbourne.

## ESPERANCE, W.A.: 33.52 S. 121.53 E. (See Plan)

**DOCUMENTS:** The following documents should be available for inspection:

Ship's Papers, including the following certificates:
(*a*) Register.
(*b*) Load Line.
(*c*) Safety Equipment.
(*d*) Safety Radio.
(*e*) Safety Construction.
(*f*) Australian Light Dues Receipt.
(*g*) Articles of Agreement and Account of the Crew (or equivalent).
(*h*) Western Australian "Port Bill" – Tonnage Dues Receipt.
Valid Deratisation or Exemption Certificate.
Crew's Identity Documents.
International Vaccination Certificates of all persons aboard.

**PILOTAGE:** Pilotage is compulsory except where Exemption Certificates are held. Radio "Harbour Master – Esperance" 48 and 24 hours before arrival. VHF Channel 16 – pilot boat and base set. Base set not manned continuously but pilot boat may be contacted 1 hour before arrival. Pilot boat painted white with black rubbing band and white centre house. Word "Pilot" painted on both sides of house. Pilot boards 1½ miles N.E. of Gull Island. Pilot ladder and ancillary equipment must comply with international regulations. Lee to be provided against swell.

It is more usual for vessels to approach from the Westward. In this case use may be made of either West or Causeway channels. Approaching from the Eastward is not recommended during the hours of darkness or in weather which is in any way restricting visibility.

**ANCHORAGE:** Vessels proceeding to anchorage should anchor in an East-North-Easterly direction from the Eastern extreme of the breakwater. Good holding is found in depths ranging from 14·5–27·5 metres. However, plenty of cable should be veered and at least six shackles is recommended. In the most boisterous conditions vessels have held well with from six to eight shackles out. However, the vessel should always be watched. A pilot ladder and not accommodation ladder is recommended for vessels at anchor due to the swell conditions which normally prevail at the anchorage.

**BERTHING/RESTRICTIONS/MAX. SIZE:** The port is divided into two areas, namely the Tanker Jetty and the Inner Harbour. There is a tidal range of 0·4–1·0 metres.

The Tanker Jetty is situated 1 mile North of the Inner Harbour and has a depth of 10·97 metres in the approaches and 9·6 metres alongside. The Jetty is exposed to the E.S.E. Vessels are berthed "head-in". Maximum mean draft must not exceed 9·14 metres; however, vessel may be trimmed by stern but must not exceed 9·75 metres aft. The maximum length of vessel permitted 171 metres.

The Inner Harbour consists of one land-backed berth of 244 metres (No. 1). A second berth of 213 metres in length adjoining the first is to the S.E. (No. 2). The depth in the approach channel, manoeuvring area and alongside is 11 metres. Maximum draft permitted is 10·4 metres and length overall 186 metres. On occasions it may be possible to exceed this draft but reference must be made to the Harbour Master before so doing, who may at his discretion permit an increase dependent on tide and prevailing weather conditions.

At all berths shore coir and/or nylon springs are used to supplement ships moorings.

Twenty-four-hour port but entry not generally carried out at night.

**PRATIQUE:** Vessels requiring "Free Pratique" are cleared between 0600 and 2000 hours daily.

Vessels may be cleared outside these hours upon request and at the discretion of the local Medical Officer.

Vessels are cleared alongside and rarely at anchor.

Please also note that a Health Message is required at the first port of entry from overseas. This is to be despatched within the period 12 and 24 hours prior arrival at the first port of entry, and to advise the following information:

Name of vessel, and ETA.
Last port of call.
Date of departure.
Number of crew on board.
Number of passengers on board (if any).
Confirmation that all on board have valid smallpox vaccinations and details of any sickness.

**RADIO:** Esperance: Radio call sign VIE (operative from 7 a.m. to 8 p.m.). Perth: Radio call sign VIP (continuous).

Port VHF limited to Channels 6 and 16.

**TUGS:** One tug with 9½ ton bollard pull will be used.

**STEVEDORES:** 400 men. Working hours 0800–1700, 1800–2400, 0000–0700. ETA to Agent by 1600 previous day for labour requirements Tuesday to Friday. For weekend and Monday ETA to Agent by 1600 Friday. Notice for pick-up has to be posted by 1700.

**OPENING OF HATCHES:** Preferably handled by crew or as per charter party.

**MEDICAL:** Advance notice not required. Normal facilities and hospitalisation available.

**DENSITY:** 1026–1028.

**FRESH WATER:** Available at all berths; 25 tonnes per hour; charge, 16·5 cents per kilolitre.

**FUEL:** Available by road tanker only. Advise Agent of grade and quantity at least one week before arrival.

**GANGWAY/DECK WATCHMEN:** Shore watchman is supplied at entrance to Tanker Jetty in the case of tankers only. Shore watchmen are available if requested by vessel. It is more normal for ship to provide gangway watchmen from crew. Irrespective a gangway watchman must be on duty at all times at any berth.

**CUSTOMS ALLOWANCES:** 200 cigarettes or 250 grammes cigars or 250 grammes tobacco. One litre of alcoholic liquor, wine or beer.

**CARGO GEAR:** No shore cranes and discharge effected by ship's gear. Inner Harbour berths, two link belt bulk loaders used. One loader for grain and salt at No. 1 berth. One loader for nickel concentrates at No. 1 and No. 2. Rates achieved on various commodities – salt 850 t.p.h., grain 500 t.p.h., nickel concentrates, copper concentrates, magnesite 200 t.p.h., phosphate and sulphur 25/30 t.p.h. with conventional ship's gear in union purchase.

**IDENTIFICATION CARDS:** see "Melbourne".

**CONSULS:** Nearest at Fremantle.

**REPAIRS:** Welding, rewinds, under-water inspections. Large structural repairs not possible.

**DRY DOCKS:** Nil.

**REPATRIATION:** Facilities exist for repatriation of crews.

**AIRPORT:** Feeder airline services connect with Perth and international flights. Nine flights per week in either direction. Airport is 15 miles from harbour area.

**TIME:** GMT plus 8 hours.

**POLICE/AMBULANCE/FIRE:** Police Esperance 17; Ambulance Esperance 318; Fire Esperance 328.

**TELEPHONES:** Available all berths.

**SHORE LEAVE:** Crew allowed ashore provided Immigration Act complied with in relation to Identification Cards.

**DELAYS:** Not normally encountered. Vessels remain at anchorage even if berth is clear unless loading/discharging or making preparations for same, due swell conditions which are sometimes encountered.

**AUTHORITY:** Esperance Port Authority, PO Box 35, Esperance, WA 6450.

**AGENT:** Sub-agent of Patrick Agencies, Fremantle.

## FREMANTLE, W.A.: 32.1 S. 115.47 E. (See Plan)

**DOCUMENTS:** See "Melbourne". Also Inward and Outward manifests accordance Regulations Nos. 142 and 143 and schedule. These documents supplied by ship's Agents.

**APPROACHES:** Channel leading from Gage Roads into Cockburn Sound presently 45 ft. (13·7 m.) deep, planned to be deepened to 55 ft. (17 m.) to take ships of 120,000 tonnes.

**PILOTAGE:** Pilotage is compulsory in the Port of Fremantle except for ships not exceeding 150 gross registered tons, and for coastal and inter-state ships, the Masters of which hold operative Pilot Exemption Certificates. There are two pilot boarding grounds: the non-compulsory ground which is situated 2 miles North-West of the Fairway Buoy, and the compulsory pilot boarding ground in Gage Roads to the Westward of Hall Bank Buoy, which is approximately 2 miles from the entrance to the Inner Harbour. It is necessary for all vessels to give 24 hours notice by radio telegraphy of the expected time of arrival at Fairway Buoy, followed by a second notice, confirming or amending the previous notice, 2 hours ahead of the expected arrival time in that locality.

Ships requiring a Pilot at the non-compulsory ground must include this requirement in their 24 hours notice of arrival.

Three pilot vessels available, royal blue hull, white superstructure. Pilots may be contacted by VHF Channels 16, 12 and 6.

**ANCHORAGES:** Gage Roads 44 ft. (13·4 m.) Owen Anchorage 42 ft. (12·8 m.) Cockburn Sound 50 ft. (15 m.).

**RESTRICTIONS:** *Inner Harbour:* Basin and entrance channel dredged to minimum of 36 ft. (11 m.) below datum.

*Outer Harbour:* Main approach channels dredged to minimum of 45 ft. (13·7 m.) below datum – secondary channels leading to alumina refinery jetty and steelworks jetties dredged to minimum of 38 ft. (11·6 m.) below datum.

**MAX. SIZE:** Limited by draft.

*Outer Harbour,* up to 41 ft. 6 in. (12·6 m.) draft.

*Inner Harbour,* up to 32 ft. (9·7 m.) draft but with suitable tide and by special permission of Harbour Master up to 34 ft. 6 in. (10·5 m.) draft.

*Tankers:* The maximum ship draft acceptable at the Oil Refinery Jetty at Kwinana is 41 ft. 6 in., this being the maximum draft permitted in the approach channels.

**HEALTH:** No restrictions except quarantine. Doctor not normally available between 2200 and 0600 hours. See "Melbourne".

*Port Quarantine Regulations:*

(*a*) The accommodation, galley and other areas must be free from cockroaches and rodents.

(*b*) Garbage cans, either belonging to the ship or to Fremantle Port Authority, when used must be at all times covered with satisfactory tops.

(*c*) Rat guards must be fitted to all lines and regularly checked including weekends where the Department of Health have increased their inspections.

It is also to be noted regardless of the existence of current derating or deratisation exemption certificates, all vessels are inspected for rodents.

**RADIO:** VIP Perth.

**TUGS:** *Inner Harbour:* Five available up to 2,600 h.p. (1,940 kW), join vessel in Gage Roads – extra charge if tug's line is used.

*Outer Harbour:* Inner Harbour tugs proceed to Outer Harbour berths except oil refinery berths where two special tugs equipped as fire tenders are stationed. Tugs join ships approx. 2½ miles from berths – extra charge if tug's line is used.

**BERTHING:** *Inner Harbour:* Victoria Quay – continuous quayage 5,359 ft. (1,633·3 m.); 8 berths.

North Quay – continuous quayage 5,877 ft. (1,604·3 m.); 10 berths. Lay-up berth (No. 11) 642 ft. (195·7 m.); 1 berth. Container berth (No. 12) 893 ft. (272·2 m.); 1 berth.

All berths in the Inner Harbour, including Victoria Quay, North Quay and the container berth are dredged to a minimum of 36 ft. (11 m.) below datum.

*Outer Harbour:* Alumina Refinery Jetty, length of berth 800 ft. (244 m.), depth 38 ft. (11·6 m.). Steelworks Jetty No. 1, length of berth 640 ft. (195 m.), depth 38 ft. (11·6 m.). Steelworks Jetty No. 2, length of berth 880 ft. (268 m.), depth 40 ft. (12·2 m.). Oil Refinery Jetty, see "Tankers" below. Bulk Cargo Jetty, length of berth 846 ft. (259 m.), depth 44 ft. (13·4 m.). Explosives Jetty, length of berth 250 ft. (76 m.), depth 11 ft. (3·3 m.) to 27 ft. (8·2 m.).

**STEVEDORES:** Shipboard stevedoring by private contractor, shore side by FPA – usually arranged by ship's Agent. ETA should include particulars of cargo, showing heavy lifts, dangerous or hazardous cargoes, hatch stowage, gangs required, etc.

**MEDICAL:** Notice not necessary but advisable if treatment required. Full hospital facilities available. Cholera and smallpox vaccinations essential if ship comes from affected areas. International certificates must be current.

**TANKERS:** *Kwinana Oil Refinery Jetty:* 2 berths for tankers up to 752 ft. (229 m.) – depths 44 ft. (13·4 m.) and 45 ft. (13·9 m.) 1 berth for tankers up to 860 ft. (262 m.) – depth 45 ft. (13·7 m.). Oil separation tanks ashore serve each berth.

**DENSITY:** Salt 1025, generally at all tides.

**FRESH WATER:** Available 24 hr. a day, delivered by hose up to 400 tonnes an hour, 16·5 cents per kilolitre.

**FUEL:** Marine fuel (2 grades); Marine diesel. Notice 14 days then 48 hrs.

**FIRE PRECAUTIONS:** Watchman to be on duty. Ship heading out. Fenced off on land. Buoys 50 ft. (15 m.) out from ship marking prohibited area.

**DEVELOPMENTS:** State Government approval has been granted in principle for the development of three deep-water berths at Point Peron adjacent to the causeway linking Garden Island with the mainland.

A contract has been let for the construction of a bulk grain jetty at Kwinana to serve Co-operative Bulk Handling Ltd's. grain terminal now being built.

The jetty will be equipped with conveyors and ship loaders capable of handling bulk grain at the rate of 5,000 tons an hour. It will eventually be able to handle vessels up to 100,000 dwt.

**GANGWAY/DECK WATCHMAN:** Watchman required – member of crew, or shore-based watchman available. Ordinary rate currently A$2·36 an hour.

**OPENING/CLOSING HATCHES:** By arrangement between ship's Agent and Stevedore.

**CERTIFICATES:** Health; Deratisation; Load Line; Ship's Register; Articles. Also see "Melbourne".

**CUSTOMS ALLOWANCE:** According to local customs dept.

**CARGO GEAR:** Strict surveillance of cargo handling gear by Commonwealth Government Dept. of Shipping and Navigation. Also see "Melbourne".

**IDENTIFICATION CARDS:** See "Melbourne".

**CONSULS:**

America, United States of
Austria
Belgium
Denmark
Finland
France
Germany
Guatemala
Italy
Japan
Netherlands
Norway
Philippines
Portugal
Sweden

**REPAIRS:** All types of deck and engine repairs possible.

**DRY DOCKS:** No dry docks – slipway up to 3,000 T.

**REPATRIATION:** Facilities exist for repatriation of crews.

**AIRPORT:** 17 miles (23 km.) to Perth International Airport.

**TIME:** GMT plus 8 hours.

**HOLIDAYS:** *Extraordinary Holidays – Port closed:* Labour Day (1st Monday in March); Good Friday; Anzac Day (25th April); Union Picnic Day (celebrated on the first Tuesday in November); Christmas Day (25th December).

*Ordinary Holidays:* New Year's Day (1st January); Australia Day (celebrated on a Monday late in January); Easter Monday; State Foundation Day (1st Monday in June); Boxing Day (26th December).

On ordinary holidays waterside labour available to work ships in following categories:

(*a*) Scheduled passenger ships.
(*b*) Marine casualties.
(*c*) Ships that can complete cargo handling operations prior to the next engagement of labour.

**POLICE/AMBULANCE/FIRE:** Victoria Quay Police Station Tel. 35.2783 or 35.5016; Ambulance 35.1601; Fire Brigade 35.6262.

**TELEPHONES:** Telephones can be supplied to any vessel – $12 installation time plus proportion of annual rental plus cost of calls.

**SERVICES:** All special services available.

**REGULATIONS:** Normal port regulations. Special Regulations for Tankers berthing at Oil Refinery Jetties.

**AUTHORITY:** Fremantle Port Authority, 1 Cliff Street, Fremantle, Western Australia 6160. Tel. 35.3981. Cable Address "Fremport".

**AGENT:** Patrick Agencies, POB 656, No. 1 Mouatt Street, Fremantle, W. Australia 6160. Tel. 35–6311. Telex Perth AA 92434. Cables: "Rikpat Perth WA."

## GEELONG, Victoria: 38.09 S. 144.22 E. (See Plan)

**PORT LIMITS:** A line in a 150½° direction from a beacon 1½ chains West of the Little River entrance intersecting with a line in a 009° direction from the North-West extremity of Sproat St., Portarlington. N.B. – This seaward limit passes two cables Eastward of No. 2 beacon Pt. Richards channel.

**DOCUMENTS:**

3 Crew Lists Form M & S 11.
1 Store List Form 42A.
1 Articles owned or in possession of Master, officers or crew, Form 5.
Three ports of call Form C & E 886.
1 Form QA 3 ship's cargo.
1 Form QA 4 ship's pets.
2 Form QA 5 Shipmaster's bond.
2 Form AQ 360 Health reports.

**PILOTAGE:** See "Melbourne". Radio ETA to "Seapilots Melbourne" 24 hours prior arrival advising deepest draft and requesting pratique. Pilot vessel equipped with radio-telephone continuous watch on 2182 kHz., and VHF Channels 16, 12, 8 and 6. Pilots carry portable sets. Deep laden tankers advised to rig pilot ladder from bridge to avoid swamping boat.

**ANCHORAGES:**

1. Quarantine. As directed.
2. Explosives.
   (*a*) *Outer:* 088° from Pt. Wilson Beacon 3·52 miles. Circle 0·25 miles (463 m.) radius. Depth 32 ft. (9·7 m.).
   (*b*) *Inner:* 077° from Pt. Wilson Beacon 1·77 miles. Circle 0·15 miles (278 m.) radius. Depth 21 ft. (6·4 m.)
3. Vessels over 30 ft. (9·1 m.) draft: outside No. 2 Beacon Pt. Richards and South of the line of prolongation of the Pt. Richards Channel. Least depth 12·5 m.
4. Vessels over 27 ft. 6 in. (8·4 m.) draft: East of and within one mile of No. 14 Beacon Pt. Richards Channel. Least depth 9·1 m.
5. Inner Harbour: Reference Point B.W. Pier F.R. Triangular Light (38° 6.9′ S., 144° 21.8′ E.).
   (*a*) 067° 9·3 cables (1,722 m.) from the above position. Least depth 29 ft. (8·8 m.).
   (*b*) 092° 8·2 cables (1,520 m.) from the above position. Least depth 29 ft. (8·8 m.).
   (*c*) 117° 8·7 cables (1,612 m.) from the above position. Least depth 29 ft. (8·8 m.).
   (*d*) 133° 1·42 miles (2,613 m.) from the above position. Least depth 26 ft. (7·9 m.).
   (*e*) 147° 1·43 miles (2,631 m.) from the above position. Least depth 26 ft. (7·9 m.).

Masters of vessels are cautioned (*a*) that the bottom of the Inner Harbour is soft mud and is not good holding ground and (*b*) that vessels should not be immobilised unless with the express permission of the Harbour Master.

**RESTRICTIONS:** Vessel must have at least 2 ft. (0·6 m.) of water under the keel with a maximum of 6 in. (0·15 m.) for tide.

Night navigation is not permissible for any vessel over 34 ft. (10·36 m.) draft or inward 700 ft. (213·34 m.) in length.

**MAX. SIZE:** Tankers: 825 ft. (250 m.) length with 34 ft. 6 in. (10·5 m.) draft. Other vessels: enquiries should be made with regard to vessels over 658 ft. (200 m.) length.

**HEALTH:** An oversea vessel approaching the port requiring pratique shall send a message to the Quarantine Officer not more than 24 hours and not less than 12 hours before arrival containing the following information: name of vessel, ETA, number of passengers, number of crew, number of passengers disembarking, port of departure and date, disease on board.

On arrival the health report shall be given to the Quarantine Officer, two copies being furnished on the prescribed form, one of which will be signed by the Quarantine Officer and returned to the Master.

**RADIO:** Coastal radio station for local messages "Radio Melbourne" VIM. The Geelong Harbor Trust Commissioners maintain a Signal Station at Point Henry at which a 24-hour watch is kept. (38° 7′ 51″ S., 144° 25′ 28″ E.) The building is a cream brick tower 37 ft. in height to the roof, situated at the Northern end of the high land of Point Henry, and is surmounted by a white signal mast. Movement of traffic within the port is controlled through the Signal Station. Communication is affected as follows:

1. Telephone. Geelong 9-4810.
2. Radio Telephone VHF F/M (International Channel).
   (i) Channel 16. 156·8 M/cs Calling (continuous watch).
   (ii) Channel 12. 156·6 M/cs Working.
   (iii) Channel 8. 156·4 M/cs Pilots and Tugs (continuous watch).
   (iv) Channel 6. 156·3 M/cs. Tugs.

These frequencies are the same as those operated by the pilot vessels, Point Lonsdale Signal Station, Melbourne Harbour Control and all Port Phillip Tugboats on commercial towage.

There is a link set situated at Portarlington, operated remotely from Point Henry, on which a continuous watch is also kept (Channel 8), which covers vessels in the approaches to the port.

**TUGS:** Vessels normally towed from Hopetown Channel to berth, extended towage if required. Four large and two small tugs available, the largest tug is licensed for ocean work. Use of tug's line optional.

**STEVEDORES:** Labour ordering: Day labour must be ordered by 1600 the preceding day. Twilight shift labour by 1600 preceding day, ditto midnight shift, but these can be subject to confirmation 0800. Saturday labour must be ordered by 0900 Friday, Sunday labour by 1100 Friday (day and twilight shift), Sunday midnight before 0900, Friday. Monday labour is ordered at 1600 Sunday. Ships can order for a 1000 start, at 1600, which is subject to 0800 confirmation. Special requirements exist for labour requirements on public holidays.

**BERTHS:**

| | No. | Length (m) | Depth (m) | Use and Facilities |
|---|---|---|---|---|
| Cunningham Pier | 4 | 328 | 9·7 | Gen. cargo – cargo shed 137 m. × 15 m. Rail access. |
| Bulk Wheat Pier | 2 | 201 | 11·0 | Bulk grain export. Gantry extends 154 m. of berth. |
| Corio Quay South 1 | 1 | 183 | 9·7 | Stern loading ramp for roll-on/roll-off. Rail access. |
| Corio Quay South 2 | 1 | 128 | 9·7 | Reserve. |
| Corio Quay South 3 | 1 | 146 | 9·7 | Reserve. |
| Corio Quay North 1 | 1 | 183 | 9·7 | Steel and dry bulk cargo. |
| 2 | 1 | 183 | 9·7 | Rail access Four 6 t. Portal cranes. Gen. cargo shed 91 m. × 30·5 m. |
| Corio Quay North 3 | 1 | 161 | 9·7 | Gen. cargo. Shed 97.5 m. × 27 m. |
| Lascelles Wharf 1 | 1 | 173 | 11·0 | Dry bulk cargo. |
| 2 | 1 | 173 | 11·0 | Four 7½ t. Portal cranes. Cargo shed 30 m. × 27 m. |
| Refinery Pier 1 & 2 | 2 | 213 | 11·0 | Petroleum products. |
| 1A | 1 | 65 | 5·0 | LP gas export. |
| 3 & 4 | 2 | 275 | 11·0 | Crude oil, chemicals. |
| Pt. Wilson Explosives Pier | 2 | 168 | 9·1 | Dangerous cargo. Commonwealth Government controlled. |
| Pt. Henry | 1 | 152 | 9·1 | Bulk alumina and allied products. Unloading gantry. |

**TANKERS:** Refinery Pier. Four berths, depth alongside 36 ft. (11 m.) Pumping platform 16 ft. (4·9 m.) above low water, wharf 12 ft. (3·7 m.) above low water. One-ton crane at each berth and accommodation ladder.

Nos. 1 and 2 Berths: Pier 2,909 ft (887 m.) long, direction 315°, berth 700 ft. (213 m.) approx., suitable for ships up to 200 m. LOA. Ships moor to two spring dolphins 61 m. apart; pumping platform set back 1·7 m. from line of these dolphins. Barge platform inshore of each berth.

Nos. 3 and 4 Berths: a branch from the main pier, direction 330°, berth 275 m. approx., suitable for ships up to 260 m. LOA. Ships lie alongside a concrete sprung berthing beam 73 m. in length. 8 in. hoses – reduction from 10 in. available. Shore accommodation ladder provided at all berths. Ballast and slop discharge available all berths.

**MEDICAL:** Comprehensive medical facilities available, including 459-bed Geelong Hospital. If vessel to be in port less than 24 hours it is advisable to radio Agent informing time of medical requirements prior to vessel's arrival.

**DENSITY:** Normally 1025, may decrease to 1023 after much rain, or increase to 1027 in summer after prolonged dry spell.

**FRESH WATER:** Available at all berths from shore hose at 40–50 t.p.h. Water may be provided to vessels at anchor by using a tug as waterboat, delivery 25–30 t.p.h., tug hire $90 per hour. At Lascelles Wharf, special water delivery facilities available from 9 in. main at 150 tons per hour. Charge 20c per kilo.

**FUEL:** Marine fuel to 650 sec. and diesel fuel available Corio Quay North and Lascelles Wharf; all grades to 3,500 sec. available at Refinery Pier berth.

**FIRE PRECAUTIONS:** Stringent restrictions against burning or welding on vessels. carrying dangerous cargoes. Standard fire precautions.

**GANGWAY/WATCHMEN:** Available if required by Master. Penalty rates after hours.

**OPENING/CLOSING HATCHES:** Crew or stevedores, to Master's requirements. It is normal to request bulk carriers to arrive at berth with hatches all open.

**CERTIFICATES:**

Deratisation Certificate (Health Requirement).
Ship's Articles (British) (Customs requirement).
Ship's Register „ „
Load Line Certificate „ „
Safety Equipment Cert. „ „
Safety Radio Cert. „ „
Last Port Clearance „ „

**CUSTOMS ALLOWANCE:** 200 cigarettes, 8 oz. pipe tobacco, 40 cigars. Spirits: any bottle opened not to exceed one quart.

**CARGO GEAR:** Australian Navigation Act requirements. See "Melbourne".

**IDENTIFICATION CARDS:** See "Melbourne".

**CONSULS:** Italian Vice-Consul in Geelong. Other Consulates in Melbourne available if required:

Austria
Belgium
Brazil
Chile
China
Denmark
Dominican
Ecuador
Finland
French
Germany
Greece
Honduras
Iceland
Japan
Latvia
Mexico
Monaco
Netherlands
Norway
Panama
Peru
Philippines
Portugal
Spain
Sweden
Switzerland
Thailand
Uruguay
USA
Venezuela

**REPAIRS:** All services available. Most Melbourne repair and service firms will also undertake work in Geelong.

**DRY DOCKS:** Slipways only.

**REPATRIATION:** Possible without difficulty.

**AIRPORT:** Nearest major commercial airport is Tullamarine, 50 miles distant, from which there are frequent interstate and international flights. Airport accessible by road in about 1 hour 15 minutes.

**TIME:** GMT plus 10 hours. Summertime, GMT plus 11 hours.

**HOLIDAYS:** Closed holidays: Christmas Day; Waterside Workers Picnic Day; Labour Day; Good Friday; Anzac Day (Tanker operations excepted). Other holidays: Australia Day; Queen's Birthday; Geelong Cup Day.

**TELEPHONE:** Always placed aboard on arrival; ship charged for trunk line calls, etc.

**SERVICES:** Cleaning, painting, fitting out, etc., fumigation, licensed compass adjuster. Good fresh stores available.

**POLICE/AMBULANCE/FIRE:** Police 9 8111; Ambulance 21 2655; Fire 21 2755.

**SHORE LEAVE:** No restrictions. Seamen aboard vessels berthed at Refinery Pier sign book on leaving pier and again on re-entering; this is in lieu of any form of dock pass.

**AUTHORITY:** The Geelong Harbor Trust Commissioners, 65 Brougham Street, Geelong, Victoria 3220. PO Box 344, Cable address "Harbor" Geelong.

**AGENT:** Sub-agent of Patrick Agencies, Melbourne.

## GERALDTON, W.A.: 28.46 S. 114.36 E.

**PORT LIMITS:** Inner Harbour includes all that area of water in Champion Bay bounded by a line drawn from Gregory Street, Geraldton, along the foreshore to a point due south of the Western extremity of the breakwater; thence along the breakwater to the Western extremity of the Eastern breakwater; thence South-Easterly to the foot of the said Gregory Street, and also including the Entrance Channel thereto.

Outer Harbour includes all that area of water in Champion Bay bounded by an imaginary line between Point Moore lighthouse to a point 2½ miles true North; thence true East of the shore to the mainland, but excluding the waters of Geraldton Inner Harbour and the Entrance Channel thereto.

**ETA:** "Shipserve Harbour Master Geraldton" requires 48 and 24 hours notice prior arrival. The 24 hours message should be timed to be delivered before 4.30 p.m. local time on the day before arrival so that arrangements can be finalised, when possible, in working hours. Please also indicate maximum draft in the 48 hours notice.

**CERTIFICATES/DOCUMENTS:** Quarantine notice and declaration QA3 Form A, Quarantine Notice QA 4 Form E2, Shipmaster's Bond QA 5, Departure Notice, 2 Crew Lists. Also see "Melbourne".

**PILOTAGE:** Compulsory. Pilot Boards in position with Point Moore Lt. Ho. 2 m. bearing 135° if conditions abnormal Pilot launch may not be able to reach this position then Port Authority would advise boarding point. Usually off Inner Knoll Buoy.

**ANCHORAGE:** Point Moore Lighthouse bearing 195° distance 2·2 miles in 6 fathoms. Good holding.

**MAX. SIZE:** 700 ft. Length; 28 ft. 6 in. max. loaded draft.

**RESTRICTIONS:** Swells up to 14 ft. in outer approaches. Loaded ships advised not to enter when swell excessive.

*Bluff Point leads or Outer Channel.* Depth of water 34 ft., minimum LWIS width of channel 500 ft.

*Turning Area* (Inner Knoll Buoy to Inner Harbour Channel). Depth of water 31 to 36 ft. LWIS.

*Inner Harbour Channel.* Depth of water 30 ft. LWIS, width of channel 300 ft.

Dredging work in operation to increase depth to minimum of 32 ft.

**HEALTH:** First port of entry, radio Port Authority not less than 12 hours prior to arrival advising state of health. Also see "Melbourne".

**TUGS:** One – 13 tons bollard pull. Compulsory.

**RADIO:** VHF available for communications with Pilot. Channels 6, 9, 12 and 16.

**BERTHING:** The wharf is divided into four berths numbered 1, 2, 3 and 4 from East end, three 548 ft. in length and the fourth 594 ft.

No. 1. Berth has a transit shed with a 1,000 ton capacity, and an old shed which has been used for bulk storage of wheat and salt. The berth is used as a general purpose berth.

No. 2. Used as the tanker berth, and also for the discharge of bulk phosphate, sulphur and allied cargoes. Also for loading bulk cargo other than wheat. General cargo can also be handled and facilities are available for the holding and loading of sheep. Has an unobstructed apron of 90 ft. for almost the full length of berth.

No. 3. Berth mainly for loading of bulk grain. There are two loading gantries on the wharf each capable of loading wheat at the rate of 400 tons per hour.

No. 4. It will be possible to use No. 4 for general purposes, but an ore-loading gantry and conveyor system has been erected and iron ore loading will have priority.

**CARGO GEAR:** See "Melbourne".

**STEVEDORES:** 90 men working hours 8 a.m.–5 p.m. Monday–Friday. Extended shifts Monday–Thursday. Evening shifts all days except Saturday.

**FRESH WATER:** At each berth 10–15 tons/hour.

**FUEL:** Light diesel, heavy fuel oil 80 tons/hour.

**REPAIRS:** Engine repairs available.

**CUSTOMS ALLOWANCES:** Each crew member 200 cigarettes or 40 cigars or 8 oz. tobacco and limited amounts spirits per man.

**TIME:** GMT plus 8 hours.,

**TELEPHONES:** Available at each berth (ordered through Agent).

**AUTHORITY:** Geraldton Port Authority.

**AGENTS:** Sub-agent of Patrick Agencies, Fremantle.

## GLADSTONE, Queensland (including Barney Point): 23.50 S. 151.15 E. (See Plan)

**PORT LIMITS:** Inside a line commencing at a point 1½ miles North of East Point, Facing Island; thence to the outer extremity of Jenny Lind Bank, and thence by a line to Tiber Point.

**DOCUMENTS:** See "Melbourne".

**PILOTAGE:** ETA's may be sent through Brisbane or Rockhampton Radio Stations, not less than 24 hours before arrival, followed by amended advices where necessary as takes pilot launch 2 hours to reach Fairway Buoy from town. Pilotage compulsory all merchant ships. Pilot boards at Fairway Buoy. VHF Channel 16 may be used to contact Pilot Station, call sign "Gladstone Harbour Control"; 24 hour watch maintained. Pilot boat also has VHF. Pilot boat orange launch and displays usual signals.

**ANCHORAGE:** Good anchorage inside Gatcombe Head about 7 cables South of Bushy Islet in 8 to 10 fathoms, sand and mud, north of Facing Island leads.

**RESTRICTIONS:** The port is served by an entrance channel, some 6 miles long, with a bottom width of 600 feet, dredged to 34 feet at low water.

The allowable draft of a vessel passing through the channel is determined by the following formula:

Allowable draft in feet = 34 + tide height − 5 feet.
The 5 feet is deducted to allow for keel clearance.
The maximum daily tide height is 16 feet.
The minimum daily tide height is 9 feet.

Tankers carrying petroleum products may enter during hours of darkness only at Harbour Master's discretion.

**MAX. SIZE:** Maximum draft for entrance channels varies from 38 ft. (11·58 m.) to 42 ft. (12·80 m.), depending upon tidal conditions. Length and breadth dependent upon wharf to which vessel is to proceed. Principal wharves are:

| | |
|---|---|
| Auckland Wharf No. 1 | Depth 37 ft. at LW |
| ,, ,, No. 2 | ,, 33 ft. ,, |
| ,, ,, No. 3 | ,, 33 ft. ,, |
| Barney Point | 40 ft. |
| South Trees No. 1 | ,, 45 ft. ,, |
| ,, ,, No. 2 | ,, 42 ft. ,, |

**HEALTH:** Pratique granted when alongside wharf, unless proceeding anchorage inside port, which case quarantine officials board anchorage. Agents should be advised in advance in event any suspected fever or disease on board. Pratique granted in Australian ports normally covers vessel for any subsequent ports. Also see "Melbourne".

**RADIO:** Radio messages passed to Agents via any coastal radio station. All shipping cables to Agents, etc., should be prefixed "Shipserv" to enable delivery destination outside ordinary postal hours if necessary.

**TUGS:** Four tugs in service. Tugs normally join vessel in vicinity of South Trees Point. Tug's lines always used when vessels are piloted. There is no extra charge for use of tug's lines.

**BERTHING:** Large vessels requiring load coal either Auckland Point Wharf or Barney Point Wharf normally swing and berth starboard side to, head to sea, on flood tide. Smaller vessels using these berths either port or starboard side to, depending upon tide. Vessels requiring discharge bauxite South Trees Island Wharf berth at periods of slack water (high or low) only. Vessels loading alumina this wharf berth either on flood tide or slack water – *never* on ebb tide. Tankers with petroleum products do not berth during hours of darkness.

*Auckland Wharf:* Three berths owned by Gladstone Harbour Board, total length of wharf 1,896 ft. with dolphins at either end. Cargo handled: coal, pyrites, wheat, sorghum, meat, petroleum products, general and heavy lifts.

*Barney Point:* One berth owned by Theiss Peabody Mitsui Coal Pty Ltd., total length of berth 672 ft. with dolphins. Cargo handled: coal.

*South Trees Wharf:* Two berths owned by Queensland Aluminia Ltd., total length of wharf 1,586 ft. with dolphins at either end. Cargo handled: alumina, caustic soda, bauxite and fuel oil.

**BULK HANDLING FACILITIES:** *See Table below.*

**STEVEDORES:** Special ETA advices necessary if week-end labour required and must be ordered by 2 p.m. on previous Friday. Monday labour for vessels arriving after Friday must be ordered by 3 p.m. on Friday. Main commodities (other than coal, bauxite and alumina) requiring shore labour, is frozen meat. Average loading rate frozen meat 7–8 tons per hour/per gang.

**MEDICAL:** Dependent duration stay in port, prior notice for medical attention not required (other than notice of infectious diseases). Hospital facilities available. Current vaccination certificate for each member of crew required.

**TANKERS:** Diameters of discharge lines 12 in. (0·305 m.) and 8 in. (0·203 m.) for white oils and 6 in. (0·152 m.) black oils. No slop discharge facilities. Main tanker berth at Auckland Point Wharf minimum depth alongside 33 ft. (10·06 m.) LWOST. Black oil also discharged South Trees Island Wharf for use in alumina plant only.

**DENSITY:** Average density 1024–1028.

**FRESH WATER:** Available all wharves. Fresh water hydrants placed at intervals along wharves.

**FUEL:** Available ex-wharf at Auckland Point for quantities up to 1500 tons. Diesel and distillate available all wharves ex-road only. Coal also available.

**FIRE PRECAUTIONS:** Where petroleum and goods of dangerous inflammable character are being unloaded, watchman shall be employed to collect matches from all persons in vicinity and to patrol wharf within the limits in which petroleum cargo is being handled. Every vessel carrying inflammable liquids when in any Queensland port shall display red flag, not less than three (3) ft. square with white circular centre six (6) in. in diameter.

**GANGWAY/DECK WATCHMEN:** Services of watchmen is not recommended except in the case of petroleum tankers previously mentioned.

**OPENING/CLOSING HATCHES:** Either by ship's crew or shore labour.

**SHIP CERTIFICATES:** List of certificates usual for Australian Ports. See "Melbourne".

**CUSTOMS ALLOWANCES:** ½ lb. of tobacco or 200 cigarettes, to be opened. 1 only 26 ounce bottle, to be opened.

**CARGO GEAR:** To be in accordance with Commonwealth Navigation (Loading and Unloading Safety Measures) Regulations. See "Melbourne".

**IDENTIFICATION CARDS:** See "Melbourne".

**CONSULS:** None.

**REPAIRS:** Minor engine and deck repairs are undertaken.

**DRY DOCKS:** None available. Slipway capable of lifting vessels up to 125 tons displacement with maximum beam 23 ft. and maximum draft forward of 6 ft.

**REPATRIATION:** Facilities for effecting crew changes and necessary repatriations can be arranged. Prior notice required.

**AIRPORT:** Airport approximately 5 miles from port and is regularly served by two internal airlines. Four daily flights to Brisbane where connections with overseas airlines.

**TIME:** GMT plus 10 hours.

**HOLIDAYS:** Only five official holidays in year when it is *not* possible to arrange cargo work: Christmas Day; Anzac Day (25th April); Labour Day (1st Monday in May); Good Friday; Picnic Day (2nd Friday in July).

**POLICE/AMBULANCE/FIRE:** Telephone number these services in cases of emergency only is "000" and ask to be connected to the required service. Emergency call to Hospital is 72.1033.

**TELEPHONES:** Public phones available on wharf.

**DEVELOPMENTS:** The channels to the port were deepened in 1974. The changes are as follows: Fairway Buoy to South Trees, to 36 ft. LWOST. South Trees to Barney Point and Auckland Point, to 33 ft. LWOST.

**GENERAL:** No cranes on wharves. Mobile cranes available for hire. No lighterage facilities. Electricity available to ships. Passengers not normally embarked or disembarked this port, as no facilities for them.

**SERVICES:** No tank cleaning facilities. No slop facilities.

**SHORE LEAVE:** Crew members allowed ashore provided vaccination certificates in order.

**DELAYS:** No unusual delays other than berth availability or unusual tidal conditions.

**AUTHORITY:** 1. The Harbour Master, PO Box 123, Gladstone, Qld. 4680. Tel. 72.1533, 72.1445 (after hours). Telex Harbour Master, Gladstone.

2. The Gladstone Harbour Board, PO Box 259, Gladstone, Qld. 4680. Tel. 72.2011, 72.1490 (after hours).

**AGENT:** Patrick Agencies, POB 374, 59 Gondoon Street, Gladstone, Queensland 4680. Tel. 72–2511. Cables: "Rikpat Gladstone". Telex: AA 79089.

| Location | Auckland Point No. 1 | Auckland Point No. 2 | Barney Point | South Trees No. 1 | South Trees No. 2 |
|---|---|---|---|---|---|
| Number of Units | 2 | 1 | 1 | 1 | 2 |
| Type of Unit | Mobile Gantry Loader | Mobile Gantry Loader | Mobile Gantry Loader | Mobile Gantry Loader | Mobile Gantry Grab Unloader |
| Length of Travel (ft.) | 476 (Combined) | 400 | 480 | 550 | 650 |
| Max. Outreach from Wharf (ft.) | 50 | 93 | 53 | 84 | 87½ |
| Throw of Trimmer (ft.) | 50 | N/A | 36 | N/A | N/A |
| Max. Beam of Vessel (ft.) | 105 | 100 | 116 | 116 | 116 |
| Capacity (t.p.h.) | 1,600 | 400 | 2,000 | 1,000 | 2,000 |
| Commodity Handled | Coal | Grains | Coal | Alumina | Bauxite |
| Storage (Tons) | 300,000 | 32,000 | 400,000 | 238,000 | 1,000,000 |

## GOVE, N.T.: 12.12 S. 136.39 E. (See Plan)

**DOCUMENTS:**
2 Crew lists Form M. & S. 11 (3 at outports).
5 Passenger lists, Forms M. 308 and 309.
1 Port of Call List.
3 Barber' stocks and stock in ship's shops and canteens (Form 5) continuation of the back Form 5AA.
1 List of Customable Articles, Form 5 (crew).
3 Return of Goods of Barber's stock, etc., Form 5 AA.
3 Stores List Form 42A.
1 Clearance from Last Port.
Ship's Log.
1 Derat. Certificate.
1 Light Dues if paid previously.

**PILOTAGE:** Compulsory for vessels proceeding to Nabalco facilities. The Pilot will board at the anchorage position.

**ANCHORAGE:** Melville Bay affords good holding ground, the bottom being either sand or mud and the depths ranging up to 48 ft. (14·64 metres) West of Dundas Point. Vessels awaiting a berth should anchor approximately 1½ miles (2·41 km) Westward of West Woody Island. The Quarantine Officer and Customs Officer normally clear vessels alongside the berth, but may on occasions board at the anchorage.

**RESTRICTIONS:** Approach channel to bulk cargo and tanker jetties has min. depth 13·8 metres.
Approach channel to general cargo jetty has min. depth 30 ft.

**PRATIQUE:** The port of Gove has not yet been declared a port of first entry for health clearance of vessels arriving from overseas. However, arrangements have been made with the Health Department for overseas vessels arriving direct from an overseas port to be cleared on arrival at Gove.

The Commonwealth quarantine regulations provide for health clearance of a vessel between sunrise and sunset. However, the Quarantine Officer has direction to clear ships up to 2200 hours local time. Arrangements can be made for vessels to depart on a 24 hours basis, as health clearance is not necessary for outgoing ships.
(*a*) Primary Health Report;
(*b*) A Vaccination Register proving that all persons have been currently vaccinated against smallpox;
(*c*) Usual valid Cholera Certificate if the vessel is less than 5 days from a cholera-infected area.

Vessels should note that berthing cannot be effected between 22.00 hours local time and sunrise unless quarantine clearance has been received.

**RADIO:** Radio messages should be addressed to "GOBAUX", Darwin. The call sign of the Radio Station at Darwin is VID. Radio messages will be passed by teleprinter to Gove. Cable messages for Nabalco should be addressed to "SHIPSERV", "GOBAUX", Gove.

The Nabalco Harbour Master's Office maintains a listening watch on Channel 16 during office hours. VHF frequencies used are 16, 12 and 6.

**TUGS:** There are three work boats available for hire in the port, max. h.p. 2000. Tug's lines are used in most instances, but no extra charge is made.

**BERTHING:** A total of five berths available.

*Bulk Cargo Jetty:* A "T"-shaped construction. The bulk cargo section of the jetty is 710 ft. in length connected to shore with an access bridge 3,220 ft. in length. Six breasting dolphins and two mooring dolphins situated beyond each end of the jetty.

*General Cargo Jetty:* Two berths one each side of jetty. Berthing face 300 ft. Dolphins each end, distance between dolphins 850 ft. Depth alongside 36 ft.

*Small Cargo Jetty:* Berthing face 50 ft. Depth alongside 14 ft.

**STEVEDORES:** No local stevedoring companies.

**BULK HANDLING FACILITIES:** One mobile luffing conveyor outloader. Loading rate: alumina 20,000 tons per day; bauxite 30,000 tons per day. Mobile crane to 60 ton capacity. Fork lifts to 25,000 lb. capacity.

**TANKERS:** The tanker pier is in line with the face of the bulk cargo jetty, joined to it by a pipe-line bridge 563 ft. in length. Depth alongside 47 ft. All reducing pieces are 8 in.

**FRESH WATER:** Available at all berths.

**FUEL:** Not available.

**MEDICAL:** Medical services and a large modern hospital with comprehensive theatre, medical and surgical facilities, at Nhulunbuy, 9 miles from the port.

**AIRPORT:** Gove is served by commercial flights to and from Darwin on 6 days a week and by commercial flights several times a week from Brisbane and Sydney via Cairns and Mount Isa. Services to other parts of Australia and the rest of the world are frequent from Darwin.

**REPAIRS:** No facilities for repairs.

**DENSITY:** 1025.

**SURVEYORS:** Lloyds Surveyors available from Darwin.

**HATCHES:** Opening and closing carried out by ship's crew.

**REPATRIATION:** Facilities exist for effecting crew changes and repatriation.

**MARINE SERVICE:** A privately operated service provides marine advisory assistance to ships bound for Northern Territory and Gulf of Carpentaria ports, mainly *Gove* and *Groote Eylandt*, and details may be obtained from Carpentaria Marine Services, 94 Pie Street, Aspley, Brisbane, Queensland 4034. Tel.: Brisbane 595977. Cables: "Carpenserv Brisbane", or Gove Office: POB 469, Nhulunbuy, NT 5797.

**AUTHORITY:** Nabalco Pty Limited, POB 21, Gove, NT. Tel.: 87-1177. Telex: AA 85000. Port and Administrator – after office hours 87-1284. Harbour Master – after office hours 87-1784.

**AGENT:** Agency undertaken by Nabalco Pty Limited.

## GROOTE EYLANDT (Milner Bay) N.T.: 13.52 S. 136.25 E. (See Plan)

**LOCATION:** Milner Bay is situated on the North-Western corner of Groote Eylandt which is itself situated in the South-Western area of the Gulf of Carpentaria.

It is a "Port of First Entry" to Australia, Customs, Quarantine Doctor, Police, are in residence, on the Eylandt.

**DOCUMENTS:**
3 Crew Lists.
5 Passenger Lists.
1 Port of Call List.
3 Stores Lists.
1 Crew's Personal Effects List.
Derat. Certificate.
Clearance from last port.

**PORT LIMITS:** The waters in Milner Bay bounded by a line commencing at the HW mark on the N.W. coast of Groote Eylandt in position lat. 13° 50′ 05″ S. long. 136° 24′ 29″ E. and proceeding in a 260° 44′ 10″ direction to a point in lat. 13° 50′ 28″ S. long. 136° 22′ 3″ E. at the high-water mark on the East coast of Connexion Islet; thence by a line following the contour of the coast of Connexion Islet at the HW mark to "Boulder" in position lat. 13° 50′ 46″ S., long 136° 20′ 14″ E.; thence by a line bearing 151° 30′ to a position lat. 13° 53′ 34″ S. long. 136° 21′ 47″ E.; thence by a line bearing 80° 44′ 10″ to a point being lat. 13° 52′ 54″ S. long. 136° 25′ 58″ E. thence by a line following the contour of the coast at high-water mark to the point of commencement.

**PILOTAGE:** There is a Port Officer at Milner Bay who will assist Masters in berthing and departing from the jetty. Approaching Groote Eylandt from the Northwards, vessels should steer to a position 10 miles North of the North-east Islet, which is rocky on the Northern coast and rises to grassy hills. From the above position, steer to pass about 3 miles North of Chasm Islet until the recommended track on chart Aus. 14 is reached. This track 221° passes about 1 mile East of Brady Rock (light GP. FL. (3) ev. 12 seconds) and continues on this course until Hand Islet (FL. 5 secs.) bears 250° when the course should be altered to steer for Hand Islet on the recommended track (250°) until reaching the position to alter course to 195° to pass down the middle of Warwick Channel. It is recommended to remain on this course until reaching the patch south of Connexion Island.

If vessels enter via the Connexion passage, care must be taken to avoid the 3 fathom patch off N.W. Bluff and keep clear of the 27-foot patch about 3½ miles N.E. of Connexion Islet.

**ANCHORAGE:** Good holding ground is found 1 mile West of the jetty where there is a good sand bottom free of obstructions with about 40 ft. of water. Quarantine is granted at this anchorage.

**MAX. SIZE:** The maximum LOA is 700 ft. and max. breadth 96 ft. The maximum draft is 35 ft.

**RADIO:** The Port is able to communicate with vessels which are fitted with VHF radio through normal international Maritime Channels and the call sign is "Groote Eylandt". However, the shore station is only open during office hours unless prior telegraphic arrangement is made. Office hours are 0800 to 1645 Monday to Friday and 0800 to 1230 Saturday.

ETA's are required at least 72 hours 48 and 24 hours prior to arrival.

Telegraphic address is: Manager, GEMCO, C/-Hematite, Darwin. Telex AA70858. Or Manager, GEMCO, Alyangula, N.T. 5798. Radio telephone: Darwin 81–6589, or Cairns 3547.

**PRATIQUE:** Twenty-four hours before arrival at Milner Bay, vessel's Masters are requested to cable "QUARANTINE GOVE" stating their last port of call, date sailed, number of crew and nationality, any sickness on board and whether all smallpox and cholera vaccinations are current and valid.

**BERTHING:** The ore-loading jetty is situated in approximately 13° 56.5′ S. 136° 25′ E., with a depth of water alongside of 35 ft. MLWOST with a tide range of 6 ft. A small tug is available to assist in berthing vessels and a launch is provided for running lines. The jetty consists of a central landing 324 ft. long and 36 ft. wide, with two breasting dolphins on the North and South ends of the central landing. A roadway extends from the shore to the central landing, virtually parallel to and on the North side of the loading conveyor belt. As there is no tidal information for this area, the tidal direction should be checked with the shore prior to berthing, as the tidal stream is sometimes different half a mile from the jetty.

The line of dolphins is offset 8° from the jetty stem which runs out 1,350 ft. from the shore in a 249° 45′ direction so that care must be exercised in placing the vessel for loading. All breasting dolphins are fendered with vertical timbering. When berthing, vessels should keep well clear of the loading head in the centre of the jetty, as it is possible that a vessel on a too fine approach could cause damage to the loading boom with the flare of the bow.

Vessels must have rat guards in position at all times (except while shifting ship), otherwise they will be liable to a fine. As Groote Eylandt is a reserve this requirement is rigidly enforced.

Loading rate is 900–1,100 tons per hour and the vessel is required to shift ship to load each hatch as the loading boom is fixed. Shore labour is available to shift lines, etc., as required. Shore labour will not trim manganese ore, which is dump loaded from the conveyor.

This is a seasonal tropical loading zone from 1st April to 30th November.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**CUSTOMS ALLOWANCES:** 200 cigarettes, one bottle spirits, three bottles of beer per man.

**MEDICAL:** There is a hospital and medical staff available if necessary. Valid vaccination certificates are required, covering the requirements of the Australian Government Department of Health.

**FIRE PRECAUTION:** A permanent fire-fighting facility is installed on the ore-loading jetty. It is an automatic system which starts as soon as a fire hydrant is turned on, and delivers a 140 psi through a 2½-in. hydrant with a 5 TPI V Thread connection.

All shore hoses are 2½ in. and are equipped with fog nozzles. Foam equipment is also available on the jetty with an output of approximately 1,000 gallons per minute. Fire-fighting lines on the jetty deliver salt water only.

**TIME:** Time kept is Northern Territory "Standard Time" GMT plus 9 hr. 30 min.

**WEATHER/WIND/TIDE:** Tides cause some eddying in both the Connexion and Warwick channels, but these cause no concern provided normal care is exercised.

Prevailing winds from May to October are South-east and blow strongly at times during the day but ease off considerably after sunset.

There are occasional heavy fogs in the area in June and July in the early morning and these sometimes persist until 1000 or 1100 hours.

From November to May the wet season prevails with winds blowing mainly from the S.W. with heavy rains and, occasionally, more than moderate seas.

**REPATRIATION:** Can be effected to most countries from Groote Eylandt via Darwin which is regularly serviced by British Airways and Qantas. All necessary bookings and reservations are easily made through the local airline office and seamen's discount fares, where applicable, and utilised.

**AIRPORT:** MacRobertson Miller Airlines operate a daily jet service to Darwin, Monday to Friday, flying time is approximately one hour.

Bush Pilot Airways operate two flights per week on Tuesdays and Fridays to Cairns, Queensland. Flying time is approximately four hours, in twin engined light aircraft.

**ACCOMMODATION:** Visitors accommodation in the GEMCO township of Alyangula, is severely limited and shipowners who are arranging for a change of personnel at Groote Eylandt are requested to ensure that the arrival of crew members at Groote conincides as closely as possible with the arrival of the vessel.

**NOTARY PUBLIC:** The Mission Superintendent at Angurugu is a Notary Public.

**MARINE SERVICE:** A privately operated service provides marine advisory assistance to ships bound for Northern Territory and Gulf of Carpentaria ports, mainly *Gove* and *Groote Eylandt*, and details may be obtained from Carpentaria Marine Services, 94 Pie Street, Aspley, Brisbane, Queensland 4034. Tel.: Brisbane 595977. Cables: "Carpenserv Brisbane", or Gove Office: POB 469, Nhulunbuy, NY 5797.

**HOLIDAYS:** Cargo worked on most holidays by arrangement.

**SHORE LEAVE:** The area is a nature reserve and *shore leave is allowed* provided the vessel has a permit which is supplied by the agent on berthing.

**AUTHORITY/AGENT:** The Groote Eylandt Mining Company Pty. Ltd. act as ships' Agents in all cases.

Mail for steamers to be addressed to: "Vessel" Groote Eylandt Mining Co. Pty Ltd., Groote Eylandt, N.T. 5798.

## HAY POINT, Queensland: 21.18 S. 149.15 E. **(See Plan)**

**LOCATION:** Hay Point lies 12 miles South of Mackay in Lat. 21° 16′ S. Long. 149° 19′ E. The port is managed by Hay Point Services Pty Limited. The loading wharf is at the end of a pier, 6,750 ft. long, extending from the shore.

**DOCUMENTS,** and all general information: refer to "Melbourne".

**PILOTAGE:** Radio "Harbour Master Mackay" at least 24 hours prior arrival, giving notice of ETA to order Pilot. Pilot may be contacted by VHF Channel 16, calling "Mackay Harbour Board". Pilot boards 2 miles East of Hay Point wharf from small orange launch, or small white launch. Pilot may board off Mackay Harbour in bad weather. Regulation Pilot ladder required with adequate lighting and vessel to provide a good lee.

Only one Pilot available from Mackay. Pilot will not sail one ship and dock the next one after 23.00; also he requires a minimum draft of 17 ft. fore and 21 ft. aft.

**ANCHORAGE:** Off Hay Point anchor 2 miles East of wharf in depths of 13·7 metres.

Off Mackay Harbour anchor 1½ miles S.E. of Slade Island in depths of 11·0 metres.

Vessels berth on flood stream. Least water in approaches 13·4 metres. Night berthing restricted to vessels under 40,000 tons dwt. but this restriction is under constant review.

**MAX. SIZE:** Maximum length 950 ft. (not including bulbous bow). Maximum draft dependent on tide height. A 5-ft. (1·6 metre) under keel clearance is recommended in the berth, which has a depth of 55 ft. (16·7 metres). Under keel clearance required at departure is 10% of maximum draft, plus 2 ft. (0·6 metres). Least water on departure is 44 ft. (13·4 metres).

**PRATIQUE:** Radio pratique can be obtained prior arrival, otherwise Quarantine Officer boards at anchorage or on berthing. Refer to "Melbourne". Mackay is a first port of entry.

**RADIO:** See "Brisbane".

Mackay port radio has VHF which is used to relay information to ships at anchor.

**TUGS:** Tugs meet vessel off the berth when Pilot boards. Tugs lines are always used and there is no extra charge.

Two 2,000 h.p. tugs are available from Mackay and used for berthing and sailing. Two motor-boats assist for running the mooring lines.

**BERTHING:** Arrival drafts to be advised with 24 hours notice of ETA. All ballast must be clean and the Master must sign a document to this effect before the Pilot berths the ship. All useable ships lines must be ready for use at the berth.

Wharf is equipped with Speed of Approach Metering Instrument (SAMI) for use when berthing.

The berth is designed for 100,000 tonners and consists of a 700 ft. apron, aligned 350/170 degrees with six breasting dolphins fitted with automatic fenders capable of withstanding an impact equal to that of a half-loaded 100,000 tonner approaching at 0·8 ft. per sec., at an angle of 90 degrees. Mooring dolphins are placed beyond each end of the apron. Berthing usually port side alongside, but smaller vessels (25,000 dwt.) occasionally starboard.

**TIDE:** Within 5 or 10 minutes of Mackay tide times. Flood direction 160 degrees, ebb 340 degrees.

**BULK HANDLING FACILITIES:** The loading wharf lies in a 350° direction and can accommodate bulk carriers up to 860 ft. LOA. The wharf has six dolphins, fitted with quick-release hooks and good shock-absorbing fenders. The wharf is exposed to weather, and in case of Easterly and South-easterly winds especially, a swell is experienced alongside the wharf causing the rolling of the ship and sometimes rendering it necessary to leave the berth.

Cargo is loaded at a rate of 4,000 tons per hour by means of a mechanical loader moving on the wharf.

**STEVEDORES:** No notice required. Loading facilities working three shifts of eight hours each.

**MEDICAL:** Hospital and doctors at Mackay, 23 miles away by road.

**DENSITY:** 1025.

**FRESH WATER:** Not available on the wharf but can be brought from Mackay by tug; cost per ton about 5 Aust $, capacity 50 tons.

**FUEL:** Not available.

**IDENTIFICATION CARDS:** See "Melbourne".

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Crew operate hatches.

**CONSULS:** No local representatives.

**REPAIRS:** Only light repairs may be effected.

**REPATRIATION:** Can be arranged.

**AIRPORT:** 25 miles by road. Regular flights to all capital cities.

**TIME:** GMT plus 10 hours (Eastern Australian Standard Time).

**POLICE/FIRE/AMBULANCE:** Police, Mackay 2468; Ambulance, Mackay 2222; Fire, Mackay 2244; Police, Sarina 20; Ambulance, Sarina 1; Fire, Sarina 100.

**TELEPHONES:** Placed onboard whilst alongside. Hay Point 56–31–52.

**DELAYS:** Berth is exposed and delays occur when wind speeds exceed 25 knots.

**SHORE LEAVE:** Allowed, taxis may be called from Mackay but are expensive, about A$9 each way. Crew members not allowed along pier on foot.

**DEVELOPMENTS:** A second berth is to be constructed to the North of the existing berth, and the alignment of the new berth will be altered to 150/330 degrees to place vessels end-on to wind and sea during S.E. trade winds.

**STORES:** Provisions, stores and Walport films available from Mackay.

**AUTHORITY:** Department of Harbours and Marine, POB 2195 GPO, Brisbane, Queensland 4001. Telegraphic address: "HARBOURS". Hay Point Services Pty Ltd., PO Box 561, Mackay, Queensland 4740.

**AGENT:** Sub-agent of Patrick Agencies, Brisbane.

## HOBART, Tasmania (including Hobart, Risdon, Electrona and Port Huon): 42.53 S. 147.20 E. **(See Plan)**

**PORT LIMITS:** Seaward boundaries (Hobart, Risdon, Electrona and Port Huon for vessels bound from the East); the mouth of the River Derwent, an imaginary line from Iron Pot to Kelly Pt. On Bruny Is. (Port Huon, Electrona for vessels bound from the West); the southern end of the D'Entrecasteaux Channel, an imaginary line from the Southern end of Partridge Is. to Southport Is. Vessels are considered "arrived" after clearing doctor and a notice of readiness presented to Agent.

**DOCUMENTS:** See "Melbourne".

**PILOTAGE:** Pilotage compulsory for all vessels exceeding 200 tons gross not under the command of a duly exempted Master or without special permission of Harbour Master. ETA usually sent vessel's Agent at least 24 hours prior to arrival Pilot (advisable also to send ETA to Harbour Master) through Hobart Radio (VIH) between 0700 and 2000; after hours through Melbourne Radio (VIM). Continuous watch kept on VHF Channel 16, call sign "Hobart Harbour" (pilot launches also maintain watch on Channel 16); Channel 12 reserved ship to shore; Channel 8 and 6 ship to ship.

Three launches used for pilotage work. Usual vessel 41 ft. steel-built launch painted dark blue with "Pilot" painted in white on hull on both sides. Superstructure painted white. No specific sound signals. For pilotage purposes Hobart is divided into three zones namely "A" (Hobart), "B, (Risdon, Self's Pt.), and "C" (Port Huon, Electrona and Channel Ports). For zones "A" and "B" Pilot boards all vessels in excess of 500 tons gross, on an imaginary line joining

White Rock and Crayfish Pt. Vessels under 500 tons gross are boarded on a line East from John Garrow Beacon. Pilots disembark from all vessels outward on a line East from John Garrow Beacon unless requested to proceed to White Rock. For zone "C", for vessels from Eastwards, Pilots embark on an imaginary line joining Piersons Pt. and Kelly Pt., or from Westwards on an imaginary line joining Southern end of Partridge Is. and Southport Is. No alternative pilot grounds. Vessels inward to zones "A" and "B" wishing to anchor prior to embarking Pilot should do so off White Rock, whether to proceed to berth or quarantine anchorage.

Specific requirements for embarking Pilots are those in force in most ports, namely provide a good lee, a pilot ladder fitted with spreaders and manropes and adequately lit at night, preferably from aft of the ladder.

**ANCHORAGES:** Anchorages with excellent holding can be found everywhere in estuaries of Derwent and Huon Rivers. Quarantine anchorage situated off Kangaroo Bluff where excellent holding obtained in 10 to 13 fathoms.

**RESTRICTIONS:** No restrictions in force, except very deep draft at night at Risdon.

**MAX. SIZE:** Risdon to 35 ft.; Self's Pt. Oil Wharf, Macquarie No. 2 and No. 3 General Cargo Wharf dredged to 36 ft. (10·97 metres). Maximum beam practicable at Risdon 97 ft. 2 in. (29·57 metres).

**HEALTH:** Vessels requiring pratique anchor in quarantine anchorage and there boarded by doctor, immigration and customs officials. Full crew muster required. Quarantine authorities must be informed of suspected disease or fever at least eighteen hours prior arrival. Pratique automatic if granted at previous port Also see "Melbourne".

**RADIO:** Hobart Radio, call sign VIH. Hours of duty 0700 to 2000 Eastern Standard Time. After hours messages through Melbourne Radio VIM.

**TUGS:** Normally join vessels approximately one mile from berth. Usual to use tug's line for which additional charge of $2.50 is made, but ship's line may be used.

**BERTHING:** Port operates on a 24-hour per day basis. No restrictions on tanker movement.

Berths available Hobart, Risdon, to 35 ft. (10·67 metres)
Berths available Self's Pt. (Oil) to 36 ft. (10·97 metres)
(Dredging in progress) 8 general berths to 36 ft. (10·97 metres)
Berth available Channel Ports
(General) Port Huon 2, to 32 ft. (9·75 metres)
Explosives Jetty to 30 ft. (9·14 metres)

**SPECIALISED CARGO-HANDLING FACILITIES:** Bulk wheat is discharged at Princes Wharf. Liquid caustic soda and feedstock for the gas company are discharged at Macquarie Wharf No. 2. Risdon Wharf, owned by the Electrolytic Zinc Company of Australasia Ltd., handles bulk cargo consisting of phosphate rock, zinc concentrates and potash. The wharf also has facilities for loading bulk sulphuric acid. Australian Paper Manufacturers Pty Ltd. own a wharf at Hospital Bay, Port Huon, which is used for loading wood pulp in bulk. Roll-on/roll-off traffic accommodated at Princes Wharf No. 1, Macquarie Wharf No. 4, and at Princes Wharf No. 4, which is also equipped with a 22-ton crane for handling containers.

New roll-on/roll-off facilities under construction at Macquarie Pt.

**BRIDGES:** Only one bridge, the Tasman Bridge, required to be navigated and this only when berthing at Self's Pt. Oil Wharf or the Electrolytic Zinc Company's Wharf at Risdon. Clearance 155 ft. (47·24 metres) at HWS and 240 ft. (73·14 metres) wide.

**STEVEDORES:** Gangs ordered by 1600 on previous day, or 1400 on Fridays.

**MEDICAL:** Advance notice of required medical attention necessary including if possible, symptoms of complaint. As much notice as reasonably possible is required. Vaccination for smallpox compulsory. Inoculation against yellow fever or cholera necessary if vessel has visited a port where either disease proclaimed.

**TANKERS:** Tankers when sending their ETA must state whether or not there are any leaks in hull. All oil discharge lines 8 in. diameter. One oil berth, maximum draft alongside 36 ft. (10·97 metres).

Self's Pt. Oil Wharf is used for discharge of bulk petroleum products and has facilities for the discharge of liquid petroleum gas.

**DENSITY:** 1025.

**FRESH WATER:** No restriction on availability. Rate of delivery approximately 30 tons per hour/per hose. Water available all berths No water boats. Cost per 1,000 gallons 45 cents or part thereof.

**FUEL:** The following grades of fuel are kept in stock: marine fuel oil, light diesel and gas oil. Twenty-four hours notice required for bunkering.

**FIRE PRECAUTIONS:** No special fire precautions other than non-smoking or lighting of fires or use of naked lights.

| | | | |
|---|---|---|---|
| **DRY DOCK (SLIP):** | Dimensions of cradle | | 180 ft. (54·86 m.) |
| | Clear width | | 40 ft. (12·2 m.) |
| | Minimum depth over blocks when slipping | F | 5·6 ft. (1·71 m.) |
| | | A | 13·1 ft. (3·99 m.) |
| | Range of tide | | 4·7 ft. (1·43 m.) |

Available for vessels up to 1,200 tons displacement.

**SURVEYORS:** Agents and Surveyors for Lloyds Register of Shipping, American Bureau of Shipping, Bureau Veritas: Mr. R. B. Thompson, Mr. W. F. Wells, 5 Gladstone St., Hobart. Tel. 237328. Also appointed Surveyors for Norske Veritas.

**GANGWAY/DECK WATCHMAN:** Gangway watchmen are recommended. Watchmen work 12-hour shift. On Saturday, Sundays and holidays, twice normal rate.

**OPENING/CLOSING HATCHES:** Normally by stevedores.

**CERTIFICATES:** Register, Load-line Certificate, Deratisation Certificate, Light Dues, Articles of Agreement, Clearance from previous port.

**CUSTOMS ALLOWANCES:** If vessel arrives at first port, allowance of tobacco for crew is 200 cigarettes in opened carton or equivalent in tobacco or cigars. Allowance of wines or spirits is any opened bottle, but not exceedingly 26 fluid ounces.

**CARGO GEAR:** No additional requirements. See "Melbourne".

**IDENTIFICATION CARDS:** See "Melbourne".

**CONSULS:**

| | |
|---|---|
| Belgium | Netherlands |
| China (Republic) | Norway |
| France | Denmark |
| Greece | Sweden |
| Italy | Germany |

**REPAIRS:** No facilities for major repairs, but a number of engineering works which can perform small repairs.

**REPATRIATION:** Facilities available.

**AIRPORT:** Situated 11 miles from Hobart, and is served by regular airlines connecting with Melbourne from where services operate world wide.

**TIME:** Local time (Eastern Standard Time) 10 hours ahead of GMT. Summer time in force from last week-end in October to first week-end in March, when clocks advanced one hour.

**HOLIDAYS:** Official Holidays observed in Hobart. New Year's Day; Australia Day (late January); Regatta Day (mid February); *Labour Day (early March); *Good Friday; Easter Saturday; Easter Sunday; Easter Monday; Easter Tuesday (Bank holiday); *Anzac Day (April 25th); Queen's Birthday (mid June); Show Day (third Thursday in October); *Christmas Day; Boxing Day.

* Days on which no work is performed.

**POLICE/AMBULANCE/FIRE:** Police 342011; Ambulance 343131; Fire 345655. In emergency dial "000."

**TELEPHONES:** Arrangements exist for placing telephones aboard vessels at all berths.

**GENERAL:** Master may anchor vessel in Quarantine Anchorage at any time without services of pilot.

**DEVELOPMENTS:** Two new roll-on/roll-off berths, an 800 ft. general purpose berth with minimum depth of 44 ft. alongside and 20 acres of cargo marshalling area. The undertaking is being done in two stages.

Stage I. A 470 ft. and 650 ft. roll-on/roll-off berth with 11 acres of cargo marshalling area. These berths to be completed late 1974 and early 1975 respectively. Two large cargo transit sheds to be incorporated in the area.

Stage II. An 800 ft. deep water general purpose berth with axle loadings of 70 tons. Nine acres of marshalling area and transit cargo shed facilities to be provided in the area.

**DELAYS:** Not usual for any delays to occur in berthing. Occasionally a deep-loaded bulk carrier has to wait for high water at Risdon.

**AUTHORITY:** Marine Board of Hobart, GPO Box 202 B, Hobart 7001. Tel. 34 6722.

**AGENT:** Sub-agent of Patrick Agencies, Melbourne.

## INNISFAIL/MOURILYAN, Queensland:

17. 32 S. 146.02 E. **(See Plan)**

**PORT LIMITS:** Mourilyan Harbour, the area to the West of a line joining Hall Point and the outer extremity of the North Head.

**ARRIVAL:** Requirement for vessels in ballast; minimum forward draft to be 2 per cent of overall length, minimum after draft – propellor immersed. Draft to be notified to Agent in arrival telegram.

**CERTIFICATES/DOCUMENTS/CUSTOMS ALLOWANCES:** See "Melbourne".

**PILOTAGE:** Order Pilot through Agent, as early as possible. Confirm through Agent or direct to Harbour Master, Innisfail. Pilot vessel, located in Mourilyan Harbour, watches on VHF 16 when vessel expected to berth. Pilot vessel white with stone-colour cabin tops and blue trim. Pilot (and Doctor if applicable) boards 1½–3 miles East of harbour entrance. Approved pilot ladder and good lee required, *not* accommodation ladder. Vessels awaiting pilot anchor in boarding position above, good holding. Leading beacons – in line 270° T, showing fixed red neon. Entrance beacons flashing – red port, green starboard.

**RESTRICTIONS:** No night-time arrival pilotage. On spring tides, entry restricted to at or near slack water. No turbine-powered vessels accepted. Berthing daylight only. Night-time sailings permitted.

**MAX. SIZE:** 600 ft. LOA. Beam unrestricted. Draught, arrival or departure 25 ft. plus rise of tide (up to 9ft. on springs, 5 ft. at neaps).

**HEALTH:** See "Pilotage". Also see "Melbourne".

**RADIO:** VIT Townsville (MF) VIK Cairns, has been discontinued.

**TUGS:** Tug stationed at Mourilyan. Second tug comes from Cairns or Townsville when required, e.g. when vessel over 580 ft. LOA. Tug usually required for unberthing. Tug normally pushing or using tug's lines, no extra charge.

**BERTHING:** Ships always berth port side to at Mourilyan. One sugar and molasses berth, length 633 ft. depth 34 ft. LWOST.

**STEVEDORES:** No waterside workers employed. Normal ETA advices to Agents for arrangement of bulk-loading staff.

**DENSITY:** Usually 1024–1027 irrespective of tide. After heavy rains, particularly January–April, considerable freshening occurs.

**FRESH WATER:** Good water readily available, shore hoses from wharf face. Approx. 25 t.p.h. capacity. 55c. per 1,000 gals.

**FUEL:** Limited quantities of fuel oil and diesel oil available by road-tanker.

**GANGWAY WATCHMEN:** Not normally required.

**HATCHES:** Worked by crew.

**CARGO GEAR:** See "Melbourne".

**CREW I.D. CARDS:** See "Melbourne".

**CONSULS:** Nil.

**REPAIRS:** No major facilities available. Most types of welding, light machinery, and pipe-fitting can be arranged. Technicians can usually be obtained for radar, etc., with advance notice by radio to Agents.

**TIME:** GMT plus 10 hours.

**HOLIDAYS:** Various national, state and local holidays. Cargo usually worked on all holidays except Christmas Day.

**POLICE/FIRE/AMBULANCE:** Ring 000 on shore public telephone or ship's telephone if fitted.

**TELEPHONE:** Mourilyan 632213. Can be connected on board.

**GENERAL:** Port normally used only for export of sugar and molasses. Deadweight (cargo on board on arrival) restrictions may apply to certain classes of vessel. Agents will advise details if applicable.

**SHORE LEAVE:** Not normally restricted. Distance to nearest township (Mourilyan) 6 miles, to Innisfail 10 miles. No public transport services from harbour.

**DELAYS:** Awaiting daylight or tide or, exceptionally, awaiting vacancy of berth or moderation of weather. No delays usually in loading.

**AUTHORITY:** Dept. Harbours and Marine, PO Box 34, Innisfail. Tel. 611599.

**AGENTS:** Sub-agent of Patrick Agencies, Brisbane.

## LAUNCESTON, Tasmania (including Beauty Point, Bell Bay, Inspection Head): 41.27 S. 147.07 E. (See Plan)

**PORT LIMITS:** A vessel is considered to have arrived when at the pilot boarding ground.

**DOCUMENTS:** Agents prepare Bills of Lading and Shipping Documents. Only documents required Crew List and Passenger List. Light Dues receipt is necessary if payment is made before arrival.

**PILOTAGE:** Compulsory for vessels over 50 tons dwt. Pilot boards off Low Head lighthouse, slightly to East of leads in line.

Contact Pilot by radio giving ETA 24 hours before arrival. Telegraphic address "Portlaun". Pilots equipped with VHF Channels 16 and 12. "G" Flag to be flown on arrival.

Instructions for boarding given by Pilot over radio-telephone.

**ANCHORAGE:**

Position (*a*) Low Head 41° 03′ 32″, 146° 47′ 18″
(*b*) 1·15 miles 280° from (*a*)
(*c*) 0·9 miles 308° from (*b*)
(*d*) 0·85 miles 038° from (*c*)
(*e*) 0·9 miles 128° from (*d*)
thence 0·85 miles 218° to (*b*).

**RESTRICTIONS:** Night navigation undertaken (tankers now operate at night). Over 550 ft. at Pilot's discretion.

**MAX. SIZE:** Maximum permissible draft 29 ft. 6 in. at low water. 36 ft. 6 in. at high water. Length restricted to approx. 750 ft. Vessels over 550 ft. length cannot work channel during ebb tide. Under keel clearance to be 4 ft. 6 in.

**HEALTH:** Organised by ship's Agent. Notify Agent prior to arrival. Pratique automatic if vessel visits other ports in Australia prior calling Launceston. Also see "Melbourne".

**RADIO:** Melbourne VIM or Hobart VIH.

**TUGS:** Three tugs – one of 2,000 h.p., available at Launceston. Tugs normally join at Point Effingham.

**VHF:** Pilot station, pilot launch, and the two Launceston tugs are fitted with VHF Channels 6, 12 and 16 operating on frequencies 156·6 and 156·8 respectively.

**BERTHING:**

**Bell Bay:** On the Eastern shore within 7 miles of the entrance.

*Bell Bay Wharf:* Length 500 ft. Depth alongside 37 ft. at LWST. The wharf is able to handle loads of 140 tons on suitable transporters. General and bulk cargoes handled. Quay equipped with a 12½-ton grab able to handle 450 tons per hour.

*Comalco Berth (Private):* Length 500 ft. Depth alongside 36 ft. at LWST. Quay equipped with two 12½-ton grabbing cranes, each with a rated capacity of 300 tons per hour.

*Roll on/Roll off and Container Berth:* A specially designed terminal for the Bass Strait and Sydney vehicular deck ships equipped with stern loading facilities, capable of carrying wheeled and mobile cargo in excess of 100 tons gross weight. Also a 25-ton capacity wharf crane for handling containers and unit loads. Depth alongside 25 ft. 6 in. at LWST.

*No. 5 Common User Berth:* Lengh 572 ft., depth alongside 40 ft. at LWOST. The berth is designed for container, Ro/Ro, conventional and bulk cargoes. The berth is equipped with a 40-ton travelling crane, and a 27 ft. wide stern loading ramp with a capacity in excess of 120 tons.

**Long Reach:** On the Eastern shore within 10 miles of the entrance.

*Thermal Station Berth:* Length 100 ft., fender dolphins 200 ft. apart. Depth alongside 40 ft. 6 in. at LWST.

*No. 1 Chip Berth (Northern):* Lenght 750 ft., depth alongside 38 ft. at LWST. Operators, North Woodchips Pty Ltd. The berthing face consists of 5-fender dolphins and 4 mooring dolphins.

*No. 2 Chip Berth (Southern):* Length 750 ft., depth alongside 37 ft. at LWST. Operators, Associated Pulp and Paper Mills Ltd. The berthing face in the same as No. 1 berth.

**Inspection Head and Beauty Point:** On the Western shore within 7 miles of the entrance.

*Inspection Head Wharf:* Length 1,100 ft., depth alongside 32 ft. 6 in. at LWST. The wharf provides two overseas berths with 50,000 sq. ft. of shed space, including cool storage and low temperature storage of 10,400 sq. ft., capacity 1,200 tons.

Bulk tallow storage of 600 tons capacity with extension to 1,400 tons and 200 tons per hour pumping rate now in progress. Swing room of 650 ft. available off the berth.

*Beauty Point Wharf:* Length 505 ft., depth alongside 32 ft. 6 in. at LWST. Bulk tallow storage and ship loading facilities consisting of 6×100 ton tanks and a 200-ton capacity tallow barge designed to load direct into ship's tanks anywhere in the port at a rate of 80 tons per hour. (The wharf is being phased out of service.)

**Hillwood:** On the Eastern shore 20 miles from the entrance.

*Explosives Jetty:* Length 60 ft.× 81 ft., depth alongside 14 ft. at LWST.

**Launceston:**

*King's Wharf:* Total berthing length 1,350 ft., depth alongside 19 ft. at LWST. There is provision for the discharge of bulk wheat. There are facilities for Ro/Ro vessels and a 17½-ton cargo handling crane.

*Town Pier:* Length 500 ft., depth alongside 14 ft. at LWST.

**BRIDGES:** No bridges for large overseas shipping. Some inter-state vessels proceeding to Launceston will pass under Batman Bridge – 91 ft. mast clearance HW allows 3 ft. clearance.

**STEVEDORES:** Agent for ship arranges stevedores. No ETA required.

**MEDICAL:** Agents should be notified to prepare for medical attention or hospitalisation. Hospitals Launceston, Beaconsfield, and George Town.

**TANKERS:** One oil berth at Bell Bay suitable for tankers up to 620 ft. length. Vessel berths alongside loading platform and dolphins. Length between mooring dolphins 860 ft. Depth alongside berth 37 ft. LWOST.

Also one private tanker berth (HEC) with depth 40·5 ft. alongside.

**BULK HANDLING FACILITIES:** One 450 ton per hour bulk handling crane at Bell Bay Wharf. Two 300 ton per hour bulk handling cranes at Comalco Private wharf. One 25 ton luffing crane at Ro/Ro Berth.

**DENSITY:** 1025 to 1028.

**FRESH WATER:** Fresh water available at all berths. Delivery 30 tons per hour by hose. Cost 25c to 40c 1,000 gallons plus $4 service charge.

**FUEL:** Bunkers are available from Mobil and B.P. installations at Bell Bay by wharf line at the oil berth or by road tankers at other berths.

**DEVELOPMENTS:** Channel improvements in progress to admit 31 ft. draft LW. 38 ft. draft HW, and lengths to approx. 750 ft.

**GANGWAY/DECK WATCHMEN:** Most vessels supply their own. May be supplied if required. Tidal port makes this requirement necessary.

**OPENING/CLOSING HATCHES:** Usually by Stevedores.

**CUSTOMS ALLOWANCES:** Allowance 40 cigarettes per day per man. Stores sealed on arrival; allowance per day per man 2 bottles beer, 1 wine; spirits 1 bottle per 10 days.

**CARGO GEAR:** Certificates of loading gear and derrick tests to be produced. Also see "Melbourne".

**IDENTIFICATION CARDS:** See "Melbourne".

**CONSULS:** Nil.

**REPAIRS:** All repairs possible.

**DRY DOCKS:** Steel and concrete graving dock located Launceston. Will accommodate ships up to 190 ft. length and 12 ft. draft. Clear width of entrance 40 ft.

**REPATRIATION:** Arranged through ship's Agents.

**AIRPORT:** Approx. 40 miles to airport, regular services.

**TIME:** EST; clocks advanced by 1 hour October–March.

**HOLIDAYS:** Good Friday, Christmas Day and New Year's Day close holidays. Work on other holidays may be arranged through Agents.

**POLICE/AMBULANCE/FIRE:** Beauty Point and Inspection Head – 83 1141; 83 1204; 83 1109 (fire calls only), Bell Bay 82 1566; 82 1680; 82 1717 (fire calls only).

**TELEPHONES:** Ship-to-shore phones available.

**AUTHORITY:** Port of Launceston Authority, PO Box 257C, Launceston 7250. Tel. 31–7144. Telegrams Portlaun.

**AGENT:** Sub-agent of Patrick Agencies, Melbourne.

## MACKAY, Queensland: 21.08 S. 149.13 E. (See Plan)

**CERTIFICATES/DOCUMENTS/CUSTOMS ALLOWANCES:** See "Melbourne".

**PORT LIMITS:** As for anchorage.

**PILOTAGE:** Compulsory, service obtained by radio to Agents at least 24 hours before ETA. Pilots board either at the anchorage (E.S.E. of the Harbour) or to seaward of Slade Island with the vessel just South of the Sea Leads (287°).

**ANCHORAGES:** To South of the line of sea leads, with Slade Island summit bearing 351° (343° Mag.), and green light on Southern side of breakwater entrance bearing 294° (286° Mag.), good anchorage with not less than 30 ft. (9·1 m.) LWOS. Bottom sand and good holding ground.

**RESTRICTIONS:** None. Day or night access.

**MAX. SIZE:** Up to 620 ft. (189 m.) with one tug. Largest vessels load at bulk sugar berth, maximum length governed by length of traverse of loading appliance which 445 ft. 8 in. (136 m.).

**HEALTH:** See "Melbourne". Inspection at anchorage or at berth.

**TUGS:** Four tugs available, 1×5 tons, 1×20 tons and 2×30 tons bollard pull. Latter available when not engaged at Hay Point.

**RADIO:** See "Brisbane". A VHF Port Radio Station has been established at Mackay Harbour. Frequency: Channels 6, 12, 16, F.3. Hours: every hour on the hour and monitoring will commence 5 minutes before the hour and 5 minutes after the hour.

**BERTHING:**

| Berth | Length (Metres) | Depth (Metres) |
|---|---|---|
| No. 1. | 198·12 | 10·4 |
| 2. | 198·12 | 10·1 |
| 3. | 198·12 | 10·1 |
| 4. | 182·88 | 10·4 |

Slack water entry. Swinging basin 28 ft. (8·5 m.) LWOST. Mean high neap tide rise 13 ft. 4 in. (4·1 m.). Mean high spring ride rise 18 ft. 1 in. (5·5 m.). Depth at berths 33–35 ft. (10·1–10·4 m.).

**SPECIALISED CARGO HANDLING FACILITIES:**

*Sugar Loading Gantry*

(*a*) Loader Height: Clear height of loader in horizontal position from top of the Pier, 26 ft. (7·9 m.). Height of pier, 26 ft. Height of pier above low water, 34 ft. (10·4 m.). Can be used in lifting slope "V" position up to 14° above horizontal. Max. vessel's hatch height above sea surface with which vessel may start loading even at high water, 35 ft. (10·7 m.).

(*b*) Outreach: Maximum outreach of loader from side of pier, 40 ft. (12·2 m.). Breadth of permanent fender from side of pier, 2 ft. 6 in. (0·8 m.). The chute can be traversed along the boom for a maximum distance of 20 ft. (6·1 m.).

(*c*) Movable Range: Length of moveable range along pier, 445 ft. 8 in. (135·8 m.).

(*d*) Capacity: Average loading rate 1,015 tons (1,031 tonnes) per hour: best rate over one ship 1,116 tons (1,134 tonnes) per hour.

*Container/Unit Load Facilities*

Wharf: length 600 ft. (183 m.); depth 34 ft. (10·4 m.); width 100 ft. (30·5 m.). Wharf deck: 126 ft. × 60 ft. plus 2 ft. 6 in. breadth of permanent fender (38 m. × 18 m. plus 8 m.); height above low water 28 ft. (8·5 m.). Crane: 25 tons (25·4 tonnes) capacity at 110 ft. (33·5 m.) radius.

**STEVEDORES:** As much notice as possible.

**TANKERS:** Berth a breast wharf. Load rate for bulk molasses 300 tonnes per hour through 10 in. (25·4 cm.) dockline. 8 in. (20·3 cm.) (Caltex) dockline for white petroleum. 10 in. (25·4 cm.) dockline (Mobil) for black petroleum products. 8 in. (20·3 cm.) dockline (CSR) for export of industrial alcohol.

**DENSITY:** Sea water.

**FRESH WATER:** Available all berths, rate of load 45 tons (45·7 tonnes) per hour.

**FUEL:** Available at Breast Wharf and North Pier Berth.

**FIRE PRECAUTIONS:** Normal requirements.

**DEVELOPMENTS:** Extension of breakwater planned adjacent to industrial land development to give more facilities.

**WATCHMEN:** Not obligatory.

**OPENING/CLOSING HATCHES:** Normally by crew, but can be done by stevedores if required.

**CARGO GEAR:** See "Melbourne".

**IDENTIFICATION CARDS:** See "Melbourne".

**REPAIRS:** Small repairs can be carried out. Oxy-welding and electric welding plants, compressors and air tools available. Salvage divers available.

**REPATRIATION:** Facilities available.

**AIRPORT:** Daily service to Brisbane and thence to world-wide destinations.

**TIME:** GMT plus 10 hours.

**HOLIDAYS:** Bank holidays as for Brisbane, plus Waterside Workers' Picnic Day.

**TELEPHONES:** Ships' extension telephones may be connected at all berths.

**SERVICES:** Compass adjusting.

**AUTHORITY:** Mackay Harbour Board, PO Box 96, Mackay, Queensland, Australia 4740.

**AGENT:** Sub-agent of Patrick Agencies, Brisbane.

## MARYBOROUGH, Queensland (incl. Urangan): 25.18 S. 152.54 E. (See Plan)

**PORT LIMITS:** The area between the mainland and Great Sandy Island from a line joining Hook Point and the eastern extremity of Inskip Point to the parallel of 25 deg. 7 min. S. latitude, including all rivers, creeks and navigable waters in the above named area.

**APPROACHES:** Via Hervey Bay and the Pearl Channel.

The width of the Channel to Urangan is 500 feet (152·4 metres) and the Mary River 100 feet (30·48 metres).

The depths of water at LWOST in this port and approaches are:

| | Feet | Metres |
|---|---|---|
| Urangan Channel | 17·0 | 5·18 |
| Mary River | 4·0 | 1·22 |
| Sandy Straits | 2·0 | 0·61 |

The swinging basin at Urangan has a width of 1,800 ft. (548·64 m.) and a depth of 27 ft. (8·23 m.).

The swinging basin in the Mary River at Maryborough has a width of 400 ft. (122 m.) and a depth of water of 30 ft. (9·14 m.).

**DOCUMENTS:** See "Melbourne".

**PILOTAGE:** Vessels requiring the services of a Pilot should advise the Harbour Master at least 24 hours before their expected time of arrival at the Fairway Buoy and also advise vessels draft.

*Note:* Pilots for the Sandy Straits are not available on Saturdays, Sundays or holidays unless the vessel is bound for Maryborough.

Pilots Boarding Ground is located off the Fairway Buoy, Hervey Bay and the distance therefrom to Urangan Jetty is 13 miles, and upriver to Maryborough 45 miles.

**RESTRICTIONS:** Tankers with highly inflammable liquids are not allowed to berth at Urangan in the hours of darkness.

**MAX. SIZE:** Maximum draft of vessels that may enter the port are: *Urangan:* HWOST 7·3 m. (24 ft.) and at LWOST 4·27 m. (14 ft.) allowing 3 ft. (1 m.) under keel.

Maryborough: HWOST 12 ft. 6 in. (3·8 m.) allowing 2 ft. (0·6 m.).

**HEALTH:** Pratique available 24 hours a day, 7 days a week.

**TIDES:** The mean spring rise is 10 ft. (3·048 m.) at both Urangan and Maryborough, while the mean neap rise is 8 ft. (2·438 m.) at Urangan.

**BERTHING:** The berths in the port number 3 in all, one (1) at Urangan and two (2) at Maryborough.

The jetty at Urangan is 26 miles by road from Maryborough.

The length of each berth and respective depth of water at LWOST are:

*Urangan*

(i) 1 Berth 390 ft. (118·87 m.) in length; depth of water 29 ft. (8·84 m.). Maximum length of vessel which can be accommodated is 560 ft. (170·69 m.).

*Maryborough*

(ii) Berth No. 1 – 196 ft. (59·74 m.) in length; depth of water 20 ft. (6·096 m.).

(iii) Berth No. 2 – 120 ft. (36·576 m.) in length; depth of water 20 ft. (6·096 m.); Maximum length of vessel which can be accommodated is 300 ft. (91·4 m.) approximately.

*Wharf Use*

(i) The wharf at Urangan is a dual-purpose berth used as an oil tanker berth and general cargo berth. The oil tanker berth is used by Caltex Oil (Australia) Pty Limited.

(ii) Berth No. 1 Maryborough is a general cargo berth.

(iii) Berth No. 2 Maryborough is used as a Forestry/Pilot launch wharf.

*Shed Accommodation*

(i) Urangan Wharf Shed – 7,000 sq. ft. (650·3 sq. m.) approx.

(ii) Maryborough Wharf Shed – 4,000 sq. ft. (371·6 sq. m.) approx.

*Wharf Cranes* at Maryborough.

A 40-ton Sheerlegs at 27 ft. 6 in. (8·54 m.) radius at Walkers Shipyard Wharf.

*Mobile Equipment*

*Urangan:* Electric capstans are available to move rail trucks.

*Maryborough:* Mobile cranes are available for hire.

**TUGS:** Towage is not available at this port. Arrangements for tugs would need to be made in advance to allow steaming time from Bundaberg, the next nearest port.

**REPAIRS:** Available.

**FUEL:** Oil bunkering is available at both Urangan and Maryborough.

**FRESH WATER:** Water is available at the Urangan Jetty and the Maryborough wharves at the rate of $0·75 per 1,000 gallons ($0·17 cents per 1,000 litres) (minimum charge $0·75).

**CONSULS:** None.

**MEDICAL:** The Hospital, situated at 185 Walker Street, Maryborough may be contacted on telephone number 21.2222.

**POLICE/AMBULANCE/FIRE:**

*Fire Services*

For emergency calls, dial "000" and ask the operator for the Fire Brigade. General enquiries should be directed to telephone number 21.2535. The Brigade Station is situated at 98 Lennox Street, Maryborough.

*Police Services*

For emergency calls, dial "000" and ask the operator for the Police. General enquiries should be directed to telephone number 21.2211. The Police Station is situated in Lennox Street, Maryborough.

*Ambulance Services*

For emergency services, dial "000" and ask the operator for the Ambulance. General enquiries should be directed to telephone number 21.2244. The Brigade is situated at 155 Neptune Street, Maryborough.

**AUTHORITY:** Dept. of Harbours & Marine, GPO Box 2195, Brisbane 4001.

**AGENT:** See "Brisbane."

## MELBOURNE (including Coode Island, Holden Oil Dock., Port Melbourne, Williamstown, Yarraville): 37.50 S. 144.58 E. (See Plan)

**PORT LIMITS:** Vessels at anchor off Gellibrand Lighthouse are considered "arrived" for the purposes of priority of berthing.

**DOCUMENTS:**

| | No. of copies required |
|---|---|
| Form M & S 11 (List of crew) | Two |
| Form 42A (Store List) | One |
| Form 5 (Articles owned or in possession of Master, Officers or crew) | One |
| Form C & E 886 (Ports of call) | Three |
| Form QA3 (Declaration of animals carried as cargo) | One |
| Form QA4 (Declaration of ship's pets) | One |
| Form QA5 (Shipmaster's Bond to cover ship's pets) | One |
| Form A Q360 (Health Report) | Two |

Of the above, Forms 42A and 5 need only be compiled at first port of call in Australia. Passenger – individual Passenger Cards are utilised therefore no list of passengers required. Agents require seven copies of Manifest of cargo on board and at least one set copies Bills of Lading. These normally received by airfreight or airmail direct from Agents at loading port outside Australia therefore not necessary for Masters to be in possession of either Manifest of cargo on board or appropriate copies of Bills of Lading.

**PILOTAGE:** Two vessels, *Wyuna* and *Akuna,* one of which kept on station outside Port Phillip Heads, within limits of cruising station, except for short periods when making shore contacts and from 0900 to 1100 local time each Monday. *Wyuna* has two masts, buff coloured hull and funnel with white painted superstructure.

The *Akuna* relief pilot vessel, steamship, one mast, buff coloured hull, funnel and white painted superstructure. Pilot vessel on station exhibits by day from foreyard mast, horizontal striped flag, upper half white and lower half red. At night lights as prescribed in International Collision Regulations for a pilot vessel over 65 ft. in length.

Cruising Station: Cruising station extends seaward to 15 miles 221° from centre of fairway between Port Phillip Heads, from which position the Western boundary extends in 334° direction towards coast at Zealey Point, and Southern boundary in 092° direction towards Cape Schank until Arthur's Seat bears 050°, which line towards coast forms Eastern boundary of station. Generally, pilot vessel cruises from 2 to 5 miles 225° from Point Lonsdale Lighthouse in order keep Westward of confused seas caused by tide race through entrance.

Radio message sent direct to pilot vessel 24 hours prior to arrival advising ship's deepest draught and estimated time of arrival at Port Phillip Heads, subject to confirmation pilot vs. If not in sight, vessels stand off at least 5 miles from Point Lonsdale and make inquiries addressed by visual signals or VHF radio telephone to Point Lonsdale Signal Station.

**ANCHORAGE:** Quarantine Anchorage: if, from Quarantine Regulations, southerly gales, or other causes, it is necessary to anchor off Quarantine Station, a vessel drawing more than 20 ft. should anchor to Northward, with jetty bearing 195°, in depths of from 48 to 54 ft., from 3 to 6 cables off-shore; and at night in white sector of jetty light, visible from 126° through South to 195°, preferably with that light bearing 180°, and Point Lonsdale light bearing 280°.

Symonds Channel Anchorage: good anchorage clear of all fairways, in red sector of Low light, and well to windward of southern shore in northerlies, is to be had in the middle of Symonds Channel close to its Southern end. A good berth is in a depth of about 40 ft. with Queenscliff High Light bearing 286°, and No. 3. (Tuckey) West Channel in transit with Coles Channel Light. Queenscliff Anchorage: in anchoring off Queenscliff, care should be taken to keep clear of West Channel fairway by bringing up as near as possible to Northwestern side of channel. A good berth in a depth of 38 ft. and in red sector of Low light, may be obtained with High Lighthouse bearing 284° distant half a mile, and fixed green light at Queenscliff South pier head bearing 336°.

Vessels awaiting berths in the Port of Melbourne are normally directed to anchor at pilot's discretion South of Gellibrand light and clear of the Melbourne ship channel.

**RESTRICTIONS:** Mean Tidal Range is 0·50 m. and mean of all High Waters for 1972 was 0·76 m. Tide is used for the navigation of vessels having drafts in excess of those given in Column 4 of "Max. Size". For the navigation of channels, a minimum under keel clearance of 0·6 m. is required for vessels drawing up to and including 10·9 m. and a clearance of 0·9 m. for vessels having a draft between 10·9 m. and 12·2 m. Vessels over 183 m. in length. Pilots require 10% of maximum draft under keel clearance to navigate River Channel at all times, subject to draft restriction in Column 5 "Max. Size".

**MAX. SIZE:**

In the Port of Melbourne, draft and length limitations for navigation of vessels are determined by the Port Philip Sea Pilots, and these divisions are outside the jurisdiction of the Port Authority, the Melbourne Harbour Trust Commissioners.

| 1<br>*Berth* | 2<br>*Max. Length Day metres* | 3<br>*Max. Length Night metres* | 4<br>*Draft at L.W. Day metres* | 5<br>*Max. Draft Night metres* | 6<br>*Remarks* |
|---|---|---|---|---|---|
| Breakwater | 231 | 178 | 10·6 | 9·7 | 225 m. at 7·6 m. Draft |
| Gellibrand | 290 | 207 | 11·3 | 10·6 | |
| Holden Dock | 183 | 137 | 9·4 | 7·9 | Maximum beam 26·1 m. |
| 6 Yarraville | 252 | 213 | 9·4 | 9·1 | Upstream 6 Yarr. Over 91·4 m. head in. |
| 1 Maribyrnong | 178 | 145 | 9·7 | 8·5 | Over 91·4 m. head in. |
| Swanson Dock | 252 | 213 | 9·4 | 9·1 | "Remeura" will not be swung if 32 South occupied |
| River Berths below 24 V.D. | 213 | 213 | 9·4 | 9·1 | |
| River Berths 22, 23, 24 V.D. | 213 | 213 | 8·8 | 8·5 | |
| Upstream V.D. Ent. | 183 | 137 | 7·9 | 7·9 | Above Swinging Basin 7·2 m. 17, 18, 19 South Wharf |
| Within Victoria Dock | 178 | 137 | 8·8 | 7·9 | Special Vessels. Vessels of 152 m. will be berthed head in only. |
| 8 Victoria Dock | 149 | 137 | 8·8 | 7·9 | Vessels of 152 m. will be sailed head out only if 2 V.D. or 21 V.C. empty. |
| 15 Victoria Dock | 128 | 128 | 8·8 | 7·9 | |
| Station Pier | 305 | 305 | 10·3 | 10·3 | |
| Princes Pier | 259 | 259 | 9·7 | 9·7 | |
| Webb Dock 1 | 135 | 135 | 6·4 | 6·4 | |
| 2 | 140 | 140 | 6·4 | 6·4 | |
| 3 | 181 | 181 | 8·8 | 8·8 | Over 183 m. required 10% draft under keel clearance. Less than 183 m. up to 11 m. draft. |

*Shipping Channels*

| *Channel* | *Width metres* | *Depth metres* |
|---|---|---|
| Fawkner Beacon – Gellibrand Pier | 183 | 11·2 |
| Port Melbourne | 183 | 10·6 |
| Gellibrand Pier – River Entrance | 183 | 10·3 |
| River Entrance – Webb Dock No. 3 berth | 91 | 9·4 |
| River Yarra— | | |
| River Entrance – Appleton Swinging Basin | 122 | 10·3 |
| Appleton Swinging Basin – Victoria Swinging Basin | 122 | 9·7 |
| Victoria Swinging Basin – Johnson St. | 128 | 8·5 |
| Johnson St. – Spencer St. | 91 | 7·9 |

*Swinging Basins*

| | *Diameter metres* | *Depth metres* |
|---|---|---|
| Interstate Swinging Basin | 213 | 8·5 |
| Victoria Dock | 274 | 9·7 |
| Appleton Dock | 366 | 10·3 |
| Swanson Dock | 329 | 10·3 |
| Holden | 274 | 10·3 |
| Port Melbourne | 518 | 10·9 |
| Webb Dock | 305 | 9·4 |
| Gellibrand | 396 | 11·2 |

**BRIDGE:** Clearance under Westgate Bridge is 53·6 m. at LW.

**PRATIQUE:** All overseas vessels at first port of entry to Australia or at any subsequent ports, subject to quarantine until pratique granted or until vessel released from quarantine. If examinations and inspections satisfactory vessel granted pratique for all Australian ports, provided all on board have satisfactorily completed Certificate of Vaccination within last three years, or if vessel is fourteen days or more from date of departure from last overseas port. A list of names and addresses of passengers also required at first port of entry. 24 hours quarantine clearance of overseas vessels available. Treatment of crew members for illnesses other than quarantinable diseases arranged by private practitioners through ship's Agent.

Radio Pratique: Concession of Radio Pratique is to all vessels carrying surgeons, provided these officers medical graduates of a university. Following requirements to be met in the case of a vessel requiring Radio Pratique.

(*a*) (1) ETA.

(2) that individual inspection of all persons on board has been made by Ship's Surgeon within twenty-four hours of expected time of arrival and no cases of quarantinable diseases or varicella in an adult or coloured person, not associated with cases in children, then existed on board or had occurred or had been on board within previous fourteen days: and

(3) that all members of crew currently satisfactorily vaccinated against smallpox (i.e. not less than eight days nor more than three years previously in the case of revaccination) and a satisfactory Vaccination Register is kept on board;

(4) that all passengers over age of 12 months have been satisfactorily vaccinated against smallpox before embarkation and are in possession of current valid International Certificate of Vaccination against smallpox (i.e. all certificates, duly authenticated, show that vaccination has taken place not less than eight days nor more than three years previously in the case of primary vaccination and not more than three years previously in the case of revaccination) except those who before embarkation submitted a medical certificate stating that they have a medical disability which would make vaccination inadvisable and except those who before embarkation signed a statutory declaration stating that they object to vaccination on religious grounds.

(*b*) Commonwealth Director of Health will advise master by wireless whether Radio Pratique is granted or not.

(*c*) A vessel granted Radio Pratique will fly "Q" flag by day and Quarantine signal by night and will on arrival at quarantine anchorage be boarded by Quarantine Officer with Immigration and Customs Officers. Quarantine Officer will inspect crew Vaccination Register and passenger manifest on which must be stated full name, address in Australia and vaccinal status of each passenger and will see cases of illness brought to notice by Ship's Surgeon, including all cases infectious disease and will receive Primary Health Report. If no cases of illness as referred in sub-paragraph (*a*) (2), Quarantine Officer will confirm Radio Pratique and issue Pratique Certificate for all ports. Master will not be required to submit Supplementary Health Report at subsequent ports. When Pratique confirmed, "Q" flag may be lowered.

(*d*) Notwithstanding that pratique for all ports may have been granted, Master will still be responsible for reporting any case of infectious diseases which may subsequently occur whilst vessel in Australian waters.

Should a case of infectious disease (not being a quarantinable disease or varicella in an adult or coloured person not associated with cases in children) occur on board whilst vessel at sea in Australian waters Master will be required to advise by radio Commonwealth Director of Health for State in which next port situated, who will arrange for a Quarantine Officer to see case on arrival, Master will not be required to fill in a Supplementary Health Form and vessel will be permitted to proceed direct to berth without flying "Q" flag.

Should a case of suspected quarantinable disease or a case of varicella in an adult or coloured person occur on board whilst at sea in Australian waters, Master required radio details to Commonwealth Director of Health for State in which next port situated and await instructions. Commonwealth Director of Health will decide according to circumstances whether inspect vessel outside Quarantine Line or permit it to proceed to berth and will advise Master.

(*e*) Should it come to notice in any particular case that Radio Pratique has been granted as a result of a wireless message sent in accordance with sub-paragraph (*a*) whereas in fact wireless message contains false information, matter will be investigated throughly and reported to the Director General of Health who will decide whether Radio Pratique will be denied in future to vessels on which Master and the Ship's Surgeon hold responsibility.

**RADIO:** Melbourne Radio VIM.

A Shipping Control Centre referred to as "Harbour Control" is established on the southern side of Victoria Dock entrance. It is a two storied structure supported on a rectangular tower with an overall height of 39·6 m. Traffic signals are exhibited at a height of 36·6 m.

Movement of traffic within the Port of Melbourne is controlled by the Harbour Master through Control Officers operating from this Centre who direct all shipping movements in and out of the port, and co-ordinate all ancillary services connected with shipping movements on a 24 hour basis.

The radio call sign is "Harbour Control", and the following frequencies and channels are available—

156·3 mHz Channel 6 used generally for Interstate Shipping.
156·4 mHz Channel 8 pilots and tugs (continuous watch).
156·6 mHz Channel 12 working.
156·8 mHz Channel 16 calling (continuous watch).

When approaching the Port of Melbourne radio communication is made with "Harbour Control" initially on Channel 16 and then on a channel as directed for berthing instructions and information regarding the movement of other vessels. The Master of a vessel proceeding inwards shall not pass Gellibrand Pile Light until permission has been granted by Harbour Control. Breakwater Signal Station may be used as an alternative to communicating with "Harbour Control".

**TUGS:** Tugs attend for inward-bound vessels at or in vicinity of Gellibrand Light for vessels proceeding either up River or to Port Melbourne berths. On departure and should vessels require attendance down river, service terminated in vicinity of river entrance. Tugs present for service at any point required by Owner or Agent. Ships lines, or tug lines at charge of A$10.00. Crews of tugs will not accept wire tow line. Wire tow line with rope end of 5 or 6 fathoms acceptable, rope section being available for tugs towing hook.

**BERTHING:**

*Yarra River North Bank*

| Berth No. | Locality | Depth of Water m. | Length of Berth m. | Miscellaneous Information |
|---|---|---|---|---|
| 1 | North Wharf | 7·9 | 167 | Roll-on/Roll-off. Lift-on/Lift-off. |
| 2 | ,, ,, | 7·9 | 176 | Container and Unit Load Cargo. Hobart service. |
| 5 | North Wharf | 7·9 | 130 | 1/3 tonne level luffing, travelling electric wharf crane. |
| 6 | ,, ,, | | 130 | |
| 7 | ,, ,, | | 107 | |
| 8 | ,, ,, | | 114 | |
| 10 | ,, ,, | | 118 | |
| 11 | ,, ,, | | 136 | |
| 12 | ,, ,, | 8·5 | 182 | |
| 13 | ,, ,, | | 135 | Berths Nos. 10–17 enclosed in security compounds. |
| 14 | ,, ,, | | 135 | |
| 15 | ,, ,, | | 201 | |
| 16 | ,, ,, | | 81 | |
| 17 | ,, ,, | | 156 | |
| *Appleton Dock* | | | | |
| B | Appleton Dock | | 192 | Four sets of rail tracks on 20·7 m. wide apron 5/3 tonne level luffing wharf cranes available all berths. |
| C | ,, ,, | 10·3 | 192 | |
| | | | 192 | |
| D | ,, ,, | | | |
| *Yarra River South Bank* | | | | |
| 5 | South Wharf | | 49 | |
| 6 | ,, ,, | | 58 | |
| 7 | ,, ,, | | 57 | |
| 8 | ,, ,, | 7·9 | 57 | |
| 9 | ,, ,, | | 70 | |
| 9A | ,, ,, | | | |
| 10 | ,, ,, | | | |
| 14 | ,, ,, | | 176 | Livestock, Roll-on/Roll-off, Container, Unit Load and Conventional Cargo Handling. |
| 15 | ,, ,, | | 171 | Enclosed in security compound. |
| 16 | ,, ,, | 8·5 | 159 | Seven acre stacking area behind berths Nos. 16–18 mainly for timber imports. |
| 17 | ,, ,, | | 159 | |
| 18 | ,, ,, | | 159 | |
| 19 | ,, ,, | | 159 | Container Berth. |
| 21 | ,, ,, | 9·4 | 244 | Steel. 6/6 tonne overhead shed cranes, and 4/6 tonne wharf cranes. |
| 23 | ,, ,, | 8·5 | 72 | |
| 26 | ,, ,, | | | |
| 27 | ,, ,, | | 158 | Berths Nos. 27–32 enclosed in security compound. |
| | | | 146 | |
| 28 | ,, ,, | | 146 | |
| 29 | ,, ,, | | 146 | |
| 30 | ,, ,, | 9·4 | 183 | |
| 31 | ,, ,, | | 183 | 5/3 tonne level luffing travelling electric wharf cranes. |
| 32 | ,, ,, | | 253 | |
| *Port Melbourne Area* | | | | |
| O.E. | Princes Pier | 11·0 | 196 | Pier enclosed in security compound. Oil bunkering facilities all berths. Four sets of rail tracks on wharf aprons. |
| O.W. | ,, ,, | 10·3 | 196 | |
| I.E. | ,, ,, | 11·0 | 196 | |
| I.W. | ,, ,, | 10·3 | 196 | |
| *Victoria Dock* | | | | Entire Dock System enclosed in Security Compound. |
| 1 | Victoria Dock | | 58 | |
| 2 | ,, ,, | 9·4 | 171 | 3 sets of rail tracks on the wharf. |
| 3 | ,, ,, | | 158 | |
| 4 | ,, ,, | | 199 | |
| 8 | ,, ,, | 8·5 | 186 | |
| 9 | ,, ,, | | 164 | |
| 10 | ,, ,, | | 161 | |
| 11 | ,, ,, | | 168 | |
| 12 | ,, ,, | 9·4 | 168 | Out of Commission. |
| 13 | ,, ,, | | 161 | |
| 14 | ,, ,, | | 174 | 1/3 tonne level luffing, travelling electric wharf crane. |
| 15 | ,, ,, | 8·5 | 165 | |
| | | | | Berths Nos. 16–24 have three sets of rail tracks on apron. |
| 16 | ,, ,, | | 160 | |
| 17 | ,, ,, | | 157 | 10/3 tonne level luffing, travelling electric wharf cranes. |
| 18 | ,, ,, | | 167 | |
| 19 | ,, ,, | | 145 | |
| 20 | ,, ,, | 9·4 | 146 | |
| 21 | ,, ,, | | 165 | |
| 22 | ,, ,, | | 174 | Groat Silos. 3/3 tonne level luffing, travelling electric wharf cranes. |
| 23 | ,, ,, | | 174 | |
| 24 | ,, ,, | | 174 | |

**SPECIALISED CARGO HANDLING FACILITIES:**

*Port Melbourne Area*

| Berth | Locality | Depth of Water m. | Length of Berth m. | Miscellaneous Information |
|---|---|---|---|---|
| O.E. | Station Pier | 11·0 | 221 | Principal Overseas Passenger Terminal |
| O.W. | ,, ,, | 11·0 | 257 | |
| I.E. | ,, ,, | 10·3 | 218 | Four sets of rail tracks on aprons for Rail Cargo and Passenger Trains. Snack Bar and Souvenir Kiosk. Information Service run by multi-lingual Port Hostesses. 8/3 tonne level luffing, travelling, electric wharf cranes. |
| I.W. | ,, ,, | 10·3 | 218 | |

| Berth | Locality | Depth of Water m. | Length of Berth m. | Miscellaneous Information |
|---|---|---|---|---|
| *Webb Dock* | | | | |
| No. 1 | A.N.L. Terminal | 7·0 | 122 | Roll-on/Roll-off Loading facilities. Container, Unit Cargo and passenger handling facilities for Northern Tasmanian ports. 1/25 tonne Derrick crane. 1/15 tonne Derrick crane. |
| No. 2 | A.N.L. Terminal | 7·0 | 152 | |
| No. 3 | A.N.L. Terminal | 9·4 | 183 | 1/25 tonne travelling electric crane. |
| *Maribyrnong River Area* | | | | |
| No. 3 | Footscray Wharf | 2·7 | 87 | |
| *Swanson Dock* | | | | |
| No. 1 W. | Swanson Dock | 10·3 | 244 | Overseas Container Cargo. 2 Container Crane Twin Lift. |
| No. 2 W. | Swanson Dock | 10·3 | 244 | |
| No. 1 E. | Swanson Dock | 10·3 | 244 | Overseas Container Cargo. Common User Berth. 2 Container Crane Twin Lift. |
| No. 2 E. | Swanson Dock | 10·3 | 259 | |
| *Yarra River South Bank* | | | | |
| No. 25 | South Wharf | 8·5 | 158 | Bulk Gypsum. 2/7½ tonne grabbing crane conveyor system. |
| *Yarra River North Bank* | | | | |
| No. 9 | North Wharf | 8·5 | 114 | Bulk Cement. |
| *Lower River Area* | | | | |
| No. 1 | Yarraville Wharf | 7·9 | 106 | Anhydrous Ammonia |
| ,, 2 | ,, ,, | 7·9 | 167 | Sulphuric Acid. |
| ,, 5 | Yarraville Wharf | 8·5 | 146 | Bulk Raw Sugar. Bulk Chemicals. Bulk Oil. |
| ,, 6 | ,, ,, | 9·7 | 256 | |
| Holden | Dock Yarraville | 10·0 | 213 | |
| No. 1 | Maribyrnong | 9·8 | 170 | Bulk Petrochemicals, Mollasses and Lub. Oil. |
| *Williamstown Area* | | | | |
| West Side | Breakwater Pier | 11·8 | 222 | Bulk Crude Oil. |
| East Side | Gellibrand Pier | 11·8 | 274 | |
| *Appleton Dock* | | | | |
| E | Appleton Dock | 10·3 | 207 | Bulk Phosphatic Rock and Coal, Scrap Metal. 4/7½ tonne electric grabbing cranes. Available at the two berths. |
| F | ,, ,, | | 192 | |

See also "Tankers".

**CRANE:** Self-propelled crane with 250 tonne capacity available.

**STEVEDORES:** ETA Advices: Firm ETA, if possible, before noon on previous day to arrival. If not possible no later than 3 p.m. on day previous to arrival.

**MEDICAL:** No advance notice necessary for medical attention required on vessel's arrival. All hospital facilities available. No inoculations required for vessels coming to Australia but Master should possess International Health Cards for each member of crew.

**TANKERS:** Holden Oil Dock at Yarraville suitable for tankers up to 600 ft. length, draft 31 ft.

*Williamstown:* Gellibrand Pier, depth alongside 39 ft. can accommodate tankers up to 950 ft. length. Discharge via Chiksan arms. Breakwater Pier, depth alongside 39 ft. accepting tankers up to 740 ft. length.

*Maribyrnong:* No. 1 berth, depth 30 ft. can accommodate tankers up to 600 ft. length.

*Coode Island:* Petrochemical and molasses berth, depth alongside 26 ft.

*Ballast:* Slop facilities only at Holden Oil Dock.

**DENSITY:** 1000.

**FRESH WATER:** Water available at wharf face at 100-ft. intervals. Rate 50–100 tph.

**FUEL:** 24 hours notice required. All grades 1–1500 secs RI. Marine Diesel. Light Marine Diesel. Gas Oil 34 sec. Red No. 100F. Bunker Fuel 600 sec. Red No. 100F. Light Diesel 37 sec. Red No. 100F.

At Gellibrand and Breakwater Piers. Min. notice 48 hours; prefer notice 4–5 days.

Tanker fuel oil 450 SSF at 122° F. Volume – unlimited if 4 to 5 days notice given.

**FIRE PRECAUTIONS:** Copy of Handbook "Emergency Action" is handed to Master of tankers together with booklet "Advice to Masters" printed in eleven languages.

**DEVELOPMENTS:** Lower Yarra Crossing: New bridge with clearance of 170 ft. under construction, on completion in 1975 the removal of Williamstown ferry will enable river to be widened in that section. Future dredging to 35 ft. envisaged.

By the end of 1974 it is anticipated that vessels with a draft of 37 ft. and length of 950 ft. will be able to navigate the river 24 hours a day.

A fourth Roll-on/Roll-off berth under construction at Webb Dock.

**GANGWAY WATCHMEN:** Shore Watchmen not usually employed and this service left to discretion of Master.

**OPENING/CLOSING HATCHES:** Normally carried out by Stevedores. Ship's crew may if required by vessel to do so. Crew may close hatches prior to sailing; but if Stevedores instructed to do so, they then claim right to finish, unless ship sails before completion of work.

**SHIP CERTIFICATES:** Register – showing vessel's name, port of registry, gross and nett tonnages and Owner. Loadline Certificate which must be current. Safety Radio Certificate. Safety Equipment Certificate. Light dues receipt, ship's Articles (British), Clearance from previous port.

**CUSTOMS ALLOWANCES:** Two hundred cigarettes in an opened carton *or* ½ lb. cigars *or* ½ lb. tobacco. One bottle spirits (opened).

**CARGO GEAR:** This must comply with Australian Regulations, as issued by the Ministry of Shipping and Transport.

When working cargo with ship's gear, certificates should be available to attest to identification and good condition of all such gear. If vessel on first visit to Australia and certificates not available, a declaration by Master will be accepted provided gear in order. On subsequent visits certificates and identification of each item of gear must be readily produced.

**IDENTITY CARDS:** Not required to be carried by crew going ashore in Australia. However, Section 23 of the Migration Act 1958/1964 provides that Masters of vessels entering Australia from overseas shall have in their possession an identity card in an approved form for each member of crew. These provisions included in the Act to ensure positive identification available to departmental officers should any Seaman, not being an Australian citizen, desert vessel. Should vessel arrive Australia without required Seamen's identification cards, Seamen unable to go ashore until photographer called to vessel order photograph each crew member, and identification cards completed.

Following nationalities need not complete identification card required under Migration Act provided crew members in possession of relevant Seamens Identity certificates/discharge book; Canada, Denmark, Fiji, Ghana, Hong Kong, India, Israel, Italy, Japan, Malaysia, Norway, South Africa, South Korea, Pakistan, United Kingdom.

Masters of vessels, Australians and New Zealanders are not required to have such an Identification Card.

Masters are reminded that crew members' travel documents and Commonwealth of Australian Forms M.315, where applicable, are to be retained in the custody of the Master at all times, and are to be produced to Customs Boarding Officers upon demand.

**CONSULS:** The following countries are represented by consuls at Melbourne:

Belgium
Brazil
Chile
China
Denmark
Dominican Rep.
Ecuador
Finland
France
Germany
Greece
Honduras
Iceland
Italy
Japan
Mexico
Netherlands
Norway
Panama
Peru
Philippines
Portugal
Spain
Sweden
Switzerland
Thailand
U.S.A.
Uruguay
Venezuela

**REPAIRS:** All major repairs possible.

**DRYDOCKS:** 3. Largest Dock 527 ft. × 72 ft.

**REPATRIATION:** All facilities available for effecting crew changes and repatriation – namely sea, air and rail.

**HOLIDAYS:** Sunday, Christmas Day, Good Friday, Labour Day, Picnic Day, Anzac Day: with exception of Sunday are regarded as "close holidays" and waterside workers cannot be required work on these days. Only work of special nature performed on these days by agreement.

Following ordinary holidays observed: Boxing Day, New Year's Day, Australia Day, Easter Monday, Queen's Birthday, Melbourne Cup Day.

On Boxing Day and New Year's Day, waterside workers will work on following classes of vessels only, namely:

(*a*) Passenger ships to sail on schedule.
(*b*) Ships to finish and sail before next pick-up of labour.
(*c*) Ships, which in opinion of local Board of Reference, should be declared "Urgent Vessels".
(*d*) Marine casualties.

On remaining ordinary holidays work performed if required by an employer. Work performed on holidays subject premium rates of pay.

**POLICE/AMBULANCE/FIRE:** Fire, Ambulance, Security – Port Emergency Service. Tel. 61–2861 or, by VHF Radio Channel 16 "Melbourne Port Emergency".

**TELEPHONES:** Telephone can be placed aboard at all berths. Charge 90 cents per quarter day includes service charge and local calls. Trunk calls cannot be made from shipboard phones.

**SERVICES:** Tank cleaning. Compass adjusters available.

**SHORE LEAVE:** Crew allowed ashore. Visitors to ship after dark require permit issued by Master. No passport required while ashore.

**PORT AUTHORITY:** Melbourne Harbour Trust Commissioners, 29 Market Street, Melbourne, 3000. Tel. 620731. Cable: Harbour-Melbourne.

**AGENTS:** Patrick Agencies, Box 4329 GPO, Melbourne, Victoria, 3001. Cables: "Rikpat". Tel. 61–2941. Telex. AA. 30456. After hours Tel. 92–5131.

## NEWCASTLE, N.S.W.: 32.56 S. 151.47 E.

**PORT LIMITS:** The port limits are at the entrance between the end of the breakwater. New charter parties accept vessel off the port.
**DOCUMENTS:** See Melbourne.
**PILOTAGE:** As much notice as possible through Maritime Radio, Sydney (VIS), amending 2 hours prior arrival. Amendment through Channel 16 VHF, to Harbour Control. Telegraphic address "Marboard". Pilot vessel painted high-visibility orange, "Pilots" on deckhouse in black paint. Boarding ground on side East of entrance. A good lee, speed 3–5 knots, no boatrope, ladder 8 ft. above water with manropes.
**ANCHORAGE:** No good anchorages off port. A restricted anchorage exists immediately off entrance. No anchorages within the port.
**RESTRICTIONS:** Entrance channel dredged to 36 ft. – a minimum keel clearance of 10% draft required. Certain berths within port may only be worked during slack water or early ebb tide.
**MAX. SIZE:** Maximum length of 800 ft., no beam restriction, draft up to 38 ft. Vessels over 700 ft. navigated in daylight only (inward).
**HEALTH:** Refer to Melbourne.
**RADIO:** All radio messages through Sydney (VIS).
**TUGS:** Tugs usually come alongside shortly after entering breakwater. Ship's lines for towing lines, tug's lines for tugs alongside.
**BERTHING:** See Restrictions.

Thirty berths with lengths from 500 ft. to 2,025 ft. Depths alongside up to 38 ft.

New Cargo Berth suitable for unit and limited container traffic, depth alongside 36 ft. ISLW.

New grain berth with four loading heads can accommodate vessels up to 700 ft. length. Depth alongside 38 ft.

**RADAR/VHF:** No port radar. VHF channels 16, 13, 12, 4. Pilot has own set. Also see "Sydney–VHF".
**MEDICAL:** All hospital facilities available.
**TANKERS:** One tanker berth – 33 ft. depth water alongside, 600 ft. in length.
**DENSITY:** Density varies considerably throughout port, with particular reference to upstream rains.
**FRESH WATER:** Available all berths, 4–15 tons per hour delivery, dependent on other demands.
**FUEL:** Normal bunkering available by either road or barge, or pipeline at inflammable liquids wharf.
**FIRE PRECAUTIONS:** Written notice to Fire Brigade for tankers.
**BULK HANDLING FACILITIES:** Coal Basin berth numbers 1 and 2 loading capacity 2,000 tons per hour.

Dyke Coal Loader: loading capacity 600 tons per hour.

Western Basin: Berth number 3, bulk wheat loading.

Kooragang Island Bulk berth: two gantry cranes each of 10 tons capacity. Grab unloading 650 tons per hour.

*Grain* – No. 3 Western Basin – four 1,000 t.p.h. loading heads.

*Coal* – No. 1 Basin Coal Loader – two 1,000 t.p.h. heads and Dyke Coal Loader, one 600 t.p.h. head.

*Iron and Limestone* – BHP No. 5 berth – three ore bridges with 10 to 20 ton grabs.

*Bulk Berth* – two 650 t.p.h. bulk unloaders used for phosphate, sulphur, alumina, petroleum coke and cement clinker.

*Containers* – one general cargo berth, No. 1 Throsby, fitted with 26-ton luffing crane.

*Liquid Chemicals and LPG* – now use Bulk Berth, Kooragang. Will use new Bulk Liquids Berth, Kooragang which is under construction.

**DEVELOPMENTS:** Plans to build new coal loader with a capacity of 10,000,000 tons annually (approved). Preliminary site at Kooragang Island. The existing coal loader will continue operation.

Two new deep-water tie-up berths at Dyke Wharf.

New bulk liquids berth to be built at Kooragang Island.

**GANGWAY/DECK WATCHMEN:** Services of watchmen available and recommended ($1.50 hourly average).
**OPENING/CLOSING HATCHES:** Dependent on type of cargo and hatch (coal, wheat, ship's crews close hatches).
**CERTIFICATES AND CUSTOMS ALLOWANCES:** See "Melbourne".
**CARGO GEAR:** No additional other than wire preventers to derrick heads if rope guys used. Also see "Melbourne".
**CREW I.D. CARDS:** See "Melbourne".
**CONSULS:** The following countries are represented at Newcastle: Belgium, France, Netherlands, Norway and Sweden.
**REPAIRS:** Most deck and engine repairs.
**DRY DOCK:** One floating dock, Government managed, 630 ft. length and 82 ft. beam. Capacity about 9,000 tons.
**REPATRIATION:** Normal facilities available.
**AIRPORTS:** Two, roughly 7 miles from city. Several flights daily to Sydney.
**TIME:** GMT plus 10 hours. Clocks advanced 1 hour between October and February.
**HOLIDAYS:** Christmas Day; Good Friday; Labour Day; Picnic Day; Anzac Day are regarded as close holidays and waterside workers cannot be required to be worked on these days. On Boxing Day, New Year's Day, waterside workers will work on following classes of vessel only; (*a*) Passenger ships to sail on schedule; (*b*) ships to finish and sail before next pick-up of labour; (*c*) marine casualties; (*d*) other vessels which are agreed between employer and WWF branch officials in the port concerned; if there is no agreement on a port basis, agreement as to any such ships, to be reached at Federal level.

On remaining ordinary holidays, work performed as required by an employer. Work performed on holidays subject to premium rates of pay. No Saturday afternoon work unless vessel is proceeding to sea.
**POLICE/AMBULANCE/FIRE:** dial "000" for Emergency.
**TELEPHONES:** 'Phones available at all working berths. Costs 50 cents daily plus cost of calls plus 30 cents booking fee.
**SERVICES:** Compass adjusters and surveyors available.
**DELAYS:** Waiting for coal berths occasionally, usually no wait for general cargo wharves.
**AUTHORITY:** Maritime Services Board of New South Wales, Newcomen and Scott Street, Newcastle 2300. Tel. 25904.

**AGENT:** Patrick Agencies, Box 447 PO, Newcastle, NSW 2300. Cables "Rikpat". Tel. 2–2353. Telex AA 28192.

## PORT AUGUSTA, S.A.: 32.29 S. 137.46 E.

**CERTIFICATE/DOCUMENTS/HEALTH:** See "Melbourne".
**PILOTAGE:** One mile N.W. of Eastern Shoal North Beacon. The regulation pilot ladder secured four steps up from water and manropes are required. Boat ropes not required.
**RESTRICTIONS:** 16 ft. low water. Minimum 2 ft. under keel. No navigation at night. Maximum length 450 ft. overall. Tug required for vessels 410 ft. and over.
**TUGS:** From Port Pirie or Whyalla.
**BERTHING:**

| | | | |
|---|---|---|---|
| No. 1 | South | 370 ft. | Depth 20 ft. |
| No. 2 | Centre | 400 ft. | ,, 20 ft. |
| No. 3 | North | 420 ft. | ,, 18 ft. |

Total length of wharf 1,190 ft.

**FRESH WATER:** 10 tons per hour.
**REPAIRS:** Minor repairs only.
**TIME:** GMT plus 9½ hours.
**TELEPHONE:** Police 2241; Fire Brigade 2758; Hospital 2201.

**AGENT:** See "Adelaide".

## PORT GILES, S.A.: 35.02 S. 137.46 E.

On Western shore of Gulf of St. Vincent, 36 miles S.W. direction from Port Adelaide. For entry formalities not listed below, see "Adelaide".
**PILOTAGE:** Compulsory. If vessel on first entry to Australia, pratique and surveys are carried out at Semaphore anchorage, Port Adelaide, where Pilot will board.

If proceeding direct to Port Giles, 12 hours' notice required to Dept. of Marine and Harbors, Port Adelaide. Pilot boarding station is at northern end of Troubridge shoal, about 1 mile west of MacDonnell Sound Light Beacon.
**ANCHORAGE:** Macdonnell sound, 7 miles from berth. Also see "Pilotage".
**MAX. SIZE:** Vessels up to 40,000 tons dwt. able to load fully and depart at lowest tide. Normal limit to length of vessel 675 ft. (206 m.), beam 95 ft. (30 m.).
**BERTHING:** The new jetty, about 1½ miles North of Giles Point, reaches out from the shore some 2,000 ft. (610 m.) to the seaward end dolphin. The ship's berth has a depth of 38 ft. (11·6 m.) below low water over a length of 840 ft. (335 m.). Grain transported from Silos to ship's side by conventional belt conveyor capable of handling 800 tonnes an hour. Alongside ship, elevated gallery with 5 swivelling and telescopic booms feeds grain into any hold without movement of ship along berth. Each boom has a maximum load rate of 400 tonnes an hour so that at least two must be used to achieve full ship loading rate.
**TUGS:** None. Mooring launch available, but if tugs required, must be obtained from Port Adelaide.
**FRESH WATER:** Available.
**TELEPHONES:** Available on berth.
**FUEL/REPAIRS:** None.
**TIDES:** Mean high water springs 6·6 ft. (2 m.), mean high water neaps 4·0 ft. (1·2 m.) (Edithburgh).
**VHF:** VHF radio telephone.
**AUTHORITY:** Department of Marine and Harbors, 211 Victoria Square, Box 1672 GPO, Adelaide, S. Australia 5001.
**AGENT:** Sub-agent of Patrick Agencies.

## PORT HEDLAND, W.A.: 20.18 S. 118.35 E.

**PORT LIMITS:** An arc of a circle of 10 miles radius with centre at Hunt Point Beacon.
**APPROACHES:** Port Hedland, entered between Airey Point (Lat. 20° 18′ S. Long. 118° 35′ E.) and Hunt Point, about 3¼ cables N.N.W., is a secure harbour with dredged channel giving a depth of 12·8 metres below datum, a turning basin with a depth of 8·84 metres below datum, and a small craft anchorage with depths of 5·18 metres. The channel extends some 7¾ miles seaward from the turning basin and is defined by beacons, buoys and leading marks.

The most conspicuous object in daylight is the Crushing Plant owned by the Mt. Newman Mining Company. This plant is 47·24 metres above sea level, and is of oblong shape, situated 095° (T) by 1,383·74 metres from the Shipping Control Tower at Lat. 20° 19′ S.

Long. 118° 34′ 50″ E. Cooke Point, which terminates in black, steep-faced rock, is sharply defined. Finucane Island water tank, 5 cables W.N.W. of Hunt Point, is also conspicuous.

**DOCUMENTS:**

2 Copies Health Report Q360 for Quarantine Office to be accompanied by Crew List showing Vaccination dates.
1 Copy Store List Form 42A. All narcotics and restricted drugs to be identified by type, size and quantity. Report is to include lifeboat kits.
1 List Crew Possessions. Form 5 including Declaration Sheet. In declaring goods, quantity, description and value to be stated. In the case of all watches, radios, cameras, binoculars and the like, maker's name or brand and serial numbers must be shown.
1 Crew List. Form M & S 11. Comprised White Cover Sheet, 2 copies plus Green Listing Sheet, 2 copies.
1 List Ship's Pets. QA4. If any pets, including any animal, bird or fish on board to be accompanied by 1 pink QA5.
5 Copies Crew List. Company type. (Customs 3, G.M.L. 1 and Agent 1).
Identification Card. Form M315. One per crew member, except as detailed below.

With reference to Seamen's Identification Cards, a Passport size photograph of the seamen is sufficient. A side-face photograph is not required. Seamen in possession of the following National travel documents are no longer required to have an Identification Card in Commonwealth of Australia Form M.315.

| | |
|---|---|
| Canada | Passport or Seaman's Identity Certificate |
| Chile | Passport or Seaman's Book |
| Denmark | Seaman's Book |
| Fiji | Passport or Seaman's Certficate of Nationality and Identity |
| Ghana | Passport or Seaman's Certificate of Nationality and Identity |
| Hong Kong | Seaman's Identity Book |
| India | Seaman's Identity Book |
| Iran | Passport or Seaman's Identity Card |
| Israel | Seaman's Book |
| Italy | Libretto de Navigazionа |
| Japan | Mariners Pocket Ledger |
| Kenya | Passport or Seaman's Identification Certificate |
| Lebanon | Passport or Seaman's Identification Certificate |
| Malaysia | Passport or Seaman's Identity Card |
| Malta | Discharge Book |
| Nauru | Seaman's Document of Identity |
| New Zealand | Identity Book |
| Norway | Seaman's Document of Identity |
| Pakistan | Seaman's Identity Card or Continuous Discharge Certificate |
| South Africa | Seaman's Record Book and Certificate of Discharge or Seaman's Identity Certificate or Certificate of Naturalization or Identity |
| South Korea | Seaman's Certificate Book |
| Taiwan | Passport or Seaman's Book |
| Tanzania | Passport or Seaman's Book |
| United Arab Republic | Passport or Seaman's Book |
| United Kingdom* | Passport or Seaman's Record Book and Certificate of Discharge |

*United Kingdom Passports may be held for surrender only if grantee is agreeable, otherwise an Australian Identification card must be available.

Masters are reminded that crew members' travel documents and Commonwealth of Australia Forms M315, where applicable, are to be retained in the custody of the Master at all times and are to be produced to Customs Boarding Officers upon demand.

**PILOTAGE:** Pilotage is under the control of the Harbour Master and is compulsory for all overseas vessels and for Australian vessels over 6,500 grt. Pilots will board vessels either by helicopter or pilot boat.

*Boarding by helicopter – requirements for night operations:*

(*a*) Within the hatchtop area there shall be a termination area consisting of a square having sides with a minimum length of 38 ft. 6 in.

(*b*) Surrounding the termination area there shall be an area not less than 35 ft. in width in which there shall be no obstructions likely to hazard the rotor-systems.

(*c*) The combined termination area and obstruction free area shall constitute the helipad area.

(*d*) Within the termination area there shall be no obstructions likely to hazard the flotation systems.

(*e*) The touchdown area shall be so situated within the termination area that when the floats are positioned within the touchdown area, the main rotor shall be contained within the termination area.

(*f*) The perimeters of the termination area shall be masked with white reflective tape having a minimum width of 5 in. (under review). This tape is made by the 3M Company and is designated Scotch Lane Brand Pavement Marking Stripe No. 5620 and comes in 150 ft. rolls. A primer No. 4448 will be required to give suitable adhesion.

(*g*) Any minor obstruction on the hatchtop shall be marked in a distinctive colour.

(*h*) The approach paths to the helipad and across both sides of the ship shall be free of obstructions above hatchtop level.

(*i*) The helipad shall be illuminated with flood lights positioned at both wings of the ship's bridge with the beams crossing over the helipad.

All crew members should be kept clear of the landing area and should not attempt to approach the helicopter unless requested to do so. When the pilot has disembarked an officer should be available to guide the pilot to the bridge.

Vessels which are selected for night operations will be visited by the helicopter pilot who will indicate the precise markings required and will advise Masters with regard to any questions that they might have. The helicopter to be used is a Bell 471–2A weighing, 2,200 lb.

*Requirements for day operations:*

These are similar to night operation requirements and at the discretion of the helicopter pilot.

*Boarding by pilot vessel.*

It is most important that a lee be given to allow the Pilot to board, whether the vessel be under way or at anchor. In the latter case with the anchor still down, a steady ahead movement on the engines with the helm hard over usually affords the necessary lee. Failure by the Master to afford a lee may result in the Pilot being unable to board, with consequent delay.

Vessels will be advised of Pilot Boarding and in the interest of expediency whenever required, vessels should be under way before the Pilot boards. Pilot ladders should be clean and properly constructed, fitted with spreaders to prevent turning and spacing pieces to maintain treads in a horizontal position. Manropes of 3 in. Manila should be rigged on each side of ladder and the full length thereof.

Where pilot ladders are led over bulwarks, suitable stanchions should be rigged and steps provided inboard. In addition to cleanliness of the pilot ladder on arrival, *the gangway or accommodation ladder must be washed down after completion of loading*, before the Pilot boards for departure.

Unless the ladder is satisfactorily washed down and free of ore dust, Pilot may refuse to board with resultant loss of time and expense until ladder is washed down to Pilot's satisfaction. Failure by Masters to comply with these requirements in the past in Australian ports has resulted in delays and off-hire situations in the case of time chartered vessels, heavy fines for the Master plus court costs and substantial compensation for the injured against the owners.

A boat rope is not required at this port.

**ANCHORAGE:** Vessels should anchor North of a line between Spoil Ground Buoy (flash red every 20 seconds) and No. C 6, as the area immediately North of this line is the pilot boarding area. The bottom is sandy but the holding ground reported to be good.

A prohibited anchorage exists, bounded as follows: From No. 15 buoy (20° 14′ 46″ S. 118° 34′ 00″ E.) 309° 1·63 miles, thence 046° 2·00 miles, thence 180° 2·31 miles to No. 16 Beacon (Lat. 20° 14′ 4″ S. Long. 118° 34′ 00″ E.)

**RESTRICTIONS:** All channels from seaward as far as the Swinging Basin are dredged to 12·8 metres below datum, and 183 metres wide in the straight sections, widening to 244 metres on curves. The N.W. section of Swinging Basin is dredged to 8·84 metres below datum. Total width of Basin is 600 m.

**MAX. SIZE:** Maximum size vessels entered: Length 1030 ft. dw 167,000 LT. Draft 55 ft. Vessels over 925 ft. are normally not handled at night.

The official scale of keel clearances required for Port Hedland is as follows:

| *Draft of vessel* | *Clearance inside harbour* | *Clearance outside harbour* |
|---|---|---|
| Up to 12·3 | 1·0 metre | 1·2 metres |
| 12·3 to 12·5 metres | 1·2 metres | 1·5 metres |
| 12·5 to 13·1 metres | 1·2 metres | 1·8 metres |
| 13·1 metres and over | 1·2 metres | 2·1 metres |

*Arrival Draft:* The Harbour Master has instructed that vessels arriving at Port Hedland should trim to 17 ft. forward, and 21 ft. aft for 50,000 tonners, increasing to 24 ft. forward and 26 ft. aft for 100,000 tonners. Other vessels should retain maximum ballast and advise their draft to the Harbour Master, 24 hours prior to arrival.

**PRATIQUE:** The Quarantine Officer will board by the gangway which should be turned out and rigged ready for lowering prior to entering the harbour. Vessels should show the appropriate pratique signals whether by day or night. Only in exceptional cases at the convenience of the Health Department will vessels be boarded by the Quarantine Officer to seaward of Hunt Point. The Quarantine Office will inspect the crew on arrival at the berth.

Vessels may be cleared at any time during the day or night subject to the Quarantine Officer being available and willing to do the clearance, and providing the Master forwards a radio message not more than 24 hours before arrival giving following details.

(*a*) The expected hour and date of arrival of the vessel.

(*b*) Confirmation that the Master has individually inspected all on board within 24 hours of arrival and that there are no cases of febrile illness (high temperature or fever) or skin rashes on board.

(*c*) Particulars of any cases of illness on board.

(*d*) Confirmation that all persons on board are satisfactorily vaccinated against smallpox (i.e. vaccinated not less than 8 days and not more than 3 years previously in the case of primary vaccination and not more than 3 years previously in the case of revaccination). A vaccination register, signed by the Master or individual international certificates for all crew members, must be retained on board, and all passengers should have International Certificates of Vaccination.

Vessels may proceed direct to the berth to await clearance there, subject to the requirements specified above, and providing that adequate security is provided to ensure that there is no contact between ship and shore prior to the granting of pratique. Under no circumstances must anybody be permitted to leave the vessel and have contact with shore until the vessel has been granted pratique. This also includes the Pilot. There is no objection to the Pilot, Customs and Immigration Officers boarding the vessel before the

Quarantine Officer, providing they remain on board until pratique is granted.

If the Quarantine Officer is not available because of medical emergencies ashore, the vessel may be permitted to go alongside and commence loading, providing there is no physical contact between any person on the ship with the shore, until pratique is granted, excepting the special provisions made in the preceding paragraph. Rat guards are required on all mooring lines.

**RADIO/VHF:** Vessels trading Japan to Port Hedland use Sydney, Darwin and Broome Radio Stations. There is no Radio Station in Port Hedland. Broome Radio transmits navigation warnings including alterations to buoy positions in the approach to Port Hedland.

Vessels bound for Port Hedland should advise the Harbour Master 48 hours and 24 hours before their arrival, indicating their draft, fore and aft, and last port. A continuous watch is kept in the Port Shipping Control Tower, which is fitted with VHF, and vessels should call "Port Hedland Harbour" on Channel 16, 2 hours before arrival at anchorage to confirm their ETA and in order that they may be kept acquainted with berthing instructions and the movement of other vessels. The Tower will also assist ships by giving them their bearing and distance by radar from the Tower. No ship may enter the dredged channel or depart from any berth without permission from Port Control. Signals will be exhibited from the Tower at night to indicate if the port is closed and the state of the tide. The height of tide is no longer indicated, but such information is available and will be transmitted to vessels by VHF or Aldis upon request.

Vessels equipped with VHF should guard Channel 16 (156·8 Mc/s) when in range of Port Hedland, and also whilst at anchor. This channel is in direct communication 24 hours a day with Port Control (call sign "Port Hedland Harbour") and will avoid superfluous launch trips to advise Masters of changing conditions. Visual signals may be used in addition to a constant VHF watch. Should the Master of a vessel at anchor wish to communicate by VHF with another vessel, then he must first advise "Port Hedland Harbour" who will allot him a working channel.

**TUGS:** Five tugs, each of 2,400 h.p., are available. A sixth anticipated. Line-running launches and ferries are also available. Two small tugs of about 350 h.p. are also available.

**BERTHING:** Due to the tidal range and strength of current, ships over 10,000 tons dwt. do not sail on the ebb tide. When the tidal range is more than 19 ft. no ships sail on the ebb. Vessels usually berth close to low or high slack water.

*Goldsworthy Pier:* This is situated on the Western side of the Harbour on Finucane Island, and lies South-west of Hunt Point Beacon (No. 29). The face of the jetty extends over a distance of 177 metres, and lies in the line 017–197° (T) and consists of six breasting dolphins, each of which has a floating fender unit. There are two dolphins ahead and astern of the jetty to facilitate the mooring of vessels. These dolphins are set back from the line of the berth face and have no fenders.

The distance from the No. 1 or North Dolphin to the No. 10 or South Dolphin is a total of 378 metres and the dredged mooring basin 366 metres long, 61 metres wide, has a depth of 15·85 metres below datum. The shiploader has an overall length of travel of 180 metres and a maximum capacity of 4,500 t.p.h.

Fresh water and fuel are not available at this berth.

Vessels will normally berth port side to, heading out to sea. Ship's gangways should be rigged prior to berthing on the off-side as gangways are not acceptable on the jetty. A launch service is available to ferry personnel to the town. Ship's personnel are not allowed on the loading facility. Provision for a future second loading berth ahead of the existing jetty has been made.

The height of the shiploader underside in the raised portion above chart datum is 23·1 metres. The loader is not completely retractable behind the berth face but retracts to a position 0·84 metres behind the fender line.

*No. 1 Berth* completed August 1974. This landbacked berth lies in a 350°–170° direction and has a length of 213 m., with a mooring dolphin 58 m. from the Northern end. Depth alongside is 12·2 m. A dry cargo storage shed adjacent to the berth has a floor area of 5,300 sq. ft. and general cargo will be handled by fork lift vehicles to and from the vessel. Provision for tanker berthing. Provision for heavy lift crane/and/or bulk handling installation in the future.

Stack load on berth 3,418 kg/m$^2$. Fork lift capacity 27·2 m/t. Max. axle loading 8 tonnes on dual axle. Raykin fender system.

Oil fuel, fresh water and telephone are available at the berth.

*No. 2 Berth:* A wooden jetty at Mangrove Point forms No. 2 Berth. The jetty runs in a direction 345°–165° (T) for a distance of 121 metres. Depth alongside is 6·7 metres below datum, but siltation does occur and this may, at times, be reduced.

Cargo is handled by fork lifts and/or road trucks to a cargo receival shed a short distance away. The berth is equipped to receive bulk fuel. Limited grades of bunkers and fresh water are available. Fresh water can be supplied at the rate of 35 tons per hour, and bunkers at 80 t.p.h. Amounts of 200 tons of water are always available, and vessels requiring more than this are requested to give at least 48 hours prior notice, through their Agents.

The No. 2 Berth is also used for the loading of manganese by means of a bulk loader giving a loading rate of approximately 200 t.p.h. The loader has a small range of travel and it is usual for the ship to warp itself up and down the wharf as required. On the ebb tide, strong currents run through the Southern end of this berth at approximately 45 degrees to the line of the wharf. Masters must ensure that mooring lines are properly tended at all times as, in addition to the strong currents, large iron ore carriers of up to 160,000 tons dwt. pass this berth. A pipe-line for loading bulk drilled mud is fitted and is operated by a private company.

*No. 3 Berth:* No. 3 Berth is situated to the South of Mangrove Point and runs in a 117°–297° (T) direction for a distance of 183 metres, with dolphins 46 metres ahead and astern to facilitate the mooring of vessels. There is a mooring basin 274 metres in length dredged to 12·20 metres below datum alongside the berth and dolphins.

Cargo is handled by form truck into the sheds or storage area at the rear of the shed, or loading direct into road truck. The full length of the wharf is protected by a fender system.

A mechanical bulk-loading facility is operated by the Leslie Salt Company on this wharf. The loader has a capacity of 1,500 t.p.h.

Fresh water is available at normal rates of 35 t.p.h. Bunkers can be obtained at rate of 100 t.p.h. Provision for tanker berth.

*Mount Newman Piers A and B:* These two berths form a continuous line running in a 117°–297° (T) direction from a position immediately South of No. 3 Berth towards Nelson Point. Pier A is the Northward berth and extends for a distance of 305 metres, the depth alongside being 18·29 metres. Pier B, the Southward berth, has a length of 353 metres and is dredged to a depth of 17·07 metres below datum.

The two shiploaders are fully retractable and have an average capacity of 6,000 t.p.h. each. No. 1 loader, at "B" Berth, has a boom reach of 28 metres from the wharf face, and the height of the underside of the loader is 23·5 metres above datum. Loader No. 2, "A" Berth, has a boom reach of 29·6 metres and a height above datum of 26·5 metres. Vessels will normally swing on entry and berth starboard side to on these berths. Starboard gangways should be rigged prior to arrival so that no delay is incurred in the boarding of Quarantine and Customs Officials on berthing.

Bunkers are not available on these berths.

**MEDICAL:** Medical attention may be arranged through the Agent. No person will be attended unless he is provided with a letter from the Master authorising such treatment. All charges incurred will be charged to the vessel.

**DENSITY:** Average 1026.

**REPAIRS:** Minor repairs only can be effected. Radio and radar technicians, electricians, plumbers, welders and divers are available. There are a number of machine shops and a foundry is being constructed. Sand-blasting equipment and fumigation facilities are available.

**AIRPORT:** Daily jet flights to Perth and regular services to Darwin are available. In addition, there are several small charter planes available. Airport 7 miles from port.

**CONSULS:** At present, there is no Consular representation at Port Hedland.

**TIME:** GMT plus 8 hours.

**SURVEYORS:** Department of Transport Surveyor, Captain J. Cook. Tel. 732598 (also acts as Shipping Master). Classification societies situated in Perth.

**POLICE/AMBULANCE/FIRE:** Police 731444; Ambulance 731800; Fire 731222; Hospital 732144.

**CARGO GEAR:** Ship's gear used. Mobile cranes up to 31 tons capacity may be hired. Crane of 120 tons capacity owned by Mount Newman Co. Fork lifts of 4,000 lb., 8,000 lb. and 10,000 lb. available.

**TANKERS:** *Connections:* Ten-inch lines with 8 in. flexible hoses. Discharge rates depend on grade and consignee.

*Local Installations:* Mobil, Shell, B.P., Caltex and Ampol.

**CERTIFICATES:** The following documents should be available for inspection:

Ship's papers, including the following certificates:
(*a*) Register.
(*b*) Load Line.
(*c*) Safety Equipment.
(*d*) Safety Radio.
(*e*) Safety Construction.
(*f*) Australian Light Dues Receipt.
(*g*) Articles of Agreement and Account of the Crew (or equivalent).
(*h*) Oil Record Book.
(*i*) Register of Cargo Gear.
(*j*) Gas Free Cerfticates for Obo's.
(*k*) Western Australian Conservency Dues Receipt (Port Bill).
Valid Deratisation or Exemption Certificate.
Crew's Identity Documents.
International Vaccination Certificates of all persons aboard as well as crew list giving vaccination dates.

**STOWAGE FACTORS:** Basis most recent experience, stowage factors of iron ore cargoes loaded at Port Hedland have been approximately as follows, per ton of 2,240 pounds: Lump ore approx. 15 cubic ft. Fines approx. 13 cubic ft.

However, as these factors sometimes vary from cargo to cargo, it is recommended that Masters check with loading Agents for each shipment before finalising stowage plans.

If the Master wishes to anchor outside prior to proceeding to sea, he must advise the Pilot when leaving the berth, and the Pilot will advise suitable anchorage. The Master will advise the Pilot estimated time of departure in order that this may be reported to the Port Control.

Delays of port operations, including delays of other vessels waiting for berth, caused by a vessel which for any reason is not prepared and able to move from the berth when so ordered, are chargeable to the vessel which causes such delays.

**AUTHORITY:** Port Hedland Port Authority, PO Box 2, Port Hedland, Western Australia, 6721. Tel. 091-73-1098.

**AGENT:** Sub-agents of Patrick Agencies.

## PORT KEMBLA, N.S.W.: 34.28 S. 150.54 E. (See Plan)

**PORT LIMITS:** In the absence of any specific clause in the Charter Party, the local custom is that a vessel, having obtained pratique, is considered to be an "arrived ship" when it is anchored off the port.

**CERTIFICATES/DOCUMENTS/HEALTH/CUSTOMS ALLOWANCES/CARGO GEAR:** See "Melbourne".

**PILOTAGE:** Pilotage is compulsory for all foreign vessels and Australian Masters without an exemption; this service operates 24 hours per day. When entering or leaving the Inner Harbour, the Pilot requires 3 ft. clearance under the keel. Pilots equipped with VHF.

The pilot boarding station is at the Wollongong Head Light House, bearing 310° – distance 1·25 miles from Harbour entrance.

**RESTRICTIONS:** An artificial harbour, formed by two breakwaters with an entrance of 1,000 ft. and a depth of 50 ft. ISLW at the entrance. Leading from the Outer Harbour there is an inner harbour basin, which is entered through a 370 ft. wide channel, having a depth of 36 ft. ISLW. The port consists of two harbours, locally referred to as the Outer Harbour and the Inner Harbour. In the Outer Harbour the swinging basin is approximately 1,500 ft. with a minimum depth of 35 ft., and in the Inner Harbour the swinging basin is approximately 1,200 ft. with a minimum depth of 36 ft. Major deepening has already commenced at the Inner Harbour. It is intended to deepen the entrance channel from the Outer Basin to the Inner Basin to 50 ft. and the Inner Harbour Discharge Berths to the same depth. The Coal Berth and the Multi-purpose Berth to be dredged to 43 ft. This work is anticipated to be completed by the end of 1975.

**MAX. SIZE:** Maximum length 850 ft., with 38 ft. draft acceptable alongside berth. Inner Harbour bulk berths only. Depth in Outer Harbour 32 ft. LW; depth in Inner Harbour entrance 36 ft. LW.

**PRATIQUE:** Quarantine service is available 24 hours a day with all vessels being granted pratique alongside the berth.

**RADIO:** A continuously manned communication centre maintains constant contact with the Pilot, pilot tender, tugs and launches. In addition, a VHF radio-telephone system (operated by the Central Control Point in Sydney) provides communication for vessels at sea or under the control of a pilot.

Whilst anchored off the port of Port Kembla, it is necessary to maintain radio watches, as officially a vessel is at sea until entering the breakwaters into the port.

**TUGS:** At the present time three tugs are available, 24 hours per day, provided previous notification is given.

The tugs have bollard pulls ranging from 42 to 17·5 tons.

**BERTHING: Outer Harbour:**

*No. 2 Jetty* – South side: bulk discharging berth for Australian Iron and Steel Pty Limited, exclusively for ironstone, limestone and other raw materials used in the manufacture of steel. Depth of water alongside, 32 ft.

*No. 3 Jetty* – General Cargo Berth: depth of water ranging from 33 ft. seaward end to 13 ft. shore end.

*No. 4 Jetty* – General Cargo Berth: depth of water ranging from 36 ft. seaward end to 16 ft. shore end.

*Jetty No. 5* – used exclusively for the discharge of bulk petroleum products. It is situated on the southernside of the breakwater, and can accommodate vessels up to 600 ft. length, depth alongside 35 ft. This berth is also used for bunkering however, no priority is given for bunkering ships over tankers.

*No. 6 Jetty* – General Cargo Berth: Depth of water ranging from 33 ft. seaward end to 24 ft. shore end.

**Inner Harbour:** Four of the six wharves in the Inner Harbour are privately owned, three by the Australian Iron & Steel Pty Limited and one by Australian National Line.

*AIS No. 1 Loading Berth* – depth 36 ft.

*AIS Discharge Berth* – this berth is serviced by two 15-ton capacity grabs capable of 500 tons per hour each, and has both road and rail transport. It is actually a continuation of the loading berth and also has one coal/coke loader, capable of a loading rate of 600 tons per hour. The depth of water alongside is 37 ft.

*AIS No. 2 Loading Berth* – depth alongside 40 ft.

*Roll-on/roll-off Berth* – depth alongside 27 ft.

*Coal Berth* – length of berth 704 ft. The coal or coke is loaded by means of a travelling gantry, with trimmer. The unit has been designed for a loading rate of 2,000 tons of coal or 800 tons of coke per hour, and the trimmer for loading vessels to 110 ft. beam. The average rate is approximately 1,250 tons coal and 550 tons coke per hour. The loading boom (in the horizontal position) and loading chutes will clear the hatch coaming at 57 ft. above ISLW.

*Multi-purpose Berth* – can accommodate vessels up to 700 ft. length, depth alongside is 38 ft.

**TANKERS:** Maximum size of vessel 600 ft. length, 32 ft. draft.

**BULK CARRIERS:** Due to the length of large bulk carriers, Pilots require additional under-keel clearances which will limit departure drafts at the port to the following:

32 ft. 9 in. plus tide for vessels 750–800 ft. LOA.
32 ft. 6 in. plus tide for vessels 801–850 ft. LOA.
32 ft. 3 in. plus tide for vessels 851–900 ft. LOA.

The above figures are based on a channel depth of 36 ft. ISLW.

**DENSITY:** Average 1025.

**STEVEDORES:** The Australian Stevedoring Authority controls labour in the port, the present total strength being 483 men.

*Working Times:*
1st shift: 0730 to 1430 – Monday to Friday, Sunday
2nd shift: 1500 to 2200 – Monday to Friday, Sunday
3rd shift: 2300 to 0600 – Monday to Friday, Sunday
1st shift: 0730 to 1130 – Saturday only
or: 0730 to 1430 – Saturday only.

There are sufficient forklifts, tractors, bulldozers, etc., available to handle all general and bulk cargoes as necessary

**FRESH WATER:** Fresh water is available at all berths.

**FUEL:** Furnace and diesel oil is obtainable by pipe-line at the inflammable liquid berth and No. 6 Jetty and also at the AIS discharge berth and AIS No. 1 loading berth. Limited quantities are available by road tanker at No. 3 jetty, the coal loading berth and the multi purpose berth. No bunkering barges are available.

Delivery capacity by pipe-line is approx. 120 tons per hour. Delivery capacity by road tanker is approximately 20 tons per hour.

**MEDICAL:** There are sufficient doctors, dentists, etc., to handle all eventualities; also two well equipped modern hospitals.

**REPAIRS:** There are no drydocking facilities, but several marine engineering companies operate here, who can handle most types of repairs.

**HOLIDAYS:** See "Sydney".

**GANGWAY/DECK WATCH:** Carried out by crew.

**OPENING/CLOSING HATCHES:** Crew/stevedores.

**CREW IDENTIFICATION:** See "Melbourne".

**TIME:** GMT plus 10 hours.

**AIRPORT:** Kingsford Smith International Airport, Sydney.

**DEVELOPMENTS:** Dredging now in progress will provide a depth of 50 ft. from the port entrance to the A.I.S. Bulk Berth. So by the end of 1975 the maximum draft for ore carrying vessels will be approximately 48 ft.

The Minister for Public Works has announced a plan for an off-shore coal loader at Port Kembla to accommodate 250,000 tonne vessels.

**TELEPHONES:** Pilot Station 40761; Signal Station 41089. Telephones available.

**AUTHORITY:** Maritime Services Board of NSW, P.O. Box 89 Port Kembla.

**AGENT:** Patrick Agencies, Foreshore Road, P.O. Box 83, Port Kembla, N.S.W. 2505. Cables "Rikpat". Tel. 74–2267 and 74–1637. Telex AA 29025.

## PORT LATTA, Tasmania: 40.51 S.145.23 E.

**DOCUMENTS:**
4 Crew Lists, Commonwealth No. MSL.
1 Customs Store List, Commonwealth No. 42A.
1 Personnel Effects, Commonwealth No. 5.
1 Quarantine/Animals, Commonwealth No. QA4 and QA5.
1 Smallpox Vaccination Register.

**PILOTAGE:** Compulsory pilotage from anchorage to berth. Pilot remains on board throughout loading. Pilot station equipped VHF radio Channels 16, 12 and 6. Pilots and line boats stationed at small boat harbour, Port Latta. Pilot boards at anchorage. Vessels communicate with Port Latta Marine Department on normal ship-shore frequencies, through Australian coastal stations, addressing message to "Pickands Burnie" prefixed "Shipserv". ETA required 10 days, 2 days, 1 day prior. Accommodation ladder to be rigged and ready on port side.

**ANCHORAGE:** One mile radius from point with Rocky Cape Light. Bearing 130° (T) × 5 miles (16 fthms).

**RESTRICTIONS:** Vessels berth on arrival day or night, weather permitting. Approach channel and depth alongside berth 50 ft.

**MAX. SIZE:** Length, 850 ft. LOA; beam 130 ft.; draft 45 ft.; 9 ft. range of tide.

**HEALTH:** Commonwealth appointed health doctor will board on arrival, weather permitting, for crew inspection. Doctor requires one copy Crew List and one copy Smallpox Vaccination Register. Doctor boards only when Port Latta first port of call.

**RADIO:** Radio messages addressed to "Shipserv. Pickands, Burnie" and Agent.

**TUG:** Will join vessel at anchorage. Tug stationed at Port of Stanley and will stay with vessel throughout loading. The use of tug or ship line is at discretion of Pilot. No extra charge made for use of tug lines.

**BERTHING:** Vessels berth port side alongside using starboard anchor. Lines required: Six 120 fathom lines and one wire back-spring at each end of vessel. One berth where vessel moors to buoys and alongside two dolphins. A 6,000 ft. long steel structure carries ore conveyor to two ship loaders each protected by a dolphin. Minimum depth of water in berth and approaches 50 ft.

**MEDICAL:** Minimum of 24 hours notice required by Agent to arrange doctor. Hospitals situated at Smithton, 19 miles; Wynyard, 25 miles.

**TANKERS:** Berth at anytime. Hose 10 in. diameter, discharge line only, no facilities for receiving ballast or slops. Maximum permitted draft 45 ft.

**DENSITY:** 1025.

**FRESH WATER:** Limited quantity from tug – 40 tons.

**FUEL:** Not available.

**FIRE REGULATIONS:** Standard Mines Department fire regulations.

**OPENING/CLOSING HATCHES:** Ship's responsibility.

**CERTIFICATES:** Required: De-rat., Safety Equipment, Load Line, Registered Tonnage.

**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes or 8 ozs. tobacco per man. Wine/Spirit, One quart per man, bottle/bottles must be unsealed.

**CARGO GEAR:** None required.

**IDENTIFICATION CARDS:** See "Melbourne".

**CONSULS:** No consulates.

**REPAIRS:** Minor repairs can be carried out by local contractors.

**REPATRIATION:** Agents can arrange repatriation and crew changes.

**AIRPORT:** Nearest airport 25 miles at Wynyard with daily domestic flights to mainland for international flight connections.
**TIME:** Local time on Eastern Australian Standard. GMT plus 10 hours. Tasmanian summer exists between October and March, GMT plus 11 hours.
**HOLIDAYS:** Cargo loading continuous throughout public holidays.
**POLICE/AMBULANCE/FIRE:** Police, Stanley 40; Ambulance, Smithton 2–1221; Fire, Forest 58–3123.
**TELEPHONES:** No arrangements available for placing phone on board ship. Use of company phone can be arranged for business matters.
**SHORE LEAVE:** Shore leave is allowed providing sufficient crew remain on board to handle vessel for clearing berth.
**AUTHORITY:** Port Latta Marine Department. Tel. Rocky Cape 43–4104 and 43–4175. Telex Pickand 58522.

**AGENT:** Sub-agent of Patrick Agencies, Melbourne.

## PORT LINCOLN, S.A.: 34.47 S. 135.54 E. (See Plan)

**DOCUMENTS:** See "Melbourne".
**PILOTAGE:** Compulsory. Pilot board 1½ miles South-east or East-south-east of Boston Point.
**APPROACHES:** Depth in approach channel 30 ft.
**BERTHING:** Kirton Point Jetty oil tanker berth at "T" head, berthing space 900 ft. (275 m.), depth 32 ft. (9·75 m.). Shipping pier depth 27 (8·2 m.) and 28 ft. (8·5 m.). Bulk grain loading berth 670 ft. (204 m.) long, depth 32 ft. (9·75 m.). Maximum beam permissible 80 ft. (24·4 m.). Broken Hill Jetty (Proper Bay) jetty and berth with mooring dolphins. Distance between outer dolphins 882 ft. (270 m.). Depth 34 ft. (10·4 m.) ISLW. Loading rate 1,900/2,000 per hour. Maximum beam permissible 80 ft. (24 m.).
**FUEL:** Not available.
**FRESH WATER:** Available at jetty and shipping pier. Not available at Broken Hill (Proper Bay) berth.
**TUGS:** 1 tug available.
**VHF:** Radio telephone in operation.
**DEVELOPMENTS:** Two new berths are being constructed as a 600-metre extension of the Shipping Pier. The outer berth will accommodate bulk grain vessels up to 70,000 dwt. and the loading rate will be 2,000 tonnes per hour. The inner berth will accommodate vessels up to 35,000 dwt. discharging phosphate rock imports. The grain berth is expected to be completed late 1975.

The initial depth of water at the two berths will be 50 ft. low water. The berths will be able to accommodate any length of ship commensurate with the available draft. So far as beam limitation is concerned the loading booms are being designed to accommodate vessels of 100,000 dwt.
**AUTHORITY:** Department of Marine and Harbors, 211 Victoria Square, Adelaide. For Proper Bay: Broken Hill Proprietary Co. Ltd. PO Box 21, Whyalla, S. Australia 5600.

**AGENT:** See "Adelaide".

## PORT PIRIE, S.A.: 33.10 S. 138.02 E. (See Plan)

**CERTIFICATES/DOCUMENTS/HEALTH:** See "Melbourne".
**PILOTAGE:** Pilot boarding station is one mile NW of Eastern Shoal North Beacon. Regulation pilot ladder secured four steps up from water and manropes required. Boat ropes not required.

The port serviced by VHF in the following ways: Port Pirie Harbourmaster in office hours or Watchman outside office hours, all have channels 6, 12 and 16. Pilot Launch *E. A. Farquhar*; Mooring Launch *Tarparrie*; Motor Tug *Tenacious* (11 ton pull); Motor Tug *Mudgee* (5 ton pull).
**PILOTAGE:** The Pilot will board at any time, but the channel is only navigated inward bound during daylight hours.
**RESTRICTIONS:** Ships berth in order of first come, first served except in special circumstances. Required keel clearance 3 ft. (0·9 m.).
**MAX. SIZE:** LOA 580 ft. (176 m.) BP 550 ft. (167 m.) Draft 21 ft. (6·4 m.) plus height of tide less keel clearance.
**RADIO:** VHF (see Pilotage).
**TUGS:** Tug will be required for vessels of 410 ft. (125 m.) and over.
**BERTHING:**

| | | | | |
|---|---|---|---|---|
| No. 1 | 24 ft. | 7·3 m. | LW | General Rail |
| No. 2 | ,, | ,, | ,, | Silo |
| No. 3 | ,, | ,, | ,, | Tankers |
| No. 4 | 19 ft. | 5·8 m. | ,, | Tugs and Launches |
| No. 5 | 27 ft. | 8·2 m. | ,, | Bulk Concentrates |
| No. 6 | ,, | ,, | ,, | Bulk Concentrates |
| No. 7 | ,, | ,, | ,, | Zinc Concentrates (Interstate) |
| No. 8 | ,, | ,, | ,, | Lead Pigs |
| No. 9 | ,, | ,, | ,, | Lead Pigs |
| No. 10 | ,, | ,, | ,, | Coke (Inwards) |
| No. 11 | 12 ft. | 3·7 m. | ,, | Acid |

There is 500 ft. (152 m.) overall length limit at No. 1 Berth. At Nos. 2, 3, 5, 6, 7, 8, 9 and 10 Berths the port maximum of 580 ft. (176 m.) overall is the limit.
**BULK HANDLING FACILITIES:** The boom of the shiploader is 70 ft. (21·3 m.) in length and when lowered to the horizontal position for pouring should plumb the midship line of most ships loading from this machine. The "jet-trimming slinger" at the lower end of the loading chute is capable of throwing a stream of ore some 60 ft. (18·3 m.) through 360° and can be directed to any position within the vessel's hold.
**FRESH WATER:** Fresh water available all berths at rate of 10–15 tonnes per hour.
**REPAIRS:** Subject special arrangements.
**TIME:** GMT plus 9½ hours.
**TELEPHONES:** Police 32 1200; Fire Department 32 3000; Harbour Master 32 1455.
**AGENT:** Patrick Agencies, POB 38, 15 David Street, Port Pirie, S.A. 5540. Tel. 32 3222. Cables: "Rikpat".

## PORT STANVAC, S.A.: 35.06 S. 138.28 E.

**DOCUMENTS:** The following Australian forms are required at first port of call. If not on board, they must be completed on arrival:
2 copies Form M & S II or M & S 14 (Crew List).
1 ,, ,, 42 A (Store List).
1 ,, ,, 5 (Customs Manifest).
2 ,, ,, C & E 886 (Ports of Call).
1 ,, ,, QA 3 (Cargo).
1 ,, ,, QA 4 (Pets).
1 ,, ,, QA 5 (not necessary if no pets on board).
2 ,, ,, FQ 360 (Health Report).
**PILOTAGE:** Compulsory. Mooring Master acts as Pilot. On approaching port, contact Port Stanvac Information Station on VHF Channel 16, day or night, for latest orders.
**RESTRICTIONS:** Approaches from the West, through Investigator Strait; from the East, through Backstairs Passage.

Minimum depth in channel to jetty berth is 40 ft. (12·2 m.). Minimum depth in channel to Sea Line Berth is 60 ft. (18·3 m.).

Height of tide, 9·0 ft. (2·7 m.) HHW, and 4·6 ft. (1·4 m.) LHW.
**ANCHORAGE:** Crude vessels – with Marino Rocks Lighthouse 065° distance 4·5 miles in 14 fathoms of water.

Product vessels – with Marino Rocks Lighthouse 065° distance 3 miles in 11 fathoms of water.

Not recommended anchor West of sea berth due to presence of sunken barges, although deep water.
**MAX. SIZE:** At Jetty berth: length 560 ft. (170 m.), draft 32 ft. (9·7 m.).
At Sea Line berth: length 1,000 ft. (305 m.), draft 51 ft. (15·5 m).
**RADIO:** VHF radio telephone Channels 16, 14 and 9. Call sign "PORT STANVAC". Mooring Master in radio contact with terminal while at berth.
**TUGS:** Obtainable from Port Adelaide. Normally one tug assists berthing.
**BERTHING:** Jetty extends over a stone causeway and thence north-westward for about 2,000 ft. (610 m.). Causeway is about 1,000 ft. (305 m.) long. The "L" head of the jetty is about 400 ft. (122 m.) long in a N.E. direction, with a depth of 35 ft. (10·7 m.) alongside.

A pipe-line extends about 1,800 ft. (548 m.) from the jetty head in a N.W. direction to the Sea Line berth in a depth of 60 ft. (18·3 m.) of water. At the Sea Line berth vessel moors using both anchors and ship's ropes to five buoys aft. In addition, up to 5½ in. (0·139 m.) wires may be picked up from the sea bed. Use of these wires is recommended as vessel is moored beam on to tidal streams. After westerly storms, berth is exposed to heavy swell.
**HOSES:** Sea Line berth; two 12 in. (0·3048 m.) hoses connect vessel with 34 in. sea line. A shore gang of fitters joins ship to connect hoses under Berthing Master's supervision. These men are accommodated on board.

Ship's port derrick to be rigged with a single runner. Diver goes under water to connect hose.

Shore tanks situated 120 ft. (36·5 m.) above sea-level, high back pressure to be expected.
**FRESH WATER:** Fresh water available at the Products Wharf only, at an approximate rate of 25 tonnes per hour.
**FUEL:** Fuel and diesel oil available at jetty. Only Bunker "C" available at Sea Line berth.
**MEDICAL:** Doctor available.
**REPAIRS:** No facilities for repairs.
**TIME:** GMT plus 9½ hours.
**BALLAST:** Facilities available to receive 12,000 L/T dirty ballast ashore from Product Wharf only.
**POLLUTION:** No dirty ballast or bilges may be pumped overboard. A maximum penalty for pollution of local waters is $A50,000 plus cost of any cleaning necessary.
**REGULATIONS:** This Terminal is in an open exposed roadstead. During the time a vessel is berthed at the Terminal, the ship's engines and propulsion machinery should be maintained in readiness to leave the berth under full power at short notice. No repairs which would interfere with this requirement are permitted.
**SHORE LEAVE:** Allowed. Launch service can be arranged. Crew members not allowed through refinery on foot, must use taxi or approved transport.
**AUTHORITY:** Petroleum Refineries (Australia) Pty. Ltd., GPO Box 1905, Adelaide, S.A. 5001.

**AGENT:** See "Adelaide".

## PORT WALCOTT, W.A.: 20.37 S. 117.12 E. (including Point Samson and Cape Lambert)

**PORT LIMITS:** The port is bounded on the South and West by the coast between the north of the Sherlock River and the Northern extremity of Dolphin Island, including all the intermediate bays, creeks, coves, inlets and navigable waters; on the North by an imaginary line from the Northern extremity of Dolphin Island to the Southern extremity of Delambre Island and thence South-Eastward to a position 5 statute miles North of the mouth of the Sherlock River; and to the East by an imaginary line extending 5 statute miles Northward from the mouth of the Sherlock River.

**HEALTH/DOCUMENTS:** See "Melbourne".

**PILOTAGE:** Compulsory. No permanent Pilot stationed at Port Walcott. The Harbour and Light Department at Fremantle should be advised of vessel's ETA, with ten days advance notice, stating whether vessel destined for Port Walcott (Samson) or Port Walcott (Lambert). The pilot boarding ground is situated in a position with Point Samson Lighthouse bearing 200° at a distance of 7 miles.

**ANCHORAGE:** Anchorage can be obtained in a depth of about 4 fathoms, sand, with Jarman Island Lighthouse bearing 192° and Popes Nose bearing 259°, or nearer Samson Point in a slightly less depth.

**RADIO:** VHF is available on Channels 6, 9, 12 and 16 though a continuous watch is not kept. ETAs to be given 10 days, 48 hours and about 24 hours. prior to vessel's arrival. Telegrams should be addressed SHIPSERVE, HARBOURMASTER PORTWALCOTT.

**TUGS:** Available for handling ore carriers. Small tugs are available for use on Lambert and Samson jetties.

**BERTHING:** *Point Samson*

Neck approach to jetty is 2,269 ft. long extending then to berths, one on each side of spring piling system on each side of jetty. Heavy coir moorings are used in conjunction with ship's moorings as a precaution against swell conditions.

Vessels berthed "head in" and extra mooring arrangements enable vessels of up to 475 ft. to be moored alongside, but with vessels in excess of 400 ft. in length, No. 1 hatch cannot be used, either for loading or discharging. Although minimum depth of 22 ft. of water in normal berth, at LWOST it shallows to shoreward and vessels over 400 ft. should only allow a depth of 18 ft. forward.

Vessels should only be berthed at slack water. Berthing signals are displayed from mast at end of jetty head.

*Cape Lambert*

Cape Lambert Service Jetty is owned by Cliffs Western Australian Mining Co. Pty. Limited. The neck is 1,500 ft. long and the berthing head is 510 ft. long. Off each end of the head is a mooring dolphin some 90 ft. away. This permits a vessel of about 600 ft. long to berth. There is a minimum depth of 30 ft. at LWOST. The height of the jetty, above LWOST, is 35 ft. Cargo is handled by ship's gear. The jetty is designed for road transport only.

Ore Jetty owned and operated by Cliffs Western Australian Mining Co. Pty. Ltd. extends about 1¼ miles into the sea, double-sided and capable of handling ships up to 150,000 dwt. The depth of water on the South side, 57 ft. The depth of water on the North side, 63 ft. There is a single ship loader operating at 6,000 tons per hour.

**STEVEDORES:** The wharfinger at Point Samson should be advised of ETA and labour requirements for vessels using Point Samson jetty. Under normal conditions 3 gangs average 6 to 8 tons per gang per hour handling cargo.

**CARGO GEAR:** See "Melbourne".

**FRESH WATER:** Not available.

**FUEL:** Not available.

**TIME:** GMT plus 8 hours.

**AUTHORITY:** Harbour and Light Department, PO Box 402, Fremantle, is the authority with local authority being the Harbour Master, Harbour and Light Department, Box 21, PO Roebourne.

**AGENTS:** Sub-agent of Patrick Agencies, Fremantle.

## PORTLAND, Victoria: 38.20 S. 141.37 E. (See Plan)

**PORT LIMITS:** So much of the waters of Portland Bay as lie Westward of a line bearing due North from Point Danger to the opposite shore of Portland Bay.

**DOCUMENTS:** Refer to Melbourne.

**PILOTAGE:** Compulsory except for exempt Masters. Pilot boards ¼ to ½ mile from main breakwater.

*Approach from the West*: A safe course into Portland Bay can be maintained by rounding Lawrence Rocks at a distance of 1½ miles and altering until a course of 330° can be steered, which will clear the Southern side of the Bay between Danger Point and Portland by 1½ miles. Steer this course until Whaler Point Lighthouse bears 270° about 2½ miles distant where course can be altered for the harbour entrance.

*Approach from East*: Is a straight course after rounding Lady Julia Percy Island, 18 miles from the breakwater.

**ANCHORAGE:** Portland Bay is clear of all dangers and safe anchorage may be found ¼ to ½ mile North and North-east of the main breakwater and for smaller vessels between the lee breakwater and the Easterly lamp standard on the breakwater. Holding ground is good, and excellent shelter is obtained from Westerly weather. Anchoring is not recommended in strong Easterly or South-easterly weather, as there may be a confused sea and swell.

**RESTRICTIONS:** *The Harbour* is bounded by two breakwaters, enclosing 250 acres. The entrance is 800 ft. wide.

*Swinging Basin*: Between the two breakwaters, bounded by No. 6 Berth and the Lee Breakwater.

Depth of water in the harbour is based on a datum of 0·63 ft. above LWOST, which ensures a depth of not less than 36 ft. under all tidal conditions. Mean rise and fall is approximately 2½ ft. but the prevailing wind has a certain influence on the tide.

**MAX. SIZE:** The largest vessel to use the port to date was 741 ft. long and 104 ft. beam.

Deepest vessel to use the port to date was with a departure draft of 36 ft. 7 in.

**HEALTH:** Portland is a first port of entry. When requiring pratique, inform the Port Health Officer of the ETA, number of crew and passengers, and the state of health of the complement. Use the prefix "Shipserv" for all cabled messages. All requirements as for Melbourne.

**RADIO:** Maritime VHF operating on Channels 12 and 16 is installed in the Harbour Master's Office and on the tugs.

Listening on Channel 16 between 8.30 a.m. and 5 p.m. and when shipping is expected.

*Radio Advice of Arrival:* Address ETA telegrams to the Harbour Master, using the prefix "Shipserv".

**TUGS:** One of 1,600 h.p., one of 660 h.p. and one of 250 h.p. available. The largest tug is designed for deep sea work.

**BERTHING:** The main breakwater extends 4,200 ft. in a North-South direction from Battery Point with its Northern extremity in 46 ft. of water. There are two berths at the inshore end known as No. 1 and No. 2, K. S. Anderson Wharf.

Depth alongside is 36 ft. LW with limestone and sand bottom. Maximum draft is 34 ft. 6 in., which may be increased if written application made to Harbour Master, stating the maximum required.

*No. 1 Berth* is suitable for bulk or general cargoes. It is also used for the discharge of diesel and fuel oil and for bunkering. It is a berth ideally suited for the assembly and handling of containers or unit loads as both road and rail transport can be utilised.

No. 1 Berth has been dredged to 40 ft. depth for a length of 900 ft. and a 40 ft. channel 300 ft. wide is currently being dredged to the entrance. Both Nos. 1 and 2 can be used for bulk grain loading.

*No. 2 Berth* is a continuation of No. 1, and is also the grain loading berth with the silos situated at the South end of the wharf, and the loading gantry running along the roof of the shed. Two travelling ship-loaders operate over the length of the berth; when used simultaneously capacity is 200 t.p.h. each, used singly 400 t.p.h. The berth is also used for discharge of diesel and fuel oil, and as a bunker berth. The tank farm is approximately ½ mile distant.

**BULK LOADING FACILITIES:** Located at No. 1 and No. 2 berth K. S. Anderson Wharf. The loading units consist of two 90 ft. high lateral traversing ship-loaders, for the delivery of bulk grain (oats, wheat, barley, maize and sorghum).

Maximum distance of traverse is 1,111 ft. with telescopic delivery spouts providing an additional 65 ft. at either end. Maximum permissible length of ship unlimited. Additional bollards are situated.

Maximum beam served to date 90 ft. in bulk carrier with wing tanks.

Maximum height above LW of ship's rail to swing spouts inboard 46 ft.

Gross handling rate per hour: oats 400, wheat 600, and barley 500 t.p.h. reduced when trimmers are used.

*No. 6 berth* is at right angles to K. S. Anderson berths and 450 ft. West. The berth is designed and built for the discharge of bulk cargoes but, as with No. 1 berth, is also used for the handling of general cargo.

It is 750 ft. in length with 36 ft. LW alongside and a clay bottom. Maximum draft is 34 ft. 6 in., with the same conditions as for No. 1 and No. 2 berths.

**TANKERS:** *Lee Breakwater and S. L. Patterson Oil Berth* protrudes in an Easterly direction from point 3·7 cables South of Whaler Point Lighthouse for a distance of 3,870 ft., with its extremity in 40 ft. of water.

The S. L. Patterson Oil Berth is situated on this breakwater about 1,500 ft. from the seaward end.

The wharf is 250 ft. in length and designed for vessels of up to 38,000 tons grt. Depth alongside is 34 ft. low water, with limestone and sandy bottom.

Maximum draft permitted is 32½ feet.

Berthing and unberthing of tankers is on a 24-hour basis, at the discretion of the Harbour Master. During darkness, a Pilot is compulsory.

The Shell Company of Australia Limited, and Ampol Petroleum (Victoria) Pty Limited have pipe-lines to the berth. Average discharge rate is approximately 300 t.p.h. This wharf can also be utilised as a loading berth ex-road transports, and as a fitting out or repair berth.

**STEVEDORES:** There are 120 registered members available.

Hours of work are from 8 a.m. to 5 p.m., from 5 p.m. to 11 p.m. and midnight to 7 a.m.

Extended shifts are allowed to be worked to 7 p.m. each day (except Thursday and Sunday) when no twilight labour is available.

Average rates of loading are approximately:

12 to 15 t.p.h. for cartons.
12 t.p.h. for carcass meats.
12 to 15 t.p.h. for butter and cheese.

50 bales per hour for sheep skins, and 100 bales per hour for wool. Pallets can be manufactured locally by prior arrangement.

Vessels can be serviced expeditiously under skilled supervision including fitting out for grain, battening out for freezer or general cargo and securing cargoes to departmental requirements. Ample supplies of dunnage are available.

**MEDICAL:** Medical, dental and optical services are available.

**FRESH WATER:** Is obtainable in unlimited quantity at all berths at a loading rate of over 20 t.p.h.

**FUEL:** Can be obtained ex-pipe-line on the K. S. Anderson Wharf for quantities in excess of 100 tons. Vessels can bunker at up to 350 t.p.h. for either grade of oil. Smaller quantities are delivered by road tank wagons.

**REPAIRS:** Limited to the Trust's workshops and local tradesmen.

**GENERAL:** *Provisions:* plentiful, good, and available at short notice. Bonded stores are at present only available from Melbourne at approximately 24 hours notice.

**AIRPORT:** An air service is maintained between Portland and Melbourne. Three flights daily connecting with all interstate and international services.

**POLICE/AMBULANCE/FIRE:** Fire Brigade 232998; Police 231999;

Ambulance 231666; Hospital 231033, after hours, general patients 231400.
**AUTHORITY:** Portland Harbour Trust Commissioners.
**AGENT:** Sub-agent of Patrick Agencies.

## RAPID BAY, S.A.: 35.32 S. 138.12 E.

**DOCUMENTS:** See "Melbourne".
**PILOTAGE:** Not compulsory but recommended. Pilot station as for Port Adelaide.
**LOCATION:** On Eastern shore of St. Vincent's Gulf about 55 sea miles South of Port Adelaide.
**BERTHING:** "T" shaped jetty 1,600 ft. long, "T" head 737 ft. berthing length. Depth 29 ft. LWOST. Loading rate 1,100/1,200 tons per hour. Height of chute above water LWOST 38 ft.
**FRESH WATER:** Small emergency supplies only.
**FUEL:** Small emergency supplies only by road tankers from Port Stanvac.
**TUGS/REPAIRS:** None.
**OPERATIONS:** Working hours flexible to suit vessels requirements.
**VHF:** Available.
**AUTHORITY:** Broken Hill Proprietary Co. Ltd., Box 21, Whyalla, SA 5600.
**AGENT:** Sub-agent of Patrick Agencies, Adelaide.

## ROCKHAMPTON, (Port Alma) Queensland: 23.24 S. 150.33 E. (See Plan)

**CERTIFICATES/DOCUMENTS:** All determination carried out by ship's agents either in Rockhampton or at main agent's office. Also see "Melbourne".
**PILOTAGE:** Agent notifies Pilot of ETA, and boarding time then determined by pilot, taking into consideration circumstances prevailing.

Pilot boards from 50 ft. white launch. Pilots can be contacted by VHF Channels 8, 12 and 16., or radio-telephone 2182 and 2760 kHz.
**RESTRICTIONS:** Channel depth 24 ft. LWOST. Berth depth 32 ft. LWOST. Two feet keel clearance required. Max. draft dependent on height of tide.
**ANCHORAGES:** Anchorage for Port Alma is Timandra Buoy, approximately thirteen (13) miles from Port.
**HEALTH:** Health regulations carried out by Agents. Pratique only necessary when port is first port of call. See "Melbourne".
**RADIO:** VIR Rockhampton.
**TUGS:** Tug assistance obtainable if required from Port of Gladstone.
**BERTHING:** Berth at Pilot's discretion after receiving advice from Agent as to ETA.

Present facilities comprise 950 ft. Concrete Wharf plus Bulk Loading Berth and Conveyor also utilised as tanker berth. All berths depth 32 ft. LWOST.
**STEVEDORES:** Agent advises Stevedoring Company of ETA. Requisitions to be lodged for labour before 1.00 p.m. on previous day. No requisition can be lodged from 1.00 p.m. Friday to 1.00 p.m. Monday.
**MEDICAL:** All medical requirements carried out by Agent. Hospital available 40 miles from Port Alma.
**TANKERS:** 10-inch disch. lines. No slop facilities. 1 berth 32 ft. LWOST.
**FRESH WATER:** Fresh water available by road transport only, necessitating road haul of 40 miles, average cost $14.00/1,000 gallons.
**FUEL:** No bunkering facilities available. Installations contemplated in near future. All grades of fuel available by road transport.
**FIRE PRECAUTIONS:** Usual precautions as laid down by Marine Board of Queensland.
**GANGWAY/DECK WATCHMEN:** Crew.
**OPENING/CLOSING HATCHES:** Crew.
**CUSTOMS ALLOWANCE:** Under supervision by Custom's Department. 200 cigarettes or 1 lb. of tobacco each 10 days. Wine/Spirits, no definite information available.
**CARGO GEAR:** As per the Navigation Act. See "Melbourne".
**IDENTIFICATION CARDS:** See "Melbourne".
**CONSULS:** Norway telephone 24291.
**REPAIRS:** Minor repairs only.
**REPATRIATION:** Facilities available.
**AIRPORT:** Regular services 43 miles from Port Area.
**TIME:** GMT plus 10 hours.
**HOLIDAYS:** Christmas Day, Good Friday, April 25th and Waterside Workers' Picnic day.
**POLICE/AMBULANCE/FIRE:** Telephone No. 000. 40 miles distance.
**TELEPHONES:** No provisions for placing telephone on board ship. Public telephone on Wharf.
**AUTHORITY:** Rockhampton Harbour Board, Box 9, GPO, Rockhampton, Queensland 4700. Telephone 21–205.
**AGENT:** Sub-agents of Patrick Agencies, Brisbane.

## SPRING BAY, Tasmania: 42.33 S. 148.56 E.

**DOCUMENTS:** See "Melbourne".
**PILOTAGE:** Compulsory. Pilots board from a tug (black hull, red funnel with black top), on a line joining the Southernmost part of Freestone Point to the Northernmost part of Luther Point (see Chart AUS 170). ETA is usually sent to vessel's Agent 72 hours prior to vessel's arrival and confirmed 24 hours and 6 hours before arrival at the pilot station. ETA should also be sent to Harbour Master, Hobart, VHF Channel 16, call sign "HOBART HARBOUR". The tug from which the Pilot boards leaves Spring Bay Wharf 30 minutes before a vessel is due at the pilot station, and also keeps a listening watch on VHF Channel 16.
**ANCHORAGE:** A good anchorage can be found in depths of 36 to 50 ft. approximately 1–1¼ miles S.W. of Spring Bay Wharf.
**RESTRICTIONS:** The wharf is used exclusively by vessels loading wood chips from Tasmanian Pulp and Forest Holdings. The main wharf, on which the wood chip loader is situated, is 800 ft. long with additional dolphins (3) and a mooring block for head, stern and breast lines. Ships are normally berthed starboard side to and the port anchor is used approaching the berth. The ship loader is a fixed structure and vessels loading are required to move up and down the wharf using their own lines. At present vessels are only berthed during daylight hours, but may leave during the hours of darkness at the discretion of the Pilot. Should a vessel require to immobolise her engines, application must be made to the Harbour Master; if permission is granted a tug will be required to stand by alongside.
**MAX. SIZE:** The minimum depth alongside the wharf is 35 ft., and the mooring dolphins and ship loading facilities were designed to accommodate specialised ships with an overall length of 685 ft. No difficulty is envisaged in working ships having an overall length of up to 800 ft.
**HEALTH:** The local medical practitioner boards vessels after berthing and acts for the Commonwealth Department of Health. Immigration/Customs Officers travel by road from Hobart and board after pratique has been granted. Quarantine authorities must be informed of suspected disease or fever at least 18 hours before arrival. Also see "Melbourne".
**RADIO:** Hobart Radio, call sign VIH. Hours of duty, 0700 to 2000 Eastern Standard Time.
**TUGS:** No tugs are stationed at Spring Bay. When a ship is due at the port a tug is despatched from Hobart and remains in the port area throughout the vessel's stay. The tug is used to embark and disembark the Pilot and assists in berthing and unberthing. Should the tug be required to stand by during loading operations an additional charge will be made in respect of crew's wages etc. It is customary to use the tug's line, for which additional charge is made.
**MEDICAL:** A local doctor is available and well equipped health clinics are situated at Triabunna (3 miles) and Orford (7 miles).
**DENSITY:** 1025.
**FRESH WATER:** Limited supplies are available from the wood chip factory.
**FUEL:** None laid on to the wharf. In an emergency limited supplies could be provided by road tankers from Hobart.
**FIRE PRECAUTIONS:** No special fire precautions other than non-smoking or lighting of fires or use of naked lights.
**GANGWAY/DECK WATCHMAN:** None available.
**OPENING/CLOSING HATCHES:** Hatches are opened by the ship's crew.
**CERTIFICATES:** Register, Load Line Certificate, Deratisation Certificate, Light Dues, Articles of Agreement, Clearance from previous Port.
**CUSTOMS ALLOWANCES:** See "Hobart".
**IDENTIFICATION CARDS:** See "Melbourne".
**CONSULS:** None, see "Hobart".
**REPAIRS:** No facilities available for major repairs, but the wood chip factory may be able to assist in minor repairs (or see "Hobart").
**REPATRIATION:** Facilities available through Hobart.
**AIRPORT:** Hobart Airport is situated 49 miles from Spring Bay Wharf. Frequent services operate to the mainland from where services operate world wide.
**TIME:** Local time (Eastern Standard Time) 10 hours ahead of GMT. Summer Time in force from October to March when clocks advanced one hour.
**HOLIDAYS:** See "Hobart". Ships may be loaded on days which are regarded as holidays in Hobart.
**POLICE/AMBULANCE/FIRE:** Police, 573116; Ambulance, 573129; Fire, 573187.
**TELEPHONES:** A telephone is connected to all vessels on arrival.
**AUTHORITY:** Marine Board of Hobart, GPO Box 202B, Hobart 7001. Tele. 346722.

## SYDNEY, N.S.W.: 33.55 S. 151.12 E. (See Plan)

**DOCUMENTS:** See "Melbourne".
**PILOTAGE:** Compulsory. Pilots boarding ground is within 2 miles of entrance to Port Jackson. Pilot vessels fitted with VHF for communication with other ships. Watch maintained on Channel 16 while at sea and messages conducted on Channel 6.
**MOVEMENT DIRECTIONS:** See under "VHF".

1. Vessel shall not enter port until authorised to do so by Port Operations Officer.
2. Vessel entering port shall report to Port Operations Officer –
   - (*a*) when passing Sea Buoy, Bradley Head, Fort Denison and, where applicable, Longnose Point, and
   - (*b*) as soon as secured at berth or anchorage.
3. Vessel proceeding to sea shall report to Port Operations Officer–
   - (*a*) 1 hour before departure.
   - (*b*) when passing Longnose Point (where applicable), Fort Denison, Bradley Head and the Buoy and
   - (*c*) when clear of port area.
4. Vessel moving from berth or anchorage in port to another shall report to Port Operations Officer –
   - (*a*) 1 hour before moving.

(*b*) when passing Longnose Point, Fort Denison or Bradley Head, and

(*c*) when secured at new berth or anchorage.

*Note that –*

(*a*) a vessel must not be moved from any berth or anchorage in port without prior approval of Harbour Master (given by Port Operations Officer), and

(*b*) Every Port Operations officer has been appointed to exercise powers of Harbour Master in giving enforceable directions relating to vessels in Port.

**APPROACH DEPTHS:** 80 ft. (24·38 m.) in entrance to Harbour, 42 ft. (12·8 m.) in East Channel, 45 ft. (13·71 m.) in West Channel.

**HARBOUR BRIDGE CLEARANCE:** 171 ft. 9 in. (52·35 m.) less 8 ft. (2·43 m.) for painting gantry.

**HEALTH:** See "Melbourne".

**TIDES:** Higher High Water 5·2 ft. Lower High Water 4·2 ft. Fort Denison.

**RADIO:** Sydney – VIS.

**VHF:**

1. PORT OPERATIONS AND INFORMATION SERVICE

Service co-ordinates flow of shipping traffic within Port of Sydney to ensure expeditious movement of vessels in safety, and provides information to Pilots and Exempt Masters as aid to safe navigation in Port.

Maritime VHF Radio Service operated by Board for Ports of Sydney, Newcastle, Botany Bay and Port Kembla is integrated into Port Operations and Information Service.

Service manned continuously on watch-keeping basis, each watch being under control of qualified Master Mariner, known as Port Operations Officer, who is responsible to Harbour Master.

Rules to be observed by shipping contained in Port Operations and Information Service Manual, and all shipping using port will be required to observe these rules.

Instructions concerning Maritime VHF Radio Service have been revised to fit in with Port Operations and Information Service. The revised instructions also contained in Port Operations and Information Service Manual.

Copies of Manual may be obtained, on request from the Harbour Master's office.

2. SHORE STATIONS: (Call sign "Harbour Control".)

Interconnected system of stations handling messages for Signal Stations at Newcastle, Sydney and Port Kembla operated from central control using call sign "Harbour Control", will exercise control of service and provide facilities indicated below for area from 50 miles North of Newcastle to 50 miles South of Port Kembla and a distance of 50 miles to seaward.

Ships requested maintain watch on Channel 16 when in this area. If Channel 16 in use for distress, urgency or safety communications, Shore Station will maintain continuous watch on Channel 12 and ships may establish contact with Shore Station on this channel.

On the hour "Harbour Control" will give identification call followed by any general messages or navigational warnings.

On request Shore Station will provide following services:

(a) Navigational information.

(*b*) Locking weather reports from Signal Stations.

(*c*) Booking of ship's telephones, shore power supply, temporary lighting and other port services provided by Maritime Services Board of N.S.W.

(*d*) In addition, Shore Station on request from Pilots or Exempt Masters, allocates a channel for use between ships and attendant tugs during berthing operations.

*Radiotelephone Discipline.* To ensure that the full advantage of efficient communications is achieved, strict radio discipline and attention to procedure, particularly on the Safety and Calling Channel No. 16 is imperative. Messages must be as brief as possible.

3. ADVICE OF ETA – SYDNEY AND NEWCASTLE HARBOURS

Vessels proceeding to Sydney and Newcastle required advise either Shore Station, "Harbour Control" (per medium of Maritime VHF Radio) or "Marboard" (per medium of the coastal radio service) of estimated time of arrival at entrance to port concerned at least two hours prior to such time.

"Harbour Control" maintains continuous watch on Channel 16 for ships reporting ETA.

4. CHANNELS IN USE

| *Channel No.* | *Title* | *Use* |
|---|---|---|
| 16 | Safety and Calling | Initial contact or emergency use. The calling entry to either Port Information, Port Operation or Intership channels. |
| 12 | Port Operation (Port information) | Primarily for ships passing and receiving navigational information to and from shore Station ("Harbour Control"). |
| 6 | Interships | 1. For intership communications.<br>2. Working channel for Pilot Vessels.<br>3. Allotted by "Harbour Control" for temporary use between ships and attendant tugs at *Port Kembla* on request of Pilot or exempt Master. |
| 8 | Berthing Operations | 1. Allocated by "Harbour Control" upon request by Pilot or exempt Master for use in *Sydney Harbour* between ships and tugs during berthing operations. |
| 13 | Berthing Operations | 1. Allocated by Harbour control upon request by Pilot or exempt Master for use in Newcastle Harbour between ships and tug, during berthing operations.<br>2. Used by Port Operations Officer when passing information to vessels. |
| 14 | Berthing Operations | 1. Allocated by "Harbour Control" upon request by Pilot or exempt Master for use in *Botany Bay* between ships and tugs during berthing operations.<br>2. Allocated by "Harbour Control" for Naval berthing operations and other special purposes. |

5. DISTRESS AND EMERGENCY

In the case of fire, explosion, loss of life, sinking, collision, or such emergency, vessels should immediately call on Channel 16 (Safety and Calling) using international R/T distress signal "Mayday" or urgency signal "Pan", followed by name of vessel and signal letters, giving its position and type of emergency and if assistance required.

Other vessels on hearing a distress message must cease any transmissions immediately.

The signal "Mayday" should be used only when ship sending it is threatened by grave and imminent danger and requires immediate assistance.

The signal "Pan" (pronounced Panne) should be used by a station having a very urgent message to transmit concerning its safety, or that of another ship, or of some person on board or in sight.

**TUGS:** Powerful modern tugs, operated by private companies, available.

**BERTHING:** See "VHF".

Woolloomooloo: 8 berths, depths 28 ft. to 37 ft. (8·53 m. to 11·27 m.).
Darling Harbour: 20 berths, depths 8 ft. to 36 ft. (2·43 m. to 10·97 m.).
Pyrmont: 14 berths, depths 27 ft. to 35 ft. (8.23 m. to 10·66 m.).
Glebe Is.: 5 berths, depths 32 ft. to 42 ft. (9·75 m. to 12·8 m.).
Sydney Cove: 3 berths, depths 12 ft. to 35 ft. (3·65 m. to 10·66 m.).
Walsh Bay: 12 berths, depths 23 ft. to 40 ft. (7·01 m. to 12·19 m.).
Balmain: 2 berths, depths 33 ft. to 38 ft. (10·05 m. to 11·58 m.).
White Bay: 3 berths, depths 36 ft. (10·97 m.).
Rozelle Bay: 6 berths, depths 9 ft. to 20 ft. (2·74 m. to 6·09 m.).
Snails Bay: 4 berths, depths 36 ft. to 40 ft. (10·97 m. to 12·19 m.).
Mort Bay: 2 berths, depths 31 ft. (approx.) (9·74 m.).
Oil Terminals: See "Tankers".

**HEAVY LIFTS:** *Wharf Cranes:* Woolloomooloo: Berth No. 11, 2 portal cranes 26 tons (26·4 tonnes) maximum.

Darling Harbour: Berth Nos. 8, 9 and 10: 1 portal crane, 26 tons (26·4 tonnes) maximum.

Balmain: Berth No. 2: Three portal cranes, 20 tons (20·3 tonnes) maximum.

*Container Berths:* White Bay: Berth No. 4: 1 twin lift 45 tons (45·72 tonnes) container crane, and terminal equipment.

White Bay: Berths Nos. 5 and 6: three twin lift 45 ton (45·72 tonnes) container cranes, and terminal equipment.

Glebe Island: Berth Nos. 1 and 2: two single lift 35 ton (35·56 tonnes) container cranes and terminal equipment.

A 60 ton (60·96 tonnes) and a 150 ton (152·4 tonnes) floating crane available, and a 250 ton (254 tonnes) crane on Fitting Out Wharf at Garden Island Dockyard.

**BULK LOADING FACILITIES:** Glebe Island, berth no. 7 (bulk wheat). Max. permissible length and beam of ship using bulk berth; length 735 ft. (224·06 m.), beam 107 ft. (32·61 m.).

Berth No. 8 (bulk soda ash). Maximum length 326 ft. (99·36 m.), maximum beam 45 ft. (13·71 m.). This is a private berth leased by Imperial Chemical Industries of Australia, and the plant is suitable only for the unloading of bulk soda ash.

Balmain: Berth No. 1 (bulk coal). Max length 650 ft. (198·4 m.), max. beam 97 ft. (29·56 m.). Loading capacity 1,000 tons per hour maximum.

**STEVEDORES:** Private companies. Stevedoring regulations are the responsibility of an operations supervisor, nominated by the ship's Agent when applying for a berth.

**TANKERS:**

| | *Max. permissible length of vessel* | *Depth alongside* |
|---|---|---|
| Gore Bay No. 1 Shell Co. of Aust. Ltd. | 850 ft. (259 m.) | 45 ft. (13·4 m.) |
| " " " 2 " " " " | 560 ft. (171 m.) | 31 ft. (9·45 m.) |
| " " " 3 " " " " | 560 ft. (171 m.) | 30 ft. (9·14 m.) |
| Berrys Bay No. 1 B.P. (Aust.) Ltd. | 525 ft. (160 m.) | 28 ft. (8·53 m.) |
| " " " 2 " " " | 600 ft. (183 m.) | 33 ft. (10·06 m.) |
| Ballast Point Caltex Oil (Aust.) Pty Ltd. | 700 ft. (213 m.) | 29 ft. (8·83 m.) |
| Pulpit Point Mobil Oil (Aust.) Ltd. | 550 ft. (168 m.) | 28 ft. (8·53 m.) |
| Chowder Bay Dept. of Navy | 560 ft. (171 m.) | 31 ft. (19·44 m.) |

**FRESH WATER:** Available at all berths at a rate of flow of approximately 30 tons per hour.

**FUEL:** All grades available.

**IDENTIFICATION CARDS:** See "Melbourne".

**CONSULS:** The following countries maintain consuls in Sydney:

Argentina
Austria
Belgium
Brazil
Bulgaria
Chile
China
Columbia
Costa Rica
Czechoslovakia
Denmark
Dominican Republic
Ecuador
Ethiopia
Finland
France
Germany
Great Britain
Greece
Guatamala
Honduras
Hungary
Indonesia
Israel
Italy
Japan
Jordan
Khmer
Korea
Lebanon
Mexico
Monaco
Nepal
Netherlands
New Zealand
Norway
Panama
Peru
Philippines
Poland
Portugal
Romania
Spain
Sweden
Switzerland
Thailand
Turkey
Uruguay
U.S.A.
Yugoslavia

**REPAIRS:** Every facility available.
**DRY DOCKS:** Captain Cook Dock, Garden Island – length 1,139 ft. (347·16 m.), No. 1 Sutherland, Cockatoo Island – length 690 ft. (210·33 m.), No. 2 Fitzroy, Cockatoo Island – length 478 ft. (145·67 m.). Several smaller dry docks and a number of slipways available.
**CERTIFICATES:**
Last Port Customs Clearance.
Ship's Register.
Load Line.
Safety Radio.
Safety Equipment.
Ship's Articles (British Vessels).
Safety Construction.
**SPECIAL REGULATIONS:** *Smoke Restrictions* Ringelmann 2 limited to 10 minutes overall, 5 minutes continuous, in 60 minutes, Ringelmann 3 limited to 3 minutes in 30 minutes, in special circumstances only and as far as practicable from shore, Ringelmann 4 prohibited absolutely. Tubes must not be blown in port.

*Breaches of Port Laws* by a ship (in particular, oil spillages) dealt with by requiring Master to authorise ship's Agent to accept any summons and the Agent to undertake to appear, so as not to delay sailing. If Master refuses, he may be arrested, charged and released on bail. However, it is In Master's interests to give authority, because this allows time for consideration of whether any action is to be taken.
**DUES:** Commonwealth Light Dues payable on the nett register tonnage of vessel, valid for a period of 3 months, in Australian waters. Harbour and Light Dues payable on vessels gross tonnage valid for 6 months for the State of N.S.W. only.
**AUTHORITY:** The Maritime Services Board of N.S.W., Circular Quay West, Sydney. Tel. 2 0545 (all hours). Address Communications to The Secretary, Box 32, GPO, Sydney. 2001.

**AGENT:** Patrick Agencies, POB 3918, 33 Pitt Street, Sydney, New South Wales 2001. Tel. 27–6611. Telex. AA. 20618 Cables: "Rikpat".

## THEVENARD, S.A.: 32.19 S. 133.39 E. (See Plan)

**CERTIFICATES/DOCUMENTS/HEALTH/CARGO GEAR:** See "Melbourne".
**PILOTAGE:** Compulsory. Pilots board 2 miles seaward of No. 1 light beacon.
**MAX. SIZE:** Length 552 ft. (168 m.) at the bulk lading berth; beam 80 ft. (24·3 m.). Draft subject to keel clearance of 2 ft. 6 in. (0·76 m.) for vessels up to 27 ft. (8·2 m.) draft and keel clearance of 3ft. (0·91 m.) for vessels over 27 ft. (8·2 m.) draft provided weather and sea are calm.
**RESTRICTIONS:** Channel depth 27 ft. (8·2 m.) L. W. There is a minimum depth of 18 ft. (5·5 m.) L. W. in the swinging area off the berths.
**FUEL:** Not available.
**BERTHING:** Two berths, depth alongside 32 ft. (9·8 m.) L. W. Vessels will be berthed head out if the draft on arrival is suitable to the depth of water in the swinging area. This particularly applies to deep loading vessels. A small tug stationed at the port to facilitate the berthing and departure of vessels. The bulk loading plant will be manned on a two shift basis with overtime as found necessary.
**FRESH WATER:** Small quantities available. Rate 12 tonnes/hour.
**REPAIRS:** None.
**AUTHORITY:** Department of Marine & Harbors, 211 Victoria Square, (GPO Box 1672), Adelaide, S. Australia, 5000.

**AGENT:** Sub-agents of Patrick Agencies.

## THURSDAY ISLAND, Queensland: 10.35 S. 142.13 E. (See Plan)

**DOCUMENTS/HEALTH:** See "Melbourne".
**PILOTAGE:** Pilotage compulsory. ETA 24 hours before arrival stating maximum draft and direction from which vessel arriving to: Harbour Master, Thursday Island. Further amended ETA if necessary prior to arrival. Pilot boards in vicinity of Tucker Buoy or Scott Rock Buoy as required. Harbour Master will advise boarding ground after receipt of maximum draft and direction from which vessel arriving. Pilot vessel white hull, yellow top, flying pilot flag. Vessel awaiting Pilot to anchor West of Black Rock in Normanby Sound.
**ANCHORAGE:** West of Black Rock in 5½ fathoms. Nurses' Home over shoulder of Black Rock 098 (T) with two white beacons S.E. side Goods Island in line 005 (T).
**RESTRICTIONS:** Daylight entry only. Draft restricted to 23 ft. (7·01 m.) LWOST.
**RADIO:** Thursday Island VII.
**VHF:** Channels 12 and 16.
**TUGS:** No tugs.
**STEVEDORES:** 0800 pick up for day work. 1000 notice for night work. 1600 Friday notice for week-end work. Mainly general cargo handled. Approximately 8 tons per hour.
**MEDICAL:** Notice of required medical attention with ETA message to Harbour Master. Hospital, four doctors available. Vaccinations etc., as per Commonwealth of Australia requirements.
**DENSITY:** Salt at all states of tide.
**BERTHING:**

| *Wharf* | *Length* (*Metres*) | *Depth* (*Metres*) |
|---|---|---|
| East | 61 | 5·5 |
| Engineers | 25·6 | 3·6 |
| Caltex | 22·9 | 5·0 |
| Horn | 12·5 | 5·0 |

**FRESH WATER:** Available in limited quantities most of the year.
**FUEL:** Small amounts diesel and distillate available at East Jetty. Bulk distillate available at Caltex Jetty, approx. 20 tons per hour.
**GANGWAY/DECK WATCHMEN:** Crew member on gangway sufficient.
**OPENING/CLOSING HATCHES:** By Stevedores.
**CERTIFICATES:** Normal Commonwealth of Australia requirements. See "Melbourne".
**CONSULS:** Nil.
**REPAIRS:** Deck and engine repairs, excluding large castings.
**REPATRIATION:** Available.
**AIRPORT:** Airport on Horn Island, 2 miles by launch, 4 miles by bus. Four flights per week. Ansett–ANA regular airline. Private charter plane available.
**TIME:** Australian Eastern Standard Time.
**HOLIDAYS:** Normal Queensland Public holidays. No cargo can be worked on Christmas Day, Good Friday, Anzac Day.
**POLICE/AMBULANCE:** Police 20. Ambulance 77.
**TELEPHONES:** None.
**SERVICES:** None.
**DELAYS:** As wharf space limited and berthing is on a "first come, first serve" basis, delays vary with amount of shipping.
**AUTHORITY:** Harbour Master, Department Harbours & Marine, PO Box 109, Thursday Island. Tel. 5.

**AGENT:** Sub-agent of Patrick Agencies, Brisbane.

## TORRES STRAIT:

**MAX. DRAFT:** Maximum draft for vessels piloted through Torres Strait is 39 ft. (12 metres) subject to height of tide and keel clearance required by Pilots.

*Gannet Passage and Prince of Wales Channel:* These are the controlling areas for traversing Torres Strait and the whole of the Barrier Reef. Survey in April 1970 found depths of 31 ft. (9·5 metres) on the former recommended track between the buoys in their previous positions; in consequence, the recommended track was re-established by Australian Notice to Mariners 242/1970 with a least depth of 32 ft. (9·75 metres). The buoys were moved to new positions. (This could occur from time to time.) Most of the water along the recommended track from Gannet Passage to Twin Island through the Prince of Wales Channel is between 37 to 45 ft. (11·3 to 13·7 metres).

Mean HHW at Booby Island is 11·9 ft. (3·6 metres) and the Mean LLW is 3·1 ft. (0·925 metres). Mean HHW at Goods Island is 8·8 ft. (2·5 metres) and Mean LLW is 2·3 ft. (0·7 metres). HWS at Twin Island is 8·7 ft. (2·45 metres) and LWS is 1·3 ft. (0·35 metres). An automatic telemetric gauge has been established at Booby Island by Australian Notice to Mariners 138/1970 for the promulgation of the exact tide at Gannet Passage. Further tide gauges are to be erected at various positions in the Prince of Wales Channel.
**KEEL CLEARANCE:** The Queensland Coast and Torres Strait Pilot Service will pilot vessels through Torres Strait and the Inner Route with a minimum under-keel clearance at Gannet Passage of 3 ft. (1 metre), in the South-East season from 15th April to 14th December, inclusive, and with a minimum under-keel clearance of 5 ft. (1·5 metres) in the North-West season from 15th December to 14th April, inclusive. The maximum draft at no time is to exceed 39 ft. (12 metres), subject to review as circumstances alter. Masters of deep draft vessels are advised that reduction of speed may be necessary under certain circumstances.
**PILOTAGE:** Pilots can board or land either 1½ to 2 miles (2·4 to 3·2 kilometres) West of Gannet Passage buoys or 1½ to 2 miles (2·4 to 3·2 kilometres) West of Harrison Rock buoy as required by the Master. Masters of all vessels requiring Pilots are requested to advise giving ample notice to "TORRES" Sydney of their maximum draft, ETA and where bound, and specify which boarding station is required. Twelve hours before arrival Master should radio "STRAITS-PILOTS" Thursday Island confirming or adjusting this ETA. Pilot cutters based at Thursday Island are fitted with VHF Radio:

(*a*) Base Station – Call sign "THURSDAY ISLAND HARBOUR", will maintain listening watch on Channel 16 and operate on Channel 12.
(*b*) All ships traversing Torres Strait are requested to maintain continuous listening watch on Channel 16 between Carpentaria Light Vessel and Wyborn Reef or Bet Reef.
(*c*) Pilot launches will maintain watch on Channel 16 when on station.
(*d*) Owing to the limited manoeuvrability of the deep draft vessels in the narrow channels between the pilot's boarding and disembarkation stations and Gubbins Reef on the Inner Route

and the pilot station and Bramble Cay, Great North East Channel. Shipmasters are requested, between these points, to switch on their VHF Channel 16 on sighting another vessel and leave it on until the vessel is past and clear.

(*e*) For the same above reason and also for pilots' boarding times etc., Shipmasters are requested to keep International Radio watch times from Carpentaria Light Vessel to Bramble Cay, Great North East Channel and between Carpentaria Light Vessel and Gubbins Reef in the Inner Route.

In addition to the above, Pilots for vessels proceeding from Eastward to Westward are available by arrangements with "TORRES" Sydney:

(*a*) For the Great North East Channel – off Port Moresby (Basilisk Passage).

(*b*) For the Grafton Passage – off Euston Reef beacon or Fitzroy Island.

(*c*) For the Inner Route or Queensland Ports – from Brisbane pilot cutter off Cartwright Point or off Gladstone Fairway Buoy.

(*d*) From any mainland port of New South Wales or Queensland.

(*e*) Other ports and/or places by arrangement with "TORRES" Sydney.

(9th April 1971)

*Australia Pilot, Vol. III, 1960, p. 26; Australia Pilot, Vol. IV, 1962, pp. 26 and 27. Department of Harbours and Marine, Brisbane, Notice No. 49/1971 (AH70/116).*

**TO ORDER A PILOT**

*Southbound*

Radio "TORRES" Sydney about 6 days before arrival Thursday Island advising maximum draft, date and time due off Goods or Booby Island, and where bound. Radio "STRAITSPILOTS" Thursday Island 24 hours before arrival (use local time), confirming ETA and again at Carpentaria Light Vessel. (Pilot cutters at Thursday Island are fitted with VHF Radio (Channel 16).)

*Northbound*

If in an Australian port, instruct Agent to arrange giving as much notice as possible. If from an overseas port, radio "TORRES" Sydney about 6 days before arrival at embarkation point, advising name of ship, date and time due, maximum draft and where bound. Radio "TORRES" Sydney 48 hours before arrival, confirming or amending ETA.

*Intermediate* (boarding-off ports)

Radio "TORRES" Sydney 5 days before arrival at embarkation point advising name of ship, date and time due and where bound. Advise "TORRES" Sydney of any material change in ETA and definitely confirm 12 hours before arrival. "TORRES" Sydney will acknowledge all messages.

**AUTHORITY:** The Queensland Coast and Torres Strait Pilot Service, 247 George Street, Sydney. Box 1573, Sydney 2001.

## TOWNSVILLE, Queensland: 19.17 S. 146.48 E.

**(See Plan)**

**PORT LIMITS:** Seaward boundary is a line taken from Cape Cleveland to Magnetic Island, to Bay Rock to Cape Pallarenda.

**DOCUMENTS:** Customs requirements:

3 Crew Lists, Form M. and S–11.
3 Passenger Lists.
3 Lists of Ports of Call.
1 Form 42A Ships Stores.
1 Form 5 Articles Owned by or in the possession of Master, Officers and Crew.
1 Form QA4 Quarantine Notice.
2 Forms QA5 Quarantine Shipmasters Bond.
2 Inward Manifests.
1 Bill of Lading.
1 Outward Manifest.
1 Form 40 Application for Clearance and Guarantee to Pay Duty.

Health:

Form Q360 Health Report which is taken aboard by Inspecting Officer.

Harbour Authority:

2 Copies of Inward and Outward Manifest.

**PILOTAGE:** The Pilot is ordered through the ship's Agent or direct to Harbour Master at least 24 hours before arrival. Telegraphic Address "Harbour Master". VHF Channel 16. Call sign "Townsville Harbour". Pilot launch is 42 ft. wooden launch. Light or sound signal by vessel requiring Pilot is International Call G. Pilot taken aboard within one mile seaward of Fairway Buoy. Ladder placed on starboard side. Location of anchorage for vessels awaiting a Pilot is off Magnetic Island between Bremer and Hawkins Point.

**ANCHORAGES:** Boundaries: Orchard Rocks/Cape Cleveland. Cleveland Bay Depths 27 ft. to 40 ft.

**RESTRICTIONS:** 2 ft. of water under keel at all times.

**MAX. SIZE:** Length 700 ft., breadth 100 ft., max draft at HWOST is 36 ft. and at LWOST is 31 ft.

**HEALTH:** Completion of Health Form Q360 and inspection by Medical Officer. In event any suspected disease or fever on board, notify via telegram no earlier than 24 hours and no later than 12 hours prior arrival, advising where from and number of crew and illness. Pratique automatic after completion of forms and medical inspection at first port of call, but should circumstances arise it may be withdrawn immediately.

**RADIO:** Townsville Radio.

**TUGS:** Normally join at harbour entrance. Tug lines or (optional) ship's lines. Tugs equipped with VHF radio and operate on Channel 16, the same as Townsville Harbour. Two tugs available bollard pull 26 tons each.

**BERTHING:**

Berth 1 is a special tanker berth of 244 m. (800 ft. 6 in.) in length dredged to 10 m. (32 ft. 9½ in.), but scheduled to be dredged to 12 m. (39 ft. 3 in.) by 1974.

Berth 2 is a general purpose berth of 256 m. (839 ft. 11 in.) in length dredged to 9·1 m. (30 ft.) and equipped with two 20·4 tonnes (20 tons) at 18·2 m. (59 ft. 2 in.) radius electric cranes which can jointly lift 40·6 tonnes (40 tons).

Berth 3 is 256 m. (839 ft. 11 in.) in length and is dredged to 12 m (39 ft. 3 in.). It is a general purpose and container berth, being equipped. with a container crane with a lifting range of 35·56 tonnes (35 tons) to 60·96 tonnes (60 tons).

Berth 4 is a general purpose berth with a special landing area to accommodate angled stern ramp vessels. It is 246 m. (807 ft.) in length and dredged to 9·6 m. (31 ft. 6 in.).

Berth 6 is 134 m. (439 ft. 7 in.) in length dredged to 9·3 m. at LWOST. General Cargo and Bulk Fertilizer and Molasses are handled at this berth.

Berth 7 is 183 m. (600 ft. 6 in.) in length and dredged to 10·82 m. (35 ft. 5 in.). This berth is equipped with a bulk loading conveyor system for Zinc Concentrates; facilities for handling Liquid Fertilizer and Molasses and also General Cargo. A cargo shed 144·78 m. (473 ft.) × 10.67 m. (35 ft.) is located on a pier between berths 6 and 7.

Berth 8 is 217 m. (712 ft.) long and dredged to 10·3 m. (33 ft.) is a general purpose and meat loading berth.

Berth 9 is 229·5 m. (750 ft.) in length and dredged to a depth of 10·59 m. (34 ft. 8 in.), is equipped with a bulk conveyor system to load Raw Sugar. The berth is also used for General Cargo.

The shed on the pier between berths 8 and 9/s used for storage of frozen meat and meat meal awaiting shipment.

Berth 10 is a roll-on/roll-off terminal for stern loading vessels and is dredged to 9·1 m. (30 ft.). This berth is equipped with a 25·4 tonne (25 ton) capacity at 16·7 m. (55 ft.) radius crane.

**STEVEDORES:** Times for ordering labour: Normal 1400 previous working day. Bulk Cargoes 0930 for night labour. Saturday or holidays 0930 previous working day. Priority labour 1400 previous working day. Notice required for difficult or long twos or a cargo requiring particular or special handling.

**VHF:** Continuous watch maintained on Channel 16. Call sign "Townsville Harbour". Channels 6 and 12 also available.

**MEDICAL:** Advance notice not particularly required unless urgent assistance required. Hospital facilities available. Health book inspected by boarding doctor.

**TANKERS:** Diameter of load/discharge lines: white fuel 10 in., black fuel 12 in. No residue discharge facility available. One tanker at berth at any time. Maximum permitted draft at berth 31 ft.

**DENSITY:** Average density 1025 at all times.

**FRESH WATER:** Water is delivered by hose from shore connections. Rate of delivery 20 tons per hour. Approximate cost 35 cents per kilolitre.

**FUEL:** Distillate and furnace oil available at Berth Nos. 1, 4, 6 and 7. Notice required 24 hours.

**FIRE PRECAUTIONS:** Tankers required to have safety fire wires lead off foc'sle head and run as far aft as possible. Vessels at all times capable of manoeuvring with main engines.

**DEVELOPMENTS:** No. 3 berth has been reconstructed in reinforced concrete supported by octagonal steel piling and is designed to accept the 120,000 lb. axle loading of forklifts and the concentrated load of a container-handling crane to be erected on the wharf. Fabrication of the crane has been completed and the facility is expected to be operational early in 1974. The crane is designed to handle 20-ft. and 40-ft. containers and a specially designed spreader will handle 2-ton lead ingots in lots of 30 tons at a rate of 600 tons per hour. A grab will also be available for discharge of bulk cargoes.

A dredging programme is in progress and is expected to be completed in 1974. The scope of the work involves the widening of the approach channel from 250 ft. to 300 ft. for its entire length and deepening to 35 ft. LWOST. The swing basin within the harbour will be extended from 1,050 ft. to 1,500 ft. diameter and deepened to 35 ft. Berths will be dredged to 40 ft. LWOST.

Improved fendering will be constructed at No. 1 (tanker) berth to absorb the berthing impact of 65,000 tons dwt vessels, and the operating platform extended.

**GANGWAY/DECK WATCHMEN:** Services available at ship's option.

**OPENING/CLOSING HATCHES:** Optional for either crew or stevedores.

**SHIP'S CERTIFICATES:**

Passenger Ship Safety.
International Load Line.
Ship Safety Construction.
Ship Safety Equipment.
Ship Safety Radiotelegraphy.

**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes or ½ lb. tobacco on arrival and then can be purchased by the packet from bar on board. Wine and/or Spirits: One opened bottle (26 oz.) spirits or wine on arrival and then spirits by the glass and wine by the bottle, from the bar on board.

**CARGO GEAR:** Australian Navigational Dept. requirements.

**CONSUL:** Netherlands representative, Tel. 71.6188.

**REPAIRS:** All deck and engine repairs can be carried out.

**DRY DOCKS:** Slipway with a capacity of 1,500 gross tons vessel. Slip can accommodate a 240-ft. length vessel. Air, power, and water are available at the slip.

**REPATRIATION:** Full facilities exist for effecting crew changes and arranging repatriation.

**AIRPORT:** Distance from airport 6 miles, regular services.
**TIME:** East Australian Standard Time = GMT plus 10 hours.
**HOLIDAYS:** Cargo can be worked on all holidays except Christmas Day, Good Friday and the Waterside Workers' Picnic Day.
**EMERGENCY TELEPHONE NUMBERS:** Police, Ambulance or Fire "000", and ask to be connected to service required. Non-emergency numbers. Police 71.2121, Ambulance 79.3722, Fire Station 71.2111, Hospital 72.1333.
**TELEPHONE:** Port Authority has phone connections available upon request. Cost: connection and disconnection fee, 50 cents; statement charge, 20 cents; local calls, 7 cents each plus any trunk calls at cost.
**SERVICES:** Services available for compass adjusting, radio and radar service.
**SHORE LEAVE:** Crew members allowed shore leave.
**AUTHORITY:** Townsville Harbour Board, The Strand, Townsville. Q. 4810. Tel. 72.1011. (Area Code 077). Cables: Nausport Townsville.

**AGENT:** Sub-agent of Patrick Agencies, Brisbane.

## USELESS LOOP (Shark Bay), W.A.: 26.05S. 113.24 E. (See Plan)

**DOCUMENTS:** See "Melbourne".
**PILOTAGE:** Compulsory. 4 weeks notice in first instance to Harbour & Light Department, Fremantle. The usual approach is through the Naturaliste Channel on course 128 (T) passing Cape Inscription Lighthouse abeam distant 3·5 miles. When Cape Inscription bears 287 degrees (T) distant 10·2 miles alter course to 166 degrees (T) proceeding on this course towards outer beacon at entrance to Denham Channel. Denham Channel 400 ft. wide dredged to 33 ft. LWOST is marked by 3 port hand beacons and 3 starboard hand beacons. Clearing beacons vessel then proceeds on course 126 (T) passing 3 further beacons to port. At third beacon alter course to 136 degrees (T) until inner beacon bears 345 degrees (T) distant 2·4 miles, thence alter course order reach position ½ mile N.E. of jetty for approach.
**TUGS:** None.
**BERTHING:** 1 berth. Conveyor belt system from Salt Stock Pile to ship gross rate 700 tons/hour. Dolphin type jetty length 620 ft. runs approximately North and South directions and 2·1 cables from Topper Island. Minimum depth at berth 33 ft. LWOST. Rise of tide approximately 3 ft. Winds predominantly S.E./S.W.
**FUEL:** Not available.
**FRESH WATER:** Not available.
**REPAIRS:** Not available.
**AUTHORITY:** Harbour & Light Department, 1 Cliff Street, Fremantle, WA 6160.

**AGENT:** See "Fremantle."

## WALLAROO, S.A.: 33.56 S. 137.37 E. (See Plan)

**DOCUMENTS:** See "Melbourne".
**PILOTAGE:** Compulsory. Pilot boards from 1 to 1½ miles 260 (T) from Moonta Shoal Light Beacon.
**RESTRICTIONS:** Approach channel and basin 28 ft. (8·5 m.) ISLW.
**BERTHING:** 6 berths. Depths various from 24 ft. (7·9 m.) to 31 ft. (9·4 m.). Bulk loading berth maximum permissible length 650 ft. (198 m.), max. beam 80 ft. (24·4 m.).
**TUGS/FUEL:** None.
**STEVEDORES:** Arrangements with private companies.
**VHF:** Available.
**FRESH WATER:** Available all berths. Delivery rate 15 tonnes per hour.
**REPAIRS:** Minor repairs only.
**AUTHORITY:** Department of Marine & Harbors, 211 Victoria Square, GPO Box 1672, Adelaide, S. Australia 5001.

**AGENT:** Sub-agent of Patrick Agencies, Adelaide.

## WEIPA, Queensland (including Albatross Bay): 12.34 S. 141.35 E. (See Plan)

**DOCUMENTS/HEALTH:** See "Melbourne".
**PILOTAGE:** Vessels requiring Pilot may apply to Harbour Master, Weipa, 48 hours before arrival, confirming ETA 24 hours before arrival. Vessels to give Harbour Master their draft. Pilot boat is 11 m. (length), named *Rowland Masterman* and painted orange, and may be contacted on VHF Channel 16 Pilot boards within half a mile of Fairway Beacon.
**ANCHORAGE:** Anywhere in Albatross Bay except in immediate vicinity of Fairway Beacon.
**RESTRICTIONS:** Weipa Approach Channel, 7 miles long, minimum depth of water 34 ft. (10·35 m.) LWOST. Usually vessels up to 30,000 dwt. enter channel at any state of tide. Vessels over 30,000 dwt. enter any stage of flood tide.

Usually vessels up to 30,000 tons dwt. can berth at any state of tide. Vessels over 30,000 tons dwt. due to their departure draft, must berth starboard-side alongside and can do so at any state of tide. Vessels usually depart 1½ hours before predicted high water, some small vessels up to 15,000 tons dwt. can depart on predicted low water.
**MAX. SIZE:** Maximum length overall 835 ft. (254 m.) Beam 116 ft. (35·30 m.). Maximum draft dependent on height of tide. Three feet keel clearance required.
**RADIO:** Forcomal. Sydney Radio, and within 48 hours Thursday Island Radio. VHF Channel 16.
**TUGS:** Vessels entering North of Cora Bank, tugs join at No. 9 Beacon. Vessels entering South of Cora Bank, tugs join at No. 16 Beacon.

Tugs are usually used in lashed up position: tug's lines, otherwise ship's lines.

Three tugs available of 12, 18 and 23 ton bollard pull.
**BERTHING:** No specific requirements. Vessels usually berth near slack water.
**BULK HANDLING FACILITIES:** 2 Bauxite berths, Lorim West, old berth and Lorim East which is an extension of previous old berth. Depth alongside, 37 ft. (11·27 m.). Loading rates: Lorim West 3,000 tons per hour. Lorim East 6,000 tons per hour. If there are vessels at both berths simultaneously loading rates of both vessels together are: Lorim West 3,000 tons per hour, and Lorim East 4,500 tons per hour.
**STEVEDORES:** Vessels loading bauxite to inform Comalco of ETA 48 hours prior arrival amending later if necessary. Loading rate 3,300 tons/hour. No stevedores at Weipa.
**MEDICAL:** Inoculations per Australian regulations. No notice required for medical attention, urgent cases flown out and treated at Cairns or Thursday Island.
**DENSITY:** Dry season 1026. Wet season 1022.
**FRESH WATER:** Supplied in cases of emergency only. 5 tons per hour. 48 hours notice required.
**FUEL:** Not available.
**DEVELOPMENTS:** The alumina plant at Weipa has been deferred indefinitely.
**GANGWAY/DECK WATCHMEN:** No watchmen available.
**OPENING/CLOSING HATCHES:** Work carried out by crew.
**SHIP CERTIFICATES:** Ship's register, load line certificate, safety radio and safety equipment certificate. Also see "Melbourne".
**CARGO GEAR:** No additional requirements. See "Melbourne".
**CONSULS:** None.
**REPAIRS:** No repairs available.
**REPATRIATION:** No facilities for crew changes.
**AIRPORT:** 7 miles from airport, served by Ansett ANA.
**TIME:** GMT plus 10 hours.
**AUTHORITY:** Harbour Master, Department of Harbours and Marine, PO Box 489, Wiepa, Queensland 4874, Australia.

**AGENTS:** Sub-agent of Patrick Agencies (through Patrick's, Melbourne).

## WESTERNPORT, Vic.: 38.21 S. 145.14 E. (See Plan)

**PORT LIMITS:** The Port Authorities consider a vessel to be arrived when she crosses an imaginary line between West Head and Point Grant.
**DOCUMENTS:** Application for berth, tugs, mooring launches, telephones, and notification to load or unload, to be delivered by Ship's Agent to Harbour Master not less than 24 hours before arrival.

Customs Documents required:

| | |
|---|---|
| Form M & S 11 | Crew List and attachments, 3 copies. |
| M 42 A | Stores List, 1 copy. |
| 5 | Articles owned by or in possession of crew, 1 copy. |
| C & E 886 | Ports of call since commencement of voyage, 3 copies. |
| QA 3 | Quarantine Form. (Animals carried as cargo), 1 copy. |
| QA 4 | Quarantine Form. (Animals carried as pets), 1 copy. |
| QA 5 | Ship Master's Bond re animals carried, 1 copy. |
| Q 360 | Health report of all persons on board, 2 copies. |
| | Inwards Manifest, 1 copy. |
| | Outwards Manifest, 1 copy. |
| 40 | Application for clearance. |

**PILOTAGE:** Pilotage compulsory for merchant vessels except those specially exempted. Pilots for Westernport are available on a 24-hour basis. Warning must be given not less than 24 hours prior to vessel's arrival. Pilot for Western-port will board from a launch, painted orange and showing the signals and lights prescribed for such vessels, by day approximately 3 miles Southward from West Head. By night in the white sector of McHaffie's Point Light, with Cape Schank Light bearing 295° (White), at the entrance to Westernport. Pilot launch is equipped with VHF Channel 16 (156·8 mHz).

In bad weather, vessels up to 32 ft. draft obtain Pilot by proceeding to black can buoy moored 2 miles – 084 degrees from Flinders Jetty light; at night buoy shows green flash light every 4 secs.
**ANCHORAGES:** Anchorage within port between southern edge Tortoise Head Bank, and Northern shore of Phillip Island. Anchorage 4 miles in length, East to West, and 1¼ miles wide, depths 9 to 15 fathoms at Western end, decreasing 6 to 10 fathoms at Eastern end.

An anchorage area having a least depth of water of 28 ft. has been established adjacent to Long Island Jetty.
**RESTRICTIONS:** No vessel shall enter port with less underkeel clearance than ten per cent of draught.
**MAX. SIZE:** Governed by underwater clearance. Vessels drawing up to 48 ft. may enter depending on state of tide, but underkeel clearance shall not be less than ten per cent of draught.

Oil jetties can accommodate vessels of up to 100,000 tons, depending upon water available.
See "Tankers".

**RADIO:** Westernport Harbour Control keep a continuous listening watch on VHF Channel 16 (156·8 mHz).
**PRATIQUE:** Advise state of crew's health 24 hours prior to arrival. If all healthy, pratique granted subsequent to berthing; if crew's health suspect, doctor boards prior to berthing. Pratique automatic when more than 14 days have elapsed since calling at a foreign port, and the vessel has subsequently been granted pratique first at another port within the Commonwealth of Australia. Pratique may be granted 24 hours a day.
**TUGS:** Two tugs are available both of 1,500 h.p. and 22 ton bollard pull. Tugs join vessel at Sandy Point. Ship's lines normally used by tugs. Tugs are fitted with VHF and radar and fire-fighting equipment.
**BERTHING:** Berthing subject to Harbour Master's direction. 3 oil berths, 1 roll-on/roll-off berth, 1 livestock berth and 2 tug berths are available.

Additional berth, Lysaghts Steel wharf. Roll-on/roll-off stern ramp jetty accommodating vessels up to 10,000 dwt. Approach channel 9·1 m depth. Alongside depth 12·1 m. Swinging basin 1,500 ft. diameter.
**STEVEDORES:** Westernport is a class B port for stevedoring facilities. Port Waratah stevedores available. Require ETAs of vessels from Agent. Ordering time for labour: Dayshift by 1000 hours previous day, afternoon shift by 16.00 previous day. All close holidays observed.
**MEDICAL:** Two qualified medical practitioners available and 20-bed Nursing Hospital. Agent should receive prior notice of particulars of vaccinations required.
**TANKERS:** No ballast to be discharged into the sea (this includes clean ballast). Three tanker berths, two capable of accommodating 100,000 ton tankers with 52 ft. of water alongside, and the other capable of accommodating 40,000 ton tankers with 42 ft. of water alongside.

Pipe-line hose connections: 16, 14, and 12 ins. black oil, 10 in. white oil, 8 in. bunkers.

Oil jetties are approached through a wide, well-buoyed channel and each have well-dredged turning basins.

*Long Island Point Jetty* (Esso).
Situated 15 miles from entrance, depth alongside 52 ft. Bunkers not available at this berth. Dirty ballast facilities for up to 24,000 tons. Shore gangway used.

*Crib Point* (B.P.)
Situated 13 miles from entrance. No. 1 jetty, depth alongside 52 ft. No. 2 jetty, depth alongside 42 ft. Bunkers are available ex-wharf. Dirty ballast facilities for up to 30 000 tons. Ships gangway used.
**DENSITY:** Average density 1030 oz. per cu. ft.
**FRESH WATER:** Available, Approximate rate 100 tons per hour. Approximate price $1·00 per cubic metre. Delivery from hydrants at jetty head.
**FUEL:** Fuel oil and diesel oil available at Crib Point Jetty only, via direct line from refinery. Delivery rate approx. 350 tons per hour. 48 hours notice is required for lub. oil. Small quantities of marine fuel are available from road tankers.
**POLLUTION:** Cases of discharging dirty ballast or oil spillages will be investigated and vessels are liable to fines and/or detention. Vessels shall not discharge into the waters of the port any part of the contents of their cargo, slop or ballast tanks (this includes clean ballast) or bilges which are liable to pollute these waters. Masters shall ensure that pipe-lines and equipment are clean before using them for discharging anything into the waters of the port. Scuppers shall be plugged effectively and no leakage or spillage from any vessel shall be allowed to leak or be swept overboard. Masters of vessels must seek permission from Harbour Master before pumping anything into the waters of the bay. The State of Victoria has stringent laws in force concerning the pollution of the sea by oil.
**FIRE PRECAUTIONS:** Vessels shall not immobilise main engines whilst alongside jetties.
**GANGWAY/DECK WATCHMAN:** A shore watchman may be hired. Cost borne by the vessel.
**CERTIFICATES:**
- Clearance from last port.
- Ship's Register.
- Articles of Agreement.
- Official Log Book.
- Load Line Certificate.
- Safety Radio Certificate.
- Safety Equipment Certificate.
- Derat. Certificate.
- Light Dues Certificate (receipt).
- Pratique Certificate from last port (if to be used in this port).

**CUSTOMS ALLOWANCES:** (*a*) Tobacco: each crew member permitted either 200 cigarettes or 8 oz. of pipe tobacco, or 8 oz. of Fine Cut Tobacco out of Bond. (*b*) Wine and/or Spirit: each crew member is allowed ½ gallon of wines or spirits (opened).
**IDENTIFICATION CARDS:** Required for all nationalities except the United Kingdom, Canada, South Africa, Japan, Israel, Norway, Denmark, Fiji, Hong Kong, Malaysia, and South Korea. Also see "Melbourne".
**CONSULS:** None.
**REPAIRS:** Facilities for medium size deck and engine repairs.
**REPATRIATION:** Facilities available.
**AIRPORT:** Nearest major commercial airport is Tullamarine, 55 miles distance, from which there are frequent interstate and international flights. Airport accessible by road in about 2 hours by taxi-car.
**TIME:** Summer, GMT plus 10 hours. Winter, March–October GMT plus 11 hours.
**HOLIDAYS:** Oil terminals work on all holidays. Roll-on/roll-off observe close holidays.
**POLICE/AMBULANCE/FIRE:** Police Hastings 791270; Ambulance Frankston 7832222; Fire. Hastings 791345, and Crib Point 839221.
**TELEPHONES:** Port Authority insists that Public Telephone is placed on board. Cost of this service $15.00, plus cost all trunk calls.
**GENERAL:** Vessels secure to oil jetties using ship's lines and shore preventor wires at all times.

Smoke emissions controlled under the Clean Air Act which will operate under the jurisdiction of the Environment Protection Authority.
**SERVICES:** Tank washings must be discharged ashore, and not into waters of the port. Licensed Compass adjuster available. Underwriters' Representatives available.
**SHORE LEAVE:** Crew members permitted shore leave, and launches can be supplied to vessels at anchor, provided vessels have pratique, and have been cleared by customs.
**DELAYS:** No delays anticipated. Port operates 24 hours per day.
**AUTHORITY:** Ports and Harbours Branch, Department of Public Works, Treasury Place, Melbourne; or The Harbourmaster, Harbourmaster's Office, Stony Point Road, Crib Point, Victoria. 3919. Australia.
**AGENT:** See "Melbourne".

## WHYALLA, S.A.: 33.02 S. 137.36 E. (See Plan)

**LOCATION:** Situated on Western shore of Spencer Gulf opposite to and 27 miles by sea from Port Pirie. Open to all Southerly winds, which seldom interfere seriously with operations.
**FACILITIES:** Jetty for iron ore loading, and dredged harbour with one main wharf for steel and general cargo, and for bulk cargoes of coal, coke, limestone, pigiron, salt, etc. Harbour berths are safe berths.
**DOCUMENTS:** See "Melbourne".
**PILOTAGE:** Compulsory except for those vessels whose Masters hold Exemption Certificates. Pilots board ½ to 1½ miles East (105°) of Whyalla No. 1 Ore Loading Jetty. Vessels requiring Pilot should request service in sufficient time enable Pilot be ordered before 1600 hours Monday to Friday and should show prescribed signal within at least ten miles of Whyalla. If delayed berthing, Master informed by radio and recommended anchor at Pilot boarding station (see above).
**ANCHORAGES:** Quarantine line extends in direction 241° from Black Point to Coast Southwestward of port. Quarantine anchorage shown on Australian Chart AUS.135, lies Southeastward of quarantine line and Eastward of jetty. Anchor preferably North of harbour leads. Vessels should not anchor on harbour or jetty leads, but should anchor, draught permitting, approximately 1 mile North of Outer Fairway beacon. Holding ground good with hard clay and sand bottom.
**RESTRICTIONS:** Vessels will not be moved within port by pilot unless at least 10% of maximum draught in water beneath keel. Minimum clearance 2 ft. Also see "Berthing".
**PRATIQUE:** Whyalla is a port of first entry. 48 hours' notice of request for pratique required. Pratique granted at anchorage or in berth. Also see "Melbourne".
**RADIO:** Cable "Hematite Whyalla" also local Agent (*a*) on departure from previous port advising ETA and total cargo for discharge Whyalla (if any); (*b*) 48 hours prior arrival giving ETA; (*c*) 24 hours prior arrival giving ETA; (*d*) advise any alteration in ETA exceeding 2 hours; (*e*) advise estimated draught on arrival fore and aft. These cables necessary in order ensure loading and labour. Cables to be signed with Master's name. Cables sent outside working hours should be prefixed "Shipserv". In event vessel arriving direct from overseas port requiring pratique, following additional advice to be cabled: No. of crew, nationality, and whether health vaccination certificates required.

Port equipped with VHF. Service maintained 24 hours a day. Call sign "Whyalla Harbour".
**TUGS:** All tugs fitted VHF radio. 4 tugs available between 2·5 and 23 tons bollard pull. Wire towropes not to be used unless risk of damage to tug undertaken by ship. Charge for use of tug's lines. Orders for tugs to be made at least 2 hours before required and not later than 1530 hours Monday to Friday. Ferry services undertaken to ships at anchorage outside harbour when requested.
**BERTHING:** Iron ore loading jetty no longer in service, lies near Eastern side of town is 2,273 ft. long with T head formed by 6 dolphins At night, the fixed dolphin shows white light.

No. 2 Jetty maximum length of vessel 820 ft. Depth of water alongside 36 ft. LW. Approach channel depth 35 ft. LWOST. Swinging basin, depth 34 ft. LWOST.

Stowage factor iron ore, 13–15 ft. per ton. No stevedoring incurred and generally cargo loaded lower holds and no trimming necessary.

Whyalla Harbour: About 1¼ miles to North of iron ore jetty. Entrance channel 300 ft. wide and approx. 6,000 ft. length. Water depth in channel and basin 24 ft. LWOST. Depth of water at Harbour Wharf officially 27 ft. LWOST for 1,700 ft. from inshore end and 28 ft. at outer end. Berth length 600 ft.
**DENSITY:** Specific gravity of water approximately 1028 to 1035 therefore vessels must load light.
**STEVEDORES:** Shift work 21 hours per day on continuous 7 day roster. At least 24 hours notice for labour requirements.
**MEDICAL:** Resident doctors and hospital available.
**FRESH WATER:** Available at No. 2 Jetty and all wharves.
**FUEL:** Bunkering not normally undertaken. Fuel oil, coal and diesel oil available at Whyalla Harbour Wharf in emergencies only.
**REPAIRS:** Essential repairs only. Consult ship's Agents before maintenance or repairs undertaken.

**STORES:** Marine and bonded stores can be procured by arrangement with Adelaide. 5 days notice required.
**SURVEYORS:** Resident surveyors for Lloyds, also Department of Shipping & Transport. Lloyd's agents are Adelaide Steamship Co. Ltd.
**GANGWAY/DECK WATCHMAN:** Available at ship's option.
**REPATRIATION:** Air, road and rail facilities available.
**AMBULANCE:** In event of accident contact Agent or BHP 419 or BHP 2205. After hours BHP 699. St. John's Ambulance Services (tel.: 45–7777) available 24 hours daily.

Aerial Ambulance available for transfer of patients to a metropolitan hospital.

**SHORE LEAVE:** Crew members permitted shore leave, and launches, at ship's option, provide regular schedule to anchorage – weather permitting.
**AUTHORITY:** The Broken Hill Proprietary Co. Ltd., PO Box 21, Whyalla, SA 5600.

**AGENT:** Sub-agent of Patrick Agencies, Adelaide.

## WYNDHAM, W.A.: 15.27 S. 128.06 E. (See Plan)

**PORT LIMITS:** All waters in the Cambridge Gulf South of a line extending from Cape Dussejour to the summit of Hill 437 on Lacrosse Island, thence to Cape Donett.
**CERTIFICATES/DOCUMENTS/HEALTH:** See "Melbourne".
**PILOTAGE:** Compulsory for all vessels entering port except those whose Masters have pilotage exemptions. Pilot boards South of Lacrosse Island in a position with Lacrosse Lt. Ho. bearing 350° distant 5½ miles. Vessels arriving early should anchor in or near this position. Preferably vessels should arrive at pilot boarding ground at dawn, as Gulf negotiated during daylight only.

Pilot resident at Wyndham, and essential give early advice when pilotage service required. 48 hours prior arrival give ETA to Harbour and Light Department, Wyndham.

All ships awaiting a Pilot should maintain listening watch on VHF Channel 16 at least 2 hours prior to Pilot boarding time, have engines on stand-by at least one hour before boarding time, and be ready to proceed in accordance with the Pilot's instructions given by VHF.

The approaches channel has a minimum depth of 21 ft. LWOST.

**ETA:** Shipserve "Harbour Master Wyndham" required 48 and 24 hours notice prior arrival. The 24 hours message should be time to be delivered before 1630 hrs. local time on the day before arrival so that arrangements can be finalised, when possible, in working hours.

Indicate maximum draft in the 48 hours notice.

**APPROACHES:** Generally speaking, it is preferable to arrive at the pilot station at daybreak. Approach Medusa Bank Buoy and pass Westward (buoy bearing 090° distance 1 mile). Steer 180° until Lacrosse Island light house bears 040°, distance 2 miles. Alter course to 145° to a position with Shakespeare Hill and Cone Hill in transit (086°), Cone Hill distance 4 miles. The course should then be altered to 225°. Course clears Guthrie and East Banks and puts Black Cliff right ahead.

It will be noted that a conspicuous hill (un-named) is sighted immediately behind Black Cliff Point and these together form an excellent lead down this part of the Gulf to a position off Islet Point. From this point onwards pilotage is fairly complicated. There is a submerged wreck off the jetty, which must be considered when berthing and unberthing. Large vessels may only navigate the Hard Channel at half tide or better, as there is a 21 ft. patch in the fairway.

**HEALTH:** Wyndham is a first port of entry. Masters are required to radio Port Health Authority, Wyndham, not less that 12 hours prior to arrival at pilotage station and giving state of health of the vessel. Examination for pratique is usually conducted after arrival alongside and nobody is permitted ashore until doctor's examination is completed.
**RESTRICTIONS:** The maximum length of vessel permitted to navigate the Gulf is 620 ft. overall. The Gulf is not navigable during hours of darkness at present.
**MAX. SIZE:** Length 615 ft., draft 30 ft.
**BERTHING:** Two-berth jetty is a steel structure with flush wooden deck. There is a 550 ft. berth at the South end of it with a minimum depth at low tide of 30 ft. The North berth has slightly less water. Total length of wharf surface is 852 ft.

Ordinary moorings are used. A launch is on station to run lines. There is no tug available.

**FRESH WATER:** Available at both berths. Supply is 10 tons per hour approximately.
**STEVEDORES:** Working hours: 0730 to 1200, 1300 to 1700, 1800 to 2130. When no work is done at night labour finishes at 1630.

Labour is organised by the Asia & Stevedoring Companies. WWF conditions prevail. 4 gangs are available. Prior advice as to labour requirements, hatches to be worked, etc., is of great assistance to stevedores.

**CARGO HANDLING:** By ship's gear only direct to railway wagons and motor transport. One 12-ton Coles slewing crane and two 5-ton mobile cranes are available, provided sufficient notice is given. A short railway connects the jetty, goodshed, and meatworks. Forklift trucks and pallets are used for handling general cargo where suitable.
**FUEL/TUGS/REPAIRS:** None.
**TIME:** GMT plus 8 hours.
**AUTHORITY:** Harbour & Light Department, Box 402, PO, Fremantle. Local Authority: Harbour Master, Harbour and Light Department, Wyndham.
**AGENT:** Sub-agent of Patrick Agencies, Fremantle.

## YAMPI SOUND, W.A. (Cockatoo Island and Koolan Island): 16.13 S. 123.33 E.

**PORT LIMITS:** The port limits, which are not marked on the charts of the area extend from a position in latitude 16° 13′ 13″ South, Longitude 123° 32′ 32″ East in a Northerly direction for 10 miles to about midway between Bathurst and Irvine Islands, thence Eastward for 15 miles, thence Southwards to the mainland passing nearly ¾ of a mile Eastwards of Koolan Island. The Southern limits of the port includes all the intermediate coastline between the Eastern and Western limits as defined above.
**DOCUMENTS:** The following documents should be prepared prior to arrival if Yampi is the first port of entry to Australia:

1 Form 5.
1 Form 42A.
2 Official Crew Lists.
3 Unofficial Crew Lists.
3 Ports of Call.
1 Quarantine form Q.A.5.
1 Quarantine form Q.A.4. In duplicate only if animals or birds on-board.

The following Certificates should be produced if Yampi is the first port of entry to Australia:

Commonwealth light dues receipt. If out of date this will be renewed.
Loadline Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Safety Construction Certificate.

**PILOTAGE:** Yampi Sound is not a compulsory pilotage area. However, the Company's Port Officer holds a foreign going Master's Certificate, is well versed in local conditions and will act as Pilot for Masters requiring his service. The Port Officer will board at the quarantine achorage.

As a Westerly wind is quite common, Masters are advised that their vessel should be adequately ballasted prior to berthing operations.

**ANCHORAGE:** Yampi Sound is a well sheltered deep water port with good all weather anchorages. The quarantine anchorage is located on the Southern side of Cockatoo Island and the Collins Cove Bank with the red flashing beacon bearing 080° true by seven cables.
**MAX. SIZE:** The largest shipments to date loaded:

*Cockatoo Island:* 65,141 tonnes by the "Vogwi".
*Koolan Island:* 99,000 tonnes by the "Vianna".

**HEALTH:** Valid Vaccination Certificates required. Shipmasters will be advised of berthing and pratique arrangements either by VHF on Channel 16 or by telegram. A gangway is required at the quarantine anchorage to allow police, customs and doctor to board. A pilot ladder is not acceptable.
**RADIO:** The port is able to communicate with vessels which are fitted with VHF radio through the normal international maritime channels. The call sign is "KOOLAN ISLAND".

Vessels destined for Yampi are requested to send their ETA by radio on leaving previous port, and also 72 hours, 48 hours and 24 hours prior to arrival.

**BERTHING:** Two work boats of 16 and 5·5 ton bollard pull and a line launch are available for berthing. Both are fitted with VHF.

Tidal streams set East with the flood and West with the ebb tide as a general rule. At Koolan Island jetty in Koolan Canal, tidal streams set Eastwards except for a period of about 3 hours from about ½ an hour before to 2½ hours after high water. Thus, tidal streams set Eastwards for about 18 hours a day and Westwards for only about 6 as the tide is semidiurnal.

At Cockatoo, tidal streams set Westwards for a period of about 6 hours, from 2 hours before high water to about 4 hours after high water, and Eastwards from 2 hours before low water to 4 hours after low water.

*Cockatoo Island*

Shiploading facilities at Cockatoo Island consists of a fixed head, retractable, luffing conveyor boom located at the centre of a "T" head dolphin jetty.

The jetty head consists of six dolphins aligned in a 117½° T–297½° T direction over a distance of 210·3 m. and a further berthing dolphin is located 111·9 m. and 82·9 m. from the centre of each West and East end dolphin, respectively.

The Shiploader is positioned between the two centre dolphins and has a loading rate of 1,700 t.p.h.

Due to the fixed nature of the loader, Shipmasters are required to bring each hatch in sequence under the boom by warping the vessel alongside the jetty, and Company employees are in attendance for handling the shore end of mooring lines during the operation. The Shipmaster holds full responsibility for the warping operations at all times.

The dolphins are well constructed with a complete facing of timber fendering between the wharf decking and low water level offering maximum protection to shipsides.

Depth alongside is 12·8 m. at MLWOST with a tide range of 10·67 m.

Vessels of up to 65,000 tonnes dwt. with a length of 224·3 m., beam 36·5 m. and a draft 13·7 m. have been loaded at this jetty.

*Koolan Island*

The loading berth at Koolan Island consists of substantial well fendered wharf 170·7 m. long. Additional mooring dolphins are located each end to accommodate vessels of up to 100,000 dwt.

The depth of the water alongside the wharf is 15·8 m. at MLWOST with a tide range of 10·67 m.

The Shiploader consists of a travelling, retractable luffing, conveyor boom, capable of delivering 3,000 t.p.h. and moving a distance of 118·9 m. along the wharf.

A 33 ton capacity crane is located on the Eastern end of the wharf for the discharge of general cargo if required.

**STEVEDORES:** Shore labour is available only for use as mooring gangs, loading and handling of cargo on the wharf only. There are no ship foremen.

**MEDICAL:** There is a resident doctor on Koolan Island but the nearest hospital facilities are at Derby, 75 miles away.

**SERVICES:** Stores, bunkers, water, repair facilities, divers, laundry and trading bank facilities are not readily available.

Upon sufficient notice being given, moderate amounts of stores can be obtained but they are expensive. Limited cash can be obtained. In an emergency fresh water can be obtained.

**AIRPORT:** There is an airstrip on both Cockatoo and Koolan Islands.

**FIRE PRECAUTIONS:** There are no fire services available, except the works fire brigade, and the safety of the vessel at all times remains the responsibility of the Master.

**POLICE/AMBULANCE/FIRE:** In an emergency the Port Officer should be informed.

| Emergency telephone numbers: | *Koolan* | *Cockatoo* |
|---|---|---|
| Medical | 60 | 20 |
| Fire Brigade | 23 | 32 |
| Port Officer – Home | 48 | 0–48 |
| Office | 72 | 0–72 |
| Policeman | — | 75 |

**TIME:** GMT plus 8 hours.

**HOLIDAYS:** Loading is performed on a continuous basis except for close holidays such as Christmas Day, Anzac Day and Good Friday, etc.

**SHORE LEAVE:** The township on Koolan Island is 6 miles from the wharf and on Cockatoo 2 miles. Shore leave for seamen is limited to fixed times. Identity cards are not necessary for shore leave.

Visitors or seamen are not permitted to walk near the quarry areas and are cautioned to keep clear of all machinery.

**AGENT and AUTHORITY:** Dampier Mining Co. Ltd., Koolan Island, West Australia. 6733. Cables: "IRONSTEEL DERBY".

# Azores

## HORTA, Faial: 38.32 N. 28.38 W.

**DOCUMENTS:**

3 Crew Lists.
3 Passenger Lists.
*For Customs*
Arrival Declaration.
Manifest of Cargo for discharge or in transit.
Provisions List.
Request to commence load/discharge.
*For Port Health*
Deratisation Certificate or exemption.
Health Clearance from Last Port.
*For Port Captain*
Seaworthiness Certificate.
Certificate of Registry.
Tonnage Certificate.

**PILOTAGE:** Can be called by two long and one short blasts on the whistle, or by International Code flag "G". Radio contact with pilot station can be made via radio station CUG, or in cases of urgency, through the Horta Naval Radio station CTH.

Pilot launch painted black with "Pilotos" painted on each bulwark. If requested by Master, Pilot will board at entrance of Faial-Pico channel or Faial-St. George channel. Otherwise Pilot will board at port entrance. Vessels waiting for pilot must remain one and a half miles from the breakwater with Ponta de Doca Lighthouse in line with Aeria Larga Lighthouse on Pico Island.

**ANCHORAGE:** The best holding ground is with the breakwater light in line with the tower of San Francisco church bearing 271°, and with Ilheu Negro in line with Casa Jaoa Catita bearing 208°. Another line of good soundings is in the open channel dos Ingleses.

**MAX. SIZE:** For berthing, max. draft 22 ft. Depth in the artificial port is 36 ft. at high water. Depth at buoy moorings; 33 ft. Vessels of any draft can anchor outside the port.

**HEALTH:** If vessel has not touched any contaminated port, Pilot will haul up signal "TO" and Health Inspector will give free pratique. Master is obliged to send the Maritime Declaration of Health given by the Pilot to shore within one hour together with a Crew List and Cargo Manifest. If vessel has suspected case of fever on board or is coming from a port in a contaminated zone, pratique will only be given after Health Inspector has boarded.

**RADIO:** Commercial station CUG and Naval station CTH.

**TUGS:** None available.

**STEVEDORES:** Gangs are provided by local stevedores syndicate when requested by Master or Agent.

**MEDICAL:** Doctors and hospital facilities always available.

**FRESH WATER:** Can be provided by one water barge, capacity 57 tons, cost 38.50 Escudos per ton.

**FUEL:** Not available.

**GANGWAY/DECK WATCHMEN:** Police Guard or Coast Guard (Cabos de mar).

**OPENING/CLOSING HATCHES:** Performed by stevedores.

**CUSTOMS ALLOWANCES:** Up to 150 grammes tobacco and small allowance wine or spirits for each man.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

| | | |
|---|---|---|
| France | Germany | Netherlands |
| Greece | Italy | Norway |

**REPAIRS:** Machinery and small electronic repairs can be effected.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Lajes airport in Ilha Terceira has daily connection with International airport at Santa Maria. There is a daily boat service from Horta to Lajes. Faial airport 10 km. from the port, with daily conections to Santa Maria.

**TIME:** GMT minus 1 hour all year round.

**HOLIDAYS:** 1st January; 10th June; 24th June; 15th August; Corpus Christi; 5th October; 1st November; 8th December; 25th December.

**POLICE/AMBULANCE/FIRE:** Police tel. 22022; Ambulance 22122; Fire 22333.

**TELEPHONES:** Can be connected on board vessels berthed alongside.

**SHORE LEAVE:** Allowed.

**AIRPORT:** Several flights during the week from Faial Airport, 10 km. from the port, to Lajes airport and International Airport at Santa Maria. There is a daily boat service to Pico and several weekly to other islands.

**AUTHORITY:** Capitao do Porto da Horta, Tel. 22813.

**AGENT:** Casa Bensaude, Importacoes e Exportacoes SARL, Horta, Faial, Rua Vasco da Gama 42. Cables "Bensaude Horta". Tel. 23032/40 (9 lines).

## PONTA DELGADA: 37.44 N. 25.40 W. (See Plan)

**DOCUMENTS:**

1 Store List.
4 Crew Lists.
4 Landing Passenger Lists.
4 In Transit Passenger Lists.
2 Manifests of Cargo Being Landed.
1 In Transit Cargo Manifest.
Ship's Register.
Load-line Certificate.
Safety Equipment Certificates (London Convention).
Deratting Certificate.

**PILOTAGE:** Good deep approach. Harbour Pilot boards ½ mile S.E. of breakwater. Radio Harbour Master direct or through Agent ETA 48 hours notice. ETA message to include draft, reason for calling, type of bunker required, fresh water required, oil products needed, nature of repairs and what cargo, if any, aboard.

Pilot station with visual signals tower and radiotelephony, at entrance of port installations. Tel. number 2 35 50. Pilot's motor-boat – Pilotos in capital white letters printed both sides hull, as well as flag "P" hoisted during day or one red, one white light at night.

When necessary, pilot motor-boat will complete identification by flashing word "Pilotos".

Besides usual signals of ICS, Pilots' Station, when necessary, will hoist on main signal tower the following:

*By Day* – Flag "X" of ICS – Wait Outside Harbour (for Portuguese or foreign ships regularly visiting Ponta Delgada); Flags "OG" of the ICS – Wait outside Harbour (for all other ships);

*By Night* – Two green lights (one above the other) – Wait outside the Harbour (for Portuguese and foreign ships).

**ANCHORAGE:** Outside artificial harbour, in roadstead and off breakwater, anchorage suitable for all ships whose drafts are too deep for admission into artificial port – over 40 ft. depth. Good holding ground.

**RESTRICTIONS:** Vessel considered adversely trimmed when more than 10 ft. "by the stern" or 2 ft. "by the head".

**MAX. SIZE:** Up to 38 ft. draft.

**HEALTH:** The Pilot requests Master to hoist quarantine flag when vessel comes from an infected port, or when sick people carried on board. Port doctor then boards for inspection and nobody allowed to board or leave vessel before completion of inspection.

Animals: Importation and transit of all birds and small animals allowed but valid health certificate and valid rabic vaccination certificate required. All staff and crew members of vessels arriving from a port officially declared infected by smallpox, not allowed go ashore, unless in possession of vaccination certificate.

**RADIO:** San Miguel Radio, call sign CUG. Transmitting on 1663·5 kHz. Receiving on 2182 kHz. Radio telephone frequencies 4415·8, 8792·8, and 13175·5.

**TUGS:** One 1,100 h.p. tug operated by Junta Autonoma available for assistance during berthing and unberthing.

**BERTHING:**

No. 1 – Quay for small craft.

No. 2 – West Quay, 1,069 ft. long, minimum depth alongside, LW, 20 ft.

No. 3 – Central Quay, 678 ft. long, minimum depth alongside LW, 27 ft.

No. 4 – East Quay, 2,023 ft. long, minimum depth alongside, LW, 40 ft.

Mooring buoys in depths ranging from 20 to 30 ft.

**RADAR/VHF:** Harbour radar covers range of 20 sea miles; controls inside harbour waters. VHF location – main signal tower. Call sign – "Pilotos". Operating 24 hours on Channel 16. Range 20 to 25 miles.

Calls must be made on Channel 16 and then shift to Channels

20 or 22 as indicated by Port Operations Station. Channel 13 used for communications between tug, pilot station, Pilot aboard, during manoeuvres of mooring and unmooring. It should be understood that the Port Operations Station is not to be used for ship's business with Agents or Shippers of cargo.

**MEDICAL:** Large well-equipped hospital. Santa Casa da Misericordia de Ponta Delgada, tel. number 2 23 22.

**TANKERS:** Vessels carrying explosives, inflammable liquid or any other dangerous cargoes, before entering port, must hoist International Code Signal "B" at foremast during day and a red light at night. Upon boarding vessel the harbour Pilot enquires from the Master whether there are explosives and any other dangerous cargoes on board. Masters requested to supply accurate information as to quantity and nature in order to enable Port Authorities to select a suitable berth or anchorage for vessel.

Constant Readiness: Vessels carrying dangerous cargoes, while moored, must maintain engines and propulsion machinery in readiness to leave the port under full power, if necessary.

**FRESH WATER:** Available at all quays ex hydrants.

**FUEL:** Bunkers are readily available but, for their own convenience Masters should telegraph Agents quantity and type of bunkers required. In order to avoid possible delays to their own and other vessels, Masters are requested to replenish bunkers at the time suggested by their Agents.

**GANGWAY/DECK WATCHMEN:** Customs Guards are on duty upon the quay and at the entrance of the wharf. Customs guards are also placed on board and those assigned for this duty should be provided with meals (at regular meal times) and sleeping quarters on board.

**CUSTOMS ALLOWANCE:** Storerooms will be sealed but a reasonable quantity of stores, estimated as indispensable for consumption, may be removed before sealing. This amount should be ready for removal from the storeroom prior to arrival at berth.

**CARGO GEAR:** Two 10 ton travelling cranes at all quays. Mobile cranes available at all quays. 10 ton floating crane. Small slipway for vessels up to 200 ft. long. Tender for passenger vessels.

**IDENTIFICATION CARDS:** No crew members allowed ashore without landing cards, which are supplied by Agents.

**CONSULS:**

| | | | |
|---|---|---|---|
| Belgium | Tel. 2 20 29 | Italy | Tel. 2 42 46 |
| Brazil | „ 2 26 38 | Mexico | „ 2 27 04 |
| Chile | „ 2 32 26 | Netherlands | „ 2 31 94 |
| Denmark | „ 2 28 50 | Norway | „ 2 27 83 |
| Dominican Rep. | „ 2 53 90 | Panama | „ 2 20 45 |
| Finland | „ 2 35 59 | Spain | „ 2 25 02 |
| France | „ 2 41 29 | Sweden | „ 2 26 38 |
| Germany | „ 2 39 35 | Turkey | „ 2 26 67 |
| Greece | „ 2 41 29 | U.S.A. | „ 2 22 16 |

**REPAIRS:** Engine or other repairs can be undertaken. Repairs to electric installations, motors and refrigerating systems can also be undertaken as well as repairs to wireless stations (including VHF, radio-telephone equipment, radar, Echo-sounders, direction-finders, gyro-compasses, steering-gear, Sal logs and cinema projectors).

Workshops duly equipped to undertake hull and engine repairs. Divers and equipment also available for some underwater work. Small tugs, motor-launches and lighters. No dry-docking available. A seagoing salvage tug, owned by Junta Autonoma is stationed in the port.

**REPATRIATION:** Can be arranged.

**AIRPORT:** 14 km. from Ponta Delgada. Daily flights to Airport of Santa Maria and Lajes Field (Terceira) by Sata Airlines. Connections with weekly flights of PAA, TWA, Canadian Pacific and Transportes Aereos Portugueses – TAP, to and from Europe and United States or Canada.

**TIME:** GMT, minus two hours. No changes.

**HOLIDAYS:** 1st January – New Year's Day, June 10th (Portugal Day), Corpus Christi, August 15th, October 5th, November 1st, December 1st, Monday before Ascension Day. Government offices close on afternoon of Maundy Thursday and on afternoon of Christmas Eve. Most firms close on Shrove Tuesday and Good Friday.

**POLICE/FIRE/AMBULANCE:** Police telephone 2 29 68; Fire telephone 2 23 33; Ambulance telephone 2 29 68.

**TELEPHONES:** Any ship moored alongside can be connected to the city's telephone network, upon request through the ship's Agent.

**GENERAL:** Visual storm signals are shown on Main Signal Tower.

**SERVICES:** Fresh and dry provisions available all the year round.

**SHORE LEAVE:** Allowed.

**REGULATIONS:** Ballast: Vessels must arrive with sufficient ballast to permit safe handling.

Ratguards: It is advisable to use ratguards while moored alongside.

Scupper Covers: Boards or other suitable devices must be used to cover outlets from lavatory discharges, etc., to prevent fouling of pier or craft alongside.

Garbage: It is absolutely forbidden to dispose of cinders, garbage, or any other refuse inside the harbour or within the territorial waters limit. Non-compliance is subject to heavy fines.

**AUTHORITY:** Junta Autonoma Dos Portos Do Distributo De Ponta Delgada, St. Michaels, Azores Islands, Portugal.

# Bahamas

## FREEPORT, Bahamas: 26.30 N. 78.45 W. (See Plan)

**DOCUMENTS:**

(*a*) Inwards:

| *Description* | *Customs* | *Immigra-tion* | *Agents* | *Total* |
|---|---|---|---|---|
| 1. Crew Lists | 2 | — | 1 | 3 |
| 2. In transit Passenger List | 2 | 2 | 2 | 6 |
| 3. Disembarking Passenger List | 2 | 2 | 2 | 6 |
| 4. Stores List | 2 | — | — | 2 |
| 5. Gift shop inventory | 2 | — | — | 2 |
| 6. Crew's Declaration | 2 | — | — | 2 |
| 7. Ship's Report Inwards (supplied by Agents) | 2 | — | — | 2 |
| 8. Maritime Declaration of Health (supplied by Agents) | 1 | — | — | 1 |
| 9. Cargo Manifest for Freeport | 4 | — | 2 | 6 |

10. Landing cards supplied by agents to be completed by each disembarking passenger.
11. Baggage Declaration forms supplied by agents to be completed by each disembarking passenger.
12. Clearance from last port will be collected by Customs.
13. Deratisation Certificate should be available for inspection.

If vessel's previous port of call was in Bahamas items (7), (8) and (13) need not be complied with.

When vessel requires Consular Despatch to country such as Venezuela, two extra copies items (1), (4) and (6) should be supplied.

(*b*) Outwards:

| *Description* | *Customs* | *Immigra-tion* | *Agents* | *Total* |
|---|---|---|---|---|
| 1. Ship's Report Outwards (supplied by Agents) | 2 | — | — | 2 |
| 2. List of embarking passengers (if any) | 2 | 2 | 2 | 6 |
| 3. Outward Manifest Freeport cargo | 2 | — | 2 | 4 |

If vessel clearing for another Bahamian port item (1) does not have to be complied with, but copy of next port's manifest required.

**PILOTAGE:** Compulsory for passenger vessels exceeding 199 gross tons and freighters exceeding 399 gross tons. Pilotage is compulsory for tankers berthing at Borco dock, but vessels calling for bunkers only may anchor and bunker by barge without using pilot services. Pilot station located in position in which Freeport light bears 050° true, distance 3 miles. Approaching Freeport, particularly from North West, keep at least 3 miles from shore, and, when off port, remain at pilot station until boarded by Pilot. Pilotage area extends from pilot station to offshore refueling moorings, anchorage to West of harbour entrance and harbour. Pilots available any time of day or night. Harbour signal station maintains a 24 hour watch for visual and radio signals.

Vessels can communicate by RT on 2182 kc/s., and once they have established contact will normally be asked to switch to one of the following frequencies: 2638 or 2738 kc/s. Vessels can also communicate by VHF Channels 16 and 14. Freeport call sign on all frequencies is VSP 20 or Freeport Harbour Control. Give ETA 48 hours in advance, with subsequent corrections as necessary.

**ANCHORAGES:** Good offshore anchorage to West of entrance channel. Bottom lime and coral rock covered by sand and loose lime. Average depth being in region of 10 fathoms.

**APPROACHES:** The following landmarks are prominent when approaching the port: Borco Refinery chimney 369 ft. above mean low water. White with red bands showing three sets of four red lights at night. Visible approx. 20 miles. Bahamas Cement Company storage silos just to West of harbour entrance. Visible approx. 15 miles.

Currents in the area are not predictable and are largely wind induced. Harbour is approached through straight channel 1,600 ft. in length, 300 ft. width and with controlling depth of 30 ft. below mean low water. Turning basin, 2,000 ft. by 1,800 ft. Vessels may enter and leave harbour on 24 hour basis, weather permitting.

**MAX. SIZE:** Max. draft for harbour entrance restricted to 28 ft. high water and 27 ft. for any state of tide.

*Tanker Berths.* No. 3 berth up to 30,000 dwt. loaded or 45,000 dwt. in ballast. No. 4 berth up to 45,000 dwt. loaded or 60,000 dwt. in ballast. No. 5 berth up to 80,000 dwt. No. 6 berth up to 312,000 dwt.

**HEALTH:** Pratique granted by Customs Boarding Officer after Maritime Declaration of Health form completed by Master and Deratisation Certificate examined. Important that vessel should not commence refuelling nor work cargo until cleared. A vessel arriving from another Bahamian port, e.g. Nassau, does not require pratique. Event any suspected disease or fever on board, pratique may be withheld, pending examination by Government Medical Officer.

**RADIO:** Recommended that radio messages giving ETA, etc., be transmitted via Miami Radio.

Tankers proceeding to Borco Installation should transmit the following information within 6 hours of clearing at last port:

(*a*) name of tanker;
(*b*) name of port at which the tanker last called;
(*c*) date and hour of estimated time of arrival at Freeport.

It is imperative that the Master of each tanker shall establish communications with the refinery at least 72 hours prior to the estimated time of arrival, and that the refinery be notified of any change in ETA. Four hours before arrival at Freeport the Master should establish contact by VHF radio and advise on vessels precise estimated time of arrival. Any berthing instructions will be passed to the master at this time.

**TUGS:** NEPCO provide four tugs for assisting in berthing and unberthing. Two of these are of 4,300 h.p., and 2 of 1,000 h.p.

**STEVEDORES:** Grand Bahama Port Authority (Harbour Division) are sole stevedoring company. Some limitation labour availability and difficult to obtain more than two gangs at any one time. Normal discharging rate 10 tons d.w. per hook per hour. Port Authority operate forklift trucks ranging from 2 to 30 tons capacity. First ETA at least 48 hours prior arrival, to ensure labour booked in time.

**MEDICAL:** No port medical officers. Persons requiring attention must proceed approximately 7 miles to Freeport's hospital and dental clinic, or to Antoni Clinic which approximately same distance from port area. Advance notice to Agent desirable but not essential.

**SPECIALISED CARGO-HANDLING FACILITIES:** *Cement:* Bahamas Cement Company own and operate the whole of Basin No. 3 (1,365 ft. by 350 ft. by 636 ft. – depth 30 ft. at MLW), with bulk handling facilities.

*Roll-on/roll-off*: Basin No. 1: two ramps for two vessels (passenger/car ferry type) at South-East end. Depth 28 ft. MLW. Both ramps approx. 4 ft. above MHW. One is adjustable.

**TANKER BERTHING FACILITIES:** Borco has constructed 4 berths in the form of 2 off-shore jetties, 1,000 ft. apart. The inner jetty, 900 ft. long, depth on the inner face (No. 3 berth) is minimum 50 ft. On the outer face (No. 4 berth) minimum depth is 60 ft. The outer jetty is 1,400 ft. long. Minimum depth on the inner face (Berth No. 5) is 84 ft. and on the outer face (No. 6 berth) is 96 ft.

Four mooring points are provided at the inner berth and six on the outer. These points are fitted with quick-release hooks and small line handling capstans.

Fenders are of the Raykin type and vessels lie on two fender units, 250 ft. apart on the small jetty and 390 ft. on the larger. A minimum of 4 lines and 2 springs are used at each end of the vessel. Mooring boats and line handling crews are provided at no extra cost. Gangways are provided at all jetties.

New berths No. 7 and No. 8 to the West of Nos. 3 and 4 commissioned in 1973. Depth alongside No. 7 is 50 ft. and No. 8 is 65 ft. Both fitted with Lord Fenders.

One off-shore mooring between buoys able to take vessels up to 850 ft. LOA with a draft of up to 42 ft.

**BALLAST:** Facilities are provided for discharge of dirty ballast at the tanker jetties. Each jetty is connected by a 20 in. ballast pipeline. These lines have been tested to 350 lb. pressure and are designed for 150 lb. working pressure.

**DENSITY:** Salt water. Rise and fall of tide between 3 ft. and 3ft. 6 in.

**FRESH WATER:** Fresh water available by pipe-line in the harbour. Average pumping rate 18 tons per hour per connection with maximum two connections in the harbour. Fresh water also supplied by barge to the tanker berths at the rate of about 30 tons per hour.

**FUEL:** All grades available. 24 hours notice desirable. Bunkering facilities are provided at each tanker jetty. One 16 in. pipe-line provides "C" fuel and intermediate fuel, and one 16 in. pipe-line provides marine diesel and gas oils.

**GANGWAY/DECK WATCHMEN:** Not necessary as security guards patrol port area 24 hours a day.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**SHIP CERTIFICATES:** Deratisation Certificate required.

**CUSTOMS ALLOWANCES:** 50 cigars or 200 cigarettes or 1 lb. tobacco and one quart of spirits per man.

**CARGO GEAR:** Currently no cranes based permanently in harbour area. However, mobile cranes can usually be made available, although essential shipowners consult Agents before accepting heavy lifts requiring shore facilities for discharge.

**CREW IDENTIFICATION CARDS:** Not required.

**CONSULS:** No foreign Consuls Freeport.

**REPAIRS:** Only minor repairs.

**REPATRIATION:** Facilities for crew changes and repatriation by air.

**AIRPORT:** Approximately 4 miles from harbour, served by following airlines: British Airways, Eastern Airlines, Air Canada and Pan American Airways.

**TIME:** GMT minus 5 hours. Summertime, from April to October, GMT minus 4 hours.

**HOLIDAYS:** No cargo work in the port on following days: New Year's Day; Good Friday; Easter Sunday; Christmas Day, Work ceases 1700 hours on day preceding above holidays and commences 0800 on day after.

**POLICE/AMBULANCE/FIRE:** Police tel. 352-8333. Police station approximately two miles from harbour, and operates several radio-controlled vehicles. Ambulance tel. 352-6006. Ambulance based at Grand Bahama Clinic which approximately seven miles from harbour. Fire tel. 352-8888. Fire Station approximately seven miles from harbour and at present consists of one fire-truck with auxiliary vehicles.

**TELEPHONES:** Can be placed on board at certain berths. There is a connecting charge.

**AUTHORITY:** The Grand Bahama Port Authority Ltd.

**AGENT:** E. H. Mundy & Co. (Bahamas) Ltd., PO Box F2492, Freeport Grand Bahama Island, Bahamas. Tel. 352-9691 (6 lines). Cables: "Mundico". Telex: FP008.

## NASSAU, Bahamas: 25.05 N. 77.20 W.

**DOCUMENTS:**

(*a*) Inwards:

| *Description* | *Customs* | *Immigration* | *Agents* | *Total* |
|---|---|---|---|---|
| 1. Ship's Report Inwards (supplied by Agents) | 2 | — | — | 2 |
| 2. Maritime Declaration of Health (supplied by Agents) | 1 | — | — | 1 |
| 3. In transit passenger manifest | 2 | 1 | 2 | 5 |
| 4. Disembarking passenger manifest | 2 | 1 | 2 | 5 |
| 5. Crew Lists | 2 | — | 1 | 3 |
| 6. Crew Curio List | 1 | — | — | 1 |
| 7. Stores List | 2 | — | 1 | 3 |
| 8. Gift Shop Inventory | 1 | — | — | 1 |
| 9. Cargo Manifest | 3 | — | 3 | 6 |

10. Derat. Certificate – should be available for inspection.
11. Clearance from last port to be given to Customs.
12. Immigration landing cards must be completed by all passengers. (These are supplied by Agents.)
13. Customs Declaration forms must be completed by all disembarking passengers. (These are supplied by Agents.)
14. Cargo Tally Books – two per hatch where Nassau cargo is to be discharged.

If vessel's previous port of call was in Bahamas items 1, 2 and 10 need not be complied with. Item 9 – two cargo manifests supplied to Agents should show freight charges in detail.

*Note:* All non-Bahamian passengers finally disembarking at Nassau must be in possession of return ticket or have proper Bahamas Immigration Entry Permit.

(*b*) Outwards:

| *Description* | *Customs* | *Immigration* | *Agents* | *Total* |
|---|---|---|---|---|
| 1. Ship's Report Outwards (supplied by Agents) | 2 | — | — | 2 |
| 2. List of embarking passengers | 2 | 1 | 2 | 5 |
| 3. Manifest covering cargo loaded | 3 | — | 3 | 6 |

If vessel clearing for another Bahamian port, item 1 does not have to be complied with, but copy of next port's manifest required.

**PILOTAGE:** Presently no signal station and Masters requested telegraph ETA at least 48 hours in advance with subsequent amendments as necessary to Agents, who will inform Pilots. Pilot normally boards in approximate position one mile North of Western end of Hog Island (Paradise Island). When port closed due bad weather a red flag will be displayed at Western end of Hog Island by day and red light in same location at night. Vessels may anchor in vicinity of pilot station where depth of water allows. There are four Pilots and boats are clearly marked "Pilot" and display international pilotage signals. Pilots are accustomed boarding by pilot ladder.

**ANCHORAGES:** Anchorage just off Nassau Harbour extends over area North and East of Western point of Hog Island to approximately half a mile off shore, where it becomes too deep.

**ENTRY RESTRICTIONS:** No restrictions apart from adverse weather conditions or excessive draft which may make it advisable to enter on certain state of tide.

**MAX. SIZE:** No restriction length or breadth but safe draft is considered 35 ft. Largest vessel to enter harbour to date is QE II. Safe draft cargo pier 25 ft.

**HEALTH:** Provided vessel healthy Customs grant free pratique on receipt international declaration of health form completed and signed. If any suspected disease or fever on board Master should advise Agent by cable, who will inform appropriate authorities and advise Master clearance procedure. Once vessel obtained free pratique in one Bahamas Port and proceeds another there are no further procedures at next port.

**RADIO:** Communications can be directed through Radio Nassau on following frequencies:

| | | | | |
|---|---|---|---|---|
| W/T | Call letters | ZFR1 | Transmitting | 5320 K/cs. |
| | | | Receiving | 5300 K/cs. |
| | | ZFR3 | Transmitting | 4031 K/cs. |
| | | | Receiving | 3695 K/cs. |
| R/T | Call letters | VPN2 | Transmitting | 2558 K/cs. |
| | | | Receiving | 2198 K/cs. |
| | | VPN3 | Distress | 2182 K/cs. |

Agents normally use this station when sending messages. Contact Port Authority on VHF Channels 16 and 14.

**TUGS:** Tugs normally join vessel at entrance to turning basin. Usual for vessel to provide tow line.

**BERTHING:** No specific requirements but due congestion essential that Agent is kept well informed of ETA.

**BRIDGES:** No bridges affecting entrance to main berths.

**STEVEDORES:** Master should include in ETA number gangs required and tons per hatch for discharge, as shipping documents do not always arrive in advance. Discharge rate approximately 10 tons per hour. 135 ton mobile crane available.

**MEDICAL:** Full medical services available. In serious cases requiring immediate attention Agent should be advised so that doctor may board on arrival.

**TANKERS:** Limited facilities provided for tankers at Clifton Pier on South-west side of Island. Vessels moor to dolphins offshore and discharge through submarine pipe line. Vessels proceeding Clifton Pier (unless otherwise advised) should pick up pilot of

Nassau and clear customs. Only oil imports are for domestic purposes and there is no oil refinery. Maximum draft Clifton Pier 36 ft.
**DENSITY:** 1025.
**FRESH WATER:** Available Prince George Wharf on old section but not yet provided on new deep water pier recently completed. Rate 10–15 tons per hour from hose connections on dock. Public Water Department supplies hose and connections. Price approximately 0·57 c. per ton depending on amount required. No water barges available.
**FUEL:** No fuelling facilities available with exception of small quantities diesel which may be delivered by road tanker. Nearest bunkering station Freeport, Grand Bahama.
**FIRE PRECAUTIONS:** No special requirements. Vessels carrying explosives should notify Agent in advance so that Authorities may be advised.
**GANGWAY/DECK WATCHMEN:** Vessel to supply own watchman if required.
**OPENING/CLOSING HATCHES:** Roller hatches usually opened and closed by vessel's crew but older wooden hatches and tarpaulins handled by stevedores.
**SHIP CERTIFICATES:** Only certificate normally required for inspection is Derat. Certificate.
**CUSTOMS ALLOWANCE:** Quantity should be reasonably based on individual requirement and length of stay in port. Actual amount is at discretion of Customs Officer clearing vessel.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:**
*Based in Nassau*
Haiti, Consul-General Mr. Julio Bordes, PO Box N-666, Nassau.
United States of America, U.S. Ambassador for the Bahamas, Mr. Ronald I. Spiers, PO Box N-8197, Nassau.
*Honorary Consuls (situated in the Bahamas)*
Belgium, Mr. Michael Ramsey, PO Box N-52, Nassau.
Denmark, Lady Greta Oakes, PO Box N-1236, Nassau.
Ecuador, Mr. Norman Edwards, PO Box N-1262, Nassau.
France, Mr. Michael Ramsey, Consular General, PO Box N-52, Nassau.
Germany, Mr. Henry Kaufmann, PO Box 6225 E.S., Nassau.
Great Britain, Mr. C. J. Treadwell, PO Box N-7516, Nassau.
Greece, Mr. Andrew George Esfakis, Hon. Vice-Consul, PO Box 3248, Nassau.
Italy, Mr. Galliano Vouch, Consular Agent, PO Box N-4074, Nassau.
Jamaica, Mr. Adolph Thompson, Resident Commissioner, Collins Avenue, Nassau.
Mexico, Mr. W. Brunett Gray, Honorary Consul, Beaumont House. Nassau.
Norway, Mr. Bill Petters, Hon. Consul, PO Box N-8168, Nassau.
Sweden, Mr. Anders Wiberg, Honorary Vice-Consul, PO Box N-263, Nassau.
**REPAIRS:** Only limited repairs and requirements should be passed to Agent in advance of vessels arrival.
**REPATRIATION:** Crew changes can be arranged but accommodation expensive and not always available at short notice.
**AIRPORT:** Extremely good air services. At certain periods airlines become fully booked and suggested that reservations be made in advance.
**TIME:** Local time (Eastern Standard Time) 5 hours behind GMT. Daylight Saving Time 4 hours behind GMT applicable 27th April to 26th October.
**HOLIDAYS:** New Year's Day (1st January); Good Friday; Easter Monday; Whit Monday; Independence Day; Labour Day; Emancipation Day; Discovery Day (12th October); Christmas Day (25th December); Boxing Day (26th December); Cargo can be worked on all holidays except Labour Day and Christmas Day.
**POLICE/AMBULANCE/FIRE:** Police 24444; Ambulance 22221; Fire 919.
**TELEPHONES:** No facilities for placing telephones on board.
**GENERAL:** (*a*) Bonded Stores only available to passenger vessels regularly calling Nassau. (*b*) Passenger Vessels: Is of assistance to Agent to know how many passengers disembarking and how many in transit.
**SERVICES:** Most specialised services unavailable, e.g. radar, radio, gyro, tank cleaning, compass adjusting. If Agent given sufficient notice arrangements can be made for technicians to be flown from Miami.
**SHORE LEAVE:** No limitations.
**AUTHORITY:** Port Director, The Port Authority, Nassau.
**AGENT:** E. H. Mundy & Co. (Nassau) Limited, POB N–1993, Nassau Bahamas. Tel. 24511–24514 (4 lines).
Telex. N. S. 167. Cables: "Mundico Nassau Bahamas."

## Bahrain

### MINA SULMAN: 26.12 N. 50.37 E.

**TRAVEL TO SAUDI ARABIA:** See "Sitra".
**REGISTRATION:** A scheme of registration of vessels arriving in Bahrain for discharge of cargo has been introduced.

Agents should indicate to the Harbour Master prior to arrival whether or not an expected vessel wishes to avail itself of the registration scheme.

Should the vessel wish to register her turn it will be boarded by a representative of the Directorate who will inspect the cargo plan, and may inspect the cargo in the vessl's holds, to ascertain that all the regulations are complied with. On being satisfied that all conditions have been complied with the vessel will be registered as having arrived and will be given an estimated date and time of berthing at Mina Sulman. The vessel may then proceed to an alternative port or ports until required for berthing at Mina Sulman.

The following registration regulations must be complied with by all vessels wishing to register at the port of Mina Sulman:

1. No vessel will be considered for registration unless all Bahrain cargo is clear for discharge at time of registering.
2. If a vessel proceeds to another port after registration for discharge of cargo, no Bahrain cargo may be shifted to facilitate the discharge of cargo in the alternative port.
3. Registration may take place at Sitra Anchorage within Mina Sulman port limits between 06.00 hrs. and 18.00 hrs. Vessels arriving outside of those hours will be listed and registered in order of arrival. Note: Arrival shall mean time of passing Sitra Beacon inwards.
4. A fee of B.D. 100 will be charged on every vessel registered.
5. Any false declaration of stowage of cargo will result in loss of privilege of registration and may also incur a heavy fine for false representation.
6. Failure of any registered vessel to be present within Mina Sulman port limits and in all respects ready to proceed alongside the allocated berth at the time when the berth is allotted will result in cancellation of the registration. The next on turn vessel will then be allocated the berth and the defaulting vessel will be required to re-register.
7. The anticipated berthing date given to the vessel at the time of registration is to be considered only as an estimated date and time of berthing and may be liable to change. The Directorate will not be responsible for any loss incurred by alteration of such dates.

**DOCUMENTS:**
International Declaration of Health.
5 Crew Lists.
Ship's Report (given by Customs on arrival).
Valid Smallpox Vaccination for all crew members.

*Exports to Bahrain*: Shipping documents for exports to Bahrain should include a certificate of origin bearing the stamp of a Bahrain embassy or consulate, where such representation does exist. Alternatively the stamp of any other Arab embassy or consulate will be acceptable.

Abeyance with the above regulation will help process the clearance of goods without delay.
**PILOTAGE:** Mina Sulman Pilots board either at Sitra Anchorage (see "Sitra") or by special arrangement at Outer Middle ground buoy. Pilotage compulsory except for Naval vessels and small locally-owned craft whose Masters are familiar with the port and control.

Port equipped with 3 800 h.p. tugs, 3 pilot cutters and a number of mooring launches and work boats.

Pilot cutters mostly black with white-painted wheel-house and cabin accommodation.
**ANCHORAGE:** Sitra anchorage, where Pilot boards, approx. location 26° 10.5 N., 50° 41.25 E. Depth of 42 ft.
**MAX. SIZE:** Vessels up to 550 ft. in length commonly handled, max. safe draft alongside, 27 ft. Depth in Mina Sulman Harbour, 31 ft.

Vessels with draft up to 29 ft. 6 in. able to enter Mina Sulman dredged channel near time of high water and on a few occasions vessels with a draft of 30 ft. have been handled. Vessels of less than 25 ft. draft may generally enter or leave at any state of tide and also during dark hours unless there are factors detrimental to safe navigation.
**HEALTH:** Port Health Authorities board vessel on arrival at berth alongside Deep Water Jetty and grant pratique.
**RADIO:** Vessels intending call Mina Sulman should advise Agents via Bahrain Radio, call sign A9M, their ETA, draft, hatch distribution and any other requirements, giving as much notice as possible.
**VHF:** Vessels equipped with VHF should, when within range, contact Mina Sulman Harbour Office on Channels 6 or 16 which have frequencies of 156·30 and 156·80 respectively.
**TUGS:** Will usually join vessel between Nos. 7 and 8 Channel Buoys during final approach to Deep Water Jetty.
**BERTHING:** Arrangements are made with Harbour Master by ship's Agents for necessary berthing as required. Six berths available, of which one berth reserved for navy vessels.

Generally, vessels berth during daylight hours only, but may leave at any time between 0600 hours and 2300 hours.
**GRAIN HANDLING:** Two portable pneumatic suction/blowing units are used. Capacity 75 tons per hour each. Wheat is discharged into 20-ton trailers, which takes about 8 to 12 minutes for each trailer.
**MEDICAL:** Upon application to ship's Agent, the medical examination of crew members can be arranged. Personnel will either be sent to private doctor or to Public Health Department as circumstances dictate. Serious cases will be referred to government hospital doctor.
**FRESH WATER:** Well water available and can be delivered on berths at Deep Water Jetty at rate of approximately 20 tons per hour per hose.
**BUNKERS:** Bunkers available Mina Sulman and provided by barge of 8,700 barrels capacity, which is owned by the Bahrain Petroleum Company. All usual grades of commercial oil available.
**GANGWAY/DECK WATCHMEN:** Not customary to employ deck watchman.
**IDENTIFICATION CARDS:** These cards necessary for any crew member wishing to proceed ashore. Identification card is surrendered to Immigration Authorities at main entrance to port in return of a pass. On return to port, the pass is surrendered and seaman's identity card returned to him.
**REPAIRS:** Good facilities for both hull and engine repairs which

can be effected by the two principal slipway companies. Facilities exist to receive single vessels of 1,000 tons deadweight, and a tower crane capable of a 15 tons lift at 40 ft.

**REPATRIATION:** It is possible for whole crews or just individual crew members to join or leave vessels at Bahrain. As much notice as possible should be given to Agents to enable arrangements to be made for their reception, hotel accommodation and transportation.

**AIRPORT:** Bahrain International Airport regularly served by main international airlines, with frequent services to Europe, U.S.A., Far East, and Australia. Also frequent inter-gulf flights.

**TIME:** GMT plus 3 hours.

**OFFICIAL HOLIDAYS:** Public holidays in accordance with Muslim calendar as follows: 3 days during Ied al Fittr; 3 days during Ied Al Adha; 3 days during Muharram; 12th R'Awal Prophet's Birthday; Accession of H.H. The Ruler, 16th December; 25th December; 1st January. Apart from 6 days, two during each of the religious anniversaries, all holidays will be worked in the port as on Fridays, the Sabbath day.

**TELEPHONES:** Can be provided at each berth on Deep Water Jetty at charge of BD's 1,200 fils per day per phone (approx.). In case of emergency, dial 79 for ambulance; 77 for Duty Police Officer; 75 for Fire Brigade.

**SERVICES:** Bahrain well provided for services including repairs, stores and supplies, fumigation surveys, adjustments, radar and gyro compas repairs, professional diving, and underwater brushing.

**AREA OF WORKING:** In shoal waters from 26° 11′ N., 50° 40′ E. to 26° 14.5′ N. 50° 39.4′ E.

**SHORE LEAVE:** Permitted.

**DEVELOPMENTS:** Dredging and reclamation in progress in preparation for building a dry-dock, (Arabian Gulf Repair Yard).

The dock is expected to be completed in 1976 and will handle tankers up to 370,000 dwt.

*Area of Working:* In shoal waters from 26° 11′ N., 50° 40′ E. to 26° 14.5′ N., 50° 39.4′ E.

**AUTHORITY:** Director General of Customs and Ports, Bahrain Government. Port Office, POB 453, Bahrain, Arabian Gulf.

**AGENT:** See "Sitra".

## SITRA: 26.09 N. 50.40 E. (See Plan)

**TRAVEL TO SAUDI ARABIA:** Travellers are permitted to travel from Bahrain to Saudi Arabia, *provided:* (*a*) They hold a valid International Vaccination Certificate showing that the holder was immunised at least five days before travelling to Saudi Arabia, but not more than six months previously; (*b*) that any traveller proceeding to Saudi Arabia from Bahrain should have taken the prescribed doses of Tetracycline over the 48-hour period immediately before travelling. The fact that the passenger has taken the Tetracycline should be certified by the Bahrain Health Department.

**PORT LIMITS:** A vessel is normally considered to be an "arrived vessel" when the vessel passes due South of Sitra Beacon, unless, in the case of large vessels, she has been instructed to anchor by company officials in the deep water South-East of No. 27 buoy.

The Port of Sitra is an open roadstead situated on the N.E. side of Bahrain. Some protection is afforded to the anchorage during the prevailing N.W. wind by Muharraq Island and outlying reefs which lie to the North of the anchorage.

During Southerly winds some protection is also afforded by outlying reefs and sandbanks which lie to the Eastward of Bahrain Island. Prolonged winds from an Easterly or South-easterly direction make the anchorage uncomfortable for small vessels.

**OPERATORS:** The Bahrain Petroleum Co. Ltd., Awali, Bahrain. Cables: "Bapco Bahrain".

**DOCUMENTS:** Crew list 3 copies. Passenger list 3 copies. Customs Declaration 2 copies. Health Declaration 2 copies. Log Book for Inspection by Customs Officers.

Cargo and bunker documents are delivered to the vessel as soon as possible after the vessel has been cleared on quantity and quality. Delays are sometimes incurred. As a result, the Company reserves the right to unberth a vessel and deliver documents by launch so as to minimize berthing delays to subsequent vessels.

Early Departure Procedure (E.D.P.) is available on Master's request.

**PILOTAGE:** Not normally provided between Bahrain Light Vessel and Sitra Anchorage. For vessels navigating Sitra Deep Water Channel with drafts in excess 40 ft. Mooring Master boards vessel on arrival Sitra Beacon if berth available. If pilot does not approach vessel arriving, vessel should anchor in anchorage. Pilot will board from a tug or launch exhibiting International pilot flag by day and lights by night.

Company Mooring Masters will advise and assist vessels in berthing, unberthing, mooring and navigating in the port of Sitra, and shall, in all cases, be present on board vessels coming alongside or leaving Company and Alba wharves.

The services of the Company Mooring Masters are mandatory for berthing and unberthing, and are provided without charge.

If no berth is available, vessels should anchor in the prescribed anchorage until such time as a berth is available. Every endeavour will be made to give the Master berthing instructions prior to the boarding of the Mooring Master, and to this end, Masters are requested to maintain a continuous watch on the VHF. In cases where it is impossible to give prior berthing instructions, the Master and Chief Engineer are requested to co-operate with the Company by getting the vessel's engines ready for use with the least possible delay.

**APPROACHES:** Without accepting any responsibility, following suggestions made by Bapco marine staff, for Masters not familiar with approaches to Sitra. Courses inbound will depend upon draft. Vessels wishing utilise "Deep Water Departure Channel" should follow reciprocal of courses described for "Deep-water departure Channel". Vessels with drafts less than 30 ft. requested to *Keep Clear* of this channel, and use "Sitra Inward" buoy as follows.

(a) *Under 30 ft. Draft*

(i) From position (Lat. 26° 27.8′ N. Long. 51° 00′ E) 2½ miles S.E. of No. 3 Beacon (Lat. 26° 28.5′ N. Long. 50° 57.4′ E) course should be set to position ¾ mile North of "Sitra Inward" buoy (Lat. 26° 21.2′ N. Long. 50° 49.7′ E), leaving "Caisson Wreck" buoy (Lat. 26° 24.2′ N. Long. 50° 52.7′ E) at least ½ mile to starboard.

(ii) From position ¾ mile North of "Sitra Inward" buoy course should be set towards No. 16 buoy (Lat. 26° 12.9′ N. Long. 50° 46.3′ E).

(iii) When vessel has reached a position with No. 16 buoy, 1½ miles ahead, course can be adjusted to due South, passing westwards of "Vidal" buoy (Lat. 26° 14.1′ N. Long. 50° 47.2′ E) until "Sitra Beacon" bears due West. Course can then be altered to pass South of No. 18 buoy (Lat. 26° 10.3′ N. Long. 50° 43.9′ E), and thence to Sitra Anchorage, thus keeping clear of the deep water channel.

(iv) "Sitra Beacon" located at South end of North Shoals (see "Pilotage" and "Anchorage").
If a Company Mooring Master has not met the vessel, proceed to an anchorage North of an imaginary line between "Sitra Middle Ground Buoy" and "Sitra Beacon". This line delineates the southern limit of the anchorage, the departure channel is then kept clear for deep-drafted vessels entering or leaving the port.

(v) The Northern extremity of the South Shoals is marked by "South Shoals Beacon" which should be passed on the vessel's port side. This beacon lies approximately 1·4 miles South-west from Sitra Beacon.

(vi) The colours of Beacon structures and buoys are often obliterated by guano.

(b) *Deep-water departure Channel*

(i) Following "Alteration of Course" Positions, based upon radius of turn of 5 cables. This may necessitate an increase in Engine Revolutions, together with Full Helm, in some vessels.

(ii) The Company Mooring Master unberthing the vessel will normally leave vessel after having crossed Sitra Middle Ground Bar; and with the vessel proceeding to pass 2 cables South of "Sitra Beacon" (Fl. 3.3 sec.) and close North of No. 18 Buoy (Qk. Fl. R.).

(iii) When No. 18 Buoy comes abeam, course should be altered to 090° (T) which will bring Sitra Beacon dead astern, bearing 270° (T).

(iv) As No. 27 Buoy (Qk. Fl. W.) comes abeam to port, course should be altered to 022° (T), until buoys 21, 23 and 25 are sighted in line, bearing 344° (T), whence course should be altered to 344° (T).

(v) On course 344° (T) Buoy No. 25 (Fl. 5 sec.) and Buoy No. 23 (Int. Qk. Fl.) will be passed close on the port side and Buoy No. 16 (Fl. R. 6 sec.) a "Middle Ground Mark" on the starboard side.

(vi) As No. 21 Buoy (Gp. Fl. (3) 5 sec.) comes abeam to port, course should be altered to 015° (T), which should bring Buoy No. 12 dead ahead and Buoy No. 21 dead astern. The bearings of these buoys should be watched closely to gauge and correct for cross set which is sometimes quite strong on this course and the next. On this course No. 14 buoy (Fl. R. 10 sec.) will be left to starboard.

(vii) On No. 19 Buoy (Fl. 3 sec.) coming abeam, course should be altered to 002° (T) bringing Buoy No. 15 (Occ. 5 sec.) dead ahead. Buoy No. 12 (Fl. R. 2 sec.) will then be left close to starboard and No. 17 Buoy (Qk. Fl. W.) will be left to port.

(viii) In order to pass over a cable eastwards of Buoy No. 15, course should be altered to 016° (T) as Buoy No. 10 (Gp. Fl. (3) R. 10 sec.) comes abeam to starboard and then altered to 356° (T) as Buoy No. 15 comes abeam to port. This course would pass 3½ cables West of Bahrain Approach Beacon (Gp. Fl. (2) R. 10 sec.). It may be advisable to reduce engine revolutions shortly after steadying on course 356° (T), in order to be able to increase if required to provide better steerage on rounding the beacon.

(ix) When the Bahrain Approach Beacon bears 051° (T) course should then be altered to 051° (T). As this heading is approached, it should be found that Buoys No. 8 (Fl. R. 2 sec.) and No. 6 (Gp. Fl. (3) R. 6 sec.) are in line to starboard, as Bahrain Approach Beacon comes abeam at 2½ cables, and then should commence to open. Buoys No. 13 (Int. Qk. Fl.) and No. 11 (Qk. Fl.) are parallel to the course on the port side of the vessel, give clearance on the 43 ft. patches and give the exten of the bar which should be traversed at Slow Speed.

(x) On No. 11 Buoy coming abeam to port, course should be altered to 054° (T) passing between No. 9 Buoy (Fl. 10 sec. and Buoy No. 4 (Qk. Fl. R.), followed by Buoy No. 7 (Fl. 5 sec. to port.

(xi) When Buoy No. 2 (Gp. Fl. (2) R. 10 sec.) bears East, course should be altered to 071° (T) to pass close South of Buoy No. (Fl. 3 secs.).

(xii) Buoy No. 5 should be close abeam to port, when the course altered to 057° (T) and speed reduced to cross the spit which extends in a southerly direction from No. 3 Beacon (Fl. 6 sec.) a minimum depth of 44 ft. at Chart Datum.

(xiii) When Buoy No. 1 (Fl. 1 sec.) bears 040° (T), course should b altered to 040° (T) bringing the Bahrain Light Vessel (Gp. Fl. (3) 20 sec.) on the starboard bow. One and a half miles after Buoy No. 1 has been left to port, the minimum depth of water is greater than 50 ft., and it is safe to go Full Ahead.

(xiv) Masters can expect to have to make adjustments from time to time, to the recommended courses, due to set. Effects of tide and current should be watched for at all times.

**ANCHORAGE:** Within Port of Sitra vessels must anchor North of imaginary line between Sitra Beacon and Sitra middle ground outer buoy, order keep departure channel clear. Good holding ground in about 8 fathoms. Vessels *must not* obstruct fairway or approaches to wharves by anchoring South of above-mentioned imaginary line. Northern limit of anchorage marked by North Shoals Beacon on 5-fathom line. Due presence of pipes and power lines, anchoring or use of anchors prohibited in vicinity of or between No. 1 (Island) Wharf and No. 2 wharf except upon advice of Company Mooring Master.

If the anchorage is congested or with vessels over 100,000 dwt. they should anchor in the area to the South of No. 27 Buoy.

**RESTRICTIONS:** Berthing carried out night and day. Merchant vessels carrying explosives not permitted entry Sitra Anchorage unless permission has been granted and anchorage allocated. Such vessels advised anchor in position 2 miles South-east of South Shoals Beacon.

The Deep Water Channel between Sitra Anchorage and Bahrain Lightvessel has minimum depth of 44 ft. below chart datum. This permits unrestricted use of channel for vessels drawing up to 40 ft. Drafts up to 44 ft. permitted by utilisation of tidal range over shoaler areas. Additional channel for drafts up to 30 ft. provided to South-east of main deep-water channel. The purpose of this channel is to keep main deep-water channels free for deep-drafted vessels.

Masters who intend to utilise deep-water Departure Channel with drafts in excess of 40 ft. are requested to advise port Captain, Sitra, not later than 48 hours in advance.

Masters of departing vessels requiring utilise rise of tide, to cross bar N.E. of Bahrain Approach Beacon, and that South of No. 3 Beacon, should be under way, passing Sitra Beacon not later than 3½ hours before next predicted *High Water Mina Sulman*, or at a time not later than that which would allow vessels to make the passage between Bahrain Approach Beacon and No. 3 Beacon at reduced speed of 8 knots, having full benefit of tide, and passing first Beacon 1½ hours before predicted *High Water Mina Sulman*.

**MAX. SIZE:** *Bapco Terminal:* Vessels up to 40 ft. draft, under normal circumstances, or up to a maximum of 44 ft. draft, making use of the tide.

*Alba Marine Facilities:* Up to 35,000 tons dwt., up to 35 ft. draft.

**HEALTH:** Bahrain Port Health Regulations based on International Sanitary Regulations adopted by World Health Organisation May 1951. Quarantine signals must be prominently displayed approaching Sitra. Pratique normally granted by Bahrain Government Port Health Officer or Agents' representatives. If neither available, Company Mooring Master also authorised grant Pratique to healthy tankers scheduled for immediate berthing.

No person, excepting Agent's representative or, in the case of healthy tankers, Mooring Masters, is permitted to leave or board a vessel until pratique has been granted.

Rat guards should be properly placed on all mooring ropes as soon after berthing as practicable.

The gangway or other access should be lighted at night.

The port of Sitra is not classed as a "Plague Port" but all crew members must have in their possession valid certificates of vaccinations and inoculations in accordance with current Health Regulations.

The Bahrain Government Port Health Officer has an office on Sitra Causeway Pierhead and is available from 10.30 a.m. to 12.30 p.m. daily except Fridays. By arrangement through vessel's Agent the Port Health Officer, in addition to official duties, will provide consultation and treatment for other than quarantine purposes.

Deratisation and Deratisation exemption certificates are obtainable in Bahrain. Requests should be made through the vessel's Agent.

**RADIO:** All incoming vessels scheduled to load or discharge at either BAPCO or ALBA facilities should establish radio contact with BAPCO via "Cable & Wireless" at Manama, Bahrain, at least 48 hours prior to arrival giving a firm ETA, arrival draft and the requirements if any for bunker fuels.

The Company does not operate a coast radio station, long-distant radio communication being routed through Cable and Wireless Coast Station "Bahrain Radio" "A9M" of Manama, Bahrain, upon which a regular watch should be maintained. The cable address is "Bapcoship Bahrain". When within 50 miles of Bahrain, communication should be established with "Sitra Port Control", by VHF.

All communications to the Company should be quoted in Greenwich Mean Time, and the appropriate letters, GMT, inserted after the time.

*W/T Medium Frequency*

| | |
|---|---|
| Continuous watch 24 hours a day for calling and safety | 500 kc/s |
| for working | 442, 487 kc/s. |

*W/T* High Frequency

| *Time* | *Transmitting Frequency* | *Searching* |
|---|---|---|
| 1700–2000 GMT | 4,302 kc/s. | 4,178– 4,187 kc/s. |
| 0300–0500 GMT | 8,710·4 kc/s. | 8,356– 8,374 kc/s. |
| 0700–0900 GMT | | |
| 1500–1700 GMT | | |
| 0500–0700 GMT | 12,709 kc/s. | 12,534–12,562 kc/s. |
| 1100–1500 GMT | | |
| 0900–1100 GMT | 17,175·2 kc/s. | 16,712–16,748 kc/s. |

Traffic lists are broadcast at the beginning of each of the HF schedules.

*R/T High Frequency*

| | |
|---|---|
| Continuous watch 24 hours a day for calling and safety | 2,182 kc/s. |
| working | 2,607 kc/s. |
| ,, | 2,656 kc/s. |
| HF working | 4,422·2 kc/s. |
| ,, | 8,732·1 kc/s. |
| Listening | 4,136·3 kc/s. |
| ,, | 6,204·0 kc/s. |

Radio telephone calls on high frequency may be made at any time, if arrangements are made by W/T, during W/T schedules.

*R/T Very High Frequency*

| | |
|---|---|
| Continuous watch 24 hours a day for calling and safety | Channel 16 |
| for traffic | Channel 26/27 |

"Sitra Port Control"

| | |
|---|---|
| Continuous watch 24 hours a day for calling and safety | Channel 16 |
| for normal working | Channel 9 |
| for alternative working | Channel 6, 8, 12 & 14 |

All vessels are requested to keep "Bapcoship Bahrain" fully advised regarding estimated times of arrival. It is requested that vessels provide "Bapcoship Bahrain" with an ETA and arrival drafts, not later than 48 hours steaming time from the port of Sitra.

A separate radio message should be sent to the Government Port Health Officer, Bahrain, advising last bill of health and present health conditions on board.

The Wireless equipment of any vessel must *not* be operated whilst alongside Company wharves.

**OIL WHARVES:** *No. 1 (Island) Wharf:* No. 1 (Island) Wharf consists of one main central platform supported on steel piles with four inter-connected mooring dolphins, two positioned to the North-west, and two to the South-east; giving the wharf an overall length of 923 ft. This wharf, which is supplied by submarine pipe-lines, provides two berths protected by berthing beams.

Depths at this wharf are as follows:

| | | |
|---|---|---|
| Berth No. 5 | 45 ft. at Chart Datum | (13·700 m.) |
| Berth No. 6 | 45 ft. at Chart Datum | (13·700 m.) |
| | Max. draft at these berths 44 ft. | |

*No. 2 Wharf:* No. 2 Wharf is a pile driven "T" head structure with three inter-connected dolphins, two mooring dolphins, positioned to the North-west, and a warping dolphin positioned to the South-east, giving the wharf an overall length of 1,666½ ft. and provides four berths, two on the outside and two on the inside. Both outside berths No. 1 and 2. and the North-west inner berth No. 3, are protected by berthing beams. This wharf is connected to the mainland by a causeway, 3 miles in length.

Depths at this Wharf are as follows:

| | | |
|---|---|---|
| Berth No. 1 | 43 ft. at Chart Datum<br>Max. draft 41 ft. | (13·100 m.) |
| Berth No. 2 | 44 ft. at Chart Datum<br>Max. draft 42 ft. | (13·100 m.) |
| Berth No. 3 | 38 ft. at Chart Datum<br>Normal max. draft 34 ft. | (11·600 m.) |
| Berth No. 4 | 38 ft. at Chart Datum<br>Normal max. draft 34 ft. | (12·200 m.) |

There are length limitations as follows:

Berths 1 and 2 normally 820 ft., but may be exceeded depending upon the configuration of the vessel, and the vessel utilising the other berth.

Berth No. 3; 560 ft. (170m.)

Berth No. 4; 550 ft. (167 m.)

Berths 5 and 6 normally 825 ft., but may be exceeded depending upon the configuration of the vessel.

*Coastal Tanker Wharf:* This wharf which lies 023° to 203° is limited to vessels of under 240 ft. in length and less than 16 ft. (4·90 m.) draft. The wharf is a pile driven structure connected by a catwalk to the causeway.

**BALLAST:** The discharge of dirty ballast within the territorial waters to Bahrain is strictly prohibited. As a further measure to avoid pollution by oil of the Marine environment, masters of tankers are requested not to pump any oil overboard within the Gulf area.

There are limited facilities for the receipt of oily residues at Sitra Wharves. Vessels, which require to discharge ballast at Sitra Wharves after berthing, must, therefore, ensure that the ballast is clean prior to arrival in the Gulf Area.

In the event of a vessel spilling oil in Sitra harbour the Company will, at its discretion, clean up the oil and recover costs by charging the vessel.

**BERTHING:** Vessels required be sufficiently ballasted with clean ballast water before coming alongside. Minimum tanker drafts normally acceptable are:

| *Deadweight-tonnage* | *Feet* | | *Metres* | |
|---|---|---|---|---|
| | *F.* | *A.* | *F.* | *A.* |
| 16,000 to 20,000 | 12 ft. | 20 ft. | 3·60 | 6·00 |
| 20,000 to 30,000 | 14 ft. | 22 ft. | 4·20 | 6·70 |
| 30,000 to 40,000 | 15 ft. | 24 ft. | 4·60 | 7·30 |
| 40,000 to 50,000 | 16 ft. | 25 ft. | 4·90 | 7·60 |
| 50,000 to 60,000 | 19 ft. | 26 ft. | 5·30 | 7·90 |
| 60,000 to 70,000 | 21 ft. | 27 ft. | 6·40 | 8·20 |
| 70,000 to 90,000 | 23 ft. | 28 ft. | 7·00 | 8·50 |
| Over 90,000 | 25 ft. | 29 ft. | 7·60 | 8·80 |

Mooring Masters may decline berth vessels if not sufficiently ballasted. Berthing operations conducted on 24-hour basis at discretion of Mooring Master; wind, weather, tide and other circumstances permitting. Mooring Masters will decline berth vessels if not properly equipped with satisfactory mooring lines, or if deck appliances inoperable, or if steering gear, telegraphs and whistles not in an efficient condition. Anchors and cables should be cleared ready for letting go. Master should notify Mooring Master of any defects or peculiarities pertaining to vessel. Masters requested maintain continuous watch on VHF for berthing instructions. Vessels must be equipped with *at least* five lines forward and four lines aft. These lines must be sufficient length enable moorings to be "doubled up" in bad weather. Method of mooring at discretion of Mooring Master. The "offshore" anchor should be cleared and lowered to the waterline, ready for letting go, before approaching the berths.

Anchor buoys are *not* to be used whilst moored alongside.

**ALBA MARINE FACILITIES:** The Alba Marine facilities consist of an artificial island built in shallow water, approx. 2¾ miles off the coast of Sitra Island, and a jetty in deep water, which is connected to the island by a roadway 560 ft. long, above which runs a conveyor which carries raw materials from the jetty to the coke and alumina store situated on the island. The jetty is 562 ft. long and 47 ft. wide. The seaward berth, depth 35 ft., provided with berthing heads, to accept vessels up to 35,000 dwt. The landward berth is provided with fendering to accept vessels up to 12,000 dwt. Mooring dolphins at each end of the jetty.

*Loading and Unloading Facilities:* Bulk carriers unloaded at seaward berth by two 10-ton capacity grab cranes. Metal exports loaded at landward berth, using ship's gear, or possibly at seaward berth when the jetty cranes may be used.

*Services:* Vessels using Alba Marine facilities are assisted by Bahrain Petroleum Company Limited Mooring Masters and tugs. Only transportation between the Alba jetty and mainland is by launch which must be provided by Agents. No fresh water available at Alba jetty.

*Operators:* Company cable address is "Metalba Bahrain".

**TUGS:** Tugs normally join in Sitra Anchorage after pilot has boarded. Tugs lines used during berthing operations. During unberthing ship's lines used for forward tug, and tug's line for after tug. Mooring Master will decide number of tugs.

Normally two diesel-electric tugs on station. Each tug is fitted with fire-pumps and monitors to assist fighting fires.

**MEDICAL:** Advance notice to Agents preferable. Good hospital and medical facilities.

Emergency hospital cases will be treated as such, and will be handled by the vessel's Agent or by Company facilities, whichever is first available. Under normal conditions, the vessel's Agent should handle all personnel from vessels other than "Company" vessels.

*Heat exhaustion.* Experience over many years has shown incidence of heat stroke and heat exhaustion cases among the crews of vessels visiting Bahrain during the hot season, with some fatalities. The Company medical authorities have prepared notes on this subject which may be of assistance to Masters, but skilled medical assistance should be called for immediately a case of heat exhaustion or heat stroke is observed.

To enable heat exhaustion cases to be treated expeditiously a Heat Exhaustion Unit is located in the Port of Sitra shipping offices at the Wharf gate.

**RESIDUES:** Limited slop tank facilities for oily residues at all berths.

**LOADING/DISCHARGING:**

*Readiness:* The following will apply in regard to Notice of Readiness.

Notice of readiness to load is a warranty on the part of the Master that the vessel is in all respects ready to load and that the tanks, pipes, pumps and accessories of the vessel are fit to receive the cargo to be loaded.

The Master or his representative is required to hand to the Company, within normal business hours, a written Notice of Readiness to load. Receipt of such Notice of Readiness by the Company does not necessarily imply acceptance.

The Company will make every effort to accept Notice of Readiness when tendered on arrival, provided vessel is in all respects ready to load. The Company will endeavour to load vessels upon arrival and/or as promptly as a berth is available.

Arrival, where used above, means when the vessel passes "Sitra Beacon" when proceeding either straight to the berth or to anchor in Sitra anchorage. In the case of vessels coming from Mina Sulman it is the time when passing North range beacon. In cases where vessels are required to anchor in the area South of No. 27 Buoy, then the time of anchoring will be used providing that the presence of the vessel is made known to Sitra Port Control by VHF or BAPCOSHIP via Bahrain Radio on radio telephone, Awali 2662 at the time of anchoring.

*Responsibility:* Loading will not start until the vessel's loading officer reports the vessel is ready to receive cargo and the Company's Loading Master is satisfied with the preparations for loading. Any inspection made by the Company's Loading Master in this regard is performed without the Company assuming any liability.

All operations on board the vessel in connection with loading and discharging are the responsibility of the vessel.

A Company Loading Master will be available throughout the loading to offer advice to the Master on loading procedures and loading hazards.

Warning is given of the danger of closing a valve against an incoming oil stream. This procedure will create excessive pressures which may result in damage to the loading hoses, vessel's pipe-lines or Terminal facilities. Vessels will be held liable for damages resulting from failure to observe this precaution.

*Hose handling:* Without assuming any liability on behalf of the Company, Company employees will assist in connecting and disconnecting hoses to vessels. A ship's officer must be present, and the ship's deck officer on duty must approve the hose connection on board.

The Company has modern air-operated hose-handling equipment on all berths at the No. 1 (Island) Wharf and the No. 2 Wharf, except No. 4 Berth. However, the vessel's hose rigging derricks should always be in a constant state of readiness to give additional assistance as necessary. Company employees will not operate ship's derricks or winches.

*Cargo inspection service:* The service of the Bahrain Government Petroleum Inspectors are available for the inspection and certification of the condition of a vessel's tanks, pipes, pumps and appurtenances. The Agent will, upon request, arrange for the services of this Inspector.

The Company will not issue any certificate purporting to state that vessel's tanks, pipes, pumps and appurtenances are clean or acceptable for receiving cargo. In the event a Company representative either alone or accompanied by the Bahrain Government Petroleum Inspector, inspects the vessel, the Company will make no representation nor assume any responsibility in connection with the condition of vessel's tanks, pipes, pumps and appurtenances, nor will the Company assume any liability for contamination of cargo aboard ship caused by the condition of the ship's tanks, pipes, pumps or appurtenances.

*Loading rates:* This table prescribes the approximate average loading rates of products available at the Wharves:

| *Product* | | *Barrels per hour* | |
|---|---|---|---|
| Motor gasoline | up to | 7,000 | on 2 S/Ls |
| Jet fuel | ,, | 10,000 | on 3 S/Ls |
| Naphta (JP4) | | | |
| Kerosine | ,, | 5,000 | on 2 S/Ls |
| White diesel | ,, | 12,000 | on 2 S/Ls |
| Black diesel | ,, | 2,500 | on 2 S/Ls |
| Fuel | ,, | 25,000 | on 3 S/Ls |

Loading rates of kerosines and jet fuels are restricted due to static electricity hazards. These rates will be made available by the Company Loading Master.

A maximum pressure of 150 lb. is allowed on the loading hoses.

*Discharging Rates:* The discharge rates will be governed by the vessel's pumps, which must be limited to 150 lb. pressure.

**DENSITY:** Average 1030 oz. cu. ft.

**FRESH WATER:** Limited quantities of well-water available at Sitra Wharves is saline and mainly used for washing purposes, although can be used for drinking. Delivery rate about 15 tons per hour. Nominal delivery charge. Vessels berthed for water only in emergency and additional docking charge. Water by lighter available Sitra Anchorage by arrangement with Agents.

**FUEL:** Bunkers available all berths and by Lighter. Fuel Oil maximum 1,500 secs. Redwood. Marine Diesel. Diesel Gasoil. Vessels should give at least 24 hours notice.

*Facilities:* Bunkers can be supplied at all oil berths and can be loaded simultaneously with bulk cargo.

Bunker quantities are measured by "Brodie" positive displacement meters.

Chief Engineers, on request to the Company's Loading Master, can avail themselves of the opportunity of checking the opening and closing counter readings on the meters supplying bunkers to the vessel.

| *Product* | *Bunkering Rates are approximately* | |
|---|---|---|
| | *Bbls/hr* | *Tons/hr* |
| Fuel oil | up to 2,500 | up to 360 |
| Marine diesel | up to 1,500 | up to 200 |

*Bunker Barge Service:* The Company operates a bunker barge service principally to supply bunker fuels to vessels at Mina Sulman. This service is also available to vessels in the Sitra Anchorage and Alba wharves, but may be temporarily suspended due to adverse weather conditions.

The service is maintained by the barges "Bapco 1" and "Safala".

"*Bapco 1*". The barge with a loaded deadweight of 1,200 L.T. has a cargo capacity of approximately 8.900 barrels. Its approximate maximum capacities are as follows:

| | | | |
|---|---|---|---|
| Marine diesel | 1,800 bbls (240 tons) | | 5,200 bbls (720 tons) |
| | + | or | + |
| Fuel oil | 6,350 bbls (950 tons) | | 2,800 bbls (425 tons) |

The discharge rates for the "Bapco 1" are:

| | | |
|---|---|---|
| Marine diesel | 50– 750 bbls/hr. | (10–100 t.p.h.) |
| Fuel oil | 100–1,500 bbls/hr. | (30–200 t.p.h.) |

"*Safala*". The barge has a capacity for 1,300 bbls (170 tons) of diesel gas oil which it can discharge at rates between 50–760 bbls/hr. (5–100 t.p.h.).

Application for the use of the bunker barge service should be made to the Company via the vessel's local Agent and it is desirable for the vessel to give as much advance notice as possible.

*Lubricating oils and greases:* A full line of Caltex Marine lubricants and greases is available at Bahrain.

In order that lubricating oils may be promptly delivered, Masters of vessels are requested to radio "Bapco Bahrain" their requirements at least 48 hours prior to their arrival at the port of Sitra.

Empty lubricant containers are not accepted at Bahrain.

*Drummed products:* Limited quantities of gasoline, kerosine and diesel gas oil in drums are available at short notice.

To facilitate prompt delivery Masters are requested to radio "Bapco Bahrain" at least 48 hours prior to their arrival for orders exceeding ten drums.

All supplies are in non-returnable steel drums.

**FIRE PRECAUTIONS:** Vessel receives full details/regulations on berthing. Vessels must have firewires, and engines must not be immobilised whilst alongside.

**GANGWAY/DECK WATCHMEN:** An officer must be on deck during all loading or discharging operations. A deck watch must be maintained for moorings and hose connections.

**TOBACCO ALLOWANCE:** No restriction.

**WINE AND/OR SPIRIT ALLOWANCE:** Ship's requirements. Bond sealed but can be re-opened upon application. Liquor trafficking between vessels alongside Wharves or between vessels and shore strictly prohibited.

**IDENTIFICATION CARDS:** Discharge Book or Passport to be deposited with Immigration when going ashore.

**CONSULS:** British Embassy at Manama. United States Consul at Ras Tanura can come to Bahrain if requested by Agent.

**REPAIRS:** Local marine repair companies can undertake limited repairs of general nature.

**REPATRIATION:** Facilities for crew change and repatriation by sea or air.

**AIRPORT:** Served by regular Airlines located about 15 miles from Sitra.

**TIME:** GMT plus 3 hours. No changes during year.

**HOLIDAYS:** Numerous holidays do not affect operation of Port, which operates 24 hours a day, seven days a week. Local Sabbath is Friday.

**TELEPHONES:** No facilities for placing telephones on Ships.

**NAVIGATION:** Port Captain will be available for advice concerning navigation of channel.

*Navigation warnings:* Attention is drawn to the service provided by the Middle East Navigational Aids Service (MENAS) in promulgating navigation warnings covering the whole of the Gulf area.

Mariners are requested to report any hazard/obstructions encountered, observed failure of or alterations to navigational aids, etc., to:

Middle East Navigational Aids Service,
Post Box 66, Bahrain,

or if the information is urgent, radio/cable to

Megulite, Bahrain.

*Printed navigation notices:*

(a) The notices, promulgate all navigational information of a permanent or semi-permanent nature.
(b) Each notice, which is serially numbered, in sequence each year, remains in force until specifically cancelled by a later notice, when the information in the notice is:
  (i) known to have been promulgated in British Admiralty Notice to Mariners,
  (ii) No longer valid,
  (iii) Considered sufficiently promulgated.
(c) These printed notices are distributed to various Agents, Port and Harbour Authorities, where they can be viewed.

*Radio navigation warnings:*

(a) The warnings relate to navigational information which may immediately effect the safe navigation of ships at sea.
(b) These warnings are serially numbered, with the prefix "NAV" and authenticated by the signature "Megulite".
(c) The warnings are broadcast by Bahrain Radio (A9M) on 487 kc/s. at 0518, 0918, 1318 and 1718 GMT. For further details consult the latest edition of "Admiralty List of Radio Signals" Volume V.
(d) Each radio warning is rebroadcast for a period of from 24 hours to one month, depending upon the nature of the information it contains. At the end of which period it is either self-cancelling or superseded by a new warning.

**SHORE LEAVE:** *Permitted under following conditions:*

When persons going ashore are in possession of valid Vaccination Certificates, and inoculation against cholera certificates, if these required by Port Health Authority.

Persons going ashore must be in possession of valid passport, or Seamen's Discharge Book, which must be handed to the Immigration Officer, and recovered before returning on board.

No smoking is allowed on the wharf, or on board any launch between the wharves, or by any person within 900 ft. of the wharves.

Crew members are warned that it is an offence to bring ashore fire-arms or drugs, and any traffic in intoxicating liquor is strictly prohibited.

**GENERAL:**

*Anchors:* The offshore anchor should be cleared and lowered to the waterline, ready for letting go, before approaching the berths. Anchor buoys are not to be used.

*Rat Guards:* Must be fitted. They are available for hire at a nominal rate.

*Gangway:* Every vessel shall provide a gangway, which shall be adequately lighted during the hours of darkness.

*Swimming:* Not permitted in the vicinity of the wharves.

*Provisions:* Available.

*Laundry:* Available.

**PORT REGULATIONS:** Port Captain should be contacted for any queries not covered by lists of regulations provided on arrival.

**PORT AUTHORITY:** Port Captain, Sitra. The Bahrain Petroleum Company Limited, Awali, Bahrain.

**AGENTS:** Gulf Agency Co. (Bahrain) Ltd., P.O.B. 412, Manama, Bahrain. Cables: "Confidence". Tel. 4717. Telex: 8211 (A/B "Gacship 8211"). After office Tel. 61-13-16, 62-26-39.

# Bangladesh

## CHALNA (Khulna): 22.35 N. 89.32 E.

**DOCUMENTS:** See "Chittagong".

**PILOTAGE:** Compulsory. Master should in addition to usual ETA to Agents keep in touch with pilot vessels stationed at Hiran Point about 45 miles from the base calling AQFA or AQFI, depending on which vessel is stationed at the time. Pilot vessels are equipped with radio and maintain regular watches on 500 metres from 0600 to 0800, 1000 to 1200, 1400 to 1600 and 1800 to 2000 local time. If a message is not being picked up, by Khulna Radio call sign ASV it should be relayed through Chittagong Radio or the pilot vessel.

Ships over 17 ft. draft are usually piloted on the flood to cross the bar and the pilot vessel, which has been in contact with the incoming ship leaves from Hiran Point, in time to coincide with the arrival of the vessels at the pilotage ground, situated about 7 miles Northwest of Fairway "Lighted" buoy where ships can anchor in 9 fathoms of water. The channel from Fairway up to the Anchorage has been marked with lighted buoys and pilotage is done in daylight.

In rough weather and especially during the monsoon, ships are led into calm waters by the pilot vessel, which maintains close radio contact, and Pilots board inside the river.

**ANCHORAGE:** Chalna port consists of a sheltered deep-water anchorage at Mangla on Pussur River.

Depth of water 19 ft. to 45 ft. at LLWD. Distance from sea 64 miles.

**RESTRICTIONS:** Entrance to the Pussur river is about 6 miles wide at the mouth and has a bar over about 5 miles where the depth is 3 fathoms.

**MAX. SIZE:** Ships drawing up to 23 ft. can cross the bar in all seasons. In S.W. monsoons vessels up to 24 ft. 5 in. can be accommodated on spring tide.

**HEALTH:** On arrival at the mouth of the Pussur River, vessels are required to wireless "Quarantine" Khulna, giving health report, to avoid difficulties with Port Health Authorities.

**TUGS:** Two powerful tugs available to assist in emergency. Not required for berthing.

**BERTHING:** Fifteen swinging moorings and unlimited anchor berths. No jetty or wharves available in the harbour.

**DENSITY:** The density of water at the Outer Bar varies from 1005 to 1025 and at Mangla from 1002 to 1020.

**FRESH WATER:** Available by barges.

**BUNKERS:** Coal and fuel oil can be arranged in emergency cases. Usually 5 days notice required.

**WATCHMEN:** On orders from the Master, the stevedores will arrange to supply watchmen by day and night.

**CARGO GEAR:** All loading and discharging is performed by ship's derricks.

**HOLIDAYS:** Eid-ul-Azha (27th/28th February); Muharram (29th March); Eid e Miland un Nabi (29th May); Independence Day (14th August); Defence Day (6th September); Death of Quaid-e-Azam (11th September); Revolution Day (27th October); Jamat-ul-Wida (5th December); Eid-ul-Fitr (11th/12th December); Christmas Day (25th December).

**DEVELOPMENT:** East Bank of the Pussur River in the present harbour area has been selected for constructing a permanent port. First phase of the permanent port scheme would provide 8 general cargo berths, one foodgrain terminal, and one bulk cargo terminal with transit sheds, warehouses and cargo handling equipment, and also an oil terminal and one repair berth with slipway and workshop. Work on this project has already been started and it is expected to be completed by 1973.

**GENERAL:** Since there is no shore accommodation available at the Anchorage a Customs Officer and two Licensed Measurers have to be accommodated on board. Also a cabin or covered deck space has to be provided for the members of the stevedore company's staff.

**AUTHORITY:** Port Director, Port of Chalna, PO Town Khalishpur, Khulna, Bangladesh.

**AGENT:** See "Chittagong".

## CHITTAGONG: 22.21 N. 19.53 E.

**DOCUMENTS:** *Before vessel's arrival:*

2 copies Freight Manifest.
2 sets Bill of Lading.
3 copies Stowage Plan.
15 copies Passenger List.
4 copies Cargo Manifest.
3 copies Hatch Lists.
1 copy Exception Lists.
2 copies Passenger Money Manifest.

*With vessel:*

2 copies Cargo Manifest.
Last Port Clearance.
6 copies each Passenger Lists, disembarking and transit.
Crew Lists – 4 copies plus 2 for Immigration Police.
2 copies List of favour Parcels.
Currency declaration of ship's money, officers and crew.
3 copies Ships Stores Lists on local Customs forms.
Cargo Gear Certificates.
Deratisation Exemption Certificate.
International Load Line Certificate.
Radio & Safety Equipment Certificates.

**PILOTAGE:** Pilotage is compulsory. Pilots board and leave vessels at the outer anchorage.

Inward ships must present themselves at Fairway Buoy at least three hours before high water to enter on a particular day.

Masters should send following information to Port Khulna, via Khulna Radio, call sign ASD and to duty pilot vessel call sign AQUI and pilot station, call sign ASDI, 24 hr. prior to arrival at Khulna Fairway Buoy:

(*a*) ETA Pussur Fairway Buoy.
(*b*) Fresh-water draft.
(*c*) Speed available.
(*d*) Vessel's length.
(*e*) Vessel's gross tonnage.
(*f*) Fresh-water requirements.

Ships are to follow strictly the instructions given by Pilot while crossing the outer bar and anchor two miles S.E. of Hiron Point and wait for the Pilot. The time of crossing the outer bar is given by the pilot vessel or pilot station under instructions from the Pilot.

**APPROACHES:** Since South Patches lightvessel is missing, it is advisable to make for Elephant Point/Cox's Bazaar, and then shape course to pass West of South Patches. Due allowance must be made for the state and rate of tide. In this area, the tide runs in a North–South direction.

Once it is ascertained that the vessel is West of South Patches, course can be shaped to pass 8–9 miles off Kutubdia Lighthouse. The buoys indicating the channel to Chittagong outer anchorage are mostly out of place or missing and cannot be relied upon. The buoys are unlit and without radar reflectors and navigating in their vicinity during hours of darkness can be hazardous.

Vessels must reach pilot grounds at mouth of river Karnaphuli 3 hours before high water during daylight hours. No berthing after sunset.

**ANCHORAGE:** The Anchorage is considered safe and the holding ground is good. The bed of the river is soft mud and is harmless in case of grounding.

Holding ground off Kutubdia fairly good but strong tides render it necessary to pay-out extra length of cable.

Spring tides at outer anchorage are very strong (6 to 8 knots) and at times of freshets the rate may be more. It is advisable to keep engines ready at all times during Spring tides, and maintain continuous and efficient anchor watches.

**RESTRICTIONS:** Though a river port, Chittagong is a tidal harbour, and presently ships enter and leave only on the day tides, therefore, ships should endeavour to arrive at least three hours before high water of the day's tide. The channel width for navigation is 800 ft. at its narrowest point. There are no signals or markers for night navigation.

During Spring tides vessels under 7 knots will not be handled. Vessels over 10 knots having efficient steering and bridge control, can be brought in with 9/12 in. more than the predicted draft for the day.

Vessels with a speed of over 10 knots but less than 500 ft. length overall and fitted with VHF radio telephone are entitled to an additional draft of 4 in.

Vessels arriving at Chittagong with more than 34 ft. FW draft, drop anchor off Kutubdia Island Lighthouse and lighten up to 34 ft., then proceed to outer anchorage to complete discharge.

**LIGHTENING:** No pilotage facilities available and vessels must proceed outer anchorage without Pilot. Vessels lightening berth alongside storage vessels.

Tanker *Manhattan* is presently being used as a storage vessel and is stationed off Kutubdia Island. Should loaded vessels have to go alongside *Manhattan* to discharge, the services of a Pilot can be arranged through the Agents, but this is expensive as Pilot has to come from Chittagong, about 40 miles away.

Customary type of lightening vessels used to discharge bulk wheat are general cargo ships ranging from 5,000 tons dwt. to about 10,000 tons dwt. In addition, there are numerous "Mini bulk carriers" operating in the port, which are well suited for lightening purposes, their capacity being about 2,000 tons dwt.

Discharging carried out by vacuvators and baskets using ship's cranes.

**MAX. SIZE:** Anticipated safe drafts are predicted three months in advance. The depth of water over the Outer, Inner and Gupta Bars is maintained at 12 ft. at low water throughout the year. The bars are situated at distances of half, one and 4½ miles from the entrance. In order to calculate the draft for entering and leaving port, the depth of 12 ft. over the bars is added to the height of water in the tide tables for day tides. Tankers: see next column.

**HEALTH:** All vessels must send the standard quarantine messages by radio. Vessels which have touched ports between Port Sudan and Durban, on the East Coast of Africa including these two ports, or any other yellow fever port or other port on the continent of Africa, or ports which are declared from time to time as quarantine areas, are suspected vessels on account of yellow fever or jigger, or other infectious disease as the case may be and may not have communication with the shore till declared by the Port Health Officer, who attends only between sunrise and sunset, except in special circumstances. The incubation period for yellow fever is 9 days, but vessels arriving later than 9 days are still not free from quarantine because there is no incubation period for jigger.

**RADIO:** In addition to Khulna Radio (ASD), harbour control station (AQDC) and pilot station (ASVI) maintain 24 hours' WT watch on 500 kHz and RT watch on 2182 kHz. VHF Channel 12. Pilot vessels AQEI or AQSA have an operator on watch on 500 kHz.

Radio beacon at Hiron Point is operating continuously from 1630 to 2359 GMT and in case of poor visibility will continue until it clears. QTG service available on request to ASVI and in special cases beacon service can be made available on request.

Chittagong Radio (ASC) can be contacted on HF/8 M/cs and 12 M/cs and MF 500/484 kHz when within 600 miles. No R/T facility.

**VHF:** Call on VHF Channel 16. Port operations Channel 12. Range about 35 miles.

**TUGS:** Available, under direction of Pilot. None available at outer anchorage.

**BERTHING:** Thirteen berths of varying lengths having a continuous jetty face of 7,000 ft. Twelve berths are equipped with cranes and all are rail served. In addition, there are two pontoon jetties, and two light jetties without cranes and rail tracks. These are suitable for 500 ft. vessels.

There are 8 mooring berths, of which 2 have pontoons for supporting pipe lines. The largest can take a 500 ft. vessel.

**TANKERS:** Crude oil tankers up to a draft of 34 ft. can be handled at off-shore oil terminal. A special pilot is required to place the tanker alongside the buoy. Submerged pipe-line to petroleum buoy (fl. (2) every 10 seconds in position 22° 15′ W. 91° 45′ E.) exists but not used as reported leaking. Tankers anchor off the buoy and lighten into other tankers. If under maximum length permitted in the river, can proceed upstream and discharge at the tanker berth in the vicinity of the Esso Jetty.

Clean tankers enter the river and berth at petroleum jetties inside the port, restricted to length of 550 ft. overall, and subject to published river draft.

Tankers up to 60,000 dwt. discharge into lighters at Kutubidia anchorage where depth is 20 metres.

**DENSITY:** From 1000 to 1004.

**FRESH WATER:** Available from quays. Also available at outer anchorage. Require 3–4 days notice. Capacity of water barge about 300 tons. Supply daylight hours only.

**FUEL:** All grades available at oil berths. Otherwise supplied by barge.

**REPAIRS:** Facilities for repairs available. No dry docks. Ships' engines may not be dismantled or immobilised whilst at berths or moorings without the prior sanction of the port Authority.

**HATCHES:** Opened by ship's crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes and one bottle of spirits.

**REPATRIATION:** Available.

**STEVEDORES:** Working Hours, Monday to Thursday and Saturday day shift, 0730–1200 and 1330 to 1700. Night shift, 2000–2400 and 0000–0400. Friday, day shift, 0700–1130 and 1400–1700.

**HOLIDAYS:** Eid-ul-Azha (27/28th February); Pakistan Day (24th March); Muarram (29th March); Eid e Miland un Nabi (29th May); Independence Day (14th August); Defence Day (6th September); Death of Quaid-e-Azam (11th September); Revolution Day (27th October); Jamat-ul-Wida) (5th December); Eid-ul-Fitr (11th/12th December); Christmas Day (25th December).

**CARGO GEAR CERTIFICATES:** International Cargo Gear Test Certificates not more than twelve months old must be presented to the Dock Labour Inspector before a vessel is allowed to use derricks/winches. Annealing and testing of gear at Chittagong is an expensive process. In certain cases dispensation can be obtained at the discretion of the Dock Labour Inspector.

**AIRPORT:** Patenga Airport about 5 miles from Chittagong. Three flights per day to Dacca, where international connections.

**TIME:** GMT plus 6 hours.

**AUTHORITY:** Chittagong Port Trust.

**AGENT:** Maritime Agencies Ltd., Third floor, Eastern Federal Building, Quaid-e-Azam Road. PO Box 387. Tel. 84029. Cables: "Maritime Chittagong".

# Barbados

## BRIDGETOWN: 13.05 N. 59.36 W.

**DOCUMENTS:**

5 copies Crew Lists.
5 copies Passenger Lists.
1 copy Health Certificate.
3 copies Ship Particulars.
1 copy Vaccination Report on Crew.
1 copy Vaccination Report on Passengers.
Deratisation Certificate.
2 copies Manifest.
1 copy Bill of Lading.
1 copy Clearance from Last Port.
2 copies Ship Stores List.
1 copy Crew's Declaration List.
1 copy Animal Declaration List.

Ship should be entered within 24 hours and articles deposited in Shipping Office if staying longer than 48 hours.

**PILOTAGE:** Pilotage compulsory for all vessels entering Bridgetown Harbour. Agents of vessels intending visit port required give ETA as early as possible on Form A. Four hours notice weekdays and eight hours Saturdays and Sundays are minimum requirements.

Watch kept on VHF Channel 16, 156·80 Mc/s. Working frequency VHF Channel 12, 156·60 Mc/s. Pilotage vessels power-driven launches approximately 40 ft., painted grey. Signals for Pilot Boat: International.

Pilotage Station: 5 cables West of Fairway Buoy Admiralty Chart 502. No alternative station in bad weather. Usual pilotage ladder in good condition should be rigged on port side when approaching harbour.

**ANCHORAGES:** Quarantine anchorage as indicated Admiralty Chart 502. Explosive anchorage as indicated on chart. Carlisle Bay anchorage see Chart 502.

**ENTRY:** Bridgetown Deep Water Harbour offers 24 hours service to ships with draft up to 31 ft. 6 in. A harbour for small craft (careenage) caters to ships up to draft 13 ft. 6 in. high water.

**MAX. SIZE:** Maximum length permitted in Deep Water Harbour 800 ft., draft 31 ft. 6 in. Oil Carriers Pier outside Deep Water Harbour maximum draft 38 ft. Length 850 ft.

**HEALTH:** Pratique may be obtained by radio or from Pilot or Health Officer on arrival. In case of suspected disease Port Doctor should be notified by radio through Agents.

**RADIO:** Cable and wireless, Barbados Radio: Call sign 8 PO. 24 hours watch is maintained on 500 kHz and VHF Channel 16.

**TOWAGE:** Compulsory. Three tugs available, *Pelican, Culpepper* and *Barbados*, 1,100, 1,500 and 1,700 h.p. respectively. Tugs join ship at entrance to basin of the harbour; two tugs are compulsory for vessels over 10,000 tons or 600 ft. in length. VHF and ship's radar installed on tug *Barbados*.

**BERTHING:** Harbour is situated on the North-Eastern side of Carlise Bay, approximately $\frac{3}{4}$ mile North-West of the Molehead of the careenage. This harbour is dredged to 32 ft. LWOST and was constructed by joining Pelican Island to the mainland, by reclamation, providing 1,700 ft. of quay space and 2,700 ft. approx. of protective breakwater, and offering berths for eight ocean-going vessels. All berths are equipped to supply water and telephone. Plans for expansion under active preparation.

**BULK HANDLING FACILITIES:** Inner arm of breakwater, 980 ft. long, carries three sugar loading towers, with total loading capacity 500 tons per hour.

Delivery points on breakwater for loading molasses.

Other cargo handling is by ship's gear to apron where removed by fork-lift trucks to transit sheds. One mobile crane 5 tons capacity and one of 20 tons. Management must be notified prior acceptance of lift in excess of 5 tons.

**STEVEDORES:** Gangs must be ordered before 1500 hours on day preceding date of arrival and by 10.00 on Saturday for Sunday or following Monday. Average rate of cargo discharged:

Bag Stuff, 22 tons (weight) per hour.

General Cargo, 12 tons (weight) per hour.

Ships specially equipped for handling palletised cargo, 30 tons per hour.

Average rate of loading of cargo: General cargo 12 tons; Bag stuff 18 tons.

**MEDICAL:** Agents should receive advance notice of required medical attention as soon as possible. Modern 800 bed hospital. Private clinics and usual medical facilities available.

**TANKERS:** Tanker berths, two berths; one for ships of up to 38 ft. draft, one berth for ships up to 31 ft. 6 in. draft. No slop-tanks. ASA Fittings.

**DENSITY:** 1025 ounces.

**FRESH WATER:** Easily available. Delivery 50 tons per hour. Delivery by hose-pipe through hydrants installed in each berth.

**FUEL:** Bunker C, marine diesel, marine diesel medium (gas oil). Intermediate fuel, all grades available at all berths. Twelve hours notice in advance of ETA.

**DEVELOPMENTS:** Possibility of extending quay wall 500 ft. Northward, increasing berths for deep-draught vessels by two. Also providing new accommodation for small craft of draught up to 14 ft. Provision for containerisation and bulk handling of flour and other commodities. No firm plans or dates.

**GANGWAY/DECK WATCHMEN:** Watchmen's services necessary.

**OPENING/CLOSING HATCHES:** By stevedores.

**SHIP CERTIFICATES:** Load Line Certificate, Certificate of Registry.

**TOBACCO ALLOWANCE:** Two packages or 100 cigarettes per person.

**WINES AND SPIRIT ALLOWANCE:** At discretion of Customs Officer.

**IDENTIFICATION CARDS:** Desirable for entrance to port from shore leave.

**CONSULS:** Following countries are represented at Bridgetown:

Austria
Belgium
Dominican Rep.
Finland
France
Germany
Great Britain
Mexico
Netherlands
Norway
Sweden
U.S.A.
Venezuela

**REPAIRS:** Minor repairs can be carried out by Central Foundry Ltd.

**DRY DOCK:** One small dry dock length 240 ft., breadth 46 ft., depth 13 ft. Lifting capacity 930 tons displacement.

**REPATRIATION:** Facilities for crew changes available.

**AIRPORT:** Served by regular lines. Distance from harbour about 13 miles. Island is served by flights from Europe and from N. America.

**TIME:** GMT Minus 4 hours (permanent). No alteration in clocks during the year.

**TELEPHONES:** All berths equipped with telephones.

**AUTHORITY:** Government of Barbados, Port Department, Bridgetown Harbour, Barbados, West Indies. Cables "Portman Barbados". Tel. 61011–61012–61013.

**AGENT:** C. F. Harrison & Co. (Barbados) Ltd., PO Box 304, Barbados, West Indies. Cables "Harrison Barbados".

# Belgium

## ANTWERP: 51.14 N. 04.23 E. (See Plan)

**DOCUMENTS:**

Ship's Register.
2 Lists Passengers in Transit.
2 Lists Passengers Disembarking.
2 Personal Effects Lists.
3 Crew Lists indicating full date of birth.
2 Store Lists indicating alcoholic beverages in bottles and size of bottles.
International Health Declaration.
Manifests and usual ship documents.

**PILOTAGE:** Access to River Scheldt is:

(*a*) Via Wielingen Channel (West) where Belgian sea pilot cutter is stationed between lightbuoys S.W. Akkaert and A.I. Cutter has black hull with a white number on bow, yellow funnel with black top, red flag with white letter "P".

(*b*) Via Oostgat Channel (North) where two Dutch sea pilot cutters are stationed.

1. One in Schouwendiep between lightbuoys SD and MZ where Pilots for incoming vessels are available.
2. One in Middeldiep near the lightbuoy MSB for taking off the Pilots of outward-bound vessels.

If only one cutter is on station, this one will be found in Schouwendiep. These cutters have a black hull with name on bow and a black funnel. A blue flag with white letter "L" is shown.

The pilot cutters of both cruising stations can be called by the signals of the international code. They can also be contacted on VHF Channel 6.

*ETA:* Pilot cutter Wielingen or pilot cutter Oostgat should be given at least 4 hours notice before arrival at the pilot cutter, respectively via Ostend Radio (OST) to "Pilotage Ostend" or via Scheveningen Radio (PCH) to "Pilotage Flushing".

In case pilot service is suspended because of weather conditions, Flushing Pilot Station can be contacted on VHF Channel 14. At Flushing, the sea Pilot disembarks and the river Pilot boards the vessel and pilots her to the riverside berths or to the locks. For vessels bound for a berth in the docks, the dock Pilot takes over in the lock until the vessel is moored in berth.

**DEEP SEA PILOTAGE:** See "Brixham" or "Cherbourg".

**ANCHORAGE:** There is sufficient anchorage for deeply loaded vessels at all times around the A.1 buoy, and for smaller vessels around the MSB buoy. There are unlimited possibilities for anchoring at Flushing roads. Anchorage is limited at Middelgat.

**RESTRICTIONS:** No restrictions on night entry. Tankers larger than 2,000 g.r.t. destined for berths on the river upwards of Baudouin–Van Cauwelaert-locks are not allowed to transit during hours of darkness.

**LOCKS:** Royers Lock, length 590 ft., width 72 ft. 2 in., depth at high tide 36 ft. 4 in.

Van Cauwelaert Lock, length 885 ft., width 115 ft., depth at high tide 49 ft. 2 in.

Boudewijn Lock, length 1,180 ft., width 147 ft., depth at high tide 50 ft. 10 in.

Zandvliet Lock, length 1,639 ft., width 187 ft., depth at high tide 60 ft. 8 in.

**MAX. SIZE:** At high water under normal weather and tidal conditions vessels up to 820 ft. length, on a draft of 42 ft. (F.W.) and 820 ft.–880 ft. length on a draft of 39 ft. (F.W.) may enter. Max. beam 125 ft. However, it is advisable to check in each case what maximum draft will be allowed for a specific vessel. Vessels with less than 26 ft. draft can enter at all stages of the tide.

**HEALTH:** No special requirements to obtain free pratique. Vaccination Certificates must be valid. Recent Derat Certificate required. In case of contagious illness aboard, advise Agent.

**RADIO:** Cable agents ETA Flushing, maximum fresh water draft, and requirements via Ostend Radio–OST or OSU (radio telephone). Radio Antwerp–OSA operates only on medium frequency.

**TUGS:** Tugs for berthing at a riverside berth or entering the lock are ordered at river Pilot's request according to weather conditions and tide. Generally at Lieftkenshoek for Van Cauwelaert and Baudouin locks and between Saftingen and N. Ballast Fort for Zandvliet lock. For super-tankers, tugs may join at Bath. Ship's lines are usually used for towage. If ship asks for tug lines there will be an extra charge per line.

The number of tugs required in the dock area shall be mentioned on the "hailing bill". Eventually, "according to dock Pilot's advice" can be mentioned.

**BERTHING:** Deeply loaded vessels normally moor at their berth in the docks two hours after high water.

**RADAR/VHF:** A radar chain established from Saftingen to Kruisschans Roads, but only used to help Pilot determine position. In fog, vessels do not normally proceed. Masters can keep close contact day and night on VHF on the following channels: Pilot cutter, Channel 6 (156·30 mHz); Flushing Radio, Channel 14 (156·30 mHz); Zandvliet Radio, Channel 12 and Kruisschans Radio, Channel 14 when in appropriate sector. Harbour Office, Channel 18.

Vessels not equipped with VHF can rent a portable portaphone. The Scheldt information service gives information by VHF within an area extending from the sea to the mouth of the river Rupel, situated upstream of Antwerp. On every full hour plus five minutes until that hour plus ten minutes, vessels should switch to Channel 16 to listen to the traffic list and navigation reports, issued by Antwerp radio.

On every full hour plus 35 minutes, Flushing Radio (Channel 14) and Kruisschans Radio (Channel 12) transmit information regarding visibility, water level, hindrances, anchorages, etc.

As soon as one of the stations reports a decrease of visibility under 3,000 metres, visibility reports are transmitted by Antwerp Radio on every hour plus 48 minutes.

**BULK HANDLING FACILITIES:** *Container Terminal:* The seventh dock called the Churchill Dock is reserved for containers and roll-on/roll-off traffic. This centre comprises six terminals belonging to private firms, equipped with ten container cranes with lifting capacities from 38 to 53 tons, 26 cranes with a max. capacity of 28 tons. Quay length 12,000 ft.

*Grain:* The Sobelgra Terminal in the sixth harbour dock, depth alongside 24 ft. to 48 ft. Large vessels can be loaded by means of two elevators and a system of conveyor belts at the rate of 900 tons per hour.

A smaller grain handling plant operated by S.A. des Magasins a Grains is situated in the Lefebvre Dock. Quay length 150 metres, max. draft 29 ft. fresh water.

*Potash:* Plant situated at quays No. 152/160 in the Albert Dock, can accommodate vessels up to 35 ft., fresh water draft. Loading rate up to 6,000 tons per day.

*Ore/Coal/Phosphate:* Stocatra bulk handling plant situated at quays No. 232/256 of Hansa Dock. Quay length 1,200 metres, depth alongside about 45 ft., clearance of grabs above water level 15 metres. Up to 48,000 tons of ore can be transhipped in 48 hours.

*Soda Products:* Handled by Solvay S.A. on the South Quay of 5th Harbour Dock. Capacity 6,700 tons. The installation is equipped with 10 cranes, 3 bridge transporters and 4 km. of conveyor belt.

*Fertilisers:* Handled at berths Nos. 715/727 Canal Dock B.3. (B.A.S.F.) and berths Nos. 505/515 of Canal Dock B.1. (Bayer).

*Silversand:* Sibelco N.V. plant situated at quay No. 287. Vessels are loaded by conveyor belt, rate 400 t.p.h.

**TANKERS:** *S.I.B.P.* Petroleum installations located at the Marshall Dock and finger pier jetties No. 429–437 near the locks. Depth alongside about 43 ft. Hoses all 12 in. Facilities for ballast discharge.

*Esso:* Refinery receives crude oil along quays No. 417 to 421 of Hansa Dock and one pier in the Marshall Dock. Depth alongside 45 ft. Hoses 12 in. and 16 in., hydraulic couplings. Slop discharge possible when berth is free. Oils can be received at the rate of 4/5,000 t.p.h.

*Albatros:* Refinery situated near Zandvliet Lock. Berth No. 1, depth 37 ft.; Berth No. 2, depth 42 ft. Ballast discharge possible. Oil is received at the rate of 5/6,000 t.p.h.

*R.B.P:* Refinery at quays No. 279–285 in the fourth port basin. Depth alongside 37 ft. Oil is received at the rate of 3,500/4,000 t.p.h.

*Petrol Pier South, Hemixem:* One tanker berth in the river subject to tide. Max. ship's length restricted to 650 ft. Max. draft 32 ft. fresh water. Served by one 16 in. pipe-line. No facilities for slop discharge. Oil is received at the rate of 500/700 t.p.h.

A tank-cleaning installation is situated between the Boudewijn Lock and the Bayer Plant.

**STEVEDORES:** To enable Agents to order gangs, important to obtain ETA Flushing before arrival. Latest time to order gangs, normal day shift 0800–1600 before 0630 same day. First shift 0600–1400, before 1400 previous day; second shift 1400–2200 before 1230 same day; night shift 2200–0600 before 1500 same day. First shift Monday, from 0600 to 1400 before 1400 previous Friday. Failure to give exact ETA may result in losing 12 to 24 hours and the cost of gang's idle time. No work performed Saturday and Sunday unless overtime paid.

**MEDICAL:** Ample medical attendance in the port. Hospital facilities available.

**DENSITY:** Fresh water in the docks, slightly brackish in the river.

**FRESH WATER:** All berths supplied by shore connections. Fresh water available by barge.

**FUEL:** All grades available. Minimum 24 hours advance notice preferred. All grades can also be supplied by barge. Tankers may not refuel by barge concurrent with working cargo or ballast.

**FIRE PRECAUTIONS:** No floating objects allowed alongside during loading/discharge/ballasting.

**DEVELOPMENTS:** The construction of the Kallo Lock, on the left bank of the river, is progressing steadily. Eventually two high capacity locks will connect the left bank industrial area with the river and the sea, one near Kallo, built for vessels up to 80,000 dwt., and the other at Baalhoek, on the Dutch Territory, suitable for 125,000 dwt. ships.

*Albert Canal:* Modernisation work in the Albert Canal includes widening to over 100 metres, and the construction of 5 locks between Genk and Olen. The widened canal will be open to 9,000 tons convoys in 1975.

**GANGWAY/DECK WATCHMEN:** Not compulsory but recommended in general and specially for ships berthed at river quays because of rise and fall of tide.

**OPENING/CLOSING HATCHES:** Normally opened/closed by crew. Stevedores usually helping lift beams. Tramp vessels according charter party.

**SHIP CERTIFICATES:**

Registered Tonnage Certificate.

Belgian Tonnage Certificate (issued at first call valid as long as tonnage remains unchanged).

Derat. Certificate.

**CUSTOMS ALLOWANCES:** 200 cigarettes or 100 cigarillos or 50 cigars or 250 gr. tobacco per man. Spirits ½ litre per head.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** The following countries are represented:

Argentina
Austria
Bolivia
Brazil
Chile
Colombia
Costa Rica
Cuba
Denmark
Dominican Republic
Ecuador
Finland
France
Germany
Great Britain
Greece
Greek Maritime Office
Guatemala
Haiti
Honduras
Iceland
Indonesia
Ireland
Italy
Japan
Lebanon
Liberia
Luxembourg
Madagascar
Mexico
Monaco
Nepal
Netherlands
Nicaragua
Norway
Pakistan
Panama
Paraguay
Peru
Philippines
Poland
Portugal
Spain
Sweden
Switzerland
Turkey
U.S.A.
Uruguay
Venezuela

**REPAIRS:** All kinds of repairs possible.

**DRY DOCKS:** Beliard Murdoch: No. 1 L. 738 ft., B. 109 ft.; No. 2 L. 885 ft., B. 134 ft. Mercantile: 5 docks from L. 480 ft. up to 836 ft., B. 60 ft. up to 129 ft. City dry docks: 10 docks from L. 60 ft. up to 685 ft., B. 30 ft. up to 83 ft.

**REPATRIATION:** All arrangements for crew changes and repatriation can be made.

**AIRPORT:** Zaventem Airport (distance 50 km.) served by regular airlines. Antwerp airport Deurne (distance 15 km.) only regular service with Amsterdam and London (3 flights per day). Plans to extend.

**TIME:** During the whole year GMT plus one hour.

**HOLIDAYS:** New Year's Day; Easter Monday; 1st May; Ascension Day; Whit Monday; 21st July; Assumption (15th August); 1st November; 11th November; Christmas Day. Cargo work can be arranged when labour available and at surcharge 100 per cent.

**POLICE/AMBULANCE/FIRE:** Harbour Police tel. 32.18.40; Alarm and accidents tel. 906; Ambulance tel. 900; Fire tel. 900.

**TELEPHONES:** At shipyards and oil terminals telephone is placed on board or in the vicinity without extra cost for local calls. Long-distance calls at special request.

**AUTHORITY:** Federation Maritime d'Anvers.

**AGENTS:** Muller-Thomsen, S.A., Borzestraat 21, Antwerp. PO Box 524. Tel. 33.89.20. Telegrams Mineral. Telex 31259.

## BRUSSELS: 50.51 N. 04.22 E.

**DOCUMENTS:** Same as Antwerp and to be handed to agent at Antwerp roads, where clearance obtained.

**PILOTAGE:** Notice of ETA Antwerp roads should be given 24 hours beforehand to Antwerp Agent, who will apply for upper Scheldt Pilot. This Pilot takes over at Antwerp roads and brings ship up rivers Scheldt and Rupel to Wintam lock. Canal Pilot boards Wintam lock. Boatmen service on canal optional, but advisable for ships over 164 ft. length and according weather conditions. Boatmen for possible mooring Wintam lock entrance always available. Wintam equipped with VHF.

**ANCHORAGES:** Use of anchors strictly regulated on canal and only permitted certain areas in emergency.

**ENTRY RESTRICTIONS:** Ships proceed upstream from Antwerp to Wintam day and night accordance state of tide, direction of current, length and draft.

**MAX. SIZE:** Overall length: 344 ft. 06 in.; Extreme breadth: 48 ft. 02 in.; Maximum draft: 19 ft. 00 in.

**HEALTH:** See Antwerp.

**RADIO:** See Antwerp.

**TUGS:** Normally tug joins vessel Wintam lock. Ship's lines always used. Although not compulsory, towage advisable in accordance length and draft or weather conditions.

**BERTHING:** No specific requirements for berthing in canal. Owing dense traffic, ships should moor strongly.

**SPECIALISED CARGO HANDLING FACILITIES:** Private Cargo handling facilities exist in the whole of the Industrial Maritime Canal for grain, coal, fertilisers, liquid chemicals and L.P.G.

**BRIDGES:** Ships can reach outer harbour with clearance of 100 ft. and pass under fixed bridges to inner harbour with clearance of 20 ft. Road bridges open on demand. Railway bridges open according timetables, which subject change.

**STEVEDORES:** Arrangements made by Agents.

**VHF:** Wintam lock and tug boats equipped with VHF.

**MEDICAL:** No notice required for medical attendance. Hospital facilities available. In case of accident or emergency call phone number 906. No particular inoculations or certificates required.

**TANKERS:** Oil usually imported by tank barges. No slop facilities. Maximum draft permitted for wine tankers, gas tankers and acid carriers: 19 ft.

**DENSITY:** Canal is fresh.

**FRESH WATER:** Fresh potable water delivered from shore in Willebroek lock at average rate of 10 tons per hour during passage through lock, and in outerharbour at maximum rate of 20 tons per hour according diameter of hose.

**FUEL:** All grades available. At least half a day notice should be given.

**FIRE PRECAUTIONS:** The usual precautions to be taken by tankers and ships handling inflammable or dangerous goods.

**DEVELOPMENTS:** Complete schedule for modernising canal, including building two larger locks, widening and deepening canal to be worked out over several years. Works of first new lock near present Kapellelock already completed.

**GANGWAY/DECK WATCHMEN:** Services of shore watchmen optional.
**OPENING/CLOSING HATCHES:** Carried out by ship's crew.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:**

| | | | |
|---|---|---|---|
| Algeria | (2) | 37.81.33 | 37.82.41 |
| Bolivia | " | 74.11.57 | |
| United Kingdom | " | 19.11.65 | |
| Chile | " | 12.01.50 | |
| Costa Rica | " | 17.80.66 | |
| Denmark | " | 17.99.13 | |
| Salvador | " | 37.58.75 | |
| Spain | " | 11.73.90 | |
| Ethiopia | " | 17.61.81 | |
| France | " | 17.31.79 | 17.24.63 |
| Greece | " | 43.07.78 | |
| Honduras | " | 48.20.00 | |
| Iceland | " | 11.81.26 | 11.81.24 |
| Italy | " | 37.19.34 | 37.90.56 |
| Liberia | " | 44.49.40 | |
| Luxemburg | " | 33.99.77 | |
| Monaco | " | 74.10.60 | |
| The Netherlands | " | 11.39.60 | |
| Nicaragua | " | 72.68.08 | |
| Norway | " | 11.82.91 | |
| Panama | " | 12.63.30 | |
| Peru | " | 11.60.63 | |
| Portugal | " | 38.47.90 | |
| Switzerland | " | 12.78.43 | |
| Tunisia | " | 44.71.56 | |
| Uruguay | " | 70.58.50 | |

**REPAIRS:** No shipyards in Brussels, but in Boom and Temse, not far from Brussels, and Antwerp. Minor deck and engine repairs by small shipyard on canal.
**REPATRIATION:** Arrangements for repatriation can be made with maritime authorities on Antwerp roads when proceeding Brussels. Consuls in Brussels arrange for crew changes or repatriations (Consulates closed Saturdays, Sundays and Holidays).
**AIRPORT:** Brussels Airport served by regular airlines. Air terminal situated in centre town, directly connected with Airport by special railway.
**TIME:** GMT plus 1 hour throughout year.
**HOLIDAYS:** Official Holidays Belgium: January 1 (New Year), Easter Monday, May 1 (Labour Day), Ascension Day, Whit Monday, July 21 (National Holiday), August 15 (Assumption Day), November 11 (Armistice Day), December 25 (Christmas). Most offices closed on Saturdays.
**POLICE/AMBULANCE/FIRE:** General call, emergency: 906; Police: 02/13.28.40; Fire: 02/11.55.55.–02/11.10.00.
**TELEPHONES:** Only placed for warships at one particular berth.
**GENERAL:** Bus 47 near left bank and street-car 58 near right bank of outer harbour, lead to town centre (10 minutes). General Information Office situated on de Broukèresquare (town centre) Ship stores can be obtained, but no bonded stores.
**SHORE LEAVE:** Crew members allowed ashore without restriction.
**REGULATIONS:** At night only main gate of outer harbour on right bank is open.
**AUTHORITY:** "Société du Canal et des Installations Maritimes de Bruxelles" (Port of Brussels Authority). Harbour-master's Office: 6 Place des Armateurs, Bruxelles 2. Telephone number: 02/25.10.00, ex. 45 and 47 (office hours).

Private numbers: Harbourmaster: 02/72.43.11; Assistant Harbourmaster: 02/70.91.74. Wintam lock: 03/88.00.50.

**AGENT:** Sub-agents of Muller-Thomsen S.A., Antwerp.

## GHENT: 51.02 N. 03.44 E. (See Plan)

**DOCUMENTS:**
2 Crew Lists (Benelux forms).
2 Passenger Lists.
2 Store Lists.
2 Lists personal effects of crew, such as camera, radio, cigars, cigarettes, tobacco, etc.
1 Bill of Health.
1 Belgium Tonnage Certificate.
1 List Dangerous Cargo.
1 Manifest or Bill of Lading.

**PILOTAGE:** Cables 24 hours in advance to: "Belgisch Loodswezen, Vlissingen", when coming from the West; "Nederlands Loodswezen, Vlissingen", when coming from the North. Radio VHF pilot boat West: Channel 6; North: Channel 6; VHF Vlissingen: Channel 14.

Pilot boat positions: West: Wielingen Buoy A.1; North: NSB Buoy.

Anchorages if awaiting pilot: West: Buoy Scheur No. 2, between A.1 and Akkaert Buoy; North: Schouwendiep, Middeldiep. Schelde: Roads Flushing, Pit of Terneuzen, Everingen, Braeckman and Sloe.

Signal to require Pilot assistance: West, Night: "G", if VHF give destination; Day: "G Flag". North, Night: "G"; Day: "G".

**ANCHORAGES:** Terneuzen Roads.
**RESTRICTIONS:** None, navigation day and night, but over 32 ft., tidal entrances.
**MAX. SIZE:** Vessels up to 32 metres beam: length 245 metres, draft 12·25 metres fresh water. Vessels up to 32·5 metres beam; length 240 metres, draft 12·25 metres fresh water. Vessels up to 33 metres beam: length 235 metres, draft 12·25 metres fresh water.
**HEALTH:** Medical Officer of Public Health Service "Saniport-Ghent" inspects Bill of Health.
**RADIO:** Cable Agents ETA, draught, cash required: via Ostende radio "OST" for vessels coming from West; via Scheveningen radio "PCH" for vessels coming from North.
**TUGS:** Meet vessels Terneuzen Roads; ships use own lines.
**BRIDGES:** Three bridges on Ghent/Terneuzen canal, Sluiskil, Sas-van-Gent, and Zelzate bridge. All open day and night, on signals by Pilots.
**BERTHING** Berths for largest vessels able to enter the port are at Sifferdok, Texaco Dok, Rodenhuize Dok, and Sidmar Wharf. Other docks available for smaller tonnage, accommodating 6,000 to 8,000 dwt.
**STEVEDORES:** Will be advised by Agents of ETA, and must be ordered, by noon in order commence at 06.00 next working day (first shift); by 16.00 to commence 07.45 following day (normal working day); by 07.00 to commence 14.00 same day (afternoon shift); by 10.00 to start 13.30 (for half a working day).
**VHF:** VHF port operations Channels 5 and 11.
**MEDICAL:** Agents to be advised by radio or cable if urgent assistance required. Hospitals available. First aid tel. 900.
**TANKERS:** Berths: Fina, Anglo Belge des Petroles, Rodenhuize, and Texaco. Texaco have pipe-lines for loading and discharging 10 in. but all kinds of fittings available. Slop discharge: Two tanks each 40,000 barrels available; vessels to discharge by own power.

S.G.:

| | | | |
|---|---|---|---|
| Aeroplane fuel | 770 | Diesel oil | 825 |
| Light gas-oil | 840 | Fuel | 735 |
| Super fuel | 745 | Half light gas-oil | 935 |
| Heavy gas-oil | 950 | | |

Two berths at Texaco each with one main and one spare pump for each product. One berth at Rodenhuize. Each capable accommodate 60,000 dwt. vessels. Max. draft 12·25 metres.
**DENSITY:** Fresh.
**FRESH WATER:** Supply by boat during ordinary working hours. Inner Ghent harbour: BF 30.0 per m.$^3$ Ghent port industrial berths alongside canal: BF 45.0 per m$^3$. For supply after normal working hours or urgent supplies: extra charge. Rate of delivery: 20 m$^3$ per hour. A minimum of 5 m$^3$ will be charged.
**FUEL:** All grades delivered by barges or trucks. At least 24 hours notice required.
**DEVELOPMENTS:** The Sifferdok is now equipped with handy, powerful cranes; furthermore, two container cranes will be operational early 1974. Two multi-purpose cranes of 40 tons lifting capacity each have recently been installed.
**SPECIALISED CARGO HANDLING FACILITIES:**

Two roll-on/roll-off berths exist on the right bank of the Sifferdok, one being privately owned by Volvo Europa. The publicly owned roll-on/roll-off berth has a water depth of 12 m.

The installations of Eurosilo situated at the end of the Sifferdok offer facilities for bulk cereals and cattle fodder. Loading and discharging at a rate of 1,000 tons per hour. Storage capacity of the silos, 48,000 tons in 30 cells.

The Compagnie Belge de Manutention (CBM) situated on the left bank of the Sifferdok is specialized in handling heavy goods in bulk, such as pyrites, ores, phosphates, coal, pitch-coal, etc. by transporter bridges of 10 and 15 tons, Also mechanical shovels for the discharge of bulk goods in closed wagons and funnel wagons. Total storage capacity, 2,500,000 tons.

The same commodities are also handled by CBM in the Zuid and Middendok; grab discharge with 10-ton cranes.

Liquid chemicals are currently handled at the Eurane factory in Rieme on the left bank of the canal, most commonly liquid sulphur and propylene. No berths for LPG carriers exist in Ghent.

Specialised berths where equipment for handling fertilisers is available are No. 27 (Grootdok) and No. 83 (Sifferdok). Cranes for grab discharge, funnels and conveyor-belts.

**WATCHMEN:** Not compulsory, but available. Price for working days: ± BF 1,500.0 per 12 hours shift.
**HATCHES:** Opening and closing by crew.
**SHIP'S CERTIFICATES:** Belgian Tonnage Certificate required.
**CUSTOMS ALLOWANCE:** Each crew member: 200 cigarettes, or 50 cigars, or 250 gr. tobacco, or 100 cigarillos. Wine practically free: Spirits: one opened bottle each man.
**IDENTIFICATION CARDS:** Not needed. Seaman's books only.
**CONSULATES:**

| | | | | | |
|---|---|---|---|---|---|
| Germany | Tel. | 25.91.68 | Guatemala | Tel. | 25.88.61 |
| Central African Republic | " | 28.10.81 | Haiti | " | 25.22.37 |
| | | | India | " | 26.34.23 |
| Chile | " | 53.89.65 | Italy | " | 25.85.66 |
| Korea | " | 22.68.03 | Norway | " | 51.25.21 |
| Costa-Rica | " | 25.04.15 | Panama | " | 52.31.27 |
| Denmark | " | 26.65.62 | Netherlands | " | 25.18.16 |
| Finland | " | 23.50.11 | Peru | " | 28.20.83 |
| France | " | 25.97.30 | Portugal | " | 51.12.32 |
| Great Britain | " | 23.08.20 | Sweden | " | 26.19.26 |
| Greece | " | 25.58.91 | Tunisia | " | 26.41.42 |

**REPAIRS:** Practically all kinds deck/engine repairs possible.
**DRY DOCKING:** Only for smaller vessels. Two dry docks: length 446 ft.; beam 42 ft. 8 in.; depth 17 ft. 3 in.; (2) length 255 ft.; beam 36 ft.; depth 14 ft.
**REPATRIATION:** Adequate facilities.
**AIRPORTS:** National airport Zaventem near Brussels; 35 miles from Ghent. All world airlines. Ostend Airport (Middelkerke) 45 miles.
**TIME:** GMT plus 1 hour. Permanent.

**HOLIDAYS:** New Year's Day; Easter Monday; Labour Day (1st May); Ascension Day; Whit Monday; National Day (21st July); Assumption Day (15th August); All Saints Day (1st November); Armistice Day (11th November); Christmas Day. Cargo can be arranged on these days at special rates.
**TELEPHONE:** Police help 906; Ambulance 900; Fire Brigade 25.32.41; Water Bailiff 51.00.20; Port Taxi 51.09.88; Port Authorities 51.04.57.
**AUTHORITY:** City Corporation of Ghent, Port Administration, Vliegtuiglaan 1, Ghent. Tel. 09/51.05.50. Telex (11) 460 Ghent.
**AGENT:** Muller-Thomsen S.A. Antwerp. *Sub-Agent:* L. & J. Lalemant, P.v.b.a., 67 Doornzelestraat, Ghent. Brokerage, agency, chartering, inland waterways' freighting, forwarding, customs clearance, insurance, sampling, stevedoring, owners. Tel. 09/25.75.01/07. Telegraphic address: Lalemant-Ghent. Telex Chartering (11)281–282–283; Shipping (11)274.

## OSTEND: 51.14 N. 02.55 E. (See Plan)

**DOCUMENTS:**
2 Crew Lists or passenger Lists.
4 Cargo Manifests.
2 Copies Bills of Lading.
3 Freight Lists prepared by Agents.
2 Customs Provision Lists prepared by Agents.
General declaration prepared by Agents.
Customs declaration outward bound prepared by Agents.
**PILOTAGE:** (*a*) from Pilot boat between "S.W. Akkaert" and "A.1" lightbuoys. Black hull, white number forward on both sides of hull, yellow funnel black top. Displays by day at top of mast, red square flag with letter P in white; by night lights prescribed by International Regulations. Contact pilot boat: channel 6 VHF. Morse or flag signal: G.8. In low visibility: sound signal G.8 to be made at least 3 seconds after usual fog signal. Pilot boat answers with sound signal H at least 3 seconds after sounding prescribed fog-signal.

Anchorage awaiting pilot: between S.W. Akkaert, N.E. Akkaert and A.1 lightbuoys. Depths at least 18 m MLLWS. Advice from pilot boat VHF channel 6. If pilot boat not on station, shipping informed by Ostend Radio in radiotelefonic frequency 2761 kH/z (108 m) announced on 2182 kH/z (137 m) on following hours: 01.03–08.03–13.03–16.03 and 21.03 GMT.

(*b*) from pilot station Ostend. ETA to "pilot station Ostend" via "Radio Ostend" at least 2 hours before arrival. Harbour pilot boat will meet as far as 51° 15′30 N. 2° 30 E. Pilot boat shows by day: red square flag white P; by night: international prescribed lights. Anchorage: 51° 15′ 30 N. 2° 30 E. depths: at least 7 m MLLWS. Pilot station Ostend operates VHF channel 9 (only for pilotage matters).
**ENTRY RESTRICTIONS:** Any restrictions imposed are shown on mast of signal station at end of Eastern harbour entrance pierhead.
**MAX. SIZE:** Entrance of lock to Commercial Docks restricted to max. beam 57 ft. 6 in. and draft max. 24 ft. Entrance to lock of Fishing Port restricted to ships with max. beam 50 ft. and max. draft 23 ft. Harbour channel restricted to 30 ft. draft.
**HEALTH:** Pratique obtained from Belgian Pilot. Any advice on health matters also obtainable from pilot services.
**RADIO:** Ostend Radio – OST.
**TUGS:** Government tug 1250 Pk available, meets outside harbour. Tug lines optional; charge for use of tugs' lines: BRT 250 tons and less: 40 FB per ½ hour. BRT more than 250 tons: 50 FB per ½ hour.
**BERTHING:** According draft. Any specific instructions given by harbour pilots or Agents.
**BULK HANDLING FACILITIES:** Roll-on/roll-off berths in timber dock and on deep water quay with facilities for loading and unloading containers.
**STEVEDORES:** ETA advices week-days before 0600. For Sat. or Sunday work advise before 1500 Fridays. All stevedoring arrangements made by Agents.
**MEDICAL:** Advance notice to Agents for medical attention 6 hr. before arrival. Hospital services available. Medical information can be obtained on R/T via Ostend Radio.
**TANKERS:** Only small coastal tankers. Only discharge in Fishing Port. Max. length 285 ft., max. beam 50 ft., max draft 23 ft., or Ostend-Bruges canal, max. length 312ft. beam 57ft. max. draft 21 ft. 16/5 to 16/10; max. 18 ft. 16/10 to 16/5.
**FRESH WATER:** Available quayside in docks. Rate delivery approx. 15 tons per hour. Cost 32 fr. per ton.
**FUEL:** All grades.
**DEVELOPMENTS:** New deep water quay with max. depth 30 ft. LLW, with roll-on/roll off terminal under construction.
**GANGWAY/DECK WATCHMEN:** Not necessary. If required, cost approx. 900 frs. per shift of 8 hrs.
**OPENING/CLOSING HATCHES:** Normally carried out by crew. Can be done by stevedores but will then be charged.
**CERTIFICATES:** Load line cert. Tonnage cert. Radar and radio certificates.
**TOBACCO ALLOWANCE:** 200 cigarettes or 100 cigarillos or 50 cigars or 250 gr. tobacco. Fresh supply weekly.
**WINE AND SPIRIT ALLOWANCE:** 1 litre per man in opened bottles.
**CARGO GEAR:** No additional requirements.
**CONSULS:**
Austria
Guatemala
Germany
Portugal
Chile
Great Britain
Monaco
Denmark
Norway
France
Finland
Uruguay
Sweden

**REPAIRS:** All types deck and engine repairs.
**DRY DOCKS:** In Fishing Port 2 slipways available, one 1,000 tons deadweight, the other 500 tons; one of approx. 3,000 tons is planned. One floating dry dock of 5,700 tons in Government repair docks.
**REPATRIATION:** Through immigration officers and Maritime Police, tel. 71941 and 76788.
**AIRPORT:** 3 miles from port, served by regular airlines.
**TIME:** Local time GMT plus 1 hour all year round.
**HOLIDAYS:** New Year (1 Jan.); Easter Monday (changeable); Labour Day (1 May); Ascension Day (changeable, in May); Whit Monday (changeable); Independence Day (21 July); Our Mary Ascension Day (15 Aug.); All Saints' Day (1 Nov.); Armistice Day (11 Nov.) Christmas Day (25 Dec.). Cargo work can be arranged on those days at sufficient notice.
**POLICE/AMBULANCE/FIRE:** Police tel. 71111 and 71057; Ambulance tel. 900; Fire tel. 71010 and 71086.
**TELEPHONES:** No arrangements for placing on board.
**SERVICES:** Compass adjusting, radio and radar repairs.
**AUTHORITY:** Harbourmaster, Slykenslaan 1 Ostend. Tel. 72469 and 81687. Telex 19281.

**AGENT:** Dens Ocean Ostend.

## ZEEBRUGGE: 51.20 N. 3.12 E.

**DOCUMENTS:**
1 List of Dangerous Goods.
2 Crew Lists or Passenger Lists.
4 Cargo Manifests.
2 copies Bills of Lading.
3 Freight Lists prepared by Agents.
2 Customs Provision Lists prepared by Agents.
General Declaration prepared by Agents.
Customs Declaration, outward bound, prepared by Agents.
**PILOTAGE:** Compulsory except for small coasters. Pilot vessel located at A.1 buoy off Ostend and 14 miles N.W. of Zeebrugge. Black hull, white number forward on both sides of hull, yellow funnel with black top. Displays by day at top of mast, red square flag with letter "P" in white; by night, lights prescribed by international regulations. Pilot can be contacted by VHF, Channel 6, Morse or flag signal.
**ANCHORAGE:** In the vicinity of A.1 buoy pilot station, approx. position 51° 22′ N. 2° 53′ E. Depths up to 18 metres.
**RESTRICTIONS:** Vessels with a draft of over 25 ft. are dependent on tide for entry.
**MAX. SIZE:** Length not limited. Max. draft up to 42 ft. depending on tide.
**HEALTH:** Pratique is normally given at pilot station provided health situation satisfactory. Any advice on health matters also obtainable from pilot service.
**RADIO:** Ostend Radio used for all messages. VHF Channel 9 used for Pilot. VHF Channel 8 used for tugs.
**TUGS:** Four permanent powerful tugs available. Normally join vessel at harbour entrance, ship's lines used.
**BERTHING FACILITIES:** Zeebrugge mole, for coal and other dry cargo, depth alongside 37 ft. low water.

Texaco Zeebrugge Marine Terminal: Two tanker berths, depth alongside 42 ft. low water. No slop disposal facilities. Container Quay, depth alongside 43 ft.
**DENSITY:** 1025.
**FRESH WATER:** Available from the berths, rate 30 tons per hour.
**FUEL:** All grades available. Can be supplied ex-wharf or by barge provided advance notice given.
**BULK HANDLING FACILITIES:** Container Quay, depth 43 ft. LW.
**STEVEDORES:** 24 hours notice required to arrange gangs.
**MEDICAL:** Advance notice advisable for medical attention. Doctor and hospital facilities always available. Vaccinations can be arranged.
**DEVELOPMENT:** Work commenced 1972 on new sea lock to handle ships up to 125,000 tons dwt. Work expected completed within 5 years. The lock will be 500 metres long, 58 metres wide and will have a max. depth of 18 metres LW.
**GANGWAY/WATCHMEN:** Advisable for gangway, 2 for moorings.
**OPENING/CLOSING HATCHES:** Normally by crew.
**CERTIFICATES:** Registry, tonnage and usual certificates.
**CUSTOMS ALLOWANCES:** Daily normal use.
**CARGO GEAR:** Normal requirements. Eleven cranes 3 tons up to 8 tons.
**IDENTIFICATION CARDS:** Normal papers.
**CONSULS:** None.
**REPAIRS:** Repairs afloat by local workshop.
**REPATRIATION:** All facilities.
**AIRPORTS:** Ostend, Brussels, Antwerp.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** Work possible any day.
**POLICE/AMBULANCE/FIRE:** Telephone 900.
**TELEPHONES:** Only shore telephones.

**AGENTS:** Sub-agent of Muller-Thomsen S.A. Antwerp.

## Belize

### BELIZE: 17.29 N. 88.11 W.

**PORT LIMITS:** Usually upon arrival at English Caye Pilot Station for vessels arriving from North and East and at anchorage in Belize Harbour for vessels arriving from South inside the reef.

**DOCUMENTS:**

Crew Lists – 5 copies for local use plus 10 Spanish copies for Consular Clearance.

Passenger Lists – 5 copies for local use plus 10 Spanish copies for Consular Clearance.

Stores List – 3 copies for local use plus 10 Spanish for Consular Clearance.

Manifests – 8 copies.

Customs Documents – Clearance for last port and crew declaration.

Health Documents – International Declaration of Health plus one copy crew vaccination list.

Ship's Papers and Certificates should be available on request.

**PILOTAGE:** A Pilot is always on station at English Caye. They are kept informed of ships' movements by the respective Agents; for vessels with no appointed agent, contact can sometimes be made with the pilot station on 2182, failing this Belize Customs control keep a constant watch on 2750. Vessels consigned to United Brands can make contact on 2182 HF or Channel 16 VHF. Various small boats are used by and are owned by individual Pilots.

**ANCHORAGES:** Depths in harbour anchorage area vary due to a natural slope; for example, a vessel drawing 14 ft. can anchor within $\frac{1}{4}$ mile; 16 ft. $\frac{1}{2}$ mile; 20 ft. 1 mile and so on Southward. Masters should refer to Pilot for this information.

**RESTRICTIONS:** The Pilots do not consider the Eastern Channel lights sufficiently efficient for night-time transit and it has therefore become established that no night arrivals and departures are made. Recently, however, large modern freighters have insisted on making night arrivals using radar with no apparent difficulty.

**MAX. SIZE:** With no berths, size and length, within reason is not a problem. Tankers bringing oil to the Esso storage depot secure to buoys fore and aft. Maximum draft 19 ft. 6 in.

**PRATIQUE:** Granted by Customs after boarding in harbour.

**RADIO:** Most ships' Agents man their own radio stations and usually stand-by on 2738 HF. Customs stand-by on 2750. United Brands–Belize stand-by on 2182 but in addition has frequencies 1045, 2190, 1400, 2638, 2670, 2738 and 2750 HF, and stand-by on Channel 16 VHF with alternative of Channel 6.

**TUGS:** Tugs are not normally necessary but small ones are available.

**STEVEDORES:** Gangs usually require 2 hours notice during normal working hours. Work rates average between 3 and 10 tons per gang hour and cost: average between U.S. $4.00 and U.S.$7.00 per revenue ton depending on type of cargo.

**MEDICAL:** Hospital facilities are available. Smallpox vaccinations required.

**TANKERS:** Undersea pipe-line 8 in. in diameter.

Hand-pump discharging rate 250 to 300 g.p.m., also gravity flow. Normal discharge rate 2,000 barrels per hour.

**DENSITY:** Density varies with outflow from rivers during wet season (July–December).

**FRESH WATER:** Very scarce and expensive. Approx. 4 U.S. cents per gallon.

**FUEL:** Light diesel oil 45/48 available subject to Government approval. Can be at buoys with 8 in. dia. pipe (reductions to 4 in. available or by barge).

**FIRE PRECAUTIONS:** None.

**CONSULS:**

United States
West Germany
Guatemala
Mexico
Honduras
Lebanon
Nicaragua
Holland
France
Belgium
Norway
Sweden
Denmark
El Salvador

**REPAIRS:** Only small minor repairs possible.

**SURVEYORS:** Lloyds and A.B.S.

**GANGWAY/DECK WATCHMEN:** Not required.

**HATCHES:** Stevedores open and close hatches except McGregor type.

**CUSTOMS ALLOWANCES:** 200 cigarettes plus 1 bottle spirits (1/5).

**CARGO GEAR:** Ship's gear; no heavy lift cranes available.

**REPATRIATION:** Possible regular air services to and from Miami, New Orleans, Kingston, Jamaica and neighbouring Republics.

**AIRPORT:** Belize International Airport 10 miles from Belize City.

**TIME:** Normally 6 hours behind GMT.

**HOLIDAYS:** Public Holidays: New Year's Day*; Baron Bliss Day (9th March); Good Friday; Holy Saturday; Easter Monday*; Queen's Birthday (22nd April); Labour Day* (1st May); Commonwealth Day (24th May); National Day* (10th September); Prince Charles' Birthday (14th November); Christmas Day* (25th December); Boxing Day* (26th December).

* No work whatsoever, all other days subject to overtime rates.

**POLICE/AMBULANCE/FIRE:** All emergencies dial 90.

**SHORE LEAVE:** Possible.

**IDENTIFICATION CARDS:** Seaman's book sufficient.

**REGULATIONS:** None.

**DELAYS:** Discharge and loading operations occasionally delayed by weather (rain) and sometimes by shortage of equipment (barges, etc.).

**DEVELOPMENTS:** None in foreseeable future.

**GENERAL:** Starboard anchor usually used to make lee for operations on portside. It is necessary for vessels to provide toilet facilities for stevedores. Feeding of Supervisors and Customs Officials is normal.

**AUTHORITY:** No Port Authority.

**AGENT:** United Brand Company, PO Box 281, 14 Fort St., Belize City, Belize, C.A. Tel. 2100. Cables "Unibranco Belize". Radio call sign: United Brands, Belize.

## Bermuda

### HAMILTON, (incl. Freeport): 32.17 N. 64.47 W.

**DOCUMENTS:**

Ship's Register.
Derat. Certificate.
Clearance previous Port.
4 Crew Lists.
4 Passenger Lists.
2 Provision Lists.
2 Crew Personal Effects Lists, i.e. cameras, binoculars, cigarettes, etc.
5 copies Cargo Manifest if discharging.

**PILOTAGE:** Pilot ordered by Agent on receipt of vessels ETA. Pilot boards vessel approximately 2 miles East of Island with St. David's Lighthouse bearing 240° true. Boats black hull varnished superstructure.

If vessel's ETA alters, Bermuda Harbour Radio which in direct contact with pilot station can be contacted by VHF Channels 10, 12, 16, 26. Pilotage is confined to daylight hours only with exception of vessels calling for medical aid – some of which handled off-shore.

**ANCHORAGES:** Grassy Bay and Great Sound. These anchorages are used mainly by passenger liners as they are close to Hamilton Harbour and are protected from heavy weather. Also used by large vessels carrying out extensive repairs.

**RESTRICTIONS:** Restricted by draft of 26 ft. Daylight piloting only.

**MAX. SIZE:** Largest ship to enter to date, length 690 ft., draft 26 ft.

**HEALTH:** Pratique granted on 24-hour basis and can be obtained by wireless by sending message via VRT to "Health Bermuda" requesting free pratique be granted. If any suspected disease or fever on board advise "Health" as well as Agent.

**RADIO:** Commercial radio station operated by Cable & Wireless Ltd., call letters VRT Bermuda. Bermuda Harbour Radio, controls channel traffic, call sign ZBM Bermuda.

**TUGS:** Tugs normally join vessel in harbour if requested. Tugs not compulsory and ordered depending on the size of the vessel and weather conditions. Tug's lines used during normal tug operations.

**BERTHING:** Dock and tugs are agreed upon between Agent and Pilot prior ship's arrival.

**STEVEDORES:** Ordered by Agent after receipt of ETA. Average discharge general cargo 10 tons per hour.

**VHF:** Operated by Bermuda Harbour Radio. Contact on Channels 10, 12, 16, and 26.

**MEDICAL:** No advance notice required for medical attention if other than critical cases. First-class hospital facilities available. Vaccination certificates required for all seamen.

**TANKERS:** Shell Bunkering Berth, Freeport, Ireland Island. Discharge lines 8 in. and 10 in. No slop discharge facilities.

**DENSITY:** 1025.

**FRESH WATER:** Delivered by barge. Order prior arrival to avoid delay.

**FUEL:** Grades available: Bunker "C" fuel oil, viscosity 100 SSF at 122° F. Diesel oil. Viscosity 3616 at 100° F.

**GANGWAY/DECK WATCHMEN:** Not required.

**OPENING/CLOSING HATCHES:** Usually carried out by stevedores.

**TOBACCO/WINE ALLOWANCE:** Custom allows about one carton cigarettes and limited amount of spirits per man.

**IDENTIFICATION CARDS:** None required.

**CONSULS:**

Belgium
Chile
Colombia
Denmark
France
Germany (Federal Republic)
Mexico
Netherlands
Norway
Portugal
Sweden
Switzerland
United States

**REPAIRS:** All types minor deck and engine repairs can be carried out. Also major temporary repairs.

**DRY DOCKS:** Only yacht slipways available.

**REPATRIATION:** First-class facilities available for repatriation and crew changes.

**AIRPORT:** Distance from airport 10 miles. Connections to all parts of world. Average 15/20 flights per day.

**TIME:** Local time GMT minus 4. Permanent BST in 1974.

**HOLIDAYS:** New Year's Day; Good Friday; Commonwealth Day (May 24th); Queen's Birthday (celebrated annually in June); Cup Match (Thursday and Friday before first Monday in August); Remembrance Day (November 11th); Christmas Day, Boxing Day (December 26th).

**POLICE/AMBULANCE/FIRE:** Police 2-2222; Ambulance 2-2000; Fire 00.

**TELEPHONES:** Can be placed on board vessel when alongside.

**GENERAL:** Port of Freeport, Ireland Island, situated in the Port of Hamilton at the old British Dockyard is used mainly by the Royal Navy and Shell Bunkering.

**AUTHORITY:** Harbour Master, Marine and Port Services Dept.

**AGENT:** Meyer Agencies Ltd., PO Box 510, Hamilton 5, Bermuda. Tel. 1–5988, 1–5989, 1–5912.

Shipping, Insurance, Travel Agents. Marine repairs, tug and barge operators, stevedoring operators.

## ST. GEORGE'S, 32.22·5 N. 64.41 W.

**DOCUMENTS:**

- Ship's Register.
- Derat. Certificate.
- Clearance previous port.
- 4 Crew Lists.
- 4 Passenger Lists.
- 2 Provision Lists.
- 2 Crew Personal Effects Lists, i.e. cameras, binoculars, cigarettes, etc.
- 5 copies Cargo Manifest if discharging.

**PILOTAGE:** Pilot ordered by Agent on receipt of vessel's ETA. Pilot boards vessel approximately 2 miles East of Island with St. David's Lighthouse bearing 240° true. Boats black hull, varnished superstructure. If vessel's ETA alters, Bermuda Harbour Radio which in direct contact with pilot station can be contacted by VHF Channels 10, 12, 16, 26. Pilotage day or night.

**ANCHORAGES:** *(a)* Five Fathom Hole, located at Eastern end of Island and is point where Pilots embark/disembark. Used by vessels not required to enter or those awaiting daylight. *(b)* Murray's Anchorage, used instead of Five Fathom Hole during times of heavy weather (daylight hours only). Also, by vessels unable enter St. George's Harbour and wishing take on water, carry out repairs, etc. A stand-by anchorage for vessels waiting berth at Esso oil bunkering pier and for vessels leaving this pier and awaiting daylight. *(c)* St. George's Harbour, when weather conditions such that Five Fathom Hole and Murray's Anchorage unsuitable to land ill/injured persons vessel proceeds directly to St. George's Harbour and anchors.

**RESTRICTIONS:** Entry to St. George's Harbour restricted by draft of 30 ft. Murray's Anchorage restricted by draft of 38 ft.

**MAX. SIZE:** Largest ship to enter to date – length 628 ft. However, size controlled by maximum draft of 30 ft., displacement and weather conditions.

**HEALTH:** Pratique granted on 24 hour basis and can be obtained by wireless by sending message via VRT to "Health Bermuda" requesting free pratique be granted. If any suspected disease or fever on board advise Health as well as Agent.

**RADIO:** Commercial radio station operated by Cable & Wireless Limited, call letters VRT Bermuda. Bermuda Harbour Radio, controls channel traffic, call sign ZBM Bermuda.

**TUGS:** Tugs normally join vessel in harbour if requested. Tugs not compulsory and ordered depending on the size of the vessel and weather conditions. Tug's lines used during normal tug operations.

**BERTHING:** Dock and tugs agreed upon between Agent and Pilot prior ship's arrival.

**STEVEDORES:** Ordered by Agent after receipt of ETA. Average discharge general cargo 10 tons per hour.

**VHF:** Operated by Bermuda Harbour Radio. Contact on Channels 10, 12, 16, and 26.

**MEDICAL:** No advanced notice required for medical attention if other than critical cases. First-class hospital facilities available. Vaccination certificates required for all seamen.

**TANKERS:** Esso Oil Pier: Discharge lines 8 in. and 10 in. No slop discharge facilities.

**DENSITY:** 1025.

**FRESH WATER:** Delivered by barge. Order prior arrival to avoid delay.

**FUEL:** Grades available: Bunker "C" fuel oil, viscosity 122 SSF at 122° F. Diesel oil, viscosity 3616 at 100° F.

**GANGWAY/DECK WATCHMEN:** Not required.

**OPENING/CLOSING HATCHES:** Usually carried out by the stevedores.

**TOBACCO/WINE ALLOWANCE:** Customs allow about one carton cigarettes and limited amount spirits per man.

**IDENTIFICATION CARDS:** None required.

**CONSULS:**

Belgium
Chile
Colombia
France
Germany (Federal Republic)
Mexico
Denmark
Netherlands
Norway
Portugal
Sweden
Switzerland
United States

**REPAIRS:** All types minor deck and engine repairs can be carried out. Also major temporary repairs.

**DRY DOCKS:** Only yacht slipways available.

**REPATRIATION:** First-class facilities available for repatriation and crew changes.

**AIRPORT:** Distance from airport two miles. Connections to all parts of world. Average of 15/20 flights per day.

**TIME:** Local time GMT minus 4. Permanent BST in 1974.

**HOLIDAYS:** New Year's Day; Good Friday; Commonwealth Day (May 24th); Queen's Birthday (celebrated annually in June); Cup Match (Thursday and Friday before first Monday in August); Remembrance Day (November 11th); Christmas Day; Boxing Day (December 26th).

**POLICE/AMBULANCE/FIRE:** Police 3–9124; Ambulance 2–2000; Fire "00."

**TELEPHONES:** Can be placed on board vessels when alongside.

**GENERAL:** Esso Oil Berth, within Port of St. George, is purely a bunkering and petroleum discharge pier situated on the Southern side of Murray's Anchorage.

**AUTHORITY:** Harbour Master, Pilot Station, Fort George, St. George.

**AGENT:** Meyer Agencies Ltd., PO Box 48, St. George's 1, Bermuda. Tel. 7–1255 (6 lines). Telex 3361 Meyerco BA.

Shipping, Insurance, Travel Agents. Marine repairs, tug and barge operators, stevedoring operators.

# Brazil

**GENERAL:** Operators and Masters of Liberian flag vessels should consult Agents well in advance respecting requirements for endorsement of seamen's books or passports.

## ANGRA DOS REIS: 23.01 S. 44.18 W.

**DOCUMENTS:** See "Rio de Janeiro".

**PILOTAGE:** When requested by the Agents, a pilot launch meets incoming ships off the automatic lighthouses of Itacuatiba and the Lage Branca, depending on whether the ships approach from the East or West, respectively.

**ANCHORAGES:** In the Bay of Ilha Grande; approximately midway between the ports of Rio de Janeiro and Santos; offering excellent anchorages, amongst which may be mentioned: Enseada das Estrêlas, Enseada do Abraão, Enseada das Palmas, Enseada Sitio Forte, and Enseada de Araçatiba.

The inspection area of the port health, federal receipt and maritime police authorities is covered by a radius of 300 m. around the point of co-ordinates 23° 00′ 42″ S., 44° 18′ 41″ W.

Anchorage for vessels of more than 31 ft. draught and 10,000 g.r.t. 23° 01′ 54″ S., 44° 19′ 18″ W.

Anchorages for vessels of less than 31 ft. or 10,000 g.r.t. 23° 00′ 48″ S., 44° 18′ 30″ W.

**RESTRICTIONS:** The Bay of Ilha Grande possesses two entrances, from the East and the West, permitting immediate access to the Port of Angra dos Reis from the direction of Rio de Janeiro or the Port of Santos, without any change of course. Both access channels are adequately marked, enabling ships of up to 14 metres draft to navigate in complete safety as far as the port basin about one mile from the wharf, where they may lie at anchor and take on cargo from tenders tied up alongside. There is another basin with a mud bottom even nearer the wharf, permitting anchorage and docking manoeuvres for ships of up to 10 metres draft.

**HEALTH:** Port doctor visits all ships on arrival and requires Maritime Declaration of Health, Deratisation Certificate, 2 Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly Quarantine Flag. If suspected disease or fever on board it is advisable to cable Agent before arrival.

**TUGS:** Available: 4 tugs of up to 600 h.p.

**BERTHING:** A wharf 1,300 ft. in length, with 1,050 ft. available for tying-up. The wharf is being extended 600 ft. and will be dredged the entire length of the quay so as to receive ships of up to 10 metres draft.

**CARGO FACILITIES:** Two grain suckers each with capacity of 60 tons per hour. Two electric cranes of 5 tons capacity, three electric cranes of 1·5 tons capacity. One moveable gantry for 20 tons weight, two moveable gantries for 9 tons weight.

**MEDICAL:** All facilities available. If doctor needed on arrival or making emergency call to land sick persons, cable ETA 12 hours before arrival.

**FRESH WATER:** Available. Vessels can be provided with up to 50 tons. Connection is 4 in. Pressure greater at night.

**FUEL:** No facilities for supplying large vessels. Small vessels can be supplied with diesel oil.

**REPAIRS:** Various mechanical workshops for the execution of shipboard repairs, equipped with lathes, presses, planes, electric and acetylene welding, drills, power-saws and grindstones, etc. The big shipyards of Verolme are situated in the Bay of Jacuecanga, near the port of Angra.

**CUSTOMS ALLOWANCES:** For each crew member, 2 cartons of cigarettes and one bottle wine or spirits.

**WATCHMEN:** Gangway watchmen strongly recommended for any vessels working cargo with shore labour on board. Watchmen from shore not necessary for coal, iron ore and oil cargoes.

**CONSULS:** There are no Consuls in this port. They are situated in Rio de Janeiro.

**TIME:** The local time is GMT minus 3 hours.

**HOLIDAYS:** 1st January; 1st May; 29th June; 7th September; 8th December; 25th December; 31st December.

**AUTHORITY:** Capitania dos Portos em Angra dos Reis. Almirante Julio Cesar de Noronha, 39. Angra dos Reis.

## ARATÚ 12.48 S. 38.27 W.

Situated in Aratú Bay to the North of Salvador. The port is expected to commence operations in December 1974. Solid bulk cargoes will be handled. Initial draft alongside 12 metres to be increased to 20 metres at a later stage.

## BELEM: 1.25 S. 48.25 W. (See Plan)

**PORT LIMITS:** Subject to Charter Party Terms, vessel normally considered an "arrived ship" when at Val-de-Caes anchorage, Icoaraci anchorage, or alongside the quay.

**DOCUMENTS:**

6 copies of Crew List.
6 copies of Passenger List.
3 copies of Stores List.
2 copies Crew Declaration.
2 copies each of Information sheets, containing information required by (*a*) Maritime Police, (*b*) Custom's Authorities, (*c*) Port Health Authorities.

Manifests, etc., issued in sealed envelope addressed to the Custom's by the Brazilian Authorities in port of loading. Vessels also issued with a document to be handed to Custom's commencing with first port of loading, and each port thereafter, for each port of call in Brazil.

**PILOTAGE:** Pilot usually ordered through vessel's Belem Agent, ETA at least 72 hours in advance and confirming not less than 24 hours prior to arrival. Vessels can apply direct to pilot station (on condition that local radio station is operating). Telegraphic address "Praticagem – Salinopolis", and call sign of Salinopolis (or Salinas) radio station is PPL. Pilot boards at a point 7 miles North of Salinas lighthouse; a red motor-launch is used. Launch carries a red flag with a black P; it also has a black P painted on each side and on cabin roof. If pilot boat not in position on arrival of vessel, position 7 miles North of the light is a safe anchorage. Masters who do not know area should approach Salinas with caution.

**ANCHORAGE:** Vessels with a draft greater than 26 ft. anchor off Icoaraci, 7 miles from the port where they work cargo.

Vessels that are impounded anchor off Val-de-Caes.

Vessels undergoing repairs anchor off the Naval base dock at Val-de-Caes.

Vessels with a draft of less than 26 ft. anchor at Val-de-Caes. Co-ordinates: 01° 24′ 01″ S., 48° 30′ W., 01° 21′ 03″ S., 48° 29′ 03″ W. and 01° 08′ 09″ S., 48° 28′ 03″ W.

Between Icoaraci and Val-de-Caes, there is a shallow spot at Tapaná, which ships should approach with caution, although bottom is soft mud and sand.

**BERTHING:** Length of quay 1,982 metres.

*Depth alongside:*

| | |
|---|---|
| Warehouse Nos. 1–3 | 10·5–16 ft. at low water. |
| Warehouse Nos. 5–8 | 16·5–20 ft. at low water. |
| Warehouse Nos. 11–12 | 20·5–21 ft. at low water. |

**CRANES:** 20 electric cranes of the locomotive type: 5 of 3 tons, 9 of 3·2 tons 3 of 5 tons, 2 of 6·3 tons, 1 of 12·5 tons (serving warehouses 1 to 8). 2 fixed steam cranes: 1 of 20 tons and 1 of 25 tons (serving warehouses 11 to 12).

**CARGO FACILITIES:** Grain storage capacity of 6,387,770 cubic metres. One grain sucker with capacity of 30 tons per hour.

**TANKERS:** At oil terminal of Miramar (Val-de-Caes), vessels of the Shell "H" class (18,000 tons dw) may berth or unberth at any state of the tide, subject to draft. Maximum depth alongside berth at low water 26 ft., the same as that of approach channel. Mooring at this berth is to buoys inside the line of the "T" jetty.

**HEALTH:** Maritime Police, Customs and Port Health board vessel on arrival at whichever anchorage is used, or alongside. Pratique granted on the presentation of documents. If port *not* first Brazilian port of call, Port Health Authorities not required, although Police and Customs will still board. After first Brazilian port, Port Health only required in cases of illness or death. The use of quarantine "Q" flag not necessary.

**RADIO:** No VHF facilities in the area. Suggested that ship contacts Belem Agent through Barbados Radio, and this is also usual way that vessels are contacted by Belem. An alternative to Barbados Radio is the United States radio station at Chatham, Virginia.

**TUGS:** Tugs in area are small, underpowered and useless for berthing or unberthing. Brazilian Navy maintains four deep-sea tugs (Corvettas), for use in cases of extreme emergency.

**STEVEDORES:** Stevedoring gangs for day shifts 0630 and 1230 hrs. and 1630 hrs. for night shift. Loading and discharging rates exceptionally good, particularly if vessel working at anchorages into lighters. Any delays to vessels alongside can usually be put down to the lack of official clearances in case of loading export cargo.

**MEDICAL:** Notice of required medical assistance should always be given in advance. There are a number of first-aid posts for minor complaints. Vaccination Certificates for smallpox are essential, and, although not required officially, yellow fever vaccinations recommended.

**DENSITY:** Strong outflow of Amazon and its tributaries is such that water at Salinas is only semi-salt. In the river itself, the water becomes slightly brackish, and half way to Belem, is absolutely fresh.

**FRESH WATER:** Fresh water only obtainable alongside main quay, and not at oil berth. It should be well chlorinated before use for drinking. Boiler water may be taken direct from the river at a point named Capim, near the entrance to Marajo Bay.

**FUEL:** Available, but due to Brazilian Custom's laws, as much advance notice as possible should be given in order to obtain correct documentation. A minimum of one weeks' notice recommended.

**GANGWAY/DECK WATCHMEN:** The employment of gangway watchmen recommended.

**HATCHES:** Hatches normally opened and closed by stevedores, but if it is raining they are inclined to shelter before closing.

**CUSTOMS ALLOWANCES:** Custom's Authorities do not normally search ship's crews, and reasonable quantity can remain in the possession of crew members. However, no attempt should be made to take more than a reasonable amount ashore.

**IDENTITY CARDS:** Foreign crew members not permitted to go ashore without presentation of identity card on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

**CONSULS:**

Belgium
Bolivia
Colombia
Costa Rica
Denmark
France
Great Britain
Holland
Italy
Japan
Mexico
Norway
Peru
Portugal
Republic of Dominica
Spain
Sweden
United States
Uruguay
Venezuela

**REPAIRS:** Deck and engine repairs of all types can be carried out by the Brazilian Naval Dockyard, or by repair shops of the Companhia Docas do Para.

**DRY DOCKS:** At Naval Base, there is a dry dock measuring 730 ft. by 74 ft. with a depth over the sill of 25 ft. There are also several small floating docks, but they are not adequate for sea-going vessels.

**REPATRIATION:** There are three international flights each week from Belem. Miami 1 flight per week, Wednesday. New York 2 flights per week, Monday, Friday. In addition, daily flights to Rio de Janeiro. Airport of Val-de-Caes is about four miles from the city centre.

**TIME:** Local time GMT minus 3 hours. Summertime (1 Dec.–28 Feb.) GMT minus 2 hours.

**HOLIDAYS:** New Year's Day (1st January); Carnival (variable); Labour Day (1st May); Corpus Christi (25th May); Independence Day (7th September); All Souls' Day (2nd November); Proclamation of the Republic (15th November); Christmas Day (25th December). Work could be carried out on these days, but costs would be prohibitive.

**POLICE/AMBULANCE/FIRE:** Maritime Police 234996; Ambulance 222523; Fire Brigade 23–3119.

**TELEPHONES:** Telephones can be put on board vessels alongside main quay, but this facility is seldom used, Belem telephones being extremely erratic and unreliable.

**AUTHORITY:** Captain of the port, Rua Gaspar Viana No. 375. Belem.

**AGENT:** Agencias Mundais SA, Avenida Presidente Vargas 119, CP 190, 66000 Belem, Para. Cables: Amsanav Belem. Tel. 23–4013.

## CABEDELO: 6.58 S. 34.50 W.

**DOCUMENTS:** See "Recife".

**PILOTAGE:** Contact Pilot's Headquarters by radio via vessel's Agent located at João-Pessôa (24 kilometres from Cabedelo). As no radio station available at João-Pessôa or Cabedelo such messages are usually relayed by Olinda Radio PPA – Fortaleza Radio PPC – Amaralina Radio PPA – or Rio Radio PPR. All messages are delivered by National Telegraph – Telegrafo Nacional. Pilots maintain day and night watch from Cabedelo beach. Pilots' launches painted red with capital "P".

**ANCHORAGE:** The inspection area of the Port Health, Federal Receipt and Maritime Police authorities is that covered by a radius of 185 metres around the point of co-ordinates lat. 06° 58′ S. and long. 34° 58′ W.

Anchorage for vessels of more than 10,000 g.r.t. – inner maritime area limited by the circle 185 m. distant around the point of co-ordinates: lat. 06° 58′ S. and long. 034° 58′ 08″ W.

Vessels impounded or requiring considerable repairs – vessels of more than 5,000 g.r.t. at the point of co-ordinates: lat. 06° 58′ 10″ S., long. 34° 51′ W., in a circle distance 1 mile around this point. Vessels of less than 5,000 g.r.t. in a circle distance ½ mile around the point of co-ordinates: lat. 06° 58′ 48″ S., long. 34° 50′ 18″ W.

**RESTRICTIONS:** For Masters calling at Cabedelo for first time it is preferable not to enter during darkness.

**MAX. SIZE:** Max. length 200 metres, draft spring tide 23 ft., neap tide 21 ft.

**HEALTH:** If Master suspects contagious disease aboard he must report to Agent who will contact Brazilian Health Authorities at João-Pessôa.

**TUGS:** No tugs are available.

**BERTHING:** Safe drafts at bar entering or sailing: spring tide 23 ft., neap tide 21 ft. Berthing takes place in accordance with vessel's draft. Master must always give Agent vessel's draft arriving off Cabedelo. Length of quay, 600 m. depth alongside 5–8 m.

**STEVEDORES:** Advise Agent ETA at Cabedelo 48 hours prior to arrival to make arrangements with dock and stevedores for discharging or loading.

**MEDICAL:** For urgent cases recommended that vessel call at Recife instead of Cabedelo as Recife has better facilities. If vessel must enter patient will be removed to João-Pessôa Hospital as no hospital available at Cabedelo.

**TANKERS:** Cabedelo not a loading port for petroleum products. Messrs. Esso-Brasileira de Petroleo, have tanks for reception of gasolene and other petroleum products which are carried by Brazilian fleet of Tankers "Fronape" – Frota Nacional de Petroleiros. At

Cabedello only berth No. 1 is suitable for discharging petroleum products or to bunker vessels since pipeline is only connected to berth No. 1. Tankers enter and sail during dark hours from Cabedelo.

**DENSITY:** Varies from 1020 to 1025 at high water.

**FRESH WATER:** Supplied by pipe-line alongside quays at rate of 50 cubic metres per hour.

**FUEL:** Available. Suppliers Messrs. Esso-Brasileira de Petroleo. Pipe-line at berth No. 1 where vessels can bunker alongside. Pipeline fuel oil, 8 in.; pipe-line diesel, 8 in.

**DEVELOPMENTS:** The port is being dredged to allow vessels with 33 ft. draft to enter.

**GANGWAY/DECK WATCHMAN:** Watchmen available. Also the hours of work agree except that Captains have option to choose suitable times when their services are required.

**OPENING/CLOSING HATCHES:** By stevedores. Crew assist when stevedores not familiar with modern hatches.

**CUSTOMS ALLOWANCES:** One carton cigarettes per crew member at Customs discretion and one bottle of whisky or any other kind of spirit, subject to Customs discretion.

**IDENTITY CARDS:** Foreign crew members not permitted to go ashore without presentation of identity card on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

**CONSULS:**

Vice-Consulate of the Netherlands Tel. 4079
Vice-Consulate of France „ 4588
Vice-Consulate of Portugal „ 4243

Other consulates at Recife 110 kilometres from João-Pessôa about 2 hours by road.

**REPAIRS:** Minor repairs only.

**DRY DOCKS:** None.

**REPATRIATION:** Repatriation can be arranged via Recife or direct from João-Pessôa to Rio de Janeiro. No direct Air Service from João-Pessôa available for foreign destinations.

**AIRPORT:** 9 kilometres from João-Pessôa. Small Airport utilised by National Lines whose planes make regular calls.

**TIME:** 1 April – 31 Oct. GMT minus 3, Nov. 1 – 31 Mar. GMT minus 2.

**HOLIDAYS:** For holidays see "Recife". Work is possible during holidays and Sundays provided the Dock Administration and Stevedores are advised in anticipation say 24 hours before commencement. Usually on Good Friday, Christmas day and Independence day work at the Cabedelo dock is not obtainable. Same applies to the third Day of Carnival.

**POLICE/AMBULANCE/FIRE:** Police (located at João-Pessôa) 4848. Cabedelo has a small Police Station but no telephone available. Ambulance (located at João-Pessôa) 4065 and 4076 (24 kilometres from Cabedelo). Fire Brigade (located at João-Pessôa) 4212.

**TELEPHONES:** No facilities for placing telephones on board.

**AUTHORITY:** Delagacia de Capitania de Porto Cabedelo. Rua Barao do Triunfo, 372 – Joao Pesoa – PB.

**AGENT:** Thom & Company Limited, Rua Maciel Pinheiro, No. 2, Joao Pessoa-Paraiba. Cables: Thom-Joao Pessoa. Tel. 5062.

## CARMOPOLIS: 11.00 S. 37.04 W.

**LOCATION:** Terminal Maritimo de Carmopolis, Tecarmo, operated by Petroleo Brasileiro SA, Petrobas, is located in the Atalaia Beach, lat. 11° 00′ 30″ S. 37° 04′ 00″ W. in Aracaju City, capital of the State of Sergipe.

**DOCUMENTS:**

3 Crew Personal Effects Lists.
3 Crew Lists.
3 Stores Lists (engine stores, deck stores, provision stores, cabin stores, bonded stores).

**PILOTAGE:** All manoeuvres will be undertaken by the vessel's Master, with the help of a Carmopolis Mooring Master, who will board the vessel in the anchorage area and advise the Master on all operations such as mooring, connecting hoses, unmooring, loading, etc. It is important to emphasise that the services of the Mooring Master are afforded without charge and upon the express undertaking and condition that Petrobras shall not be liable for any damage or injury resulting from any advice, assistance or actions given or made by such Mooring Master. In the event it becomes necessary to disregard the Mooring Master's advice, in order to ensure safety of the vessel, the Master must forward a full written report of the circumstances for delivery to the Captain of the Port through the Terminal. It is the responsibility of the Master to notify the Mooring Master of any special conditions or peculiarities such as defective navigation equipment, tackle, gear or lack of necessary equipment which might impose hazards related to handling, mooring and loading the vessel.

Vessel must be moored to the entire satisfaction of the Mooring Master.

Unsatisfactory conditions will be reported to the Superintendent of the Terminal, who is empowered to reject the ship for future calls unless the reported difficulties have been remedied.

**APPROACHES:** When approaching the terminal, as well as the landmarks (Aracaju Light), there are also three fixed lighted platforms, located in the following positions, and can be visible in clear weather for a distance of 22 miles:

P4: 11° 00.23 S. 36° 56.03 W.
D8: 11° 09.46 S. 37° 03.15 W.
S25: 11° 00.23 S. 36° 51.56 W.

When for the first time approaching, and during night hours, contact can be made with the platforms, which maintain VHF Channel 16, and certain information can be obtained regarding anchorage, berthing time, etc.

**ETA:** Vessels bound to Aracaju or Tecarmo should transmit directly to "Fronape Rio" (PPA 25) a message informing vessel's name, flag, port of registry, classification, gross and net tonnage, horsepower, speed, number of crew, Owner's and Master's name.

**ANCHORAGE:** Due to the peculiar conditions of the terminal, mooring should be undertaken at daylight only. For vessels arriving at night, the advisable anchorage is in position: Lat. 11° 03′ 00″ S. Long. 36° 59′ 00″ W.

Anchorage may be obtained in a depth from 13 to 15 fathoms East or E.S.E. from the mooring buoys, and at a distance of one mile. The bottom is a good holding ground.

Anchoring is prohibited West and South-west of the terminal due to the existence of pipe-lines, which are newly laid down and unmarked on the charts. Strong currents prevailing along the coast line, which occasionally attain rates up to three knots.

**RADIO:** Vessels bound for Terminal Maritimo de Carmopolis should advise their ETA 48 hours prior to arrival, direct to PPA 25 (8,492 kHz, Petrobras own radio station) as well as to Agent in Aracaju (through Rio Radio, Olinda Radio or Amaralina Radio). In turn, these stations will send messages to the terminal.

ETA should be in local time, giving name of vessel, Master's name, number of crew, net tons, gross tons, nationality and dwt.

Confirmation or change of ETA should be cabled 24 hours before arrival.

When vessel is within about 50 miles of the terminal, contact may be made by VHF radio-telephone on Channel 16 (156·80 mHz) or SSB (2·182 kHz).

**MAX. SIZE:** Tankers up to 65,000 dwt. can be accommodated. Max. draft 15 metres.

**TUGS:** There are no tugs available to assist berthing and unberthing.

**BERTHING:** The terminal consists of one berth (six buoys) designed for loading crude oil. The berth is located 7,150 metres from the shore. Loading of vessels is effected by one 26-in. submarine pipeline.

Maximum permitted draft for the terminal is 15 metres in order to ensure a safe bottom clearance, even under extreme operating sea conditions.

Amidships derrick or crane capacity must not be less than 5 tons, so that hose can be hoisted and connected.

**HOSES:** There is a submarine pipe-line from shore installations direct to the terminal, which are divided into two flexible hoses long enough to reach the ship's manifold. Usually, only one hose is connected, of 10 in. diameter, from which 19,000 bbls. is the maximum loading rate. Shore labour used to connect hoses. Hoses are lifted on the starboard side.

**MEDICAL:** Medical treatment and/or hospitalisation, if required are provided at Aracaju private hospitals. Dentists are also available in Aracaju. Agent will make such arrangements.

For emergency cases (injury etc.), Petrobrás first aid may be requested by the master.

**MOORING:** Vessels moor using both anchors forward with two lines from the port bow to No. 2 mooring buoy and from the stern run 8 to 10 ropes to the buoys, depending upon weather conditions and strength of currents.

**BALLAST:** No slop facilities are available for dirty ballast.

Brazilian Laws are very strict with regard to the pollution of coastal waters. Vessels are not allowed to discharge dirty ballast into the water. Heavy fines are imposed for violations. To offenders, fines will be charged (besides resulting delays) according to the ship's tonnage.

**WEATHER:** During winter months, weather conditions are not favourable. Heavy swell prevailing at the sea berth from S./S.E. direction which causes a continuous rolling on the ship during the whole time of loading operations. The terminal is only sheltered from the North to West, and W.S.W. winds which are very rare during the winter months.

**CARGO:** The cargo is called Sergipano Crude Oil of an average API 25, temp. 90° F. No heating required.

**FUEL:** No bunkers available at Aracaju Terminal.

**FRESH WATER:** No water available.

**AIRPORT:** There is an airport at Aracaju.

**CUSTOMS ALLOWANCES:** Brazilian Laws are strict with regard to smuggling, and Masters are requested to instruct their crew not to retain cigarettes in carton lots, cigars, tobacco, alcoholic drinks, drugs, souvenirs, etc.

By no means will any commercial transactions be tolerated be it either among terminal employees, crew members or anyone else.

**AUTHORITY:** Petroleo Brasileiro S.A.

## FORTALEZA: (including Mucuripe), Ceara:

## 03.41 S. 38.32 W.

**PORT LIMITS:** From the end of the mole on a true bearing of 235 to the meridian of 38° 29.8′ W., thence to the coast.

**DOCUMENTS:** *Nautical Police*

2 Lists of Crew from the last port.
2 Passenger Lists (if there are no passengers, 2 lists declaring no existence).

Pass to the Nautical Police from the last port.

*Captain of Port*

Registration Certificate.

Radio Telegraphy Certificate (up to date).
Security and Equipment Certificate.
Freeboard Certificate.
Construction Certificate.

*Port Health*
Extermination of Mice and Rats Certificate
Vaccination Certificates of all personnel (passengers and crew).
Declaration of Nautical Health or Health Certificate.
List of Crew.
Passengers List in transit or disembarked whenever it occurs.

*Custom-House*
Crew List.
Crew Personal Effects List.
Passengers List.
List of Stores and Provisions.
Declaration of Luggage when there are passengers.
Cargo Manifest.
Negative Certificate of Cargo from the ports schedule when not carrying freight to Fortaleza.
Pass of the Custom House from last port.

*Merchant Navy Superintendency*
Manifest (3 copies).

*Administration of Ports*
Manifest (1 copy).

*Superintendence of State*
Manifest (2 copies).

**PILOTAGE:** By Associação de Praticagem do Pôrto de Fortaleza. Address: Rua Dragão do Mar, 372. Tel. 212088. The Pilots board ships about 0·5 miles N.W. from the breakwater, call by International Code Signals.

Pilot may be ordered through the vessel's Agent or Fortaleza Radio (PPC). One hour before arrival specifying time of arrival and from which point the Pilot is required.

**RESTRICTIONS:** Entrance channel Length 1,000 metres, width 150 metres, depth 8 metres.

**MAX. SIZE:** Up to 27 ft. draft depending on the tide.

**HEALTH:** The inspection area for Port Health and the other authorities is within 1,430 metres of position 03° 42′ 24″ S., 38° 29′ 18″ W.

All ships must be visited by Port Health Inspector. If vessel has passengers in transit for another Brazilian port, another visit will be required at port where passengers disembark. If ship's health condition satisfactory, Inspector will give free pratique immediately. Radio pratique available if Master able declare satisfactory health condition before arrival. Free pratique is valid for subsequent ports in Brazil.

If there is a crew member to be hospitalised, the Health Inspector will issue pass to hospital on request of Master or Agent who will be made responsible for all expenses incurred.

Inoculations for International Certificates can only be given by an employee of the Port Health Authority.

Ships are inspected by Custom House and Health personnel at the anchorage.

**TUGS:** One tug available.

**BERTHING:** 1,116 metres of berthing length. Berths for five vessels. One grain elevator, capacity 150 tons per hour. Four lighters available capacity up to 70 tons each.
Berth No. 1. 106 metres long, 18 ft. deep.
Berth No. 2. 150 metres long, 20 ft. deep.
Berth No. 3. 170 metres long, 22 ft. deep.
Berth No. 4. 530 metres long, 25 ft. deep.
Berth No. 5. 160 metres long, 33 ft. deep.

Vessels are advised to take a Pilot and use a tug if available due to the peculiar port variations.

**CRANES:** Twelve cranes available with capacity from 12 to 15 tons. One crane (Bucyrus) with maximum capacity 25 tons and horizontal extention of 11 metres.

**FRESH WATER:** Nine hydrants on the quay spaced 50 to 80 metres apart.

**FUEL:** Boiler fuel available from seven connections spaced along the quay. Diesel oil is available by road tanker.

**REPAIRS:** Two workshops available for machinery repairs. No electronic repairs possible.

**TELEPHONES:** Available on board through the Ceara Dock Co.

**CONSULS:** None at Fortaleza.

**IDENTITY CARDS:** Foreign crew members not permitted to go ashore without presentation of identity card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Only internal services from local airport.

**POLICE/AMBULANCE/FIRE:** Maritime police tel. 24.14.94; Ambulance 21.34.34 and 21.22.22; Fire 23.13.81.

**SHORE LEAVE:** Allowed under control of maritime police.

**AUTHORITY:** Companhia Docas do Ceara, PO Box 1099, Fortaleza, Ceara, Brazil.

## ILHEUS: 14.49 S. 39.00 W.

**DOCUMENTS:** From each loading port vessel must have a full manifest signed by the Agent (each page countersigned), plus 1 copy of each Bill of Lading all contained in a sealed envelope addressed to Customs. Any amendments to the manifest must be made before vessel arrives at destination and Agent's signature is to be legalised by local Chamber of Commerce or other authority. If vessel has called at any port and not loaded cargo, a negative cargo declaration is to be presented on arrival. Other documents required:
General Declaration.
Deratisation Certificate.
Maritime Declaration of Health.
12 Crew Lists.
3 Stores Lists.
3 Personal Effects Lists.

**PILOT:** Call by flag signal. Locality of pilot station marked on chart. Type of boat: sailing.

**ANCHORAGE:** Marked on charts.

**RESTRICTIONS:** Vessel must wait daylight for pratique.

**HEALTH:** Port doctor visits all ships on arrival and requires Maritime Declaration of Health, Deratisation Certificate, 2 Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly Quarantine Flag. If suspected disease or fever on board it is advisable to cable Agent before arrival.

**MEDICAL:** All facilities available. If doctor needed on arrival or making emergency call to land sick persons, cable ETA 12 hours before arrival.

**TUGS:** Three private companies own tugs.

**BERTHING:** Presently berth for only one vessel. Port still under construction. Loading/discharge by cranes.

**STEVEDORES:** Arranged by Agent.

**TANKERS:** Terminal owned by Frota National de Petroleiros. Buoy mooring.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**DEVELOPMENTS:** Port will be completed in two years.

**WATCHMEN:** Compulsory.

**HATCHES:** By stevedores.

**CUSTOMS ALLOWANCES:** Only sufficient tobacco for daily use. No alcohol to be taken ashore.

**CARGO GEAR:** Ship's gear used.

**IDENTIFICATION CARDS:** Necessary to go ashore.

**CONSULS:** Only in city of Salvador.

**REPAIRS:** Workshop belonging to Port Administration. Minor repairs only.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Situated near port.

**HOLIDAYS:** Work can be arranged on all holidays.

**POLICE/FIRE/AMBULANCE:** Police tel. 2530; Ambulance 2417.

**TELEPHONES:** No connection to vessels can be made.

**SERVICES:** Diving service available.

**SHORE LEAVE:** Allowed with identity card.

**AUTHORITY:** Delegacia de Capitania dos Portos, do Estado da Bahia em Ilheus.

## ITAJAI: 26.56 S. 48.38 W.

**DOCUMENTS:** *Direct from Foreign Port:*
3 Crew Lists.
3 Passenger Lists.
3 Crew Personal Effects Lists.
3 Stores Lists.

*From other Brazilian port:*
1 Custom Clearance from previous port.
1 Crew Personal Effects List visaed by Customs in previous port.
2 Personal Effects Lists to be visaed by the Customs; one will be returned to be presented in next port.
1 Store List, visaed by Customs in previous port.
2 Stores Lists to be visaed by Customs, one of which will be returned to be presented in next Brazilian port.

**PILOTAGE:** To await or to receive Pilot, anchor from ½ to 2 miles distant from South light of entrance of bar.

Pilot Service does not have radio or VHF; any telegram can be addressed to Pilots Service in Itajaí (Serviço de Praticagem–Itajaí), but customary to send all advices to Pilot Service via Agents.

Pilot Service has three launches painted red with a "P" on side and on funnel. Launches always anchored inside port. In case of bad weather, vessel must wait for instructions in Porto Belo bay, South of this port, and in case of bad weather on sailing, if impossible to disembark Pilot in entrance of bar, must be done in Porto Belo bay.

**ANCHORAGE:** Waiting anchorage situated in Enseada de Cabeçudas, up to 2 miles distant from South light, depth of 8 metres.

**RESTRICTIONS:** Vessels can enter or sail at any tide with a max. draft of 18 ft. Vessels with a max. draft of 22 ft. may enter or sail at high water. Tanker movements in daylight only. Max. speed allowed in the access channel is 5 knots.

**MAX. SIZE:** Maximum length 160 metres for dry cargo vessels. For tankers, maximum length 155 m.

**HEALTH:** When coming from abroad, vessel will be visited by Health Authorities, who issue free pratique after inspection. When coming from another Brazilian port, free pratique issued in previous port is sufficient. This document must stay on board, to be presented in subsequent ports. In case of sickness on board, after receiving free pratique, must contact Agent who notifies Health Service.

**RADIO:** For telegrams (radio) direct from vessel to Agent, or vice-versa, Departamento de Correios e Telegrafós radio station in Santos or Florianópolis, with prefixes: Santos PPS, Florianopolis PPF.

**TUGS:** Tugs service by launch from Pilot Service, and is used only in unmooring (to assist in turning round in front of quay) for vessels more than 100 metres long.

**BERTHING:** Previous communication required, time of priority based on time of arriving at bar. Length at quay, 703 metres, depth alongside 6 metres.

**CRANES:** One crane capacity 5 tons and two with capacity of 1½ tons.

**STEVEDORING:** Stevedores' hours as follows: Morning until 0700 hrs. Afternoon until 1230 hrs. Evening until 1900 hrs.

When vessel arrives in morning, advisable that Captain advises in advance number of gangs he will need so that Agency can make arrangements.

When discharging dry bulk cargo (grain or salt) trucks with special equipment used.

Average for loading: (*a*) Timber 120 tons p/gang day. (*b*) General Cargo 100 tons p/gang day. (*c*) Bags and Tobacco 90 tons p/gang day.

For discharging: (*a*) General Cargo 100 tons p/gang day. (*b*) Bulk 120 tons p/gang day.

Hours as follows: 0700 to 1100 hours; 1230 to 1630 hours; 1900 to 2300 hours; 2400 to 0430 hours.

**MEDICAL:** In urgent cases, advise Agent requirements in advance. Hospital available. Normally no special vaccination required, nor presentation of certificates.

**TANKERS:** 6 oil terminals where vessels 155 m. length and 22 ft. draft discharge.

*Shell terminal*

Fuel oil 10 in. for discharging 8 in. for loading.
Diesel 6 in. for discharging 4 in. for loading.
Gasoline 6 in. for discharging.
Kerosene 6 in. for discharging.

*Esso terminal*

Fuel oil 8 in. for discharging 4 in. for loading.
Diesel oil 6 in. for discharging 4 in. for loading.
Gasoline 6 in. for discharging.
Kerosene 4 in. for discharging.

*Atlantic terminal*

Diesel 6 in. for discharging.
Gasoline 6 in. for discharging.
Kerosene 6 in. for discharging.

*Ipiranga terminal*

Diesel 6 in. for discharging.
Gasoline 6 in. for discharging.
Kerosene 6 in. for discharging.

*Heliogas terminal*

Gas 6 in. for discharging liquid 4 in. for discharging vapour.

**DENSITY:** During low tide whole port is influenced by fresh water of River Itajai – Açú, situation changing completely at high tides.

**FRESH WATER:** Available, supplied direct by hydrants along quay. Average supply 10 tons p/hour.

**FUEL:** For bunkering previous communication of six hours needed, in order to check on availability of terminals and to make necessary provisions.

**DEVELOPMENTS:** Two grain silos in port area under construction.

**WATCHMEN ON GANGWAY:** Not compulsory, but recommended.

**OPENING/CLOSING HATCHES:** By stevedores.

**CUSTOMS ALLOWANCES:** Customs can liberate one or two cartons of cigarettes and one or two bottles of spirits, dependant on time vessel remains in port.

**IDENTITY CARDS:** Foreign crew members not permitted to go ashore without presentation of identity card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

**CONSUL:** Argentine Consulate, Tel. 348.

**REPAIRS:** Almost all repairs on engines or deck possible.

**REPATRIATION:** Repatriation, normally made by Agents via Rio de Janeiro and/or São Paulo.

**AIRPORT:** Situated about 10 kilometres from port. Daily regular flights to Sao Paulo, Porto Alegre, and Rio de Janeiro by Varig.

**TIME:** 2 Mar. – 30 Nov. GMT minus 3 hours. 1 Dec. – 1 Mar. GMT minus 2 hours.

**HOLIDAYS:** New Year's Day (January 1st); Good Friday; Tiradentes (April 21st); Labour Day (May 1st); Corpus Christi; Proclamation of the Republic (November 15th); Independence Day (September 7th); Christmas Day (December 25th).

**POLICE/AMBULANCE/FIRE BRIGADE:** Police 312; Ambulance 500; Fire Brigade 339.

**TELEPHONES:** There are facilities for placing telephones on board.

**AUTHORITY:** Junta Administrativa do Porto de Itajai. Rua Lauro Muller 430. Tel. 278.

## MACEIO: 9.40 S. 35.45 W.

**PORT LIMITS:** Off "Peixe-Pau" buoy 1 mile due South of red light at end of old pier. The Sugar Institute (IAA) accepts Notice of Readiness only after having been signed by Surveyor to the effect that holds are in all respects ready to receive cargo.

**DOCUMENTS:** When Port Officials visit vessel, closed envelopes from each loading port (foreign) containing Consular Manifest and Bills of Lading, addressed to Customs, are to be handed to Customs, including negative cargo declaration from those ports where cargo not loaded for Maceio. 2 Stores Lists and 2 Crew Declaration Lists, one stamped by Customs and returned to be presented at next port of call. 5 Crew Lists, 5 Negative Passenger Lists, 5 Transit Passenger Lists required. To obtain clearance at Port Captaincy, all Transit Cargo Manifests and also Safety Equipment Certificate, Freeboard Certificate, Ownership Certificate and Radio Certificate to be presented as soon as possible.

**PILOTAGE:** Request for Pilot to be made through Agent at least 12 hours prior to arrival during week-days and 24 hours prior to arrival on week-ends and holidays. Pilot boards from pilot launch painted red and white, at Peixe-Pau Buoy, one mile due South of end of pier, identified at night by red flashing light. No radio. Light signals used for communication with pilot boat. Vessels may anchor off Peixe-Pau Buoy in bad weather.

**ANCHORAGES:** In vicinity of and within inner harbour – depths from 15 ft. to 24 ft. MLW.

**RESTRICTIONS:** Max. permitted speed between the Peixe-Pau Buoy and the port is 6 knots.

**MAX. SIZE:** No restrictions on length. Vessels may enter day and night. Pilot refuses to berth tankers after nightfall.

Vessels have loaded up to 33 ft. draft.

**HEALTH:** No Health Authorities board vessel. In event of suspected disease or fever on board, advise Agent by cable so that Port Authority may take appropriate action.

**RADIO:** Radio Olinda (Recife), call sign PPO. Radio Amaralinha, call sign PPA.

**TUGS:** None available.

**BERTHING:** Berths available day and night, weather permitting.

Sugar Terminal: facilities for loading bulk molasses. Projected loading capacity 1,000 tons per hour of bulk sugar, 300 tons per hour molasses.

Sugar wharf: 250 metres length. General cargo wharf 400 metres length, undergoing extention by a further 100 metres. Depth alongside 33 ft.

**STEVEDORES:** ETA required 24 hours before arrival to arrange gangs. When work required Saturdays and Sundays, ETA must be sent on Friday. Loading/discharge – General: 8 tons p/hour gang. Sugar 20 tons ditto. Grain 60 tons p/hour.

**CRANES:** Six cranes with capacity of 10 tons awaiting installation. Two diesel operated cranes of 8 tons capacity in operation.

**MEDICAL:** No advance notice needed except if vessel due to arrive on Saturday/Sunday in order to arrange doctor and/or hospital. Hospital facilities available.

**TANKERS:** One tanker berth. Maximum draft 33 ft. One pipe-line 8 in. for Gasoline and one 6 in. for diesel/kerosene.

**FRESH WATER:** Fresh water available. Pipe-line from Water Tower by gravity. Rate about 5 tons per hour. Eleven points at the general cargo wharf and five at the Sugar wharf.

**FUEL:** Diesel oil available from Shell, Texaco, Esso and Atlantic. However, storage capacity is small and it may not always be available. Delivery is gravity feed from road tankers.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**CUSTOMS ALLOWANCES:** One carton cigarettes to be declared. One bottle alcohol, open, to be declared.

**IDENTITY CARDS:** Foreign crew members not permitted to go ashore without presentation of Identity Card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The Identity Card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

**CONSULS:**

| | | | |
|---|---|---|---|
| Norway | 2276 | Portugal | 2449 |
| Italy | 3302 | France | 2126 |
| Spain | 2640 | | |

**REPAIRS:** Small repairs only can be effected.

**REPATRIATION:** Carried out by Recife Consulates.

**AIRPORT:** 11 miles north of town. Served by Varig, Vasp and Sadia.

**TIME:** GMT minus 3 hours.

**HOLIDAYS:** Work prohibited on Labour Day only. Other days on which work is considered overtime and charged as such are: 1st January, Good Friday, 7th September, 15th November and 25th December.

**POLICE/AMBULANCE/FIRE:** Maritime Police 2282; Riot Police 4488; Ambulance 2666 and 4433; Fire Brigade 2447.

**TELEPHONES:** Telephone on quayside. No arrangements yet for placing on board.

**GENERAL:** Prevailing winds: summer months – N.E. Rainy season – S.E. with strong South winds during July/August/September and strong undertow during August/September.

**AUTHORITY:** Delegacia de Capitania de Porto, Rua do Uruguai 44, Jaragua.

**AGENT:** See "Recife".

## MANAUS: 3.08 S. 60.00 W.

**DOCUMENTS:**

6 Crew Lists.
5 Passenger Lists.
Customs Documents.
1 copy of each Cargo Manifest for each port.
Derat Certificate.

**PILOTAGE:** Pilots join vessel at Belem and make the round voyage back to Belem. Vessels entering via North Channel take a Pilot at Santana. No Pilots from Barra Norte to Santana.

**ANCHORAGES:** Suitable places can be indicated by the Pilot.

Anchorage for vessels over 3,000 g.r.t. lat. 03° 09′ 00″ S. long. 60° 01′ 48″ W.

Anchorage for vessels of less than 3,000 g.r.t. lat. 03° 09′ 00″ S. long. 60° 02′ 12″ W.

Vessels impounded or requiring considerable repairs lat. 03° 08′ 30″ S. long. 60° 02′ 30″ W.

Vessels in quarantine lat. 03° 08′ 48″ S. long. 59° 55′ 48″ W.

**RESTRICTIONS:** Passage across Barra Norte to be made at high water only. Berthing and unberthing preferably takes place at Manaus in daylight.

**MAX. SIZE:** Entry to the Amazon via the North Channel; maximum draft 30 ft. Via Belem; draft 29 ft. with a length up to 175 metres and draft 24 ft. with a length up to 210 metres.

**HEALTH:** All ships must be visited by Port Health Inspector. If vessel has passengers in transit for another Brazilian port, another visit will be required at port where passengers disembark. If ship's health condition satisfactory, Inspector will give free pratique immediately. Radio pratique available if Master able declare satisfactory health condition before arrival. Free pratique is valid for subsequent ports in Brazil.

If there is a crew member to be hospitalised, the Health Inspector will issue pass to hospital on request of Master or Agent who will be made responsible for all expenses incurred.

Inoculations for International Certificates can only be given by an employee of the Port Health Authority.

**RADIO:** Salinopolis Radio or Rio Radio. There is also Barbados Radio Station at Belem.

**TUGS:** Agents provide mooring launches.

**BERTHING:** Arranged by Agent who asks permission from local Port Authorities to provide a berth. All berths suitable for vessels able to navigate the river.

**CRANES:** Ten fixed electric cranes with capacity 1·5–7·0 tons. Three mobile cranes, capacity 4, 6 and 15 tons.

**STEVEDORES:** Available.

**MEDICAL:** Doctors and hospital facilities available.

**TANKERS:** Copam Refinery Berth: a floating pontoon with buoy moorings ahead and astern. Vessel berths starboard side to, using port anchor.

**DENSITY:** Fresh water.

**FRESH WATER:** Not suitable for drinking purposes.

**FUEL:** Available from Copam.

**IDENTIFICATION CARDS:** Required.

**GANGWAY/DECK WATCHMEN:** Compulsory.

**OPENING/CLOSING HATCHES:** Performed by stevedores.

**CUSTOMS ALLOWANCES:** 200 cigarettes per man. Only normal daily consumption wine/spirits allowed.

**CONSULS:** Following countries are represented at Manaus:

U.S.A.
Japan
Peru
Colombia
Bolivia
Venezuela
Uruguay
Italy
Belgium
France
Holland
Spain
Great Britain
Portugal
Denmark

**REPAIRS:** Very limited facilities available.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Regular daily international flights from Manaus Airport.

**TIME:** GMT minus 5 hours.

**HOLIDAYS:** 1st January; 1st May; 29th June; 7th September; 8th December; 25th December; 31st December.

**POLICE/FIRE/AMBULANCE:** Civil Police tel. 22113; Maritime Police 22315; Fire 21155; Ambulance 21112.

**TELEPHONES:** Arrangements can be made for telephone connections on board.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Administracao do Porto de Manaus.

## NATAL: 05.47 S. 35.12 W.

Port situated on east bank of Potengi River, 2 miles from sea.

**DOCUMENTS:**

*Port Health Doctor:* International Health Declaration required, together with a copy of the Crew List. The Doctor will also require to sight the Deratisation Certificate.

*Maritime Police:* Three copies of the Crew List. The Master has to produce the Maritime Police Pass if last port was in Brazil.

*Customs:* Two copies of the Crew List, three copies of the Stores List, three copies of the Crew Personal Effects List. If the last port of call was in Brazil, Master has to produce a copy of Stores and Personal Effects List from that port, stamped by the Customs together with the Customs Pass issued at that port.

*Harbour Master's Pass:* The following documents are required to be submitted to the Port Authority:

Ship's Register.
Safety Equipment Certificate.
Radio Safety Certificate.
Load-line Certificate.

*Passengers:* Five copies of Landing and In-transit Passenger Lists are required upon arrival as well as two copies of the Baggage Declaration of landing Passengers. All passengers disembarking are obliged to produce their passports to the Maritime Police with Brazilian Visas wherever necessary.

**APPROACHES:** Reefs at river mouth form natural breakwater. Entrance channel 200 yards wide with sharp bends.

**PILOTAGE:** Arranged by Agents who require at least 12 hours notice of ETA. Pilot boards at Outer Roads.

**ANCHORAGES:** The following are the zones for vessels anchoring prior to entering port;

Anchorage for vessels more than 3,000 g.r.t. – between the access channel and the right bank of the Rio Potengi, from 05° 46′ S., along an extention of 800 metres to the N.

Vessels impounded or requiring considerable repairs – same anchorage as for vessels over 3,000 g.r.t.

Anchorage for vessels up to 3,000 g.r.t. – facing the launch embarkation point at the end of the Rua Tavares de Lira, and to 150 metres along the right bank of the Rio Potengi.

Vessels in quarantine within a radius of $\frac{1}{4}$ of a mile around a point $\frac{1}{2}$ a mile to the south of the waiting point for the Pilot.

**RESTRICTIONS:** High water depth at bar 24 ft. to 26 ft., varies with tide and wind.

**MANOEUVRING:** The area intended for manoeuvring when coming alongside or leaving the port has a width of 300 metres along the whole length of the quay.

In this area and in the access channel anchoring is strictly prohibited except with the prior permission of the Port Captaincy.

**MAX. SIZE:** Length 520 ft., draft up to 23 ft. 6 in. at Spring tides.

**HEALTH:** Official visit made on vessel's arrival if between 0700 and 1900 hours. Visits can be arranged at other times.

The inspection area of the Port Health Federal Receipt and Maritime Police authorities is 04° 45′ 06″ S. and 35° 11′ 15″ W.

**TUGS:** Not available.

**BERTHING:** Quay length 1,312 ft. Wharf equipped with four 5-ton mobile steam cranes.

A planned depth of 8 m. along the quay is in hand. Soundings carried out at low tide at the commencement of 1969 showed depths which vary from 5 to 6 m. going along from warehouse No. 1 to nearly 8 and 9 m. at the end of warehouse No. 3. After a final dredging operation carried out from December 1972 to April of 1973, the Access Channel and the manoeuvring area now have a minimum depth of 8 m.

**LOADING:** When loading sugar bags, only canvas-bottomed slings to be used. Shippers will not permit loading with ordinary rope slings. Suitable slings can be hired from shore. Six slings required for each working gang.

**TANKERS:** Oil berth suitable for vessels up to 520 ft. length.

**CUSTOMS ALLOWANCES:** One opened bottle spirits and 200 cigarettes per crew member per week.

**FRESH WATER:** Available at the wharf, rate about 4 t.p.h.

**FUEL:** Available, delivery by road tanker, rate 32 t.p.h.

**TELEPHONES:** None available for installation aboard ship.

**REPAIRS:** There is a Naval Base at Natal, which apart from providing service to naval vessels, also deals with merchant vessels requiring repairs. The Base has seven departments, Mechanical, Naval Carpentry, Electricity, Electronics, Sails, and Painting, and a Docking System comprising two floating docks and one office ship. The Goiás Dock has a capacity for vessels up to 1,000 tons and 4·80 m. draught. There is a ballasting service.

The City of Natal Dock has a capacity for vessels up to 2,800 tons and 5·80 m. dt.

Apart from other facilities, the Base has maintenance, refrigeration and kitchen services, which can be placed at the disposal of vessels during repairs to their own installations.

**AUTHORITY:** Port administration and Harbour Master.

**AGENT:** See "Recife".

## PARANAGUÁ: 25.30 S. 48.30 E.

**DOCUMENTS:**

A copy of the manifest and a copy of each Bill of Lading in sealed envelope.

Should vessel have called at any port, Brazilian as well as foreign, and no cargo loaded, still require a negative cargo declaration be presented to local Customs Authorities. Also required 3 Crew Lists, 2 General Store Lists, 2 Personal Effects Lists, and a passenger List or negative passenger list whichever applies.

**PILOTAGE:** The Paranaguá port area is some 17 nautical miles from bar and from sea buoy where Pilots board. For entry, necessary for Agent to requisition a Pilot five hours prior to ETA Paranaguá Bar. For sailing from port, a two-hour previous advice to Pilot necessary.

It is possible to requisition a special Pilot for entrance and sailing from Paranaguá within a lesser period than required officially by Pilotage Association. Requisition for Pilot may be made during the following hours: week-days 0700–1100 and 1300–1700. Saturdays 0700–1200 and 1600–1700. Sundays and holidays 0800–0900. The Pilotage Association will attend unannounced vessels during those periods not covered by their regular office hours. This entails the requisitioning of a special Pilot earning 100% on the total ordinary bill. Pilotage very expensive. Pilot's association on VHF Channel 16.

**RESTRICTIONS:** No restrictions to entry in Paranaguá Bay day or night. Sometimes, entrance channel not usable after dark because of buoys drifting out of alignment; however this is rare.

Existing entrance channel to the port from south-east has a depth of 10 metres. The South Channel now being dredged has a depth of 8 metres but will be deepened to 12 metres in the future, thus allowing vessels up to 45,000 tons fully loaded to enter or leave. Expected to be completed during 1974.

**MAX. SIZE:** Max. official drafts are 30 ft. at Spring tides and 28 ft. at Neap tides. See "Restrictions" above.

**ANCHORAGES:** Ample and secure in inner harbour.

**HEALTH:** Health Authorities visit any vessel arriving from foreign port.

**RADIO:** No local radio. Messages should be routed: vessels coming from South via Rio de Janeiro radio or Santos radio; vessels coming from North via Florianopolis radio (PPJ).

**VHF:** Operates on international Channels 5 and 11. With inaugura-

tion of this service unannounced vessels may request Pilots and also through local telephone service be connected with their Agents.
**TUGS:** Two small-powered, primarily for assisting berthing and unberthing. Also one private tug of 1,500 h.p.
**BERTHING:** Quay, Length 1,580 m., 516 m. are in the stage of final construction, and it is planned to increase the depth to 12 m. along the whole quay. Depth, 1,170 m. length with a depth of 8 m. 420 m. with a depth of 10 m.
**CRANES:** 14 new cranes available, capacity 3–12 tons, also 20 older cranes with capacity 3–30 tons.
**BULK HANDLING FACILITIES:**

*Cargill:* One loading tower of 500 t.p.h., movable over a distance of 150 m., capacity 20,000 tons (horizontal silo). Also capacity for 3,000 tons of bulk oil with capacity of 150 t.p.h.

*Sanbra:* At warehouses 6, 6a and 6b. 2 fixed loading towers, each 100 t.p.h., capacity 12,000 tons. Also two slightly movable elevators, with a total loading capacity of about 100 tons.

At the same berth there is a loading tower, movable over 180 m., with a loading capacity of 500 t.p.h. which is connected to a silo of 60,000 tons (expected to be operational early 1975).

*Gransol:* At warehouses 4 and 5. One loading tower, 300 t.p.h., movable over a distance of 150 m. storage capacity 500 tons.

*Socepar:* One loading tower, 100/150 t.p.h., movable over 110 m. Storage capacity 25,000 tons.

*Port Silo:* (Operated by the port administration) one loading tower, 150/200 t.p.h., movable over 150 m. Storage capacity 10,000 tons.

Cargill and Sanbra can handle vessels loading to 42 ft. by using pontoons. Other installations, even with the use of pontoons, can only handle vessels loading to 30 ft.

The new grain terminal at warehouse No. 13 is now in operation and consists of four inter-connected horizontal silos, each with a capacity of 20,000 tons and two loading towers, movable over 200 m., loading capacity 1,500 t.p.h. each. The second phase of the construction is a 100,000-ton silo, which will be connected to the four horizontal silos, expected to be completed late 1974.
**STEVEDORES:** *Working Hours:* 0700–1100, 1300–1700, meal hours 1100–1300. Possible to work 1700–1900.

1900–2300, 0000–0400, meal hour 2300–0000. It is possible to work from 0400–0600 to complete the vessel. Normal night work is only possible until 0400.

Officially the same working hours are valid for Sundays and holidays.
**MEDICAL:** All facilities available. Crew members should hold valid International smallpox inoculation certificates.
**TANKERS:** Proceed to the inflammable berth. Maximum draft alongside inflammable berth 23 ft.
**FUEL:** All types of bunkers and diesel are generally available. Lubricating mixtures can be obtained but require considerable advance notice. Furnishing of these supplies must be contracted for about a week in advance.
**GANGWAY/DECK WATCHMEN:** Use of a gangway watchman is compulsory and they must be employed 24 hours a day, including Saturday, Sunday and holidays.
**OPENING/CLOSING HATCHES:** Usually done by stevedores but can be done by ship's crew.
**CUSTOMS ALLOWANCE:** Each crew member allowed to keep out of bond one carton of cigarettes and one bottle of wine or spirits.
**FRESH WATER:** Ample available and of good quality. Pumping rate about 20 tons per hour.
**IDENTIFICATION CARDS:** Required for going ashore.
**CONSULS:**

Norwegian 233
Italian 324
Swedish 873
Uruguayan 832
Danish 233
Portuguese (no tel.)

Consulates at Curitiba (50 miles distant):

British 4–0498
German 4–2322
Dutch 4–0097
Spanish 4–2946
Polish 4–2472
Austrian 4–7241
Syrian 4–3873
Swiss 4–7553
Argentine (no tel.)

The nearest American consulate is at São Paulo.
**REPAIRS:** Minor repairs available for deck and engine-room. Better facilities for repairs to refrigeration.
**AUTHORITY:** Port Captain, Rue Benjamin Coastant, 535. Tel. 22–0904.
**AGENT:** Agency, Stevedoring, cargo brokers and Chartering: Cranston Woodhead S/A., PO Box, 179, Rua Comendador Correa Junior, 421, Paranaguá – Pr. Tel. 2–0059, 2–0061. Cables "Cranwood" and "Realloyd".

## PORTO ALEGRE: 30.05 S. 51.15 W.

This information does not apply to Tramandai Oil Terminal which is listed separately.
**DOCUMENTS:** From each loading port, vessels must bring Manifest plus simple copy of each Bill of Lading in sealed envelope addressed to "Inspector of Customs, Porto Alegre". If vessel called at any port (including Brazilian ports) where no cargo was loaded for Porto Alegre, a negative cargo declaration must be presented from each such port of call. Three Crew Lists, two General Store Lists, two Personal Effects Lists must be presented, also one Passenger List or negative passenger list, whichever applicable.
**PILOTAGE:** Porto Alegre situated 164 miles up the Lagôa dos Patos, a large freshwater lake, and vessels must take on a Pilot after receiving pratique at Rio Grande, which lies at sea entrance of lake. Pilot and authorities board after arrival at Rio Grande inner anchorage. Pilots arranged by Agent upon receipt of vessel's radioed ETA via Rio Grande Radio (PPJ). Since 40-mile channel between Rio Grande and Lagôa dos Patos is unlit, vessels should proceed from Rio Grande only by daylight, allowing 3 hours to negotiate channel. No restrictions on night navigation in Lagoa.
**RESTRICTIONS:** Vessels approaching Porto Alegre from the Lagôa should do so only by daylight since 30 mile access channel leading from the Lagôa to Porto Alegre poorly lit. If necessary, vessels should anchor off Itapoan Lighthouse at head of the Lagôa, to await daylight before proceeding. On arrival at Porto Alegre, free pratique must again be obtained, and crew lists, store lists, etc., again presented to authorities, who usually visit vessel in berth alongside.
**MAX. SIZE:** Not recommended that vessel of more than 215 metres LOA attempt to reach Porto Alegre. Max. safe draft from mid-April to mid-October is 17 ft. and from mid-October to mid-April, 16 ft. 6 in.
**ANCHORAGES:** Inner harbour. Not normally used unless port congested.
**HEALTH:** Vessels receive clearance on passing Rio Grande. No yellow flag required.
**RADIO:** All messages should be routed via Rio Grande Radio (PPJ).
**TUGS:** Only small low-powered tugs available. These normally used for unberthing only. Ships' lines normally used. The four tugs are 220, 250, 280 and 320 h.p.
**BRIDGES:** Vessels proceeding up-river from Porto Alegre to oil berth must pass under bridge with lifting-span. Span is lifted when approaching vessel sounds prolonged blast on siren.
**BERTHING:** There is one berth suitable for discharging fertiliser, equipped with 2 automatic grabs. Two other berths are available to handle fertiliser but discharge is by bucket. Discharge rate 350 tons per day per gang per hold, if 18 hours worked. Depth alongside 2·5–6 m.
**CRANES:** Forty cranes with capacity 1·5–6·3 tons. Six mobile cranes 3·5–27 tons. One floating crane of 30 tons capacity.
**STEVEDORES:** *Working Hours:* 0730–1130, 1300–1700. Overtime 1700–1900, 1900–2300 and 0000–0400.
**MEDICAL:** Full facilities available. Crew members should hold valid International smallpox inoculation certificates.
**TANKERS:** Proceed to oil and LPG berths on Gravataí River for discharge. These berths accessible only to small tankers of up to 1,600 dwt. Refer to "Tramandai".
**DENSITY:** Fresh water at all times, unaffected by tides.
**FUEL:** Available, delivered by road tanker.
**GANGWAY/DECK WATCHMEN:** Vessels at anchor and alongside must have a watchman.
**OPENING/CLOSING HATCHES:** Usually done by stevedores.
**CUSTOMS ALLOWANCE:** Each crew member allowed to keep out of bond one carton of cigarettes and one bottle of wine or spirits.
**FRESH WATER:** Available from hydrants at all berths. Delivery rate up to 25 tons per hour.
**IDENTIFICATION CARDS:** Necessary.
**CONSULS:**

British
German
French
Spanish
Belgium
Danish
Italian
Norwegian
Swedish

**REPAIRS:** All light deck and engine-room repairs possible. No dry-docking facilities available except for small vessels of up to 300 ft. L.O.A.
**TELEPHONES:** Connections available from warehouses A, A2, A4, A6, B, B2, O, O2 and D4.
**DEVELOPMENTS:** Two new dredgers are being used to deepen the channels leading to Porto Alegre, permitting a working draft Rio Grande/Porto Alegre of 20 ft.

A new grain elevator with a capacity of 60,000 tons is expected to be ready early in 1975.
**AUTHORITY:** Port Captain, Rua dos Andradas 386, Porto Alegre.
**AGENT:** Cranston Woodhead S/A, PO Box 500, Largo Visconde do Cairu No. 12, 10th Floor, Porto Alegre. Tel. 24.47.66, 24.40.10, 25.05.78/79 25.05.91 and 25.05.93. Telex 28600 AB Cranwood PAE. Cables: "Cranwood" and "Realloyd".

## RECIFE (Pernambuco): 8.04 S. 34.52 W.

**DOCUMENTS:**

International Maritime Health Declaration, signed by the Master.
6 Crew Lists.
Deratisation Certificate.
4 Store Lists.
2 Lists of Crew Personal Effects.
6 Passenger Lists.
6 Manifests of cargo to be discharged.
2 copies of Bills of Lading (owner or their Agents send advance copies of these documents by Airmail).

Quantity of fuel oil and lubricating oil on board and information as to the daily consumption at sea and in port. (This information only required when the vessel takes bunkers.)

Certificates, Consular, if possible, that the vessel has loaded no cargo at any port that she may have called at on the voyage.

If a vessel calls in cases of emergency, or for bunkers, etc., the Master must sign a declaration for the Customs stating reason for call.
**PILOTAGE:** Contact Pilot Headquarters only by radio. Messages should be addressed to "Associação Praticagem – Recife". Pilots maintain a permanent watch during day in station which overlooks port area and outer roads to observe any vessel approaching and requiring their services, displaying "G" flag. At night only means of

contacting shore is by radio. Pilot boats or launches are painted red, with letter "P" in black.

**ANCHORAGES:** Most favourable position for ships to await pilot boat is 1·5 miles in direction 303° from "Picao", also just outside the 6 fathom line. In fine weather ships can sail to a position 8 cables from "Picao" in same direction just South of buoy. Anchorage in fine weather between above-mentioned places; in bad weather more than 1·5 miles in direction 303° from "Picao" and North and South of line, in water of 7 and 8 fathoms depth.

**RESTRICTIONS:** Vessels only enter port at night in cases of necessity.

The port is situated between two channels, one to the North, the other to the South, which are the main fairways of the port. The Southern channel is 268 metres wide by 32 ft. deep and the Northern channel is 32 ft. deep but with variable width.

*Tankers:* May enter and leave during daylight hours only (0500–1800 hrs.).

**MAX. SIZE:** Vessels 220 metres in length can enter, max. draft 31 ft.

**HEALTH:** The Brazilian Health Authorities only visit vessel at the first Brazilian port of call. Master must report if all crew is well and in case of sickness on board on arrival Port Doctor when visiting vessel must be informed. After visit Port Doctor gives Master a certificate that vessel has been cleared. Captain must retain certificate on board to show to Health Authorities at other Brazilian ports of call if requested. Heavy fine imposed if document not presented.

**RADIO:** Usually vessels calling at Recife communicate with Agents through Rio-Radio-PPR, Fortaleza Radio-PPC or Amarakina-Radio-PPA-Salvador, which messages are relayed via The Western Telegraph Co. Ltd. who have stations in above-mentioned cities. Recife Radio Station PPO-Olinda Radio, located at local Post Office building at centre of City of Recife Avenida Guararapes and has very poor range. Customary for Olinda Radio to relay messages to distant vessels from Recife (port) via other vessels in near range. By no means a sure and reliable method.

**TUGS:** Pilot brings vessels to inner harbour where tugs available to help to go alongside; not practice for tugs to meet vessels on outer roads. Four tugs available, largest 1,200 h.p. Vessels up to 5,000 g.r.t. require one tug. Vessels over 5,000 g.r.t. require two tugs.

**BERTHING:** Vessels arriving at Recife roads with 26 ft. can enter port on low tide and can go alongside from berth No. 1 to No. 7, over 26 ft. it is better to wait for high tides to enter, 31 ft. being the max. draft for entering Recife.

Depth alongside wharves:

Warehouse No. 1–1A: 31 ft.; No. 7–11: 24–22 ft.
,, No. 2–5: 30 ft.; No. 12–14: 22 ft.
,, No. 6: 28 ft.; No. 15: 18 ft.

At anchorage (pool) in port, max. draft is 31 ft. Depth between 32 ft. and 26 ft., the maximum rise of tide being 5 ft. Distance from the quay side, 200 metres. Manoeuvring space is 1,640 ft. or 500 metres with a depth of 28–30 ft. maximum; 590 ft. or 180 metres with a depth of 26 ft.

**SPECIAL CARGO FACILITIES:** *Cereals:* Silos with unloader. Silo capacity 10,000 tons, capacity of unloader 100 tons per hour.

*Wheat:* Silos with unloader: Two silos capacity 28,000 tons, capacity of unloader 100 tons per hour.

*Sugar:* Sugar Terminal: warehouse capacity 200,000 tons, capacity of unloader 1,000 tons per hour.

*Molasses:* Tanks: capacity to store 14,000 tons, capacity of unloader 120 cu. metres per hour.

*Cranes:*
1 Crane with capacity of 20 tons (Warehouse 5/6)
17 Cranes ,, ,, ,, 1·5 tons
3 ,, ,, ,, ,, 5 tons
8 ,, ,, ,, ,, 8 tons
1 floating crane 40/50 tons capac. (Dock Co.)
1 ,, ,, 70 ,, ,, (Navy)

*Docks – Internal*
1 Crane with a capacity of 8 tons
1 ,, ,, ,, ,, 5 tons

Note: The Docks' Co. floating crane's hook height above water level is 7 metres and the Navy's 15 metres.

**STEVEDORES:** Advise Agents of ETA at least 48 hours prior to arrival to make necessary berthing arrangements and hire dock labourers and stevedores in time.

**MEDICAL:** In *urgent cases* communicate with Agents immediately by means of Radio at least 48 hours prior to vessel's arrival if possible. It is necessary for vessel to enter port to enable sick person to land because on outer roads there is too much swell. Not necessary to Dock. Port Doctor must be advised by Agents and will board to see sick person and grant permission to land in Recife temporarily. Hospitals available also First Aid Stations equipped with ambulances. Crews should always have yellow fever and small-pox inoculation certificates.

**TANKERS:** Oil companies who keep petroleum products here are: Esso Brasileira de Petroleo, The Texas Co., Shell, Atlantic Refining Co. To discharge petroleum products tankers utilise berth No. 1 – considered by the Port Authorities as inflammable berth. Tankers can berth also at Nos. 2 and 3 where pipe-lines exist. For discharging fuel oil in bulk berths No. 5 and 6 can be utilised. Maximum safe draft for a tanker to enter Recife is 30 ft. and entry must take place on high tide.

**DENSITY:** Low water density in Summer time 1028. High water density in Summer time 1027.

**FRESH WATER:** Supplied by Port Administration by means of pipe-lines in the docks. Vessels can be supplied alongside any quay; water fit for human consumption.

The local Port Administration has one water barge, capacity 200 tons, for supply to vessels inside the breakwater.

There are 72 hydrants, diameter 2½ in., rate 20–30 t.p.h.

**FUEL:** *Fuel Oil:* This can be done from warehouses 1 to 6 by existing network along the quay. At warehouse No. 1 there is a 10 in. take-off point and two of 12 in.: Warehouse No. 2 has a 10 in. take-off and two of 12 in.; No. 3 there are two of 6 in. and one of 8 in.; at warehouse No. 5 one of 8 in.; at warehouse No. 6 one of 8 in. – all with a capacity of 60 to 100 tons/hour and from warehouse No. 6 to No. 15 tanker trucks with a capacity of 40 tons/hour.

*Diesel Oil:* At warehouse No. 1 there is a 6 in. take-off and one of 8 in.; at warehouse No. 2 there is a 6 in. take-off and one of 8 in.; at No. 3, two of 6 in. with a capacity of 40–50 tons/hour; at other warehouses this supply is effected by tanker trucks.

**DEVELOPMENTS:** Plans to build berth for exclusive use of tankers.

**GANGWAY/DECK WATCHMEN:** Available but not compulsory.

**OPENING/CLOSING HATCHES:** Normally by stevedores but crew helps when stevedores not familiar with hatches of modern vessels.

**CUSTOMS ALLOWANCES:** One carton cigarettes and one bottle spirits allowed each man at Customs discretion.

**IDENTITY CARDS:** Foreign crew members not permitted to go ashore without presentation of identity card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

**CONSULS:** The following countries are represented in Recife/Pernambuco:

Argentina
Belgium
Britain
Colombia
Czechoslovakia
Denmark
El Salvador
Ecuador
Finland
France
Germany
Greece
Italy
Japan
Jordan
Lebanon
Mexico
Netherlands
Norway
Portugal
United States

**REPAIRS:** Available at naval repair yard (Departmento Industrial da Base).

**REPATRIATION:** Facilities by air available.

**AIRPORT:** Situated 9 miles from docks.

**TIME:** GMT minus 3 hours.

**HOLIDAYS:** *National Holidays:* Fraternidade Universal (January 1st); Tiradentes (April 21st); Labour Day (May 1st); Brazil's Independence Day (September 8th); Commemoration of the Republic (November 15th); Christmas Day (December 25th).

*State Holidays:* Nossa Senhora da Conceicao (December 8th); Nossa Senhora do Carmo (July 16th); Carnival 3rd Day; Good Friday, Memorial Day (November 2nd).

**POLICE/AMBULANCE/FIRE:** Harbour Police 240124; Ambulance (Pronto-Socorro) 22411; Fire Brigade 240077.

**TELEPHONES:** Can be connected on board if requested.

**AUTHORITY:** Administracao do Porto de Recife/Pernambuco. Praca Arthur Oscar, Recife.

**AGENT:** Thom and Cia Ltd. Barbados Lima 159, Recife. Cables "Thom Recife".

## RIO DE JANEIRO: 22.55 S. 43.12 W. (See Plan)

*(A) GENERAL CARGO SECTION. (B) TANKER SECTION.*

*SECTION A*

**DOCUMENTS:** From each loading port vessel must have a full Manifest signed by the Agent (each page countersigned), plus one copy of each Bill of Lading all contained in a sealed envelope addressed to Customs. Any amendments to the Manifest must be made before vessel arrives at destination and Agent's signature is to be legalised by local Chamber of Commerce or other authoriity. If vessel has called at any port and not loaded cargo, a negative cargo declaration is to be presented on arrival. Other documents required:

For port Medical Officer:
1 Marine Declaration of Health.
1 List of Vaccinations.
1 Crew List.
2 Cargo Manifests (in special envelope).
1 copy Bill of Lading.
2 Stores Lists.
2 Bonded Stores Lists.
2 Crew's Curios Lists.
2 Crew Lists.

For Immigration Marine – Police:
2 Crew Lists.

For Agents:
1 Copy of Notice of Readiness.
1 Master's Declaration (special Form).
2 Crew Lists.
1 Safety Radio Certificate (sight only).
1 Safety Equipment Certificate (sight only).

**CLEARANCE:** All clearance is taken care of at the quarantine anchorage (pratique, custom's immigration). Accommodation ladder must be rigged for this purpose.

After clearance by the customs a dark blue flag with a white five-pointed star in the middle must be shown day and night during vessels stay in port. Deratisation service is available. Inspection of the vessel will be made by inspectors to whom the valid deratisation or derat-exemption certificate must be shown.

**PILOTAGE:** Entrance to Guanabara Bay is one mile wide between

Ponta de Santa Cruz and Ponto de Sao Joao. This is divided into two parts by Ilha Lage 0·6 mile W.N.W. of Ponta de Santa Cruz. Main channel for entering port is on the East side of Ilha Lage, depth 30 to 50 metres. The channel between Ponto de Sao Joao and Ilha Lage, depth 5·7 metres should be avoided.

Pilots are ordered by vessel's Agent, who should be kept informed of vessel's ETA. Unless pilotage from sea required, Pilot will board with Port Authorities at quarantine anchorage in approx. position 22° 53′ S. 43° 09′ W.

Pilotage is compulsory within the port limits, which extend from the quarantine anchorage to the West, North and East. The approach from sea to the quarantine anchorage may be done without a Pilot, but for deep draft vessels it is recommended to take a Pilot because of the narrow deep draft fairway. If requested, the Pilot will board the vessel 2 miles South of Cotunduba Island. Pilot boats are painted red with a black "P."

**ANCHORAGE:** In the Rio de Janeiro port area, the following areas are designated for anchorage of vessels coming into port.

Anchorage for vessels up to 22 ft. (6·7 m.) draft Anchorage No. 3. Within 300 metres radius of position 22° 51′ 1″ S., 43° 10′ 8″ W.

Anchorage for vessels with 22 ft. (6·7 m.) draft or more within 800 metres radius of position 22° 51′ 5″ S., 43° 08′ 6″ W.

Vessels impounded or requiring extensive repairs: position determined by the Port Captaincy for each specific case.

Vessels in quarantine: position 22° 50′ 7″ S., 43° 08′ 6″ W.

Vessels carrying explosives and inflammable material: position 22° 51′ S., 43° 11′ W.

**RESTRICTIONS:** Port is accessible to all vessels at all times and states of the tide. Attention must be paid to messages sent by Rio Radio about forbidden areas due to Marine exercises with live ammunition along the coast near entrance to the port.

*Access Channel Limits:* The port access channel is 200 m. wide, and dredged to a depth of 17 m. (55·7 ft.).

The access channel to the Mineral and Coal Quay is 150 m. wide, 10 m. (32·8 ft.) deep, running true 308°, starting near the Mauá Pier and extending to the quay manoeuvring basin.

The access channel to the Gamboa Quay and the São Cristóvão Quay is 300 m. wide along the quay with a depth varying from 6 to 10 m. (19·6 to 32·8 ft.).

The Caju Quay access channel is 80 m. wide along the quay, with a depth of 6 m. (19·6 ft.).

**MAX. SIZE:** No limits for entering port. Draft limited by berth depth. See next column.

**HEALTH:** Port doctor visits all ships on arrival, and requires Maritime Declaration of Health, Deratisation Certificate, two Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly quarantine flag. If suspected disease or fever on board it is advisable to cable Agent before arrival.

**RADIO:** Rio Radio, call sign PPR. Working frequencies 17,194; 13,105; and 8.364 kHz. VHF marine radiotelephone is available. Channel 16 for general call, Channels 11 and 12 for Pilot and harbour purposes.

**TUGS:** There is adequate tow-boat service at Rio de Janeiro varying from 220 h.p. to 1,200 h.p., tariff being divided into sections – 200 h.p. to 600 h.p. and 601 h.p. to 1,200 h.p. The number of tugs to be employed in a service depends on the tonnage of the vessel and/or nature of the berth and respective approaches, as determined by the naval authorities. Ship's lines usually employed.

*Requirements:* The assistance of tugs for mooring and departure operations is governed by the following rules:

(*a*) Manoeuvring at the Gamboa and São Cristóvão quays:
 vessels up to 2,000 g.r.t. no tug.
 2,001 to 5,000 g.r.t. 1 small tug.
 5,001 to 15,000 g.r.t. 1 large and 1 small tugs.
 15,001 to 30,000 g.r.t. 2 large and 1 small tugs.
 over 30,000 g.r.t. 2 large and 2 small tugs.

(*b*) Manoeuvring at the Caju Quay (warehouses 19 to 33):
 vessels up to 2,000 g.r.t. without tug.
 2,001 to 5,000 g.r.t. 1 small tug.
 5,001 to 15,000 g.r.t. 1 large tug and 1 small tugs.
 over 15,000 g.r.t. 1 large tug and 2 small tugs.

(*c*) Manoeuvring at the Mineral and Coal Quay:
 vessels up to 2,000 g.r.t. without tug.
 2,001 to 5,000 g.r.t. 2 small tugs.
 5,001 to 15,000 g.r.t. 2 large and 1 small tugs.
 over 30,000 g.r.t. 3 large and 1 small tugs.

(*d*) Manoeuvring at the Petroleum Terminals, Mauá Pier and Docks:
 vessels up to 4,000 g.r.t. 1 small tug.
 4,001 to 15,000 g.r.t. 1 large and 1 small tugs.
 15,001 to 30,000 g.r.t. (loaded) 2 large and 1 small tugs.
 15,001 to 30,000 g.r.t. (in ballast) 2 large tugs.
 over 30,000 g.r.t. (ballast) 3 large tugs.
 over 30,000 g.r.t. (loaded) 3 large and 1 small tugs.

The following must also be observed:

1. All vessels (tankers) manoeuvring at quays which are not terminals will be assisted by tugs as shown in section (*d*).
2. The requirements in sections (*a*), (*b*), (*c*) and (*d*) will apply when the manoeuvre is effected under normal conditions.
3. In abnormal conditions, and according to the Pilot's judgement, other necessary measures will be adopted to ensure safety of the manoeuvre.
4. When a vessel is manoeuvring with the aid of a tug, the Pilot may call for a further tug with power compatible with the requirements of the manoeuvre.
5. A tug will be considered as large where its power is in excess of 600 h.p.

**BERTHING:** Berth usually accessible day and night. Ratguards obligatory.

For vessels loading iron ore, it is important that hatch combings are not higher than 31 ft. above the water-line in order to pass under the loading belt.

| *Quay* | *Length* | *Depth* |
|---|---|---|
| Pier Mauá | 883 m. | 11 m. (36 ft) |
| Gamboa Quay | 3,298 m. | 9·5–10 m. (31·1–32·8 ft.) |
| São Cristóvão | 1,428 m. | 8–9·5 m. (26·2–31·1 ft.) |
| Caju Quay | 1,300 m. | 6 m. (19·6 ft.) |
| Mineral & Coal Quay | 438 m. | 12·5 m. (40·9 ft.) |

**CRANES:** 164 gantry cranes, 20 jib cranes, 10 steam cranes, 7 tracked cranes; 3 floating cranes, largest with capacity of 200 tons.

**STEVEDORES:** Cable Agent ETA 36 hours before arrival in order to arrange gangs required. When arriving during week-ends or on Monday, Agent needs ETA on Friday afternoon. Loading/discharge rates:

General cargo cases 7 to 8 tons per gang/hour.
Bags 15 tons per gang/hour.
Grain in bulk 1,000 tons per eight hours.
Coal in bulk 7,000 tons per day.
Loading iron ore 25,000 tons per day.

**MEDICAL:** All facilities available. If doctor needed on arrival or making emergency call to land sick persons, cable ETA 12 hours before arrival.

**DENSITY:** Salt water at entrance to bay. Further inland water often brackish, and density varies with tide.

**FRESH WATER** Available alongside from 69 points, loading rate 30 t.p.h. Also available by barge, capacity 450 tons, loading rate 100–200 t.p.h.

**FUEL:** Available subject to 5 days notice. Advisable not to bunker in Brazil as fuel is very expensive.

**DEVELOPMENTS:** Plans under study to build new iron-ore loading installation to take vessels up to 100,000 dwt.

**WATCHMEN:** Gangway watchmen strongly recommended for any vessels working cargo with shore labour on board. Watchmen from shore not necessary for coal, iron ore, and oil cargoes.

**CUSTOMS ALLOWANCES:** Each crew member allowed 2 cartons of cigarettes and one bottle wine or spirits.

**IDENTITY CARDS:** Foreign crew members not permitted to go ashore without presentation of identity card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

**CONSULS:** Pratically all countries have consuls in Rio.

**REPAIRS:** All types deck and engine repairs can be effected. Five dry docks. Largest dry dock, length 259 metres, breadth 34 metres, max. draft 14 metres.

**POLICE/FIRE/AMBULANCE:** Police 234–2020; Maritime Police 243–0181; Ambulance 222–2121; Fire 232–1234.

**HOLIDAYS:** *Legal Holidays:* New Year's Day (January 1st); St. Sebastian (January 20th); Tiradentes (April 21st); Labour Day (May 1st); Independence Day (September 7th); Proclamation of the Republic (November 15th); Christmas Day (December 25th).

*Religious Holiday:* All Soul's Day (business and banks closed) (November 2nd).

*Movable Holidays:* Good Friday (business and banks closed); Corpus Christi (business and banks closed); Carnaval (Saturday through to noon on Ash Wednesday) – non-official irregular working hours – banks closed.

Federal and State Government Departments, as well as banks, do not work on Saturday.

**TELEPHONES:** Available at warehouses 1–8 on request to the Brazilian Telephone Company.

**SHORE LEAVE:** Shore leave is permitted.

**AUTHORITY:** Captain of the port, Rua Visconde de Inhaúma 1, Rio de Janeiro. Tel. 243–6318 and 223–0323.

(*B*) *TANKER SECTION. All information refers to the* "Petrobras Terminal" *unless otherwise stated.*

**LOCATION:**

| | |
|---|---|
| South Dock-Island (main) | |
| Lat. 22° 49′ 2″ S. | East Berth (PP1) or |
| Long. 43° 09′ 2″ W. | West Berth (PP2) |
| North Dock-Island (secondary) | |
| Lat. 22° 48′ 3″ S. | East Berth (PS1) or |
| Long. 43° 08′ 9″ W. | West Berth (PS2) |
| Butadiene Dock-Island | |
| Lat. 22° 48′ 2″ S. | East Berth (PAB) |
| Long. 43° 09′ 0″ W. | |
| Ilha Redonda Pier | |
| Lat. 22° 48′ 1″ S. | West Berth (IR) |
| Long. 43° 09′ 0″ W. | |

**DOCUMENTS:** Inward clearance is effected aboard immediately after arrival by Government Port Officials and agent's representative. The following documents must be ready:

5 copies Crew List.
Any document regarding outward clearance of the ship at last port of call.
3 copies Store List.
3 copies Personnel Effects List
3 copies Passenger List.
3 copies, one visaed, Cargo Manifest.
3 copies Bill of Lading.

**APPROACHES:** The safe access to the Terminal is made through a main (deep but narrow) channel swept to 17 m. (55 ft.) that begins between the Island of Cotunduba and the Point of Leme. It extends as far as the East neighbourhood of the South Dock-Island East Berth. As long as the ship does not exceed 11·3 m. (37 ft.) the access can also be undertaken through the N.–S. axis passing by Ilha Rasa and the bar's entrance (secondary entry, larger but shallower).

A long bridge (Rio–Niterói), under construction, linking Ponta do Caju (West) to Ilha do Mocanguê Grande (East) will cross the swept channel. Three navigable empty spaces: – the central one 300 m. (980 ft.) wide; 50 m. (165 ft.) high at MLWS, the side ones with 200 m. (650 ft.) in width – will maintain the safe access for ships.

A shoal (reef) in 11·5 m. (36 ft.) deep lies about 0.3′ E.N.E. of Lage Is. just after the bar's narrow entrance (between São João and Santa Cruz Points). A wreck marked by a green buoy (CS) lies sunk nearly 1·3 miles eastward of Cotunduba Is.

**ANCHORAGE:** Vessels should anchor North-eastward of Ilha Fiscal for port authorities clearance. After pratique has been granted they should change anchorage site while awaiting for a berth alongside.

Vessels should anchor clear of the 17 m. (52 ft.) swept channel. They must take care to avoid dropping their anchors on the route of submarine cable near to a line joining the islands of Villegagnon and Boa Viagem.

*Prohibited Anchorage:* In no circumstances should ships drop anchor Westwards and between South and North platforms due to the existence of submarine pipe-lines connecting Ilha D'água to the platforms and to Ilha Redonda.

**READINESS:** Arrival is usually considered the time the vessel reaches the anchorage area or the time the Pilot boards the vessel, whichever occurs first notice of readiness will be accepted at the time the tanker is in all respects ready to operate.

**PILOTAGE:** Pilotage is compulsory after the ship's free pratique has been granted. From that moment on all movements within the port limits will be made under the assistance of a Pilot. Request for pilotage service may be made either right to the Harbour Pilot's Working Co-operative (pilot station VHF Radiotelephone – Channels 16 and 12. Listening period from 0600 to 1800 hours local time) or, through ship's agent, 24 hours beforehand.

For tankers larger than 100,000 dwt Pilots usually board the vessel outside the main channel's entrance. This will occur if weather conditions permit and by daylight only.

Ships could also use, in most circumstances, a secondary entry which N.–S. axis passes through Ilha Rasa (larger but shallower) as long as their draft does not exceed 11·3 m. (37 ft.). In certain cases and at the discretion of the Pilot, according to the prevailing conditions, ships will use this channel with a draft up to 12·5 m. (41 ft.).

Ships may anchor 1·8 mile on the North of Ilha Rasa for awaiting the Pilot, who will board the ship and proceed by day or night according to ship's draft, visibility conditions, etc.

A pilot-ladder must be safely rigged for immediate use and be long enough to reach the Pilot's launch. At night adequate lighting must be rigged so as to enable the Pilot to approach and board the vessel. In addition, a boat rope should be led along the side, from well forward. A lifebuoy with 27 m. (15 fathoms) of rope must be conveniently placed in the vicinity of gangway for use in emergency. Vessels should always make a lee. Tankers of 40,000 dwt or over are requested to have a pilot ladder (preferably with a centre gripping line) rigged alongside the accommodation ladder in order that the Pilot may transfer to it after about 2 to 3 m. (6 to 10 ft.).

**MAX. SIZE:** Tankers up to 135,000 dwt will operate in the terminal. Draft is 15·8 m. (52 ft.) at low water.

Berthing capacity is limited by structural resistance of installation, actual depth of the swept channel and weather conditions.

*South Dock Island (main)*

East Berth (PP1) – Tankers up to 15·8 m. (52 ft.) draft will moor and unmoor at any time.

Structural resistance of pier was designed to handle tankers up to 115,000 t.d.w. but under special circumstances this limit will be extended to 135,000 t.d.w.

West Berth (PP2) – By day tankers up to 13·1 m. (43 ft.) draft will moor according to the range of tide.

9·4 m. (31 ft.) draft to a range of 0·0 m. (0.0 ft.).
12·2 m. (40 ft.) draft to a range of 0·3 m. (0·98 ft.).
12·5 m. (41 ft.) draft to a range of 0·6 m. (1·98 ft.).
12·8 m. (42 ft.) draft to a range of 0·9 m. (2·94 ft.).
13.1 m. (43 ft.) draft to a range of 1·2 m. (3·94 ft.).

By night only ships up to 35,000 t.d.w. will moor.

Leaving at night only enough ballasted and with own power, up to 48,000 dwt.

Shifting ship from East to West Berth only be daylight, draft 12·8 m. (42 ft.), fair weather and wind speed up to 2 Beaufort;

*North Dock Island (secondary)*

East Berth (PS1) – Tankers up to 35,000 dwt will moor either by day or night.

At low tide, the maximum draft permitted is 10·2 m. (34 ft.).

West Berth (PS2) – At night tankers up 14,000 dwt will manoeuvre. Whenever another tanker is already berthed to the Butadiente Dock-Island, night mooring to the North Dock-Island is not advisable. West-berthing will be undertaken with ebb tide, i.e. the set of the current is South, preferably.

At low water maximum permitted draft is 8·2 m. (27 ft.).

*Butadiene Dock-Island (PAB)*

Manoeuvres will be undertaken at daylight only. Maximum permissible draft at low water is 8·5 m. (28 ft.).

*Ilha Redonda Pier (IR)*

LPG tankers will moor by day only, limitations concerning draft is 7 m. (23 ft.) at most. Maximum ship's LOA is 100 m. (360 ft.).

*Advisable draft for safe manoeuvring:* Although the amount of ballast carried on vessels is at the Master's discretion, the table below is recommended as a guide:

Vessels of 30/40,000 tons, draft for'd 16′ aft 20′
Vessels of 40/50,000 tons, draft for'd 16′ aft 20′
Vessels of 40/70,000 tons, draft for'd 16′ aft 20′
Vessels of 70/100,000 tons, draft for'd 16′ aft 20′

Vessels over 100,000 tons should have approximately one-third of the vessel's deadweight in ballast.

**RADIO:** Vessels under charter to Petrobrás bound for Rio de Janeiro should advise their ETA 48 hours prior to arrival to PPA25 (Company's own radio station) as well as to their agents when it will be the case, through PPR (Rio Radio – Government Coast Station). Confirmation or change of ETA should be cabled 24 hours before arrival. When within range, tankers may also call Torgua or Fronape VHF radio-telephone stations for instructions. All ETA's should indicate whether it is local time or GMT.

The terminal radio and communication centre is located in the Oil Handling Control Room situated at Ilha D'água. There is a RT set operating 24 hours a day, on Channel 16 (Delta) and manned by terminal operators.

It is strictly prohibited to use vessels wireless transmitters in the port of Rio de Janeiro.

Non-compliance with this regulation may result in a fine being imposed on vessel by the authorities.

**TUGS:** Tugboat assistance is rendered by two Petrobrás 1,430 h.p. tug boats (twin motors equipped with controlled pitch propellers). Private tugboats are also available. While rendering such assistance tugs act under the orders of the harbour Pilot. Petrobrás tugs are fitted with fire pumps and monitors (including mechanical foam) to assist in fighting fires. All manoeuvring orders will normally be given by VHF telephone on channel 13 (Alpha) – 156·65 mHz, however, they usually keep watch on channel 16 (Delta) – 156·8 mHz. Ships not provided with radiotelephone, orders will be conveyed to the fore tug by a mouth whistle and to the aft tug by the ship's whistle. All orders received by tugs will be acknowledged with a distinct short blast. Hawsers are always supplied by the ship except when tugs are manoeuvring alongside ship in which case the towing lines will be given by the tugs.

The tugs are usually stationed either at the terminal dolphin or "L" pier on Ilha D'água. The Pilot in consultation with the Master, will decide the number of tugs required for each berthing or unberthing operation. Safety of the Terminal installations demands, at least, two tugboats, even for bow thruster equipped ships.

**BERTHING:**

*Petrobras:* Torguá is an oil terminal consisting of four distinguished mooring sites located on different places inside the Guanabara Bay.

All these mooring sites are linked to Ilha D'água and then to the mainland (Duque de Caxias Refinery – REDUC) by submarine pipelines. Three of them are dock-islands, i.e. island-type offshore platforms lying near to the Eastern edge (about half mile away) of Ilha D'água (where storage tanks, operation controlling room and part of the administrative staff are placed). Two of these dock-islands are squared platforms (South and North) with two berths each (East and West). The South one is designed for larger tankers consisting of two mooring and two breasting dolphins on each side of the platform. It is normally used for the discharge of crude oil.

The North Dock-Island (smaller) has only two mooring dolphins on each side. Two berths (East and West) are also available. It is generally used for handling derivatives. The third Dock-Island (the smallest and round shaped one) is actually the dolphin of the North Dock-Island square platform. It is known as the "Butadiene Pier" and only one vessel at a time can be berthed there (East) either for discharge LPG/butadiene or loading light grades. Besides these three mooring sites there is a fourth located on Ilha Redonda (approx. 2 miles E.N.E. of Ilha D'água). This installation comprises one single berth (West), head of a small pier. It handles LPG only. Two spherical refrigerated storage tanks (2,000 tons) can easily be seen from incoming vessels.

**Other Terminals:** *Manguinhos Terminal* – Operators: Refineria de Petroleo de Manguinhos. At Manguinhos terminal a draft of 36 ft. is permissible. Conventional buoy berth in which two ship's anchors and four buoys are used, one on starboard forward of the bow and three buoys aft. Two ship's lines run to each buoy. The terminal is situated in the inner harbour of Rio de Janeiro and close to the quays. Three 8-in. hoses from an underwater pipe-line are connected to the ship's manifold. Maximum back pressure is 100 ppsi, at the ship's rail. Discharge rate is about 1,000 tons per hour. Care is to be taken that the vessel shall not exceed a draft of 40 ft. during discharge. Bunkering is permitted when discharging cargo.

Riberia Terminal – depth alongside 30 ft.
Shell Terminal – ,, ,, 31 ,,
Texaco Terminal – ,, ,, 29 ,,

**MEDICAL:** Medical treatment and/or hospitalisation, if required, is provided in private local clinics. Dentists are also available. For emergency cases (serious illness or injury) Torguá first aid may be requested by the Master. Internal telephone no. is 39.

If patient does not speak Spanish, Portuguese or English an interpreter should accompany him. A nominal amount is charged for any supplies or medicines furnished by the terminal.

**CARGO INFORMATION:**

*South Dock-Island (main)*

| | *Pipe-lines* | | | | *Hoses/Arms* | | |
|---|---|---|---|---|---|---|---|
| *Grades* | *No.* | *Dia. in.* | *Volume cu. metres* | *cu. metres per hour* | *No.* | *Dia. in.* | *P.S.I.* |
| | | | For Loading | | | | |
| Diesel oil | 1 | 12 | 90 | 1,100 | 1 | 8 | 250 |
| Gasoline | 1 | 12 | 90 | 1,100 | 1 | 8 | 250 |
| Fuel oil (HPP, LPP) | 1 | 12 | 90 | 1,200 | 2 | 8 & 12 | 450 |
| Kerosene (lamp & jet) | 1 | 12 | 90 | 600 | 1 | 8 | 230 |
| Water | 1 | 6 | 22 | 50 | 1 | 2½ | 150 |
| | | | For Discharge | | | | |
| LPP crude oil | 1 | 32 | 4,000 | 4,000 | 3 | 8/12/12 | 150 |
| | 1 | 26 | 6,128 | 2,000 | 3 | 8/12/12 | 150 |
| HPP crude oil | 1 | 26 | 6,128 | 2,000 | 3 | 8/12/12 | 110 |
| Ballast/slop | 1 | 12 | 90 | — | 1 | 8 | 80 |
| *North Dock-Island (secondary)* | | | | | | | |
| | | | For Loading | | | | |
| Diesel oil | 1 | 12 | 98 | 700 | 1 | 6 | 230 |
| | 1 | 8 | 50 | 350 | 1 | 6 | 230 |
| Gasoline | 1 | 12 | 58 | 700 | 1 | 6 | 230 |
| | 1 | 10 | 78 | 400 | 1 | 6 | 230 |
| Fuel oil (HPP, LPP) | 1 | 14 | 135 | 1,200 | 2 | 6 | 450 |
| Kerosene (Lamp & jet) | 1 | 12 | 98 | 700 | 1 | 6 | 230 |
| Water | 1 | 4 | 12 | 50 | 1 | 2½ | — |
| | | | For Discharge | | | | |
| LPP crude oil | 1 | 26 | 6,000 | 2,000 | 2 | 6 | 120 |
| Ballast | 1 | 12 | 98 | 800 | 1 | 6 | 150 |
| *Butadiene Dock-Island* | | | | | | | |
| | | | For Loading | | | | |
| Gasoline | 1 | 12 | 102 | 700 | 1 | 6 | 230 |
| | 1 | 10 | 73 | 400 | 1 | 6 | 230 |
| Diesel oil | 1 | 12 | 102 | 700 | 1 | 6 | 230 |
| | 1 | 8 | 48 | 350 | 1 | 6 | 230 |
| Kerosene (lamp & jet) | 1 | 12 | 102 | 600 | 1 | 6 | 230 |
| | | | For Discharge | | | | |
| Ballast | 1 | 12 | 102 | 800 | 1 | 6 | 150 |
| LPG/Butadiene | 1 | 8 | 575 | 300 | 1 | 6 | 250 |

**NB: – A mooring buoy exists on the N.W. of the Dock-Island (Dolphin).**

*Ilha Redonda Pier (West Head Berth) IR*

| *Grades* | *No.* | *Dia. in.* | *Volume cu. metres* | *cu. metres per hour* | *No.* | *Dia. in.* | *P.S.I.* |
|---|---|---|---|---|---|---|---|
| | | | For Loading | | | | |
| LPG | 1 | 8 | 5·6 | — | 2 | 8 (L) | 150 |
| | 1 | 6 | 3·2 | — | 1 | 6 (V) | 150 |
| LPG | 1 | 8 | 5·6 | — | 2 | 8 (L) | 600 |
| | 1 | 6 | 3·2 | — | 1 | 6 (V) | |

N.B.: – Two mooring buoys exist.

**FRESH WATER:** Facilities may be arranged to supply water in North and South platforms only. Water supplying barges are also available.

**FUEL:** The Terminal is equipped with blending valves and can deliver any type of fuel – as Bunker C fuel oil, marine gas oil, marine diesel oil and intermediates of any grade – concurrently with tankers working cargo, at international prices.

The supplying rates are of about 300 mt/hour for Bunker C, 180 mt/hour for MGO and 450 mt/hour for intermediates.

Order of bunkering should be placed, with a minimum of 48 hours in advance, to: Marine Fuel Division, Commerical Department. Telegraphic Address: Petrobrasecope. Telex number: 031422 or 031423. Rio de Janeiro – Brazil.

**BALLAST:** All ballast should be pumped out to the terminal slop tanks. Under no circumstances should it be pumped into the sea even if the ballast is said to be clean. As soon as the ship is moored, the Terminal Representative must be told of the quantity of ballast on board and the estimated time to pump it out. Right after discharging a sludge ballast of high pour point (HPP) oil, tankers are asked to flush the line with water from the main suction inlets. The Terminal Representative must be notified 30 minutes before the ship will be out of ballast.

There are two sludge tanks with a total capacity of about 8,900 cu. m. (56,000 bbls.). The terminal is particularly interested in having vessels complete the deballasting operation promptly after berthing in order to minimise time at berth. Simultaneous loading and deballasting is encouraged on properly equipped vessels.

**REPAIRS:** Repairs of all kinds can be effected in Rio de Janeiro. There are floating cranes with a capacity of 100 tons. Divers service may be obtained. Dry dock to hold ships up to 33,000 t.d.w. are available. It is suggested that charges should be discussed with ship's agent prior to proceeding with any repair work.

**SURVEYORS:** Lloyd's Register of Shipping, American Bureau of Shipping and Bureau Veritas have representatives in Rio de Janeiro. Advance notice should be given in order to arrange for an appointment through Fronape on ship's agent.

Chas. Martin & Co. petroleum inspectors are available in Rio de Janeiro. Contact may be through Agent. E. W. Saybolt & Co. inspectors are also available in Santos.

Chas Martin & Co., Rua da Lapa, 200 – conj. 906, 20,000, Rio de Janeiro, GB, ZC-00, Tel.: 242–4219, 245–5636 and 225–3507.

E. W. Saybolt & Co., Rua Brás Cubas, 3, 11,100, Santos, SP. Tel.: 4–6638.

**GENERAL:**

*Gangway:* All vessels using the port of Rio de Janeiro must provide a safe gangway. The use of rung ladders (sea ladders) is contrary to port regulations and port authorities will not board except by means of a safe gangway or accommodation ladder. A lifebuoy with 27 m. (15 fathoms) of rope must be conveniently placed in the vicinity gangway for use in emergency. It will be the responsibility of ship to provide and maintain this equipment.

At night, the gangway must be adequately lighted. In addition, a boat rope should be led along the side, from well forward. In the near future a special safe gangway will be provided in the South and North dock-islands.

*Repairs:* Repair and maintenance services for radar, radio, gyro compass, echosounder, etc., are available. The repair man should be contacted through ship's agent.

*Stores:* Provisions and stores are available. Requisitions should be conducted through the agents. Ship chandlers are normally permitted to visit ships when specifically instructed by agent.

*Launches:* Launch service for the transportation of personnel ashore must be arranged through ship's agents. Terminal boats are intended for operational assistants and they are normally stationed at a small "L" pier on the South of Ilha D'água (Barge Dock).

*Laundry:* Laundry service is available throughout each working day. Such service should be requested in the vessel's ETA message to agents.

*Photographing:* The taking of photographs within the boundary of the terminal premises is prohibited.

*Ratguards:* Ratguards must be fitted to all mooring lines.

*Sea Pollution:* Brazilian law is very strict in regard to the pollution of harbour and coastal waters. Vessels should not discharge dirty ballast, ashes, refuse, etc., into the water. Heavy fines are imposed for violations. All overboard discharge valves from cargo tanks and bilges are to be conducted with the greatest care and vigilance in order that errors or delays in handling cargo valves may not result in overflows. All deck scuppers should be plugged to avoid harbour contamination should an oil spill occur.

Similarly, any hull leakages will be subject to equal restrictions. To offenders, fines will be charged (besides resulting delay) according to ship's tonnage, i.e. 2% of the largest country's minimum wage per each ship's (gross) ton.

*Emergency towing wires:* Two towing wire ropes (fore and aft) should be hung overboard to the water's edge in such way that tugs can easily make fast if an emergency situation arises.

*Shore Leave:* Shore leave is normally permitted. Baggage and packages are subject to examination upon entering and leaving the Terminal property and vessels, either by Petrobrás watchers or by custom's officers.

*Cleaning:* Several contractors in the area provide labour for tank cleaning and mopping. Masters need of this service should submit their requirements to ship's agent who will contact and request a contractor to go on board to discuss details and estimate costs of work to be effected.

It must be pointed out that the Master of the vessel is solely responsible for the fitness of the ship's tanks for loading his next cargo, and will therefore be held liable for any contaminations of the cargo after loading, due to inadequate tank cleaning. Therefore it is up to him to decide the degree of tank cleaning necessary. He may, of course, seek advice from petroleum inspectors in this respect whenever there is any doubt.

*Compass Adjustment & RDF Callibration:* Compass adjustment or radio direction finder callibration can be effected by competent hydrographers and extra-masters. Contacts with agents or through the pilot's station.

*Custom's Watches:* Sometimes while vessel is in port, Brazilian custom's officials are assigned on board to ensure compliance with custom regulations. Meals must be supplied to these officials during regular meal hours.

*Important Telephone Numbers (PABX):*

| | |
|---|---|
| Terminal's Executive Assistant | 10* |
| Operation Manager | 28* |
| Operation Supervisor | 38 |
| Marine Section | 50* |
| Safety Section | 40* |
| Medical Section | 39 |

(*) To be used in working hours only.

**AGENT:** L. Figueiredo S/A. Av. Pres. Vargas 463–20° Andar Tel. 221–6127. Cables: "Doratrans-Rio". Telex 031720 "Doralice Rio".

## RIO GRANDE: 32.03 S. 52.05 W.

**DOCUMENTS:** *Health Authority*

Maritime Health Declaration.
Deratisation Certificate.
Officers/Crews Seamen's Books/Vaccination Certificates.
Passengers' Passports/Vaccination Certificates.
Crew List (showing dates of Vaccination Certificates).
Passenger/Negative Passenger/Transit Passenger Lists.

*Customs*

List of Ports of Call.
3 Stores Lists (including deck/engine).*
3 Personal Effects List.*
Customs Pass/negative cargo declarations from previous ports call (if Brazilian).
1 Crew List.
1 Bunker Report form.
1 Cargo Manifest (also negative declarations from foreign po of call).
1 Passenger/Negative Passenger/Transit Passenger Lists.
Declaration of any supplementary/unmanifested cargo on boar

* *Note:* One copy of Stores/Personal Effects List is visaed by t Customs Official and must be retained on board for presentati to the Customs at the next Brazilian port of call.

*Police*

3 Crew Lists.

2 Passenger/Negative Passenger/Transit Passenger Lists.

Police pass from previous port of call (if Brazilian).

"Relaçoes-gerais" from foreign ports of call.

*Agents*

Copies of Manifests/Bills of Lading from loading ports for cargo to be discharged at Rio Grande.

Copy of Passenger/Negative Passenger/Transit Passenger Lists.

2 Copies of Crew List.

**PILOTAGE:** Bar pilotage is compulsory, on approaching Rio Grande contact can be made with Pilots by VHF Channel 16, pilot boat is easily identified as it is painted red. Requests for a Pilot to be made by Agent at least 12 hours in advance for vessels entering and two hours for vessels sailing. Bar Pilots either bring vessels with cargo to discharge/load direct to berth, or up to inner anchorage (when no berth is available or in the case of vessels en route to Porto Alegre).

**ANCHORAGES:** Official anchorage situated at a point between inner light buoys Nos. 4 and 5, just before entrance proper to inner approach channel. In case of necessity, vessels may discharge/load to/from lighters at anchorage where depth is over 35 ft.

**RESTRICTIONS:** Depending on weather conditions and subject to prior arrangements with Bar Pilotage, vessels drawing less than 24 ft. may enter or leave any hour of day or night. Draft subject to change as access channel is being dredged to 42 ft.

**MAX. SIZE:** *Bar max:* subject alteration, see Restrictions.

*Anchorage and bar fourth section:* Fourth section is where new super port of Rio Grande will be situated. The natural draft inner roads is 50 ft. therefore if draft at access channel confirmed, foresee no difficulties vessels drawing heavy draft entering and operating at anchorage or super port grain and fertilizer terminals.

*Inner New Port (Porto Novo):* Subject to alterations.

**HEALTH:** (*a*) Vessels arriving from a foreign port of call must receive visit of Port Health Authority. Each passenger (whether to land or in transit) and crew member must be in possession of a valid international vaccination certificate against smallpox.

(*b*) Maritime Health Declaration has to be made out and handed to Doctor at time of visit. When all papers have been examined and found in order, the Doctor will authorise lowering of the yellow flag and hand over free pratique.

(*c*) Vaccination against smallpox can be made on board and respective international certificate issued.

(*d*) In case of death, suspected disease, serious accident, etc., on board before vessel arrives in port, Master should radio Agent giving full particulars so that necessary steps may be taken with Health/Police authorities.

**RADIO:** Radio Junção, call sign PPJ, situated on outskirts of Rio Grande, is a receiving/transmitting station, operating on a wavelength of 600 metres (500 kc/s). There is telephone communication between radio station and shipping offices so that, normally, messages are relayed without any appreciable delay. Radio messages may also be despatched through Florianopolis Radio, via Western Telegraph, and these are also received quickly, under normal conditions.

**TUGS:** Compulsory for vessels over 2,800 dwt. Five tugs available. Tugs usually join vessel as soon as she has come through approach channel, in the port proper, but in the case of deeply-laden vessels, normally attend before vessels enter inner approach channel. Ship's lines always used.

*Tug Requirements:*

Vessel 2,800–5,000 dwt. 1 small Tug. 5,001–10,000 dwt. 1 small and 1 medium tug. 10,001–15,000 dwt. 1 medium and 1 large tug. Over 15,001 dwt. 2 large tugs.

**BERTHING:** *New Port:* Length of quay, 640 m., depth 8·5 m. 38 cranes, capacity 2·5 tons to 10 tons.

*Old Port:* Length of quay, 1,522 m., depth 4·5 m. 13 cranes, capacity 2·5 tons to 5 tons.

No mooring buoys. Vessels berth alongside quay to load/discharge. If weather conditions permit, recommended that vessels should berth starboard side to wharf in order to facilitate sailing, especially if there is a possibility of night departure. Turning vessel round before coming alongside, however, may not always be advisable or safe because of wind and current conditions at time. Vessels loading down to maximum safe draft must be starboard side to quay on sailing. If weather does not allow ship to turn on arrival, she must do so as soon as conditions permit, before being too deeply laden.

*Oil Carriers:* Tankers measuring over 200 metres long have entered and berthed at Rio Grande, coming alongside port side to berth. On sailing, they go out stern first, turning after negotiating approach channel and reaching anchorage. Favourable conditions of wind and current necessary for this manoeuvre.

*Installations for discharge of petroleum products:* All fuel oil discharged at tanker berth within port proper – i.e. subject to a maximum draft of 29 ft. White petroleum products may also be discharged at this berth. A deep-water tanker pier has been constructed close to the anchorage but it is in limited operation for white products only, because pipe-lines to main storage tanks and refinery have not yet been installed. This pier, which is capable of accommodating two vessels of 160–180 metres overall length, has a depth of over 35 ft.; it also has installations for supplying fresh water which may, in case of necessity, be used by cargo vessels. No facilities for the discharge of residues.

**BULK HANDLING FACILITIES:** *New port;* depth alongside varies from 26 ft. to 29 ft. depending on berth and has the following facilities:

*CESA Terminal:* One silo with a capacity of 55,000 tons used for grain and soya beans. Conveyors feed two pneumatic chutes, each 150 t.p.h. The facility is being improved to handle 1,000 t.p.h.

*Port-owned Terminal:* Two silos with a total capacity of 70,000 tons. Loading is carried out by a single retractable arm, max. reach 20 m. Average loading rate 1,500 t.p.h.

*Samrig Terminal:* One silo with a capacity of 35,000 tons. Loading is carried out by two movable chutes each with a capacity of 200 t.p.h.

At other berths loading is carried out by portable equipment.

*Cotrijui Terminal:* At Rio Grande Superport.

This privately-owned terminal has storage capacity of 100,000 tons with a further storage facility of 110,000 tons under construction, which should be operational in 1975.

The loading rate is 3,000 t.p.h. through eight chutes. Depth alongside 55–59 ft. only one vessel is able to berth alongside the pier, length 180 m.

The terminal only handles soya beans and gives preference to self trimming vessels and bulk carriers.

The Superport will eventually cover 8 km. along the waterfront with provision made to handle fuel, chemicals, oils, salt, fertilisers, minerals, containers and roll-on/roll-off traffic.

**STEVEDORES:** Working hours, straight time, 0730/1130 – 1300/1700 (week-days). During week-days, labour for morning shift which commences at 0730 hours, may be ordered up to 0715 hours; at 1245 hours extra gangs may, if necessary, be engaged for afternoon shift commencing at 1300 hours. For night work longshoremen (i.e. dock labourers as distinct from stevedores) must be ordered before 1600 hours; stevedores, tally-clerks, etc., for night work may be engaged up to 1845 hours for shift that starts at 1900 hours. Sunday/holiday work must be ordered previous day, up to 1600 hours.

**MEDICAL:** Two hospitals available which have adequate facilities to deal with majority of cases. Only vaccination required at present is against smallpox.

**FRESH WATER:** Supplied at main quay at a rate of 10 to 15 t.p.h. or at tanker pier where rate is about 25 to 30 t.p.h. Port has a barge *Gutemberg* which can supply water (100 t.p.h.). It is only used in extreme cases where no other supply is feasible, as cost is high due to high overtime rates and tugs standing-by during whole operation.

**FUEL:** Bunkers may be supplied by Esso, Shell or Petrobras at tanker pier at a rate of up to 300 t.p.h. Same has to be previously stemmed aboard and supply is only effected when confirmation of stem is received. Cost varies according international demand. Barges for supply at roads are sometimes on hand.

**DEVELOPMENTS:** Dredging continues to a depth of 14 metres at the entrance and 13 metres in the inner channel.

**GANGWAY/DECK WATCHMEN:** Gangway watchman is compulsory. It is advisable to use deck watchman when pilferable cargo is accessible. The rate is 50% higher than that for a gangway watchman.

**OPENING/CLOSING HATCHES:** Opening and closing of conventional hatches normally done by stevedores, without any extra cost; advisable, however, for steel hatches to be handled by crew.

**CUSTOMS ALLOWANCES:** Each crew member allowed one carton cigarettes (or the equivalent in pipe tobacco) and one bottle of spirits, per week. Ships that remain in port for over a week may request Customs, through their Agent, to open bond for another weekly issue.

**IDENTITY CARDS:** Foreign crew members not permitted to go ashore without presentation of identity card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

**CONSULS/VICE-CONSULS:**

| | | | |
|---|---|---|---|
| Britain | Tel. 2.3303 | Norway | Tel. 2.1611 |
| Denmark | ,, 2.3011 | Portugal | ,, 2.3978 |
| Italy | ,, 2.2362 | Spain | ,, 2.2621 |
| Netherlands | ,, 2.3303 | Uruguay | ,, 2.2953 |

**REPAIRS:** Two small repair shops equipped to carry out minor repairs. No dry docks. Radio, radar and gyro technicians available but expensive.

**REPATRIATION:** Seamen rejoining their ships or being repatriated have to proceed to Porto Alegre, by bus, where arrangements can be made for embarkation by air.

**TIME:** GMT minus 3 hours, except during the period 1st December to the last day of February (Brazilian Summer time) when the difference is two hours.

**HOLIDAYS:** National: 1st January;* 21st April; 1st May;* 7th September;* 15th November; 25th December.* Municipal: 2nd February; Good Friday;* Corpus Christi; 29th June.

*Note:* Days marked (*) no labour available.

**POLICE/AMBULANCE/FIRE:** Police 2.1695; Hospitals 2.3802; Ambulance 2,3801; Fire 2.1778.

**TELEPHONES:** There are no facilities for placing telephones on board.

**GENERAL:** *Flags to be flown.*

(*a*) Brazilian flag at the top of the foremast.

(*b*) Yellow flag (to be hoisted until the doctor's clearance is given). Vessels arriving from a Brazilian port, with no disembarking passengers, must *not* hoist yellow flag unless there is sickness on board requiring presence of the Health Authorities.

(*c*) Pilot flag.

(*d*) Customs flag (to be hoisted after the vessel is cleared by the Customs and flown during the vessel's stay in port).

**AUTHORITY:** Port Captain, Rua Almirante Cerqueira e Souza, 197.

**AGENT:** L. Figueiredo S/A. R. Marechal Andreia 311, Tel. 862. Cables "Doranave-Rge. Telex: 028880 (Public booth).

## SALVADOR (Bahia): 12.58 S. 38.31 W.

**DOCUMENTS:** To be produced on arrival.

*To the Port Board of Health*
1 copy of Crew List.
1 copy of Landing Passenger List.
1 copy of Transit Passenger List.
1 copy of Maritime Declaration of Health.

On occasions the doctor may ask to see the vaccination certificates of the crew and Deratisation Certificate.

*To Customs*
1 copy of Crew List.
2 copies Landing Passenger List.
Provisions List stamped by Customs at previous Brazilian port of call.
Personal Effects List.
Custom House negative cargo declaration from each Brazilian port of call previous to calling at Salvador.
Custom House pass issued at previous Brazilian port of call before Salvador.
1 copy of Manifest of Cargo to be landed.
Declaration, in duplicate, of passenger baggage to be landed.
Three copies of Provisions List.
Three copies of Personal Effects List.
Negative Cargo Manifests from foreign ports of call.

*To Federal Police*
2 copies of Crew List.
2 copies Landing Passenger List.
2 copies Transit Passenger List.
2 copies Manifest of all cargo to be landed comprising of arms, ammunition, explosives, etc.

*To Agents*
2 copies Landing Passenger List.
2 copies Transit Passenger List.
2 copies Crew List.
Port Captain Pass from previous Brazilian port.
Also, all other documents (manifests, etc.) usually required by the Agent.

Agent also fills out the "Entrada & Saida Capitania do porto" to be signed by Captain. The particulars for this document are:

Name of Captain – name of ship – flag – code signal letters – tonnage: gross and net – horsepower – engines: twin or single – type of ship, etc. – port of registry – tons of cargo to discharge – owners – agents in port – last port of call – previous ports of call – next port of call – number of crew – number of disembarking passengers – number of transit passengers – speed of vessel – also specifications of nature and quantity of cargo in transit.

*Documents to be supplied to the Ship before departure.*
1 "Clearing pass" from the Port Captain
1 „ „ „ „ Federal Police
1 „ „ „ „ Post Office
1 „ „ „ „ Custom House
1 Custom House negative cargo declaration for each following Brazilian port of call.

*The Port Doctor will require the following information:* Class, name and flag of ship – net register tonnage – name of Master and ship's Doctor – number of officers and crew – name of Agent – all ports called at during voyage – number of days from first to previous ports of call – number of passengers disembarking and in transit – tons of cargo to be discharged – whether any sick persons or deaths occuring on board.

*The Customs will require the following information:* Name of vessel – nationality – gross and net tonnage – H.P. of engines – name of Captain – number of officers and crew – owner's name – name of Agent – all ports called at during voyage – ports of destination – days of voyage from first to previous ports of call – tons of cargo to be discharged – particulars of passengers.

*The Federal Police require the following information:* Vessel's name – nationality – gross and net tonnage – name of Captain – number of officers and crew – name of Agent – port of departure and all ports of call – number of days from first and last ports of call – number of passengers disembarking and in transit – specification of embarking and disembarking ports of each transit passenger.

Ships calling at Salvador are normally boarded by the authorities at any time, day or night, when required. If there is no special urgency, however, the visit is effected the following morning at 06.30 hrs.

**PILOTAGE:** Application for Pilot cabled by Master to Agent who makes all arrangements with Pilots' Association. Advance notice of ETA should be cabled by Master 48 and 24 hours before arrival. Pilot boat painted red. The location where Pilot has to be taken is indicated on all charts.

Pilotage is not compulsory but Pilots are used by all foreign vessels for entering and leaving the dock. Sometimes they are also used to shift ships to anchorage for the Authorities visit.

Pilots belong to the Pilot Association which is controlled by the Port Captain.

Payment of pilotage is made by the Agency against vouchers signed by the Master showing the service rendered (pilotage fees do not include charge for motor launch for the Pilot, ropes for mooring, etc.).

When vessel arrives during the day, and a berth is immediately available, a Pilot is sent to meet her before anchoring, to be brought alongside. In such instances, a gangway must be kept lowered for the authorities to board the vessel. If a berth is not available, the vessel must anchor at the quarantine anchorage to be visited by authorities. When arriving at night, the vessel must anchor at the quarantine anchorage, to await daylight, unless she is to be brought alongside immediately on arrival, in which case the Agent will cable the Master and arrange Pilot accordingly.

The Pilot Association may be contacted on VHF, Channel 16 (Channel 11, working).

**ANCHORAGES:** Inner anchorage can accommodate vessels with a draft of up to 33 ft., but there is sufficient depth of water in the outer anchorage to accommodate vessels with any draft.

**RESTRICTIONS:** There is sufficient depth of water in the outer anchorage to accommodate the largest vessels afloat with safety, and the anchorage can, in addition, take a considerable number of vessels at any one time. The average depth of water in the channel leading to the dock warehouses is 33 ft. (10 m.) except opposite Shed No. 2 where 28 ft. (8·50 m.) is the maximum depth. The dock quays are sheltered by two breakwaters, one running parallel with the shore for just over half a mile. Because of the shallow draft opposite No. 2 shed, all vessels entering or leaving the port with more than 28 ft. normally enter the northern channel.

**MAX. SIZE:** Maximum draft 30 ft., maximum length about 250 m. The 10 metre quay situated next to the docks, where tankers discharge chemical and other vessels bulk cargoes, max. draft 33 ft., maximum length of about 250 metres. Also see "Tankers".

**ARRIVAL INFORMATION:** Required before vessel's arrival:
(*a*) Vessel – ETA; deepest draft.
(*b*) Cargo – Quantity of cargo to be discharged and specification of hatch list.
(*c*) Passengers – Number of passengers disembarking.
(*d*) Bunkers – Quantity required.
(*e*) Water – Quantity required.
(*f*) Labour – Quantity required.
(*g*) Any other information – Number of mailbags to be landed, etc.

Specimen of telegram to be sent from previous port:
1. Vessel's name.
2. ETA Salvador.
3. draft.
4. Number of passengers disembarking.
5. Number of mail bags to be landed.
6. Quantity of bunkers required.
7. Quantity of water required.
8. Number of gangs required.
9. Any other information.

**FLAGS:** On entering the port the vessel should fly the following flags:
1. Brazilian flag on fore mast top.
2. Quarantine flag when Salvador is first Brazilian port of call, or when there is a passenger for Salvador from a foreign port.
3. Customs flag (white star on blue background) after the vessel has been visited.
4. Flag "B" if dangerous cargo on board.
5. Pilot flag.

**PRIORITY:** Passenger vessels and wheat vessels have priorit over cargo ships and the so-called "navios mixtos", i.e. cargo ship with a limited passenger accommodation. Passengers vessels ar those that carry 60 or more passengers; except when loading 1,00 tons or over in which case they loose their priority.

**HEALTH:** The Doctor only boards the vessel when Salvador is firs Brazilian port of call or when there are passengers from abroad t disembark, in which case Master should advise Agent who will the take the necessary steps required by Port Health. A yellow fla should be flown if Port Health Doctor is required on board.

**RADIO:** Master should always endeavour to contact Agent throug Radio Amaralina coastal station, call sign PPA, and Agent wi contact Master the same way. Since this station has a limited rang the Agent at Salvador may be contacted via Rio Radio when nort bound, or Olinda Radio/Fortaleza Radio when South-bound.

**TUGS:** Tugs are rarely used for berthing, but occasionally used fo unberthing. When used, the line is supplied by vessel. Vesse unberthing at Salvador usually avail themselves of a line to a buo For tankers berthing at 10 metres quay, a tug is usually supplied t help vessel moor and unmoor. When coming alongside tug joi vessel inside port.

The following tugs are available:

| | |
|---|---|
| 1 tug 400 h.p. | 1 tug 600 h.p. |
| 1 tug 200 h.p. | 1 tug 650 h.p. |
| 1 tug 300 h.p. | 1 tug 150 h.p. |

**BERTHING:** No restrictions, but if draft over 28 ft. some Pilo prefer to manoeuvre in daylight. Tankers at 10 metres quay m unberth at any time, but Pilots usually refuse to berth during hours darkness because of the bad lighting on this length of quays.

The wharf at Bahia is protected by two breakwaters. There a two channels for vessels entering and leaving. On the wharf the are eleven sheds and between some of the sheds sheltered stora spaces. About 24 electric cranes are available on the quays, wi lifting capacities ranging from 1·5 to 3·2 tons; there is one 5-t crane in front of No. 11 Shed. New cranes with a capacity for 6 a 10 tons are also to be installed.

Heavy lifts are left on the wharf until taken delivery, or discharg directly to trucks.

The sheds are as follows:

| No. | | Depth at low water ft. |
|---|---|---|
| 1 | Out of use | — |
| 2 | Only used for "Aid" cargo | 23 |
| 3 | Coastal vessels | 23 |
| 4 | Export cargo, foreign vessels | 23 |
| 5 | Import cargo, foreign vessels | 23 |
| 6 | Export cargo, foreign vessels | 23 |
| 7 | Import/Export cargo, foreign vessels | 30 |
| 8 | Export cargo, foreign vessels | 30 |
| 9 | Import cargo, foreign vessels | 30 |
| 10 | Export cargo, foreign vessels | 30 |
| 11 | Import cargo, foreign vessels | 30 |

All warehouses (excl. No. 11) are fitted with overhead internal cranes.

There is also a length of quay (commonly called 10 metres quay – depth 31 ft.) on which there is no shed or equipment for the handling of general cargo. There are, however, two conveyor belt systems for loading magnesite and chrome concentrate. This quay is also used for loading other bulk ores with buckets, refrigerated meat, discharging sulphur and other bulk cargoes.

Explosives would be discharged into lighters at the proper anchorage for discharge of such cargo and taken to special deposits. Forewarning must be given for this cargo in order that arrangements may be made in advance.

Coal/coke are discharged directly to trucks at any of the warehouses.

All other goods are loaded/discharged at the wharf.

**STEVEDORES:** The Agents at Salvador act as stevedores.

The work at Salvador, especially loading, is considered amongst the best in Brazil, as a rule, sufficient gangs are available.

Masks, gloves are supplied by the stevedores. All other material such as slings, nets, etc., shall be supplied by the vessel.

The ordinary working hours are 07.00–11.00, 13.00–17.00, Mondays to Saturdays incl.

For overtime work, permission must be obtained in writing from the Customs and Rural Department. As it would be difficult to obtain permission before each overtime period, a general permission covering ship's stay in port shall be obtained prior to arrival.

11.00–13.00 hrs. Special permission must be obtained from the Dock Company which is only given to passenger vessels, or for cargo vessels to finish the cargo, or under special circumstances.

17.00–19.00 hrs. Continuation period. Advice must be given to workmen at 16.45 hrs.

19.00–23.00, 00.00–04.00 hrs. Considered as night work. Advice must be given to the Deck Company at 16.45 hrs. and to the stevedores at 17.00 hrs.

23.00–24.00 hrs. same as 11.00–13.00 period.

04.00–06.00 hrs. Continuation period. Advice must be given to workmen at 03.45 hrs.

06.00–07.00 hrs. Second night continuation period. Can be worked under special circumstances to finish the cargo.

Vessels discharging/loading bulk cargoes, or loading/discharging reefer cargo, are allowed to work round the clock.

To work on holidays, advice must be given to the Dock Co. before 17.00 hrs. the previous working day. For Sunday work advice must be given before 11.00 hrs. on Saturday. The same applies for stevedores/tally/coopers.

**CARGO INFORMATION:**

*Inward cargo.* When cargo is discharged from the vessel it is checked, weighed and weight noted by the shore tally-clerk (for account of the ship), by the Dock Company tally clerk and by the Custom House. If there is a difference in weight, the ship is held responsible and has to pay double duty on same. Once the goods have been checked and weighed ship's responsibility ceases.

Goods are delivered to the consignees on presentation of the bill of lading to the Dock Warehouse.

*Transhipment cargo.* Foreign cargo for transhipment at Salvador must be so declared on the manifest, and after it has been discharged the Agents have to obtain special Customs permission to tranship it to the port destination and also sign a guarantee that the goods are going to that port and that duty will be paid there. They will be held responsible for that duty until a declaration issued by the Custom House at the port of destination is received by them and handed over to the local Customs.

Transhipment charges vary considerably with the type of cargo and are very high compared with foreign freights.

*Outward cargo.* Generally, cargo to be loaded is deposited in the dock shed prior to vessel's arrival.

*Refrigerated cargo.* All reefer cargo is discharged directly to trucks, and vice versa.

*Dangerous cargo.* Vessels with explosives and inflammables on board are not permitted to come alongside. All vessels carrying this kind of cargo must fly the "B" signal and remain at the proper anchorage. Advance notice must always be given of any vessel carrying explosives and inflammables. Under special circumstances it may be arranged for vessels to come alongside if they only have a minimum quantity of dangerous cargo on board, and the hatch in which it is stowed is not to be opened at Salvador.

When vessels are boarded by the harbour officials, the Master must hand to the Customs Officer and the Federal Police the Dangerous Cargo list.

*Corpses as cargo.* Notice should be given to the Port Authorities of such cargo carried, if possible, before vessel's arrival.

*Vegetable oil in bulk.* Vegetable oil in bulk is loaded directly from lighters where the oil is deposited prior to vessel's arrival. Vessels are usually required to supply steam for pumping when they can.

*Loading and discharging rate.* The average rate for loading bagged and baled cargo is 16–20 tons per gang per hour. (Tobacco has been loaded at 28 tons and cocoa at 30 tons per gang hour.) Discharging rate of general bagged cargo is about 10 tons per gang hour.

*Heavy lifts.* For heavy lifts of more than 3 tons, a request shall be made to the Dock Co. to use the 80-ton capacity floating crane. Heavy lifts may also be discharged directly to the quay with the vessel's own gear when, due to a light draft (under 24 ft.), they can come directly alongside without the use of a pontoon. It is recommended that the Agent be consulted before booking any heavy lifts for Salvador as the heavy lift crane is sometimes out of working order.

*Inflammables, fuel, & diesel oils, etc., as cargo.* Bulk crude oil, diesel, fuel, inflammables, lubricants, etc., are discharged at the Madre de Deus Terminal, which belongs to the Government owned Petrobras.

*Damaged cargo.* When cargo is discharged damaged or pilfered, it is immediately checked and weighed by the Dock Co. and the Customs and separately stored.

The Insurance Co. makes a survey in the presence of the Dock Co. upon request of consignees.

Bulk wheat is discharged to two mills at Salvador, namely the "Moinho Salvador" and "Moinho da Bahia". Average discharging rates (23 hrs. work per day) are respectively 1,500 and 800 tons.

*Handling of mail.* Timely notice should be given to the Agents in case there is mail to be landed, stating the number of bags.

As regards outgoing mail, the Agents will be advised by the Post Office if there is any and issue the Post Office Pass. The bags shall be placed at the quayside, loading being for the account of the ship.

**MEDICAL:** When vessels arrive over week-ends or during holidays advisable that Master cable Agent giving advance notice of medical attention required if case is serious. For routine medical attention no previous advice required as ample medical and hospital facilities available.

**TANKERS:** All tankers loading/discharging inflammables, lubricants, etc., must do so at the Madre de Deus terminal, which is privately owned by Petrobras, the Brazilian Government-run oil company.

The Madre de Deus terminal is a T-fashioned quay situated within All Saint's Bay, 18 miles from Salvador. All vessels calling at Madre de Deus must be cleared at Salvador where Agent and authorities board the vessel before proceeding to Madre de Deus. This terminal is equipped only to handle tankers. Water, bunkers and deballasting facilities are available.

Maximum drafts are 41 ft. for vessels loading and 37 ft. for discharging, and length 240 metres.

Four berths are available, pipe-line is 12 in.

**DENSITY:** Salt water.

**FRESH WATER:** Advance information recommended. Rate 15 tons per hour. If several vessels are in need of supply, pressure may not be enough to supply all at once. No water barges available in the port, and all vessels are replenished alongside.

**FUEL:** Diesel oil can be supplied alongside at Salvador, directly from trucks to vessel, but fuel oil can only be supplied by Petrobras at the Madre de Deus terminal, 18 miles up the bay.

Lubricants are supplied in drums.

**DEVELOPMENTS:** The normal dock quay has been joined to the 10 metres quay closing off a small basin. Dredging is presently being undertaken and vessels will be able to come alongside the new length of quays in the future with a draft of up to 30 ft. When the closed off basin has been completely filled in, new warehouses are to be built for the handling of dry cargo. The breakwater running parallel with the quays is being extended in its Northern end by about 280 metres. Work however, on both these projects is comparatively slow, and it is impossible to foresee when either will be completed.

**GANGWAY/DECK WATCHMEN:** All foreign vessels must employ a gangway watchman by law. Hold watchmen are optional, depending on request by Masters/Agents.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**CUSTOMS ALLOWANCES:** Customs officials will place cigarettes and "souvenirs" belonging to crew members under lock and seal. Excepting the Captain, each crew member may keep in his possession only one carton of cigarettes and one bottle of spirits with seal broken. The Customs will periodically renew the seals for vessels staying in the port for a lengthy period thus enabling new issues to crew.

**LIGHTERS:** Soc. Alvarengagem de Ilheus are operating four lighters in the port with a combined capacity for about 670 tons.

**CONSULS:**

| | | |
|---|---|---|
| Argentine | Germany | Portugal |
| Austria | Italy | Spain |
| Belgium | Mexico | Sweden |
| Bolivia | Netherlands | Switzerland |
| Denmark | Nicaragua | U.S.A. |
| France | Norway | Uruguay |

**REPAIRS:** The Navy operates a dry dock at Aratu with the following capacity: 35,000 tons; length 230 m.; width 30 m.; depth 8·5 m. Various small vessels can be attended at the same time. There are a number of workshops in Bahia fitted for repairing vessels, but it is recommended that large repairs be effected at the Aratu dry dock. When time allows, repairs may be made whilst the vessel is alongside the wharf. There is no time-limit but, as a rule, a vessel is not supposed to remain idle at the wharf if the berth is needed for another vessel which has to load/discharge.

**SURVEYORS:** *Lloyd's Agent:* Cory Brothers & Co. Ltd., Avenida Estados Unidos 4, 11° andar. Telephone 22858 and 22848.
*Bureau Veritas:* Harold Taxman, Tel. 20447.
*American Bureau of Shipping:* Harold Taxman, tel. 20447.

**REPATRIATION:** All crew changes and repatriations made via Rio de Janeiro as Salvador has no direct air connections with foreign countries.

**AIRPORT:** Airport is 31 kilometres from centre of town. No direct flights to foreign countries but various daily connections available with Rio, S. Paulo, etc.

**TIME:** GMT minus 3 hours. From December 1st until March 31st all clocks are advanced 1 hour for Summer time.

**HOLIDAYS:** *1st January; 6th January; 7th February; *24th March; 21st April; *1st May; 25th May; 24th June; 2nd July; 15th August; 7th September; 2nd November; 15th November; 8th December; *25th December.

* Stevedoring labour always available but dock labour is not on the days indicated above.

**POLICE/AMBULANCE/FIRE:** Police Tel. 08 (Mobilised Police Service); Police Tel. 20194 (Maritime Police not mobilised); Ambulance Tel. 04; Fire Tel. 05.

**TELEPHONES:** No facilities available for placing telephones on board.

**REGULATIONS:** Rat-guards must be used at all times, as the Port Health make periodic inspections on the quay.

**STORES:** Ship chandler can supply meat, vegetable, tropical fruits, canned goods, etc., but no bonded stores for foreign goods available.

**AUTHORITY:** Capitao dos Portos.

**AGENT:** L. Figueiredo S/A. Rua do Pilar, 28. Tel.: 2–0663/64. Cables: "Dorabahia-SDR". Telex: 035838/9 (public booth).

## SANTANA: 0.03 S. 51.10 W.

**DOCUMENTS:**
Maritime Health Declaration.
Vaccination Certificates.
5 Crew Lists.
3 Stores Lists (incl. deck/engine).
3 Personal Effects Declaration.
Bunkers Declaration.
Passenger List or negative passenger list.

From each loading port a Manifest plus simple copy of each Bill of Lading addressed to "Inspector of Customs". If vessel called at any port (including Brazilian ports) where no cargo was loaded for Santana, a negative declaration of cargo must be presented.

**PILOTAGE:** No Pilots available either for the North Channel entrance and/or for docking and casting off operations.

**ANCHORAGE:** In front of the port, protected anchorage between mainland and Santana Island, where vessels can safely anchor at any location. Bottom is mud.

As it is impossible to traverse the river from Port Santana to the open sea in one stretch, two places for anchoring are recommended by the Port Superintendent of Santana, (i) Punta de Ceu, and (ii) after passing Banco do Meio. At both places the river current is strong and unpredictable, but at the anchorage, after Banco do Meio, the vessel would have more manoeuvring room in the event of the anchor dragging.

**RIVER NAVIGATION:** At the entrance to the river in ballast the vessel should have a draft of about 17 ft. in order that the ship can be manoeuvred along the whole length of the river, even at low water. At this time the Captain has the opportunity to observe and carefully study all points necessary to navigate the vessel fully loaded outward bound.

The ship should be loaded up to 34 ft. 6 in. maximum, depending on the season.

The Santana Strait should be navigated only during daytime and with carefully controlled speed.

When loaded and outward bound, the Captain should study carefully the tides and direction of currents, and if necessary contact ICOMI Radio ZZK–5 for further instructions.

**RESTRICTIONS:** Vessels can depart at any stage of tide. Night transit in North Channel is at Master's discretion.

Channel transit restricted to 33 ft. in low water. Due to shifting of mud banks it is recommended that a set of up-to-date Brazilian nautical charts, covering from outer bar to Santana Port, should be used.

Tidal range on outer bar area is about 8 ft., on "Banco do Meio" area is about 16 ft. All data published on Brazilian nautical chart refers to average spring low-water tide.

The Brazilian Hydrographic Office publishes annual tide tables for Barra Norte do Rio Amazonas (Ilha do Brigue) 00° 55.0′ N. and 05° 04.5 W., and Santana Roads (00° 03.4′ S. and 051° 10.8′ W.).

**MAX. SIZE:** On East side of floating ore pier, general cargo pier has a depth alongside of 30 ft. Along floating ore pier depth ranges from 35 to 90 ft. (at low water). 35 ft. on East end of pier. Tidal range about 9 to 11 ft. Tidal current at middle of river ranges from 2 to 3 knots, while close inshore along ore dock it runs approximately 1–1½ knots. Amazon river water at Santana is fresh in spite of tides.

**HEALTH:** Health authorities visit vessel arriving from abroad. Authorities require regular ship's gangway to be lowered. Jacob's ladders not accepted. After Master having handed over Declaration of Health, medical authorities issue free pratique. If entering after calling at another Brazilian port, free pratique automatically granted.

**RADIO:** Vessels scheduled to load ore at Santana must radio Belém (Pará) Agents (preferably via Chatham or Amagansett Radio at least 48 hours prior to ETA North Channel. Other means o communication not satisfactory and result in delay. ICOMI maintain own radio-telegraph service between Macapá and Belém. Macapa station located at port of Santana, call letters ZZK5, sends on 6765 kc and receives on 6200/6400.

**TUGS:** No tugs available.

**BERTHING:** Recommended that amidship hatches be used fo Santana cargo. Vessels berth according to direction of tidal curren Berthing operations assisted by a motor craft to place lines on shore East of pier. On West side, lines moored to the bitts on floating fender. Linesmen available to assist berthing and shifting. Ore carrier have preference when docking.

When berthing, use of the anchor must be avoided except in a emergency. This facilitates shifting the ship during loading and als when leaving the berth. Because of the strong current, the confine space for entering the berth and 50–60 metres depth of water, th anchor is not easily lifted and the ship is exposed to the danger o drifting to the adjacent bank.

**STEVEDORES:** Stevedores come from Macapá about 25 km. b road from the port. Also checkers and coopers. Conveyor belt fo ore loading fixed, consequently vessels must be shifted by ow winches to load various hatches. Effective average loading rat 1,000–1,100 long tons per hour. Special caution must be taken no to pump all ship's ballast before loading starts, since the height o boom is 40 ft. above water level. Cargo belt trimmed only. Hire o trimmers is for ship's account and is performed at anchorage.

**MEDICAL:** Medical attention may be arranged at Macapá throug ship's Agent.

**TANKERS:** Discharge at the Dolphins Pier, about 150 metre West of floating pier. Pipe-lines lead to tanks ashore (distance fron pier 1,000 metres). Storage tanks have capacities for 35,000 barrels o diesel oil, 9,500 barrels of gasoline and 60,000 barrels of fuel oi Discharge of different bulk liquids effected after flushing pipe-line Vessels liable to fines, by Port Captaincy, for bulk liquids discharge in port areas.

**DENSITY:** The Amazon river water at Santana Port is fresh wate at any stage of tide. The temperature of river water being normall around 82°F. makes it possible that a density below 1,000 may b found. Checking density during load operations is recommended.

**FRESH WATER:** No drinking water available.

**FUEL:** Fuel oil available through Texaco Brazil. Delivery is by roa tanker.

**GANGWAY/DECK WATCHMEN:** Watch by crew member sufficient.

**OPENING/CLOSING HATCHES:** Ore-carriers: service carrie out by crew. General cargo vessels: service executed by stevedores

**CUSTOMS ALLOWANCES:** Limited quantity for use durin ship's stay.

**CARGO GEAR:** No additional requirements as to gear. A heavy-lif stiff leg derrick mounted on the pier. Boom: 60 ft., Mast: 37 ft. 6 in. Capacity: 65 metric tons. Mobile crane (maximum lift 2·5 tons) available for discharge of general cargo from small vessels.

**IDENTITY CARDS:** Foreign crew members not permitted to go ashore without presentation of identity card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

**CONSULS:** None. Documents which are to be visaed by a Consu must be sent to Belém.

**REPAIRS:** Only in cases of extreme emergency and then onl minor repairs.

**REPATRIATION:** Effected by ship's Agent. No Immigratio authorities at Macapá.

**AIRPORT:** Macapá airport 25 km. from Santana near city of Macapá. Numerous scheduled domestic flights from Macapá to Belém, a trip of 1 hour and 15 minutes.

**TIME:** GMT minus 3 hours. Summertime (one hour forward) as from November 1st till February 28th.

**HOLIDAYS:** New Year's Day (January 1st); Tiradentes (April 21st); Martyr of Independence; Labour Day (May 1st); Independence Da (September 7th); Proclamation of the Republic (15th November); Christmas Day (December 25th).

**TELEPHONES:** No facilities for placing telephones on board.

**GENERAL:** Port of Santana: For establishment of tide times a Santana (00° 03′ 26″ S.–51° 10′ 58″ W.), 40–45 minutes must be adde to the times shown in the tables for Macapá.

Alongside the ore-loading pier, the tidal current continues to ru for 10–15 minutes beyond the time computed from the tables. I mid-stream, the delay in the change of current is 60–90 minutes.

Vessels can dock or depart at any time without regard for tid conditions. Special caution must be taken not to pump all ship' ballast before loading starts, since the height of the boom is 40 f above the water level.

**AUTHORITY:** Industria e Comercio de Minerios S.A. – Ycomi.

## SANTEREM: 02.25 S. 54.43 W.

Santerem is located on the right bank of the Tapajos River whic joins the Amazon River.

**BERTHING:** *Old Port:* Wood Jetty length 150 ft., width 15 ft., dept 12 metres at HW, 6 metres at LW. Jetty faced with spring-pile fender 3 ft. of jetty and 18 ft. above water level.

*New Port:* Pier, length 200 metres, width 25 metres. The ram leading to the shore is 60 metres long and 9 metres wide. Crane are to be installed. Minimum depth of water alongside, 33 ft. Ris and fall of seasonal tide 6 metres. Height of pier above water 1–7 metres. Depth for small vessels 3–9 metres.

The principal export is meat which is delivered by road. A cold store is to be built.

**FUEL:** Fuel oil available at Petroleo Sabba private wharf.

**AUTHORITY:** Port Captain, Av. Senador Lameira Bittencourt No. 340, Santerem.

## SANTOS: 23.55 S. 46.19 W. (See Plan)

**DOCUMENTS:**

9 Crew Lists.
2 General Statements.
12 Passenger Lists (Landing/Transit).
3 Baggage Lists (unaccompanied).
2 "Declaração de Bagagem" (accomp.).
3 Store Lists.
3 List of Crew's Articles.
1 Maritime Declaration Health.
Deratisation Certificate.
2 Stowaway List and Declaration (if found on board).
2 Clearance from previous Brazilian Port of Call.
Copy Cargo Manifests/Bills of Lading.
Statement of Cargo Discrepancies.

**PILOTAGE:** Pilotage compulsory and request for Pilots should be made through Agent at least 3 hours in advance. Pilot station equipped with VHF phone operating on Channels 10, 11, 13 and 16. Pilot launch is about 12 metres long, red in colour and flies a red flag with a black "P" in the centre. Pilot prefers to board on portside. When pilot launch unable to meet vessels in outer roads due to bad weather Pilot Association will contact Masters with instructions to proceed closer to port, with indication of a given point, where Pilots can be safely transferred.

A Harbour Pilot is used for berthing, and Pilots change at the pilot station in the channel.

**ANCHORAGE:** Outer roads. Centre of anchorage located at (24° 00′ 51″ lat., 46° 20′ 39″ long.) a bearing of 074° one mile from Palmas Island.

Anchoring West of 46° 22′ 15″ and North of 24° 00′ 24″ *is not allowed*. Pilot will normally board at this area; however when requested by pilot station (VHF Channel 6), usually in bad weather, vessels should proceed from their anchorage to lat. 23° 59′ 57″ × long. 46° 20′ 05″ and from that point take true course 057° to lat. 23° 59′ 33″, long 46° 19′ 26″ proceeding from there on at 094° until meeting pilot boat (maximum 1 mile).

**RESTRICTIONS:** The access channel and port area have been dredged to 13 metres and dredging will continue to a depth of 13·5 metres. However, depth alongside the deepest general cargo quay does not exceed 31 ft. 6 in. at high water, and can be as low as 27–28 ft. at low water.

**MAX. SIZE:** Regulations in force stipulate that vessels drawing maximum 28 ft. and not exceeding 750 m. in length may enter/leave the port at any state of tide, day and night. Those drawing 28 ft./30 ft. are subject to tide. These are the official drafts for the port, however in practice, depending on tide, vessels up to 32 ft. may also enter/leave the port.

**RADIO:** Santos Radio, call sign PPS.

**HEALTH:** Port Health Authorities consisting of one doctor and one assistant will check all vaccination certificates and issue a free pratique pass, which shall remain on board for presentation at subsequent Brazilian ports of call. Masters can obtain free pratique by radio, which does not mean that the doctor will not come on board, but only that other authorities can board the ship before his arrival.

Free pratique by radio: Master should radio to Agent (in Portuguese) as follows: "Para Sa Portos condições sanitárias a bordo satisfatórias" (Master's name) which means: "Sanitary conditions on board satisfactory". *N.B.* "Sa Portos" is the cable address of Port Health Authorities.

**TUGS:** Five tugs available, equipped with two radios (VHF Channels 10, 13 and 16). Up to 1,600 h.p.

Tugs' service for mooring/unmooring not compulsory and depends on Masters' decision with Pilots' advice.

**BERTHING:** *Wharves.* Total length 6,013 metres. Inner Harbour (Saboo New Quay) 800 metres (depth 11 metres). Barnabé Island pier 300 metres (depth 10 metres).

*Special cargo handling facilities. Refrigerated cargo:* Refrigerated cargo after discharge is deposited in the cold storage (between warehouses 23 and 25). The Receiver is usually responsible for cartage and storage arrangements as well as for the required temperature to be maintained in cold chambers.

*Bulk cargo. Grain elevators:* There are 3 elevators in Santos from which wheat can be discharged direct into freight cars, owned by: Cia. Docas (with external silos) between Sheds 25 and 26; Moinho Paulista between Sheds 12A and 13; Moinho Santista between Sheds 8 and 9.

Cosipa Terminal, depth 10 m.; Ultrafertil Terminal, depth 10 m.

*Fertiliser, sulphur, etc. in bulk* can be discharged at any point along the quay where 6-ton cranes equipped with automatic motor-driven grabs or shovels are in operation. Alternatively, cranes with ordinary hand-filled buckets are used. The usual place for handling this type of cargo is by the Saboo bend.

*Heavy lifts:* Cia. Docas operates 2 floating cranes – one 60 ton and one 150 ton. The 150 ton crane reaches 22 metres in height and can handle lifts within a radius of 10 metres. During 1974 two cranes of 250 tons and 65 tons to be installed.

*Special/valuable cargo:* Special or valuable cargo, objects of art, precious metals, etc., are discharged without special formalities and may be kept in Shed 12A, where there is a special safe.

**BULK HANDLING FACILITIES:** The Ultrafertil Terminal is situated East of the Cosipa Terminal and both make use of the same manoeuvring basin with depth of 10 metres, connected with the Port of Santos by a dredged channel 8 km long, 10 metres in depth and 60 metres in width.

*Cosipa Terminal* consists of a pier 150 metres in length and 22 metres in width, built on concrete tubing, with a depth of 10 metres, allowing for the berthing of vessels of up to 22,000 tons dwt. Future plans foresee the lengthening of the pier to 250 metres and a depth of 13 metres, enabling it to receive vessels of 45,000 tons dwt.

Equipment for the discharge of coal and ore is installed at the pier, capable of handling 600 tons per hour, as well as equipment for the loading of steel plates produced at the plant.

*Ultrafertil Terminal* is an open dock in the form of an "L" built on concrete tubing, 240 metres in length and 15 metres in width. At its main point, vessel of 23,000 tons dwt. and drawing 10 metres may berth. The secondary point permits the berthing of vessel of up to 3,000 tons dwt. (liquid gas carriers).

The terminal is especially equipped for the discharge of bulk solids at a rate of 500 tons/hour and is likewise equipped with pumps and adequate pipes for the discharge of liquified gas.

*Macuco Novo Quay:* Export terminal for cereals. Length 280 m. Max. draft for vessels is 13 m. Storage capacity 60,000 tons. Loading rate 3,000 t.p.h.

Container Terminal at inner part of port. Equipped with three heavy weight shore cranes, capacity 30 tons each. Loading/discharging rate: 20 pallets per hour, using fork lifts.

**STEVEDORES:** All longshoremen are in employ of Cia. Docas, which holds charter for general operations at Santos Docks. Their services can be requisitioned up to 1500 hrs. for vessels at berth/expected to berth next day. Stevedores ordered but not used shall be paid full day or night. Therefore, if the men should be kept standing by (inactive) at 0700 hrs., their period runs up to 1700 hrs., and at 1900 hrs., their period runs up to 0400 hrs.

**FRESH WATER:** Adequate supply of fresh water is always available from hydrants along the quay (day and night) or from water-barges (Pilões). Water barges cannot supply more than 2 ships per day, their capacity being only 250 tons, which can be pumped into the ship's tanks at the rate of 80 tons per hour. Cia. Docas should be advised 24 hours in advance, priority being given to passenger vessels.

**FUEL:** MFO, MDF, and gas oil can be supplied at Vallongo by Shed No. 1 or at the Saboo New Quay Extension, or by barge, if up to 300 tons. Applications for supplies should be made a few days in advance to avoid delay in delivery.

**TANKERS:** Discharge terminals at Saboo Quay, Alamoa and Ilha Barnabé.

*Alamoa Terminal:* Allows simultaneous mooring of two tankers with capacity of up to 50,000 dwt. Length of wharf 630 m. Depth of 12 m. at LW. Sixteen "Chikson" arms available. Unloading rate 500–2,000 t.p.h.

*Ilha do Barnabé:* Length of dock 301 metres, depth 10 metres. The dock is used for loading, unloading and storage of liquid fuel.

**REPAIRS:** There are several workshops at Santos; however only capable of handling small jobs. Complicated engine repairs should be avoided as much as possible.

**WATCHMEN:** Masters of vessels may at their own discretion have crew members posted as watchmen, but are strongly recommended to have shore people for the job, specially when vessel is carrying any kind of pilferable cargo.

**GANGWAY GUARDS:** The Maritime Police and Customs House, frequently send on board some personnel to keep gangway watch during vessel's stay. On passenger liners the Maritime Police keeps a guard of 5 men plus one foremen while Customs keeps 3 men. On cargo ships, 2 men and 1 man, are assigned respectively. These officials always expect to be granted a cabin, plus regular meals.

**OPENING/CLOSING HATCHES:** May be performed by ship's crew or by stevedores.

**CONSULS:** The following countries are represented in Santos:

Italy
Denmark
Finland
Paraguay
Portugal
France
U.K.
Chile
Argentina
Belgium
Uruguay
El Salvador
Holland
Sweden
Panama
Greece
U.S.A.
West Germany
Norway
Bolivia

**DEVELOPMENTS:** Dredging operations being carried out in order that vessels up to 45,000 tons with a draft of 12·3 metres can come into the port and go alongside Conceicaozinha. As a second phase, this dredging will be extended to the estuary to attain a depth of about 14 metres. From this locality up to the Cosipa channel, the dredging should reach a depth of 12 metres.

For the prolongation of the Macuco Quay, a depth of about 13 metres is contemplated. A section of another 375 metres with a depth of 11 metres and another of 230 metres with a depth of 13 metres will be made in an extension of 605 metres.

Construction of a petrochemical discharging terminal at Ilha Barnabé started in 1973. It is planned to instal 38 tanks of varying storage capacities.

A sugar export terminal is to be constructed within the port.

A grain terminal is to be built on the left bank (tenders out at present). The depth at the quay will be 13·5 m. and will be able to receive vessels of 76,000 dwt. The capaity of the silos to be 100,000 tons.

**AIRPORT:** Situated at Sao Paulo, about 70 km. from Santos. Full international services.

**SURVEYORS:** *Lloyd's Agent:* Cory Br
Estados Unidos 4, 11° andar. Telephone
*Bureau Veritas:* Harold Taxman, Tel. 2
*American Bureau of Shipping:* Harold
**REPATRIATION:** All crew changes
Rio de Janeiro as Salvador has no
foreign countries.
**AIRPORT:** Airport is 31 kilometres fr
flights to foreign countries but various
with Rio, S. Paulo, etc.
**TIME:** GMT minus 3 hours. From Dece
clocks are advanced 1 hour for Summe
**HOLIDAYS:** *1st January; 6th Januar
21st April; *1st May; 25th May; 24th J
7th September; 2nd November; 15th
*25th December.
* Stevedoring labour always available
days indicated above.
**POLICE/AMBULANCE/FIRE:** Polic
Service); Police Tel. 20194 (Maritime P
lance Tel. 04; Fire Tel. 05.
**TELEPHONES:** No facilities availab
board.
**REGULATIONS:** Rat-guards must
Port Health make periodic inspections
**STORES:** Ship chandler can sup
fruits, canned goods, etc., but no bon
available.
**AUTHORITY:** Capitao dos Portos.
**AGENT:** L. Figueiredo S/A. Rua
Cables: "Dorabahia-SDR". Telex: 035

## SANTANA: 0.03 S. 51.10 W.

**DOCUMENTS:**
Maritime Health Declaration.
Vaccination Certificates.
5 Crew Lists.
3 Stores Lists (incl. deck/engine).
3 Personal Effects Declaration.
Bunkers Declaration.
Passenger List or negative passen
From each loading port a Manifest
of Lading addressed to "Inspector o
any port (including Brazilian ports)
Santana, a negative declaration of ca
**PILOTAGE:** No Pilots available
entrance and/or for docking and cas
**ANCHORAGE:** In front of the port
mainland and Santana Island, wher
any location. Bottom is mud.
As it is impossible to traverse the
open sea in one stretch, two places
by the Port Superintendent of San
after passing Banco do Meio. At
strong and unpredictable, but at
Meio, the vessel would have more
of the anchor dragging.
**RIVER NAVIGATION:** At the en
vessel should have a draft of about
be manoeuvred along the whole len
At this time the Captain has the op
study all points necessary to naviga
bound.
The ship should be loaded up to
on the season.
The Santana Strait should be na
with carefully controlled speed.
When loaded and outward bo
carefully the tides and direction of
ICOMI Radio ZZK–5 for further ins
**RESTRICTIONS:** Vessels can
transit in North Channel is at Mast
Channel transit restricted to 33
mud banks it is recommended t
nautical charts, covering from out
used.
Tidal range on outer bar area is
area is about 16 ft. All data publ
refers to average spring low-wate
The Brazilian Hydrographic Offi
Barra Norte do Rio Amazonas (
05° 04.5 W., and Santana Roads (0
**MAX. SIZE:** On East side of flo
has a depth alongside of 30 ft. Al
from 35 to 90 ft. (at low water). 35
about 9 to 11 ft. Tidal current at
knots, while close inshore alon
1–1½ knots. Amazon river water at
**HEALTH:** Health authorities v
Authorities require regular ship's
ladders not accepted. After Mast
of Health, medical authorities is
calling at another Brazilian port,
**RADIO:** Vessels scheduled to

---

**TIME:** GMT plus 3 hours.

**HOLIDAYS:** No work is accepted on the following days: Christmas Day; New Year's Day; Independence Day; Proclamation of the Republic Day; Easter; Good Friday; May 1st.

On Christmas Day, no work available except on passengers' luggage. Working overtime on holidays is possible provided application is made not later than 1500 hours on the preceding day. On Sundays work stops at 1900 hours for freighters, and is allowed to continue for passenger vessels when only handling luggage.

**IDENTITY CARDS:** Foreign crew members not permitted to go ashore without presentation of Identity Card, on which is photograph of holder and personal details. These cards are provided by Agent upon arrival. The Identity Card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

(Shipmaster's report received June 1973 indicated I.D. cards not required.)

**TELEPHONES:** Every vessel berthing between Sheds 1 to 30 will have a telephone on board, available only for local calls.

**GENERAL:** Flags to be shown by incoming/outgoing vessels: (*a*) National flag. (*b*) Brazilian flag. (*c*) Yellow Flag – (Q) (whenever doctor's clearance is required and up to obtainment). (*d*) Customs flag (blue with a white star – to be flown 24 hours a day, after clearance is granted.)

**AUTHORITY:** Centro de Navegacao Transatlantica de Santos.

**AGENT:** L. Figueiredo S/A. R. Visc. Rio Branco, 2. Tel.: 3–8177 (PABX). Cables "Doralice". Telex 022841. P.O. Box 813.

## SÁO FRANCISCO DO SUL: 26.10 S. 48.34 W.

**DOCUMENTS:**
4 Crew-Lists.
List of Crew Belongings.
4 Passenger Lists; if passengers aboard.
Passes of Post Office, Harbour Master, Maritime Police, Custom House, of last port of call.
Certification of Light Dues.
Cargo Manifest and B/lading, when vessel with import cargo.

**PILOTAGE:** Not compulsory. Pilots join vessel at the Island Illha da Paz about 5 km. East of bar, Pilot comes from inside with boat. Cables informing ETA to Agent.

**ANCHORAGES:** Channel low tide 30 ft. high tide 35 ft. Port: low tide 20 ft. high tide 23 ft.

**RESTRICTIONS:** Bar draft: maximum 23 ft. Bottom: bar, channel and port: sand and mud. Speed of current: channel low water 4 knots high water 5 knots.

**HEALTH:** Vessel must present free pratique issued at first call-port. Port's doctor will visit vessel.

**RADIO:** Call Agent. São Francisco do Sul, via Florianopolis Radio.

**TUGS:** Two tugboats for shifting ships and barges.

**BERTHING:** Quay No. 1. Length 450 metres, Quay No. 2. Length, 150 metres. Depth alongside varies from 5 metres to 8 metres.

**CRANES:** Two electric cranes with capacity of 5 tons and two with capacity of 3 tons.

**STEVEDORES:** Sufficient working force available, working hours 0700–1100, 1300–1700 normal period; 1700–1900 days-overtime; 1900–2300, 2400–0400 night-working; 0400–0600 night-overtime.

**MEDICAL:** Medical attendance available, 2 hospitals, all medical care available.

**FRESH WATER:** 13 hydrants on quays 1 and 2, American type thread 2 in., capable of supplying 10 to 12 tons/hour. Also a private water barge, of 100 tons capacity.

**FUEL:** Oil for boilers, diesel engines, and gasoline are distributed by a private firm, Distribuidora Maritime Porto de São Francisco Ltda. by tanker trucks, coming from Itajai, where orders must be placed 12 hours in advance.

**DEVELOPMENTS:** The SBM terminal under construction at São Francisco do Sul for Petrobras is expected to be completed in the second half of 1975.

The terminal will handle tankers of 200,000 dwt. Discharging crude oil. The SBM is located 8 km. off the coast of Babitonga Bay, and the storage tanks at Enseada beach.

During the second half of 1974 the bar is expected to be dredged to 30 ft.

**WATCHMEN:** Recommended.

**OPENING/CLOSING HATCHES:** By stevedores.

**CUSTOMS ALLOWANCE:** 1 package of 200 cigarettes, and one bottle of spirits each man.

**CONSULS:** None.

**REPAIRS:** Deck and engine repairs possible, workshop in town.

**REPATRIATION:** No facilities for changing crews.

**AIRPORT:** None, nearest in Joinville, with regular traffic, about 40 miles distant.

**HOLIDAYS:** 1st January; 21st April; 1st May; 7th September; 15th November; 25th December; Holy Friday; Corpus Christi; 8th September; 8th December.

**TELEPHONES:** Available at dock entrance.

**AUTHORITY:** Port Captain rua Lauro Muller. Tel. 204 and 205 (office).

**AGENT:** Emprêsa Maritima e Comercial Ltda., Rua Babitonga, no. 179, Post box 43, São Francisco do Sul, State of Santa Catarina, Brazil. Cable "Maritima", São Francisco do Sul and "Realloyd". Tel. 161, 273, 139, 162.

---

## ŚAO LUIZ,

(Including port of

**DOCUMENTS:**
Freeboard Cer
Safety Radiote
Safety Radiote
Deratisation C
Ship's Registe
Classification
3 Crew Lists.
3 Passenger L
3 Store Lists.
6 Cargo Manif
2 Copies of Bi
Health Certific
General Decla
Consular Doc
**PILOTAGE:** A
via Radio Marin
service, cable a
Pilot launch pa
Launch awaits
ETA 12 hours b
The Pilot boar
**ANCHORAGE**
*Sao Luiz:* The
vessels awaiting
(*a*) Location N
draft and 1
town).
Location N
follows N
Location N
the bar).
These an
2° 30′ 5″ S.
(*b*) Vessels im
Vessels u
Larger ves
(*c*) Anchorag
of the part
State War
(*d*) Vessels in
*Itaqui:* The f
Itaqui:
(*a*) Vessels o
(*b*) Vessels i
2° 35′ 1″ S.
(*c*) Vessels in
(*d*) Inspection
**RESTRICTIO**
*Sao Luiz:* Ma
high water.
*Itaqui:* Cargo
depending on th
may only berth
commence one
**HEALTH:** Hea
by Yellow Fever
Tankers boun
after mooring is
Vessels awai
anchorages.
**RADIO:** Radio
to the Agent.
**TUGS:** *Sao Lui*
*Itaqui:* None.
**MAX. SIZE:** F
depth of 45 to 4
**BERTHING:** *S*
*Itaqui:* New q
length. Initially
pending comple
**CRANES:** *Sao*
hoist, capacity 7
**BARGES:** *Sao*
and one barge
with a total cap
**TANKERS:** D
draft.
*Tank Capaciti*
Esso, Gasolin
20,000 barrels.
Texaco, Gaso
kerosene 10,000
Petroleo Sab
Kerosene 5,000
**STEVEDORE**
necessary gang
tion in cargo ho
required. When
4,000 bags per 8
**MEDICAL:** Ad
ance in S. Luiz
**FRESH WAT**

Maranhao: 2.30 S. 44.0
f Itaqui, situated 6 miles by
:
rtificate.
elegraphy Certificate.
elephony Certificate.
Certificate.
r.
Certificate.

ists.

ests.
lls of Lading.
ate from last port of call.
ration of Cargo.
uments from ports of call.
pproaching coast, the Maste
na de São Luíz – PWM or
ddress: "Praticagem S. Lu
nted red and provided wi
at Ponta D'Areia. Vessel to
fore arrival.
ds in position 02° 29′ 09″ S.
following areas are reserve
to enter port.
o. 1 for vessels of more tha
35 m. overall (this is the ne

o. 2 for vessels up to 18 ft
2).
o. 3 for vessels up to 18 ft.

horages are situated betw
and 2° 31′ 5″ S.
pounded or requiring extens
to 10 ft. – lat. 02° 31′ 9″ S. lo
els: lat. 02° 30′ 0″ S. long. 4
for vessels of less than 2,0
submerged hull of the Ma
house and the Customs W
quarantine: lat. 02° 29′ 5″ S.
lowing anchorage zones

r 5,000 g.r.t.: lat. 2° 35′ 5″ S.
mpounded or requiring e
ong 44° 22′ 3″ W.
quarantine: lat. 2° 35′ 4″ S. lo
nchorage: lat. 2° 35′ 2″ S. lo
S:
only be entered during d

essels may moor any time
state of the tide. Vessels bo
n the rising tide during the
our before high water.
Authorities visit compuls
ervice.
for the oil terminal will be in
ompleted.
g berths will be inspect

arinha, code PWM, may be

One tug 50 h.p. available.

port of Itaqui, max. draft a
t. available depending on h
Luiz: See "Anchorage".
ys in use and under constru
ssels will use own gear fo
n of port facilities.
uiz: Four cranes, 2-7 tons
tons.
iz: Eleven barges of 60 tons
150 tons capacity. There a
ty of 1,090 tons.
harge at port of Itaqui. On

20,000 barrels; Diesel 15,0

e 25,000 barrels; Diesel 20
rrels.
Gasoline 20,000 barrels;
rrels; Fuel oil 20,000 barrels
On receipt of vessel's ET
Master to mention in his E
enabling Agent to arrange
ading or discharging bagg
ours work per gang handle
nce notice by radio preferred
imited to one general clini
: *Sao Luiz:* Fresh water av

e is also an outlet at warehouse No. 4 on the
l oil available to vessels alongside, delivery by
ilable to vessels alongside, delivery by road
el oil available for boilers.
**WATCHMEN:** Normally done by the crew.
**G HATCHES:** Done by stevedores.
**ANCES:** No limit or restrictions.
: Foreign crew members not permitted to go
ntation of Identity Card, on which is a photo-
personal details. These cards are provided by
val. The Identity Card must be given on dis-
deral Police who will return it to the crew mem-
n.

Spain Tel. 2664
Norway ,, 1888
Bolivia, no telephone

small repairs available.
Problematic because Maritime Police being
d.
etres from centre of town, with daily flights to
ountry.
1 Nov. GMT minus 3; 1 Dec. to 28 Feb. GMT
ry 1st; April 21st; May 1st; September 7th;
ember 25th (National holidays). July 28th; Sep-
days); Maundy Thursday; Good Friday (Church
days, except Good Friday, work permitted.
**NCE/FIRE:** Police tel. 1150; First Aid Ambu-
de 1753.
facilities for placing telephones on board.
Captain, Av. Pedro II No. 2. Sao Luiz.
Transportes do Maranhão Ltda., Rua Dr.
A. Cable address: "Pedra". Tel. 2-1393 and

**AO:** 23.48 S. 45.24 W.
nal Maritimo Almirante Barroso (TEBAR) is
dge of the São Sebastião channel. Safe access
South entrance. The approximate geographical
Lat. 23° 48′ 2″ S., Long. 45° 23′ 3″ W.
ard clearance is effected on board immediately
ernment Port Officials and Agent's representa-
that the following documents be ready on

garding outward clearance of the ship at last
st.
Effects List.
r List.
nifest, (or more if available).
ding, (or more if available).
Declaration of Health.
s (Addressed to Petrobras)
rticulars: call sign, n.r.t., g.r.t., dwt., speed,
t, total crew, officers, time of arrival, loading
sailing, quantity of cargo for São Sebastião,
n transit for other ports, etc.
ge is compulsory for vessels calling at São
e following limits:
g Ponta da Sela to Ponta Gaeca.
g Ponta das Canas to Ponta do Arpoar.
these limit lines. They meet the vessel via
ecline to moor the vessel if it is not equipped
oring equipment, lines, gear, etc., or if it is not

**S:** The following easily identifiable navigating

on Ponta da Sela is exhibited from a tower
d and white stripes, marking the south entrance

rk the deepest part of the channel: two lights
ntinent and two red lights towards the island.
exhibited from a small rocky island with a white
dos Moleques.
ontinha is exhibited from a white tower and
are exhibited from the terminal's pier.
Temporary anchorage for Port Authorities
pprox. 1·5 miles N.E. of Lage dos Moleques light.
nkers Awaiting Berth: about 1 mile S. of Ilha
he Lightening of Tankers located about the
n Ponta da Sela and Ponta do Viana. Water
m. (82 ft. – 115 ft.) with seabed of clayed/sanded

The terminal normally operates around the
ored and unmoored at any hour except when an
ses, such as breakdowns, gales, heavy squalls,

al berth, South pier): 26 m. (85 ft.) depth, for
dwt;

Position 2 (internal berth, South pier): 20 m. (65 ft.) depth, for tankers up to 150,000 dwt;

Position 3 (external berth, North pier): 19 m. (62 ft.) depth, for tankers up to 135,000 dwt;

Position 4 (internal berth, North pier): 13·7 m. (45 ft.) depth, for tankers up to 55,000 dwt.

**HEALTH:** Port doctor visits all ships on arrival and requires Maritime Declaration of Health, Deratisation Certificate, 2 Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly Quarantine Flag. If suspected disease or fever on board it is advisable to cable Agent before arrival.

**RADIO:** Vessels under time-charter to Petrobras bound for São Sebastião should advise Company of ETA 48 hours before arrival direct to PPA 25 (Petrobras own radio station) as well as to Agent's cable address through PPR (Rio Radio Brazilian Post Office radio station). In turn they will pass message to the terminal. Confirmation or change of ETA should be cabled 24 hours prior to arrival. Vessels equipped with VHF radio telephone should call on Channel 16/DELTA: 156·8 mHz (and then change to another agreed channel) when within range for berthing instructions. All ETA'S should indicate whether it is local time or GMT. English is generally understood by Pilots and terminal representatives. Weather forecasts as well as Notices to Mariners are transmitted by PWZ and PPR radio stations. Radio equipment should not be used at the piers. Communication ship-to-shore will be by telephone.

**TUGS:** Seven Tugs available. Rigel 3170 h.p., Vega 3170 h.p. Apolo 2,340 h.p., Orion 2,340 h.p. (owned by Petrobas). Servemar VIII 375 h.p., Servemar IX 550 h.p., Servemar X 650 h.p. (owned by private company). While rendering such assistance the tugboats act under orders of Harbour Pilot. These tugs are fitted with fire pumps and monitors (including mechanical foam) to assist in fighting fires.

The following tug signals which have been approved by the local Captain of the Port are listed below for a Shipmaster's guidance:

(*a*) For calling tugs: 4 long blasts followed by 1 or 2 short blasts of ship's whistle will call 1 or 2 tugs respectively.

(*b*) Before towing line is made fast: 2 short blasts; prepare to push on bow or to pick up line from ship's bow. 3 short blasts; prepare to push on stern or to pick up line from ship's stern.

(*c*) After towing line is made fast: 1 long blast; pull to starboard. 2 short blasts; pull to port. 3 short blasts; give up pulling.

(*d*) Manoeuvring alongside ship's hull: 1 short blast; to pull, 2 short blasts; to push.

All orders received by tug will be acknowledged with a distinct short blast.

As both tugboats are provided with VHF, manoeuvring orders may be given by radio.

Usually orders to fore tug are given by a mouth whistle and to aft tug by the ship's whistle. Two long blasts followed by a short one is used either to call small craft or pilot launches. To call motor-boat (launch), 1 long blast followed by a short one; both tugs are fitted with blinker signal lamps.

**GENERAL CARGO WHARF:** *Commercial Quay:* Length 150 metres, depth 8·2 metres. Fresh water available, rate 10 t.p.h. Fuel available by road tanker in small quantities. Seven cranes, one of 11 tons and six of 4½ tons.

**BERTHING:** The pier is located on the Western edge of the channel between the shore and São Sebastião Island. Safe access for large tankers is possible through the South entrance but smaller tanker or draft 35 ft. or less may enter through the North entrance.

The head of the jetty which is "T" shaped is 1,690 m. (5,544 ft.) from the shore, in position 23° 48.2′ S. 45° 23.3′ W.

The South pier is 510 m. (1,673 ft.) length and the North pier 380 m. (1,246 ft.).

*See also* "Max. Size".

*Hose Connections:*

| | | |
|---|---|---|
| Position 1 | 4×16″ | (cargo hoses) |
| | 1×10″ | (fuel oil) |
| | 1×8″ | (diesel oil) |
| Position 2 | 3×16″ | (cargo hoses) |
| | 1×10″ | (fuel oil) |
| | 1×8″ | (diesel oil) |
| Position 3 | 2×12″ | (cargo hose) |
| | 1×8″ | (fuel oil) |
| | 1×8″ | (diesel oil) |
| Position 4 | Same as Position 3 | |

Reducers are available. All shore hoses are chiksan type arms.

*Maximum Height:* Max. height of hoses above platform: Position 1: 21·5 m. (70 ft.); Position 2: 17·8 m. (58 ft.); Positions 3 and 4: 16 m. (52 ft.).

*Pipe lines:* Two 34-in. diameter pipe-lines, 2,300 m. (7,500 ft.) link the South pier to the shore tanks. Two 24-in. diameter pipe-lines, 2,000 m. (6,500 ft.) link the North pier with the shore tanks.

**LOADING:** *Maximum permissible pressure:* Both piers 8 kg/cm². (120 p.s.i.).

*Pumping Rates:* South pier: 100,000 bbl/h. if using two 34 in. lines and 3 or 4 hoses; up to 50,000 bbl/h. if using one 34 in. line and 3 or 4 hoses.

North pier: up to 48,000 bbl/h. if using two 24 in. lines and two hoses; up to 28,000 bbl/h. if using one 24 in. line and 2 hoses.

**BALLAST:** Brazilian laws are very strict in regard to the pollution of harbour and coastal waters. Vessels should not discharge dirty ballast, ashes, refuse, etc., into the water. Heavy fines are imposed for violations. All overboard discharge valves from cargo tanks and bilges are to be secured before any loading or discharging commences. All deck scuppers should be plugged to avoid harbour contamination should an oil spill occur. To offenders, fines will be charged (besides resulting delays) according to ship's tonnage.

Facilities for receiving dirty ballast are available. However, amount is dependent on space in shore tanks at the time.

**MEDICAL:** Medical treatment and/or hospitalisation, if required, is provided in the private local hospital. Dentists are available in the area. For emergency cases (serious illness or injury) TEBAR first medical aid may be requested by the Master. Internal telephone number is 20. If patient does not speak Spanish or Portuguese, an interpreter should accompany him.

**FRESH WATER:** Fresh water can be supplied, if necessary; however, supplies are limited to essential requirements (up to 400 tons). Rates: Minimum 91 t.p.h. Maximum 148 t.p.h.

**FUEL:** Available. However, prior arrangements should be made with Petrobras in Rio de Janeiro.

Diesel oil is available. However, prior arrangements should be made with Petrobras. Lubricating oil not readily available in São Sebastião so should be ordered well in advance of arrival.

*Simultaneous bunkering and discharging operations.* Considering that the loading/discharging hoses cannot be crossed with bunkering hoses, the simultaneous bunkering and discharging operations will depend on the position of the ship's bunkering manifold. If the ship has two bunkerings manifolds at each board – one at each side of cargo manifolds – the bunkering and the discharging may be effected at the same time. However, supposing a tanker has only one bunkering manifold at each board (located to the aft part in relation to cargo manifolds), this simultaneous operation will only be possible if the ship is berthed port side at position 3 or starboard side at positions 1, 2 and 4. Contrariwise, upon completion of loading/discharging the ship will have to be shifted a few metres forward to receive bunkers.

**SURVEYORS:** *Petroleum Inspectors:* None available in São Sebastião. If required, arrangements should be made well in advance. A representative of Chas. Martin and Co. is based in Rio de Janeiro and E. W. Saybolt & Co. in Santos.

**REPAIRS:** Repairs of minor nature can be effected in São Sebastião. When alongside pier, vessels must maintain engines and propulsion machinery in readiness to leave the berth under full power on short notice. No repairs are permitted which would interfere with this requirement. In the event of a ship unable to leave the pier under its own power, when requested to do so by the terminal, the terminal reserves the right to arrange to have the ship towed from the pier. Any expenses incurred or delays resulting from such an operation will be for the account of the ship.

**CUSTOMS ALLOWANCES:** For each crew member, 2 packets of cigarettes and one bottle of wine or spirits. While the vessel is in port, Brazilian custom's officials are assigned on board to ensure compliance with customs regulations. Meals must be supplied to these officials during regular meal hours. Brazilian laws are strict in regard to smuggling and Masters are requested to instruct their crews not to take cigarettes or other articles ashore. Cigarettes in carton lots, cigars, tobacco, alcoholic drinks, souvenirs, etc., should be collected prior to arrival in port, listed with the items in the slop chest and placed in the custody of the Master for deposit in the slop chest or closet which will then be sealed for the duration of the vessel's stay in port. By no means will any commercial transactions be tolerated, be it either among terminal employees, crew members or anyone else. Cigarettes or other stores in bond are not obtainable in São Sebastião.

**CONSULS:** No consular representatives are reported to exist in the area.

**TIME:** Local time is GMT minus 3 hours.

**SHORE LEAVE:** The access pier is 1,600 metres long. The crew can use it to get ashore, but special passes are required for this purpose. There is, however, a launch service provided by Agent.

**GENERAL:**

*Brazilian Flag:* Authorities are exercising rigorous inspection as regards the condition and the correctness of measures, colours, etc., of the Brazilian flag flown by vessels in port. In principle, the flag should be flown from 0800 to sunset. Heavy fines are imposed on the ship if these instructions are disregarded. In case no suitable flag is found on board, a radio message should be sent a few days in advance, so that this item may be supplied upon arrival.

*Watches:* An efficient watch must be maintained on board the ship, deck and engine room and a sufficient number of crew members should always remain on board to cope with emergency or port operation situations.

*Customs Watch:* Whilst in port, customs officers may be assigned to remain on board the ship to ensure compliance with customs regulations. Should this happen, meals must be supplied to these officers during regular meal hours; also the necessary accommodation.

*Ratguards:* Ratguards must be placed in all mooring lines.

*Visit of Authorities:* In case the ship enters and berths directly, the official visit of Authorities together with the Agents will take place as soon as she is tied up and the gangway is lowered. However, if the ship is not berthed immediately upon arrival (e.g. in view of the pier being occupied, or any other reason), the visiting party will proceed to the ship by motor-boat as soon as she drops anchor. If the ship arrives after 21.00 hours, it is possible that Authorities will decide to visit the ship next morning at 08.00 hours; however, the ship is authorised to operate normally and crew members are allowed to go ashore.

*Seamen left ashore:* Ships are not permitted to sail until all crewmembers are on board. Should, however, a crewmember definitely not be found, his passport (or seaman card) and his international vaccination certificates must be given to the Agents, together with a letter requesting him to be repatriated.

*Weather and Tide Conditions:* The weather at São Sebastião is generally very favourable: no strong winds, no speedy currents an usually not even a swell is observed in the channel. The winds ar unpredictable for more than a few hours in advance; usually it blow from N.N.W. or S.S.W. As regards rain, the annual precipitatio averages 2,000 mm. The visibility is mostly fair, although in autum and winter it may become rather poor in the early morning. Th temperature ranges from 15° C (59° F) in July to 39° C (104° F) i January. The relative humidity of the air is usually high, often exceeding 85%. The normal range of tides is around 1·2 m. (4 ft.). Althoug higher ranges of 2 m. (6·5 ft.) have been noticed during spring. Th currents are irregular but usually follow the direction of the wind according to the intensity and the duration of the wind, the dri may range from 1 to 4 knots.

*Derating Certificate:* In case the Derating Certificate has expire and needs to be renewed, a radio message should be sent to th Agent a few days before arrival, so that they are able to make th necessary arrangements with the São Sebastião Port Health Inspector.

*Renewal of Vaccination Certificates:* For the same reason mentioned above, the master should send, beforehand, a radio messag stating how many vaccinations of each kind will be required. Th vaccinator has to come from Santos.

*Passengers:* Passengers are not permitted to disembark in Sã Sebastião. Owners' representatives, guarantee engineers, officer wives, or any other person travelling on board a tanker, should no be regarded as passengers but must be included in the crew-lis In this case, there is no difficulty in disembarking and repatriatin via São Paulo (or via Rio de Janeiro).

*Visitors:* Only the personnel duly authorised by Port Authoritie may come on board the ships; this excludes all visitors. Relative of crew members may obtain from Port Authorities a licence to go o board.

*Constant Readiness:* During the time the ship is berthed alongsid her engine and propulsion machinery should be in readiness t leave the berth on short notice. No repairs are permitted which woul interfere with this requirement.

*Smoking:* Smoking in open areas of the ship and on the pie is strictly forbidden. The crew are not to throw lighted cigar cigarette butts overboard.

*Emergency Towing Wires:* Two towing wire ropes should b always hanging to the water's surface so that the tugs can easi make fast should an emergency arise.

*Gangways:* All ships calling at São Sebastião must provide safe gangway. Authorities may refuse to board the ship if a sa gangway or accommodation ladder is not provided. At night, th pilot ladder must be adequately lit. The terminal is not equipped wi platform ladder. The ship's ladder must be used.

*Lifebuoy:* A lifebuoy with 15 fathoms (27 metres) of rope shou be kept nearby the gangway for use in case of emergency.

*Ship's Fire-fighting Equipment:* At least two fire hoses shou be connected to hydrants on main deck: one forward and the oth abaft the cargo valves manifolds. A third hose with an NPU nozz and two mechanical foam containers should be kept nearby t pump-room. The ship's main fire-extinguishing system should kept under constant pressure.

*Minimum Draft for safe Manoeuvring:* Although not very critic tankers should be sufficiently ballasted to ensure safe manoeuvr

*Bond Wire:* Before the connection of shore hoses, the bondi wire will be connected, by a terminal employee, to ensure a go grounding electric contact.

*Boiler Tubes and Sparks:* Whilst alongside the pier, no boi soot blowers may be used. The use of derricks is also forbidd (excepting the poop derrick, when lifting stores, provisions, etc Likewise, the use of objects and/or tools which may cause spa is also forbidden.

*Fire Signal:* Should fire break out in any part of the ship, the alarm should be given: a continuous sounding of seven short blas on the whistle, followed by a long one.

*Transportation of Stores, etc., from shore to ship:* The terminal do not permit the carriage of items through the jetty. Consequen the ship has to use the services of a motorboat, of a tugboat or o floating craft (which is towed to the ship's side). The motorb or the tugboat may only approach the ship by the sea side. derricks may be used, although the terminal has no objection to use of the poop derrick or crane (sea side). Depending on the nat and the weight of the items involved, they may be taken on bo using the gangway (sea side).

*Laundry:* Considering the usual shortness of the ship's s in port, it is prudent that the Agent is informed by radio beforeha so that they are able to make the necessary arrangements for time of the ship's arrival.

*Provisions and Stores:* Provisions and stores are supplied shipchandlers contracted directly by owners or masters, or thro the agents. Usually they have to be brought from Santos, wh requires a radio advance request, in view of the distance invol It is hoped that in the near future provisions and stores in la quantities may be easily obtainable in São Sebastião.

## SHIPMASTER'S REPORT

*Pilotage:* Vessels normally sail and arrive by the South entrance.

*Anchorages:* The holding ground for VLCCs is not very good, appears good for smaller vessels. (We had three cases of sh dragging during our 2½ weeks stay, all VLCCs.) The current n Northerly or Southerly depending on the wind.

*Tugs:* Five tugs normally used for berthing and unberth irrespective of vessel's size.

*Medical:* Dental and routine medical matters available. Specia are available some miles away. For inoculations the doctor comes from Santos.

*Fresh Water:* Rates are dependent on number of vessels watering and can be as low as 10 t.p.h.

*Customs Allowances:* Two cartons cigarettes per man. Customs no longer stay on board the vessel.

*Repatriation:* Is possible, but involves lengthy car ride to Santos or Rio de Janeiro. The best and nearest airport is outside Sao Paulo, where International flights are available. This is quicker than going to Rio.

*Telephone:* Available in jetty control rooms.

*Shore Leave:* When berthed the Agent can arrange a minibus service from the T-head of the jetty.

*Port Regulations:* Vessels throwing or discharging anything into Brazilian waters are subject to a fine equalling 2% of the minimum Brazilian basic wage multiplied by the vessel's gross tonnage. Garbage disposal is difficult to arrange and they will only accept dry garbage.

*General:* Communications are poor, no Telex and messages have to be telephoned to Santos. Best method is to use ship's equipment when at anchor.

**AUTHORITY:** Petroleo Brasileiro S.A.

**AGENT:** L. Figueiredo S/A. Ave. Duque De Caxias, 384. Tel.: 5-0365. Cables: "Doralice" São Sebastião.

## SEPETIBA TERMINAL, Guaiba Island: 23.00 S. 44.02 W.

**LOCATION:** About 50 miles West of Rio de Janeiro, is the site of a bulk iron ore terminal located off the South-east end of Ilha Guaiba about 7 miles due North of the bay entrance.

**PILOTAGE:** Compulsory for all ships entering the bay and berthing and unberthing at the ore facility. Pilots board in the vicinity of 23° 08′ 39″ S., 44° 04′ 36″ W. A pilot ladder, boat rope, and gangway must be properly rigged with the landing platform of the gangway lowered to within 5 m. (16½ ft.) of the water. Adequate lighting should be provided at night.

**ARRIVAL INFORMATION:** Vessels bound for Baia de Sepetiba should send an ETA to their Rio Agents, via Rio Radio, 6 days, 48 hours, and 24 hours prior to arrival. Any significant change in this ETA should be corrected as soon as possible but not less than 8 hours prior to arrival. Also see "VHF".

**ANCHORAGE:** In the vicinity of the Pilot boarding area. Ships should not proceed beyond this point unless a Pilot is aboard and instructions have been received from Sepetiba Marine Operations to proceed.

**HEALTH:** Radio pratique should be requested 72 hours prior to arrival by transmitting a quarantine message to the Port Health Authorities through the ship's Agent. This message should contain the following information: name and nationality of vessel; last port of call; number of crew and passengers; general conditions of health on board.

**VHF:** Vessels are requested to contact Sepetiba Marine Operations directly when within VHF radio-telephone range. Channel 16 is the calling channel and 11, 12, and 13 are the working channels. Anchoring or berthing instructions should be requested 4 hours prior to arrival or when within VHF radio-telephone range.

**TUGS:** Tug assistance is compulsory for all manoeuvring in the vicinity of the pier and three powerful twin screw tugs are available for this purpose. All ships should be equipped with a wire cable tow line with a nylon pendant. Radio-telephone communication is maintained between the tugs and the Pilots on Channel 6.

**BERTHING:** Facilities consist of a deep-water pier located about 400 m. (1,312 ft.) South of the island. The South berth has a depth of 24 m. (78¾ ft.) alongside and the North berth has a depth of 19 m. (62 ft.). A mooring dolphin at the West end of the pier provides an overall mooring length of 470 m. (1,541 ft.) alongside the South berth. Bollards are spaced along both pier faces and quick release hooks and capstans are fitted for breast, bow and stern lines.

**BULK HANDLING FACILITIES:** One travelling shiploader serves both berths and has a boom clearance of 22 m. (72 ft.) at shipside. Ore is stacked in a storage area and is delivered to the shiploader by conveyor belt which is loaded by either of two stackers having an average capacity of about 7,000 metric tons per hour each.

## TRAMANDAI (Porto Alegre): 30.01 S. 50.06 W. (See Plan)

**ALMIRANTE SOARES DUTRA TERMINAL:** Terminal Marítimo Almirante Soares Dutra – TEDUT, is located 6 km. from Tramandai, which is 134 km. from Porto Alegre, Capital of the state of Rio Grande do Sul. The Buoys (SBMs) are positioned 1·9 and 2·4 miles from the beach and their geographical co-ordinates are:

SBM–1 (West), Lat. 30° 00′ 40″ S., Long. 50° 05′ 42″ W,
SBM–2 (East), Lat. 30° 01′ 06″ S., Long. 50° 05′ 10″ W.

**DOCUMENTS:** Inward clearance is effected on board after the ship's arrival. The following documents must be ready on arrival:

Any documents regarding outward clearance of the ship at the last port of call.
8 copies Crew List.
3 copies Store List.
3 copies Personal Effects List.
3 copies Passenger List.
3 copies (one visaed) Cargo Manifest.
2 copies Bill of Lading.

**PILOTAGE:** Sea Pilot not required. All manoeuvres will be undertaken by the vessel's Master with the help of a TEDUT Mooring Master who will board the vessel in the anchorage area and advise the vessel's Master on all operations such as mooring, connecting hoses, unloading, unmooring, etc.

**ANCHORAGE:** The advisable anchorage site is 1·5 miles N.E. of SBM–2 (East), geographical position, Lat., 29° 59′ 30″ S., Long., 50° 04′ 30″ W. Depths, 21 metres. Seabed, fine sand and mud. Mooring Masters will board arriving tankers in this area.

**APPROACHES:** There are three conspicuous water towers named *Tourist, Agrimer* and *Tramandai*. There is also a small radar and meteorological watch steel tower nearby the pier in position Lat. 29° 58′ 34″ S., Long. 59° 07′ 18″ W.

**RESTRICTIONS:** Due to the peculiar conditions of the terminal, mooring undertaken only at daytime. Sometimes the leaving of launches seawards depends on the height of tide and the strength of the waves. Tankers may have to wait for favourable weather conditions so that mooring may safely be started.

**MAX. SIZE:** SBM– (West), designed for 105,000 dwt tankers, max. draft 16 m. (52 ft.). SBM–2 (East), designed for 200,000 dwt tankers, max. draft 17 m. (55 ft.). The distance between the vessel's bow and manifold must not be more than 140 metres for mooring to the SBM–1 (West) or 180 metres for mooring to the SBM–2 (East).

**RADIO:** Vessels bound for Tramandai should advise their ETA 48 hours prior to arrival direct to PPA 25 (Petrobras own radio station) as well as to their Agents (through PPR – Rio Radio – government station). In turn these stations will send messages to the terminal. Confirmation or change of ETA should be cabled 24 hours before arrival. Vessels may also contact TEDUT's radio-telephony station either in AM or SSB on the following channels and frequencies:

VHF, conventional frequencies, Channels 11, 13, 14 and 16 on 156, 55/165, 65/165, 70/156 mHz respectively.

SSB, frequencies 2182/2815/4383·38/8770·8 and 2647·5/4·078·8 8120·8 kHz for listening.

When within range, vessels equipped with radio-telephone should call first on Channel 16/DELTA-156·8 mHz and then change to another agreed channel, preferably 14/CHARLIE-156·7 mHz for mooring instruction. All ETA's should indicate whether it is local time or GMT. Weather forecasts as well as Notices to Mariners are transmitted by PWZ and PPR radio stations.

**PRATIQUE:** Display of quarantine signal – "Q" flag – on approach Tramandai must be maintained until free pratique is granted. The National Brazilian flag should remain hoisted throughout vessel's stay in the terminal. Port doctor visits all ships on arrival and requires Maritime Declaration of Health, Deratisation Certificate, two Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly Quarantine Flag. If suspected disease or fever on board, it is advisable to cable Agent before arrival.

**LAUNCHES:** Mooring, unmooring and connection operations are assisted by the terminal's launches. While rendering such assistance the boats act under orders of the Mooring Master. Usually two service boats are at his disposition. Besides operational assistance they undertake transportation of Mooring Masters, personnel, Agents, ship chandlers, port authorities, etc.

**ARRIVAL:** Arrival time is considered to be the time the vessel reaches the anchorage vicinity or the time the Mooring Master boards the vessel, whichever occurs first. However, notice of readiness will not be considered as the time of arrival unless the vessel is in all respects ready to discharge. In the event berthing is delayed by weather conditions, tankers will be unloaded in turn. If, however, the weather is so bad that the port is closed and vessels awaiting discharge have to go out to sea, TEDUT may discharge another vessel on reopening if it arrives before the return of other waiting vessels. More rarely, the terminal Superintendnt may grant priority to a particular vessel out of turn, in special circumstances only. Exceptionally, and at the discretion of the Superintendent, two tankers will discharge at the same time.

**MOORING:** The Mooring Master will advise on the method of securing the ship. Tankers are usually moored by two bow nylon hawsers of 13 in. diameter and 45 metres length. Vessel's messenger nylon lines are shackled – one at a time – to the pick-up wires of the chafing chains by the launch crew and hove in (through the vessel's windlass warping bollard) until the lengths of the chafing chains are brought over the vessel's roller chocks/fairleads. Ship's engine may help the lead-in ropes (vessel's messenger) in coming up to the SBM.

The following items must be observed: Anchors must be well at home and secured with stoppers and brakes. Windlass warping bollards must also be ready to lift chain stoppers, wire strops, shackles, senhouse slips, crowbar, hammer, spikes and other gear to be placed on board for mooring purpose (equipment supplied by TEDUT). Two good eye-spliced (9 in. at least) nylon hand-inlines must be ready, at each side, on the focastle head, to be given to the launch, who in turn will shackle them to the hawser's pick-up wires (marked by little spar buoys).

**HOSE CONNECTION:** The Mooring Master will direct the terminal's working men in lifting, connecting and lowering the hoses. After the vessel is securely moored, the 16 in. floating hoses must be individually lifted to the rail by the ship's gear. Sundry hose securing and connecting equipment (strops, gaskets, nuts, bolts, wrenches, etc.) will be supplied by the terminal and put aboard the ship just after arrival. Hoses will be lifted by ship's derrick, preferably on the port side. Minimum lift of 5 tons capacity required. When wind force reaches about 8 beaufort scale and waves are 2·5 metres high, emergency disconnecting operation will take place, even at night time.

**LOADING:** Pumping must not be started without permission of the

Mooring Master. The maximum allowable pressure is 10 kg/sq. cm. (150 p.s.i.). While the vessel is moored, the vertical angle formed by the nylon hawsers and the sea level should not exceed 30 degrees, for safety of the SBM's turntable. When necessary, due either to excessive pitching or by being too much trimmed by the stern, pumping of ballast must be concentrated in the fore-tanks, even if interruption of unloading becomes mandatory. So the Mooring Master may require cargo to be discharged, in certain stages, either from aft or for'd compartments.

As a rule, when unloading is over, the ship should have ballast on board at least 40 per cent of her total dwt tonnage. Besides the Mooring Master himself, some terminal workmen stay aboard ship. Therefore, room and meals for one officer and six crewmen should be supplied. Upon completion of discharge the Mooring Master will require the ship to pump sea water through the submarine pipe-lines to displace the remaining oil.

**BALLAST:** No slop facilities are available for dirty ballast. Brazilian laws are very strict with regard to the pollution of coastal waters. Vessels are not allowed to discharge dirty ballast into the water. Heavy fines are imposed for violations.

Tramandai is the largest Rio Grande do Sul seaside resort and any pollution of the sea in this area will cause damage to the beaches. Hence, no dirty ballast or any oily residues must be pumped overboard within a range of over 50 miles, if no safer alternative exists.

**MEDICAL:** Medical treatment and/or hospitalisation, if required, are provided at Tramandai or Osorio private hospitals. Serious illness will usually be treated in Porto Alegre. Dentists are also available in Tramandai. For emergency cases (injury, etc.) TEDUT first medical aid may be requested by the Master. As usual, Agent will make such arrangements.

**FUEL:** Not available.

**FRESH WATER:** Not available.

**CONSTANT READINESS:** Since moorings are in open roadstead, vessel's engines and gear must be ready with full power for immediate use through the period the vessel is moored and the ship must be able to clear the mooring immediately on the advice of the Mooring Master or Superintendent of the Terminal.

Whenever necessary, vessels may use their own power to prevent riding upon the SBM.

**CUSTOMS REQUIREMENTS:** Brazilian laws are strict with regard to smuggling and Masters are requested to instruct their crews not to retain cigarettes in carton lots, cigars, tobacco, alcoholic drinks, drugs, souvenirs, etc. These should be collected prior to arrival, listed with the items in the slop chest and placed in the custody of the Master for deposit in the chest or closet which will then be sealed for the duration of the vessel's stay at the mooring.

By no means will any commercial transactions be tolerated, be it either among terminal employees, crew members or anyone else.

**CONSULATES:** No consular representatives are reported to exist in the area; however, there are consulates of most maritime nations in Porto Alegre.

**TIME:** Local time is GMT minus three hours.

**GENERAL:** Lighters not available. Launch connection with shore is entirely dependent on weather conditions and must be considered unreliable.

**SHORE LEAVE:** Not possible.

**AUTHORITY:** Petroleo Brasileiro, S.A.

## VITORIA (including Tubarao): 20.19 S. 40.20 W.

**DOCUMENTS:**

*Port Health Authority:*

Health Declaration.
Vaccination List.

*Customs:*

2 Crew Lists.
2 Personal Effects Lists.
2 Store Lists.
If in ballast: 2 Ballast Manifests from each port of call.
If with cargo: 2 copies of Manifest.
1 copy of each Bill of Lading.
2 Negative Manifests for each port of call, where no cargo loaded for Vitoria.

If arriving from another Brazilian port, the following additional documents required:

Customs Pass from last port.
2 Negative Manifests for each Brazilian Port.

*Police:*

1 Crew List.
1 Negative Passenger List for each foreign port of call.

If there are passengers in transit or for the port, the following additional documents are required:

*Customs:*

2 Passenger Lists in transit.
2 Passenger Lists for the port.

*Police:*

1 Passenger List in transit.
1 Passenger List for the port.

**PILOTAGE:** Vessel approaching port should communicate with Agent through local radio station, giving date and hour of arrival at pilot station so that they can arrange for a pilot to be at the roads on arrival. Communicate direct to Pilot Association through VHF Channel 16.

Vessels taking on or dropping Pilots outside the official limits of the port (see below) are charged extra.

**ANCHORAGE:** The official limits of the port are:

Vitoria: Arc of a circle of 1 mile radius, seaward with centre at Santa Luzia Lighthouse.

Tubarao: Arc of a circle 2·5 miles radius, seaward, with centre at Tubarao South Light Beacon.

Notice of Readiness is accepted as at time the Master radios advising vessel has anchored, SHINC, lay time starting 3 hours afterwards (subject to C/P).

No draft limitations at anchorages.

**RESTRICTIONS:** *Vitoria:* All sailings are to take place on a rising tide. Vessels of up to 205 metres can enter day or night.

Vessels from 205 to 240 metres can enter during daylight hours, weather permitting. Vessels of this length must be assisted by three tugs, two of which must be of at least 1,000 h.p. and the other of at least 400 h.p.

For turning in the manoeuvring basin, two tugs are required, one to be of at least 1,000 h.p. and the other of at least 400 h.p.

*Tubarao:* Access Channel, depth 17 metres. Manoeuvring basin, depth 17 metres. Protected area of basin, depth 16 metres.

**MAX. SIZE:** *Vitoria:* 36 ft. draft at high water and 32 ft. at low water. *Tubarao:* Max. draft 50 ft. but vessels may continue loading on rising tide to a maximum of 55 ft., sailing at high tide. Maximum length 1,050 ft. Also see "Tankers".

**HEALTH:** Free pratique obtained by radio to Agents, addressed for "Saportos Vitoria" followed by ship's name, last port, ETA, and the letters ZT (meaning "my replies to the 6 questions on the port health declaration are negative"), and ZS (meaning "the sanitary condition of my ship is satisfactory"). Pratique is granted when this message is delivered by Agent to the port doctor.

The Agent may send a reply containing the group ZY, meaning "you have free pratique". In any case the time of pratique is registered as time that the ship's cable was received by the Health Authorities. This pratique does not allow the crew to go ashore until after customs clearance.

Crew vaccinations are done free.

The Port Doctor usually arrives on board some time after the visi of Authorities and it is important to have the Health Declaratio ready for handing to him by a responsible person (to avoid a fine).

**RADIO:** Local radio station, Vitoria Radio, call sign PPT. Thi radio station normally used by Agents when cabling vessels.

**TUGS:** Tugs join vessels at anchorage. Ship's lines used. Tugs have no lines on board. The lines given to tug-boats should be without wire as the swell usually prevailing causes severe sudden stresses on the tow lines.

*Vitoria:* Three tugs of 480 h.p., one tug of 1,530 h.p. and one tug o 1,600 h.p.

*Tubarao:* Two tugs, 1,530 h.p. and 1,600 h.p.

**BERTHING:**

*Commercial Quay:* No restrictions for vessels berthing at Nos 4 and 5 warehouse, entrance and sailing at any stage of tide. Maxi mum drafts are:

No. 5 warehouse – 28 ft., max. length 597 ft. 2 in.
No. 4 warehouse – 26 ft., max. length 597 ft. 2 in.
No. 3 warehouse – 24 ft., max. length 508 ft. 9 in.
No. 2 warehouse – 14 ft., max. length 393 ft. 9 in.

Vessels at Nos. 2 and 3 restricted to sail on flood tide only.

*Usiminas Quay – Coal Discharge:* Max. draft 35 ft., max. length 853 f Limited to entry only at beginning of ebb tide; sailing at any stage o tide. Discharge by two mechanical grabs, daily unloading rat 8.400 LT.

*Iron Ore Berths:*

*Atalaia Quay:* Max. draft 36 ft., max. length 787 ft. 5 in. Vessels ber and sail on flood tide. Entering and sailing during night or da max. length 657 ft. 10 in. during the day only, 787 ft. 5 in.

*Paul Quay:* Max. draft 31 ft., length (as for Atalaia). There is o loading area with a capacity of 600/900 tons per hour, depending o type of ore. Max. reach beyond quay edge, 49 ft. Max. height extr mity of hook at 18 in. elevation, 52 ft. at HW, 59 ft. at LW. Width o pontoon, 14 ft.

**Tubarao:** *Ship Loader No. 1:* Max. height of hatch coaming abo sea level 12·50 metres. Max. outreach of loading boom 24 metre Nominal capacity of loader 6,000 tons per hour. Vessels max. LO 330 metres. Max. sailing draft 15·20 metres plus height of tide.

*Ship Loader No. 2:* Maximum height of hatch coaming above s level 17 metres. Maximum outreach of loading boom 33·50 metre Nominal capacity of loader 8,000 tons per hour. Max. Length 3 metres. Max. sailing draft 15·20 metres plus height of tide.

**CRANES:** *Vitoria:* Twenty-three electric gantry cranes 1·5-1 tons capacity and five mobile cranes 10–30 tons capacity.

**TANKERS:** *Esso Terminal.* Berthing and unberthing can ta place during day or night period, provided vessels draft does n exceed 22 ft. Maximum length permitted 524 ft. 11 in. with maxim draft of 27 ft. Vessels must enter on ebb tide and sail at high tid

*Texaco Terminal.* For ships discharging for Shell, Atlantic a Texaco. Discharge handled through a common line, except for fu oil, handled on a separate line. All lines 6 in. dia. Maximum press from shore 80 lb. producing average discharging rate of 1,500–2, barrels per hour. Vessels may enter or sail on any daylight ti maximum draft permitted 32 ft., maximum length 597 ft.

Petrobras have quay at Tubarao, max. draft 25 ft., max. LOA 49

**STEVEDORES:** On ETA cable general cargo ships should inclu number of gangs required.

**MEDICAL:** No advance notice of required medical attent Hospital facilities available.

**DENSITY:** Average density at Vitoria 1025. Somewhat lo during rainy season. At Tubarao the density varies from 102 1028 depending on tide and weather conditions.

**FRESH WATER:** Fresh water available at Commercial Q

Vitoria iron ore berths, Usiminas Quay and Esso Terminal. Rate of delivery 15 tons per hour. At Tubarao up to 50 tons per hour. No water barge available.

**FUEL:** *Esso Berth.* Bunkers can be taken here, supplied under gravity only.

Maximum draft 27 ft., and length restricted to 164 metres. Due to various factors, the taking of bunkers in Vitoria is not recommended.

Esso and Petrobras can supply Bunker "C", fuel oil and diesel oil, the last two being available by truck.

**DEVELOPMENTS:** *Tubarao:*

A new pier is to be constructed parallel and inshore of the existing pier for vessels of 250,000 dwt. tons, and is planned to be completed in 1973. Intended max. draft 20 metres.

Pelletising factory is producing at a rate of 2,000,000 tons per year. Two additional factories are to be constructed each to produce 3,000,000 tons per year.

A pier, depth alongside 13 m., to be constructed at Capuaba, completion expected 1976. Dredging has commenced at the port with planned depths as follows:

| | |
|---|---|
| Manoeuvring basin | 13·5 metres |
| Commercial quays | 10·3 metres |
| Atalaya | 11·0 metres |
| Jabour | 8·5 metres |
| Access channel | 12·5 metres |
| Capuala | 12·5 metres |

**WATCHMEN:** Compulsory at commercial quay in Vitoria. Not available at Tubarao or Vitoria Ore Terminals.

**OPENING/CLOSING HATCHES:** Normally done by stevedores except in cases of modern vessels using MacGregor hatch covers, when crew asked to close hatches.

**CUSTOMS ALLOWANCES:** Each crew member allowed 200 cigarettes out of the bond. One bottle, wine or spirits opened, for each crew member.

**REPAIRS:** Deck and engine repairs available.

**REPATRIATION:** *Crew joining vessel:* Destination should be given as Vitoria, Espirito Santo for crew members joining vessels at Tubarao.

There are three flights daily from Rio de Janeiro to Vitoria.

**AIRPORT:** Airport located 8 km. from centre of town and is served by three airlines with daily flights to Rio de Janeiro, Salvador, Recife.

**TIME:** Local time GMT minus 3 hours. Summer time usually 1st November up to 31st March when time is GMT minus 2 hours.

**HOLIDAYS:** January 1st; April 21st; May 1st; September 7th and 8th; November 2nd and 15th; December 25th; Good Friday; Nossa Senhora da Penha and Corpus Christi. Only holiday when no stevedore work is possible Good Friday; exception made to iron-ore loading.

**WATCHMEN:** Not compulsory but available.

**IDENTIFICATION CARDS:** Required with photographs to enable officers and crew members to go ashore. Agents supply forms.

**CONSULS:** The following countries have consular representatives in Vitoria:

Great Britain
Argentina
Belgium
Finland
Holland
Italy
France
Lebanon
West Germany
Portugal
Uruguay

**POLICE/AMBULANCE/FIRE:** Maritime Police 3–0173; Radio Patrol 7–0992; Ambulance 2–4646; Emergency Hospital 3–0203; Fire Brigade 3–0202.

**TELEPHONES:** No facilities for placing telephones on board.

**AUTHORITY:** Port Captain. Praca do Trabalho No. 66, Vitoria.

**AGENT:** Prado Agência Maritima Ltda. Av. Governador Bley 186, salas 808/9. Telegraphic address: "Pranave" PO Box no. 1087, and "Realloyd". Tel. 3–0004, 3–2230 and 3–0848.

## Brunei State

### BANDAR SERI BEGAWAN: 04.53 N. 114.56 E.

Brunei State is an independent country governed by H.H. the Sultan with a Council of Ministers and Legislative Assembly, under British protection. The capital town of Bandar Seri Begawan (formerly known as Brunei Town) is situated 16 miles upriver from Muara Harbour which is at the mouth of the Brunei River. Use of the town wharf at Bandar Seri Begawan is restricted to small wooden coastal vessels operating within the Brunei Bay area not exceeding 80 ft. in length overall and 50 tons gross registered tons. The port of Bandar Seri Begawan comprises a reinforced concrete wharf 730 ft. long with a wharf apron 76 ft. wide and a passenger pier 124 ft. long with a wharf apron 63 ft. wide. Three transit godowns are provided.

### MUARA HARBOUR: 05.01 N. 115.04 E.

A new deep-water port has been constructed in Muara Harbour at the mouth of the Brunei River and came into operation on 1st March 1973. The port comprises a reinforced concrete wharf 1,405 ft. long which includes the following facilities: a container berth 500 ft. long with a wharf apron 163 ft. wide, a general cargo berth 600 ft. long with a wharf apron 83 ft. wide, and an aggregate berth 305 ft. long with an apron 71 ft. wide. A transit godown 360 ft. long and 105 ft. wide is provided together with a Bonded Store and a Cold Storage warehouse. Entrance to the port is by way of an entrance channel 400 ft. wide dredged a depth of 30 ft. at Chart Datum through Pelompong Spit.

### TANJONG SALIRONG: 04.53 N. 115.06 E.

The log-loading anchorage at Tanjong Salirong is situated 12 miles above the Outer Bar at the mouth of the Brunei River. Vessels of up to 21 ft. draft may cross the bar at high water.

**DOCUMENTS** (*a*) To be produced on arrival:

*Marine Department*
Boarding Report.
1 Crew List.
1 Passenger List.
*Customs Department*
2 Inward Manifests.
1 Crew List.
1 Passenger List.
1 Port Clearance.
1 Stores List.
1 Arms List.
*Agents*
2 Inward Manifests.
1 Crew List.
1 Passenger List.
2 Hatch Lists.
1 Arms List.

(*b*) To be supplied before ship's departure:

*Customs Department*
1 Outward Manifest.
1 Passenger List.
1 Crew List.
1 Export Declaration.
*Immigration Department*
1 Passenger Lists.
2 Crew Lists.
*Vessels*
2 Outward Manifests.
Port Clearance.

**PILOTAGE:** *Bandar Seri Begawan:* Pilotage is not compulsory. If a Pilot is required by a vessel proceeding to Bandar Seri Begawan a written request must be made at least 24 hours before ship is scheduled to arrive. This must include position where Pilot is required to embark (i.e. at Outer Bar or Sapo Point).

*Muara Harbour:* Pilotage is compulsory. Application for a Pilot for entering Muara Harbour must be made by written request at least 24 hours before arrival. Pilots board vessels in Brunei Bay at the Northern end of the entrance channel through Pelompong Spit.

*Tanjong Salirong:* Pilotage is not compulsory. If a Pilot is required for vessels loading logs at Tanjong Salirong then application must be made 24 hours in advance of arrival stating position where it is required for Pilot to embark (i.e. at Outer Bar or Sapo Point). A Customs Officer and Agent's clerk will proceed to Tanjong Salirong from Muara Harbour or Bandar Seri Begawan and will remain on board whilst vessel is loading, accommodation and food provided by ship. Stevedores and tally clerks provide their own food.

**ANCHORAGE:** Vessels entering Muara Harbour without berthing space will be anchored 5 cables S.S.W. of wharf. If so desired ships may discharge perishable cargo at anchorage into lighters. Consignees must make arrangements with Agent to obtain permission from Customs, who will provide a Customs Officer to attend to discharge.

**HEALTH:** (*a*) Immigration: Immigration Officer will board vessel and clear her inward after pratique granted by Port Health Authority. Immigration will require 2 copies of passenger list and 2 copies of crew list. Vessel's inward are cleared up to 2000 hours only.

(*b*) Quarantine: For vessels coming from outside State of Brunei, Port Health Authority will board on arrival at wharf or anchorage. Port Health Authority requires complete copy of Entry Declaration of Health and copies of passenger and crew lists.

**STEVEDORES:** Stevedoring is in the hands of contractors who supply gangs as required. Working hours are 0730 hours to 1215 hours, 1315 hours to 1600 hours, 1900 to 2300 hours (overtime). Overtime is usually worked from 1900 to 2300 hours, permission to work overtime is required from the Customs Department. No tally clerks available. All tallies to be made by ship's own tally clerks.

**MEDICAL:** Government General Hospital is situated in Bandar Seri Begawan 16 miles from Muara Harbour. General Hospital is well equipped with facilities to carry out normal surgery. Inoculations and vaccinations given free of charge.

**FRESH WATER:** Can be supplied from the wharf at Muara Harbour and Bandar Seri Begawan. No fresh water is supplied at Tanjong Salirong. No water-boat in State.

**FIRE PRECAUTIONS:** Fire-floats are stationed at Fire Brigade sub-station near Customs sub-station in Bandar Seri Begawan. No fire-floats at Muara Harbour.

**CONSULS:** British High Commission: Jalan Residency, tel. 2231.

**HOLIDAYS:** The Brunei Government working days are Monday to Thursday and Saturday. Friday and Sunday being holidays. Application must be made to Customs for working on Friday and Sunday and other public holidays. Brunei being a Muslim State, insists on strict observation of all Muslim rites such as The Sultan's Birthday, Hari Raya Puasa, Hari Raya Haji, etc. Chinese New Year is also observed.

**POLICE/AMBULANCE/FIRE:** General Hospital, Jalan Stoney, Bandar Seri Begawan, office tel. 3521; residence tel. 2422. Police HQ, Jalan Gadong, Bandar Seri Begawan, office tel. 3901; residence tel. 3901 Ex. 245. Fire Brigade, Muara, tel. 8755, Bandar Seri Begawan, tel. 2555; residence tel. 2772.

**AUTHORITY:** The Director of Marine. His Highnesses' Customs Building, Bandar Seri Begawan. Office tel. 2294; residence tel. 2295.

**AGENT:** Harrisons and Crosfield (Sabah) Sdn. Bhd., Bandar Seri Begawan. Telegraphic address: "Crosfield", tel. 2361, 3011. Manager's residence tel. 2220. Code Bentley's second phase.

## SERIA, Brunei: 04.43 N. 114.19 E. (See Plan)

SHIPMASTER'S REPORT

**LOCATION:** SBM in position Lat. 04° 42′ 50″ N., Long. 114° 18′ 54″ E.

**DOCUMENTS:**

International Maritime Declaration of Health.
6 copies of Crew List.
4 copies Crew Vaccination List.
Clearance from last port.

If vessel is stemmed for Japan, 6 extra copies of Crew Lists are required from non-Japanese flag vessels.

**PILOTAGE:** Compulsory. Berthing possible day and night, any stage of tide. The berthing master will board incoming vessels about 2 miles N.N.W. of the SBM. Masters are requested to provide a good lee for launch to facilitate the boarding of the berthing master and lifting on board of mooring equipment.

Derrick to be rigged and topped on starboard side prior to arrival. The pilot ladder should be rigged well aft on the starboard side. The accommodation ladder is not required.

**ANCHORAGE:** A tanker anchorage is located approximately 3 miles North of the SBM. In the area contained by the following limits: Lat. 04° 45′ N. and 04° 47′ N., Long. 114° 17′ E. and 114° 19′ E. Controlling depth is 80 ft. at MLW, mean tidal range 6 ft., velocity of current ½–1 knot. Nature of bottom is mud.

**MAX. SIZE:** Max. dwt. 200,000 tons. Draft 65 ft.

**PRATIQUE:** Available day and night. Immigration and Customs do not board. A detailed shipping report has to be completed for the Government Marine Department. Agent will provide the forms for completion.

If the vessel arrives from an infected port or its state of health is suspect, the Medical Officer may board in order to inspect crew and relevant international medical certificates.

**RADIO:** Confirm ETA at least 48 hours in advance also declaring Bill of Health and Quantity of Cargo required. W/T traffic should be passed through Singapore Radio, and addressed to Agent. When within range, vessels are requested to make direct W/T contact with Brunei Shell Petroleum Company (call signal BSP ONE) at the following local times (GMT plus 8 hours) 1000 hours, 1400 hours, 1800 hours. B.S.P. will transmit on 8558 kHz call signal BSP ONE and listen out on 8354 to 8374 kHz. When contact is made on this frequency a standard information cable will be transmitted to the ship. A VHF station at Seria (call signal BSP ONE) maintains a continuous watch on Channel 16 with Channel 19 as a working channel. Contact with this station also can be made on Shell Private Channel, transmitting on 162·9 mHz, receiving on 158·3 mHz.

**TUGS:** None available.

**MEDICAL:** Doctor available.

**TANKERS:** *Berth:* a single buoy mooring with two 650 ft. floating hose strings. Each hose string consists of 16 in. hoses terminated by a 12 in. hose for connection to the vessels manifold.

*Mooring:* Two 15 in. circumference 100 ft. nylon mooring lines from the buoy are secured on the forecastle head, using equipment provided by the terminal.

*Hose connection:* Starboard side amidships. Hose derrick should be rigged and topped to lift at least 5 tons and vessel to have appropriate reducers fitted for connecting two 12 in. manifold hoses. Hose connecting is carried out by the vessels crew.

*Shoreline:* The submarine pipeline is 32 in. diameter and 30,000 ft. in length.

*Loading rate:* The maximum loading rate of Seria light crude is 4500–5000 t.p.h. (approx. A.P.I. 39·4).

There are no facilities available for dirty ballast. Vessels must arrive with clean ballast, lines and pumps. The controlling depth at the berth is 73 ft. at MLW, tidal range 6 ft., velocity of current ½ to 1 knot and the nature of the bottom is mud.

**DENSITY:** 1020–1025.

**FRESH WATER:** Not available.

**FUEL:** Not available at Seria, may be obtained at Lutong (Miri).

**REPAIRS:** Small emergency repairs may be carried out in Brunei Shell Petroleum company workshops.

**SERVICES:** Stores, laundry services and shore steam not available.

**TIME:** GMT plus 8 hours.

**REGULATIONS:** Smoking is permitted only in places jointly approved by Master and Mooring Master. No smoking allowed in the open decks. Galley fires allowed if of approved type.

The Brunei National flag should be flown during hours of daylight. The vessel's radio station must not be used whilst at the SBM. Vessels are not permitted to immobilise main engines whilst at the berth.

**GENERAL:** Ship to shore communication during loading is by portable R/T. No shore leave. Shore personnel remain on board during loading operations.

# Bulgaria

## BOURGAS (including Drujba): 42.30 N. 27.29 E.

Well protected port at inner-end of Bourgas Bay, with good roads anchorage.

**DOCUMENTS:**

Master's Declaration.
Cargo Plan.
Customs Manifest.
Bill of Health.
Health Condition Certificates of crew members.
Manifest and consignment of cargo.
Provision List.
Crew List.
Passenger List.

**PILOTAGE:** Pilotage in Inner Roads compulsory for vessels above 100 GRT.

Application for Inner Roads Pilot must be made to Agents "Inflot" at least two hours prior arrival. (If incorrect ETA given – pilotage fee doubled.)

Outer Roads pilotage not compulsory. Vessels requiring Outer Roads pilotage must advise Agents "Inflot" at least 12 hours before time pilotage required and give position of required pick-up point.

Applications for Pilot should include Nationality and call letters; gross tonnage; date (2 figures); Time (4 figures) when Pilot required; Draft in metres (4 figures).

**APPROACHES:** Through fairway, depth of channel 29 ft. L.W.

**ANCHORAGE:** Outer Roads. Vessels anchored must keep close watch on Roads Signal Station for orders given by flag or signal lamp.

**RESTRICTIONS:** Arrival and sailing from oil port of Drujba and fish port of Slavianka permitted only in daylight.

**RADIO:** Bourgas – 500 KNC.

**TUGS:** Available and compulsory for vessels over 1,000 GRT. Tug's lines used.

**BERTHING:** Compulsory berthing for vessels over 50 GRT (Be between 18.00 and 06.00 – mooring fee increased 50%. Containe handling facilities available.

**STEVEDORES:** Available to work day and night.

**RADAR/VHF:** None.

**MEDICAL:** Hospital and dispensary available.

**TANKERS:** Oil port Drujba. Permissible draft 33 ft. Height of qua 2 metres. No slop discharge facilities.

**DENSITY:** 1017.

**FRESH WATER:** From S.E.E. "Balkantrans", tel. 45751. Availabl through hose hydrants or ex-barge. 24 hours notice required.

**FUEL:** From S.E.E. "Balkantrans", tel. 45751. 72 hours notice diese and gas oil available. Shell and Castrol lubricants available.

**FIRE PRECAUTIONS:** Constant day and night duty, and direc telephone connection with port fire service.

**GANGWAY/DECK WATCHMEN:** Vessels in Roads not permi ted to have gangways down. Vessels alongside quay with lowere gangway must have manropes, safety-net, life-buoys with rope of least 30 metres length attached, an officer on duty at the gangwa and must be lit at night.

**OPENING/CLOSING HATCHES:** Accordance charter party.

**CERTIFICATES:**

Construction.
Safety Radio.
Classification.
Hull and Machinery.
Load-line.
Cargo Gear.

**CUSTOMS ALLOWANCES:** Tobacco – 2 packets per crew me ber per day. Wines/spirits – for Master, as required; for crew – o opened bottle.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** Turkish.

**REPAIRS:** Small repairs only.

**DRY DOCKS:** A floating dock, lifting capacity 4,500 tons availab

**REPATRIATION:** Can be fulfilled if necessary. Replacement crew by Bulgarian nationals is impossible.

**AIRPORT:** Connections with Berlin, Prague, Budapest, Buchare Warsaw, London, Copenhagen, Vienna.

**TIME:** GMT plus 2 hours.

**HOLIDAYS:** New Year (1st January); May Day (1st/2nd Ma Day of Slav written language (24th May); Day of Freedom (9th/1 September); October Revolution (7th November). Time from 13.00 day before Sundays and holidays until 08.00 day after is non-work time but loading and discharging carried out at overtime rates.

**TELEPHONES:** Captain of the Port, 431–40; Pilots, 420–90 423–52/49; Soviet Shipping Register, 454–34; Bulgarian Shipp Register, 471–32; Shipping Agency "Inflot", 455–06, 28–79; Milit Office, 426–84; Ambulance, Fire 05.

**SHORE LEAVE:** Allowed. With permission of CPP, and seama book. Transport from Roads by motor boat according to timeta of Shipping Administration.

**REGULATIONS:** Given to Master on arrival.

**DELAYS:** Possible while waiting for Pilot owing to bad weathe waiting turn for berth.

**SHIPMASTER'S REPORT** (Vessel 107,023 dwt.)

*Danger Area:* Minefield area 43, see Nemedri.

*Documents:*

Bill of Health.
6 Crew Lists.

3 Stores Lists.
3 Personal effects Lists.
Ship's documents (Register, Certificates, etc.).
No money list required.

Upon arrival Master receives Port Regulations (re: watchmen, ratguards, stoppage of propeller, waste disposal, pollution, etc.).

*Radio:* Bourgas Radio, port control VHF Channels 16 and 10; Pilots VHF Channel 14.

*Density:* Average 1012.

*Identification Cards:* Crew members are given shore passes and are allowed ashore until midnight. Persons with long hair are refused passes.

*Custom Allowances:* No limits on board, no seals, crew are allowed to take 1 or 2 packets of cigarettes ashore.

*Repatriation:* No difficulties.

*Airport:* Daily flights to Sofia with connecting international flights.

*Tugs:* Four available.

*Anchorage:* Vessel ordered by authorities to proceed to position 43.39 N. 27.56 E. for clearance and Pilot. After clearance vessel proceeded to 42.40 N. 27.49 E. for lightening.

*Lightening:* Vessel required to be lightened to 39 ft. Tankers come alongside; they carry good rubber fenders and one 10-in. discharge hose. Discharge rate varies from 1,500–1,800 t.p.h. according to tanker's requirements.

*Berthing:* At the SW corner of the bay. There are two "T" shaped berths, maximum depth 40 ft. Each berths consists of 3 platforms connected by a catwalk. Length of berth used was 125 metres. There are mooring dolphins but the length of vessel is 259 metres so all lines were breast ropes and springs.

*Discharging:* Two 8-in. hoses are connected to the pipe-line on the catwalk. Discharge rate 1,800 to 2,000 t.p.h. depending on the back pressure. The height limit of the hoses is about 54 ft. above sea-level. Vessels are required to ballast if necessary before reaching this level. The Berth is protected from the prevailing N.E. wind.

*Dardanelles Entrance:* (Canakkale, Turkey) Pilot station is at Seddulbahir. Call sign "Canakkale Pilot" VHF Channel 16. During Southerly gales Pilot boards close to Kanakkale Town.

*Bosporus:* North entrance, pilot station at Kavagi, Pilot boards off Dikilikaya Light. Call Pilot on VHF Channel 16.

**AUTHORITY:** Region Port Administration, Bourgas. Telephone switchboard, 20–90; 23–52; Telex, 520.

**AGENT:** "Inflot", Bourgas. Tel. 455–06, 428.79.

## VARNA: 43.12 N. 27.57 E.

Well-protected port at inner-end of Varna Bay.

**DOCUMENTS:**
Master's Declaration.
Cargo Plan.
Customs Manifest.
Charter Party.
Disinfection Certificate.
Health Condition Certificate for crew members.
Manifest and consignment of cargo.
Provision List.
Crew List.
Passenger List.
Crew passports (Seaman's Books).

**PILOTAGE:** Pilotage in Inner Roads compulsory, but not compulsory for Outer Roads. Vessels requiring pilotage at Outer Roads must radio Agents "Inflot" 24 and 8 hours prior arrival giving position of required pick-up point, also: name of vessel, nationality and call letters, GRT, length, draft in metres (4 figures), date (2 figures), time (4 figures).

Pilot comes from inside Port of Varna (there are no permanent pilot stations at Capes Emine or Caliacra). In bad weather impossible for pilot boat to reach Outer Roads and vessel will be so informed by Agents "Inflot" and instructed to proceed anchorage in Varna Bay.

Pilot boat is patrol boat with yellow funnel and letter "P". Carries international recognition signals by day and night.

**APPROACHES:** Through fairway, depth of channel 39 ft.

**ANCHORAGES:** Outer Roads in area East of meridian 27.56 E, beyond fairways. Vessels anchored must keep close watch on Roads Signal Station for orders given by flag or signal lamp.

**RESTRICTIONS:** Entering and leaving oil quay, ship repairing plant and lake permitted only in day time.

**RADIO:** Radio Varna LZW – 500 kHz. LZW$_4$ – send 8607 kHz, receives 8447 kHz. LZW$_5$ – sends 13078 kHz, receives 12612 kHz.

**TUGS:** Compulsory for vessels over 1,000 GRT. Tug's lines used.

**BERTHING:** Compulsory berthing for vessels over 50 GRT. Depths at quays up to 39 ft.

**BRIDGES:** When proceeding to and from Varna lake, vessel passes under Asparuhov bridge. Bridge is raised to 70°. Use of pilot, tugs, and patrol boat obligatory. Maximum size of ship passing under bridge: length 126 m., draft 7m.

**STEVEDORES:** Liner ships and chartered vessels on liner terms are obliged to use stevedore and tallyman service.

**MEDICAL:** All facilities available. Attendance to urgent cases given free of charge.

**TANKERS:** Discharge berths only. Drafts 29 ft. and 18 ft.

**DENSITY:** 1013.

**FRESHWATER:** Available through shore hydrants or ex-barge. 24 hours notice required.

**FUEL:** From S.E.E. "Ship Bunkering", tel. 2.29.27; N. J. Vaptqarov. str. No. 3. 72 hours notice required. Bunker "C", diesel, and gas oil available. Lubricants: Shell and Castrol – 48 hours notice required.

**FIRE PRECAUTIONS:** Assistance obtainable from shore hydrants, town fire brigade and water cannons on tugs.

**GANGWAY/DECK WATCHMEN:** Vessels in Roads not permitted to have gangways down. Vessels alongside quay with lowered gangway must have manropes, safety-net, life-buoys with rope of at least 30 metres length attached, an officer on duty at the gangway, and must be lit at night.

**OPENING/CLOSING HATCHES:** To be performed by crew on initial commencement and final completion of cargo work. During work periods in port, performed by stevedores.

**CERTIFICATES:**
Construction.
Safety Radio.
Classification.
Hull and Machinery.
Load-line.
Cargo gear.

**CUSTOMS ALLOWANCES:** Tobacco – 2 packets per crew member per day. Wine/spirits – for Master, as required; for crew – one opened bottle.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** U.S.S.R. and D.D.R.

**REPAIRS:** All manner of repairs possible in ship-repair plant. Tel. 2.27.01 and 2.35.48/49.

**DRY DOCKS:** Suitable for vessels up to 30,000 dwt.

**REPATRIATION:** Can be fulfilled if necessary. Replacement of crew by Bulgarian nationals is impossible.

**AIRPORT:** Connections with Berlin, Prague, Budapest, Bucharest, Warsaw, London, Copenhagen, Vienna.

**TIME:** GMT plus 2 hours.

**HOLIDAYS:** New Year (1st January); May Day (1st/2nd May); Day of Slav written language (24th May); Day of Freedom (9th/10th September); October Revolution (7th November). Time from 13.00 on day before Sundays and holidays until 08.00 day after is non-working time, but loading and discharging carried out at overtime rates.

**SERVICES:** Tank cleaning and removal of sludge. Compass adjusting.

**TELEPHONES:** No facilities for connection on board.
Captain of the Port, 2.23.72; Pilots, 2.27.21,2,3/292/; Custom House, 2.23.87; Lloyd representative, 2.27.21,2,3/395/; Soviet Register, 2.26.51; Bulgarian Shipping Register, 2.41.21; Inflot, 2.26.69; 2.26.36; Military office, 2.27.21,2,3/236/; Ambulance, 2.27.21,2,3/213/; Fire, 2.27.21,2,3/222/.

**SHORE LEAVE:** Permitted day and night except that all crew to be back aboard at 05.00 – but may then go ashore again at 05.05.

**REGULATIONS:** Given to Master on arrival.

**DELAYS:** Possible while waiting for Pilot owing to bad weather, or waiting turn for berth.

**AUTHORITY:** Tel. 2.24.71, 2.60.32, 2.27.21/2/3, 2.54.42.

**AGENT:** "Inflot" State Shipping Agency. Cables: "Bolinflot". Telex: 021516.

# Burma

## RANGOON: 16.47 N. 96.15 E.

**DOCUMENTS:**
Ship's Register.
Crew and Passenger List.
Dangerous Cargo List, if any.
Customs Declaration for Crew and Ship.

**PILOTAGE:** Compulsory. The services of Assistant Harbour Masters are required to bring ships alongside.

Vessels bound for the port of Rangoon should make for the *Dagon* lightvessel (China Bakir) latitude 15° 59′.9 N., Longitude 96° 14′.5 E. and then proceed towards *Lanthaya* light vessel. Vessels of 26 ft. draft and over should anchor off *Dagon* lightvessel due to insufficiency of depths at the pilot station at low water, and await instructions from the pilot vessel for embarking Pilot.

Vessels below 26 ft. draft may proceed direct to the pilot vessel for embarkation of Pilot.

The pilot vessel or its relief is normally cruising or anchored at latitude 16° 11′.O N, longitude 96°19′.6 E. approximately 10 miles North of *Dagon* light vessel and 42 miles from the Port of Rangoon.

**ANCHORAGES:** Specific areas of the port are reserved for special anchorages as follows:

(a) *Petroleum Anchorage* at Liffey Reach just below Syriam, accommodating 2 vessels.
(b) *Explosives Anchorage* below Admiralty Jetty near Chokey Point.
(c) *Small Craft Anchorage* at King's Bank accommodating 20 inland vessels and schooners, etc.

**ETA:** Forty-eight hours advance notice of ETA required, confirmation to be made 24 hours later or one working day ahead of the ship's ETA to enable necessary arrangements to be made regarding pilots. Information required in the advance notice are:

(*a*) ETA, (*b*) Draft, (*c*) Speed, (*d*) Gross tonnage, (*e*) Length OA.

**RESTRICTIONS:** Generally on a flood tide between the time of low water to high water at the pilot station, depending on ship's actual draft and speed in order to obtain sufficient depths at the Outer Bar.

Navigation day and night during river passage, but entry into Inner Harbour is normally restricted to daylight hours.

The Master Attendant regularly issues Draft Forecasts to all steamer Agents advising them of the drafts to be obtained within the next 2 months.

**MAX. SIZE:** The port is accessible to vessel of 540 ft. length OA, and draft up to 28 ft. at Spring tides. The draft of the vessel entering the river is controlled by the depth available at the Outer Bar, carrying 11 ft. depth at datum. Entry into the harbour is controlled by the Inner Bar off Monkey Point, carrying from 11 ft. to 12 ft. depth at datum These depths are subject to seasonal variations and are least during the dry season from November to May.

**HEALTH:**

(*a*) Maritime Declaration of Health signed by the Master and also by a Ship's Surgeon if one is available.

(*b*) Valid Derating or Derating Exemption Certificate.

(*c*) Valid Vaccination Certificates against cholera and smallpox of crew and passengers (if a certified list of date of expiry of these Certificates is available, the issue of pratique will be expedited).

(*d*) Pratique is issued by the Medical Officer on duty, after examination of the crew and passengers of the ship. The pratique is automatic if the vessel arrives after touching other ports in the country. NO RADIO PRATIQUE IS ISSUED.

(*e*) Quarantine Clearance on sailing is essential.

**RADIO:** International single operator watch period for zone "C". Assigned frequencies are 425, 454, 468, 512, 500 kc/s. and 2·8, 4·26 mc/s, call sign XYCZ.

In cases of inability to contact the pilot vessel by wireless the Master should send cable to the Harbour Master "Portrust" via Rangoon Radio Station, call sign XYR.

Within harbour limits contact can be made with Port Tower by light visual signalling. VHF contact can also be made with Port Tower, call sign XYU, Channel 16 (calling frequency). The working frequencies are channels 14, 12 and 6 (Hague Convention).

**TUGS:** Generally not used for mooring and berthing purposes, but available in emergency.

**BERTHING:** There are eleven wharf berths and two pontoon berths for seagoing vessels:

*Rice Loading Berths:*

(a) *Sule Pagoda Wharf*, berths no. 1 & 2 accommodating 2 vessels of 450 ft. each. LWOST varies from 24 ft. to 28 ft. approx.

(b) *Ahlone Wharf*, length 440 ft. accommodating a vessel of 440 ft. LWOST varies from 26 ft. to 28 ft. approx.

(c) *Hteedan No. 1*, length 456 ft. accommodating a vessel of 460 ft. LWOST varies from 26 ft. to 30 ft. approx.

*General Cargo Berths:*

Sule Pagoda Wharf Berths nos. 3, 4, 5, 6, and 7 accommodating 5 vessels ranging from 450 ft. to 520 ft. LWOST varies from 24 ft. to 30 ft. approx. Berth nos. 3 and 4 are generally reserved for coastal vessels.

*Timber Export Berths:*

Brooking Street Wharf: Berths Nos. 1 and 2, accommodating two vessels of 450 ft. each. LWOST varies from 26 ft. to 29 ft. approximately.

*Passenger Berth:*

The Port Health Station. A Pontoon Jetty equipped with a large floating pontoon of 500 ft. length and accommodating vessels of 520 ft. to 595 ft. LWOST varies from 25 ft. to 28 ft.

*Moorings*

The port is equipped with 13 swinging moorings and 2 sets of fixed moorings in the Inner Harbour; 3 swinging mooring buoys at Hastings, and 2 fixed moorings for Oil Tankers. In addition, a number of mooring buoys are provided for small sized seagoing vessels.

*Mooring and Berthing Procedure*

While in port, ships tie alongside wharves or moorings. The procedure is as follows:

(a) *Single Buoy Mooring* – Vessels moored with ships' own cable which is led through hawse pipe and shackled on to buoy cable. The shackle is provided by the Board.

(b) *Fixed Mooring* – Same procedure as above but the vessel is moored to 4 buoys.

(c) *Berthing* – Normal ship's ropes and wires are used for berthing at wharves. In addition wharves' mooring chains are also provided for securing to ship's bollards.

**FUEL:** Fuel, diesel and gas oil (HSD) from Myanma Oil Corporation. Fuel oil provided by barges of 150 to 180 tons capacity alongside vessel during daylight hours. Coal supplied by Government Trade Corporation No. 17.

**FRESH WATER:** Available either directly alongside the wharves or in midstream, delivered by water boats.

**CARGO HANDLING EQUIPMENT:** The heaviest lifting capacity of the port is a 40-ton crane at the Brooking Street Wharf.

Heavy packages may be landed or shipped by a vessel's own tackle at the wharves subject to prior notice being given to the Traffic Manager.

**STEVEDORES:** In 2 shifts of 0800 hours to 1600 hours, and 2000 hours to 0400 hours. Overtime work is arranged on special request from Agents. Stevedoring undertaken by Port Authority. To enable ships' Agents to order labour gangs in time, it is important to obtain in advance the accurate ETA of vessels. Latest time to order gangs is 1100 hours for booking for that night and the next day. For Sundays and Holidays bookings must be made before 1100 hours of the preceding working day.

**GANGWAY/DECK WATCHMEN:** Available on application to the Traffic Manager.

The working hours of a watchman are the same as the wharf working hours.

**OPENING/CLOSING HATCHES:** Undertaken by port labour.

**REPAIRS:** Deep-sea repairs are undertaken by Board's engineers. The "Setsan Dry Dock", a tidal dock owned by the Board, can take vessels up to 1,000 tons and 250 ft. in length.

The Sinmalaik Dry Dock can take vessels up to 2,000 tons and 300 ft. in length.

**FIRE PRECAUTIONS:** A special land-based Port Fire Brigade is maintained by the Port Authority supplemented by a fire-fighting vessel and tugs for emergencies in the river.

**CONSULS:** The following countries are represented by consulates or embassies at Rangoon:

Australia
Belgium
Bulgaria
Cambodia
Ceylon
China
Czechoslovakia
France
Fed. Republic of Germany
German Democr. Republic
Hungary
India
Indonesia
Israel
Japan
People's Rep. of Korea
Republic of Korea
Malaysia
Nepal
Norway
Pakistan
Philippines
Poland
Thailand
U.S.S.R.
United Arab Republic
Great Britain
Democr. Republic of Vietnam
Republic of Vietnam
Yugoslavia

**POLICE/AMBULANCE/FIRE:** Port Police 14520; Ambulance 008; Port Fire Brigade 18653.

**TELEPHONES:** Ship to shore telephones are available on request.

**HOLIDAYS:** Independence Day; Karen New Year; Union Day; Peasant's Day; Full moon of Tabaung; Resistance Day; Thingyan; Burmese New Year; Labour Day; Full moon of Kason; Full moon of Wazo; Martyr's Day; Thadingyut; Dewali; Tazaungdaing; National Day; Christmas.

Ships may work on Sundays and holidays on application to the Traffic Manager and on payment of Sunday or holiday fees.

**AUTHORITY:** Board of Management for the Port of Rangoon, 10 Phayre Street, Rangoon. PO Box 1, Rangoon. Tel. 13122. Telegraph: "Portrust, Rangoon."

## Cameroon Republic

### DOUALA: 04.00 N. 09.40 E.

### TIKO: 04.00 N. 09.24 E.

### VICTORIA: 04.01 N. 09.13 E.

### KRIBI: 02.56 N. 09.54 E.

**DOCUMENTS:**

5 Crew Lists.
5 Lists of Port of Call.
5 Passengers' Lists.
2 Crew Customs Declarations.
2 Declaration of Provisions on Board.
1 Arms and Ammunition.

**PILOTAGE:** (with the exception of Kribi and Victoria where ships work cargo at anchorage); Compulsory at Douala and Tiko. Ship's arrival must be noticed at least 24 hours in advance. This must be confirmed. For Douala waiting anchorage at base buoy. Pilot called by phone (21–82) or by VHF (16–14). For entry of Tiko waiting is at Victoria anchorage.

**ANCHORAGE:** Base buoy forentry at Douala (see "Pilotage") 12 m. depth approx. For Victoria anchorage on roads in Bay Ambas about 9 m. depth. Anchorage for Tiko on the Bimbia. Kribi anchorage by red conical buoy (02° 56′ 35″ N. 09° 53′ E.) depth 6 m. 30 to 7 m.

**RESTRICTIONS:** Draught only, for ports of Douala and Tiko. For Wouri channel official level is 4 m. 80.

**MAX. SIZE:** At Kribi and Victoria anchorage, no restrictions. Douala maximum length 200 m. Draft varies from 6·60 m. to 7·40 m. At Tiko there is only one pier of 150 m. the depth is between 5·50 m. and 5·80 m.

**HEALTH:** Free pratique granted after compulsory checking of vaccination certificates against yellow fever and smallpox. Health Officials hand the Master a special Health form to fill in.

**RADIO:** (see "Pilotage"): Douala Radio Station limited to broadcasting of news bulletins for private individuals which are communicated to the station on the spot. VHF Channels 16 and 14.

**TUGS:** Obtained on demand to Tugs Union of Douala, P.O. Box 118, which charge for every call a supplementary due of 4,500 CFA francs for tug's line.

**BERTHING:** For Douala there are 12 berths equal to length of 3,153 m. approximately. Another berth on the right bank at Bonaberi, mainly used by banana cargoes and butane tankers.

**STEVEDORES:** Number of stevedore gangs is requested from Charterer's Agents, taking into account size of cargo.

**MEDICAL:** An appropriate Medical Service can be set up on demand in case of an emergency, such as an epidemic on board.

**TANKERS:** At Douala Harbour a berth of 153 m. approximately and draught 6·60 m. This berth can accommodate oil tankers of 12,000 t. No slop discharge. See "Shipmaster's Report".

**DENSITY:** 1012.

**FRESH WATER:** Available at berth; supplied by hoses.
**FUEL:** Supplies arranged by Charterer's Agent who have their particular suppliers.
**FIRE PRECAUTIONS:** In addition to the usual measures, the quay station for oil tankers is isolated during discharging, and there is also a watch by tugs.
**DEVELOPMENT:** The building of a berthing installation by dolphins for oil tankers on left bank of Wouri at Douala; preparation of (earth platform) strip of flat ground in Douala harbour in order to increase storage capacity; the building of a deep-water harbour at Victoria; building of a dyke to prevent the silting-up of the bar at Kribi and thus increase traffic in this harbour. See "Shipmaster's Report".
**GANGWAY/DECK WATCHMEN:** Ship's crew or arranged by Charterer's Agents.
**OPENING/CLOSING HATCHES:** At option of master.
**CERTIFICATES:** Safety, Radio, Sea-worthiness, Freeboard, Derricks, etc.
**CUSTOMS ALLOWANCE:** 1,000 cigarettes per person, two bottles of spirits per person.
**IDENTITY CARDS:** A check could be made inside the harbour area as well as in town.
**CONSULS:** List of Douala Consulates:
Germany, P.O. Box 1127. Tel. 47–09
Austria, P.O. Box 4017. Tel. 34–52
Belgium, P.O. Box 263. Tel. 44–25
Denmark, P.O. Box 215. Tel. 38–76
Spain, P.O. Box 352. Tel. 49–23
U.S.A., P.O. Box 4006. Tel. 40–93
Finland, P.O. Box 98. Tel. 44–50
France, P.O. Box 5365. Tel. 48–79
U.K., P.O. Box 5348. Tel. 34–78
Greece, P.O. Box 4009. Tel. 47–91
Italy, P.O. Box 4015. Tel. 36–35
Lebanon, P.O. Box 5447 Tel. 36–35
Norway, P.O. Box 320. Tel. 31–02
Netherlands, P.O. Box. 159 Tel. 33–83
Sweden, P.O. Box 320. Tel. 31–02
**AIRPORT:** Situated at about 3 km. from Douala. Regular international airlines during whole year.
**TIME:** Local time GMT plus 1. No change during year.
**HOLIDAYS:** Official holidays: Independence Day (1st January); Youth Day (11th February); Labour Day (1st May); Reunification Day (1st October); Human Rights Day (10th December). Religious Holidays: Easter Monday; Ascension Day; Whit Monday; Assumption (15th December); All Saints Day (1st November); Christmas; End of Ramadan; Festival of the Sheep.
**POLICE/AMBULANCE/FIRE:** Central Police Station 42–22; Ambulance (Laquintinis Hospital) 48–84; Fire Brigade 32–32.
**TELEPHONES:** No possibility of telephone connection on board.
**SPECIAL SERVICES:** Deratisation and fumigation.
**SHORE-LEAVE:** Permitted.
**SHIPMASTER'S REPORT**

*Developments:* Tanker berth (2 dolphins) is now in use. Tankers moor with 3 head and stern lines on mooring buoys, 1 breast line on another buoy and the springs on the dolphins (4 buoys altogether).

Three connections: 8 in. for white products. About 250–300 tons/hr. for these products. Bunkers can be supplied on this berth but are not always available.

*Restrictions:* Maximum allowable draft depends on the state of the tide and the season (dry or rain).

According to information received 23 ft. is the maximum at this moment. With this draft a ship can pass safely from seabuoy to base buoy on any state of the tide.

Sailing from the tankerberth: subject draft, always on flood tide, between 2 hours before HW and HW., sailing/mooring, day and night. 1 tug assists in mooring and sailing procedures.

A special boat keeps contact with the shore from this dolphin berth (for crew and stores).

Currency: CFA francs = (100 CFA = 2 Fr. Francs).
**DELAYS:** No unusual delays.
**AUTHORITY:** Management of Ports and Seaways of Cameroun P.O. Box 4020. Tel. 49–75 Douala.
**AGENT:** Socopao Cameroun – BP 215 – Douala Tel. 42-64-64 Telex: 5214. Cables: "FREIGHT".

# Canada

## BADDECK, N.S.: 46.6 N. 60.44 W.

**DOCUMENTS:**
4 Crew Lists.
Customs Documents.
Harbour Dues Receipt.
Stores List.
Derating Certificate.
Safety Regulations.
Clearance from Last Port.
**PILOTAGE:** Compulsory. Pilot station at Table Head, see Canadian chart 4367.
**ANCHORAGE:** Good anchorage in lake. Depths 50 to 500 ft.
**RESTRICTIONS:** Can be restricted by heavy fog, tide, ice.
**MAX. SIZE:** Largest vessel to dock 497 ft. long, 66·7 ft. Draft 28 ft.
**HEALTH:** Pratique obtained at Sydney, N.S.
**RADIO:** Sydney Radio
**BERTHING:** The dock is 330 ft. in length, with an approach way of 80 ft. length, making an "L" shape. Depth alongside at LW is 15 ft. at the inner end and 25 ft. at the outer end.
**TUGS:** None.
**MEDICAL:** No advance notice required. Hospital available.
**DENSITY:** In sea 35/1000. In lake 25/1000.
**FRESH WATER:** Supplied at 20 tons per hour.
**FUEL:** None available.
**CERTIFICATES:** Registry, Derating and Safety Certificates.
**CUSTOMS ALLOWANCE:** Tobacco, 100 cigarettes per week or ½ lb. tobacco. Wine/Spirit: None.
**CONSULS:** None.
**REPAIRS:** Minor repairs only.
**HATCHES:** Normally opened and closed by crew.
**AIRPORT:** 55 miles. Served by regular airlines.
**TIME:** GMT minus 4 hours. Advance 1 hour in Summer.
**HOLIDAYS:** Sundays and Statutory holidays; New Year's Day; Good Friday; Easter Monday; Victoria Day; Canada Day; Labour Day; Thanksgiving Day; Remembrance Day; Christmas Day.
**POLICE/AMBULANCE/FIRE:** 295 2350, 292–2032, 295 2110.
**TELEPHONES:** None available for placing on board.
**AUTHORITY:** Dept. of Transport.

## BAIE COMEAU, Quebec: 49.15 N. 68.09 W.

**PORT LIMITS:** Starting from a point on the Southern limit of Baie Comeau at Pointe St. Gilles 49° 12′ 10″ N, 68° 08′ 41″ W. Thence, North-eastward to Pointe St. Pancrace, 49° 15′ 14″ N., 68° 04′ 43″ W.

All waters inside of these points are understood to be part of Baie Comeau Harbour.

**DOCUMENTS:** Baie Comeau is a Port of Entry. Custom and Immigration facilities are located in the Town of Baie Comeau. All vessels arriving from Foreign Ports will be boarded by Custom and Immigration Officers.

The following forms are to be completed prior to arrival at the first Canadian Port:
3 copies Immigration Crew List, IMM-200
3 copies Crew Declaration, Y-14
3 copies Ship's Stores, E-1
3 copies Passenger List, IMM-264
2 copies Quarantine Service, *Q-S-1
* To be supplied by Quarantine Officer on arrival.
**ETA:** Advise Agent 72, 24 and 4 hours before arrival. Include fuel and stores requirements.
**PILOTAGE:** Not compulsory. The services of a qualified docking master are available through the facilities of Cargill Grain Company. Docking instructions will be given by radio after receiving vessel's ETA.

Normally the docking master boards from tug approximately ½ mile South-west of Pointe St. Pancrace.

**RESTRICTIONS:** Port open for shipping all year round. Deep water approaches without restrictions for any vessel able to berth alongside.
**ICE ADVISORY SERVICE:** Ships inbound for Baie Comeau from seaward between December 15th and April 15th should advise the Ice Information Officer, Sydney, N.S., 36 hours prior to entering Cabot Strait stating their position, destination, whether loaded or in ballast. This procedure will facilitate the passing of ice information to the ship as necessary.

On request, ice information is also available from Marine Radio Stations at Halifax, Camperdown, Seven Islands, Twillingate and Grindstone. The Canadian Broadcasting Corporation Maritime network also broadcasts ice information daily during the winter navigation season. Supplementary ice information may also be obtained from Canadian Marine Service icebreakers.

During the ice season, radio broadcasts of ice information are made twice daily from Marine Radio Stations as follows:

| | *Call* | *Frequencies* | | |
|---|---|---|---|---|
| Cape Race, Nfld. | VCE | 420 | kc/s | CW |
| | | 2582 | kc/s | RT |
| Fox River, Que. | VCG | 434 | kc/s | CW |
| | | 2582 | kc/s | RT |
| Mont-Joli, Que. | VCF | 446 | kc/s | CW |
| | | 2582 | kc/s | RT |
| North Sydney, N.S. | VCO | 489 | kc/s | CW |
| | | 2582 | kc/s | RT |
| Halifaz | CFH | 115·3 | kc/s | CW |
| | | 6949·5 | kc/s | |
| | | 8662 | | |
| | | 12984 | | |
| | | 17218·4 | | |

**MAX. SIZE:** Up to 40 ft. draft at Docks no. 1 and 2. Size limited only by berth depth.
**RADIO:** Mont Joli Radio VCF 2582 kc/s (VHF, CRM Co. Ltd., Wharf Office, base to ships on marine frequencies) (Channel 7A—156·350 mHz and Channel 16—156·800 mHz, call XJS94).
**HEALTH:** Incoming vessels making Baie Comeau port of entry must obtain pratique by wireless. Radio pratique may be obtained between the hours of 9.00 a.m. and 5.00 p.m. the day preceding arrival. Address message "Quarantine Quebec": For the purpose of radio pratique, vessels are required to give the following information:
1. Name and nationality of vessel.
2. Ports called at during voyage.
3. Nature of cargo.

4. Number of crew.
5. Number of passengers.
6. Port of destination and name of Agent.
7. Number of persons without valid certificates.
8. Condition of health of all on board with details of any sickness or death which has occurred during the voyage.

Ships arriving in English Bay in Quarantine will be inspected by Health Officer at anchorage or on arrival alongside. Should Officer board vessel at anchorage, proper accommodation ladder must be provided.

Smallpox Vaccination Certificates to be ready for inspection on arrival.

**TUGS:** Available. Not compulsory except for Cargill Grain Terminal.

**BERTHING:**

*Dock No. 1:* Department of Transport Wharf: berth 456 ft. long, depth 28 ft.; berth 360 ft. long, depth 25 ft. North Shore Paper Company: 1,000 ft. wharf, depth 27 ft. Dock Pier: 2 berths, 422 ft. long, 20 ft. depth.

*Dock No. 2:* Canadian Reynolds Metals Co., Ltd. Wharves consist of breakwater and approach jetty called Berth No. 1, 540 ft. long. Berth Nos. 2 and 3 in slip, 587 ft. and 551 ft. long respectively. The docking area is dredged to 30 ft. at low water at Berth No. 1, and 31 ft. at Berths Nos. 2 and 3 and flares out to marker buoy (Fl. red Ev. 12 secs) at Northern extremity and 1,000 ft. to its Southern extremity, where depth of water increases rapidly off shore from approximately 400 ft. East of breakwater. A port hand can buoy marks dredging out from S.E. corner of No. 1 Berth.

*Dock No. 3:* Cargill Grain Terminal, North Pier, 2 loading berths, length 585 ft., North side dredged to 40 ft., South side dredged to 38 ft. Loading capacity 2,000 long tons/hour.

South Pier, 1 unloading berth, length 720 ft., North side only dredged to 29 ft. Discharge rate 1,000 long tons/hour.

**STEVEDORES:** Each terminal employs own stevedores.

**MEDICAL:** All facilities available. Local Hospital in Baie Comeau and Hotel-Dieu, Hauterive, 5 miles.

**DENSITY:** 1000–1025.

**FRESH WATER:** Delivered by pipe-line to the berths.

**FUEL:** Available by pipe-line to Cargill Grain Terminal.

**REPAIRS:** Minor repairs may be effected through local contractors.

**IDENTIFICATION CARDS:** Gate passes are issued at the gate to all crew members when going ashore for the purpose of identity on their return.

**AIRPORT:** Daily service to Quebec and Montreal.

**CUSTOMS ALLOWANCES:** 200 cigarettes for each man. Officers may be allowed one bottle wine/spirits, Master up to five bottles.

**TIME:** GMT minus 5 hours. Daylight Saving Time: GMT minus 4 hours, applied from last Saturday of April until last Saturday of October each year.

**SHORE LEAVE:** Crew members allowed ashore. No restrictions

**HOLIDAYS:** New Year's Day; Epiphany: Good Friday; Ascension Day; St. John the Baptist Day; Labour Day; All Saints' Day; Christmas Day. No work performed on these holidays.

**AUTHORITY:** Canadian Department of Transport.

## BELLEDUNE, N.B.: 47.55 N. 65.51 E.

A deep water harbour administered from Saint John, N.B. and serving Belledune Fertilizers and other projects in the Bathurst area. This harbour is free of ice in the Winter and open to shipping all the year round.

**DOCUMENTS:** See Saint John.

**PILOTAGE:** Pilotage is not compulsory, however, should a Pilot be required, the services of a local Berthing Master Mariner are available on request.

Regardless of pilotage, estimated times of arrival should be given to Belledune Fertilizers Ltd. 72, 48 and 24 hours before.

**ANCHORAGE:** Vessels wishing to anchor will find no difficulty in obtaining an anchorage in more than 10 fathoms, approximately one mile to the northward of the Belledune Breakwater.

**TUGS:** None available.

**BERTHING:** One berth, length 550 ft., depth at LW, 34 ft.

**TIDES:** Tides normally rise 6 ft. at springs and 3ft. at neaps. Tidal current seldom exceeds one knot.

**STEVEDORES:** Bulk cargoes handled by Belledune Fertilizer Ltd., and general cargo by Longshoremen.

**CRANES:** Heavy-lift equipment available from private companies. Cranes up to 25 tons available.

**MEDICAL:** Hospital at Bathurst.

**FRESH WATER:** Available. Delivered by tank trucks upon arrangement with Belledune Fertilizers Ltd.

**FUEL:** None locally. Can be obtained and delivered by Tank Trucks.

**CONSULS:** None.

**REPAIRS:** Minor repair facilities at Belledune Fertilizers Ltd. machine shop.

**STORES:** All types of provisions as well as deck and engine stores can be obtained at Bathurst for delivery to Belledune.

**AUTHORITY:** National Harbours Board, PO 429, Saint John, N.B. E2L 3Z7.

*Local Representative:* Port Manager (Belledune Fertilizers Ltd.). Tel. 658–4869.

## BOTWOOD, Newfoundland: 49.09 N. 55.20 W.

**DOCUMENTS:**

2 Crew Lists.
2 Passenger Lists.
3 Crews Declaration (Can. Form Y14).
3 Stores Lists (Can. Form E.1).
Health Declaration (Can. Form QS. 2001).
3 Cargo Manifests.
3 Bills of Lading.

**PILOTAGE:** Compulsory. Pilot boards at Surgeon Cove. Coastal pilotage service from St. Johns to Botwood available on request.

**RESTRICTIONS:** Navigation season from mid-April to mid-January approximately. Ice-breaker assistance may be necessary in winter months. Deep water approaches.

**ANCHORAGE:** In Botwood Harbour, off the oil dock in depths of 10–20 fathoms.

**MAX. SIZE:** Up to 32 ft. draft.

**RADIO:** Twillingate Radio, call sign VOO.

**HEALTH:** Health Officer boards on arrival. Valid smallpox vaccination certificates required.

**TUGS:** None available.

**BERTHING:** Dept. of Transport Pier: 500 ft. long, 32 ft. depth.

Anglo Newfoundland Development Co. Pier: 350 ft. long, 23 ft. depth; Oil Dock: 900 ft. long, 32 ft. depth (minimum); Ore Pier: 403 ft. long, 32 ft. depth (minimum); Golden Eagle berth: 23 ft. depth; Irving Oil berth: 19 ft. depth.

**MEDICAL:** Doctors, hospital facilities available.

**FRESH WATER:** Available at all berths.

**FUEL:** Only diesel available.

**REPAIRS:** Minor repair facilities only.

**CUSTOMS ALLOWANCES:** 200 cigarettes for each man. Officers may be allowed one bottle wine/spirits, Master up to five bottles.

**TIME:** GMT minus 5 hours. Daylight Saving Time: GMT minus 4 hours, applied from last Saturday of April until last Saturday of October each year.

**SHORE LEAVE:** Crew members allowed ashore. No restrictions.

**HOLIDAYS:** New Year's Day; Epiphany; Good Friday; Ascension Day; Labour Day; All Saint's Day; Christmas Day. No work performed on these holidays.

**AIRPORT:** Gander International Airport, 60 miles away.

**AUTHORITY:** Canadian Dept. of Transport.

## BRIDGEWATER: N.S. 44.23 N. 64.31 W.

**DOCUMENTS:** See "Halifax".

**PILOTAGE:** Not compulsory. Report ETA by radio-telephone or radio-telegraph to Superintendent of Pilots, Halifax N.S. at least 12 hours before arrival at boarding station. ETA to be confirmed three hours before arrival. Pilot boards off Moshers Island Light.

**RESTRICTIONS:** Port is situated on La Have River, 10 miles from the sea. Channel path at low water, 20 ft.

**ANCHORAGE:** At Dayspring, 2 miles below Bridgewater.

**MAX. SIZE:** Length 325 ft. Draft 20 ft.

**RADIO:** Halifax Radio.

**HEALTH:** Pratique granted by Customs officer who boards on arrival at the berth. Also see Montreal.

**BERTHING:** Dept. of Transport wharf, berthing length 1,073 ft. Depth alongside 20 ft.

**FRESH WATER:** Available ex wharf only on west side of river.

**FUEL:** Not available.

**REPAIRS:** Limited facilities for engine repairs.

**STEVEDORES:** Skilled labour available.

**MEDICAL:** Hospital facilities available.

**HOLIDAYS:** Dominion Legal holidays.

**AIRPORT:** Nearest approximately 90 miles away.

**AUTHORITY:** Harbour Master.

## CHARLOTTETOWN, P.E.I.: 46.14 N. 63.07 W.

**DOCUMENTS:**

Port clearance from previous port.
3 QS.2001 Quarantine, if from other than U.S. port or St. Pierre et Miquelon.
3 HA.282 Garbage Disposal Warning.
2 IMM.200 Crew List, only Canadian documentation acceptable.
3 E1 List of Ship's Stores. May use own documentation.
3 71 Crew's Declarations. May use own documentation.
2 A6 Report Inwards.

**PILOTAGE:** Not compulsory. Only one Pilot active with privately owned boat. Pilots taken on board at Fitzroy Rock buoy. No alternate area in event of bad weather. Vessels anchor 4 cables south of Fitzroy Rock buoy to await Pilot.

**ANCHORAGES:** Anchorage inside harbour at Three Tides – 46° 13′ N. 63° 08′ 30″ W. Average depth of water 30 ft.

**MAX. SIZE:** Draft 31 ft.

**HEALTH:** Valid pratique from U.S. Public Health Service PHS 122–123 acceptable. Crew and passengers must have valid Vaccination Certificates. Derating or Derating Exemption Certificate. See also "Montreal".

**RADIO:** VCA Charlottetown Marine Radio.

**TUGS:** None.

**STEVEDORES:** No prior advice required.

**MEDICAL:** Several hospitals and ambulance facilities available if required.

**TANKERS:** Three discharging docks – one at Railway Wharf, Imperial Oil pipelines as follows: one 12 in., two 10 in. and two 6 in., draft at dock 32 ft. (2) Texaco Canada Ltd., private dock – two 8 in pipelines, draft 24 ft. (3) Irving Oil Co. Ltd., private dock, two 8 in. and two 10 in. lines, 32 ft. draft.

**FRESH WATER:** Available at Railway Wharf.

**FUEL:** Diesel and bunker fuels available by tank wagon.
**GANGWAY/DECK WATCHMEN:** Watchmen service if required. Not necessary.
**OPENING/CLOSING HATCHES:** Stevedores work hatches which are not mechanically operated.
**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes or $\frac{1}{2}$ lb. tobacco or 15 cigars per man per week. Wine and/or Spirit: 40oz. per week, but issues of liquor in port will be restricted to ship's officers.
**IDENTIFICATION CARDS:** Not required unless disembarking. Crew members then should possess Seaman's Book and/or Passports.
**REPAIRS:** Minor repairs only.
**REPATRIATION:** Facilities are available.
**AIRPORT:** 4 miles distant with daily flights by Eastern Provincial Airways.
**TIME:** GMT minus 4 hours, May to October GMT minus three hours.
**HOLIDAYS:** New Year's Day (January 1st); Easter – varies (Good Friday); Victoria Day – Monday prior to May 24th; Dominion Day (July 1st); Labour Day (1st Monday in September); Thanksgiving (2nd Monday October); Remembrance Day (November 11th); Christmas Day (December 25th). Christmas Day is the only holiday stevedores will not work.
**POLICE/AMBULANCE/FIRE:** Police, 894–5513; Ambulance, Call operator "O", Fire, 894–3113.
**TELEPHONES:** No hookup available.
**GENERAL:** Passenger vessels – a list of all saleable articles contained in barber shops, souvenir stands, display cases, company operated outlets, etc. to be attached to Stores Lists to facilitate sealing by Customs. Responsible ship's officer to advise location of outlets.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** District Manager, Dept. of Transport, PO Box 1270, Charlottetown, Prince Edward Island, Canada.

## CHATHAM and NEWCASTLE, N.B.: 47 N. 65.33 W. 47.02 N. 65.28 W.

**DOCUMENTS:**
Previous port clearance.
3 Crew Lists.
3 Ship Stores List.
(Other papers completed by Agent.)

**PILOTAGE:** Contact Agent for Pilot at least 12 hours in advance. Pilot boat, wooden hull, approx. 40 ft., grey, pilot flag about 20 ft. above sea-level. Pilot taken aboard in area of Swashway lights, off Escuminac Breakwater light. In the event of very bad weather, pilot could board Georgian Bay, P.E.I. Good anchorage in Escuminac area.
**RESTRICTIONS:** Daylight only.
**MAX. SIZE:** Max. length 560 ft., max. draft 21 ft.
**HEALTH:** Pratique procedure carried out by Customs Officer (completion standard form QS 1). See also "Montreal".
**RADIO:** Use Grindstone, Halifax or Charlottetown Radio, depending on location.
**TUGS:** Available on request.
**BERTHING:** Approx. 3 hours from pilot station to Berth.
**BRIDGES:** Bridge at Chatham 127 ft. clearance high tide. Hydro wires at Middle Island 125 ft. at 60 degrees fahrenheit at lowest point, channel quite wide at this point, able to get 180 ft. clearance.
**STEVEDORES:** Notice at least 4 hours before arrival.
**MEDICAL:** Hospitals at Chatham and Newcastle.
**TANKERS:** Hose connections 6 in.; no slop discharge facilities.
**FRESH WATER:** Available only at Government piers at Chatham and Newcastle.
**FUEL:** Not readily available.
**GANGWAY/DECK WATCHMEN:** Not necessary.
**SHIP CERTIFICATES:** Sick Mariners receipts and Harbour Dues receipts.
**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes/man/wk. Spirits: 1 quart/man.
**CREW IDENTIFICATION CARDS:** Not needed.
**CONSUL:** Danish Consul, tel. 622–1199.
**REPAIRS:** Limited to welding and machine work.
**REPATRIATION:** Facilities good.
**AIRPORT:** Chatham.
**TIME:** 4 hrs. difference GMT. Change from Standard to Daylight Saving last Sunday in April through last Sunday in October. (1 hour forward).
**HOLIDAYS:** No work Labour Day, Armistice Day. Other statutory holidays may be worked on overtime.
**POLICE/AMBULANCE/FIRE:**

| | *Newcastle* | *Chatham* |
|---|---|---|
| Police: | 622–2111 | 773–4436 |
| Ambulance: | 622–3561 | 773–3492 |
| Fire: | 622–2500 | 773–5856 |

**SHORE LEAVE:** No restrictions.

**AGENT:** John Lockerbie, 245 Sweeney Lane, Newcastle, N.B. Tel. 622–1338. Cables: Via C.N. Telecommunications, Newcastle, New Brunswick, Canada.

## CHEMAINUS and CROFTON, B.C.: 48.55 N. 123.42 W.

**DOCUMENTS, PILOTAGE, HEALTH, CONSULS etc.:** Refer to "Vancouver, B.C.".
**ANCHORAGE:** Available in Houston Passage.
**RESTRICTIONS:** Channel depth 48 ft. MLLW. Restricted by berth size only.
**TUGS:** Available. Tugs for Crofton are ordered from Chemainus.
**BERTHING:**

| | | *Berth length* | *Depth alongside MLW* |
|---|---|---|---|
| Chemainus: | Wharf A | 515′ | 35′ |
| | Wharf B | 490′ | 40′ |
| Crofton: | Lumber Berth | 400′ | 35′ |
| | Pulp Dock | 457′ | 35′ |

No loading gear installed at Crofton berths.
**STEVEDORES:** 22 gangs available. Refer to "Vancouver, B.C.", for holidays, etc.
**MEDICAL:** Doctors and hospitals facilities available at Chemainus, 5 miles from Crofton.
**DENSITY:** Salt water.
**FRESH WATER:** Available at wharves.
**FUEL:** Supplied by barge from Vancouver, B.C.
**CUSTOMS ALLOWANCES:** See "Vancouver, B.C.".
**REPAIRS:** Minor repair facilities only.
**AUTHORITY:** Department of Transport, Harbour Master.

## CHICOUTIMI, Quebec: 48.25 N. 71.02 W.

**DOCUMENTS:**
2 Crew Lists.
2 Passenger Lists.
3 Crews Declaration (Can. Form Y14).
3 Stores Lists (Can. Form E.1).
Health Declaration (Can. Form QS. 2001).
3 Cargo Manifests.
3 Bills of Lading.

**PILOTAGE:** Pilotage is compulsory. Pilots board vessels that are Westerly-bound at Anse-aux-Basques and Easterly-bound at Québec City. The Master of every ship inward bound in the Gulf of St. Lawrence and destined for ports West of Anse-aux-Basques must report his ETA to Pilots Montréal via Marine Traffic Control on VHF radio Channel 14 (156·7 mHz) or by other means of communication to Seven Islands radio station VCK giving his ETA to Escoumains pilotage station and the net registered tonnage of his vessel.

A minimum notice of 12 hours must be given to ensure the availability of pilots at Anse-aux-Basques for vessels proceeding from the Gulf to Chicoutimi.

This notice must be confirmed 3 hours prior to arrival at the pilot station by radio-telegraph or radio-telephone as mentioned above.

The pilot station for vessels upbound to Chicoutimi is located at Anse-aux-Basques, charted 2 miles southwest of Les Escoumains Wharf on the north shore of the St. Lawrence River. Two pilot boats are constantly on service.

**ANCHORAGE:** At St. Fulgence, 6 miles before Chicoutimi.
**RESTRICTIONS:** Navigation season from mid-April to end November approximately. Channel depths 20 ft. LW up to oil terminal and 16 ft. low water above oil terminal.
**MAX. SIZE:** Up to 27 ft. draft.
**RADIO:** Riviere du Loup Radio Station.
**HEALTH:** Pratique may be obtained by radio to Quarantine Quebec. Health Officer boards on arrival. Valid smallpox vaccination certificates required.
**TUGS:** None available.
**BERTHING:** Harbour wharves, 2,750 ft. berthing length, 30 ft. depth alongside; oil berth 20 ft. depth alongside.
**CRANES:** Two cranes available for bulk cargoes 25 ton × $1\frac{3}{4}$ yards and 40 ton × $3\frac{1}{4}$ yards.
**DENSITY:** Fresh water.
**MEDICAL:** Doctors, hospital facilities available.
**FRESH WATER:** Available at all berths.
**FUEL:** Available at oil berth.
**REPAIRS:** Minor machine shop repairs only.
**CUSTOMS ALLOWANCES:** 200 cigarettes for each man. Officers may be allowed one bottle wine/spirits, Master up to five bottles.
**TIME:** GMT minus 5 hours. Daylight Saving Time: GMT minus 4 hours, applied from last Saturday of April until last Saturday of October each year.
**SHORE LEAVE:** Crew members allowed ashore. No restrictions.
**HOLIDAYS:** New Years Day; Epiphany; Good Friday; Ascension Day; St. John the Baptist Day; Labour Day. All Saints' Day; Christmas Day. No work performed on these holidays.
**AUTHORITY:** National Harbours Board, PO Box 760, Chicoutimi, P.Q.

## CHURCHILL, Man.: 58.47 N. 94.12 W.

**DOCUMENTS:** 1 Certificate giving following details: Name; official number; port of registry; gross tonnage; dimensions of vessel; draft on arrival; place from which vessel arrived; date of departure from the aforesaid place; places of call en route; name of Master or person in charge; name of owner or Agent; name of Pilot; number of crew; tonnage of goods to unload; number of passengers to be landed; and number of bags of mail to be landed.

A certified copy of the manifest of such vessel giving weight or measurement for each bill of lading and certified by Collector of Customs.

Certificate that giro compass is in good order.

**PILOTAGE:** Pilotage is not compulsory, but the pilotage fee is compulsory. Pilots board ships outside the harbour within a radius of 5 miles from Eskimo Point. The fee is $100 dollars per ship inward and $100 dollars per ship outward. Moving vessel within harbour is $70 dollars.

Vessels must advise their expected time of arrival at the port, and should also advise their time of arrival at Fairway Buoy.

Requests for pilots should be submitted through the local marine radio. Pilots embark from vessels at the Fairway Buoy.

**ANCHORAGES:** Inside the harbour, there is anchorage room for one small vessel in 30 ft. of water about 3/4 miles N.W. of wharf. There is insufficient swinging room at this anchcrage for large vessels. Large vessels anchor outside the harbour. The outside anchorage is exposed and vessels in a light condition may find it difficult to maintain their anchorage, particularly with a strong N.E. wind.

**RESTRICTIONS:** Vessels are usually brought in just before high tide, although vessels may enter any time. One spot in channel is 26 ft. at zero tide. All buoys and range lights are lighted.

**MAX. SIZE:** Maximum length 600 ft. width 100 ft. and depth alongside wharf at zero tide is 31 ft. at three berths, 33 ft. at one berth, 22ft. at Wolfe Berth and 20 ft. at the coastal Berth.

**HEALTH:** All vessels must fly yellow flag until cleared by authorities after docking.

**RADIO:** Department of Transport, Marine Aeradio Station call sign VAP, Channels to be used: 16 for calls and replies, 12 for harbour control, as well as Channel 26.

**TUGS:** Tugs usually join vessels inside the harbour. Two tugs available. Ship's lines used.

**BERTHING:** Maximum allowable salt water draft at sulphur berth 32 ft., thereafter topping-up with the tide for a few more inches. Sulphur is brought by rail truck from Alberta Mines, and loading rate 4,000 tons per day.

Loading capacity for bulk grain is 60,000 bushels/hour.

**CRANES:** Heavy lift crane of 35 tons capacity.

**STEVEDORES:** Gangs are available during whole of shipping season, no advance notice required.

**MEDICAL:** Fully staffed and equipped hospital available, approximately 5 miles from harbour.

**TANKERS:** Discharge pipes 4 in. diameter. One berth available with maximum depth of 33 ft. at zero tide.

**FRESH WATER:** Fresh water available at all berths. Water pumped through $2\frac{1}{2}$ in. pipe connected directly to ship, discharged at rate of approximately 1 ton/min.

**FUEL:** Bunker fuel requires 30 days advance notice. Arctic fuel available all times.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Normally carried out by ship's crews.

**CUSTOMS ALLOWANCE:** See "Montreal".

**CONSULS:** None.

**REPAIRS:** Most repair work. Fully equipped machine shop available.

**DRY DOCKS:** None available.

**AIRPORT:** Airport situated 5 miles from the harbour and served by TransAir, with two flights going North and six flights south every week.

**TIME:** GMT minus 6 hours. Daylight Saving Time (one hour forward starts first Sunday in May and ends last Sunday in October.

**HOLIDAYS:** New Year's Day (January 1st); Good Friday; Easter Monday; Victoria Day (May 24th); Dominion Day (July 1st); Labour Day (First Monday in September); Thanksving Day (Second Monday in October); Remembrance Day (November 11th); Christmas Day (December 25th); Boxing Day (December 26th).

Arrangements normally made to have crews available for those days.

**POLICE/AMBULANCE/FIRE:** Police, 675–2422; Ambulance and Fire, 856–2222.

**SHORE LEAVE:** No restrictions on crew members going ashore.

**AUTHORITY:** The Port Manager, National Harbours Board, Churchill Harbour, Churchill, Manitoba. Tel. 675–8818. Telex 0366–6513.

## CLARENVILLE, Newfoundland: 48.8 N. 53.56 W.

**DOCUMENTS:**

Crew List, Form 200 in duplicate.
List of Ship's Stores, Form E1 in duplicate.
Crew Declarations, Form Y.14 in duplicate.
Manifests in triplicate.
Bills of Lading in duplicate.

**PILOTAGE:** Contact Pilot through St. John's Radio VON.

**MAX. SIZE:** Largest ship 600 ft. long, breadth 74 ft., draft 26 ft.

**HEALTH:** See "Montreal".

**RADIO:** St. John's Radio. VON.

**TUGS:** No tugs available from St. John's.

**STEVEDORES:** Available 48 hours notice required.

**MEDICAL:** Necessary for Agents to receive advance notice of medical attention required. Hospitals available at Come by Chance (30 minutes distance by road) and St. John's. Vaccination/Fever Certificates necessary for pratique.

**FRESH WATER:** Not available.

**FUEL:** Light fuels only (no bunkers).

**OPENING/CLOSING HATCHES:** By crew.

**CERTIFICATES:** Load Line, Safety Equipment, Deratting Certificates.

**CUSTOMS ALLOWANCES:** Tobacco 200 cigarettes allowed per crew member per week. Wine and/or Spirit, One bottle of spirit allowed per crew member on the first voyage in each year. Each subsequent voyage in one year one bottle allowed only to officers.

**IDENTIFICATION CARDS:** Needed.

**CONSULS:** None.

**REPAIRS:** Temporary only.

**REPATRIATION:** Only available by air.

**AIRPORT:** Gander International Airport located about 2 hours distance by road/served by regular airlines.

**TIME:** Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.

**HOLIDAYS:** See "Montreal".

**POLICE/AMBULANCE/FIRE:** Police 7830; Fire 7777; Ambulance 466–2400.

**TELEPHONES:** No facilities for placing on board.

**SERVICES:** None available.

**SHORE LEAVE:** Allowed.

**AGENT:** Newfoundland Hardwoods Ltd.

## COME BY CHANCE, Newfoundland: 47.48 N. 54.01 W. (See Plan)

**LOCATION:** The Come by Chance oil terminal operated by Provincial Refining Co. is located in Placentia Bay, lat. 47° 48′ 18″ N. long. 54° 00′ 35″ W.

**DOCUMENTS:**

3 copies Crew Declaration (Form Y14).
3 copies Ship Stores List (Form E1).
3 copies Immigration Crew List (Form IMM 200) only Canadian form accepted.
2 copies of Bill of Lading or Manifest.

In addition, clearance from last port, Deratisation Certificate, extra copy of Crew List, Vaccination List, Ship's Register, Radio Equipment Certificate, Safety Equipment Certificate, Load Line Certificate and Non-Canadian Ship Compliance Certificate. Oil record log book should be up to date and readily available for inspection by Government steamship inspectors.

**PILOTAGE:** *Ship's Officer's Report:* Pilotage is compulsory. Pilots board at Argentia by prior arrangement with St. Johns Pilotage. An ETA message (preferably in GMT) should be sent 24 hours before arrival to "Pilots St. Johns". The message should state the following:

Name of ship. Call letters. Draft. Gross tonnage. Length. Breadth. Moulded depth. Destination.

Confirmation or amendment of the ETA should be sent 4 hours prior to arrival.

The pilot boat is approximately 50 ft. long with a black hull and white housing. It has "Pilot" painted on the housing and flies the pilot flag – white over red horizontal stripe.

VHF channels are allotted to various areas in Canadian waters but in the absence of this information contact can be established in the first instance on Channel 16. The most frequently used channels are numbers 6, 7a, 12 and 14. In general Channel 6 is used by tugs and 7a by Pilots in pilotage waters.

It is anticipated that there will be no pilotage in Placentia Bay during the hours of darkness for a period of at least two years for vessels of over 50,000 tons deadweight.

The pilotage routes used are as follows:

| | | |
|---|---|---|
| Latine Pt. (Argentia) | 097°×4.6′ | Co 019° |
| to | | |
| Margery Cove (N. of Red Is.) | 291°×2.7′ | Co 021° |
| to | | |
| Buffett Is. (E. of Long Is.) | 275°×2.7′ | Co 350° |
| to | | |
| Green Is. (Off Long Is.) | 260°×2.8′ | Co 351° |
| to | | |
| Cheese Is. – N. End (N. of Long Is.) | 261°×1.6′ | Co 000° |
| to | | |
| Grassy Pt. | 090°×1.2′ | Co 022° |

**MARINE AND INFORMATION CENTRE:** A vessel traffic management centre is being established at Argentia. Operation on a 24-hour basis; this centre will provide radar surveillance off Placentia Bay. Masters are required to establish communication with this station when in VHF range on Channel 16, in order to provide vessel's identification and obtain information regarding pilotage, buoyage, weather conditions, etc.

**ANCHORAGE:** Will be assigned by the pilot in conjunction with the Ministry of Transport.

*Ship's Officer's Report:* The following areas have been designated as anchorages:

Area A 47° 43′ 45″ N. 54° 01′ 40″ W.
Area B 47° 45′ 45″ N. 54° 09′ 15″ W.
Area C 47° 43′ 22″ N. 54° 10′ 45″ W.

**RESTRICTIONS:** Will be dispatched by the Ministry of Transport to ship's Agent.

**MAX. SIZE:** Tankers of 327,000 dwt., can be accommodated.

Also see "Berthing".

**HEALTH:** Vessels arriving from a foreign port may obtain pratique by radio from "Quarantine St. John's" at least 12 hrs. before arrival. Information required by Quarantine Officer shall include:

Name and nationality of the vessel.

Last port of call.
Nature of cargo.
Number of crew and passengers.
Port of destination.
Name of agent.
Conditions of health of all on board with details of any sickness or death incurred during the voyage.
Animals, if any.

**RADIO:** The radio stations best to use by vessels en route to Come By Chance are:

St. John's Marine Radio – call sign VON.
Halifax Marine Radio – call sign VCS.
St. Lawrence Marine Radio – call sign VCP.

**TUGS:** Four tugs available to assist berthing and unberthing. Each is equipped with 2,640 h.p. drive and capable of a bollard pull of 37 tons. Two are equipped for fire fighting and the other two suitably designed for ocean towing. Tugs lines are used.

Tugs will meet the ship off Bordeau Island, approximately 4½ miles from the berth.

**BERTHING:** The jetty extends 3,000 ft. from the shore. Berth No. 1 (outside) can accommodate 327,000 d.w.t. tankers. Depth of water alongside 100 ft. Berth No. 2 (inside) can accommodate tankers up to 67,000 dwt. Depth of water alongside 52 ft. This berth used mainly for refined products.

*Ship's Officer's Report:*

The quay is designed for the use of tankers. There are no provisions for general cargo ships. Tankers of up to 500,000 tons dwt. with a maximum draft of 90 ft. can be accommodated on the West side, and on the East side ships of up to 60,000 tons d.w.t. with a maximum draft of 48 ft.

The length of the quay is 1,520 ft. and the height was measured at HW and LW and found to be 19 ft. 6 in. and 25 ft. respectively. High water was taken to be half an hour later that the predictions at Argentia.

The bollards are of a German manufacture and each consists of a group of three hooks with quick-release mechanism. Each hook is designed to take a strain of 100 tons and is mounted in such a way as to be able to swivel independently in any direction towards the ship. An electric capstan is situated behind each bollard.

There are adequate fenders of the compression type.

A depth of 22 fathoms was recorded by echo sounder when alongside, the transmission unit being situated 52 ft. from the quayside.

Suitable mooring boats were not available on 9 October 1973 but it is anticipated that the situation will be rectified by the end of the month.

**MEDICAL:** Masters are asked to notify their Agents at least 72 hours prior to arrival, advising the number of men to see the doctor and their complaint. The doctors work out of hospital which is about 10 miles from the berth.

**TANKERS:** No. 1 berth 4×16 in. arms which run into 42 in. lines. Bunkers 1×10 in. arm.

No. 2 berth 4×10 in. arms, bunkers 1×8 in. arm. Dirty ballast facilities on either berth. All ballast must be pumped ashore.

**FRESH WATER:** Available. If for any reason there is no water available, vessels will be advised by their Agent. Rate approximately 20 t.p.h.

**FUEL:** Ships' bunkers are available. Bunker requirements, including quantities and specifications, should be made known in the 72 hour message.

Bunkers are delivered concurrent with cargo operations. Bunkers should be stemmed by owners or charters before arrival.

**FIRE PRECAUTIONS:** Usual precautions for a refinery.

**CONSULS:** The following countries have consular offices in St. John's:

Brazil
Denmark
Dominican Republic
Germany (West)
Netherlands
Norway
Portugal
Spain
U.S.A.

**REPAIRS:** The Agent should receive early advice of requirements, as most repairs are only available at St. John's. Radio, radar, gyro, navigator and loran, etc., the technicians for such equipment work out of St. John's. The following brand names have representatives in St. John's: Decca, Marconi, Kelvin Hughes, Furono, Atlas and Sperry.

**SURVEYORS:** Stationed in St. John's, Lloyds, N. V. and B. V.

**GANGWAY/DECK WATCHMEN:** Usually ship's crew.

**CUSTOMS ALLOWANCES:** Each man 200 cigarettes and one 40-oz. bottle of wine or spirits per week.

*Ship's Officer's Report:* There are no Customs and Immigration offices in the port at present. Officials will therefore come from St John's and board the ship on arrival alongside.

**REPATRIATION:** No formal facilities, but with little difficulty crew changes and repatriation can be carried out. Prior notice to Agent is required.

**AIRPORT:** Nearest airports presently at St. John's, 94 miles away, and the Gander International Airport, 128 miles away.

*Ship's Officer's Report:* There is a good road to St. John's which is 86 miles from the port. A passenger bus service is available and also a railway for goods only.

The nearest airport is at St. John's although there is a helicopter landing area within the refinery grounds.

**TIME:** GMT less 3½ hours. Last Sunday in April clocks advanced 1 hour. First Sunday in October clocks retarded 1 hour.

**SUPPLIES & LAUNDRY:** Stores and provisions have to be obtained in St. John's. In order to avoid delays, Agents should be notified prior to arrival, of the vessels requirements. Stores and supplies will be delivered by barge, tug, or small boat. Laundry facilities are not available in Come By Chance, but if required will have to be sent to St. John's. Therefore, early notification is required.

**TELEPHONES:** Will be available.

**POLICE/AMBULANCE/FIRE:** The police are located in Clarenville – tel. 466-7830. Ambulance is available on site – tel. 463-2458. Fire Department located in Clarenville – tel. 466-7777. Also Fire Department located on site – tel. 463-2458.

**SHORE LEAVE:** In order to comply with immigration regulations, crews should be carefully checked before sailing, and any missing seamen reported to Agent.

In case of seamen left ashore for any reason, Masters are requested to furnish a letter accepting responsibility for all expenses incurred, advances (if any) and also instructions for repatriation.

**GENERAL:** Masters are strongly advised to contact their Agent 72, 48, 36, 24, 12 and 6 hours with ETAs. On the 72 hour message Masters should advise all port requirements.

**WEATHER:** *Ship's Officer's Report:* The prevailing winds are from the S.W. in Summer and N.W. in Winter. Fog is experienced regularly in April, May, June and July, the latter two months being the worst. The fog is usually associated with a Southerly wind.

There is no shelter afforded on the North, East and South sides of the quay and only a nominal amount on the West side.

Local pilots report that the range of tide is between 5½ and 8½ ft. which can increase if the wind has been blowing from the South for any length of time.

**AUTHORITY:** Ministry of Transport, Southside Road, St. John's, Newfoundland, and Provincial Refining Company, Come By Chance, Newfoundland. Tel. 463-8811. In Port – VHF Channel 16, Call sign VCA741.

**AGENT:** Blue Peter Steamship Limited, Come By Chance, Newfoundland. Tel. 463-8511. Telex 016-4755. Cable Address – Bluepeter Come By Chance. In Port – VHF Channel 16; After hours – 466-2913 or 466-7500.

Ship's mail should be sent to: Blue Peter Steamships Limited, P.O. Box 698, Clarenville, Newfoundland.

## CONTRECOUER, Quebec: 45.53 N. 73.12 W.

**DOCUMENTS, HEALTH, RADIO, etc.:** Refer to "Montreal" and "Quebec".

**PILOTAGE:** Compulsory, Pilot meets vessel at Anse-aux-Basques. Boarding at all hours.

**ANCHORAGE:** Available at Lanoraie 15 miles East of dock and Sorel 20 miles East of dock. Also at Contrecouer, off the berth.

**RESTRICTIONS:** Hatch openings must not be less than 25 ft. × 35 ft. Vessels will be required to vacate the berth immediately after completion of loading and/or discharging. Masters and/or Agents to advise ETA 36 hours, 24 hours and 12 hours. If any change after 12 hour's notice, Terminal to be advised immediately, otherwise charges for waiting time will be assessed.

**MAX. SIZE:** 800 ft. length; 102 ft. beam; 34 ft. draft; fresh water.

**BERTHING:** Ships will be berthed in regular turn of vessels, providing they present with hatches open, ready for discharging and/or loading.

**STEVEDORES:** Available at following times: Regular working periods are from 8.00 a.m. to 4.00 p.m., and from 4.00 p.m. to 12.00 midnight, Monday–Friday. Under special arrangement, work performed from 12.00 midnight to 8.00, also on Saturdays, Sundays and legal holidays.

The arrival time will be when the vessel arrives alongside the berth, with all lines made fast. The departure time will be when the last line is let go.

**MEDICAL:** Doctor and hospital available.

**FRESH WATER:** Available.

**FUEL:** Available.

**TIME:** GMT minus 4 hours.

**HOLIDAYS:** Legal holidays are as follows: Good Friday, St. Jean Baptiste Day, Dominion Day, Labour Day, Thanksgiving Day, Ascension Day, Victoria Day, Remembrance Day.

**AUTHORITY:** This is a private port owned by the Iron Ore Company of Canada.

## CORNER BROOK, Newfoundland: 48.57 N. 57.57 W.

**DOCUMENTS:**

2 Crew Lists Form: IMM.200.
5 Passenger Lists.
3 Crew Declaration Y.14.
3 Bonded Store List E.I.
3 Quarantine Certificate Q5.1.
2 Manifests of Cargo.
Bill of Lading.

All crew members require valid smallpox vaccination certificates.

1 Clearance from Last Port. A.6.

**PILOTAGE:** Pilot launch "Humber Pilot" fitted with radio telephone call letters VORR, receives on 2182, 2558, 2134 and 2582 kc/s. Wireless 500 WT, no VHF. Twenty-four and twelve-hour ETA required, Pilot Station, Frenchman's Head. Pilotage compulsory, operated by Atlantic Pilotage Authority.

**APPROACHES:** The Corner Brook waterfront extends along the South shore of Humber Arm for approximately 6 miles Westward from Humbermouth. The centre of the City waterfront is 21 miles from South Head. South Head commands the Southern entrance to the Bay of Islands. There are no off-lying shoals near the approaches.

**ANCHORAGES:** Good anchorages in Outer Bay. Most convenient is in Humber Arm off Petitpas Cove in 15 to 20 fathoms. Masters requested to contact local Pilots regarding anchorage as a submarine cable enters waters of Humber Arm and South Head.

**HEALTH:** See "Montreal".

**MAX. SIZE:** 620 ft. at No. 4 berth, Bowaters. Draft 32 ft.

**RADIO:** For short range: Corner Brook Radio operated by DOT. WT 500, 416, and 40 kc/s. RT call letters VOJ. Receives 2182, 2558, 2134, 2582 kc/s. For long range: Via Halifax Marine Radio.

**TUGS:** No tugs available.

**BERTHING:** Oil tankers for Humbermouth only docked and sailed in daylight.

*Bowater's wharves* located near centre of city waterfront. Consist of four berths, and are continuous. Run parallel with shore line. Total length 1,650 ft. Minimum depth of water 28 ft. in No. 1 berth, elsewhere 30 ft. to 32 ft. at low tide.

*Western Terminals Ltd.* one wharf consisting of two berths. Total length is 660 ft. Depth of water is 22 ft. Fresh water available as well as electric light and power.

*New Canadian National Railway* wharf and shed. Steel and concrete structure. Length of wharf 600 ft. Depth alongside 35 ft.

*North Star Cement* wharf annexed to small Government wharf. Combined length 400 ft. Depth of water 24 ft. at Western end and 17 ft. on inner end. Partly laden tankers of T–2 class discharge at this wharf.

*Atlantic Gypsum* wharf close proximity to North Star Cement wharf. 225 ft. long. Depth of water 24 ft.

*Imperial Oil Ltd.* discharging pier depth of 30 ft. minimum at low tide. Full laden tankers of the T–2 class can discharge.

*Irving Oil Company Ltd.* discharging pier with depth of water at Eastern end of 30 ft. and at Western end 26 ft. Tankers discharge with the forward draft restricted to 26 ft.

*Gulf Oil Ltd.* discharging pier has a depth at Eastern end of 28 ft. and at Western end 22 ft. T–2 tankers may discharge with restricted drafts accordingly.

*Golden Eagle Refinery Co.* discharge oil at North Star Cement wharf.

*Department of Transport Wharf.* Length of wharf is 600 ft. 6 in., joined to Canadian National Railway wharf. Steel and concrete structure. Depth of water alongside is 32 ft. to 34 ft. Wharf is equipped with three side-loader ramps tested for 25 ton capacity. Managing operators are Western Terminals Limited. Fresh water is available. General cargo is handled.

At Bowaters, vessels loading normally dock starboard side to No. 1 Berth and port side to No. 2 Berth. Oil and caustic soda tankers discharge port side to No. 4 Berth. General cargo, such as alum, is normally discharged port side to No. 3 Berth.

**STEVEDORES:** Regular hours of work: 0800 to 1200; 1230 to 1630; 3 gangs. 1630 to 2030; 2100 to 0100; 2 gangs. Twenty-four and twelve-hour notice definitely required. Average loading rate 30 short tons per hatch hour.

**MEDICAL:** Hospital and Ambulance service available.

**DENSITY:** Average 1015. High water, Easterly wind 1025. High water, Westerly wind 1008. Low water 1005.

**FRESH WATER:** Fresh water available at Bowaters berths – 50c per ton first 20 tons or part thereof and 25c per ton for each additional ton.

**FUEL:** Bunker "C" fuel oil 300 secs. SSF available at Bowaters No. 4 berth. Twenty-four hours notice required. Gas oil available by truck delivery.

**GANGWAY/DECK WATCHMEN:** Not required but recommended.

**OPENING/CLOSING HATCHES:** Normally done by stevedores, but stevedores may request assistance or supervision from ship's officers where unfamiliar equipment concerned.

**CUSTOMS ALLOWANCES:** Tobacco: Three lb. limit per crew member or 200 cigarettes. Wine and/or Spirit: 1½ doz. beer or 60 oz. spirit per crew member. All other placed under seal.

**CARGO GEAR:** If at Bowaters berths, single 8 in. wood blocks with 1 in. diameter manila rope falls should be set up at heads of all working derricks to permit tents to be rigged on both midship and yard-arm derricks at each hatch.

**IDENTITY CARDS:** Every crew member should be in possession of some form of identity card.

**CONSULS:** Nearest consuls are in St. John's approximately 450 miles.

**REPAIRS:** Minor repairs carried out.

**REPATRIATION:** All necessary crew changes and repatriation facilities available.

**AIRPORTS:** International Airport, 250 miles from Corner Brook, at Gander. Stephenville Airport, Air Canada and EPA, 50 miles from Corner Brook. Deer Lake Airport, EPA service available, 30 miles from Corner Brook.

**TIME:** NST–GMT less 3½ hours. Newfoundland Daylight Saving Time – GMT less 2½ hours, last Sunday in April to last Sunday in October.

**HOLIDAYS:** New Year's Day (January 1st); Dominion Day (July 1st); Labour Day (1st Monday in September); Christmas Day (December 25th).

No work carried on after 1600 Christmas Eve and New Year's Eve. One additional holiday agreed at Bowaters during year. No fixed date.

**POLICE/AMBULANCE/FIRE:** *Police:* Alongside Bowaters 274 Mill Guards. Local Police area code 709–634–4136.

*Ambulance:* Alongside Bowaters 274 Mill Ambulance. Outside city area code 709–634–45611.

*Fire:* Alongside Bowaters 274 Mill Brigade. Area code 709–634–4976. Local-City.

**TELEPHONES:** None available on board ships, but phones are on the wharf in nearby offices.

**GENERAL:** Ice coverage can be expected between January 1st and April 15th. Shipmasters should get in touch with Ice Central, Halifax, N.S. phone 423–8530 or Telex 014–42523, or Ice Information Officer, Sydney, N.S. phone area code 902–5645497 or Telex 014–4572 for routing or ice-breaker assistance.

**SERVICES:** Compass adjuster can be engaged.

**SHORE LEAVE:** Discretion of Master. No port regulations.

**AUTHORITIES:** Harbour Master and Bowaters Newfoundland Ltd.

## DALHOUSIE, N.B.: 48.04 N. 66. 22 W.

**DOCUMENTS:**

Ship's Register.
Load Line.
Safety Radio and Safety Equipment Certificates.
Stores List and Crew Declaration (E–17, Y–14), if from foreign port.
Pratique, if from a Foreign Port.
Immigration Clearance from last Canadian Port.
If from a foreign Port, 2 copies of crew list.

*For Shipping Master:* Ship's Articles if British or Canadian Registry.

**PILOTAGE:** Telegram sent to Restigouche Pilots, Dalhousie, N.B., or to vessel's Agent. Six hours minimum notice required except during winter operations (January–April). Pilot vessel is a 40 ft. steel hull, black, grey superstructure, displays proper flag by day and proper lights by night. Pilots meet and board all inbound vessels 1·5 miles due East of Bon Ami Point lighthouse. Pilots prefer pilot ladder for boarding.

**ANCHORAGES:** Safe anchorage 1·5 miles offshore due East of harbour entrance. Pilots will board vessels for anchorage in from 6 to 12 fathoms.

**RESTRICTIONS:** Tide restricted if vessel exceeds 28 ft. on arrival.

**MAX. SIZE:** Maximum length 750 ft., beam 100 ft., draft 36 ft. at the Government Wharf including oil and bulk carriers. Vessels approaching these dimensions must berth at high water, port side to. Maximum draft entering harbour and berthed starboard side to is 28 ft. because of restricted turning basin.

**HEALTH:** See "Montreal".

**RADIO:** ETA through Grindstone.

**TUGS:** Not necessary.

**BERTHING:** To berth starboard side to at any berth vessel is requested to arrive three hours before high water.

**STEVEDORES:** Contact Agents.

**MEDICAL:** Hospital and doctors available.

**TANKERS:** One 12-in. line with three 8-in. connections is laid to the Government Wharf. Depth alongside 34 in. LWOST.

**DENSITY:** Average density 1008.

**FRESH WATER:** Available at all berths from hose lines on the dock. 50 tons per hour.

**FUEL:** Available by truck if necessary. Advance notice required.

**GANGWAY/DECK WATCHMEN:** Available if requested.

**OPENING/CLOSING HATCHES:** As in Charter Party.

**IDENTIFICATIONS CARDS:** Not needed.

**CONSULS:** None.

**REPATRIATION:** Facilities exist providing sufficient notice given.

**AIRPORT:** 7 miles, 2 flights daily.

**TIME:** Daylight saving during summer months. Atlantic Standard otherwise.

**HOLIDAYS:** Official Holidays: New Year's Day; Christmas Day; Dominion Day; Labour Day.

**POLICE:** Telephone 684–2167.

**TELEPHONES:** Made available upon prior arrangement.

**SHORE LEAVE:** Crew members are allowed ashore.

**AUTHORITY:** Dept. of Transport, Saint John, New Brunswick,

## DIGBY, N.S.: 44.38 N. 65.45 W.

**DOCUMENTS:** See "Montreal".

**PILOTAGE:** Usually contacted through St. John radio station by VHF. 12 hours notice required. Pilot usually meets ships at entrance to Digby. As long as adequate notice is given no waiting is experienced.

**ANCHORAGE:** Good anchorage N.E. from town 15 to 25 fathoms.

**MAX. SIZE:** Length 400 ft. and 28 ft. draft at low water.

**HEALTH:** See "Montreal".

**RADIO/VHF:** St. John Radio call sign VAR.

**TUGS:** Not normally necessary, light towing available in case of necessity.

**BERTHING:** Transport wharf main pier with berthing length 400 ft. and 28 ft. alongside at low tide, also Transport Spur Pier 330 ft. long and 50 ft. wide 22 ft. depth alongside at low tide (21 to 28 ft. rise and fall in tide).

**FRESH WATER:** Supplied by pipe-line on wharf.

**FUEL:** Diesel oil available only.

**DEVELOPMENTS:** Construction of new Dock for St. John N.B. to Digby ferry service.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Usually carried out by crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes per man, per week; 40 oz. alcohol per man per week for crew.

**IDENTIFICATION CARDS:** Required or passport.

**CONSULS:** None.

**REPAIRS:** No major repair facilities available.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Small local line based at St. John N.B. supplies service between St. John and Digby. Halifax International Airport 180 miles away.
**TIME:** GMT minus 4 hours.
**HOLIDAYS:** New Year's Day (Jan. 1st); Good Friday; Easter Monday; Victoria Day and Queen Elizabeth Day (May 19th); Canada Day (July 1st); Labour Day (Sept. 1st); Thanksgiving Day (Oct. 13th); Remembrance Day (Nov. 11th); Christmas Day (Dec. 25th).
**POLICE/FIRE/AMBULANCE:** Police 245–4162; Fire 245–2121; Ambulance 245–2205.
**TELEPHONES:** Available at cost of installation.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Dept. of Transport Saint John, New Brunswick, Tel. 657–7440.

## FROBISHER BAY, N.W.T.: 63.44 N. 68.32 W.

**DOCUMENTS:** See "Montreal".
**PILOTAGE:** No pilot service, upon request masters of vessels assisted to mooring position off Innuit Head by Senior Officer in charge sealift operations. This officer boards vessels approximately ¼ mile East of Monument Island.
**ANCHORAGES:** Best-known anchorage in depths of 21 and 22 fathoms approximately 5 cables East of Monument Island.
**RESTRICTIONS:** Low-powered vessels generally navigate Pike Resor Channel at slack water, high or low tide; if current unfavourable this channel is navigated in daylight hours.
**MAX. SIZE:** Tankers with dimensions 525 ft. long, breadth 58 ft., draft 30 ft. 2 in. discharge in a position approximately 800 ft. off Innuit Head. Method of mooring is to stream both anchors in anchorage area and stern lines to mooring bollards situated on Innuit Head for this purpose. General cargo ships up to 12,000 tons also moor in this position. Masters advised to be prepared for quick departure in event of storm warnings especially if winds expected from Northerly and Southerly directions.
**HEALTH:** Free pratique, if health certificate is in order. In the event of suspected disease or fever on board, report to Frobisher Bay Telecommunications Branch call sign VFF R/T or W/T.
**RADIO:** Frobisher Bay R/S VFF. Resolution Island R/S VAW.
**TUGS:** 3 landing craft (LCMS) each powered with two 130 h.p. diesel engines assist vessels in mooring, acting as tugs and running ship's stern lines to Innuit Head.
**STEVEDORES:** Stevedores are flown in to coincide with ship's arrival, special arrangements are necessary for these services.
**MEDICAL:** Hospital facilities available.
**DENSITY:** From August 1 to September 15 mean approx. 1.02477 increasing slightly as season advances.
**FRESH WATER:** Small quantity in emergency. Approximately 50 gallons per minute. *Note:* Due to tidal conditions considerable delay could result in delivering fresh water.
**FUEL:** Only supplied in emergency, Arctic diesel grade 1, viscosity quoted as minus 60.
**OPENING/CLOSING HATCHES:** According to agreements.
**IDENTIFICATION CARDS:** Required if arriving from a foreign country.
**REPAIRS:** Limited repairs, i.e. welding, R/T and radar.
**REPATRIATION:** Crew changes can be effected by air passage to or from Montreal.
**AIRPORT:** Distance approximately ½ mile from landing beach, 5 flights weekly to and from Montreal weather permitting.
**TIME:** GMT minus 4 hours.
**POLICE/AMBULANCE/FIRE:** Police 250 or 349; Ambulance 231; Fire 685.
**AUTHORITY:** Harbour Master, tel. 641 and 278.

## GASPE, Quebec: 48.50 N. 64.29 W. (See Plan)

**DOCUMENTS:**

*Immigration Documents:*
Passenger landing cards (Tourist) 1 each passenger.
2 Crew Lists from Immigration.
2 Passenger Lists.
*Customs Documents:*
2 Inward Reports.
2 Outward Reports.
3 Ship Stores Lists (Form E.1).
3 Crew Declarations (Form Y.14).
*National Health and Welfare:*
2 QS.1 Maritime Declarations of Health.
Manifests required for cargo unloaded only.

**PILOTAGE:** Not compulsory but recommended. No licensed Pilots available, but men recommendable for guidance to harbour and wharf. To obtain Pilot, arrange by radio phone through marine radio station VCG at Fox River Gaspé PQ or by CN Telegraph, on receipt of message either to Agent or Port Authority, Pilot and other arrangements can be made.
**MAX. SIZE:** Vessels of 650 ft. and over have both docked and anchored. Tide has no effect as it is very sheltered. Government wharf depth 35 ft. LW.
**HEALTH:** On arrival in Canadian waters Master applies for Radio Pratique by radio to quarantine officer at Quebec City. Master flies yellow flag on arrival and until medical officer decides it can be lowered or otherwise according to regulations. See also "Montreal".
**RADIO:** VCG Marine Station Fox River Gaspé PQ.
**TUGS:** Not necessary, no tugs available unless called for in emergency. Line boats available for docking, by arrangement.
**BRIDGES:** Bridge in inner harbour with opening span to allow through vessels of approx. 40 ft. beam, and 25 ft. draft. Call to open bridge, three blasts.
**BERTHING:** *M.O.T.* (*Sandy Beach*) *wharf,* berthing length 800 ft., depth alongside at low water 33 to 35 ft. outer face and about 26 ft. inner side; railroad tracks on wharf, oil tanks, electric light and water.

*Ministry of Transport wharf,* berthing length 400 ft. depth alongside at low water 25 ft.; electric power, but no railroad tracks. All wharves used for general freight.

Canadian International Paper Co., and several fish companies have wharves with depths of 16½ to 25 ft. alongside, but not considered suitable for berthing.

**STEVEDORES:** Good stevedoring available at all times and hours.
**MEDICAL:** Hospital and ambulance service.
**TANKERS:** Oil lines on Department of Transport Government Wharf owned and used by Gulf Oil Canada, Shell Canada Limited and Imperial Oil. These lines are privately owned.
**FRESH WATER:** Available, arranged through ship's Agent.
**FUEL:** Light and medium diesel available at all times. If bunker fuel required on request, brought in by tanker car.
**GANGWAY/DECK WATCHMEN:** Recommended watchmen necessary, may be obtained.
**OPENING/CLOSING HATCHES:** Done by ship's crew.
**CUSTOMS ALLOWANCE:** On arrival officers and crew permitted one bottle and 200 cigarettes and one pound of tobacco for period of one week, further allowances of tobacco given after one week, as well as spirits for senior officers.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** None.
**REPAIRS:** Only minor repairs.
**REPATRIATION:** May be arranged by Agent subject to Immigration control.
**AIRPORT:** Situated about 7 miles from the dock. Twice daily service to Quebec, except Saturday and Sunday. Connections to all parts from Quebec. Charter passengers and freight flights also available.
**TIME:** GMT minus 4 hours in summer. GMT minus 5 hours in winter time.
**HOLIDAYS:** Saturday, New Year (January 1st); Good Friday; Victoria Day (May 19th); Confederation Day (July 1st); Labour Day (September 1st); Thanksgiving Day (about October 13th); Remembrance Day (November 11th); Christmas Day (December 25th). There are a few other R.C. Church days on which some men are not obtainable. Most of these holidays stevedores and men are available.
**POLICE/AMBULANCE/FIRE:** Police area 418 call 368–2311. Local RCMP area 418 call 368–2543. Ambulance Area 418 call 368–2835.
**TELEPHONES:** Possible arrangements may be made with local telephone company for installations to vessel.
**GENERAL:** Radar repairman available if matter not too serious.
**SHORE LEAVE:** Crew allowed ashore.
**AUTHORITY:** Customs and Immigration Officer, tel. Area 418. Call 368–3204.

Harbour Master and Government Wharfinger, tel. Area 418 call 368–2327.

## GOOSE BAY, Labrador: 53.22 N. 60.22 W. (See Plan)

**DOCUMENTS HEALTH:** See "Montreal".
**PILOTAGE:** Two Pilots available; 24 hours notice of arrival required. Contact Pilot on radio-telephone 2183 kc/s., calling "Victor Gulf Whiskey".
**RESTRICTIONS:** Navigation season early June to end November depending on pack ice movements. Approach – Sandy Point channel at entrance to Goose Bay and 15 miles from the dock has a width of 300 ft. Harbour Master advises draft of 31ft. HWF. Groves Point Channel at entrance to Terrington Basin and 1½ miles from Main Dock has depth of 32 ft. HWF and width of 300 ft.
**TUGS:** There are no tugs. Three landing craft available to assist.
**BERTHING:** Main wharf length 810 ft. depth alongside to be increased to 30 ft. in 1973. Wooden oil jetty, depth at seaward end 19 ft. LWOST.

Government Dock, 190 ft. long, depth 19 ft. 6 in. LWOST.

**DENSITY:** 1000, fresh water.
**FUEL:** Diesel oil only, supplied by tank truck.
**FRESH WATER:** Available alongside berths.
**REPAIRS:** Only minor repairs may be effected in emergency.
**AIRPORT:** 1½ miles distant.
**HOLIDAYS:** New Year's Day; Good Friday; July 1st; Labour Day; November 11th; Christmas Day; Boxing Day.
**AUTHORITY:** Dept. of Transport, Area Manager, PO Box 1300, St. John's, Nfld. Tel. 722–2830. Telex: 016–4530.

## HALIFAX, N.S.: 44.38 N. 63.33 W. (See Plan)

**DOCUMENTS:**

Port doctor: Form QS1; Crew Vaccination Certificates, Deratisation Certificate.
Customs: Customs clearance or certificate from last port; Cargo List (if no cargo, words "In Ballast" entered); Bonded Stores List (Form E.1); Crew Declaration for each crew member (form Y14). Ship's Register; Safety Radio, Load Line and Safety Equipment Certificates.

Immigration: Crew List (form 200) in duplicate in English; all crew Passports (returned prior to sailing).

**PILOTAGE:** Compulsory. Essential send arrival notice by radio to avoid delay in waiting Pilot. Twelve-hour notice of ETA required and confirmed or corrected 4 hours before arrival. All times must be GMT. Radio messages should be addressed Marine Aid Center, Chebucto Head. All pilotage messages subject to full tolls.

When possible, Pilots will board in vicinity of Inner Automatic Light and Whistle Buoy situated about 2 miles North-Eastward of Chebucto Head. In heavy weather not always possible for pilot vessel to take up station at above position, but will proceed as far seaward as feasible to embark or disembark Pilot.

In normal weather pilot vessel shall, in daytime, fly pilot flag, and at night will show lights required by international regulations. In abnormal weather – fog, mist, snow, heavy rainstorms – when on station on pilotage duty, in addition to regular signals, will blow four long blasts at regular intervals. Vessel requiring Pilot should blow four short blasts on whistle at intervals until pilot boat sighted. Pilot boats equipped with radar and stand-by on radio telephone operating on frequency of 156·8 megacycles or Channel 16 under international VHF designations.

**ETAS:** For provisional clearance to enter the Halifax Marine Traffic Regulating Zone, vessels should supply the following information to "Halifax Traffic":

1. Position.
2. ETA zone Limit (Zone boundary is approximately 16 miles radius from Chebucto Head).
3. Destination and last port.
4. Draft.
5. Description and weight of pollutants or any dirty cargo carried.
6. Deficiencies in ship's navigational equipment, engine's steering gear or anchors.
7. Any leakage of pollutants or any damage which may result in pollution.
8. Pilots must be advised ETA 12 and 3 hours prior arrival at the Pilots boarding station, using GMT, to "Pilots Halifax".

For final clearance to enter the Halifax Marine Traffic Regulation zone:

1. Report to "Halifax Traffic" on VHF Channel 14 or 2182 kHz, when approaching the zone boundary.
2. Report to "Halifax Traffic" when approaching zone boundaries approximately 8 and 4 miles radius from Chebucto Head.

Vessels leaving Halifax are to report to "Halifax Traffic" when approaching zone boundaries.

**ANCHORAGE:** Vessels anchor in harbour in areas designated by National Harbours Board.

**RESTRICTIONS:** Controlling depth in channels of approach 60 ft. in main harbour as far as the Narrows. Ice free all year. Ample turning room for the longest vessel.

**MAX. SIZE:** Length and breadth unlimited. Can berth ships up to 60ft. draft. Channel depth 60 ft. Tide range 6 to 7 ft. 110,000 ton tankers with drafts 50 ft. enter harbour regularly.

**HEALTH:** Quarantine – every vessel coming from port outside Canada shall be inspected by Quarantine Officer at a place specified by him. (Quarantine Station in anchorage No. 1 on port plan). Where sufficient information can be given by radio, Radio Pratique may be given between 0900 hours and 1700 hours local time (address "Quarantine Halifax") and message should include (i) name and nationality of vessel, (ii) ports of call during voyage, (iii) nature of cargo, (iv) number of crew and passengers, (v) statement of health, (vi) name of agent, (vii) ETA pilot station in GMT. A coastwise vessel, free from disease and arriving from a disease-free coastwise port, may be exempted quarantine inspection.

**TUGS:** Join vessel inside harbour at quarantine anchorage. Tugs towing use vessel's lines. Tugs made fast alongside vessel for docking or undocking use their own lines at no extra charge.

**RADIO:** Halifax Marine Radio Station, Ketch Harbour. Radiotelephone and other services. Masters may contact Halifax Marine Radio on 500 or 2,182 kHz, VHF on 156·8, working Channel 26 (161·9 and 157·3 mHz).

**RADAR:** Marine Traffic Regulating Center at Chebucto Head. Working frequencies Sector One 156·7 mHz (Channel 14) Sector Two 156·6 mHz (Channel 12). Call sign "HALIFAX TRAFFIC".

**BERTHING:** Total length of berthing 17,030 ft.; minimum depth 30 ft.

*Ocean Terminals:*

| *Berth* | *Length (ft.)* | *Depth at LW (ft.)* | *Remarks* |
|---|---|---|---|
| 20<br>21<br>22 | 2,007 | 45 | |
| 23 | 720 | 35 | |
| 24 | 440 | 35 | |
| 25 | 625 | 45 | Grain |
| 26 | 625 | 45 | Grain |
| 27 | 625 | 45 | |
| 28 | 625 | 45 | Grain |
| 29 | 400 | 30 | Fish Pier |
| 30 | 250<br>375 | 23<br>35 | |
| 31 | 175<br>450 | 35<br>45 | |
| 32 | 290 | 45 | |
| 33 | 625 | 45 | |
| 34 | 225<br>400 | 18<br>35 | |
| 35 | 340 | 35 | |
| 36 | 625 | 35 | |
| 37 | 625 | 42 | |
| 38 | 300 | 42 | |
| 39 | 625 | 42 | |
| 41 | 850 | 50 | 3×45 tons gantry cranes. |
| 42 | 850 | 40 | |
| Dartmouth | | | |
| Pier W. | 500 | 25–30 | |
| E. | 500 | 25–30 | |
| *Richmond Terminals:* | | | |
| 9 | 700 | 30 | Leased to Volvo, Canada Cement Co. Ltd., Texaco Canada and Canadian Petrofina Ltd. |
| 9a | 730 | 30 | Equipped with 4 side loading ramps. Capacity 12 tons. |
| 9b | 758 | 30 | |
| 9c | 505 | 30 | Canadian Petrofina Ltd. |

**BRIDGES:** There are two: Angus L. MacDonald Bridge (Halifax–Dartmouth) min. vertical clearance at high water 158 ft.; A. Murray MacKay Bridge (narrows) min. vertical clearance at high water 157·7 ft.

**TANKERS:** 110,000 ton tankers, 50-ft. draft, use port regularly. Terminals – nine berths operated by four oil companies.

Imperial Oil, South Dartmouth, three piers, vessels up to 925 ft.; max. draft 50 ft., bunkering vessel also provides barge service.

Irving Oil Co. Ltd.: South Dartmouth, three berths, ocean vessels any length, max. draft 36·6 ft.; located at Woodside.

Texaco Canada Ltd.: Eastern Passage, two berths (one berth any length vessel) draft up to 38 ft., barge service provided in harbour.

Gulf Oil Canada Ltd.: Bedford Basin; 360-ft. wharf (no restriction vessel length) max. draft 32 ft.; located Burnside, Halifax-Dartmouth Marine Terminal.

**BULK HANDLING FACILITIES:** Two-berth container ship-rail interface at Pier "C". Served by two 45-ton container gantry cranes, two railcar loading transtainers, 30 tons each, 14 straddle carriers, 30 tons each. Total quay length 1,762 ft., minimum depth, North end 50 ft., South end 40 ft.; one ro-ro berth. Room for two more container gantry cranes. Consideration being given to planning for new container terminal. Four to six berths contemplated.

*Grain Handling Facilities:* Storage capacity over 5,000,000 bushels. Max. capacity

Berth 25 60,000 bu/hr. (loading)
Berth 28 72,000 bu/hr. (loading)
Berth 26 34,000 bu/hr. (unloading)

**MEDICAL:** Sick Mariners' Service may be obtained for venereal disease only at the Federal Building, Suite 620, Bedford Row, Monday through Friday, Tel. 426–3998. Doctor always available either by telephone or telephone answering service. Information for emergency treatment outside these hours may be obtained from ship's Agent. Emergency hospitalisation can be obtained only at Camp Hill Hospital.

**STEVEDORES:** Available from several private companies.

**DENSITY:** Salt water all tides.

**FRESH WATER:** Dock side only. No water barges. 50 tons per hour per hose.

**FUEL:** See "Tankers".

**GANGWAY/DECK WATCHMEN:** Can be provided.

**OPENING/CLOSING HATCHES:** Patent mechanical hatches by ship's crew. Wood and canvas hatch covers by stevedores.

**CUSTOMS ALLOWANCES:** Tobacco: 1 lb. per man per week; 200 cigarettes per man per week. Wine/Spirit allowance: 40 oz. bottle per man per week.

**CARGO GEAR:** All ships liable to inspection by government inspectors. Gear certificates to be produced, if required. Heavy-lift equipment: 59 pieces ranging in single lift capacity to 140 short tons. Normally available on a few hours notice, including floating cranes.

**CONSULS:** The following countries are represented in Halifax:

Austria
Belgium
Britain
Brazil
Denmark
Finland
Japan
Germany
Iceland
Italy
Netherlands
Norway
Peru
Portugal
Spain
Sweden
United States of America

**REPAIRS:** All types of repairs possible.

**DRY DOCKS:** Floating dock – 600 ft. by 100 ft. by 31 ft. deep; lifting capacity 25,000 tons. Graving dock – 567 ft. long, 80 ft. wide at keel blocks, clearance at top 102 ft. 6 in.; maximum draft over keel blocks 26 ft., capacity 25,000 tons. Marine Railways, six. Complete machine shop and other repair facilities as well as Salvage equipment available.

**AIRPORT:** Halifax International. Regular services to Canada, USA, Europe.

**TIME:** Standard Time GMT minus 4 hours. Daylight Saving Time from last week-end in April to last week-end in October, clocks advanced 1 hour.

**HOLIDAYS:** New Year's Day (January 1st); Good Friday; Queen's Birthday (May 20th); Dominion Day (July 1st); Labour Day (September 2nd); Thanksgiving Day (October 14th); Remembrance Day (November 11th); Christmas Day (December 25th). Cargo work can be arranged on all holidays except Labour Day.

**POLICE/AMBULANCE/FIRE:** Police 4105; Harbour Police (NHB) 426–3629; Ambulance 429–5151; Fire 4103.

**TELEPHONES:** Service available at all berths.

**GENERAL:** Extensive rail and road services plus extensive transit sheds, cold storage with 1,719,00 cubic ft. storage space.

**SERVICES:** All services available including compass adjusting, tank cleaning, etc.

**SHORE LEAVE:** Crew allowed ashore.

**AUTHORITY:** National Harbour Board, Ocean Terminals, Halifax, N.S. B3J 2P6.

## HAMILTON, Ontario: 43.16 N. 79.54 W.

For important General Information refer to St. Lawrence Seaway.

**DOCUMENTS:**

Inward manifest 3 days prior to arrival of vessel.
1 Steamship company release covering inward shipment.
1 Loading list, 24 hours prior to vessel loading.
1 Customs report outwards (A.7).
3 Vessel's outward manifest within 3 days after departure of vessel.

**PILOTAGE:** Pilotage to be arranged 24 hours in advance. Pilot normally boards just inside Harbour entrance. Contact VHF 16–156·8 megacycles.

**MAX. SIZE:** 730 ft. LOA. Max. draft 26 ft.

**HEALTH:** First port of entry. See "Montreal".

**RADIO:** VBG Toronto.

**TUGS:** Join inside harbour entrance – ship's lines used.

**BERTHING:** Arrangements made with the Harbour Master.

**BRIDGES:** Lift bridge at harbour entrance can be raised any time.

**STEVEDORES:** Must be ordered prior to 4 p.m. on previous day.

**MEDICAL:** Hospital services available and doctors can be arranged.

**FRESH WATER:** Available.

**FUEL:** All types available.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Performed by stevedores.

**CUSTOMS ALLOWANCES:** See "Montreal".

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Consuls located in Toronto.

**REPAIRS:** Possible.

**AIRPORT:** 10 miles, 4 connecting flights per day.

**TIME:** GMT minus 5.

**HOLIDAYS:** Normal Canadian statutory holidays apply and labour can be arranged at extra cost. See "Montreal" for details.

**POLICE/AMBULANCE/FIRE:** Telephone 529–L.

**TELEPHONES:** Can be arranged on board.

**SHORE LEAVE:** Crew allowed ashore.

**AUTHORITY:** The Hamilton Harbour Commissioners, 605 James Street N., Hamilton 11, Ontario, Canada.

## HANTSPORT: N.S. 45.04 N. 64.10 W.

**DOCUMENTS:** See "Montreal".

**PILOTAGE:** Non-compulsory, but advisable. Rates by agreement.

**MAX. SIZE:** Tidal port and no shipping arrives or departs at low water. Draft of largest vessel that entered port was 24 ft. A draft of 25 ft. can be taken in and out.

**HEALTH:** Customs officer acts as Quarantine officer.

**RADIO:** Ship-to-shore communications; through St. John N.B. or Yarmouth N.S.

**BERTHING:** Berthing length 400 ft., no water at low tide, ships lie aground on mud alongside. There are railroad tracks on wharf, main and electric lights laid on.

**FRESH WATER:** from pipe-line on Government wharf.

**FUEL:** Oil by truck from Imperial Oil Ltd.

**REPAIRS:** Hull repairs can be made at low water with vessel high and dry.

**SERVICES:** Supplies: ship's stores can be secured in port.

**AUTHORITY:** Harbour Master.

## HARBOUR GRACE, Newfoundland: 47.43 N. 53.08 W.

**DOCUMENTS:**

Number of Crew Lists.
Number and names of passengers.
Clearance from Last Port of call.
Deratting Certificate.
Innoculation List of all crew members and passengers.
Manifest of Cargo.
Copy Bills of Lading.
List of Bonded Goods.

**PILOTAGE:** Not compulsory, if required cable Agent.

**ANCHORAGES:** Pilot will instruct captain.

**MAX. SIZE:** Maximum length 450 ft., maximum draft 24 ft. low tide.

**HEALTH:** See "Montreal".

**RADIO:** Route cables and telephone calls through St. John's Newfoundland Radio.

**TUGS:** Not available.

**BERTHING:** Nothing specific, Pilot will have instructions; Agent should be given 24 hours arrival notice.

**STEVEDORES:** Available. 24 hours notice required.

**MEDICAL:** Port doctors available; hospital facilities; advance notice would be helpful in providing ambulance services if needed; vaccination/small pox required for European ships.

**TANKERS:** Marine storage terminals for oil are served by Canadian tankers.

**FRESH WATER:** Available, pipe line delivery at piers, rate of delivery as required.

**FUEL:** Diesel, gas oil, marine bunkering facilities in piers, available at any time, no notice required.

**DEVELOPMENTS:** Possibility new wharf installation no details available.

**GANGWAY/DECK WATCHMEN:** Not necessary, available if required.

**OPENING/CLOSING HATCHES:** By crew.

**CUSTOMS ALLOWANCES:** See "Montreal".

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Norway; Denmark; Spain; Portugal; France.

**REPAIRS:** Deck and engine repairs available.

**AIRPORT:** 1 hour 15 min. drive, service by regular airlines making connection to all points in the world.

**TIME:** GMT minus 3½ hrs. Clocks advance 1 hour last Saturday of April each year and are put back 1 hour last Saturday October each year.

**HOLIDAYS:** New Year's Day; Good Friday; July 1st; November 11th; December 25th. Cargoes could be worked on these days with exception of Good Friday and Christmas Day.

**POLICE/AMBULANCE/FIRE:** One telephone number for all services 709–596–5014.

**TELEPHONES:** Available at pier.

**SERVICES:** Compass adjusting available.

**SHORE LEAVE:** All crew members allowed ashore.

**AGENT:** Ocean Harvesters Ltd., Harbour Grace. Tel. 709–596–5111, 709–596–5112, 709–726–4840. Telex 016–311. Cable address: Moorfish, Hr. Grace.

## KINGSTON, Ontario: 44.12 N. 76.30 W.

For important General Information refer to St. Lawrence Seaway.

**DOCUMENTS:** See "Montreal".

**PILOTAGE:** Contact Pilotage Officer, in Cornwall, telephone 613–546–6736.

**ANCHORAGE:** Good anchorage off Penitentiary.

**RESTRICTIONS:** Channel depths – Controlling depth at low lake levels 22 ft. until wharves in harbour approached. In upper harbour, controlling depth 17½ ft. Depths vary from month to month. Navigating Season April 15th–December 15th.

**HEALTH:** First port of entry. Quarantine at Quebec city for incoming ships from foreign ports.

**TUGS:** Available. Necessary for handling ships in rough weather at Elevator and other docks.

**BERTHING:** Docks extend West from North of bridge (La Salle Causeway) to Little Cataraqui Bay – some 4 miles. Dept. of Transport Dock 455 ft., depth alongside 17 ft. Portsmouth Dept. of Transport Dock has 20 ft. alongside end section. Also smaller docks for coastal vessels and private docks, including Elevator dock 700 ft. long on East side 24 ft. alongside, and 600 ft. on West side depth 22 ft. La Salle Causeway 1,000 ft., 14–16 ft. alongside used for berthing in winter.

**MEDICAL:** Hospitals, Kingston General and Hotel Dieu.

**STEVEDORES:** From Toronto.

**FUEL:** Bunker coal – normal stock 2,000 tons from lighters at wharf. Bunker "C" and diesel oil also available.

**FIRE PRECAUTIONS:** No unusual precautions.

**CUSTOMS ALLOWANCES:** See "Montreal".

**REPAIRS:** Most repairs possible.

**DRY DOCK:** Will take ships of length 210 ft., beam 48 ft. Depth on sill 11 ft.

**TIME:** Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.

**HOLIDAYS:** See "Montreal". Port officials always available.

**TELEPHONES:** Ship to shore phone communications through Kingston (VBH).

**AUTHORITY AND AGENT:** Harbour Master, Department of Transport, Marine Services, PO Box 592 Kingston, Ontario.

## KITIMAT, B.C.: 53.59 N. 128.46 W.

**DOCUMENTS** and General Information: Refer to "Vancouver".

**PILOTAGE:** Compulsory. Pilot boards at Cape Beal, West Coast, Vancouver Island, or Triple Island, off Prince Rupert. Pilotage authority require 48 hours notice to allow Pilot to meet vessel at Triple Island or Cape Beal.

**ANCHORAGE:** No vessel shall anchor in the fairway or dredged channel approaching the wharf or otherwise in a position to interfere with or obstruct the docking or undocking of any other vessel. Pilot will instruct Master. Usual anchorage off Amelia Island.

**RESTRICTIONS:** Approach to the port is via Laredo Sound, Laredo Channel, Campania Sound, Whale or Squally Channels and thence via Douglas Channel. The route is approximately 100 miles to the open sea. Entrance channel (red and black flashing light buoys) is 2,400 ft. long, dredged to a max. depth of 30 ft. at low water, width varies from 800 ft. at entrance, to 400 ft. width 350 ft. South of wharf. In addition, a turning-basin has been dredged to 28 ft. at low water on the side of the channel opposite wharf, providing a turning basin 600 ft. in width.

Vessels may enter or depart any time of day or night.

**MAX. SIZE:** LOA, 680 ft. beam 90 ft., draft 36 ft. Mean tide range 13·8 ft. Depth alongside at zero tide 35 ft.

**HEALTH:** Vessels proceeding direct to Kitimat from foreign ports must apply for permission to proceed by radio to William Head Quarantine Station.

**RADIO:** Prince Rupert Radio VAJ 500 2182 1630.

**TUGS:** Tug services available.

**NOTICES:** Notice of ETA must be given to Alcan at Kitimat at least 24 and 12 hours before arrival. Descriptions and tonnage of the commodity to be loaded or discharged and the number of passengers to be landed or embarked must be given to Alcan Kitimat at least

12 hours before arrival. Alcan may then assign a berth to the vessel but shall not be liable for any delay in providing berth or for failure to provide a berth. Vessels carrying bulk cargoes for discharge are instructed to request Alcan via radio or wireless telegraph through shore stations as to which hatches are to be opened on arrival alongside unloading berth to permit immediate entry of unloading devices. Derricks, radio aerials, stays, guys or other obstructions are to be removed or cleared away so that they will not impede the safe working of mechanical unloading equipment. If the above instructions are not complied with, resultant costs caused by the vessel being unprepared to commence unloading immediately on arrival shall be charged to the vessel.

**BERTHING:** Alcan Terminal Wharf No. 1 (concrete caisson construction) is 750 ft. long and has two pneumatic unloading towers discharging to a belt conveyor and a Kangaroo Crane for either bulk and general cargo duties. The wharf is connected by rail direct to Aluminum Co. of Canada smelter yard and to the Terrace – Kitimat spur line of CNR.

Wharf No. 2 is a timber-pile wharf with 19 ft. alongside now used for passenger and light cargo trades. The channel has mooring dolphins on the W. side, 865 ft. S. of Wharf No. 1, to accommodate vessels up to 16,000 tons, while awaiting berth.

Eurocan Terminal is located to the E. of Alcan's Terminal Wharf No. 1 and is 450 ft. long with mooring dolphins at S. end. To the N. of the terminal is located a hydraulic barge loading ramp.

No container, liquid chemicals or LPG carrier facilities available.

**STEVEDORES:** ETA sent by cable 24 and 12 hours before arrival.

**MEDICAL:** Kitimat General Hospital – complete medical service provided.

**FRESH WATER:** Available at Alcan's Terminal Wharf No. 1.

**FUEL:** Only diesel oil available.

**GANGWAY/DECK WATCHMAN:** Not necessary.

**OPENING/CLOSING HATCHES:** Normally done by crew on bulk discharge. On general cargo, stevedores open and close hatches.

**CUSTOMS ALLOWANCE:** Tobacco: 200 cigarettes or ½ lb. tobacco. Liquor: 40 oz. per man, additional issue after 7 days.

**CONSULS:** Available at Vancouver, B.C.

**REPAIR:** Minor repairs only; nearest shipyard facilities Esquimalt or Vancouver.

**REPATRIATION:** Facilities convenient for crew changes.

**AIRPORT:** Two flights daily from Terrace to Vancouver International Airport. Limousine service from Kitimat to Terrace, distance 40 miles.

**TIME:** GMT minus 8 hours. Daylight saving time from last Saturday in April to last Saturday in October.

**HOLIDAYS:** New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day, Christmas Day, and Boxing Day.

**POLICE/AMBULANCE/FIRE:** Police 632–7111; Ambulance/Fire 632–2345.

**TELEPHONE:** Telephone available at dock offices.

**SHORE LEAVE:** Permitted.

**AUTHORITY:** Aluminum Company of Canada Ltd., Kitimat, B.C.

## LAKEHEAD HARBOUR, Ontario (formerly Port Arthur and Fort William): 48.27 N. 89.13 W.

For important General Information refer to "St. Lawrence Seaway".

**DOCUMENTS:** As inland Port all documentation carried out by authorities in Montreal, Quebec, prior arriving. Only when vessels have called at United States Port after departing Montreal, and prior arriving at Canadian Lakehead, will any changes in documentation be necessary; which will consist of a United States Customs clearance. Certificates to be available on board:

Immigration papers.
One copy QS 2 (Health Certificate).
Three copies of Ships' Stores.
Crew Declaration.
Customs Clearance.

All of the above will have been stamped in Montreal.

**PILOTAGE:** Pilots are obtained by Agent at Master's request, at which time the location of boarding the ship will be stipulated. Ship's Masters are able to contact Agent by ship-shore duplex through VBA Marine Radio, Thunder Bay.

**ANCHORAGE:** Anchorage areas defined by Lakehead Harbour Commission but due to large area and number of entrances to Harbour, Masters are permitted considerable latitude in making own decisions. Usual areas are approximately 1 mile outside of Harbour breakwall, free of shipping lanes. However, Masters should be guided by the advice of Lakehead Control (radio), VDX 30.

**MAX. SIZE:** Depth max. 27 ft. in dredged areas.

**HEALTH:** Pratique granted at Montreal.

**RADIO:** Two radio stations; VBA Thunder Bay, is Department of Transport station offering duplex services; VDX 30, Lakehead Control, offers special services such as assistance in obtaining tugs, relaying special messages for police, radar or radio services, etc.

VBA and VDX 30 both operate 24 hours per day during shipping season on following frequencies:

VBA (AM) Channels 51, 52, 57, 58, 59 and 81
(FM) Channels 12, 26, and 28
VDX 30
(FM) Channels 12, 16, 18A, and 14

**TUGS:** Arranged mutually by ship masters and Agents on arrival in port. Ship lines used. Four tugs available.

**BERTHING:** *North Section* is protected by a breakwall. The depth throughout is 27 ft. with some exceptions alongside the elevator berths.

There are four elevators with a depth of 27 ft. alongside and the remaining elevator depths range from 19–26 ft.

The Keefer Terminal is the principal General Cargo berth available at the Canadian Lakehead. The ocean vessel shed is 400 ft. long, has a dock 650 ft. long with a maximum apron width of 65 ft. All types of import and export general cargo can be handled at this Terminal. Rental mobile cranes are available for handling lifts up to 12 tons. Depth alongside is 27 ft.

The CNR has an ore dock with a berthing length of 1,200 ft. with a depth alongside of 28 ft. It can accommodate four vessels at one time with 200 loading chutes available. The vertical height from water level to spout is 45 ft. This is the dock used for loading bulk potash.

*South Section* is comprised of the Kaministiquia River, Mission River and McKellar River. The Kam River and Mission Rivers are dredged to 25 ft. with the McKellar River being dredged to only 19 ft. The Mission River entrance and turning basin dredged to 27ft. In general terms, for most vessels two tugs are required for safe river navigation. The maximum draft should not exceed 23 ft. for safe loading and navigation.

There is one General Cargo berth, CPR Shed 7 situated at the Kam and Mission River junctions. Maximum depth alongside is reported to be up to 24 ft.

The majority of elevators maximum depth alongside ranges from 19 ft. to 25 ft. with the exception of Searles at the entrance to the Mission River, which is presently dredged to 27 ft.

There is one open storage Bulk of General Cargo berth, Valley Camp Coal Dock on the Mission River. This dock has two overhead gantry cranes with lift capacity of one, 12–14 tons and the other 22 tons. The berth is 1,600 ft. long with a depth alongside of 25 ft. This dock has recently been extended with modern belt loading facilities, for handling iron ore and similar materials in bulk.

**MEDICAL:** All facilities available and may be arranged through Agent or Lakehead Harbour Police by contacting VDX 30 Lakehead Control.

**DENSITY:** Fresh water port. No tide.

**FRESH WATER:** Available.

**FUEL:** Light diesel available by tank truck. Bunker "C" only in emergencies.

**GANGWAY/DECK WATCHMEN:** May be arranged through Agent.

**OPENING/CLOSING HATCHES:** Normally done by crew.

**CUSTOMS ALLOWANCE:** Tobacco, 200 cigarettes or 50 cigars every seven days. Spirit/Wine: Officers: One bottle liquor each seven days. Crew: Beer only, at Captain's discretion.

**CARGO GEAR:** Normal safety certificate only required. No special port regulations.

**CONSULS:** Following countries are represented at Lakehead:
Denmark, Finland, Italy, Netherlands and Norway.

**REPAIRS:** Full repairs available. Includes mobile equipment by both land and water conveyances.

**DRY DOCKS:** One available, length 747 ft. by 98 ft. width and can accommodate largest vessel operating on Great Lakes.

**AIRPORT:** Served by regular airlines with connections to any destination.

**TIME:** Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end October, clocks advanced 1 hour.

**HOLIDAYS:** During shipping season from April to mid-December on which stevedores do not work: May 24, July 1, September 1, and Thanksgiving Day (October). Work can be arranged through overtime rates.

**POLICE/AMBULANCE/FIRE:** Lakehead Harbour Police 344–3594, or by Marine Radio VDX 30.
Thunder Bay City Police 6236471.
Fire and Ambulance contacted most easily through VDX 30 radio.

**TELEPHONES:** Telephones at Keefer Terminal only.

**GENERAL:** All vessels entering, moving in, or departing Lakehead Harbour required to contact VDX 30 Lakehead Control Prior making such move. Initial contact must be made before entry from area designated as "Welcome Islands" giving particulars of destination within Harbour and routes to be traversed.

**AUTHORITY:** Lakehead Harbour Commission, PO Box 266, Thunder Bay (P) Ontario.

## MONTREAL, Quebec: 45.30 N. 73.33 W. (See Plan)

**DOCUMENTS:**

2 Crew Lists.
2 Passenger Lists.
3 sets Customs Documents.
3 sets Health Documents.
6 sets Manifests.
6 sets Bills of Lading.
3 sets Ship's Papers.

**PILOTAGE:** Compulsory. Pilots board inbound vessels at Anse-aux-Basques (near Les Escoumains) to bring ships as far as port of Québec where Pilots are exchanged for the trip to Trois-Rivières. Pilots are again exchanged at Trois-Rivières before ships may proceed to Montreal.

For further information refer to Quebec.

**ICE ADVISORY SERVICE:** Ships inbound from seaward between 15th December and 15th April should advise the Ice Information

Officer, Sydney, N.S., 36 hours prior to entering Cabot Strait stating their position, destination, whether loaded or in ballast. This procedure will facilitate the passing of ice information to the ship as necessary.

On request, ice information is also available from Marine Radio Stations at Halifax, Camperdown, Seven Islands, Twillingate and Grindstone. The Canadian Broadcasting Corporation maritime network also broadcasts ice information daily during the winter navigation season. Supplementary ice information may also be obtained from Canadian Marine Service ice breakers.

During the ice season, radio broadcasts of ice information are made twice daily from Marine Radio Stations as follows:

| | Call | frequencies |
|---|---|---|
| Cape Race, Nfld. | VCE | 420 kc/s CW |
| | | 2582 k/cs CW |
| Fox River, Que. | VCG | 434 kc/s CW |
| | | 2582 kc/s RT |
| Mont-Joli, Que. | VCF | 446 kc/s CW |
| | | 2582 kc/s RT |
| North Sydney, N.S. | VCO | 489 kc/s CW |
| | | 2582 kc/s RT |
| Halifax | CFH | 115.3 kc/s CW |
| | | 6949.5 kc/s |
| | | 8662 |
| | | 12984 |
| | | 17218.4 |

**ANCHORAGE:** Available at Longue Pointe abreast of the Island of Montreal close to upper harbour. Also at Lanoraie, approx. 3 miles above Sorel harbour limits, and at Pointe-aux-Trembles anchorage below berth 110. Also opposite Canadian Vickers. Boatmen services are available to vessels at anchor.

Anchorages will be allocated by the Harbour Master (Montreal), through the Marine Traffic Control Centre, Montreal.

**MAX. SIZE:** Entry only restricted by draft. Main channel depth is 35 ft. Channel 550 ft. wide at narrowest point.

**HEALTH:** Except in case of coastwise vessels free of disease and arriving in Canada from ports or areas that are not infected, every vessel coming from a port outside Canada is inspected by the quarantine officer, and shall not make customs entry until it has received pratique.

"Coastwise Vessel" means a vessel operating exclusively between Canada and the island of St. Pierre and Miquelon or between Canada and the United States, including Alaska. A "coastwise vessel" loses coastwise status and is subject to quarantine inspection on its next arrival at a Canadian port when at any time it touches a foreign port other than those mentioned above.

Where sufficient quarantine information can be given by wireless, radio pratique may be obtained between the hours of 0900 and 1700 the day preceding arrival:

(*a*) From "Quarantine Halifax" by vessels bound for Halifax, Nova Scotia.
(*b*) From "Quarantine Saint John" by vessels bound for Saint John, New Brunswick.
(*c*) From "Quarantine Quebec" by vessels approaching Canadian ports via the Saint Lawrence River.
(*d*) From "Quarantine Victoria" by vessels bound for ports in British Columbia via the Strait of Juan de Fuca, other than vessels coming from an Asiatic port except ports in Japan.

For the purposes of radio pratique vessels are required to give the following information:

(*a*) Name and nationality of vessel.
(*b*) Ports called at during voyage.
(*c*) Date and place of last fumigation or derating exemption certificate.
(*d*) Nature of cargo.
(*e*) Number of crew.
(*f*) Number of passengers.
(*g*) Port of destination and name of agent.
(*h*) Number of persons without valid vaccination certificates.
(*i*) Condition of health of all on board with details of any sickness or death which has occurred during the voyage.

Valid Smallpox vaccination certificates required.

To facilitate the quarantine clearance of vessels entering the St. Lawrence Seaway, the Montreal quarantine facilities have been augmented by opening a new office in Montreal East near the entrance to the Seaway. Vessels proceeding directly into the Seaway may now receive quarantine inspection and clearance while at anchor awaiting entrance to the Seaway.

**RADIO:** All communications via Montreal radio, call sign VFN. Marine traffic control handle VHF traffic as follows: Between Tracy and Cap St. Michel, VHF Channel 10 (156·5 mHz.). From Cap St. Michel to Montreal, VHF Channel 13 (156·65 mHz.). Ship to ship communication, VHF Channel 6, (156·3 mHz.). Port radar service available.

**BERTHING:**

| *Berth number (usual name)* | | *Wharf length (ft.)* | *Depth alongside (ft.)* | *Remarks* |
|---|---|---|---|---|
| Mackay Pier | | | | |
| | M-6 | 714 | 15 | |
| | M-5 | 2,061 | 25 | |
| | M-4 | | 25 | |
| | M-3 | | 25 | |
| | M-2 | | 25 | |
| | M-1 | 300 | 25 | |
| Bickerdike Pier | | | | |
| East Side | B-1 | 1,866 | 25–29 | |
| | B-2 | | 29 | |
| | B-3 | | 29 | |
| North End | | | | |
| | B-12-N | 500 | 29 | |
| West Side | | | | |
| | B-4 | 1,923 | 29 | |
| | B-5 | | 29 | |
| | B-6 | | 29 | |
| | B-7 | 1,172 | 29 | |
| | B-8 | | 29 | |
| Windmill Point Wharf | | | | |
| | 5 W | 465 | 30 | Total berthing length 1,023 ft. |
| | 6W | 500 | 30 | |
| | 7 W | 523 | 30 | Grain loading |
| | 8 W and 9 W | 602 | 30 | Grain loading |
| | Pt. 9 W to 10 W | 620 | 30 | Grain unloading |
| | 11 NE | 302 | 14 | |
| | 11 NW | 135 | 14 | |
| | 12 | 312 | 14–29 | |
| Shed (Lower) | 2 | 669 | 29 | Grain loading |
| (Upper) | 2 | | | Berthing length 605 ft. |
| Alexandra Pier | | | | |
| South Side | | | | |
| Lower | 3 | 588 | 33½ | Berth 3 and 5: Total berthing length of 1,175 ft. Grain loading |
| Upper | 3 | | | Passenger terminal "Iberville" upper shed 3 |
| Lower | 5 | 587 | 33½ | |
| Upper | 5 | | | Passenger terminal "Iberville" upper shed 5 |
| End of Pier | | | | |
| | 14 E | 352 | 33½ | |
| North Side | | | | |
| Lower | 4 | 620 | 33½ | |
| Upper | 4 | | | |
| Lower | 6 | 619 | 33½ | |
| Upper | 6 | | | |
| King Edward Pier | | | | |
| South Side | | | | |
| Lower | 7 | 1,272 | 35 | |
| Upper | 7 | | | |
| Lower | 9 | | 35 | |
| Upper | 9 | | | |
| End of Pier | | | | |
| | 16 E | 354 | 33½ | |
| North Side | | | | |
| Lower 8 | 8 | 1,278 | 35 | "Louis Jolliette" passenger terminal. Upper shed 8 |
| Upper | 8 | | | |
| Lower | 10 | | 35 | "Louis Jolliette" passenger terminal. Upper shed 10 |
| Upper | 10 | | | |
| Harbour Front | | | | |
| Lower | 11 | 587 | 29 | |
| Upper | 11 | | | Berthing length 475 ft. |
| Jacques Cartier Pier | | | | |
| South Side | | | | |
| Lower | 12 | 1,133 | 35 | Grain loading |
| Upper | 12 | | | |
| Lower | 14 | | 35 | |
| Upper | 14 | | | |
| End of Pier | | | | |
| | 18 E | 308 | 29 | |
| North Side | | | | |
| Lower | 13 | | | |
| Upper | 13 | | | |
| Victoria Pier | | | | |
| South Side | | | | |
| Lower | 16 | 843 | 29 | |
| Upper | 16 | | | |
| East Side | | | | |
| Lower | 18 | | 29 | 18 and 19 Total berthing length 1,151 ft. |
| Upper | 18 | | | Under construction |
| End of Pier | 22 N | 247 | 29 | |
| West Side | | | | |
| | 20 | 462 | 25 | |
| Market Basin | | | | |
| | 21 | 502 | 25 | |
| | 22 | 502 | 25 | Coastal |
| | 23 | 684 | 25 | Coastal |

(continued over

| *Berth number (usual name)* | *Wharf length (ft.)* | *Depth along-side (ft.)* | *Remarks* |
|---|---|---|---|
| Sect. 24–42 inc. | | | |
| 24 | 384 | 29½ | |
| 25 | 965 | 29½ | |
| 27 | 829 | 29½ | |
| 28 | 807 | 30 | |
| 29 | 823 | 30 | |
| 30 | 490 | 30 | Berth not available for Maritime traffic |
| 31 | 505 | 30 | |
| 32 | 504 | 30 | |
| 33 | 497 | 30 | |
| 34 | 512 | 30 | |
| 35 | 512 | 30 | |
| 36 | 529 | 30 | |
| 37 | 537 | 30 | |
| 39 | 621 | 30 | |
| 40 | 620 | 30–35 | |
| 41 | 620 | 35 | |
| 42 | 621 | 35 | |
| Laurier Pier | | | |
| 43 SW | 437 | 30 | Capable of handling container. Grain loading |
| 43 SE | 436 | 30 | |
| 43 N | 572 | 32½ | |
| Tarte Pier | | | |
| 44 | 480 | 30 | |
| 45 | 481 | 30 | |
| 44 E | 314 | 30 | |
| 44 N | 860 | 30 | Grain loading |
| 45 | 531 | 30 | Berthing length 480 ft. |
| Sutherland Pier | | | |
| 46 | 483 | 32½ | |
| 46 SE | 522 | 32½ | Bulk sugar facility |
| 46 E | 227 | 32½ | |
| 47 | 330 | 32½ | Coastal trade |
| Sect. 48–56 Inc. | | | |
| 48 | 644 | 32½ | Capable of handling containers |
| 49 | 601 | 32½ | |
| 50 | 623 | 32½–35 | |
| 51 | 786 | 35 | |
| 52 | 1,114 | 35 | |
| 54 | 1,286 | 35 | Grain loading |
| 55 | | 35 | |
| 56 | 803 | 27 | Grain unloading |
| Vickers East | 1,515 | 30 | Dry Dock |
| Vickers West | 1,052 | 30 | |
| Sect. 57–61 Inc. | | | |
| 57 | 1,298 | 30 | One Bridge Crane |
| 58 | | 30 | |
| 59 | 585 | 30 | Two gantry cranes, 20 tons each, capable of container handling |
| 60 | 462 | 30 | |
| 61 | 475 | 30 | |
| Sect. 62–68 Inc. Racine Wharf | | | |
| 62 | 506 | 30 | |
| 63 | 793 | 30 | |
| 64 | 793 | 30 | |
| 66 | 831 | 30 | |
| 67 | 708 | 30 | |
| 68 | 639 | 30 | |
| Container Terminal | | | |
| 70 | 653 | 35 | Two travelling container cranes (28 tons and 45 tons capacity) |
| Sect. 71–78 Inc. | | | |
| 71 | 650 | 35 | Two travelling cranes, 30 tons each |
| 72 | 650 | 35 | |
| 73 | 630 | 35 | One travelling container crane, 45 tons |
| 74 | 633 | 35 | |
| 75 | 227 | 35 | |
| 76 | 458 | 35 | Total berthing length 917 ft. capable of handling containers |
| 77 | 459 | 35 | |
| 78 | 573 | 35 | |

**GRAIN FACILITIES:**

| *Elevator No.* | *Capacity in bushels* | *Loading galleries at berths* | *Loading capacity bushels per hour* | *Remarks* |
|---|---|---|---|---|
| 1 (Section 15) | 4,000,000 | 3–5 | 16,000 | |
| 2 (Section 19) | 2,662,000 | 8–10–12 | 30,000 | |
| 3 (Section 43) | 2,000,000 | 43N | 16,000 | |
| 4 | 5,500,000 | 54–55 | 54,000 | |
| 5 | 5,100,000 | 6W–7W | 32,000 | 2 marine legs 1,590 ft. loading galleries total 26 spouts, unload at 9W–10W with 2 marine legs and a capacity of 72,000 bushels per hour |

**CRANES:** Floating crane 275-ton capacity and many mobile cranes with capacity up to 200 tons.
**STEVEDORES:** Working hours 0800 to 1200, 1300 to 1700.
**MEDICAL:** All medical facilities available.
**TANKERS:**

| *Berth no. (usual name)* | | *Wharf length (ft.)* | *Depth along-side (ft.)* | *Remarks* |
|---|---|---|---|---|
| B.P. Berth | 94 | 781 | 35 | |
| Metropolitan Petroleum Ltd. | | | | |
| | 95 | 442 | 35 | Total berthing length 1,328 ft. |
| | 96 | 442 | 30–35 | |
| | 97 | 445 | 30 | |
| Texaco | | | | |
| | 98 | 480 | 35 | Total berthing length 1,442 ft. |
| | 99 | 482 | 30–35 | |
| | 100 | 480 | 30 | |
| Imperial Oil | | | | |
| | 101 E | 630 | 35 | Total berthing length 1,263 ft. |
| | 102 E | 631 | 35 | |
| | 102 W | 230 | 30 | Total Berthing Length 712 ft. |
| | 101 W | 482 | 20 | |
| Shell Oil | | | | |
| | 103 S | 622 | 35 | |
| | 103 N | 622 | 30 | |
| Sun Oil | | | | Can accommodate ships of 485 ft. length |
| | 104 | 107 | 30 | |
| Gulf Oil Cda | | | | |
| | 105 | 381 | 30 | |
| | 106 E | 382 | 30 | Total berthing length 763 ft. |
| | 106 W | 227 | 30 | |
| Petrofina | | | | |
| | 109 | 455 | 35 | Total berthing length 910 ft. |
| | 110 E | 455 | 35 | |
| | 110 W | 576 | 15 | |
| Marien Street Wharf | 110 | 105 | 12 | |

**FRESH WATER:** Available by pipe-line at most berths.
**FUEL:** Oil – all grades can be delivered at oil companies' terminals; also by bunker barges to vessels lying anywhere in the harbour.

Coal – delivered direct to vessels at coal berths.

*Dock and Location:* Section No. 71 and 72.

*Operator:* Canadian Import-Weaver Fuels 5250 de Maisonneuve W. tel. 484–1112.

*Type of Dock:* Loading and unloading.

*Type of Cargo Handled:* Fuel oil.

*Size of Pipe lines:* 14 in. and 10 in.

*Storage Capacity:* 550,000 barrels.

*Distance from Dock to Storage Tanks:* 1,135 ft.

*Length of Dock:* 800 ft.

*Depth at Dock:* 35 ft.

*Dock and Location:* Berth 94, East Montreal.

*Operator:* B.P. Canada Limited, 9301 Metropolitan, Anjou, tel. 352–1700.

*Type of Dock:* Loading and unloading.

*Type of Cargo Handled:* Crude oil, gasoline, stove oil, marine fuel oil, marine diesel fuel, no. 2 fuel oil, no. 6 fuel oil.

*Size of Pipe lines:* 16 in.; 12 in. and 10 in.; 10 in.; 12 in.; 12 in.; 12 in.; 12 in.

*Storage Capacity* (Barrels): 1,000,000; 430,000; 80,000; Production capacity: 15,000; 400,000; 300,0000.

*Distance from Dock to Storage Tanks:* 3½ miles; 1,500 ft.; 1,500 ft.; 3½ miles.

*Length of Dock:* 775 ft.

*Depth at Dock:* 35 ft.
*Dock and Location:* Sections 97–100.
*Operator:* Texaco Canada Ltd. 10200 Notre-Dame St. E., tel. 645–8811.
*Type of Dock:* Loading, unloading, bunkering.
*Type of Cargo Handled:* Gasoline, distillate fuel oils, crude oil, marine diesel fuel oils and bunker "C".
*Size of Pipe lines:* 2–8 in.; 10 in.; 8 in.; and 2–6 in.; 16 in.; 8 in.; 6 in. and 4 in.
*Storage Capacity* (Barrels)*:* 2,300,000; 1,200,000 and 500,000.
*Distance from Dock to Storage Tanks:* 1½ miles.
*Length of Dock:* 1,495 ft.
*Depth at Dock:* 35 ft.
*Dock and Location:* Berth 101.
*Operator:* Imperial Oil Ltd., 10510 Notre-Dame E.
*Type of Dock:* Loading and unloading, bunkering.
*Type of Cargo Handled:* Crude oil, gasoline, stove oil, furnace oil, diesel fuel, bunker "C".
*Size of Pipe lines:* 16 in.; 12 in.; and 8 in.; 10 in.; 12 in.; 12 in.; 16 in. and 12 in.
*Storage Capacity* (Barrels): 3,000,000. Total storage capacity rotated by products depending on seasonal demands.
*Distance from Dock to Storage Tanks:* 2,800 ft.
*Length of Dock:* Inside 580 ft. Outside 950 ft.
*Depth at Dock:* 28 ft. and 35 ft.
*Dock and Location:* Berth 103 S. & 103 N. Montreal East, and Racine Wharf, foot Duquesne St.
*Operator:* Shell Canada Ltd., 10500 Sherbrooke St. East, Pointe-aux-Trembles, Que. Tel. Marine Bunkers and Lubrificants: 866–7571.
*Type of Dock:* Loading and unloading.
*Type of Cargo Handled:* Gasoline, stove oil, furnace oil, chemicals jet fuel, aviation fuel, marine diesel, bunker "C", thin fuels 200 secs/3,500 secs. At racine Wharf – lubricants.
*Size of Pipe line:* 3-10 in., 20 in., 12 in. At Racine.
*Wharf:* 2–8 in., 6 in., 4 in.
*Storage Capacity* (Barrels)*:* 4,000,000. Total storage capacity at Racine Wharf: 120,000.
*Distance from Dock to Storage Tanks:* 1¾ miles, ⅗ to Racine Wharf.
*Length of Dock:* 640 ft. at Racine. Wharf 505 ft.
*Depth of Dock:* 35 ft. South, 30 ft. North, at Racine Wharf 30 ft.
*Dock and Location:* Berth 104.
*Operator:* Sun Oil Co. Ltd. 11055 rue Victoria.
*Type of Dock:* Loading and unloading.
*Type of Cargo Handled:* Gasoline, No. 1 fuel oil, No. 2 fuel oil.
*Storage Capacity* (Barrels)*:* 130,000; 80,000; 240,000; 530,000 (total).
*Distance from Dock to Storage Tanks:* 2,300 ft.
*Length of Dock:* 107 ft.
*Depth at Dock:* 35 ft.
*Dock and Location:* Berths 105 and 106.
*Operator:* Gulf Oil Canada Limited. 3501 Broadway. Tel. Marine Bunkers: 645–8767; Marine Lubes: 274–4453.
*Type of Dock:* Loading and unloading.
*Type of Cargo Handled:* Crude oil; gasoline; light fuels; marine gasoil; marine diesel; medium fuels 200 secs/3,000 secs; bunker "C".
*Size of Pipe lines:* 12 in. and 8 in.; 10 in.; 3–8 in.
*Storage Capacity* (Barrels)*:* 6,300,000 total storage capacity rotated by products depending upon production requirements.
*Distance from Dock to Storage Tanks:* 1 mile.
*Length of Dock:* 985 ft.
*Depth at Dock:* 30 ft.
*Dock and Location:* Sections No. 110 and 111.
*Operator:* Canadian Petrofina Ltd. 11701 Sherbrooke St. E. Tel. 645–9221.
*Type of Dock:* Loading and unloading.
*Type of Cargo Handled:* Gasoline; crude oil; No. 6 fuel oil; middle distillates.
*Storage Capacity* (Barrels)*:* 650,000; 900,000; 300,000; 540,000.
*Distance from Dock to Storage Tanks:* ¾ mile.
*Length of Dock:* 910 ft.
*Depth at Dock:* 35 ft.

**FIRE PRECAUTIONS:** Looped wire over stern and bow not more than 4 ft. above water for towing in case of fire.
**GANGWAY/DECK WATCHMEN:** Required.
**OPENING/CLOSING HATCHES:** Always done by stevedores.
**CUSTOMS ALLOWANCE:** Tobacco, 200 cigarettes; 50 cigars; tobacco, 2 lb. per person over 16. Wine/Spirits, Total of 40 oz. per person over age of 21.

Subsequent issues may be authorized to crew members of foreign vessels, but the maximum quantity any crew member may hold at any one time must not exceed 300 cigarettes, 75 cigars, 3 lb. tobacco, and 60 oz. liquor.

**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Consulates of the following countries are available in Montreal:

Belgium
Denmark
Finland
France
Germany
Greece
Italy
Netherlands
Norway
Panama
United States
Venezuela

**REPAIRS:** All kinds of hull and engine repairs possible.
**DRY DOCKS:** Steel floating dock: Length 585 ft., lifting capacity 25,000 tons. Steel floating dock section: Length 400 ft., lifting capacity 17,500 tons. Steel floating dock section: Length 200 ft., Lifting capacity 6,700 tons.

The 200 ft. sections may be joined to either of the other docks, making the maximum length for docking 785 ft.

All docks breadth at entrance 107 ft. Draft over keel blocks 27½ ft.
**REPATRIATION:** All facilities available.
**AIRPORT:** International Airport.
**TIME:** GMT minus 5 hours. Daylight saving time applied from last Saturday of April to last Saturday of October.
**HOLIDAYS:** New Year's Day; Epiphany; Good Friday; Ascension Day; St. Jean Baptiste Day (June 24th); Labour Day; All Saints Day; Christmas Day.
**POLICE/AMBULANCE/FIRE:** Emergency telephones at berths, directly connecting berth with Police and Ambulance.
**SHORE LEAVE:** Permitted.
**AUTHORITY:** National Harbour Board, Port of Montreal Building, Cité du Havre, Montreal P.Q. H3C 3R5.

## NANAIMO, B.C.: 49.10 N. 123.57 W.

**DOCUMENTS:**
3 copies Crew List form 1MM.200.
1 copy Passenger List.
3 copies Ship Stores E.1.
3 copies Crew Declarations Y.14.
1 Quarantine Certificate.
Manifest from previous Ports.

**PILOTAGE:** See "Vancouver".
**ANCHORAGES:** See "Vancouver".
**RESTRICTIONS:** No restrictions on Nanaimo Assembly Wharf. Harmac Wharf restricted from 10.45 p.m. to 7 a.m.
**MAX. SIZE:** Ships of any size can be taken into harbour with safety. Controlling depths are: Harbour entrance, 57 ft. at high water and 44 ft. at low water. Mean channel depth, 31 ft. at LW. Mean rise of tide 13 ft.
**HEALTH:** Pratique granted at Victoria, B.C.
**RADIO:** Vancouver Radio.
**TUGS:** Join vessel at Gallows Point, Protection Island. Ship's lines to be used.
**BERTHING:** Berth A – 34 ft. LLW. Berth B – 34 ft. LLW. Berth C – 37 ft. LLW.
**STEVEDORES:** Ordered by Agent, 16 hours minimum notice.
**MEDICAL:** Hospital facilities available.
**TANKERS:** Tanker berths at private companies' wharves where own regulations on lines apply.
**DENSITY:** September to May inclusive 1.0203 average. June to August inclusive 1.0171 average.
**FRESH WATER:** Available ex wharf.
**FUEL:** Limited quantities available by truck delivery only.
**FIRE PRECAUTIONS:** No other specific precautions except during extreme heat when smoking may be prohibited on wharf adjacent to lumber.
**GANGWAY/DECK WATCHMEN:** Services not necessary but security guards are available.
**OPENING/CLOSING HATCHES:** Either crew or stevedores, by arrangement.
**CUSTOMS ALLOWANCE:** Tobacco, 200 cigarettes per week or ½ lb. tobacco and 15 cigars. Wine and/or Spirit. Officers allowed 40 oz. liquor per week. Crew allowed beer only, any amount. *Note:* Beer is not bonded.
**IDENTIFICATION CARDS:** Not necessary.
**CONSULS:** None.
**REPAIRS:** Temporary repairs only.
**REPATRIATION:** Facilities exist in Vancouver.
**AIRPORT:** Cassidy Airport, 10 miles South of Port. Charter flights only. Seaplane service from Harbour to Vancouver or charter.
**TIME:** Pacific Standard Time, 8 hours behind GMT. Daylight Saving Time in effect from late April to late October.
**HOLIDAYS:** No cargo work on Sundays and/or Holidays with exceptions as follows:

1. Sundays and Good Friday, Easter Monday, Victoria Day (24th May), Dominion Day (July 1st), Thanksgiving and Remembrance Day crews are available at overtime rates by arrangements.
2. No cargo work on Christmas Day, Boxing Day and New Year's Day.
3. Labour Day in case of emergencies only.
4. Crews cease work at 1200 hours on December 24th until 0800 December 27th; also from 1200 December 31st until 0800 January 2nd.

**POLICE/AMBULANCE/FIRE:** Police 754–2345; Ambulance 753–4433; Fire 753–1234.
**TELEPHONES:** Available for each vessel.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Nanaimo Harbour Commission, PO Box 131, Nanaimo, B.C. Tel. 753–4146.

## NEW WESTMINSTER, B.C.: 49.12 N. 122.55 W. (See Plan)

**DOCUMENTS, ANCHORAGE,** and further information: Refer to "Vancouver, B.C.".
**PILOTAGE:** Compulsory from Fraser River Sands Heads.
**MAX. SIZE:** Draft limited to 33 ft. on 12 ft. tide.
**HEALTH:** Pratique and quarantine at Victoria B.C.
**TUGS:** Available, normally join vessel on arrival.
**BERTHING:** (North and South side of river).
*Pacific Coast Terminals Co. Ltd.:* 8 berths for vessels up to 35 ft. draft. Covered storage for general cargo, pulp and mineral concentrates.
*Fraser—Surrey Docks Ltd.:* 3 general berths, total length 1,800 ft.,

1 sawdust/woodpulp bulk cargo berth and 1 tranship berth. Depth at low water 33 ft. Water, power and telephone connections at all berths. Cargoes handled include forest products, steel, heavy lifts bulk and general cargo, as well as roll-on/roll-off cargoes and containers. Terminal well equipped with fork lifts, front-end loads and cranes to 250 tons. Operators are Johnson Terminals Ltd.

*Fraser Wharves Ltd.*: 1 berth, length 500 ft., width 45 ft. Berth for loading and unloading cars.

*Annacis Marine Terminals.*: 1 Berth, length 552 ft., width 60 ft. Situated at East end of Annacis Island for discharge of cars.

*Domtar Chemicals Ltd.*: 1 berth, length 610 ft., depth 27 ft. Berth connected to plant by 30 in. conveyor belt system for transfer of crude rock gypsum. to the plant.

*Crown Zellerbach Building Materials Ltd.*: 2 berths, total length 1,300 ft., depth at LW 30 ft. Berth is upstream of the Patullo bridge.

*Canadian Rice Mills Ltd.*: Situated on North side of river at Richmond. 1 Berth, length 400 ft., depth at low water 30 ft.

**MEDICAL:** All services available.

**DENSITY:** Varies with location and season.

**FRESH WATER:** Available.

**FUEL:** All grades available.

**DEVELOPMENTS:** Future developments call for 35 ft. draft and expanded berthing facilities.

**CONSULS:** At Vancouver.

**REPAIRS:** Engine repairs only.

**AIRPORT:** Nearest at Vancouver.

**TIME:** Pacific Standard Time, GMT minus 8.

**POLICE/AMBULANCE/FIRE:** Police 521–7711; Ambulance 872–5151; Fire 526–4411.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Fraser River Harbour Commission, New Westminster.

## NORTH SYDNEY, N.S.: 46.16 N. 60.13 W.

**DOCUMENTS:** And all general information, refer to "Sydney, N.S.".

**PILOTAGE:** Is compulsory. Pilot boards off Cranberry Head. Refer to "Sydney N.S.".

**RESTRICTIONS:** Navigation season approx. 1st April to 15th January. Channel depth 42 ft.

**ANCHORAGE:** Above the ballast ground in depths of 5 to 7 fathoms.

**PRATIQUE:** Obtained at Sydney, N.S., by radio.

**MAX. SIZE:** Draft 35 ft. 6 in. for entering harbour. Berthing restricted by depth alongside.

**TUGS:** Available, but not normally required.

**BERTHING:** Canadian National Railway Pier: 1,080 ft. length, depth alongside 25 to 35 ft.

**FRESH WATER:** Available from wharves.

**FUEL:** Fuel and diesel can be supplied.

**REPAIRS:** Machine shop facilities for hull and engine repairs.

**AUTHORITY:** Dept. of Transport, Harbour Master.

## OCEAN FALLS, B.C.: 52.21 N. 127.41 W.

**DOCUMENTS:**

2 Crew Lists.
2 Passenger Lists.
3 copies Inward Report (Customs A6).

**PILOTAGE:** Compulsory. Pilots may be taken at Vancouver or Victoria. ETA to be given to Pilots 6 hours before arrival through radio station VAK.

**ANCHORAGE:** In harbour, ample room for any size vessels.

**RESTRICTIONS:** Channel depth 25 fathoms.

**MAX. SIZE:** For berthing alongside, length 500 ft., draft 30 ft.

**HEALTH:** Ships from overseas are given pratique at William Head.

**RADIO:** Vancouver Radio, VAK.

**TUGS:** Not usually considered necessary. Can be made available by prior arrangement.

**BERTHING:** Crown Zellerbach Canada Limited owns five wharves, depth alongside 31 ft. at low water.

**FRESH WATER:** Available from wharves, free of charge.

**FUEL:** 1,500 sec. fuel available from oil wharf.

**REPAIRS:** Minor repairs to hull and machinery can be effected. No dry docks.

**STEVEDORES:** Gangs of longshoremen can be hired by arrangement.

**AIRPORT:** B.C. Airlines operate daily seaplane service to Vancouver.

**MEDICAL:** Hospital facilities available.

**CUSTOMS ALLOWANCE:** 200 cigarettes or 2 lb. tobacco may be held out of bond per person, and 40 ounces of alcohol.

**SHORE LEAVE:** Crew members allowed ashore.

**HOLIDAYS:** Easter Monday; July 1st; Labour Day; Thanksgiving Day; Remembrance Day; Christmas and Boxing Day; New Year's Day.

**POLICE/FIRE/AMBULANCE:** Police tel. 289–4111; Fire 289–4123; Ambulance 289–4123.

**AUTHORITIES:** Dept. of Transport, Harbour Master. Crown Zellerbach Canada Ltd.

## PICTOU, N.S.: 45.41 N. 62.43 W.

**DOCUMENTS:**

Customs Report Inwards, Form A6 in duplicate.
Clearance from last port.
Stores List, Form E1 in duplicate.
Crew Declarations, Form Y14 in duplicate.
Crew List, Immigration Form 200 in duplicate.
Quarantine Q25 in duplicate.
Fumigating and Deratting Certificate.
Load Line Certificate.
Inspection Certificate.
Safety Equipment Certificate.
Radiotelegraphy Certificate.
Certificate of Register.

If Pictou is first port of call in Canada photostat copies of the ship's ocean bills of lading in duplicate to cover all goods for discharge in Canada.

**PILOTAGE:** Normally arranged through Halifax as there is no radio station in Pictou. Various pilot boats in use.

**ANCHORAGE:** Safe anchorage all over harbour in 40 ft.

**RESTRICTIONS:** No entry restrictions except draft over bar at entrance to harbour, which is 22 ft. low water.

**MAX. SIZE:** Government pier 720 ft. long with 27 ft. water on both sides.

**HEALTH:** Masters must complete Quarantine form QS.25. Vessel may be quarantined by port doctor, if any disease on board.

**RADIO:** Halifax, call sign VCS, channels 26, 59, 79. Alternate Charlottetown call sign VCA, Channel 59.

**TUGS:** Not necessary for berthing.

**BERTHING:** No specific requirements; berths usually available at all times.

**STEVEDORES:** Usually 24 hours notice required for stevedores.

**MEDICAL:** Hospital facilities available. Serious cases may be transferred to larger hospital at New Glasgow 8 miles distant, or to Halifax 100 miles distant.

**FRESH WATER:** Supplied by town through 4 in. line. Water pressure 110 pounds.

**FUEL OIL:** Diesel fuel available in quantity. 24 hours notice required for bunker fuel as it is only brought in on order.

**GANGWAY/DECK WATCHMEN:** Not usually required unless requested by ship.

**OPENING/CLOSING HATCHES:** Usually by crew.

**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes per man. Issue may be made if ship is in port for long periods. Wine/spirits: One bottle per man.

**IDENTIFICATION CARDS:** Not required. Customs and Immigration Officer should be notified if any crew member wants to travel any distance from port area.

**CONSULS:** None.

**REPAIRS:** Facilities to carry out all types of ship's repairs, including deck, engine, electrical and hull repairs.

**DRYDOCKS:** Largest dry dock, 2,000 ton capacity, 250 ft. long, 42 ft. beam.

**REPATRIATION:** Crewmen would be repatriated through Halifax.

**AIRPORT:** Closest airport at New Glasgow, 8 miles distant. Airport served daily by Eastern Provincial Airlines which connect with Halifax. No international airlines use this airport.

**TIME:** Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.

**HOLIDAYS:** New Year's Day; Good Friday; Easter Monday; Queen's Birthday (May 19th); Dominion Day (July 1st); Labour Day (1st Monday in September); Thanksgiving Day (2nd Monday in October); Remembrance Day (November 11th); Christmas Day; Boxing Day. Cargo normally not worked on holidays. Would have to be arranged with stevedoring company.

**POLICE/AMBULANCE/FIRE:** Police 485–4363; Fire 485–4141; Ambulance 485–4381.

**TELEPHONES:** Facilities available for placing telephones on ships.

**GENERAL:** For larger and bulk cargoes stevedores should be notified well in advance. Rates vary according to the type of cargo.

**AUTHORITY:** Department of Transport, Harbour Master, 485–4067 Beeches Road, Pictou, Nova Scotia. Regional office for Department of Transport is located at Charlottetown, PEI.

## PORT ALBERNI, B.C.: 49.14 N. 124.50 W. (See Plan)

**DOCUMENTS, HEALTH, CONSULS, etc.:** See "Vancouver".

**PILOTAGE:** Compulsory, contact through Vancouver Radio. Pilot boards at Cape Beale.

**ANCHORAGE:** Deep water anchorage available in harbour, depths up to 60 ft.

**RESTRICTIONS:** Depths in approaches 84 ft. MLLW.

**TUGS:** Available and required for berthing.

**BERTHING:** Pulp and paper wharf with two berths: supplied directly from MacMillan Bloedel's pulp and paper mill. Berthing length is 500 ft. with 33 ft. depth. Storage sheds in the centre, with berths either side and specialised equipment for loading pulp and rolls of paper. A smaller berth in the river is used for loading 7,200 ton cargoes on specially covered newsprint barges.

Somass Sawmill Wharf: berthing length 950 ft. with 35 ft. depth; cranes of 5 and 30 ton capacity.

New Port Alberni Terminals Berth 3: completed in 1971, is 600 ft. long and, with the aid of pile dolphins, can berth ships of 700 ft. and over, with a depth alongside of 40 ft.

Port Alberni Terminals Berths 1 and 2: berthing is 1,050 ft. with 36 to 50 ft. depth. Storage sheds and forklifts, with a six ton electric crane on the dock.

**STEVEDORES:** 15 gangs available. Refer "Vancouver" for holidays, etc.

**MEDICAL:** Doctors and hospital facilities available.

**DENSITY:** Salt water.

**FRESH WATER:** Available at wharves.

**FUEL:** Supplies by barge from "Vancouver".

**CUSTOMS ALLOWANCES:** See "Vancouver".

**REPAIRS:** Machine shop capable of major repairs.

**AUTHORITY:** Port Alberni Harbour Commission.

## PORT ALFRED, (Including Bagotville) Quebec: 48.20 N. 70.53 W.

**DOCUMENTS:**

2 Crew Lists.
2 Passenger Lists.
3 Crew's Declaration (Can. Form Y.14).
3 Stores Lists (Can. Form E.1).
Quarantine (Can. Form QS.2001).
3 Cargo Manifests.
3 Bills of Lading.
2 Stowage Plans.
Harbour Master Dues receipt.
Ship's Register to verify gross and net tonnages.

**PILOTAGE:** Pilotage is compulsory. A minimum notice of 12 hours must be given to ensure availability of Pilot. This notice to be confirmed 3 hours prior to arrival at pilot station. Reports stating ETA and Net Reg. Tonnage of Vessel to be addressed to "Pilots Montreal" and passed by the Marine Traffic Control communication system on VHF Channel 14 (156·7 mHz), or by any coast radio station.

The pilot station for vessels upbound to Baie des Ha! Ha! is located at Anse-aux-Basques, charted 2 miles Southwest of Les Escoumains Wharf on the North shore of the St. Lawrence river and for downbound vessel at Quebec City.

**ANCHORAGE:** Vessels awaiting berthing facilities anchor off Anse à Philippe (48.21 N., 70.73 W.).

**RESTRICTIONS:** None. Vessels may enter or depart at any time of day or night.

**MAX. SIZE:** Vessels of up to 36 ft. draft may berth; length and breadth not considered.

**HEALTH:** Pratique obtained by cable to Quarantine Quebec. Doctors board vessel on arrival and original pratique serves for duration of vessels stay in Canada. See also "Montreal".

**RADIO:** Halifax radio station used by vessels while in Atlantic and Sept-Iles Radio Station while in Gulf of St. Lawrence.

**TUGS:** Two tug-boats available. Join vessel ½ mile off wharves at Port Alfred. Ship's lines used.

**STEVEDORES:** ETA sent by cable 72, 24 and 12 hours prior to arrival is sufficient to arrange gangs.

**VHF:** VHF radio telephone Channels 14 and 16.

**MEDICAL:** General Hospital at Chicoutimi located 13 miles away, in addition to local hospital.

**BERTHING:**

*N.H.B. Facilities*

| *Berth number (usual name)* | *Wharf length (ft.)* | *Depth at Low Water (ft.)* | *Remarks* |
|---|---|---|---|
| Bagotville | | | |
| Main Wharf (outer face) | 167 | 28 | |
| Lepage (outer face) | 79 | 10 | |
| Grande Baie Wharf | 833 | | |
| (outer face) | 44 | — | |

*Private Facilities*

| *Berth* | *Length (ft.)* | *Depth at Low Water (ft.)* | *Utilisation and General Remarks* |
|---|---|---|---|
| Port Alfred | | | |
| (1) Powell Wharf | | | |
| South Side | 1,138 | 33 | Floor capacity 20,000 tons. |
| North End | 481 | 36 | Two 5 ton electric level-luffing gantry cranes (bucket or hook) operate on a 35 ft. apron. |
| Across outer end | 215 | 36 | |
| (2) Duncan Wharf | | | |
| South Side | 1,265 | 36 | For unloading bauxite and salt (bulk). Five electric gantry towers. 350 tons per hour each. |
| (3) Consolidated Bathurst | | | |
| North Side | 600 | 25 | |

**TANKERS:** One 14 in. discharge line using 10 in. and 12 in. discharge hoses. ASA fittings. No slop discharge facilities. One berth available for tankers at 36 ft. draft.

**DENSITY:** 1005.

**FRESH WATER:** Available at most berths.

**FUEL:** Only small quantities of O.M. diesel available by tank trucks.

**FIRE PRECAUTIONS:** Alcanport have a trained fire-fighting crew and fire hydrants installed at all strategic points. No-smoking on all wharves and in ship's holds.

**GANGWAY/DECK WATCHMEN:** Available if required.

**OPENING/CLOSING HATCHES:** Done by crew on bulk discharging. On general cargo, stevedores open and close hatches.

**CUSTOMS ALLOWANCE:** One carton (200) cigarettes allowed for each crew member. Wine and/or Spirits, one bottle for Officers and crew and 5–6 bottles to Master.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Royal Norwegian Consulate, Italian Consular Agent.

**REPAIRS:** Only minor deck and engine repairs.

**REPATRIATION:** Facilities convenient for crew changes.

**AIRPORT:** Modern airport, two flights per day.

**TIME:** GMT minus 5 hours. Daylight Saving Time applied from last Saturday of April until last Saturday of October of each year.

**HOLIDAYS:** New Year's Day; Easter Monday; St. John the Baptist Day; Labour Day; Confederation Day; Christmas Day. No work performed on these days.

**POLICE/AMBULANCE/FIRE:** Police 544–3355; Fire 544–3355; Ambulance 544–3331.

**TELEPHONES:** Telephone outlets at each berth; telephone can be put on main deck of vessels at no charge.

**SHORE LEAVE:** Crew members allowed ashore.

**AUTHORITY:** Aluminium Co. of Canada Ltd., PO Box 10, Port Alfred, Quebec. Tel. 544–3311. Telex: 011–36176. National Harbours Board, PO Box 760, Chicoutimi, P.Q. Port Manager, tel. 543–0261.

## PORT CARTIER, Quebec: 50.02 N. 66.47 W.

**DOCUMENTS:**

Deratisation Certificate.
Smallpox Vaccination Certificate.

*Immigration*

Crew List Form 1MM.200 in triplicate.

*Customs*

Report inwards (A.6) in triplicate.
Crew Declaration (Y.14) in triplicate.
Ship's Stores List (E.1) in triplicate.
Ship's Register.
Clearance from Last Port.
Manifest of cargo.

**PILOTAGE:** Compulsory. Pilots board about 1 mile off by tug-boat. Frequencies for VHF communication with Pilot and harbour office. Calling 156·8 megs. Receiving/transmitting 156·6 megs. Internal harbour (tugs and Pilots) 156·35 megs.

Vessels over 40,000 dwt. shall also provide accommodation ladder with rope ladder alongside. The landing platform of the accommodation ladder should be approximately 20 ft. above the water.

**APPROACHES:** The depth of water in the harbour from the entrance is 50 ft. at Mean Low Tide. The approach channel is 40 ft. at Mean Low Tide for a width of 1,000 ft. A depth of 54·5 ft. at Mean Low Tide is maintained in the channel for a width of 200 ft. on each side of the centre line of approach into the harbour.

**ANCHORAGE:** The recommended area is from position 50° 00′ 00″ N., 66° 47′ 00″ W., due North to position 51° 01′ 00″ N., 66° 47′ 00″ W., due North-eastward to position 50° 01′ 30″ N., 66° 45′ 00″ W., then due South to position 50° 00′ 30″ N., 66° 45′ 00″ W., and then due South-westward to position 50° 00′ 00″ N., 66° 47′ 00″ W.

**RESTRICTIONS:** Vessels with 50 ft. draft and over must sail on the tide. Tidal range 6 ft. to 12 ft.

**MAX. SIZE:** Max. size of vessel 1,000 ft. length, 170 ft. beam, max. draft 54 ft.

**HEALTH:** All vessels should 24 hours before arrival and during normal office hours (holidays and Sundays excepted) radio – "Quarantine Quebec" for radio pratique. Ships trading between Canada and the United States continuously and touching no other foreign port, since last granted Canadian pratique, comply with the above, only on first trip to Canada.

The quarantine message should contain: Name of vessel, Nationality of flag, Port of Departure, Destination, Type of cargo or in ballast, Number of crew and passengers, Health condition on board ship.

Vessels inspected by Port Health Officer soon as possible, in berth or not.

Persons not in possession of valid smallpox certificate are revaccinated if vessel arriving from suspect area.

Masters shall have ready for inspection:

Maritime Declaration of Health Form Q.S. 2001 in duplicate.
Deratisation Certificate.

All Smallpox vaccination certificates of crew and passengers if vessel is arriving from an Infected Port – otherwise not necessary.

Medical parades of crew may be conducted by the Port Health Officer on vessel's arrival alongside.

**RADIO:** Cable Address "Cartier" Port Cartier.

Vessels entering the Gulf from the Atlantic should keep watch on Halifax Radio for all traffic. During the ice season this station also issues an ice report and vessels should report to Ice Information Officer, Halifax N.S. 36 hours before entering the Gulf. Information as to time of reports and frequencies will be found in International Radio Aids to Navigation Manual.

| | | |
|---|---|---|
| Traffic List | 420 kHz | Even hours plus 50 GMT |
| | 2582/16·19 | Even hours plus 40 GMT |

Weather, Ice Reports and Notice to Shipping.

| | | | |
|---|---|---|---|
| Channel 59 | Receiving Frequency | 2582 kHz. | |
| Channel 26 and CW | Receiving Frequency | 161·9 mHz. | 1330 GMT<br>1830 GMT<br>0130 GMT |

When vessels are 36 hours from Port Cartier, they should keep W/T watch on VCK Seven Islands radio for traffic from this Port.

Seven Islands Calling and Receiving:

| | | | | |
|---|---|---|---|---|
| W/T Frequency | Calling | | 500 | kHz. |
| R/T Frequency | Transmitting | | 2582 | kHz. |
| | Calling | | 2182 | kHz. |
| | Receiving | | 2206 | kHz. |
| R/T (Duplex) | Transmitting | | 2582 | kHz. |
| | ,, | | 2514 | kHz. |
| | ,, | | 2550 | kHz. |
| | Receiving | | 2206 | kHz. |
| | ,, | | 2118 | kHz. |
| | ,, | | 2158 | kHz. |
| VHF | Calling | Port Cartier | 156·8 | mHz. |
| | Receiving & Transmitting | | 156·6 | mHz. |
| | Internal Harbour (Tug & Pilot) | | 156·35 | mHz. |

The Port Office telephone number is (418) 768–2485, and Telex number is 011–8–6422. It is also fitted with VHF on the frequencies mentioned above. The office is open to receive messages on a 24-hour basis. Radio and radio telephone traffic by a ship at anchor in the area off Port Cartier is permissible.

**ARRIVAL ADVICE:** *Ore Carriers:* Each vessel operator or its principal shall notify Quebec Cartier Mining at least two weeks prior to the expected arrival of each vessel at Port Cartier and Quebec Cartier Mining Company shall forthwith advise such vessel operator or principal whether it can accept the vessel at such time. An allowance of three days preceding and three days subsequent to the date so fixed will be made for the actual arrival of each vessel. If the vessel's actual arrival is not within such three-day period preceding or subsequent to the date fixed for its arrival. Quebec Cartier Mining Company may fix another arrival date for such vessel that will not interfere with other scheduled loading. Quebec Cartier Mining Company shall be kept fully advised of all vessel nominations, substitutions, cancellations, delays, sailing dates at Port Cartier of all vessels designated to accept delivery of ore at this Port.

ETAs – All vessels must advise ETA 72 hours, 48 hours and 24 hours, before arrival. If any change in ETA of more than one hour occurs after transmission of the 24 hour ETA, the vessel must send a corrected ETA immediately. These ETAs shall be submitted in local time at Port Cartier.

Vessels proceeding to Port Cartier will advise tonnage of cargo required and the amount and currency of funds required, if any in the 72 hour ETA message. In the 24 hour ETA the estimated time for pumping ballast after arrival alongside should be included. However, if because of weather or any other cause the estimated pumping time should change, the vessel shall notify Quebec Cartier Mining Company's Port Authority by an additional message.

All ships shall request docking instructions 2 hours before arrival.

Ships inbound for Port Cartier from Seaward between December 15th and April 15th should report to "Ice Halifax" 36 hours before passing Cape Ray for ice channel routing.

| | |
|---|---|
| Radiogram | Ice Halifax |
| Station Sydney Call Sign | VSC |
| Frequency | 489 kHz. CW |
| ,, | 2598 kHz. RT |
| ,, | 161·9 mHz. RT |

N.B. Ships trading in the Gulf of St. Lawrence during this period should avail themselves of the Canadian Government Publication "Ice Navigation in Canadian Waters".

*Grain Carriers:* ETAs: All vessels must advise "Cartier" Port Cartier, ETA 72 hours, 48 hours and 24 hours before arrival. If any change in ETA of more than 1 hour occurs after transmission of the 24 hour ETA, the vessel must send a corrected ETA immediately.

Vessels proceeding to Port Cartier will advise in the 72 hour ETA amount of grain required and amount of grain fittings if any required on arrival.

All ships are to request docking instructions 2 hours before arrival.

Ships inbound for Port Cartier from Seaward between December 15th and April 15th should report to "Ice Halifax" 36 hours before passing Cape Ray for ice channel routing.

| | |
|---|---|
| Radiogram | Ice Halifax |
| Station Halifax Call Sign | CVS |
| Frequency | 489 kHz. CW |
| ,, | 2598 kHz. RT |
| ,, | 161·9 mHz. RT |

*Coasting Vessels:* (Vessels that do not make voyages outside Canadian waters.)

Cable Address "Cartier" Port Cartier.

ETA: All vessels should advise ETA 24 hours before arrival. If any change in ETA of more than 1 hour occurs after sending 24-hour notice, vessel should send corrected ETA immediately.

The Port Office telephone number is (418) 768–2485, and telex number is 011–8–6422. It is also fitted with VHF. The office is open to receive messages on a 24-hour basis. Radio traffic by a ship at anchor in the area of Port Cartier is permissible.

All ships are to request docking instructions 2 hours before arrival.

**TUGS:** Compulsory. Meet vessel outside harbour under instructions from pilot. Tug lines used at all times. Two tugs of 3,800 h.p. available.

**BERTHING:** North dock 2,500 ft. long includes berth No. 1 West berth, length 1,000 ft., for ore loading, and berth No. 4 East berth, length 1,500 ft., for standby or emergency use only. The South dock length 1,480 ft. includes berth No. 2 West berth for discharging grain, and berth No. 3 East berth for loading grain. Tanker berths also located on the South dock. Berth No. 5 on the South side of the South dock for general cargo use by coastal vessels only. Coastal vessels also use berths No. 2 and 3 when permitted by the Port Authority.

Vessels cautioned not to use anchors in harbour in case of damage to bubbler system installed on the bottom of harbour. The bottom is smooth surface rock and anchors are of very little value.

Faces of all berths fitted with rubber tyre fenders. All mooring ropes and wires should have eyes at least 8 ft. in diameter.

**MEDICAL:** Hospital facilities and dentist available.

**TANKERS:** No facilities for slop discharge.

**DENSITY:** Has been known to vary slightly between 1025 and 1021, but is considered salt.

**FRESH WATER:** Available to all vessels at Berths No. 1, 2, 3 and 5 with connections conveniently located. Rate of approximately 50 tons per hour. The fresh water line is 6 in. with 2½ in. standard Quebec hose, male connection of 7 threads to the inch. Necessary connections and hoses are to be furnished and handled by vessel.

If required, fresh water can be supplied to vessels at anchor. Maximum amount per trip 50 tons. Cost per trip $200.

**FUEL:** Available at Berths No. 1, 2 and 3 for Bunker "C" marine diesel and/or any specialised blend and connections are positioned for ready supply to all vessels. All bunker requirements are directly supplied by Gulf Oil Canada Limited, and proper credits should be established. Bunker "C" can be supplied at approximately 2,700 barrels per hour. Marine diesel oil can be supplied at approximately 2,400 barrels per hour. Bunker "C" line is 10 in. with 6 in. reducer flange connection. Marine diesel oil line is 8 in. with 4 in. reducer flange connection. There is no coal available at this port.

Vessels nominated for Port Cartier and required to anchor awaiting a berth, which in the meantime require bunkers, will be permitted to enter the harbour, if a berth is available with bunkering facilities, for the purpose of bunkering, and shall then return to anchor. The fee for this service shall be $300 plus second tug when used; and applicable line handling charges when used.

**GANGWAY/DECK WATCHMEN:** Not necessary. Security guards obtainable on request.

**OPENING/CLOSING HATCHES:** Normally done by crew.

**CUSTOMS ALLOWANCES:** Canada Customs regulations allow each crew member to have in his possession for his personal consumption 200 cigarettes, 50 cigars and 2 lbs. tobacco; also 40 oz. of spirituous liquor or wine or 24 pints of beer or ale. All quantities must be declared on Crew Declaration Form Y–14 along with all personal effects such as Radios, Cameras, Tape Recorders, Binoculars, Souvenirs, etc., plus serial numbers of these items.

N.B. Masters of vessels are advised that tobacco items and spirits in excess of these amounts in possession of crew members should be collected and placed in bonded stores prior to the vessel's arrival in order to speed up the clearance of the vessel.

**IDENTIFICATION CARDS:** Not necessary.

**REPAIRS:** Only minor repairs possible.

**REPATRIATION:** Crew changes and repatriation can be carried out.

**AIRPORT:** Nearest airport is Seven Islands about 40 miles by road. Services to Quebec City and Montreal, 4 flights daily.

**TIME:** Port Cartier is located in the Eastern Standard Time Zone (GMT less 5 hours). Daylight Saving Time is observed from last Saturday in April to last Saturday in October.

**HOLIDAYS:** Ore vessels not loaded on New Year's Day (January 1st), and Christmas Day (December 25th), nor from 0800 hours Sunday to 1600 hours Sunday nor during the same period on the following holidays: Good Friday; St. Jean Baptiste Day (June 24th); Dominion Day (July 1st); First Monday of August; Labour Day (First Monday of September); Thanksgiving Day (Second Monday of October); Immaculate Conception (December 8th).

**POLICE/AMBULANCE/FIRE:** Police 766–2233; Ambulance/Fire 768–2300.

**TELEPHONES:** No direct connections to vessels. Available on berths.

**GENERAL:** Vessels which have completed discharging of grain and are to load iron ore should have ratguards fitted to all mooring lines at all times.

**SERVICES:** Electronic repair services to navigational equipment. Should be requested in advance.

**SHORE LEAVE:** Permitted.

**DELAYS:** Occasionally Easterly weather conditions may delay vessels berthing.

**GENERAL: Grain vessels:** Vessels ordered to anchor should do so in the recommended Anchorage. Failure to do so may result in delays to vessels from being boarded by Port and Government Authorities.

Vessels arriving in ballast should ensure they are in good trim for safe handling into the harbour, bearing in mind the loading rate so as not to cause any delay in loading due to deballasting. However, should a vessel not be sufficiently ballasted at the time of proceeding into the harbour, the pilot may request further ballasting depending on the prevailing weather conditions. If in doubt, Master should contact the Port Office by radio telephone.

Vessels should have main engines and deck machinery operable at all times. when alongside the berth. Permission contrary to the above must be obtained from the Port Authority through the Agent.

Vessels usually dock starboard side at the Grain Berth.

Tankers and OBO vessels having discharged Petroleum products at last port and not in possession of a Gas Free Certificate by an independent Chemist will advise accordingly in the 72 hour ETA, and arrangements will be made to have a chemist available on arrival at vessels expense.

All vessels discharging or loading grain will at all times have adequate ratguards on all mooring lines.

**Ore carriers:**

*Loading Conditions:* Quebec Cartier Mining Company will load ore at Port Cartier into vessels conforming with the Specifications hereinafter set forth. Quebec Cartier Mining Company has installed equipment at Port Cartier having a rated capacity for free loading at 6,000 gross tons per hour. Any trimming beyond that necessary for the safety of the vessel which is desired by the vessel and is consented to by Quebec Cartier Mining Company and which must be limited to lower holds, shall be at vessels expense.

*Loading Minimum and Vessel Specifications:* Each vessel designated to accept delivery of ore at Port Cartier, must conform in construction to the following specifications and conditions:

1. Not less than 4 ore hatches of at least 18 feet square, except Great Lake Bulk carriers where the minimum width of hatches shall be 9 feet, to accept Ore Cargo direct from loading tower at Port Cartier.
2. All vessels nominated must be suitable for the loading and the transportation of concentrates and capable of taking the entire cargo to be loaded in the lower holds without "peak-up" above the between deck levels. The vessel shall load and stow in accordance with the Canada Shipping Act and Regulations promulgated thereunder.
3. Hatch opening sufficiently clear of obstruction on deck to permit free and direct contact with loading tower.
4. In case of combination Ore Carrier and Tanker type vessels, the Master must present a Gas Free Certificate before Notice of Readiness will be accepted.

*Rules and Regulations*

Ships will be loaded in regular turn of vessels arrival off Port Cartier provided they present with hatches open and do not have ballast pumping time which will exceed the loading time. In the event a vessel cannot take on ore for any period of time while at Berth No. 1, it may be required by the Port Authority to leave the berth at its cost and shall be obligated to resubmit Notice of Readiness. Quebec Cartier Mining Company's Port Authority will be the final Arbitrator in case of dispute.

Any vessel which discharges a cargo of grain and is to load a cargo of iron ore will be considered in turn for loading only after the vessel has completed discharging grain and is in all respects clean and ready to receive iron ore.

Loading plan must be presented to the loading foreman on arrival at the berth.

Ships will leave the loading berth immediately on completion of loading. If any delays occur on documentation, crew members missing, etc., ship will leave the dock and all matters will be handled from anchorage or another berth.

All shipboard work necessary for docking and loading, including but not limited to line handling and tending, opening and closing hatches, and normal deck cleanup, shall be done by the vessel's crew.

Any owner or charterer with more than one vessel awaiting turn to load may interchange his vessels, provided they are of comparable capacity (deadweight). Any interchange of turn must be arranged with and have the approval of Quebec Cartier Mining Company.

All weights shown on the Bill of Lading and/or Manifest will be the same as recorded on the weighing facilities of Quebec Cartier Mining Company.

The Port will be in operation 24 hours a day, 7 days a week; however, ore vessels will not be loaded on New Year's Day (1st January), and on Christmas Day (25th December), nor will they be loaded from 0800 hours Sunday to 1600 hours Sunday, nor during the same period on the following holidays: Good Friday; St. Jean Baptiste Day (24th June); Dominion Day (1st July); First Monday of August; Labour Day (First Monday of September); Thanksgiving (Second Monday of October); Immaculate Conception (8th December).

Arrangements have been made so that loading operations will commence as soon as possible after the vessel's arrival at the loading berth.

Vessels which have completed discharging of grain and are to load Iron Ore should have ratguards fitted to all mooring lines at all times.

Vessels ordered to anchor, should do so in the recommended area as shown under Anchorage. Failure to do so may result in delays to vessels from being boarded by Port and Government Authorities.

Vessels arriving in ballast should insure they are in good trim for safe handling into the harbour, bearing in mind the loading rate, so as not to cause any delay in loading due to deballasting. However, should a vessel not be sufficiently ballasted at the time of proceeding into the harbour the Pilot may request further ballasting, depending on the prevailing weather conditions. If in doubt the Master should contact the Port Office by Radio Telephone.

Vessels should have main engines and deck machinery operable at all times when alongside the berth. Permission contrary to the above must be obtained from the Port Authority through the Agent.

Vessels usually dock port side to at Ore Berth.

Ore-Oil and OBO vessels having discharged petroleum products at last port and not in possession of a Gas Free Certificate by an independent chemist will advise accordingly in the 72 hour ETA, and arrangements will be made to have chemist available on arrival at vessel's expense.

*General Instructions in Preparing Vessels' Holds to Accept Iron Ore*

Quebec Cartier's iron ore is a type of iron ore concentrate which weighs on the average 192 lb. per cubic foot, and stows at approximately 12–13 cubic feet per gross ton.

The iron ore contains an average moisture content from 1·5% to 2·3%, and could sometimes in the Summer season be shipped at as high as 4%. The character of this ore is self draining. It will retain moisture up to about 1·5%, but all moisture over and above this will drain on compaction of the material, and also, if the ore is left for long periods in stock-pile or in the hold of a vessel, this drainage of moisture will sometimes leave a considerable quantity of water in the hold of the vessel, and could cause some inconvenience when discharging the cargo. For this reason all bilge strums or wells should be sounded regularly and pumped out at regular intervals so as to keep the bottom of the hold as dry as possible.

Quebec Cartier's iron ore is considerably abrasive, and could cause damage to bilge pumps. Masters of vessels are advised to cover all bilge strums or wells with burlap in a similar manner as when receiving a grain cargo in bulk; so as to permit a free flow of the water and retain the iron ore in the hold of the vessel.

All holds for the acceptance of this cargo should be clean prior to the arrival of the Vessel.

**AGENT:** Quebec Cartier Mining Company, Port Office, PO Box 1130, Port Cartier, P.Q. Canada. Tel. 768–2400. Telex: 011–8–6422.

## PORT COLBORNE, Ontario: 42.52 N. 79.15 W.

Refer to "St. Lawrence Seaway" for important general information.

**DOCUMENTS:** All documentation carried out by Authorities in Montreal. Only when vessels have called at United States port after departing Montreal will any changes in documentation be necessary, which will consist of a United States Customs Clearance Certificate, to be available on board.

Immigration papers.
One copy QS2 (Health Certificate).
3 Stores Lists.
Crew Personal Effects List.
Customs Clearance.

All of the above will have been stamped in Montreal.

**PILOTAGE:** Pilots available at Port Weller (upbound) and at Sarnia (downbound).

**ANCHORAGE:** In Lake Erie, beyond the 3-mile fairway buoy at entrance to Port Colborne Harbour.

No anchorage available outside those allocated by the St. Lawrence Seaway Authority, except those vessels waiting to unload at N.H.B. facilities only can moor temporarily on the inner breakwater West of the N.H.B. elevator with permission from the N.H.B. elevator manager.

**RESTRICTIONS:** Navigation season approximately from April 1st to December 15th. Channel depth 27 ft. dependent on Lake level.

**MAX. SIZE:** 730 ft. length, 75 ft. 6 in. beam, 26 ft. draft.

**HEALTH:** Pratique granted at Montreal.

**TUGS:** One available locally, 1,600 h.p.

**BERTHING:** East Side Wharf: 2,600 ft. long, depth alongside 28 ft. West Side Wharf: 5,000 ft. long, depth alongside 15 to 28 ft. NHB Elevator: 700 ft. long, depth alongside 22 ft.

**MEDICAL:** Local hospital at Port Colborne. All assistance available.

**DENSITY:** Fresh water.

**FRESH WATER:** Available at West Side Wharf.

**FUEL:** All grades available from oil company berths at West Side Wharf.

**REPAIRS:** Lay-up berth at West Side Wharf, 15 ft. alongside. Local repair shops for boiler, engine and above deck repairs.

**AUTHORITY:** St. Lawrence Seaway Authority, Welland Canal and National Harbours Board, West Pier, Port Colborne, Ontario L3K 5V8.

## PORT HAWKESBURY AND STRAIT OF CANSO, N.S. (See Plan)

**PORT LIMITS:** Port Hawkesbury and Mulgrave harbour limits are from a line joining Melford Point and Bear Head, and the Canso Causeway.

**DOCUMENTS:**

3 copies Crew Declaration, Form Y14 (IMCO Form 5 acceptable).
3 copies Store List, Form E1.
3 copies Immigration Crew List, Form IMM200.
3 copies Inward Report, Form A6.
2 copies Shipping Report, Form S1.
3 copies Outward Report, Form A6.
Completed Maritime Declaration of Health, Form QS2001.
Valid Derating Certificate.
International Vaccination Certificates for Crew Members.
Complete copy of Manifest for Goods to be Discharged in Canada.
Clearance from Last Port.

Tankers must be in possession of Canadian Compliance Certificate, valid for 2 years, or have arrangements made to receive one.

**CANSO MARINE TRAFFIC REGULATING ZONE:** A marine traffic regulation system is in operation for the area of the Strait of Canso, including Chedabucto Bay, St. George's Bay and the approaches thereto.

All vessels of 65 ft. registered length and over are required to establish communication with the Eddy Point Marine Aids Cetren 12 hours before entering the waters designated as the Canso Marine Traffic Regulating Zone.

Vessels requiring initial clearance to enter the Canso Marine Traffic Regulating Zone are required to make an application through a marine radio station to "Eddy Point Traffic" in the following form:

- (*a*) Name of ship and call sign.
- (*b*) Position of the ship.
- (*c*) ETA at the limit of the zone.
- (*d*) Ship's destination and last port.
- (*e*) Ship's draft.
- (*f*) Description and weight of pollutants carried.
- (*g*) Pilotage requirements.
- (*h*) Deficiencies in shipborne navigational aids, equipment and ship's machinery.

The Regulating Centre will give to any ship on request such information on traffic, weather, or other conditions as is known to the centre.

**ICE:** Ice Advisory and Shipping support Service is provided from mid-December to the end of the ice season. Information regarding ice conditions are broadcast regularly and special reports will be obtained on request from "Ice Sydney" through Sydney radio (VCO).

Local reports are included in a routine information broadcast on VHF by "Eddy Point Traffic" at half hourly intervals.

Masters are cautioned that it may be necessary to remove certain buoys in Chedabucto Bay and the Strait of Canso during the ice season, and it is recommended that Masters request information on their deposition from "Eddy Point Traffic" prior to entering the Canso Marine Traffic Regulating Zone.

**PILOTAGE:** Pilotage is compulsory. Pilotage boarding stations:

Strait of Canso, Northern Approach: 45° 42′ 42″ N.
61° 29′ 12″ W.
Strait of Canso, Southern Approach: 45° 24′ 00″ N.
61° 01′ 00″ W.

Vessels must report by radio-telephone or radio-telegraph their ETA's to the Eddy Point Marine Aids Centre, 12 hours before the vessel's ETA. Time used must be GMT. ETAs must be confirmed or corrected not more than 8 hours later nor less than 4 hours prior to the new ETA.

Canso pilot boat guards Channel 14 whilst in the area of Chedabucto Bay approach and Channel 12 whilst in the area of St. George's Bay approach.

**ANCHORAGES:** In the interests of safe navigation, anchorage berths for vessels of 65 ft. registered length have been established.

Anchorages "A" to "F" are situated in Chedabucto Bay in water depths from 14 to 26 fathoms.

Anchorages "G" to "O" are situated in Inhabitants Bay in water depths from 5 to 8 fathoms.

**HEALTH:** Masters arriving from a foreign port are requested to obtain pratique by radio from "Quarantine Halifax" at least 12 hours before arrival. Information required by the Quarantine Officer should include:

- (*a*) Name and nationality of the vessel.
- (*b*) Last port or ports of call.
- (*c*) Nature of cargo.
- (*d*) Number of crew.
- (*e*) Number of passengers, if any.
- (*f*) Port of destination.
- (*g*) Name of agent.
- (*h*) Condition of health of all on board with details of any sickness or death occurring during the voyage.

Free pratique will then be granted by radio.

**MAX. SIZE:** Tanker of 326,000 dwt. can be accommodated. See also "Berthing".

**RADIO:** Halifax (VCS) Continuous year round. 500, A2; 2,182, A3; 156·8; F3 also 4, 6, 8, 12, 16, 22 MHz bands.

Sydney (VCO) Continuous year round. 500, A2; 2,182, A3, 156·8, F3.

Canso (VAX) Continuous year round. 2,182, A3; 156·8, F3.

Grindstone, Magdalien Island (VCN) Continuous year round. 500, A2; 2,182, A3; 156·8, F3.

Canso Locks (VAZ3) Continuous during navigation season. 2,182, A3; 156·8, F3.

**TUGS:** Two tugs of 3,400 bhp and 40 ton bollard pull operate in the area, these tugs are under contract to Gulf Oil Canada Limited and are available, operational conditions at their Ocean Terminal permitting, for use at other berths in the port subject to the terms of the United Kingdom Standard Towage conditions.

**BERTHING:** *Gulf Oil Canada Ltd., Ocean Terminal, Point Tupper:* Situated at Wright Point and is a "T"-shaped structure providing two berths for tankers. Outer berth No. 1, has accommodated vessels up to 326,000 dwt. and has a least depth of 100 ft., inner berth No. 2 can accommodate vessels up to 50,000 dwt. with a least depth of 75 ft.

Berth No. 1 is equipped with 8 hydraulically operated loading arms, each fitted with a speed-seal hydraulically operated manifold coupling.

| *Loading arm* | *Coupling* | *Purpose* | *Rate* |
|---|---|---|---|
| 11 | 16 in. | Mammoth tanker ballasting | 25,000 bph |
| 12 | 10 in. | Vessel bunker | 10,000 bph |
| | | Cargo bunker | 10,000 bph |
| 13 | 16 in. | Cargo bunker | 25,000 bph |
| | | Crude | 25,000 bph |
| | | Ballast discharge | 25,000 bph |
| 14 | 16 in. | Crude | 25,000 bph |
| 15 | 16 in. | Crude | 25,000 bph |
| 16 | As No. 13 | | |
| 17 | As No. 12 | | |
| 18 | As No. 11 | | |

Berth No. 1 is connected by 2–42 in. lines to the crude tank farm with an average pumping distance of 7,750 ft., tank base being at an elevation of 90 ft. No booster pumps are provided.

Berth No. 2 is equipped with 6 hydraulically operated loading arms each fitted with a speed seal hydraulically operated manifold coupling.

| *Loading arm* | *Coupling* | *Purpose* | *Rate* |
|---|---|---|---|
| 1 | 8 in. | Vessel bunker | 2,500 bph |
| 2 | 12 in. | Cargo bunker | 12,000 bph |
| | | Ballast discharge | 25,000 bph |
| 3 | 12 in. | As No. 2 | |
| 4 | 10 in. | Premium gasoline | 10,000 bph |
| | | Regular gasoline | 10,000 bph |
| 5 | | Naphtha | 10,000 bph |
| 5 | 10 in. | Stove oil | 10,000 bph |
| | | D-40 | 10,000 bph |
| | | D-20X | 10,000 bph |
| | | D-25 | 10,000 bph |
| | | Jet | 10,000 bph |
| 6 | 8 in. | Vessel bunker | 2,500 bph |

Product tanks are situated 3,920 ft. for bunker to 6,400 ft. for gasolines from the berth.

Vessels will be expected to berth with manifold blinds removed, sea valves sealed and locked, pumps and pipe-lines set ready to commence discharge of cargo or ballast immediately on connection of loading arms and on verification of the discharging/loading procedure between the master or his delegate and the terminal's representative.

On termination of the cargo transfer, the vessel will be required to vacate the berth, if loading, on the completion of gauging, sampling and documentation; if discharging upon ballasting to a draft consistent with the weather conditions prevailing.

Suitably equipped vessels will be able to maintain VHF radio communication with the terminal control room during the cargo operation.

Fresh water and fuel are available for calling tankers on both berths.

A gangway will be provided on berth No. 1, but will require the assistance of ship's personnel in positioning the ladder, only in instances when the ship's superstructure or other obstruction prevent the use of the terminal's gangway should arrangements be made to use the ship's gangway.

*Gulf Oil Canada Ltd. Marketing Marine Terminal.* This termina situated at Peebles Point is a three-cell wharf capable of berthing ships up to 710 ft. in length with a least depth alongside of 37 ft. 6 in. The wharf is connected by an 840 ft. walkway to the shore. The wharf serves a product distribution depot and for vessel bunkering purposes. Bunkers available, fresh water not available.

*Nova Scotia Forest Industries Wharf.* Situated at Madden Point and serves the pulp and paper manufacturing facility, the wharf is 425 ft. long, with dolphins extending a farther 100 ft. from each end of the wharf, depth alongside 26 ft. at low water. Fresh water available bunkers not available.

*Georgia Pacific Corporation Terminal.* Situated at Point Tupper, this gypsum loading facility consists of a series of dolphins capable of mooring a ship over 700 ft. in length and has a minimum depth of 32 ft. low water. Conveyor system from plant to centre of dolphins. No fuel oil or fresh water available.

*Port Hawkesbury Department of Transport Wharf.* Berthing length 50 ft., depth of water alongside 18 ft. No fresh water, no bunkers.

*Mulgrave Department of Transport Wharf.* Berthing length 940 ft. depth of water 18 to 25 ft. Used for wood pulp and general cargo loading/discharging rail tracks, fresh water available, fuel oil delivered by truck, no cranes or permanent hoist.

**BALLAST:** All ballast must be pumped ashore. Ballast receiving facilities are situated 5,250 ft. from the berths. Disposal of ballast water overside is strictly prohibited and any pollution of the Strait will result in heavy claims and fines. The terminal will in the case of an oil spill take such steps as may be deemed necessary to figh the pollution before it spreads. If the spill is due to faulty equipmen or material on the vessel or to negligence on the part of the ship' personnel, the terminal shall be indemnified for any expense incurre in connection with the preventative action taken. No ballast is to b taken from the Strait unless required for the ship's clean permanen ballast system. Clean ballast for the cargo tanks will be by termina pumps.

**MEDICAL:** Masters are required to give early advice to their agen regarding medical and dental attention requirements, hospitalisation cases will be referred, Antigonish, 40 miles distant.

**DENSITY:** 1025. Influenced by Spring thaw run-off.

**FRESH WATER:** Available in limited quantities.

**FUEL:** Available, vessels requested to give 72 hours notice o requirement, quantity and specification.

**CONSULS:** See "Halifax".

**REPAIRS:** Breton Industrial and Marine perform hull and machinery repairs to vessels afloat. Radio and radar service is availab locally, the vessel's agent should receive early advice of repa requirements.

**GANGWAY/DECK/WATCHMEN:** Usually ships crew.

**CUSTOMS ALLOWANCES:**

Tobacco: 200 cigarettes or 50 cigars or 2 lb. tobacco per perso per week. Wines/spirits: Total of 40 ounces per person over 1 years old.

Subsequent issues may be authorised to crew members of foreig vessels, but the maximum quantity any crew member may hold any time must not exceed 300 cigarettes, or 75 cigars, or three pounds of tobacco and 60 ounces wines/spirits.

Crew personnel effects such as radios, tape recorders, binoculars, etc., should be declared on manifest.

**REPATRIATION:** Crew changes and repatriation permitted.

**AIRPORT:** Regular services by Air Canada from Halifax International Airport 150 miles distance, and from Sydney Airport 90 miles distant. Charter flights by small aircraft can be arranged from Port Hawkesbury Airport to Halifax and Sydney.

**SUPPLIES:** Provisions and bonded stores can be supplied locally but Masters are advised that to avoid delays, their Agent should be notified prior to arrival on their requirements, particularly, for deck and engine stores as these may have to be obtained from Halifax.

Laundry facilities are available and in order to expedite the service, Masters should request their agent to have a representative to attend on arrival.

Supplies of stores will have to be conveyed to tankers by stores boat or barge.

**TIME:** GMT minus 4 hours. Last Sunday in April, clocks advanced one hour, last Sunday in October, clocks retarded one hour.

**POLICE/AMBULANCE/FIRE:** Police 625–2220; Ambulance 625–2929 or 625–1911; Fire 625–2838.

**SHORE LEAVE:** Permitted.

**DEVELOPMENTS:** Simultaneous with an announcement by Nova Scotia Refining Company of the construction of a 200,000 barrels per day refinery, the Nova Scotia Government announced the construction of a common-user oil terminal to be sited on the Mulgrave side of the Strait of Canso.

**CANSO CAUSEWAY CANAL:** Maximum vessel dimensions, length 715 ft., width 75 ft., draft 28 ft., vessels with draft greater than 28 ft. and not more than 30 ft. may proceed through with special permission of the Canal Superintendent. Depth of water on the North and South approach mooring berth is 32 ft. During the months December to April Masters should consult with Ice Operations, Sydney, whether lock in operation.

## POWELL RIVER, B.C.: 49.52 N. 124.33 W.

**DOCUMENTS:**

Customs Clearance from last port.

Manifest for goods to be off-loaded and "In Transit" cargo tonnage.

Duplicate Pratique for vessels arriving from ports other than U.S. ports.

Cdn. Immigration Crew List, (Imm. 200) required in triplicate.

Passenger List in triplicate.

Seamen's passports and I.D. cards should be available when arriving from sea.

**PILOTAGE:** Payment compulsory. Incoming ships take pilot at Race Rocks, near Victoria. Pilotage District of British Columbia.

**ANCHORAGE:** No suitable anchorage is available in Powell River area. Vessels usually anchor in English Bay.

**RESTRICTIONS:** No linesmen available between 2359 hours and 0700 hours.

**MAX. SIZE:** Up to 600 ft. LOA. 32 ft. draft.

**HEALTH:** Duplicate pratique for first port of call. See also "Montreal".

**RADAR/VHF:** None. Pilots are in contact with tugs and mill office using walkie/talkies.

**TUGS:** Two tugs available, 300 to 350 h.p.

**BERTHING:** Berth No. 1 requires a tug when berthing only. Berth No. 2 and Clay Dock are at Pilot's discretion. Accommodation: Channel depth 30–35 ft. LW. Three private piers; pier A with berth No. 1, 500 ft. long, depth alongside 30 ft. LW., Berth No. 2, 482 ft. long, depth alongside 35 ft. LW.; pier B with Berth No. 3, 300 ft. long, berth No. 4, 400 ft. long, Berth No. 5, 130 ft. long, and berth No. 6 375 ft. long, depths alongside 30 ft. LW.

One 30-ton crane, three 10-ton elevators, one 6-ton travelling crane.

Dock storage for 10,000 tons. Government wharf at Westview (3 miles S.E.) 350 ft. long with berths of 100 ft., depth alongside up to 30 ft. LW. LV 7,172 n.r.t., 28½ ft. draft.

**STEVEDORES:** None. Local longshoremen only. Supercargoes are sent from Vancouver to assist in loading vessels. Longshoremen are members of Papermakers' Union.

**MEDICAL:** Powell River General Hospital and port doctor available. Complete medical services provided.

**TANKERS:** Bunker oil supplied by company barges.

**FRESH WATER:** Unlimited supply, no charge.

**FUEL:** Fuel oil, diesel, and gasoline available.

**DEVELOPMENTS:** Extensive developments in planning stage.

**GANGWAY/DECK WATCHMEN:** On request.

**OPENING/CLOSING HATCHES:** By crew prior to arrival and departure.

**CUSTOMS ALLOWANCES:** 300 cigarettes, or 50 cigars, or 1 lb. tobacco on arrival. Issues every 7 days. 60 oz. or 2 cases beer on arrival. Issues every 7 days.

**IDENTIFICATION CARDS:** Keep available for inspection.

**CONSULS:** Available at Vancouver, B.C.

**AIRPORT:** Two flights per day to Vancouver International Airport. Four miles from docks.

**TIME:** Pacific Standard Time.

**HOLIDAYS:** Union Contract. Usual holidays are New Year's Day, Easter Monday, Labour Day and Christmas Day, every second Sunday.

**TELEPHONES:** Ship's telephone available.

**SERVICES:** Normal ship servicing, cleaning tanks, compass and radar repairs are arranged in Vancouver.

**SHORE LEAVE:** Permitted.

**AGENT:** Powell River Shipping Services Ltd., Box 74, Powell River B.C. Office, 483–4232.

## PRESCOTT, Ontario: 43.44 N. 75.31 W.

For important General Information refer to "St. Lawrence Seaway".

**DOCUMENTS:** See "Montreal".

**PILOTAGE:** Arranged through Agents – Montreal.

**ANCHORAGE:** Seaway Anchorage.

**MAX. SIZE:** Up to 27 ft. draft.

**HEALTH:** See "Montreal".

**RADIO:** Seaway Stations.

**TUGS:** Two tugs available.

**BERTHING:** *N.H.B. Facilities*

| *Berth* | *Length* (ft.) | *Depth alongside* (ft.) |
|---|---|---|
| Grain Unloading Berth | 1,300 | 27 |
| Grain Loading Berth | 930 | 27 |
| Shed Berth | 1,450 | 27 |
| Salt Dock Berth at Shed | 1,450 | 27 |
| Salt Dock Berth Up-stream Pier | 620 | 27 |

*Private Facilities:*

| *Berth* | *Length* (ft.) | *Depth* (ft.) |
|---|---|---|
| Salt Dock | 1,450 | 27 |
| Coal-Salt Dock (Upstream side) | 620 | 27 |

*Grain Facilities:* Puseott Elevator, capacity 5,500,000 bushels, eleven spouts available. Loading capacity 80,000 bushels/hour, depending on type of vessel and conditions.

**STEVEDORES:** Stevedores arranged by Montreal Agents.

**MEDICAL:** Nearest hospital located at Brockville. Ambulance service available at Prescott.

**DENSITY:** No tide – seaway density.

**FRESH WATER:** Available.

**FUEL:** Arranged with Montreal Agents.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Ship's crew.

**CUSTOMS ALLOWANCES:** Tobacco: No limit. Wine and/or Spirits: No limit.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** None.

**REPAIRS:** Small repairs available.

**AIRPORT:** 125 miles to Montreal – served by regular airlines.

**TIME:** Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.

**HOLIDAYS:** See "Montreal". Work can be arranged on holidays.

**POLICE/AMBULANCE:** Prescott – Police 925–3131; Ambulance 925–4901.

**TELEPHONES:** Arrangements can be made to place telephones on board.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** National Harbours Board, River Road East, Prescott, Ontario KOE 1TO. Tel. 925–4228.

## PRINCE RUPERT, B.C.: 54.19 N. 130.19 W.

**DOCUMENTS:** See also "Vancouver".

Crew List (Imm. 200) 2 copies.

List of Ship's Stores (E.1) 3 copies at 1st Canadian Port.

Personal Possession List (Crew Declaration Y.14) 3 copies at 1st Canadian port.

**PILOTAGE:** Compulsory. Telegraphic address: "Pilots Victoria" 48 hours notice required. VHF Channels 6, 11 and 16. Pilot boat 60 ft. vessel, black hull. Boarding station one mile radius from Triple Island. Safe sector of approach 060 True through East to 135 True. Heavy weather, North of Lucy Island.

**ANCHORAGES:** Vessels will find anchorage anywhere in harbour. Usual anchorage position with Wolfe Island bearing 270°, Pilsbury fog bell bearing 196°, 20 fathoms at low water, mud bottom.

**RESTRICTIONS:** Nil on Prince Rupert Harbour. Porpoise Harbour, slack water and daylight. Swept to 23 ft. at low water.

**MAX. SIZE:** Vessels of 630 ft. and 36 ft. draught have entered. Larger vessels can be accommodated.

**HEALTH:** Prince Rupert is an unorganized port and pratique is granted for this port only. Officials board at berth. Pratique is automatic when vessel has called at ports in southern mainland. See "Montreal".

**RADIO:** Prince Rupert Radio VAJ 500, 2182, 1630.

**TUGS:** Join vessel off berth. Either ship's or tug's lines may be used. No extra charge for tug's lines.

**BERTHING:**

*Private Facilities*

| *Berth* | *Length (ft.)* | *Depth alongside (ft.)* | *Utility and general remarks* |
|---|---|---|---|
| Northland Dock | 460 | 27 | General and containers |
| Columbia Cellulose Chemical Wharf | 40 | 30 | Chemical Handling |
| Celgar Pier | 1,500 | 35 | 1,100 ft. Suitable for berthing – pulp handling |
| Shell Oil | 100 | 30 | Fuels – Marine use |
| Standard Oil | 175 | 35 | " " " |
| Gulf Oil | 100 | 35 | " " " |
| Home Oil | 100 | 35 | " " " |
| Imperial Oil | 210 | 37 | " " " |
| Albert & McAffrey | 300 | 18 | 4 Sections total – general cargo |
| Babcock Fisheries | 270 | 27 | Fish Handling Terminal |
| Atlin Fisheries | 350 | 29 | " " " |
| Royal Fisheries | 80 | 20 | " " " |
| B.C. Packers Ltd. | 240 | 10–24 | " " " |
| *N.H.B. Facilities:* | | | |
| Ocean Dock | 495 | 35 | |

*Grain Facilities*

| *Elevator No.* | *Capacity in bushels* | *Loading galleries at berths* | *Loading capacity bushels per hour* | *Remarks* |
|---|---|---|---|---|
| Canadian Government Grain Elevator | 2,500,000 | 1 | 15,000 each shipper Total 75,000 bushels per hour | Berth length 1,013 ft.<br>Depth at LW – 37 ft.<br>Total of 5 shippers |

**STEVEDORES:** Gangs arranged through Agent. Main commodities for export: Grain – loading rate up to 13,000 tons per day. Pulp – 25 tons per gang hour. Lumber – 20,000 FMB per hour – packaged.
**MEDICAL:** Hospital facilities available.
**DENSITY:** Variable, 1013 to 1025.
**FRESH WATER:** Available at all berths.
**FUEL:** Marine diesel and heavy fuel oil available from tanks or tank car by arrangement. No berths for bunkering ocean-going vessels.
**GANGWAY/DECK WATCHMEN:** Not required.
**OPENING/CLOSING HATCHES:** This work is carried out by stevedores except for specially constructed hatches such as McGregor.
**CERTIFICATES:**

Safety Equipment.
Cargo Ship Certificate.
Safety Radio.
Derat.
Load-line.
Cargo Gear Book and Certificates.

All subject to inspection on arrival.
**CUSTOMS ALLOWANCE:** Tobacco, 50 cigars or 200 cigarettes or 1 lb. of tobacco. Wine and Spirit, 1 bottle per officer.
**CARGO GEAR:** Cargo Gear Book to be ready for inspection. At first Canadian Port it is advisable to have derricks lowered on arrival.
**IDENTIFICATION CARDS:** Not required.
**REPAIRS:** Minor repairs deck and engine room.
**DRY DOCKS:** Two small slipways for 150 ft. vessels.
**AIRPORT:** Two flights daily to Vancouver, B.C. Travelling time to airport about one hour.
**TIME:** Zone plus 8 Pacific Standard Time. Last week in April to last week in October is Summer Time, clocks advanced one hour.
**HOLIDAYS:** New Year's Day (No work); Good Friday; Easter Monday; Queen's Birthday; Dominion Day; Labour Day (No work); Thanksgiving Day; Remembrance Day; Christmas Day (no work); Boxing Day (no work).
**POLICE/AMBULANCE/FIRE:** Police tel. 15; Fire tel. 10; Ambulance tel. 10.
**TELEPHONE:** Placed on board if required.
**SERVICES:** Compasses adjusted. No tank cleaning equipment or facilities for discharge of tank washings.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Department of Transport, Harbour Master, 211 Federal Building, Prince Rupert, B.C. Tel. 624–5523. Telex 047–8927.

## QUEBEC, P.Q.: 46.49 N. 71.12 W. (See Plan)

**DOCUMENTS:**

3 Crew Lists.
3 Passenger Lists (cargo vessels).
8 Passenger Lists (passenger vessels).
3 Ship's Stores Lists.
3 Crew Declarations.
1 Maritime Declaration of Health.
1 Complete Manifest of cargo to be discharged in all Canadian Ports.
5 Manifest for local cargo.

No bills of lading required to Local Authorities.
**PILOTAGE:** On arrival at Anse-aux-Basques, a ship takes on board a Pilot of the Laurentian Pilotage Authority to bring the ship to Quebec. Pilotage and payment of dues are compulsory. Pilots board inbound vessels at Anse-aux-Basques. The Master of every ship inward bound in the Gulf of the St. Lawrence and destined for ports West of Anse-aux-Basques must report ETA to Pilots Montreal, via Marine Traffic Control on VHF radio Channel 14 or by other means of communication to Seven Islands Radio Station, giving any information Control may require.

A minimum notice of 12 hours must be given. This notice must be confirmed 3 hours prior to arrival at the pilot station.

*Note:* Pilot boats (2) and pilot station keep watches on 2182 kc/s. and have VHF facilities, which are only used for local instructions from one to the other.

Pilot boats (2) in operation: Pilot No. 9 Canada and Pilot No. 10 Canada. Hull painted black, white superstructure. Pilot-jack welded on stack – all-steel vessels. Equipment: Radar – echo sounder - radio VHF/all frequencies. A.M. – all frequencies – electric whistle - loud hailer – searchlight.

Pilot station can either be raised by radiotelephone frequency 2182 kc/s. by morse lamp – semaphore – by just blowing the code letter G consecutively or displaying code flag G. Exact location of Pilot station Anse-aux-Basques, on North shore of St. Lawrence river. Lat. 48° 19.2′ N. Long. 69° 24.9′ W. Pilotage ground limits are rectangular distance of 2 miles from the station. In bad weather, pilot boats removed from station to more secure position and pilotage service held up until better conditions. Same procedure applies during severe ice conditions. Any changes regarding pilot boat service obtained through Marine Traffic Control.

Vessels using pilot boarding stations within St. Lawrence River - Seaway – Quebec Harbour – Lakehead, requested provide accommodation ladder. Landing platform of accommodation ladder should be 10 ft. above water.

Vessels arriving Anse-aux-Basque without having previously stated ETA pilot station 12 hours in advance, or during such time as pilotage service held up for any reason, vessels normally proceed to anchorage off Ile-aux-Basques on Southern side of river, where good anchorage ground can be found. Further instructions will be given to Vessel by Marine Traffic Control or Pilot Station on VHF or 2182 kc/s.
**ANCHORAGE:** See "Pilotage".

Due to submarine cables and other submarine installations, anchoring in the harbour is prohibited without permission of the Harbour Master. Permission for anchoring is to be obtained through Marine Traffic Control Centre. The official anchorage area extends South-westward from the fixed blue light on Queen's wharf lat. 46° 48′ 34″ N., long. 71° 12′ 12″ W. (10 anchorage posts).
**RESTRICTIONS:** Only restriction is depth of water in 11 mile dredged channel. Channel dredged to 30 ft. to which depth add height of tide which, at times, may give extra 18 ft.

Dredging of the approach channel is expected to be completed at the end of 1974. On completion the dredged depth will be 41 ft., plus 15 ft. average tide.
**MAX. SIZE:** No limit in length and breadth. Draft limited per "Restrictions".
**HEALTH:** Radio pratique obtained through Seven Islands by wireless. In case of reported suspected disease instructions will be given by wireless. When pratique granted, vessel automatically cleared for *all Canadian Ports.*
**RADIO:** Seven Islands: Call sign VCK. Quebec: Call sign VCC.
**RADAR/VHF:** Port radar service in operation. VHF Marine Traffic Control System in effect for area extending from meridian of longitude passing through Sept-Iles to upper limits of Montreal Harbour.

In order to take advantage of the Traffic Control System and avoid unnecessary delays, all vessels approaching Sept-Iles from seaward should be fitted with VHF set.

Control of VHF channels shall be immediately available on bridge, convenient to conning position and such installation shall conform to requirements laid down in Radio Regulations for equipment used in VHF International Maritime Mobile Radiotelephone Service and be capable operation on following channels:

| | |
|---|---|
| 156.8 MHz Channel 16 | 156.55 MHz Channel 11 |
| 156.6 MHz Channel 14 | 156.5 MHz Channel 10 |
| 156.65 MHz Channel 13 | 156.45 MHz Channel 9 |
| 156.6 MHz Channel 12 | 156.3 MHz Channel 6 |

For vessels not provided with VHF equipment, portable VHF sets will be taken on board by pilot. Rental charge for this service. Vessels approaching meridian of longitude passing through Sept-Iles from Eastwards should call Channel Quebec on 156·7 (Channel 14) for further instructions.
**TUGS:** Tugs join vessels in stream and use ship's lines.

Six tugs available, each equipped with radio-telephone. 2 tugs of 4,200 h.p.; 2 tugs of 1,250 h.p.; 1 tug of 1,040 h.p. and 1 tug of 800 h.p.

**BERTHING:**

| *Terminal* | *Berth No.* | *Berth Length (ft.)* | *Depth at Low Water (ft.)* | *Remarks* |
|---|---|---|---|---|
| Vieux Port | 8 | 500 | 26 | Coastal trade. |
| | 14 | 600 | 22 | |
| | 18 in. | 700 | 14 | |
| | 21 | 600 | 30 | Berth used for entering Vieux |
| | 19 | 620 | 29 | Port outer basin only. |
| | 20 E. | 550 | 23 | Ocean and coastal trading. |
| | 20 W. | 550 | 23 | |
| St. Laurent | 18 Ex. | 800 | 35 | |
| | 25 | 700 | 35 | Grain unloading; two marine towers. |
| | 26 | 800 | 36 | |
| St. Charles | 27 N. | 440 | 40 | |
| | 27 S. | 522 | 40 | Roll-on/Roll-off berth. |
| | 28 | 340 | 35 | |
| | 28–29 | 500 | 37 | Grain loading galleries. Total length of berthing 1,500 ft. for grain and 1,000 ft. for shedded cargo. |
| | 29 E. | 400 | 35 | |
| | 29 W. | 600 | 35 | |
| | W–29 | 500 | 35 | Total berthing length for scrap metal 1,500 ft. |
| | 30 | 500 | 35 | |
| | 31 | 500 | 35 | |
| Anse-aux-Foulons | 1 | 650 | 37 | Total berthing length 1,090 ft. |
| | 2 | 440 | 37 | |
| | 3 | 692 | 37 | Total berthing length 1,384 ft. Passenger accommodation. 2 floors in Cargo Shed. |
| | 4 | 692 | 37 | |
| | 5 | 641 | 37 | Total berthing length 1,282 ft., container facility. 1×35, 1×40 ton cranes. Oil handling facilities at No. 6. |
| | 6 | 641 | 37 | |
| | 7 | 568 | 37 | Oil handling terminals. |
| | 8 | 591 | 37 | Total berthing length 1,159 ft. |
| Beauport | 50 | 690 | 35 | Bulk – Total berthing length 2,090 ft. 2 travelling gantry cranes. |
| | 51 | 690 | 40 | |
| | 52 | 690 | 40 | |
| | 53 | 690 | 50 | Capable of handling containers. One bridge crane 35 tons. Total berthing length 1,380 ft. |
| | 54 | 690 | 50 | |
| Levis | | 714 | 33 | Bulk |
| *Private Terminals* | | | | |
| Aigle D'Or | 1 | 1,400 | 31 | Coastal tankers up to 20,000 tons. |
| | 2 | 1,500 | 54 | Ocean tankers up to100,000 tons. |
| Irving | | Pontoon | 30 | Oil terminal. |
| Anglo-Can. | | 1,200 | 24 | Coaling bridge 5 ton clam. |
| Pulp and Paper | | | | |
| De La Reine | 1 | 240 | 35 | Coast-guard. |
| M.O.T. | 2 | 355 | 35 | |
| | 3 | 370 | 31 | |
| | 4 | 235 | 40 | |
| | 5 | 310 | 40 | |
| | 6 | 325 | 35 | |

**BULK HANDLING FACILITIES:**

*See Table below.*

Storage capacity – 8,000,000 bushels. Served by CN and CP railways.

A marine terminal facility on piers 50, 51 and 52 which include – three bridge towers with a loading capacity of 2,000 tons per hour, locomotive cranes to unload gondola cars, a track-mobile to shunt cars and other ground rolling stock to manipulate bulk material on paved pads, and two-way underground conveyor system to handle dry bulk cargoes at a present loading rate of 800 tons per hour. 2,000 ft. of dock frontage with a depth of at least 41 ft. at low tide and leased from NHB over 1 million square ft. of land and operating 13,500 ft. of trackage on property connected to CNR. Storage capacity of 7 million imperial gallons for any liquid products serviced by 10 in. marine pipe-lines and a 4-in. loading rack.

*Container Berths*

Anse-aux-Foulons: direct access to Trans-Canada Highway without crossing the city. A direct rail access to Canadian Pacific Railways. Two container berths, length 1,282 ft., depth 37 ft. at low tide, 17 acre area.

C.P. Navigation: one 35-ton Paceco Vickers and one 40-ton Dominion Bridge portainer cranes, 8 straddle carriers, one 35-ton transtainer crane and 2 top lifters.

Beauport: Direct rail access to Canadian National. One container berth length 700 ft., depth 50 ft. at low tide, 28 acre area.

SABB inc.: One 35-ton portainer, top handlers and fork lifts.

*Roll-on/Roll-off Berths:* One berth 962 ft.

Storage facilities: shed 27, 42,000 sq. ft.
shed 28, 50,000 sq. ft.
Open shed 27, 227,000 sq. ft.

**CRANES:** Floating crane 100 ton capacity, 75 mobile cranes up to 200 ton capacity.

**STEVEDORES:** Dead-line for orders: 1100–1600–2200 for periods starting 0800–1300–1900; one hour required before dead-line to order gangs.

| | | |
|---|---|---|
| Export: | Newsprint | 22 to 35 T.P.H. |
| | Asbestos | 22 to 26 " |
| | Woodpulp | 22 to 26 " |
| | Linerboard | 22 to 35 " |
| Import: | General | 15 to 25 " |
| | Steel | 26 to 75 |

**MEDICAL:** No advance notice required for medical attention. Hospital facilities available. Every person who arrives in Canada from country other than United States, Alaska, Greenland, Iceland, Islands of St. Pierre and Miquelon, Bermuda, Cuba, Jamaica, Bahamas, Virgin Islands, Puerto Rico, Panama Canal Zone or Hawaiian Islands, shall furnish evidence of being immune from Smallpox.

**TANKERS:** No slop discharge facilities. Eight tanker berths. Depths from 37 ft. to 50 ft. See "Berthing".

**DENSITY:** Fresh water.

**FRESH WATER:** Available to all berths, provided directly from the board's hydrants and hoses to vessels. Rate: St. Charles River piers, 20 tons per hour. Anse-aux-Foulons 50 tons per hour with one line, and two lines 100 tons per hour.

**FUEL:** Bunker 175 delivered by pipe lines on all wharves. Marine gas oil delivered by pipe lines at pier W–29; to any other berth by truck.

**FIRE PRECAUTIONS:** Only usual precautions; towing wire hanging overboard.

**GANGWAY/DECK WATCHMEN:** Watchmen at gangway not necessary, but could be obtained.

**OPENING/CLOSING HATCHES:** McGregor hatches must be opened by crew. All other cases recommended to be done by crew also, but stevedores would also under conditions specified in stevedoring contract.

**SHIP'S CERTIFICATES:** Load Line, Safety Equipment, Construction, Radio, Passengers, Cargo Gear, Derating.

**CUSTOMS ALLOWANCE:** Tobacco, ½ lb. tobacco for 8 days, cigarettes: 1 carton per 8 days. Wine and/or Spirits, 40 ounces only. Officers and Masters will have additional supply for entertainment daily on request to customs.

**CONSULS:**

| | |
|---|---|
| British Government Office: 500 Grande Allee E. Tel. | 418–525–5187 |
| United States of America: 1 Ste. Genevieve | 522–7089 |
| France (Commercial): 500 Grande Allee E. | 522–4646 |
| Dominican Republic: 550 23e Rue. | 524–1090 |
| France (Consulate), 1110, Des Laurentides | 688–0430 |
| Denmark, 880 Ch. Ste. Foy. | 681–0708 |
| Belgium: 55 D'Auteuil. | 529–1655 |
| Uruguay: 1093 St. Jean. | 525–6612 |
| Republic of Germany, 3030 Bl. Ste. Anne. | 661–1146 |
| Norway: 2 Nouvelle France | 692–1071 |
| Holland: 71 Ste. Pierre | 692–0660 |
| Mexico: 2040 Terrasse Stuart | 527–1374 |
| Peru: 71 Ste. Pierre. | 692–0616 |
| Haiti: 967 Bar-le-Duc | 651–2360 |
| Spain: 777 1e Av. | 525–5111 |
| Italy: 580 Grande Allee E. | 529–1625 |

All other consuls located in Montreal and send representatives to Quebec on request.

**REPAIRS:** Repairs of all types can be obtained.

**DRY DOCKS:** Department of Public Works "Champlain Lorne" located within Davie Shipbuilding Ltd. "Champlain" dry dock 1,150 ft. by 120 ft. at gate entrance. Can dock largest ships afloat. "Lorne" dry dock 624 ft. with floor width 73½ ft. Also three outdoor berths and one covered berth.

**SURVEYORS:**

| | |
|---|---|
| Lloyds Agent: P. A. Boutin Inc. | 692–0660 |
| Bureau Veritas: Jean Labas | MTL 288–6515 |
| Det Norske Veritas: Hayes, Stuart & Co. | MTL 937–5336 |

**REPATRIATION:** All facilities for affecting crew changes and repatriation.

**AIRPORT:** 6 miles from city limits, served by regular airlines.

**TIME:** Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end April to last week-end October, clocks advanced 1 hour.

**HOLIDAYS:** Longshoremen Official Holidays: Good Friday; Saint Jean Baptiste (June 24th); Confederation (July 1st); Labour

*Loading Berths*

| *Elevator* | *Number of berths* | *Berth name* | *Length of berth* | *Depth of water* | *Number of belts* | *Max. hourly capacity each belt (bushels)* | *Number of spouts* | *Number of travelling loaders* | *Total max. hrly. capy. (bushels)* |
|---|---|---|---|---|---|---|---|---|---|
| Bunge | 1 | 28/29 | 1,500 | 37′ | 4 | 22,000 | 20 | 4 | 88,000 |
| " | 2 | 29 East<br>29 West | 1,000 | 35′ | 3 | 16,000 | 30 | 4 | 48,000 |

*Unloading Berths*

| *Elevator* | *Number of berths* | *Berth name* | *Length of berth* | *Depth of water* | *Number of legs* | *Max. hourly capacity of each leg (bushels)* | *Total max. capacity (bushels)* |
|---|---|---|---|---|---|---|---|
| Bunge | 1 | 18 | 800 | 35′ | 2 | 36,000 | 72,000 |
| Bunge | 1 | 20 | 1,100 | 23′ | 2 | 15,000 | 30,000 |

Day (last Monday of September); Thanksgiving Day (beginning of October); Armistice Day (November 11th); Christmas Day. Cargo can be loaded or unloaded during each holiday except Labour Day.

**POLICE/AMBULANCE/FIRE:** Police (Harbour) 694–3645, City 694–6123, RCMP 694–3733; Ambulance 529–9221, 529–6811; Fire 694–6441.

**TELEPHONES:** No existing facilities for placing telephone on board.

**TELEPHONE NUMBERS:**

| | |
|---|---|
| Port Warden, Captain J. P. Senterre | 522–7213 |
| Quarantine: Medical and Sick Mariners service | 694–3013 |
| Manpower and Immigration | 694–3513 |
| Transport Canada – Marine services: | |
| Regional Director: Jean Paul Godin | 694–4158 |
| District Manager: Jacques Auger | 694–3420 |
| Aids to Navigation: Lucien Cardinal | 694–3574 |
| Harbours and Property | 694–3680 |
| Marine Traffic Regulations: Capt. R. Theriault | 694–3884 |
| Steamship Inspector Service | 694–3237 |
| Shipping Master: Capt. R. Gendron | 694–3234 |
| Laurentian Pilotage Authority: C. Bouchard | 694–3358 |

**SERVICE:** Any services needed.

**SHORE LEAVE:** No restrictions.

**AUTHORITY:** National Harbours Board, P.O. Box 2268, Quebec GIK 7P7. Telex 011–297. Tel. (418) 694–3558.

**AGENT:** Shipping Limited. 140 Dalhousie Street, Quebec 2, P.Q. Telephone: (418) 692–0650 (24 hour service) Cables: "Bulko". Manager Mr. Bruno Lapointe.

## ST. CATHARINES, Ontario: 43.11 N. 79.17 W.

Refer to "St. Lawrence Seaway" for important general information.

**DOCUMENTS:** See "Montreal".

**HEALTH:** See "Montreal".

**PILOTAGE:** Commences in lower St. Lawrence River and is continuous from district throughout Great Lakes. See "Quebec".

**ANCHORAGES:** Good anchorage areas at both ends of the Welland Canal.

**MAX. SIZE:** Maximum size of vessel permitted in Welland Canal is LOA 730 ft., beam 75 ft. 6 in., draft 26 ft.

**HEALTH:** Pratique granted in Montreal.

**RADIO:** Toronto Radio, Buffalo Radio.

**TUGS:** Tugs not generally used, but may be obtained from Hamilton or Toronto.

**BRIDGES:** Vessels are instructed by Traffic Control on the transit of the Canal. Generally no delay for bridges.

**MEDICAL:** Medical and hospital facilities are available in emergencies.

**TANKERS:** There are limited berths suitable for small domestic tankers.

**DENSITY:** Fresh water.

**FRESH WATER:** None available except in emergency by tank wagon.

**FUEL:** Fuel may be obtained in Port Colborne from Shell, Esso, and St. Catharines Fuel Oil Ltd.

**DEVELOPMENTS:** Maximum draft on Welland Canal is 26 ft. and is subject to fluctuation as required by lake levels. Development of a new bypass channel is in progress.

**GANGWAY/DECK WATCHMEN:** At discretion of the Master.

**CUSTOMS ALLOWANCES:** See "Montreal".

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:** No consuls.

**REPAIRS:** Deck and engine repairs are possible.

**DRYDOCKS:** Situated at Port Weller able to accommodate vessels, LOA 730 ft.

**AIRPORT:** International Airport at Toronto, 75 miles away.

**TIME:** GMT minus 5 hours. Daylight Saving Time when clocks advanced one hour usually 28th April and retarded 27th October.

**POLICE/AMBULANCE/FIRE:** St. Catharines – Fire 684–4311; Police 416–688–4111. Welland – Fire 734–4511; Police 416–735–7811. Port Colborne – Fire 834–4511;

**SHORE LEAVE:** Only when usual formalities are observed, e.g. Customs, Immigration, etc.

**AUTHORITY:** Director, Western Region, St. Lawrence Seaway Authority, Box 370, St. Catharines, Ontario. Tel. 416–684–6571. Telex: 021–5163.

## SAINT JOHN, N.B.: 45.16 N. 66.03 W. (See Plan)

**PORT LIMITS:** A vessel is considered to be an "arrived vessel" when it comes alongside the pier.

**DOCUMENTS:**

- 2 Crew Lists.
- 2 Passenger Lists.
- 3 Sets Customs Documents.
- 3 Sets Health Documents.
- 6 Sets Cargo Manifests.
- 6 Sets Bills of Lading.
- 3 Sets Ship's Papers.

**PILOTAGE:** Compulsory. Pilot boarding station in position 45° 05′ N. 66° 05′ W. ETA required 12 hours prior to arrival, and must be confirmed not more than 8 hours later, or 4 hours prior to new ETA.

Pilots can be contacted on VHF Channel 16.

**ANCHORAGE:** If required, Harbour Master will designate an anchorage.

**MAX. SIZE:** Controlling depth in main channel is 30 ft. at LW. Vessels length and breadth unlimited. Up to 35 ft. draft at dry cargo berths. Also see "Tankers".

**HEALTH:** See "Montreal".

**RADIO:** VAR Saint John.

**TUGS:** Available and considered necessary for docking and undocking large ships. Two tugs usually needed, both in and out.

**BERTHING:** 27 berths. All but two are deep-water berths with depths up to 35 ft. Dredging done each year to maintain depth. Due to rise and fall of tide, boatmen usually necessary for running lines and docking. All berths are tidal. Tidal range up to 28ft.

*N.H.B. Facilities:*

| *Berth number (usual name)* | | *Wharf length (ft.)* | *Depth at Low Water (ft.)* | *Remarks* |
|---|---|---|---|---|
| West-side | No. 1 | 1,231 | 36 | This berth (open and shedded) is the container terminal |
| | 2 | 1,025 | 32 | |
| | 3 | 1,025 | 32 | |
| | 10 | 475 | 30 | |
| | 11 | 500 | 30 | |
| | 12 | 850 | 30 | |
| | 13 | 800 | 30 | 34,000 sq. ft. of shed 13 is heated (frost-proof) |
| | 14 | 800 | 30 | shed 14 – heated (frost-proof) |
| East-side | | | | |
| Long Wharf | A | 600 | 30 | |
| Long Wharf | B | 620 | 30 | Heated shed (frost-proof) |
| | Ext. | 293 | 35 | |
| Pugsley | A | 491 | 35 | 5,500 sq. ft. in A and B is frost-proof |
| | B | 491 | 35 | |
| | C | 765 | 35 | All frost-proof |
| Courtenay Bay | | | | |
| Broad Street Wharf | | 897 | 22 | Bunker oil and fitting-out berth. No shed |

*See Table opposite* (*top*).

**CRANES:** Floating cranes of 65 and 150 tons capacity and many mobile cranes, max. capacity 175 tons.

**MEDICAL:** Hospital available, also seaman's Clinic.

**STEVEDORES:** Stevedores required in morning must be ordered by 1600 preceding day, and stevedores required in afternoon must be ordered by 1100 same day.

**TANKERS:** Controlling depth in channel to tanker wharves at Courtenay Bay is 16 ft. LW. Maximum draft of 40 ft. only available at Spring tides.

At Mispec Point, tankers moor and sail at any time, day or night, at any stage of the tide to a Mono-buoy, depth 120 ft. at LW.

**FRESH WATER:** Available from pipelines throughout the docks.

**FUEL:** There is always a stock of 30 to 50,000 barrels of fuel oil. Diesel and bunker fuel can be delivered from pipe-line in Courtenay Bay, where vessels restricted to high water. Also delivered by barge.

Diesel oil also supplied by truck to wharves.

Up to 2,000 tons of coal are readliy available, and larger orders supplied at reasonable notice.

**GANGWAY/DECK WATCHMEN:** Available.

**OPENING/CLOSING HATCHES:** Carried out by stevedores.

**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes or 50 cigars or 2 lb. tobacco per person over 16 years old.

Wines/Spirits: total of 40 ounces per person over 21 years old.

Subsequent issues may be authorised to crew members of foreign vessels, but the max. quantity any crew member may hold at any time must not exceed 300 cigarettes, 75 cigars, 3 lb. tobacco, and 60 ounces wines/spirits.

**DEVELOPMENTS:** *Forest Products Terminal:* Length 1,235 ft. depth at LW 36 ft. (formerly Navy Island berths 1a & 1b). Under construction.

*Rodney Container Terminal:* Length 2,573 ft., depth at LW 40 ft. Two cranes. Facility at present under construction.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

| | | |
|---|---|---|
| Danish Vice-Consulate | ,, | 652–6990. |
| Dominican Republic | ,, | 694–2350. |
| France | ,, | 693–1193. |
| Finland | ,, | 692–0137. |
| Norway | ,, | 693–2681. |
| Netherlands | ,, | 657–1905. |
| Sweden | ,, | 693–2613. |

**REPAIRS:** Complete repair facilities and equipment available also salvage equipment.

**DRY DOCKS:** Two. One 1,180 ft. by 125 ft. by 53 ft. deep with 42 ft. of water over sills at high tide. Smaller one 440 ft. by 60 ft. by 34 ft. deep, 30 ft. water over sills at high tide.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Regular services by Air Canada from airport twelve miles from harbour.

**TIME:** GMT minus 4 hours. In Summer, time is GMT minus 3 hours.

**HOLIDAYS:** New Year's Day; Good Friday; Queen's Birthday (May 20th); Dominion Day (July 1st); Labour Day; Thanksgiving Day; Remembrance Day (November 11th); Christmas Day. Cargo work can be arranged on any day except for Labour Day.

*Private Facilities:*

| Berth | Length (ft.) | Depth at LW (ft.) | Utility and General Remarks |
|---|---|---|---|
| (1) Atlantic Sugar Refineries | 475 | 30 | Two cranes for bulk loading |
| (2) Irving Pulp and Paper Co. | 900 | 22 | Used for shipping bleached sulphite pulp and receiving fuel oil and sulphur. Can berth ship 350 ft. in length with draft of 22 ft. |
| (3) Dept. of Transport, Marine Agency Wharf | 550 | 24 | East-side, North of Pugsley Terminals |
| (4) Irving Oil Co. Ltd. Tanker Wharf | | 40 | In Courtenay Bay, capable of handling oil tankers up to 40 ft. draft. |
| (5) C.P. Rail Ferry Terminal | 830 | 22 | Used by SJ-Digby Ferry and auto carriers. This is a roll on/roll off facility |
| (6) MacMillan Rothesay Ltd. | 460 | | This is a roll on/roll off facility for loading towed barges at low water the barges rest on a prepared bottom |
| (7) Cana Port | | | A floating buoy mooring owned by Irving Refining Ltd. – Cana Port can accommodate the largest tankers afloat |

*Grain Handling Facilities:*

| Elevator | Capacity in bushels | Loading galleries at berths | Loading capacity bushels per hour | Remarks |
|---|---|---|---|---|
| (1) Canadian National Elevator (East-side) | 500,000 | Pugsley B | 15,000 | Length of conveyor galleries 1,865 ft. |
| (2) Canadian Pacific Elevator (West-side) | 1,000,000 | 2–3–11–12 | 60,000 | Elevators (2) and (3) are connected by galleries and grain can be transferred from one to the other |
| (3) National Harbours Board Elevator (West-side) | 1,500,000 | 2–3–11–12 | 60,000 | Combined length of conveyor galleries to berths 10,065 ft. |

**POLICE/AMBULANCE/FIRE:** From waterfront through private telephone which answers only to the number 50.

**TELEPHONES:** If required, can be placed on board. A telex can be placed on board vessels at Pier No. 1 if required. This is for container terminals only.

**SERVICES:** All services available including compass adjustment.

**SHORE LEAVE:** Crew allowed ashore.

**PORT REGULATIONS:** Half speed during fog or when passing a dredge or tow of barges.

**AUTHORITY:** National Harbours Board, PO Box 429 Saint John N.B. E2L 3Z7. Tel. 658–4869.

## ST. JOHNS, Newfoundland: 47.33 N. 52.40 W.

**DOCUMENTS:**

*Quarantine*

Completed Declaration of Health (QSI).
Valid Derating Certificate.
International Vaccination Certificate against smallpox for all on board.

*Customs*

Crew Declarations (Y.14).
3 Ship's Stores (E.1).
Inward Report (A.6).
Complete copy of each Manifest for goods to be discharged in Canada.
Clearance from Last Port.

*Immigration*

2 Immigration Crew Lists (200).
2 Tally Sheets (201).
3 Passenger Manifests for passengers not disembarking.
Immigration Control Cards for each person.

**ICE:** Navigation Season: In the last few years the harbour has been closed to navigation for about three weeks in March only.

**PILOTAGE:** Compulsory and necessary. Pilots picked up approx. 2 miles from Harbour entrance, 3 hours notice should be given through St. John's Marine Radio VON addressed "Pilots St. John's". Pilots also listen on VHF Channel 16 transmit and receive 156·6 Mc/s. Lights and sound signals international. Channel 11 for harbour operations. Pilot boat 50 ft. long, black hull, white top, modern design.

**ANCHORAGE:** No anchorages near harbour. Safe anchorage in harbour.

**MAX. SIZE:** No restrictions except draft 35 ft. max.

**HEALTH:** Pratique, cable name and nationality of ship, ports of call during voyage, nature of cargo, number of crew and passengers, port of destination and Agent, condition of health of all on board with details of any sickness, and whether all vaccinated. Also see "Montreal".

**RADIO:** St. Johns Marine Radio, call sign VON duplex R/T on 2118 kc/s, and 4110·8 kc/s.

**TUGS:** As required by Pilots. Normally ship's lines used. Two small tugs available.

**BERTHING:**

*N.H.B. Facilities:*

| Berth number (usual name) | Wharf length (ft.) | Depth at Low Water (ft.) | Remarks |
|---|---|---|---|
| No. 1 | 575 | 10–20 | |
| 2 | 540 | 30 | C. N. operation shed |
| 3 | 600 | 30 | Berth 3–4–5 serviced by a shed |
| 4 | 390 | 30 | Dangerous cargo berth. Note that explosives in small amounts to be approved by National Harbours Board prior to arrival |
| 5 | 525 | 29–30 | |
| 6 | 520 | 20–23 | |
| 7 | 400 | 23–26 | (repairs) machine shop |
| 8 | 500 | 26–30 | |
| 9 | 500 | 24–26 | |
| 10 | 520 | 30 | |
| 11 | 510 | 30 | |
| 17 | 600 | 26–40 | Golden Eagle, also shedded berth |
| 19 | 375 | 19–25 | |
| 20 | 533 | 18–27 | |
| 21 | 192 | 28–24 | |
| 32 | 575 | 9–4 | Small fishing vessels only |

*Private Facilities:*

| Berth | | Length (ft.) | Depth, Low Water (ft.) | Utility and general remarks |
|---|---|---|---|---|
| Harveys | 12 | 375 | 24–28 | Bulk, automobiles |
| Harveys | 14 | 500 | 19–30 | Bulk and general cargo |
| Harveys | 15 | 350 | 27–31 | Bulk cargo |
| Furness Withy | 16 | 475 | 25–33 | General cargo |
| Mobil Oil | 22 | 500 | 22–30 | |
| Imperial Oil | 23 | 475 | 25–33 | |
| Irving Oil | 24 | 225 | 31–34 | |
| Cold Storage Job | 25 | 450 | 16–24 | |
| Imperial Oil | 26 | 200 | 22–24 | |
| Bowring | 27 | 500 | 18–23 | |
| Gulf Oil | 28 | 225 | 17–23 | |
| Gulf Oil | 29 | 375 | 17–25 | |
| M.O.T. | 30 | 325 | 17–18 | |
| M.O.T. | 31 | 600 | 23–25 | |
| C.N.R. | 33 | 350 | 4–16 | Dry Dock |
| C.N.R. | 34 | 350 | 16–23 | Dry Dock |
| C.N.R. | 35 | 300 | 25–28 | Dry Dock |
| C.N.R. | 36 | 350 | 19–25 | Dry Dock |
| C.N.R. | 37 | 375 | 22 | Dry Dock |

**CRANES:** Heavy-lift cranes available up to 150 tons capacity.

**STEVEDORES:** Advise before 1600 hours. ETA in order to commence 1800 hours same day or 0800 hours next day.

**MEDICAL:** No advance notice except in case of serious illness to be included in arrival cable, ample hospital facilities available.
**TANKERS:** Discharge lines 6 in., 8 in., 10 in., 12in.. No slop facilities. Five berths, depth alongside 26 ft. to 35 ft.

*Holyrood Refinery:* 47.23 N. 53. 08W.

A bunkering port of Golden Eagle Canada Ltd., situated in the South Arm of Holyrood Bay at the head of Conception Bay, South-East coast of Newfoundland. Finished, refined petroleum products are exported from Holyrood, and crude petroleum is imported.

Channel depth: 35 ft. right up to wharf. Tidal range is 4–5 ft. at springs, and 3½ ft. at neaps. Good anchorage anywhere in Holyrood Arm.

One 275 ft. long berth, depth alongside 34 ft. 6 in. high water, 32 ft. low water, with moorings for Bow and stern lines on shore. Situated at Golden Eagle Refinery. 3 in. water mains for fresh water. Also see "Berthing".
**DENSITY:** 1025.
**FRESH WATER:** Fresh water available all berths. Rate approx. 25 tons/hr.
**FUEL:** Gas oil, bunker C, and intermediate fuel provided ex pipe-line.
**GANGWAY/DECK WATCHMEN:** Usually ship's crew.
**OPENING/CLOSING HATCHES:** Stevedores or ship's crew whichever to ship's advantage.
**CERTIFICATES:**

Construction Certificate.
Safety Equipment Certificate.
Radio Safety Certificate.
Load Line Certificate.
Cargo Gear Book.

**CUSTOMS ALLOWANCES:** Tobacco: Each man 200 cigarettes per week. Wine and Spirit: Each man 40 oz. wine or spirits, per week.
**CREW IDENTIFICATION CARDS:** Not required.
**CONSULS:**

| | | | |
|---|---|---|---|
| France | 726–3837 | Dominican Rep. | 579–5081 |
| Portugal | 726–6958 | Netherlands | 726–2961 |
| U.S. | 726–4524 | Norway | 579–5006 |
| Brazil | 726–7702 | Spain | 726–1804 |
| Denmark | 726–8000 | West Germany | 722–1525 |
| Sweden | 726–8000 | Iceland | 722–4270. |

**REPAIRS:** Most deck and engine repairs can be carried out.
**DRY DOCKS:** One dry dock length 570 ft. width 76·5 ft. depth over sill 27 ft.
**REPATRIATION:** Crew changes and repatriation can be carried out with little difficulty
**AIRPORT:** Distance 4 miles served by Air Canada four flights daily.
**TIME:** GMT less 3½ hours. Last Sunday in April clocks advanced one hour. Last Sunday October clocks retarded one hour.
**POLICE/AMBULANCE/FIRE:** Police 722–5111; Ambulance 726–3037; Fire 722–1234.
**SERVICES:** Compass adjusting, radar repairs, RT repairs, gyro compass repairs, all types electronic equipment repaired. Divers available for surveys and underwater repairs.
**SHORE LEAVE:** No Restrictions.
**REGULATIONS:** Fishing ships must advise of weekend arrival on Friday so that permit to take supplies can be obtained from Federal Dept. of Fisheries.
**HOLIDAYS:** New Year's Day; St. Patrick's Day; Good Friday; St. George's Day; Commonwealth Day; Discovery Day; Memorial Day; Orangemen's Day; Labour Day; Armistice Day; Christmas Day; Boxing Day.

Except for Easter and Christmas, the above holidays are normally taken on the nearest Monday to the festival date.
**AUTHORITY:** Port Manager, Harbours Board Building, PO Box 1820, St. John's, Newf.

**AGENTS:** Blue Peter Steamships Ltd., PO Box 5758, St. John's. Tel. 726–2440 Area Code 709. Telex. 016–4510. Cables Bluepeter.

## SARNIA, Ontario: 42.59 N. 82.25 W.

Refer to "St. Lawrence Seaway" for important general information.
**DOCUMENTS:** All documentation carried out by Authorities in Montreal. Only when vessels have called at United States port after departing Montreal will any changes in documentation be necessary, which will consist of a United States Customs Clearance Certificate, to be available on board.

Immigration Papers.
1 copy QS2 (Health Certificate).
3 Stores Lists.
Crew Personal Effects List.
Customs Clearance.

All of the above will have been stamped in Montreal.
**RESTRICTIONS:** Navigation season – ice forms about December 15th and breaks up about the middle of March. Vessels size restricted by Seaway locks.
**MAX. SIZE:** Length 730 ft., beam 75 ft. 6 in., draft 25 ft. 6 ins.
**PILOTAGE:** Notice of ETA should be given to Pilots at least 6 hours before arrival at Sarnia to avoid delays. Accommodation ladder should be rigged in readiness.
**RADIO:** Sarnia Radio, call sign VBE, communicate on either AM or FM radio telephone.
**HEALTH:** Pratique granted at Montreal.
**BERTHING:** Over two miles of water front including main wharves listed below:

C.N.R. – C.S.L. dock, length 1,100 ft., depth alongside 23 ft.; Empire Hanna coal dock, length 700 ft., depth alongside 19 ft.; Elevator Dock, length 900 ft., depth alongside 24 ft.; Dept. of Transport Dock, length 1,045 ft., depth alongside 27 ft.; Dalton Fuels Ltd length 590 ft., depth alongside 20 ft.; Imperial Oil Ltd., Dock A length 592 ft., depth alongside 22 ft.; Dock B, length 326 ft., dept alongside 19 ft.; Dock C, length 610 ft., depth alongside 25 ft.; Dock E length 600 ft., depth alongside 25 ft.; Polymer Corp. Dock, lengt 600 ft., depth alongside 21 ft.; Sun Oil Co. Dock, length 300 ft., dept alongside 22 ft.; Dow Chemical Co. Dock, length 300 ft., dept alongside 20 ft.; Canadian Oil Co. Dock, 1,500 ft., depth alongsid 24 ft.
**DENSITY:** Fresh water.
**MEDICAL:** Hospital facilities at Sarnia. All assistance available.
**FRESH WATER:** Available at all berths.
**FUEL:** All grades available from Imperial Oil and Shell Co. berths
**REPAIRS:** Hull, boiler and engine repairs can be effected. No dr docks.
**AUTHORITY:** Department of Transport, Government Dock Sarnia.

## SAULT STE. MARIE, Ontario: 46.28 N. 84.22 W.

Refer to "St. Lawrence Seaway" for important general informatio
**DOCUMENTS:** See "Montreal".
**PILOTAGE:** River or local Pilots available on six hours notic U.S. Corps of Engineers, Sault area operate and control St. Mary' River Falls Canal and regulate traffic through all locks in both citie
**HEALTH:** Board of Health Officers can make a call to the ship.
**RADIO:** Good ship-to-shore telecommunication available throug Department of Transport Radio Station, Canadian Pacific Telecommunications and Canadian National Telecommunication United States Coast Guard maintain fully equipped Coast Guar Base and have radio communication for all frequencies in entire St Mary's River and Harbour area; they are available immediately fo information pertaining to shipping in area and movement of ship in River.
**TUGS:** Harbour tugs available when required, but prefer advanc notice order avoid delays. In Sault Ste. Marie, Ontario tugs availabl
**BERTHING:** Government dock, "L" shaped pier length 500 ft. o East side 18 ft. deep on South side, the river side, it is 356 ft. lon 20 ft. deep. This dock is used for general cargo discharging. N crane facilities for loading and unloading, unless ship's gear i used, mobile cranes have to be brought in. No tug required to bert or unberth a ship at this dock under normal weather conditions.

Algoma Central Railway Terminals Dock. A slip approximatel 700 ft. long on East side 18 ft. 6 in. deep with inner 200 ft. having les than 16 ft. depth; South side this dock 350 ft. long with depth 16 f Used for aggregates, ores and material. Tug required to berth o unberth at this slip.

Algoma Steel Corporation Dock. Situated above Canadian Cana with following berths available:

(*a*) Coal and ore dock with a combined length of 2800 ft.
(*b*) Commercial dock on west side of slip 400 ft. long.
(*c*) Limestone dock, "L"-shaped dock on West side 355 ft. lon and on South side 450 ft. For loading finished steel.

All three Algoma Steel Corporation docks 21 ft. 6 in. deep. Onl material consigned to or being shipped from Algoma Steel Corporation have access to these docks.

Seaway Pier: North-east pier at Canadian Canal which could b used for berthing ships and also used occasionally to load or unloa cargo into trucks. This pier approx. 500 ft. long and mobile liftin equipment could be utilised here if necessary. Depth of water 18 f Pier mostly used as tie-up for making minor repairs afloat, fo medical purposes, or waiting for berth at Algoma Steel Corporatio Dock. Berthing and unberthing carried out any time, Sundays an holidays with exception of extreme bad weather, high winds, or fog
**STEVEDORES:** Available for loading and unloading at an berths in Sault Ste. Marie area.
**FRESH WATER:** Available either by hose or by pumper truck a any dock.
**FUEL:** Diesel bunkers available at any berths via tank trucks. N bunker "C" facilities available at Sault Ste. Marie, but can be obtaine at Lime Island about 50 miles down river. This station is open durin entire navigation season.
**REPAIRS:** Normal ship repairs are carried out on very short notic if required.
**AUTHORITY:** Dept. of Transport.

**AGENT:** The Algoma Steel Corporation, Marine Division.

## SEPT ILES (Seven Islands) Quebec: 50.06 N. 66.23 W. (See Plan)

The city of Sept-Iles is located on the North-east side of the Bai des Sept-Iles, a sheltered circular basin screened to seaward b seven small islands on the North shore of the St. Lawrence River.
**DOCUMENTS:** The following inward papers are to be complete prior to arrival and presented to custom officer on boarding:

| | | | |
|---|---|---|---|
| Health | QS-2001 | Quarantine Form | in duplicate |
| Immigration | IMM-200 | Crew List | in duplicate |
| Customs | A-6 | Report Inward | in triplicate |
| Customs | Y-14 | Crew Declaration | in triplicate |
| Customs | E-1 | Ship's Stores | in triplicate |

The above forms will be supplied by mail on request.

*Note:* On New Canadian or International Crew Lists, black pen o typewriter must be used.

Arrangements have been made so that loading can commenc before customs entry has been completed, and customs outwar papers will be completed so as not to interfere with immediate departure after completion of loading.

**DOCKING MASTER:** The use of a Docking Master is compulsory for Ore Carriers docking, shifting and leaving the dock. Docking Master will board inside harbour limits in area of 50° 10′ N. and 66° 24′ W.

All vessels shall provide rope ladder for boarding Pilot on arrival and disembarking Pilot on departure. Ladder must be well secured by adequate lashings to rail or deck. Power hoists in good order and properly attended are acceptable for boarding. Vessels over 30,000 tons dw. shall also provide accommodation ladder with rope ladder The landing platform of the accommodation ladder should be approx. 20 ft. above water.

**ANCHORAGE:** Ships should anchor at least one mile off dock to facilitate ships movement in bay and should not proceed closer than one mile from dock while waiting for docking master to board Vessels may be requested to shift anchorage if their position interferes with normal docking approaches.

**MAX. SIZE:** Iron Ore Co. Loading Dock (Old): length 850 ft., beam 130 ft., draft 43 ft. Iron Ore Co. Loading Dock (New): length 1,100 ft., beam 175 ft., draft 57 ft. Imperial Oil Dock: length 775 ft., draft 40 ft.

Vessels over 30,000 dwt. arriving in ballast to load ore cargoes are requested to present in accordance with the following recommended arrival drafts to insure safe handling procedures, keeping in mind indicated ship loading rates. These drafts are intended to mean minimum draft aft with normal vessel trim.

| *Summer Deadweight* | *Recommended Arrival Drafts* |
|---|---|
| 30,000 to 40,000 | 17′–19′ |
| 40,000 to 60,000 | 19′–21′ |
| 60,000 to 75,000 | 21′–23′ |
| 75,000 to 100,000 | 23′–28′ |
| 100,000 to 150,000 | 28′–36′ |
| 150,000 to 200,000 | 36′–42′ |
| 200,000 to 250,000 | 42′–46′ |
| 250,000 and over | Plus 46′ |

Any vessels unable to meet these suggested drafts due to insufficient ballast capacity, anticipated deballasting problems, etc., should state this in 48 hours ETA, along with estimated deballasting time.

Usually ships berth port side to.

**RADIO:** Sept Iles Radio, call sign VCK, operating on RT and VHF 24 hours daily.

| | | | |
|---|---|---|---|
| CW | Calling frequency | 500 kHz | |
| | Working frequency | 420 kHz | |
| RT | Calling frequency | 2182 kHz | |
| | Transmitting frequency | 2582 kHz | |
| | Receiving frequency | 2206 kHz | |
| RT(duplex) | Transmitting frequency | 2582 kHz | |
| | Transmitting frequency | 2514 kHz | |
| | Transmitting frquency | 2550 kHz | |
| | Receiving frequency | 2206 kHz | |
| | Receiving frequency | 2118 kHz | |
| | Receiving frequency | 2158 kHz | |
| VHF | Receiving & transmitting | 156·6 mHz | |
| | Receiving & transmitting | 156·8 mHz | |
| VHF(duplex) | Receiving | 157·3 mHz | |
| | Transmitting | 161·9 mHz | |
| | Traffic lists | 420–Even hours plus 50 GMT<br>2582/161·9–Even hours plus 40 GMT | |

*Weather Ice Report and Notice to Shipping*

| | | | |
|---|---|---|---|
| Channel 59 | Receiving frequency | 2582 kHz | 1330 GMT |
| Channel 26 and CW | Receiving frequency | 161·9 mHz | 1330 GMT<br>1830 GMT<br>0130 GMT |

**Ore Carriers:**

*Advising Arrival:* Cable address "Iroccan" Sept-Iles. Please advise ETA 96 hours, 72 hours, 48 hours and 24 hours out, including in 96 hour ETA tonnage of cargo required.

Vessels sailing in ballast from Montreal, Sorel, Three Rivers or Quebec should send ETA on departure these ports with corrected ETA later if necessary.

Advise with 24 hour ETA probable ballast pumping time required on arrival. If any change in ETA or in ballast situation should occur after 24 hour ETA, it should be advised as soon as possible.

Ships inbound for Sept-Iles from seaward between 15th December and 15th April, should advise the Ice Operations Officer, Halifax, N.S., 36 hours prior to entering Cabot Strait, stating position, destination and ballast condition to facilitate the passing of information on conditions in the Gulf. Ships trading during this period should also avail themselves of the Canadian Government publication *Guidance to Merchant Ships Navigating in Ice in Canadian Waters.* Copies available on request.

The Marine Services office is equipped with VHF radio on 156·6 mHz (Channel 12) and should be called direct when ship in range. Office also equipped with 156·35 mHz (Channel 7-A). All vessels calling Sept-Iles for ore should be fitted with local VHF channels for efficient harbour communications. Those not so fitted may be provided temporary sets if their time at anchorage justifies. This expense will be for ship's account.

*Docking Instructions:* Ships are to request instructions 4 hours before arrival. These instructions will be given as promptly and concisely as conditions permit. However, we suggest all vessels re-check with VCK abeam of Corossol for further traffic.

Marine services is set up to receive radio messages on 24 hour basis. Radio traffic by ships at anchor is permissible in Sept-Iles harbour area.

**HEALTH:** Radio Quebec for pratique during office hours and 24 hours before arrival. Address message "Quarantine Quebec". (Ships trading coastwise between Canada and United States consecutively and touching no other foreign port since last granted Canadian pratique are not required to comply with the above. Vessels granted American Duplicate Pratique are also exempt from this requirement.)

Ships arriving Sept-Iles Bay in Quarantine will be inspected by Health Officer at anchorage or on arrival alongside. Should officer board vessel at anchorage proper accommodation ladder must be provided.

Quarantine message should have the following information:

Name and nationality of vessel, port of departure, destination, health condition on board ship, number of crew and passengers, type of cargo or in ballast.

**TUGS:** Tug service is compulsory at Iron Ore Company docks and Wabash Mines Docks. Two tugs of 4,300 h.p. available.

Additional tug power is available from Port-Cartier when required. All communications between tugs and Pilots is by VHF. Tugs operate on 156·35 mHz for Sept-Iles movements, 156·9 for Pointe Noire.

All ships should be equipped with wire cable towing line with nylon pendant for tug use in undocking. Ships not so equipped will be provided with tug tow lines. Pilot to determine adequacy of ship's tow lines.

**BERTHING:**

*N.H.B. – Facilities*

| *Berth number (usual name)* | *Wharf length (ft.)* | *Depth at Low Water (ft.)* | *Remarks* |
|---|---|---|---|
| Pointe-aux-Basques | 600 | 34 | Small open section at East end of Shed No. 1 |
| Shed No. 1 | | | General cargo shed |
| Shed No. 2 | | | General cargo shed West and behind Shed No. 1 |
| Mgr. Blanche Wharf | 900 | 23 | General cargo berth. Also has docking facilities at the end of the Finger Pier, approx. 180 ft. with a draft of 27 ft. Docking on the end and the West side of pier only. Small open berth at upper end of pier |
| Town Wharf | 546 | — | Small coastal vessels<br>Finger Pier also used for small cruising vessels and crafts |
| Pointe Noire Pier | — | — | Not to be used unless directed by Port officials |

*Private Facilities*

| *Berth* | *Length (ft.)* | *Depth at Low Water (ft.)* | *Utilisation and general remarks* |
|---|---|---|---|
| Wabush Dock | 650 | 35 | General cargo and mooring berth (East end). Total 1,600 ft. berthing |
| Terminal | 950 | 35 | Iron Ore loading berth (West end). Total 1,600 ft. berthing (Loading ore by means of two travelling boom conveyors. Total capacity 8,000 long tons per hour) |
| Iron Ore Dock Terminal | 800 | 34 | Mooring and general cargo receiving berth (West) |
| South-east Berth No. 1 Dock | 800 | 38 | Ore loading berth two travelling boom conveyors maximum design capacity. Total berthing length 1,600 ft. |
| No. 2 Dock | 900 | 60 | Total effective mooring length approx. 1,600 ft. Two travelling shuttle boom loaders with 764 ft. of travel. Maximum design capacity 7,500 long tons per hour each |
| Imperial Oil Dock | 300 | 40 | Dolphins increase capacity for berthing |

See also following information on The Ore Company berths.

*Number 1 Dock.* 2,200 ft. (670 m.) dock divided into three berths. The South-east or loading berth is 800 ft. (224 m.) in length and is fendered with large truck tyres mounted over the dock face. The adjoining 800 ft. (244 m.) mooring or waiting berth is also fendered with large truck tyres. The third and last section, 600 ft. (183 m.) in length, is a Government berth used for general cargo.

Dredged depth at the loading berth is 38 ft. (11·6 m.) at mean low water, 34 ft. (10·4 m.) at mooring berth. Designed depth at the government berth is 27 ft. (8·2 m.). At the loading berth, iron ore is loaded into vessels by means of two travelling boom conveyors with a maximum design capacity of 4,000 long tons/hr. each.

The distance from mean low water to loaders in horizontal position is approx. 35 ft. (10·7 m.). Loaders can operate at an angle of up to 12 degrees from the horizontal. Vessels should present for loading with a maximum distance of 40 ft. (12·2 m.) from waterline to hatch coaming. Number 1 dock is fitted with bollards spaced at 50 ft. (15 m.) centres.

*Number 2 Dock.* Deepwater berth is located some 900 ft. (274 m.) South-east of original dock and extends approx. 230 ft. (70 m.) further into bay. This single berth is open cell construction with 9 parallel cribs giving total berthing face of approx. 925 ft. (282 m.). A tenth transfer house crib, inset from dock face and a dolphin, both structures fitted with mooring winch and bollards, are located approx. 150 ft. (46 m.) and 350 ft. (107 m.) respectively from N.W. corner of dock face. Two additional dolphins, also fitted with mooring winch and bollards, are situated in a line approx. 150 ft. (46 m.) inside dock face and approx. 100 ft. (30 m.) and 400 ft. (122 m.) from S.E. corner of dock. Dolphins are joined to main dock structure by catwalks. Total effective mooring length is approx. 1,600 ft. (488 m.). Cribs are fendered to waterline with triple sets of extra large truck tyres. Dredged depth is 60 ft. (18·3 m.) m.l.w. Dock is fitted with two travelling shuttle boom loaders with 764 ft. (233 m.) of available shiploader travel, and a maximum design capacity of 7,500 long tons/hr. each. Number 2 Dock is fitted with bollards spaced at 100 ft. (30 m.) centres.

| | | |
|---|---|---|
| Tidal characteristics | neaps | 5 ft. 06 in. (1·68 m) |
| | springs | 11 ft. 00 in. (3·35 m.) |

**CRANES:** Heavy-lift cranes available. Maximum capacity 250 tons.
**MEDICAL:** Masters are requested to have seamen's smallpox vaccination certificates ready for inspection, also ship's deratisation certificate. Seamen who cannot produce a valid smallpox certificate may require vaccinating in special cases.

All crew members requiring medical attention should be available upon ship's arrival. Sick Mariners dues no longer apply for treatment of seamen. Agent will provide form of application to be given to doctor for crew members requiring medical attention.
**TANKERS:** Berth at Imperial Oil Dock. Maximum draft 40 ft.
**FRESH WATER:** Can be supplied at the approx. rate of 35 tons per hour. Hose is available on the dock but ships' crew are required for connecting and disconnecting.
**FUEL:** Available ex wharf. All enquiries should be directed to BUNKERESSO Montreal.
**CUSTOMS ALLOWANCES:** Each crew member is allowed to retain in his possession for his personal consumption 200 cigarettes, 40 ounces of spirits, 50 cigars or 2 pounds of pipe tobacco. All quantities must be declared on Crew Declaration form Y-14 along with all personal effects such as radios, cameras, tape recorders, binoculars etc., plus serial numbers of each such item.
**REPAIRS:** Minor repairs can be effected at Sept-Iles. Repairs to be conducted under the supervision of ships' personnel.
**TIME:** Sept-Iles maintains Eastern Standard Time (GMT minus 5) from last Saturday in October until last Saturday in April. Eastern daylight time (GMT minus 4) is maintained the balance of the year.
**DEVELOPMENTS:** Plans to accommodate tankers at new ore dock and provide slop reception facilities.
**GENERAL:** Ships will be loaded in regular turn of vessels subject to cargo availability and providing they present with starting hatches open and do not have ballast pumping which will exceed expected loading time. This loading time should be calculated at the rate of 6,500 long tons/hr. at dock No. 1 and 12,000 long tons/hr. at dock No. 2.

For establishing turn of vessels, a ship will be considered "arrived" at the time of crossing harbour limits.

Loading plans should be presented to the loading foreman on arrival at mooring berth.

Ore-Oil and OBO vessels having discharged petroleum products at last port must advise this in first ETA. If gas-free certificate not already granted by independent chemist, arrangements will be made by IOC Marine Services to have chemist attend. Expense for ship's account.

Ships will leave the loading dock immediately upon completion of cargo and secure for sea in the bay. If any delays occur on documentation, crew members missing, etc., ship will leave the dock and all matters will be handled from anchorage.

Present outlook for working hours, subject to change during the season, is as follows: 24-hour operation Sundays included. No work Christmas Day or New Year's Day.

Main engines are required for shifting. Vessels at the mooring dock will be given 30 minutes notice to prepare to shift before departure of loaded vessel. Vessels are requested to have main engine ready when alongside mooring and loading docks.

Permission contrary to the above must be obtained from the Iron Ore Company of Canada in writing.

Most supplies can be readily obtained at Sept-Iles. Quantity orders should be included in 48 hour ETA. Requests for bonded stores should be included in 96 hour ETA.

Garbage service available alongside on request.

Launch service is available on request through Marine Services.
**AUTHORITY:** National Harbours Board. PO Box 280, Sept Isle, P.Q. G4R 4K5.

## SHEET HARBOUR, N.S.: 44.50 N. 62.30 W.

**DOCUMENTS:** See "Montreal".
**ICE:** Open all year with aid of icebreaker during Janu February and March. Ice forms about January 15th and breaks between March 1st and 15th
**PILOTAGE:** Compulsory. Pilot boards off Sheet Rock light.
**ANCHORAGE:** Anywhere in harbour in depths up to 10 fathon
**MAX. SIZE:** See "Berthing".
**MEDICAL:** Hospitals available.
**RADIO:** Ship-to-shore communications: through Halifax (VCS)
**TUGS:** None.
**BERTHING:** Wharf, berthing length 500 ft. depth low water 21 No railroad or handling facilities on wharf. Small Dept. of Transp wharf 20 ft. depth low water.
**STEVEDORES:** Skilled labour available. Gangs consist of 20 m
**FRESH WATER:** Available by hose from mill.
**FUEL:** None available.
**REPAIRS:** No facilities available.
**AIRPORT:** Halifax 75 miles.
**TIME:** GMT minus 5 hours in Summer. GMT minus 4 hours Win
**AUTHORITY:** Dept of Transport.

## SHIPPEGAN HARBOUR, N.B.: 47.45 N. 64.42 W.

## CARAQUET HARBOUR: 47.48 N. 64.56 W.

**DOCUMENTS:** See "Montreal".
**PILOTAGE:** Approaching vessel hoists flag "G" and uses si about one mile before reaching fairway buoy. Pilot boat motoris 45-ft. vessel, approaches on leeside. Approaching vessels wait Pilot about a mile from fairway buoy.
**ANCHORAGE:** Good anchorage, usually by fairway buoy.
**RESTRICTIONS:** Entry possible night and day, good visi lighted buoys.
**MAX. SIZE:** High tide: 23 ft. low tide: 17ft. (At Shippegan, maxim tide: 20 ft.)
**HEALTH:** See "Montreal".
**RADIO:** VC and Grindstone Radio, Rivière au Renard, Fame Poin
**TUGS:** Not required for these ports.
**BERTHING:** Caraquet Wharf, 28 ft., Shippegan 25 ft.
**RADAR/VHF:** Radar service at both harbours.
**MEDICAL:** No notice required, hospital available, as required wh conditions warrant.
**FRESH WATER:** Available.
**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes per we per man. Wine/Spirit, Spirits allowed to officers. Beer to crew.
**REPAIRS:** Minor repairs only.
**TIME:** Eastern Standard Time GMT minus 5 hours, Daylight savi time from last week-end in April to last week-end in October, cloc advanced 1 hour.
**AIRPORT:** Moreton 135 miles.
**POLICE/AMBULANCE/FIRE:** Police RCMP 727–2828; Poli City 727–3167; Fire 727–2928; Hospital 727–3435.
**AUTHORITY:** Dept. of Transport.

## SOREL, Quebec: 46.03 N. 73.09 W.

**DOCUMENTS:**

- 2 Crew Lists.
- 2 Passenger Lists.
- 3 Crews Declaration (Can. Form Y14).
- 3 Stores Lists (Can. Form E.1).
- Health Declaration (Can. Form QS. 2001).
- 3 Cargo Manifests.
- 3 Bills of Lading.

**PILOTAGE:** Compulsory. Pilot boards at Basques Cove and Queb
**ANCHORAGE:** In St. Lawrence River off Sorel in depths of to 50 ft.
**RESTRICTIONS:** Ice free approximately from mid-April to mi December. No tidal influence.
**MAX. SIZE:** Up to 32 ft. draft.
**RADIO:** Sorel Radio, call sign VFN, and Three Rivers Radio, ca sign VBK.
**HEALTH:** Pratique may be obtained by radio to Quarantine Queb Health Officer boards on arrival. Valid smallpox vaccination certif cates required.
**TUGS:** Available. Tugs join vessel in approach channel.
**BERTHING:**

*Ministry of Transport Wharves* – eight berths of up to 622 ft. leng with depth alongside from 24 ft. to 30 ft.

*North American Elevators Ltd* – five berths of up to 622 ft. leng with depth alongside from 24 ft. to 30 ft.

*Marine Industries Limited* – berth 600 ft. long, 20 ft. depth alongsid

*Quebec Iron and Titanium* – berth 1,100 ft. long, 30 ft. depth along side.

**BULK HANDLING FACILITIES:**

*North American Elevators Ltd* – steel and concrete grain elevato 5,500,000 bushels capacity. Loading capacity 144,000 bushels/hour.

*Quebec Iron and Titanium Wharf* – electric mobile bridge, capaci 900 T/hour.

**DENSITY:** Fresh water.
**MEDICAL:** Doctors and hospital facilities available.
**FRESH WATER:** Available by pipe-line at all berths.
**FUEL:** All grades available by pipe-line at deep water berths. C also be obtained by barge from Montreal.

**REPAIRS:** All deck, engine and boiler repairs can be effected.
**DRYDOCK:** *Marine Industries Limited*—dry-docking facilities for ships up to 12,000 tons dwt.
**CUSTOMS ALLOWANCES:** 200 cigarettes for each man. Officers may be allowed one bottle wine/spirits, Master up to five bottles.
**TIME:** GMT minus 5 hours. Daylight Saving Time: GMT minus 4 hours, applied from last Saturday of April until last Saturday of October each year.
**SHORE LEAVE:** Crew members allowed ashore. No restrictions.
**HOLIDAYS:** New Year's Day; Epiphany; Good Friday; Ascension Day; St. John the Baptist Day; Labour Day; All Saints' Day; Christmas Day. No work performed on these holidays.
**AIRPORT:** Nearest at Montreal.
**AUTHORITY:** Canadian Dept. of Transport.

## SUMMERSIDE, P.E.I.: 46.23 N. 63.47 W.

**DOCUMENTS:**
2 IMM.200.
3 E.1.
1 Quarantine 2001.
2 Passenger Lists.
1 Customs Document A.6.
**PILOTAGE:** 24 hours notice of ETA to Agent who notifies Pilot. Pilot boards fairway buoy about 6 miles from wharf.
**ANCHORAGE:** At fairway buoy in depths of 30–35 ft.
**MAX. SIZE:** 550 ft. length, 50 ft. beam, 24 ft. draft.
**HEALTH:** Vessels coming from U.S.A. accepted without pratique. Vessel from other countries radio telephone for permission. See also "Montreal".
**RADIO:** Halifax N.S., Sydney N.S., Grinstone, M.1.
**TUGS:** None available.
**STEVEDORES:** 24 hours notice required.
**MEDICAL:** Hospital facilities available. Current vaccination/fever certificates required.
**FRESH WATER:** Available 30 tons/hour.
**FUEL:** Can be arranged if necessary.
**OPENING/CLOSING HATCHES:** Crew/Stevedores.
**CUSTOMS ALLOWANCE:** Tobacco: 1 carton per man per week. Wine/Spirits: Spirits 40 oz. per man per week. Further allowances made if Master requests.
**IDENTIFICATION CARDS:** Passports required.
**REPAIRS:** Only minor repairs.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Charlottetown Airport 39 miles away.
**TIME:** Atlantic Standard Time with daylight saving in Summer.
**HOLIDAYS:** New Year's Day; Good Friday; Victoria Day (19th May); Dominion Day (1st July); Remembrance Day (11th November); Thanksgiving (13th October); Labour Day (1st September); Christmas Day. Plus all Saturday afternoons and Sundays.
**POLICE/AMBULANCE/FIRE:** Police 436–9222; Ambulance dial "O" call operator; Fire 436–3333.
**TELEPHONES:** Telephones can be placed on board.
**SHORE LEAVE:** Crew allowed ashore.
**AUTHORITY:** Harbour Master, Summerside, RRI. Tel. (902) 436–7138.

## SYDNEY, N.S.: 46.09 N. 60.12 W.

**DOCUMENTS:**
Crew's Declaration Y.14 in triplicate.
Ship's Stores E.1 in triplicate.
Crew Tally IMM.201 in duplicate.
Report Inward A.6 in triplicate.
**PILOTAGE:** Pilots are obtainable inside Fairway Buoy, 46° 18′ N. 60° 08′ W. Vessels approaching Sydney requiring Pilot must report by radiotelegraph or radiotelephone, estimated time of arrival to District Supervisor of Pilots, North Sydney, Nova Scotia, at least 12 hours before vessel's ETA. The time should preferably be GMT. ETA's must be revised if necessary prior to arrival through VCO Marine Radio Sydney, or via any Coast Radio Station.
**ANCHORAGES:** South Arm and North-west Arms (good holding ground 40 to 60 ft. depth).
**RESTRICTIONS:** Berthing allowed day or night. "Harbour Ice", January to March, "Drift Ice" April to May. Navigable with aid of icebreakers requested from Ice Control at Sydney.
**MAX. SIZE:** Maximum draft 37 ft. Governed by least depth in channel of 38 ft. at low water.
**HEALTH:** Sydney is an official quarantine station. Radio pratique obtained between 0900 and 1700 local time by radio message to "Quarantine Sydney". Information required from vessel is as follows:
Name and nationality of vessel.
Name of three previous ports called at during voyage.
Port of destination and name of Agent.
Nature of cargo.
Date and place of last derating or exemption certificate.
Number of crew and passengers.
Condition of health of all on board with details of any sickness or death occurring during the voyage.
Vaccination status of crew and passengers.
The expected time of arrival and any other information that may be required by the quarantine officers.

The ship will require usual inspection on arrival. However, radio pratique will enable vessel to enter port, dock and commence loading or unloading operations prior to official quarantine clearance. Vessels which have not applied for radio pratique and all vessels with suspected infectious disease aboard will remain in quarantine until cleared.
**RADIO:**

| *Place* | *Call Letters* | *Freq. kc/s.* |
|---|---|---|
| Sydney Radio | VCO | 500 |
| Grindstone Island | VCN | 500 |
| Canso Radio | VAX | 500 |
| Halifax Radio | VBO | 530 |
| Cape Race | VCE | 500 |

**TUGS:** No Tugs.
**BERTHING:** *International Steel Piers:* No. 1 Pier (Steel loading); berthing length 425 ft. Depth at low water 28 ft.
No. 2 Pier; berthing length 550 ft. Depth at low water 30 ft. Pipe-line for bunker oil, 6 in.; pipeline for marine diesel, 4 in.; pipeline for discharging oil, 16 in.
No. 3 pier; berthing length 710 ft. Depth at low water 41 ft. Equipped to unload cargoes by self-unloading boom type vessels and bulk carriers. Cape Breton Development Corporation, Pier No. 4; berthing length 810 ft. Depth at low water 30 ft. Used exclusively for loading coal and coke. Government Wharf (Sydney); berthing length 974 ft., depth at low water 30 ft.
*Point Edward Docks*: Main jetty length 850 ft. Depth at low water 36 ft. outside, 27 ft. inside. Seaward jetty length 800 ft. depth at low water 21 ft. Quay wall 1,150 ft., depth at low water 18 ft. Finger jetty, length 350 ft., depth at low water 25 ft. outside, 19 ft. inside.
**STEVEDORES:** Available.
**MEDICAL:** Two hospitals.
**DENSITY:** Average 1023.
**FRESH WATER:** Available from shore by hoses.
**FUEL:** Marine diesel, bunker fuel and galley fuels are obtainable by pipeline at piers number 2, 3 and 4. Rate of bunkering approximately 100 tons per hour.
**GANGWAY/DECK WATCHMEN:** Crew sufficient.
**OPENING/CLOSING HATCHES:** Crew.
**CUSTOMS ALLOWANCE:** 200 cigarettes or ½ lb tobacco or 15 cigars, each officer. 40 oz. of spirit per officer.
**IDENTIFICATION CARDS:** Seaman's identity cards.
**CONSULS:**
British and Canadian Shipping Master,
Portugal Vice-Consul 794–3515.
Honorary French Consular Agent, North Sydney 794–4800.
Norwegian Vice-Consul, Sydney 564–9288.
**REPAIRS:** Floating repairs by Atlantic Springs Machine and Repair Company or Sydney Engineering and Drydock Company. Largest slipway 3,000 tons. Hull and engine repairs available.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Served by Air Canada and Eastern Provincial Airways.
**TIME:** Sydney is on Atlantic Standard Time from the last Sunday in October to the last Sunday in April, and on Atlantic Daylight Time from the last Sunday in April to the last Sunday in October. GMT minus 4 on Atlantic Standard Time and GMT minus 3 on Atlantic Daylight Time.
**HOLIDAYS:** Christmas Day; New Year; Good Friday; Dominion Day; Thanksgiving Day; Labour Day. No work as a rule from 0800 to 0800 next day.
**POLICE/AMBULANCE/FIRE:** Police 564–4415; Ambulance 564–5507; Fire 539–3552.
**SERVICES:** Compass adjusting, tank cleaning.
**SHORE LEAVE:** Allowed.
**DEVELOPMENTS:** A new loading wharf is to be built at Sydney Steel Corporation. Completion expected mid-1975.
**AUTHORITY:** Harbour Master, PO Box 548, Sydney, Nova Scotia, Tel. 902–564–8427.

## TORONTO, Ontario: 43.40 N. 79.25 W. (See Plan)

For important general information refer to "St. Lawrence Seaway".
**DOCUMENTS:** Master should prepare for boarding of customs, immigration officers:
*Customs* – Crew Declaration Lists (in triplicate) and Ship Store Lists (in triplicate).
*Immigration* – Crew List and Passenger List (in duplicate).
**PILOTAGE:** Not compulsory but available 24 hours. Pilotage requested through vessel Agents or direct to Harbour Master's office which maintains a 24-hour radio watch on following frequencies:
Call Sign XJF 495.
Safety and calling 2182 kc/s. or 156·8 mc/s.
Working 2003 kc/s. or 156·6 mc/s.
Alternate working 156·7 mc/s.
**ANCHORAGES:** Vessels anchor in Humber Bay or in Inner Harbour. Anchorages allotted by the Harbour Master.
**RESTRICTIONS:** Vessels may enter port area at any time.
**MAX. SIZE:** The port has facilities to accommodate nearly any vessel which can navigate the St. Lawrence Seaway Locks.
Maximum size of vessels permitted to transit the Seaway:
(*a*) Ships not exceeding 730 ft. overall and 75 ft. 6 in. extreme breadth may transit.
(*b*) Masts must not exceed 117 ft. above the water level.
(*c*) Maximum draft 26 ft.
**HEALTH:** See "Montreal".
**RADIO:** Controlling radio station in the Toronto area is VBG Toronto.
**RADAR:** Harbour Master's Office has radar installed but not normally used for assistance of vessels. Port communication centre is located in Harbour Master's office and operated for emergency safety requirements, and all information given to any vessel in area.
**TUGS:** Not normally required but available. Tugs use ship's lines.

**BRIDGES:** Two bridges – Ship Channel Bridge and Keating Channel Bridge. Both lift bridges, no height restriction.

**SPECIALISED CARGO HANDLING FACILITIES:** The following companies offer berthage and storage for the bulk commodities indicated:

*Liquid Chemicals.* Allied Chemical Co., Domtar (no waterside storage tanks, trucked directly from vessel).

*Coal.* Valley Camp; Weaver Empire Fuels; Rochester & Pittsburg Coal Co.; Milnes Coal Co. Ltd.

*Cement.* Lake Ontario Cement, Canada Cement Lafarge.

*Molasses.* Canada West Indies Molasses.

*Oil.* Texaco, Imperial Oil, Sun Oil, Canadian Fuel Marketers, BP, Gulf, Shell, Roy-L Canadian Fuel, Milnes Fuel Oil, Caloil.

*Salt.* Canadian Salt Co., Sifto Salt, Iroquois Salt.

*Chemicals.* Domtar.

*Sugar.* Canada and Dominion Sugar Co.

*Vegetable Oils.* Drew Brown, Maple Leaf Mills, Victory Soya Mills.

*Grain.* Toronto Elevators Ltd, Victory Soya Mills; Canada Malting Ltd.

**CRANES:** Stationary dockside crane, capacity 300 short tons, floating crane 50 ton capacity and mobile crane 26 ton capacity available.

**STEVEDORES:** General rule is 24 hours notice.

To work ship at 1 p.m., order gangs by 11 a.m. the same day.
To work ship at 6 p.m., order gangs by 4 p.m. the same day.
To work ship at 8 a.m., order gangs by 4 p.m. previous day.

**MEDICAL:** Doctor and hospital facilities available.

**TANKERS:** Diameter of load/discharge lines are the American Standard 8 in. Maximum draft at berths is 26 ft.

**DENSITY:** Fresh water.

**FRESH WATER:** Available at all berths.

**FUEL:** In most cases, vessels bunker in Montreal. Fuel available at 12 hours notice, either by road tanker or oil tanker.

*Shipmaster's report:* Fuel and lub-oils only delivered by road tankers and vessels are not allowed to bunker while alongside Redpath sugar berth. Bunkers not available on Sundays and holidays due to Department of Transportation regulations ruling that no trucks are allowed on highways those days.

**GANGWAY/DECK WATCHMEN:** Crew member or someone hired by Agent.

**OPENING/CLOSING HATCHES:** Carried out by stevedores.

**CERTIFICATES:**

Certificate of Registry.
Articles of Agreement.
Log Book.
Safety of Life at Sea.
Safety Equipment Certificate.
Safety Construction Certificate issued by the Country to which the ship is registered.

**CUSTOMS ALLOWANCES:** Tobacco, Crew entitlement on first arrival in Canada – 200 cigarettes, 50 cigars, 2 pounds of tobacco. Wine and/or Spirit, Crew entitlement on first arrival in Canada – 40 oz. of spirits, liquors or wines.

**CARGO GEAR:** Vessel requires a tackle equipment book and a certificate covering cargo equipment which must be kept up to date and notated every 12 months by a competent person. Port of Toronto has modern equipment including stationary Atlas crane, 300-ton capacity; mobile container crane designed for loading and unloading 20 ft. and 40 ft. containers; 56-ton overhead lift truck equipped with a 40 ft. spreader frame; and 50-ton floating crane.

**IDENTIFICATION CARDS:** Visitor passes available from port police office.

**CONSULS:**

Belgium
Brazil
Colombia
Costa Rica
Cuba
Denmark
Ecuador
El Salvador
Finland
France
Germany
Greece
Guatemala
Israel
Italy
Japan
Lebanon
Mexico
Netherlands
Nicaragua
Norway
Peru
Portugal
Spain
Sweden
Switzerland
Thailand
Turkey
United States
Yugoslavia

**REPAIRS:** Most repairs not requiring dry dock can be carried out in Toronto. Nearest dry dock is located at Port Weller, 30 miles distant.

**REPATRIATION:** All facilities.

**AIRPORT:** (1) Toronto Island Airport located at Western end of harbour. General aviation only with regular air lines.

(2) Toronto International Airport approximately 15 miles distant. Airport is served by 9 regular airlines.

**TIME:** GMT minus 5 hours. Two alterations made to clocks during (1) Last Sunday morning in April, Eastern Standard Time to Eastern Daylight Time one hour ahead. (2) Last Sunday morning in October, Daylight Time to Eastern Standard Time one hour back.

**HOLIDAYS:** Work can be arranged on any holiday at double time rate with the exception of Labour Day which is the first Monday in September of each year. No work is done on this day.

**POLICE/AMBULANCE/FIRE:** Emergency numbers as follows: Harbour Police 361-1111; Port Police 863-2140; Fire Department 363-2133 or 361-1111; Ambulance 361-1111.

**TELEPHONES:** Arrangements not available for placing telephones on board.

**SHORE LEAVE:** No restrictions.

**DEVELOPMENTS:** The main phase of the dredging contract to create a new entrance into the port of Toronto, started in 1973.

The work which includes the dredging of the new shipping channel to Seaway depth, as well as the widening of the present Eastern Gap is expected to take about eighteen months to complete.

**AUTHORITY:** The Toronto Harbour Commissioners, 60 Harbour Street, Toronto M5J IB7 Tel. (416) 863-2000. Cables, "Torport". Telex 06-219666.

## TROIS RIVIERES, Quebec: 46.22 N. 72.34 W.

**DOCUMENTS:**

2 sets Crew Lists.
2 sets Passenger Lists.
3 sets Customs Documents.
3 copies Health Documents.
6 sets Manifests.
6 sets Bills of Lading.
3 sets Ship's Papers.

**PILOTAGE:** Pilots take charge of vessel at Quebec for Trois-Rivières destination. See "Quebec" for further information.

**ANCHORAGES:** No vessel shall, except in an emergency, anchor within the harbour without prior permission from the Port Manager and then only at such place as is assigned. The anchorage area used for Trois-Rivières is located approximately 2 miles up river.

**MAX. SIZE:** Berths vary from 30 ft. to 35 ft. depth.

**HEALTH:** Trois-Rivières is a Port of Entry. Port doctor at the service of vessels. See also "Montreal".

**RADIO:** St Lawrence River Marine Traffic Control call system letters VBK Trois-Rivières.

**TUGS:** Not needed. Pilot boat can be of service on special occasions.

**BERTHING:** 18 berths are available, including 7 open and 11 shedded, total 9,188 ft. Private wharves, 2 berths, total length 1,084 ft.

*N.H.B. Facilities:*

| *Berth number (usual name)* | | *Wharf length (ft.)* | *Depth at Low Water (ft.)* | *Remarks* |
|---|---|---|---|---|
| | 1A | 500 | 30 | Paper: Loading<br>1 and 2 total berthing length 900 ft. paper conveyor along front of sheds 1A and 2 |
| | 1B | | | |
| | 2 | 400 | 30 | Warehouse Loading |
| | 3 | 715 | 30 | Total berthing length 1,400 ft. |
| | 4 | 385 | 30 | |
| | 6 | 300 | 30 | |
| NHB office Wharf | 7 | 300 | 30 | |
| | 9 | 715 | 30 | Total berthing length 2,555 ft. |
| | 10 | 545 | 30 | |
| | 11 | 715 | 30 | |
| | 13 | 580 | 30 | |
| | 14 | 500 | 35 | |
| | 15 | 395 | 35 | |
| | 16 | 575 | 35 | |
| | 17 | 750 | 30 | |
| | 19 | 700 | 33 | |
| | 20 | 706 | 35 | |
| Cap de la Madeleine | 21 | 402 | 30 | |

*Private Facilities:*

| *Berth* | *Length (ft.)* | *Depth at Low (ft.)* | *Remarks* |
|---|---|---|---|
| Canadian International | | | Receiving pipeline for bunker oil |
| Paper Company's Wharf | 744 | 30 | Four 2½ ton cranes for pulpwood |

*Grain Facilities:*

| *Elevators* | *Capacity in bushels* | *Loading galleries at berth* | *Loading capacity bushels per hour* | *Remarks* |
|---|---|---|---|---|
| No. 1 | 2,300,000 | 16 | | |
| No. 2 | 1,800,000 | | 55,000 | 2 Marine legs at Berth 17<br>Unloading capacity 96,000 bushels per hour |
| No. 3 | 2,100,000 | | | |

**CRANES:** Mobile cranes up to capacity 140 tons available.

**STEVEDORES:** Stevedores at Trois-Rivières are also Agents.

**MEDICAL:** If medical service is required upon arrival, call through No. 7 (St. Lawrence River Marine Traffic Control System). Port doctor. Hospital facilities available.

**TANKERS:** Diameter of oil lines 8 in. and 12 in. No slop discharge facilities. Seven tanker berths – five for 30 ft. draught and two for 35 ft. draught.

**FRESH WATER:** Hoses connected to harbour hydrants; 20 tons per hour.

**FUEL:** All grades available.

**GANGWAY/DECK WATCHMEN:** Not necessary except if dangerous cargo on board.

**OPENING/CLOSING HATCHES:** Carried out by stevedores.

**CUSTOMS ALLOWANCE:** 200 cigarettes each and/or two lb. tobacco. Wine and/or Spirits: One bottle each.
**IDENTIFICATION CARDS:** Seaman's card and/or passport.
**CONSULS:** At Montreal.
**REPAIRS:** Minor repairs done by local machine shops.
**REPATRIATION:** Can be arranged.
**TIME:** EDST from last Sunday of April to last Sunday of October, then normal EST.
**AIRPORT:** 5 miles distant. No scheduled flights.
**HOLIDAYS:** New Year's Day; Easter Monday; Confederation Day; Thanksgiving Day; Christmas Day; Good Friday; Queen's Birthday; Labour Day; Remembrance Day. One Civic Holiday taken June 24th.
**POLICE/AMBULANCE/FIRE:** Police and Fire 374–3535; Ambulance 375–6456 and 374–6225; Poison Treatment 374–6211.
**SERVICES:** Compass adjusting only.
**SHORE LEAVE:** Members allowed ashore.
**AUTHORITY:** National Harbours Board, PO Box 999, Trois-Rivières, P.Q. G9A 5K2. Canada. Tel. 378–3939.

**AGENT:** Malone Maritime Agency Ltd., 2 Rue de Forgef, Trois Rivières, P.Q. Canada. Cables, "Malone", Tel. 379–2854. Telex 05–837131.

## VANCOUVER, B.C.: 49.17 N. 123.07 W. (See Plan)

**PORT LIMITS:** The seaward boundary of the inner port within which a vessel is considered to be an "arrived vessel" is a line drawn between Port Atkinson and Port Grey at the entrance to English Bay. The seaward boundary of the outer port is running North-South between the North Arm of the Fraser River and the International Boundary and being five miles offshore in the Straits of Georgia.
**DOCUMENTS:** Master to keep Pilots, Victoria, advised of ETA pilot station. Agent concerned forwards blank Canadian Crew List and Immigration Forms together with port instructions to Pilot. Forms should be completed by Master for presentation to Customs and Immigration on arrival.

Immigration Authorities require two sets of Immigration Forms, Canadian Customs require three copies list of Bonded Stores and three copies Crew Personal Declaration Forms.

A vessel proceeding to B.C. outports (i.e. Port Alberni, Prince Rupert, Tasu, Kitimat), which does not require Pilot at Fairway Buoy, Victoria, may apply quarantine Victoria for permission to proceed direct. Where such permission has been granted Master to notify Agent concerned.
**PILOTAGE:** Compulsory. Pilot station at Victoria, B.C., equipped with VHF radio telephone and watch maintained on both 156·8 mHz and 156·55 mHz. No designated anchorage for vessels requiring Pilot. Normal method of boarding is by pilot ladder (no boat-rope), but under favourable conditions accommodation ladder may be used.
**ANCHORAGE:** There are fourteen designated anchorages in the port which are available during periods of congestion. Eight In English Bay, four in main harbour and two above Second Narrows. Main Harbour anchorages reserved mainly for vessels awaiting berths or tides. Those outside mainly reserved for vessels expecting long waits. Main Harbour anchorages range from 9 to 21 fathoms and English Bay anchorage from 8 to 16 fathoms. Largest vessels using and expected to use Vancouver Harbour can be accommodated at all anchorages. Holding ground is good and anchorages are protected. Requests for permission to anchor must be made to the Harbour Master. Requests may be made through the First Narrows Signal Station.
**RESTRICTIONS:** Vessels enter harbour night and day. Low-water depth in First Narrows (harbour entrance) is 50 ft. Vessels bound above Second Narrows are restricted to high water to 1 hour after, inbound; and from 1 hour before high water to high water, outbound.
**MAX. SIZE:** Berthing for vessels up to 150,000 dwt. and draft up to 60 ft. at Roberts Bank.
**HEALTH:** Vessels inbound from a foreign port: Agent notifies quarantine station, Victoria, giving name, ETA pilot station, where bound from and where bound to. Vessel arriving from Fiji, Australia, New Zealand, Honolulu, United Kingdom or Balboa, C.Z., may radio Victoria Quarantine Station requesting Radio Pratique and may proceed direct to her destination, where will be boarded by quarantine officials on arrival alongside. Free pratique granted only to vessels coming from the U.S. with duplicate pratique; same rule applies to vessels proceeding from B.C. to U.S. ports, where duplicate pratique is issued, prior to arrival, same being brought on board by quarantine doctor at pilot station, Victoria.

Advise Quarantine Station, Victoria, in event of suspected contagious disease on board.
**RADIO:** VA.1 Vancouver Radio.
**RADAR/VHF:** First Narrows bridge is radar equipped. Bridge signal station manned 24 hours per day. Pilots in radio/telephone contact with bridge at all times. Vessels normally communicate with First Narrows signal station on Channel 6 inwards, until past the bridge, when they change to Channel 11 for berthing and harbour movement.
**TUGS:** Meet vessels East of First Narrows and off berth. Ship's lines are used. Pilots communicate with tugs by VHF Channel 11 or Channel 6.
**BERTHING:** Vessels berthing at Lynn Terminals and Alberta Wheat Pool, await favourable tide conditions. Vessels are berthed at Vancouver Wharves stemming the tide.

*N.H.B. Facilities:*

| *Berth number (usual name)* | *Wharf length (ft.)* | *Depth alongside at LW (ft.)* | *Remarks* |
|---|---|---|---|
| Pier B-C | 2,100 | 26–36 | General cargo – passengers |
| Centennial Pier (Gen.) | 3,127 | 33–40 | General Cargo |
| Centennial Pier (Container Term.) | | | |
| Berth 6 | 687 | 40 | Containers heavy lifts |
| Ballantyne Pier | 2,610 | 30–40 | General cargo – grain |
| Lapointe Pier | 2,500 | 30–35 | General cargo – containers |
| Lynn Terminals | 2,280 | 30–35 | Lumber and plywood |
| Seaboard Terminal | 1,898 | 40 | Forest products |
| Neptune Terminals | 2,100 | 48 | Bulk loading – A-frame – 2 silos |
| Roberts Bank | 900 | 65 | Dual – quadrant shiploader – 6,000 tons per hour |

*Private Facilities:*

| *Berth* | *Length (ft.)* | *Depth alongside at LW (ft.)* | *Utility and general remarks* |
|---|---|---|---|
| Pier A1 | | 30 | Railway and truck barge loading |
| Western Water Terminals | 1,000 | 30 | Outside storage, 4,000 sq. ft. |
| Canadian National Pier | 2,000 | 20–30 | ,, ,, 69,380 sq. ft. |
| Great Northern Dock | 600 | 30 | Coastal traffic |
| B.C. Sugar Dock | 425 | 30 | Bulk sugar imports |
| Terminal Dock | 2,010 | 33 | Outside storage, 365,000 sq. ft. |
| Pacific Coast Bulk Terminals | 1,265 | 38 | 3 A-frame sheds for coal, sulphur and potash |
| Hooker Chemicals Dock | 500 | 35 | Loading pipeline for bulk barges – outside storage |
| Cassier Asbestos Dock | 955 | 33 | General cargo – coastal |
| Vancouver Wharves | 2,456 | 35<br>2 berths<br>40<br>2 berths | A-frame bldgs for potash, sulphur and ores – 2 silos– transit shed |

*Grain Facilities:*

| *Elevator No.* | *Capacity in bushels* | *Loading galleries at berths* | *Loading capacity bushels per hour* |
|---|---|---|---|
| U.G.G. | 3·6 m. | 1 | 40,000 |
| Pacific | 7·0 m. | 1 | 90,000 |
| Alberta Wheat Pool | 7·0 m. | 1 | 72,000 |
| Saskatchewan Wheat Pool | 5·0 m. | 1 | 108,000 |
| Burrard Terminals | 1·5 m. | 1 | 30,000 |

**SPECIALISED CARGO HANDLING FACILITIES:** There are twelve berths equipped for loading grain; depths vary from 28 ft. to 50 ft. at low water. The port has three specialised coal berths – Neptune Terminals, Pacific Coast Bulk and Westshore Terminals. Bulk sulphur, potash and ores are handled at Vancouver Wharves, Pacific Coast Bulk Terminals and Neptune Terminals (not sulphur). One container berth is located at Centennial Pier, length 687 ft., depth 40 ft. at low water, back-up area 15 acres; it is equipped with one "STARPORTER" container crane. No deep-sea roll-on/roll-off facilities. LPG is handled at a specially equipped berth at the Trans Mountain Oil Dock.

Forest products terminal opened with three berths, 50-acre lumber assembly area, and large shed for plywood storage. New container terminal with three berths, 76 acres back-up area is proposed for South Shore of harbour and a three-berth general cargo complex is planned for the North Shore. Both facilities expected to be completed by late 1974.
**CRANES:** Fixed crane capacity 300 tons, floating cranes, 45, 75 and 100 tons and mobile cranes of 150 and 250 tons available.
**STEVEDORES:** Gangs normally ordered day before ship's arrival, can be ordered same day for afternoon or evening work.
**MEDICAL:** All services available.
**DENSITY:** Density varies in different sections of harbour, according to times of year.
**FRESH WATER:** Laid on at berths. Hose supplied. Delivery 25 tons per hour.
**FUEL:** Fuel and diesel oil in any quantity available to ships at oil company's wharves, or delivered by tank barge alongside. Gulf Co., Home Oil Co., Imperial Oil Co., Shell Oil Co., Texaco Canada Ltd., and Standard Oil Co. of B.C. have stocks of bunker fuel oil, intermediate diesel oils, and light and medium marine diesel oils.

**FIRE PRECAUTIONS:** Tankers to have suitable towing wires over offshore bow and offshore quarter.
**CONSULS:** All major countries represented in Vancouver.
**GANGWAY/DECK WATCHMEN:** If required, employment arranged through Agent.
**OPENING/CLOSING HATCHES:** Normally carried out by stevedores, except in cases of bulk carriers.
**REPAIRS:** All types of engine and deck repairs.
**DRY DOCKS:** Available. Max. capacity 12,000 tons.
**AIRPORT:** ½ hour from Vancouver International Airport.
**TIME:** Pacific Standard Time GMT minus 8 hours. Clocks will be adjusted to Summer Time (plus 1 hour) when advised.
**HOLIDAYS:** New Year's Day*; Good Friday; Easter Monday; Victoria Day; Dominion Day; Labour Day*; Thanksgiving Day; Remembrance Day; Christmas Day*; Boxing Day*.
* No cargo work these days.
**POLICE/AMBULANCE/FIRE:** Police 684–7111; Ambulance 879–4511; Fire Vancouver FI–1234; Air-Sea Rescue 732–4272; Harbour Board Police 254–7317.
**TELEPHONES:** Are placed on board vessels at all berths.
**GENERAL:** Vessels not permitted pump bilges or discharge oil, contaminated ballast or galley refuse into water. Every vessel boarded on arrival by Harbour Patrol Personnel and furnished with applicable excerpts from Harbour by-laws.
**SERVICES:** Stevedore companies equipped with tank cleaning equipment. Sludge barge available. Services of compass adjuster may be obtained.
**SHORE LEAVE:** No restrictions, but Immigration will advise of any special circumstances where restrictions might be enforced.
**AUTHORITY:** National Harbours Board, 520–200 Granville Street, Vancouver, B.C. V6V 2P9. Tel. 687–0474.

## VICTORIA, B.C.: 48.25 N. 123.22 W.

**DOCUMENTS:** See "Vancouver".
**PILOTAGE:** Pilots embark at Victoria for all British Columbia ports. Pilot station within 2 mile radius of buoy in position 48° 22′ 45″ N. 123° 24′ 56″ W. Radio Pilots Victoria through radio station VAK giving ETA not less than 6 hours in advance.
**ANCHORAGE:** In Royal Roads.
**HEALTH:** Quarantine Officials board with the Pilot.
**RESTRICTIONS:** Outer harbour: depth 35 ft. MLLW. Inner harbour: depth 21 ft. MLLW.
**TUGS:** Available.
**BERTHING:** In Outer harbour: Ogden Point. Berthing length 3,400 ft.; depth alongside 35 ft. H.L.W.
**STEVEDORES:** 13 gangs available. Refer "Vancouver" for holidays, etc.
**MEDICAL:** Doctors and hospital facilities available.
**DENSITY:** Salt water.
**FRESH WATER:** Available at wharves.
**FUEL:** Supplied by barge from Vancouver.
**CUSTOMS ALLOWANCES:** See "Vancouver".
**REPAIRS:** All repair facilities available.
**DRY DOCK:** At Esquimalt: Length 1,173 ft.; breadth 125·6 ft.; depth 49·5 ft.
**AUTHORITY:** Dept. of Transport Harbour Master.

**AGENT:** King Bros. Ltd., P.O. Box 577, Langley St., Victoria. Tel. 384–1174 and 384–1653. Telex: 044–8319. Cables: "Kibro Victoria".

## WEYMOUTH, N.S.: 44.27 N. 66.01 W.

**DOCUMENTS:**
3 Crew Lists.
3 Passenger Lists.
3 Customs Documents.
3 Health Documents.
3 Manifests.
Ship's papers.

**PILOTAGE:** Ship's Agent contacts vessel through Marine Radio Station, Yarmouth and notifies Pilot, who will then be on lookout. Ship gives standard whistle signal for Pilot, who boards about two hours before high tide. In meantime, ship should ride at anchor about ¼ mile N.W. of fairway buoy. No special pilot boat. Boat used for Pilot is 35 ft. fishing boat.
**ANCHORAGE:** Good safe anchorage outside harbour in 33 ft. over mud. Also ¼ mile N.W. of Fairway buoy.
**MAX. SIZE:** Maximum length permissible 375 ft. Breadth, no limit. Draft, approx. 26 ft. of water at high tide.
**TUGS:** No tugs required. The fishing-boat will run lines to wharf if required.
**BERTHING:** North Weymouth, L-shaped wharf 280 ft. in length, and leg 40 ft. width. Depth alongside 9 ft. low water.
**STEVEDORES:** Available. Experienced loading lumber and pulpwood.
**MEDICAL:** Hospital: at Digby, 20 miles distant. Ambulance can be arranged.
**FRESH WATER:** Available; delivery by truck.
**DEVELOPMENTS:** Redredging of channel in near future. Dates not finalised.
**GANGWAY/DECK WATCHMEN:** No watchmen necessary.
**TIME:** Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.
**POLICE/AMBULANCE/FIRE:** Police 245–4162; Ambulance 245–2205; Fire 837–5142.

**TELEPHONE:** No arrangement for placing telephones on board ship. Telephone available near dock.
**AUTHORITY:** Dept. of Transport Harbour Master.

## WINDSOR, Ontario: 42.19 N. 83.03 W.

For important general information refer to "St. Lawrence Seaway"
**DOCUMENTS:**
Sanitary Health Certificate – fixed on outside of container for agriculture plant protection. 1 paper affixed to each container.
Meat locker Certificate.
Quarantine Certificate.
3 Crew Lists.
3 Passenger Lists.
3 Stores Lists.
Manifest – 3 A.6 – 2 A.6 out.
Bill of Lading.
Valid Smallpox Certificates.

**PILOTAGE:** Pilots board ships at Sarnia Eastbound and Port Weller Westbound.
**ANCHORAGES:** Windsor Harbour Anchorage lies approximately ½ mile North of Fighting Island marked by 4 white buoys, showing flashing white lights, an area of 800 ft. wide and ¾ of a mile long. Depth of 5½ to 6 fathoms.
**MAX. SIZE:** Can handle any ship the seaway passes. No tide.
**HEALTH:** In the case of vessels arriving via the St. Lawrence River radio pratique may be obtained from Quarantine Quebec. See also "Montreal".
**RADIO:** WFS Detroit Marine Radio.
**RADAR/VHF:** No radar service. Harbour Master may be contacted on VHF Channel 16.
**TUGS:** Only on rare occasions is tug necessary.
**STEVEDORES:** Advice as to number of gangs should be received no later than 1600 on day preceding.
**MEDICAL:** Four hospitals.
**TANKERS:**

| | | |
|---|---|---|
| British American; hoses | | = 8 in. Max. depth 19 ft. |
| Shell Canada | ,, | = 8 in. Max. depth 19 ft. |
| Petrofina | ,, | = 8 in. Max. depth 22 ft. |
| Imperial Oil | ,, | = 8 in. Max. depth 18 ft. |
| Sterling Fuels | ,, | = 14 in. & 10 in. Max. depth 27 ft. |

Slop tanks available – Sterling Fuels only.
**DENSITY:** No tide, the water is fresh.
**FRESH WATER:** Tank truck delivery.
**FUEL:** Tank truck delivery. All grades – 24 hours notice. Coal bunkering dock available 24 hours per day. No notice.
**FIRE PRECAUTIONS:** Fire Dept. requires man at tank installations ashore while pumping, also notify Fire Dept. re any spillage.
**GANGWAY/DECK WATCHMEN:** Not required, but can be supplied.
**OPENING/CLOSING HATCHES:** Normally done by the stevedoring company.
**CUSTOMS ALLOWANCE:** See "Montreal".
**IDENTIFICATION CARDS:** I.D. cards should be carried.
**CONSULS:** U.S. Consul, tel. 253–5203. Italian Consul, tel. 256–0092.
**REPAIRS:** All repairs above water can be carried out.
**AIRPORT:** Windsor Airport approximately 5 miles. Regular flights 7 days a week by Air Canada.
**TIME:** GMT minus 5 from October to April. DST subject to local vote.
**HOLIDAYS:** The following are the legally observed holidays; however, vessels will be worked on these days at prevailing rates: Christmas, New Year, Good Friday, Victoria Day, Dominion Day, Civic Holiday, Labour Day, Thanksgiving and Veteran's Day.
**POLICE/AMBULANCE/FIRE:** Police 253–4211; Fire 254–2881; Ambulance 945–2391.
**TELEPHONES:** Phones can be placed on board.
**GENERAL:** Fluctuation of water level; high Westerly wind drops water level. Detroit River Light should be contacted for water gauge on VHF 16 for upbound ships, and Belle Isle Coast Guard Stations on VHF 16 for downbound ships.
**SERVICES:** Tank truck available for tank-washings, also radio telephone and radar service. Compass adjustor not available.
**SHORE LEAVE:** No restrictions on shore leave.
**AUTHORITY:** Port of Windsor, Windsor Harbour Commission, Canada Square, 500 Riverside Dr. W. N9A 5K6, Windsor, Ontario, Canada.

# Canary Islands

## ARRECIFE: 28.57 N. 13.33 W.

**PILOTAGE:** Pilot meets vessel 1,000 metres off the port.
Minor port of island of Lanzarote. Port situated to the South of the town, and consists of 3 moles:
Muelle Viejo: 200 metres long
Muelle Pesquero de Naos: 300 metres long.
Muelle los Marmoles: 700 metres long.

The first two quays named above are both suitable for fishing vessels. Muelle los Marmoles is the principal berthing quay with depth alongside of between 8 to 15 metres. Fuel, gas oil, and fresh water available by pipe-line.

Two tugs of 250 hp. available. From Las Palmas.

Small slipways up to 400 tons capacity available, also workshops for minor repairs.
**AUTHORITY:** Commandancia Militar de Lanzarote.

## LAS PALMAS: 28.05 N. 15.27 W.

**DOCUMENTS:**

5 Crew Lists.
4 Transit Passenger Lists.
2 Provisions Lists.
8 copies of Manifest, with Bills of Lading covering cargo for Las Palmas.
8 Lists of Passengers Disembarking.
Passports of passengers landing (required by Immigration Authorities).
1 Maritime Health Declaration.

**PILOTAGE:** Compulsory. Masters send radio message to Agents 48 hours prior to arrival giving ETA (GMT). Pilot station may be contacted by VHF Channel 16, 155·56 kc/s. Call for Pilot by whistle, 2 long and 1 short blasts, "G" flag during day; white over red signal during night. Sound signals prohibited from 2200 to 0800 local time. Pilot boats have black hull, white wheel house, with black "P" and boat number painted both sides of wheel house; they fly "G" flag with black "P" on centre. Pilot boards approximately one mile off breakwater, where vessel should await Pilot.

**ANCHORAGE:** Good anchorage in roads. Sandy bottom. Mean tidal range 5 ft. to 6 ft. Tidal velocity negligible.

**RESTRICTIONS:** No tide restrictions. Vessels berth alongside mole day and night in accordance with draft.

Vessels carrying explosives or dangerous products must apply to the Port Authority, through their Agent, with sufficient advance notice, regarding permission to enter port.

**MAX. SIZE:** Vessels of any length and beam can safely berth and normally discharge and load cargo while bunkering. Max. allowable draft 42 ft.

**RADIO:** Las Palmas Radio, call sign EAL.

**TUGS:** The following tugs are available: harbour and/or salvage tugs *Tamaran*, 2,375 i.h.p.; *El Guanche*, 1,375 i.h.p.; *Fortunate* 1,047 i.h.p.; *Vulcano*, 2,060 i.h.p.

Harbour tugs: *Castillejos*, 600 i.h.p.; *Cory*, 250 i.h.p.; *Espana II*, 450 i.h.p.

**BERTHING:** Subject to availability. Information should be radioed to Agent 48 hours prior to arrival, if berthing required, and for what purpose. Main breakwater, Generalisimo Franco, runs North to South, is 2,000 metres long, fitted with oil bunkering points. Safe berths alongside for vessels up to 41 ft. draft. Harbour approach from open sea with no impediments.

La Luz mole, is 1,200 metres long, with berths alongside.

**BULK CARGO FACILITIES:** Grain silo with four extractors. Max. discharge 50 tons per extractor per hour. Draft alongside 32 ft.

**STEVEDORES:** Number of gangs required, cargo details, tons per hatch, should be announced to Agents, with ETA, 48 hours prior to arrival.

**MEDICAL:** Master should advise Agent if medical attention required on arrival. Hospital and ambulance services available day and night. Vaccination and inoculation available any time but notice should be given prior to arrival.

**TANKERS:** No facilities for slop discharge. Crude oil tanker berth.

**FRESH WATER:** Available at any mole delivered by hose at rate of approx. 50 tons/hour per hose, while bunkering and/or loading/discharging cargo.

**FUEL:** Masters to include in messages to Agents amount, grade and viscosity of oil required, and name supplier, 48 hours prior arrival.

**DEVELOPMENTS:** A new breakwater is under construction East of present breakwater which will provide additional deep water bunkering berths, a basin for fishing vessels and other facilities.

**GANGWAY/DECK WATCHMEN:** Recommended. Arranged by Agents.

**OPENING/CLOSING HATCHES:** Performed by stevedores.

**CUSTOMS ALLOWANCE:** No restrictions for tobacco, wine and/or spirits.

**IDENTIFICATION CARDS:** Not necessary.

**CONSULS:** Consuls or Consular representation of most maritime nations available.

**REPAIRS:** All types of deck and engine repairs carried out afloat.

**DRYDOCK:** One floating dock, capacity 5,000 tons dwt.

**REPATRIATION:** All facilities for crew changes, repatriation by sea and air.

**AIRPORT:** International Airport 26 kilometres South of Las Palmas.

**TIME:** GMT in Winter. Summer-time is GMT plus 1 hour.

**HOLIDAYS:** Local holidays: 29th April; 8th September. National Holidays: 1st January; 6th January; 19th March; 1st May; 18th July; 25th July; 1st November; 8th December; 25th December. Feast Days: Maunday Thursday (half-day); Good Friday; Ascension Day; Corpus Christi.

Cargo handling during holidays and feast days; no stevedoring labour available from 2000 hours from day prior to Good Friday, Christmas Day and 1st January, until 0800 hours on following day.

**POLICE/AMBULANCE/FIRE:** Police, 217104. Ambulance, 245921. Fire, 243100.

**TELEPHONES:** Line connected to vessels alongside wharves from Harbour Board exchange if required.

**SERVICES:** (Special) Underwater hull cleaning, compass adjusting, etc.

**SHORE LEAVE:** Permitted.

**AUTHORITY:** Port Commandant, Comandancia de Marina.

**AGENTS:** Miller Y Cia, SA, Muelle Santa Catalina, (PO Box 12), Las Palmas, Canary Islands. Telex 95353 Midat E and 95153 Midat E. Tel. 26.08.50 (5 lines). Telegrams "Miller Laspalmas".

## LAS SALINETAS:

Private loading quay for nitrogen and fertiliser factory about 10 miles South Puerto de La Luz, Las Palmas, only used by vessels loading or discharging for Compania Insular del Nitrogeno, S.A.

Accommodation one mole 145 metres length depth alongside 7·5 to 15 metres. Fresh water available.

## SANTA CRUZ DE TENERIFFE: 28.28 N. 16.16 W.

**DOCUMENTS:**

6 Crew Lists.
6 Passengers in Transit Lists.
6 Passengers Landing Lists.
7 Cargo Landing Manifests.
2 Stores Lists.
1 International Health Declaration.
1 Free Pratique.

If no passenger or cargo landing, must present negative declarations.

**PILOTAGE:** Recommended give Agent 48, then 24 hours notice of ETA. Contact pilot station by VHF Channels 14 or 16. Pilot station located at shore end of Muelle Norte. Pilot boards up to two miles off extreme end of Muelle Sur. In daytime pilot cutter identified by blue flag with white "P" superimposed; night time, red and white light. When pilot cutter unable proceed out of harbour due heavy weather, Pilot awaits in lee of extreme end of Muelle Sur. Pilots called by VHF when entering; on sailing called by local Agent, or by blowing "C" on ship's whistle.

**ANCHORAGE:** Vessels proceeding to anchorage are conducted by Pilot. Alternatively, Pilot gives bearing by VHF.

**RESTRICTIONS:** No berthing or sailing from floating pipe-line discharge terminal between 1800 and 0800 hours. At Dique Del Este, vessels over 35 ft. draft are allowed to berth in daytime only.

**MAX. SIZE:** Floating pipe-line terminal, up to 200,000 tons dwt. Dolphins, up to 45,000 dwt. Dique Del Este (old part), max. length 200 metres and draft 39 ft. 6 in. (new part), 700 metres long with no LOA limitation, draft up to 54 ft.

**HEALTH:** Free pratique not granted by radio. "Q" Flag must be flown until vessel cleared inward by Port Health Authorities, which procedure is very quick. If suspected disease or fever on board, Agent or Port Health Authorities must be notified by radio.

**RADIO:** Teneriffe Radio – call sign EAT working frequency 472 kc/s. Short-wave EAT 3 working frequency 1930 to 0830, 8742 kc/s. Short-wave EAT 4 working frequency 0830 to 1930, 13092 kc/s. Radio telephone call sign: "Teneriffe Radio" working frequency 1740 kc/s.

There is a 24-hour telephone link with vessels within 100 miles range, which vessels may utilise by calling Teneriffe Radio on VHF Channel 16 for connection to Agent's telephone number.

**TUGS:** Join vessels entering approximately half mile to one mile from extreme end of Muelle Sur. Use of tug's lines optional, but when supplied by the tug, extra charges incurred.

Tugs normally available; *Punta Anaga*, 1,900 i.h.p.; *Doramas*, 1,313 i.h.p.; *Cepsa I*, 650 i.h.p.; *Volcano*, 1050 i.h.p.

**BERTHING:**

*Dique del Este:* 650 metres length, depth alongside 18 metres; 295 metres length, depth alongside 12 metres; 80 metres length, depth alongside 10 metres.

*Dique Muelle Sur:* 803 metres length, depth alongside 12 metres; 213 metres length, depth alongside 10 metres; 240 metres length, depth alongside 8·50 metres.

*Muelle de Ribera:* 537 metres length, depth alongside 10 metres; 301 metres length, depth alongside 8·50 metres.

*Muelle Norte:* 103 metres length, depth alongside 8 metres.

**STEVEDORES:** Monday to Saturday gangs ordered at 0730, 1330 and 1930 hrs. Gangs for Sunday work ordered at 1930, Saturday. Telegraphic information from Masters to be despatched 48 hours prior arrival giving first ETA. Gangs work four six-hourly shifts, viz. 0800–1400, 1400–2000, 2000–0200, 0200–0800. All necessary gear supplied by Stevedores.

**MEDICAL:** Masters to advise by radio if medical attention required on board. Yellow fever and smallpox inoculations possible in daytime subject prior notification.

**TANKERS:** Local refinery (Compania Espanola de Petroleos SA) have ample couplings, hoses and reducers. Slop facilities available. Tankers discharge at Floating Pipeline Terminal, and at Dique del Este.

Loading terminals situated at Dique del Este, at Puerto Honduras for 45,000 dwt, and two berths at extreme end of Muelle Sur.

**DENSITY:** About 1025.

**FRESH WATER:** Available at all berths, delivered by hose any time day or night. Water barge available day-time to supply vessels at anchorage, 400 tons capacity. May be available at night-time at extra cost. If water delivered by barge, there is an additional charge for towage of barge each way.

**FUEL:** All grades available from CEPSA (cables "Spanoil Madrid" and/or "Teneriffe"). Fuel available at all berths, average rate of loading 500–600 tons per hour. Bunkers at anchor can be supplied by bunkering barge *Mayorga*, 1,400 tons capacity, or *Guadarranque*, 600 tons capacity. Notice required for refuelling 72 hours, to be confirmed at 48 and 24 hours before arrival.

**FIRE PRECAUTIONS:** Tug "Punta Anaga" extensively equipped fire-fighting equipment including foam and four water/foam monitors on bridge top. Refinery well equipped with shore fire-fighting equipment, including mobile foam trucks.

**GANGWAY/WATCHMEN:** Available but not compulsory.
**HATCHES:** Normally opened by crew, stevedores lifting beams. If whole operation carried out by stevedores, extra charge possible.
**CUSTOMS ALLOWANCE:** Free port no restrictions presently in force.
**CARGO GEAR:** Supplied by stevedores.
**REPAIRS:** NUVASA, offer a new system in slipways, the synchrolift, lifting capacity 2,000 tons, and vessels up to max. 83 metres LOA can slip at their yards, where there is space for 14 vessels at a time. Dry docking can be effected day and night.

Their workshops can carry out major repairs to ships afloat, including engine and boiler work, and is equipped with modern machinery. These yards became fully operational February 1971.

**REPATRIATION:** All facilities available for repatriation and crew changes. Daily air flights to Madrid and Europe.
**AIRPORT:** International Airport situated 12 km/s. from port, served by Iberia, KLM, Air France, Lufthansa, BUA and others. Daily flights to and from most European capitals.
**TIME:** GMT in use throughout year.
**HOLIDAYS:** 1st January; 6th January; 19th March (St. Josephs); Easter Thursday; Good Friday; 1st May; 15th May; 25th May; 5th June; 29th June; 18th July; 25th July; 15th August; 12th October; 1st November; 8th December; 25th December.

No work 1st January, Good Friday, and Christmas Day. Other holidays worked as overtime.

**POLICE/AMBULANCE/FIRE:** Police 242300; Ambulance 241502, 244675; Fire 242349.
**TELEPHONE:** Facilities exist for connecting telephones on board.
**SERVICES:** Underwater hull cleaning, tank cleaning-compounds (Basic Chemicals, etc.), compass adjusting.
**SHORE LEAVE:** No restrictions, except for crew members of East European countries, who must obtain Identification Cards from local Immigration.
**IDENTIFICATION CARDS:** Not required. For citizens of East European countries local Immigration will deliver Identification Cards, which should be returned to Agent before sailing.
**CONSULS:**

Austria
Belgium
Bolivia
Brazil
Colombia
Costa Rica
Chile
Denmark
Dominican Rep.
Finland
France
Germany
Great Britain
Italy
Liberia
Luxembourg
Monaco
Netherlands
Norway
Panama
Peru
Portugal
Sweden
Uruguay
Venezuela

**AUTHORITY:** Marine Commandant, Harbour Board, Santa Cruz.

**AGENTS:** Miller Y Cia S.A., Marina 39 (F.O. Box 79), Santa Cruz de Tenerife, Canary Islands. Telex 92143 MIDOC E. Tel. 24.48.80. Telegrams "Miller Tenerife"

# Cape Verde Islands

## ST. VINCENT (Archipelago of Cape Verde, Overseas Province of Portugal):

**PORT LIMITS:** Inside of a direct line running from Pta. Joao Ribeiro to Pta. do Morro Branco.
**PORT:** Porto Grande at 16° 52′ 55″ N. 25° 00′ 25″ W. City: Mindelo.
**HARBOUR:** Porto Grande is a natural semi-circular harbour sheltered and safe, facing island of Santo Antao over a channel approximately 10 miles wide at nearest points. In this channel but nearer St. Vincent is the rock of Ilheu dos Passaros on which is a lighthouse. Entry to harbour is from North or South. Weather conditions throughout year usually good to excellent.
**DOCUMENTS:** On arrival Masters should hand to Agent:

3 Crew Lists.
3 Passenger Lists.
1 Maritime Health Declaration Certificate.
1 copy Stores List.

Port Doctor will also wish to sight ship's Deratisation Certificate.

When discharging cargo a minimum of 5 copies of Bill of Lading and 5 copies of Manifest are required. No special form for Passenger Lists and Crew Lists, and those in general use by the vessel will be accepted.

**PILOTAGE:** Radio notice of ETA must be sent by Master to Agent at least 48 hours before arrival. Pilot boards mid-way between Bird Island (Ilheu dos Passaros) and the Quay. The Pilot prefers to use Jacob's ladder. Signal for pilot is two long and one short blast on ship's whistle. However, sound signals prohibited between 2000 and 0800 hours local time. Time between Pilot boarding to vessels anchoring or berthing at piers is 10 to 45 minutes. See "Radio".

*Important:* The Harbour Master requests Masters not to anchor in harbour before Pilot on board. Pilots available day and night. Pilotage compulsory for all vessels entering harbour for anchoring, or berthing. When sailing, pilotage not compulsory for vessels which anchored in harbour. Pilotage compulsory for all vessels berthing and unberthing at piers.

**ANCHORAGE:** Anchorage berth in 4 to 20 fathoms.
**MAX. SIZE:** The harbour of Porto Grande can accommodate vessels up to any size. Also see "Berthing" and "Tankers".
**HEALTH:** Free pratique can be obtained before arrival on application by radio to Guarda Mor (port doctor) of Sao Vicente de Cabo Verde confirming that crew are good health. The port doctor, however, usually boards vessel on arrival in company with police and Customs guards, order provide any medical assistance which may be required. Crew and passengers should be in possession of Smallpox Vaccination Certificates. Production of these certificates will not, however, be called for unless there is a very good reason for doing so.
**RADIO:** Advice of estimated time of arrival should be sent by radio to Agents at least 48 hours prior entering port. Bunker and water requirements, if any, should also be requisitioned in same message. Cash to Master, provisions, cigarettes, spirits, etc. should be also added. ETA message should also advise number of hatches to be worked and number of tons in each hatch.

St. Vincent radio operates on CQA–500 kc/s and 8·738 mc/s twenty-four hours a day – working frequency 435 kc/s on 8 mc/s. Listening every two hours over the hour and again each half hour on the hour. Pilot station may be contacted on VHF Ch. 13.

**BERTHING:**

| *Pier No.* | *Maximum Depths* metres | *Length of Pier* metres |
|---|---|---|
| 1* | 11·50 | 310·00 |
| 2 | 11·50 | 310·00 |
| 3 | 9·50 | 160·50 |
| 4 | 9·50 | 160·50 |
| 5 | 8·50 | 90·00 |
| 6 | 6·50 | 122·00 |
| 7 | 4·50 | 61·50 |
| 8 | 3·50 | 106·75 |
| 9 | 3·50 | 40·00 |
| 10 | 4·50 | 100·00 |
| 11 | 5·50 | 100·00 |

(* This pier is open to the sea and usable subject to prevailing winds and swell).

Floating and suspended fenders are available at the piers. Suspended fenders are each of 3 lorry tyres, 3 ft. wide with a diameter of 2 ft. 6 in. suspended at intervals of 70 ft. Floating fenders are of 5 tyres with a wooden core and are 4 ft. 6 in. long and 3 ft. 6 in. in diameter and are placed at intervals between the suspended fenders. Cruising vessels normally berth at pier No. 2. Max. draft 33 ft.

Height of Pier No. 2 above sea level approximately 2 metres. Vessels moor port side to pier. No shore gangways available. Cruising vessels with drafts too deep to berth alongside piers can anchor in harbour about 1,250/1,500 metres distance from Custom House pier where passengers may land. Ship's launches must be used for the transport of passengers to and from shore. With tug assistance vessels may berth or unberth at any time of day or night at piers Nos. 2, 3 and 4, but in adverse weather or other adverse conditions berthing at night may be prevented. Berthing and unberthing at night at other piers generally not possible.

**STEVEDORES:** If quantity for loading or discharging is of 10 tons or under, and in comparatively small parcels, then cargo can be loaded or discharged using the only small lighter available for vessels at anchorage. If larger quantity to be handled vessel must berth alongside quay. In both instances ship's tackle must be used. Discharging rate for bagged cargo, i.e. flour, rice, etc. is about 30 tons per hour per hatch. In all cases vessel's derricks and winches are used. There are no lighters available, therefore as described above all cargo in excess of 10 tons must be loaded or discharged at the piers. The opening/closing of hatches is the responsibility of the crew on board, but can be done by the stevedores by arrangement with the master under the supervision and responsibility of the ship's officers.
**TANKERS:** Maximum length 775 ft.; Maximum draft 36 ft. Underkeel clearance 4ft. Maximum dwt. 53,000 tons.

Discharge effected by barge from starboard side of tanker at anchorage, also through submarine pipe line in harbour at: Lat. 16° 53′ 30″ W. Long. 25° 00′ 50″ W. Length of line, 1,000 metres; diameter, 20 in.; berth, Buoys; hoses, 12 in.; number of hoses, 7; position of hose connection, midships starboard side; Maximum rate per hour, 2,000 metric tons; density of water at berth 1025.

*Submarine pipeline buoy berth.* Tankers moored to one forward buoy and three stern buoys. Tanker also uses port anchor which is dropped before tying up to buoys. Nature of bottom is coarse sand and gravel. Berthing at buoys carried out daylight only and port tugs of up to 1200 h.p. used always on berthing and on unberthing according to weather conditions.

*Cleaning tanks:* 50 miles from shore only.

*Gas freeing:* At present no facilities available.

**FRESH WATER:** Can be supplied at anchorage or at piers or ex lighter day or night. Water suppliers request at least 48 hours notice giving quantity required. A minimum charge covering costs of supply of 20 tons is made on supply for under that quantity. To supply over 750 tons during a 12-hour stay in port with two lighters, giving between 25 to 50 tons per hour per hose, would be difficult. Connections of hose couplings from water barges are 3 inch male, 11 threads per inch.
**FUEL:** Oil bunkering carried out ex lighter at anchorage at rate of up to 300 tons per hour dependent upon speed at which vessel can receive. Both fuel and diesel oil bunkers can be supplied at the piers. Gas oil can be supplied in drums to vessel at anchorage or in bulk ex pipe-line on piers. All bunkering at anchorage ex barge takes place on starboard side of vessel.
**DEVELOPMENTS:** Facilities expected improve in near future. A synchrolift Dock to take two vessels up to 60 metres long by 20 metres wide, is planned which together with other workshop amplifications are expected to be fully operational by 1975.
**GANGWAY/DECK WATCHMEN:** Two Maritime Police are always in attendance and are compulsory.

**CUSTOMS ALLOWANCES:** Tobacco and Wine and/or Spirits, no restrictions within reason.

**CONSULS:**

Belgian (Vice-Consul
British (Vice-Consul)
Brazilian (Vice-Consul)
Danish (Vice-Consul)
French (Consular Agent)
Italian (Consular Agent)
Netherlands (Vice-Consul)
Norwegian (Consul)
Panamanian (Consul)
Swedish (Vice-Consul)
Venezuelan (Belgian Consul acts in a friendly capacity).

**REPAIRS:** At present voyage repairs of limited scope carried out, but slipping facilities are available for craft up to 250 tons only.

**REPATRIATION:** Facilities exist for effecting crew changes by air, but recommend that TAP Lisbon be contacted by Owners for crew making flights into Sal Island order join vessel St. Vincent. Agents should also be informed to make necessary arrangements for flight on local plane from Sal Island to St. Vincent. All crew travelling to Cape Verde must have transit visa issued by Portuguese Consul in country of origin. All crew, except cases for hospitalisation, must be in possession of a passport before Portuguese police will permit them disembark for repatriation. Crew possessing valid passports or sailors' books can land in Cape Verde for medical and/or hospital treatment or for repatriation to country of nationality provided it is country with whom Portugal has diplomatic relations and provided Agents of vessel take full responsibility on behalf of Owners for all expenses.

**AIRPORT:** Airport served by Dove planes for inter-island service only. 20 flights a week in and out of St. Vincent, 4 direct from Praia and 6 via Sal Island inwards. 5 via Sal and 5 direct Praia outwards. Main Airport is at Sal Island where five flights a week by Boeing 727 call to and from Lisbon. At Sal Island the only hotel is situated at the Airport.

**TIME:** 1 hour behind GMT all the year round.

**HOLIDAYS:** New Year's Day (1st January); St. Vincent's Day (22nd January); National Holiday (10th June); Corpus Christi (13th June*); Assumption Day (15th August*); Republic Day (5th October†); All Saints' Day (1st November); Restoration of Independence†; Immaculate Conception (8th December); Christmas Day (25th December).

* Holidays optional.

† Dates variable each year.

Although offices closed on holidays, loading and discharging of vessels not generally affected.

**POLICE/DOCTOR/AMBULANCE/FIRE:** Contact police on board or local Agent.

**AUTHORITY:** Capitao Tenente, Capitania dos Portos.

**AGENTS:** Millers & Corys. Cape Verde Islands Office Box No. 1, St. Vincent, Cape Verde Islands, (via Lisbon). Cables: "Orlop Saovicentedecaboverde". Tel. General Office, St. Vincent 9418; Manager's Office, St. Vincent 2477; Managers' Residence, St. Vincent 420; Assistant Manager's Residence, St. Vincent 2421; Resident Engineer's Residence St. Vincent 2419.

## Ceylon refer to Sri Lanka

## Chile

### GENERAL INFORMATION

*1. Arrival Advice:* Ships' Masters are required to give the Captain of the Port 24 hours notice of arrival, stating time and date in their radio messages. They should also inform their Agents of ETA.

The telegraphic address of the Captain of the Port at all Chilean ports is "Maritgob".

*2. Chilean Ports Time-table:* Chilean ports are open at 0700 hours from 15th April to 14th October and at 0600 hours from 15th October to 14th April. They close down at 2100 hours, unless the Maritime Authorities dispose otherwise due to urgent circumstances. Punta Arenas during summer (November – December) closes at 2200 hours.

By special arrangement, and subject to payment of overtime to the authorities involved, vessels may be received and cleared in overtime hours.

All Administrative and Customs personnel in the port receive overtime after 1800 hours on week-days, and on Sundays and feastdays; Customs' personnel additionally receive overtime after 1200 hours on Saturdays.

*3. Health.* All vessels arriving from abroad are required to call at one of undernoted ports for free pratique: Arica, Valparaiso or Punta Arenas. Vessels are also allowed to call direct to Tocopilla, Iquique, Antofogasta, Coquimbo, San Antonio, Talcahuano and San Vicente.

Vessels can be exempted from call at one of these ports, and proceed direct to the port of loading and/or discharge provided permission is obtained, with 8 days notice from National Health Service.

Following details in order to apply for exemption on behalf of a vessel are required:

Name and flag of vessel.
Net registered tonnage.
Last port of call.
Cargo carried, or if in ballast.
Port of arrival in Chile and date of arrival.

*4. Use of Sound Signals is forbidden in Port.*

## ANTOFAGASTA: 23.39 S. 70.25 W.

**DOCUMENTS:**

1 Clearance.
4 General Cargo Manifests.
12 local Cargo Manifests.
10 Transit Cargo Manifests.
5 Passenger Lists for the port.
5 Passenger Lists in transit.
6 Crew Lists.
4 Store Lists.
3 Crew Personal Effects Lists.
3 Mail Lists.
Passenger Baggage Declaration 2 per passenger.

**PILOTAGE:** Compulsory. Pilot should be awaited in position bearing 239° and 480 metres from the beacon at the head of protected mole.

**ANCHORAGE:** About 1,200 metres from green light on coast mole. Vessels that do not go into port anchor in what is known as "old or outer port" where best anchorage is bearing 103° from anchor painted on hillside, about 5 cables from coast in 37–22 metres of water.

Small vessels anchor about 4½ cables from old passenger quay in 22–18 metres of water. Ships should use two anchors and follow the indications of the port pilot.

**RESTRICTIONS:** From May to July the surge is stronger and results in rough seas which last from 2 to 4 days interrupting the traffic of small craft.

**MAX. SIZE:** Draft restriction only maximum 33 ft. except for Berth No. 1, where maximum draft 15 ft.

**RADIO:**

| *Station Call Sign* | *Category* | *Frequency* | *Type* | *Receives* | *Transmits* | *Schedule* |
|---|---|---|---|---|---|---|
| Antofagasta | (P) | 8 Mc/s. | A1 | 8354, | | |
| CBA 3 | | | | 8374 | 8730 | H00–30 |
| | | 4 Mc/s. | A3 | 4091·6 | 4396·6 | H30–45 |
| | | 8 Mc/s. | A3 | 8230 | 8780 | H45–60 |

**TUGS:** Available.

**BERTHING:** Inner dock measures 4½ cables long N. to S. and 2½ cables wide at entrance.

Water is 10 metres deep alongside berths number 2 to 5 and A to D, except number 1 berth which has only 5 metres of water.

**TANKERS:** Buoy moorings for tankers, owned by Standard Oil, Shell and Copec. Max. draft 33 ft.

Vessel berths using both anchors forward and lines to three mooring buoys astern. Hoses lifted midships on port side. No slop disposal facilities.

**STEVEDORES:** Available. 240 stevedores, divided into gangs of 9 men (permanent). 70 stevedores (replacements), 280 longshoremen, 275 dockworkmen, 50 permanent riggers, 25 replacement riggers. Working hours are 0800–1200, 1400–1800.

**MEDICAL:** Hospital with 600 beds, also a sanatorium (Rest Home).

**FRESH WATER:** Port has 42 standpipes of 2½ in. situated at the various moles. Delivery is at the rate of about 10 tons per hour.

**FUEL:** Coal: in case of necessity can be obtained in limited quantities. Fuel and diesel oil supplied by Standard Oil, Shell Mex and Copec from petroleum terminals. For quantities less than 70 tons diesel oil can also be supplied from tank cars on the mole.

**GANGWAY/DECK WATCHMEN:** Crew.

**OPENING/CLOSING HATCHES:** Done by Stevedores.

**IDENTIFICATION CARDS:** Required.

**CONSULS:**

Argentine
Belgium
Bolivian
British
Columbian
Dutch
Ecuadorian
El Salvador
French
German
Greek
Guatemalian
Hondurian
Italian
Norwegian
Panamanian
Peruvian
Spanish
Swedish
U.S.A.
Venezuelan
Yugoslavian

**REPAIRS:** There are two shipyards for repair of small craft, also several workshops, and foundries.

**REPATRIATION:** Facilities available.

**AIRPORT:** The airport is at Cerro Moreno 23 kilometres to the North of Antofagasta.

**TIME:** Local time GMT minus 4 hours.

**HOLIDAYS:** See Valparaiso.

**SHORE LEAVE:** Allowed.

**REGULATIONS:** It is prohibited to anchor between Paita rock and the extreme North of the protected mole. Zone for explosives and inflammables: these must be discharged at Caleta La Chimba and vessels take a Pilot who boards at Antofagasta.

**AUTHORITY:** Empresa Portuaria de Chile.

## ARICA: 18.29 S. 70.20 W.

**PORT LIMITS:** Ships are considered "arrived vessels" the moment they drop anchor within the safe anchorage zone indicated on the chart, or at the pilot station.

**DOCUMENTS:** *Port Captain*

1 Clearance.
2 Passenger Lists (1 in transit – 1 disembarking).
1 Crew List.
1 Declaration of Explosives (only if transported).
1 Voyage Memorandum (containing draft, Safety Radio Certificate (date), Chilean, Lighthouse Dues, Ports of Call.

*Customs* (Vessels calling South-bound)
3 General Manifests.
3 Crew Lists.
3 Crew's Personal Effects declaration.
3 Mail declaration (in blank if not carried).
3 Passenger Lists.
3 Ship's Stores Lists.
3 Stores Lists. (Slop chest or store in passenger ships).
3 Lists of packages or parcels carried in the ship's office.
5 Sets of Manifests with the Cargo for Arica.
8 Sets of Manifests of Cargo in transit to Tacna-Peru (in blank if negative.
10 sets of Manifest of Cargo in transit to Bolivia.

(vessels calling North-bound)
1 Crew List.
1 List of Crew's Personal effects.
1 List of Mail for Arica.
1 Passenger List.
1 List of ship's Stores.
1 List of Slop Chest or Stores.
1 List of packages or parcels carried by ships office (if any).
5 sets of Manifests with the Cargo for Arica.
8 sets of Manifests of Cargo in transit to Tacna-Peru.
10 sets of Manifests of Cargo in transit to Bolivia.

*Health Dept.*
1 International Declaration of Health.
1 List of Vaccination against smallpox and cholera of the crew (dates).
1 List of Passengers in transit and/or local.

*Agriculture*
1 Ships Store List.
1 List of Cargo for Arica.

**PILOTAGE:** Compulsory. Ships approaching port should fly international signal flag "G" to request Pilot. Pilot boat is small craft painted white, with "P" or "H" flag on the mast. Pilot boards incoming vessels at pilot station, located 3 cables and 165° from red light at end of breakwater. If more than one ship is awaiting Pilot, vessels are requested to hoist, below the flag "G", a numeral, indicating order of arrival, especially if arrived overnight. Vessels waiting to be docked can anchor in Road at pilot station in 10 fathoms of water.

**ANCHORAGE:** Safe anchorage for vessels arriving after sunset can be found in a line bearing 194° Faro Isle Alecran distance 7 cables in depths varying from 9 to 10 fathoms.

**RESTRICTIONS:** Port officially closes at 2100 hours; however, if necessary, ships docked and undocked at any time, weather permitting, if application presented in advance to port Captain,

**MAX. SIZE:** Six berths available within port area. They are numbered from East to West.

Berth No. 1.

Small ships length not exceeding 180 ft. and a maximum draft of 13 ft.

Berth No. 2. vessels up to 460 ft. length and a maximum draft of 20 ft.
Berth No. 3. " 460 ft. " " " 27 ft.
Berth No. 4. " 544 ft. " " " 37 ft.
Berth No. 5. " 544 ft. " " " 37 ft.
Berth No. 6. " 544 ft. " " " 37 ft.

If necessary, vessels over 600 ft. in length can be accommodated in berths 4 to 6, providing the area available for docking. Oil carriers have mooring buoys outside port area in depths of 48 ft. water. Installations consist of two groups of buoys, located in the North part of the bay, outside the port but sheltered from the swell prevailing in the coast, by the breakwater. 3 buoys are used to moor tankers loading crude oil from Bolivia. 2 buoys are used to moor tankers discharging clean products for city service.

**HEALTH:** Health officer boards ship after pilot has docked. Pratique granted after routine inspection of certificates and papers requested internationally. Yellow flag is lowered to signal the rest of the boarding party to embark to clear the ship.

In case of fever, and/or suspected diseases on board, Captains are to radio to Port Captain of the above situation. Upon arrival, vessels will be anchored in Quarantine, and inspected according to international procedures. From another Chilean port, pratique is automatic.

**RADIO:** Costera Arica. Call sign CBA – 4. Frequency of transmission 8·478 kc/s. Frequency of reception 8·360 kc/s. Hours: from 0800 to 1900 on even hours.

**TUGS:** Only one tug in this port and normally joins vessel at the end of the breakwater. Tug is compulsory for docking and undocking. Tug provides the line at no extra charge.

**SPECIALISED CARGO HANDLING FACILITIES:** Six conveyor belts and pall-loaders to operate with bulk ores, grain, coal, etc., at a rate of 100 tons/hour per conveyor approx.

Containers are handled with conventional gear, but the port has a Containers Yard, served by railroad and a bridge crane capable of lifting 65 tons. Service to containers also includes 10-ton fork-lift, trucks, mobile cranes from 12 to 13 tons capacity, and specially designed wagons for their proper transportation.

**STEVEDORES:** Generally, stevedores are nominated the day before ship arrives, according to ETA, by the Agent. Also nomination can be made during the day. Working hours are 0800–1200, 1400–1800.

**MEDICAL:** Medical assistance can be obtained at any time requiring no advance notice. Hospital in the city.

**TANKERS:** Two sets of mooring buoys for tankers. Loading lines connection is 10 in. Discharging lines flanges 8 in. Pumping ballast into the bay is strictly forbidden. Ballast can be discharged through pipe-lines, to tanks ashore intended for this use.

**DENSITY:** Sea water: 1025.

**FRESH WATER:** Fresh water is available. Hoses to be provided by vessels. Rate of delivery about 10 tons per hour.

**FUEL:** No fuel facilities.

**FIRE PRECAUTIONS:** Red label explosives stowed in cargo hatches, require special permission to discharge within the port. Explosives for Arica are discharged into lighters, at mooring buoys located outside the port area. For tankers who load or discharge outside the port area, usual fire precautions are enforced.

**DEVELOPMENTS:** Project to build a new mole in the Northern part of the port, with accommodation for two ships of approximately 540 ft. The Port Authority is completing the actual installations, adding electric cranes, rails alongside, and a shed to store ore in bulk. Completion end 1974.

**GANGWAY/DECK WATCHMEN:** Port regulations call for a gangway watchman.

**OPENING/CLOSING HATCHES:** Riggers provided to attend to these services, nomination is by number of hatches working. 5 men to a hatch.

**CERTIFICATES:**
Tonnage Certificate.
Lighthouse Dues (Chilean).
Safety Radio Certificate.

**CUSTOMS ALLOWANCE:** One carton cigarettes per man, and one bottle wine/spirits per man.

**IDENTIFICATION CARDS:** Needed to leave and/or enter port area.

**CONSULS:** The following countries are represented at Arica:

| | | |
|---|---|---|
| Argentina | El Salvador | Netherlands |
| Belgium | France | Norway |
| Bolivia | Germany | Paraguay |
| Denmark | Great Britain | Peru |
| Ecuador | Italy | Spain |

**REPAIRS:** Only small repairs can be performed in Arica, like welding, lathe, mechanical and adjusting of motors. Also possible to repair electric motors.

**DRYDOCKS:** There are two: intended for fishing boats. Maximum capacity 200 tons.

**REPATRIATION:** Crew changes can be arranged through the local office of immigration, if repatriated.

**AIRPORT:** Distance to airport: 7 miles. No international flights are served in Arica, except 2 flights weekly to Bolivia. Domestic flights are available at the rate of two per day.

**TIME:** GMT minus 4 hours, advanced 1 hour from September to March.

**HOLIDAYS:** Cargo can be arranged on all holidays except Labour Day (1st May).

**POLICE/AMBULANCE/FIRE:** In same order: telephone 31959; 31331; 31312.

**TELEPHONES:** Not available on board.

**SHORE LEAVE:** Permitted.

**DELAYS:** No delays under normal conditions. Port congestion causes ships to wait at anchorage 24 hours or more, depending on unusual facts as labour strike, swell, or lack of room to bring vessels alongside (when five ships are docked).

**AUTHORITY:** Empresa Portuaria De Chile is the Authority that operates and controls the ports and cargo handling. Address: Maximo Lira 389. Tel. 2284.

## BARQUITO: 26.21 S. 70.38 W.

**DOCUMENTS, HEALTH, CONSULS, etc.:** Refer to "Chanaral".

**PILOTAGE:** Pilot available in Chanaral Bay.

**ANCHORAGE:** Open anchorage with no difficulty. Anchoring prohibited to the South of the marker buoy.

**MAX. SIZE:** Up to 30,000 dwt.

**TUGS:** Not required for mooring. Two tugs used for towing lighters only.

**BERTHING:** Three buoys suitable for mooring large vessels situated in depth of 9 fathoms.

**STEVEDORES:** Order 24 hours before arrival.

**MEDICAL:** Facilities available.

**TANKERS:** Two 8 in. submarine lines for receiving fuel and diesel, indicated by marker buoy in 8 fathoms of water.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**OPENING/CLOSING HATCHES:** Performed by stevedores.

**CUSTOMS ALLOWANCES:** No fixed limits.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** Nearest at Antofagasta.

**REPAIRS:** No facilities for major repairs. Two slipways for vessels up to 100 tons.

**AIRPORT:** At Chanaral, 2 miles away. About two flights a week.

**TIME:** GMT minus 4 hours.

**TELEPHONES:** Ship-to-shore communication by walkie-talkie radio.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Andes Copper Mining Co. Port Agency, Barquito, Chanaral.

## CALDERA: 27.03 S. 70.53 W.

**PORT LIMITS:** A line joining Punta Caleta with Punta Fuerte.

**DOCUMENTS:** *Port Captainry*

- Clearance from Last Port.
- 2 Crew Lists.
- 2 Passenger Lists.

*Customs*

- 3 Cargo Manifests.
- 2 Store Lists.
- 2 Personal Effects Lists.
- 2 Crew Lists.

*Maritime Health*

- 1 Health Certificate.
- List of Vaccination Certificates.

*Agricultural Health*

- 1 Provisions List.

**PILOTAGE:** Arranged by advice of ETA. Vessels may anchor inside the port while waiting for Pilot.

**ANCHORAGE:** Prohibited within 800 metres of Mechanised Quay.

**MAX. SIZE:** Vessels up to 80,000 dwt. berth at Mechanised Quay. Max. draft 13·50 m. Berthing only at high water.

**HEALTH:** Pratique given after official visit, and automatic for vessels from another Chilean port. In case of contagious disease on board, advance notice is required and vessel may need to be cleared first at Valparaiso.

**RADIO:** Radio Costera Valparaiso – CBV 2; working during even hours only between 0800–1200 and 1400–2200.

Radio Costera Caldera – CBD 2, receiving on 218 kc/s. only at following times: 0830–0900, 1030–1100, 1430–1500, 1630–1700.

**TUGS:** None available.

**BERTHING:** One mechanised quay for handling ores in bulk. Other vessels work cargo at anchor using lighters.

**STEVEDORES:** In ETA to Agent indicate number of gangs required for loading/discharging.

**MEDICAL:** First-aid only at Caldera. If needed advance notice necessary to prepare transport to Copiapo, nearest city 75 km. away. Fumigation only carried out at ports of Arica, Valparaiso, or Punta Arenas.

**DENSITY:** 1026.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**GANGWAY/DECK WATCHMEN:** Arranged by Agent.

**OPENING/CLOSING HATCHES:** Done by riggers.

**CUSTOMS ALLOWANCES:** Only amount needed while vessel in port.

**CONSULS:** None at Caldera.

**REPATRIATION:** Can be arranged provided that a police agent accompanies crew member to Santiago airport.

**AIRPORT:** At Copiapo, 75 km. away, a daily flight to Santiago where international connections available.

**TIME:** GMT minus 4 hours, no changes.

**HOLIDAYS:** 1st January; 18th and 19th September; 21st May; 1st November; Good Friday; Good Saturday; and every Sunday. Arrangements to work can be made on these days. Other holidays when no work can be done are 8th and 25th December.

**TELEPHONES:** No connection to vessels.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Captain of the Port, Costanera Street. Tel. Caldera 23.

## CALDERILLA

Two miles South of Caldera.

Installation of Mitsubishi Ore Transport Co. Can accept vessels up to 60,000 dwt. at mechanised quay.

Vessels bound for Calderilla must first call at Caldera for Pilot and official clearance.

## CHANARAL: 26.21 S. 70.38 W.

**DOCUMENTS:**

- 1 Clearance.
- 9 Local Cargo Manifests.
- 4 Passenger Lists for the Port.
- 4 Lists Transit Passengers.
- 5 Crew Lists.
- 1 Crew Personal Effects List.
- 1 Store List.
- 2 (per passenger) Baggage Declarations.

**PILOTAGE:** Compulsory for foreign vessels and tankers and for mooring at mechanised quay. There is one pilot at the port. Pilot must be waited for in position bearing 289° and 2,025 metres from reference point indicated on Chilean navigation chart.

**ANCHORAGE:** Between Point Piedra Blanca and Point Piedra Negra at 325°, two cables from head of the Fiscal quay in 15–12 metres of water, with good holding ground of sand.

**MAX. SIZE:** Draft 42 ft., length 800 ft., breadth 100 ft.

**RADIO:**

| *Station call sign* | *Category* | *Frequency* | *Type* | *Receives* | | *Transmits* | *Schedule* |
|---|---|---|---|---|---|---|---|
| Chanaral | (T) | 2 Mc/s. | A 3 | 2182 | 2182 | 2000 | H30–45 |
| CBH–2 | | 4 Mc/s. | A 3 | 4091·6 | 4396·6 | 4396·6 | H45–60 |

**TUGS:** There are 4 small tugs.

**BERTHING:** Fiscal Quay: About 3 cables S.W. from Point Piedra Negra, 70 metres long by 8 metres wide, depth is 5·5 metres.

Mechanised Quay: At Point Piedra Blanca there is a mechanised pier, property of Compania Minera Santa Fe for loading bulk iron ores. 60 metres long by 10 metres wide, with 14·5 metres depth; sand and mud bottom. Ores transported by means of a conveyor belt to a loading tower from which it is loaded direct to ship's hatches. At present loading tower is fixed so that vessels have to be moved to change hatches, but studies are being made as to possibility of converting it into a mobile tower. Loading rate is of 1,000 tons per hour. Vessels up to 224 metres length, 36 ft. draft have loaded alongside up to 34,000 long tons. Vessels moor at head of quay, which has 4 buoys (2 forward and aft). In addition the quay is provided with bitts to secure mooring ropes, fore and aft.

**STEVEDORES:** 85 stevedores (9 gangs of 9 men each). Ordinary working hours are from 0700 hours to 1100 hours, and continuing from 1300 hours to 1700 hours, but by special agreement and paying for meals, work can be carried on straight, i.e. from 0700 hours to 2000 hours and continuing from 2000 hours till 0700 hours of the following day with a 100% surcharge on wages, etc.

**MEDICAL:** Modern hospital and doctors available.

**FRESH WATER:** No means for supplying vessels.

**FUEL:** Not available.

**GANGWAY/DECK WATCHMEN:** Available.

**OPENING/CLOSING HATCHES:** Done by stevedores.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** None at Chanaral, the nearest are at Antofagasta.

**REPAIRS:** 2 shipyards to repair tugs and lighters only.

**REPATRIATION:** Facilities exist.

**AIRPORT:** The airport is located 2 kilometres N. of Chanaral.

**TIME:** Local time is GMT minus 4 hours.

**SHORE LEAVE:** Allowed.

**DELAYS:** There is frequent surf during June and August, sometimes interrupting traffic and cargo operations in the bay for a short time. Surfs generally come from the N.W. or the W. Fogs are frequent between April and August, but sometimes they are quite heavy during other months of year.

**AUTHORITY:** Empresa Portuaria de Chile.

## CONSTITUCION: 35.19 S. 72.29 W.

**DEVELOPMENTS:** A new port under construction at Maguellin, about 6 km. South of Constitucion.

Facilities to include a main jetty, 244 metres long, with 2 berths for vessels up to 32,000 gross tons.

Two smaller jetties and a mole for fishing vessels are also envisaged.

Depth of water is estimated to be 16 metres. The facilities will be used for export of paper and cellulose.

## COQUIMBO: 29.57 S. 71.21 W.

**DOCUMENTS:**

- 1 Clearance.
- 1 Light Dues Certificate.
- 11 Cargo Manifests.
- 5 Crew Lists.
- 5 Passenger Lists.
- 2 Store Lists.
- 2 Personal Effects List.

**PILOTAGE:** Compulsory for vessels mooring to quay. Pilot boards in position bearing 101° and 1,215 metres from Point Tortuga Lighthouse, between Latitude 29° 55′ 38.5″ S. Longitude 71° 19′ 56″ and Latitude 29° 56′ 10″ S. Longitude 71° 20′ 34″ W.

**ANCHORAGE:** Vessels lie in roads until ready to tie up to quay. Bay has good anchorage with a sandy bottom and depths varying from 15–10 metres. A forbidden zone is indicated on charts.

Vessels frequently have to anchor first before mooring to the quay as this only has capacity for 2 vessels at a time.

**MAX. SIZE:** 375 metres long and 30 ft. draft.

**RADIO:**

| *Station call sign* | *Category* | *Frequency* | *Type* | *Receives* | *Transmits* | *Schedule* |
|---|---|---|---|---|---|---|
| Coquimbo | (S) | 4 Mc/s. | A 3 | 4091·6 | 4396·6 | H00–30 |
| CBC–2 | | | | 6265·5 | | |
| | | 6 Mc/s. | A 1 | 6280 | 6505·5 | H30–60 |

**TUGS:** No tugs available, only motor launches to assist the Pilot and for passing mooring lines.

**BERTHING:** Buoys: Santa Fe Mining Company has 2 private buoys at berth 2 for mooring ore vessels using the portable and semi-mechanised system of loading.

*Mooring Mole:* 375 metres long, for 2 vessels of 180 metres each with draught of 30 ft. Berth number 1 is on the South side and number 2 on the North. Can be used at all times except during stormy weather, or when heavy swell is experienced.

*Passenger Mole:* to the S. of mooring mole.

*Rail Mole:* is an extension of berth number 2 and serves for mooring small vessels.

North of berth number 1, Santa Fe Mining Company has installations for storing ore in bulk, consisting of two subterranean ore yards. The loading system includes some incline conveyors, some field conveyors, a stacker conveyor, a loading conveyor and a 77·5 ft. loading tower featuring a 56 ft. aluminium boom. All these components are movable on rubber tyres.

Ore through a system of belt conveyors is passed to these portable conveyors made up in sections and then to loading tower with a loading boom from which ore is loaded direct to ship's hatches. Usually, vessels are shifted when changing hatches. Rate of work is 600 tons per hour and vessels moor with the bow to the North, port side alongside.

Discharge of Explosives and Ballast – Explosives are discharged direct to quay prior to authorisation by Maritime Authorities and due precautions being taken.

**STEVEDORES:** Ordinary rate of loading per gang, hatch, hour: Sacked goods up to 80 kilos each 25 tons; Cases, boxes, etc., 18 tons; Sacked ores 40 tons; Copper concentrates 60–80 tons; Manganese ore in bulk 80–100 tons; Iron ore 100–1000 tons.

*Unloading:* Wheat in Bulk 60 tons; Coal 50 tons; Timber 30 tons; Rails 33 tons.

Working hours are 0800–1200, 1400–1800.

**MEDICAL:** Hospital at Coquimbo and La Serena.

**FRESH WATER:** Can be obtained in limited quantity at quay at rate of 25 tons per hour. Quality is good.

**FUEL:** Coal can be obtained in limited quantity. Diesel oil and gasoline can be obtained at the quay from truck or railcar.

**GANGWAY/DECK WATCHMEN:** Available.

**OPENING/CLOSING HATCHES:** Done by stevedores.

**IDENTIFICATION CARDS:** Required.

**CONSULS:**

British
Italian
Liberian
Panamanian
Peruvian
Spanish
Danish Vice-Consulate
Swedish Vice-Consulate

**REPAIRS:** No shipyards. There is a private workshop for minor repairs.

**REPATRIATION:** Facilities exist.

**AIRPORT:** 7 kilometres to the E. of La Serena.

**TIME:** Local time GMT minus 4 hours.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Empresa Portuaria de Chile.

## CRUZ GRANDE: 29.27 S. 71.20 W.

**LOCATION:** Approximately 32 miles North of Coquimbo. Lat. 29° 26′ 45″ S. Long. 71° 19′ 50″ W.

**DOCUMENTS:** The following listed documents should be prepared, or held ready, in advance, to hand or show to the different authorities:

*Maritime Authorities (Pilot):*
1 Clearance from last port.
2 Crew Lists.
Show last receipt of payment of Lighthouse Dues.

*Sanitary Authorities:*
1 Crew List.
Show Certificate of Deratisation.

*Immigration Authorities:*
1 Crew List.

*Customs:*
4 Manifest of Cargo (in ballast).
4 Crew Lists.
4 Stores Lists.
4 Declaration that the ship carries no passengers.
4 Declaration that the ship carries no explosives.
4 Slop Chest Lists (if separate).
2 Personal Effects Declaration of Crew.

*Agency:*
4 Crew Lists.

It is not necessary to have any Documents visaed by Chilean Consuls.

**APPROACHES:** Seaward approach should be made to clear all navigational dangers. The vessel should proceed until due North of Mostacilla Lighthouse, and then anchor. See "Anchorage".

The depth at the anchorage varies from 18 to 22 fathoms.

**NAVIGATION AIDS:** There are two diamond-shaped range markers, equipped with lights on the East shore of the harbour, and a set of range lights at the South end of the loading basin. The two diamond-shaped markers are painted red with a yellow cross. The one on the beach, about 200 ft. in from the surf line, supports a red light and the marker, 775 ft. further inland (mounted on top of a large concrete building) supports a green light. The green light at the South end of the loading basin is approximately 165 ft. South of the red light. These range markers and lights are used by the Pilot in docking and undocking vessels.

Red and green lights also mark the entrance to the loading basin, a red light on top of the ore dock structure, and a green light on the breakwater.

All these lights and markers are visible from the anchorage.

**RESTRICTIONS:** If advance ETA is received, ships generally will be received during daylight hours, beginning at 0700 hours, with the following exceptions: January 1st, Good Friday, May 1st, September 18th, December 25th.

**PILOTAGE:** Ships calling at Cruz Grande should anchor and have a pilot's ladder (jacob's ladder) ready with a boat rope long enough to make sure the pilot boat's crew have no trouble in holding the boat in position for the Port Authorites and Pilot to board the vessel. Pilotage service for docking and undocking is compulsory.

Ship's engines must be stopped when the pilot boat approaches the vessel and must not be used again until it is clear. On sailing they must not be used from the moment the pilot boat casts off until it is clear.

**ANCHORAGE:** Approximately $\frac{1}{3}$ mile due West of Point Medanitos good holding ground for all vessels anchoring is encountered. The position assures clear swing for all vessels in about 18 to 22 fathoms of water. It also assures free navigation for any vessel which may be at the ore dock.

**WEATHER:** South-westerly winds prevail in all seasons of the year. North breeze may be encountered in the early morning. There is seldom fog in the harbour.

**RADIO:** Vessels should advise ETA 7 days, 96 hours, 48 hours and 24 hours prior arrival, by radio.

It is of utmost importance that all ETA's of the vessel be given and be as exact as possible so that all officials can be advised and be on hand for receiving the ship.

Cable address is ROMERAL, LA SERENA, CHILE, and all messages having their origin in North America should be routed via Western Union and in the rest of the world via Cable and Wireless Limited. Ship's radio messages should be routed via West Coast Cables.

**BULK HANDLING FACILITIES:** The basin dock is located South of the anchorage. The basin is 250 ft. wide by 720 ft. long. The ore bins are located on the East side and have a capacity of 30,000 long tons. Ore is loaded through 17 spouts spaced on 20-ft. centres, and the No. 1 spout, which is the nearest thereto, is 165 ft. from the South end of the basin.

The ends of the spouts are 30 ft. horizontally from the face of the ore dock in the loading position.

**MOORING:** Vessels moor port side to the dock. A ship arriving at the port for the first time will be instructed by the Port Superintendent and Pilot regarding the docking and the mooring procedure.

Vessels can only be docked during daylight hours, but may undock at any hour.

A total of eight mooring bitts are available on the dock for spring lines. Stern lines are made fast to two dolphins at the North end of the basin.

At the South end, mooring bitts are anchored in concrete.

A ship must be able to handle six mooring lines independently on deck machinery. Two bow lines, two stern lines, one back spring and one fore spring are used. The bow lines and stern lines are $1\frac{1}{4}$-in. diameter wires supplied by Compania de Acero del Pacifico S.A. There are also available $1\frac{1}{2}$-in. diameter spring wires for ships that are suitably equipped to handle them. If the ship does not have winches properly located to handle the latter, lines (either cables or manilas) from the ship must be used. The most satisfactory spring lines are usually $1\frac{1}{4}$-in. diameter wires with a 30-ft. nylon pendant. Two manila spring lines are used as safeties and, if there are no winches or capstans available for them, they are placed on bitts.

The ship must have available three 450 to 500 ft., 1-in. diameter, manila ropes; two to be used as messengers to haul the bow lines aboard and one to haul the stern lines aboard. There must also be heaving lines to send the spring lines ashore to be placed on mooring bitts. As noted above, the Port Superintendent and Pilot will give instructions regarding the sequence of putting out the lines.

Boats will be available fore and aft to receive the messengers and make them fast to the mooring lines. The Harbour Master will be aboard the vessel during docking to instruct the boatmen.

During the time the ship is moored in the loading basin, whether loading ore or pumping ballast, all mooring lines must be kept uniformly tight so that no line is overloaded and stressed to the breaking point. In order to meet these requirements, sufficient crew members must be stationed where they can maintain the proper tension on the lines at all times and they must be under the supervision of a responsible officer.

When the required cargo has been lifted, vessels must return to the anchorage to close their hatches and finish any paper work.

Engines must be available on short notice.

Anchors are only used in emergency, but should be ready as a standby.

**BALLAST:** Vessels should be ballasted to meet the spout clearance requirements. In order to clear the spouts, all vessels should not exceed 56 ft. from the water-line, at which the ship is ballasted, to the highest outboard structure.

Ballast should all be discharged at the dock. The tonnage of cargo lifted must be determined by the vessel's draft as there is no other means of determining exactly the amount of cargo loaded.

Vessels are liable to fines by Maritime Authority for any oil discharged in the bay, either from tanks or from pumping bilges.

**LOADING:** Pier and loading facilities are privately owned and Compania de Acero del Pacifico S.A. reserves the right to moor and load vessels in the order it deems advisable.

All holds should be clean and prepared for cargo on arrival.

Any lost time through failure of compliance will be charged to vessel.

Holds will be inspected by a representative of the shipper, prior to commencement of loading.

A walkie-talkie radio will be placed on board so that the ship-to-shore or shore-to-ship communication is available at any time while the ship is waiting to load.

Loading is effected on regular work-days, but not on Sundays or holidays unless by agreement with the Shipper or Charterer and Compania de Acero del Pacifico S.A., the owner of the port.

A complete stowage plan should be delivered to the Port Superintendent or his representative on their boarding the vessel on arrival.

The following information is required:
Total cargo required.
Calculated tons/hold.
Draft required, foreward and aft, on completion of cargo.

Any change in tonnage of cargo required must be reported to the

Port Superintendent or his representative before loading of the last 2,000 tons.

Careful check of the vessel's trim should be maintained by the Ship's Officers at all times during loading operations.

On completion of loading, the vessel shall leave the dock. Delays of port operations, including delays of other vessels waiting to berth, caused by a vessel which for any reason is not prepared and able to move from the dock when so ordered, are chargeable to the vessel which causes such delays, at the rate of $1,000 per day or pro-rata for part thereof.

**FRESH WATER/FUEL:** Fresh water and fuel are not available at this port, although water and diesel fuel may be obtained in nearby Coquimbo, or at Salinas, near Valparaiso. Bunker "C" type fuel can be had at Salinas also.

**REPAIRS:** Only in cases of extreme emergency can ship repairs be effected at this port.

**MEDICAL:** Medical attention may be arranged through the port Agent. No person will be attended unless he is provided with a letter from the Master, authorising such treatment. All costs incurred will be charged to the vessel.

**OPENING/CLOSING HATCHES:** Hatch covers that are hinged or fold in such a manner that they present a face upon which the wind can set must remain closed until the vessel is alongside and moored. Those that remain in a horizontal position when open may be opened at the anchorage providing they do not interfere in any respects with the handling of the mooring lines during docking.

**CERTIFICATES:** In the case of combination ore carrier/tanker type of vessel, the Master must present a gas-free certificate from an Agent acceptable to Lloyd's before notice of readiness will be accepted. Such certificates may be obtained from a Coquimbo firm and request for same should be included in the ETA message.

**CONSULS:** In Coquimbo, or the adjacent city of La Serena, there are consuls or consular agents for Peru, Liberia, Great Britain, Denmark and Italy.

**SHORE LEAVE:** Shore leave may be granted at the Master's discretion. There are no restrictions by local authorities, but men should be certain to carry their Identification Cards.

Masters are requested to have all vouchers and list of personal effects in triplicate covering the crew members remaining ashore, whether hospitalised or deserters, prepared for delivery to the Agent, prior to sailing.

A letter of authorisation is required when the port Agent is expected to provide hotel accommodations, meals, medical attention, transportation or travel expenses and/or cash advances for account of vessel.

**AUTHORITY:** Compania de Acero del Pacifico S.A., Casilla 19-D, La Serena, Chile.

## GUAYACAN: 29.58 S. 71.22 W.

**DOCUMENTS** The following listed documents should be prepared, or held ready in advance, to hand or show to the different authorities:

*Maritime Authorities (Pilot)*
1 copy of Clearance from last port.
2 copies of Crew List.
Show last receipt of payment Lighthouse Dues, Radio Certificate and Reg. Tonnage Certificate.

*Sanitary Authorities*
1 copy of Crew List.
Certificate of Deratisation.
All Crew Vaccination Certificates.

*Immigration Authorities*
1 copy of Crew List.

*Customs*
4 copies Manifest of Cargo (in Ballast).
2 copies Crew List.
2 copies Store List.
2 copies Slop Chest List (if separate).
2 copies crew Personal Effects Declaration.

*Agency*
2 copies of Crew List.

It is not necessary to have any documents visaed by Chilean Consuls.

**APPROACHES:** Seaward approach should be made to clear all navigational dangers. From the sea, the entrance ranges in line bearing 136·5° will lay the vessel directly to and between Point Miedo and Point Herradura, two headlands to the North and South of the bay entrance, which is 800 yards wide. The bay broadens inside to 1 mile and extends 1¼ miles in a S.E. direction.

The depth of the entrance varies between 23 to 36 fathoms, decreasing gradually to the shore. Islita, a small islet, lies a short distance off Miedo Point.

The approach to Herradura Bay is a fishing zone and caution must be maintained in navigation. Trawlers and hand-propelled craft are used.

Two diamond-shaped range marker boards, painted with diagonal stripes, are mounted on poles on the beach. With these in line, bearing should be 136·5° when coming through the entrance. Lights, foreground red with green behind, are fixed to the markers for night approach. In clear weather they are visible at approx. 5 miles.

Currents from the South and South-West tend to lay the vessel to the N.N.E. when entering the bay. There is a light at the entrance to Herradura Bay on Herradura Point.

**PILOTAGE:** Ships calling at Guayacan should arrive with their accommodation ladder and Jacob's ladder ready to be lowered for the Pilot. Pilotage is compulsory. Ship's engines shall be stopped when the pilot launch approaches the vessel. The pilot's launch under no circumstances will go outside the limits of the port. It is imperative that the ETA of the vessel be as exact as possible so that the Pilot and officials are on hand and may board the vessel before anchoring. The Pilot and officials must be collected and brought to Guayacan by car.

**ANCHORAGE:** Good holding ground for anchoring in the bay with sheltered conditions. Entering on the ranges a cross bearing may be obtained with a set of docking diamond markers and lights, bearing 094° similar to approach markers and the anchor dropped. This position assures clear swing for all vessels in about 15 fathoms and assures free navigation for any vessel which may be at the pier.

**RADIO:** Operators' cable address is Cap, La Serena, Chile, and all messages having their origin in North America should be routed via All America Cables, and in the rest of the world, via Cable and Wireless Limited. Ship's radio messages should be routed via I.T.T. hours out by radio.

Vessels should advise ETA 7 days, 96 hours, 48 hours and 24 hours out by radio.

**BERTH DESCRIPTION:** The ore pier, of steel construction with a concrete deck, is 700 ft. long and located at the North-East part of the bay. A total of 10 mooring bitts are available on the main pier, with two each on mooring dolphins to the South and North of the pier. Two twin mooring buoys, one North and one South, a distance of 350 ft. and 410 ft. from each dolphin and slightly inshore of the pier, are also available. A twin buoy to assist in docking and undocking is located 460 ft. to the West of the North end of the pier. Depth of water at the pier is 55 ft. at mean low water.

**MOORING:** Vessels dock port side to the pier. On approaching the pier, the starboard anchor is dropped at a position indicated by cross bearing on markers located on the shore to the North-East and at the South end of the pier and the shore. Lights are located on the markers for night docking. Nine shackles of cable are laid.

A motor launch assists in rope handling to the pier and buoys. Manila pendant lines at dolphins may be used. Sufficient deck crew must be available at all times to shift the vessel if required and to adjust moorings during loading.

Engines must be available at short notice. Permission for any major repair to the engines at the dock must be obtained from Maritime Authorities.

**LOADING:** In the case of combination ore carrier/tanker type of vessel, the Master must present a gas-free certificate before notice of readiness will be accepted. Such certificate may be obtained from a Coquimbo firm and request for same should be included in the 96 hours ETA message, reporting if there is or there is no tank gas detecting instrument on board.

The loading boom extends 51 ft. from the face of the pier and can be retracted 22 ft. It may be raised or lowered 18° from the horizontal when loading.

The tower is mobile with a run of 390 ft. Vessels may have to be shifted. Aft hatches should be loaded first when possible to facilitate efficient loading. When not loading the rig is parked at the centre of the pier with the boom in a vertical position inside the pier face. In the horizontal loading position the boom is 40 ft. from the water at low water level and vessels should be ballasted to ensure hatch coamings and other fixed structure at the hatches have a height less than 40 ft. above water at low-water level. Booms and other tackle should be cleared from all hatches.

Rated loading capacity is 3,000 tons per hour.

Emergency stops only are permitted on the conveyor system. Vessels on which cargo reaches coamings should note that 390 tons are on the belts between the stockpiles and the ship and this must be cleared before stopping the system.

Cargo is belt trimmed only. Hire of trimmers, if required, is for vessel's account.

On completion of loading, the vessel shall leave the pier. Delays of port operations including delays of other vessels awaiting berth, caused by a vessel which for any reason is not prepared and able to move from the pier when so ordered, are chargeable to the vessel which causes such delays, at the rate of $1,000 per day or at the demurrage rate of any other vessel that may be delayed – which ever is higher.

**BALLAST:** Vessels should be ballasted to meet the loading tower information given and to ensure safe handling. Wind condition can make docking of light vessels difficult. Ballast may be discharged at the pier. Upper wing tanks emptied by gravity should have covers fitted over discharges. Vessels are liable to fines by Maritime Authority for any oil or other contaminate discharged in the bay either from tanks or from pumping bilges.

**MEDICAL:** Medical attention may be arranged through the port Agent. No person will be attended unless he is provided with a letter from the Master authorising such treatment.

**FRESH WATER/FUEL:** Fresh water and fuel are not available at this port, although water and diesel fuel may be obtained in nearby Coquimbo, or at Salinas, near Valparaiso. Bunker "C" Type fuel can be had at Salinas also.

**REPAIRS:** Only in cases of extreme emergency can limited ship repairs be effected at this port.

**CONSULS:** In Coquimbo, or the adjacent city of La Serena, there are consuls or consular agents for Peru, Liberia, Great Britain, Denmark, Italy and Sweden.

**HOLIDAYS:** If advance ETA is received, ships will generally be received every day with the following exceptions: 1st January; Good Friday; 1st May; 18th September; 25th December.

**SHORE LEAVE:** Shore leave may be granted at the Master's discretion. There are no restrictions by local authorities, but men should be certain to carry their identification cards.

**SERVICES:** Mail for vessel and crew should be addressed care of Compania de Acero del Pacifico, S.A.; all mail that is received for holding by the Agent will be delivered to the vessel upon arrival.

Do not have parcel post packages sent, as they must go through customs in Santiago and are delayed from two weeks to a month for their despatch.

Spare or repair parts for the vessel should be sent via air express, addressed to the ship, care of Compania de Acero del Pacifico, S.A., Coquimbo, Chile and marked "Ship's Stores in Transit", so as to avoid paying customs duties. Information regarding the shipment should be sent to the Company via air mail correspondence.

A limited supply of provisions is available, but requests should be sent by radio 48 hours prior to arrival.

**AUTHORITY:** Compania de Acero del Pacifico, S.A., Casillo 19–0, La Serena, Chile.

## HUASCO: 28.27 S. 71.14 W.

**DOCUMENTS:**

1 Clearance.
12 Cargo Manifests, or 5 No Cargo Manifests.
6 Passenger Lists, or 6 No Passenger Lists.
9 Crew Lists.
1 Store List.
1 Crew Personal Effects.
4 Storage Plans.
2 per passenger Baggage Declarations.
1 Health Certificate.

**PILOTAGE:** Compulsory, for vessels mooring to Santa Barbara and Guacolda mechanised quays. Vessels waiting for Pilot and/or clearance must anchor in position bearing 050° and 1,800 metres from Guacolda lighthouse, in the centre of the bay, between Guacolda peninsula and Panulcillo islet.

**ANCHORAGE:** Vessels anchor in roadstead, larger vessels finding good anchorage ground 2 cables N.N.E. of Cayo Isle in 26–24 metres of water and small vessels 2 cables bearing 090° from Cayo Isle in 12 metres of water, sandy bottom.

Depth is generally moderate and level with a sandy and shell bottom, while at the maritime terminals of Santa Barbara and Guacolda is quite deep, around 50 metres, which has to be taken into account when anchoring. The bottom at these terminals is mud, offering a good holding ground.

**MAX. SIZE:** Length 260 m. Draft 14·5 m.

**RADIO:**

| *Station call sign* | *Category* | *Frequency* | *Type* | *Receives* | *Transmits* | *Schedule* |
|---|---|---|---|---|---|---|
| Huasco CBH–3 | (T) | 2 Mc/s. | A 3 | 2182 | 2182 | H30–60 |

**TUGS:** CAP at Guacolda has own tug. At Huasco there are 4 motor launches for use of Pilot, and lighters.

**BERTHING:** *Santa Barbara Mechanised Quay*, property of Santa Barbara Mining Company and used exclusively for loading iron ores. 80 metres long by 10 metres wide. Conveyor belt ending at a fixed loading tower, which loads at 600 tons per hour. Vessel has to be shifted to receive cargo in different hatches.

Height of loading tower is 25·60 metres over low tide, loading boom is 14·20 metres over medium sea level and depth alongside quay is 12·60 metres. Vessels with a maximum draft of 14·50 metres (48 ft.) can go alongside. Santa Barbara Mining Company provide riggers for shifting the vessel.

*Guacolda:* Quay is 183 metres long by 16 metres wide with a minimum depth of 13 metres and a medium of 20 metres at the head permitting any type of vessels to go alongside; in fact vessels of 80,000 tons have moored without difficulty. Quay has a conveyor belt ending in a mobile loading tower, with loading average of 2,500 tons per hour. Vessels moored port side to quay.

**STEVEDORES:** There are 50 stevedores for up to 4 gangs. In addition there are 20 longshoremen and 14 lightermen. Working hours are 0700–1200, 1400–2100.

**MEDICAL:** There is only a first-aid station. Freirina, 15 km. distance, has a small hospital and there is a first-class hospital at Vallenar, 52 km. away. A modern hospital under construction at Huasco.

**FRESH WATER:** No means for supply to vessels. Guacolda maritime terminal could deliver water in a very limited quantity and only in case of emergency.

**FUEL:** None available.

**DEVELOPMENTS:** A new iron-ore loading berth being constructed close to the present berth at Isla Guacolda. Pier length of 250 metres with depth sufficient to accommodate up to 250,000 dwt. vessels.

The present facilities at Isla Guacolda will be retained.

**OPENING/CLOSING HATCHES:** Done by stevedores.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** None, nearest are at Antofagasta.

**REPAIRS:** 3 shipyards, but only for the repair of minor craft.

**AIRPORT:** Nearest commercial airport is at Vallenar, 52 km. away.

**TIME:** Local time GMT minus 4 hours.

**TELEPHONES:** None available.

**GENERAL:** Zone for ballast: it is prohibited to unballast in port except clean water from deep tanks. For any other kind of ballast authorisation should be requested first to the maritime authority who will indicate the appropriate place.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Capitan de Puerto de Huasco.

## IQUIQUE: 20.13 S. 70.10 W.

**DOCUMENTS:**

*For Maritime Authority:*
1 Clearance.
1 Passenger List.
1 Light Dues Certificate.
Radio Certificate.
Certificate of Tonnage.

*For Customs:*
4 Cargo Manifests.
1 General Manifest.
2 Crew Lists.
2 Passenger Lists.
2 Personal Effects Lists.

*For Port Health* (if first Chilean port of call):
Health Certificate.
Deratisation Certificate.
Fumigation Certificate.
Vaccination Certificate.

*For Immigration* (if first Chilean port of call):
1 Crew List.
1 Passenger List.

*For Agricultural Health:*
1 Stores List.
Inspection of Refrigerator Room.

**PILOTAGE:** Compulsory. During day-time pilot vessel flies blue ensign marked with a "P" and during night the usual pilot lights. Pilot boards 1,570 metres from Serrano Island lighthouse or 3 cables from the end of the breakwater. Pilotage hours for mooring operations are from 0600 onwards; for vessel's departure no restriction, but preferably before midnight.

**ANCHORAGE:** Masters arriving for the first time in this port should keep watch for numerous fishing boats. These boats leave port between midnight and 0300 they are all equipped with navigation lights. The bay of Iquique is wide and offers good anchorage. Vessels awaiting a berth or those not mooring, find good anchorage in depths from 40 to 14 metres with sandy bottom; the best anchoring place is found 900 metres from the breakwater lighthouse and 500 metres from the mooring quay. Tankers mooring to buoys use both anchors. Vessels carrying explosives or gunpowder moor 1,400 metres from lighthouse situated at the end of the breakwater. There are two zones where there are submarine cables and where it is forbidden to anchor.

**RESTRICTIONS:** Fogs occur more frequently from December to March. A current runs from S. to N. at ½ to 3 miles per hour and is stronger at Point Piedras and Cavancha. Rough seas are more frequent from May to September, but they are relatively weak within the harbour.

**MAX. SIZE:** Berthing areas are as follows:

1. Embankment of 526 metres length; berths 1, 2 and 3, depth of 9 metres LW.
2. Pier, West-side; 335 metres length, berths 4 and 5, depth between 9 and 12 metres LW.
3. Pier, East-side; 280 metres length, berths 6 and 7, depth between 9 and 12 metres in berth No. 7 and 12 to 15 metres in berth No. 6.

**RADIO:** The Chilean Navy has a navy radio station (C.B.I.) for general marine service and another radio station, Radio Coastal Service (S.R.C.) situated in the same building of the Port Captaincy for cases of emergency.

| *Station call sign* | *Category* | *Frequency* | *Type* | *Receives* | *Transmits* | *Schedule* |
|---|---|---|---|---|---|---|
| Iquique | (S) | 2 Mc/s. | A 3 | 2182 | 2182 | H00–30 |
| CBI/CB2 | | 4 Mc/s. | A 3 | 4117·2 | 4422·2 | H30–60 |

**TUGS:** Available with sufficient h.p. and capacity to assist vessel berthing and unberthing.

**STEVEDORES:** Gangs are ordered according to arrival of the vessel, the previous day at 1800 and confirmed before 0800 hrs.

**MEDICAL:** Good hospital and medical services in the port.

**TANKERS:** North of the harbour there are buoy berths for discharging, operated by Esso, Shell and Copec.

**FRESH WATER:** Available from stand-pipes at mooring quays at a rate of 150 tons every 8 hours. Also delivered by barge.

**FUEL:** Usually no fuel for merchant vessels available. Can be obtained in case of emergency from oil terminals or by tank truck.

**GANGWAY/DECK WATCHMEN:** Shore watchman employed on the gangway.

**OPENING/CLOSING HATCHES:** Carried out by stevedores of the Syndicate. Crew not allowed to do this while vessel in port.

**CUSTOMS ALLOWANCES:** Normal port consumption allowed.

**IDENTIFICATION CARDS:** Required if no passports.

**CONSULS:**

| | | | |
|---|---|---|---|
| Norway | Tel. 254 | Panama | Tel. 820 |
| Italy | „ 669 | Sweden | „ 283 |
| Great Britain | „ 310 | Colombia | „ 860 |
| Spain | „ 282 | China | „ 213 |
| Peru | „ 522 | | |

**REPAIRS:** There are firms to repair diesel engines up to 500 h.p., also spare parts.

**DRYDOCKS:** There are dry docks for vessels up to 500 tons, also a floating dock, 300 tons capacity.

**REPATRIATION:** No repatriation problems for crew holding passports.

**AIRPORT:** Distance to Cavancha Airport 5 minutes by car. One national airline for passengers, connected with other foreign airlines in Santiago de Chile (capital).

**TIME:** GMT minus 4 hours.

**HOLIDAYS:** Work stops only during national fetes: 18th and 19th September; 25th December; 1st January.
**POLICE/AMBULANCE/FIRE:** Police Tel. 231; Hospital 307; Fire 1920, 1699, 1657, 1219, 1955.
**TELEPHONE:** Inside the port less than 100 metres from berthing area, but they cannot be connected on board.
**SERVICE:** Possible to get service for cleaning tanks and wells.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Gobernador Maritimo de Iquique. Tel. 1006.

## MEJILLONES: 23.06 S. 70.28 W.

**DOCUMENTS:**
5 Crew Lists.
5 Passenger Lists.
4 Stores Lists.
4 Lists personal effects.
12 Manifests.
**PILOTAGE:** Service carried out by the Pilot Corps of Antofagasta (65 kilometres from this port). Service is compulsory. Agent has to apply for the Pilot, and it is important to give arrival notice in good time.
**ANCHORAGES:** Open bay very well protected and with deep water.
**SIZE OF VESSEL:** No restrictions. Vessels work cargo at anchor.
**HEALTH:** Pratique is automatic for vessels coming from another Chilean port, otherwise it will be granted after Sanitary visit.
**RADIO:** Antofagasta Radio CBA–3. Operates between 0800–1200 and 1400–2000.
Transmitting 8,730, receiving 8,354 radio telegraph
" 4,396 " 4,091 radio telephone
" 8,780 " 8,230 " "
**TUGS:** There are none.
**BERTHING:** There are no berths. Vessels work cargo at anchor.
**STEVEDORES:** Agent to be informed before 1800 the day before arrival to order gangs.
**MEDICAL:** There is a doctor in the port but no hospitals are available and patients are transported to Antofagasta.
**DENSITY:** Sea water.
**FRESH WATER:** No fresh water available.
**FUEL:** Not available.
**GANGWAY/DECKWATCHMEN:** This service is recommended.
**OPENING/CLOSING HATCHES:** This work can be carried out by crew and/or stevedores. Derricks operated only by crew.
**SHIP'S CERTIFICATES:**
Register Certificate.
Tonnage Certificate.
Radio Certificate.
**CUSTOMS ALLOWANCES:** 200 cigarettes for each member of the crew beside the ones in the stores. One bottle wine/spirits per person.
**REPAIRS:** There are no workshops. Vessel repairs done by the crew are allowed.
**IDENTIFICATION CARDS:** Not necessary, only passport and boarding card.
**REPATRIATION:** There are facilities for changing the crew.
**AIRPORT:** At 25 km. from this port. A weekly flight (on Mondays) to U.S.A. with calls in Lima and Panama.
**TIME:** Local time GMT minus 4 hours.
**HOLIDAYS:** It is possible to work on these days with a surcharge of 100%.
New Year's Day; Good Thursday; Good Friday; 1st May; 21st May; Ascension Day; 18th September; 19th September; 12th October; 1st November; 8th December; 25th December.
**POLICE/AMBULANCE/FIRE:** Police Tel. 7 Mejillones; Ambulance 24142 Antofagasta; Fire 41 Mejillones.
**TELEPHONES:** It is not possible to instal lines on board.
**SHORE LEAVE:** Members of the crew are allowed ashore.
**AUTHORITY:** Captain of the Port, Tte. Gonzalo Verbal, Playa s/n. Tel. 6.

## PUERTO MONTT: 41.28 S. 72.57 W.

**PORT LIMITS:** Between the meridians of 72° 55′ 50″ W. and 72° 59′ 00″ W. The Southern limit is the parallel of 41° 29′ 48″ S.
**DOCUMENTS:** *For Port Captain:*
Clearance from Last Port.
Crew List.
Passengers Disembarking List.
Passengers in Transit List.
Certificate of Registry.
Light Dues Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
*For Customs:*
4 copies Cargo Manifest.
2 copies Passenger List.
1 copy Crew List.
2 copies Stores Lists.
1 copy Crew Personal Effects List.
**PILOTAGE:** Ordered by Agent on receipt of vessel's ETA at least 24 hours in advance. Otherwise request directly to Port Captain, cable address "Maritgob Montt". Vessels should anchor as indicated below and exhibit code flag "G". Pilot boards from a motor boat at the anchorage.
**ANCHORAGE:** Vessels of any size can anchor in the outer roads of the port. Recommended position 800 metres off Isla Tenglo buoy bearing 254°. In winter bad weather, use of two anchors recommended.
**RESTRICTIONS:** Vessels not generally moored in hours of darkness. Vessels over 10,000 tons are restricted by tides. Unberthing and leaving port can be effected at night.
**MAX. SIZE:** At the quays: length 170 metres, draft 24 ft. Tankers up to 25,000 dwt.
**HEALTH:** All ships are boarded by authorities on arrival unless coming from another Chilean port. In case of suspected disease on board vessel must advise authorities by radio before arrival.
**RADIO:** Radiocostera Puerto Montt, operating between 0800 and 1845 hours.
**TUGS:** None available.
**BERTHING:** Effected in daylight hours only. Tankers moor at buoys in the Eastern part of the bay.

The main quays are 320 metres length, equipped with eight cranes, six of which are 3 tons capacity and two of 5 tons. No special facilities for grain handling.
**STEVEDORES:** Vessel should advise Agent before arrival the number of gangs required and amount of cargo for discharge.
**MEDICAL:** All medical facilities available. Advance notice preferred if possible. Possible to obtain vaccination and inoculation certificates.
**TANKERS:** Tanker buoy mooring. Vessel moors using both anchors forward and two buoys aft. 10 in. submarine pipe-line, two 8 in. hoses connected. No slop facilities.
**FRESH WATER:** Available from the quays, at rate 10 tons per hour.
**FUEL:** Available by barge. Larger quantities obtainable at the tanker moorings, rate 100 tons per hour. Advance notice required.
**DEVELOPMENTS:** Outer berths are being dredged to a depth of 8·50 metres.
**OPENING/CLOSING HATCHES:** It is obligatory to employ shore labour for this purpose.
**CUSTOMS ALLOWANCES:** Two cartons of cigarettes and two bottles of liquor for each man, which are to be declared in his personal effects.
**CONSULS:** Germany, Spain, and Netherlands are represented locally.
**REPAIRS:** Minor engine and electronic repairs can be effected.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Situated 17 km. from the port. Daily flight to Santiago where international connections can be made.
**TIME:** GMT minus 4 hours. In summertime: GMT minus 3 hours.
**HOLIDAYS:** Work may be arranged on all holidays.
**POLICE/FIRE/AMBULANCE:** Police: Tel. 2240; Fire 2888; Ambulance 2331.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Direccion Gobernacion Maritima de Puerto Montt. Cables "Maritgob, Montt".

## PUNTA ARENAS: 53.10 S. 70.54 W.

**DOCUMENTS:**
1 General Declaration–Clearance Licence.
10 Crew Lists.
6 Passenger Lists or negative.
14 Cargo Manifests.
1 Health Declaration.
2 Stores Lists.
2 Crew's Personal Effects Lists.
2 Sets of Manifests whole cargo for Chilean Ports. A copy has to be stamped by Customs and kept on board until the vessel leaves the last Chilean port.
At subsequent Chilean Ports, only the following:
10 Crew Lists.
6 Passenger Lists.
14 Cargo Manifests.
1 Clearance Licence.
**PILOTAGE:** Compulsory for foreign vessels. Vessel entering from Pacific will usually embark Pilots in Valparaiso or any other nearest port. Vessels coming from the Atlantic embark Pilots in Bahia Posesion, 30 miles to the West side of the Eastern entry of Magellan Strait. Pilot vessel is a landing craft called "Concon" which has radio-telephone frequencies of 2,182 and 2,638 kc/s. Four hours before arrival of the vessel, the craft keeps watch on 2,182 kc/s. Craft carries International Pilot lights; the hull is black and yellow with white housing. ETA at Bahia Posesion has to be given at least 24 hours in advance. In bad weather, vessel to anchor and wait in lat. 52° 17′ 5″ South, long. 69° 12′ West. Pilots usually board near the buoy of Banco Narrow and disembark off the lighthouse of Punta Delgada.

The Pilot for West-bound vessels travels to Bahia Posesion by air from Valparaiso. It is therefore important to order the Pilot through Valparaiso Agent with as much advance notice as possible, and keep Agent closely advised of vessel's ETA.

For vessels transiting Magellan Straits Westbound, the Pilot will disembark at Valparaiso. Pilot's travelling expenses from and to Valparaiso are included in pilotage charges.
**ANCHORAGE:** Recommended anchorage area is 4–5 cables from the head of the Fiscal Quay, 11 fathoms depth. Anchorage is prohibited within 300 metres of the quay.
**RESTRICTIONS:** No tidal restrictions, vessels can come alongside day or night.
**MAX. SIZE:** Dry cargo: two berths for vessels of 600 ft. length with a maximum draft forward of 20 ft. and aft 26 ft. on the South side of

the pier, and 20 ft. and 25 ft. on the North side. It is possible to dock with a slightly higher draft under certain circumstances, and also by leaving the ship's stern protruding outside of the end of the pier, but such cases will be decided individually by the Pilot.

*Tankers:* See below. No limits for vessels at anchor.

*Magellan Straits:* Maximum draft 70 ft., no limit on dwt. tonnage for very large vessels. Vessels with a draft in excess of 70 ft. may be allowed to pass through but only after the authorities have studied the vessels characteristics. As a safety measure large vessels navigate the First Narrows in daylight only and with good visibility.

**HEALTH:** At first Chilean port, doctor will come aboard with Authorities. In other Chilean ports there is no need to ask for pratique or to hoist the "Q" flag as pratique is automatic.

**RADIO:** There are two radio stations: (*a*) CBM Radio Naval of Magallanes permanent watch on 500 kc/s. Telegraphy (A1). (*b*) CBM2 Radio Costera Magallanes operating from 0830 to 1830 on frequencies 4390, 8694 (transmitting) and 4085, 8360 (receiving).

**TUGS:** Not normally used to go alongside in Punta Arenas but only to berth in tanker terminals – ship's lines used.

**STEVEDORES:** Gangs to be requested 24 hours before arrival. Loading/discharge rate depends on type of cargo but can be estimated at an average of 15 tons/hour/gang. According to the working rules of this port, when a vessel starts its operations of loading or discharging without working overtime, it has to follow them for the whole time, but if it starts working with overtime, it must continue doing overtime every day.

**MEDICAL:** No advance notice to Agent required. There is a hospital with all facilities. International anti-smallpox vaccination required to go ashore.

**TANKERS:** There are the following terminals for tankers:

*Lenadura:* Position 53° 12′ S., 70° 54′ W. Max. length 500 ft., max. draft 30 ft. Refined products are discharged.

*Cabo Negro:* Position 53° 01′ S., 70° 51′ W. Max. length 650 ft., max. draft 30 ft. Liquid gas is loaded.

*Caleta Clarence:* Position 52° 55′ S., 70° 09′ W. Max. length 650 ft., max. draft 30 ft. Crude oil is loaded.

*Puerto Percy:* Position 52° 54′ S., 70° 14′ W. Max. length 400 ft., max. draft 36 ft. Liquid gas and diesel oil are loaded.

*Bahia Gregorio:* Position 52° 38′ S., 70° 11′ W. Max. length 650 ft., max. draft, 42 ft. (subject to tidal conditions). Crude oil is loaded.

In Caleta Clarencia and Bahia Gregorio there are two loading lines of 8 in. In the Gas Terminal at Puerto Percy lines for gas and liquids are 6 in., for diesel oil 3 in.

There are no facilities for receiving residues, which have to be discharged at least 20 miles away from entrance of Magallanes Strait. Vessels must have clean ballast for mooring, quantity depends on size of vessel and weather conditions.

**DENSITY:** 1025.

**FRESH WATER:** Only available at Punta Arenas Quay through hoses at a rate of 8 tons/hour. In case of emergency it can be delivered by vessel of the Chilean Army, if advance notice is given.

**FUEL:** Only diesel oil available in Puerto Percy with advance notice of at least 7 hours. Also available ex-barge at Punta Arenas, capacity 300 tons (diesel).

**FIRE PRECAUTIONS:** Tankers are forbidden alongside at the quay.

**DEVELOPMENTS:** Port is being dredged to increase draft to 33 ft. in berths 1 North and 1 South.

**GANGWAY/DECK WATCHMEN:** Foreign vessels obliged to employ a watchman, except on Tanker Terminals.

**OPENING/CLOSING HATCHES:** Carried out by riggers. Sailors from the vessel and stevedores not allowed to do this work.

**CERTIFICATES:** All International Certificates to be shown on arrival.

**CUSTOMS ALLOWANCES:** Quantity in possession of every member of the crew to be declared at the Customs.

**IDENTIFICATION CARDS:** Chilean International Police (Extranjeria) provides a provisional card to stay in the country. It has to be held each time a member of the crew goes ashore.

**CONSULS:**

Germany
Argentine
Austria
Belgium
Brazil
Greece
Holland
Italy
Norway
Paraguay
Colombia
Denmark
Spain
France
Great Britain
Peru
Sweden
Switzerland
Yugoslavia

**REPAIRS:** "Asmar" (Astilleros de la Armada) has a shipyard for small vessels up to 1,500 tons as well as a good workshop to effect floating repairs. Some nautical spares can be found.

**REPATRIATION:** Facilities for repatriation, subject permission of International Police (Extranjeria) and Maritime Authority.

**AIRPORT:** Distance to airport 18 km. National airline (LAN). Daily flights from and to Santiago. Argentina Airlines fly to Argentine cities twice a week.

**TIME:** GMT minus 4 hours.

**HOLIDAYS:** New Year (1st January); Religious Fete (4th and 5th April); Bank Holiday (1st May); Navy Day (21st May); Religious Fete (15th August); National Day of Chile (18th September); Army Day (19th September); Religious Fete (1st November); Religious Fete (8th December); Christmas Day (25th December). Work can be carried out except on New Year and National Day of Chile.

**POLICE/AMBULANCE/FIRE:** Maritime Police tel. 22356; Fire 21212, 21264; Ambulance 22658.

**TELEPHONE:** There is no connection on the quay.

**SERVICES:** Compass and gyro compass adjusting can be done.

**SHORE LEAVE:** Crew allowed to go ashore in all ports of the area. Crew must be in possession of provisional Identity Cards issued by police.

**AUTHORITY:** Maritime Governor of Punta Arenas, Calle O'Higgins 1169, Tel. 22356. Telegraphic address: Maritgob Parenas. No Telex number.

## QUINTERO: 32.47 S. 71.33 W.

**PORT LIMITS:** The seaward limit of the port is a line running 052° from the lighthouse at Los Molles to Punta Ventanilla.

**DOCUMENTS:**

1 Clearance from last port.
1 Light Dues Certificate.
7 Manifests of Cargo for this port.
4 General Cargo Manifests.
7 Trans-shipment Cargo Manifests.
3 Lists of passengers disembarking.
3 Lists of passengers in transit.
18 Crew Lists.
1 Personal Effects List.
1 Fumigation Certificate.

**PILOTAGE:** Pilot and port officials board when vessel is inside port limits. Usually boarding between daybreak and midnight. The accommodation ladder should be rigged on the starboard side.

ETA should be sent to Agent 72 hrs. before arrival, with confirmation 24 hrs. before arrival. The message should state if any special service is required, and additionally Masters are requested to inform CAPUERTO, Quintero.

**ANCHORAGE:** Vessels may anchor within port limits. The bay is well sheltered with ample room for manoeuvring. Vessels should keep clear of the South-West portion of the bay, due to rocky nature of the bottom, and of the prohibited zone indicated on the charts. Larger vessels may anchor West of Los Molles lighthouse, where there are depths of up to 20 metres with sand and mud bottom.

The anchorage at Ventanilla is an open roadstead, exposed to South-West winds and swell, with the possibility of dragging anchors, especially in the winter months.

**RESTRICTIONS:** Quintero Bay is entered between Point Ventanilla and Point Liles, entrance 2·5 miles wide, with a bight extending 1·5 miles towards the South-East.

Point Liles is surrounded by submerged rocks and reefs for a distance of 2 cables.

Tankers discharging at the buoy terminals may be required to disconnect hoses in the event of bad weather, to avoid damage to the installation.

**MAX. SIZE:** *Enap Oil Installations:* Up to 200,000 tons dwt.
*Chilectra Quay:* Length 165 metres, draft 33 ft.

**RADIO:** The Naval Radio Station of Valparaiso also handles commercial traffic.

The Coastal Radio Service Station situated in the Port Captain's office, call sign CBQ2.

**TUGS:** No tugs available at Quintero, but six motor launches are available to assist in mooring.

**ENAP OIL TERMINAL:** Vessel moors with both anchors and lines to three stern buoys (one buoy on each quarter and the third buoy directly astern). Mooring lines, when secured, are up to 400 ft. long. Vessels may moor and unmoor any time.

Two 10-in. hoses, which weigh about 5 tons each, are connected on the port side.

The Crude Oil Discharge Berth is a single buoy mooring in Quintero Bay. This berth is designed for vessels up to 200,000 tons dwt.

**BULK HANDLING FACILITIES:**

*Chilectra Quay, Las Ventanas:* Quay is 530 metres long with maximum depth of 19 metres at the head of the quay.

Coal berth situated on the North side of the quay, equipped with mechanical discharging tower which loads up to 5 tons per hour.

South side of the quay, used for copper concentrates, loaded by conveyor belt at a rate of about 6 tons per hour. Necessary to shift vessel during loading with assistance from shore gang.

The quay is exposed to strong ground swell and additional moorings to shore, and to buoys, are required.

**FRESH WATER:** Only supplied by barge, which may have to come from Valparaiso.

**FUEL:** Only available at Valparaiso.

**MEDICAL:** No local hospital. There is military infirmary available for first-aid, with an ambulance service to Valparaiso or Vina Del Mar.

**REPAIRS:** Only minor repairs may be effected at workshops ashore.

**CONSULS:** Nearest at Valparaiso.

**AIRPORT:** Nearest commercial airport at Los Cerrillos, near Santiago. Military airfield at Quintero may be used in emergencies subject to necessary authorisation.

**SHORE LEAVE:** No restriction of shore leave. Quintero is about 30 miles from Valparaiso by road.

**TERMINAL OPERATORS:** Empresa Nacional Del Petroleo (ENAP) and Compania Chilean De Electricidad (Chilectra).

## SAN ANTONIO: 33.37 S. 71.37 W.

**DOCUMENTS:**

1 Clearance.
1 Light Dues Certificate.
9 Cargo Manifests.
2 Crew Lists.
2 Passenger Lists.

2 Stores Lists.
1 Personal Effects List.
2 per Passenger Baggage Declarations.
1 Fumigation Certificate.

**PILOTAGE:** As port is narrow, pilotage compulsory for entering or clearing the artificial port. Pilots board vessels about one mile outside the artificial port, weather permitting. Vessels should wait for Pilot in position bearing 159° and 1,080 metres from Panul Lighthouse.

**ANCHORAGE:** Vessels over 100 metres length must anchor in position bearing 240° and 1,400 metres from South mole beacon. Vessels under 100 metres length find good anchorage in sandy and muddy bottom, 20 metres deep in position bearing 240° and 650 metres from the above beacon. Only in event of bad weather or strong winds which prevent pilot boarding vessels outside harbour vessels under 100 metres length can anchor inside North pool and wait for Pilot.

Mooring buoys: inside small or North pool, are two mooring buoys. Fiscal Buoy: situated at 280° and 170 metres from head of Port Authorities' pier can be used for vessels up to 31 ft. draft.

PSNC Buoy: Property of shipping company, situated at 185° and 50 metres from above pier, can be used for vessels up to 40 ft. draft.

**RESTRICTIONS:** San Antonio is a narrow and a difficult manoeuvring port, entrance to artificial port is subject to weather conditions and during hours the port is open; see "CHILE", General Information.

Entrance is effected during daylight only. In emergency and specific cases (weather permitting) this can be done up to 2200 hours. Sailing permitted any time, day and night, weather permitting.

**MAX. SIZE:** The following is maximum length and draft allowed in different berthing places:

| | | | | | |
|---|---|---|---|---|---|
| Berth 2 | length | 80 | metres, | 20 ft. | draft |
| Berth 3 | ,, | 60 | ,, | 18 ft. | ,, |
| Berth 4 | ,, | 160 | ,, | 22 ft. | ,, |
| Berth 5 | ,, | 100 | ,, | 17 ft. | ,, |
| Berth A | ,, | 100 | ,, | or more, 30 ft, draft | |
| Berth B | ,, | 160 | ,, | 29 ft. | ,, |
| Berth C | ,, | 150 | ,, | 27 ft. | ,, |

Berth A has a mechanised plant for discharging coal bulk cargo.

**RADIO:**

| *Station call sign* | *Category* | *Frequency* | *Type* | *Receives* | *Transmits* | *Schedule* |
|---|---|---|---|---|---|---|
| San Antonio | (S) | 2 Mc/s. | A 3 | 2182 2182 | 2000 | H15–30 |
| CBS 2 | | 4 Mc/s. | A 3 | 4117·2 4422·2 | 4422·2 | H30–60 |

**TUGS:** There are three tugs available.

**BERTHING:** At mooring pier, facing small pool are berths 1, 2, 3 now joined together forming useful mooring berth 250 metres long, and facing the large pool berths 4 and 5. Berths 1–4 are only used by foreign vessels and coastal vessels while berths 2–3 and 5 are only used by coastal vessels.

Mechanised mole: situated at head of South mole, berth A for mechanised discharge of coal and bulk cargo. Vessels up to 110 metres length can discharge without any difficulty. Vessels over this length will have to be shifted to work number 1 and 2 hatches provided berth B is available. The maximum draft is 30 ft.

Only when raining is work stopped. but as the ground swell is strong and the mole is not well protected, it is recommended that ships be provided with good fenders and moored in a secure manner.

**STEVEDORES:** 614 labourers, stevedores, tally-clerks, crane men, watchmen, etc. Cargo is worked expeditiously, especially copper. Port works from 0800 to noon and from 1400 to 1800 hours, or straight through up to 2300 hours and paying overtime. The rate of cargo handling capacity is as follows:

Loading: Copper 30–40 tons/hour per hatch/gang.
Bagged cereals, 20–30 tons/hour per hatch/gang.
General cargo, 20–30 tons/hour per hatch/gang.
Discharge: Phosphates (bagged) 20–30 tons/hour per hatch/gang.
Cereals 50–80 tons/hour per hatch/gang with mechanical grabs.
General cargo, 20–30 tons/hour per hatch/gang.

**MEDICAL:** Hospital with 100 beds and necessary surgeons.

**FRESH WATER:** All berths equipped with standpipes to supply fresh water direct to vessels at a rate of about 10 tons per hour, but during day rate may be less due to low pressure.

**FUEL:** Coal: in case of emergency, coal can be received by railway car from the mechanised plant at berth A, or by lighters.

Fuel can be supplied to vessels in case of emergency provided this is requested with sufficient advance notice.

**GANGWAY/DECK WATCHMEN:** Available.

**OPENING/CLOSING HATCHES:** Done by stevedores.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** Brazilian, French, Norwegian, Swedish and Italian.

**REPAIRS:** Three workshops; several slipways for repair of small craft.

**REPATRIATION:** Facilities exist.

**AIRPORT:** at Los Cerrillos near Santiago, national and foreign airlines services.

**TIME:** Local time GMT minus 4 hours.

**GENERAL:** Fumigation: all vessels arriving with a complete cargo of cereals are compelled to be fumigated according to Chilean law. To effect this vessel is tied up at North mooring buoy. Only the hatches are fumigated and all crew members must go ashore.

Fumigation takes about 18–20 hours. It is recommended these vessels arrive provided with strong ropes (special nylon) and good fenders as protection against heavy swell.

**SHORE LEAVE:** Allowed.

**DELAYS:** South-west winds generally blow at dawn calming at sunset, leaving a heavy and strong swell in the bay. It is therefore recommended to arrive at the port daybreak from September to March, so as to enter the artificial port immediately. South winds also develop a Northerly current. Fogs are frequent from November to March.

**DEVELOPMENTS:** Work on the new bulk terminal port of San Antonio is showing progress. Completion of the terminal, which is expected to be the most modern in Chile, was scheduled for 1974.

Present plans call for the installation of 32 silos, giving a total storage capacity of 44,000 tons of bulk products. The main wharf will be 200 metres long and will be able to handle vessels up to 36,000 tons.

**AUTHORITY:** Empresa Portuaria de Chile.

## SAN VICENTE: 36.44 S. 73.08 W.

**DOCUMENTS, HEALTH, etc.,** refer to "Talcahuano".

**PILOTAGE:** Compulsory. Pilots board at Anchorage in Bahia San Vicente.

**RESTRICTIONS:** Daylight only berthing and unberthing.

**TUGS:** None available.

**BERTHING:** *Comap-buoy Berth.* Vessel moors with both anchors forward and lines to 2 buoys astern. Two×10 in. lines connected starboard side midship. 10 in. hoses 70 psi backpressure. Gas oil, fuel and kerosine handled. No slop line.

*Hauchipato Steel Mill.* Vessel moors stern on to jetty – discharge through stern line. One 6 in. line, 6 in. hoses, 120 psi backpressure fuel oil only. No slop line.

**DEVELOPMENTS:** The first section of the new development, 2×450 m. berths for 6 vessels inaugurated in March 1974, depth alongside at least 30 ft.

The second section, a 350 m. length berth for handling fertiliser and grain expected to be ready in September 1974.

When the development is completed the new port will be able to berth 7 vessels of 35,000 tons at one time.

The third section of the development is the building of a breakwater.

**DENSITY:** Salt water.

**FRESH WATER:** Not available at berths.

**FUEL:** Can be supplied by barge.

## TALCAHUANO: 36.42 S. 73.07 W.

**DOCUMENTS:**

1 Clearance.
1 Light Dues Certificate.
11 Cargo Manifests.
4 Crew Lists.
3 Passenger Lists.
2 Store Lists.
3 Passenger in Transit Lists.
1 Personal Effects List.
2 Baggage Declarations per passenger.
1 Fumigation Certificate.

**PILOTAGE:** Compulsory. Pilot boards vessel near Belen Lighthouse, 3 cables distance.

**ANCHORAGE:** West of a line between the "Molo Marino" and the "Morro" channel at a depth of 10 metres of water, muddy bottom. In N. winds it is more convenient to anchor nearer to docks and harbour. Only one anchor is necessary, but if wind increases a second should be dropped. Vessels in quarantine, are moored 182° from Belen Lighthouse and 7 cables distant. Vessels carrying explosives are moored in same direction but 9 cables from Belen Lighthouse.

**RESTRICTIONS:** Port works from 0800 hours to 1200 hours and from 1400 hours to 1800 hours. Only six vessels can moor alongside quay at one time.

**MAX. SIZE:** Vessels of 28 ft. draft and 195 metres in length can moor on the East side.

**RADIO:**

| *Station call sign* | *Category* | *Frequency* | *Type* | *Receives* | *Transmits* | *Schedule* |
|---|---|---|---|---|---|---|
| Talcahuano | (S) | 6 Mc/s. | A 1 | 6265 | 6414·5 | H00–30 |
| CBT–4 | | 4 Mc/s. | A 3 | 4085·2<br>6280 | 4390·2 | H30–60 |

**TUGS:** Port has 2 tugs, one of 120 h.p. and the other of 115 h.p., Shipyard has 2 tugs each of 600 h.p.

**BERTHING:** Naval Quay: Called Pier Quinientos. Situated South of inner harbour for repairs afloat, on West side of bay. 500 metres long but only 240 metres are available for merchant marine. Vessels up to 29 ft. draft can moor alongside at high water. No difficulties are experienced on account of length of vessels.

Fiscal Pier: Situated short distance East of La Viuda Rock and on the S.W. coast. 320 metres long (but only 195 metres usable) and 65 metres wide. Vessels up to 28 ft. draft and not exceeding 195 metres length can moor on East side.

Fiscal Quay: 1·5 metres of water, for mooring tugs and lighters, at present out of use.

Passenger Mole: At a distance of 80 metres from the Fiscal Quay and on the Blanco Encalada Mole is the Passenger Pier with concrete steps for passenger traffic.

Chacabuco Quay: Situated in the Inner Harbour for repairs. Vessels up to 21 ft. draft can moor. No railway line or cranes, therefore vessels must work with own derricks to vans. "Asmar" tugs are used for mooring.

**STEVEDORES:** 12 gangs available. Loading: assorted goods 12 tons per hour/gang/hatch. Cereals 25 tons per hour/gang/hatch. Timber 100 tons per hour/gang/hatch. Newsprint 20 tons per hour/gang/hatch.

Discharge: assorted goods 12 tons per hour/gang/hatch. Bagged cargo 25 tons per hour/gang/hatch.

When loading is carried out by means of lighters, this is usually done from privately owned moles belonging to the principal commercial firms of the port from their warehouses situated inside the Morro Channel. Working hours are 0800–1200, 1400–1800.

**MEDICAL:** Public hospital with board and sanatorium for infectious/contagious diseases. In addition, private clinics and a naval hospital.

**FRESH WATER:** Vessels in roads can receive water from tugs. Vessels moored alongside supplied direct from pipes at rate of 10 tons per hour.

**FUEL:** Can be supplied only to vessels moored alongside quay and this in small quantities up to 100 tons, by means of cistern-truck or in drums.

**GANGWAY/DECK WATCHMEN:** Available.

**OPENING/CLOSING HATCHES:** Done by stevedores.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** Brazilian and Norwegian Consulates. At Concepcion the following:

Argentine
Belgium
Bolivian
British
Colombian
Danish
Ecuadorian
El Salvadorian
French
Finnish
Guatemalian
German
Dutch
Honduran
Italian
Mexican
Paraguayan
Panamanian
Peruvian
Swedish
Swiss
Spanish
Uruguayan
Venezuelan

**REPAIRS:** "Asmar" or the navy workshop has capable personnel and modern equipment to effect all kinds of repairs, not only to hull, but also to engines, boiler plates, welding, carpentry and electrical works. Chilean Navy has high-sea tugs to effect salvage and assist vessels in danger. 3 private-owned workshops, which can effect small repairs to vessels afloat. Several slipways for construction and repair of small craft.

**DRY DOCKS:** Naval shipyard and workshops have 2 dry docks, Dock number 1 is 180 metres long by 30 metres wide (605 ft. long, by 57 ft. wide). Dock No. 2 is 250 metres long by 40 metres wide (800 ft. long by 110 ft. wide).

Two floating docks: one 200 ft. long by 30 ft. wide for vessels up to 1,000 tons, and the other 333 ft. long by 50 ft. wide for vessels up to 3,500 tons. There is also a workshop for repairs to be effected afloat. There are 6 anchored mooring buoys used by vessels when entering Dry Dock 2.

**REPATRIATION:** Good facilities exist.

**AIRPORT:** Hualpancillo is situated between Talcahuano and Concepcion, 7 kilometres N.W. of Concepcion. Lan-Chile has connections from this airport with all the towns of the country from Arica to Punta Arenas and abroad.

**TIME:** Local time is GMT minus 4 hours.

**SHORE LEAVE:** Allowed.

**GENERAL:** South wind affects vessels only when moored outside the port zone. Weather signals are indicated on Signal Station of Port Authorities' Building.

**AUTHORITY:** Empresa Portuaria de Chile.

## TALTAL: 25.24 S. 70.29 W.

**DOCUMENTS:** See "Valparaiso".

**PILOTS:** No official pilot staton at Taltal. If professional assistance required vessel should give ETA 24 hours in advance via Valparaiso Radio. Pilot boards at the anchorage. International code signals used. Harbour Master's office can be contacted by radio-telephone on the following frequencies: 2,152 2708 and 4396·6 kc/s.

**ANCHORAGE:** Sheltered deep-water anchorage suitable for any size vessels. Locations of designated areas marked on the chart.

**RESTRICTIONS:** Port closed in summer from 2000 to 0600 hours; in winter from 1900 to 0700 hours.

**MAX. SIZE:** Limited only by depths in anchorage.

**HEALTH:** Vessel boarded on arrival by Health Inspector.

**RADIO:** Radio Naval de Valparaiso or Radio Naval de Arica.

**TUGS:** One privately owned tug may be called on to assist if necessary.

**BERTHING:** No berths alongside shore. Vessels work cargo in open anchorage. One buoy berth for tankers. Mooring, unmooring in daylight only. 6-in. hoses for discharging fuel and diesel.

**STEVEDORES:** At least 24 hours advance notice of ETA required to arrange gangs.

**MEDICAL:** Doctors and hospital facilities available. Advance notice desirable.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**IDENTIFICATION CARDS:** Required by all crew members.

**CONSULS:** There are no local representatives.

**REPATRIATION:** No facilities for crew change or repatriation.

**AIRPORT:** Situated 25 km. away. Four internal flights a week, two Northward and two Southward.

**TIME:** GMT minus 4 hours.

**HOLIDAYS:** No work done on 1st May, 18th September and 1st January.

**TELEPHONES:** There is no telephone service.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Capitania de Puerto. Calle Esmeralda 125.

## TOCOPILLA: 22.05 S. 70.11 W.

**DOCUMENTS:**

*Customs*

6 copies of Cargo Manifest.
4 Passenger List for the Port.
4 Passengers in Transit Lists.
4 Passengers for the Port Personal Effects declaration.
2 Crew Lists.
4 Store Lists.
2 Lists of Crew's Personal Effects.
2 Lists of Hazardous Cargo.

*Port Captain*

Clearance from Last Port of Call.
2 Passengers Lists for the port.
2 Crew Lists,
1 List of Hazardous Cargo.

*Interpol*

2 Lists of Passengers for the Port.
1 Crew List.
1 List of Passengers in Transit.

*Sanitary:*

1 Health Declaration.
1 Crew List.
1 List of Passengers for the Port.

*Agents:*

6 copies of Cargo Manifest.
1 List of Passengers for the Port.
1 List of Passengers in Transit.
5 Crew Lists.
1 copy of Hazardous Cargo List.
1 Cargo Distribution detail.

**MOORING:** The port has three buoys for mooring vessels of any tonnage, and which are used exclusively by ships discharging or loading general cargo and bagged nitrate, two buoys for the discharge of oil carriers. The depth of these moorings range from 15 to 30 metres.

**RESTRICTIONS:** Ships are boarded by Pilot and Port Authorities up to 2100 hours. On special request from the Agent, vessels are received up to midnight.

**HEALTH:** On arrival vessel boarded by Sanitary surgeon, who will grant full Sanitary Pratique valid for all Chilean ports of call in the present voyage. In cases of suspected disease he will determine if patient or patients should be removed to local hospital, and if feasible declare the affected vessel Sanitary cleared.

**RADIO:** All calls should be directed via Arica or Iquique Naval Radio Station.

**TUGS:** No tugs are used for mooring or unmooring of ships.

**BERTHING:** All berthing is done during daylight; night time only on special occasions, and by Agent's request. One jetty for loading nitrate in bulk.

**STEVEDORES:** Number of gangs required for loading and/or loading operations should be radioed 24 hours in advance, indicating last ETA. Working hours 0700–1130, 1330–1730.

**MEDICAL:** In case of urgent need of a surgeon on arrival the Master should request medical assistance by radio to Agent and/or Port Captain. Hospital available with moderate facilities.

**TANKERS:** Two buoys used for oil discharge. One of them belongs to Chile Exploration Co. and operates with two lines of 8 in. diameter each line, the other buoy is property of Sociedad Quimica y Minera de Chile S.A. and has two lines of 8 in. diameter for discharge of oil, and one line 4 in. in diameter for diesel oil only.

**FRESH WATER:** None available.

**FUEL:** None available.

**GANGWAY/DECK WATCHMEN:** Recommended to employ services of a deck or gangway watchmen.

**OPENING/CLOSING HATCHES:** Ship's crew not allowed to work in port opening or closing hatches. Rigger's Union should be employed, one foreman and eight riggers.

**CERTIFICATES:**

Tonnage.
Deratification.
Radio.
Chilean Light Dues Certificate.

**CUSTOMS ALLOWANCES:** No special restrictions.

**CARGO GEAR:** Gear that complies with standard Port Safety Regulations.

**IDENTIFICATION CARDS:** Not necessary.

**CONSULS:** Only Norwegian Vice-Consulate.

**REPAIRS:** Facilities only for minor repairs.

**REPATRIATION:** There are facilities.

**AIRPORT:** Served by Chilean Airways, located very near the town. It can be reached by motor-car in 15 minutes.

**TIME:** Local time GMT minus 4 hours.

**HOLIDAYS:** January 1st; April 4th and 5th; May 1st and 21st; August 15th; September 18th and 19th; November 1st; December 8th and 25th. No work on January 1st and May 1st.

**POLICE/AMBULANCE/FIRE:** Police Headquarters 32; Hospital 231; Fire Department 84.

**TELEPHONES:** No facilities for placing telephone lines aboard.

**SHORE LEAVE:** Allowed.

**REGULATIONS:** Not allowed to pump oil or dirty water from bilges or throw rubbish overboard while anchored.

**DELAYS:** Probable on surf days, mainly in the months of June, July and August.

**AUTHORITY:** Sociedad Quimica y Minera de Chile S.A.

## VALPARAISO: 33.02 S. 71.39 W.

**DOCUMENTS:**
1 Clearance.
1 Light Dues Certificate.
7 Port Cargo Manifests.
4 General Cargo Manifests.
7 Transhipment Cargo Manifests.
3 Passenger Lists for the Port.
3 Passenger Lists for Transit.
18 Crew Lists.
1 Personal Effects List.
Passenger Baggage Declaration (2 per passenger).
1 Fumigation Certificate.

**PILOTAGE:** Compulsory. Pilot must be waited for in position bearing 116° and 1,830 metres from Punta de Angeles Lighthouse.

**ETA:** Port Authorities require 24 hour, and 4 hour notice prior arrival.

Prior berthing, vessels have to be cleared by Port Authorities. After 2100 hours Authorities will not come on board and ship has to wait until the next morning.

**ANCHORAGE:** Outside the harbour and close by vessels find good anchorage in 25–15 fathoms water. It is always prudent to secure a good anchorage owing to possible strong winds during all periods of the year and causing heavy swells.

In winter, vessels anchor with one anchor with full chain and have another ready for emergencies. During winter it is not convenient to anchor near the coast due to the risk of dragging; during summer the nearer to coast, the better.

With the object of keeping clear the entrance to Valparaiso Bay and to assure a proper anchorage when arriving at this port, the Harbour Master has fixed the following anchorages according to arrival, so that vessels may proceed to berth in order of arrival.

| *Anchorage No.* | | | | |
|---|---|---|---|---|
| 1 | 104° | True and | 980 m. | from breakwater's red light. |
| 2 | 099° | ,, | 1,400 m. | ,, ,, |
| 3 | 079° | ,, | 820 m. | ,, ,, |
| 4 | 083° | ,, | 1,220 m. | ,, ,, |
| 5 | 056° | ,, | 980 m. | ,, ,, |
| 6 | 066° | ,, | 1,340 m. | ,, ,, |
| 7 | 070° | ,, | 1,730 m. | ,, ,, |
| 8 | 041° | ,, | 1,250 m. | ,, ,, |
| 9 | 052° | ,, | 1,550 m. | ,, ,, |
| 10 | 059° | ,, | 1,900 m. | ,, ,, |

If any vessel does not occupy the anchorage assigned, she shall be shifted by a Pilot of the Harbour Master's Office for Account of Owners.

Should the ten anchorages be occupied when vessel arrives, a provisional one shall be expressly given by the Harbour Master's Office to the vessel that requires it.

**RADIO:** Naval Radio Station of Valparaiso in Playa Ancha which attends the public maritime service. Coastal Radio Service (SRC) with its station situated in the Port Captaincy Building, also attends the public maritime service, both national and foreign (CB V–2).

| *Station Call Sign* | *Category* | *Frequency* | *Type* | *Receives* | *Transmits* | *Schedule* |
|---|---|---|---|---|---|---|
| Valparaiso | | 8 Mc/s. | A1 | 8354 | 8478 | H00–30 |
| CBV–2 | | | | 8374 | | |
| | | 12 Mc/s. | A1 | 12531 | | |
| | | | | 12561 | 12714 | H00–60 |
| | (C) | 16 Mc/s. | A1 | 16708 | | |
| | | | | 16748 | 17285.6 | H30–60 |
| | | 4 Mc/s. | A3 | 4117.2 | 4422.2 | H00–45 |
| | | 8 Mc/s. | A3 | 8223.6 | 8773.6 | H45–60 |

**VHF:** Pilot boat is not equipped with VHF. The only VHF contact can be done via tug-boat *Ultramar I*.

**TUGS:** There are 11 tugs without considering those belonging to the Navy. The Cia. Sud-Americana de Vapores has one tug: "El Aguila".

**BERTHS:**

| | | *Length* | *Beam* | *Draft* |
|---|---|---|---|---|
| No. 1 | for vessels of | 558 ft. | 65 ft. | 32 ft. |
| No. 2 | ,, | 558 ft. | 65 ft. | 32 ft. |
| No. 3 | ,, | 721 ft. | 65 ft. | 32 ft. |
| No. 4 | ,, | 558 ft. | 65 ft. | 32 ft. |
| No. 5 | ,, | 525 ft. | 65 ft. | 32 ft. |
| A | ,, | 508 ft. | 65 ft. | 29 ft. |
| B | ,, | 328 ft. | 65 ft. | 23 ft. |
| C | ,, | 492 ft. | 65 ft. | 29 ft. |
| Baron | | 540 ft. | | 32 ft. |

Berthing in Daylight only.

**STEVEDORES:** The stevedoring syndicate has 397 registered members and 108 substitutes. Working hours are 0800 – 1200, 1400 – 2000.

**MEDICAL:** Several hospitals and clinics with qualified staff.

**FRESH WATER:** Delivered by hoses connected to the existing standpipes. The quality of the water is good and can be delivered at the rate of approximately 20 tons per hour. The couplings are 2·5 inches.

**FUEL:** Coal: The Lota-Schwager Coal Company can deliver coal direct to vessels or trucks from quay or lighters.

Oil: Copec, Shell Chile, or Esso Standard Oil deliver petroleum or diesel oil in any quantity needed by pipe-line at Salinas, approximately 5 miles North of the port, mooring vessel in 7 fathoms water to special buoys and embarking a Pilot at Valparaiso Port. Delivery is at a rate of 180–200 tons per hour. There is also a barge with a capacity of 180 tons for delivery in Valparaiso Bay itself. Diesel oil can be delivered from tank cars by pipe at the quay.

**GANGWAY/DECK WATCHMEN:** Available and are to be used by Law.

**OPENING/CLOSING HATCHES:** To be carried out by the stevedores by Law.

**CUSTOMS ALLOWANCES:** No unusual restrictions.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** General Consulates:
Argentina
Bolivia
Brazil
Columbia
Ecuador
Germany
Greece
Guatemala
Italy
Norway
Panama
Peru
Spain
Sweden
Venezuela

Consulates:
Belgium
Cuba
Denmark
El Salvador
England
Finland
France
Haiti
Holland
Honduras
Monaco
Nicaragua
Paraguay
Santo Domingo
Switzerland
United States
Uruguay

**REPAIRS:** Several shipyards, workshops and foundries for repairs to hull, boilers, machinery and engines. The principles are Astilleros y Maestranza Las Habas which have their own quay, tugs, lighters and working equipment afloat, and Asmar, belonging to the Navy. There are several other smaller shipyards for construction and repair of minor craft.

**DRY DOCKS:** Floating dock, vessels up to 4,500 tons, 365 ft. length by 56 ft. breadth and a depth of 20 ft.

**REPATRIATION:** Facilities available.

**AIRPORT:** International airport at Pudahuel, 90 km. from Valparaiso. Los Cerrillos is the nearest airport. From Cerrillos, Lan-Chile maintain daily services to Arica to the North and to Punta Arenas with stops at all the principal towns.

**TIME:** Local time October to March, GMT minus 5 hours. March to October, GMT minus 4 hours.

**HOLIDAYS:** January 1st; April 4th and 5th; May 1st and 21st; August 15th; September 18th and 19th; November 1st; December 8th and 25th. No work on January 1st and May 1st.

**SERVICES:** Compasses, radars, meteorological instruments and other nautical equipment can be tested and fixed. Charts and maps can be obtained from the Chilean Navy Navigation and Hydrographic Department.

**SHORE LEAVE:** Allowed.

**WEATHER:** A weather report showing the condition at various points off the coast of Chile can be obtained from the Oficina Meteorological Chile twice a day. A general rule for the next day's forecast: the weather condition at Juan Fernandez Islands will be 24 hours later than the conditions at Valparaiso.

**PORT REGULATIONS:** It is strictly prohibited to dismantle the main engine or effect repairs to the engines without previous notification and authorisation from the Maritime Authorities. Also, to unballast petroleum pump bilges, throw overboard waste or refuse in the artificial port.

**PORT AUTHORITY:** La Empresa Portuaria de Chile, Casilla 133–V, Valparaiso.

# Chinese People's Republic

Up-to-date information of port entry requirements for Ports in the Chinese People's Republic is unobtainable.

We have been advised by the Head Office of the China Ocean Shipping Agency at Peking that Shipmasters of foreign vessels calling at Chinese Ports should contact the Branch Office at the Port concerned (cable address "Penavico") in order to be provided in due time with necessary information relating to port entry requirements.

We hope that in due course all necessary information will be passed to us by the Authorities and should this be the case, such information will be included in later editions.

**DOCUMENTS:**

*First Port*
1 Maritime Declaration of Health.
2 Reports of Entry for foreign ships.
6 Crew Lists.
1 List of Specified Articles (money, gold and silver).
1 Report of Articles Restricted for use in port.
4 Passenger Lists (if carrying passengers).

*Subsequent ports*
1 Report of Entry for Foreign Ships.
5 Crew Lists.
1 Report of Articles Restricted for use in Port.

The list of money, etc., is carried with the ship from the first port.

All forms used to be Chinese. Navigational charts to be put away when boarded by Pilot and examination officer and boarding party.

## DAIREN: 38.55 N. 121.40 E.

ALL INFORMATION IS A SHIPMASTER'S REPORT.

**GENERAL:**

Regulations required to be observed by merchant vessels passing through the Laotiehshan Channel issued by the Harbour Master at Dairen.

1. The area with Laotiehshan lighthouse as centre and a distance of 10 miles as radius and the area with North Hwang Cheng Tao light beacon as centre and a distance of 7 miles as radius are prohibited areas. The middle channel between these two prohibited areas is the navigable channel.

Note: (*a*) Characteristics of Laotiehshan lighthouse (38° 43.7′ N., 121° 07.7′ E.): Lt. GP. Fl. (2) ev. 30 sec. 25 m.

(*b*) Characteristics of North Hwang Cheng Tao light beacon (38° 23.7′ N., 120° 54.3′ E.): Lt. Fl. ev. 3 sec 15 m.

2. Merchant vessels intending to pass through the Laotiehshan Channel must send a wireless message to "Harbour Master, Dairen" at least 8 hours prior to the passage, reporting the following matters:

Ship's name, nationality, signal letters, port of departure, port of destination, speed, colour of ship's hull and funnel and the accurate expected time to pass the line-joining Laotiehshan lighthouse and North Hwang Cheng Tao light beacon.

Note: (*a*) Dairen Coastal Wireless Station: signal letters: XSZ, Calling frequency 500 kc; Working frequency 462 kc, 8694 kc,; Reserve frequency 8678 kc; Working day and night.

(*b*) If weather condition should cause any change in the expected time of the passage, the fact must be immediately reported to "Harbour Master, Dairen".

3. Merchant vessels passing through the Laotiehshan Channel must show the lights in accordance with the international regulations for preventing collisions at sea.

4. Vessels are prohibited from passing through the area with Hai Mao Tao (38° 52′ N., 121° 01′ E.) as centre and a distance of 10 miles as radius.

5. Any vessel violating any of the above-mentioned regulations will be held responsible for all consequences.

Rule governing the prohibited passage through the inner area of the Encounter Rock:

Vessels passing through the Laotiehshan Channel as well as entering or leaving the port of Dairen besides observing the rules relating to the Laotiehshan Channel, must keep their course within the area from Encounter Rock (38° 34.2′ N., 121° 38.12′ E.) to the South outer joining line of Laotiehshan prohibited area and the North Encounter Rock to the East of meridian line of continent. Failing which, vessels to be held fully responsible for all consequences.

With exception of Laotiehshan and Changshan Channel of Pohai gulf, no vessel is allowed to pass through any channel of Miaotao group islands.

Harbour regulations required to be observed by merchant vessels calling at Dairen Port.

When entering or leaving Dairen Harbour vessels must pass through channel between Daisansantao and Kwangpotsue. Vessels are not allowed to navigate within area 2·5 miles radius from Daisansantao lighthouse, position 38° 51′ 50″ N., 121° 49′ 29″ E. and 1 mile radius from Kwangpotsue lighthouse position 38° 54′ 14″ N., 121° 42′ 54″ E.

After entering joining line between Daisansantao and Kwangpotsue lighthouses, radar, radio transmitter, radio-telephone, radio direction-finder, echo sounder, range-finder, sextant, fire arms, flare signals and rockets of all kind are prohibited to be used.

In case danger occurs or vessel has to send any emergency message, the above-mentioned apparatus may be used, but vessels must report to Harbour Superintendency Administration immediately after using.

Vessels must wait for quarantee and Pilot within area as follows: 38° 57′ 00″ N., 121° 41′ 00″ E. – 38° 57′ 00″ N., 121° 46′ 00″ E. – 38° 56′ 18″ N., 121° 41′ 00″ E. – 38° 55′ 00″ N., 121° 46′ 00″ E. In case this area is occupied, surrounding area may be used.

**DOCUMENTS:**

| *First Port* | *Subsequent ports* |
|---|---|
| 2 Maritime Declaration of Health | 0 |
| 2 Reports of Entry for foreign ships. | 2 |
| 6 Crew Lists. | 5 |
| 2 List of Specified Articles. | 0 |
| 1 Report of Articles restricted for use in port. | 1 |
| 4 Passenger Lists (if any). | 0 |
| 1 Ship's Particulars for Identification. | 1 |
| 2 Cargo Manifests. | 1 |

The List of Specified Articles (money, gold and silver, but not cigarettes and spirits) is taken from port to port. All forms to be Chinese.

General information on Dairen (Ta-lien) – B.A. Chart No. 3694:

In the fairway the turning basin and along pier No. 4 East-side, at least 38 ft. of water. Length of the pier about 1,500 ft. Several berths for vessels up to 34 ft.

It was not possible to obtain information on the cranes, and they were not marked with SWL, so the following figures are only estimated:

| | | | | |
|---|---|---|---|---|
| Pier No. 1 | W.-side | = 4 | cranes about | 5 tons. |
| ,, ,, 2 | E.-side | = 3 | ,, ,, | 3 tons |
| ,, ,, 2 | W.-side | = 4 | ,, ,, | 4 tons. |
| | | 2 | ,, ,, | 10 tons. |
| ,, ,, 3 | E.-side | = 2 | ,, ,, | 3 tons. |
| ,, ,, 3 | W.-side | = 4 | ,, ,, | 2 tons. |
| | | 6 | ,, ,, | 10 tons. |
| ,, ,, 4 | E.-side | = 6 | ,, ,, | 6 tons. |
| ,, ,, 4 | W.-side | = 3 | ,, ,, | 6 tons. |

One floating crane with 100 tons capacity.

About 8 tugs, 600–1,000 h.p. Tugs are also used as pilot boat and to bring information and boarding party out to vessels at the anchorage.

One fresh water barge.

Three oil-barges, about 150, 500 and 800 tons.

Medium size shipyard, building vessels up to about 25,000 tons.

## TAKU BAR: 38.56 N. 117.53 E.

ALL INFORMATION IS A SHIPMASTER'S REPORT.

**GENERAL:** Guide to foreign vessels calling at Takubar (Hsinkang, Tangku and Tientsin) issued by the Harbour Master at Tientsin.

1. Foreign vessels entering Pohai gulf are only allowed to pass through Changshan Channel and/or Laotiehshan Channel. If the latter way is taken, the vessel must send a wireless message to "Harbour Master, Dairen" for directory 8 hours prior to passage. It should be noted that no other Channels are permitted for navigation. (Also see "Dairen".)

2. Vessels passing Laotiehshan Channel for Dairen must make a detour along the East of "Encounter Rock".

3. Position of sunken dredger "Se Ho" is at 38° 31′ N., 119° 10.5′ E. Vessels should keep far away from the above-mentioned area during navigation.

4. Position of Tarku light vessel is at 38° 56′ 51″ N., 117° 55′ 33″ E. Vessel may anchor North-east of the light vessel according to different condition of vessels arrival draft, to wait for Pilot.

5. Vessel may send radiogram to "Penavico Hsinkang" (via Hsinkang Coastal Radio Station XSV, calling frequency 500 kc., working frequency 445 kc., reserve frequency calling 8630 kc., Listening 8364 kc., working hours 0000/2400), giving exact ETA also fore and aft draft, before entering Pahai Gulf.

6. The pilot station is at Tangku. Any foreign vessels, according to Harbour Regulations are required to have a Chinese Pilot, when entering or leaving the Port of Takubar, Hsinkang, Tangku and Tientsin. The Pilot will board the vessel at Takubar anchorage after receipt of exact ETA given by the Master.

The Salation light beacon in position 38° 56′ 16″ N., 118° 30′ 38″ E. shows a white flash every 3 seconds and visible at a distance of 13 miles.

*Regulations issued by the Harbour Superintendent's Office.*

1. All foreign vessels (hereafter referred to as vessels) entering or leaving the port of Tientsin (hereafter referred to as this port) are required to observe strictly the provisions of the Regulations Governing the Entry and Departure of Foreign Vessels into and from Ports of the People's Republic of China (hereafter referred to as Regulations Governing Foreign Vessels) and of the Port Regulations of Tientsin.

2. On arrival at this port, vessels are prohibited to use the articles enumerated in Article VII of the Regulations Governing Foreign Vessels. Should it be necessary to repair any of the articles enumerated in Item 2 of the same article, permission to do so must be obtained beforehand from the Harbour Superintendent's Office.

3. Articles placed under seal shall not be used and the seals shall not be removed without permission. Should any of the paper seals be found falling off, the fact shall be reported to the Harbour Superintendent's Office immediately.

4. Whilst in port, vessels are not allowed to dress ship or hoist flag at half mast without the permission from the Harbour Superintendent's Office.

5. Vessels in port desiring to undertake any of the following work must first apply in writing to the Harbour Superintendent's Office. After permission is obtained the work can then be carried out at the appointed place.

(*a*) Lifeboat practice;
(*b*) Overhauling boiler, main engine, steering engine or windlass;
(*c*) Engaging in welding work or burning anything on board;
(*d*) Pumping out ballast water regardless of whether the water is contaminated with oil or not.

6. After a vessel's arrival at this port, sounding, survey sketching, photo-taking, fishing and swimming are strictly prohibited.

7. After arrival at this port, vessels are strictly prohibited to dump ballast materials, coal ashes, garbage, rubbish and mud, or to discharge dirty oil or oily bilge water into the harbour. It is also prohibited to wash double bottom oil tanks or oil deep tanks inside the harbour.

8. Vessels in port must provide secure gang ladders or gang planks with rail or manropes for passengers, crew and all workers to embark or disembark. All gangways or gang planks are to be provided with lights at night.

9. Vessels lying alongside the pier should properly cover up all their exhaust valves and discharge openings on the ship's side facing the pier.

10. Garbage bins or drums with tight covers must be provided on board. The bins or drums should not be filled to overflow. When the garbage-collecting cart comes daily to the ship to collect the garbage and rings the bell on its arrival, the ship should arrange to deliver the ship's garbage into the cart.

11. If, owing to some special reasons, a vessel desires to return to this port after departure, the Master should first telegraph to the Harbour Superintendent for permission and must act according to the instructions given.

*Frontier Inspection Station*

1. All the officers and crew of a foreign vessel and the passengers on board should produce their passports or other certificates to the Frontier Inspection Station and submit to the inspection of the Station.

2. When the ship's crew or passengers in transit desire to go ashore, the Master is to apply to the Frontier Inspection Station and the passport endorsing authorities, respectively, for landing permits.

3. A landing permit is valid only at the port where it is issued. On the ship's departure, all landing permits for the crew should be returned to the Frontier Inspection Station for cancellation.

4. The time limit for going ashore is from sunrise to midnight. When any crew member wishes to stay overnight on shore, the Master should apply for permission on his behalf. Staying overnight ashore without permission is not allowed.

5. All laws and regulations of the People's Republic of China must be observed.

*Customs*

1. It is forbidden to carry the national currency of the People's Republic of China into or out of the country. Violation of this rule will render the money in question liable to confiscation.

2. The Master or crew desiring to exchange foreign currencies, gold or silver for Chinese currency should so declare to the Customs and, after the exchange, produce the bank's Exchange Slip for inspection.

3. The master or crew desiring to carry articles ashore or aboard should report to the Customs for permission and the articles concerned are subject to Customs inspection. Sale of articles taken ashore is prohibited.

4. Exposed films or plates should be developed and submitted to the Customs for inspection before they are allowed to be carried into or out of the country.

5. Places sealed up by the Customs are not to be opened without Customs permission.

*Quarantine Office*

1. During a vessel's stay in port, if any person on board is found to be in high fever or to be feverish continuously for several days (or with the swelling of the lymphatic gland), or to suffer from acute rash on the skin with or without fever, or to suffer from acute diarrhoea and in a state of collapse, or to suffer from jaundice with fever, the matter should first be reported to the Quarantine Office. The patient can go ashore for medical treatment only when he has been examined and allowed to do so by the quarantine officer.

2. Effective rat-guards or other rat-preventing devices should be fixed on all mooring ropes.

3. Gangways and gangplanks are not allowed to be put on to the wharf when not required. Should they be used at night, strong electric lights should be provided.

4. Should any dead rats or mice be found or any rats or mice caught on board a vessel, the fact should be reported to the Quarantine Office for the necessary inspection to be made.

The above regulations are in force at most Chinese ports.

In the fairway and on the West side of the first pier vessels may pass on 34 ft. draft. Length of pier about 1,500 ft.

Another pier is under construction, and when ready will have berths for five vessels of about 600 ft. length. The depth alongside will be 34 ft.

On the first pier 7 cranes with a capacity of about 10 tons. It was not possible to obtain information on the older berths. Four tugs with up to 1,000 h.p.

All bunkers to be brought in from Dairen.

## TSINGTAO: 36.03 N. 120.20 E.

ALL INFORMATION IS A SHIPMASTER'S REPORT.

**APPROACHES:** 1. Approaching from the South-west on the authorised route in clear water, the following observations were made.

(*a*) Cape Yatall Lt. Range 20 n.m., not sighted at 10 n.m.
(*b*) Tai Kungtan Lt. Range 15 n.m., not sighted at 15 n.m.
(c) Ynui Shan Lt. Range 14 n.m., Sighted at 15 n.m.
(*d*) Outer Harbour Fairway Buoy, sighted at 4 n.m.

2. When a beam of Tai Kungtan orders were received to proceed to inner quarantine anchorage.

3. All Inner Harbour buoy lights characteristics did not agree with the recent chart.

**DOCUMENTS:** Port Officials board by tug using the gangway. The following papers are required:

4 copies of the Ship's Particulars.
4 copies of the Crew List.
2 copies of the Crew Manifest with all foreign currency duly noted.
1 copy of the Health Declaration.
All Identity Cards and Smallpox Certificate.
2 copies of the letter requesting a hold survey.
9 copies of the Notice of Readiness.
Usual ship's papers, including Deck and Engineroom Logs.

Delays caused by:
(*a*) Crew members not holding I.D. Cards.
(*b*) Alterations/illegible Smallpox Cert.
(c) Insufficient copies of the necessary papers supplied at Hong Kong.

**MUSTER:** After the above had been inspected, all officers and ratings were required to muster in the saloon. A search of all spaces was then carried out. Each person was required to be compared with his I.D. card, those not possessing one were eventually cleared on discharge books. The Authorities will not recognise passports held by Spanish Nationals.

**DETAILED INFORMATION:** Required with regard to the ports at which stores and water have been obtained and a list of the ports visited in the previous six months.

*Currency:* Available in the form of Chinese Yen, rate 5.202/£ST.

*Cargo:* (*a*) Delivery alongside is very poor. (*b*) Condition of cargo received on board is good. Temperatures of hard frozen cargo are well down. (*c*) Damaged cartons are replaced. (*d*) Stowage, good.

**OUTWARDS CLEARANCE:** (*a*) After all B/Ls have been signed and 5 copies of the vacant space/space used handed over. (*b*) Muster of all persons takes place in the saloon. (*c*) I.D. cards produced and shore passes handed in. (*d*) Vessels searched. (*e*) All foreign currency spent ashore has to be accounted for. Totals of money drawn and returned to agent produced to the customs.

**DEPARTURE:** Vessel leaves the berth and anchors at the Inner Quarantine Anchorage. Guards and Port Officials leave after "Clearance" papers have been handed over. Pilot leaves, vessel proceeds without the aid of a pilot along the authorised route.

# Christmas Island

## CHRISTMAS ISLAND, Indian Ocean: 10.25 S. 105.43 E.

**PORT LIMITS:** There are no officially defined port limits. A vessel is deemed to have arrived when she reaches the Pilot's boarding position.

**DOCUMENTS:**
Port Clearance.
2 Crew Lists.
2 Passenger Lists.
2 Manifests.
Health Certificate.

**PILOTAGE:** Pilot boards one mile West of Smith Point.

**ANCHORAGES:** Nil.

**RESTRICTIONS:** Daylight entry only.

**MAX. SIZE:** Length 630 ft., breadth 90 ft., draft 35 ft.

**HEALTH:** Radio pratique granted whenever possible. Information required: date of departure, last port of call, number of persons aboard, number of passengers disembarking, state of health. Contact port health before arrival in event of suspected disease. No automatic pratique.

**RADIO:** All cables to Christmas Island Radio, VIY.

**VHF:** Channel 16, 156·8 megacycles, range 35 to 45 miles. Harbour Master may also be contacted on 2182 or 2201 megacycles by arrangement through VIY.

**TUGS:** None.

**BERTHING:** Berthing daylight hours only. In most cases port anchor to be disconnected from cable prior to arrival; mooring gangs provided.

**BULK CARGO HANDLING:** The bulk loading berth is served by two cantilevers each capable of delivering rock phosphate at an average rate of 1,500 tons per hour. Bottom of telescopic chutes when fully raised are 50 ft. above sea level at high water springs.

**STEVEDORES:** Supplied by Agents.

**MEDICAL:** No notice required for medical attention. Hospital facilities available throughout 24 hours. Inoculations required: smallpox, yellow fever (from endemic areas), cholera (from S.E. Asian ports). International Vaccination Certificates required.

**TANKERS:** Furnace and diesel oils pumped ashore simultaneously through floating pipe-lines, 8 in. and 6 in. diameter respectively.

**DENSITY:** 1025 constant.

**FRESH WATER:** Very limited quantities supplied, only in emergency.

**FUEL:** Very limited quantities supplied, only in emergency.

**DEVELOPMENTS:** None in near future.

**GANGWAY/DECK WATCHMEN:** Not required.

**OPENING/CLOSING HATCHES:** All beams and hatches to be handled by ship's crew.

**CERTIFICATES:** Register of Cargo Gear and associated Test Certificates.

**CARGO GEAR:** To comply with requirements of the Australian Navigation Act, 1912–58.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Administrator's Office performs some consular functions.

**REPAIRS:** No facilities exist.

**REPATRIATION:** Possible.

**AIRPORT:** There are three flights a week to Australia and flights to Singapore are presently being negotiated.

**TIME:** Local time GMT plus 7 hours – constant.

**HOLIDAYS:** New Year's Day; Australia Day (26th January); Hari Raya Haji; Chinese New Year – two days; Good Friday; Easter Monday; Queen's Birthday; Territory Day (1st October); Hari Raya Puasa; Christmas Day; Boxing Day.

No work performed on New Year's Day, Hari Raya Puasa, Good Friday, 1st day of Chinese New Year and Christmas Day.

**POLICE/AMBULANCE/FIRE:** Police 90; Ambulance 99; Fire 88.

**TELEPHONES:** Placed aboard when required by port authorities. No charge.

**GENERAL:** Ships may be ordered to leave berth at short notice if weather deteriorates.

**AUTHORITY:** Harbour Master, appointed by the British Phosphate Commissioners, Christmas Island.

# Colombia

**GENERAL:** Oil tankers are not to clean tanks within 60 miles of the Colombian shores. If a vessel arrives in port with dirty ballast she will be ordered to proceed to sea beyond the 60 mile limit and take on clean ballast.

## BARRANQUILLA: 10.58 N. 74.47 W.

**DOCUMENTS:**

Clearance from last port.
Ship's Register.
Load line.
Safety radio.
Safety Equipment.
Safety construction.
Cargo gear.
Oil Pollution Certificate.
4 Crew List.
3 Crew List Personal Effects.
3 Provision List.
3 Store List.
4 Passenger List (in transit).
4 Passenger List (disembarking).
2 Declarations of Passenger baggages.
2 List Port Mail.
1 Sole Document.
1 Sanitation Declaration.
Sets of manifests covering port cargo.

**PILOTAGE:** Cable Agent 24 hours prior arrival advising ETA. Pilot boarding position Latitude 11° 06′ 50″ N. Longitude 74° 52′ W. Radio telephone frequency of pilot station 2738 alternative 2638 or 2182 kc/s. 2 pilot boats speeds 7–9 knots. Sufficient depth to allow vessel's wait for Pilot in boarding position, including trade wind season end November to beginning April.

**ANCHORAGE:** If awaiting Pilot, anchor 1 or 2 miles West of West breakwater. After Pilot boards and when no berthing space at the quay, anchorage is made in the river, about 1,500 ft. off the dock in approximately 40 ft. of water. Three shackles of chain required in good holding ground.

**RESTRICTIONS:** Depth at the river bar is being maintained at a minimum of 32 ft., however, the actual permissible draft has been curtailed to 26 ft. on account of silting conditions of the river, particularly around the area known as Siape, approximately 4 miles from the dock area.

On approaching the entrance there is a shallow area in North-east direction some 1·5 to 2 miles outside the end of the breakwaters with an extension of 1 mile towards the centre of the river and some 500 metres distant at the nearest part from the West breakwater, leaving a clear entrance on this side of some 1,500 ft.

**MAX. SIZE:** Recommended maximum LOA 540 ft. due necessity for turning vessel before sailing. Also see "Restrictions". Rate of current 2·5 knots during dry season, 4 knots in rainy season.

**HEALTH:** On arrival port doctor boards vessel to inspect crew Smallpox Vaccination Certificates and Uro Fever Certificates, also Deratisation Certificate. If any crew members suspected suffering contagious disease Master to radio prior arrival advising Agents accordingly. Port doctor visits vessel even if previous port was in Colombia.

**RADIO:** Messages to and from Agents routed through station HKB. Ship's messages should include call letters.

**TUGS:** Generally no tugs required for river entrance. Tugs assist berthing and turning vessels before sailing. Two tugs available of 1,200 and 800 h.p. respectively.

**BERTHING:** Pier length 2,375 ft. Vessels berth starboard side alongside.

**CRANES:** 50-ton floating crane available.

**STEVEDORES:** Agents should receive advance copies of stowage plan and adequate notice ETA order arrange gangs.

Average capacity per hour per gang;
Bagged goods, loading 7·5 tons, discharging 13 tons.
General Cargo, loading 12 tons, discharging 14 tons.
Bulk grain, discharging 30 tons.

**MEDICAL:** Six hospitals. All facilities available.

**TANKERS:** No facilities.

**FRESH WATER:** Available. Rate about 20 tons per hour.

**FUEL:** All grades available for delivery by barge.

**FIRE PRECAUTIONS:** No vessel requirements. Terminal has own fire-extinguishing equipment.

**DEVELOPMENTS:** Proposal for increasing pier size, date completion unknown.

**GANGWAY/DECK WATCHMEN:** Gangway watchman placed aboard by authorities immediately upon arrival. Advisable arrange additional watchmen through Agent. Additional watchman recommended especially during night.

**CUSTOMS ALLOWANCES:** No limitations for individual consumption.

**IDENTIFICATION CARDS:** Supplied by Agents.

**CONSULS:**

Argentina
Austria
Belgium
Bolivia
Brazil
Costa Rica
Chile
Denmark
El Salvador
Ecuador
France
Gt. Britain
Guatemala
Greece
Italy
Jordan
Lebanon
Mexico
Nicaragua
Norway
Panama
Peru
Portugal
Sweden
Switzerland
Spain
Uruguay
U.S.A.
Venezuela

**REPAIRS:** Good facilities for mechanical or electrical and radio repairs.

**DRYDOCKS:** Only one dry dock for very small vessels.

**REPATRIATION:** Good facilities available.

**AIRPORT:** 6 Kms. from City. Airport served by major airlines.

**TIME:** GMT −5 hours.

**HOLIDAYS:** 1st January, 6th January, 8th April, 9th April, 1st May, 23rd May, 2nd June, 13th June, 29th June, 20th July, 7th August, 15th August, 12th October, 1st November, 11th November, 8th December, 25th December. No work on 1st January, 12th April, 1st May and 25th December. Overtime arranged on remaining holidays and Sundays. Working hours 0700–1100 and 1300–1700. No work performed after 1600 24th December and 31st December. Local holidays on 26th and 27th February (Carnival) when no work after 1600. Labour available during Carnival but generally erratic.

**TELEPHONES:** Fire, 12341 or 12345 or 62511; Ambulance, 40757; Police (radio patrol), 04; Department of Security, 16202 and 25873. Arrangements available for placing telephones on board.

**SPECIAL RECOMMENDATION:** Masters to warn crew to close and lock cabins.

**REGULATIONS:** No special facilities for discharging explosives. If explosives on board vessel not allowed berth.

## BUENAVENTURA: 03.53 N. 77.05 W.

**DOCUMENTS:** At vessel's arrival, Master must present following documents to Port Captain's Office:

Travel Memorandum.
Sole document or Consular despatch from the last port or ports where vessel disembarked or embarked passengers.
3 Crew Lists.
3 Provision Lists.
3 Lists Crew's Personal Effects.
3 Lists Passengers in transit (or negative).
3 Lists disembarking Passengers (or negative).
3 Lists port mail (or negative).
1 Sobordo or Manifest of cargo for the port.
2 Declarations of Passenger baggage, if any.

*Destined to Maritime Terminal:*

3 Sets Sobordos or Manifests covering port cargo (or negative).
1 Set of Bills of Lading, covering discharge cargo.
20 Tally Books for discharge cargo.

*Destined to the Custom House:*

3 Sets of Sobordos or Manifests for cargo destined to the port.
1 Set of Bill of Lading for port of destination.
1 Tally Book for cargo to be discharged in port.
2 Declaration Lists for Passenger baggage, if disembarking.

*Destined to the Health Doctor:*

Vessel's Travel Memorandum.
International Health Certificate.
1 Crew List.
List of Passengers in transit (or negative).
1 Vessel's Fumigation Certificate (for presentation only).
1 Port Passengers List (or negative).
Certificate of Exemption of Deratisation (for presentation only).

*Destined to Immigration Authorities:*

1 Crew List.
1 List of Transit Passengers (or negative).
1 List of Port Passengers (or negative).

*Destined to Agents:*

1 Travel Memorandum as above mentioned.
12 Crew Lists for Consular despatch and handling of sailing permit.
12 Lists of Passengers in transit (or negative), for Consular despatch.
6 Lists of personal effects for Consular despatch.
12 Lists of Passengers in transit (or negative), for Consular despatch.
2 Mail Lists for the port (or negative).
3 Sets of Sobordos or Manifests covering port discharge cargo (or negative).
4 Sets of Bills of Lading covering port discharge cargo.
10 Tally Books covering discharge cargo.
2 Lists of Passenger baggage declaration for the port, if any baggage.

**PILOTAGE:**

(*a*) Entry marked by channel having minimum depth of $3\frac{1}{4}$ fathoms low tide. Advisable enter channel or leave wharf one hour after low tide and two hours after high tide, restricting departure during any other periods, particularly when draft exceeding 20 ft. Entry to channel marked by Buoy No. 1 located at Latitude 3° 47′ 45″ N., Longitude 77° 10′ 10″ W.

(*b*) 24 or 20 hours before reaching port, Master must cable separately to Agents, to port Captain and to port doctor confirming hour of arrival Punta Bazan (pilot station). Message to Agency must indicate, in addition to ETA, quantity of cargo destined for the port, number of disembarking or in-transit passengers, number of gangs required for operations, draft, mail for the port, if fresh or running water is required; fuel-oil, cash to Master or any other special requirement; whether special side of wharf is required for berthing, and whether dangerous cargo (explosives) or inflammable cargo, and what quantity. Message to port Captain must also indicate arrival time, quantity of cargo destined to the port, number of disembarking or in transit passengers, mail, whether dangerous or inflammable cargo is brought and in what quantity, and any other data that may be considered useful in accordance with International Regulations. Message to doctor must indicate arrival time, number of disembarking or in transit passengers, and whether there are sick persons on board.

(*c*) Radio beacon at Punta Soldado, characteristics: Frequency, 317 kc/s. Letters, B.P. Time, 1700 to 0600 hours every day and every 10 minutes with 20 of rest during 30 minutes work. Flashes 30 seconds duration.

(*d*) Radio-telephone in pilot station of Punta Bazan (opposite to Punta Soldado), characteristics: Frequency, 2738 every day, particularly when vessels are expected.

(*e*) Since Master's advice to Agency serves as notification to pilot station, Pilot will be at Punta Bazan ready for vessel. In case of delay due to any circumstance, vessel may anchor and request Pilot by 4 short blasts.

(*f*) Port has 9 pilots.

(*g*) Pilot ladder must be lowered a few feet from the surface. Vessel must proceed slowly in order facilitate boarding.

(*h*) Pilotage compulsory.

**ANCHORAGE:** Marked by Buoy No. 13, located Latitude 03.54 North, Longitude 77.05 West; depth from 33 to 70 ft. and distance from wharves approximately 1,000 yards.

**RESTRICTIONS:** Maximum draft for crossing bar is 28 ft. one hour before/after high water. Bar is located in position 03.48 N., 77.19 W.

**MAX. SIZE:** No restrictions on the length of vessel, depth alongside wharf approximately 24 ft. low tide, up to over 26 ft. high tide.

**HEALTH:**

(*a*) As soon as vessel anchored by Pilot within bay, port authorities including doctor, will board by means of ladder which must be lowered when port area entered.

(*b*) In case of sickness on board, Master must advise order doctor may determine whether vessel will be under quarantine or not. This will apply even if vessel arriving from a port of the same country.

(*c*) Time-table for meeting vessel: Ordinary or regular time – ordinary time: 0800/1200–1400/1800; overtime – 0700/0800–1200/1400–1800/2200. Sundays and holidays, overtime.

(*d*) After 2200 hrs. and up to 0700 of following day it is not possible to make arrangements for meeting vessels, unless in emergency.

**RADIO:** (Also see "Pilotage".) Port has receiving-transmitting radio station Buenaventura/Colradio HKC. For listening and transmitting there are following frequencies:

| *Listening* | *Transmitting* |
|---|---|
| 8354 to 8374 kc/s. | 8574 kc/s. |
| 12531 to 12561 kc/s. | 13087·5 kc/s. |
| 6265 to 6280 kc/s. | 6386·5 kc/s. |

In emergency: Listening: 500 kc/s. Transmitting: 441 kc/s. Station operates 24 hours a day.

**TUGS:** Normally only required for berthing. Tug operation handled by Pilot. Generally tug service consists of pushing from stern or bow as required. When necessary to use ropes, they must be supplied by vessel. 4 tugs of 1,200 h.p. each, 1 of 350 h.p. and 1 of 60 h.p.

**BERTHING:** Main wharf 2,126 metres long, divided into two sections, one for import cargo and one for export cargo. Facilities exist for handling container traffic.

Berthing arranged by turn according to time of anchoring in bay for each vessel. Tidal currents exist alongside berths.

**STEVEDORES:** (See "Pilotage".) Port has at present time 80 gangs of 16 men each. The working hours during ordinary or regular time are from 0800/1130 and from 1400/1730. Overtime from 1800/2400 and from 0000/0800, and 1200/1400 (24 hours are worked).

**MEDICAL:** Agent must be given advance notice of urgent medical attention. Properly equipped hospital. All members of crew and passengers must have International Certificates of vaccination against smallpox.

**TANKERS:** Independent oil pier with capacity to accommodate vessels of medium size. Four 8 in. hoses for discharge of petroleum products, and two 6 in. hoses for unloading chemicals. Average rate of discharge of gasoline is 5,000 barrels/hour (approx.). Fuel oil and chemicals 1,500 barrels/hour.

**DENSITY:** 1012 (approx.) average.

**FRESH WATER:** Drinking water unlimited quantity. Delivered through hose from end of wharf. Rate of delivery: 6 tons per hour.

**FUEL:**

(*a*) Two kinds of fuel, marine gas oil and bunker "C" fuel. Characteristics of gas oil: gravity 33·0 to 60°F. Specific gravity: 8602. Characteristics of bunker "C" fuel: gravity, 13·2 to 60°F. Specific gravity, 9779.

(*b*) To take bunkers vessel must berth between warehouse 2 to 9, and for delivery of gas oil between warehouse 1 to 5.

(*c*) Rate of delivery (approx.), 250 barrels/hour for bunkers and 700 barrels/hour for gas oil.

(*d*) Deliveries depend on quantity available when order placed, consequently Agent must know well in advance vessel's requirements.

(*e*) Cash payment according to prevailing prices at time of delivery; otherwise, according to contracts between Ship owner and supplier.

**FIRE PRECAUTIONS:** Fire station within port installations with proper equipment. In city also another fire station, co-operating if necessary.

**DEVELOPMENTS:** Improvement in wharf installations, warehouses and equipment and dredging is scheduled to deepen the depth alongside wharf.

**WATCHMEN:** Service necessary both by crew members and Agents personnel. There is not an established body of watchmen; the steamship agencies carry out this work with their own personnel with previous request by Master. The port has a port police body and Custom house guards which co-operate in vessels' watch.

**OPENING/CLOSING HATCHES:** All Agents have special gangs to handle this operation and to fix the vessel's rig for discharge and/or loading. These personnel permanently stand by on board on account of climateric conditions of port with frequent and sudden rains. No prohibition against crew carrying out such operations when charter parties are involved and which stipulate that such operation must be done by crew. It is known from experience, however, that vessel's personnel are not, on occasions, sufficient to do this work.

**CUSTOMS ALLOWANCES:** No regulations establishing quantities which each crew member may have outside bond, but must not be excessive order avoid problems with authorities.

**CARGO GEAR:** Ship's gear used. Also see "General".

**IDENTIFICATION CARDS:** Agent will supply special cards to crew and passengers in transit so that they may go ashore. Cards valid for entering and leaving port installations and for identification with the Immigration authorities. Must be returned before vessel departure.

**CONSULS:**

| | | | |
|---|---|---|---|
| United States | tel. 29–87 | Holland | tel. 26–31 |
| Panama | ,, 25–89 | Bolivia | ,, 25–89 |
| Ecuador | ,, 26–71 | Mexico | ,, 22–92 |
| Peru | ,, 26–90 | Spain | ,, 25–17 |
| Sweden | ,, 32–70 | Guatemala | ,, 25–98 |
| Vice-Consulate: | | | |
| Norway | tel. 29–70 | | |

**REPAIRS:** According port regulations vessels must at all times be ready with engines to sail, consequently repairs of engines not allowed when ship berthed at wharf. No prohibition against minor repairs on deck. When engine or deck repairs taking a long time are necessary, vessels not being loaded and/or discharged simultaneously with repairs must go to anchoring ground, since crowding of vessels at port does not permit vessel being inactive occupying space while other vessels are anchored waiting for berth.

**REPATRIATION:** Authorities render co-operation for change of crew and arrangements of repatriation in co-ordination with ship's Agent.

**AIRPORT:** Located 18 kilometres from Buenaventura. Serviced by a regular airline, Aerotaxi, which has several daily flights from Buenaventura to Cali and a daily flight from Buenaventura to Bogota. Small planes which take 40 minutes from Buenaventura to Cali and 1½ hours from Buenaventura to Bogota. Airport is small and has no facilities for international flights. Agent in charge of the repatriation of a crew member must handle necessary connection in Cali or Bogota, where there are international airports.

**TIME:** GMT minus 5 hours. Permanent.

**POLICE/AMBULANCE/FIRE:** A voluntary firemen corps in the city. Alarm, tel. 22–22; Guard, tel. 22–23; Firemen of the Maritime Terminal, tel. 28–30; Ambulance, tel. 2830; Police, tel. 27–38.

**GENERAL:** Provisions available. Cable service to all parts of the world. Telephone and telex service inside country and to foreign countries through Bogota. Weather conditions: generally rainy. Explosives: if the vessel is transporting dynamite and detonating caps they are placed in separate lighters, and armed guards are required on board any vessel transporting explosives. In such cases, the vessel must anchor in front of Buoy No. 9 and discharge to lighters during daylight. No vessel can berth at the wharf if transporting explosives, and only permitted with dynamite in closed hatches, which will not be opened at the wharf according to government regulations. Port is equipped with following shore cranes: 2 × 80,000 lb. capacity (mobile), 1 × 60,000 lb. capacity (mobile), 3 × 20,000 lb. capacity (mobile), 2 × 14,000 lb. capacity (mobile), and 4 × 10,000 lb. capacity (3 mobile and one fixed). Floating cranes: 1 × 45 tons capacity.

Lighters available: 3 with following characteristics:

| *Size* *Length/width* | *Capacity* | *Type* |
|---|---|---|
| 1–24·40 × 9·45 m. | 200 tons | Flat surface |
| 2–34·40 × 7·60 m. | 150 tons | Flat surface |
| 3–38.80 × 10·60 m. | 150 tons | Flat surface |

No refrigeration space available.

**SHORE LEAVE:** Permitted (with ID cards).

**DELAYS:** At anchorage in Bay average delay of one day while waiting for berth. On account of the rainy condition of the port, discharge or loading is at times stopped up to 12 hours.

## CARTAGENA (incl. Mamonal and Ecopetrol): 10.26 N. 75.33 W.

**DOCUMENTS:**

Sailing Permit from previous port.

1 Sole Document.

5 Crew Lists (one bearing expiration date of vaccination against smallpox, for Health Dept.).

4 Lists Crew's Personal Effects.
4 Lists Provisions and Equipment.
5 Lists Passengers disembarking (if any), or List of Passengers (negative).
5 Lists Passengers in transit (if any) or otherwise (negative).
4 Lists Mail, if any, or negative.
5 Sets Sobordos or Manifests of each port with respective Bills of Lading.
3 Sets Sobordos of each port with 2 freighted Bills of Lading, in U.S.$.
2 Sets Sobordos of each port without Manifests.
3 Tally Books of cargo for each port.
4 Manifests in ballast (when there is no cargo for the port).
*For inspection:* Registration Certificate, Certificate of Health.

**PILOTAGE:** Name of pilot station: "Estacion de Pilotos en Bocachica." Radio: frequency: 2,738 kc/s. From 0800 to 1100 and from 1400 to 1700. Contact can be made with Master of Terminal Wharf by radio, same frequency of pilot station, from 0700 to 2100. ETA advice must be given 24 hours in advance. Advisable give ETA to Agents by radio to Telecom Estacion Maritima, letters HKA, Frequencies 500, 4316, 8666, 12719 kc/s., 8 to 12 mc/s. Service: 24 hours.

Pilot boat: 2 steel launches of 135 h.p.

Sound signals: merchant vessel, three blasts (whistles). Tankers, four blasts (whistles).

Pilot's area of approach: ½ mile from Buoy No. 1.

Anchorage area in foul weather: anchor at Zone No. off Buoy No. 5.

Dimensions of entry channel: width 500 ft., depth 40 ft.

**ANCHORAGE:** Anchorage zones available at Castillo Grande and at Manzanillo. Depths up to 90 ft.

**RESTRICTIONS:** Entry day or night.

**MAX. SIZE:** Cartagena: length 600 ft., beam 79 ft., draft 30 ft. (for berthing).

Tankers: length 850 ft., beam 110 ft., draft 38 ft. Tankers anchor and berth in port of Mamonal, within bay, using same approach.

**HEALTH:** Doctor requires the Crew List with data of vaccination against smallpox. International regulations in cases of contagious sickness or epidemic are carried out.

**RADIO:** See "Pilotage".

**TUGS:** Escort vessel when berthing and will assist if required. Use of tugs compulsory for all vessels over 250 net tons.

No tugs required for tankers berthing at Mamonal.

**BERTHING:** Port has two piers: Berth No. 1, outside length 202·60 m., depth 31 ft.; inside length 184·76 m., depth 30 ft.; Berth No. 2, outside length 184·76 m., depth 28 ft.; inside length 184·76 m., depth 28 ft. 24 hours service. Berthing shifts or turns: 1st, warships with previous request. 2nd, passenger vessels (tourist). 3rd, cargo vessels with mail. 4th, cargo vessels according arrival at port.

**CRANE:** 30-ton floating crane available.

**STEVEDORES:** Agents must request stevedores 24 hours in advance. Working hours during normal time: 0700 to 1100 and from 1300 to 1700. Overtime with 50% surcharge. Gangs work continuously during 23 hours, from 0700 to 0600 of following day. Work can be started at following hours: 0700 each two hours – until 1900. Work can be cancelled giving notice 2 hours in advance. If work required on Sundays, stevedores must be requested before 1030 on Saturdays, the same for vessels starting work on Mondays at 0700. Average rate for general cargo is 10 tons per hour/gang. Terminal stevedores used. Agents can contract for own gang in order to separate parcels, cleaning, shifting of cargo, etc. Cost of this gang lower than of terminal gang.

**MEDICAL:** Requests for medical service through Telecom Radio Station. Three hospitals. Medicine faculty and medical personnel first class. Also dental services. Vaccinations can be given.

**TANKERS:**

(*a*) *Ecopetrol: Empresa Colombiana de Petroleos.* Position: within bay of Cartagena, 5 miles N.E. of bay entry (Boca Chica). Port formed by two ocean platforms, with two protections at each side, ½ mile distance from Mamonal Bay. Depth 54 ft. with 6 interconnecting lines. Pilotage: through "Mooring Master" of port. Anchorage: Mamonal Bay 4 miles from Bocachica; depth 54 ft. Entry restrictions, none; 24 hours service. Tankers dimensions: length 850 ft., beam 110 ft., draft 38 ft., tonnage 40,000 dwt. Tugs: not used. Tide: 1 ft. 6 in. fluctuation. Fresh water: can be obtained when berthed, 4 in. diameter pipe-line; pressure, 130 lts. per hour 94.6333. Precautions against fire: fuel cannot be delivered by barges when vessel is berthed. Pipeline delivery of bunker fuel oil available. General: requested that vessel arrive with minimum ballast (clean if possible). No dirty ballast be pumped into the bay. Violation subject to fine. If impossible to arrive with clean ballast, dirty ballast will be discharged through cargo line. Rate of pumping: fuel oil 10,000 B/H; diesel oil 11,000 B/H.

(*b*) *Mamonal.* 7 miles (approx.) South of Cartagena Town and 5 miles east of Boca Chica entrance channel. Approaches and Pilotage: same as for Cartagena (see above). Mooring Master boards about ½ mile off dock and remains aboard whilst vessel at Mamonal. Mooring Master has to be provided with own cabin and victualling. Max. Size: length 850 ft., beam 110 ft., draft 38 ft. Berth: "T" shaped platform with dolphins. Lines to buoys off both bows and from stern, two mooring lines should be joined together for starboard quarter line. Ballast: no dirty ballast to be pumped into bay. If possible arrive with clean ballast; dirty ballast can be discharged ashore. The shore deballasting facilities consist of one tank with 75,000 bls. capacity; the pipeline is 2,835 ft. long and of 16 in. diameter. Three hoses of 8 in. diameter are connected for deballasting. Fresh water: not available except at Cartagena. Fuel: available, Bunker "C" and diesel oil.

**FRESH WATER:** Obtained while vessel berthed. Hoses of various diameters. Pumping 20 tons per hour.

**DEVELOPMENTS:** Draft increase; periodical cleaning of bay and basin. Enlargement of Marginal No. 1. Paving of yards and construction of new warehouses and workshops.

**WATCHMEN:** Watching service at the gangway and deck. Officially this service is done by port's guards. It is recommended that members of crew assist in this service.

**CLOSING/OPENING HATCHES:** Undertaken by port stevedores.

**IDENTIFICATION CARDS:** Agents supply cards signed by port Captain and Master.

**CONSULATES:**

| | | | | | |
|---|---|---|---|---|---|
| Germany | tel. | 20–160 | Haiti | tel. | 10–881 |
| Belgium | ,, | 10–845 | Italy | ,, | 11–583/11–279 |
| Costa Rica | ,, | 12–912 | Mexico | ,, | 11–447/10–670 |
| Denmark | ,, | 12–286/10–855 | Nicaragua | ,, | 10–334 |
| Ecuador | ,, | 10–510 | Norway | ,, | 10–510 |
| Spain | ,, | 22–685 | Panama | ,, | 11–501/13–058 |
| El Salvador | ,, | 20–246/12–867 | Netherlands | ,, | 13–021/10–830 |
| France | ,, | 11–290 | Peru | ,, | 12–388 |
| Finland | ,, | 13–951 | | | |

**DRY DOCK:** Commercial Shipyard "CONASTIL" with slipway facilities for ships up to 1,300 dwt. 9 ft. max. draft. Floating dock capacity for vessels of up to 400 ft. length, 55 ft. beam, 19 ft. draft and 3,000 dwt.

**REPATRIATION:** Facilities available for crew changes.

**AIRPORT:** Crespo Airport very near to city (3½ km.). Runways for small jets and is being enlarged for larger jets. Operates at present with Avianca (Cartagena–Miami per jet). A weekly round trip on Saturdays. Domestic flights are operated by Avianca, Aerocondor, Sam (from Cartagena). Barranquilla: Soledad Airport. 2 hours by road and 22 minutes by plane. This airport has international connections with Panama, Miami, Maracaibo, Curacao, Caracas. Cartagena Airport has daily connection with Bogota (El Dorado), the main Colombian airport for servicing main international air lines: Avianca, BOAC, Iberia, KLM, Panamerican, Braniff, Air France, Lufthansa, APSA, AREA. Flight to Bogota by jet takes 55 minutes, and 2 hours by propeller aircraft. Cartagena Airport connects with main Colombian cities: Medellin, Cali, Barranquilla, Santa Marta, Cucuta, Bucaramanga. Daily service.

**TIME:** Colombian official time: 5 hours behind GMT. Permanent.

**HOLIDAYS:** Eighteen days of holidays during year, but at terminal there is no service on following dates only: New Year Day (January 1); Good Friday (Viernes Santo); Labour Day (May 1); Cartagena Independence Day (November 11); Christmas Day (December 25). During the days December 24 and 25 work is done only until 1100. During other holidays and Sundays there is 24 hour service with 50% surcharges.

**POLICE/AMBULANCE/FIRE:** Police, Radio Patrol, tel. 04, Barracks 10173, DAS 10211; Ambulance, Terminal, tel. 10291, Naval Hospital 10248, Sta. Clara Hospital 10380; Fire, 12222.

**TELEPHONES:** May be placed aboard.

**GENERAL:** Cartagena can be entered or left at any time day or night. Vessels can also berth or unberth in dry season or rain seasons, and services are rendered during 24 hours.

**SHORE LEAVE:** Crew allowed disembark. Every member of crew is given card signed by Port Captain and Master of the vessel.

**REGULATIONS:** To clear the wharf if required for tourist vessels or export cargo vessels.

**AUTHORITY:** Gerente del Terminal, Maritimo y Fluvial.

## COVENAS (Gulf of Morresquillo): 09.25 N. 75.42 W.

**DOCUMENTS:**

3 Crew Lists.
Passenger List.
Customs Documents.
Manifests.
Bill of Lading.
Ships Papers.
Clearance Ballast Manifest.
Crew's Personal Effects Declaration.
Vaccination Certificates.
Stores List.

**PILOTAGE:** Advise ETA 72, 48, 24 hours in advance. Pilot leaves dock on sighting vessel. Ship boarded approx. 1 m. N.W. of sea buoy or at anchorage. Pilot boat is 25-ton tug, 60 ft. length, 500 h.p., steel hull.

**ANCHORAGE:** Vessels arriving at night anchor 1 mile N.E. of lighted marker buoy. Bottom – mud.

**RESTRICTIONS:** Docking only during daylight 0500–1730. Undocking – any time.

**MAX. SIZE:** Length 800 ft., draft 42 ft. 6 in. Depth in approach channels 42 ft. Mean tidal range 18 in. Current 3 knots (max.).

**HEALTH:** Quarantine officials board ship at berth or at anchor. Accommodation ladder should be rigged for Quarantine and Customs Officials. From December to March ladder should be rigged on port side due to prevailing North wind.

**RADIO:** Radio traffic addressed "Sagoc Tibu" via Barranquilla or Cartagena radios.

**TUG:** Tug-pilot-boat leaves dock on sighting vessel.

**BERTHING:** Vessels use stb. anchor with approx. 5 lengths of chain, and 2 stb. mooring buoys aft; two port mooring buoys aft and 2 port mooring buoys forward. All mooring lines should be 120

fathoms. Prevailing wind 310°. Terminal is a sea-berth approx. 1 mile from illuminated marker buoy.
**MEDICAL:** Doctor on call at any time. Twelve-bed hospital.
**LOADING:** Hoses connected on port side 2×10 in., each 2½ tons, to be lifted by ship's boom and winch. Pipeline 20 in. 7,300 ft. from pump station to berth. Average pumping rate: 2,000 tons per hour. Max. pressure ashore: 120 PSI. 3 grades of oil handled by same pipeline. Approx. API gravity of crudes: heavy Barco 32·5, Cicuco 45·5, Valasquez/Barco mix 24·0°.
**DENSITY:** 1021.
**IDENTIFICATION CARDS:** If required by Customs, issued by Sagoc.
**CONSULS/REPAIRS/DRYDOCKS/FUEL/FRESH WATER:** None.
**REPATRIATION:** Only if sick crew member left ashore after vessel sails.
**AIRPORT:** Barranquilla. Flights to U.S.A., Europe and other S. American countries.
**TIME:** Eastern standard time. G.M.T. −5.
**HOLIDAYS:** Loading carried on during holidays and week-ends.
**SHORE LEAVE:** At discretion of Captain. Crew uses private motor vessel at own risk.
**REGULATIONS:** Vessels should arrive with clean ballast. No dirty ballast to be pumped into bay, violation subject to penalties. If impossible to arrive with clean ballast, dirty ballast will be discharged through cargo lines and 3,000 barrels of dirty water displaced into vessel. Capacity of slop receiving facility unlimited.
**DELAYS:** Only when other vessels occupying mooring.
**AUTHORITY:** South American Gulf Oil Company, Covenas.

## POZOS COLORADOS TERMINAL: 11.09 N. 74.15 W.

**OPERATORS:** Chevron Petroleum Co. of Colombia, Apartado Aereo 947, Cucuta, Colombia.
**DOCUMENTS:** See "Santa Marta".
**LOCATION:** North Coast of Colombia, approx. 6 miles South-west of Santa Marta.
**MAX. SIZE:** Berth in approx. 55 ft. of water and can accommodate vessels of up to 69,000 dwt. with max. draft 45 ft.
**PILOTAGE:** Mooring Master will meet vessels approx. 1 mile seaward of terminal location.
**CLEARANCE:** Port authorities board with Mooring Master to enter ship and attend all formalities.
**BERTHING:** Vessels lie in berth in approx. due North heading; vessel's lines run by means of mooring launch to stern, quarter, and breast buoys. Vessels up to 20,000 dwt. require at least five good manila lines; vessels in excess of 20,000 dwt. require at least seven good manila lines. These lines must be of not less than 120 fathoms length. Synthetic lines of equivalent strength may be used. Vessels equipped with wire mooring winches may use wires in lieu of fibre lines. When mooring, required use both bower anchors, each having at least 150 fathoms of chain and be prepared handle five-ton lift on starboard side at ship's manifold. Because of rigidity of submarine hose, a small movement of vessel out of correct position could damage submarine equipment. Extreme caution must be exercised to assure that vessel is correctly moored. During loading operation slack must be kept out of submarine hose by adjustment of vessel's anchor and lines.
**HOSES:** Submarine hose 16 in. with 16 to 12 in. reducer for connection to vessel's 12 in. deck hose. For vessels not equipped with 12 in. deck hose, a 12 to 10 in. reducer is available. A 25 ft. length of 10 in. deck hose is also available for vessels not having a deck hose on board. Ship's crew performs all hose connecting, disconnecting, etc.
**CARGO HANDLING:** Rio Zulia Crude Oil has following specifications: Gravity, approx. 41·2° API. Flash, below atmospheric temperature. Reid vapour pressure, 5 to 8 PSI. Pour point, +85°F. Sulphur, wt. %, 0·3. Wax, wt. %, 16.

Rio Zulia Crude has high wax content (about 16% by weight). Above 90°F. Rio Zulia Crude will flow easily and is about same viscosity as heavy No. 2 oil. Below 90°F. it rapidly becomes more viscous until it is similar to petroleum jelly or heavy lubricating grease.

Temperatures: Loading temperature of this cargo at Pozos Colorados between 85 and 90°F. Vessel should maintain loading temperature in wing tanks or if necessary gradually raise temperature to approximately 85° to 90°F. Approx. 2 to 3 days prior arrival discharge port, vessel should start to heat cargo in centre tanks so that upon arrival discharge terminal, average cargo temperature is between 100° and 105°F. for both wing and centre tanks. This temperature should be maintained throughout discharge. When discharge is through a submarine line in cold waters or over docks, when ambient temperatures are extremely cold, it is recommended that above temperature be increased 5° to 110°F.

Tank preparation: Cargo tanks which on previous voyage contained sour crudes (similar to those loaded in Arabian Gulf) should be machine washed with hot water at maximum pressure order remove from tank bottoms all free oil remaining from previous voyage. Machines should be spotted low in tanks so as obtain maximum washing over tank bottoms. Upon completion of deballasting, cargo tanks should be stripped dry and cargo pumps and lines drained so that tanks, pumps and lines free of pumpable water when cargo loaded into them.

Cargo discharging: When discharging Rio Zulia Crude, each cargo system should be discharged by main cargo pump directly connected to that system and forward tank on each system should be discharged first. Operations should then work aft with tanks on each system being discharged in rotation. This will keep vessel trimmed by stern throughout discharge and keep tanks being stripped draining to suction lines. This will also permit stripping operations to be carried out while main cargo pumps are discharging cargo in remaining tanks.

By discharging cargo tanks as recommended above, cargo loss resulting from crude congealing on bottom surfaces will be minimised. Each tank should be discharged as quickly as possible using main cargo pump, then stripped as well as possible. About 20 minutes after stripping each tank should be stripped again. Then in about 20 minutes each tank should again be stripped. During discharge of each tank, cargo heating coils should be left on until completion of stripping operation. When initial stripping operation is started, steam-to-steam heating coils should be reduced sufficiently so that cargo temperature will not rise above 120°F. If cargo temperature rises much above 120°F., there is danger that stripping pumps will become vapour locked.
**BALLAST:** The utmost care must be exercised by all tankers to avoid any contamination of the terminal bay waters, since the entire area is a developing tourist resort. This means that absolutely no deballasting or disposal of bilge water must take place in the bay. Shore deballasting or disposal of bilge water must take place in the bay. Shore deballasting facilities can handle up to 84,000 bbls. if ship provides advance warning.
**FUEL:** No bunkers available at terminal.
**REPAIRS:** Limited repair facilities available in Santa Marta, approximately 6 miles from terminal.
**MEDICAL:** Doctor and hospital located at Santa Marta.
**CONSULS:** No consular office in vicinity of terminal. Nearest Consuls, located in Barranquilla, approx. 35 miles distant.
**SHORE LEAVE:** Through the ship's Agent, shore leave can be arranged, but sufficient crew must remain on board to handle emergencies.
**GENERAL:** No petroleum inspection services. No ship's stores.

## SANTA MARTA: 11.15 N. 74.14 W. (See Plan)

**DOCUMENTS:**

14 sets Sobordos (Manifests) of each loading port.
6 sets Bills of Lading.
2 Cargo Plans.

Also: length overall, beam, depth main deck to keel, net tonnage, gross tonnage, number crew, Master's name and vessel's call letters.

On arrival advisable have extra copies B/ladings and Sobordos, also 5 Passenger Lists; if no passengers aboard, 5 statements to that effect. Vaccination Certificates, Health Declarations, curio lists, bazaar lists, crew lists, main lists (mail as cargo); if no mail, 5 written statements to that effect, 5 passengers in transit lists; if none, 5 statements. When passengers to be landed, they should possess valid passport and visa, 2 lists personal effects and Vaccination Certificates, etc.
**PILOTAGE:** Locate Morro Grande Islet and lighthouse, proceed then to location 0·7 miles South of Westernmost point this islet where Pilot will join ship. Information regarding ETA should be relayed to Agent, who will advise port authority.
**ANCHORAGES:** When no berth available proceed anchorage between Morro Grande Islet and entrance channel to inner harbour. Depth about 120 ft., rock bottom.
**RESTRICTIONS:** None. Good visibility throughout year. Difference in tides negligible.
**MAX. SIZE:** 730 ft. length, 40 ft. draft. No limit to beam. Oil carriers: refer to Pozos Colorados.
**PRATIQUE:** Pratique granted by port captain who visits vessel immediately on arrival. Doctor also attends on this visit.
**RADIO:** Barranquilla Radio or Cartagena Radio; radio stations messages relayed by telex to Sta. Marta. Ship's Agents use same system. Terminal Office may be contacted on radiotelephone, 2738 kHz.
**TUGS:** Join vessels just before entrance to inner harbour; they may use own lines or vessels lines.
**BERTHING:** Three wharves, with total length 3,170 ft. provide berths for six ships simultaneously. Facilities exist for container traffic. 30,000 tons silo for grain storage and discharge facilities for up to 5,000 tons per day.
**STEVEDORES:** – ETA To be given 72 and 24 hours before arrival, indicating number of gangs required. Unloading rate of general merchandise 10 tons per hour, and homogeneous cargoes around 15/20 tons.
**MEDICAL:** Advance notice required whenever special medical attention needed on arrival; hospital available.
**TANKERS:** See "Pozos Colorados".
**DENSITY:** Tropical sea salt water density.
**FRESH WATER:** Available alongside docks; delivery (approx.) 10 tons per hour.
**FUEL:** Not available. Nearest supplies at Barranquilla.
**GANGWAY/DECK WATCHMEN:** Deck watchmen supplied by Agent.
**OPENING/CLOSING HATCHES:** By special gang ordered by Agent.
**SHIP CERTIFICATES:** Load Line, Cargo Gear, Classification, Lifeboat, Main Engines, Radio Equipment, Fire Fighting Equipment, Ship's Register, Officers' Tickets (licences).
**CUSTOMS ALLOWANCES:** (Tobacco), 2 cartons of cigarettes per man. All other tobacco will be sealed by Customs. (Wine and/or

Spirits), 1 open bottle of liquor permitted per crew member. All other spirits will be sealed by Customs.
**IDENTIFICATION CARDS:** Given by Port Captain once quarantine is cleared.
**CONSULS:** Spain, Venezuela, France, Ecuador. Other Consuls in Barranquilla.
**REPAIRS:** Only minor welding.
**REPATRIATION:** Facilities available.
**AIRPORT:** 19 miles from town.
**TIME:** 75th Meridian time, Eastern standard time. GMT −5.
**HOLIDAYS:** New Year (January 1st); Church Holiday (April 12th); Labour Day (May 1st); Local Holiday (July 29th); Church Holiday (December 24th); Christmas Day (December 25th); Church Holiday (December 31st). No work on New Year's Day, Labour Day, Local Holidays, Christmas Day. Work until 1600 on other holidays.
**POLICE/AMBULANCE/FIRE:** Contact Agent or his representative in view of language difficulties.
**SHORE LEAVE:** Granted after quarantine cleared.
**DELAYS:** Up to 12/14 hours because of shortage of docking space.
**AUTHORITY:** Port Captain, Edif. de los Bancos Of. 405. Cables: "Capipuerto". Tel.: 5774 – Santa Marta.

## TUMACO: 01.49 N. 78.45 W.

**DOCUMENTS:**
5 Crew Lists.
5 Stores Lists.
5 Passenger Lists (local, in transit, or negative).
1 Sanitation Declaration.
12 Complete sets Manifests.
3 Mail Certificates (when not included in Manifest).
**PILOTAGE:** Compulsory.
**ANCHORAGE:** Sufficient area available in depths of 25 to 35 ft.
**RESTRICTIONS:** Entrance channel depth 20 ft. Height of tide varies from 8 to 12 ft.
**HEALTH:** On arrival, port Doctor boards vessel to inspect crew Smallpox Vaccination Certificates and Yellow Fever Certificates, also Deratisation Certificate. If any crew members suspected suffering contagious disease Master to radio prior arrival advising Agents accordingly. Port Doctor visits vessel even if previous port was in Colombia.
**BERTHING:** Wharf is 310 metres long. Depth alongside averages 30 ft.
**FRESH WATER:** Available from wharf.
**FUEL:** Supplied by Esso Colombia, by barge.
**CARGO GEAR:** Terminal owns three cranes of 5 to 15 tons capacity
**AIRPORT:** Suitable for DC.4 type aircraft, situated 4 km. from port.
**AUTHORITY:** Empresa Puertos de Colombia, Terminal Maritimo.

## TURBO: 08.06 N. 76.43 W.

**ANCHORAGES:** Anchorage 2·5 to 3 miles off mouth of Leon River, used for loading bananas from barges.
**CLEARANCE:** Vessel must first proceed to Punta las Vacas for official visit of Port Authorities to obtain clearance.
**MOORING:** With sea and wind from the north, loading operations are not possible unless vessel employs the "Baltic Moor".

On arrival at the Leon River Anchorage, vessels should let go a couple of shackles. After that, a 3 to 3½ in. wire (or mooring line) is passed from the after leads on the poop, along the ship's side. outside and clear of everything. This wire is to be shackled to a number three chain shackle.

By heaving in the wire and slacking the chain as required (about a 60° angle) vessel will give the necessary shelter to banana barges, for normal cargo operations.

# Congo (People's Republic of)

## POINTE NOIRE: 04.47 S. 11.49 E.

**DOCUMENTS:** On arrival, the Captain must hand over to:
*The Agents:*
4 Crew Lists.
4 Lists of Crew Boys.
4 Passenger Lists or negative.
4 Lists of Ports of Call.
2 Lists of Crew Personal Effects.
2 Stores Lists.
5 copies of Cargo Manifest.
Captain's copy of B/L.
*Harbour Authorities:*
1 Arrival Form issued by Port of Pointe Noire.
1 Departure Form issued by Port of Pointe Noire.
*Health Authorities:*
1 Vaccination List for crew members.
1 Declaration of Health (form issued by the port of Pointe Noire).
Vaccination cards for the whole crew.
**PILOTAGE:** Compulsory. Telegraphic address: Harbourmaster's Office of the Port of Pointe Noire. Pilot station can be contacted by VHF Channel 16; 24 hr. service.
**RESTRICTIONS:** Minimum draft allowed for ore-carrying vessels of more than 130 metres drawing alongside at quay G: 15 ft. aft and 15 ft. forward. Maximum draft allowed for all vessels: 31 ft. Between 29 ft. and 31 ft. entry into the port is possible only for 2 hours before high tide. Tying to mooring buoy can be done only between sunrise and sunset.

*Shipmaster's Report:* Max. draft for tankers 31 ft. Entering possible day and night at all states of the tide.
**HEALTH:** Port Health Officer boards immediately on berthing. Compulsory vaccinations: smallpox, yellow fever and cholera.
**RADIO:** Pointe Noire Radio, call sign TNA. Continuous service on 500 and 2182 kc/s from 0600 to 1800 GMT. Transmission on 8722 kc/s TNA from 0930 to 0945, 1030 to 1045, 1330 to 1445, 1530 to 1545, 1730 to 1800 GMT; on 13101 kc/s TNA from 0630 to 0645, 0730 to 0745, 0830 to 0900, 1700 to 1715.

*Shipmaster's Report:* If vessel is coming from the South it is advisable to pass messages through Luanda.
**RADAR/VHF:** The Harbourmaster's office has a VHF set (call Channel 16) but no radar.
**TUGS:** Two tugs 1,135 hp, 600 hp, normally join the vessel as soon as it crosses the passage. The vessel's own lines are usually used.
**BERTHING:**
*Quay D:* Berth 1, 720 metres, 24 ft. draft permitted
„ 2, „ 29 „ „
„ 3, „ 29 „ „
„ 4, „ 30 „ „
„ 5, „ 30 „ „
*Quay G:* Ore Berth, 210 metres 31 ft. draft permitted
Tanker Berth, „ 31 „ „
*Mole 1:* Timber Berths, 450 metres 31 ft. draft permitted
**STEVEDORES:** The Agent requires the following information 48 hours in advance, in order to arrange gangs: precise ETA; number of gangs required for unloading/loading; distribution per hold unloading/loading; draft, fore and aft – before 0600 in the morning on weekdays counting as overtime; before 0600 Saturday mornings for the weekend or day before holiday also counted as overtime.
**MEDICAL:** Notice for medical attention not needed. There are two private clinics.
**TANKERS:** Diameter of loading/unloading lines: 6 in. = aircraft fuel. 10 in. = "white product". 12 in. = 1500 fuel. Hoses = 8 in. 1 tanker berth – 31 ft. acceptable draft.
**DENSITY:** 1025 on average. Only slight variations according to tides.
**FRESH WATER:** Two hoses can be connected at each berth. Rate: 5 tons per hose per hour.
**FUEL:** Ordered from suppliers: Agip, Hydrocongo. Pipe-line supply to all berths. Agip supply Berth 8 only.
**FIRE PRECAUTIONS:** The port must be informed of ETA of tanker 24 hours in advance.
**GANGWAY/DECK WATCHMEN:** There are none at Pointe Noire, as it is unnecessary.
**OPENING/CLOSING HATCHES:** Usually the crew's responsibility. Can be carried out by the stevedore for payment.
**CUSTOMS ALLOWANCE:** No limit – must be stated on crew declaration, and quantities must be accurately stated.
**CARGO GEAR:** Derricks to be in good condition. There are two cranes at the new jetty.
**IDENTIFICATION CARDS:** Sailors' cards or passport needed.
**CONSULS:**
France Tel. 20–01 20–02
West Germany „ 29–10
Great Britain „ 21–60
**REPAIRS:** Most repairs for the deck and engines are possible. Also facilities for electronic repairs. Floating crane, capacity 65 tons. (Not in service June 1974.)
**DRY DOCKS:** There are none at Pointe Noire. Only a floating dock for vessels of up to 1,500 tons.
**REPATRIATION:** Every facility for crews equipped with a crew card and passport.
**AIRPORT:** 6 kilometres from the port. 1 to 2 flights per day to Brazzaville. 1 to 2 flights per day from Brazzaville to Europe.
**TIME:** Local time is GMT plus 1 hour.
**HOLIDAYS:** 1st January (1 day's holiday); 1st May (2 days' holiday); 31st July (1 to 2 days' holiday); 15th August (2 to 3 days' holiday); 1st November; 25th December (1 day's holiday).
**POLICE/AMBULANCE/FIRE:** Police 17; Fire 18; Ambulance 33–33.
**TELEPHONE:** Cannot be connected on board ship but there is one in the middle of Quay D for the use of vessels.
**GENERAL:** As the Congolese customs are very strict, the drawing up of the store list and crew declaration should be carried out very carefully, as the slightest error is penalised and a fine imposed.

Stores are expensive and not easily obtainable. Fish available also fruit and vegetables but not in the Rainy Season.
**SHORE LEAVE:** No restrictions.
**PORT REGULATIONS:** In the event of congestion, vessels are obliged to work at night and on Sundays, and if they refuse to do this, they may be relegated to the roadsteads and thereby lose their turn to draw alongside.
**DELAYS:** *Shipmaster's Report:* Occasionally tankers are delayed for long periods as the shore tanks may be full.
**AGENT:** Socopao-Congo, BP 714, Pointe Noire, Peoples Republic of Congo. Cable address "Freight". Telex: 8201. Tel. 28.78–29.10–29.11. Director of agency 35.53. Agent 28.32.

## Cook Islands

### AVARUA, Rarotonga 21.12 S. 159.47 W.

**DOCUMENTS:**

Health: International Maritime Declaration of Health.

Customs: (Immigration)
2 Manifests of Cargo showing weight or measurement (basis on which freight calculated).
2 Crew Lists.
2 Passenger Lists (landing and transit). Each disembarking passenger to complete a landing card and baggage declaration.
Clearance from Last Port.

Agent: 5 Manifests of Cargo.
1 Crew List.
1 Passenger List.

**PILOTAGE:** No pilot available.

**ANCHORAGES:** As shown on Admiralty Chart No. 1264. Prevailing wind is South-east and the anchorage is safe except in some instances when wind and/or sea are fresh from North-west through North-east. 4½ to 5 shackles of cable in the water has been found the most satisfactory in normal circumstances.

**RESTRICTIONS:** None. Anchorage, in 25 fathoms, is well defined with cross leads and a vessel may anchor at any time.

**MAX. SIZE:** No restriction.

**HEALTH:** Vessel should radio Porthealth Rarotonga not more than 24 hours, or less than 12 hours, before arrival giving ports of call for preceding three weeks, number of crew, number of passengers, state of health and requesting free radio pratique.

**RADIO:** Radiorarotonga ZKR, 500 kilocycles, single operator watch; 2182 kilocycles, continuously.

Continuous speaker watch is also kept on Channel 16 of the VHF Maritime mobile band. Weather forecasts are broadcast daily by radio-telephone on 2206 kHz and 8732·1 kHz at 0615 GMT and 1815 GMT after a preliminary call on 2182 kHz.

**VHF:** Union Steam Ship Company have VHF radiotelephone for communication between vessel and office when working cargo. Base station channels 6, 8, 12, 13, 14, 16. Three portable sets, channels 6, 12, 16.

**TUGS:** Not available.

**STEVEDORES:** Cargo is lightered ashore by Union Steam Ship Co. plant. Consisting of 8 double-ended lighters, 35 ft. in length of 5 tons deadweight capacity. Heavy lifts up to 10 tons can be accommodated by building a platform over two lighters but prior advice should be given: in particular if the lift is on wheels or skids or of exceptional height. Two launches provide towing power. Hours of work: 0700–1200, 1300–1800, 1900–2200. Average discharge rate 400 tons per day. Agents should have full particulars of tonnage to be discharged and number hatches to be worked.

**MEDICAL:** Medical and hospital facilities available. Usual international vaccinations/inoculations required depending on prior ports of call.

**TANKERS:** Petroleum products landed from small coastal tanker from Fiji, or in drums.

**DENSITY:** 1025.

**FRESH WATER:** Available in limited quantities. Lightered 1,000 gallons per load. Cost: as current rate for lightering cargo. If a lighter is diverted from handling cargo to carry water the cargo handling rate will be affected.

**FUEL:** Not available.

**DEVELOPMENTS:** Harbour development at Avatiu (one mile from Avarua) although not completed, is currently in use and accommodating vessels of about 1,000 tons (250 ft. length; 16 ft. draft).

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** By crew or stevedores to vessel's convenience.

**TOBACCO ALLOWANCE:** 200 cigarettes, or ½ lb. tobacco or 50 cigars.

**WINE AND/OR SPIRIT ALLOWANCE:** Allowance is 1 broached bottle of either wine or spirits, or a reasonable quantity of beer per man, for consumption on board. Under no circumstances may any wines, spirits or beer be brought ashore.

**CARGO GEAR:** International standards acceptable. It is customary to work cargo from starboard side and a guest-warp should be rigged to starboard.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** New Zealand only is represented by a High Commissioner.

**REPAIRS:** Not available.

**REPATRIATION:** Confined to repatriation of crew landed for hospitalisation.

**AIRPORT:** Rarotonga International Airport is two miles away.

**TIME:** GMT plus 10½ hours. No alteration during year.

**HOLIDAYS:** Cargo cannot be worked on any Sunday or on Good Friday and Christmas Day. Other Holidays: Boxing Day (26 December); New Year's Day; Easter Monday; ANZAC Day (25th April); Queen's Birthday (1st Monday in June); Constitution Celebrations (1st Friday and Monday in August).

**POLICE/AMBULANCE/FIRE:** Fire service not available although Union Steam Ship Company have portable fire pump and approximately 600 ft. hose. Police and Ambulance: contact Union Steam Ship Co. on VHF radio telephone.

**TELEPHONES:** VHF radio telephone only.

**GENERAL:** Green vegetables are always difficult to get. Tomatoes available May to November. Oranges, lemons, grapefruit, manderins, tangerines, available March to August. Pineapples available November to February.

Limited quantities meat and fish available but these must be imported from New Zealand and a large order could not be met.

**AUTHORITY:** The Collector of Customs, Rarotonga.

**AGENT:** Union Steam Ship Company of New Zealand Limited is the only company who stevedore vessels at the anchorage. They must be requested to accept the Agency for a particular vessel. Cable address "Union", PO Box 54. Ships' Agents, Stevedores and Travel Agents.

## Costa Rica

### GOLFITO: 08.37 N. 83.10 W.

**DOCUMENTS:**

2 certified copies of Clearance from Last Port.
6 " " Crew List and 6 copies for distribution.
6 " " Passenger List and 6 copies for distribution.
2 " " Cargo Manifest and 25 copies for distribution.
4 " " Stores Provisions List and 6 copies for distribution.
3 sets of Bills of Lading.

**NOTICE OF ARRIVAL:** Radio Agent at least 24 hours before arrival advising date and time of arrival, number passengers disembarking, if any, amount of cargo to discharge in metric tons, number of gangs required to work on board. This information is required by Port and Customs Authorities.

**PILOTAGE:** No Pilot in port. Bananera Company sends a launch to pilot vessel to quay if requested. Arrival has to be notified at least 24 hours in advance.

**ANCHORAGES:** Anchorage area to South-east, diagonal towards end of quay. Depth: 35 ft. – 50 ft. Area 1,000 metres by 300 metres approx. Quay distance: approx. 500 metres.

**RESTRICTIONS:** Vessel allowed to enter at any time, day or night.

**MAX. SIZE:** Length of quay is 1,040 ft., enough for 2 steamers to berth, 1 in banana berth and the other in cargo berth, each one of 450 ft. Depth 35 ft. alongside.

**HEALTH:** Any vessel that enters this port has to be in possession of a Sanitary Manifest (Sanitary Maritime Declaration) signed by Captain of vessel. In case of any suspected disease or fever aboard, Captain to notify by radio to Port Authorities and vessel to wait outside the limit of territorial waters until clearance is given.

**RADIO:** Station call sign TIM, Frequencies 8478 and 500 kc/s. Working hours 0400–1300 GMT.

**TUGS:** No tugs. A launch from the Cia. Bananera takes lines from vessel to quay.

**BERTHING:** Vessels berth starboard side to. Vessels of Compania Bananera have preference.

**STEVEDORES:** Bananera Company controls gangs. Advance notice required.

**MEDICAL:** Bananera Company has a hospital for its employees. They can give assistance if a request through the Agency has been made 24 hours in advance. On arrival of vessel a valid vaccination certificate of each member of crew has to be shown.

**TANKERS:** Can berth in cargo area if length is less than 450 ft., depth is 35 ft. Diameter of pipe-lines 8 in and 6 in.

**FRESH WATER:** Bananera Company supplies any quantity at a rate of 50 ton/hour through shore hoses.

**FUEL:** No supply for vessels.

**GANGWAY/DECK WATCHMEN:** Available but not compulsory. Customs guard on gangway.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**CUSTOMS ALLOWANCES:** No limit on board but only one packet cigarettes when going ashore. No alcohol may be taken ashore.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** Nicaragua, Honduras and Panama represented locally.

**REPAIRS:** Company Bananera of Costa Rica has a workshop that can do small repairs such as soldering or small winch repairs.

**REPATRIATION:** Can be arranged.

**AIRPORT:** One airport 1 mile from port. Serviced by 2 airlines "Lacsa Airlines" with 2 daily flights, one at 0700 and the other at 1030 hours. "Ave Airlines" offer only one daily flight, Sundays included, at 0700. "Lacsa" has no Sunday flights.

**TIME:** GMT minus 6 hours.

**HOLIDAYS:** 1st January, no work can be arranged; 19th March, work at double time; Easter Thursday, no work can be arranged; Easter Friday, no work can be arranged; 11th April, work at double time; 1st May, no work can be arranged; Corpus Christi, work at double time; 29th June, work at double time; 2nd August, work at double time; 15th August, work at double time; 15th September, no work can be arranged; 12th October, work at double time; 8th December, work at double time; 25th December, no work can be arranged. Stevedores are not obliged to work Sundays and holidays if not voluntary.

**POLICE/AMBULANCE/FIRE:** It is sufficient to ask operator for connection with the desired department.

**TELEPHONES:** No facilities on board vessels.

**SHORE LEAVE:** Crew are allowed on shore.

**DELAYS:** Only when quay is occupied by vessels of Compania Bananera de Costa Rica, which have preference.

**AUTHORITY:** Comandante de Puerto.

**AGENT:** Felipe J. Alvarado e Cia. Apartado 474, San Jose, Costa Rica. Tel. 21.41.11 and 21.25.50.

## PUERTO LIMON: 10.00 N. 83.01 W.

**DOCUMENTS:** Required by Port Authorities at Port Limon:
2 certified copies of Clearance (Zarpe) (original and dup.)
6 ,, ,, Crew List ,, ,,
6 ,, ,, Passenger List ,, ,,
2 ,, ,, Manifest (Sobordo) ,, ,,
4 ,, ,, Stores List ,, ,,
*to Agents for distribution*
6 Copies of Crew List.
6 ,, Store List.
6 ,, Passenger List.
3 ,, Bills of Lading (if vessel loaded/brings cargo).
25 ,, Manifest or Sobordo (Cargo).

**NOTICE OF ARRIVAL:** Radio Agent at least 24 hours before arrival, advising date and time of arrival, number passengers disembarking (if any), amount of cargo to discharge in metric tons, number of gangs required to work on board. This information is required by Port and Customs Authorities.

**PILOTAGE:** Pilot boards ship with Port Authorities about 1 mile from pier.

**ANCHORAGES:** 1 mile off piers.

**MAX. SIZE:** Maximum 500 ft. long, 28 ft. draft. Tankers up to 30 ft. draft.

**HEALTH:** In the event of suspected disease or fever on board, agency should be advised in advance.

**RADIO:** Call letters TIM, frequency 500 kc/s. and 8478 kc/s.–working hours 0400 to 1300 GMT.

**TUGS:** None available and not required.

**BERTHING:** *Muelle Metallico:*
Berth No. 1 33 ft. depth. Max. length 550 ft. draft 28 ft.
,, 2 30 ft. ,, ,, ,, 550 ft. ,, 26 ft.
,, 3 29 ft. ,, ,, ,, 400 ft. ,, 22 ft.

*Muelle Nacional:* One berth: 18 ft. depth.

*Muelle 70.* Two berths, depth 27 ft.; one berth, depth 14 ft. Roll-on/roll-off berth, depth 25 ft.

**STEVEDORES:** ETA should be sent to Agent in due time.

**MEDICAL:** Medical attention and hospital facilities available.

**TANKERS:** Mooring outside port (Moin Bay) vessels up to 30 ft. draft.

**FRESH WATER:** Available and obtained alongside pier delivered by hose, $1\frac{1}{2}$ to 2 tons per hour.

**FUEL:** Can be had only in small quantities.

**DEVELOPMENTS:** Constructing new pier with capacity of four berths and a possibility to extend the National Pier in the form "L". Depths to be increased to 30 ft.

**GANGWAY/DECK WATCHMEN:** Gangway watchmen recommended.

**OPENING/CLOSING HATCHES:** Carried out by stevedores.

**CUSTOMS ALLOWANCE:** One package cigarettes to take ashore. Not allowed to take alcohol ashore.

**IDENTIFICATION CARDS:** They are needed and supplied by the Agent.

**CONSULS:** Colombia tel. 580091; Ecuador; Nicaragua; Honduras tel. 580313 and Norway 580183.

**REPAIRS:** Minor repairs only.

**REPATRIATION:** Facilities available.

**AIRPORT:** 5 miles from city. Three daily flights to San Jose International airport.

**TIME:** Local time minus 6 hours.

**HOLIDAYS:** 1st January, no work can be arranged; 19th March, work at double time; Easter Thursday, no work can be arranged; Easter Friday, no work can be arranged; 11th April, work at double time; 1st May, no work can be arranged; Corpus Christi, work at double time; 29th June, work at double time; 2nd August, work at double time; 15th August, work at double time; 15th September, no work can be arranged; 12th October, work at double time; 8th December, work at double time; 25th December, no work can be arranged. Stevedores are not obliged to work Sundays and holidays if not voluntary.

**POLICE/AMBULANCE/FIRE:** Police tel. 117; Red Cross tel. 580125; Fire tel. 118.

**TELEPHONES:** No arrangements for placing on board.

**SHORE LEAVE:** Crew members are allowed to go ashore.

**DELAYS:** Port congestion, shortage of railroad cars, etc.

**AUTHORITY:** Comandante de Puerto.

**AGENT:** Felipe J. Alvarado e Cia, Sucs., SA, PO Box 112, Puerto Limon. Tel. 58.02.21. Cables "Alvarado", San Jose.

## PUNTARENAS (including Caldera Bay): 09.58 N. 84.49 W.

**DOCUMENTS:**
2 certified copies of Clearance from Last Port.
6 ,, ,, Crew List and 6 copies for distribution.
6 ,, ,, Passenger List and 6 copies for distribution.
2 ,, ,, Cargo Manifest and 25 copies for distribution.
4 ,, ,, Stores/Provisions List and 6 copies for distribution.
3 sets of Bills of Lading.

**NOTICE OF ARRIVAL:** Radio Agent at least 24 hours before arrival advising date and time of arrival, number passengers disembarking, if any, amount of cargo to discharge in metric tons, number of gangs to work on board. This information is required by Port and Customs Authorities.

**PILOTAGE:** Pilots are available and compulsory, arranged by Agent. Signal for Port Captain and other officials is two long blasts.

**MAX. SIZE:** Length 500 ft., max. draft 26 ft.

**RESTRICTIONS:** Vessels bound for Caldera must first call at Puntarenas for clearance. Recommended that vessels not equipped with radar enter in daylight only.

**ANCHORAGE:** Vessels should keep Eastward of four submarine cables originating at Puntarenas where suitable anchorage may be found in 6–7 fathoms depth. Vessels should anchor as near the pier as safety permits to facilitate boarding by port officials.

**HEALTH:** Any vessel that enters this port has to be in possession of a sanitary manifest (Sanitary Maritime Declaration) signed by Captain of vessel. In case of any suspected disease or fever aboard, Captain to notify by radio to Port Authorities and vessel to wait outside the limit of territorial waters until clearance is given.

**RADIO:** Station call sign TIM, frequencies 8478 and 500 kc/s. Working hours 0400–1300 GMT.

**TUGS:** None available.

**BERTHING:** Vessels usually moor in daylight only. Unmooring night and day.

*Muelle Nuevo:* Pierhead runs East/West, connected to shore by 350 ft. gangway. One special heavy mooring line supplied from pier in addition to ships ropes. Heavy surge experienced at the berth.

*Caldera Bay:* Buoy mooring for tankers about 1,000 ft. offshore. Vessels moor using starboard anchor and lines to 3 buoys astern. Hoses connected on port side by ship's crew.

**MEDICAL:** Facilities available at Puntarenas.

**FRESH WATER:** Available only from pier at Puntarenas.

**FUEL:** Not available.

**IDENTIFICATION CARDS:** Required.

**TIME:** GMT minus 6 hours.

**TELEPHONES:** No connection to vessels.

**SHORE LEAVE:** Allowed at Puntarenas, not allowed at Caldera Bay.

**AUTHORITY:** Comandante del Puerto, Puntarenas.

**AGENT:** Felipe J. Alvarado e Cia, Sucs. SA, Apartado 25, Puntarenas. Telex Fejalco–54, Cables "Alvarado Puntarenas". Tel. 610235 and 610529.

# Cuba

## ANTILLA (and sub-ports of Felton, Nicaro and Preston) 20.50 N. 75.44 W.

Port situated on north side of Nipe Bay, on North Coast of Cuba.

**APPROACHES:** Safe approach without sharp turns. Width of approach about $\frac{3}{4}$ mile with mud bottom. Depth of water between entrance and Saetia anchorage about 150 ft.

**PILOTAGE:** Pilots board vessels proceeding to Antilla Port or to sub-ports of Preston, Nicaro and Felton, one mile North East of Punta Mayari Lighthouse.

All vessels proceeding to Antilla or to sub-ports must proceed to a position no more than one mile North of the Line E/W with Punta Mayari.

Lighthouse position: 20° 47′ 45″ N. 75° 32′ 00″ W.

Pilot station is at Saetia. There is a telephonic communication between Antilla and Saetia, though rather deficient. On many occasions it is impossible to communicate with Pilots when there is any sudden change in vessel's ETA. Therefore advise Antilla Agency soonest of any change in ETA.

Distance from position where Pilots board vessels to Antilla Piers is about 15 miles.

**ANCHORAGES:** Corojal, 14 miles. Can accommodate vessels drawing up to 20 ft. with a length up to 557 ft. Sufficient swinging area.

Punta Salinas, 10 miles. Can accommodate vessels drawing up to 31 ft. without length limitation.

Preston, 7 miles. Can accommodate vessels drawing up to 30 ft. without length limitation. Swinging area unlimited.

Saetia, 3 miles. Can accommodate vessels of any length and draft.

Cajimaya, 6 miles. Can accommodate vessels drawing up to 32 ft. with length up to 600/700 ft.

La Chiva, 5 miles. Can accommodate vessels of any length and draft.

**RESTRICTIONS:** Vessels can enter/sail only during daylight hours.

**MAX. SIZE:** Vessels of any length and draft can enter Antilla but only up to Saetia anchorage, where the mouth is about $\frac{3}{4}$ miles wide with a depth of 150 ft.

Vessels must not enter or sail from this port with a draft more than 20 ft. forward, 23 ft. aft, as depth at piers limit draft either entering or sailing.

Length is limited by length of piers to 450 ft., otherwise one hatch would remain outside pier, which would result in delay loading or discharging.

There is an average of 3 ft. between high and low tides.

**CLEARANCE:** All Port Authorities, Port Doctor, Customs, Immigration and Captain of the Port have their offices at Antilla. Vessels may proceed directly to sub-ports without entering Antilla for clearance. Port Authorities clear ships at subport when necessary.

Launch service is the preferable means of transportation used by the Port Authorities to the various sub-ports under Antilla jurisdiction.

There are Custom House Delegations at sub-ports of Preston, Nicaro, but no Immigration. The Custom House Delegate at the sub-port of Nicaro also acts as Delegate for the Captain of the Port.

Although there is no Port Doctor Delegate at the sub-ports, the General Hospital Doctors may act as such, if requested, in order to give a quick entry to the ship.

Notwithstanding the above, in those cases when a ship is coming from a Cuban or foreign port, destined to Nicaro, and happens to lose the slack water tide, it will be necessary for the ship to anchor at Saetia (Antilla) and to wait the next tide. In these particular cases the Port Authorities give entry to the ship at Saetia anchorage, and it is not necessary for another Port Authority visit at the sub-port of Nicaro.

**RADIO:** When vessels proceed to Antilla, or to any sub-ports, Preston, Nicaro or Felton, or to the port of Banes, ETA messages should be sent to "Mambisas Antilla", simultaneously advising the main office, "Mambisas", Havana.

Ships can communicate with Mambisas Antilla's Agency by wireless via CLA.

**TUGS:** No tug is required for entry to Antilla. There is a tug available 24 hours of the day, but service must be requested at least 24 hours in advance. Name, *Macabi*; length, 81 ft. 1 in.; width, 24 ft. 0 in.; gross tonnage, 183·53; net tonnage, 86·00; motor, one diesel; h.p., 750; speed, 8½ knots.

**BERTHING:** Pier No. 4 (North side). Length 458 ft. Can accommodate vessels drawing up to 17 ft. forward, 23 ft. aft, with a length up to 557 ft.

Pier No. 4 (South side). Length 458 ft. Can accommodate vessels drawing up to 20 ft. forward, 23 ft. aft, with a length up to 557 ft.

Coast Pier: Can accommodate vessels drawing up to 20 ft. even keel.

At these piers, operations of loading sugar and discharge of jute bags. Shipment of molasses can only be performed at No. 4 pier (North and South side) where there is a pipe-line of 16 in. diameter.

The three piers have railroad tracks of standard gauge. Each pier is connected with one railway which is independent of the others, but has no separate outlet at the end of the piers; consequently to perform any movement it is necessary to take out the remaining cars.

Operations at anchor in the bay cannot be performed, as there are no lighters or tugboats available.

**STEVEDORES:** Working periods – loading sugar: Monday to Friday – 0700/1100–1300/1700. Saturday – 0700/1100–1300/1700. Sunday – no work performed.

Labour legislation presently in force provides that the number of hours to be worked is 8 hours daily, from Monday to Friday, and 4 hours on Saturday, for a total of 44 hours weekly.

Capacity: Three ships can be performing sugar loading operations simultaneously, although the labour force available is for a total of 12 gangs.

1. Raw Sugar: (*a*) Loading rate: 1,330 bags of raw sugar (of the 220-pound type) per four hours per gang. (*b*) Bags per sling: 6 bags of raw sugar (of the 220-pound type).

2. Refined Sugar: (*a*) Loading rate: 2,100 bags of refined sugar (of the 100-pound type) per four hours per gang. (*b*) Bags per sling: 12 bags of refined sugar (of the 100-pound type).

No shore crane available at this port, but there are six machine throwers for bulk sugar operations, grates and canvas funnel, etc. These machines function with diesel motors.

Sugar bags are opened in the square of the hatch.

**TANKERS:** Molasses pumping rate is at an average of 35,000 gallons per hour.

Coast dock has been equipped by ECP for vessels to discharge gasoline and gas oil and where vessels can berth with draft 20 ft. even keel. Fidelity tanks, presently operated by ECP, one for storing gasoline and the other for gas oil.

Capacity of each tank about 53,000 barrels. Average discharging rate, each product about 300 tons per hour.

Due to the fact that there is only one pipe-line, when vessels carry both products gasoline is discharged first, after which the pipe-line is cleaned by pumping water. The gas oil is then discharged.

**MEDICAL:** There is a hospital where crew members may be hospitalised.

**FRESH WATER:** Can be obtained. The water is brought from outside in railroad tank cars and pumped to the ship by means of a portable turbine. Any amount of water can be delivered but only in partial quantities of not more than 2 tank cars daily. Average delivery: 30 tons per hour.

**FUEL:** Not available.

**REPAIRS:** Minor repairs only.

**AGENTS:** Attending the port of Antilla, and the sub-ports of Preston, Nicaro and Felton, also the port of Banes.

*Agency Address:* Empresa Consignatarias Mambisas, 55 Avenue de Cuba, PO Box 62, Antilla, Oriente, Cuba. Cables: "Mambisas" – Antilla. Tel. 39. Night No. 247.

Crew mail should be sent to Antilla Agency address, even when ships are operating in sub-ports, and sent by "Registered Mail" for quick delivery. Letters of instructions or cables from owners should be sent to the main office: "Mambisas", Havana.

**SUB-PORTS:**

Distance from Antilla to:
Preston (Guatemala), 7 miles.
Felton, 11 miles.
Nicaro, 14 miles.

To the port of Banes, which is attended by Antilla Agency, 50 kilometres. From Antilla to Banes highway transportation is used.

Time from Antilla to:

| *Sub-port* | *Launch* | *Highway* |
|---|---|---|
| Preston | 1 hour | 1 hour 45 minutes |
| Felton | 1 hour 30 minutes | 2 hours 15 minutes |
| Nicaro | 2 hours | 3 hours |

There is only a regular launch service from Antilla to Nicaro, leaving daily from Coastwise pier Antilla at 0930 hours, arriving Nicaro at 1130 hours.

## (*a*) SUB-PORT OF PRESTON (GUATEMALA):

**LOCATION:** On North coast of Cuba, 20° 46′ N. 75° 40′ W.

This sub-port situated Eastern side of Nipe Bay on a peninsula called Punta de Tabaco, South-east of Antilla. Sugar and molasses produced by the sugar mill Preston (Guatemala) are shipped through this sub-port.

**APPROACHES:** Same as for Antilla – (Nipe Bay) where Preston is located. The depth from the entrance to anchorage at Preston of about 150 ft., gradually decreases to 60 ft.

**PILOTAGE:** See "Antilla". Distance from the point where Pilots board the vessels and Preston Pier: 8 miles; to Preston anchorage: 7 miles.

**ANCHORAGE/RESTRICTIONS:** See "Antilla".

**MAX. SIZE:** It is not necessary for ships to wait for slack or favourable tide. At sub-port of Preston, ships cannot enter or sail with a draft exceeding 11 ft. forward, 20 ft. aft, as pier is continuously losing depth due to the quantity of mud that Mayari River deposits.

**CLEARANCE:** See "Antilla". Port Doctor, Immigration and Port Captain travel from Antilla to Preston to give ships entry. Custom Delegation at this sub-port, only occasionally, and in order to avoid delay Preston Hospital Doctor clears the ship.

Vessel can proceed directly to this sub-port, since Port Authorities come from Antilla to give ship's entry.

**RADIO:** See "Antilla".

**TUGS:** See "Antilla". No tug required for ships to enter this sub-port. No tug available, but can be obtained from Antilla.

**BERTHING:** Wooden Pier (West side only) where vessels can be accommodated drawing up to 11 ft. forward and 20 ft. aft. This dock has about 1,100 ft. length, but the first 600 ft. (starting from shore to the head) is only about 12 ft. depth; from there on, draft for loading is 11 ft. forward and 20 ft aft..

Only one vessel can be berthed at this pier on West side. It is usually used only in loading sugar and molasses, and occasionally for discharging coastwise fuel oil for sugar mill consumption.

The pier has double railroad track of standard gauge which reaches to its end, but for performing any movement it is necessary to take out the remaining cars as there is no outlet at the pier's end.

No dry cargo discharging is carried out, and no cargo operations are conducted in the bay.

**STEVEDORES:** Loading sugar – working period (maximum 4 gangs). Monday to Friday: 0700/1100–1300/1700. Saturday: 0700/1100–1300/1700. Sunday: No work is performed.

General cargo: No discharging operation is performed at this port.

Labour legislation presently in force provides that the number of hours to be worked is 8 hours daily, from Monday to Friday, and 4 hours on Saturday, for a total of 44 hours weekly.

Raw sugar-loading rate. About 1,330 bags of raw sugar (of the 220-pound type) per four hours per gang.

Bags per sling: 6 bags of raw sugar (of the 220-pound type).

Operational capacity. At this sub-port only one vessel at a time can be operated.

Refined sugar. No refined sugar has been shipped by this sub-port.

Equipment. There is one movable shore crane available with lifting capacity of about 60 tons with 75° boom inclination. Boom length 50 ft. Crane is mounted on a railroad flat car which is acted by means of steam supplied by an adapted boiler. As the greater part of the year this crane remains idle, it is possible that its lifting capacity might have decreased. Five grates, but no thrower machines.

**TANKERS:** Molasses pumping rate average of 75,000 gallons per hour.

**MEDICAL:** There is a hospital at Preston which offers very good service to ship's crew. In cases requiring special attention, patients can be taken to Holguin, where there are reliable specialists.

**FRESH WATER:** Can be supplied to vessels. Pier has a 2-in. diameter pipe-line, through which water is delivered directly to ship, at an average of about 30 tons per hour. Any quantity of water can be supplied.

**FUEL:** Not available.

**REPAIRS:** A good repair shop operated by the sugar mill "Central Guatemala".

**AGENTS:** See "Antilla".

## (*b*) SUB-PORT OF NICARO (LENGUA DE PAJARO) LEVISA BAY:

**LOCATION:** North Coast of Cuba in province of Oriente, 19° 43′ N. 75° 33 W.

**APPROACHES:** Entrance channel for sub-port of Nicaro is risky for vessels over 350 ft. length, due to its narrowness and because of having sharp turns, some of them forming angles of almost 90°. Bottom and banks are rock and coral.

Depths – 170 and 78 ft. maximum/minimum, respectively. Vessels exceeding 350 ft. length require tug for entering and sailing; all vessels over 450 ft. must be extremely careful. Entering or sailing must be effected during slack water, high or low. Simultaneous entry or sailing of two or more vessels is not permitted.

**PILOTAGE:** See "Antilla". Distance from the point where Pilot boards vessel and Nicaro anchorage, about 10.50 miles; to Nicaro Pier, about 11 miles.

**ANCHORAGE:** Can accommodate vessels with length up to 475 ft. and maximum draft up to 30 ft. The swinging area is limited to 800 ft. to permit access through the channel.

**RESTRICTIONS:** At sub-port of Nicaro, vessels not permitted enter or sail during night time. From beginning May until end August vessels can enter Nicaro from 0515 hours to 1800 hours, and sail from 0550 hours to 1840 hours. From end August to beginning May, vessels can enter from 0615 hours to 1720 hours. For sailing from 0620 hours to 1810 hours.

In the above information, the time taken (1 hour, 20 minutes) to undock from pier and manoeuvre to entrance of channel, and vice versa, has been included.

**MAX. SIZE:** Permissible draft at North side of Nicaro pier at low tide must not exceed 27 ft. 6 in. forward and 29 ft. aft, with max. length not over 476 ft.

South side of Nicaro Pier, at low tide, has depth of 25 ft. towards shore and 28 ft. at its end, showing the marks for 26 ft. at a distance of 450 ft. from head of pier up to its end.

Both sides have muddy bottom about 3 ft. deep. Nicaro was dredged up to 32 ft., not having been dredged since that time. As a consequence of unloading of mineral (anthracite) which is carried out in this sub-port, anthracite can be discharged only at South side of pier, where crane is situated; a great quantity of mineral is deposited on the bottom, mainly close to piling which supports the pier plate. Owing to this, it is believed that there is an elevation of mud and coal which extends alongside of pier from the 50 ft. mark to 380 ft.

Because of this elevation, which forms an incline from stack pile of the pier, up to approximately 1½ metres out, vessels which submerge more than 26 ft. forward and 27 ft. aft tend to list to port.

Between months of August and December, variation of tide is from 3 ft. to 3·5 ft. During remaining months it is from 2·5 ft. up to 3 ft.

Also see "Approaches" and "Anchorage".

**CLEARANCE:** Vessels are cleared by a doctor of the Nicaro General Hospital. Immigration officials come from Antilla together with the Agent and Customs Inspectors.

Vessels proceeding to Nicaro can do so directly without having to call Antilla for Port Authorities' Clearance.

Vessels unable to proceed direct owing to unfavourable tide or night arrival are required to anchor at Saetia or Salinas. In such cases, and when ordered by the Chief Inspector, clearance on entry is carried out at these anchorages.

**RADIO:** Nicaro has following means of communication: telephone, post office, telegraph and radiograms via R.C.A. Ships can communicate with Nicaro using C.L.A., but it is suggested that ETA messages be sent simultaneously to Mambisas, Antilla, and Mambisas, Havana.

Also see "Antilla".

**TUGS:** Obtained from port of Antilla. Therefore it is recommended that when vessels are assigned to this sub-port, advice of their ETA be given with sufficient time prior to vessels' arrival. Particulars of tugboats are shown under "Antilla" information.

**BERTHING:** Nicaro Pier operated by Empresa Consolidada Nickel Industria Minera "Commandante Rene Ramos Latour", where following operations carried out: Sugar loading from mills Guatemala and Nicaragua; shipment of nickel; and also discharging general cargo, fuel, oil, ammonia and coal.

At North side of pier are two intakes for fuel, oil, one for ammonia and one for gas oil.

Liquid fuel can be discharged at South side of pier, but this operation prohibits any other operation being carried out at opposite side of pier, as hoses have to cross over pier from the vessel to connections situated at North side.

Pier has a railroad track of standard gauge. Truck transportation can also be used. Interruptions are experienced (mainly sugar loading) since there is only one railroad track. Operation of change and movement of flat cars takes approximately 10 minutes.

In discharging mineral coal, no interruptions occur and time is not lost.

Electric shore crane is installed at South side of pier and mounted on rails which run from one end to the other. The top end of this crane consists of a rotary structure from which is projected a boom about 50 ft. long. This boom can be suspended up to an angle of about 60°. In a horizontal position, it can lift weights of about 10 tons each and the loading capacity is gradually increased to 20 tons while raising the boom up to an angle of 45°.

Crane can also perform discharging operations on vessels which are docked on the North side, but operations are slower than when vessels are docked at South side.

Crane's accessories consist of two grabs for mineral coal of 1½ and 3 tons capacity each, steel slings, special slings for loading nickel, etc. This equipment (excluding ship's tackle) is the only gear available for loading or discharging at this sub-port.

Only two vessels can be loaded simultaneously, and operations of working two vessels simultaneously delays both operations owing to characteristics of this pier, which was constructed specifically for receiving mineral coal, general cargo, fuel, oil, ammonia, and to ship nickel or other type of heavy material. Pier lacks necessary railroad tracks to ship sugar as are found in other ports which have been assigned to this purpose.

No cargo operations are carried out in the bay.

**STEVEDORES:** Loading or unloading of general cargo, nickel, mineral coal, etc., is performed by port workmen of sub-port of Nicaro.

Raw sugar-loading rate. At present, average loading rate in a period of 4 hours per gang, is about 1,330 bags.

Bags per sling (Guatemala sugar): 6 bags of raw sugar (of 220-pound type) per sling. Nicaragua sugar: 6 bags of raw sugar (of 220-pound type) per sling. Sugar bags from sugar mills Guatemala and Nicaragua are transported from respective mills to Nicaro in railroad flat cars, already slinged.

Refined sugar. No refined sugar is exported.

General cargo discharging rate. General cargo of a fragile nature and careful handling: about 5 tons per gang hour. General cargo of sturdy nature and easy handling: about 20 tons per gang hour.

Bagged cargo: about 30 tons per gang hour.

Mineral coal: at present the shore crane is averaging 110 tons per hour.

Nickel: at an average of 800 bags (26 tons) per gang hour.

Bulk sugar: no bulk sugar equipment available. In those cases when bulk sugar operations are performed, the necessary equipment is obtained from sub-port of Preston.

Working periods in loading sugar: Monday to Friday, 0700 to 1100 and 1300 to 1700; Saturday 0700 to 1100 only; Sunday, no work is performed.

Labour legislation presently in force provides that the numbers of hours to be worked is 8 hours daily, from Monday to Friday, and hours on Saturday, for a total of 44 hours weekly.

**TANKERS:** No molasses or alcohol are loaded. Only fuel oil, liquid ammonia and gas oil are discharged. Average discharging of fuel oil at present is about 400 tons per hour. Liquid ammonia discharge averages about 27 metric tons/hour.

**MEDICAL:** Hospital at Nicaro offers good service to ships' crew members. In case of special attention, the patient can be taken to Holguin, where there are reliable specialists.

**FRESH WATER:** Delivered at North side of pier through pipe-line at average of 30 tons per hour. Delivered only during night time.

**FUEL:** Not available.

**REPAIRS:** Very minor repairs only.

**DISTANCES:** The nautical distance between Nicaro and Antilla for vessels drawing over 6 ft. draft is 24 miles. For small craft drawing less than 6 ft. the distance is 14 miles. By highway, 130 kms. from Nicaro to Antilla.

Sea transportation takes 1 hour 45 minutes, and highway 2 hours 30 minutes. There is a daily launch service between Nicaro and Antilla. Launch leaves Antilla 0930 arriving at Nicaro at 1130, and a launch leaves Nicaro at 0930 arriving at Antilla at 1130.

**AUTHORITY:** Sub-port of Nicaro is under Antilla Custom House jurisdiction. There is a Custom House Delegate at this sub-port, who acts as a Delegate of the Captain of the Port.

Vessels at Nicaro are handled by personnel of Antilla offices who visit Nicaro, and are located at Oficina de la Marina, tel. 216. In case this office is closed, these personnel could also be contacted through Customs House telephone of Nicaro.

**AGENT:** See "Antilla".

### (c) SUB-PORT OF FELTON:

**LOCATION:** This sub-port lies about 3 miles to East of Preston and about 1 mile to East of mouth of Mayari River.

**APPROACHES:** See "Antilla".

**PILOTAGE:** See "Antilla". Distance from point where Pilot boards to Felton Pier, 6 miles; to Cagimaya anchorage, 5 miles.

**CLEARANCE:** Vessels can proceed directly to Felton, as Port Authorities from Antilla are taken by launch to visit vessel at Felton Pier, or at sea in Cagimaya Anchorage.

**RESTRICTIONS:** No entry or sailing at night.

**MAX. SIZE:** Vessels of any length and draft can enter, but due to depth at pier they are limited to maximum 25 ft. forward and 26 ft. aft. It is recommended that ships not exceed 480 ft.

It is not necessary for ships entering Felton to wait for slack water.

There is a variation of 3 ft. between high and low tides.

**RADIO:** Ships can communicate with Felton by wireless via CLA, but it is recommended that ETA messages be given to Mambisas Antilla and simultaneously Mambisas Havana.

The means of communication between Felton and Antilla are telephone and telegraph.

**BERTHING:** No wharf. Vessel is secured to 3 dolphins about 40 ft. from shore. Distance between end dolphins, about 350 ft. Loading of manganese is by crane grab, and loading rate about 200 metric tons per hour.

There is one electric shore crane mounted on rails with a loading capacity of about 10 tons. This crane is movable and has wide field of operation. The booms have a length of 60 ft. If the grab is removed the crane can lift up to a maximum of 15 tons.

Loading manganese continues throughout 24 hours and 7 days a week.

Discharging operations consist of bulk fertilisers and fuel oil.

No cargo operations conducted in bay.

**MEDICAL:** No hospital available at Felton. Sick crew members are sent to Nicaro Hospital or to Hoguin.

**FRESH WATER:** Can be supplied, but it is recommended that requisition be made sufficiently in advance in order to store required amount in aqueduct tank. Any quantity can be supplied depending on time vessel remains in port. Average pumping rate about 20 tons per hour.

Delivered by pipe-line.

**FUEL:** Not available.

**REPAIRS:** Mechanic shop operated by mining industries, in which light work can be performed.
**AUTHORITY:** The Port Authorities are located at Antilla and visit Felton as necessary.
**DISTANCES:** Distance between Felton and Antilla is about 11 miles. Usual transportation is launch service. It takes about 1 hour 30 minutes from Felton to Antilla. No daily transportation between Felton and Antilla.
**AGENTS:** See "Antilla". Mail should be sent through Antilla's main office by registered mail. Spares by railway express to Antilla.

## BANES: 20.54 N. 75.41 W.

**PILOTAGE:** Vessels should pick up Pilot at 20°.53′ N., 75°.29′ W., one mile N.E. of Banes Canyon Lighthouse. Pilot station located at Embarcadero (Banes). Agent informs Pilot of ship's arrival by means of local telephone. Distance from point where Pilot boards vessel to pier is about 6 miles.
**RESTRICTIONS:** Entrance is through narrow channel with sharp turns where there is a strong current. For this reason vessels can only enter on slack water tide and during daylight. Assistance of tug necessary for entering and sailing. Bottom and banks are rock and coral. Depth about 60 ft.
**MAX. SIZE:** Maximum length due to characteristic of channel is of 360 ft. Due to insufficient water at pier, and in bay, ships are limited to draft 19 ft. forward and 23 ft. aft.

Average of about 2 ft. 4 in. between high and low tides.
**TUGS:** At present no tug available, but when needed same is requested from Antilla. Particulars of tug shown under Antilla information.
**RADIO:** Ships can communicate with port by wireless via CLA, but recommended that ETA message be sent to Antilla Agency, simultaneously advising Mambisas Havana.
**MEDICAL:** There is a hospital where sick crew members may be hospitalised.
**BERTHING:** Nicaragua Pier is only one for shipping sugar. Through same pier molasses are exported by 16-in. pipe-line with two connections. Fuel oil also discharged at this pier through 22-in. pipe-line. Vessels always dock portside to pier.

Pier has seven railroad tracks which reach end of pier, but no outlets at other end and when performing any movement, remaining flat cars must be taken out. Five tracks used for loading sugar in forward hatches; remaining two supply sugar to after hatches. This work performed by means of overhead electrical crane which can move along pier with maximum five slings. Slings are laid on pier and hoisted by ship's tackles.

No cargo operations performed at anchorage.
**STEVEDORES:** General cargo: No discharging operations performed at this port.

Raw sugar – Loading rate: 980 bags of sugar (of the 250-pound type) per four hours, per gang.

Bags per sling: 6 bags of raw sugar (of the 250-pound type) per sling.

Operation capacity: Only one ship can operate at one time.

Refined sugar: No refined sugar shipped by this port.

Bulk loading equipment: No thrower machines for bulk sugar, only four grates which are placed on square of hatch.

Working periods – loading sugar: Monday to Friday, 0700 to 1100 – 1300 to 1700; Saturday, 0700 to 1100 – 1300 to 1700; No work performed on Sunday.

Labour legislation presently in force provides that the number of hours to be worked is 8 hours daily, from Monday to Friday; and 4 hours on Saturday, for a total of 44 hours weekly.
**FUEL:** Not available.
**FRESH WATER:** Fresh water supplied, delivered by 3-in. diameter pipe-line, with average delivery 4 tons per hour.
**REPAIRS:** Sugar mill Nicaragua has machine shop which can carry out light repairs.
**AUTHORITY:** All port authorities located at this port.
**AGENT:** See "Antilla".

For information regarding ship's operations, Antilla Agency should be contacted. Antilla office personnel travel to Banes to attend vessels operating there. Any mail should be addressed to Antilla Agency. Spare parts by railway express.

## BARACOA: 20.21 N. 74.30 W.
### (Sub-ports: Moa and Punta Gorda)

**LOCATION:** Situated on North coast and extreme East of Cuba in Oriente province.
**PILOTAGE:** Pilots board vessels 2 miles off port. Pilot station located in Baracoa City. Distance from point where Pilots board vessels to operation place (anchorage) is about 2 miles.
**RESTRICTIONS:** Vessels can enter port only during daylight.
**MAX. SIZE:** Entrance channel straight – without turns. Vessels up to 400 ft. length and 28 ft. draft can enter through channel. Two to three feet rise of tide.
**TUGS:** Not available.
**RADIO:** Vessels can communicate with Baracoa by radio through Havana and Santiago de Cuba.
**STEVEDORES:** No pier at this port. Vessels anchor in bay for operations. Several barges, capacity 100 tons.

Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100 – 1300/1700.

Labour legislation presently in force provides that the number of hours to be worked is 8 hours daily, from Monday to Friday, and 4 hours on Saturday, for a total of 44 hours weekly.

Discharge rate: about 80 tons daily per gang.
**MEDICAL:** There is a general hospital for sick crew.
**FUEL/FRESH WATER/REPAIRS:** Not available.
**AUTHORITY:** Port Authorities located at Baracoa. They have Delegation at Sub-port of Moa.
**AGENTS** (Sub-agency): Empresa Nacional de Cabotaje, Calle 1ro. de Abril No. 14, PO Box No. 27, Baracoa, Oriente, Cuba. Cable: "Simon Baracoa".

When needed to obtain information regarding ships operating at Moa or Punta Gordo, sub-agency at Baracoa should be contacted. When office closed, telephone number 81 should be called.

**SUB-PORT OF MOA** (Moa Bay): 20.41.15 N. 74.52.30 W.
Vessels can proceed directly to sub-ports of Moa and Punta Gorda where they are visited by Customs Authorities.
**APPROACHES:** Entrance channel is straight and bottom is sandy. At both sides of entrance there are reefs and shoals.
**PILOTAGE:** Pilots board vessels at Moa Port mouth which is distant about 2 miles from entrance. Pilot station located at Punta Gorda at distance of about 5 miles from port entrance. Distance from point where Pilot boards vessel to Darsena de Moa (pier) is about 4 miles; to Moa Anchorage about 2 miles.
**RESTRICTIONS:** Vessels can enter and sail from this sub-port only during daylight.
**MAX. SIZE:** Vessels can enter through channel up to Moa anchorage drawing up to 40 ft. and with length of 600 ft., but for docking at Moa pier, cannot enter with a draft over 28 ft. 6 in., and length of over 500 ft. At high tide vessels can enter drawing up to 30 ft.

Tidal variation: about 3 ft.
**TUGS:** Tug used at Moa for docking. Tug operated by Mining Enterprises.
**RADIO:** Government Radio Station at Moa with communication to Baracoa. At Baracoa there are long-distance telephone communications as well as Inalambrica service.
**BERTHING:** Only one pier (La Darsena) where vessels drawing up to 28 ft. 6 in. and with a length of about 500 ft. can be accommodated. This pier is used for discharge of raw material for the nickel plant and fuel oil, also for loading nickel.

No cargo operations in the bay.
**STEVEDORES:** Generally work is performed from 0700 to 2300.

Cranes: Several types of cranes: Bucyrious, Eric and Manitowk which have lifting capacity of about 75 tons.

Loading/discharging operations: Raw material for the nickel plant is imported as well as fuel oil. Nickel concentrate is exported.

Loading/discharging rate – Nickel (in containers): loaded at a rate of approximately 30 tons per hour-gang.

Sulphur: Discharging about 1,200 tons in the period from 0700 to 2300.

Fuel oil: Discharged at an average of about 3,200 barrels per hour.
**MEDICAL:** Industrial Hospital where crew members can be hospitalised. General Hospital at Baracoa.
**FUEL:** Not available.
**FRESH WATER:** Delivery at rate of about 15 tons per hour.
**REPAIRS:** There are machine shops at nickel plant where small emergency repairs can be performed.
**AUTHORITY:** Port Doctor, Customs and Port Captain Delegations at this sub-port. Immigration Delegate is the same one who attends vessels at Baracoa and other sub-ports. Vessels can proceed directly to Moa where they are cleared, by Port Authorities. Means of transportation from Baracoa to Moa or other sub-ports are: air, launch and overland (jeep). Customs House inspectors travel from Moa to Baracoa.

Baracoa to Moa about 32 miles distant. Following services used: by plane, 20 minutes; by launch, 6 hours; by jeep, 5 hours. No regular services.
**AGENT:** See "Baracoa".

When vessel at sub-port of Moa, instructions should be given through Baracoa Sub-agency (cable address: "Simon" Baracoa).

**SUB-PORT OF PUNTA GORDA:** 20.38.30 N. 74.51.15 W.
**APPROACHES:** Entrance channel for Punta Gorda same as for Moa channel, continuing to Punta Gorda, but following a winding course.
**RESTRICTIONS:** Vessels can enter only during daylight.
**PILOTAGE:** Pilots board vessels at Moa port mouth. Pilot station located at Punta Gorda at a distance of about 5 miles from port mouth.

Distance from point where pilot boards vessel to the anchorage (loading place) is about 4½ miles.
**MAX. SIZE:** Maximum draft permitted, 28 ft. and length not exceeding 440 ft. Tidal variation, 3 ft. maximum.
**TUGS:** One tug which tows 1 or 2 barges as necessary. Work performed day and night.
**RADIO:** Through Simon – Baracoa by Inalambrica (cable).
**LOADING:** Anchorage where vessels can load up to a maximum length of 440 ft.
**STEVEDORES:** Chrome, at average loading rate of 1,000 tons (approx.) per day of 24 hours. Loading operations carried out at anchorage. There are 4 barges which have total capacity 600 tons.
**MEDICAL:** No hospital at Punta Gorda. Crew members can be attended to at Moa or Baracoa Hospital.
**FUEL/REPAIRS:** Not available.
**FRESH WATER:** No water available but can be supplied at Moa pier (Darsena).

**AUTHORITY:** Customs Delegation at this sub-port. Vessels can proceed directly to Punta Gorda. Port Authorities from Baracoa travel to Punta Gorda for clearance. Moa Port Doctor clears vessels at Punta Gorda. From Baracoa to Punta Gorda, following ways of transportation used: air, launch and overland, which takes 20 minutes, 5 hours and 4½ hours respectively. No regular transportation.

**AGENT:** Baracoa sub-agency personnel attend vessels operating at Punta Gorda.

Instructions from Havana should be given through Baracoa Sub-agency (cable address: "Simon" Baracoa).

## CAIBARIEN: 22.32 N. 79.28 W.

Operations carried out at Cay Frances anchorage by lighters, at distance of 16 miles from City of Caibarien.

**PILOTAGE:** Pilots board vessels ½ mile from Catalina buoy (entrance) of Cay Frances anchorage. Pilot station located at Cay Frances at place known as Punta del Asta. Usual means of communication is radio-telephone, which is available at Port Captain's Office in Cay Frances, close to pilot station. Advice also given by motor-launch.

Distance from point where pilots board vessels to:
Inner anchorage (La Caldera) – 2 miles
Outer anchorage (La Poza) – ½ mile
Outer anchorage (Port Buoy) – at same place where Pilots board vessels.

**ANCHORAGES:** Cay Frances anchorage easily accessible, free of shoals and reefs. Bottoms at anchorage "Caldera" and "Poza" are mud and sand. Bottom at third anchorage (port buoy anchorage) is stone, but free of reefs.

Vessels can enter or sail Cay Frances anchorage with any length and with maximum draft up to 35 ft. When vessels draw less than 20 ft. they proceed to inner anchorage (La Caldera); over 20 ft. and up to 26 ft. to the outer anchorage (La Poza); and those over 26 ft. proceed to third anchorage (port buoy).

Following Regulations must be observed during vessels stay at Cay Frances road:

(1) Vessels arriving with draft of 19 ft. 6 in. or less:

(*a*) All ships arriving with draft of 19 ft 6 in. or less must proceed to inner anchorage and remain in this anchorage until reaching draft of 20 ft. even keel.

(*b*) Any Master refusing proceed to inner anchorage with draft of 19 ft. 6 in. or less, incurs penalty of extra charge of about seven cents on each bag of sugar delivered in port (payable to crew of sugar barges employed in transportation of cargo from shore warehouse to anchorage at Cay Frances).

(2) Shifting or changes of anchorages:

(*a*) Vessels must remain at place where official Pilot orders anchoring.

(*b*) Not permitted to shift or change from place indicated by official Pilot of the port without authorisation from Custom House Officer-in-charge on board the vessel. All shifts and changes to be done only under supervision and command of local Pilot.

(*c*) Master will notify Custom House Officer on board when shiftings or changes of anchorages places required.

In event aforementioned orders not followed or observed by Ship's Master and/or ship's officers, a penalty or fine minimum $500 (five hundred dollars) will be charged to the vessel, and will have to be paid by Master prior to departure from this port. Besides penalty, no cargo will be delivered to ship anchored in any other place, other than indicated by local Pilot.

Vessels can enter during day and night time.

**TUGS/BARGES:** It is not necessary to use tug for entering/sailing, but following tugboats which used for towing barges.

| *Tug Name* | *Length* | *Speed* | *H.P.* |
|---|---|---|---|
| Gonzalez Lines | 75 ft. | 8/9 kn. | 250 |
| Cmdte. Fajordo | 55 ft. | 8/9 kn. | 300 |
| Jose Marti | 60 ft | 8/9 kn. | 180 |

**BARGES:** Following barges available:

| *Name* | *Capacity Bags* | *Capacity Approx Long Tons* |
|---|---|---|
| Transporte No. 1 | 2,860 | 328 |
| Transporte No. 4 | 2,860 | 328 |
| Transporte No. 3 | 2,860 | 328 |
| Transporte No. 8 | 2,860 | 328 |
| Transporte No. 10 | 2,860 | 328 |
| Transporte No. 11 | 2,860 | 328 |
| Patana Punta Alegre No. 1 | 2,860 | 328 |
| Patana Cadagua | 2,860 | 328 |
| Patana Victoria | 2,860 | 328 |
| Patana Americana No. 2 | 3,640 | 417 |
| Patana Miriam Lourdes | 2,080 | 240 |
| Lanchon Antonio | 2,080 | 240 |
| Lanchon Marcelo | 2,080 | 240 |
| Lanchon Emilio | 2,080 | 240 |
| Lanchon Armando | 2,080 | 240 |
| Lanchon Dolores | 1,040 | 120 |
| Lanchon Juanita | 1,040 | 120 |
| Lanchon Laura | 845 | 97 |
| Lanchon Marianela | 845 | 97 |
| Lanchon Gloria | 715 | 82 |
| Lanchon Elvira | 680 | 78 |
| | 45,945 | 5,163 |

**STEVEDORES:** Sugar working periods: Monday to Friday 0700 to 1100 (presently labourers continue working from 1200 to 1600 but the official periods are from 0700 to 1100). Sunday, no work is performed unless urgent.

Loading rate: About 1,000 bags of raw sugar per gang-period. For each gang, not less than 1,950 bags are placed alongside vessel for each 8 hours working period.

For vessel able to make faster reception, it is possible some days for about 3,000 bags to be loaded.

Bags per sling: 5 bags per sling loaded.

Work capacity: 2 vessels can be operated simultaneously.

General cargo: Only empty jute bags imported and discharging rate approximately 20 tons per gang hour.

**TANKERS:** Only blackstrap molasses exported by this port. When tankers arrive drawing less than 20 ft. or in ballast, they dock at Ponton or Hulk *San Pascual*, proceeding generally to complete at another port.

On other occasions they are shifted from Ponton (Hulk) *San Pascual*, to outer anchorage "La Poza" where they complete cargo, which is delivered by barges.

Average pumping rate 55,000 gallons per hour.

**RADIO:** Vessels can communicate with Caibarien through Government Wireless Telegraphy Station but it is surer and quicker for any communication from vessel to be given through radio-telephone.

For use of wireless telgraphy, service of Inalambrica is preferable.

Means of communication between Caibarien and Cay Frances: radio telephone.

Following tugs equipped with radio telephone: Comandante Gonzalez Lines, Comandante Fajardo and the motor launch *Yolanda*. Also radio telephone at Ponton (Hulk) *San Pascual* and at Port Captain's Office.

All tugs and motor-boats equipped with radio-telephone and communicate with Port Captain's Office are Caibarien and Empresa Consolidada de Terminales Mambisas. Official hours of communications are 0800, 0900, 1100, 1400, 1530 and 1600. After these hours, other communications can be made when needed, upon request.

At Caibarien are following means of communication: National Wireless Telegraphy, Inalambrica, long-distance telephone and Post Office. Services are from 0800 to 2000. Telephone service is permanent.

**MEDICAL:** There is a hospital at Caibarien for sick crew members.

**FRESH WATER:** Any amount of fresh water can be supplied by means of barges which are towed from Caibarien docks to Cay Frances anchorage. Barges are equipped for this purpose. Average rate of delivery is about 5 tons per hour.

**REPAIRS:** Minor repairs only. Repair shops at Caibarien, but due to distance from Caibarien to Cay Fances, it is difficult and expensive to perform repairs.

**AUTHORITY:** All port authorities located at Caibarien 16 miles from Cay Frances anchorage, where they travel by launch or motor-boat to clear vessels.

**AGENT:** Empresa Consignatarias Mambisas, Street 4 No. 305 (2nd floor), PO Box 72, Caibarien, L.V. Tel.: 3–1805 from 0700 to 1900 (night: 3–4785).

## CARDENAS: 23.03 N. 81.12 W.

**PILOTAGE:** Pilots board vessels in vicinity of Cayo Piedras.

Pilot station at Cardenas. Distance from where Pilot boards to the pier is 16 miles, and to Cayo Diana 6 miles.

**APPROACHES:** Cardenas channel in bay has muddy bottom. Exterior channel has rocky and sandy bottom, is artificial channel, no dangerous narrows.

**MAX. SIZE:** Official draft for port 20 ft. 6 in., but due to quantity of mud deposited in channel, Pilots have advised that vessels are only permitted enter and sail with draft not over 19 ft. and length approximately 560 ft. Variation of approximately 2 ft. between high and low tides.

**RESTRICTIONS:** Vessels only permitted enter or sail from port during daylight. Channel entrance to berth, 3 hours steaming, therefore vessels must enter or sail at least 3 hours before sunset.

**ANCHORAGES:** *Cayo Piedra de Afuera Anchorage:* Outer anchorage. Maximum draft 38 ft. Swinging area over 500 ft. Open to winds of 1st and 4th quadrants.

*Cayo Piedra de Adentro Anchorage:* Inner anchorage. Minimum depth 29 ft. Swinging area 500 m. Maximum draft 26 ft. Open to Northern winds.

*Los Meritos Anchorage:* Inner anchorage. Minimum depth 30 ft. Swinging area 400 m. Draft limited to 20 ft. at low tide.

At "La Poza de Cayo Diana" there are three official anchorages:

*Explosivo Anchorage:* 23° 10′ 22″ and 81° 08′ 56″ W. Minimum depth 27 ft. Swinging area 300 m.

*Cuarentena Anchorage:* For vessels drawing over 15 ft. 23° 11′ 5″ N. 81° 08′ 17″ W. Minimum depth 23 ft. Swinging area 350 m.

*La Poza Anchorage:* Minimum depth 29 ft. Swinging area 750 m. Maximum draft limited to the Port Official draft. Well sheltered.

Anchorages in Bay:

*Cuarentena Anchorage:* For vessels drawing 15 ft. or less 23° 06′ 58″ N. 81° 10′ 48″ W. close to Port inner anchorage. Minimum depth 16 ft. Swinging area 33 m.

*Official de Bahia Anchorage:* Minimum depth 15 ft. Maximum draft at high tide 15 ft. Swinging area 900 m.

**TUGS:** Normally tug not required to assist berthing, but when vessels have to berth head to shore, assistance of tug is necessary.

**BERTHING:** Loading/Discharging Place – Pier: Maximum drafts: N.W. side (fore): 19 ft., (aft) 17 ft. 6 in. S.W. side (fore): 18 ft. Aft end not used for large vessels. Pier has double railroad tracks of standard gauge.

Operations in Bay: At present, no cargo operations in the bay are performed, although there is a fleet of nine lighters numbered from one to nine, with a loading capacity of 150 tons each (1,300 bags of the 250-pound type).

**STEVEDORES:** Export of refined sugar and alcohol. No general cargo operation performed at present. No shore crane available.

Working periods: loading sugar from Monday to Friday 0700/1100–1300/1700; Saturday 0700/1100; Sunday: no work performed.

When vessel does not achieve daily rate during regular hours, work is carried out from 1900 to 2300.

Raw sugar loading rate: about 1,138 bags (of the 220-pound type) loaded per 4 hours per gang. This is not a fixed rate out when exceeded stevedores to be paid extra. Bags per sling: 4 bags of raw sugar (of the 220-pound type) loaded per sling.

Capacity: Normally three vessels can be operated simultaneously.

Refined sugar: about 2,500 bags (of the 100-pound type) or 2,272 bags of 50 kilos, loaded per 4 hours per gang period. This is not a fixed rate, but when it is exceeded an additional payment must be made. Bags per sling: 8 bags (of the 50-kilo type and 100-pound type) loaded per sling. For those weighing 100 kilos, 4 bags loaded per sling.

Bulk: Only grates are available for loading bulk sugar.

**RADIO:** Ships can communicate with port by R.C.A. radio.

**TANKERS:** Average pumping rate of alcohol about 50,000 gallons per hour.

**MEDICAL:** Cardenas General Hospital and a clinic.

**FRESH WATER:** Pier has tank which receives water direct from aqueduct, but not sufficient to supply large quantity to ships. When necessary to deliver more than 80 tons, tank cars must be used to deliver additional quantities at the pier. Any quantity of water can be delivered using tank cars, but order must be placed 48 hours in advance.

Average delivery rate about 20 to 30 tons per hour.

**FUEL:** Not available.

**REPAIRS:** Repair shop named "Jose Valdes Reyes" where light repairs can be performed.

**AUTHORITY:** All port authorities located at Custom House building.

**AGENT:** Empresa Consignatarias Mambisas, Agencia Cardenas, 1ra. Avenida y Calle 4, Cardenas, Matanzas. Tel. 2847 (night: 4830).

## CIENFUEGOS: 22.09 N. 80.27 W.

Including sub-port of Casilda (Port Trinidad), and sub-port of Tunas de Zaza:

**PILOTAGE:** Pilots board vessels one mile to South of Faro de los Colorados. Pilot station situated at Castillo de Jagua, at entrance of port. Distance from point where Pilots board vessels to the piers about 7 to 8 miles.

At entrance channel there are two sharp turns at Pasa Caballos and West part of Cayo Carenas.

Vessels permitted enter and sail from port day or night.

**ANCHORAGES:** General Anchorage and North Anchorage: minimum depth at both anchorages 40 ft.

At N.E. part of General Anchorage (narrowest portion), vessels with a length of 560 ft. normally anchor with three shackles of chain in water, swinging easily with over 30 ft. draft aft.

Larger vessels can be accommodated at S.W. part of General Anchorage, where swinging area larger, and depth deeper. Minimum depth 48 ft.

When piers are occupied, loading or discharging operations can be performed at anchorage. There are 9 barges available, capacity 150 tons each, 3 tugs, *Julia, Ramona* and *Granie*. Each tug can tow two barges.

**MAX. SIZE:** Maximum length with which vessels can enter port is 700 ft. with draft up to 37 ft., making use of the best conditions, such as slack water, and daylight. Tidal variation about 1 ft. 6 in.

**BERTHING:** *Cacicedo Pier:* Drafts: 24 ft. fore, 25 ft. aft. Pier length: 385 ft.

*Mooring Berth Standard:* Minimum depth in all area of 45 ft.

*Naticorp:* For vessels up to 613 ft. length, drafts up to 29 ft. fore and 30 ft. aft. For vessels up to 550 ft. length, drafts up to 29 ft. 6 in. fore, and 30 ft. aft. Vessels secure to 4 mooring dolphins.

*Ferrocarril Pier* (*West Side*)*:* For tankers (discharge) length up to 620 ft., drafts: 27 ft. fore, 29 ft. aft. Pier length: 300 ft. For vessels (dry cargo) loading, up to 560 ft. length, draft: 27 ft. fore and 29 ft. aft. (East side) – Maximum length for vessels loading/discharging 560 ft. with a draft up to 27 ft. fore and 29 ft. aft. Pier length: 240 ft.

*Terminal Maritima Pier* (installation of mechanical equipment for bulk sugar shipments): Length 558 ft. Draft fore 32 ft., aft 33 ft.

Wharves have railroad tracks. Transportation by trucks can also be effected. No double tracks.

Operation capacity: four vessels can operate simultaneously, two at Ferrocarril Pier, one at Terminal Maritima, and one at Cacicedo Pier.

**TANKERS:** Molasses pumping rate:
Plant N.A. 60/100,000 gallons per hour.
O.T. 25/35,000 gallons per hour.
C.D. 25,000 gallons per hour.

**STEVEDORES:** Working Periods – Sugar:

From Monday to Friday: 0700/1100 – 1300/1700; Saturday: 0700/1100 – 1300/1700; Sunday: Subject to Agreement.

General Cargo: 0700/1100 – 1300/1700 – at night time subject to agreement.

Sugar Loading Rate: About 1,350 raw sugar bags (of the 250 pound type) per 4 hours gang period. Presently no bagged sugar is being shipped, but only sugar in bulk through mechanical equipment.

Bulk Sugar Shipments: Through new mechanical installation located at Terminal Maritima.

Sugar Bags per sling: Six sugar bags (of the 250 pound type) loaded per sling.

Cargo Discharging Rate: General cargo about 110 tons per gang/per day. Fertilisers, about 110 tons per gang per day.

Shore Crane: Not available.

**RADIO:** Vessels communicate with Cienfuegos by radio through Havana-Santiago, and when close to port, through local Custom House communication.

Suggested that ETA messages be given sufficient time in advance to Mambisas – Cienfuegos and to Mambisas – Havana – simultaneously.

To communicate with Casilda only, long distance telephone and telegraph can be used. With Tunas de Zaza, by telegraph only. Cienfuegos has airport, railroad, sea radio, telephone and telegraph. R.C.A., Western Union and Inalambrica operate at Cienfuegos.

**MEDICAL:** Two hospitals, General Hospital and Mutualist Clinic (formerly Sanatorio de la Colonia Espanola), where sick crew members can be hospitalised.

**FUEL:** Barge capacity for delivering fuel oil is 250 tons. Fuel can also be delivered at former Standard Dock. For delivering regular diesel oil, Ferrocarril dock is to be used, as the barge is out of service.

**FRESH WATER:** Vessels can be supplied with fresh water delivered by barges. Water barge capacity 250 tons. When delivered during overtime hours or on Sundays, 50% increase.

**REPAIRS:** Repair shop available, but can only carry out winch repairs and other light work.

**AUTHORITIES:** All port authorities are located at port of Cienfuegos.

From Cienfuegos to Casilda and Tunas de Zaza, following transportation can be used: railroad, trucks, barges.

It takes from 2 to 5 hours, according to transport conditions, to travel from Cienfuegos to Casilda or Tuna de Zaza.

Distance, by sea, from Cienfuegos to Casilda 45 miles; to Tunas de Zaza 80 miles. Suggested that railroad or highway be used to travel from Cienfuegos to Casilda or Tunas de Zaza. There is daily omnibus and auto service from Cienfuegos to Casilda and Tunas de Zaza.

**AGENTS:** Empresa Consignatarias Mambisas, Agencia Cienfuegos, Avenida 50 2712, POB 420. Tel. 5718 – 6422 (Night: 6715).

Recommended that all correspondence or instructions be sent through Havana main office. Cienfuegos Agency attends ships that operate at Casilda and Tunas de Zaza. For any information concerning vessels operating at these sub-ports, Cienfuegos Agency should be contacted.

## SUB-PORT OF CASILDA: 21.45 N. 79.59 W.

(This is loading port for Trinidad, three miles from Casilda)

**PILOTAGE:** Vessels should pick up Pilots at Cayo Blanco. Distance from point where Pilots board vessels to pier is 9 miles.

Entrance channel to Casilda has muddy bottom, with dangerous "S" shaped turn.

**ANCHORAGE:** Draft 25 ft., swinging area 2½ miles.

**RESTRICTIONS:** Vessels can enter and sail during day-time only.

**MAX. SIZE:** Vessels can enter and sail with maximum draft of 25 ft. and length of 512 ft. (Pilot advises it is possible to operate vessels with length up to 565 ft.) Tidal variation about 2 ft.

**TUGS:** None.

**BERTHING:** (Dry cargo) Pier length 520 ft., depth 25 ft. (Tankers) Berth length 390 ft.

**STEVEDORES:** Working periods:

Monday to Friday 0600/1000–1200/1600; Saturday 0600/1000–1200/1600; Sunday when necessary, same periods.

Raw sugar loading rate: 1,200 sugar bags, loaded per gang per day. Bags per sling: 6 sugar bags per sling. Operation capacity: only one vessel can operate.

Refined sugar loading rate: 1,500 bags per gang per day. Bags per sling: 12 bags loaded per sling.

General cargo: No regular general cargo operations performed at this port.

Shore crane: No shore crane available.

Bulk sugar equipment: no bulk sugar equipment available.

Warehouses: 2 warehouses with capacity for storage of 70,000 bags of sugar. No. 1 (at the pier) 40,000 bags (250 L). No. 2 (at the Real Street) 30,000 bags.

**TANKERS:** Discharging pumping rate of fuel oil about 20,000 barrels. Alcohol and molasses not shipped.

**MEDICAL:** Sick crew members can be sent to General Hospital.

**RADIO:** Vessels can communicate with port through Havana Radio.

**FUEL/REPAIRS:** Not available.

**FRESH WATER:** Vessels can be supplied with fresh water, delivered by means of electric turbine at the pier. Delivered at average of 30 tons per hour.

**AUTHORITIES:** Port Captain, Custom Authorities and port Doctor travel from Trinidad to Casilda.

**AGENT:** If any information required regarding ships operating at Casilda, Cienfuegos Agency should be contacted.

Crew mail or any other mail should be sent to Havana main office, from where it is sent to Cienfuegos.

**SUB-PORT OF TUNAS DE ZAZA:** 21.37 N. 79.32 W.
Seaport of Sancti Spiritus. Port lies about 1¼ miles North of Point Ladrillo.

**PILOTAGE:** Pilot may board vessels either at Breton Channel or Tunas Channel.

Distance from point where Pilot boards vessel entering through Breton Channel to Tunas de Zaza anchorage is 8 miles. From place where Pilot boards vessel entering through Tunas Channel is 1½ miles. Pilot station for Tunas Channel, located at Cayo Zaza de Fuera. For Breton Channel, entrance of Breton, that is, 8 miles from anchorage.

**MAX. SIZE:** Two channel entrances for this port; one through Breton Channel, which is with turns, but not dangerous. Vessels can enter or sail through this channel drawing up to 29 ft. The other one through Tunas Channel, has no turns. Vessels can enter and sail through this channel drawing up to 22 ft. No length restrictions.

Tidal variation 1½ ft. Vessels can enter day and night.

**TUGS:** Three tugs: *Arturo, Don Juan*, and *Tuinicu*, which tow up to 6 barges.

**BERTHING:** At this port there are no piers. All operations are performed at anchorage with barges. Depth at (In) anchorage 24 ft. and 27 ft. (Out) 30 ft. For sailing with 22 ft. 6 in./24 ft. 8 in. and 29 ft. respectively.

There are 9 barges available for loading sugar with total loading capacity of 7,500 bags. Sugar loading rate: 1,500 bags per gang daily. Bags per sling: 6 sugar bags loaded per sling.

General cargo: No general cargo operations are performed.

Shore crane: No shore crane available.

Bulk sugar equipment: None.

**STEVEDORES:** Working periods – loading sugar: Monday to Friday 0600/1000–1200/1600; Saturday 0600/1100–1200/1600; Sunday: when necessary.

**MEDICAL:** For sick crew members, there is a general hospital at Sancti Spiritus.

**RADIO:** Via Radio Havana, for relay through Cienfuegos Agency.

**FUEL/REPAIRS:** None.

**FRESH WATER:** Vessels can be supplied by tugboat which carries 30 tons. Delivery average 30 tons per day.

**AUTHORITIES:** There are Custom House and Captain of the Port Delegations at this sub-port. Customs also acts for Immigration. Port Doctor located at Zaza del Medio.

Vessels can proceed directly to this sub-port where they are visited by port authorities. Means of transportation used by port authorities to give entry is by launch service.

At this sub-port Custom House and Captain of the Port have delegations, but not port Doctor.

**AGENT:** Vessels operating at this sub-port are attended by personnel from Cienfuegos Agency.

## GUANTANAMO: 19.59 N. 75.10 W.

**PILOTAGE:** Pilots board vessels at distance of one mile from Buoy No. 1 at port entrance.

Distance from where Pilots board vessels to: General anchorage: 7½ miles. "Boqueron" Pier: 7 miles.

**APPROACHES:** Wide entrance channel with mud bottom and free from navigational hazards.

**ANCHORAGE:** Maximum draft 25 to 27 ft. Swinging area 400 metres.

**MAX. SIZE:** Vessels can enter with maximum draft up to 19 ft. and length 500 ft. Tidal variation about 11 in.

**TUGS:** Not available.

**BERTHING:** Boqueron Pier: length 550 ft., depth at both sides 23 ft. Pier has 4 railroad tracks of standard gauge. Work not interrupted when shifting sugar railroad cars.

Distance from Caimanera to Boqueron Pier: 1¼ miles. From Caimanera to Boqueron there is daily transportation.

**STEVEDORES:** Sugar and molasses loading operations are carried out at this port.

Working periods loading raw sugar: From Monday to Friday 0700/1100–1300/1700; at night time whenever necessary. Saturday 0700/1100–1300/1700; at night time whenever necessary. Sunday: above-mentioned periods, whenever necessary.

Bagged sugar loading: 780 bags loaded per gang-period. Sugar bags per sling: 4 sugar bags per sling.

Capacity: Two vessels can load simultaneously at Boqueron Pier.

Raw sugar in bulk: Four complete sets of machines and 10 grates.

**TANKERS:** Molasses pumping rate average of about 35,000 gallons per hour.

**MEDICAL:** Clinic where sick crew members may receive attention.

**FRESH WATER:** Can only be supplied by Boqueron Pier but delivery is difficult as brought in railroad tankers from Guantanamo, which is distant about 30 kilometres. Tank cars capacity up to 20 metric tons. Maximum 150 tons can be delivered, but recommended that vessels be supplied with water at another port, delivery about 10 tons per hour. During harvesting of sugar, no water can be supplied.

**FUEL/REPAIRS:** Not available.

**AUTHORITY:** Port doctor located at Guantanamo. Other po authorities Custom House, Port Captain, Immigration, located a Caimanera.

**AGENT:** Consignatarias Mambisas, Carril entre Marine y Corre POB 5, Caimanera, Oriente. Tel. 23 (night: 36).

## HAVANA: 23.09 N. 82.21 W.

**PILOTAGE:** For requesting Pilot, in daytime or at night, ships sha use signals established in International Signal Code, also they ca direct light signal to Morro semaphore and make sound signals a intervals.

Pilot service is compulsory for all foreign ships more than 4 gross tons.

Master must inform Pilot: port of origin, illness of any person o board, or if ship is carrying explosive or easily inflammable materials in which case the ship shall be anchored in special berths and sha be under control of port authorities.

Any ship in port requiring immediate Pilot services should eithe call telephone numbers: 62–3602 or 62–2896; or hoist "G" Flag sound two prolonged blasts.

Pilots board vessels approximately one mile from port mouth although in some cases, especially at night time, they will go ou about three miles to meet incoming vessels.

Pilot station located at San Pedro St. No. 2. Telephones: 62–360 and 62–2896.

Distance from where Pilots board vessels up to port anchorage or wharves is about one mile.

**APPROACHES:** Vessels can enter during day and night. A entrance there is a strong current.

**MAX. SIZE:** Maximum draft in channel at low tide is 42 ft. Maximum draft in main anchorage is 33 ft., although on many occasions vessels cannot dock with this draft. Tankers can enter drawing up to 37 ft. as they take special course once they are inside bay. Tidal variation about 18 inches.

**RADIO:** Vessels can communicate through CLA radio.

**TUGS:** Following tugs available:

| *Name* | *Length* | *Speed* | *H.P.* |
|---|---|---|---|
| *Pinzon* | 20 m | 5 knots | 540 |
| *Raquel* | 14.95 m | 6 knots | 145 |
| *Chucho* | 12.40 m | 6 knots | 145 |
| *Antonio Briones* | 28.46 m | 12 knots | 860 |
| *Bick-C* | — | — | 179 |
| *Manuela* | 17.18 m | — | 325 |
| *Mariel* | 12.40 m | — | 165 |
| *Mayari* | 12.00 m | — | 165 |
| *Sara* | 14.80 m | — | 150 |
| *Triunfo* | 12.40 m | — | 147 |

**BERTHING:** (*a*) Andres Gonalez Lines Dock (former name Havana Coal): Dock used in discharge of bulk fertiliser and coal Length 1,090 ft., depths (from South to North) 22, 26, 26, 29, 30, 24, 2 19, 17, 19 ft. Maximum draft: 28/30 ft. dependent berth. Railroad tracks and overhead bulk discharge crane.

(*b*) Sierra Maestra Terminal (former name: Havana Dock Corp.) Terminal used in discharge and loading of general cargo, consists o three piers:

Pier No. 1 – North side (former name San Francisco): length 662 ft. width 210 ft., depths (from West to East) 19, 29, 30 ft. Maximum draft 30 ft. Vessels can berth without danger on 33 ft., but with part o vessel away from pier.

Pier No. 1 – South side: length 662 ft., width 210 ft., depths (from West to East) 21, 30, 38 ft. Maximum draft 30 ft. Vessels can berth without danger on 33 ft., but with part of vessel away from pier.

Pier No. 2 – North side (former name: La Machina): length 661½ ft. width 210 ft., depths (from West to East): 24, 30, 39 ft. Maximum draft 32 ft. Vessels can berth without danger on 33 ft., but with part o vessel away from pier.

Pier No. 2 – South side: length 602 ft., width 210 ft., depths (from West to East): 21, 30, 36 ft. Maximum draft 32 ft. Vessels can berth without danger on 33 ft., but with part of vessel away from pier.

Pier No. 3 – North side (former name Santa Clara): length 625 ft. width: 210 ft., depths (from West to East): 20, 30, 39 ft. Maximum draft 30 ft. Vessels can berth without danger on 33 ft., but with par of vessel away from pier.

Pier No. 3 – South side: length 562 ft., width 210 ft., depths (from West to East): 21, 30, 34 ft. Maximum draft 30 ft. Vessels can berth without danger on 33 ft., but with part of vessel away from pier.

All three piers have railroad sidings connecting with main tracks are also suitable for truck operations.

(*c*) Margatiro Iglesias Terminal (former name: Paula Piers) Terminal is used in discharge and loading of general cargo, consists of three piers:

Pier No. 1 – North side: length 443 ft., width 118 ft., depth (from East to West) 27 ft. at bay end or East side of pier; 17 ft. at centre and 12 ft. at West or shore end. For some years no operations have been performed at this pier. Maximum draft 20 ft. Vessels can dock without danger on 23 ft., but with part of vessel away from pier.

Pier No. 1 – South side: length 443 ft., width 118 ft., depths (from East to West) 26 ft. at bay end or East side of pier; 24 ft. at the centre and 8 ft. at West or shore end. Maximum draft 20 ft. Vessels can dock without danger on 23 ft., but with part of vessel away from pier.

Pier No. 2 – North side: length 443 ft., width 118 ft., depth (from East to West): 27 ft. at bay end or East side of pier; 20 ft. at centre and 1 ft. at West or shore end. Maximum draft 20 ft. Vessels can dock without danger on 23 ft., but with part of vessel away from pier.

Pier No. 2 – South side: length 443 ft., width 118 ft., depth (from East to West) 27 ft. at bay end or east side of pier; 22 ft. at centre and 13 ft. at West shore end. Maximum draft 20 ft. Vessels can dock without danger on 23 ft., but with part of vessel away from pier.

Pier No. 3 – North side: length 443 ft., width 118 ft., depth (from East to West): 26 ft. at bay end or East side of pier, 24 ft. at centre and 11 ft. at West or shore end. Maximum draft 18 ft. Vessels can dock without danger on 20 ft., but with part of vessel away from the pier.

Pier No. 3 – South side: length 443 ft., width 118 ft., depth (from east to West): 25 ft. at bay end or East side of pier; 17 ft. at centre and 10 ft. at West or shore end. Maximum draft 18 ft. Vessels can dock without danger on 20 ft., but with part of vessel away from the pier.

All three piers have railroad sidings connecting with the main tracks; are also suitable for trucking operations.

Breadth between piers: 123 ft.

(*c*) Havana Central Pier: Pier used in discharge and loading of general cargo. North side: length 434 ft., width 200 ft., depth (from East to West): First 400 ft. of pier has draft of 31 ft. at bay end or East side; 29 ft. at centre and 26 ft. at West shore end. Remaining length must be disregarded due to shallowness of water. Maximum draft 28 ft. Vessels can dock without danger on 30 ft., but with part of vessel away from the pier.

South-side: length 480 ft., width 200 ft., depth (from East to West): 28 ft. at bay end or east side; 26 ft. at centre and 19 ft. at west or shore end. Maximum draft 27 ft. Vessels can dock without danger on 28 ft., but with part of vessel away from pier.

(*d*) Aracelio Iglesias Terminal (former name: Norguly Terminal): Terminal used in discharge and loading general cargo, consists of a dock and a pier. Dock (Warehouse): length 573 ft., width 44 ft., depth (from North-east to South-west) 26 ft. at North-east end, 23 ft. at centre and 20 ft. at South-west end. Maximum draft 27 ft. if vessels berth starboard side to dock.

Pier – North side: length 518 ft., width 104 ft., depth (from East to West): first 500 ft. of dock 37 ft. at East or bay end, 30 ft. at centre and 24 ft. at shore or West end. Maximum draft 30 ft.

Pier – South side: length 449 ft., width 104 ft., depth (from East to West) 34 ft. at East or bay end, 34 ft. at centre and 27 ft. at West or shore end. Maximum draft 32 ft.

Dock and pier have railroad sidings connecting with main track; also suitable for trucking operations.

(*e*) Juan Manuel Diaz Terminal (former name: Ward Line Terminal): Terminal used in discharge and loading general cargo, consists of 2 docks and 1 pier. Dock (Warehouse) No. 3: length 521 ft., width 56 ft., depth (from North-east to South-west) 21 ft. at north-east end, 22 ft. at centre and 20 ft. at South-west end. Maximum draft 24 ft. if vessels berth starboard side to dock.

Pier – North side: length 500 ft., width 125 ft., depth (from East to West) first 450 ft. of pier: 35 ft. at bay end or east side, 30 ft. at centre and 20 ft. at West or shore end. Maximum draft 28 ft.

Pier – South side: Length 530 ft., width 125 ft., depth (from East to West): first 480 ft. of pier: 33 ft. at bay end or East side, 30 ft. at centre and 24 ft. at shore or West end. Maximum draft 33 ft.

Dock (Warehouse) No. 2: length 481 ft., width 31 ft., depth (from North-east to South-west): 21 ft. at North-east end, 22 ft. at centre and 26 ft. at South-west end. Maximum draft 24 ft. if vessel berths port side to dock.

Both dock and pier have railroad sidings connecting with main track; also suitable for trucking operations.

(*f*) La Coubre Dock (former name: Pan American Dock): Dock used in discharge and loading general cargo, consists of dock and pier. La Coubre Pier: Length 390 ft. Width: 49 ft. North side of pier was customary berth of ferries, depth of narrowest part (emboque) being 22 ft., and depth along pier, from shore to bay, being 19, 25, and 28 ft. Depth at South side of pier 20, 27, 22 ft., but at present no operations performed on this side.

La Coubre Dock: In front of Warehouse No. 1, depth from North to South, of 20/23 ft. In front of warehouse No. 2, depth of 22/27 ft. from North to South. Maximum draft 25 ft. in front of warehouse no. 1, and in the centre, 23 ft. in front of warehouse no. 2.

No railroad sidings, but suitable for trucking operations.

(*g*) Tallapiedra Dock (former name: Tallapiedra): Dock used in discharge of lighters. Dock Tallapiedra (Corrido): length 453 ft., depth (from North-east to South-west) 14 ft. at North-east end, 19 ft. at centre and 15 ft. at South-west end.

No warehouses nor railroad sidings and only suitable for trucking operations.

(*h*) Antonio Guiteras Dock (former name: Havana Electric Dock): Dock used in discharge of heavy lifts from lighters discharged by vessels performing operations in the bay. Length 847 ft., depth (starting from Tallapiedra Pier No. 2) 26, 21, 21, 18, 11 ft. Dock was formerly used by tankers discharging fuel for Electric Plant. A lighter, 40 ft. wide, was used to breast off the ship, which was berthed starboard side to dock, drawing up to 28 ft. bow laying in the mud. If no lighter used, vessels drawing up to 23 ft. only can berth.

(*i*) Osvaldo Sanchez Dock (former name: Atares-Vaccaro Docks): Docks used mainly in discharge of lumber.

Dock No. 1 (formerly Atares): length 428 ft., width 30 ft., depth (from North-east to South-west) 22 ft. at North-east end, 23 ft. at centre and 24 ft. South-west end. Maximum draft 24 ft. (berthing port side to dock).

Dock No. 2 (formerly Vaccaro): length 511 ft., width 30 ft., depths (from North-east to South-west): 26, 21. 21, 17 ft. Maximum draft 25 ft. Berthing starboard side to dock, bow touching bottom. No railroad sidings but suitable for trucking operations.

(*j*) Melones Dock: Dock has installation for discharge of fuel oil, as well as overhead crane for discharge of fertilisers and coal. Length 718 ft., width 35 ft., depth (from North-east to South-west) 18 ft. at North-east end, 13 ft. at centre, and 10 ft. at South-west end.

Dock does not have railroad siding or warehouses, although is suitable for trucking operations. Not at present in operation, due to shallow draft.

(*k*) Puerto Pesquero de la Habana (Havana Fishery Port): Pote Dock, Hacendados Pier and Hacendados Dock have been completely rebuilt forming as a whole "El Puerto Pesquero de la Habana" (Havana Fishery Port). Present depths 23 ft. When completed, drafts should be 26 ft., with exception of that portion which was Hacendados Dock where draft will be 24 ft. Presently vessels are operating at this terminal, but no definite data can be given regarding forms of operation until work officially completed.

Dock No. 1 – Length 738 ft.
Dock No. 1 – Length 853 ft.
Dock No. 2 – Length 505 ft.
Dock No. 3 – Length 738 ft.
Dock No. 4 – Length 450 ft. (not yet completed)

(*l*) Terminal Maritima Pesquera Dock: North side: length 714 ft., depth 32·5 ft., South-east side: length 685 ft., depth 28/26 ft.

Terminal Maritima: Dock in North-east/South-west direction, is of very recent construction and used in discharge and loading of general cargo. Length 1,747 ft., width 72 ft. Depths from 33/35 ft. Maximum draft 31 ft. 5 in., but vessels can dock without danger on 33 ft.

(*m*) Manuel Porto Pena Terminal (formerly Burrus Docks, Begueristain Dock, Auxiliar Maritima Dock and Regla Coal Dock): Terminal consists of following docks:

Manuel Porto Pena (Burrus): Dock used in discharge of bulk grains. Equipped with elevator and silos, having storage capacity of approximately 20,000 tons which permits discharging rate, under normal circumstance, of about 1,200 tons per day. Length 500 ft., width 26 ft., depths (from South-east to North-west) 26, 30, 29, 27 ft. Maximum draft 30 ft. 6 in. vessels remaining 2 metres off the dock, but vessels dock without danger on 31 ft. remaining 3 metres off the dock.

(*n*) Manuel Porto Pena No. 1 (formerly Begueristain): Dock used in discharge and loading of general cargo and sugar. Length 315 ft., width 35 ft., depths (from South-east to North-west): 23, 23, 25, 27 ft., maximum draft 26 ft., ship remaining separated from the pier. Dock has railroad sidings and is also suitable for trucking operations.

(*o*) Manuel Porto Pena No. 2 (formerly Auxiliar Maritima); Dock used in loading of sugar and discharge of general cargo. Length 447 ft., width 35·7 ft., depths (from South-east to North-west): 26 ft. at South-east end, 25 ft. at centre and 27 ft. at North-west end. Maximum draft 28 ft., ship remaining separated from pier, but vessels can dock without danger on 29 ft., by loosening moorings and slipping away from dock during loading.

Dock has no warehouse, although equipped with railroad sidings, is suitable for trucking operations, and has installations for discharge of fuel oil.

(*p*) Manuel Porto Pena No. 3 (formerly Regla Coal): Dock used in discharge and loading of general cargo: length 779 ft. Width 30 ft. depths (from South-east to North-west) 25 ft. at South-east, 26 ft. at centre and 23 ft. at North-west end. Maximum draft 26 ft., but vessels can perform operations without danger on 29 ft., vessel remaining separated from dock, and bow touching bottom.

Dock has railroad sidings and also suitable for trucking operations. It has installations for discharge of fuel oil and gasoline.

(*q*) Quinto de Regla Pier: Pier used mainly in sugar loading. Pier – South side: length 622 ft., width 54 ft., depths (from South-west to South-east): 27 ft. at South-west or bay end, 25 ft. at centre, and 17 ft. at South-east end. Maximum draft 30 ft.

Pier – North side: length 343 ft., width 54 ft., depth (from North-west to North-east) 28 ft. at North-west or bay end, 26 ft. at centre and 22 ft. at North-east end. Maximum draft 28 ft. (moving vessels along pier as they are being loaded).

Pier has railroad sidings and also suitable for trucking operations.

(*r*) Fesser Pier: Pier has installations for loading molasses: Pier – South side: length 465 ft., width 30 ft., depth (from South-west to South-east): 27 ft. at South-west or bay end, 25 ft. at centre, and 23 ft. at South-east end. Maximum draft 25 ft.

Pier – North side: length 407 ft., width 30 ft., depth (from North-west to North-east): 22 ft. at North-west or bay end, 26 ft. at centre, and 25 ft. at North-east end.

(*s*) Edificios Nos. 1 & 2 Docks (former name: American Agricultural and Chemical). Docks used in discharge of fertilisers, also installations for loading and discharging molasses.

Edificio No. 1 Dock (formerly American Agricultural and Chemcal): length 516 ft., width 25 ft., depths (from North-east to North-west): 21/22 ft. of water throughout whole extension of dock. In loading molasses vessels are breasted off dock by means of a lighter, and can then load up to 29 ft. draft.

Edificio No. 2 Dock (formerly American Agricultural and Chemical): Length 380 ft., width 108 ft., depths (from North-east to South-west) 19 ft. at North-east end, 14 ft. at centre and 14 ft. at South-west end. No operations performed at this dock due to shallow draft.

Docks do not have railroad sidings but are suitable for trucking operations.

(*t*) Facilidades Maritimas Dock (formerly: Cuban Distilling Dock): Dock used mainly in loading of molasses, and discharging tallow and chemical products. Length 814 ft., width 26 ft., depths (from North-west to South-east): 25 ft. at North-west or bay end, 26 ft. at centre and 23 ft. at South-east end.

Dock has railroad sidings and also suitable for trucking operations. Maximum draft 26 ft.

(*u*) Nico Lopez Piers Nos. 1 and 2 (formerly Standard Oil Pier and Shell Oil Pier): Piers are used exclusively in discharge of fuel oil, gasoline, etc., and are operated by the Oil Refinery: Pier No. 1 – North side (formerly Standard Oil): length 1,027 ft., depth (from East to West) 36 ft. at Eastern or shore end, 35 ft. at centre and 34 ft. at West or bay end. Maximum draft 36 ft. 6 in.

Pier No. 1 – South side: length 1,027 ft., depths (from East to West): 36 ft. at Eastern or shore end, 35 ft. at centre and 34 ft. at West or bay end. Maximum draft 36 ft. 6 in.

Pier No. 2 – North side (formerly Shell Oil): length 990 ft., depths (from East to West): 35 ft. at East or shore end, 36 ft. at centre and 38 ft. at West or bay end. Maximum draft 38 ft.

Pier No. 2 – South side: length 990 ft., depths (from East to West) 34 ft. at East or shore end, 36 ft. at centre and 38 ft. at bay or West end. Maximum draft 36 ft., but vessels can dock without danger on 37 ft. A deeper draft than 37 ft. is not acceptable without running the risk of touching bottom.

Discharging or loading operations are also performed at anchorage. There are 20 barges available.

**STEVEDORES:** Monday to Friday: working periods 0700–1300 and 1300–1900, although if necessary, two additional periods of 6 hours each may be worked. Saturday: Same as above. Sundays: No work performed.

Raw Sugar: Approximately 1,400 bags of raw sugar loaded per gang period. Six raw sugar bags loaded per sling. Loading raw sugar on three vessels simultaneously.

Refined Sugar: Approximately 3,800 bags of refined sugar (of 50 kg) loaded per gang period. 12–15 bags loaded per sling.

General Cargo: Approximate average discharging rate per gang hour:

| | | |
|---|---|---|
| General cargo | about | 10 tons |
| Bagged merchandise | up to 51 kg. | 16 tons |
| Bagged merchandise | up to 92 kg. | 17 tons |
| Bagged merchandise | more than 92 kg. | 19 tons |
| Wood | | 8·4 tons |
| Fertilizers: | | |
| Superphosphate | | 9·9 tons |
| Simple superphosphate | | 8·1 tons |
| Ammonium | | 9·0 tons |
| Potash | | 9·9 tons |
| Muraite | | 10·5 tons |
| Sulphur | | 10·3 tons |
| Phosphoric Rock | | 11·9 tons |
| Triple Phosphate | | 8·0 tons |
| Sodium Silicate | | 9·0 tons |
| Ferromanganese | | 9·0 tons |
| Floating Cranes: | | |
| Pablo Sandoval | | 100 tons—boom 51 m. |
| Frank Pais | | 25 tons—boom 10 m. |
| Matilde | | 6 tons—boom 9 m. |

**TANKERS:** Average pumping rate of molasses is about 60,000 gallons per hour. Average pumping rate of fuel variable, from 3,000 up to 15,000 barrels per hour.

**TELEPHONES:** May be installed on board at Master's request.

**DRY DOCK:** Operated by Talleres Mambisas an operating unit of Empresa Navegacion Mambisas. Berthing capacity of dry dock: 440 ft. length, 91 ft. breadth, and can handle vessels up to 23 ft. draft. Door has two laterals, one East and one West.

East lateral: Length 638 ft., width 38 ft., depth 33 ft. at bay end, 29 ft. at centre and 18 ft. at shore end.

West lateral: Length 740 ft., width 38 ft., depth 23 ft. at bay end, 25 ft. at centre and 20 ft. at shore end.

**MEDICAL:** Hospitals where crew members can receive attention: Antonetti (Dental Services). Clinica "El Sagrado Corazon" (Medical Services). Hospital Naval de la Havana del Este.

**FUEL:** Vessels can be supplied with fuel oil or diesel oil/gas oil. Supplied by barges in the bay. There are three barges: one has capacity about 5,000 barrels and the other two 3,200. Average delivery rate about 1,000 barrels per hour.

**FRESH WATER:** Vessels can be supplied with fresh water by barge in the bay. 6 barges available with capacities of 350, 200, 320, 350, 200 and 60 tons. Average rate of delivery about 100 tons per hour.

**REPAIRS:** Reliable repair shop.

**FIRE PRECAUTIONS:** Port of Havana has a fire extinguishing ship, kept on permanent watch duty by Safety Corp. who can be reached through telephone number 6–0777.

**GENERAL:** (1) The port of Havana is approachable 24 hours a day, and dock Pilots keep permanent watch duty on their stations located in surroundings of harbour channel, very close to beacon marker of Pila de Neptuno.

(2) Any ship approaching port in daytime shall hoist national flag, merchant flag, and quarantine flag, not lowering the latter until granted "pratique" by doctors in charge of sanitary inspection. At night she shall show only quarantine lights as prescribed by International Sanitary Regulation.

(3) In case of emergency, ships at anchor shall immediately contact land through Official Radiophone Station CLT, available 24 hours a day, through 2260 kilocycles. In very urgent cases, CLT can be contacted through 2182 kilocycles. CLT services are free of charge.

(4) Ships moored to piers standing off pier heads at night must keep visible red light at the ship's extremity facing the sea.

(5) Every moored ship must strengthen its lines on first warning from Port Authorities when deemed necessary due to bad weather.

(6) Small boats belonging to ships are not authorised to be used for crew or passengers' service within port limits unless otherwise duly authorized by Harbour Master.

(7) When berthing, ratguards must be placed on all mooring ropes.

(8) Port provides boats to dispose of ship's wastes. Services provided free of charge and can be requested through ship's Agent.

**AUTHORITIES:** All port authorities located at Custom House building. Means of transportation used by authorities to clear vessel is launch. Each authority has its own launch for these services.

**AGENT:** Empresa Consignatarias Mambisas, Oficios y Lamparilla, Lonja del Comercio POB 1785, Habana. Tel. 6–8311 (switchboard), 61–1159 (direct), 79–2682 (night).

## ISABELA DE SAGUA: 22.52 N. 80.00 W.

**PILOTAGE:** Pilots board vessels about one or two miles out from Nos. 1 and 2 buoys. Pilot station located at Custom House building, Isabela de Sagua. Distance from place where Pilots board vessels to anchorage is 7 miles.

From seaward by stages, the bottom is sandy, coral reef and hard rock, mud and rock under mud; mud and clay.

Turns in channel are not dangerous but there are narrows with dangerous currents.

**ANCHORAGES:** Inner Anchorage: Can accommodate vessels not exceeding 15 ft. draft. Swinging area unlimited. Several vessels can be accommodated. Operations can be performed at this anchorage.

Outer Anchorage (Buoy Anchorage): Can accommodate vessels drawing over 25 ft. Swinging area unlimited. Operations can be performed at this anchorage when there are good weather conditions.

**RESTRICTIONS:** Entry and sailing only during daylight due to lack of lights in channel.

**MAX. SIZE:** Max. draft 23 ft. Max. length 500 ft. Tidal variation about 2·5 ft.

**TUGS:** Available and necessary.

| *Name* | *Length* | *Speed* | *H.P.* |
|---|---|---|---|
| *Silvia* | 17·85 metres | 9 knots | 120 |
| *Moraima* | 18·30 metres | 9 knots | 140 |
| *Magdalena* | 19·78 metres | 7 knots | 140 |

**BERTHING:** Maximum drafts with which vessels can always load afloat:

Beguirstain Dock (No. 10) – length 540 ft., draft 15 ft. Dock has pipe-line 8 in. diameter for loading alcohol. Also pipe-line 3 in. diameter for discharge of sulphuric acid and 3 in. diameter pipe-line for fresh water supply.

Garcia Dock (No. 9) – length 560 ft., draft 21 ft. Dock has pipe-line 12 in. diameter with 2 hose connectors for loading alcohol. Also pipe-line 1½ in. diameter for fresh water.

Amezaga Dock – length 324 ft., draft 20 ft. 6 in. For discharge into trucks.

Alfer Dock – length 450 ft., draft 18 ft. 6 in. East side of dock has pipe-line 16 in. diameter for loading molasses with 2 hose connectors for vessels, and a branch 8 in. diameter for discharge from lighters.

All docks have railroad trucks of standard gauge.

**STEVEDORES:** Raw Sugar loading rate: 1,300 bags of raw sugar (of 250-pound type) loaded per 4 hour-gang period, or 1,490 (of 220-pound type). From 4 to 5 bags loaded per sling. From lighters, 5 bags.

Refined Sugar: 2,360 bags of refined sugar (50 kg.) are loaded per 4 hour-gang period. 12 bags loaded per sling.

Operational capacity: Three vessels can be operated simultaneously.

Shore Crane: No shore crane available.

Equipment for bulk sugar: Twelve grates available but trimming performed with shovellers.

Loading Raw Sugar – Working periods: From Monday to Friday 0700–1100, 1300–1700. Saturday 0700–1100.

General cargo operations occasionally performed at this port, for which above periods apply.

**TANKERS:** Molasses average pumping rate 40,000 gallons per hour; alcohol average pumping rate 70/77,000 gallons per hour. No fuel oil or ammonium discharging operations performed.

**FUEL:** Not available.

**FRESH WATER:** Fresh water supplied by barge water-tug up to maximum 40–60 tons daily depending on efficiency of aqueduct. Capacity of barge 30 tons. Delivery rate 60 tons per day. Water can be supplied at any pier or inner anchorage.

**REPAIRS:** Minor repairs can be effected at Isabela de Sagua, larger repairs to be effected at Sagua la Grande, where two repair shops available: Fundicion Marfarlane Nacionalizada and Talleres Esponda Nacionalizado.

**MEDICAL:** No hospital at Isabela de Sagua. Sick crew members attended at Sagua la Grande Hospital.

**AUTHORITY:** All port authorities located at port of Isabela de Sagua.

When vessels at anchorage awaiting berthing, authorities transported by tug-boat for cleaning purposes.

**AGENT:** Empresa Consignatarias Mambisas, Independencia s/n, P.O.B. 18, Isabela de Sagua. Tel. 32–27.

Cables, messages, should be addressed "Mambisas Sagua la Grande", but recommended be sent through main office "Mambisas Habana". ETAs should be sent simultaneously to both.

## JUCARO: 21.37 N. 78.51 W.

## (including the sub-ports of: Boca Grande; Palo Alto and Santa Maria)

**APPROACHES:** Vessels proceeding to Jucaro sub-ports must call first at Jucaro for Port Authority's clearance.

Tidal variation 1 ft. 6 in. It is not necessary to await slack-water before entering. Recommended that (*a*) vessels arriving from Cuba ports situated to the East of Jucaro, such as Caibarien, Puerto Padre, Manati, Vita, Banes, Antilla, Sagua de Tanamo, Moa, Baracoa, etc., or from foreign ports, should enter Jucaro Port through Breton Channel, and (*b*) all vessels not exceeding 22 ft. draft proceeding from those Cuban ports situated to the West of Jucaro, such as Havana, Mariel, Matanzas, Cardenas, Isabela de Sagua and Cienfuegos, should enter Jucaro port through Tunas Channel.

**PILOTAGE:** Pilots board vessels which enter through Breton Channel at Buoy No. 2 ,which is situated to East of channel entrance, 21° 08′ 18″ N. 79° 30′ 24″ W. with water depth 33 ft. Through this channel vessels can enter drawing up to 29 ft. with max. length 800 ft. Bottom is coral reef. There are dangerous turns at "pasa" of Baandra until Ana Maria Cays have been passed.

For vessels which enter through Tunas Channel, Pilots board at No. 2 Buoy which is situated to East of Channel entrance, 21° 31′ N. 79° 41′ 21″ W. Through this channel vessels can enter drawing up to 22 ft.

No pilot station. Pilots are to be notified of vessel's arrival 24 hours in advance. Distance from place where Pilots board vessels to Jucaro anchorage is 50 miles.

From Jucaro Anchorage to:

Boca Grande Sub-port – 14 miles
Palo Alto Sub-port – 5 miles
Santa Maria Sub-port – 24 miles

**RESTRICTIONS:** Vessels can enter and sail only during daylight.

**ANCHORAGES:** Loading places, ex-lighters. Three anchorages, namely, No. 1 Anchorage – six miles from the port at South of Obispo Cay, depth 24 ft. No. 2 Anchorage – seven miles from the port at South-east of Obispo Cay, depth 27 ft. No. 3 Anchorage: Anchorage eight miles from the port and 1 mile to Eastward of No. 2 anchorage, depth 30 ft. Is used mainly by tankers loading molasses.

**LOADING** (understood to have been closed for sugar shipments since 1964): Raw sugar.

Working periods: Monday to Friday 0600/1000 – 1200/1600; Saturday 0600/1000 – 1200/1600; Sunday no work is performed.

Work carried out on a piece-work basis, and at an average of 2,000 bags per gang-period. 6 sugar bags loaded per sling.

Refined sugar: Work is carried out on a piece-work basis and loading rate averaged about 4,000 bags of the 50 kilo type and 2,000 of the 100 kilo type per gang-period.

Sugar in bulk: Venezuela and Ecuador sugar mills have 5 thrower machines each for distributing sugar in vessels' hatches. Loading carried out by cutting sugar bags through grates placed on vessels' hatches.

Shore cranes: None.

**TANKERS:** Average pumping rate of molasses 20,000 gallons per hour.

**FUEL/FRESH WATER/REPAIRS:** None.

**TRANSPORTATION:** Distance between Jucaro Port and its sub-ports:

To Santa Maria – 31 miles
To Boca Grande – 15 miles
To Palo Alto – 9 miles

Motor launches are used between port and sub-ports, and take 4·5 hours, 2·5 hours and 1·25 hours between Jucaro and Santa Maria, Boca Grande, and Palo Alto respectively.

By automobile, 3·5 hours to Santa Maria and 2 hours to Boca Grande. No highway from Jucaro to Palo Alto.

**COMMUNICATIONS:** Radio-telephone is used between port and sub-ports through Port Captain's Office.

**MEDICAL:** There are two hospitals at Ciego de Avila where sick crew members can receive attention. Distance between Jucaro and Diego de Avila is 27 kilometres.

**AUTHORITY:** Custom House, Captain of the Port and Immigration, located at Jucaro. No port authority delegations at the sub-ports.

**AGENT:** Empresa Consignatarias Mambisas, POB 350, Nuevitas, Camaguey. Cable: "Mambisas–Nuevitas". Tel. 31435; night: 36025.

### (a) SUB-PORT OF BOCA GRANDE:

**LOCATION:** About 15 miles East of Jucaro.

**APPROACHES:** See "Jucaro".

**PILOTAGE:** See "Jucaro". Distance from place where Pilots board vessels to Boca Grande is 64 miles. Entrance channel: same as for Jucaro. Tidal variation 1 ft. 6 in.

**ANCHORAGES:** There are two anchorages for loading operations: No. 1 Anchorage with 24 ft. draft. No. 2 Anchorage with 29 ft. draft. Both anchorages are located at a distance of about 5–7 miles from the dock.

**LOADING:** At present only refined sugar is exported. All sugar-loading operations are carried out at anchorage by means of lighters. Following lighters available:

| *Barges* | *Capacity* (50 kg bags) | *Capacity* (100 kg bags) |
|---|---|---|
| *Ana* | 4,900 | 2,500 |
| *Loretto* | 4,400 | 2,100 |
| *Mascot* | 4,400 | 2,100 |
| *F 55* | 4,400 | 2,100 |
| *Trusco* 89 | 5,100 | 2,980 |
| *Angel* | 3,440 | 1,700 |

Working Periods: Monday to Friday 0600/1000 – 1200/1600; Saturday 0600/1000 – 1200/1600. When working is performed on Sundays, same periods apply.

Work is performed on a piece-work basis, and average loading rate is about 2,000 bags, basis 6 bags per sling, and 100 kilo bags. Only one vessel can be worked at a time.

**TUGS:** Three tugs available.

**TANKERS:** Discharging operations at No. 1 or No. 2 anchorages. Discharging rate approximately 20,000 gallons per hour.

There are also steel barges for transportation of molasses and/or sugar:

*Guanales:* 100 ft. × 30 ft. × 7 ft. Sugar capacity: 1,600 lb. Molasses capacity: 65,000 gal.
*Loreto:* 100 ft. × 30 ft. × 7 ft. Sugar capacity: 1,600 lb. Molasses capacity: 65,000 gal.

Each of these barges has four tanks measuring 15 ft. × 36 ft. × 7 ft. Capacity: 3,780 cubic feet or 28,274 gallons each tank. Total capacity: 113,100 gallons. Each barge can load a maximum of 400 tons of molasses and each is equipped with steam pump.

**COMMUNICATIONS:** Launch transportation. It takes 2·5 hours for travelling from Boca Grande to Jucaro or Santa Maria. Captain of the Port's radio-telephone is used as means of communication.

All communication and instructions for vessels operating at this sub-port must be given to Nuevitas Agency.

### (b) SUB-PORT OF SANTA MARIA:

**APPROACHES:** See "Jucaro".

**PILOTAGE:** Distance from place where Pilots board vessels to Santa Maria is 81 miles. Tidal variation is 1 ft. 6 in.

**ANCHORAGES:** Two anchorages for loading operations, No. 1 Anchorage for draft of 24 ft., No. 2 Anchorage for draft of 29 ft.

**LOADING:** All loading operations are carried out at anchorages by means of barges. Following barges available:

| *Barges* | *Capacity* (50 kg bags) | *Capacity* (100 kg bags) |
|---|---|---|
| *America* | 3,700 | 1,700 |
| *Albania* | 4,100 | 1,800 |
| *Will* | 3,800 | 1,800 |
| *Francia* | 4,100 | 1,700 |
| *S. J. Nieva* | 3,800 | 1,700 |
| *Santa Cruz* | 3,800 | 1,700 |
| *Macareno No. 1* | 4,300 | 2,100 |
| *Macareno No. 2* | 4,300 | 2,100 |
| *Josefa* | 4,200 | 2,000 |

At present only refined sugar is exported through this sub-port. 3,500 bags of 50 kilo type are loaded per gang-period, 1,600 of the 100 kilo type.

Working periods: from Monday to Friday 0600/1000 – 1200/1600; Saturday 0600/1000 – 1200/1600; Sunday 0600/1000 – 1200/1600.

**COMMUNICATIONS:** Captain of the Port's office radio-telephone is used. All communications and instructions for vessels operating at this sub-port must be given to Nuevitas Agency.

Distance from Santa Maria to:

Sub-port of Boca Grande – 17 miles
Port of Jucaro – 31 miles
Sub-port of Palo Alto – 40 miles

From Jucaro to Santa Maria takes 4½ hours by launch.

## MANZANILLO: 20.20 N. 77.12 W. (and sub-ports of Ceiba Hueca, Media Luna, Niquero and Ensenada de Mora.)

**PILOTAGE:** Pilots board vessels at Cabo Cruz. Pilot station located at Cabo Cruz and Pilots communicate with Manzanillo by means of radio-telephone. Distance from place where Pilots board vessels up to Manzanillo through Madrona Channel is 68 miles. Through Palomino Channel (Coloradas de Fuera) is 55 miles.

**APPROACHES:** (*a*) Madrona Channel: this channel has sharp and narrow turns. Bottom is of soft mud. Maximum draft with which vessels can enter through this channel is 33 ft. 3 in. Channel has depth not less than 35 ft. Vessels must wait for slack or favourable tide to proceed through this channel. No tug is necessary.

(*b*) Palomino Channel: this channel has turns, but they are less sharp and less narrow than those of Madrona Channel. Bottom is of soft mud. Maximum draft with which vessels can enter through this channel is 20 ft. No tug is necessary.

**RESTRICTIONS:** Due to present conditions of channel lights and distance, it is suggested that vessels enter and sail only during daylight.

**ANCHORAGES:** Inside harbour: No. 1, draft 24 ft. Distance from shore 1 mile. Use: sugar/general cargo.

Outside harbour: No. 2, draft 29–30 ft. No. 3, draft 33 ft. Distance from shore 1½ miles to 2 miles. Use: sugar/general cargo. Although about 40 ft. depth at this anchorage, it is limited to 33 ft. which is official draft of the entrance channel. Vessels have been loaded at this anchorage up to 33 ft. 6 in. draft.

**LOADING:** Sugar-loading operations performed at anchorage by lighters.

Following 12 barges available, each with capacity of 2,000/2,200 bags (250) tons: *Juan Manuel Marquez, Sergio Gonzalez, Jimmy Mirtsel, Pedro Soto Alva, Clodomira, Antonio Lopez, Santiago Lopez, Andres Lijan, Josue Pais Garcia, Adalberto Pesant, Mario Munoz, Elias Zaldivar.*

Also available is barge named *Abel Santamaria*, with capacity of 1,000 bags (250 tons), and provided with derrick and winch for handling lifts up to 2 tons.

At Manzanillo there are three docks: Beattie, Arcos and Terraplen with drafts 8, 7 and 8 ft. respectively. Terraplen Dock is the only one which presently carries out operations, through which sugar is loaded by means of lighters and taken alongside vessels at anchorages.

Docks are suitable for reception and handling of import and export cargo (bulk cargo excepted). They have railroad tracks of non-standard gauge, which connect with warehouses. No shore crane available.

Sugar and general cargo: Working periods: Mondays to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

2,000 raw-sugar bags loaded per gang per day of 8 hours. Only one vessel can operate at this port, order comply with this loading rate.

**DISCHARGING:** Rates:

| | |
|---|---|
| Bagged cargo (of 100 lb.) | app. 25 tons per hour |
| Bagged cargo (of 200 lb.) | app. 35 tons per hour |
| Iron | app. 7 tons per hour |
| Wood | app. 8 tons per hour |
| Jute bags | app. 15 tons per hour |

**TUGS:** Following tugs available: *Aracelio Iglesias*—tows 3 barges; *Donatilo Lopez*—tows 3 barges; *Raimundo Arias*—tows 3 barges; *Edesio Perez*—tows 3 barges.
**TANKERS:** No facilities.
**FUEL/FRESH WATER:** Not available.
**REPAIRS:** Mechanic and foundry shop under control of Industry Ministry, where light repairs of machine parts can be performed.
**COMMUNICATIONS:** Distance from Manzanillo to:

| | |
|---|---|
| Ceiva Hueca: | 15 miles by sea, 72 km. by highway |
| Media Luna: | 23 miles by sea, 45 km. by highway |
| Niquero: | 45 miles by sea, 79 km. by highway |
| Pilon: | 90 miles by sea, 130 km. by paved highway, which reaches up to 15 km. from Niquero whereafter a dirt road must be used to reach Pilon. Dirt road distance of 40 km. During rain season a jeep is used to travel by this road. |

Automobile is used to travel from Manzanillo to above sub-ports, and takes: to Ceiba Hueca 1 hour; to Media Luna 1 hour; to Niquero 2 hours and to Pilon 3 hours (in rainy season about 5 hours).

Daily automobile services from Manzanillo to Niquero; to Pilon there are trucks specially prepared for this service.

No direct communication between Manzanillo and sub-ports, except Niquero, where there is a long-distance telephone at the telephone centre.

At Pilon and Niquero there are Inalambrica Radio Stations, but radiograms have to be sent to Havana first, from where they are relayed to Manzanillo.

At Manzanillo proper there are long-distance telephone, Inalambrica Radiogram Services and telegraphic and post services. Vessels can communicate with Manzanillo by radio. Vessels messages are received by Government Telegraph (CLT Havana Station).
**MEDICAL:** There is a hospital at Manzanillo where sick crew members can receive attention.
**AUTHORITIES:** All Port Authorities, Custom House, Immigration Port Doctor, Port Captain are located at Manzanillo.

Vessels can proceed directly to any of the sub-ports, where Manzanillo Port Authorities travel to give clearance, but advance information must be given to these Authorities for the corresponding permit, as Manzanillo regulations provide that vessels must enter Manzanillo as Custom Official Port.

**AGENT:** Empresa Consignatarias Mambisas, POB 22, Manzanillo, Oriente. Cable: "Mambisas Manzanillo". Tel. 2533; night: 2369.

### (*a*) SUB-PORT OF CEIBA HUECA:

Vessels may proceed direct to sub-ports (see Manzanillo under "Authorities").
**PILOTAGE:** Pilots board vessels at Cabo Cruz. Distance from place where Pilots board vessels up to Ceiba Hueca pier is about 42 miles.
**APPROACHES:** See Manzanillo information. For operations at Ceiba Hueca it should be noted that the pier has a depth of only 19 ft. towards the sea end, for loading. Tidal variation about 1 ft. 6 in.
**BERTHING:** A motor-boat is required to assist in handling lines to pier and buoys. Boat is brought from Manzanillo.
**LOADING:** Ceiba Hueca Dock (Enidio Diaz Machado): At this pier, sugar from Ceiba Hueca mill is shipped as well as molasses. Vessels should be in ballast, drawing 8 ft. fore and up to a maximum of 16 ft. aft. Work can only be performed by two gangs on account of length of platform, which is about 130 ft. Depths along pier at shore end 8 ft.; at platform, shore end 16 ft. – sea end 19 ft. Vessels permitted load up to 19 ft.

There is railroad of non-standard gauge from the sugar mill warehouse to the dock platforms.

Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

2,000 bags are loaded per gang-period. 6 bags per sling.
**TANKERS:** Vessels are loaded with molasses at Ceiba Hueca pier and average pumping rate is 25,000/30,000 gallons per hour. Tankers with fuel oil are also operated.
**FUEL/REPAIRS:** Not available.
**FRESH WATER:** Vessels can be supplied. Delivery made through pipe-line alongside vessel. Average delivery rate is about 1 ton per hour (due to low pressure).
**COMMUNICATIONS:** Government telegraph communication between Manzanillo and Ceiba Hueca up to 1800; however, there is a telephone line which communicates by means of relay with "La Demajagua" sugar mill, which has direct telephone communication with Manzanillo. This communication is only during sugar-m office hours, and it is very poor due to above relay.

**AGENT:** Vessels operating at this sub-port attended by Manzani Agency Personnel.

### (*b*) SUB-PORT OF MEDIA LUNA:

Vessels may proceed direct. (See Manzanillo under "Authorities
**PILOTAGE:** Pilots board vessels at Cabo Cruz. Distance fr place where Pilots board vessels to Media Luna is about 38 mile
**APPROACHES:** See "Manzanillo".
**MAX. SIZE:** Maximum draft for vessels to enter and carry loading operations at this sub-port is 33 ft. Tidal variation 1 ft. 6
**LOADING:** Loading operations are carried out at anchorage whe vessels can load up to 33 ft. Barges and tug-boats are used fr Manzanillo.

Working periods: Monday to Friday 0700/1100 – 1300/1700; Sat day 0700/1100.

2,000 bags are loaded per gang-period. Vessels can only wo with 3 or 4 gangs. Only one vessel can work at a time.
**TANKERS:** No facilities.
**FUEL/FRESH WATER/REPAIRS:** Not available.
**COMMUNICATIONS:** Between Manzanillo and Media Luna, t only means of communication is Government telegraph, which available up to 1800. Manzanillo personnel attend vessels operati at this sub-port.
**AUTHORITIES:** See "Manzanillo".

### (*c*) SUB-PORT OF NIQUERO:

Vessels may proceed direct. (See Manzanillo under "Authorities
**PILOTAGE:** Pilots board vessels at Cabo Cruz. Distance fr place where Pilots board vessels to Niquero Pier is 15 miles. Ti variation 1 ft. 6 in.
**LOADING:** Pier length 400–450 ft., depth up to 23 ft. (North a South sides). There are railroad tracks of different gauges a sidings for shifting of flat cars.

Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturd 0700/1100.

2,000 bags loaded per gang-period. 6 bags loaded per sling.

Although Niquero pier has two sides for docking, sugar mill c only supply sugar for working one vessel at a time unless overti be worked at both sugar mill warehouse, and pier.
**FRESH WATER:** Can be delivered at pier by means of tank ca capacity 8 tons. About 10 tank cars can be delivered daily b operation has to be performed outside loading hours.
**FUEL/REPAIRS:** Not available.
**TANKERS:** No facilities.
**COMMUNICATIONS:** Long-distance telephone communicati between Manzanillo and Niquero sugar-mill office. Distance fr sugar-mill office to pier is about 5 kilometres.

**AGENT/AUTHORITIES:** See "Manzanillo".

### (*d*) SUB-PORT OF PILON (ENSENADA DE MORA):

Vessels may proceed direct to sub-ports (see Manzanillo und "Authorities").
**PILOTAGE:** Pilot boards vessel at Cabo Cruz.
**APPROACHES:** From Cabo Cruz to Pilon mouth entrance is op sea. From Pilon mouth to the pier is through channel, with roc bottom and turns.
**ANCHORAGE:** Permitted draft up to 23 ft.
**MAX. SIZE:** Maximum draft permitted for vessels entering a sailing harbour is 20 ft. Tidal variation 1 ft. 6 in.
**LOADING:** Berth length 150 metres; depth 20 ft. (presently in b condition). Sugar loading and molasses are performed at t berth. There is a railroad track of non-standard gauge between t sugar mill and the berth.

Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturd 0700/1100.

2,000 bags of sugar loaded per gang/per day of 8 hours. 6 ba loaded per sling. In cases when winches are slow, the number bags per sling is increased. Only one vessel can operate at t berth at a time.
**TANKERS:** Molasses average pumping rate is 25,000–30,0 gallons per hour.
**FUEL:** Not available.
**FRESH WATER:** Can be delivered at berth by pipe-line. Avera delivery rate about 1 ton per hour.
**COMMUNICATIONS:** Government telegraph at Pilon. Also loc telephone between sugar-mill office and Niquero, where there Inalambrica system.

**AGENT/AUTHORITY:** See "Manzanillo".

## MARIEL: 23°01′ N. 82°46′ W.
## (and sub-ports of Cabanas, Bahia Honda and San Lucia)

**PILOTAGE:** Pilots board vessels about one mile from entrance port. Vessels proceeding to sub-ports of Cabanas and Bahia Hon must pick up Pilot at same place. Pilot station located at 84 stre 5/a and 7/a, Barrio Boca. No telephone communication.

Distance from position where Pilots board vessels to:

| | |
|---|---|
| Pier of Unit No. 1 | – $1\frac{1}{4}$ miles |
| Anchorage | – $2\frac{1}{2}$ miles |
| Pier of Unit No. 2 | – $2\frac{3}{4}$ miles |

**APPROACHES:** Entrance channel where buoy No. 1 is situated is over a sand bank with 50–55–60 ft. depth. No. 3 buoy situated in 32 ft. of water on rocky bottom, but having close by a depth of 95 ft. No. 5 buoy situated in 30 ft. of water on sand having close by a depth of 33 ft. maximum. This channel is 328 ft. wide (approx.).

**ANCHORAGES:** General anchorage – swing area 450 metres, depth 29 ft.

Punta Gorda anchorage – swing area 340 metres, depth 36 ft.

Cargo operations do not take place at anchorages.

**RESTRICTIONS:** Vessels can enter and sail during day and night hours, but this should be checked in each case prior to vessel's arrival as on occasions the buoys are missing.

**MAX. SIZE:** Max. draft with which vessels can enter and sail through channel is 30 ft. and max. length of 574 ft. Tidal variation 1 ft. 4 in. Also see "Berthing".

**BERTHING:** Unit No. 1 (formerly Marante Pier):

| | |
|---|---|
| Berth No. 1 (N.W.) | length 509 ft., depth 25 ft. (this berth is out of operation). |
| Berth No. 2 (N.W.) | length 250 ft., depth 16–24–30 ft. (max. draft permitted 16 ft.). Presently this berth is occupied by Terminal Electric and is not available for use. |
| Unit No. 2 (formerly | Maritima Mariel Pier): length 607 ft., width 267 ft. |
| Berth No. 5 (N.E.) | Depth 20 ft., length 607 ft. |
| Berth No. 6 (N.W) | Depth 26 ft., length 267 ft. |
| Berth No. 7 (N.E.) | Depth 29 ft., length 607 ft. |
| *Cement Pier Plant:* | |
| Berth No. 3 | Depth 29 ft., length 544 ft. Used for tanker vessels (fuel oil discharge). Vessels with length less than 492 ft. can dock with draft of 29 ft. Over 492 ft. and up to 580 ft. can enter with draft up to 27 ft. fore, and 29 ft. aft. with assistance of one tug (850 h.p.). |
| Berth No. 4 | Depth 15 ft. |

The Unit No. 2 piers are used for discharging general cargo and fertiliser. Up to 1962 sugar was shipped through this pier; at present this type of operation is not performed.

For each pier the main transportation used in reception and delivery of cargo is by trucks.

Unit No. 2 pier has railroad tracks of non-standard gauge, for communication with sugar mill Orlando Nodarse.

**STEVEDORES:** Working periods: Monday to Friday 0700/1300 – 1300/1900 – 1900/0100; Saturday 0700/1300 – 1300/1900 – 1900/0100.

Raw sugar: 845 bags loaded per gang-period. 6 bags per sling. Only one sugar vessel can operate at a time.

General cargo: discharging rate: from 6 to 9 tons per gang hour (approx.).

Bagged merchandise: about 13 tons (100 lb. bag type)
Iron: about 18 tons (fluctuates according to type of iron)
Wood: 12 tons (approx.)
Fertilisers: Muriate of potash: 10 to 13 tons
Sulphate of ammonia: 8 to 10 tons
Superphosphate simple: 15 to 18 tons

Shore cranes: There is one caterpillar (PH movable crane with boom of 80 ft. length, and which can lift 12 tons).

**FUEL/REPAIRS:** Not available.

**FRESH WATER:** Can be supplied at both piers by means of tank-truck with capacity of 5 tons. In dry season supplied only during night time.

**MEDICAL:** No hospital. Crew members requiring medical attention are sent to Havana.

**AUTHORITIES:** Located at Mariel as follows:

Customs House and Immigration: Ave. 65. 126 Street and 128 Street.

Captain of the Port: Playa "La Boca" at the entrance of the port.

Port Doctor: 128 Street. Ave. 67. and Litoral.

Distance from Mariel to:

| | |
|---|---|
| Cabanas (anchorage): | 25 km. 45 minutes by car. |
| Cabanas (pier): | 57 km. 1 hour 47 minutes by car. |
| Bahia Honda: | 73 km. 2 hours by car. |
| Santa Lucia: | 250 km. 4 hours by car. |

Car is hired for transportation to above sub-ports. There is daily transportation only between Mariel and Cabanas anchorage.

**AGENT:** Empresa Consignatarias Mambisas, Apartado 65 12411, Avenida 5, Mariel, Pina del Rio. Tel. 63; night: 54. Cables: "Mambisas Mariel".

## (*a*) SUB-PORT OF CABANAS:

Vessels assigned to Cabanas do not have to enter Mariel for clearance, but must pick up Pilot at Mariel port entrance.

**PILOTAGE:** See "Mariel".

Distance from position where Pilots board vessels to Anchorage 4 miles; Pier 3½ miles.

**APPROACHES:** Entrance channel has sandy bottom on eastern side, and rocky bottom on western. It is about 70 metres wide.

**ANCHORAGE:** Has depth of 19 ft. and is used for shipment of raw sugar from sugar mill 'Augusto Cesar Sandino".

Following barges available for performing above operations:

| *Barge name* | *Capacity for raw sugar in bags* |
|---|---|
| *Mercedico* | 995 |
| *Oscar* | 10,000 |
| *America* | 900 |
| *Julia* | 850 |
| *Malula* | 1,200 |
| *B–R–16* | 1,100 |
| *V. del Carmen* | 1,400 |
| *Cubamaco* | 1,150 |
| *Varadero* | 1,000 |
| *Astillero* | 1,150 |

Loading of barges depends on weather conditions at time of shipment.

There is one tugboat named *La Nina* which can tow three barges.

**MAX. SIZE:** Max. draft permitted for entry and sailing is 19 ft., and max. length 574 ft. Tidal variation 1 ft. 4 in.

**RESTRICTIONS:** Vessels should enter and sail only during daylight.

**BERTHING:** Present name: ECA "Pablo de la Torriente Brau". Former name: "Almacenes de Cabanas". Length 360 ft. (max. length permitted 450 ft.), depth 20 ft.

This dock is commonly known as "Orozo Dock", which is used in shipments of raw sugar. There are railroad tracks of standard gauge.

**LOADING:** Working periods: raw sugar: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

845 bags are loaded per gang-period. 6 bags loaded per sling. Two vessels can load simultaneously, one at the dock and the other at the anchorage. There are 4 grates for loading sugar in bulk.

**FUEL/FRESH WATER/REPAIRS:** Not available.

**AGENT/AUTHORITIES:** See "Mariel". There is a Port Captain at Cabanas.

## (*b*) SUB-PORT OF BAHIA HONDA:

Vessels assigned to load at Bahia Honda do not have to enter Mariel for clearance, but must pick up Pilot at Mariel port entrance.

**PILOTAGE:** See "Mariel". Distance from position where Pilots board vessels to: dock 4 miles; anchorage 2¾ miles.

**APPROACHES:** The entrance channel has sandy bottom on Eastern side, and rocky bottom on Western and is approximately 150 metres wide up to Corojal anchorage.

**RESTRICTIONS:** Entry and sailing only during daylight and necessary to await favourable tide.

**ANCHORAGE:** Depth 28 ft. Swing area 300 metres. Max. length permitted 623 ft. Anchorage used for completion of sugar loading by means of barges that are brought from Havana.

**MAX. SIZE:** Length 623 ft. and max. ship draft for proceeding up to Corojal anchorage is 28 ft. Tidal variation 1 ft. 4 in.

**BERTHING:** Dock: "Central Harlem" (formerly "Bahia Honda"):

Length 260 ft., depth 19 ft. Dock is commonly known as Sugar Dock of Harlem Sugar Mill. It has railroad track of standard gauge.

**LOADING:** Sugar working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

845 bags of raw sugar are loaded per gang-period as minimum (more than the above stipulated amount is always loaded). Only one vessel can load at a time.

**AGENT/AUTHORITY:** See "Mariel". There are Custom House and Port Captain delegations at Bahia Honda.

## (*c*) SUB-PORT OF SANTA LUCIA: 22°44′13″ N. 83°59′15″ W.

Vessels assigned to Santa Lucia do not have to enter Mariel for clearance, nor to pick up Pilot.

**PILOTAGE:** Pilots board vessels at Pasa Honda, 2 miles off the phosphorescent buoy. No pilot station. Advice of ships' arrival is given to Custom House Delegation by cable. Distance from place where Pilots board vessels up to first anchorage is 4 miles.

**APPROACHES:** Channel approximately 200 metres width rocky bottom. It has two turns with dangerous narrows.

**LOADING:** There are the following anchorages:

1st Anchorage: has depth of 30 ft., but vessels are limited for sailing to maximum draft of 15 ft., and length 500 ft.

2nd Anchorage: has depth of 20 ft., but vessels are limited for sailing to maximum draft of 18 ft.

3rd Anchorage: open sea without draft limitation.

Working periods: work is performed all day (during daylight) including Saturday and Sunday.

Average loading rate is about 900 tons daily, but rate might be improved in the following cases:

1. Vessels with more than 3 hatches available.
2. Vessels with booms (not of the crane type) since loading is performed by grabs which are to be rigged in order to perform quick loading.
3. Provided only one vessel performs operations (2 vessels may be loaded simultaneously, but above rate cannot be complied with).

Loading at this sub-port is by means of grabs rigged to vessel's boom. In cases where vessel has no booms, but cranes, the loading is carried out very slowly as buckets are used in such cases, and having to shovel mineral into buckets delays loading operations.

There are six barges for loading mineral with capacity of 150 tons each.

**TUGS:** Two tugs, *Adis* and *Julita* which can tow two barges each.

**FUEL/FRESH WATER/REPAIRS:** Not available.

**AGENT/AUTHORITIES:** See "Mariel".

Port Authorities use launches for clearing vessels. Agents use automobile to travel from Mariel to Santa Lucia which takes 4 hours.

There are Custom House and Port Captain Delegations at the sub-port of Santa Lucia.

## MATANZAS: 23° 03′ N. 81° 34′ W.

**PILOTAGE:** Pilots board vessels about 3 miles after passing the port entrance, in front of Electrical Plant and close to Empresa Consolidada del Petroleo Pier (Texas). Pilot station located at Reynold Garcia Pier (Terminal Maritima). Tel. number 2688.

Distance from place where Pilots board vessels to:
I.C.P. (Texas) Pier
Reynold Garcia Pier (Terminal Maritima) – 200 metres
Juan A. Morales Bayona (Cubadist) – 300 metres
Jose Luis Dubrocq (formerly Fomento) – 500 metres
Frank Pais (Armour)

**APPROACHES:** There are three entrance channels:
North Channel: 50 ft. depth
Central Channel: at north side 27 ft. depth; south side 50 ft. depth

Entry and sailing channels are straight and without turns or obstacles. North Channel mud bottom, but others with rocky bottom. Tidal variation 1 ft. 6 in.

**RESTRICTIONS:** Vessels can enter or sail at night but Port Authorities should be advised in advance.

**ANCHORAGES:**
Indio Anchorage: depth 17 ft.; swing area 120 metres
South Anchorage: depth 30 ft.; swing area 230 metres
Del Medio Anchorage: depth 27 ft.; swing area 20 metres
West Anchorage: depth 21 ft.; swing area 150 metres
North Anchorage: depth 25 ft.; swing area 150 metres
Casacajales Anchorage: depth over 30 ft.

**BERTHING:** Jesus Menensez (I.C.P.) Pier (formerly Texas) with a depth of 28 ft., length 749 ft., used for discharge of fuel oil. At present no operations are performed at this pier, due to its bad condition.

Frank Pais Dock E.C.F. 41 (formerly Armour) is used in discharge of fuel oil. Depth 21 ft. and length of 365 ft. Vessels drawing over 21 ft. dock under Master's responsibility.

Reynold Garcia Pier (Terminal Maritima): North side: length 450 ft. draft 30 ft. Used for loading bagged sugar and for liquid ammonia.

South side: length 529 ft. draft 31 ft. 6 in. Used for loading bulk sugar by mechanical means; also for bagged sugar.

Jose Luis Dubrocq (Fomento Maritima): fore part: length 600 ft., draft 24 ft. Used for fertilizer discharge.

Rear part: length 500 ft. draft 28 ft. (out of service).

Morales Bayona Pier (formerly Cubadist): Draft 30 ft. This pier is used for loading blacktrap molasses and alcohol.

Reynold Garcia and Jose Luis Dubrocq piers have railroad tracks standard guages with sideings for shifting cars. Trucks can also operate at these piers.

Cascajales Anchorage: oil tanker discharge.

**STEVEDORES:** Working periods: Monday to Friday 0700/1300 – 1300/1900, 1900/0100; Saturday same; Sunday no work performed except in special cases.

Raw sugar: 855 raw-sugar bags loaded per gang-period. 5 bags loaded per sling.

Refined sugar: 2,004 refined-sugar bags (50 kg type) are loaded per gang-period (797 of 100 kg type).

12 bags of 50 kilo type per sling; 5 bags of 100 kilo type.

General cargo: average rate of discharge of other kinds of cargo varies depending on the type.

Average rate of fertiliser discharge about 11 tons per gang-hour.

Crane: one steam crane with a boom of 60 ft. which can lift about 40 tons. Crane is mounted on railroad tracks and is used only at Jose Luis Dubrocq pier.

Bulk sugar: the installation of bulk sugar throwers operated by Empresa consolidada del Azucar, at Reynold Garcia Pier, is by system of conveyor and distribution crane which runs from Parabolicos warehouses up to the end of the pier. A special structure protects the conveyor.

The crane runs on special rail throughout the pier (fore and aft) stopping at each vessel's hold. In cases where the vessel has projecting superstructure, she has to be separated from the pier.

Average loading rate is about 350 tons per hour, depending on the type of vessel. On vessels without tweendecks, an average of 43 tons per hour has been attained.

Weights of shipment estimated on draft and information provided by Master. Notations are entered in Bill of Lading declaring quantity as subject to amount discharged at destination, which is supervised by Cuban Producers' Representative.

**TANKERS:** Pumping rate:
Fuel oil – discharge: about 500 tons per hour
Alcohol – loading: " 208 " " "
Molasses – loading: " 263 " " "

**FRESH WATER:** Supplied only at Reynold Garcia Pier. Delivery slow

**REPAIRS:** Can be performed by Cearra y Trabazo.

**COMMUNICATIONS:** Long-distance telephone, Corporacion Inalambrica Cubana, Press wireless, Government telegraph, postal communication, railroad and buses.

Vessels can communicate through CLA via Cardenas and/or Havana.

**MEDICAL:** Following hospitals where sick crew members can receive attention: Civil Hospital, Army Hospital, Clinica Moderna, Clinica Villar, Clinica Matanzas.

**AUTHORITIES:** Located as follows:
Port Doctor: Milanes St. No. 2, tel. 2672 (home telephone 2338).
Immigration: Santa Teresa St. No. 19. Tel. 2695.
Port Captain: Muelle del Real. Tel. 2469.
Custom House: Versalles St. e/Navia and Riech St. Tel. 2269 (home tel. 2339). (Chief of Custom House watching services.)

**AGENT:** Empresa Consignatarias Mambisas, POB 245, Tello Lama Street No. 88, Matanzas. Tel. 2519 and 3079 (night: 3819).

Due to short distance between Havana and Matanzas, a clos co-ordination inter-agencies must exist regarding advices of ET and ETS of vessels transitting between these two ports.

## NUEVA GERONA (Isla de Pinos): 21° 58′N. 82°56′W

**PILOTAGE:** Pilots board vessels at Punta Frances. Distance fro place where Pilots board vessels to loading berth is about 34 miles No pilot station. Chief Pilot is located at No. 3 St. Mo. 612 e/ 6 and streets, Nueva Gerona, Isla de Pinos.

**APPROACHES:** Entrance channel or passage from the Gulf the bank is about two miles wide. Bottom throughout the 34 mile is mud (from entrance to anchorage in front of Las Casa River No dangerous turns or narrows.

**RESTRICTIONS:** Entry and sailing only during daylight.

**ANCHORAGE:** Fruit-loading operations performed at anchorag when vessels' draft does not permit them to enter the river.

Vessels are permitted to load at anchorage up to a maximum 19 ft. Swinging area: 600 ft.

Following barges are available:
*Evangelina* – capacity 80 tons (schooner)
*Bongo* – capacity 80 tons (barge)
*Natalia* – capacity 100 tons (schooner)

Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturda 0700/1100.

Whenever sufficient cargo is supplied by the packing plant, th loading rates should be about 120 tons per gang in 8 hours.

**MAX. SIZE:** Maximum draft up to which vessels can load out the river is 19 ft. Tidal variation 1 ft.

**BERTHING:** Ferry Dock: Length 200 ft., draft 8 ft. Dock situate about 2 miles up river. Depth of river is 13 ft., and 250 ft. wide. A present dock used for coastwise services by Float de Navegacio Mambisas (cargo and passengers).

**FUEL/FRESH WATER/REPAIRS:** Not available.

**MEDICAL:** General hospital "Heroes de Baire", where sick cre members can receive attention.

**COMMUNICATIONS:** There are telephone, telegraph and cab (Inalambrica) communications, also air postal service.

**AUTHORITIES:** Port Authorities are located at Nueva Gerona.

It is strongly recommended that when vessels are assigned this port, all measures be taken for perfect co-ordination betwee Agents, Pilots and Port Authorities, and Masters should give ETA in advance.

**SUB-AGENT:** Empresa Nacional de Cabotaje, Calle 14 entre 1r y 3ra, Nueva Gerona, Isla de Pinos. Cable: "Vapor Nueva Gerona" Tel. 33 and 163 (night: 277).

## NUEVITAS: including Pastelillo, Puerto Tarafa, an Bufadero. 21.33 N. 77.16 W.

Nuevitas has following load/discharge berths and terminal faci ties at Pastelillo and Puerto Tarafa, also loading berths at Bufader through which molasses are exported.

(*a*) PASTELILLO:

**PILOTAGE:** Pilots board vessels at Punta Practicos, 1 mile fro buoy No. 1.

Distance from place where Pilots board to: Pastelillo, 8 mile Bufadero, 12 miles; Puerto Tarafa, 14 miles.

Pilot station located at Punta de Practicos, East of entran channel. Usual means of communications are radio, telephone a launches.

**APPROACHES:** Entrance is narrow and winding. Channel between Point Sotavento and Practicos and is 7 miles long. Vess may use it safely although care to be taken because of narrow a sharp turns, and velocity of tidal currents.

**RESTRICTIONS:** Recommended that vessels enter or sail duri daylight.

**ANCHORAGE:** Botijuela Anchorage: Can accommodate vess up to 33 ft. draft.

**MAX. SIZE:** Up to 575 ft. length – 33 ft. draft. Up to 610 ft. lengt 31 ft. draft. Tidal variation 1 ft. 6 in.

**BERTHING:** Pier No. 4: Length 458 ft., draft 32 ft. both side Vessels must be operated at high tide. Trucking operations cann be performed at this pier. Pier has two railroad tracks of standa gauge with only one inlet.

North side of pier is used for sugar, general cargo and fuel South side of pier used for sugar, general cargo and molasses.

Vessels drawing over 30 ft. 3 in. have to wait high tide for shifti to anchorage.

**STEVEDORES:** Working periods: Monday to Friday, 0700/130 1300/1900; Saturday, 0700/1300–1300/1900; Sunday, no work performed.

Raw Sugar: loading rate: maximum 1,800 bags per gang in 6 hou Minimum fixed rate 975 bags in 4 hours or equivalent in 6 hou 6 bags loaded per sling.

Loading Capacity: two sugar vessels can perform sugar loadi operations simultaneously.

Refined Sugar: this type of shipment is not regularly perform at this port.

Loading rate: 3,300 bags of 100 lb. each are loaded per gang a 6-hour period.

General Cargo: discharging rate is about 11 to 12 tons per hour

Raw Sugar in Bulk: there are seven sugar thrower machines.

No shore crane available.

**TANKERS:** Molasses pumping rate about 85,000 gallons per hour.

**FUEL:** Bunkers can be supplied at No. 4 pier. Grades available: fuel oil, diesel oil, and gasoline, but only supplied in small quantities. Delivery rate average – fuel oil 200 tons per hour, diesel oil and gasoline 40 tons per hour. Delivery is by pipe-line or tank cars.

**FRESH WATER:** Can be supplied at No. 4 pier. Delivered by means of railroad tank cars, each with capacity of approximately 34 tons. Delivery rate about 20 tons per hour.

**REPAIRS:** Repair Shop "BOGA" incorporated in the Industry Ministry.

**MEDICAL:** There is a municipal hospital where sick crew members can receive attention.

**COMMUNICATIONS:** There are long-distance telephone communications, cables RCA, Government telegraph and postal service. There is a long-distance telephone between Nuevitas/Pastelillo/Tarafa and Bufadero.

Vessels can communicate with Nuevitas by radiogram (CLA).

**AUTHORITIES:** Located at Nuevitas.

Authorities travel from Nuevitas to clear the vessels for whichever of the three berths they may have been assigned, i.e. Pastelillo, Tarafa or Bufadero.

Means of transportation for port authorities from Nuevitas to the loading/discharging berths is automobile or launches.

**AGENTS:** Empresa Consignatarias Mambisas, Apartado 250, Puerto Tarafa, Nuevitas. Cable: Mambisas Nuevitas. Tel.: 3–1435 (night: 3–5805 and 3–6025).

### (*b*) SUB-PORT OF TARAFA:

**PILOTAGE:** See "Pastelillo". Distance from place where Pilots board vessels to Tarafa is about 14 miles.

**APPROACHES:** See "Pastelillo".

**RESTRICTIONS:** Vessels can enter or sail only during daylight and should wait for slack water.

**MAX. SIZE:** Max. draft with which vessels can enter Tarafa is 25 ft. 8 in. In exceptional cases up to 26 ft. 6 in.

Max. length up to 600 ft. Vessels drawing over 25 ft. 3 in. should wait for high tide before shifting anchorage. Tidal variation 1 ft. 6 in.

**BERTHING:** For sugar and general cargo.

Pier "B" – North side: length 480 ft., depth 19 ft. (high water). South side: depth 19 ft. (high water).

Pier "C" – North side: length 767 ft., depth 25 ft. 6 in. (high water). South side: depth 25 ft. (high water).

Pier "D" – North side: length 767 ft., depth 25 ft. 6 in. (high water). South side: length 477 ft., depth 25 ft. (high water).

Vessels drawing 25 ft. 6 in. and over when shifting to Pastelillo must do so at high tide.

These three piers each have four railroad tracks of standard gauge but sugar cars cannot enter loaded at one side and exit at the other side. Usually loaded sugar cars are unloaded first and, whilst shifting takes place, the last ones are discharged in order not to lose time in this movement.

**STEVEDORES:** Working periods – raw sugar, loading rate, refined sugar, general cargo, etc., same as for Pastelillo. Six sugar vessels can operate simultaneously. No crane available.

**FUELS:** No bunkers usually supplied at this terminal, but in special cases bunkers have been supplied at Pier "B".

**FRESH WATER:** Can be supplied at Pier "B", "C", and "D".

**AUTHORITIES:** See "Pastelillo".

### (*c*) SUB-PORT OF BUFADERO:

**PILOTAGE:** See "Pastelillo". Distance from place where Pilots board vessels to Bufadero is 12 miles.

**APPROACHES:** See "Pastelillo".

**RESTRICTIONS:** Vessels drawing over 25 ft. 3 in. should await high tide for shifting to anchorage.

For entering-sailing, vessels should wait for slack water and only during daylight.

**MAX. SIZE:** Max. draft with which vessels can enter/sail to/from Bufadero is officially up to 25 ft. 3 in. but actually up to 25 ft. 6 in. Length 600 ft. Tidal variation 1 ft. 6 in.

**BERTHING:** Pier, length 557 ft.; draft, North side, 25 ft.; draft, South side, 25 ft.

This pier is only used for molasses and fuel oil. Average pumping rate of molasses is 70,000 gallons per hour. Only South side is in operation.

**FUEL/FRESH WATER/REPAIRS:** Not available.

**AUTHORITIES:** See "Pastelillo".

## PUERTO PADRE—Cayo Juan Claro: 21.17 N. 76.32 W. (and sub-port of Manati)

Vessels can proceed direct to Cayo Juan Claro and Port Authorities travel to Cayo Juan Claro for clearance.

**PILOTAGE:** Pilots board vessels at entrance, not less than one mile from mouth of port. Distance from place where Pilots board vessels to pier is about 2½ miles.

**APPROACHES:** Funnel-shaped at entry. Two turns, but the one to take into consideration when manoeuvring vessels over 525 ft. is "Careneoro" turn. Vessels with a length of 565 ft. have entered this port. Bottom is rocky in entrance channel and muddy in bay.

**RESTRICTIONS:** Vessels can enter only during daylight and must wait for slack water for entering/sailing due to current in the channel.

**MAX. SIZE:** Vessels can sail with maximum draft of 25 ft. up to a length of 500 ft. Over 500 ft. length with draft up to 24 ft. Maximum length permitted 557 ft. Tidal variation 2 ft. 3 in.

**BERTHING:** Loading and/or discharging operations are carried out at Cayo Juan Claro which is about 3 miles distant from Puerto Padre.

Dock No. 1 For loading sugar: length 509 ft., width 30 ft., depth 25 ft.

Dock No. 2 For loading molasses and discharge of fuel oil and gas oil: length 272 ft., width 12 ft., depth 25 ft. This dock has railroad tracks of non-standard gauge. A launch is used for handling lines in berthing.

**STEVEDORES:** Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

Raw sugar: loading rate maximum 1,430 raw sugar bags loaded per gang period. Minimum is 650 bags. Five bags loaded per sling. Only one vessel can operate at a time. Empty jute bags have been discharged and average discharge rate is about 45 metric tons per gang period. No crane available.

Sugar in bulk: 5 thrower machines for loading sugar in bulk.

**TANKERS:** Molasses average pumping rate 50,000 gallons per hour. Fuel oil, discharging rate 45,000 gallons per hour. Gas oil discharging rate 35,000 gallons per hour.

**FUEL:** Not available.

**FRESH WATER:** Can be supplied at No. 1 pier by pipe-line. Delivery rate 17 tons per hour.

**REPAIRS:** Port has no repair shop, but in event winch damage or any other light repairs, this work can be carried out at the Sugar Mill "Central Antonio Guiteras" Repair Shop.

**MEDICAL:** General Hospital at Puerto Padre where sick crew members can receive attention.

**AUTHORITIES:** Port Doctor and Custom House are located at Puerto Padre. Immigration at Chaparra. Port Captain at Cayo Juan Claro.

Distance from Cayo Juan Claro where all cargo operations are performed to Puerto Padre is 3 miles. Means of transportation between Puerto Padre and Cayo Juan Claro: motor-boat, railroad, and automobile.

From Puerto Padre to Cayo Juan Claro it takes: by motor boat 30 minutes; by automobile 5 minutes; railroad 20 minutes.

Means of communications available at Puerto Padre: telephone, cable (Inalambrica), telegraph and postal service. Vessels can communicate with Puerto Padre via CLA Habana.

**AGENT:** Empresa Consignatarias Mambisas, Cayo Juan Claro, Puerto Padre. Tel. 208–7 (Cayo Juan Claro); (Night 165). Cable: "Mambisas Puerto Padre".

### (*a*) SUB-PORT OF MANATI 21.24 N. 26.49 W.

Vessels can proceed directly to this sub-port without calling first at Puerto Padre for clearance.

**PILOTAGE:** Pilots board vessels about 1 mile from entrance. No pilot station. Pilots located at Manati and ETA notice to be given to them well in advance. Distance from place where pilots board vessels to pier is about 3 miles.

**APPROACHES:** Narrow channel, very deep (minimum depth 40 ft.) Bottom is irregular, parts where it is sandy and others rocky.

**RESTRICTIONS:** Not necessary to await slack water for entry/sailing; but considering large tonnage of vessels presently entering port for topping-off, if there is a strong current Pilots wait until current loses strength order to avoid accidents. Vessels can enter and sail only during daylight.

**ANCHORAGE:** Swing area 600 ft. (approx.). Owing to reduced space, this anchorage is not safe for anchoring vessels drawing over 26 ft.

**MAX. SIZE:** Vessels drawing up to 30 ft. and a length of 500 ft. have entered. Maximum draft with which vessels can enter and sail:

(*a*) Presently vessels can enter with length (Liberty type) up to 440/460 ft. drawing up to 28 ft. Up to 29 ft. as maximum limit.

(*b*) With a length up to 500 ft. drawing not over 26 ft. Vessels with above specifications can enter port and berth whenever tide favourable and weather good.

Both sizes of vessels can load up to a maximum draft of 30 ft. Also vessels with length up to 560 ft. and drawing up to 17 ft. can enter port, although it is not advisable to do so on account of the present dock conditions. Tidal variation, 2 ft. 6 in.

**BERTHING:** Dock length 465 ft. At South end of dock there is a small shallow which renders worthless about 70 ft. of dock space. Present maximum depth at dock is 30 ft. 02 in. at high tide.

**STEVEDORES:** Loading sugar: working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100 – 1300/1700. When necessary, work is performed at night. Sunday is also worked when required. 1,040 sugar bags loaded per gang period; 4 sugar bags loaded per sling. Only one vessel can operate at a time. No refined sugar operations performed. No shore crane available. Sugar mill has five grates and three machines for spreading sugar in hatches.

**TANKERS:** Molasses pumping rate 25/30,000 gallons per hour. Fuel oil pumping rate at average of 1,700 barrels per hour.

**FUEL:** Not available.

**FRESH WATER:** Supplied by pipe-line at pier. Pipe-line 2 in. in diameter and delivery at an average rate of 15 – 16 tons per hour. Amount that can be delivered depends on supply at sugar mill.

**REPAIRS:** Sugar mill repair shop for minor repairs. Welder available.

**COMMUNICATIONS:** Long-distance telephone communication between Manati and Puerto Padre, although difficult owing to fact that there are only two lines from Manati and they are almost always congested. There are some occasions when an entire day is spent trying to obtain communication without result. Victoria de las Tunas telephone operator serves on occasions as "relay".

Vessels cannot communicate by radio with this port.

**AUTHORITIES:** Port Doctor and Port Captain located at this port. Custom House delegation located here, also Immigration Inspector who attends Gibara, Vita and Puerto Padre. When vessels enter and anchor awaiting for favourable tide to dock, they are cleared by Customs at the anchorage. If vessel arrives on flood tide (which is best tide for berthing) Port Authorities visit vessel when berthed.

When vessels enter at Manati, the Manifest order number is given by Puerto Padre Custom House. Custom House clearance is given by Manati Custom House Delegation of Puerto Padre. Distance from Manati subport to Puerto Padre port is 17 miles by sea. By highway, as journey is made through Victoria de las Tunas, distance about 140 kilometres. From Manati to Victoria de las Tunas, takes 1½ hours. From Victoria de las Tunas to Puerto Padre, about one hour. There is railroad transportation between Manati to Puerto Padre and it takes about the same time. There are three daily services between Manati and Victoria de las Tunas by train, and two by highway.

**AGENT:** Empresa Consignatarias Mambisas, Central Manati. Cable: "Mambisas Puerto Padre". Tel. 144–3.

## SANTA CRUZ DEL SUR (and sub-ports of Manopla and Guayabal): 20.42 N. 77.59 W.

**PILOTAGE:** Pilots board vessels close to buoy indicating entrance channel (Cuatro Reales) between "La Ceiba" bank and Carapacho Cay Lighthouse. Distance from place where Pilots board vessels (Cuatro Reales Channel) to Santa Cruz anchorage is 11 miles.

**APPROACHES:** Entrance channel has depth of 45 ft. Bottom is mud, gravel and loose sand. In the narrowest part of channel is a turn of about 20 degrees.

**RESTRICTIONS:** Vessels cannot enter/sail at night. Not necessary to wait for slack water for entering/sailing.

**ANCHORAGES:** No. 1, 24 ft.; No. 2, 26 ft.; No. 3, 36 ft.; No. 4, 40 ft. Sugar-loading operations were performed at anchorages. There were 10 barges available which are presently operating at the subport of Santa Maria (Jucaro). Similarly, the tugs which were used at this port are at present operating at Jucaro.

**MAX. SIZE:** Vessels can enter/sail through channel with any draft and length subject official draft of the port which is 35 ft. Tidal variation 1 ft. 5 in.

**LOADING:** Raw sugar: working periods: Monday to Friday 0600/0800 – 0830/1100 – 1200/1530; Saturday 0600/0800 – 0830/1030; Sunday: when it has been necessary, work has been performed.

Loading rate: 1,950 bags loaded per gang period. Six bags loaded per sling. Only one vessel can operate at a time. No crane available.

Refined sugar – no operations performed.

Raw sugar in bulk – no sugar in bulk is shipped by this port. Bulk sugar is shipped by the sub-port of Guayabal.

**TANKERS:** No tankers operate at Santa Cruz del Sur proper.

**COMMUNICATIONS:** Long-distance telephone communication with Guayabal can be established through San Francisco Sugar Mill. Telegraph can also be used. There is no telephone or telegraph communication between Santa Cruz and Manopla.

At Santa Cruz del Sur there are long-distance telephone, Government telegraph and postal service. Vessels can communicate with Santa Cruz by telegraph via Radio Habana.

**MEDICAL:** No hospital. The nearest hospital where sick crew members can be attended is located at Camaguey, 80 kilometres from Santa Cruz.

**FUEL/WATER/REPAIRS:** Not available.

**AUTHORITIES:** Port Authorities are located at this port. Launch services are used by Port Authorities to clear vessels.

Distance from Santa Cruz del Sur to Manopla: 14 miles; Guayabal: 14 miles. From Santa Cruz to Manopla by sea 1½ hours; by road 1 hour. To Guayabal by sea 3 hours; by road 2½ hours.

No daily transportation between Santa Cruz and its sub-ports. Launch or automobile are to be hired for this purpose.

**AGENT:** Empresa Consignatarias Mambiasas, Calle Carretera s/n, PO Box 49, Santa Cruz del Sur, Camaguey. Tel. 11 (night 65 and 26–8). Cables: "Mambisas Santa Cruz del Sur".

### (*a*) SUB-PORT OF MANOPLA:

**PILOTAGE:** After Pilot boards vessel at Cuatro Reales Channel, vessel proceeds to Santa Cruz for clearance, thence takes another Pilot and proceeds to sub-port of Manopla, 14 miles distant from Santa Cruz.

**APPROACHES:** see Santa Cruz. Entrance channel to sub-port of Manopla – Canal de Media Luna, Canal de los Bayameses, where vessels anchor, is a mile wide, bottom soft mud. No dangerous turns. Vessels of any length can enter and the anchorage depth is 24–40 ft. Official permitted draft 35 ft. Vessels can enter/sail only during daylight. Not necessary to wait for slack water for entering/sailing. Tidal variation 1 ft. 6 in.

**LOADING:** Anchorage No. 1: 26 ft.; No. 2: 40 ft. Loading sugar operations were performed at above anchorages by means of barges. The following barges and tugboats were available:

| | |
|---|---|
| Macareno No. 1 | – capacity: 329 metric tons, 2,870 bags of raw sugar or 75,000 gallons of molasses. |
| Macareno No. 2 | – capacity: 329 metric tons, 2,870 bags of raw sugar or 75,000 gallons of molasses. |
| Eulalia | – capacity: 269 metric tons, 2,350 bags of raw sugar. Has no tanks. |
| Miguelito | – capacity: 269 metric tons, 2,340 bags of raw sugar. Has no tanks. |
| Josefa | – capacity: 269 metric tons, 2,340 bags of raw sugar or 48,000 gallons of molasses. |

Tug: *Fox* – length 66 ft., breadth 14 ft., 165 h.p. Tows the fleet of barges utilised at Manopla.

**TANKERS:** Average pumping rate of molasses 20,000 gallons per hour.

**COMMUNICATIONS:** No long-distance telephone communication. There is telegraph service which works up to 1800.

**FUEL/WATER/REPAIRS:** Not available.

**AUTHORITIES: AGENT:** See "Santa Cruz".

### (*b*) SUB-PORT OF GUAYABAL:

**PILOTAGE:** After Pilots board vessels at Cuatro Reales Channel, they proceed directly to sub-port of Guayabal, where Customs clearance takes place.

**APPROACHES:** Dredged channel 2,474 metres in length, 60 metres in width with average depth of 30 ft.

**ANCHORAGE:** Suitable for vessels with draft up to 40 ft.

**MAX. SIZE:** Official draft for the port is 35 ft., but Pilots advise maximum draft with which vessels may sail from the berth is 32 ft. 9 in. at high water, with maximum length 510 ft.

**BERTHING:** Pier: length 508 ft., depth 32 ft. 9 in. at high water.

**STEVEDORES:** Sugar loading in bulk. Loading of molasses and alcohol has not been performed for some time. Fuel oil and general cargo discharge.

Sugar in bulk – at pier there is an installation operated by electric motor control which moves a convex-shaped conveyor and transports the bulk sugar from warehouse to the vessel. Two thrower machines, 600 tons and 400 tons per hour respectively. Average loading rate about 250 tons per hour although occasionally average of 400 tons has been obtained. There is some time lost on account of shifting the crane. Occasionally shovellers are required, and work continues 24 hours a day.

General cargo – it is not customary to receive general cargo at this sub-port, although on occasion bales of empty jute bags have been received, destined to neighbouring sugar mills. At present there are no facilities for discharge of general cargo, and no shore cranes available.

**TANKERS:** Shipment of molasses and alcohol has been discontinued for some time. Vessels discharging fuel oil may berth with maximum draft of 27 ft. without touching bottom, which is of soft mud.

**COMMUNICATIONS:** Communications between Guayabal and Santa Cruz are poor. It is necessary to travel to Sugar Mill San Francisco (about 20 kilometres from the pier) in order to communicate by telephone with Santa Cruz.

Masters must send messages giving ETA addressed to Mambisas Santa Cruz del Sur.

**FUEL/REPAIRS:** Not available.

**FRESH WATER:** Supplied at pier by pipe-line at average rate of delivery 10 tons per hour.

**AUTHORITIES:** Port Captain and Immigration's Delegations at Guayabal. Custom's delegate travels from Santa Cruz to Guayabal to conduct clearance. Distance 24 miles (by sea) from Guayabal to Santa Cruz. By road 60 kilometres. Time 3 hours by sea and 2 by road.

**AGENT:** Vessels operating at Guayabal are attended by Santa Cruz del Sur agency personnel.

## SANTIAGO DE CUBA: 19.50 N. 75.52 W.

**PILOTAGE:** Pilots board vessels 1 mile from mouth of port. Pilot station located in small Cay at entrance of bay known as Gramma Cay (formerly Smith Cay). Launch service is only means of communication available between Santiago de Cuba and Gramma Cay. Pilots also have office located at Custom House building with telephone communication. Distance from place where Pilots board vessels to: Piers 4 miles; Anchorage 3½ miles; Refinery Pier 1½ miles.

**APPROACHES:** The entrance, up to a distance of ½ mile, has a rock bottom. Thereafter, for a distance of 1 mile muddy bottom, and remaining 2½ miles is soft mud. There are some turns, and the channel and entrance to the port are narrow.

**RESTRICTIONS:** Vessels can enter and sail only during daylight from 0600 to 1800 hours.

**ANCHORAGES:** Inner anchorages located in the area from North of "Ratones Cay" up to west of buoy No. 20. Can accommodate vessels drawing up to 30 ft. and a length up to 680 ft.

**MAX. SIZE:** Vessels with a length of 680 ft. and a draft of 35 ft. can enter up to the refinery, provided they arrive during early morning hours. Tidal variation 1 ft. 6 in.

**TUGS:** Tugs are used for deep-drafted vessels and otherwise as situation demands. Following tugs are available:

| | |
|---|---|
| *Toledo* | length 5·18 metres; h.p. 165; speed 9 knots |
| *Santa Barbara* | length 60 feet h.p. 165; speed 8 knots |
| *Caridad* | length 45 feet h.p. 110; speed 7 knots |

**BERTHING:** Dock No. 1 "Luis Felipe Mena Gil" (formerly Malecon). Length 400 ft., depth 25 ft. at centre, 22 ft. at West end, and 22 ft. fore and 24 ft. aft at East end. Dock used for sugar loading and discharge of mineral, heavy lifts and volume cargo. It has 2 railroad tracks of standard gauge. (Notwithstanding above depth, vessels drawing up to 28 ft./28 ft. 6 in. sail from this dock.)

Ferrocarril Pier – length 240 ft., depth 23 ft. Vessels moor to dolphins. Distance between end dolphins is 400 ft. Used only for molasses loading. There is a pipe-line installation.

Pier No. 2 – "Miguel Santiesteban Reyes" (formerly Muelle de Luz) Wooden pier, length 500 ft., depth (North side) 22 ft. 06 in. shore end; 23 ft. 06 in. sea end. (South side) 20 ft. 06 in. shore end; 22 ft. 6 in. sea end. Used for general cargo discharge. Trucks and trailers operate at this pier.

Pier No. 3 – "Rolando Roca Pacheco" (formerly La Maritima). Concrete pier, length 650 ft., depth (North side) 22 ft. shore end; 04 ft. sea end. (South side) 24 ft. shore end; 25 ft. sea end. Used for discharge of general cargo. Trucks and trailers operate at this dock.

La Molinera Oriental Pier (present name: "Frank Pais") Depth 21 ft. fore; 22 ft. 06 in. aft.

Vessels do not berth directly on to this pier, but are secured to dolphins at narrow side of the pier. Used for bulk wheat discharge. Capacity of silos 8,200 tons. Conveyor and pipe-line are available.

Cement Factory Pier – length 290 ft., depth 17 ft. Used for cement loading. Trucks can be used.

Refineria Hnos. Diaz Pier – length 789 ft., depth 40 ft. both sides. Depth 45 ft. at head of pier. Used for discharge and loading fuel Also used for bunkering. Pipe-line installation.

Muelle Romero Dock – length 492 ft., depth (East side) 14 ft. fwd., 19 ft. aft. (West side) 19 ft. 06 in. fwd., 22 ft. aft.

Above depths taken at low water.

**STEVEDORES:** Working periods: Monday to Friday 0700/1300 – 1300/1900; Saturday the same; Sunday worked only if vessel completing cargo.

Raw Sugar: Loading rate about 1,200 bags loaded per gang period; 6 bags loaded per sling. Two vessels can load sugar simultaneously.

General Cargo – approximate discharging rates:

| | |
|---|---|
| General cargo | 7–8 tons per gang hour |
| Bagged cargo | 15 ,, ,, |
| Iron | 7 ,, ,, |
| Wood | 3 standards |
| Fertilisers | 15 tons per gang hour |

Shore Crane – there is movable crane with boom of 75 ft. length and lifting capacity about 19 tons.

Bulk sugar – 5 thrower machines available.

**TANKERS:** Average pumping rate: Molasses 30,000 gallons per hour. Fuel oil 13,000 barrels per hour.

**COMMUNICATIONS:** Radio telegrams, radiotelephony, telegraph and telephones. R.C.A., Inalambrica, All-American, Prewi, radio and Government telegraph. Also air, railroad and bus services.

Vessels can communicate with Santiago de Cuba through CLM and RCA.

**MEDICAL:** Sick crew members can be attended at Army Hospital or Los Angeles Hospital.

**FUEL:** Fuel oil and diesel oil available. Delivery rate about 7,000 barrels per hour.

**FRESH WATER:** Can be supplied docked/anchored.

**REPAIRS:** Following repair shops: Joaquin Lamas, Giron.

**AUTHORITIES:** Located at Custom House building.

**AGENT:** Empresa Consignatarias Mambisas, PO Box 522, Jose Antonio Saco 10, Santiago de Cuba. Tel. 2891/7489 (night: 6874). Cables: "Mambisas Santiago de Cuba."

## TANAMO: 20.44 N. 75.20 W.

**PILOT:** Pilot boards about 1 mile from entrance. Pilot station located at entrance of port mouth. Usual means of communication is by launch. Distance from place where Pilots board vessels to: Punta Gorda Dock: 5 miles; Cayo Mambi Dock: 7 miles.

**APPROACHES:** Entrance channel has rocky and muddy bottom. There are 90° turns, and narrow passes.

**RESTRICTIONS:** Entry and sailing at slack water and daylight only. Tug assistance required for vessels between 450 and 600 ft. length.

**MAX. SIZE:** If berthing, draft 22 ft., length 450 ft. If anchoring, draft 28 ft.

**BERTHING:** Punta Gorda dock: length 345 ft., depth East side 22 ft., West side 19 ft. Dock used for loading sugar and molasses; also for fuel oil discharge or heavy cargo.

Cayo Mambi Dock: length 200 ft., depth 14 ft. Dock used in discharge of coastwise merchandise.

Docks have railroad tracks of non-standard gauge. Punta Gorda dock has four inlet tracks only. Cayo Mambi has two tracks.

**STEVEDORES:** Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100; Sunday no work performed.

Raw sugar: 975 sugar bags loaded per gang period. Six sugar bags loaded per sling.

Refined sugar: 1,875 bags of 100 lb., loaded per gang period. Twelve bags of 100-lb. type loaded per sling.

General Cargo: Working periods same as for sugar.

**TANKERS:** Molasses average pumping rate: 20,000 gallons per hour. Fuel oil average pumping rate: 11,750 barrels per hour.

**COMMUNICATIONS:** Long-distance telephone communication at sugar mill. Radio service Inalambrica and Government telegraph. Interior telephone communication between sugar mill yard and port.

Air service at Cayo Mambi. Vessels can communicate with Cayo Mambi by Government telegraph.

**FRESH WATER:** Can be supplied at Punta Gorda, delivery by pipe-line at rate of 5 tons per hour.

**FUEL/REPAIRS:** Not available.

**MEDICAL:** There is a hospital where sick crew members can receive attention in urgent cases. For serious cases, sick men are sent to Nicaro Hospital or to Santiago de Cuba.

**AUTHORITIES:** Port Doctor and Immigration Inspectors located at Sagua de Tanamo. Captain of Port and Custom House located at Cayo Mambi. Custom House and Captain of Port are Delegations of Antilla.

Entry and sailing clearances attended by Cayo Mambi Delegation Office. Port Authorities travel from Cayo Mambi to Punta Gorda by railroad, thereafter by launch to the anchorage.

**SUB-AGENT:** Empresa de la Industria Azucarera de Oriente, Central Frank Pais (Tanamo), Cayo Mambi, Oriente, Cables: "Franpa Cayo Mambi". Tel. 2 (night: Zona 2). Central Switchboard.

## VITA (sub-port of Gibara – Oriente Province): 21.05 N 75.57 W.

**PILOTAGE:** Pilots board vessels 3 miles from entrance channel. Pilot station located at Vita. Interior telephone communication. Distance from place where Pilots board vessels to dock: 5 miles.

**APPROACHES:** Owing to narrowness of channel, turns may be considered as dangerous for vessels over 450 ft. length.

**RESTRICTIONS:** Entry and sailing only during daylight.

**MAX. SIZE:** Maximum draft with which vessels can enter/sail is 27 ft. at high tide and 26 ft. at low tide. Maximum length 500 ft. (although vessels with length of 550 ft. have entered this port).

**BERTHING:** Dock: length 300 ft., depth 26 ft. Vessels drawing 26 ft. 06 in. or 27 ft., touch bottom. Loading of sugar and molasses and discharge of fuel. Only one railroad track of non-standard guage.

**STEVEDORES:** Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

800–1,100 sugar bags loaded per gang period. Four sugar bags are loaded per sling.

**TANKERS:** Average pumping rate (molasses) 25,000 gallons per hour.

**COMMUNICATIONS:** Long-distance telephone, post and telegraph services.

**MEDICAL:** No hospital at Vita. Sick crew members can receive attention at Gibara Hospital. Port Doctor at Santa Lucia, Oriente.

**FUEL/REPAIRS:** Not available.

**FRESH WATER:** Can only be supplied in exceptional cases. Delivery by 2-in. diameter pipe, by gravity. Delivery average 3 tons per hour. Recommended that Masters always check availability in advance.

**AUTHORITIES:** Immigration at Chaparra, who travels to Vita on ship's arrival advice. Captain of Port at subport of Vita. Gibara is the Customs Official Port having Custom Delegation at sub-port of Vita. Vessels can proceed directly to Vita where they are cleared by Authorities.

**SUB-AGENT:** Empresa de la Industria Azucarera de Oriente, Central Rafael Freyre (antes Santa Lucia), Oriente. Cables: "Rafy Santa Lucia Oriente." Tel. Dock 43–3. Centre 37–1. Home 28.

# Cyprus

## DHEKELIA: 35.58 N. 33.44 E.

*Sovereign Base Area*

**DOCUMENTS:**

- 3 Crew Lists.
- 4 Passenger Lists.
- 1 Arrival Declaration.
- 1 Crew Declaration.
- 1 Store List (for cigarettes, spirits, etc.).
- 2 Manifests (Customs forms).

**PILOTAGE:** Not compulsory but strongly recommended. The tanker berth is situated in open roadstead.

**MAX. SIZE:** Tankers up to 560 ft. length with max. draft 30 ft.

**HEALTH:** Pratique granted by Health Authorities after boarding on arrival. No pratique necessary when vessel arrives from another port in Cyprus.

**RADIO:** Messages through Cyprus Radio, call sign 5BA.

**TUGS:** None available and not required.

**BERTHING:** One conventional buoy mooring for tanker discharging fuel oil to Dhekelia Power Station.

**MEDICAL:** Necessary for Agent to receive advance notice of medical attention required. Hospital facilities available.

**DENSITY:** 1025.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**CUSTOMS ALLOWANCES:** See "Limassol".

**IDENTIFICATION CARDS:** When on shore leave, seamen's books required.

**TIME:** GMT plus 2 hours. No changes during the year.

## FAMAGUSTA: 35.07 N. 33.57 E.

**DOCUMENTS:**

1 Arrival Declaration form.
1 Merchant Ship Voyage Report (for Port Marine Police).
1 Maritime Declaration of Health (International Form Med. 20).
1 Declaration of all articles obtained outside Cyprus or during voyage by Master, officers and Crew (wines, and spirits, tobacco cigarettes, cigars, perfumery, jewellery, cameras, watches, arms and ammunition, etc. – Form C.121).
5 Crew Lists.
5 Passengers' Lists (landing and in transit).
1 List of Ship's Stores.
1 Dangerous Cargo List.

**PILOTAGE:** Masters to cable ETA 24 hours before arrival to Agent who will arrange berthing and piloting-in. Radio ETA message to Harbour Master not necessary except at times of congestion, when Agent will advise Master to do so for purposes of registering turn.

In normal weather conditions Pilot boards vessel at Turning-buoy or at anchorage. In bad weather conditions, Pilot will advise Master to proceed entrance of Outer Harbour, where Pilot will board. Communications between pilot Station and Vessels approaching port or anchored at roadstead by VHF Channel 16.

Pilot boat: open motor launches (about 150 hp.), light grey colour, flying pilot's flag. Light or sound signals for Pilot requirements: International signals apply.

**ANCHORAGES:** Vessels not berthing on arrival, to anchor at roadstead; a recommended position is 281°–1·4 miles from F. White and Red Reef Lighthouse. In case of very bad weather a safe anchorage to be sought further North, near Boghaz Area.

**RESTRICTIONS:** Passenger vessels (vessels built to carry more than 12 passengers) allowed to enter port up to 2300 hours, provided such vessels will be at Turning buoy by that time and also if berth space is available.

Cargo vessels allowed to berth latest up to 2000 hours provided berth space available and that vessel will immediately operate with at least two gangs.

No tide restrictions, but for vessels entering Inner Basin maximum draft 22 ft., and for Outer Basin maximum draft 30 ft.

**MAX. SIZE:** Vessels berthing in Inner Basin 22 ft. draft and 430 ft. LOA. Vessels berthing in Outer Basin 30 ft. draft and 720 ft. LOA.

**HEALTH:** For passenger vessels, with surgeon on board, Master to cable to "Quarantine Department Famagusta", advising that all on board are in good health. For cargo vessels, pratique will be arranged soon after vessel has berthed. If vessel called at Cyprus port prior to Famagusta, pratique will be automatic.

In case of suspected disease or fever on board, the Health Authorities will take the necessary precautions and issue instructions according to the prevailing circumstances.

**RADIO VHF:** Cyprus Radio – 5BA. Vessels can also call Harbour Master Famagusta on VHF, Channel 16.

**TUGS:** Two tugs at Famagusta – One 500 h.p. called "Desdemona" and the other 1,350 h.p. called "Othello" on which VHF is also available. Tugs join vessel at entrance of Outer Basin, and ship's lines are used. Use of tugs is at discretion of Pilot. No charges made for the use of tugs, which are Government property.

**BERTHING:** According to rotation of arrival. If port is congested, vessels at anchorage should fly respective numerical flag denoting their number according to rotation of arrival.

**STEVEDORES:** For week-day work, gangs to be ordered by 1530 hours previous day. For Sunday work, gangs to be ordered by 1130 hours Saturday. For week-day work, it is also possible to apply for gangs in the morning or during the day subject to gangs available. Average rate of discharge on piece-work: general cargo 10–15 tons, bagged cargo 15–20 tons per hour/gang.

**MEDICAL:** Advisable for Master to include in ETA message to Agent if any medical attention required; hospital and private clinics facilities available. Smallpox vaccination necessary; other inoculations or vaccinations according to prevailing circumstances.

**DENSITY/TIDE:** Mediterranean salt sea water. Difference of 1–2 ft. between low and high water.

**FRESHWATER:** Water hydrants installed alongside quay, both in Inner and Outer Basins and delivery through hoses; rate of delivery 10–15 metric tons per hydrant per hour.

*Note:* Certain limitations to quantities deliverable can be possible during summer months (June–August) owing to general shortage of water.

**FUEL:** No bunkering facilities alongside quay or in the port elsewhere. Limited fuel deliveries to vessels alongside quay can be made by lorry-tankers of 8–10 tons each. (Example of fuel available 530 seconds Redwood No. 1 at 100 degrees Fahrenheit.)

**DEVELOPMENTS:** Outer Harbour (2,100 ft. linear quay – 30 ft. draft) was recent extension to Inner Harbour (1,700 linear quay – 22 ft. draft) and any quay extension not foreseen in near future. The constructions of new sheds particularly for export and a passengers' terminal as well as a silo is under study and work may commence in the near future.

**GANGWAY DECK WATCHMEN:** Not obligatory, but available and most Masters engage watchmen.

**OPENING/CLOSING HATCHES:** Carried out by crew; stevedores on board are sometimes willing to help but they are not obliged to do so.

**CUSTOMS ALLOWANCES:** See "Limassol".

**CARGO GEAR:** Mostly supplied by shore stevedores or other contractors on hire, and it is expected to be tested and safe. Any gear supplied by the vessel must be certified tested and suitable for purpose used. Floating crane, lifting capacity 60 tons available.

**IDENTIFICATION CARDS:** Passports are accepted by the Police and Immigration Authorities. Identification cards, whoever, are advisable as crew members on shore leave must carry either their passport or identity card and the loss of the former, whilst ashore, may involve complications.

**CONSULS:**

Finland
France
Italy
Japan
Netherlands
Norway
Sweden
Thailand

**REPAIRS:** Minor repairs for deck and engine can be carried out at local workshop. Cement boxes and plating both above and under-water can be carried out.

**DRY DOCKS:** No dry docks. Two slipways operate at South end of port and can take vessels of up to 400 tons weight.

**AIRPORT:** Nicosia International Airport 40 miles from Famagusta (1 hour's drive). Daily flights to European/U.K. and Middle East destinations.

**TIME:** GMT plus 2 hours. Permanent.

**HOLIDAYS:** Recurrent official Customs and port holidays:

(*a*) First week-day of January;
(*b*) Epiphany Day (Greek Orthodox) 6th January;
(*c*) Good Friday (Greek Orthodox);
(*d*) Saturday before Easter (Greek Orthodox);
(*e*) Easter Monday (Greek Orthodox);
(*f*) Christmas Day, or if that day be a Sunday, the following day;
(*g*) 26th December, or if that day be a Sunday, the following day, unless Christmas Day falls on a Sunday, in which case the Tuesday following Christmas Day;
(*h*) First day of Ramazan Bairam, or if that day be a Sunday, then the following day, unless the day in (*i*) hereinafter has occurred first and has fallen on a Sunday, in the same year;
(*i*) First day of Qurban Bairam, or if that day be a Sunday, then the following day, unless the day in (*h*) above has occurred first and has fallen on a Sunday, in the same year;
(*j*) Birthday of the Prophet;
(*k*) 25th day of March (Greek Independence Day);
(*l*) First day of May;
(*m*) 28th day of October (OXI DAY – Greek);
(*n*) 29th day of October (Turkish Independence Day);

and any other day appointed by Council of Ministers as a day on which Customs Houses shall be closed for business.

All ports closed for work on New Year's Day and on 1st May. Members of Greek trade unions have option to abstain from work on 25th March, Easter Sunday, Easter Monday, 28th October and Christmas Day. It has also been noted that on 1st April (EOKA DAY) no work is done. Members of Turkish Trade Unions have option to abstain from work on Ramazan Bairam, Qurban Bairan, Birthday of the Prophet, 19th May and 29th October. However members of each community may work during any holidays but if they do so they are paid holiday wages.

**POLICE/AMBULANCE/FIRE:** Port Marine Police Tel. 63239; Police Head Quarters 62016; Fire and Ambulance 999.

**TELEPHONES:** Lines available for placing telephones on board.

**GENERAL:** Cyprus flag to be hoisted on mast from 0800 hours to sunset. Landing of dogs or other animals not allowed; also landing of fruits, vegetables and eggs unless authorised by Produce Inspection Office. Disposal of garbage and waste strictly prohibited both in port and Cyprus waters. Agents can arrange removal of garbage by contractor or municipality.

**SERVICES:** Compass adjusting; radar repairs; scraping and painting ship's sides.

**SHORE LEAVE:** All crew members allowed ashore after free pratique granted. Each crew member to carry passport or Identity Card.

**REGULATIONS:** Authority is required from Harbour Master: for immobilising engine for cleaning or repairs whilst vessel alongside quay; for lowering lifeboats; for using ship's radio; for sailing (a Port and Customs Clearance is required).

Ships berth by rotation according to time of arrival. However, port regulation exists that passenger and cruising vessels as well as ferryboats can berth (maximum 2 berths) on priority.

**DELAYS:** Delays in berthing are very seldom. Slight congestion of 1–2 days, however, is sometimes observed in month of May when it is peak export season for spring-crop potatoes and carrots.

## LARNACA: 34.55 N. 33.39E.

**DOCUMENTS:**

3 Crew Lists.
4 Passenger Lists.
1 Arrival Declaration.
1 Crew Declaration.
3 Stores Lists (cigarettes, spirits etc.).
2 Manifests (Customs forms).
1 General Declaration.

**PILOTAGE:** Not compulsory but strongly recommended. Government Pilot boards vessel outside Fairway light buoy (fl. W. ev. 2 secs.). Master to give Agent 24 hour's notice of ETA and Agent informs Port Authority accordingly. Pilot boat light grey colour flying Pilot flag. Pilot may be contacted on VHF Channel 16 during working hours. Pilot's telegraphic address: "Port Superintendent Larnaca, Cyprus".

**MAX. SIZE:** For port berthing normally 500 ft. length, but larger vessels may receive berthing permission subject special permission being obtained from Harbour Master in consideration of vessel's manoeuvrability and prevailing weather conditions.

New port is dredged to 31 ft. (9·5 m.). Height of quay above sea level 2 m. 30 cm. One cargo shed 100 m.×30 m. Max. size at new port, length 150 m., draft 9 m.

Tankers discharge outside port at mooring buoys, draft up to 32 ft. No length restrictions.

**ANCHORAGE:** Open roadstead.

**HEALTH:** Smallpox vaccination necessary; other inoculations or vaccinations according to prevailing circumstances. Pratique required only at first port. Government Health Services board vessel soon after berthing to grant Pratique. Also see "Famagusta".

**RADIO:** Harbour Master Larnaca on VHF Channel 16.

**TUGS:** Two Government tugs 750 and 600 h.p. Tugs join vessel outside breakwater using ship's lines.

**BERTHING:** Vessels may berth inside port between 0600 hours and sunset, but may unberth and sail until midnight. Berthing is in rotation accordance to arrival.

Quay length in port is 1,060 ft. (326 m.).

Tankers moored during daylight hours only.

**STEVEDORES:** Gangs arranged by Agent before arrival.

**MEDICAL:** Necessary for Agent to receive advance notice of at least 2–3 hours before arrival. Hospital facilities always available.

**TANKERS:** Diameter of discharge lines up to 12 in. Maximum draft 32 ft. Discharging takes place at buoys outside port.

**DENSITY:** 1025.

**TIDE:** Up to 2 ft. rise of tide.

**FRESH WATER:** Available. Delivery by hoses at main quay at about 50 tons per hour. Suppliers, Larnaca Water Board.

**FUEL:** 12 hour's advance notice required. Available in unlimited quantities.

**CUSTOMS ALLOWANCES:** See "Limassol".

**HATCHES:** Opened and closed by crew.

**IDENTIFICATION CARDS:** When on shore leave, seamen's book is required.

**CONSULS:**

Italy
Sweden
Denmark

Portugal
Finland

**REPAIRS:** Minor repairs and overhauls may be carried out.

**REPATRIATION:** Facilities available.

**AIRPORT:** Nicosia International Airport 30 miles from Larnaca. Daily flights to Europe and Middle East.

**TIME:** GMT plus 2 hours. Permanent.

**HOLIDAYS:** Cargo work can be arranged on Custom Holidays on payment of overtime with exception of New Year's Day, Christmas Day and Easter Sunday. For public holidays see "Famagusta".

**TELEPHONE:** Lines available for placing telephones on board.

Police Headquarters 2001; Hospital 2007.

**SERVICES:** Compass adjusting, radar repairs, hull scraping and painting.

**REGULATIONS:** Harbour Master's authority required for: immobilising engine, cleaning or repairs whilst vessel alongside quay, lowering lifeboats and use of ship's radio.

Port and Customs clearance required for sailing.

Cyprus flag to be hoisted on mast from 0800 hours to sunset. Landing of dogs or other animals not allowed; also landing of fruits, vegetables and eggs unless authorised by Produce Inspecton Office. Disposal of garbage and waste strictly prohibited both in port and Cyprus waters.

## LATCHI (Limni Mines) 35.02 N. 32.24 E.

**DOCUMENTS:** See "Limassol".

**PILOTAGE:** No pilot available. Vessels chartered for Company advise ETA via Cyprus Radio to "Limni Poliscyprus". Anchorage ½ mile North of Mavroli Pier. During daylight hours Company launch leads vessels to anchorage.

**ANCHORAGE:** As above, depth ½ mile from pier is 10 fathoms.

**MAX. SIZE:** No restrictions on size.

**HEALTH:** All necessary action to obtain pratique made by Agent. In the event of any suspected disease on board, necessary action and precautions taken by Health Authorities.

**RADIO:** Cyprus Radio – call sign 500 BA or radio telephone no. 21822.

**TUGS:** None available.

**BERTHING:** Mavroli Pier in Khrysokhou Bay, Cyprus, in position 35° 03′ 15″ N. 32° 27′ 10″ E. bearing 072° approximately 3.2 miles from Latchi. Necessary to have Cyprus flag, and to have gangway and not a rope ladder for Authorities and stevedores to board.

**STEVEDORES:** ETA advice required order arrange gangs at least 24 hours.

**MEDICAL:** Agent to receive 24 hours notice. Hospital facilities available at Ktima, 24 miles from Latchi Port. Each member of crew to possess valid vaccination certificate.

**DENSITY:** 1.025.

**FRESH WATER:** None available.

**FUEL:** Not available.

**GANGWAY/DECK WATCHMEN:** Unnecessary.

**OPENING/CLOSING HATCHES:** Done by the crew.

**CUSTOMS ALLOWANCES:** See "Limassol".

**IDENTIFICATION CARDS:** Required.

**CONSULS:** No consuls at port.

**REPAIRS:** No repairs can be carried out.

**REPATRIATION:** Can be arranged through Nicosia Airport.

**AIRPORT:** Nicosia Airport 68 miles away, served by regular airlines.

**TIME:** GMT plus 2 hours. Permanent.

**HOLIDAYS:** See "Limassol".

**POLICE/AMBULANCE/FIRE:** Such services arranged through Agent.

**TELEPHONES:** No arrangements exist for placing on board.

**SHORE LEAVE:** Landing permits obtainable from local Police Authorities by lodging passports or seamens books.

## LIMASSOL: 34.40 N. 33.03 E.

**PORT LIMITS:** The territorial waters of Cyprus contained within a line drawn 135° to the high seas from the Roman Catholic cemetery, situated 16½ cables North-Eastwards of Limassol fixed red light, and a line drawn 135° to the high seas from the centre of Zakaki village.

**DOCUMENTS:**

*Ports Department:*

1 Arrival Declaration (given to Master by Boarding Officer).
1 Crew List.
1 Passenger List and 1 transit passenger list (the latter in case of passenger vessels).

*Customs Department:*

1 Crew List.
1 Passenger List.
1 Transit List.
1 Fire arms Declaration.
1 Stores Declaration.
1 Declaration signed by each member of crew stating dutyable goods in their possession.
1 Authority by Master for appointment of Agent.

*Police Department:*

1 Crew List.
1 Passenger List.
1 Transit Passenger List.

*Health Department:*

1 Maritime Declaration of Health.

**PILOTAGE:** Services of Pilot requested by Agent representing vessel. Ships piloted only during daylight, usual "G" flag hoisted.

**ANCHORAGE:** No specific boundary but ships usually anchor about ½ mile South-eastwards of lighter basin entrance where depth 8 fathoms.

**RESTRICTIONS:** Vessels allowed enter port only during daylight hours starting at 0600 summer, and 0700 winter.

**MAX. SIZE:** Maximum permissible length for vessels entering harbour is 265 ft. draft 15 ft. No limit for vessels remaining at roadstead.

**BREAKWATER PORT:** Depth alongside 11 m., max. draft 10·5 m. No limit on length.

**HEALTH:** Pratique granted by Health Authorities after boarding at anchorage. Automatic pratique only granted to vessels having a doctor on board, certifying that everybody well. A telegram to this effect must be sent 24 hours before vessel's arrival, to "District Medical Officer, Limassol". No pratique necessary when vessel arrives from another port in Cyprus.

**RADIO:** Cables sent through "Cyprus Radio", call sign: 5BA.

**RADAR/VHF:** No port radar service. Office of Harbour Master equipped with VHF radiotelephone operating on Channels 16 and 14 during office hours only.

**TUGS:** One tug 1,300 h.p. and one tug 760 h.p.

**BERTHING:** *Breakwater Port:* Consists of two quay walls each 400 m. in length. Storage within the port area is limited.

The berths may be used for: Exports, such as citrus, cement, carobs, etc.; Discharging homogeneous cargoes, i.e. grain, iron, steel pipes, etc.; and cargoes for direct delivery, which do not require storage within the port i.e. fertilisers, frozen meat, sugar, etc.

**STEVEDORES:** 24 hours notice to vessel's Agent of ETA enable arrange gangs.

**MEDICAL:** Unless very urgent case on board no need for advance notice to District Medical Officer. Any other case dealt with by doctor coming on board for pratique purposes, and Agent. Hospital and private clinic facilities available. Usual International vaccination certificates required for each member of crew.

**TANKERS:** No tankers berthed in Limassol, but at private berths away from port and for discharging only. No slop discharge facilities.

**FRESH WATER:** For ship entering port fresh water facilities on quay. Vessel at anchor can be supplied by water-barge, capacity about 80 tons.

**FUEL:** Diesel oil and furnace oil available for ships entering port. Brought alongside by tanker lorries from Larnaca.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** By stevedores.

**CUSTOMS ALLOWANCES:** 50 grams tobacco or 40 cigarettes, and 0·25 litres spirits, 0·25 litres wines, per man per day.

For reasons of administrative convenience, issues of high-duty goods for use by crew on board will be made every three days, beginning with the first day of the ship's arrival in Cyprus waters. For each member of the crew (other than the Master, the Chief Officer and the Chief Steward) each issue will consist of: 120 cigarettes or an equivalent quantity of other tobacco goods, 1 bottle of spirits, 3 bottles of wine.

Each issue for the Master, the Chief Officer and the Chief Steward of ocean-going vessels will consist of: 200 cigarettes, 2 bottles of spirits and reasonable quantity of wine they may request.

Concessions to crew landing from ship: On coming ashore, for a short period, 50 grams of tobacco, or 40 cigarettes per day or part thereof.

The above allowances are in force for all Cyprus ports.
**CARGO GEAR:** Must comply with existing International Safety Regulations.
**IDENTIFICATION CARDS:** Seaman's Book or Passport needed for seamen going ashore.
**CONSULS:** Belgium, Holland, Italy, France.
**REPAIRS:** Only minor repairs can be carried out.
**REPATRIATION:** Facilities for effecting crew changes and arranging any necessary repatriations. Usually arranged with Agent.
**AIRPORT:** Nicosia Airport served by regular lines situated 54 miles from Limassol.
**TIME:** GMT plus 2 hours. Permanent.
**HOLIDAYS:** Every Sunday; 1st January; 6th January; 25th March; 1st May; 28th October; 29th October; Good Friday; Saturday following Good Friday; Easter Monday; First Day of Kurban Bairam; Birthday of Prophet; First Day of Ramazan Bairam; Christmas Day; Boxing Day.
**POLICE/AMBULANCE/FIRE:** Police 3171; Ambulance 3111; Fire Bridge 71939 or 999.
**TELEPHONES:** None available for placing on board.
**SERVICES:** Compass adjusting, servicing of radar, R/T, echo-sounders.
**SHORE LEAVE:** Allowed.
**DELAYS:** Can be expected usually during winter months due rough sea in which case no lighter can approach cargo vessel either for discharging or loading. The percentage of non-workable days in roadstead is low.

## MORPHOU BAY

**GENERAL SITUATION:** Morphou Bay situated on North-west coast of Cyprus. Bay is well situated geographically, as owing to high hills all round there is shelter from all winds except those between N.W. and N.N.E. Loading records for many years past show that, whilst wind fairly frequent from N.W., winds of storm force practically unknown. Tides and currents are negligible.

1. Xeros Pier – Karavostassi, operated by Cyprus Mines Corporation, and,

2. Another loading installation at Karavostassi operated by Hellenic Mining Company.

### 1. Xeros Pier – 35° 08′ 16″ N. 32° 49′ 14″ E.

**ORE LOADING:** Ships moored in open roads; loading and discharging effected by lighters towed by tug to and from Jetty. Loading effected by grabs, each weighing about 10 cwt. and carrying about 20 cwt. of ore. Ship's winches must therefore be capable of lifting at least 40 cwts. Loading operations normally carried out 17 hours per day. Average loading rate is 1,800 to 2,000 tons per loading day of 17 hours. Ships load in turn and normally only one ship loaded at a time.

Inward cargoes only handled by special arrangement.
**JETTY LIGHT:** Corporation's Jetty 400 ft. long. A red light (electric) flashing every 3 seconds (duration of flash 0.2″; eclipse 2.8″) is on shore end of Jetty (lat. 35° 8′ N. long. 32° 51′ E.). Jetty berth not available to ocean-going vessels, depth being only 11 ft. Jetty equipped with electric crane with maximum lifting capacity 5 tons.
**MOORINGS:** Vessels ride to own anchors and depend on them for safety and security, using Corporation buoy as stern mooring to assist in loading. Buoy is in about 7 fathoms and located about 1,500 ft. from end of Jetty. Holding ground in anchorage is of tenacious sand and clay sloping away from shore.
**DOCUMENTS:**

5 Crew Lists.
5 Passenger Lists.
Vaccination Certificates.
Declaration of Health.
1 Crew Declaration (tobacco, Liquor, Souvenirs, etc.).
1 Arms and Ammunition Declaration.
2 Stores Lists.
1 Specification for Agency.
1 Notice of Readiness.
Produce ship's Registration Certificate.
1 Bill of Lading.
1 Cargo Manifest (if carrying cargo).

**PILOTAGE:** Not required for vessels dropping anchor in roads. A non-qualified but well-experienced Pilot will assist Master in tying vessel to mooring buoy for loading.
**ANCHORAGE:** Anywhere one mile off shore between Vouni Palace and Pendayia Hospital.
**RESTRICTIONS** None, but advance notice should be given by cable .
**MAX. SIZE:** For vessels loading at CMC mooring, maximum laden draft 32 ft. For tankers discharging oil the maximum draft on arrival should be 25 ft.
**HEALTH:** If arrival in daylight and advance notice has been given by cable, then pratique normally given on arrival—subject weather conditions. If arrival after dark, pratique given early following morning. Suspicion of disease on board should be notified by cable before arrival. or at least to Medical Officer when he boards for pratique. Vessels in free pratique from another port in Cyprus do not require further pratique providing travelled to Karavostassi coast-wise.
**RADIO:** ETA cable to "Pyrites Lefka Cyprus", and sent through Cyprus Radio
**TUGS:** Not required. Ship's lines used for stern-tying to mooring buoy for loading.
**STEVEDORES:** Arranged by Shippers, who also Agents (Cyprus Mines Corporation).
**MEDICAL:** Advance notice of required medical attention not necessary unless doctor required to board ship. Company Hospital facilities available. Vaccination certificates required.
**TANKERS:** Discharging only, into 8 in. line. Connection made by Receivers. No slop discharge allowed. One berth only, maximum draft on arrival 25 ft.
**DENSITY:** Unaffected by tide which is minimal.
**FRESH WATER:** Available from lighter with 25 ton capacity.
**FUEL:** Not available, (may be purchased in drums at considerable expense.)
**GANGWAY/DECK WATCHMEN:** Not required.
**OPENING/CLOSING HATCHES:** Normally carried out by crew.
**CUSTOMS ALLOWANCES:** See "Limassol".
**CARGO GEAR:** All winches, derricks, runners, guys and stays to be in good working order, and test certificates made available on request.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** None in port. Several Embassies and Consulates located in Nicosia.
**REPAIRS:** Minor deck and engine repairs may be carried out by Corporation if essential to loading operation, or safety of vessel.
**REPATRIATION:** Agency (CMC) can arrange for travel of changing crew members.
**AIRPORT:** Nicosia International Airport 35 miles from port, served by regular airlines.
**TIME:** GMT plus 2 hours Permanent.
**HOLIDAYS:** No work on 1st January, 25th March, Orthodox Easter Friday, Saturday, Sunday and Monday, 1st May, 28th October, 24th 25th, 26th December, 31st December.

Customs Houses closed on Sundays, afternoon on Wednesdays and Saturdays, New Year's Day, 6th January, Good Friday (Greek Orth.), Saturday before Easter and Easter Monday (Greek Orth.), 1st day of Qurban Bairam, 1st day of Ramazan Bairam, 25th March, Birthday of Prophet Mohammed, 29th October, Christmas Day and Boxing Day. (If New Year's Day, or Christmas Day falls on a Sunday, then day following is observed.)
**POLICE/AMBULANCE/FIRE:** Police Xeros 249; Ambulance ask through Agency; Fire Xeros 243.
**TELEPHONES:** Cannot be installed on board.
**GENERAL:** Cyprus Mines Corporation ships flotation pyrites, copper concentrates and copper precipitates in bulk from lighters which come alongside. The speed of loading depends largely on the efficiency of the vessel's loading gear.
**SHORE LEAVE:** Crew members allowed on shore.
**REGULATIONS:** No unusual regulations. Ship's boats may be used only in vicinity of ship for boat-drill, etc. They are not to be used for coming ashore.
**DELAYS:** Occasionally due to congestion, and sometimes to weather.

### 2. Hellenic Mining Co., Installation 35° 08′ 18″ N. 32° 50′ 10″ E.

**PILOTAGE:** Company's Pilot available for mooring and shifting operations.
**ANCHORAGE:** Five moorings buoys, and vessels use own anchors.
**MAX. SIZE:** Ships of practically any size, from small freighters to ore-carriers of 25,000 tons or more, can be accommodated. Length of vessel immaterial but there may be certain reasonable limitations as to beam and height from waterline in ballast.
**BERTHING:** Iron jetty extends 433 metres into sea. Depth of water alongside pierhead about 10 fathoms.
**STEVEDORES:** Hours of working are: 0800 to 1200 hours and 1300 to 1700 hours. Saturdays: 0800 to 1200 hours, but normally work, on overtime, arranged continuously, all round the clock without break, until vessels fully loaded.
**MEDICAL:** Doctors and hospital available.
**FRESH WATER:** Available.
**GENERAL:** All other details see Xeros Pier above.

## VASSILIKO BAY: 34.42 N. 33.18 E.

**SITUATION:** 13½ miles due East of Limassol on South coast of Cyprus, and 1½ miles West of Zyghi.
**PILOTAGE:** Company's Pilot available for berthing and shifting operations.
**PYLON:** The pylon, diameter of 34 ft. fitted with mechanism which enables buckets conveying ore along ropeway, to be emptied automatically through a chute into holds of ships.
**MAX. SIZE:** Ore carriers of 12,000 tons dwt. and over can be accommodated. Maximum permissible height of ship between sea level and top of hatches (vessel in full ballast) 25 ft. Maximum length 450 ft. Maximum beam 60 ft.
**BERTHING:** Depth of water at pylon 30 ft., but if necessary ships may berth further out where depth 31–32 ft. In such cases, double chute used. Height of articulation of chute 49 ft. above sea level; height of unloading tip varies according type chute used. Bottom of sea near pylon. sandy.
**LOADING:** Loading of ores (pyrites and gypsum-rock) effected through an aerial maritime ropeway line, which starts at a point close to the shore and extends over a distance of 1,750 ft. in the sea to a reinforced concrete pylon. Ropeway cables supported at three intermediate points by steel trestles.
**CAPACITY:** Installation has loading capacity of 3,500/4,000 tons pyrites and 2,500/3,000 tons gypsum rock per 24 consecutive hours; electrically operated and all ores automatically weighed at loading point by means of electric Avery machine.
**GENERAL:** All other details see "Morphou Bay, Hellenic Mining Co."

# Dahomey

## COTONOU: 06.20 N. 02.32 E.

**PORT LIMITS:** The area contained within an arc of a circle of 1 mile radius centred on the red light at the West jetty.
**DOCUMENTS:** Once berthed the ship must be able to produce to the port authorities:
6 copies Crew List.
4 copies List of Ports of Call.
6 copies Passenger List, and passengers in transit.
3 Customs Declarations (personal effects List).
2 Maritime Declarations of Health.
3 Lists Provisions and Stores, including foodstuffs.
10 copies Manifest.
1 Bill of Lading.
1 Declaration of Arms and Ammunition.
3 lists of Dangerous Cargo (unloading or in transit).
Also international documents of ownership and safety.
**PILOTAGE/APPROACHES:** Vessels must advise ETA to Port Authority "Dirport Cotonou" 24 hours prior arrival weekdays, and before midday Saturday for Sundays and before midday on day preceding holidays. Cable address Pilot Station "Commandant du Port, Cotonou". On approach to port vessels may also call Pilot Station on 2182 kc/s or VHF Channel 16. Permanent radio watch kept by port Coast-Guard Station. Pilot services permanent and operate night and day, Sundays and holidays, except for nights of 24th and 31st December from 1800–0600 hours. Ships drawing more than 30 ft. must enter on high tide. On arrival in approaches, ships coming from west or south must steer a northerly course in direction of lighthouse, and take Pilot about half a mile from fairway. If arriving from east, vessels should take westerly course in direction of Fairway and take Pilot about half a mile from fairway. Pilot boat is small cutter with black hull and white superstructure, by day carries flag "H" and by night carries statutory lights for pilot boats. Piloting obligatory for ships over 100 net tons.
**ANCHORAGES:** In cases of bad weather or of waiting for Pilot, ship must anchor approx. 1 mile to South of lighthouse. Sound anchorage with sand bottom and depth 14 metres. Forbidden to anchor within radius of 700 metres from red light of West Jetty.
**RESTRICTIONS:** No restrictions on hours of entry or exit.
**MAX. SIZE:** Length 230 metres and draft 31 ft.
**HEALTH:** Free Pratique generally given by Agent.
**RADIO:** Advisable give Agent 72 hours notice of ETA. thereafter re-confirm 36 hours prior arrival.
**RADAR/VHF:** No port radar service. VHF Channel 16. R/T 2182 kc/s.
**TUGS:** Tug assistance performed by "l'Union des Remorqueurs de Cotonou" and compulsory for every vessel over 500 GRT, mooring, unmooring, at berth or shifting. Extra charge for using tug's lines.
**BERTHING:** Berthing quay 620 m. long which will accept alongside a minimum of four ships working together. Harbour dredged up to 9 metres under zero of chart and will permit almost all sizes of ships to work safely. Railway line runs 4 metres side of quay, under ship tackles, and used only for heavy lifts. Berthing priority only given cargo ships and tankers which have specially reserved berths. Other ships berth dependent on berths available and in order of arrival. As well as two tanker berths there is loading berth for bulk palm-oil, one waiting berth at harbour entrance, and four quays with warehouses for import/export traffic.
**STEVEDORES:** Ship must advise Agent in advance of number stevedore teams required, and specify number of hours work required. This must be done 24 hours in advance on weekdays, and before midday Saturday for Sundays, and before midday on day preceding holidays. Loading and unloading rate: Working days – 600 tons for bagged cargo. 400 tons for other cargo. Sundays and holidays, half above rates. Days counted as 24 hours starting from first break following berthing. For ships having to handle smaller quantities, assessment of time calculated in multiples of 300 tons for bagged cargo and 200 tons for other cargo, per 12 hours. Loading and unloading operations can be carried out on Sundays and public holidays if Ship's Master wishes, with exception of Labour Day (May 1st) and Independence Day (August 1st).
**MEDICAL:** Well-equipped modern hospital in Cotonou – smallpox vaccinations required.
**TANKERS:** Two tanker quays for ships of 230 metres length and 31 ft. draft. Unloading carried out by 100 mm. pipeline. Loading of petroleum products carried out by pumping ($80m^3/h$) or by gravity ($50m^3/h$). Products are aviation spirit 100/130, "Super" petrol, low-grade petrol, Kero Avtur, and gas oil.
**FRESH WATER:** Supplies available at all berths on quay by pipeline of 100 mm. with reduction of 70 mm. (discharging 25 tons per hour).
**FUEL:** Fuel oil of 1,500 seconds viscosity available at Berth No. 1 and at the Fishing Quay. Rate 50 to 80 cubic metres per hour.
**FIRE PRECAUTIONS:** Port has following safety equipment: 1 tug equipped with fire hose of $50m^3/h$. 2 motor pumps of $30m^3/h$. 1 draining pump of $150m^3/h$. In addition special security watches are kept on dangerous merchandise in classes 1a, 1b, 1c, 1d and 111c. Normal watch up to 5 tons, double watch from 5 tons to 16 tons. Motor pump standing by from 16–50 tons. Tug standing by for quantities above 40 tons for inflammable liquids (flashpoint less than 55 deg. C) and above 50 tons for other dangerous cargo.
**WATCHMEN:** (See "Fire Precautions".) Recommended that a watchman be on board. Can be arranged by Agents.
**OPENING/CLOSING HATCHES** Carried out by stevedores.
**CUSTOMS ALLOWANCES:** 200 cigarettes and 3 opened bottles of spirits for each crew member.
**REPAIRS:** Workshops for small repairs. No tank-cleaning facilities.
**DRY DOCKS:** Only hauling gear of 250 tons for careening small ships and trawlers.
**CONSULS:**
West German Embassy 2967
Chinese Popular Embassy B.P. 196.
U.S.A. Embassy 2650
French Embassy 2224
French Consulate 2638
Ghanaian Embassy 2746
Israeli Embassy 3125
Nigerian Embassy 3142
U.S.S.R. Embassy 2834
Niger Consulate 3334
Belgian Consulate 2486
Netherlands Consulate 3037
Consulate of Sweden and Norway 2433
Italian Consulate 2034
Swiss Consulate, 509.
Zaire Embassy B.P. 130
**AIRPORT:** 5 kilometres from port, served regularly by DC8 for European destinations (5 departures a week for Paris).
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** January 1st; Easter Sunday and Monday; Fete du Mouloud (26th April); Labour Day (May 1st) – no cargo work; Ascension Day; Sunday and Monday of Pentecost; August 1st (Independence Day) – no cargo work; Assumption; November 1st (All Saints' Day); 25th December (Christmas); Tabaski and Ramadan at the beginning of Lunar Year (Moslem holidays).
**POLICE/AMBULANCE/FIRE:** Harbour Police 3942; First Aid 17; Hospital 2713 and 2717; Fire Brigade 18.
**TELEPHONES:** A telephone can be placed on board at request of Ship's Master.
**SHORE LEAVE:** Crew must carry Seaman's Identity Card.
**AUTHORITY:** (Cotonou Port is the only port in Dahomey.) Port Autonome de Cotonou, BP 927 Cotonou; Telegraphic address: Dirport Cotonou. Tel. 2782. Harbour Master's Office: 3325. Special Port Commissariat: 3168.
**AGENT:** Socopao-Dahomey, BP 253. Tel.: 29–60/61. Telex: 5213. Telegraphic address: "Freight".

# Denmark

## AABENRAA: 55.05 N. 09.25 E. (See Plan)

**DOCUMENTS:** See "Kalundborg".
**PILOTAGE:** Telegraphic address: "Pilot – Aabenraa". Short notice about 2/4 hours – VHF Channel No. 16. Small red motor-boat flying International pilot flag. Normally located middle of Aabenraa Fjord. On request pilot comes aboard vessel between buoys 3–4, way 25.
**ANCHORAGES:** Aabenraa Fjord or road. Depths: about 75/80 ft.
**MAX. SIZE:** Length and breadth no restrictions. Draft limit: maximum 36 ft. at Aabenraa, maximum 32 ft. at Ensted Harbour (Power Station). No tide – occasionally low water of 3–5 ft. in heavy gales from West. Entry day or night.
**HEALTH:** Pratique granted by Customs Officers. In event of disease or fever on board, vessel's Agent to be informed before arrival.
**RADIO:** Blåvand Radio or Lyngby Radio.
**TUGS:** Usually not necessary, but pilot boat may assist at reasonable rates.

Large vessels may require towage assistance on entering and leaving Enstedværkets Harbour, and in such cases a few days notice is required to call a Svitzer-tug.
**STEVEDORES:** Stevedores informed by Agent.
**MEDICAL:** A few hours notice in order to arrange for doctor to come on board. Hospital in Aabenraa.
**TANKERS:** Diameter of discharge line: 10 in. 2 berths – draft Aabenraa berth 36 ft. – draft Power Station berth 32 ft., normal water level.
**TIDE:** No tide – vessels arriving and sailing by day and night.
**FRESH WATER:** Day and night from shore line, 10/15 tons per hour.
**FUEL:** All grades available. Min. 24 hours notice.
**OPENING/CLOSING HATCHES:** Normally done by crew.
**CERTIFICATES:**
Tonnage Certificate.
Radio Certificate.
Load-line Certificate.
Safety Equipment Certificate.
Deratting Certificate.
**CUSTOMS ALLOWANCES:** Tobacco, 100 cigarettes per man for three days. Wine and/or Spirits, 1 bottle spirit or wine per man.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** German; Finnish; Norwegian; Swedish; British.
**REPAIRS:** Available.
**DRY DOCKS:** One dock – length 100 ft., breadth 54 ft., depths on blocks 12 ft., lifting capacity power 800 tons.
**REPATRIATION:** Facilities exist.

**AIRPORT:** About 30 km. Feeding line for Copenhagen – daily departure.
**TIME:** Local time is GMT plus 1 hour. No alterations to clocks.
**POLICE/AMBULANCE/FIRE:** Dial "000."
**TELEPHONES:** None available for placing on board.
**SHORE LEAVE:** Crew members allowed ashore.
**DELAYS:** Normally no delay except during severe winters due to ice between mid December and end March.
**AUTHORITY:** Harbour Master's Office, Mellemvej, 6200 Aabenraa. Tel. 046 2 2514.

**AGENT:** P. F. Cleemann, Vikinghus, 6200 Aabenraa. Tel. (04) 62-21-82. Cables: "Cleemann".

## AALBORG: 57.03 N. 09.55 E. (See Plan)

**DOCUMENTS:**
Ship's Register.
Load-line Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
Derat Certificate or exemption.
1 Crew List.
Stores List.
Crew Personal Effects List.
Cargo Manifest or Bills of Lading.

**PILOTAGE:** Compulsory at Hals Bar for ships drawing more than 5 metres. Pilot boards at Hals Bar Light. Pilot boat equipped with VHF Channel 16. The Western entrance at Logstor is only navigable in daylight for vessels under 4 metres draft.
**ANCHORAGE:** Vessels may anchor in Limfjord or Aalborg Roads, depths 30 to 50 ft.
**RESTRICTIONS:** The port is situated in Limfjord, 16 miles from entrance at Hals. Controlling factor is depth at Hals Bar. 31 ft. 6 in. MLW.
**MAX. SIZE:** Max. draft for crossing Hals Bar 28 ft.
*Ship's Officer's Report:* Max. draft for crossing Bar is 27 ft.
**HEALTH:** Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival. When vessel arrives from port outside of Europe and U.S.A. and has been less than 14 days at sea, all crew members require valid smallpox vaccination certificates.
**TUGS:** Nine tugs available from 250 to 850 h.p. Not compulsory except through bridges for vessels over 1,500 tons dwt.
**BERTHING:** *Aalborg* on North and South side of Limfjord. All main quays suitable for vessels able cross Hals Bar. Depth alongside 7·5 to 9·0 metres.
*Vendsysselvaerket* power station wharf, depth 9·0 metres.
*Lindholm Pier* Cement factory wharf, depth alongside 7·3 metres.
*Rordal* Cement factory wharf, depth alongside 7·5 metres.
*Norden* Works Wharf depth alongside 7·8 metres.
**BRIDGES:** Two lift bridges cross Western end of Aalborg harbour. Horizontal opening 30 metres. Only vessels bound for Lindholm Pier are affected.
**MEDICAL:** Doctors, hospital facilities available.
**FRESH WATER:** Supplied by pipeline at all berths.
**FUEL:** All grades available from several bunker installations.
**DEVELOPMENTS:** Oil Pier in North part of harbour under construction.
**REPAIRS:** All hull and machinery repairs can be effected.
**DRY DOCKS:** One dry dock for vessels up to 390 ft. long. Three floating docks maximum capacity 10,000 tons.
**CUSTOMS ALLOWANCES:** 200 cigarettes, 3 litres of wine and 1 bottle spirits permitted out of bond for each man.
**TIME:** GMT plus 1 hour. No alterations during the year.
**HOLIDAYS:** New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day (May 2nd); Ascension Day; Whit Monday; Christmas Day; Boxing Day. Half-holidays: May 1st, June 5th and December 24th.
**AIRPORT:** Situated 3 miles from Aalborg.
**AUTHORITY:** Aalborg Havnevaesen, Vesterbro No. 104. Tel. (08) 122777.

**AGENT:** Chr. Jensen, Soeborg & Benthin's Succrs. Slotsgade 35, PO Box 160 9100 Aalborg. Telex 69735. Cables "Soeborg". Tel. (08) 122566.

## ÅRHUS: 56.09 N. 10.13 E.

**DOCUMENTS:**
Ship's Register.
Derating Certificate.
Loadline Certificate (all vessels above 150 GRT).
Radio and Equipment Security Certificate (all cargo vessels on 500 GRT and above).
Customs Passport from last port of call.
Spirits and Tobacco List specifying stock in hand for ship and crew.

**PILOTAGE:** Not compulsory. Harbour Pilot normally boards 1–2 miles outside port.
**ANCHORAGE:** Anchorage in roads – good holding ground. Nature of bottom: clay.
**RESTRICTIONS:** No restrictions. Night entry permitted.
**MAX. SIZE:** Oil port 36 ft. General cargo port up to 33 ft. Container terminal 33 ft. In northern port there will be 33–36 ft. in the future (1974). Length and breadth no restrictions. No tide.
**HEALTH:** Necessary formalities carried out by customs on arrival.
**RADIO:** Radio stations to be used: Skagen and Lyngby. Pilot station and tugs can be contacted on VHF Channel 12 and 13 – emergency 16.
**TUGS:** Signal by VHF.
**CARGO HANDLING FACILITIES:** Ten cranes for coal, fertilisers, sulphur, ore, etc.; maximum capacity per crane, 120 tons per hour.
*Container Terminal:* Minimum depth of water 10 metres (33 ft.). Total quay length 816 metres (2,677 ft.). One cargo handling and container crane up to 50 tons. One gantry container crane up to 32 tons. Fork lifts up to 32 tons.
*Roll on/roll off:* Two moveable and four solid roll-on/roll-off berths. Fork lifts up to 32 tons. Several berths for liquid chemicals and LPG carriers.
**STEVEDORES:** Available. Ordered by Agents.
**MEDICAL:** All medical services possible. Call Pilots if medical attendance required aboard.
**TANKERS:** Discharge lines: 4 in., 6 in., 8 in. and 10 in. Quay 201-203, max. oil discharging 1,200 cub. metres/hour. Quay 202 and 124, 1,000 cub. metres/hour, and quay 120, 800 cub. metres/hour.
**FRESH WATER:** Most berths supply by shore installations, otherwise barge.
**FUEL:** All grades available.
**FIRE PRECAUTIONS:** Tankers discharging: Fire watch. Special harbour fire fighting on tugs.
**DEVELOPMENTS:** In the northern port there will be 36–39 ft. depth of water in the future.
**DECK WATCHMEN:** Available, but not compulsory.
**OPENING/CLOSING HATCHES:** Normally by crew with assistance of stevedores.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Belgium, Tel. (06) 28.34.33; Finland (06) 26.11.33; France (06) 12.32.88; Germany (06) 12.32.11; Great Britain (06) 12.58.55; Greece (06) 13.06.55; Iceland (06) 12.87.88; Japan (06) 14.48.00; Netherlands (06) 26.13.33; Norway (06) 12.19.45; Spain (06) 15.57.55.
**REPAIRS:** Most repairs and overhauls possible.
**DRY DOCKS:** Århus Flydedok og Maskinkompagni A/S: 1000-6000 dwt.
**REPATRIATION:** Århus Søfarts Service. Tel. (06) 17.86.59.
**AIRPORT:** 32 km. – 20 miles from port.
**TIME:** GMT plus one hour (permanent).
**HOLIDAYS:** Five days week, but loading and discharging can be effected on Saturdays and Sundays on payment of overtime. See "Copenhagen".
**POLICE/AMBULANCE/FIRE:** Tel. "000".
**TELEPHONES:** Not available.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Port of Århus Authority, 2 Europaplads, DK 8000 Århus C., Denmark. Tel. (06) 13.33.33.

## ASNAES: 55.40 N. 11.05 E.

**DOCUMENTS:**
Ship's Register.
Load-line Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
Derat Certificate or exemption.
1 Crew List.
Stores List.
Crew Personal Effects List.
Cargo Manifest or Bills of Lading.

**PILOTAGE:** Not compulsory.
**ANCHORAGE:** Outside the port between Rosnaes Point and the harbour in depths of 42 ft.
**MAX. SIZE:** Draft up to 41 ft.
**TUGS:** Available and necessary for larger vessels.
**HEALTH:** Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival. When vessel arrives from port outside of Europe and U.S.A. and has been less than 14 days at sea, all crew members require valid smallpox vaccination certificates.
**BERTHING:** At Asnaes Power Station. Oil berth: Length 800 ft. depth alongside 42 ft. 6 in. Coal berth: Length 935 ft. depth alongside 36 ft.
**STEVEDORES:** Charges increase 20% for overtime, Sundays and holidays.
**DENSITY:** 1011.
**MEDICAL:** Doctors and hospital facilities available.
**FRESH WATER:** Available by pipeline at the berths.
**FUEL:** Available by barge.
**CONSULS:** Swedish and Norwegian at Kalundborg. Others at Copenhagen.
**AIRPORT:** Nearest at Copenhagen, 80 miles away.
**CUSTOMS ALLOWANCES:** 200 cigarettes, 1 bottle wine and 1 bottle spirits permitted out of bond for each man.
**TIME:** GMT plus 1 hour. No alterations during the year.
**HOLIDAYS:** New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day; Ascension Day; Whit Monday; Christmas Day; Boxing Day. May 1st, June 5th and December 24th.
**AUTHORITY:** Electricitetsselskabet Isefjordvaerket Interessentskab. Strandvejen 102, OK–2900. Hellerup.

## COPENHAGEN: 55.42 N. 12.37 E. (See Plan)

**DOCUMENTS:**
1 Crew List.
2 Passenger Lists.
1 List giving stock of stores and provisions.

Customs officers bring form to be signed by Captain indicating that no epidemic diseases are on board. Formal Bill of Health signed by Danish Consul in port of departure is not necessary.

**PILOTAGE:** Telegr. address: Coppilot–Copenhagen. Tel. Tria 6700. Pilotage not compulsory. ETA: one hour. VHF Channel 16 Pilot boats blue with "LODS" on the side. Pilot flag "G" (white light) – VHF. Pilot comes on board at buoy no. 21 (Pilot for Drogden at the same place). Pilot boards by ship's ladder.

**ANCHORAGE:** Depth 11 metres. 1 mile North of Middelgrund Port.

**MAX. SIZE:** Limited by draft only. Depths in the port, 10 metres; in the Oil Harbour, 10½ metres; at the Oil Pier, 12 metres.

**HEALTH:** See "Documents". If fear of suspected disease or fever: yellow flag – VHF.

**RADIO:** Lyngby Radio: OXZ. VHF Channel 16 to all installations. ETA cables to Agents and receivers, preferably by Lyngby Radio.

**RADAR/VHF:** No port radar. VHF Channel 16. Port Radio Beacon 219·9 kHz.

**TUGS:** Towage not compulsory. Tugs join ships at entrance to port. Ship's hawsers only.

**BRIDGES:** Larger ships must take Pilot and tugs to pass the bridges down to the South Harbour. Bridges open 24 hours with exception of the following hours:
Sunday 0000–0800 and 1400–1800
Monday–Saturday: 0615–0655 and 0735–0855
Monday–Thursday: 1530–1715
Friday: 1530–1800
Saturday: 1205–1230 and 1305–1330
5th June: 1400–1800
Christmas Eve: 1800–2130

**STEVEDORES:** ETA earliest possible by VHF and not later than noon on the day before loading or discharging is intended to be commenced.

**MEDICAL:** No advance notice necessary. Hospitals available.

**TANKERS:** 10/12 berths according to size.

| Provestens Oil Harbour: depth at | | |
|---|---|---|
| Quay 1: | 9 | metres |
| Quay 2: | 10½ | ,, |
| Quay 3: | 10½ | ,, |
| Quay 4: | 10½ | ,, |
| Quay 5: | 10½ | ,, |
| Oil Pier | 12 | ,, |
| Bunker Pier: | 10 | ,, |

Length and beam unimportant. Slop barge available.

**CONTAINER TERMINAL:** At the Levant quay in the free port. Quay length 665 metres, depth alongside 10 metres. Container crane capacity 32 tons, also two luffing cranes of 50 tons and 5 tons capacity for general cargo. Horizontal handling by two straddle carriers.

**FRESH WATER:** From quay or water boat.

**FUEL:** All grades available. At bunker station, no notice required, delivery 24 hours a day. By lighter in port or in roads; 10 hours notice preferred.

**FIRE PRECAUTIONS:** Ready hawsers fore and aft. No engine repairs.

**GANGWAY/DECK WATCHMEN:** Deemed unnecessary.

**OPENING/CLOSING HATCHES:** To be opened by ship's crew.

**CERTIFICATES:** To be on board:
Ship's Register.
Radio Safety Certificate.
Safety Equipment Certificate.
International Load Line Certificate.
Deratisation Certificate.

**CUSTOMS ALLOWANCE:** Tobacco, 200 cigarettes. Wine and Spirits, 1 bottle wine and 1 bottle spirits.

**IDENTIFICATION CARDS:** Not necessary except in Oil Harbour, where the Port Authority deliver the cards.

**CONSULS:** The following countries are represented.

Argentina
Australia
Belgium
Brazil
Canada
Finland
France
Great Britain
Greece
India
Iceland
Israel
Italy
Japan
Liberia
Netherlands
Norway
Panama
Poland
Portugal
Romania
Spain
Sweden
Turkey
U.S.R.
United States
U.S.S.R.
Venezuela
West Germany

**REPAIRS:** All types of repairs possible.

**DRY DOCKS:** Respective lengths, 787 ft. 5 in., 712 ft. 11 and in. 478 ft.

**FLOATING DOCK:** One of 7,000 ton capacity.

**SLIPWAYS:** 4 from 120 ft. to 280 ft. length.

**REPATRIATION:** Facilities exist for changing crew and arranging any necessary repatriations.

**AIRPORT:** 6 miles from centre. Direct lines for all parts of the world.

**TIME:** GMT plus 1 hour. No change.

**HOLIDAYS:** New Year's Day (January 1); Maundy Thursday; Good Friday; Easter Monday; Prayer Day; Ascension Day; Whit Monday; Christmas Day (December 25); Boxing Day (December 26).

*Half holidays:* Labour Day (May 1); Constitution Day (June 5); Christmas Eve (December 24).

*Working hours:* 0700–1630 with two half-hour meal breaks.

*Saturday:* All work performed at overtime rates.

Overtime work on Saturday and Sunday should be ordered by 1130 on Friday.

The working hours vary slightly from port to port as some start at 0730 and others at 0800, but a 42½ hour week is common to all.

**POLICE/AMBULANCE/FIRE:** Call "000".

**TELEPHONES:** In many berths telephones can be placed on board ships.

**GENERAL:** Customs Authorities supervision of ship's provisions and bonded stores is carried out in the Free Port in the same way as in Customs Port. In this connection the Free Port is no Free Port.

**SERVICES:** All services available (tank cleaning, discharge of tank washings, compass adjusting etc.).

**SHORE LEAVE:** No restrictions.

**AUTHORITY:** Port of Copenhagen Authority, 7 Nordre Toldbod, DK. 1259, Copenhagen, K. Denmark. Cables: Copenport. Tel. (01) 14.43.40.

## ESBJERG: 55.28 N. 08.28 E. (See Plan)

**DOCUMENTS:** Refer to "Copenhagen".

**PILOTAGE:** Advance notice of 3 hours prior to ETA "Graadyb Barre" is required; this may be done via Blaavand Radio, or by signalling for Pilot assistance when passing the "Vyl" Lightship. Alternatively, Port Authority's VHF may be used. Watch is kept on Channel 16. Telegraphic address is "Pilotstation Esbjerg". Pilot vessel is a 75 grt cutter, stationed in the Port of Esbjerg. Hull is green, superstructure brown; it is furnished with ordinary wireless installations, frequency 1813, plus VHF at sea, Channel 16. Vessel carries signals prescribed. Pilot to be taken on board outside Graadyb Barre, at buoy "O". Vessels awaiting Pilot or high tide may anchor between buoys "1" and "Graadyb 0".

Pilotage is not compulsory except when tugs are assisting in berthing.

**ANCHORAGES:** There are anchorage areas inside Skallingen peninsula, between buoys "E" and "F" (depth min. 25 ft.) and outside the Fish Wharves (depth 22 ft.)

**RESTRICTIONS:** When buoys are withdrawn owing to ice, Pilots are only available during day-time.

Normally not sufficient ice to impede navigation. No ice dues charged.

**MAX. SIZE:** Length and breadth: no restrictions. Draft 25 ft. Tankers up to 30 ft. Entry to port is through a dredged channel, width 200 metres, depth 9·30 metres at LW.

**HEALTH:** Copies of Form Z2, Z3, and Z4 are issued upon arrival.

**RADIO:** Blaavand Radio, call sign OXB.

**TUGS:** Tugs join vessel at Esbjerg Roads. Ship's own hawsers must always be used. Four tugs available of 600, 700, 700 and 1,200 h.p.

**BERTHING:**

| | *Approach* | *Berth* |
|---|---|---|
| Traffic Harbour (when entering max. draft 25 ft.) | 26 ft. | 25 ft.–29 ft. |
| Ferry Harbour | 18 ft. | 18 ft. |
| Outer Ferry Harbour for Roll-on/Roll-off vessels | 26 ft. | 26 ft. |
| Dock Harbour (when entering max. draft 25 ft. LOA 450 ft.) | 26 ft. | 25 ft. |
| England Quay | 34 ft. 6 in. | 26 ft. |
| East Harbour | 34 ft. 6 in. | 23 ft.– 26 ft. |
| East Harbour – New Berth (when entering max. draft 30 ft.–31 ft. LOA 560 ft.) | 34 ft. 6 in. | 38 ft. 6 in. |
| Fishery Harbour | 18 ft. 6 in. | 18 ft. |
| Fishery Harbour – Herring oil Berth | 18 ft. 6 in. | 22 ft. 3 in. |

**CARGO HANDLING:** The port of Esbjerg has no specially equipped berths besides the tanker berths, but private companies own suction plants for discharge/loading of feeding stuffs. Furthermore, minor mobile cranes also with grabs and stationary coal cranes are available. Container terminal for lift on/off and roll-on/roll-off under construction. Vessels with own gear can however be handled successfully, at different berths. Ten mobile cranes, capacities between 6 and 24 tons, two of which are fitted with grabs. There is also one stationary crane, capacity 35 tons.

**STEVEDORES:** Gangs are mustered daily at 0700, 0900, and 1300 hrs. ETA should be given to above hours to ensure that gang(s) are available on arrival. Working hours are from 0700 to 1700 and meal hours are 0800–0830 and 1200–1300. No work on Saturdays. Overtime can be arranged.

**MEDICAL:** Medical attention can be arranged at any time. Modern hospital facilities available.

**TANKERS:**

*Traffic Harbour*

Depth in approaches to oilberths in Traffic Harbour LWOST 22 ft. (HWOST 26 ft.).

*Old Oilberth No. 101:* Depth alongside old oilberth No. 101 LWOST 22 ft. (HWOST 26 ft.).

*New Oilberth No. 102:* Depth alongside new oilberth No. 102 LWOST 25 ft. (HWOST 29 ft.).

Under normal weather conditions Pilot states to be able to berth tankers drawing 25 ft. on high water, and 21 ft. on low water to both the old and the new oilberth, but during time of alongside these berths, vessels can touch bottom, which is soft and muddy. Largest vessel berthed had a LOA of 621 ft. A tanker with a LOA of 560 ft. has berthed at No. 101, and simultaneously another tanker with a

LOA of 600 ft. has berthed at No. 102. The length between the outer point of No. 101 and the opposite outer point of No. 102 is 1,200 ft.

*East Harbour*

Depth in approaches to oilberth in East Harbour LWOST 30 ft. 6 in. (HWOST 34 ft. 6 in.).

*Powerstation Vestkraft No. 506:* Depth alongside Powerstation Vestkraft No. 506 LWOST 34 ft. 6 in. (HWOST 38 ft. 6 in.).

Under normal weather conditions Pilot states to be able to berth tankers with a LOA of maximum 560 ft., and drawing 30–31 ft. on high water, and 26–27 ft. on low water.

**FRESH WATER:** Can be delivered at all berths. Capacity 20 tons/hour.

**FUEL:** All viscosities available by road tanker. Marine Gas Oil also by tanker vessel. 4 hours advice should be given, always during office hours.

**FIRE PRECAUTIONS:** A fire watch is necessary when loading/discharging oil and petrol.

**DEVELOPMENTS:** Container quay in the "Trafikhavnen" (Main Harbour). The construction of a completely new container handling section, based on lift-on/lift-off, including quay, marshalling area, crane (portainer type), to be ready in 1973.

**GANGWAY/DECK WATCHMEN:** Watchman is not essential, but advisable.

**OPENING/CLOSING HATCHES:** This can be done by members of ship's crew, or by stevedores at an additional charge of 8 per cent.

**IDENTIFICATION CARDS:** Advisable.

**CONSULS:**

| | |
|---|---|
| Belgium | tel. (05) 12 61 32 (after hours (05) 12 03 10) |
| Finland | ,, (05) 12 40 00 |
| France | ,, (05) 12 30 03 |
| Iceland | ,, (05) 12 51 00 |
| Netherlands | ,, (05) 12 13 11 |
| Norway | ,, (05) 12 84 11 (after hours (05) 12 48 08) |
| Spain | ,, (05) 12 83 33 |
| Gt. Britain | ,, (05) 12 61 22 |
| Sweden | ,, (05) 12 39 00 |
| Germany | ,, (05) 12 33 00 |

**CUSTOMS ALLOWANCES:** 200 cigarettes, 1 bottle wine, 1 bottle spirits.

**REPAIRS:** All types of deck and engine repairs can be effected.

**DRY DOCKS:** No dry docks, but slipways: Slipway No. 1 for trawlers, own weight max. 125 tons; Slipway No. 2 for vessels, own weight max. 250 tons; No. 3,500 tons; No. 4,750 tons.

**REPATRIATION:** Ample facilities for effecting crew changes and arranging repatriations.

**AIRPORT:** 8 km from centre of town. Daily flights to Copenhagen.

**TIME:** Local time is GMT plus 1 hour. No alterations during the year.

**HOLIDAYS:** New Year's Day (Jan. 1); Maundy Thursday; Good Friday; Easter Day; Day after Easter Day; the 4th Friday after Easter; Ascension Day; Whit Sunday and Whit Monday; Christmas Day and Boxing Day. Permission to load/discharge on these days obtainable.

**POLICE/FIRE/AMBULANCE:** In case of emergency, dial "000" and ask for: Brand (fire), Politi (police), or Ambulance. Regular Tel. numbers are: Police 12 46 66; Ambulance and Fire Dept. (Falck/Zonen) 12 82 99.

**TELEPHONES:** Not possible to have telephones installed on board.

**SERVICES:** No tank-cleaning equipment available. For discharge of tank washings apply to Port Master's Office, tel. 12 92 00. Compass adjusting can be effected.

**SHORE LEAVE:** Normally granted.

**AUTHORITY:** Port of Esbjerg Authority, PO Box 2, 6700 Esbjerg, Denmark. Tel. (05) 12 41 44.

**AGENT:** J. Lauritzen EFTF., Vestkraftkaj. Tel. (05) 123133. Telex 54133 and 54155. Cables "Lauritzen".

## FREDERICIA: 55.35 N. 09.46 E.

**DOCUMENTS:**

1 copy Bill of Lading for all cargo (manifests are not required).
1 copy Manifests for Dangerous Cargo.
2 copies Crew List.
2 copies List of Dutiable Goods.
2 copies Stores Lists.

**PILOTAGE:** Four Pilots available for docking purposes and for through traffic to any place in Denmark or the Baltic. Pilots have a 24-hour watch and are located on the top floor of the KFK grain silo in the West Harbour. Can be contacted day or night over VHF radio, Channel 16, or tel. 059 20959.

**ANCHORAGE:** To avoid hindrances to docking or undocking ships, ships of over or about 4,000 tons deadweight are requested to anchor off Trellenes. Smaller ships will find good anchoring conditions in Mollebugten.

**RESTRICTIONS:** None.

**MAX. SIZE:** Limited by Kattegat to 42 ft. 6 in. draft. Tankers up to 900 ft. length, draft 49 ft. can berth.

**HEALTH:** See "Copenhagen".

**RADIO:** VHF Channel 16.

**TUGS:** Tugboat m/s "Svava" from Svitzer's Salvage Enterprise is stationed in Fredericia, but any amount of tugs are available, when ordered previously.

**BERTHING:**

| | Berth No. | Length | Depth |
|---|---|---|---|
| Shell Oil Pier | 1 | 30 m. | 10 m. |
| | 2 | 30 m. | 15 m. |
| Kastel Harbour | 1/2 | 340 m. | 12 m. |
| Old Harbour | 6 | 160 m. | 6·5 m. |
| | 7 | 170 m. | 5·5 m. |
| | 8 | 140 m. | 5·5 m. |
| | 9 | 110 m. | 6·5 m. |
| Shipyard and Fishing Harbour | 10 | 90 m. | 3 m. |
| West Harbour | 11 | 240 m. | 3 m. |
| | 12 | 120 m. | 7 m. |
| | 13 | 110 m. | 7 m. |
| | 14 | 100 m. | 7 m. |
| | 15 | 150 m. | 9 m. |
| | 16 | 150 m. | 9 m. |
| | 17 | 125 m. | 6 m. |
| | 18 | 80 m. | 6 m. |
| | 19 | 80 m. | 7 m. |
| Oil Pier | 20 | 60 m. | 15 m. |
| | 22 | 60 m. | 11 m. |

N.B.: Tide varies normally by ½ metre.

**STEVEDORES:** Ordinary working hours Monday to Friday: 0700–0830, 0900–1200, 0100–0500. Night gangs on week days must be ordered no later than 0100 the same day. Working overtime weekends is possible, but gangs must be ordered no later than Friday 0100. Average output per eight-hour day, loading or unloading general cargo, is 200 tons per gang.

**MEDICAL:** Hospitals available.

**FUEL:** Available.

**FRESH WATER:** Available ex wharf.

**DEVELOPMENTS:** Plans to build an ocean berth in the Mollebugten just West of pier 22. The ocean berth will be 350 metres long and have a depth of 12 metres.

**GANGWAY/DECK WATCHMEN:** Available upon request.

**OPENING/CLOSING HATCHES:** Stevedores or crew.

**CERTIFICATES:**

Ship's Register.
Load Line Certificate.
Radio Safety Certificate.
International Safety Certificate.
Deratification Certificate.

**CUSTOMS ALLOWANCES:** See "Copenhagen".

**IDENTIFICATION CARDS:** Required.

**CONSULS:** Finland, France, Holland, Iceland, Norway, and Sweden.

**REPAIRS:** All repairs undertaken with modern equipment.

**DRY DOCKS:** None. Slipway available for ships up to 499 grt (divers available).

**REPATRIATION:** All facilities exist.

**TIME:** GMT plus 1 hour. No change.

**HOLIDAYS:** See "Copenhagen".

**POLICE/FIRE/AMBULANCE:** Police 921577; Ambulance 924000; Fire 921573; Emergency 000.

**TELEPHONES:** Both oil piers have telephones in the watchmen's room but for local calls only.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Harbour Master, Havnemestoren, Fredericia. Tel. 05 920168.

## FREDERIKSHAVN: 57.28 N. 10.33 E. (See Plan)

**DOCUMENTS:** See "Copenhagen".

**PILOTAGE:** Pilot at "Skagen Rev" lightship boards from the pilot vessel "Skawpilot"; the hull painted orange, the funnel yellow with black ring on top. Call the Pilot either over the coast radio station "Skagen Radio", call sign "OXP" or direct by VHF Channel 16. Pilot outside the harbour boards at the buoy 1·7 miles S.E. of the harbour entrance. The pilot boat is a little orange painted motor boat marked "Lods". Call the Pilot either by "Skagen Radio" or VHF Channel 16. ETA required as soon as possible.

**ANCHORAGE:** In the roads South of the red leading lights in 10 metres water depth. Good holding ground. At the entrance to the fishing harbour between the pierheads for a width of 50 metres on each side of the heads, anchoring is prohibited (submarine cable).

**RESTRICTIONS:** Vessels coming from or entering the naval base and the fishing harbour must wait for ships entering or leaving the commercial harbour. Max. speed in the harbour except outer harbour is 3 knots. Ships entering the harbour must if necessary wait outside for ships leaving the harbour.

**MAX. SIZE:** Max. length about 200 metres, draft 8 metres at high water. At oil quay max. draft 8 metres at high water. Tide about 0·5 metres.

**PRATIQUE:** Use international quarantine signals. If suspected disease or fever on board wire the Agent to arrange everything to obtain pratique as soon as possible.

**RADIO:** Nearest coast radio station "Skagen Radio", call sign "OXP". The harbour office is fitted with VHF Channels 16 and 12. Watch kept day and night.

**TUGS:** Tugs join vessel outside the harbour between the buoy and the harbour entrance Only the ship's line to be used.

**BERTHING:** No special requirement for berthing in the harbour, but several big ferries are running in and out during day and night and sailing after a time schedule. It is therefore recommended to call the harbour office, VHF Channel 16, for permission to enter. Fishing harbour situated in the Northern part of the commercial harbour.

**BULK HANDLING FACILITIES:** Two grain berths, each with 8 metres depth alongside. One equipped with suction pipe capacity 60 tons per hour. One with grain elevator capacity 30 tons per hour.

Ferry berths in Outer Harbour, depth 6·4 metres to 7 metres, equipped for handling containers and roll-on/roll-off traffic. Heavy lift crane of 50 tons capacity.

**TANKERS:** Oil quay max. depth 8 metres. Hoses 8 in. diameter. Reducing pieces may be necessary. Slop water discharging and cleaning can be done by oil-separator. Tankers draft max. 8 metres at high water.

**STEVEDORES:** ETA advices are required before 0900 in order to arrange gangs for discharge/loading the same day.

**MEDICAL:** No special requirement is necessary for medical attention. The town has all ordinary medical and hospital facilities.

**FRESH WATER:** Supplied by water hydrants on all quays.

**FUEL:** All kinds of fuel are available and no advance notice is necessary.

**FIRE PRECAUTIONS:** No smoking and no open fire. If discharging oil, fire watchman from the Harbour Authority required. If discharging gas, dangerous chemicals and ammunitions, etc., beside the watchman, the Harbour Authority will require restricted access to vessel.

**DEVELOPMENT:** A new 150-metre long ferry berth for roll-on/roll-off traffic under construction in the S.W. corner of the Outer Harbour. Completion expected late 1975. Max. size, Length 525 ft. Draft 20 ft. 6 in.

A new dry dock is being constructed for vessels up to a deadweight of 35,000 tons. Length of dock 190 metres. Completion expected late 1975.

**GANGWAY/DECK WATCHMEN:** Not compulsory but available if required.

**OPENING/CLOSING HATCHES:** Ships crew open and close the hatches. If necessary the longshoremen can do it for extra pay.

**CUSTOMS ALLOWANCES:** Only for ships coming from abroad – $\frac{1}{4}$ litre wine and $\frac{1}{4}$ litre spirits, 40 grams tobacco or 40 cigarettes per man per day and only three days ration in one time. On requirement after that, the Master can obtain a new allowance in proportion to the stay in harbour.

**CONSULS:** Sweden Tel. 08–422922 Germany Tel. 08–420011
Norway ,, 08–420900 France ,, 08–422299
Finland ,, 08–421044

**REPAIRS:** Three steel shipyards and one wood shipyard doing all kinds of repairs.

**DRY DOCKS:** Three dry docks, one floating dock and two small slips. Dimensions of largest dry dock: length 170 metres, breadth 24·6 metres and depth 7 metres.

**REPATRIATION:** Agent will arrange repatriation. All facilities for changing crew.

**AIRPORT:** Aalborg Airport, 60 km's. from port, several daily flights to Copenhagen Airport.

**TIME:** Local time GMT plus 1 hour.

**HOLIDAYS:** Weekends, Easter, Whitsun, Christmas, New Year and two Danish holidays in the spring.

**POLICE/AMBULANCE/FIRE:** Police, tel. 08–421444; Ambulance, tel. 08–422222; Fire, tel. 08–421444. In emergency dial 000.

**SERVICES:** Separating of slop water, compass adjusting, oil bunkering, repairing all kinds of navigation instruments and provisions.

**AUTHORITY:** Harbour Council, tel. 08–422477. Harbour Master's office, tel. 08–441740.

## GULFHAVN: 55.12 N. 11.16 E. (See Plan)

Tanker discharge terminal operated by Gulf Oil Refining A/S.

**DOCUMENTS:**

Ship's Register.
Load Line Certificate.
Safety Radio-telephone Certificate.
Derating Certificate or Exemption Certificate.
Exact list of tobacco, cigarettes and spirits showing the vessel's and the crew's supply on arrival.
Bill of Lading (if vessel is carrying cargo).
Copy of the crew list is required by Gulf Oil Refining A/S.

**VHF RADIO:** Call Sign "Gulfhavn" Channels 12, 14 and 16, on 16 24 hours a day.

**PILOTAGE:** 2 Pilots and pilot vessel available. Pilot acts as Berthing Master; may be requested to board arriving vessels at either: Halsskov Lightship position 55° 20.1 N. 11° 02.5 E. or $2\frac{1}{2}$ nautical miles South of Halskov Lightvessel or any place in proximity of Gulfhavn.

Pilot vessel equipped with VHF following Channels: 6, 10, 12, 16 of which Channel No. 6 used for ship-to-ship communication. Pilot station at Agerso also equipped with VHF radio with following Channels: 12, 13 and 16. Pilot can be contacted at the station on Channel 16.

A vessel's ETA should be communicated by Master to Agent, 72, 48 and 24 hours prior to arrival. Agent will keep Refinery advised and make necessary arrangement with Pilot.

**ANCHORAGES:**

Korsør: Roads: depth 20 metres (65·6 ft.). Bottom sand, good holding ground. Width of area about 2 square nautical miles.

Gulfhavn Roads: depth 30 metres (98·4 ft.). Bottom clay. Good holding ground. Width $\frac{1}{2}$ nautical mile. Length $1\frac{1}{2}$ nautical miles.

Power cables running between Zealand and Agerso Island (marked on charts) must be avoided.

**MAX. SIZE:** Maximum draft at normal tide is 15 metres; safe draft is considered to be 14·3 metres.

**TUGS:** None available locally. If required 24 hours notice must be given. Pilot will advise if weather conditions demand use of tugs (in good time).

**BERTHING:** Oil pier is a T-shaped structure on which four berths provide – one berth for 100,000 dwt tankers, one for 20,000 dwt tankers, one for 5,000 dwt tankers and one for smaller vessels up to 500 dwt.

| Depths alongside: | | |
|---|---|---|
| | Berth 1 | 15·0 m. (49·2 ft.) |
| | Berth 2 | 12·0 m. (39·4 ft.) |
| | Berth 3 | 7·5 m. (24·6 ft.) |
| | Berth 4 | 4·5 m. (14·8 ft.). |

Adequate lifting facilities to assist in hose connecting and handling of necessary hose equipment should be ready on arrival. Refinery representative will board on arrival and discuss discharging/loading operation.

*Berth No. 1*

Berth 1 is equipped with mechanically operated Woodfield hose-handling structure. The booms are 12·2 metres (40 ft.) long. Berth No. 1 is primarily equipped for handling incoming crude, but can be used for other purposes (gasoils, intermediate and heavy fuels) when not being occupied by crude vessels.

The booms are arranged in the following sequence of product handling:

| *Boom No.* | *Size of boom and contents* |
|---|---|
| 1 | 10 in. Ballast water |
| 2 | 12 in. Crude oil |
| 3 | 12 in. Crude oil |
| 4 | 12 in. Crude oil |
| 5 | 8 in. Intermediate and heavy fuel (all grades) |

The sequence is from South to North or from right to left as you face the shore.

The distance from Danish Mean Sea Level to the highest position of centre line of manifold is 17·0 metres (55·8 ft.).

In addition to the oil products handled on Berth No. 1 there are the following other connections on the pier:

| *Size of connection* | *Contents* |
|---|---|
| 6 in. | Ballast water |
| 6 in. | Gas oil |
| 6 in. | Intermediate and heavy fuel (all grades) |
| 4 in. | Tetra methyl lead |

*Berth No 2*

Berth No. 2 is equipped with mechanically operated hose-handling structure (Woodfield). The booms are 9·1 metres (30 ft.) long.

The booms are arranged in the following sequence of product handling:

| *Boom No.* | *Size of booms and contents* |
|---|---|
| 1 | 10 in. Ballast water and crude oil |
| 2 | 10 in. Intermediate and heavy fuel (all grades) |
| 3 | 12 in. Intermediate and heavy fuel (all grades) |
| 4 | 10 in. Diesel fuel |
| 5 | 10 in. Diesel fuel |
| 6 | 10 in. Gasoline |
| 7 | 10 in. Gasoline |

The sequence is similar to pier No. 1, i.e., South to North.

The distance from Danish Mean Sea Level to the highest position of centre line of manifold is 15 metres (49·2 ft.).

In addition to the Oil Products handled on Berth No. 2, there are the following other connections on the pier:

| *Size of connection* | *Contents* |
|---|---|
| 6 in. | Intermediate and heavy fuel (all grades) |
| 6 in. | Gas oil |
| 6 in. | Ballast water |
| 6 in. | Stoddard solvent |
| 6 in. | Naphtha |
| 6 in. | Kerosene |
| 6 in. | Gasoline |

In addition to the oil products handled on Berth No. 2, Berth No. 3 and 4 can also handle L.P.G. (liquid petroleum gas) and Berth No. 4 solid sulphur product. All connections on Berth No. 3 and 4 are 6 in.

**MEDICAL:** Hospital at Skelskor; tel. Skelskor (03) 59 44 50.

**DENSITY:** Ranges between 1023 and 1007, dependent on season and weather conditions.

**FRESH WATER:** Available at all four berths. Limited to 160 tons. Supplied with a pumping rate of 45 tons per hour.

**FUEL:** Bunker fuel available at all four berths. 24 hours notice required.

**FIRE PRECAUTIONS:** The harbour is not equipped with fire-fighting vessel. Fire-fighting equipment is stationed on quay.

**GANGWAY/DECK WATCHMEN:** Available if required.

**IDENTIFICATION CARDS:** Required by crew.

**CONSULS:**

Finnish Consulate: (Mr. Axel Le Dous) Algade 14, Korsor, tel. (03) 57 03 20.

Norwegian Consulate: (Mr. J. U. Jepsen) Jens Baggesensgade 35, Korsor, tel. (03) 57 00 06.

Swedish Consulate: (Mr. Bjarne Fischer) Brogade 2, Korsor, tel. (03) 57 00 02.

German Consulate: (Mr. Finn Poulsen) Batterivej 7, Korsor, tel. (03) 57 05 86.

All other consulates are situated in the Copenhagen area.

**REPAIRS:** Small deck and engine repairs can be carried out.

**REPATRIATION:** Facilities exist via Agent.

**AIRPORT:** Copenhagen 120 km. away.

**TIME:** GMT plus 1 hour.

**POLICE/AMBULANCE/FIRE:** Police Skelskor (03) 59 61 00; Ambulance Skelskor (03) 59 47 07; Fire Refinery 00.

**TELEPHONES:** A public telephone box situated at entrance of pier outside cooling-water pumphouse. In addition temporary phones will be provided upon request at Berths 1 & 2. Billing will be handled directly by Agent.
**SHORE-LEAVE:** Allowed, but personnel not allowed to walk in refinery area. Transport will be arranged from ship to refinery entrance upon request.
**AUTHORITY:** Stigsnaes Toldkontrol 4230 Skelskor. Tel. (03) 59 43 76.

## HADERSLEV: 55.15 N. 09.29 E.

**DOCUMENTS:** See "Copenhagen".
**PILOTAGE:** Aarøsund pilot station.
**ANCHORAGES:** Aarøsund.
**RESTRICTIONS:** Impossible to enter Haderslev by night since no lights are in the fjord.
**MAX. SIZE:** Length 110 metres; width 17 metres; depth 4·9 metres.
**HEALTH:** See "Copenhagen".
**RADIO:** Lyngby Radio.
**TUGS:** None available.
**MEDICAL:** Advance notice required if hospital facilities are required.
**FRESH WATER:** Fresh water from quay.
**FUEL:** None available.
**GANGWAY/DECK WATCHMEN:** Not required.
**OPENING/CLOSING HATCHES:** Carried out by the crew.
**CUSTOMS ALLOWANCES:** Tobacco (100 cigarettes per man per three days); wine/spirits (1 bottle per man per three days).
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Norwegian, Swedish, French, Belgian.
**REPAIRS:** Small repairs available.
**REPATRIATION:** No facilities.
**AIRPORT:** 15 kilometres from Haderslev.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** Discharging can be arranged on holidays.
**POLICE/AMBULANCE/FIRE:** Police, 045 2 2525; Ambulance, 000; Fire, 000.
**TELEPHONES:** No facilities.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Harbour Master, tel. 045 2 2400.

## HELSINGOR (Elsinore) 56.02 N. 12.37 E. (See Plan)

**DOCUMENTS:**
1 Cargo Manifest.
2 Crew and Passenger Lists.
2 Tobacco Lists.
2 Stores Lists.
Measurement Certificate or Registry Certificate.
**PILOTAGE:** Call Pilot by hoisting Pilot Flag "G", or Morse signal "PT." Cable Address: "Helsingørpilot". Alternatively contact by VHF.
VHF Channel 16, Frequency 156,80 mHz (receiving frequency)
„ „ 13, „ 156,65
„ „ 12, „ 156,60
One hour's notice required before arrival at port. Pilot cutter, green hull, yellow superstructure, "Pilot" painted on superstructure. Boarding North of, South of and East of the port of Helsingør. Waiting area ½ mile South of the port of Helsingør. Helsingør pilots are also sea Pilots for Kattegat, the Belts, The Orestraights and the Baltic.
**ANCHORAGE:** South of the port, in the roads of Helsingør, depths from 19 to 25 metres with sand or loose clay bottom.
**RESTRICTIONS:** Following signals are given from the lighthouse situated on the head of the Southern pier: prohibition to sail is signalled by red rapid flashes in the harbour direction and green flashes out towards the approaches. Entering and sailing prohibition is signalled by red rapid flashes both sides. "Vessels moving in the harbour" is signalled by yellow flashes out towards the approaches, yellow in towards the harbour. Ship departing waits for ship entering. When a vessel gives signal to enter (1 long whistle or blast) it is regarded as an entering vessel.
**MAX. SIZE:** Up to 26 ft. draft.
**RADIO:** Harbour Office of Helsingør call VHF Channel 16, shift to Channels 12 or 13 for working.
**TUGS:** Tug stationed in Helsingør to give towing assistance from the roads. Vessel should have ready a 6 in. nylon towing rope.
**BERTHING:** Vessels berthed in order of arrival.
**MEDICAL:** Hospital and medical facilities available.
**FUEL:** Not available.
**FRESH WATER:** Approx. 30 tons of fresh water per hour delivered through 15 in. hoses at the berths.
**WATCHMEN:** Not required.
**CUSTOMS ALLOWANCES:** For use on board during call reasonable stores and other requirements will be approved by the customs. Following quantities allowed per man per 24 hours, not exceeding 3 days: 40 cigarettes or 10 cigars or 20 cigarillos or 40 grams other tobacco products, ¼ litres wine and ¼ litres spirits.
**IDENTIFICATION CARDS:** Crew need passports.
**REPAIRS:** Helsingør Skibsvaerft og Maskinbyggeri A/S are qualified to undertake all forms of repair work.
**DRY DOCKS:** Dock No. 1: 155 metres long, 20·5 metres wide, 6·6 metres depth. Dock No. 2: 116 metres long, 16·3 metres wide, 4·7 metres depth.
**AIRPORT:** 1 hour by car from Copenhagen International Airport.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** Work can be performed all the year round.
**POLICE/FIRE/AMBULANCE:** Police tel. 03.21.14.48; Ambulance/Fire tel. 03.21.01.45.
**TELEPHONES:** Telephones are only available on board in particular circumstances.
**SHORE LEAVE:** Crew are free to go ashore.
**AUTHORITY:** Harbour Master, Harbour Office Helsingør – Sofie Brahesgade 1, 300 Helsingør. Tel. 03.21.05.15.

## HORSENS: 55.52 N. 09.52 E. (See Plan)

**DOCUMENTS:**
Crew List (East European countries only).
List of Tobacco.
Manifest (for Agents and Stevedores).
Bills of Lading (for Agent's use).
*Ship's papers:*
International Load Line Certificate.
Certificate of Register (international letter of measurement).
Derating Certificate.
Radio Safety Certificate.
**PILOTAGE:** Pilot station is situated on island "Hjarnø" at the entrance of Firth of Horsens. Telegram address: Hjarnø Pilot Station Horsens. VHF Channels 6, 12, 16. Advance notice required, 2 hours. Normally pilot boat will be located 2 miles south of Hjarnø – off Søndergrund. Pilot boat will meet bigger ship's more southerly between As-hoved and Abelø when required. Ship's waiting for Pilot may anchor in As-bay, between Søndergrund and As-hoved.
**ANCHORAGE:** No special anchorages at the firth; vessels may anchor where safe navigation permits – attention is called to cable area at Hjarnø Sound.
**MAX. SIZE:** Max. length, approx. 500 ft.; max. breadth, approx. 70 ft.; max. draft, approx. 22 ft. A dredged channel 32 metres wide and 6·9 metre deep leads to the harbour.
**HEALTH:** Kindly inform Agent or Port Authorities in advance in event of any suspected disease or fever on board. Normally no necessary procedure to obtain pratique. Pratique is automatic after calling another Danish port.
**RADIO:** The Danish coast stations:
Blåvand radio: 2076 kHz (receiving) 1813 kHz transmitting
Skagen „ 1988 „ „ 1701 „ „
Lyngby „ 2069 „ „ 1687 „ „
Rønne „ 1995 „ „ 2586 „ „
**TUGS:** Normally join vessel in harbour area. In event of bigger tugs being required they must be ordered 24 hours in advance.
**STEVEDORES:** For working Monday morning ETA must be given Friday during office hours. Otherwise ETA must be given the day before work to commence. One suction apparatus for discharging grain. Normally the cargo is handled by shore cranes. There are 4 coal cranes and 5 piece-goods cranes available.
**MEDICAL:** No advance notice required. Hospital facilities available.
**TANKERS:** Discharge lines diameter: 6 in. and 8 in. Three berths for tankers, one at Esso with 5·6 metre of water alongside, one at DAK with 6·9 metre of water, and one at KH with 6·9 metres of water.
**FRESH WATER:** Is delivered alongside from shore connections.
**FUEL:** All types of light fuel available. No heavy fuel.
**GANGWAY/DECK WATCHMEN:** No service of watchmen necessary.
**OPENING/CLOSING HATCHES:** Normally carried out by crew, but can be done by stevedores.
**CUSTOMS ALLOWANCE:** Tobacco: 30 cigarettes per man per day – or 100 cigarettes permitted to be held out of bond. Wine and or Spirit: One bottle of each to be held out of bond.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Finland, 05–623433; Norway, 05–624666; Sweden, 05–624411; France, 05–623288.
**REPAIRS:** No shipyard – only small repairs can be carried out.
**REPATRIATION:** No special facilities for effecting crew changes exist.
**AIRPORT:** Distance from airport about 50 kilometres, with regular airlines.
**TIME:** GMT plus 1 hour.
**POLICE/AMBULANCE/FIRE:** Dial 0–0–0. Fire alarms placed around the port.
**TELEPHONES:** Not available on board vessels.
**SHORE LEAVE:** Allowed.
**DELAYS:** No delays can normally be expected. Larger ships with big draft may expect delay during nights with poor visibility. They have to wait for daylight in order to enter port through dredged channel.
**AUTHORITY:** Harbour Master.

## KALUNDBORG: 55.41 N. 11.06 E.

**DOCUMENTS:**
Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
Derating Certificate or exemption.
Bill of Lading (if cargo).

Customs need a Tobacco and Spirit List, showing the vessel's and the crew's supply by arrival.

**PILOTAGE:** Not compulsory. Pilot station situated at Kalundborg, telegram: Kalundborg Pilot, tel. Kalundborg 03.51.08.89. Green plastic vessel carrying int. signal flag or lights for Pilot. Contact by VHF Channels 16, 12 and 6. Pilot is taken on board at the entrance of Kalundborg Fjord.

**ANCHORAGE:** Large vessels anchor in 42 ft. of water outside between Rosnaes and Asnaes; S.W. to N.W. winds cause swell but holding ground is good. Small vessels anchor between Gisselore Point and Harbour, from where channel leads to harbour.

**RESTRICTIONS:** Depth in channel and at entrance 39 ft. 4 in., entrance width 131 ft.

**MAX. SIZE:** 900 ft. Length. 38 ft. draft.

**HEALTH:** Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival. When vessel arrives from port outside of Europe and U.S.A. and has been less than 14 days at sea, all crew members require valid smallpox vaccination certificates.

**TUGS:** Available, normally join vessel off harbour, often using vessel's lines. If tugs lines are used, an extra charge will be made.

**BERTHING:** *Pier "A":* 12 metre basin, depth alongside 41 ft., max. safe draft 38 ft., max. length 900 ft. 12 in. hoses for crude oil discharge. 10 in. hoses for products. Deballasting pipeline available.

*Pier "B":* 10½ metre basin, max. safe draft 33 ft., max. length 900 ft. 12-in. hoses for crude discharge. 10-in. hoses for products. Deballasting pipe line available.

*Pier "C":* 7 metre basin, max. safe draft 20 ft., max. length 330 ft.

*Pier "D":* 5 metre basin, max. safe draft 15 ft., max. length 240 ft. Crude discharging rate about 38,000 bbls. = about 6,000 ts. per hour. Loading rate for products about 600 ts. per hour, asphalt only 120 ts. per hour, gas only 50 ts. per hour. Connections: amidships. Capacity of slop tank, about 4,800 tons.

*East Harbour:* Depth is 23 ft. Equipment: One crane for coal-discharge and one crane for grain-discharge.

*Fertiliser-quay:* Depth is 26 ft. 6 in. Equipment: One crane for phosphate-discharge.

*West-harbour:* Depth is 22 ft. 6 in. Equipment: One suction-apparatus.

One "Coles" mobile crane available in all harbours.

**STEVEDORES:** Available, ordered by Agent, no ETA to stevedores necessary.

**MEDICAL:** Hospital and doctors available.

**DENSITY:** 1,011.

**FRESH WATER:** Available, supplied from shore by hose, about 15 tons per hour.

**FUEL:** All grades available, 24 hours ETA required by truck or barge.

**FIRE PRECAUTIONS:** No smoking allowed.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Carried out by crew.

**CUSTOMS ALLOWANCE:** Each crew member allowed 100 cigarettes or 20 cigars or 100 grams tobacco and 1 bottle spirits.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Swedish, Norwegian; others at Copenhagen.

**REPAIRS:** All types of repairs available.

**REPATRIATION:** All facilities exist.

**AIRPORT:** Nearest at Copenhagen about 80 miles from Kalundborg. Served by regular airlines.

**TIME:** GMT plus 1 hour. No alterations through the year.

**HOLIDAYS:** New Year's Day; Easter Thursday; Good Friday; Easter Monday; Ascension Day; 1st May; Whit Monday; Prayer Day; 5th June; Christmas Day; 2nd Christmas Day. No work can be carried out.

**SHORE LEAVE:** Allowed.

**DELAYS:** Due to ice between 15th December and 31st March.

**AGENTS:** Jorgen Schultz, Postbox 44, Cables "Schultz Kalundborg".

Petertank I/S, Postbox 38. Cables "Petership Kalundborg".

Kalundborg Shipping Agency. Postbox 34. Cables "Kalship Kalundborg".

## KOGE: 55.27 N. 12.12 E. (See Plan)

**DOCUMENTS:** For Customs vessels require:
- Vessels of 150 ton and upwards, Loading Line Cert.
- Vessels of 300 ton and upwards, Loading Line Cert. Radio Security Cert.
- Vessels of 500 ton and upwards, Loading Line Cert. Radio Security Cert. Equipment Security Cert.
- For all passenger vessels also Security Cert.
- For stevedores vessel shall have Bills of Lading, Manifests and Loading plans.

**PILOTAGE:** Vessel to call Pilot two hours before arrival. VHF on pilot station and pilot boat. Watch on Channel 16. Normal international light and sound signals used. Pilot boat located about 2 nautical miles East of port. No difference in bad weather.

**ANCHORAGES:** 1–2 nautical miles East of port with good bottom conditions.

**MAX. SIZE:** Maximum permissible length, 150 metres; maximum permissible draft, 7 metres; oil carriers only 5 metres.

**HEALTH:** Normal quarantine rules.

**RADIO:** Lyngby Radio or any other radio station in Denmark.

**TUGS:** No tugs in port. Can be obtained from Copenhagen.

**STEVEDORES:** Normal ETA and description of vessel required.

**MEDICAL:** Doctor and hospital assistance available; other facilities to be obtained from Copenhagen.

**TANKERS:** Only one tanker berth, no specific requirements.

**GENERAL:** Wind between N.E. and S.E. can give up to 1·6 metres high water and W-wind up to 0·9 metres low water.

**FRESH WATER:** Water from wharf.

**FUEL:** Products from Texaco and Gulf are delivered in Køge, others from Copenhagen.

**FIRE PRECAUTIONS:** Normal fire precautions. Tankers cannot request to go to berth before loading/discharging. 2 fire watchmen from the fire department.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Normally carried out by crew.

**CUSTOMS ALLOWANCE:** Tobacco: about 40 grams per day per man or 40 cigarettes per day per man. Wine and/or Spirits: about ¼ litre spirits and 1 litre wine per man per day.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:** Nearest in Copenhagen.

**REPAIRS:** Small repairs.

**DRY DOCKS:** 2 small slipways for vessels up to 200 tons.

**REPATRIATION:** No facilities exist.

**AIRPORT:** Nearest is Kastrup Lufthavn; Copenhagen about 40 km. away.

**TIME:** GMT plus 1 hour. No change during year.

**HOLIDAYS:** Normal Danish holidays, change from year to year. Normally work can be arranged.

**POLICE/AMBULANCE/FIRE:** Ambulance and Fire (03) 653300; Police 651448 or use alarm 000.

**TELEPHONE:** No arrangements exist for placing on board.

**GENERAL:** The port north of Køge, Junckerhavnen, 55° 27′ 4″ N. 12° 11′ 7″ E. is a private port used only for vessels to the factory.

**SERVICES:** Pilot makes compass adjustments.

**SHORE LEAVE:** Allowed.

**PORT AUTHORITY:** The Harbour Master, Køge Havn, DK–4600 Køge, Denmark. Tel. (03) 650113.

**AGENT:** F. Ohlssons, EFTF, Havnen, DK–4600 Køge, Denmark. Telex 5736; Tel. (03) 650006; Telegram Ohlsson.

## KOLDING: 55.29 N. 09.29 E.

**DOCUMENTS:** See "Copenhagen".

**PILOTAGE:** Pilot station in Skærbæk at mouth of Kolding Fjord. Tel. (05) 562486. VHF Channel 16.

**ANCHORAGES:** At Skærbæk.

**MAX. SIZE:** Maximum permissible length 180 m. Maximum draft: 7·0 m.

**RADIO:** Lyngby Radio.

**TUGS:** Available.

**STEVEDORES:** Obtained through Agents.

**MEDICAL:** Hospital facilities available.

**FRESH WATER:** Available from quay.

**FUEL:** Available.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Normally carried out by crew.

**CUSTOMS ALLOWANCE:** Tobacco: 200 cigarettes. Wine and/or Spirits: 1 bottle wine, 1 bottle spirits.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:**

Finland: J. Borum, Haderslevvej 25, Kolding. Tel. (05) 521233.
Iceland: V. Thorning-Petersen, Kolding. Tel. (05) 520022.
Norway: Eduard Christensen, Låsbygade 34, Kolding, Tel. (05) 527711.
Sweden: Ove Grønborg, Osterbrogade 14, Kolding. Tel. (05) 522711.

**REPAIRS:** Only small repairs can be carried out.

**AIRPORT:** Distance from Billund Airport 40 km. Billund Airport is served by regular airlines.

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** See "Copenhagen".

**POLICE/AMBULANCE/FIRE:** Police, tel. (05) 522800; Ambulance, tel. (05) 522344; Fire, tel. (05) 522344. Help, tel. 000.

**TELEPHONES:** Telephones obtainable on board.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Harbour Master P. D. Klaaborg, Havnepladsen, Kolding. Tel. (05) 520594.

## KYNDBY: 55.49 N. 11.53 E.

**DOCUMENTS:**
- Ship's Register.
- Load Line Certificate.
- Radio Safety Certificate.
- Safety Equipment Certificate.
- Derat Certificate or exemption.
- 1 Crew List.
- Stores List.
- Crew Personal Effects List.
- Cargo Manifest or Bills of Lading.

**PILOTAGE:** Not compulsory but recommended. Pilot boards at entrance of Isefjord at Hundested.

**ANCHORAGE:** Off the berth.

**MAX. SIZE:** Up to 21 ft. 6 in. draft.

**RESTRICTIONS:** Daylight berthing only.

**HEALTH:** Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival. When vessel

arrives from port outside of Europe and U.S.A. and has been less than 14 days at sea, all crew members require valid smallpox vaccination certificates.
**TUGS:** Obtained from Copenhagen or Elsinore if required by larger vessels.
**BERTHING:** Power Station quay, 300 m. long, depth alongside 23 ft. 6 in. 16 in. pipeline for fuel oil discharge.
**FRESH WATER:** Available by pipeline at quay.
**FUEL:** Not obtainable.
**CUSTOMS ALLOWANCES:** 200 cigarettes, 1 bottle wine and 1 bottle spirits permitted out of bond for each man.
**TIME:** GMT plus 1 hour. No alterations during the year.
**HOLIDAYS:** New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day (May 2nd); Ascension Day; Whit Monday; Christmas Day; Boxing Day. Half-holidays: May 1st, June 5th and December 24th.
**REPAIRS:** No facilities.
**AUTHORITY:** Electricitetsselskabet Isefjordvaerket Interressenskab.

## NAESTVED: 55.14 N. 11.45 E.

**DOCUMENTS:** See "Kalundborg".
**PILOTAGE:** Pilotage compulsory for all ships over 150 b.r.t. To order, tel. Kaerrebaeksminde 03742124 or by Agents.
**ANCHORAGES:** 2 miles S.W. of head lights in Kaerrebaeksminde in 12 metres depth, near the buoy.
**RESTRICTIONS:** No entry at night time, half hour before sunrise, to half hour after sunset, and according to tides.
**MAX. SIZE:** Length 285 ft., 40 ft. beam, 17 ft. 6 in. draft.
**HEALTH:** See "Kalundborg".
**RADIO:** Lyngby Radio.
**TUGS:** M/S "Enø" 350 h.p. About 1 mile from Kaerrebaeksminde.
**BERTHING:** No berthing in Kaerrebaeksminde; only in Naestved.
**BRIDGES:** One in Kaerrebaeksminde with a total width of 23 m.
**MEDICAL:** Hospital available.
**FRESH WATER:** Available from quay.
**GANGWAY/DECK WATCHMEN:** Not required.
**OPENING/CLOSING HATCHES:** By crew.
**CONSULS:** Germany, tel. 03721536. Sweden: tel. 03720700.
**REPAIRS:** None.
**SHORE LEAVE:** Allowed.
**POLICE/FIRE/AMBULANCE:** Police 721448; Fire/Ambulance 000.
**AUTHORITY:** Harbour Master Naestved, Toldbodgate 4 Naestved. Tel. 03720056.

## NYBORG: 55.19 N. 10.49 E.

**DOCUMENTS:**
Health Declaration.
Customs Declaration.
**PILOTAGE:** Required notice ETA 6 hours. Pilot station tel. (09) 310089. Pilot boat VHF Channel 16. Pilot station Slipshavn. Pilot cutter yellow-painted with "Nyborg Lods" in black letters.
**ANCHORAGE:** South of Knudshoved Lighthouse. Depth 16 metres (52 ft.). Small vessels anchor S.W. of Avernakke Pynt.
**MAX. SIZE:** Avernakke Pynt Bro (Oilpier) Draft 32 ft. length about 600 ft. Vesterhavn draft 24 ft. length about 400 ft.
**RADIO:** Lyngby Radio.
**TUGS:** One tugboat normally stationed in the port. Tugs required notice 8–10 hours.
**STEVEDORES:** Ordered by Agent.
**MEDICAL:** Hospital facilities available.
**TANKERS:** Discharge at Avernakke. Discharge lines 8 in. and 10 in. New Oil Harbour under construction, operational in 1973.
**DENSITY:** About 1005.
**FRESH WATER:** Supply by pipeline to berths.
**FUEL:** All grades available.
**GANGWAY/DECK WATCHMEN:** Not compulsory.
**OPENING/CLOSING HATCHES:** Crew allowed open and close, otherwise according Charter Party.
**CUSTOMS ALLOWANCE:** Tobacco, 100 cigarettes for 3 days. Wine and/or Spirits: 1 bottle spirit for 3 days.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Finland 311198, Norway 310737, Sweden 312106.
In Odense (near Nyborg):

| | | | |
|---|---|---|---|
| Great Britain | 115456 | France | 118700 |
| Holland | 115456 | Iceland | 120076 |
| Portugal | 120012 | Spain | 127781 |
| W. Germany | 972323 | | |

**REPAIRS:** Most repairs possible.
**DRY DOCKS:** 700 dwt; slipway 70 dwt.
**AIRPORT:** Nearest airport, Beldringe, Odense.
**TIME:** GMT plus one hour.
**HOLIDAYS:** New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day, Ascension Day; Whit Monday; Christmas Day; Boxing Day.
**POLICE/AMBULANCE/FIRE:** Police 311448; Ambulance 000; Fire 000.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Havnefoged, Havnekontoret, (19) 310587.

## NYKOBING: 55.55 N. 11.41 E.

**DOCUMENTS:**
Ship's Register.
Loadline Certificate.
Derating Certificate.
Crew List stating quantity of cigarettes, cigars, tobacco, cigarette paper, spirits, wine and guns.
Cargo List.
**PILOTAGE:** Pilot ordered through Agents and will board at Skellerev or Argus Ground (both outside Guldborg bridge).
**ANCHORAGE:** By Skellerev, safe ground.
**RESTRICTIONS:** Port only accessible by daylight, max. draft 19 ft. 6 in., max. breadth for passing Guldborg bridge 25 metres. Entrance from South (Gedser) not recommended, as depth of water in the Southern part of Guldborgsund only amounts to 8 ft.
**RADIO:** For vessels coming through the Kiel Canal, Kiel Radio could be used, otherwise nearest station Lyngby Radio.
**TUGS:** Available on request.
**BRIDGES:** Vessels calling Nykøbing Falster have to pass Guldborg Bridge about 8 miles North of harbour. Turning bridge, breadth 25 metres, opens by request after sunrise and ½ hour after sunset (from 1st Nov. to 1st March from ½ hour before sunrise). When requesting passage use international flag "N" on halfforemast and give one long and one short blast.
**STEVEDORES:** Ordered by agents, on receiving vessel's ETA.
**MEDICAL:** No advance notice required for medical attention.
**FRESH WATER:** Supplied from quay installations.
**FUEL:** All grades obtainable—delivered by tank lorry
**GANGWAY/DECK WATCHMEN:** Not necessary.
**OPENING/CLOSING HATCHES:** Carried out by crew.
**TOBACCO/WINE ALLOWANCES:** Each crew member 100 cigarettes (or corresponding quantity of tobacco) and 1 bottle spirits.
**IDENTIFICATION CARDS:** Not necessary.
**CONSULS:**
Norway
Sweden
West Germany
Netherlands
Finland
**REPAIRS:** Small deck and engine repairs possible.
**AIRPORT:** Nearest at Copenhagen (2 hours by train.)
**TIME:** No alteration to clocks. GMT plus 1 hour.
**HOLIDAYS:** New Year; Maundy Thursday; Good Friday; Easter Monday; Prayer Day; 1st May (Labour Day, half only); Ascension Day; Whit Monday; Constitution Day (5th June, half only); Christmas and Second Christmas Day.
**POLICE/AMBULANCE/FIRE:** Dial 0–0–0 and ask for police, ambulance or fire service.
**SHORE LEAVE:** Crew members may go ashore without any restrictions.

**AGENT:** Marquardt & Tornøe's EFTF., P.O. Box 81, 4800 Nykøbing FL. Denmark. Tel. (03) 85 31 77. Telex 47310.

## ODENSE: 55.25 N. 10.25 E. (See Plan)

**DOCUMENTS:**
Ship's Register.
Load Line Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
Derat Certificate or exemption.
1 Crew List.
Stores List.
Crew Personal Effects List.
Cargo Manifest or Bills of Lading.
**PILOTAGE:** Compulsory between Stige and Odense. Pilot boards at Gabet, entrance to the fjord or at Stige, entrance of channel.
**ANCHORAGE:** Inside Odense Fjord in depths of 25 ft. Larger vessels anchor outside of Gabet.
**RESTRICTIONS:** Port is entered through dredged channel, 22 m. wide, 25 ft. depth. Navigation usually throughout the year. Ice-breaker assistance available if necessary. Vessels over 3,000 tons enter in daylight only. Speed limit of 4 knots in entrance channel.
**MAX. SIZE:** Draft, maximum 24 ft. fresh water, length, 160 m. controlled by swinging basin.
**HEALTH:** Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival. When vessel arrives from port outside of Europe and U.S.A. and has been less than 14 days at sea, all crew members require valid smallpox vaccination certificates.
**RADIO:** Lyngby Radio and VHF Channel 16.
**TUGS:** A tug is available. Not compulsory but necessary for larger vessels.
**BERTHING:** Three harbour basins including 10,500 ft. of quays with depth of 24 ft. 6 in. alongside. Coal quays at Fynsvaerket, depth 24 ft. 6 in. alongside.

Berths rigged for handling bulk cargo by cranes. Berths available for containers and roll-on/roll-off traffic.
**TANKERS:** Discharge at Lindoe private quay, 304 ft. long, depth alongside 7·5 metres.
**DENSITY:** 1003.
**STEVEDORES:** Can be arranged through Agent.
**AIRPORT:** Situated 15 km. from the harbour.

**POLICE/FIRE/AMBULANCE:** In emergency dial 000 and ask for service required.

**CONSULS:** All European countries represented in Odense.

**MEDICAL:** Doctors, hospital facilities available.

**FRESH WATER:** Available by pipeline at all berths.

**FUEL:** All grades available.

**CUSTOMS ALLOWANCES:** 200 cigarettes, 1 bottle wine and 1 bottle spirits permitted out of bond for each man.

**TIME:** GMT plus 1 hour. No alterations during the year.

**HOLIDAYS:** New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day (May 2nd); Ascension Day; Whit Monday; Christmas Day; Boxing Day. Half-holidays: May 1st, June 5th and December 24th.

**REPAIRS:** All engine and boiler repairs can be effected.

Lindoe Shipyard situated in Odense Fjord about 15 km. from Odense.

**AUTHORITY:** Havne Kaptajnen, Odense.

**AGENT:** C. Hoppe & Company, POB 136, 5100 Odense. Tel. 09-11 99 88. Telex 59 88. Cables: "Brokerhoppe Odense".

## RANDERS: 56.29 N. 10.04 E.

**DOCUMENTS:**

2 Crew Lists.

2 Lists with statement of each crew member's cigarettes, tobacco and spirits.

**PILOTAGE:** Apply for Pilot 6 hours before arrival to Agents or direct at pilot station Tel. (06) 485026, or contact Pilot by VHF 1 hour before arrival. Channels 6, 12, 16.

**ANCHORAGE:** Udbyhoej Northside, depth 7 metres.

**MAX. SIZE:** Maximum length, 475 ft.; breadth, 57 ft.; draft 20 ft.

**HEALTH:** No special requirements.

**RADIO:** Lyngby Radio and Skaw Radio.

**VHF:** VHF service from Harbour Office, Channels 6, 12, 16.

**TUGS:** 500 h.p. tug available – use ship's lines.

**STEVEDORES:** Ordered by Agents, no ETA to stevedores necessary. Working periods: Monday to Friday 0730–1130, 1200–1630; Saturday no work.

**MEDICAL:** Hospital facilities available, no particular inoculations required.

**TANKERS:** 6 in. discharge lines; no slop discharge facilities.

**DENSITY:** Brackish in port area. No tide.

**FRESH WATER:** Shore installations.

**FUEL:** All grades. Deliveries by lorry only.

**GANGWAY/DECK WATCHMEN:** Available but not compulsory.

**OPENING/CLOSING HATCHES:** By crew.

**CERTIFICATES:** Tonnage Certificate, Derating Certificate, Load Line Certificate.

**CUSTOMS ALLOWANCE:** Each crew member 100 cigarettes or 25 cigars or 100 grams tobacco, and 1 bottle spirits and 1 bottle wine meant for 3 days.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** France (06) 42 44 22, Norway (06) 426100, Finland (06) 42 51 11, Sweden (05) 420022, Iceland (06) 42 39 00.

**REPATRIATION:** Hotel accommodation available for changing of crew.

**AIRPORT:** Tirstrup Airport, 42 km. from Randers, 1 hour by bus, 5–7 daily flights to/from Kastrup Airport (Copenhagen).

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** 1st January (New Year); Maundy Thursday, Good Friday, Easter Monday; 1st May from 1200 hours (Labour Day); Whit Monday from 1200 hours; 24th December from 1200; 25–26th December (Christmas).

**POLICE/AMBULANCE/FIRE:** Tel. 000.

**TELEPHONES:** Not available.

**AGENTS:** Carl Hassager & Co., c/o Axel Urup Skov, Sydhavnen, DK 8900 Randers. Tel. 06 42 05 22; AO 06 42 31 91; Telex. 63732; Cables: Hassager, Lloyd's.

## RONNE: 55.06 N. 14.42 E. (See Plan)

**DOCUMENTS:**

1 Crew List.

1 Passenger List.

1 Customs Declaration.

1 Declaration for crew's tobacco, spirits, etc.

1 Declaration of Health.

1 Declaration to Police, number of crew, passengers, etc.

1 Bill of Lading (or Manifest).

**PILOTAGE:** Apply for Pilot via Rønne or Lyngby Radio, advance notice not less than one hour. Pilot boats have VHF but not continuously open. Area where Pilot has to be taken on board is by Rønne light-buoy, 2 miles S.W. of the harbour; if weather bad Pilot boat guides the ship inside the breakwater and then boards.

**ANCHORAGE:** No safe anchorages outside the harbour.

**MAX. SIZE:** Maximum length 400–450 ft., draft 22 ft. There is no tide.

**HEALTH:** No special procedure necessary, but if there is suspected disease or fever on board or ship comes from area with fever, etc., call for quarantine doctor. If ship's last call was Danish port pratique automatic.

**RADIO:** Rønne Radio, call-sign OYE; or Lyngby Radio, call-sign OXZ.

**TUGS:** Normally join the vessel inside breakwater; ship's lines to be used.

**CARGO HANDLING:** Three berths equipped with hydraulic ramps for roll-on/roll-off traffic via stern or head only, one of which suitable for ships up to 450 ft. length 65 ft. beam, draft 21 ft.

Three berths for sand loading 400–600 tons per hour, for vessels up to 350 ft. length, 21 ft. draft.

Two berths for macadam loading 400 tons per hour, for vessels up to 300 ft. length, 21 ft. draft.

Also berths for handling coal and grain.

**STEVEDORES:** To arrange gangs Monday morning, advices have to be given Friday before 1100. To arrange work other days, notice must be given before 1600 the day before.

**MEDICAL:** Hospital facilities are available. It is not necessary to give advance notice.

**TANKERS:** Two berths for coastal tankers draft up to 22 ft., length up to 300 ft.

**FRESH WATER:** Available 10–12 ton an hour.

**FUEL:** Light fuel, Redwood 200 sec. Heavy fuel 3500 sec., also 1000 and 1500 sec. Notice 6 hours ETA.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Carried out by crew.

**CERTIFICATES:** Nationality Cert., Derat. Cert., Load Line Cert. Radio Cert. (Safety Cert. for passenger ships only).

**CUSTOMS ALLOWANCE:** Tobacco: 40 cigarettes or other tobacco per day. Wine/Spirit: ½ bottle per day.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:** The following countries are represented in Ronne: Sweden, Finland, France, Netherlands, Norway and West Germany.

**REPAIRS:** All kinds of repairs can be carried out.

**DRY DOCKS:** Only small ships up to 350 tons.

**REPATRIATION:** Is possible.

**AIRPORT:** 3 miles, served 3–5 times per day by SAS to Copenhagen.

**TIME:** GMT plus 1 hour. No alteration.

**HOLIDAYS:** New Year's Day; Easter, 3 days Thursday, Friday, Easter Day (Monday); May 1; Whit Monday; June 5; Christmas Eve; Christmas Day; 2nd Christmas Day. Cargo work only possible for foodstuff, etc.

**SERVICES:** Compass adjustment only

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Harbour Master, Rønne Havn, DK 3700 Rønne, Tel. 03950678.

## SKAERBAEK: 55.31 N. 09.37 E

**DOCUMENTS:**

Ship's Register.

Load Line Certificate.

Radio Safety Certificate.

Safety Equipment Certificate.

Derat Certificate or exemption.

1 Crew List.

Stores List.

Crew Personal Effects List.

Cargo Manifest or Bills of Lading.

**PILOTAGE:** Not compulsory. Pilot joins at mouth of Kolding Fjord. Can be contacted by VHF Channel 16.

**ANCHORAGE:** Off Skaerbaek in depths of 39 ft.

**MAX. SIZE:** Tankers up to 39 ft. draft.

**RADIO:** Lyngby Radio.

**TUGS:** Available, not normally required.

**BERTHING:** Power station wharf: 260 m. length; depth alongside 23 ft. Oil Jetty: depth 39 ft.

**TANKERS:** Discharge at jetty through two 8-in. loading arms.

**MEDICAL:** Medical attention available, nearest hospitals at Kolding and Fredericia.

**REPAIRS:** Local machine shops can manage small repair jobs.

**FRESH WATER:** Obtainable from quay.

**FUEL:** Not available.

**CONSULS:** Nearest at Kolding. Distance 15 km.

**CUSTOMS ALLOWANCES:** 200 cigarettes, 1 bottle wine and 1 bottle spirits permitted out of bond for each man.

**TIME:** GMT plus 1 hour. No alterations during the year.

**HOLIDAYS:** New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day; Ascension Day; Whit Monday; Christmas Day; Boxing Day. Half holidays: May 1st, June 5th and December 24th.

**AIRPORT:** Billund Airport, 40 km. distant.

**AUTHORITY:** Sydostjydske Faellescentral Skaerbaekvaerket. Tel. (05) 562 466.

## SONDERBORG: 54.55 N. 9.47 E.

**DOCUMENTS:**

Ship's Register.

Crew List.

Crew Manifest.

Radio Safety Certificate.

**PILOTAGE:** Vessels exceeding 20 ft. in draft or 3000 gross tonnage use Northern entrance where Pilot boards vessels at buoy 4 or 7, route 25.

Ships coming from South (passing harbour bridge) contact pilot boat at buoy 6 or 7 route 8. Pilot not compulsory. VHF on pilot station. Harbour Master and Pilot tel. 044 22765.

**RESTRICTIONS:** No restrictions night entry. No tide. N.E. to E. winds raise water level up to 3 in. S.W. to N.W. winds lower it by same amount.
**BERTHING:** *South Harbour:* Mainly used by small passenger and fishing boats.
*North Harbour:* Concrete quay about 2,000 ft. long, depth alongside 24 ft. At plywood factory, dolphin moorings, up to 29 ft. draft. Harbour is divided into above mentioned two parts by a rail bridge. Lifting sections 98 ft. wide. Submarine cables in area from 50 yd. South of bridge to 100 yd. North.
**BUNKERS:** Available.
**TUGS:** Available; 6 hours notice required.
**FRESH WATER:** Supplied by pipeline to berths.
**REPAIRS:** Two slipways. 100 and 500 tons capacity.
**AIRPORT:** In Sonderborg. Regular airline inland.
**TIME:** GMT plus 1 hour.
**AUTHORITY:** Harbourmaster. Tel. 044 22765.

### SVENDBORG: 55.03 N. 10.38 E. (See Plan)

**DOCUMENTS:**
Certificate of Registry.
Freeboard Certificate.
Derat Certificate.
Crew List.
**PILOTAGE:** Telegraphic address, "Pilotstation, Svendborg". For contacting pilot boat on VHF, use Channel 16. International signals for Pilot. In Eastern entrance Pilot boards at Thurø Rev. In Western entrance Pilot boards at Lehnskov, or if ordered at Skrams Flak.
**ANCHORAGE:** At Lunkebugt (Eastern entrance) and by Lehnskov (Western entrance).
**MAX. SIZE:** Longest ship ever docked was 541 ft. long, 67 ft. breadth, draft 18 ft. 9 in. Shorter ships may enter with deeper draft.
**HEALTH:** Pratique automatic.
**RADIO:** All Danish coast stations can be used. (See "Horsens".)
**TUGS:** Normally no tugs stationed in Svendborg, ships wanting tugs order through Agent before arrival.
**BRIDGES:** One mile west of harbour a bridge crosses the sound. Free height 33 metres.
**STEVEDORES:** Ordered by Agent.
**MEDICAL:** Doctors and hospital service always available.
**DENSITY:** Approx. 1024.
**FRESH WATER:** Available at all piers. 20 tons per hour.
**FUEL:** No bunker lines. Diesel oil can be delivered by tank cars.
**GANGWAY/DECK WATCHMEN:** Available, but not compulsory.
**OPENING/CLOSING HATCHES:** Normally carried out by crew.
**CUSTOMS ALLOWANCE:** Tobacco: 40 cigarettes or 40 gr. tobacco. Wine/Spirit: ¼ litre.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Vice-Consulates: Norway, tel. 09 21 31 17; Sweden, 09 21 14 10; Finland, 09 21 11 51; W. Germany, 09 21 15 39; Iceland, tel. 09 21 42 83.
**REPAIRS:** All repairs to deck and machinery carried out by shipyard.
**DRY DOCKS:** Floating docks for ships up to 7,000 ton dwt.
**REPATRIATION:** Facilities exist.
**TIME:** GMT plus 1 hour (same all year).
**HOLIDAYS:** New Year's Day; the day before Good Friday; Good Friday; Easter Monday; May 1st; Ascension Day; May 5th; Prayer Day; Whit Monday; June 5th; 25th and 26th of December.
**FIRE/AMBULANCE/POLICE:** Call 000.
**TELEPHONE:** No telephone for ships.
**SERVICES:** Compass adjusting.
**SHORE LEAVE:** No restrictions concerning shore leave for crew. Dogs not allowed to go ashore.
**AUTHORITY:** Harbour Master, Havnekontoret, Svendborg Tel. 09 21 06 57.

### VEJLE: 55.42 N. 09.33 E. (See Plan)

**DOCUMENTS:** Required on arrival:

2 Crew Lists.
2 Passenger Lists.
1 Tobacco List.
1 National Reg. Certificate.
1 Load Line Cert.
1 Tonnage Cert.
1 Manifest.
1 Bill of Lading.
1 Derating Cert.
1 Radio Safety Cert.
1 Clearance inward and outward.
1 Safety Cert.
**PILOTAGE:** Pilot by request at Rosenvold Hage, radio Pilot Vejle, VHF Channel 16, Vejle pilot station. 3 hours notice of ETA.
**ANCHORAGE:** (1) At Rosenvold Hage, (2) at Træskohage.
**MAX. SIZE:** Length max. 550 ft., max. draft 23 ft.
**HEALTH:** Pratique procedure is carried out by customs dept.
**RADIO:** Lyngby Radio, OXZ, Blaavand Radio OXB.
**TUGS:** Available inside port, ship's lines.
**STEVEDORES:** Available. Seven o'clock start must be informed 24 hours in advance.
**MEDICAL:** Hospital facilities available day and night with doctors available 24 hours per day.
**TANKERS:** 2 tanker berths, max. draft 23 ft. No slop tank available. Diameter of discharge lines 8 in. and 6 in.
**DENSITY:** Average density 1020.
**FRESH WATER:** Delivered from lines on piers. 14 ts. p.h.
**FUEL:** All grades available. No advance notice required.
**GANGWAY/DECK WATCHMEN:** Not required.
**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.
**CUSTOMS ALLOWANCE:** Tobacco: 200 cigarettes. Wine and/or Spirits: 1 bottle of each.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Vice-Consuls: Greece, 821929; Norway, 829122; Spain, 820233; Germany, 820011.
**REPAIRS:** Deck and engine repairs can be undertaken.
**DRY DOCKS:** None.
**REPATRIATION:** No facilities.
**AIRPORT:** Billund 32 km., 3 flights per day.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** New Year's Day; Easter; 1st May, Whit Sunday, Christmas holidays. Cargo work can be done on overtime except 1st May (Labour Day).
**POLICE/AMBULANCE/FIRE:** Police, tel. 821744; Ambulance, 822244; Fire, 822244.
**TELEPHONES:** No arrangements exist for placing on board.
**SHORE LEAVE:** Allowed for all crew.
**AUTHORITY:** Harbour Master, Havnepladsen, 7100 Vejle. Tel. 820217.

### VORDINGBORG (South Harbour – formerly Masnedsund): 55.30 N. 11.54 E. (See Plan)

**DOCUMENTS:** See "Copenhagen".
**PILOTAGE:** Available from Masnedoe Pilot Station tel. 03–770355.
**ANCHORAGE:** Vordingborg Roads.
**MAX. SIZE:** Draft 21 ft. maximum, breadth 25 metres owing to passage of bridge before entering harbour.
**RADIO:** Lyngby Radio.
**TUGS:** Available from Nakskov, Korsoer, Copenhagen. Notice for towage about 6/8 hours.
**BERTHING:** Berths equipped for handling grain, ore, coal, liquid chemicals and LPG carriers.
**MASNEDOE POWER STATION:** Private harbour. Draft 21 ft. Fresh water available. Pilotage, towage, as for Vordingborg.
**BRIDGES:** Passage of bridge 25 metres wide, opening day and night. Bridge normally in radio contact with pilot station. Fully lighted.
**STEVEDORES:** Local stevedores ordered by Agent.
**MEDICAL:** Hospital available.
**FRESH WATER:** Supplied by pipeline to berths.
**FUEL:** All common fuels available.
**GANGWAY/DECK WATCHMEN:** Available but not compulsory.
**OPENING/CLOSING HATCHES:** Crew allowed open and close otherwise as per C/P.
**CERTIFICATES:**
Registered Certificate of tonnage
Derating Certificate.
Construction Certificate.
Load Line, and Equipment Certificate on first call.
**CUSTOMS ALLOWANCE:** About 200 cigarettes and a limited amount of spirits each man.
**CARGO GEAR:** 2 mobile cranes, one grain-sucker and elevator, one coal crane.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** At Copenhagen.
**REPAIRS:** Most repairs, engine and equipment available. Electronic service only available from Copenhagen.
**DRY DOCK:** No local dry dock. Nakskov/Copenhagen nearest.
**HOLIDAYS:** See "Copenhagen".
**POLICE/AMBULANCE/FIRE:** Police 03–771448; Ambulance, Fire Brigade 0–0–0.

**AGENTS:** A. P. Steffensen, Postal address: 4760 Vordingborg tel. 03–770210–770212. Telex: 5476. Cables: Stefbroker Vordingborg a.o. 03–770960.

## Dominican Republic

### AZUA (Puerto Viejo): 18.30 N. 70.40 W.

**DOCUMENTS:**
3 Crew Lists.
3 Passenger Lists.
Health Certificate.
Viands Register.
3 Weapons Lists.
Also refer to "Santo Domingo."
**PILOTAGE:** Ordered by Agent; vessel should wait for Pilot at a distance of one mile from the port.
**ANCHORAGE:** In the approaches, depth is 28 ft.
**RESTRICTIONS:** By night wait for Pilot's arrival.
**HEALTH:** Pratique is obtained by Agent. In case of infectious illness the whole crew is put in quarantine.
**TUGS:** Available and tug's lines are used.

**MEDICAL:** Necessary for Agent to receive advance notice of required medical attention. Doctor available.
**FRESH WATER:** Delivered by barge.
**FUEL:** None available.
**GANGWAY/DECK WATCHMEN:** Required.
**OPENING/CLOSING HATCHES:** Carried out by crew.
**CUSTOMS ALLOWANCES:** No restrictions.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** None.
**REPAIRS:** No repairs possible.
**REPATRIATION:** Facilities available.
**AIRPORT:** Situated 170 miles from port.
**HOLIDAYS:** Work is allowed on all holidays.
**POLICE/AMBULANCE/FIRE:** Tel. 175.
**TELEPHONES:** None available on board.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Carlos W. Prestol Botello, Afferez de Fragata, Marina de Guerra (Navy). Address, Comandancia de Puerto de Azua RD.
**AGENTS:** See "Santo Domingo".

## BARAHONA: 18.10 N. 71.10 W.

**DOCUMENTS:**
8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
Derat Exemption Cert.
Vaccination Certificates for each person.
Also refer to "Santo Domingo" for further information.
**PILOTAGE:** Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone frequency 2738.
**ANCHORAGE:** Deep water anchorage available outside port. Pilot will advise best location.
**RESTRICTIONS:** No entry at night.
**MAX. SIZE:** 575 ft. length; 29 ft. draft.
**HEALTH:** Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
**RADIO:** When within range, Santo Domingo Radio.
**TUGS:** One small tug available, ship's lines used.
**BERTHING:** Sugar molasses wharf, general gypsum wharf.
**STEVEDORES:** ETAs required 24 and 12 hours before arrival to arrange gangs.
**MEDICAL:** Medical attention can be arranged after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
**TANKERS:** Discharge at molasses wharf.
**DENSITY:** Salt water inside harbour.
**FRESH WATER:** Pipe-line at wharves, ship's hoses used.
**FUEL:** Only available by truck from Santo Domingo.
**GANGWAY/DECK WATCHMEN:** Compulsory gangway watch kept by Customs guards.
**OPENING/CLOSING HATCHES:** Can be performed by crew or stevedores.
**CUSTOMS ALLOWANCES:** Bond is sealed, but can be opened at Master's request.
**IDENTIFICATION CARDS:** Shore passes are provided by Immigration Authorities.
**CONSULS:** All Consuls at Santo Domingo.
**REPAIRS:** Minor repairs only.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Distance to airport 230 km/s.
**TIME:** GMT minus 5 hours. Alteration to clocks variable from year to year.
**HOLIDAYS:** All holidays workable at overtime rates.
**POLICE/FIRE/AMBULANCE:** Police, tel. 417. Ambulance, tel. 441; Fire, tel. 348 or 398.
**TELEPHONES:** Shore telephone alongside ship connected to Sugar Mill.
**SHORE LEAVE:** Allowed.
**GENERAL:** No boats to be lowered without official permission. Berthing/unberthing during daylight only.
**AUTHORITY:** Comandante de Puerto, Barahona.
**AGENTS:** See "Santo Domingo".

## BOCA CHICA: 18.27 N. 69.35 W.

**DOCUMENTS:**
8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
Derat Exemption Certificate.
Vaccination Certificates for each person.
Also refer to "Santo Domingo" for further information.
**PILOTAGE:** Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone frequency 2738 and 2182 kHz.
**ANCHORAGE:** Deep water anchorage available outside port. Pilot will advise best location.
**RESTRICTIONS:** No entry at night.
**MAX. SIZE:** 400 ft. length; 25 ft. draft.
**HEALTH:** Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
**RADIO:** When within range, Santo Domingo Radio.
**TUGS:** If required, tug is brought from Santo Domingo.
**STEVEDORES:** ETAs required 24 and 12 hours before arrival to arrange gangs.
**MEDICAL:** Medical attention can be arranged after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
**TANKERS:** Only small propane gas tankers can be accommodated.
**DENSITY:** Salt water inside harbour.
**FRESH WATER:** Pipe-line connection at dock, low pressure. Ship's hoses used.
**FUEL:** Only available by truck from Santo Domingo.
**GANGWAY/DECK WATCHMEN:** Compulsory gangway watch kept by Customs guards.
**OPENING/CLOSING HATCHES:** Can be performed by crew or stevedores.
**CUSTOMS ALLOWANCES:** Bond is sealed, but can be opened at Master's request.
**IDENTIFICATION CARDS:** Shore passes are provided by Immigration Authorities.
**CONSULS:** All Consuls at Santo Domingo.
**REPAIRS:** Minor repairs only.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Six km/s to airport, served by regular airlines with numerous flights daily.
**TIME:** GMT minus 5 hours. Alteration to clocks variable from year to year.
**HOLIDAYS:** All holidays workable at overtime rates.
**POLICE/FIRE/AMBULANCE:** At Santo Domingo.
**TELEPHONES:** No connection to vessels.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Comandante de Puerto, Marina de Guerra, Comandancia, Andres, Boca Chica.
**AGENTS:** See "Santo Domingo".

## CABO ROJO: 17.55 N. 71.39 W.

**DOCUMENTS:**
8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
Derat Exemption Certificate.
Vaccination Certificates for each person.
Also refer to "Santo Domingo" for further information.
**PILOTAGE:** Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone, frequency 2738.
**ANCHORAGE:** Deep water anchorage available outside port. Pilot will advise best location.
**RESTRICTIONS:** Entry permitted at night.
**MAX. SIZE:** 600 ft. length; 40 ft. draft.
**HEALTH:** Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
**RADIO:** When within range, Santo Domingo Radio.
**TUGS:** No tugs available.
**BERTHING:** Alcoa Private Wharf, bauxite only. Mechanical loading, no stevedores.
**MEDICAL:** Medical attention can be arranged by Alcoa after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
**TANKERS:** One tanker at a time could be accommodated.
**DENSITY:** Salt water inside harbour.
**FRESH WATER:** Sometimes available.
**FUEL:** Only available by truck from Santo Domingo.
**GANGWAY/DECK WATCHMEN:** Compulsory gangway watch kept by Customs guards.
**OPENING/CLOSING HATCHES:** Performed by crew.
**CUSTOMS ALLOWANCES:** Bond is sealed, but can be opened at Master's request.
**IDENTIFICATION CARDS:** Shore passes are provided by Immigration Authorities.
**CONSULS:** All Consuls at Santo Domingo.
**REPAIRS:** Minor repairs only.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Distance to airport 360 km.
**TIME:** GMT minus 5 hours. Alteration to clocks variable from year to year.
**HOLIDAYS:** All holidays workable.
**POLICE/FIRE/AMBULANCE:** Contact Port Authority.

**TELEPHONES:** Telephone on dock connected to Alcoa office.
**SHORE LEAVE:** Allowed.
**GENERAL:** No boats to be lowered without official permission.
**AUTHORITY:** Comandante de Puerto, Cabo Rojo.

**AGENTS:** See "Santo Domingo".

## LA ROMANA: 18.27 N. 69.01 W.

**DOCUMENTS:**

8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
5 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
Derat Exemption Cert.
Vaccination Certificates for each person.

**PILOTAGE:** Compulsory. Ordered by agents on receipt of vessel's ETA, 72, 48 and 24 hours before arrival. Pilot launch painted white with grey cabin and with letters "LP-24" painted on sides. Pilot boards one mile from port entrance.
**ANCHORAGE:** West of Isla Catalina in depths of 15 to 18 fathoms.
**RESTRICTIONS:** No entry or sailing in hours of darkness.
**MAX. SIZE:** Length: 580 ft. Draft: arrival 25 ft., sailing 28 ft.
**HEALTH:** Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
**RADIO:** Santo Domingo Radio, HIX2, frequency 2738 kc/s. Near the port, use Centromana Radio on same frequency.
**TUGS:** One tug of 620 h.p. available. Extra charge for use of tugs line.
**BERTHING:** One concrete pier 720 ft. long.
**STEVEDORES:** To be ordered four hours before commencing work.
**MEDICAL:** Doctors and hospital facilities available. Medical attention can be arranged after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
**TANKERS:** Berth for one tanker at the pier. Discharge lines 10 in., 8 in., and 4 in.
**DENSITY:** 1025.
**FRESH WATER:** Available from 2 in. pipeline on pier. Very low rate of supply.
**FUEL:** Not available.
**WATCHMEN:** To be provided by vessel. Compulsory gangway watch kept by Customs Guards.
**HATCHES:** Opened and closed generally by ship's crew.
**CUSTOMS ALLOWANCES:** Seamen may take ashore only two packets of cigarettes and no alcohol.
**IDENTIFICATION CARDS:** Shore passes issued by Immigration Officer.
**REPAIRS:** Only minor repairs can be effected.
**REPATRIATION:** Arranged via Santo Domingo.
**AIRPORT:** Distance 70 kms.
**TIME:** GMT minus 5 hours. Clocks put back half an hour in winter months.
**HOLIDAYS:** January 1st.; January 21st.; January 26th.; February 27th.; Good Friday; Corpus Christi; May 1st.; August 16th.; September 24th.; December 25th.
**POLICE/FIRE/AMBULANCE:** Police 235; Ambulance, 455; Fire, 455.
**TELEPHONES:** In dock office, ask Sugar Mill for number required.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Comandante de Puerto, La Romana.

**AGENT:** Gulf Western Americas Corporation, Division Central Romana, La Romana. Tel. 343, 452, 453, 338 and 228. Telex ABC Croman RCA–326149.

## MANZANILLO: 19.43 N. 71.45 W.

**DOCUMENTS:**

6 Crew Lists.
6 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
Derat or Exemption Certificate.
Vaccination Certificates for each person.
Also refer to "Santo Domingo" for further information.

**PILOTAGE:** Compulsory. Boards incoming vessels about one mile from the dock. (The Pilot's working hours from 0800 to 1200, 1400 to 1700; a fee charged after working hours. A fee is also charged for movements in harbour.) Ships will be received Saturdays and Sundays and at night for the same rate for the Pilot.
**ANCHORAGE:** Vessels that cannot be docked on arrival will find safe anchorage to the East of the dock where there is plenty of swinging room, in about 20 fathoms of water, with good holding ground of mud and sand.
**APPROACHES:** Coast Guard Service recommend that a ship, entering Manzanillo Bay from the East, should stay well out until it has rounded shoals surrounding Seven Brothers Islands. At approximately 19° 58′ West longitude, a course of 127° will bring it into the bay near the wharf. A ship arriving from the West should stay about six miles off Cape Haitian Light. When abreast the light a course of 111° will lead into the Bay a short distance North of the pier.
**RADIO:** Radio Station HIL31. This station is private and for the use of Grenada Co. only. Messages of ETA, etc. from vessels should be sent via Miami WAX or New Orleans Radio WNU.

Vessels bound for Manzanillo, should radio their ETA to Santo Domingo Pilot Station daily, from 0600 to 1800 hours on frequency 2738 and 2182.

Vessels having single sideband equipment may also contact radio Instituto Agriario Dominicano at Manzanillo, at wavelength 26·70 and 26·38 kHz from 0700 to 1200 and 1400 to 1700 hours EST.
**TUGS:** No heavy duty tugs available but there is a launch for the handling of ship lines.
**BERTHING:** Prevailing winds are Easterly and sometimes interfere with docking or undocking. On the East side vessels should dock bow in, since there is not enough room to swing vessels safely around for a port docking. On the West side vessels can dock either side to the pier, depending on the direction and force of the wind. In general banana vessels will be docked on West side of the pier and cargo vessels on the East side. Pier has a concrete deck 744 ft. long, 72 ft. wide. Both sides of the pier are protected with a pine fender system. The water depth at land end of pier is 10 ft. and at the seaward end 60 ft.
**MEDICAL:** Small dispensary in Manzanillo. Hospital facilities in Monte Cristi, 30 kilometres away.
**STEVEDORES:** Available.
**FRESH WATER:** Available for ships calling at this port only.
**FUEL:** None available.
**GANGWAY/DECK WATCHMEN:** Carried out by crew.
**OPENING/CLOSING HATCHES:** Crew or stevedores.
**CUSTOMS ALLOWANCES:** Each crew member will be allowed to take ashore one only opened package of cigarettes.
**CREW IDENTIFICATION CARDS:** Required.
**REPAIRS:** Small repairs carried out only.
**REPATRIATION:** Facilities available.
**HOLIDAYS:** While the Custom House is closed on holidays arrangements can usually be made for working overtime, paying overtime rates.
**SHORE LEAVE:** Members of crew are allowed to go ashore at this port, but Masters should caution them not to take on their persons any dutiable articles, as the Customs will search such men upon landing and should any such articles be found on their persons this will be treated as an attempt to smuggle; severely punishable offence.
**AUTHORITY:** Comandante de Puerto, Manzanillo.

**AGENTS:** Agencia Maritima y Comercial C.p.A. Paseo Presidente Billini (Malecon) 27, Apartado 1125, Santo Domingo. Tel.: 688–3371 Telex: RCA 4137. Cables: "Rmella Santo Domingo".

## PUERTO PLATA: 19.49 N. 70.41 W.

**DOCUMENTS:**

8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declaration.
6 Cargo or Ballast Manifests.
Derat Exemption Certificate.
Vaccination Certificates for each person.
Also refer to "Santo Domingo" for further information.

**PILOTAGE:** Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone frequency 2738.
**ANCHORAGE:** Deep water anchorage available outside port. Pilot will advise best location.
**RESTRICTIONS:** Night entry not recommended.
**MAX. SIZE:** 550 ft. length, 28 ft. draft.
**HEALTH:** Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
**RADIO:** When within range, Santo Domingo Radio.
**TUGS:** No tugs available.
**STEVEDORES:** ETAs required 24 and 12 hours before arrival to arrange gangs.
**MEDICAL:** Medical attention can be arranged after vessel is cleared preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
**TANKERS:** Berth at molasses/petroleum berth.
**DENSITY:** Salt water inside harbour.
**FRESH WATER:** Pipe-line at wharves. Ship's hoses used.
**FUEL:** Only available by truck from Santo Domingo.
**GANGWAY/DECK WATCHMEN:** Compulsory gangway watch kept by Customs guards.
**OPENING/CLOSING HATCHES:** Can be performed by crew or stevedores.
**CUSTOMS ALLOWANCES:** Bond is sealed, but can be opened at Master's request.
**IDENTIFICATION CARDS:** Shore passes are provided by Immigration Authorities.
**CONSULS:** All Consuls at Santo Domingo.
**REPAIRS:** Minor repairs only.
**REPATRIATION:** Can be arranged.

**AIRPORT:** Distance 250 km.
**TIME:** GMT minus 5 hours. Alteration to clocks variable from year to year.
**HOLIDAYS:** All holidays workable at overtime rates.
**POLICE/FIRE/AMBULANCE:** At Santo Domingo.
**TELEPHONES:** Nearest in Customs House alongside wharves.
**SHORE LEAVES:** Allowed.
**GENERAL:** No boats to be lowered without official permission.
**AUTHORITY:** Comandante de Puerto, Puerto Plata.

**AGENTS:** See "Santo Domingo".

## RIO HAINA: 18.25 N. 70.01 W.

**DOCUMENTS** and all general information, see "Santo Domingo".
**PILOTAGE:** Pilot boards from small boat flying a flag with a white "P" on a black background, about ½ mile from harbour entrance.
**RESTRICTIONS:** Berthing and unberthing during daylight hours only.
**MAX. SIZE:** Draft about 31 ft. Length about 600 ft. for sugar berth.
**BERTHING:** Vessels going to load sugar swing inside the harbour with the aid of a tug, and berth starboard side to the quay. Ship's gangway is recommended. There is sometimes quite a swell running inside the harbour. The port anchor is used for berthing and unberthing.
**LOADING:** Sugar is loaded by three mechanical loaders which are fixed so that large vessels are required to shift along the quay to load in end hatches. Loading rate is quoted as being 1,000 tons per hour. Cargo quantities are given in short tons.

At least one beam has to be removed from each hatchway to allow loader to enter.

## SAN PEDRO DE MACORIS: 18.30 N. 69.12 W.

**DOCUMENTS:**
Crew List.
Passenger List.
Customs Documents.
Health Documents.
Manifest.
Bills of Landing.
Ship's Papers.
Refer to "Santo Domingo" for further information.

**PILOTAGE:** ETA required 24 hours before arrival. Pilot meets vessels 2 miles from buoy. Pilot Radio Station frequency is 2738; in the event of bad weather vessel should remain 3 miles south of the buoy. Pilot boards from small unmarked motor boat.
**ANCHORAGE:** One mile south of the lighthouse; depth 60 ft.
**RESTRICTIONS:** Channel depth 30 ft. Up to 350 ft. length, no restrictions. Larger vessels enter in daylight only.
**MAX. SIZE:** Vessels of 600 ft. length have berthed alongside. Draft up to 29 ft. maximum.

Larger vessels leaving port after loading may require to use port anchor to manoeuvre around sharp bend in buoyed channels just inside harbour entrance.
**HEALTH:** In case of illness or death on board, send a cable before arrival; doctors available.
**RADIO:** Radio Station, frequency 2738, call Radio Pilot de San Pedro de Macoris.
**TUGS:** Compulsory. Tugs join vessels inside the port – 150 ft. from the quay.
**BERTHING:** Quay No. 1, – 900 ft. long, 25 ft. depth; Quay No. 2, 600 ft. long, 25 ft. depth; Quay No. 3, 600 ft. long 24 ft. depth.

Large vessels arriving to load swing inside the harbour using starboard anchor and berth port side to quay. At a later date barges are placed between the ship and quay, to permit greater draft, and Pilot receives extra payment for doing so. Use of gangway is recommended.
**LOADING:** Vessels loading sugar use ship's gear and ship has to supply rope slings. The chains on the centre sections of MacGregor hatches are broken, and a gap of about 2 ft. made, through which the bags of sugar are bled into the holds at the rate of about 220 tons per gang per day. Only six bags per sling are lifted at a time. Stevedores cover hatch openings with tarpaulins when loading is completed for the day. They will make up any extra slings that are required if ship supplies rope.
**STEVEDORES:** Hours of work are as follows: Monday to Friday, 0800–1200, 1400–1800; Saturday, 0800–1200; Sunday, No work.
**TANKERS:** Oil line diameter 8 in. Max. pressure 60 lb. per square inch.
**FRESH WATER:** Available.
**GANGWAY/DECK WATCHMEN:** Available.
**OPENING/CLOSING HATCHES:** Crew.
**CUSTOMS ALLOWANCES:** Only sufficient for port consumption. Allowed take only 2 open packets cigarettes ashore.
**IDENTIFICATION CARDS:** Required.
**CONSULS:** Great Britain Vice-Consul only. Others at Santo Domingo.
**REPAIRS:** Installations for all types of repairs.
**AIRPORT:** Airport is located at 40 kilometres distance.
**TIME:** GMT minus 5 hours.
**TELEPHONES:** No telephones on board.
**REGULATIONS:** Rat guards to be fitted on all ropes. No boats to be lowered without official permission.
**REPATRIATION:** Can be arranged.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Comandante de Puerto, San Pedro de Macoris.
**AGENT:** See "Santo Domingo".

## SANTO DOMINGO (formerly Ciudad Trujillo): 18.28 N. 69.53 W.

**DOCUMENTS:**
11 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
5 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
Derat Exemption Certificate.
Vaccination Certificates for each person.

All these documents and a "Solicitud de Despacho" should be legitimised by the Dominican Consulate at the last foreign port, but in case there is none, it can be done in this port by paying the Consulary duty. Master has to show all vaccination cards of the whole crew on board to Maritime Health Doctor before crew is allowed to disembark. If Certificates expired, they are not allowed to go ashore until they are re-vaccinated. Veterinary inspector visits all ships arriving to investigate the origin of the beef consumed on board. In case beef has been supplied from countries with foot and mouth disease, the larder is sealed, but the Captain is allowed in presence of the Inspector to take the daily amount required for consumption on board. Not necessary for Inspector to seal the larder if beef does not come from such countries.
**PILOTAGE:** Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone, frequency 2738, 2182, and 2638 kHz. Pilot boards 1 mile off breakwaters
**ANCHORAGE:** Deep water anchorage available outside port. Pilot will advise best location.
**RESTRICTIONS:** If draft over 24 ft., Master should advise Agent before arrival. Berthing after dark not advisable for petroleum and grain berths.
**MAX. SIZE:** Length over 650 ft. inadvisable. Max. draft 29 ft.
**HEALTH:** Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
**RADIO:** When within range, Santo Domingo Radio.
**TUGS:** Join vessel inside port. Ship's lines used.
**BERTHING:** Daylight berthing only for vessels proceeding to private Tallow/Soda terminal and Cement Wharf.
**BRIDGES:** Vessels proceeding up river, height limited to 95 ft. above waterline.
**STEVEDORES:** ETA's required 24 and 12 hours before arrival to arrange gangs.
**MEDICAL:** Medical attention can be arranged after vessel is cleared, preferably ashore.
**TANKERS:** One berth, draft 29 ft., at Sans Souci.
**DENSITY:** Brackish inside harbour. Effect of tide negligible.
**FRESHWATER:** Pipe-line alongside berths. Ship's hoses used.
**FUEL:** Fuel and diesel available ex-tanker berth. At other berths, only available by truck.
**GANGWAY/DECK WATCHMEN:** Compulsory gangway watch kept by Customs guards.
**OPENING/CLOSING HATCHES:** Can be performed by crew or stevedores.
**CUSTOMS ALLOWANCES:** Bond not sealed.
**IDENTIFICATION CARDS:** Shore passes are provided by Immigration Authorities.
**CONSULS:** All Consuls at Santo Domingo.
**REPAIRS:** Minor repairs only.
**DRY DOCK:** Can accept vessels up to 320 ft. long, 50 ft. beam, 17 ft. draft.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Distance, 26 kilometres; served by regular airlines with numerous flights daily.
**TIME:** GMT minus 5 hours.
**HOLIDAYS:** All holidays workable at overtime rates.
**POLICE/FIRE/AMBULANCE:** Police, San Domingo 682–3000; Ambulance, San Domingo 682–4288; Fire, San Domingo 682–2000.
**TELEPHONES:** No connection to vessels.
**SHORE LEAVE:** Allowed.
**GENERAL:** No boats to be lowered without official permission.
**AUTHORITY:** Comandante de Puerto, Santo Domingo.

**AGENTS:** Baez & Rannick S.A., Edificio La Cumbre, Central Commercial NACO, Apartado 1221, Santo Domingo. Cables: "Tatem Santodomingord". Telex: ITT 3460034, RCA 326178. Tel. 565-6661.

# Ecuador

## BALAO TERMINAL (ESMERALDAS): 01.02 N. 79.44 W.

**OPERATORS:** Texaco-Gulf.

**LOCATION:** Sea terminal berth X (SBM–W) for vessels up to 100,000 dwt. is off the mouth of the Esmeraldas River in position latitude 01° 02′ 03″ N. longitude 79° 42′ 57″ W. and have a minimum depth of 120 ft. at LWS. Berth Y (SBM–E), also for 100,000 dwt. vessels, is situated 3·3 miles from the shore and 1 mile distant on true bearing 081°. from berth X in position latitude 01° 02′ 12″ N. longitude 79° 41′ 51″ W. and a minimum depth of 120 ft. at LWS.

Berth X (SBM–W): *Lights:* green, flash 1·2 secs., eclipse 6·8 secs., range 5·3 miles, fitted with radar reflector.

Berth Y (SBM–E): *Lights:* green, flash 0·3 secs,. eclipse 0·7 secs. range 5·3 miles, fitted with radar reflector.

**DOCUMENTS:** The following documents are required for the Port Officials who will board any time after arrival, usually during mooring operations:

8 Crew Lists.
8 Stores Lists.
6 copies of List of Personal Effects of Crew.
6 copies of Voyage Memorandum.
1 copy of Health Patent Certificate.
2 sets Consular Papers to be obtained at the Ecuadorian Consulate at last port. If no Consul available or by other reason, this matter will be arranged and settled by Ship's Agency in Esmeralda.

**PILOTAGE:** Pilotage is compulsory according to Ecuadorian laws.

*Pilotage zone:* This zone must be considered within the following co-ordinates:

01° 00′ N.
01° 0.4′ N.
79° 40′ W.
79° 46′ W.

In this zone are included the pilot boarding, anchoring and mooring areas.

*Pilot boarding area:* The pilot boarding area is in a position approximately 1·5 miles N.W. of berth Y (SBM–E) between the parallels of 1° 04′ and 1° 03′ N. and meridians of 79° 40′ W. and 79° 43′ W.

**ANCHORAGE:** Vessels required to anchor on arrival will anchor in a position approximately 1·5 miles S.W. of the berth X (SBM–E) in an area between the parallel of 1° 02′ N. and 1° 00′ 30″ N. and the meridians 79° 44′ W. and 79° 46′ W.

**RADIO:** Vessels bound for Balao must advise their ETA to Superintendencia Naval, Esmeraldas, 72 hours and 24 hours before arrival. Message must contain vessel's name, ETA, Master's name. A 24-hour watch is maintained on HF-SSB-2182 and 4316 kHz call frequency, and 4139– 6210 kHz working frequency and VHF Channel 16. Vessels are usually able to make contact on this channel at a distance of 20–30 miles on the seaward side of the berth operation. Channel 14 will be used for contact between ships and the Supertendencia Naval before the port arrival. Channel 12 is used for internal traffic, loading, unloading and ships berthing operations.

**TUGS:** 3 line boats available, 560 h.p. each.

**BERTHING:** The mooring area is situated between the parallels of 01° 03′ N. and 01° 00′ N. and the meridian 79° 40′ W. and 79° 44′ W. Mooring operation will be undertaken by day under normal weather conditions. Unmooring operation will be undertaken by day and night without restrictions.

In this area the traffic of small craft such as fishing vessels, coasting vessels engaged in cabotage is absolutely prohibited with the sole exception of small craft used in the reception and mooring of tankers.

*Mooring information:* When a vessel is within reasonable distance of the buoy two ship's lines will be carried by the mooring tug to the floating buoy lines and secured to same. These lines will then be heaved aboard. As the buoy ropes come clear of the water, it will be noted that chains are attached to them. These chains are to be secured to the bitts in such a manner that the nylon is outside of the external length of the ship so the chains absorb any chafing if the buoy lines cross the bow. There are two buoy lines. Power must be available at all times on all deck winches and windlass while the vessel is at the berth.

A mooring line must be available aft, secured to the bitt and of sufficient length to enable a tug boat to pick up the eye and tow off if necessary.

*Loading information:* Loading is through SBMs which are 49·5 ft. in diameter and held, each one in position by fixed chains secured to piles sunk into the sea bed. Buoy X is equipped with a 24-inch seafloat loading hose which is manifolded to two 12 in. tail hoses. Buoy Y is equipped with a 20 in. seafloat loading hose manifolded to two 12 in. tail hoses. Each buoy is equipped with a floating string reduced to 12 in. tail hoses for deballasting. Standard loading rate is about 30,000 B.P.H.

*Deballasting and loading procedure:* The load on top system is accepted at this terminal and vessels are requested to arrive with slop tanks "settled out" as far as possible. At the present time the terminal isnot able to handle slops and until such time as the terminal is able to receive slops, shore discharge is prohibited.

All ballast, clean and dirty, must be pumped ashore, with the exception of vessels especially equipped with clean segregated systems – which are reserved for ballast only. Vessels so equipped will be permitted to pump segregated ballast overboard after being accepted and approved by shore inspectors.

The Equadorian Government have very strong views on pollut and vessels are warned that a very careful watch is kept at all tim to ensure that pollution does not take place – or that if pollution do occur it is controlled as quickly as possible. Masters are advised th it is against the law to pollute the waters and coast of this Coun and severe penalties are imposed for such offences.

During the hours of darkness it is requested that searchligh from bridge wings and approved floodlights are used to illumina surrounding waters to facilitate detection of oil and assist genera in loading operations. Vessels are advised that failure to supp sufficient lighting could result in cargo operations not being allow during the hours of darkness. Such delays would be for vesse account.

After the ballast tanks have been inspected and found satisfacto deballasting will commence on the advice of the Company represe tative. When the ballast has been discharged, the tanks will aga be inspected and if ready for dry cargo, a Dry Certificate, if pr sented, will be signed by the Company representative. In any ca cargo will be loaded when both ship and shore are ready to com mence operations. Under no circumstances will the vessel be expe ted to load at a faster rate than that requested by the Master. It the ship's responsibility to check that the requested loading rate not being exceeded. The Company, for their part, will make eve effort to maintain the requested rate and will advise of any alterati in loading rate immediately, prior warning being given if circu stances permit.

**SHIP'S OBLIGATIONS IN PORT:**

(*a*) It is the obligation of the ship's Master or his representati to receive the official Pilot at the gangway and provide him wi all information required.

(*b*) Ship's Master must delegate the First Officer or any oth responsible officer as his representative for receiving Offic Authorities at the gangway and provide them with documents an information while remaining on board.

(*c*) Ship's Master is obliged to present to the Superintendenc Balao Insurance Certificate against pollution issued by Tovalo Ship's Register and all ship's documents that might be required.

(*d*) Accommodation and meals must be provided for Ecuadori Guard personnel, such as naval personnel and others as require

(*e*) Accommodation and meals must be provided for Wat Mooring Master.

(*f*) Meals must be provided for official Pilots if they are on boa at meal times.

(*g*) Facilities and personal assistance must be provided f Government officials representing the Natural Resources Minist who will board the vessel to perform tank inspections and loadi control.

**WEATHER AND CURRENT:** Wind and swell are mostly fro S.W. direction. During the wet season (December to May approx mately) wind and current are from the North to North–West directio The currents vary frequently, sometimes reverse direction from th wind causing the vessel to yaw heavily at the berth. Neverthele in general, the weather the whole year is good. Sometimes, howeve in the afternoons of the dry season (June–November) moori operations are limited to wind intensity.

**DENSITY:** 1025.

**FRESH WATER:** Available but limited.

**MEDICAL:** Available but limited.

**FUEL:** Not available.

**PROVISIONS:** Available.

**REPAIRS:** No facilities of any kind are available at this port.

**DIRTY BALLAST:** Dirty ballast facilities are available excep slops.

**REPATRIATION:** Only if the person concerned holds the neces sary valid certificates and documents.

**CONSULS:** Colombia, all other consuls in Quito.

**SHORE LEAVE:** Possible, two radio-equipped launches provid service day and night.

**GENERAL INFORMATION:** Yagua Shipping Agency has it installations on the Oceanfront side of Esmeraldas, Ecuador, an dedicated exclusively to attend to handling and protecting Agent on behalf of Owners, Charterers and Operators for crude oil tanker arriving at this port. They are also Agents of Texaco-Gulf conso tium for their individual and chartered vessels as well as handli of documents and export policy of every particular crude shipment

They are also attending the vessels which carry shipments of th Ecuadorian Government on behalf of the Operators.

**AGENTS:** Yagua Shipping Agency, PO Box 69, Quito, Ecuador. Rodriguez Soto No. 112 Y, 18 De Septiembre, Quito. Cable "Yagua Quito (Ecuador)". Telex Yaguaqto 3530047 (Monday t Friday). See "Esmeraldas" information for Saturdays and Sunday Tel. 524–816/521–706/529–133.

## GUAYAQUIL: 02.12 S. 79.52 W.

**DOCUMENTS:**

*Port Doctor:*

Derat Certificate.
Maritime Declaration of Health.
Crew Roll with dates of vaccination against smallpox for eac member.
Same for each passenger.
Passenger List.
Passenger List in Transit.

*Harbour Master's Office:*

Voyage Report.

Clearance from last port.

Crew Roll with original visa from Ecuador Consul in first port of voyage (3 copies).

Passenger List with original visa from Ecuador Consul in embarking port, or declaration that they have no visa, signed by Captain (2 copies).

Passenger List in transit signed by Captain or declaration that they have no passengers in transit (2 copies).

Provisions List, Stock and Medicines on ship (3 copies).

Cargo Manifest in transit (1 copy).

Combustible or inflammable Cargo (1 copy).

*Customs:*

8 copies of Manifest.

Sealed envelope of Manifests, consular and commercial invoices and non negotiable vouchers.

Cargo index and copy of Cargo Manifest in direct transit (8 copies).

A Register (8 copies) of spare parts for vessel and provisions.

Crew Roll and detailed list (8 copies) of personal belongings of officers and crew.

Passenger List, with indication of their suitcases and list of suitcases that travel without their owners; in this case should be specified the port where they were put on board and personal declaration of each passenger (8 copies).

If the vessel with ballast, Master will be obliged to produce (besides the ballast certificate) documents already mentioned in each respect. Master or Maritime Agency will produce a written statement to Customs within twelve hours from arrival of vessel whether they decide to take any cargo for exporting. If not loading vessel must leave within the following 24 hours.

*Immigration:*

Crew List signed by Master.

Passenger List of those who disembark there or a declaration of none for this port, signed by Master.

Passenger List in transit, or a negative declaration signed by Master.

In case of having passengers to disembark in this port, Master should produce passports and visas.

Crew identification cards or similar documents.

Inspection of ship by Authorities will be done (compulsory) within three hours of arrival, usually as soon as ship berths, or in quarantine.

**PILOTAGE:** Vessels approaching port to notify their arrival by Naval Radio Station HCG, 24-hour service, frequency 8476 kc/s. and 500 kc/s. Traffic list broadcast every hour on 8476 kc/s.

Advance notice of not less than 12 hours required, addressed to Capuerto Aportuaria Agencia in either English or Spanish with the following details: date, and time of ETA, destination (whether buoy No. 1 or Puna), maximum draft, cargo details, details of passengers or mail, and if Pilot required.

*Pilot Station for Puerto Maritime:* Situated in position 02° 43′ 18″ South 80° 17′ 30″ West. Pilot boat needs one hour to go from pilot station to Buoy No. 1. Contact by VHF Channel 16, 24-hr. service. Pilot boat is wooden, 45 ft. long, black hull, white cabin, with letter "P" on sides. During day carries blue flag with letter "P" and by night has regulation pilot lights.

*Pilot Station for River Guayas:* Situated in village of Puna. Pilot boat requires minimum 30 minutes to move from pilot station to vessel. Vessels requiring Pilot signal Morse letter "X" by lamp or sound.

Pilot boat has grey iron hull, white cabin with Lancha de Practicos written on both sides. By day carries blue flag with letter "P". By night regulation pilot lights.

**ANCHORAGES:** *Puerto Maritime:* 1 mile South and 2 miles West of sea buoy in position 2° 44′ 26″ S. 80° 24′ 44″ W. Minimum depth in the area is 35 ft.

*Guayas River:* Inside area between bearings 180° and 135° from the lighthouse of Punta Mandinga at Puna, 1 mile from the lighthouse.

**MAX. SIZE:** Maximum length for ships entering Puerto Maritime is 650 ft., with a maximum draft of 33 ft. Vessels of deepest draft should begin to enter one hour before high tide. For Guayas River maximum length 600 ft., maximum draft 23 ft. 6 in.

**HEALTH:** Procedure to obtain free pratique is to produce health certificates to port doctor upon arrival. To get free pratique by radio, ship must radio to port doctor any changes in health situation on board since leaving last port.

**TUGS:** Normally join vessel beyond Buoy No. 80. Tugs are compulsory, also use of their lines is compulsory. Cost of both services is included in total cost of port duties.

**BRIDGES:** No bridges that restrict traffic either in Estero Salado nor in Guayas River, but ships that are to berth in village of Eloy Alfaro (Duran) should take into consideration height of telephone lines between Guayaquil and El Islote, minimum height 48 ft.

**STEVEDORES:** Radio message to ship's Agent will give agency enough data to make all arrangements required for operations of loading/discharging. In Maritime Terminal an average discharge/loading rate of 25 metric tons per hour per hook.

**MEDICAL:** If ship requires medical attention, a notice of 12 hours should be given to Agents. Guayaquil Hospital and clinics are available. Vaccination supplied by Health Authorities against smallpox.

**TANKERS:** Discharge asphalt in Guayas River at a special quay, maximum draught 23 ft. 6 in. Discharge of petrol for aviation in Puerto Maritime is to lighters, maximum draught permitted is 33 ft.

**DENSITY:** 1012.

**FRESH WATER:** Available. Three pipes at each berth delivering at a rate of about 20 metric tons per hour each.

**FUEL:** None available.

**DEVELOPMENTS:** Building of two more landing places with a total area of 1,000 square metres.

**GANGWAY/DECK WATCHMEN:** Capitania del Puerto provides members of the Policia Maritima. Ships should supply watchmen with food.

**OPENING/CLOSING HATCHES:** Carried out by crew.

**CERTIFICATES:** All ship's certificates required.

**CUSTOMS ALLOWANCE:** Each member of crew allowed 600 cigarettes. Each crew member or passenger allowed one litre of wine and one litre of spirits.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

Western Germany
Argentina
Belgium
Bolivia
Brazil
Great Britain
Columbia
Costa Rica
Chile
Nationalist China
Denmark
Dominican Republic
Salvador
Spain
U.S.A.
Philippine Republic
Finland
France
Greece
Guatemala
Haiti
Netherlands
Honduras
Israel
Italy
Japan
Lebanon
Mexico
Nicaragua
Norway
Panama
Paraguay
Peru
Portugal
Sweden
Uruguay
Venezuela

**REPAIRS:** All types of deck and engine repairs are possible.

**DRY DOCKS:** Dry dock with capacity of 3,600 metric tons.

**REPATRIATION:** Facilities for effecting crew changes and arranging any necessary repatriation.

**AIRPORT:** Airport is 8 miles from Maritime Terminal and has schedule flights to everywhere.

**TIME:** Local time is GMT minus 5. There are not any alterations during year.

**HOLIDAYS:** 1st January; Good Friday, 1st and 24th May; 24th and 25th July; 10th August; 9th and 12th October; 2nd and 3rd November; 25th December. But only on the 1st January and 25th December is there no working in port.

**POLICE/AMBULANCE/FIRE:** For any of these services call 211 (interno del Puerto).

**TELEPHONES:** Arrangements for placing telephone on board ships on request.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Capitan del Puerto de Guayaquil, Puerto Maritimo, Casilla de Correos No. 5739; tel. 342–120. Harbour Master's Office, tel. 514–604.

## LA LIBERTAD: 02.12 S. 80.85 W.

**DOCUMENTS:** Port clearance is effected at Salinas, 3 miles west of La Libertad.

The following papers must be ready for presentation to the authorities on arrival:

1 Bill of Health signed by the Master and visaed by the Ecuadorian Consul at port of departure.

1 Ballast Certificate visaed by Ecuadorian Consul at port of departure.

6 copies of Cargo Manifest (if any cargo for the port).

6 copies Bills of Lading.

9 Crew Lists (original visaed by Ecuadorian Consul at port of departure).

9 Passenger Lists for the port (if no passengers state "without passengers"). If applicable, the list should show names, sex, age, nationality, port of embarkation, occupation and whether married or single. Passengers must make a declaration of their luggage on Ecuadorian Form No. 94.

9 Stores Lists.

5 Lists of Crew's personal effects (new articles only).

4 Lists of unaccompanied baggage (if none, state "without them").

4 Lists of Encomiendas (list of small private parcels to be landed in Ecuador – if none, state "without them").

4 Lists of Mail (if none, state "without them").

If there is no Ecuadorian Consul at the port of departure, the documents must be visaed by the Consul of a friendly nation.

**PILOTS:** There are no pilots. ETA should be given to port 12 hours before arrival. Open roadstead.

**ANCHORAGE:** No limitations except depth 36 ft.

Vessels proceeding to oil terminal should anchor about 1 mile N.N.E. of the mooring buoys (which are about 15,000 ft. off-shore) where the Port Authorities and Mooring Master board. The anchorage is an open roadstead with sandy bottom.

**MAX. SIZE:** *Tankers* – LOA 650 ft.
Beam 84 ft.
Loaded draft 34 ft. 6 in. maximum.
Depth MLWS at mooring is 43 ft.

**RADIO:** ETA messages may be sent by radio to Radio Naval, HCG Guayaquil Radio, 8476 kc/s., 500 kc/s. Radio Naval would then repeat the message to the Naval Station in Salinas, or to the Telegraph Office. Radio Naval have no VHF/RT or Telex.

**HEALTH:** Vessels arriving from foreign ports should fly appropriate International Code signals to advise state of health and request free pratique. Vessels put in quarantine required to fly signal QL all the time they are in port until port Health Authority advises to the contrary.

**RADIO:** Radio Naval – HCG – 8476/s kc and 500 kc/s.

**TUGS:** Only tankers require tugs to berth at the buoys. Other vessels work cargo at anchor.

**BERTHING:** No wharves for large vessels, only for coasters.

**STEVEDORES:** Arranged by Agent; separate ETA not required.

**MEDICAL:** If urgent medical attention required, Master should radio details in advance. All facilities available.

**TANKERS:** The Anglo-Ecuadorian Oil Fields Terminal is located in Santa Eleana Bay. Four small marker buoys indicate the seaward end of the submarine pipe-line. An Easterly current usually prevails, rate being from ½ to 1½ knots. There is one 14 in. submarine pipeline fitted with two 10 in. flexible hoses for connecting to ship. Maximum loading rate is about 450 tph, and maximum pressure is about 150 psi.

Mooring Master assists in berthing vessel. Vessels are moored port side to, using starboard anchor off the starboard bow and mooring buoys for lines to the port bow and astern. Vessels moored during daylight hours only; however, they may unmoor at any hour of the day or night. Recommended that at least one tank of clean ballast be retained on board vessels until mooring has been completed. Ballast will then be pumped overboard. Vessels should be equipped with three 9½ in. or 10 in. (circ.) – 200 fathom hawsers for use in mooring to and seven rope stoppers each at least 3 fathoms long. The following signals are used in connection with the loading of cargo. A submarine telephone is picked up with loading hoses and affords direct communication to shore.

*By day:* Start loading, 2 long blasts of vessel's whistle or siren, 1 red flag hoisted; Stop loading 4 long blasts of vessel's whistle or siren, flag hauled down.

*By night:* Start loading, 2 long blasts of vessel's whistle or siren, 1 red light hoisted; stop loading, 4 long blasts of vessels whistle or siren, 1 red light hauled down.

To summon the launch, 3 long blasts are to be blown on the vessel's whistle.

**DENSITY:** 1028

**FRESH WATER:** Not available.

**FUEL:** Bunkers are not availalbe. The nearest bunkering port is Talara, Peru, or Balboa, Panama.

**MEDICAL:** Medical treatment is available at Ancon Clinic.

**CONSULS:** There is no consular representation of any country at La Libertad. The nearest are at Guayaquil and include the U.K., U.S.A., Norway, Sweden, Denmark, Greece and Panama.

**GANGWAY/DECK WATCHMEN:** Available, but not compulsory.

**OPENING/CLOSING HATCHES:** Can be done by the crew or stevedores.

**CUSTOMS ALLOWANCES:** 200 cigarettes and one bottle wine/spirits per man.

**IDENTIFICATION CARDS:** Not required.

**REPAIRS:** Anglo-Ecuadorian Oil Fields Company can effect small repairs.

**REPATRIATION:** Can be effected from port of Guayaquil.

**AIRPORT:** At Guayaquil, 130 km. away, served by regular airlines.

**TIME:** GMT minus 5 hours.

**HOLIDAYS:** January 1st; Carnival; Good Thursday; Good Friday; May 1st; May 20th; July 24th; August 10th; October 9th; October 12th November 1st; November 3rd; December 6th; December 25th.

**TELEPHONES:** No connections to vessels possible, except at tanker moorings which is direct to loading installation only.

**SHORE LEAVE:** Permitted.

**AUTHORITY:** Capitania del Puerto de Salinas, Ecuador S.A. Tel. 77–2039.

## MANTA: 00.56 S. 80.43 W.

**DOCUMENTS:**

A. List of documents, two copies (Port Authority 1, the latter will sign a copy for Purser).

B. Sailing Permit from last port. One copy for Port Authority representative, who will copy the permit and give original to Captain of Port.

C. General Declaration, five copies – Health Department 1, Captain of Port 1, Immigration 1, Custom House 1, and Port Authority 1. The document will contain (see Note No. 4 below):
   1. General data on ship, voyage, cargo and passengers.
   2. Health declaration.
   3. Stores Declaration.
   4. Under remarks – any pertinent item.

   Should be signed by Master and ship's Doctor or, if no doctor aboard, by Purser. For further details, see Note No. 3 at end of this Article.

D. List of passengers destination Manta, including list of their baggage, four copies – Customs 1, Immigration 2, Port Authority 1.

E. List of Passengers in transit, three copies – Immigration 2, Port Authority 1.

F. Crew List (including and indicating any members leaving vessel at Manta), four copies – Customs 1, Immigration 1, Captain or Port 1, Port Authority 1.

G. Manifest of Cargo for discharge at Manta including transhipment four copies – Customs original and copy, Port Authority 2.

H. Unaccompanied Baggage List including baggage for any member of the crew, who may disembark, three copies – Customs 2, Port Authority 1.

I. Mail Manifest, two copies – Post Office 1, Port Authority 1.

J. Checking Books, five copies plus one copy for each point of possible discharge of cargo from vessels for Port Authority.

K. Bills of Lading, one complete set for Port Authority.

L. List of vessel supplies including liquors, cigars, cigarettes, other tobacco products, matches, lighters, clothes, novelties, and provisions will be maintained in Purser's office for review by Custom House.

M. Tissue Manifest, hatch list and cargo plan. One copy of each for Port Authority prior to arrival of vessels. These papers to be sent by air mail as per regulations.

N. Ballast Certificates will be used instead of manifests when vessels do not carry any cargo.

O. General Manifest. This manifest will include all cargo loaded during voyage which will include all cargo in transit – one copy. General manifest will be maintained in purser's office for review by Customs House, and be accessible for customs at all times.

*Note No. 1:* All papers (items A to K) will be delivered to representative of Port Authority who will check them against list of documents to be receipted for Purser. Port Authority will subsequently distribute documents to interested parties as indicated above.

*Note No. 2:* Port Authority reserves the right to refuse berthing facilities until all documents received. Of course, this authority will be handled with discretion to avoid unnecessary or unwarranted delay to vessels, passengers, and cargo.

*Note No. 3:* All ship's papers will be filed in Port Authority office and authorities noted herein are welcome to inspect them whenever they wish to do so.

*Note No. 4:* General Declaration should contain the following:
   A. Name of vessel, length and registered tonnage.
   B. Owners.
   C. Voyage number and ports of call on voyage.
   D. Total number of passengers aboard.
   E. Total tonnage (of 1,000 kilos) of cargo aboard.
   F. Total number of passengers for Manta.
   G. Total tonnage (of 1,000 kilos) of cargo for Manta.
   H. Health declaration.
   I. Stores Declaration that ship's consumable foodstuffs and consumable supplies are under lock and key; that the slop chest, bazaar, and store-rooms containing liquors, cigars, cigarettes, other tobaccos, matches, lighters, clothes, novelties, sports material, toilet articles, cosmetics, medicines, etc. have been locked and sealed with metallic non re-usable seals with . . . . . . serial numbers. The seals are identifiable by their non-repeat numbers.

   All vessels should have these seals aboard and should equip doors and door frames with suitable secure hardware through which seals can be passed. (Model of the form for the above document may be obtained from the Port Authority.)

*Note No. 5:* Baggage listed as cargo should not also be listed as baggage or vice versa.

**PILOTAGE:** Compulsory. Pilot boat by day will show blue flag at mast head; by night red light 2 ft. 6 in. below mast head light, both visible around the horizon.

Pilot will board at point located at distance of half a mile, 04 degrees from Manta lighthouse (latitude 00° 56′ 20″ S. longitude 80° 43′ 02″ W.). He will immediately proceed to conduct ship to inner harbour and dock at assigned pier or anchor in assigned anchorage.

Vessels will not have to anchor, but will reduce speed to steerage way and stop propeller. Lower Jacob's ladder so Pilot may board safely. Pilot will act as Representative of Port Authority. Other officials and Representative of steamship Agency will embark once ship has tied up.

Pilotage compulsory for all foreign vessels over 500 tons, with following exceptions:

(1) Fishing craft, yachts, tugs, barges and other craft of less than 500 tons total displacement whose handlers are suitably licensed by Captain of the Port of Manta.

(2) Vessels of the Ecuadorian Navy.

*Note:* Masters of large vessels and handlers of small craft who do not follow all rules of safety, including Rules of the Road may lose their right to navigate within jurisdiction of the Port Authority and may be subject to additional sanctions.

**ANCHORAGES:** Free anchorage area located around a point mile from Manta lighthouse (latitude 00° 56′ 3″ S, longitude 80° 43 1″ W.). Depth 45 ft. Anchorage inside breakwater will be assigned by pilot.

**RESTRICTIONS:** No restrictions upon entry. Vessels up to 32 ft. draft may enter at any time of day or night.

**MAX. SIZE:** Maximum permissible length 600 ft.; breadth 60 ft. draft 32 ft.

**HEALTH:** Radio pratique granted all ships in accordance with International Sanitary Regulations. Health documents will be delivered to boarding officer of Port Authority. When pratique granted by radio, not necessary for port doctor to board vessel.

In request by radio for pratique, vessels should give following data 12 to 24 hours before arrival:
   A. Date and hour of expected arrival.
   B. Number of Ecuadorian passengers.
   C. Number of alien passengers.
   D. Statement regarding existence or non-existence of communicable diseases aboard.

**RADIO:** Manta HCM 8372 kc/s. Radio telephone 2182 kc/s.

**TUGS:** A 1,200 h.p. tug, joins vessel in vicinity of pier. Ship's lines usually used. Use of tug for docking and undocking is at discretion of Port Authority.

**BERTHING:** Berth will be assigned by Pilot at boarding time.

**STEVEDORES:** Arrangement for stevedores made by ship's Agent prior arrival.
**FRESH WATER:** Fresh water available in small quantities.
**FUEL:** Diesel oil available in small quantities by truck.
**FIRE PRECAUTIONS:** Regular fire precautions should be taken by all ships. Smoking should be prohibited in any section of the ship used for cargo. No smoking on the weather deck, cargo decks, and the ship's holds, whether cargo being worked or not. Smoking around hatches or at cargo winches must be prevented.

Smoking should be restricted to the passenger section of vessels, and to officers' and crew's quarters where suitable receptacles are available.

Persons including officials can be fined or refused entrance to Terminal at discretion of Port Authority for careless or intentional disregard of reasonable fire prevention precautions.

Port Authority reserves right to inspect cargo working sections of vessel, to check precautions against fire, and to determine whether there are any undue accumulations of combustible materials.

Pumps and other fire fighting equipment aboard should be maintained in a state of readiness as long as vessels are in the terminal.
**DEVELOPMENTS:** Two new piers to be built within next five years.
**GANGWAY/DECK WATCHMEN:** Custom police keep watch at the gangway.
**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.
**CUSTOMS ALLOWANCES:** Tobacco, small amounts for personal use while in port. Wine and/or Spirit, wines and liquors by the glass for consumption on board while in port.
**CARGO GEAR:** Ship should have cargo nets, but Port Authority can provide cargo nets at extra cost.
**IDENTIFICATION CARDS:** Crew members should have identification cards while ashore at all times.
**CONSULS:**

Germany, Mr. Jorge Appenzauser, tel. 844, Villas Ales.
Columbia, Dr. Aníbal Ramírez Angel, tel. 696.
Chile, Mr. Marino Concha Richards, Manuel J. Calle 200, tel. 307.
Panama, Dagoberto Santana, Morona.
Italia, Rómulo Massari, Pastaza-Amazonas, tel. 395.

**REPAIRS:** No repair facilities available.
**REPATRIATION:** Repatriation of crew members through Port of Guayaquil.
**AIRPORT:** Airport with 2500 metres runway. 2 flights a day to Guayaquil at 0800 and 1200 and flights to Quito at 0850 except on Tuesday, Thursday and Sunday.
**TIME:** Local time GMT minus 5 hours.
**HOLIDAYS:** No movement of cargo within the terminal on Christmas Day, or after 2000 on the 31st of December, or on New Year's Day.
**POLICE/AMBULANCE/FIRE:** Police 444; Ambulance 666; Fire 2222.
**TELEPHONES:** Telephone service can be obtained at Terminal Office, at same rate as public telephones.
**SHORE LEAVE:** Crew members are welcome ashore.
**AUTHORITY:** Autoridad Portuaria de Manta. Rompeolas. Tel. 2511. PO Box 4768.

## PUERTO BOLIVAR: 03.14 S. 80.01 W.

**DOCUMENTS:**

3 Voyage Memorandums.
2 Maritime Health Declarations.
1 Consular Despatch.
1 Port of Origin Certificate.
10 Crew Lists.
8 Stores Lists.
3 Individual Declaration List for each member of the crew.
8 Lists Passengers Disembarking at this port.
8 Lists Passengers in transit.
4 Luggage, Mail and Commissions Lists.
4 Manifest of Cargo Lists.

**PILOTAGE:** Send ETA through Radio Naval of Guayaquil 24 hours before arrival. Pilot will board vessel on the port side 1 mile from the sea buoy. In case Pilot not available it is recommended to anchor 1 mile from "Punta Jambeli" between the buoy and the lighthouse of Lambeli. Pilot boat is wooden, grey hull and white cabin, it carries pilot signals in accordance with International Regulations. Service available 24 hours a day. Pilotage is compulsory.
**ANCHORAGES:** Pilot will indicate recommended anchorage.
**ENTRY RESTRICTIONS:** Depths 30 ft. at low water.
**MAX. SIZE:** At Espigon Quay depths alongside 21 ft. inner end to 31 ft. at quay head.
**HEALTH:** On the arrival of vessel the authorities come on board. If there are no illnesses aboard, the doctor gives free pratique. In case of any illness, Master should advise by radio and the vessel wait in quarantine for the visit of Port Health Doctor.
**RADIO:** Radio Naval of Guayaquil, Radio Naval of Puerto Bolivar.
**TUGS:** Only one tug to help berthing. Usually, ship's lines are used. This service is free.
**BERTHING:** At Espigon Quay should be carried out during slack water. Tidal currents of 1–3 knots are at right angles to berthing face of the quay.
**STEVEDORES:** Agents take charge of gangs.
**MEDICAL:** Hospitals, clinics and dental surgery in Machala at 6 km. from this port. There is also a medical service for vaccination.
**DENSITY:** Salt water.
**FRESH WATER:** There is not enough water for the port, so cannot supply vessels.
**FUEL:** No fuel in this port. In case required one has to contact Guayaquil and they send it by small tankers.
**GANGWAY/DECK WATCHMEN:** The Agent names one or two watchmen for the vessel besides the maritime police and coast guard.
**OPENING/CLOSING HATCHES:** Carried out by shore gang supervised by someone on board.
**CERTIFICATES:** Vessel's Register and Tonnage Declaration required.
**CUSTOMS ALLOWANCES:** 100 cigarettes per person and 1 bottle wine or spirits per person.
**IDENTIFICATION CARDS:** Not necessary.
**CONSULS:** Consul of Peru, tel. 778 680.
**REPAIRS:** There are no facilities in this port.
**REPATRIATIONS:** The Immigration Office can arrange.
**AIRPORT:** Distance to the airport is 6 km. It has four daily flights in connection with Guayaquil.
**TIME:** GMT minus 5 hours; there is no change.
**HOLIDAYS:** 1st January; Carnival; Maundy Thursday; Good Friday and Saturday; 1st May; 24th July; 9th October. If necessary they work every day.
**POLICE/AMBULANCE/FIRE:** There are no services.
**TELEPHONES:** Cannot be connected to the vessel.
**DEVELOPMENTS:** A marginal pier for General cargo is being built, and expected to be completed in 30 months. Length of pier 360 ft.
**GENERAL:** When the vessel is anchored, landing service is done by launches. They are called by one long whistle and two short ones. This service works 24 hours a day.

*At night:* A flashing light is to be used to call launches and not the whistle.
**SHORE LEAVE:** Passengers or crew do not need any special permit to land.
**AUTHORITY:** Port Captain: Puerto Bolivar, Ecuador. Tel. 778308.
**AGENT:** Augusto San Lucas, Agente Naviero, Paez 132 y Malecon, Puerto Bolivar.

# Eire

## BANTRY BAY: 51.41 N. 09.27 W. (See Plan)

**DOCUMENTS:**

1 Crew Lists.
1 Stores List.
1 Crew Declaration.
1 Maritime Health Declaration.
Ship's Register (tonnage).
British Light Dues (receipts).
Clearance from Last Port.

**APPROACHES:** The approaches to the bay are marked by the Sheep Head Light, visible 18 miles, Roancarrig More Light, visible 12 miles, and Whiddy Island Light, visible 3 miles.

The channel to the Gulf Oil Terminal is marked by radar reflecting buoys numbered 1 to 9, the starboard hand buoys having odd numbers.

The buoys marking the channel to the Inner Harbour do not have radar reflectors, but can easily be picked up on radar screen.
**PILOTAGE:** Pilot can be requested through Land's End Radio or Valentia Radio to "Harbourmaster Bantry", giving 6 hours notice. Also through VHF Channels 11, 14 and 16 to Gulf Control when within 10 miles. Pilot boat blue and white fast motor launch (28 ft.) flying pilot flag from stern.

For tankers of 250,000 tons and upwards, Pilot boards between No. 2 and No. 3 buoys.

For all other vessels, Pilot boards at West Ground Buoy.
**ANCHORAGE:** For tankers of 250,000 to 350,000 tons in vicinity of No. 2 buoy.

For tankers of 45,000 tons in vicinity of No. 5 buoy.

All other large vessels, South of No. 5 buoy at mouth of Glengarritt Harbour. For smaller vessels, the East end of Whiddy Island (10 fathoms) and Bantry Harbour (25 ft. depth).
**MAX. SIZE:** (a) Oil Terminal – up to 500,000 tons with draft up to 96 ft.

(b) Bantry Harbour – draft not more than 25 ft.
(c) Bantry Pier – 150 ft. length with draft 14 ft. 6 in.

**HEALTH:** All vessels must exhibit quarantine signals until quarantine formalities completed or free pratique granted. By day, International Code Flag "Q"; by night, red light over white light.

No person other than Pilot is allowed to board any vessel either alongside jetty or at anchorage until pratique has been granted. Pilot to be informed when any suspected disease or fever on board.
**RADIO:** Messages and ETAs through Valentia Radio, Land's End or any UK station. Port Operation (Gulf) Service, call sign "Gulf Control" (24 hours) VHF Channels 11, 14 and 16.
**TUGS:** Four tugs of 3,200 h.p. serve Oil Terminal. Two tugs of 300 h.p. available in Inner Harbour. Tugs' lines used.
**BERTHING:** Allowed at all stages of tide at Oil Terminal Jetty, depending on weather conditions.

Berthing at Bantry Pier depends on size of vessel and state of tide.
**GULF OIL TERMINAL:** Tankers berth alongside island jetty 1,600 ft. in length situated approximately 1,300 ft. offshore. The Is-

land is comprised of a central loading platform with connected mooring dolphins. The outside berth designed for tankers up to 500,000 dwt. with maximum draft of 96 ft. The inside (South) berth can accommodate vessels up to 85,000 dwt. with maximum draft of 85 ft.

Outside berth fitted with 16-in. cargo lines.
Inside berth fitted with 12-in. cargo lines.
All bunker lines are 12-in. diameter.

**BALLAST:** There is strict enforcement of law against oil pollution. All ballast must be discharged ashore at terminal, where 16-in. ballast lines available to shore.

**STEVEDORES:** Available; 24 hour advance notice to Agent required.

**MEDICAL:** 24 hour standby launch available if vessel enters Bantry Bay for medical attention to crew. Vessels should give instructions whether doctor needed on board. Vessel should pass ETA though Valentia Radio to "Harbour Master Bantry". Or if in VHF range (50 miles) ETA to "Gulf Control" on Channel 14.

**FRESH WATER:** Available at Bantry Pier. At Oil Terminal Jetty or Harbour, water not available unless special arrangements made for barges.

**FUEL:** Gas oil and heavy fuel for tankers available at Oil Terminal. Gas oil and fuel available at Bantry Pier in road tenders of 20 tons.

**REPAIRS:** Local repair firms can undertake limited repairs, but nearest dockyard available for major repairs is at Cork.

**DENSITY:** 1025.

**CUSTOMS ALLOWANCES:** Tobacco: Depending on stay in port. Approximately 80 to 100 cigarettes per man for 2 to 3 days. Wine and/or Spirits: ½ litre per man.

**IDENTIFICATION CARDS:** Required.

**REPATRIATION:** There are facilities for crew repatriation.

**CONSULS:** No local representatives.

**AIRPORT:** Situated 48 miles away; 2 to 4 flights to London per day. Flights also to Paris twice a week.

**TIME:** GMT plus 1 hour during summer months. GMT from October to March.

**HOLIDAYS:** Cargo work can be carried out on most holidays, except Christmas.

**POLICE/AMBULANCE/FIRE:** Call local exchange.

**TELEPHONES:** No arrangements for placing telephones on board.

**SHORE LEAVE:** Permitted. Liberty launch available for tankers at 1 hour's notice.

**SERVICES:** Vessels requiring any of the following services should advise Agent prior to arrival, giving fullest possible details:

*Divers:* Services of divers available to vessels for inspection and freeing fouled propellers.

*Provisions:* Normal supplies of most categories available. Ample time should be given to ship chandler.

*Laundry:* Small laundry takes limited amount in Bantry (24 hrs.), Large amounts sent to Cork (24 hrs. return service), but rather expensive.

**GENERAL:** All vessels required to fly Irish Ensign on foremast during daylight hours. Irish territorial waters extend 12 miles seaward from mainland.

**AUTHORITY:** Harbour Master, Harbour Office, Bantry. Tel. 64 or 275.

**AGENT:** Bantry Marine Limited, Bantry. Tel. 275.

## CASTLETOWN BERE: 51.41 N. 09.54 W.

**DOCUMENTS:**
Health Certificate.
Crew List.
List of Bonds.
Ship's Register.
Log Book.
Crew Passports.

**PILOTAGE:** No recognised Pilot; Pilot can be contacted through Harbourmaster.

**ANCHORAGE:** See Charts: 13 ft. available at MLWST.

**MAX. SIZE:** Maximum permissible draft 13 ft.

**HEALTH:** Customs give pratique if ship clear; if not, Doctor will be notified.

**RADIO:** Land's End and Valentia.

**TUGS:** No tugs.

**BERTHING:** In accordance with Harbour Master's instructions.

**STEVEDORES:** No stevedoring arrangements.

**MEDICAL:** No advance notice necessary. Hospital facilities available.

**FRESH WATER:** Available at quay.

**FUEL:** Diesel available at quay; no advance notice necessary.

**GANGWAY/DECK WATCHMEN:** Not required.

**OPENING/CLOSING HATCHES:** Done by crew.

**CUSTOMS ALLOWANCE:** Tobacco: Captain 8 oz. Officers 6 oz. Crew 4 oz. Wine and/or Spirits: Captain: 1 gal. wine, 1 gal. beer and 1 pint spirits. Officers: 1 gal. wine, 1 gal. beer and 1 pint spirits. Crew: 1 gal. beer or 1 gal. wine and 1 pint spirits.

**IDENTIFICATION CARDS:** Required.

**AIRPORT:** 80 miles to Cork Airport, served by regular airlines.

**TIME:** GMT plus 1 hour. Reverting to GMT from October to March.

**HOLIDAYS:** Cargo work can be arranged on all holidays.

**POLICE/AMBULANCE/FIRE:** Police Castletownbere 2; Ambulance Castletownbere 4; Fire Castletownbere 49.

**TELEPHONES:** Not available for placing on board.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Ministry for Agriculture and Fisheries, Cork, Co Cork.

## CORK (including Cobh, Whitegate): 51.50 N. 8.17 W.

**PORT LIMITS:** Line joining Cork Head and Power Head.

**DOCUMENTS:**
3 Crew Lists.
2 Passenger Lists.
1 Health Declaration.
3 Customs Manifests.

*For shore formalities*
Ship's Register.
Safety Equipment Certificate.
Safety Radio Certificate.
Load Line Certificate.
Light Dues Certificate.
Deratisation Certificate.

**PILOTAGE:** Minimum 24 hours notice of ETA and draft to Agent. Accurate ETA's are vital as Pilots only go afloat on this basis. When within VHF range, contact should be established through "Cork Harbour Radio" (see "Radio"). This station combines Port Operations and Information service and co-ordinates the pilotage service. The pilot launches are also fitted with VHF, Channels 6, 12 and 16.

For large deep-drafted vessels, Pilot usually boards up to 2 or 3 miles South of Roches Point. Compulsory river pilotage area extends upstream from Spit Bank Light.

**ANCHORAGES:** Safe deep-water anchorages as arranged with Pilots.

**RESTRICTIONS:** Navigation by night and day. Ships of 18 ft. draft can make passage of river to Cork at any stage of tide.

**SIZE OF VESSEL:** *Cork:* Maximum length 500 ft. extendable to 520 ft. at discretion of Harbour Master. Draft fresh water on spring tides 28 ft. On neap tides 26 ft. *Whitegate:* Tankers up to 850 ft. length, 38 ft. draft. Max. draft 39 ft. 6 in., at highest tides.

**HEALTH:** Health Declaration form is presented to Customs Officer or Port Health Inspector and pratique issued without delay. In cases of disease on board notify Agents who inform Health Authorities.

**RADIO:** Coast Station – Valentia Radio. W/T and R/T. R/T link call facilities now available. Telex fitted. In U.K., Coast Stations also relay messages direct to Agents.

Harbour Radio: VHF Channels 12, 14 and 16. 24-hour watch maintained. Call sign "Cork Harbour Radio". A port operations and information service is provided and it is through this organisation that the requirements of the Harbour Master will be made known.

**TUGS:** Deep drafted vessels take tug assistance from Horse Head to Cork and vice versa. Tug's lines are used. Tankers use two to four tugs for berthing at Whitegate Terminal.

**BERTHING:** The quays at Cork afford good accommodation for vessels up to 500 ft. LOA, on fresh water drafts of 26 ft. on Mean Neap tides and 28 ft. on Mean Spring tides with 30 ft. alongside quay. The Deep Water Quay at Cobh is 600 ft. long, and vessels of 18 ft. draft can berth with safety.

**SPECIAL CARGO FACILITIES:**

*Grain:* Two mobile suction discharge plants, combined discharge rate up to 240 tph. Maximum ship size 500 ft. LOA, 28 ft. draft on spring tide. Storage capacity 80,000 tons.

*Ore:* One mobile loading conveyor, maximum discharge rate 250 tph. Maximum ship size 500 ft. LOA, 28 ft. draft on spring tides. Conveyor system also used in conjunction with mobile cranes for discharging of vessel up to 5,000 dwt.

*Coal/Fertilisers/Sulphur:* Four 6-ton level luffing grab cranes combined discharge rate up to 360 TPH. Maximum ship size 500 ft. LOA, 28 ft. draft.

*Containers:* 30-ton travelling transporter crane. Length of berth 900 ft. Max. depth at LWOST 30 ft.

*Roll on/Roll off* and Passenger Car Ferry Terminal: Maximum height of link span 28·4 ft. above LWOST. Minimum height of link span 9 ft. above LWOST. Maximum loading 65 tons. Distance from side of berth to centre line of link span 37·5 ft. Maximum ship size 450 ft. LOA. Draft 18 ft. all states of tide. Greater draft can be accommodated dependent on rise of tide.

*Livestock Loading Ramp and Lairage:* Maximum ship size 350 ft. plus LOA. Draft 18 ft. all states of tide. Greater draft can be accommodated dependent on rise of tide.

*Pfizer Jetty:* Length between dolphins 850 ft. Max. draft 33 ft. on all tides.

Molasses discharge rate, 1,000 tph.
Fuel Oil discharge rate, 600 tph.
Sulphuric Acid discharge rate, 200 tph.

**STEVEDORES:** Labour hiring times. Week-days 0800, 1000, and 1130. Gangs for week-end working must be hired at 1700 hours on Fridays. ETA advice could include number of gangs workable.

**MEDICAL:** All medical and hospital services available at short notice.

**TANKERS:** Irish Refining Co. Terminal at Whitegate is situated on East side of Lower Harbour. Two deep water berths for tankers. Max. size, 55,000 dwt. or 90,000 dwt. partly laden. Slop reception facilities available.

Length between dolphins, 1,200 ft.
Crude discharge rate up to, 4,000 tph.
HOF loading rate up to, 1,700 tph.
Gas Oil loading rate up to 700 tph.
Petrol loading rate up to 600 tph.
LPG loading rate up to 20 tph.

**DENSITY:** Average density of water in river 1008.

**FRESH WATER:** Available at all quays ex hydrants – delivery rate 25 tons hour.

**FUEL:** All fuels with exception marine diesel oil available. 24 hours notice required.
**DEVELOPMENTS:** Tankers up to 75,000 dwt. may be accepted at Whitegate when second channel is developed.
**WATCHMAN:** Recommended but not compulsory.
**OPENING/CLOSING HATCHES:** Crew must perform this work as dockers decline to do it.
**CUSTOMS ALLOWANCES:** 200 cigarettes per man, and 1 bottle spirits per man.
**CARGO GEAR:** No special local requirements. Regulations similar to British Board of Trade safe working requirements.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:**

France, Sweden, Norway, Netherlands: B. A. Gotto, 3 St. Patrick's Quay, Cork. 23294.
Finland, Denmark: J. C. Hannigan, 3 St. Patrick's Quay, Cork. 23294.
Belgium: G. Jones, 33 St. Patrick's Quay, Cork. 24828.
Italy: P. Cali, University College, Cork. 26871.
Germany: D. J. Cullinane, Copley Street, Cork. 20717.

**REPAIRS:** All types of deck and engine repair facilities available.
**DRY DOCK:** Verolme Cork dockyard main dry dock can take vessels up to 520 ft. in length. Floating dock of 2,000 tons lifting capacity, also four 40 ton cranes.
**REPATRIATION:** Can be carried out without difficulty.
**AIRPORT:** Five miles from city. Regular flights twice daily to London. Onward connections to all destinations.
**TIME:** GMT from 0200 hours on Sunday following 3rd Saturday in October to 0200 hours on Sunday following 3rd Saturday in March (unless latter is Easter Saturday, in which case to 0200 hours on Sunday following 2nd Saturday in March).

One hour ahead on GMT (i.e. Standard European Time) for remainder of year.

**HOLIDAYS:** St. Patrick's Day (March 17th); Good Friday; Easter Monday; First Monday in June; First Monday in August; Christmas Day (December 25th); St. Stephens Day (December 26th).
**POLICE/AMBULANCE/FIRE:** 999 is emergency number for all services. Actual: Police 23161; Fire 21107; Ambulance 21107.
**SERVICES:** All tanker services available at Whitegate. Otherwise, various general services required by ships available at Cork.
**SHORE LEAVE:** No restrictions on shore leave.
**DELAYS:** Except waiting for tide there are very few occasions on which entry to or departure from the Port is subject to delay.
**AUTHORITY:** Cork Harbour Commissioners, Custom House Street, Cork. Tel: 23125.

**AGENT:** James Scott and Co. (Cork) Ltd., 3 St. Patrick's Quay, Cork, and Yacht Club Building, Cobh. Tel. 23294. Telex 6120. Cables "Scott Cork".

## DUBLIN: 53.21 N. 06.15 W.

**PORT LIMITS:** Port of Dublin includes all water between Rory O'More Bridge (over River Liffey) and imaginary line drawn from Martello Tower at Sutton on North side of Dublin Bay to Sorrento Point at Dalkey on South side, but excluding Dun Laoghaire Harbour.
**DOCUMENTS:**

Forms C. 1 or C. 2 Customs report form (actually a copy of Manifest).
Form CU. 35 Victualling Bill (note covering Bonded Stores to be loaded Dublin).
Form CU. 7 Entry Outwards in ballast (for vessels sailing light).
Form CU. 10 Entry Outwards with cargo.
Form CU. 25 Entry Outwards (details of previous and forthcoming voyages.
Health Form.
"Jerque" Note (list of bonded stores on board on arrival).
Crew List must also be presented with personal declarations of dutiable possessions (i.e. radios; T.V.s; record players, etc.).

**PILOTAGE:** Limits of Dublin Pilotage District are waters of River Liffey between Butt Bridge and of sea Westward of Sixth Meridian between parallels of latitude passing through Bailey Lighthouse on North and through Sorrento Point on South including all bays, creeks and harbours and all tidal and closed docks within such area. Following classes of ships exempted from compulsory pilotage if not carrying passengers:

(1) Ships trading coastwise of not more than 200 tons gross tonnage.
(2) Home trade ships (including ships trading coastwise), of not more than 450 tons gross tonnage, excluding ships carrying petroleum or explosive cargo.

*Incoming Vessels:* Pilots board incoming ships from black-hulled pilot cutter in Dublin Bay. Cutter only cruises when vessels are expected, and accurate ETA requested to avoid delay.

ETAs should be given 12 hours before arrival and amendments may be made up to 2 hours before original ETA.

ETAs and any subsequent amendments should be passed by radiotelephone (VHF Hague Channel 16; call sign Dublin Harbour Office) or radiotelegram to "Harmaster Dublin".

Holders of Dublin Pilotage Certificates should indicate this by flashing single letter signal "C" when approaching pilotage area between sunset and sunrise.

*Vessels Outward Bound or Shifting:* Order for Pilot should be made early as possible through Harbour Office tel. 48771 or Telex No. 5476 during office hours; and tel. 48772 outside office hours. Following details should be given: name and situation of vessel, destination, draught, time of departure. It must be stressed that such orders must be made in sufficient time making due allowance, particularly at night, for accessibility of vessel.

**ANCHORAGES:** Scotch Bay – S.E. Dublin Bay and just East of Dun Laoghaire 6/10 fathoms at low water.
**RESTRICTIONS:** Draught restrictions: 30 ft. 00 in. HW Neap Tides; 30 ft. 6 in. HW Normal Tides; 31 ft. 6 in. HW Spring Tides. Vessels less than 400 ft. overall, drawing 20 ft. 6 in. or less can enter at any state of tide.
**ENTRANCE:** Approach well lighted and easy of access. Inner Channel of Harbour, formed by almost straight channel of River Liffey from entrance at Poolbeg Lighthouse to Alexandra Basin, is 800 ft. wide for greater part of length and maintained at depth of 24 ft. LW. From Alexandra Basin entrance, River is quayed for a distance of nearly two miles to Butt Bridge in centre of City.
**MAX. SIZE:** State of tide governing maximum draft, but no length or breadth restrictions.
**HEALTH:** Pratique automatic for movements Ireland/U.K. area. Maritime Declaration of Health indicates requirements. This declaration must be submitted on arrival by master of ship coming from foreign port. This requirement does not now normally apply to vessels trading *solely* between Republic and ports in West Germany, Belgium and Netherlands, Atlantic and Mediterranean coast of France, Italy and Greece. Other requirements mentioned on Maritime Declaration of Health form still apply to such ships.

"Foreign Port" is port situated elsewhere than Eire, Northern Ireland, Great Britain, Isle of Man, or Channel Islands.

Master of foreign-going ship may be asked to produce valid Derating Certificate or Derating Exemption Certificate in respect of vessel. Travellers (passengers and crew) may be requested to produce valid certificates of vaccination against smallpox if from an infected local area, or if from countries in Africa, Asia, North and South America. This requirement does not apply to arrivals from Azores, Bermuda, Canada, Canary Islands, Madeira, French Guiana, Guadeloupe, Martinique, Greenland, Surinam, Netherlands-Antilles, United States of America. Ships may be subjected to sanitary inspection by inspectors of Port Health Service.

Swill must not be landed from vessels which trade outside Eire.

Granting of pratique by radio not practised at Dublin, but is under consideration at present.

**RADIO:** Valentia Radio, Ireland. Portishead Radio, U.K. Anglesea Radio, U.K.
**TUGS:** Normally meet vessels at North Bank Lighthouse (roughly half-way mark of main channel) 1 mile West of Poolbeg Lighthouse. Tugs rope optional.
**BERTHING:** Custom House Docks – from 2 hours to one half hour before high water. Otherwise no restrictions.
The area available for shipping extends from Eastern Breakwater to Butt Bridge and inclusive of Alexandra Basin, Alexandra Basin Extension, Custom House Docks and Grand Canal Docks; it is 227 acres in extent.

*North Side of the River*, from Butt Bridge to North Wall Light, available as berthage 7,529 ft., depth LW 9 to 22 ft.

*South Side of the River*, from Butt Bridge to Ringsend Gut, available as berthage 5,728 ft., depth LW 16 to 22 ft.

*South Bank Quay* serving Electricity Supply Board's Ringsend Power Station, 700 ft., depth LW 28 ft. Two transporter cranes of 5 tons each for discharge of coal, and pipelines for discharge of oil.

*Alexandra Basin.* Quays on *South* and *West* sides 2,690 ft., depth LW 24 to 26 ft.

*Alexandra Quay West* on North side of Alexandra Basin, 1,230 ft., depth LW 32 ft.

*Alexandra Quay East*, 1,200 ft., depth LW 32 ft.

*Alexandra Basin Extension* comprises east side Ocean Pier, Alexandra Quay East and East and West Oil Jetties.

*Fertilizer Jetty* in Alexandra Basin has a main section of 750 ft. used for bulk cargoes, depth LW 31 ft. with provision for deepening, equipped with pipe-lines for liquid sulphur and ammonia; conveyor and two electric cranes of 10 tons each for rock phosphate and potash in bulk. 300 ft. long approach section leading to main jetty (with special facilities for working acids and ammonia and loading out grain) for accommodation of smaller bulk vessels.

*Ocean Pier West* at Eastern end of Alexandra Basin, 1,372 ft., depth LW 32 ft.

*Ocean Pier South* at Eastern side of Alexandra Basin entrance, 467 ft., depth LW 32 ft.

*Ocean Pier East*, 800 ft., depth LW 32 ft.

**STEVEDORES:** ETA required by Stevedores before 1500 hours, Monday to Thursday for work the following day, and by 1500 hours Friday for work Saturday, Sunday or Monday.

Average discharge rates: *Grain:* 3,000 tons per day. *Timber:* 30 standards loose per gang/day. 120 standards packaged per gang/day. *General:* Bagged cargo and fast general, including paper, 250 tons per gang/day. *Other Generals:* 90 tons per gang/day.

**TANKERS:** No slop residue discharge facilities.

| *Tanker Berths* | *Maximum Draft* |
|---|---|
| No. 1, West Oil Jetty, West Side | 31 ft.* |
| No. 2, West Oil Jetty, East side | 31 ft.* |
| No. 3, East Oil Jetty, West side | 31 ft.* |
| No. 4, East Oil Jetty, East side | 19 ft. |
| South Bank Quay (E.S.B.) | 27 ft. 6 in.* |
| South Bank Quay New Berth | 27 ft. 6 in.* |

*Time suitable for navigation in approaches – 1 hour before High Water.

*Common User Oil Pipeline System:* This system provides five pipe-lines to Eastern Oil Jetty and seven pipelines to Western Oil Jetty. Cargoes of tankers berthed at these jetties can be discharged to storage installations of any of the oil companies.

**DENSITY:** 1025 at all stages of tide.
**FRESH WATER:** Available at all berths by 2½ in. hoseline – 8/10,000 gal. per hour per hydrant.
**FUEL:**

| *Grades of Fuel Oil* | *Viscosities* |
|---|---|
| Heavy Fuel Oil | 3,500 sec. max. |
| Inter. Fuel Oil | 1,500 sec. max. |
| Medium Fuel Oil | 950 sec. max. |
| Light Fuel Oil | 200 sec. max. |

*Advance Notice required.* Bunkering by pipe-line depends on availability of Oil Berth. Bunkering by Oil Barge normally a.m. notice on day required. Bunkering by Road Tanker – 24 hours notice.
**FIRE PRECAUTIONS:** Port By-Laws; Harbour Master's orders/Letters to Masters. Ref.: Board of Trade "Carriage of Dangerous Goods in Ships" and Aeby "Dangerous Goods".

*Packed Petroleum:* Small consignments (7,000 gal. maximum) Class A product – must be removed from port area ex-ship, or to special compound. Class B or Class C may be permitted on quays after check for leaks.

*Fibrous Cargoes:* See Directives No. 2 and 3 to Masters. Jute, hemp and sisal must be removed ex-ship from port area.

Cotton, cocoa fibre, kapok, etc., must be removed ex-ship to Hazardous Goods Shed.

*General:* Harbour Police-Watch obligatory during handling of all hazardous or inflamable cargoes, and on tankers during vessels' stay in port. No smoking permitted in Oil Zone, sheds, etc.
**GANGWAY/DECK WATCHMEN:** If no watchmen from crew, then shore watchman is recommended.
**OPENING/CLOSING HATCHES:** Patent hatches by crew; other hatches with some assistance from dockers.
**CERTIFICATES:**
Certificate of Registry.
Radio Safety Certificate.
Load Line Certificate.
Current Trinity House light bills.
Safety Equipment Certificate.
**CUSTOMS ALLOWANCE:** Tobacco per 8 days: 200 cigarettes – Master; 150 cigarettes – Officers; 100 cigarettes – Crew. Wine and/or Spirits: ½ pint per day per man.
**CONSULS:**
Brazil: P. J. Murphy, Honorary Consulate of Brazil, Saintbury Avenue, Co. Dublin. Tel. 803262.
Denmark: Office address, Royal Danish Consulate General, 71 Lr. Leeson Street, Dublin 2. Tel. 60880
*Honorary Consul General:* Jorgen H. Tholstrup.
Dominican Republic: 49 Upper Mount Street, Dublin 2.
*Honorary Consul:* Dr. J. I. Fitzpatrick
Finland: *Honorary Consul General:* A. G. Larsen, Cement Ltd., 19 Lr. Pembroke Street, Dublin 2. Tel. 67319
*Honorary Vice-Consul:* John Donnelly, F.C.A., B.L., Gardner Donnelly & Co., 8 Nassau Street, Dublin 2. Tel. 64044
Greece: North British and Mercantile Buildings, 32 Nassau Street, Dublin 2.
*Honorary Consul:* Cecil D. Mooney.
*Honorary Vice-Consul:* Douglas T. Figgis.
Iceland: *Honorary Consul General:* Thomas P. Hogan, 6 Monkstown Avenue, Co. Dublin. Tel. 808103
Latvia: *Honorary Consul:* John F. Foley, 51 South Mall, Cork.
Mexico: *Honorary Consul:* Don McGreevy, Building Centre, 17 Lr. Baggot Street, Dublin 2. Tel. 62745
Monaco: *Honorary Consul General:* The Lord Killanin, 30 Lansdowne Road, Dublin 4.
*Honorary Consul:* A. G. Quirke, 34 College Green, Dublin 2.
Norway: *Honorary Consul:* John Guinness, 17 College Green, Dublin 2.
Panama: *Honorary Consul:* Gene Kruger, Gresham Hotel, Upper O'Connell Street, Dublin 1.
*Honorary Vice-Consul:* Paul J. Byrne, Panamanian Consulate, 20 Eden Quay, Dublin 1.
Peru: *Consul General:* D. T. Figgis, Peruvian Consulate General, Clyde House, Clyde Road, Dublin 4.
Philippines: John M. O'Connor, Consulate of the Philippines, J. G. O'Connor & Co., Solicitors, 9 Clare Street, Dublin 2.
South Africa: *Honorary Trade Commissioner:* N. P. McEvoy, 4 Mary's Abbey, Dublin 7. Tel. 47372
Turkey: *Honorary Consul General:* William Anderson, Turkish Consulate, 122 St. Stephen's Green, Dublin 2. Tel. 58721.
**REPAIRS:** All classes of repairs carried out by Liffey Dockyard Ltd.
**DRY DOCKS:** Graving Dock No. 1: Length overall 412 ft.; width at entrance 70 ft.; depth over sill at HWOST 17 ft. 9 in., depth over blocks at HWOST 15 ft. 6 in. Equipment – one 6 ton EP crane.

Graving Dock No. 2: Inside length with caisson gate in: Extreme outer position 663 ft.; normal outer position 637 ft. Centre position 367 ft.; inner position 257 ft. Width at entrance 80 ft.; depth over sill at HWOST 25 ft. 6 in. Depth over blocks at HWOST 23 ft.

The intermediate positions for the caisson gates make it possible to operate inner section so as to accommodate a small or medium-size vessel independently of remainder of dock.

Equipment: One E.P. crane, 25 tons at 72 ft. radius to 5 tons at 100 ft. radius. Seven power capstans of 5, 10 and 15 tons pull. Fresh and salt water hydrants at dock sides.

Patent slips: No. 1 – Length of cradle 76 ft. for vessels up to 200 tons displacement. No. 2 – Length of cradle 106 ft. for vessels up to 900 tons displacement.
**REPATRIATION:** May be arranged by ship's Agent through Departmenf ot Justice.
**AIRPORT:** Dublin Airport, 6 miles North of city centre, served by regular services direct to U.K., Europe, U.S.A. and Canada.
**TIME:** GMT plus 1 hour. Reverting to GMT between October and March.
**HOLIDAYS:** St. Patrick's Day (National Holiday) (17th March); Good Friday*; Easter Monday†; Spring Bank Holiday† (1st Monday in June); August Bank Holiday† (1st Monday in August); Christmas Eve, half holiday (24th December); Christmas Day (25th December); St. Stephen's Day (26th December).

* Not a port holiday, but all other offices closed.

† These days can be worked at Sunday rates and conditions.
**POLICE/AMBULANCE/FIRE:** Contact Harbour Police patrol or at Dock Gates, or dial 999 on public telephone for all emergency services.
**TELEPHONES:** Coin-box telephones available on request at Oil Berths. No rental charges; normal coin-box rates.
**GENERAL:** Masters' cash requirements for week-end must be notified to Agent by noon on Friday.
**SERVICES:** No facilities for tank cleaning or discharge of tank washings.
**SHORE LEAVE:** No port restriction on crew's shore leave.
**AUTHORITY:** Dublin Port and Docks Board, 19–21 Westmoreland Street, Dublin 2. Tel. 778238. Telex 5476 HAMA El.

## GALWAY: 53.16 N. 09.03 W.

**DOCUMENTS:**
1 Crew List (official form).
1 Passenger List (official form).
1 List of Articles (dutiable) in Possession of Crew (official form).
1 Stores List (to include bonded surplus stores for seal, firearms, ammunition, animals, radio transmitting and receiving sets (unofficial form).
Maritime Declaration of Health (official form).
*Documents, etc., required by Agent for Customs Purposes:*
Ship's Register.
Load Line and Safety Certificates, etc.
Receipt for previous payments of light dues if any.
**PILOTAGE:** Pilots board incoming vessels only at "tide times" (approx. 2½ hours before HW until HW); vessels arriving at times outside this period should anchor and await pilot. Safe anchorages at inner roadstead or near Margaretta Buoy according to tonnage and draft, pilot will board at either. Application for pilot should be to Agent with notice of ETA. International light and sound signals may be used.
**ANCHORAGES:** During South-west gales safest anchorage is at Black Head.
**RESTRICTIONS:** Entry from two hours before HW until HW only.
**MAX. SIZE:** Governed by depth on sill of 28 ft. at springs and 24 ft. at neaps: width of dock gates, 65 ft. and length of turning area 480 ft.
**HEALTH:** Master of ship arriving from foreign port must deliver Maritime Declaration of Health order obtain Pratique. An oral Declaration will suffice for ships trading solely between Republic of Ireland and Belgium, Holland and European France. Pratique will be granted or withheld depending on answers given to questions put in Health Declaration.

In event of a suspected disease of fever on board, vessel is detained pending arrival of Medical Officers of Health. No unauthorised person is allowed to leave ship without authority of Chief Medical Officer.

Pratique is automatic when vessel arrives from ports in Great Britain, Isle of Man, Northern Ireland and Channel Islands or another Port within Eire.
**RADIO:** ETA cables to Agents, etc., through Valentia Radio if approaching from South or Malin Head if from North. Channel 16 VHF. Valentia has telephone link service.
**TUGS:** No tugs available.
**CARGO HANDLING FACILITIES:** One 30-ton cantilever crane in operation at Dun Aengus South Quay. Grain, ore, coal, bulk fertilisers, etc. are all handled by grabs. Ore is loaded by special conveyors (200 tons per hour).
**STEVEDORES:** Agents arrange after receipt of ETA.
**MEDICAL:** No special port medical requirements. Ships medical requirements should be included in ETA signal.
**TANKERS:** No special requirements. One berth.
**DENSITY:** 1012 (average).
**FRESH WATER:** Available by hose.
**FUEL:** All grades available.
**GANGWAY/DECK WATCHMEN:** (open quays) watchmen recommended.
**OPENING/CLOSING HATCHES:** Normally carried out by crew.
**CUSTOMS ALLOWANCE:** Wine, Spirits and Tobacco: members of a crew who remain out on a vessel during her stay in port are allowed to retain in their own possession, under certain conditions the following quantities of the undermentioned goods:

| *Tobacco in any form* (to cover 8 days) | *Spirits in any form* (to cover 4 days) | *Wine* (to cover 4 days) |
|---|---|---|
| The Master 8 oz. | | |
| Officers (i.e., mates, engineers, wireless operators, ship's surgeons, pursers, chief stewards or serangs) 6 oz. | 1 pint | 1 gallon |
| Other crew members 4 oz. | 1 pint | |

**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** T. McDonogh & Sons Ltd., Merchant's Road, Consuls for France and Belgium only. No others in Galway.
**REPAIRS:** Deck and engine repairs carried out afloat.
**DRY DOCKS:** No dry dock.
**REPATRIATION:** Crew changes and repatriation can be effected.
**AIRPORTS:** Dublin (140 miles) and Shannon (55 miles). Airports served by regular flights.
**TIME:** GMT plus 1 hour. Reverting to GMT from October to March.
**HOLIDAYS:** Christmas Day; St. Stephen's Day (26th December); St. Patrick's Day (17th March); Easter Monday; Whit Monday; First Monday in August.
**POLICE/AMBULANCE/FIRE:** Police 2121; Ambulance 4141; Fire 999.
**TELEPHONES:** No arrangements exist for placing telephones on board.
**SERVICES:** Compass adjusters available in Dublin. Twenty-four hours notice to Agent.
**SHORE LEAVE:** Allowed.
**DELAYS:** Apart from tidal, none.
**AUTHORITY:** Galway Harbour Commissioners, Harbour Office, Galway, 2329.

## KILLYBEGS: 54.38 N. 08.26 W.

**DOCUMENTS:** See "Dublin".
**PILOTAGE:** No permanent Pilot but one can be acquired on request.
**ANCHORAGE:** Very safe anchorage.
**RADIO:** Malin Head Station.
**BERTHING:** Large fishing fleet has to be accommodated.
**MEDICAL:** Necessary to send advance warning re illness or injury to a crew member.
**FRESH WATER:** Available.
**FUEL:** Fuel oil available.
**DEVELOPMENTS:** Major harbour scheme has commenced – additional wharfs, and piers.
**IDENTIFICATION CARDS:** Not needed.
**SHORE LEAVE:** Crew members allowed ashore.
**AUTHORITY:** Harbour Master. Tel. Killybegs 32.

## LIMERICK: 52.40 N. 08.38 W. (See Plan)

**DOCUMENTS:**
2 Crew Lists.
2 Passenger Lists.
1 Customs Manifest (Tobacco List).
Health Declaration.
Ship's Register (Tonnage Certificate).
Safety Equipment Certificate.
Safety Radio Certificate.
Load Line Certificate.
Receipt for last previous Trinity House Light Dues payment (if any).
Derat Certificate.

**PILOTAGE:** Compulsory from Scattery Island (52.35 N., 9.31 W). to Limerick. Pilot may be taken off Kilcredane Head about 9 miles farther West as an optional extra (usually by vessels over 5,000 tons dw.) ETA for Pilots passed in advance by Agents. Masters may call Pilots (Scattery Pilot Station—Channel 16 VHF) or by normal International Code sight or sound signals. ETA to be sent 24 hours in advance and amended as necessary.
**ANCHORAGE:** Vessels normally wait tide to Limerick at Scattery Roads; Beighcastle Anchorage depth over 60 ft. (52.40 N. 8.57 W.) about 18 miles downstream off Limerick is nearest deep-water anchorage; now disused as lightening place for bulk grain cargoes.
**RESTRICTIONS:** Entrance to Limerick Dock is limited to 2 hours preceding HW; for vessels over 3000 tons dwt. (laden) daylight HW only.
**MAX. SIZE:** Dependent on tide. Up to 23 ft. draft on spring tides (neap tides about 16 ft.). Vessels of 480 ft. × 65 ft. beam have berthed Limerick Dock on suitable draft.
**HEALTH:** If no infectious diseases on board, Pratique granted by Customs Preventive Officer on arrival on presentation of Health Declaration of Master.
**RADIO:** Irish Stations: Valentia Radio (link-calls now available) or Malin Head Radio, or any U.K. Radio Station. Agents have special arrangements with Valentia Radio and Malin Head Radio cables passed by direct telex to Agents' office.
**VHF:** Masters can call Scattery Pilot Station on Channel 16, or Limerick Harbour Radio – same, working on Channels 12 and 14.
**TUGS:** None available. The Harbour Dredger is fitted with a tow-hook and used as tug if necessary.
**BERTHING:** In Limerick Dock there are 10 berths of which only one (Shell berth) is reserved exclusively for tankers. Drafts on all berths approx. tidal gauge plus 2 ft. Extensive berthage on tidal quays now used by fertiliser vessels up to about 1000 dwt. lying safe aground on mud berths.
**TANKERS:** Dernish Oil Jetty situated approximately one mile south of Shannon Airport. Jetty head 150 ft. long. Distance between head and stern buoys 430 ft. Depth alongside LW 26 ft. Jetty designed for vessels of up to 12,000 dwt. Aviation fuel pumped direct to airport.
**STEVEDORES:** ETA per Agent before 1600 hours Monday/Thursday for labour next day. 0800 hours before 1600 Friday for labour Saturday (overtime) or 0800 hours Monday. No Sunday work. For cargoes other than bulk grain/coal or cement clinker, masters should state number of gangs/workable hatches.

Bulk grain elevator – 1,000 tons per day,
Bulk coal-grab – 1,000 „ „ „
Bulk cement clinker – 1,500 „ „ „

All other cargoes by ship's winches.
D.B.B. 40 standards per day loose – no packaged goods discharged.
Bagged fertilizers – 300 tons per gang day.
Other bagged cargo – 150 tons per gang day.
Generals – about 120 tons per gang day.

**CONTAINER HANDLING FACILITIES:** A 32-ton Gantry Container Crane at Limerick Docks.
**MEDICAL:** All medical facilities available short notice.
**DENSITY:** 1000 in Limerick Dock.
**FRESH WATER:** Available at all berths ex hydrant. Average rate 7½ tons per hour.
**FUEL:** All grades available in reasonable quantities per road truck on 24 hours notice. (Non-bunker port prices).
**WATCHMEN:** Watchmen from crew or if none available shore watchmen recommended.
**HATCHES:** Opening and closing of hatches, setting up derricks, shifting of hatches, beams, patent hatches, etc., all to be done by ship's crew with no assistance from shore gangs.
**CONSULS:** Belgium, Denmark, Finland, France, Germany (Fed. Rep.), Holland, Spain, Sweden.
**CUSTOMS ALLOWANCES:** (Tobacco per 8 days), Master 200 cigarettes; Officers 150 cigarettes; Crew 100 cigarettes. Wine/Spirits: ½ pint per man per day.
**REPAIRS:** Limited facilities. Dry dock available for vessels up to 40 ft. beam and not exceeding 15 ft. draft.
**REPATRIATION:** No difficulties. Shannon International Airport 15 miles. Daily flights world-wide destinations.
**TIME:** As U.K. GMT or GMT plus 1 hour (Summer Time).
**HOLIDAYS:** (for dock working), St. Patrick's Day (17th March); Easter Monday; First Monday in June; First Monday in August; half-day 24th December, 25th December, 26th December (Christmas Day and St. Stephen's Day).
**POLICE/AMBULANCE/FIRE:** Dial 999 for all emergency services.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Limerick Harbour Commissioners, Tel.: Limerick 45173. Harbour Master Tel.: 44914.

**AGENT:** Mullock & Sons Ltd., Ship's Agents and Chartering Brokers, Security House, 15 Lower Mallow Street, Limerick. Tel.: 061–45044; 061–45155. Cables "Mullock Limerick". Telex: 6986.

## NEW ROSS: 52.23 N. 06.56 W.

**PORT LIMITS:** Drumdowney Point to Kilmore Quay adjacent Barrow Bridge 52° 23′ N. 6° 56′ W. The vessel is considered to be an arrived ship at the time of first high water after arrival off Barrow Bridge.
**DOCUMENTS:**
2 Cargo Manifests.
1 Bill of Lading.
1 Crew List.
1 Ship's Store List.
1 Passenger List.
1 clearance.
Register.
Light Dues Certificate.
Deratisation Certificate.

**PILOTAGE:** For estuary Pilot (see Waterford).
New Ross Pilots Tel. 051–82206. Pilotage messages received and transmitted by Barrow Bridge VHF Channels 16 and 11. Early ETA advisable. Pilotage compulsory.
**ANCHORAGE:** To Pilot's advice.
**RESTRICTIONS:** Maximum draft 19 ft. at neap tides, 22 ft. at spring tides, maximum length 420 ft., maximum beam 60 ft.
Navigation of the River Barrow for maximum size vessels usually restricted to two hours before, to two hours after high water.
**HEALTH:** Declaration on arrival, international signals for pratique.
**RADIO:** Malin Head, Land's End or Ilfracombe Radio Station.
**TUGS:** Available on request.
**BERTHING:** 1,400 ft. new jetty, depth 20 ft. below low water spring tide.
**STEVEDORES:** 24 hours notice required.

| | |
|---|---|
| Bulk discharge rate: | 200 tons per hour |
| Bag rate | 100 tons per hour |
| Liquid discharge | 300 tons per hour |

**FRESH WATER:** Available at all berths.
**FUEL:** Obtainable by road tankers.
**CONTAINER FACILITIES:** 45-ton crane. Five-acre storage space.
**MEDICAL:** Services available locally.
**DENSITY:** 1012 New Ross.
**WATCHMAN:** Available if required.
**HATCHES:** Ship's crew normally open and close hatches; shore-crane may assist.
**CUSTOMS:** Members of a crew who remain on a vessel during stay in port, are allowed to retain under certain conditions the following quantities of the under-mentioned goods:
Tobacco (in any form): Master 8 oz., cigarettes 200; Officers: tobacco 6 oz., cigarettes 150; crew members: tobacco 4 oz., cigarettes 100.
Spirits (in any form) to cover 4 days 1 pint (one bottle each). Wine of any strength allowed in place of spirits at rate of one pint wine to ½ pint spirits. In addition, an allowance of 1 quart of beer or one pint

of wine 30 proof per man per day. Members of a crew whatever rank finally leaving vessel allowed to take ashore free of duty for their own personal consumption, following quantities of undermentioned goods, when they form whole of their unconsumed stores:

(*a*) If from ports in Great Britain, Northern Ireland, or the Isle of Man, or continental ports between the Elbe and Brest (except vessels crossing at regular and frequent intervals): tobacco in any form 4 oz.; spirits (ordinary drinkable) ¼ pint; spirits (cordials or perfumed) ¼ pint.

(*b*) If from any other port, double the quantities specified at (*a*).

(*c*) Irrespective of the port from which arriving.

**IDENTIFICATION CARDS:** Not required.
**REPAIRS:** Floating ship repairs only.
**REPATRIATION:** Facilities exist.
**AIRPORTS:** Dublin 95 miles; Cork 90 miles.
**TIME:** GMT plus one hour. Reverting to GMT between October and March.
**HOLIDAYS:** St. Patrick's Day (17th March) Easter Monday; Whit Monday (1st Monday in August); 25th and 26th December.
**POLICE/AMBULANCE/FIRE:** Telephone 999.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** New Ross Harbour Commissioners, The Quay, New Ross. Telephone 051–21303.

## RATHMULLEN: 55.05 N. 07.31 W.

**DOCUMENTS:** Papers supplied by Agent in Rathmullen or by Customs.
**PILOTAGE:** Pilot obtained through agent in Rathmullen 24 hours notice of ETA required.
**ANCHORAGE:** Anywhere in Lough.
**MAX. SIZE:** Any size of vessel can anchor. Max. draft for berthing, 30 ft.
**HEALTH:** See "Dublin".
**RADIO:** Malin Head.
**TUGS:** None required.
**BERTHING:** No specific requirements.
**STEVEDORES:** 24 hours ETA required.
**MEDICAL:** Assistance can be arranged at short notice. Hospital facilities are available.
**FRESH WATER:** Available on berth.
**FUEL:** Different grades available at short notice.
**GANGWAY/DECK WATCHMEN:** Recommended.
**OPENING/CLOSING HATCHES:** Normally carried out by crew.
**CUSTOMS ALLOWANCE:** Tobacco, Wine: See "Dublin".
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** None at port.
**REPAIRS:** Only small repair jobs carried out.
**REPATRIATION:** Facilities exist.
**AIRPORT:** 80 miles away, serviced by regular flights.
**TIME:** GMT plus 1 hour. Reverting to GMT in winter months.
**HOLIDAYS:** Work can be arranged on all church and bank holidays.
**POLICE/AMBULANCE/FIRE:** Police, Rathmullen 2; Fire, Letterkenny 112; Ambulance, Letterkenny 230.
**TELEPHONES:** No arrangement for placing telephones aboard.
**SERVICES:** No special services.

**AGENT:** Charles Deeney, Kerrs Bay, Rathmullen. Tel. Rathmullen 10.

## ROSSLARE: 52.16 N. 06.20 W.

**PORT LIMITS:** The limit lines start from a point on shore 4,000 ft. South-east of viaduct and extend due North for a distance of 6,000 ft. and thence due West for a distance of 7,000 ft., thence due South for a distance of 3,430 ft., terminating on shore at a point 3,650 ft. West of existing viaduct.
**DOCUMENTS:**
Customs Documents.
Ships Manifests.
Crew List.
**PILOTAGE:** Not compulsory.
**ANCHORAGES:**
Prohibited Anchorage: 304° – 4½ cables from Lighthouse
Thence 214° – 2 ,, ,, ,,
,, 124° – 4½ ,, ,, ,,
,, 034° – 2 ,, ,, ,,
No anchorage inside breakwater. Sheltered from Southerly round to North Westerly winds.

*Dangers:* shoals with depths of less than 18 ft. extend about 4 cables E.S.E. from head of breakwater. Shoal 18 ft., Southern end of which lies about ¾ cables Northward of end of breakwater. Southern end of an extensive stony flat, having depths of 13 ft. to 18 ft. lies about 3½ cables further to N.W. Between these shoals lie several outcrops of 18 ft.–19 ft.

**MAX SIZE:** Maximum draft 16 ft. 6 in. No. 3 berth – 440 ft. length, 16 ft. 6 in. draft. No. 4 berth – 380 ft. length, 16 ft. 6 in. draft.
**HEALTH:** If no infectious diseases on board, pratique given by customs preventive staff on arrival.
**TUGS:** None available.
**BERTHING:** Berth No. 3 reserved for British Rail and Irish Shipping Ferries. Berth No. 4 must be clear for all departures from Berth No. 3 One berth for roll-on/roll-off traffic.
**STEVEDORES:** Ordered by Agents. ETA necessary.
**RADAR/VHF:** No Port radar service. VHF call sign "Rosslare Harbour Radio" Channels 16 and 14.
**MEDICAL:** Advance notice required at least one hour. Hospital facilities 12 miles away.
**FRESH WATER:** Laid on berth 3, 4, delivery by hose.
**FUEL:** No facilities.
**GANGWAY/DECK WATCHMEN:** Not compulsory.
**OPENING/CLOSING HATCHES:** Crew assisted by stevedores.
**CUSTOMS ALLOWANCE:** Tobacco: Captain 1 oz. per day up to 8 days. Officers ¾ oz. per day up to 8 days. Crew ½ oz. per day up to 8 days. Wine and/or spirit: Spirits: Captain, Officers, Crew ¼ pint each, per day, maximum four days.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** None.
**REPAIRS:** No repair plant. Minor repairs possible by firms at Wexford (12 m.), Waterford (52 m.), Arklow (50 m.).
**REPATRIATION:** No facilities.
**AIRPORTS:** Dublin 110 miles. Cork 134 miles.
**TIME:** GMT plus 1 hour. Reverting to GMT in winter months.
**HOLIDAYS:** New Year's Day; St. Patrick's Day (17th March); Easter Monday; June Bank Holiday; August Monday; Christmas Day (December 25, and 26). No work Christmas Days – December 25, and 26.
**POLICE/AMBULANCE/FIRE:** Police: Rosslare Harbour 33204; Ambulance: County Hospital, Wexford 22233; Fire: Fire Brigade, Wexford 22618.
**AUTHORITY:** Coras Iompair Eireann, Heuston Station, Dublin. Tel. Harbour Master, Rosslare Harbour 33114. Telex. 8730.

## SHANNON ESTUARY: (See Plan)

(*a*) Foynes Harbour: 52.36 N. 09.06 W.
(*b*) Foynes Island: 52.37 N. 09.07 W.
(*c*) Tarbert Island Oil Terminal: 52.35 N. 09.21 W.

### (*a*) FOYNES HARBOUR

**DOCUMENTS:** See "Limerick".
**PILOTAGE:** Compulsory from Scattery Island to Foynes Buoys. Pilot may be taken off Kilcredane Head about 9 miles farther West as an optional extra (usually by vessels over 5,000 tons dwt. ETA for Pilots passed in advance by Agent. Master's may call Pilots (Scattery Pilot Station, Channel 16 VHF) or by normal International Code sight or sound signals. Foynes Harbour Pilot boards at Foynes Buoys. Call Foynes Harbour Radio VHF Channel 16.
**ANCHORAGE:** Vessels waiting to enter Foynes normally anchor Foynes Roads (West of Foynes Buoys).
**RESTRICTIONS:** No restrictions by day or night on vessels under 3,000 tons dwt. Vessels over 3,000 tons, up to 500 ft. BP length, without limit on beam, and up to 30 ft. draft in daylight only on suitable tidal conditions. Large vessels in ballast normally enter on early flood tide and swing with tidal stream berthing port side to quays ready for departure after loading. Similar vessels loaded enter in late flood, berth starboard side to quays and after unloading swing with reduced draft on departure.
**MAX. SIZE:** Vessels up to 500 ft. BP length and 30 ft. draft with no restriction on beam. Ore cargoes of up to 16,000 tons have been loaded and tankers up to 20,000 tons have been discharged.
**HEALTH:** See "Limerick".
**RADIO:** See "Limerick".
**VHF/RADIO:** As for Limerick except for "Limerick Harbour Radio" substitute "Foynes Harbour Radio".
**TUG:** None available.
**BERTHING:**

West Pier: 30 ft. LW neap tides. 350 ft. quay with mooring buoys ahead and astern. For tankers, crude ore (loading by conveyor system) and other cargoes. See "Stevedores".

East Pier: 32 ft. LW neap tides – 450 ft. quay with mooring buoys ahead and astern. Metal concentrates bulk (loading by conveyor system) and other cargoes. See "Stevedores".

Three other berths where vessels up to 2,000 tons dwt lie safe aground on soft mud during low water.

**STEVEDORES:** ETA per Agent before 1600 hrs. Monday/Thursday for labour next day 0800 hrs., before 1600 hrs. Friday for labour Saturday or 0800 hrs. Monday. For cargoes other than bulk ore or concentrates in bulk Masters should state number of gangs/workable hatches.

Crude Ore: West Pier Conveyor: 500 tons per hour loaded normally on continuous basis, day and night, commencing on berthing (16,000 tons in 28 running hours).

Concentrates in bulk. East Pier Conveyor: 250/300 tons per hour normally loading 12 hours per 24 hours (running hours). Other import/export cargoes by ship's gear or shore mobile cranes (max. 3 units available).

Packaged D.B.B.: 120 stds. per gang day (pre-slung),
Packaged D.B.B.: 70 stds. per gang day (shore slings),
Bulk Fertilizers: 750 tons per day (mobile grab crane).
Bag Fertilizers: 300 tons per gang day (shore mobile cranes).
Bagged Barite: 250/300 tons per gang day (ship's gear/mobile crane).

**MEDICAL:** Emergency facilities available at short notice locally. Full general hospital facilities at Limerick, 25 miles distant.
**DENSITY:** Variable on season and tidal conditions between 1008/1020.
**FRESH WATER:** Available at all berths. Quantities over 35 tons must be notified 24 hours in advance. 12p per ton.
**FUEL:** See "Limerick".

**WATCHMEN:** Normally crew watchmen.
**HATCHES:** See "Limerick".
**CUSTOMS ALLOWANCE:** See "Limerick".
**REPAIRS:** Limerick facilities – no dry dock.
**REPATRIATION:** No difficulties – Shannon Airport 40 miles.
**TIME:** See "Limerick".
**HOLIDAYS:** See "Limerick".
**POLICE/AMBULANCE/FIRE:** Call local telephone operator and request service required.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Foynes Harbour Trustees.
**AGENT:** See "Limerick". Limited attendance. Tel.: Foynes 45.

### (b) FOYNES ISLAND

**LOCATION:** Cement Limited Oil Jetty is located on N.W. side of island. Buoyed moorings for tankers up to 60,000 tons (length 950 ft.). Vessels lie min. 50 ft. off pipe trestle in 50 ft. min. LWOST.
**DOCUMENTS:** See "Limerick".
**PILOTAGE:** Compulsory from Scattery Island to Foynes Island (otherwise as Limerick).
**ANCHORAGE:** Vessels wait at Scattery Roads or at anchor N.E. of Foynes Island Jetty waiting daylight early flood tide for berthing.
**RESTRICTIONS:** None for vessels up to 60,000 dwt subject daylight movements berthing early flood tide and departures during flood tide.

Special mooring lines required: 9″ Polypropylene – 8×120 fathoms
4×100 fathoms

**MAX. SIZE:** A minimum depth alongside 50 ft.
**RADIO:**
**VHF:**
**HEALTH:** } See "Limerick".
**TUGS:**
**MEDICAL:** No facilities on island. See "Foynes" and "Limerick".
**TANKERS:** Flexible hoses 2×8 in. passed by derrick from pipe trestle to ship. Connections – PCD 11¾ in., 8 holes.
**DENSITY:** See "Foynes".
**FRESH WATER:** None available.
**FUEL:** None available.
**CUSTOMS:** See "Limerick".
**REPAIRS:** None except via Foynes or Limerick.
**REPATRIATION:** Via Foynes.
**TIME:** See "Limerick".
**HOLIDAYS:** As Limerick. Vessels normally discharge without regard to holidays.
**TELEPHONES:** Shore 'phone placed on board for ship's use with cargo hoses. Tel.: Foynes 55.
**SHORE LEAVE:** Restricted to daylight hours as launch service only then available. No access except by launch.
**AUTHORITY:** Limerick Harbour Commissioners.
**AGENT:** See "Limerick".

### (c) TARBERT ISLAND OIL TERMINAL

**LOCATION:** Electricity Supply Board power station and Jetty located on N.W. shore of Tarbert Island (with road access from the mainland) 52.35 N. 9.21 W. Berth 48 ft. draft LWOST overall length including outer mooring dolphins 1,050 ft. with berthing face of 300 ft.
**DOCUMENTS:** See "Limerick".
**PILOTAGE:** Compulsory from Scattery Island to Tarbert (otherwise as Limerick).
**ANCHORAGE:** Vessels wait at Scattery Roads for daylight flood tide for berthing.
**RESTRICTIONS:** None for vessels up to 70,000–80,000 dwt on suitable draft, berthing daylight flood tide, departure on flood tide in daylight or darkness (subject good weather).
**MAX. SIZE:** The berth has 48 ft. alongside at low water.
**RADIO:**
**VHF:** } See "Limerick".
**HEALTH:**
**TUGS:** Not required.
**MEDICAL:** No facilities. Nearest doctor at Glin, Co. Limerick (6 miles), See "Limerick".
**TANKERS:** 2, Marine Arms – 10 in. PCD 14·15/16 in. Outer diam. 16 in., inner diam. 11 in. Holes, 12 of ¾ in. dia.
**DENSITY:** Variable on season and tidal conditions between 1015/1025.
**FRESH WATER:** Limited supply on special request.
**FUEL:** None available. Jetty head approached from shore by footway (4½ ft. wide ×650 ft. long), therefore no direct access to berth from shore for road transport.
**WATCHMEN:** Watchmen from crew.
**CUSTOM ALLOWANCES:** See "Limerick".
**REPAIRS:** None locally. Nearest Limerick 40 miles distant. Difficulty of access should be noted. Stores/provisions and/or spares, except the lighters, must be transported by launch from Tarbert Old Pier on East side to the Oil Terminal Berth and taken on board by ship's tackle.
**REPATRIATION:** Via Limerick.
**TIME:** See "Limerick".
**SHORE LEAVE:** No restrictions.
**TELEPHONES:** At jetty head. Tel.: Tarbert 30.
**AUTHORITY:** Limerick Harbour Commissioners.
**AGENT:** See "Limerick".

## SLIGO: 54.16 N. 08.28 W.

**DOCUMENTS:**
Crew List.
Aliens List for other than Irish and British Ships.
Customs Clearance from previous port.
Health Declaration.
Manifest.
Surveys 109 Deck Cargo, and 107 for Grain.

**PILOTAGE:** Tel. 071-73157 for Outside Pilot, Sligo 3036 for Inside Pilot who can be contacted on VHF Channels 12 and 16. Pilot boat a black yawl. Pilot boards off Raghley Head.
**ANCHORAGE:** East of Wheat Rock Buoy depth 40 ft.
**RESTRICTIONS:** Small vessels from half tide to two hours after high tide, large vessels near high tide and daylight.
**MAX. SIZE:** 275 ft. long, breadth not restricted, draft 16 ft. spring tides 13 ft. neap tides.
**HEALTH:** Home trade areas, verbal declaration, all others written declaration. Vessels from Great Britain automatic procedure. Suspected diseases inform Customs Officer or County Medical Officer of Health. Appropriate signals day and night.
**RADIO:** Malin Head, Wick or Port Patrick Radio.
**TUGS:** None.
**STEVEDORES:** 24 hours notice required. Coal 500 tons per day for crane. Fertilisers in bags two gangs, 500 tons per 8 hour day. Timber 40 stds. per hatch per day.
**MEDICAL:** No facilities.
**DENSITY:** 1004, high tide.
**FRESH WATER:** Available by hose, at 12½p ton.
**FUEL:** All grades available, 24 hours notice required.
**GANGWAY/DECK WATCHMEN:** Not necessary.
**OPENING/CLOSING HATCHES:** By crew.
**CERTIFICATES:**
Register.
Articles.
Lights Dues Certificate.
Deratisation Certificate.

**CUSTOMS ALLOWANCE:** Members of crew who remain on a vessel during stay in port allowed to retain, under certain conditions, the following quantities of the undermentioned goods:

Tobacco in any form (to cover 8 days): Master 8 oz. 200; Officers 6 oz. 150; crew members 4 oz. 100.

Spirits in any form (to cover 4 days) 1 pint (1 bottle each). Wine of any strength allowed in place of spirits at rate of one pint wine to ½ pt. spirits. In addition, an allowance of 1 quart of beer or 1 pint of wine n.e. 30° per man per day.

Members of a crew of whatever rank finally leaving vessel allowed take ashore, free of duty, for own personal consumption, following quantities of undermentioned goods, when they form whole of their unconsumed stores:

(a) If from ports in Great Britain, Northern Ireland, or the Isle of Man, or continental ports between the Elbe and Brest (except vessels crossing at regular and frequent intervals): Tobacco in any form 4 oz. Spirits (ordinary drinkable) ¼ pint. Spirits (Cordials or perfumed) ¼ pint.
(b) If from any other port, double the quantities specified at (a).
(c) Irrespective of the port from which arriving:

**IDENTIFICATION CARDS:** Required.
**CONSULS:** Netherlands Vice-Consul, Sligo 2622.
**REPAIRS:** Welding and light repairs.
**REPATRIATION:** Facilities exist.
**AIRPORT:** Dublin, 135 miles away.
**TIME:** GMT plus 1 hour. Reverting to GMT between October and March.
**HOLIDAYS:** St. Patrick's Day (17th March); Easter Monday; Whit Monday (1st Monday in August); 25th and 26th December. Not usual to work on any of these days.
**POLICE/AMBULANCE/FIRE:** 999.
**TELEPHONES:** None available for placing on board.
**GENERAL:** In North-west gales, shelter available at Killybegs Donegal Bay.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Sligo Harbour Commissioners.

## WATERFORD: 52.15 N. 07.07 W.

**DOCUMENTS:**
3 Manifests.
1 set Bills of Lading.
1 Crew List (aliens).
1 Ship Stores List.
1 Passenger List.

**PILOTAGE:** Compulsory. Tel. Address "Dunmore Pilots" 24 hours ETA if possible. Tel. Dunmore East 83119. VHF call sign "Dunmore Pilots". Channel 16 calling up, Channel 14 Working.

Pilot Boat black hull with words "Pilots" in white on sides. Location off Dunmore East Pier.

In event bad weather a vessel is directed to Passage East by VHF where a Pilot will board in smooth water.

**ANCHORAGE:** Good anchorage on Eastern Shore at entrance to Harbour in Easterly winds. 30 ft. LWOST.
**RESTRICTIONS:** Draft restricted by two bars. At Duncannon, a sand bar with a low water depth of 14·5 ft. The other at Cheek Point with low water depth 11·5 ft.

Vessels of deeper draft await tide at Dunmore East Anchorage.

**MAX. SIZE:** 450 ft. LOA normally; 475 ft. LOA by arrangement.

Draft 22 ft. neap tides; 24 ft. 6 in. spring tides. 5,000/7,000 dwt or 10,000 dwt partly laden.

**HEALTH:** Vessels fly "Q" flag, pratique given by Customs. Infectious diseases to be notified to Agent before arrival.

**RADIO:** Messages through Land's End or Valentia Radio Stations.
Harbour Commissioners have VHF station at Dunmore East, Channel 14 for calling, Channel 16 working.
A watch is kept at the station during the following hours:

| | |
|---|---|
| 0000 to 0100 | 1200 to 1300 |
| 0400 to 0500 | 1600 to 1700 |
| 0800 to 0900 | 2000 to 2100 |

**BERTHING:**
*North Side*

| *Jetties* | *Length* (m.) | (ft.) | *Approx. Depth LWOST* (m.) | (ft.) | *Cargo Handling facilities* | *Remarks* |
|---|---|---|---|---|---|---|
| National Board & Paper Mills | 45·7 | 150 | 6·09 | 20 | Bulk oil discharge | Private |
| Nos. 1, 2 and 3 Berths | 300 | 984 | 6·91 | 22′ 8″ | 2 @ 6-ton<br>4 @ 3-ton<br>Elec. portal cranes | Public<br>W.H.C. |
| No. 1 | 106·68 | 350 | | | | |
| No. 2 | 71·31 | 234 | | | | |
| No. 3 | 121·93 | 400 | | | | |
| Hall's | 79·25 | 260 | 7·62 | 25 | Grain elevators. Storage capacity of 25,000 tons | Private<br>200 tph. |
| *North Side* (*New Wharves*): | | | | | | |
| Frank Cassin Wharf (Container Wharf) | 154·2 | 506 | 6·85 | 22′ 6″ | 2 @ 35-ton gantry container cranes | W.H.O.<br>Private backed by Container Compound |
| New Container Berth | 100·58 | 330 | 7·82 | 25′ 8″ | 1 @ 35-ton derrick crane | W.H.O.<br>Public backed by Container Compound |
| No. 4 Berth | 146·3 | 480 | 7·82 | 25′ 8″ | *Proposed:* 2 @ 7½ ton grabbing cranes | W.H.O.<br>General |
| *South Side* | | | | | | |
| Forde Wharf, with Roll-on/roll-off terminal and compound | 91·4 | 300 | 6·91 | 22′ 8″ | 1 @ 20-ton<br>1 @ 6-ton elec. portal cranes | W.H.O.<br>Public |
| Clyde | 243·3 | 800 | 5·18 | 17 | 1 @ 25-ton electric derrck | W.H.O.<br>Public backed by container compound |
| British Railways | 85·3 | 280 | 5·48 | 18 | 1 @ 24-ton electric derrick | W.H.O.<br>Public backed by container compound |
| Graves & Co. | 82·3 | 270 | 5·48 | 18 | | Private timber wharf |

Also various Pontoons, etc., for Livestock loading.
There are various other cranes – 10 ton mobiles, forklifts, travel-lifts up to 28 tons, etc., available.

**TUGS:** No tugs available.

**BRIDGES:** Times of passing through Redmond and Suir Bridge for National Board and Paper Mills Berth and for vessels proceeding upriver to Fiddown, to be arranged by Ship's Agent.

**STEVEDORES:** Agent arranges discharge upon receipt of ETA.
Grain discharge: 1,400 tons per day (180 tons per hour).
Coal discharge: 300 tons per gang per day.
Sugar discharge: 800 tons per gang per shift of 8 hours.
Fertiliser discharge: 280 tons per gang per day.
Timber discharge: 30 standards per gang per day.

**MEDICAL:** Hospital and ambulance available. Arrangements made by ship's Agent.

**DENSITY:** 1008 at LWOST.

**FRESH WATER:** Available by hose 15 tons per hour.

**FUEL:** Supplies available by road tanker.

**DEVELOPMENTS:** Consideration being given to deepening the approach channel. The extension of the deep-water berths will have 25 ft. 8 in. alongside at low water spring tides. A roll-on/roll-off berth expected operational 1974.

**GANGWAY/DECK WATCHMEN:** Day watchmen not necessary. Night watchmen at Master's wish.

**OPENING/CLOSING HATCHES:** Done by crew.

**CERTIFICATES:**
Register.
Freeboard Certificate.
Tonnage Certificate.
Deratisation Certificate.
Radio Certificate.
Life-saving Appliance Certificate, etc.

**CUSTOMS ALLOWANCE:** Tobacco: Master 8 oz. Officers 6 oz. Crew 4 oz. Wine and/or Spirit: 1 pint spirits.

**CARGO GEAR:** Not beyond ordinary Factory Act requirements.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:** Belgian, French, Spanish, Danish – M. Farrell & Son, tel. 4978. Dutch Consul – S. Morris Ltd., tel. 4300.

**REPAIRS:** Minor repairs.

**DRY DOCKS:** No dry docks available.

**REPATRIATION:** Facilities exist.

**AIRPORT:** Dublin 100 miles, Cork 75 miles, Shannon 75 miles. Served by regular airlines.

**TIME:** GMT plus 1 hour. Reverting to GMT in winter months.

**HOLIDAYS:** St. Patrick's Day; Easter Monday; August Bank Holiday; Christmas Day; Boxing Day.

**POLICE/AMBULANCE/FIRE:** Police 4888; Ambulance 4844; Brigade 5555.

**TELEPHONES:** None available for placing on board.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Waterford Harbour Commissioners, George's Street, Waterford. Tel. 4907. Telex none.

# El Salvador

## ACAJUTLA: 13.35 N. 89.52 W.

**DOCUMENTS:**
1 Clearance.
4 Voyage Memorandum.
8 Crew List.
8 Disembarking Passengers' List (local passengers list).
8 Transit Passenger List.
8 Store List.
International Health Certificate.
Certified Manifests.
12 Copies of the Manifests.
12 Copies of Bill of Lading.
Cargo Distribution List.
Tally Books.

*Shipmaster's report:* Papers required for entering as follows:
1 L.P. 1 & 2 Health Form.
Clearance from Last Port.
4 Memorandum of Voyage.
5 Spanish Crew Lists.
5 Passenger Lists.
5 Store Lists.
2 Mail List.

Agent distributes all papers. Agent also supplies list of papers for next port.

Bond sealed. Shop not sealed.

**PILOTAGE:** Compulsory. (*a*) Vessels requiring Pilot use International Code Signals. (*b*) Pilot boards vessel at a distance between 1 and 2 km. from the port, where vessel should wait with engine stopped. (*c*) Pilot ladder required for boarding. (*d*) Gangway ladders should be raised and folded, derricks and cranes inside, anchors ready for berthing. Pilot is equipped with walkie-talkie for communicating with tugs.

**ANCHORAGE:** There is no specific anchorage area. Pilot meets vessel and immediately proceeds alongside. If there are no berths available, the vessel may anchor anywhere outside the dock.

**MAX. SIZE:**

| *Berth* | *Max. Draft* | *Vessel Length* | *Water Depth at MLW* |
|---|---|---|---|
| A–1 | 9 metres | 152 metres | 10 metres |
| A–2 | 11 " | 183 " | 12 " |
| B–3 | 9 " | 152 " | 10 " |
| B–4 | 11 " | 198 " | 12 " |
| B–5 | 9 " | 152 " | 10 " |
| B–6 | 9 " | 152 " | 10 " |

*Tankers:* At the sea-line berth, max. draft 12 metres and max. length 213 metres.

**HEALTH:** If there is any suspicion of illness aboard, Captain has to inform by radio 24 hours in advance, indicating nature of disease and all details. On arrival, vessel should anchor with yellow flag hoisted, to wait for the doctor of the port.

**RADIO:** There is no special key for calling. Port VHF service is open 24 hours a day. Contact through Channels 16 and 27.

Channel 27 receives on 157·35 MHz and transmits at 161·95 kHz. Business and operation.

Channel 16 156·8 mHz ship calling and Safety. Channel 14, working.

**TUGS:** Tow lines not usually used; if necessary the tug lines will be used, and their charge included in the whole service.

Three tugs, available, one 800 h.p., one 1,200 h.p., one 1,800 h.p. Tugs meet the vessels off the dock.

**BERTHING:** Vessels can berth in safety at any time, day or night.

In the case of cargo vessels it should be stressed that the swell experienced alongside is a serious problem and Masters would be well advised to make use of the shore lines offered on hire to save undue wear and tear on their mooring. Vessels frequently have to leave the berth because of the swell, and broken moorings are common.

There are two piers: the first one called "A" consists of a breakwater mole 763 metres long. The access mole runs for approximately 400 metres and has a free width of 7 metres. The pierhead which is 3 metres wide and 310 metres long, includes a combined breakwater, a mooring dock (2 berth capacity) and a transit shed. This pier can handle general and liquid cargo.

The second pier called "B" (4 berth capacity) is 360 metres long and has a free width of 28 metres. Products handled in this pier general and bulk cargo.

**MEDICAL:** There are doctors in the port who attend normal cases and specialists and hospitals in Sonsonate city at 20 km. (by road) and in San Salvador, capital of the Republic, 85 kms. from the port

**DEVELOPMENTS:** The construction of a breakwater at the end of existing pier head "A" will start in August 1974. The breakwater will extend in a N.W. direction in line with the existing pier for a distance of 35 metres, then change direction to the North with an angle of 30 degrees and extends 270 metres with a width of 18 metres. This breakwater will offer another berth capable of handling liquid and general cargo.

CEPA intends to develop the port to provide adequate facilities for the handling of containers in order to attend the further increase in the country's foreign trade and particularly to make provisions for the development of containerised berths in Central America.

**TANKERS:** Moorings at RASA (Refineria de Acajutla Sociedad Anonima). This refinery is the property of Esso Standard Oil and Shell Petroleum Company.

*Buoy Berth:* Depth of water is about 15 metres. Diameter of buoy lines, 2 of 25 cm. for clean products and one of 75 cm. for crude oil and fuel oil. There are no facilities for residue discharge.

**STEVEDORES:** Must be ordered 24 hours before arrival by Agent, confirmation by radio-telephone as to the number of gangs needed is always convenient.

A line handling gang is in constant attention all day, this gang also attends gangway. No charge for this service.

Stevedores are available for nightwork.

**DENSITY:** Salt water.

**FRESH WATER:** Delivered by hoses. Rate approximately 40 tph, cost US$0.50 per metric ton.

**FUEL:** Possible to supply diesel and Bunker "C" only in limited quantities delivered by lorries. Viscosities: Bunker "C" 175 Sec. Saybolt furol. Diesel 40 Sec. Saybolt universal.

**FIRE PRECAUTIONS:** Inspection of hoses; no smoking; not allowed to solder or light any kind of fire; isolation of the place of loading and discharging operations; fire equipment to be ready.

**GANGWAY/DECK WATCHMEN:** This service is done by the port staff free of charge.

**OPENING/CLOSING HATCHES:** This work is carried out by stevedores.

**SHIP CERTIFICATES:**

Vessel has to carry the Ship's Register (showing the register tonnage).
Derat. Certificate.
International Health Certificate.
Manifest Certificates.

**CUSTOMS ALLOWANCES:** Customs allow to take out of the vessel only tobacco for personal use. Not allowed to take any wine or spirits out of the vessel.

**CARGO GEAR:** Ship's gear used, equipment has to be in good state with certificates showing capacity and safety.

**IDENTIFICATION CARDS:** Not required, but each member of crew has to be in possession of a valid passport.

**CONSULS:** British Consul. In Sonsonate City there is the Consul of Guatemala Republic, tel. 51–0739, and in San Salvador City are Consulates for most countries.

**REPAIRS:** Possible to do minor engine and deck repairs. Other repairs can be carried out in San Salvador City. Any repairs that will delay sailing of vessels cannot be done without previous and specific authorisation of the manager of the port.

**REPATRIATION:** There are facilities for repatriation.

**AIRPORT:** There is an airport served by regular airlines in San Salvador at 95 kms. from this port (by road).

**TIME:** No alterations in time during the year; local time is GMT minus 6 hours.

**HOLIDAYS:** 1st January, Maundy Thursday, Good Friday and Saturday, 1st May, 10th May, 6th August, 15th September, 2nd November, 25th December; the port stops working only on 1st January, Good Friday and 25th December.

**POLICE/AMBULANCE/FIRE:** National Police (Sonsonate) tel. 51–0838; Ambulance (Sonsonate) tel. 51–0589; Fire (CEPA, Acajutla) tel. 52–3000.

**TELEPHONES:** No possibilities to install telephones aboard.

**GENERAL:** Quarantine authorities pay strict attention to the meat on board and its residuum to prevent fever and it is forbidden to remove any kind of meat from the vessel. Berthed vessels need, in case of swell, special hawsers and wires provided by the port, and charged to vessel.

Hire of these lines is US$0.60 each one and for every 1,000 tons gross.

**SERVICES:** No facilities to discharge tank-washings.

**SHORE LEAVE:** Members of the crew are allowed to go ashore.

**DELAYS:** There are no delays for mooring, loading and discharging. Refuelling bunkers operates slower than normal loading and discharging.

**AUTHORITY:** Comision Ejecutiva Portuaria Autonoma (CEPA); Avenida Cuscatlàn No. 317, San Salvador, El Salvador. C.A., tel. 22–3166, Area Code 503. Telex 20–194. Cables: CEPA, El Salvador. Port tel. 52–3000.

**AGENT:** F. D. Gibson & Company, POB 242, San Salvador. Tel. 213208. Telex 20174. Cables: "Gibson" San Salvador.

## LA LIBERTAD: 13.29 N. 89.19 W.

**DOCUMENTS:** Required:

*By Port Captainry*
Clearance from last port called.
2 Crew Lists.
1 Store List.
1 Passengers List. In case passengers disembarking, passports to be countersigned by the migration delegate have to be shown.
1 Voyage Memorandum.
1 Manifest of Cargo from each port.

*By doctor delegate of health*
Health Certificate.
1 Voyage Memorandum.

*By quarantine delegate*
Voyage Memorandum.
Crew List.
Cargo Manifest, one for each port.

*By CEPA delegate*
Voyage Memorandum.
Crew List.
2 Store Lists.
Cargo Manifest (5 copies).
Tally Books for cargo.
Number of tons of diesel on board.
Number of tons of water.

*By Customs delegate*
Voyage Memorandum.
1 Crew List.
Passengers List.
Store List.
Cargo Manifests countersigned by the Consuls each port of origin and 7 more copies for each one.

**PILOTAGE:** Vessels requiring a Pilot use International Code signals. No official pilot service.

**ANCHORAGE:** Depths of 60 ft. available. Vessels can anchor at a minimum distance of 1 km. from the quay. All dry cargo vessels work cargo at the anchorage. No quay berths available.

**HEALTH:** On arrival vessel should anchor and wait visit of Port Authorities. Any suspected diseases should be notified 24 hours in advance.

**RADIO:** VHF Service with transmission and receiving frequency of 27·075 mHz. In the dock the set is 100 watts AM, transmitter/receiver by three channels:

Channel 1 2163 kHz calling the tugboats.
Channel 2 2182 kHz calling and Safety.
Channel 3 2196 kHz calling the ships.

In the tugs, the sets are 60 watts AM, transmitter/receiver by five channels:

Channel 1 2163 kHz calling the dock.
Channel 2 2182 kHz calling and Safety.
Channel 3 2196 kHz calling the ships.
Channel 4 2638 kHz calling the ships.
Channel 5 2738 kHz calling the ships.

The following set is a monitor to receive emergency calls: 2163 and 2196 kHz.

**TUGS:** No tugs required or available.

**STEVEDORES:** 24 hours notice required to arrange gangs and barges.

**MEDICAL:** Inform Agent as soon as possible to arrange a medical visit. The port has doctors to attend normal cases, and there are specialists and hospitals in San Salvador (capital of the Republic) at 35 kms. by road from this port.

**TANKERS:** At Esso Standard Oil, S.A. terminal, vessels anchor and moor to three buoys about 900 yards South-east of the shore and about 1,000 yards South-south west of the pier. Pipeline extends from La Puntilla in a south-easterly direction. Two pipe-lines for discharging products to Esso Standard Oil, S.A. The end of each pipe-line is marked by a metallic buoy, the cargo hoses for No. 1 and No. 2 pipe-lines are connected by separate chain to a "Spreader" which by single chain is attached to a metallic marker buoy. On the "Spreader" there is marked, by welding, 1 and 11 where the chains are attached, indicating what pipe-line they are connected to. Ship's crew is used in connecting and disconnecting cargo hoses.

Vessels should moor only on high water during daylight hours; however, they may unmoor day or night. Launch available for mooring and running lines. Approach is made from the Eastward on a true course 270°, a marker buoy is placed temporarily at a distance of 700 ft. seaward from end of pipelines to guide vessel in mooring operations. The marker buoy should be passed on the inside at a distance of 50 ft. Port anchor should be dropped first when the end of the pier is in true bearing 006°. When about 7 shots of chain have run out, the starboard anchor should be dropped. The stern of vessel will swing or may be worked to Northward (starboard). A mooring line should be run to the port stern buoy from port side assisting in swinging the vessel into position. Vessel should tie up securely with three lines to each buoy, and anchor spread 60° with 60/76 fathoms of chain on each. The eyes of all lines to buoys should be well protected to prevent chafing on the buoys. When in position, the pipeline hose buoy is taken on board at the starboard side.

**DENSITY:** Salt water.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**GANGWAY/DECK WATCHMEN:** There is a service of watchmen provided by Customs.

**OPENING/CLOSING HATCHES:** Carried out by stevedores.

**SHIP CERTIFICATES:**

Ship's Register.
Derat. Certificate.
International Health Certificates required.

**CUSTOMS ALLOWANCES:** Only tobacco for personal consumption may be taken ashore. No wine or spirits to be taken ashore.

**CARGO GEAR:** Vessels' cargo gear to be in good condition with certificates of capacity and safety.

**IDENTIFICATION CARDS:** Not required if crew members possess passports.
**CONSULS:** In the capital, San Salvador, 35 km. from the port, there are consulates for most countries.
**REPAIRS:** It is not possible to have repairs.
**REPATRIATION:** Facilities available.
**AIRPORT:** There is an International airport served by regular airlines in San Salvador, distance approximately 46 kms. from the port.
**TIME:** GMT minus 6 hours. No alteration.
**HOLIDAYS:** Festivals: Saturday of the Holy week, 14th April, 10th May, 22nd June, Corpus Christi, 5th August, 12th October, 24th October, 5th November, 7th December, 24th December, 31st December. Legal holidays: 1st January, Maundy Thursday and Good Friday, 1st May, 6th August, 15th September, 2nd November, 8th December, 25th December. The port is only completely out of work on the following days: 1st January, Good Friday and 25th December.
**POLICE/AMBULANCE/FIRE:** National Police (La Libertad), 35–3175; Ambulance (San Salvador), 21–9406; Fire (San Salvador), 21–8661.
**TELEPHONE:** It is not possible to place telephones on board.
**GENERAL:** Quarantine Authorities prohibit removal of meat from the vessel.
**SHORE LEAVE:** Crew is allowed to go ashore.
**AUTHORITY:** Comision Ejecutiva Portuaria Autonoma (CEPA), Avenida Cuscatlān No. 317, San Salvador, El Salvador, C.A., tel. 23–4122. Cables: CEPA, El Salvador.

**AGENT:** F. D. Gibson & Co., PO Box 242, San Salvador. Tel. 21.32.08. Telex 20174. Cables: "Gibson".

### LA UNION (Cutuco): 13.20 N. 87.51 W.

**DOCUMENTS:** See "Acajutla".
**PILOTAGE:** Obtained usually through Agent, can be cabled request to Port Captain-La Union.
**ANCHORAGE:** La Union Bay – up to 34 ft. Approximately 14 Class II and a large number of Class III anchorage berths are available in the harbour. Five Class II berths are in the vicinity of the pier in depths of 33 ft. to 30 ft., and approximately 9 more, in depths of 70 to 30 ft., are just Westward of Isla Zacatillo. The first area has a mud bottom; the second is sandy and rocky. The large number of Class III berths are in an area Northward of the pier and in the area between the two anchorages providing Class II berths. The least depth in each of the areas is 25 ft. A large number of relatively unsheltered anchorage berths of all classes is available outside the harbour in the Gulf of Fonseca.
**RESTRICTIONS:** Enter any time – preferable on flood tide with draft over 24 ft.
**MAX. SIZE:** Largest vessel that can be accommodated in harbour would occupy an anchorage berth with a minimum depth of 43 ft. and a diameter of 3,300 ft. Largest vessel that can be accommodated alongside wharf would occupy a berth with least depth of 25 ft.; length is not a limiting factor, although a maximum 550 ft. is recommended, due to strong currents, 3 knots, and pressure on part of any vessel extending for any greater distance beyond length of wharf.
**HEALTH:** Disease should be reported. Pratique necessary on each occasion.
**RADIO:** Direct to Agents or Guarailco, San Salvador.
**TUGS:** No tugs required.
**BERTHING:** Berthing usually carried out on slack tides due to cross currents, up to 3 knots. The estimated military port capacity is 1,800 tons of general cargo per day. Port can accommodate two standard-type ocean-going cargo vessels, and possibly one alternative class T/C (small ocean-type tanker under favourable conditions) alongside berths, and approximately 14 ocean-type cargo vessels, and a large number of Class III (coaster-type cargo vessels) at anchorage berths. Roll-on/roll-off pier, depth alongside 16 ft. LW.
**STEVEDORES:** Prior advice preferable. Stevedore force consists of 12 gangs of up to 16 men per gang for on-board work. Similar gangs are available on pier, and up to 300 labourers, crane and fork-lift operators comprise shore gangs.
**MEDICAL:** Services available – no special restrictions.
**TANKERS:** Drafts 25/34 ft. fore and aft. Tankers of up to 550 ft. in length can be accommodated at either side of pier, where adequate connections of 6–8 in. and 10 in. pipe-lines are located. Largest vessel that can be accommodated alongside would occupy a berth with a least depth of 25 ft.; length is not a limiting factor, except as noted previously.
**FRESH WATER:** Four 2 in. connections on each side; volume estimated at 10 tons per hour.
**FUEL:** Bunkers and diesel – can be delivered when berthed.
**GANGWAY/DECK WATCHMEN:** Not required – National Marines on guard.
**OPENING/CLOSING HATCHES:** Carried out by stevedores.
**CUSTOMS ALLOWANCE:** Not controlled, but restricted ashore.
**IDENTIFICATION CARDS:** Passes for leaving ship to have Captain's signature.
**CONSULS:** Only Nicaragua is represented.
**REPAIRS:** No facilities.
**REPATRIATION:** Can be arranged.
**AIRPORT:** San Salvador – 120 miles away – regular airlines.
**TIME:** GMT minus 6 hours. No alterations.
**HOLIDAYS:** Easter Thursday, Good Friday. Port not worked only on those dates.
**POLICE/AMBULANCE/FIRE:** In La Union – proximate to Port.
**TELEPHONES:** None available.
**SHORE LEAVE:** Allowed.

**AUTHORITY:** International Railways of Central America.
**AGENTS:** F. D. Gibson & Co., PO Box 242, San Salvador. Te 21.32.08. Telex 20174. Cables: "Gibson".

## Ethiopia

### ASSAB: 13.01 N. 42.44 E.

**PORT LIMITS:** A line drawn from Ras Gombo to the Northern point of Umm al Baher (Islands) to Southern point of Umm al Baher then to Ras Marcanah.
**DOCUMENTS:**
5 Manifests for transit passengers and passports.
5 Manifests for landing passengers and passports.
5 Crew Lists.
1 complete Crew Provisions List.
1 Crew Personal Effects List.
1 Store List.
6 Cargo Manifests.
**PILOTAGE:** Compulsory. Pilots take tankers in and out of oi harbour only during day-time. Pilots embark about 1 mile N.N.E from Northern extremity of breakwater. Commercial harbour gives 24 hr. service. Vessels calling Assab must advise agent through Assab Coastal Radio Station by call sign ETC. Assab Radio Signal Station is available.
**ANCHORAGES:** Assab Bay provides good anchorage in 42 to 48 ft. of sand and coral bottom, good holding ground. Generally weather in Assab can be divided into two: summer time and winter time weather, during summer (May–September) Northerly wind blows with a maximum force of 3/4 BS. During winter time (October-April) South-easterly local monsoon winds blow usually 5/6 BS but reaching force 7/8 BS during day time and generally drop at night. This 7/8 BS force is mainly experienced about December to February.
**RESTRICTIONS:** There are two entrances, the North and the South entrance, the depth at the entrances is 38 ft. Least width 1,300 ft.

Vessels of any size enter or leave port during hours of darkness except tankers, and vessels carrying dangerous cargo. In these cases, where vessels are carrying explosives or other dangerous cargoes, Agents of calling vessels must notify the Port Office in advance of discharging and/or loading of explosives. Inflammable and other highly dangerous cargoes in commercial harbour are permitted from 0600 to 1800 hours local time.
**MAX. SIZE:** Largest vessels which can enter commercial harbour 800 ft. LOA, 80 ft. beam, 34 ft. draft.
**HEALTH:** Quarantine and sanitation services available. Quarantine officer boards arriving vessels and necessary medical clearance given.
**RADIO:** Coastal radio station available (*a*) position Latitude 13° 01′ 24″ N. (*b*) Longitude 42° 44′ 38″ E. Coastal radio station in service for 13 hrs. per day 0700 to 2200 hr. Call sign ETC. Transmits traffic lists on 489 kc/s after a preliminary announcement on 500 kc/s, 30 minutes past each odd hour starting at 0500 and ending 1700 (0530, 0730, 0930, etc.).

(*c*) Transmit traffic lists on 6509 at 0500, 0900 and 1300 and searches 6265·5–6280·5 between 0515–0600, 0915–1000, and 1315–1400.

(*d*) Transmit traffic lists on 8618 0700, 1100 and 1500 and searches 8354–8374 between 0715–0800, 1115–1200 and 1515–1600.

(*e*) Rates shall include station charges and charge of transmission over telecommunication network within Ethiopia.

(*f*) Accepts ship letter telegrams (SLT) from ships for delivery in Assab.

(*g*) For radio telephone service. Station keeps watch and replaces on 2182 for radio telephone service at 0615–0700, 0815–0900, 1015–1100, 1215–1300, 1415–1500, 1615–1700 and transmits traffic same hours on 4379·3. Service hours will be extended to 24 hours.
**VHF:** In the near future, VHF system will be installed in the port.
**TUGS:** Tug service compulsory for ships over 300 NRT. Two tugs of 600 HP each, attend ships during arrival and departure and one salvage tug of 1,000 HP is in service.
**BERTHING:**
(*a*) *North Half Jetty 1,620 ft. long, 36 ft. depth.*
(*b*) *South Half Jetty.*
(i) 1115 ft. long and 33·8 ft. depth.
(ii) 459 ft. long and 29·5 ft. depth.
(iii) 164 ft. long and 19 ft. depth.
(*c*) 2 coaster piers, each 260 ft. long 26 ft. depth.
Fenders are excellent and protect ships from impact; harbour is modern and has modern breakwater 711 metres long. Seven big ships and four coasters can be accommodated at a time.
**STEVEDORES:** Fourteen stevedoring agencies, any kind of cargo can be discharged and loaded. Skilled labourers and loading/discharging capacity are respectively 30–15 per hour. Crane lift capacity 30 tons.

Normal working hours: 0700 to 1200 hours, 1600 to 1800 hours. Work can be performed 24 hours a day including holidays.
**MEDICAL:** One hospital in town and clinic in port. When sick person on board, hoist (by day) International code flag "W", (by night) three lights in vertical line upper one red, and middle and lower white lights. Doctor may be called on board at any time to attend sick crew or passengers by arrangement with Agents.
**TANKERS:** Oil harbour about 1·5 miles South-east of commercial

harbour with draft 33 ft. Crude oil discharging terminal 500 metres from Southern end of breakwater open sea buoy berth – tankers of 800 ft. length, and 36 ft. draft can be accommodated. Diameter of pipeline for loading and discharging black products – 12 in., white products 10 in.

Tankers are moored at this harbour by dropping two anchors and tying up two ropes from each quarter to the buoys, and one rope from each quarter to the dolphins. All grades of oil in bulk discharged into shore storage tanks from this harbour, and fuel oil is discharged from the Commercial Harbour.

In Assab, the petroleum installations are of Shell Red Sea Co., and Mobil Oil East Africa Co.

**SALT LOADING TERMINAL:** Located 1·7 miles from the Commercial Harbour, salt loading ships drawing up to 33 ft. are berthed at this terminal using two anchors and mooring to buoys and dolphins.

**DENSITY:** At berths is 1·03 while the tides are negligible for all seasons; maximum 1 ft.

**FRESH WATER:** Available. Supplied upon request by agent and can be delivered at 60 tons per hour.

**FUEL:** All grades available, at commercial harbour. Advance notice necessary. Rate of 300 tons per hour.

**FIRE PRECAUTIONS:** Modern fire brigade.

**GANGWAY/DECK WATCHMEN:** Watchmen on deck necessary, and rate arranged as per agreement of employer and employee.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**CERTIFICATES:** All ship's International Certificates should be on board.

**CUSTOMS ALLOWANCES:** Tobacco, 400 cigarettes. Wine and/or Spirits. One litre or bottle of spirit.

**CARGO GEAR:** Different types of certified cargo handling equipment available.

**IDENTIFICATION CARDS:** Needed.

**CONSULS:** Only Italian Consulate in Assab, others live in Asmara the capital city of Eritrea.

**REPAIRS:** Minor repairs can be carried out at Port Office workshop.

**REPATRIATION:** Possible.

**AIRPORT:** 15 kilometres from Assab. Ethiopian Airlines. Five domestic flights per week.

**TIME:** GMT plus 3 hrs.

**HOLIDAYS:** See "Massawa".

**POLICE/AMBULANCE/FIRE:** *Port Police* Tel. 60049; *Haileselassie I Hospital* Tel. 60119; *Port Office fire brigade* Tel. 60102.

**GENERAL:** One modern hotel and one motel with full facilities available in town.

**SHORE LEAVE:** Crew allowed ashore, with boarding passes.

**AUTHORITY:** Ministry of Communication, Department of Marine, PO Box 58, Port Office, Assab, Ethiopia. Tel. 30, 67. Cable address "Asbour-Assab".

Port Address: Acajutla. Tel. 52–3000.

**AGENTS:** Flli-Biga et Cie, Via Dogali, PO Box 48, Assab. Tel. 66.00.37. Correspondence to Main Office: PO Box 1108, Asmara. Telex 2037 "Speditafrica". Cables: "Speditafrica".

## MASSAWA: 15.37 N. 39.28 E.

**PORT LIMITS:** The coastline of Gurgussum Peninsula, at 15° 39′ N. to a point 15° 39′ N. 30° 30′ E. to 15° 35′ N. 39° 30′ E. to the coastline at 15° 35′ N. 39° 26′ 50″ E.

**DOCUMENTS:**

2 sets Manifests.
2 sets Bills of Lading.
5 Crew Lists.
5 Passenger Lists.
2 Stores Lists.

**APPROACHES:** Through North channel and South channel. In channel, in direction of leading lights 243°, maximum depth 31 ft. (but alongside 30 ft.). Marking buoy showing a wreck in position approximately 200 metres South East of North breakwater.

**PILOTAGE:** Pilotage is compulsory for all vessels over 100 nrt. Pilot section headed by a Chief Pilot and two other Pilots.

There are two pilot boats. ETA should be given to Agent who will inform Pilot 72 hours prior to arrival. Signal tower located in port area contacts vessel on arrival informing Agent and Pilot, and receiving or transmitting by Morse lamp messages to and from vessel.

**ANCHORAGES:** 8 cables East of main lighthouse. Anchorage North of leading light not recommended.

*Tides.* Normally the range of tide varies between 1·5 and 2·0 metres, but during spring tide season the range varies up to 3·0 metres.

**MAX. SIZE:** Length 520 ft., draft 30 ft.

**HEALTH:** Doctor normally boards with Pilot, but can be asked to board together with Customs and Immigration while vessel on roads. All crew members must be vaccinated against smallpox and yellow fever, and possess necessary certificates. Deratisation and other health certificates required. Deratisation cannot be effected at Massawa, but exemption certificate can be obtained.

**RADIO:** Assab Radio, call sign ETC, Djibouti Radio, or Aden Radio may be used. Asmara Radio, call sign ETC 2, working hours 0500 to 1700 GMT. Radio-telegraphy and radio-telephone services.

**TUGS:** Join vessel in port. Compulsory.

Three tugboats are available, two of 350 h.p. and the third 1,000 h.p. The smaller motor tugboats used for assistance mainly within the port limits, and the deep-sea salvage motor tugboat, for salvage operations, but whenever conditions demand, is also employed for assistance within the port.

**BERTHING:** Vessels normally drop anchor before berthing.

*Commercial Harbour:* Six berths, namely 1 to 6, and the overall distance from Berth No. 1 to Berth No. 6 is 907 metres. These berths normally used by vessels handling general cargo, bagged cargo and livestocks. Depth of water at mean low water springs (MLWS) is shown below:

Berth No. 1 – 16 ft. 6 in.
Berth No. 2 – 24 ft. 6 in.
Berth No. 3 – 28 ft. 6 in.
Berth No. 4 – 28 ft. 0 in.
Berth No. 5 – 27 ft. 0 in.
Berth No. 6 – 30 ft. 0 in.

*Salt Berth:* This is a single berth where vessels load salt in bulk. The depth at the berth is 32 ft. Maximum draft 29 ft. Loading with the help of conveyor belt at the rate of about 300 tons per hour.

*Cement Berth:* Depth 18 ft.

*American Jetty:* Depth 18 ft.

However, dredging will be carried out to accommodate vessels of a greater draft in the near future.

**STEVEDORES:** Radio 24 hours' notice of ETA stating number of gangs required. Loading discharging rates 5 tons per hour on general, 10/15 tons per hour on bagged cargo.

**DENSITY:** 1025.

**MEDICAL:** Notice should be given to Agent only when specialist needed. Hospital treatment available. Dental facilities available at Asmara, 110 km. away.

**TANKERS:** AGIP, Arkiko oil station terminal: max. draft for entering channel 29 ft.

Total Pier, depth alongside 36 ft., max. draft 30 ft.

**FRESH WATER:** Supplied alongside, Maximum rate 600 tons per day or by barge of 50 tons on roads. Barge can be loaded/discharged in eight hours.

**FUEL:** Can be obtained alongside oil terminals and at Berths 5 and 6 for heavy fuel only. Diesel can be supplied by lorries alongside. No bunker barge available.

**GANGWAY/DECK WATCHMEN:** Compulsory when alongside.

**OPENING/CLOSING HATCHES:** Normally by labourers, but can be done by crew.

**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes per man. New allowance can be delivered after one week. Wine/Spirits: 1 bottle of wine/spirits (opened). Wine and beer quantity necessary for the stay in port allowed upon reasonable request on arrival.

**IDENTIFICATION CARDS:** Not needed. Immigration gives port entry card (without crew member's name) which must be given back prior to departure. In case of loss a fine is likely.

**CONSULS:** Italian Vice-consulate, Box 62. Tel. 52214. Other consulates at Asmara for Belgium, France, Gt. Britain, Italy, Sudan and U.S.A.

**REPAIRS:** Good workshops for minor engine repairs. Slipway for vessel up to 600 grt.

**REPATRIATION:** Via Asmara. Daily flight Massawa–Asmara, then by international flights. Or Massawa–Asmara by road, 110 kms., asphalt road.

**AIRPORT:** 7 km. from port with daily service to Asmara. International airport at Asmara 60 km. by air.

**TIME:** GMT plus 3 hours.

**HOLIDAYS:** All Sundays; Ethiopian New Year's Day (11th September); the Feast of Finding the New Cross (27th September); the Coronation Day of H.M. The Emperor (2nd November); Christmas Day (7th January); the Feast of Epiphany (19th January); Ethiopian Martyr's Day (20th February); Commemoration of Battle of Adwa; Good Friday (one week after Catholic G.F.); Easter Monday (one week after Catholic G.F.); Return of H.I.M. to Addis Ababa (5th May); the Birthday of H.I.M. (23rd July); the Feast of Assumption (22nd August).

**POLICE/AMBULANCE/FIRE:** Police, tel. 52425; Ambulance, tel. 52234-5-6; Fire Brigade, tel. 52220.

**TELEPHONES:** Possible to place telephones on board. Arranged by Agent.

**SERVICES:** Radar and gyro compass technician available, but special spare parts not available.

**SHORE LEAVE:** Crew cannot leave vicinity of Massawa without special immigration permit.

**AUTHORITY:** Department of Marine, Port Office, Massawa. P.O. Box 73. Cable: Masbour.

**AGENT:** Please always address to: Asmara Head Office – Fratelli Biga & Company Viale Leonardo de Vinci 2/14 – Asmara PO Box 1108. Share Company – Shipping Chartering, Stevedoring and Forwarding Agents (SCAC Group). Branches Massawa, Assab, Ababa, and Djibouti. Telegraphic "Speditafrica" Asmara. Telex 2037 "Speditafrica" Asmara. Tel. 11.03.59–11.03.62 Asmara. Tel. 55.21.4 Massawa. Home Tel. Shipping Advisor 13901 Asmara.

## EQUATORIAL GUINEA: (Formerly Spanish Guinea)

*ALL ENTRIES ARE SHIP'S OFFICERS REPORTS.*

*REPORT NO. 1. PURSER'S REPORTS*

### MALABO: (Formerly Santa Isabella)

*Documents:*

9 Crew Lists.
9 Passenger List (Marked "done" if no passengers on board).

3 Customs Declaration.
3 Stores and Provisions.
4 Arms and Ammunition.
1 Vaccination List (Smallpox, Cholera and Yellow Fever).
9 Cargo Manifests.

*Stores:* No stores were purchased at this port, advise top up prior to calling at this port.

*Mail:* Advisable to send to next big port.

**BATA:** Same papers as above. No officials come out to the ship at this port, however, papers should be kept ready. Vessels moor to a buoy for discharge.

*REPORT NO. 2. SHIPMASTERS REPORT*

### BATA: 01.52 N. 09.46 E.

Roadstead with single point mooring buoy connected to the shore with 6 in. pipeline, 6 in. hose: (everything in a deplorable state). No tugs or pilots available. Master should have local knowledge when approaching berth in hours of darkness. Vessels are moored with 2 anchors forward and 2 ship's lines (plus two 8 in. shore lines) to the single point mooring buoy. 5 lengths of 15 metre hose available. Preferable stern discharge connection to be used. Max. pressure: 4 kg/cm². All grades through this line. Linewash of water in between the different grades. There is rubber ball for cargo separation.

*Advice:* 1. In view of the deplorable state of buoy, lines and hose, masters should be very careful in mooring their vessel – which has to be done by himself – in order not to damage same.
2. Masters should have ships motorboat ready to run ships's lines to the buoy because motor launch, which is supposed to do this is very old and liable to breakdown at a crucial moment.
3. Anchors should be dropped in a position S.W. of the buoy in order to stay well clear of the unmarked wrecks, in good holding ground with 4 to 5 lengths of chain.
4. Tidal currents move the ship relative to the mooring buoy – so it is necessary to heave anchors tight – bearing in mind that the construction, etc. of the buoy is very weak.
5. The buoy carries a light but the light does not work. Anyway mooring after dark is not advisable.

*Documents:* Only a small customs post available here:
1 Cargo manifest.
1 Store Manifest.
1 Crewlist.

*Custom allowance:* No restrictions – no sealing of bonded stores.

*Shore leave:* Allowed by ship's boat.

*Radio communication:* None. Though there are officially coast radio stations in this country, they do not operate on schedule. Telegrams should be sent via coastal radio stations of other countries. No VHF.

### PUERTO MACIAS, (Puerto Nuevo): 01.49 N. 09.44 E.

Situated about one mile south of the mouth of the Rio Ekuku. This is quite a new jetty – developed in 1973 – shaped like the letter "L", where the long leg of this "L" is connected to the shore and 4 dry cargo vessels can moor alongside the short leg in about 14 metres of water. Every vessel has on her off-shore side 2 mooring buoys to assist in mooring and unmooring. No tugs available. Though it is stated that a pilot is available, this information should be treated as unreliable. The pier is used for the discharge of general cargo and the loading of logs and sawn wood. According to information received this jetty will be made available to tankers for discharge of oil products.

*Documents:* See "Bata". This new jetty falls under the jurisdiction of "Bata" authorities.

*Radio communication:* See "Bata".

### REY MALABO, (formerly Santa Isabel): 03.46 N 08.48 E.

Situated on the Island of Macias Nguema Biyogo (formerly Fernando Poo) Capital of the Republic of Equatorial Guinea.

*Documents:*
9 Crew Lists.
3 Store manifests.
3 Crew declarations.
2 Lists of Arms and ammunition.
4 Lists of Ports of Call.
2 Passenger lists or negative.

*General:* No tugs.

*Pilots:* effectively none. Only a locally informed inhabitant of this port comes on board to inform the Master, he is equipped with a large scale Spanish chart of this bay, but he has no nautical knowledge and he does not know how to handle a ship.

*Note:* 1. Masters should bear in mind that they have to manoeuvre and moor the vessel themselves.
2. In view of the continuous breakdowns (and insufficient power) of the mooring-launch it is absolutely necessary to have the ship's motor boat at stand by to run the ship's mooring-lines ashore.

*Mooring procedure:* Tankerberth: old jetty (muelle viejo). The ship should be moored stern-to to this jetty. On entering the port with the lights in line starboard anchor is dropped in the middle of the bay and the ship has then to manoeuvre around with her own engines, till in line with the berth. NB. Because there is very seldom anybody present at the jetty to accept the mooring lines (on arrival as well as on departure) the vessel's crew should be kept on stand by to do this job.

*Arrival/Departure:* Between 0600 and 1800 hours.

*Tankers:* Preferably stern discharge into a 6 in. line with 6 in. hose. All grades through one line – Linewash with water in between – pressure 4 kg/cm² Max.

*Dry cargo vessels:* Berth at a new jetty on the West side of the bay. No cranes available.

*Advice:* 1. Masters should be very careful when dropping their anchors as some vessels (Man of war) moor with their sterns to the dry cargo jetty and have their anchors in the middle of the bay. These anchors are very easily fouled by incoming vessels anchors. A useful suggestion might be to put anchor buoys on the anchors in order to show another incoming ship their position.
2. Because it is quite difficult to manoeuvre a tanker around in this bay without any tug assistance, it should be born in mind that when the wind is over force 2 manoeuvring with a sizable vessel is apt to falter, and no assistance can be expected from any quarter.

*Departure:* Vessels are free to leave within mentioned hours without pilot.

*Radio communication:* See "Bata".

*Custom allowance:* No limit – no sealing of bonded stores.

*Shore leave:* No restrictions, but with own motor boat.

*Currency:* Eq. Guinea Peseta = Spanish Peseta.

## Faroe Islands

### KLAKKSVIK: 62.14 N. 06.35. W.

**DOCUMENTS:**

*One of each:*
Crew List.
Passenger List.
Custom Documents (one list crew's quantity of tobacco and spirits).
Health Document.
Manifest.
Bill of lading.

**PILOTAGE:** Not compulsory but available. Give ETA via Torshavn radio, OXJ, one or two hours before arrival, and Pilot will meet vessel in Roads. International signals can always be used. VHF Channels 16, 12, and 6 in use.

**ANCHORAGE:** In Roads in 12 to 20 fathoms; good anchorage.

**RESTRICTIONS:** No restrictions upon entry.

**MAX. SIZE:** Up to 450 ft. length, but draft must not exceed 20 ft.

**HEALTH:** Pratique usually automatic.

**RADIO:** Torshavn Radio, OXJ, is only coast station in Faroe Isles.

**TUGS:** No tugs available.

**BERTHING:** Ships will be berthed on arrival, if ETA announced 12 hours before arrival.

**STEVEDORES:** Ships Agent will arrange stevedores.

**MEDICAL:** Inform doctors before arrival. Hospital facilities available.

**TANKERS:** Only small tankers, up to 2000–3000 tons can be handled.

**FRESH WATER:** Available from quay. 30 tons per hour.

**FUEL:** Diesel oil available, usually without notice (or short notice).

**DEVELOPMENTS:** Berthing place will be widened about 600 ft. on each side of bay and permissible draft will be increased.

**GANGWAY/DECK WATCHMEN:** Watchmen usually unnecessary, but available if desired.

**OPENING/CLOSING HATCHES:** Normally done by crew.

**CUSTOMS ALLOWANCE:** Tobacco, 200 cigarettes. Wine and/or Spirits, one bottle of wine and one of spirits.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:** British, tel. 5109 and 5489; Norwegian, tel. 55018 and 55353.

**REPAIRS:** All types of deck and engine repairs possible. Slipways for ships up to 200 ft. length.

**REPATRIATION:** Small changes in crew can usually be arranged and, for example, sick seamen/fishermen are often sent home, when recovered.

**AIRPORT:** Nearest airport on Vagoy, about 6 hours travelling. Regular flights, 6 a week.

**TIME:** GMT. Permanent.

**HOLIDAYS:** Cargo work can be arranged on holidays.

**POLICE/AMBULANCE/FIRE:** Police 5348; Ambulance 5464; Fire 04.

**TELEPHONES:** Can be arranged on board at one berthing place, at about 50,00 kr plus dues for conversations.

**SERVICES:** Compass adjusting, day and night.

**SHORE LEAVE:** Crew members allowed ashore.

**DELAYS:** Normally there are none.

**AUTHORITY:** The Harbour Office, Klakksvik, tel. 5081. (Harbour master private 5146 if 5081 does not answer).

**AGENT:** Christen Joensen, Klakksvik. Tel. 55922.

### SOERVAAG: 62.04 N. 07.18 W.

**DOCUMENTS:**

Bill of Lading
Customs Documents (including Crew List).
Ship's Certificate (stating size of ship).

**PILOTAGE:** Ships can call Pilot via Thorshavn Radio. Pilot has good knowledge of local conditions.

**ANCHORAGES:** Danish Chart No. 82 – on Soervaag fjord – can be recommended as good. Bottom gravel.
**RESTRICTIONS:** Difference between high and low water up to 2 metres on springtide, and up to 1 metre on neaptide.
**MAX. SIZE:** Largest vessel reported in Soervaag was 12,000 dwt. tanker. Harbour about 150 metres long and formed with one long pier and another one stretching from it. Draft at pier 8 metres. Pier runs North-east/South-west.
**HEALTH:** Ships coming from countries having epidemic-disease have to fly the flag "Q". No persons allowed connection with shore, before official doctor given free pratique. Doctor comes from Midvaag or Wesmannahavn and can be at Soervaag in ½ hour.
**RADIO:** Only civilian radio on Faroe Islands is Thorshavn-Radio (Int. call sig.: OXJ) via this radio ships can call for medical assistance and weather forecast. These two services are free. All traffic to Faroe Islands via Thorshavn-Radio.
**TUGS:** No actual tugs can be obtained, but many small vessels which can be used as tugs.
**BERTHING:** Captains should take care when berthing not to come on to East side of pier – owing to very low water.
**STEVEDORES:** Arranged through A/S Nl. Niclasen, Soervaag, or Harbour Master.
**MEDICAL:** Hospital in Thorshavn with all facilities.
**TANKERS:** Ordinary pier also used by tankers (draft 8 m.) size of load/discharge-lines: 3 in. and 6 in.
**FRESH WATER:** Ships can obtain fresh water direct from pier.
**FUEL:** Marine diesel fuel; turbo-jet A1–100; gasoline–petroleum.
**GANGWAY/DECK WATCHMEN:** Not required.
**OPENING/CLOSING HATCHES:** Captains have to make arrangement with stevedores, receivers or shippers.
**CUSTOMS ALLOWANCE:** Tobacco, each crew member is allowed to have 200 cigarettes or 250 gm. of tobacco. Wine and/or Spirit, crew members not allowed any wine or spirit. Captain allowed 2 bottles every second day.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Belgium, Finland, Greece, Iceland, Norway, Spain, U.K., West Germany, Brazil, France, Holland, Italy, Portugal, Sweden,
**REPAIRS:** Small deck and engine repairs carried out.
**DRY DOCKS:** On Skaalefiord, dry dock up to 1,500 dwt.
**REPATRIATION:** Available.
**AIRPORT:** Faroe Island has one airport – only 3 km from Soervaag. During summertime daily services to Bergen, Norway and Copenhagen, and weekly services to Glasgow.

During wintertime weekly services to above destinations.
**TIME:** GMT. Permanent.
**HOLIDAYS:** Same as Denmark.
**POLICE/AMBULANCE/FIRE:** Police 8; Ambulance 8; Fire 4 or 46.
**TELEPHONE:** Telephones can be placed on board.
**SHORE LEAVE:** Crew members are allowed ashore.
**REGULATIONS:** Per ordinary regulations in Danish ports. Harbour dues to be paid before ship's departure.
**DELAYS:** Usually none.
**AUTHORITY:** Harbour Master, Soervaag, 3800 Faroe Islands. Tel. 7 or 46. Telegrams: Harbour Master Soervaag Faroe Islands.

### TÓRSHAVN: 62.00 N. 06.45 W.

**DOCUMENTS:** See "Klakksvik".
**PILOTAGE:** Not compulsory. Can be obtained through Torshavn. Radio 2182 kHz. or Channel 16 VHF (Harbour Office).
**ANCHORAGES:** Due South of breakwater in depths about 30 fathoms.
**MAX. SIZE:** Maximum draft 25 ft. This is only restriction.
**HEALTH:** Pratique usually automatic.
**RADIO:** Tórshavn Radio, OXJ.
**TUGS:** No tugs available.
**STEVEDORES:** Must be arranged with the Agent.
**FRESH WATER:** 100 tons per hour, by pipe-line.
**FUEL:** All kinds of fuel at 100 tons per hour.
**GANGWAY/DECK WATCHMEN:** Not necessary.
**OPENING/CLOSING HATCHES:** By crew.
**CUSTOMS ALLOWANCES:** Tobacco (½ carton); wine/spirit (1 bottle).
**IDENTIFICATION CARDS:** Not required.
**REPAIRS:** All kinds are possible.
**DRY DOCKS:** Slipway for vessels up to 1,000 tons.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Regular airlines, two hours by car from Airport.
**TIME:** GMT Permanent.
**HOLIDAYS:** Cargo work can be arranged on holidays.
**POLICE/AMBULANCE/FIRE:** Police, 1448; Ambulance, 3540; Fire, 04.
**TELEPHONES:** No facilities.
**SERVICES:** Compass adjusting only.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Tórshavnar Havn, Tvøroyri, Vág, Saltangará, Kollafjørd, Klakksvík. Tel. 1762–2047–1547.

### TRANGISVAAG: 61.33 N. 06.50 W.

**DOCUMENTS:**
1 Crew List.
1 Passenger List
1 Bill of Landing.
1 Bonded Store List.

**PILOTAGE:** When Pilot required pre-arrange with Agent by telegram or telephone, 2 hours notice ETA wanted. Pilot boat is local fishing-boat, usually boarding vessel at harbour entrance.
**ANCHORAGE:** Safe sheltered harbour up to 30 fathoms deep along the entrance transit bearing. Vessels anchor one cable off shore in 8 fathoms, clay bottom.
**RESTRICTIONS:** Vessels may enter harbour day and night.
**MAX. SIZE:** Vessels may berth with draft up to 7 metres.
**HEALTH:** Pratique granted if no contagious illnesses aboard and all arrival formalities accomplished by the boarding officials.
**RADIO:** Thorshaven Radio, call signal OXJ, 24 hours service, listens 2482 kHz, replies and transmits traffic on 1778 kHz, traffic lists on 1778 kHz 35 minutes past each even hour. VHF: service: Channel 16 (156,80 mHz) Channel 26 (161,90 mHz). All ETA messages, etc. must be routed through Thorshavn Radio.
**TUGS:** None; if required local fishing-boats are capable to act as tugs.
**BERTHING:** Tveraa at Northern side of fjord. Outer side of quay 180 metres length and 20/21 ft. alongside. Innerside length 170 metres and 15 ft. alongside. Quay is for general cargo, fish and salt.

Harbour basin length 58 metres, depths 7 to 18 ft. alongside.

Drelnes on S. side of fjord. Quay length 89 metres. Depth alongside outer side 23 ft.; inner side length 43 metres depth 22 ft.
**STEVEDORES:** Enable Agent to arrange gang important obtain in good time accurate ETA from vessel. Work normally not carried out on Sundays.
**MEDICAL:** Advance notice to Agent preferable, good hospital facilities for both surgery and medicine.
**DENSITY:** 1024.
**FRESH WATER:** Water available at main quay, rate 50 t.p.h.
**FUEL:** Diesel gas oil available, 50 t.p.h., no advance notice required.
**FUTURE PORT DEVELOPMENTS:** New quay under construction in extension of existing quay.
**GANGWAY/DECK WATCHMEN:** Available, but not compulsory.
**OPENING/CLOSING HATCHES:** Crew allowed open and close hatches.
**CUSTOMS ALLOWANCES:** Each crew member allowed 200 cigarettes or 200 grams tobacco out of Bond. Limited quantity wine and spirits.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Spanish Vice-Consul.
**REPAIRS:** Local marine repair companies can undertake all repairs of general nature to deck, engines, hull, electric and radio equipment, etc. Slipway available for small vessels.
**REPATRIATION:** May be arranged by sea or air.
**AIRPORT:** (Vágar) Served by regular airlines, located 50 miles from Trangisvaag.
**TIME:** GMT, no alterations during the year.
**HOLIDAYS:** New Year's Day; Good Friday; Easter Monday; Labour Day; Ascension Day; Whit Monday; Christmas Day; Second Christmas Day; work not carried out these days.
**POLICE/AMBULANCE/FIRE:** Police tel. 10 and 53; Ambulance 134; fire 159.
**TELEPHONES:** Usually not placed aboard, but can be arranged.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Harbour Master, Trangisvaag, Tvøroyri, Faroe Islands.
**AGENT:** Eyvind Mortensen, POB 38, 3880 Tvøroyri. Trongisvágur, Faroe Islands, Tel. 30–170, Cables "Insurance".

## Fiji Islands

### LAUTOKA: (Vuda Point): 17.36 S. 177.26 E.

**DOCUMENTS/HEALTH:** Refer to "Suva".
**PILOTAGE:** Not compulsory at present. However, most vessels avail themselves of a Pilot, who boards at Navula Passage, 20 miles South of Lautoka. Masters should telegraph to their Agents ship's ETA and indicate whether they require a Pilot or not at least 24 hours in advance.

Pilot boards from one of two craft: (1) 55-ft. steel launch, blue hull with word "PILOT" in large white letters, white superstructure; (2) 26-ft. wooden launch, white hull and superstructure, bright orange cabin top.

Both vessels are equipped with RT and VHF Channels 16 and 20. Listening watch only when vessels are expected. Pilot normally boards 1 mile seaward of the passage on line of leads. In heavy seas it may be necessary for vessel to enter passage to enable Pilot to board. There is no anchorage outside the passage.

Vessels requiring pratique should anchor approximately 1 mile to Westward of Vio Island in Lautoka Harbour. Pilot for those vessels not employing one from Navula but requiring a Pilot berthing will board at the quarantine anchorage above.
**ANCHORAGES:** The whole of area enclosed by a circle of diameter approximately 1 mile between Vio Island and Pinder Reefs is an acceptable anchorage with depths ranging from 9 to 13 fathoms.
**MAX. SIZE:** Minimum depth in approaches to wharf 32 ft., depth alongside 36 ft. Generally speaking, any vessel not exceeding 32 ft. draft can be accommodated. Main wharf is only 457 ft. long but overhangs are allowable, dolphins for mooring lines being situated off each end of the wharf. Range of tide approximately 5½ ft. at springs and 3 ft. at neaps, but state of tide does not affect the foregoing.

At Vuda Point, the tanker berth of Lautoka, tankers in the 18,000 to 24,000 dwt. class can be handled. This is a submarine pipe-line installation, the ship mooring to four buoys, available depth being about 36 ft.

**TUGS:** No tugs available. Can be obtained from Suva if necessary.
**BERTHING:** Berthing and unberthing at Vuda Point only in daylight. Berthing at Lautoka is at discretion of Harbour Master or Pilot, but in normal conditions is effected at any hour of day or night.

Berthing in Lautoka is generally effected port side to.

| *Wharf* | *Length* | *Depth* |
|---|---|---|
| Queens West | 457 ft. | 36 ft. |
| Queens North | 257 ft. | 24 ft. |
| Queens East | 400 ft. | 12 ft. |
| SPSM | 146 ft. | 32 ft. |
| Kings | 300 ft. | 6 ft. |

**FUEL:** Diesel fuel is available at the North and East berths on Queens Wharf.
**FRESH WATER:** Fresh water is available at all berths.
**TANKERS:** See "Max. Size". No slop discharge faciitles. Discharge line 8 in. diameter.
**DENSITY:** 1025.
**CONSULS:** None.
**REPAIRS:** Only comparatively minor repairs can be effected such as welding jobs and repairs to pumps and other auxiliaries.
**REPATRIATION:** Repatriations can be effected through vessel's Agents.
**AIRPORT:** Nadi International Airport is 16 miles from Lautoka. Frequent flights to all parts of the world by several major airlines operating through Nadi.
**TIME:** GMT plus 12 hours. No alterations to clocks.
**POLICE/AMBULANCE/FIRE:** Dial 000 in emergency. Police, 60222; Ambulance, 60399; Fire, 60211.
**SERVICES:** Tank-cleaning labour and labour for painting,chipping, etc. can be provided, but no equipment. No facilities for discharge of slop tanks etc. Compass adjustments can be arranged.
**AUTHORITY:** Harbour Master, Marine Department, Box 316, Lautoka. Tel. 61229 or 61168.

## LEVUKA: 17.41 S. 178.51 E.

**DOCUMENTS:**

Goods carried in unregistered space (C.E. 148) (1 only).
List of articles in possession of Crew, Officers and Master (1 only).
Crew List (2 only).
Passenger List (2 only).
Parcel List (1 only).
Primary Health Report (1 only).
Special Malaria Forms (1 only).
Vaccination Certificates (1 for each person).
Derating Certificates (1 only).

**PILOTAGE:** Pilots are arranged through Agents.
**MAX. SIZE:** Length 560 ft. Max. draft 25 ft.
**HEALTH:** Radio pratique may be granted when any vessel has not visited any malarious port and Master declares that crew and passengers are healthy and vessel has not come from any area where internationally quarantinable diseases are endemic or in epidemic. Vessel may then enter port by day or night. On berthing, Master must immediately deliver to Quarantine Officer fully completed Primary Health Report and Derating or Derating Exemption Certificate. If there is any suspected case of disease or fever on board, vessel must be anchored at quarantine anchorage until cleared by port Medical Authority. Pratique is automatic if a vessel has been granted pratique at another port in Fiji.
**TUGS:** No tug service available.
**BERTHING:** Only one vessel berthing at a time.

Berthing in Levuka is generally effected starboard side to, outside Queens Wharf. Both dry cargo ships and tankers use the one berth available for overseas shipping at Levuka. Berth length 575 ft. Depth 18 to 34 ft. dependent on tide.

**STEVEDORES:** Estimated time of arrival of any vessel and tonnage of cargo to be discharged should be received at least 24 hours from time of arrival.
**MEDICAL:** Normal hospital facilities are available. Specialist services not available but can be arranged for within 24 hours. Smallpox, cholera and yellow fever valid Vaccination Certificates are required to be held by ship's crew and passengers except those coming from New Zealand, Australia, Gilbert and Ellice Islands, Tonga or Samoa.
**TANKERS:** Load and discharge lines 8 in. steel pipe. One berth only.
**DENSITY:** 1025 oz. to 1 cubic ft.
**FRESH WATER:** Available only during normal working hours, which is from 0600 to 1600 from Monday to Thursday, and Friday up to 1500. Rate of delivery of water is about 15 tons per hour.
**FUEL:** Light marine diesel only – viscosity kin. at 100°F. = 3·4.
**FIRE PRECAUTIONS:** Bunkering only permitted during period between sunrise and sunset.
**GANGWAY/DECK WATCHMEN:** Services of watchman highly recommended to stop unauthorised persons from going on board.
**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.
**CUSTOMS ALLOWANCES:** All crew and officers will be issued, with 25 cigarettes per day. A maximum of 4 days' allowance may be given at any one time. Cigars or tobacco may be taken in lieu of cigarettes. Master's and other officers may be allowed to keep in their possession small quantities of liquor.

Daily allowances: spirits, one reputed quart to Master; beer, two reputed quarts to other officers; spirits, $\frac{1}{4}$ reputed quart to other officers; beer, two reputed quarts to Master.

**IDENTIFICATION CARDS:** Required.
**CONSULS:** None.
**REPAIRS:** Minor engine repairs are possible, but deck and major engine repairs could be carried out at Port of Suva, which is about 57 miles away.
**REPATRIATION:** Facilities exist for repatriation.
**AIRPORT:** Is situated on island of Viti Levu and the distance is about 200 miles. It is served by regular airlines (international). Connections twice daily from local airport, 12 miles from port.
**TIME:** 12 hours ahead of GMT.
**HOLIDAYS:** Working of cargo is not permitted on Sundays, Good Friday and Christmas Day. Application to work on Sundays to be made to the Senior Collector of Customs at Ovalau.
**POLICE/AMBULANCE/FIRE:** Police, 44033; Ambulance, 44015; Fire, 44041.
**TELEPHONES:** Arrangements may be made with Postmaster for installing telephone on board.
**GENERAL:** Rat guards must be affixed to all shore moorings or cables greased when alongside to prevent the advent of rats.
**SHORE LEAVE:** All crew members are allowed shore leave unless there is a special restriction from any Government authorities.
**DELAYS:** No berthing at night (lines cleared by quarantine authorities). Bunkering from sunrise to sunset. No loading or discharge during rain.
**AUTHORITY:** Harbour Master, Levuka. Tel. 44008.

## SUVA: 18.08 S. 178.26 E. (See Plan)

**PORT LIMITS:** A vessel is considered to be an "arrived vessel" having passed the W. Reef Beacon at the entrance to Suva Harbour.
**DOCUMENTS:**

1 Last Port of Clearance Certificate.
1 Declaration of Nett and Unregistered Tonnage form.
3 Passenger Lists.
3 Crew Lists.
3 Stores Lists (for high duty goods).
Passenger liners are required to submit Transit Passenger Lists and also a letter of Guarantee from Master.
Vaccination Certificates for Passengers and Crew.
Deratisation Certificates.

**PILOTAGE:** Arranged through vessel's Agents. 24 hours notice of ETA with confirmation 12 hours before arrival. Suva Harbour Control should be contacted on Channel 20 VHF when within VHF range. Pilot vessel is a white clipper bow launch with word "Pilot" in black on each side and will leave wharf 45 minutes before signalled ETA of vessel. Pilots board on leads 5 miles from front lead. Vessels may stand in on leads to meet pilot vessel. Vessels are advised to provide 2 manropes for pilot ladder which will usually be required on the port side. No anchorage for vessels awaiting a Pilot.
**ANCHORAGES:** Safe anchorage may be found in depths of 10 to 20 fathoms within the harbour. Holding is good, mud bottom.
**RESTRICTIONS:** Vessels may enter at any time of day or night.
**MAX. SIZE:** No length or draft limitation for conventional vessels entering port. Largest vessel regularly entering is 42,000 tons.
**HEALTH:** Health authorities require that vessels cable details of ports visited within 50 days of ETA. Radio pratique will be granted to vessels which are healthy and have not visited a port in a malarial area within 50 days. Health authorities board and inspect any vessel which has visited a malarial port within 50 days and will spray any vessel which has visited a malarial port. Authorities board from a launch as vessel enters harbour. Quarantine officer will sight Maritime Declaration of Health and Deratisation Certificate on boarding. No further pratique formalities are required in Fiji ports other than first port of entry.
**RADIO:** Suva Radio, call sign 3 DP.
**TUGS:** Two tugs available, one of 680 h.p. and one of 340 h.p.
**BERTHING:** Vessels berth port or starboard side to King's Wharf or port or starboard side to Walu Bay wharf, as may be necessary. King's Wharf is 1,600 ft. in length, having a least depth alongside of 42 ft. at MLWS at the North end and 35 ft. at the South end, whilst Walu Bay Wharf is 600 ft. in length, having a least depth alongside of 31 ft. MLWS.
*Vegetable oil:* Vessels loading vegetable oils berth at Walu Bay or N. King's Wharf.
*LPG carriers:* Berth North King's Wharf or Walu Bay.
**STEVEDORES:** Arranged by ship's Agents.
**MEDICAL:** Advance notice of medical assistance is desirable. Hospital facilities available. Current international vaccination certificates required.
**TANKERS:** Discharge lines 8 in. diameter. Tankers discharge at King's Wharf, North and South berths. Depths alongside 42 ft. No residue discharge facilities.
**DENSITY:** Salt water, density 1025 approx. No tide effect on density.
**FRESHWATER:** Available at all berths. Delivery rate 30 tons per hour per hose.
**FUEL:** Furnace fuel oil, diesel fuel oil, gas oil available by prior arrangement through oil company.
**GANGWAY/DECK WATCHMEN:** Employment of deck/gangway watchmen is recommended and normally provided by ship's Agents.
**OPENING/CLOSING HATCHES:** Normally opened and closed by stevedore labour but crew may be employed at Master's discretion.
**CERTIFICATES:**

Load Line.
Certificate of Registry.
Safety Equipment Certificate.

Radio Certificate.
Deratisation Certificate.
Maritime Declaration of Health.

**CUSTOMS ALLOWANCES:** 1 oz. tobacco per man per day. No alcohol.

**IDENTIFICATION CARDS:** Not compulsory.

**CONSULS:** The following countries are represented: Belgium, United States of America, Netherlands, France, Norway, Denmark, Sweden, Federal Republic of Germany, Great Britain, New Zealand, Australia and India.

**REPAIRS:** Engine and deck repairs may be carried out at local machine shops.

**REPATRIATION:** Facilities exist for crew changes and repatriation.

**AIRPORT:** 15 miles to Nausori (Suva) Airport, serving Pacific Islands on weekly basis. Numerous daily flights to Nadi International Airport.

**TIME:** Local time is 12 hours ahead of GMT.

**HOLIDAYS:** New Year's Day, Christmas Day; Boxing Day (Dec. 26th); Independence Day (Oct. 10th); Prince of Wales' Birthday (17th Nov.); Queen's Birthday (14th June); August Bank Holiday (4th August); Good Friday; Easter Monday. Cargo is not worked on public holidays.

**POLICE/AMBULANCE/FIRE:** Police, 23811; Ambulance, 23071; Fire, 22688; Emergency, 000 for any of the above services.

**TELEPHONES:** Telephone connections to ships are provided.

**SERVICES:** Compass adjusting may be carried out.

**SHORE LEAVE:** Allowed.

**DELAYS:** Delays are not usual except for rain during hurricane season from November to April.

**AUTHORITY:** Fiji Marine Department, PO Box 326, Suva. Tel. Director, 211575; Harbour Master, 24041; Shipyard, 28818; Shipping Office, 25061.

**OUT PORTS OF SUVA:** Customs and Pilot are embarked at Suva or Lautoka.

*Ellington:* 17.20 S. 178.14 E. Private wharf for loading sugar and molasses from Raki Raki Mill.

*Lambasa:* 16.26 S. 179.22 E. Open roadstead at mouth of Lambasa River where vessels load from lighters, sugar from S.P.S.M. Sugar mill.

*Naikorokoro:* North Coast of Kadavu. Anchorage for loading sawn timber.

*Savu Savu:* 16.47 S. 179.21 E. Government wharf for local coast trade and anchorage for cruise vessels.

*Vatia Point:* 17.25 S. 177.46 E. Private wharf for discharging explosives and fuel to gold mines.

# Finland

## EKENAS/TAMMISAARI: 59.58 N. 23.26 E.

**DOCUMENTS:**

2 Crew Lists (passengers to be included).
1 Customs Declaration (official forms supplied by the Customs Authorities.
4 Manifests.
1 Bill of Lading.

**PILOTAGE:** Pilots for Ekenas/Tammisaari applied for either at Hango Pilot Station by approaching Pilot Station outside Hango/Hanko, where pilot boat will meet vessel right outside Pilot Station; or at Koverhar Pilot Station by giving ETA 2 hours ahead over VHF Channel 16, working frequencies Channels 6, 8, 12, 13.

Koverhar pilot boat will meet arriving vessels at Ajax Buoy.

Telegram addresses: Hango Pilot or Koverhar Pilot.

**MAX. SIZE:** Maximum draft 15·1 ft. (4·6 metres). No other restrictions. At Skogby, draft up to 24 ft.

**RADIO:** Hanko Radio. Call sign OHD.

**TUGS:** Normally no tugs stationed at Ekenas but can be arranged from nearest port.

**BERTHING:** Two quays at Ekenas: "Träkajen", length about 160 ft.; "Stenkajen", length about 500 ft.

"Stenkajen" is equipped with one shore crane with a lifting capacity of 5,000 kg. The above shore crane is equipped with grab for lifting bulk cargoes such as coal, coke china-clay and ball-clay. No other special equipment.

Situated about 6 nautical miles from Ekenas is Skogby Sawmill Quay. Depth alongside 24 ft. Skogby Sawmill exports sawn goods, mainly to U.K., both packaged and loose.

**STEVEDORES:** ETA to be given to Agent 1400 hours Finnish time on the day before arrival in order to prepare loading/discharging.

**MEDICAL:** Hospital treatment can be arranged when needed.

**DENSITY:** 1001.

**FRESH WATER:** Fresh water is delivered to the ship's side by means of hose.

**FUEL:** No bunkering available at Ekenas.

**OPENING/CLOSING HATCHES:** Normally carried out by crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes permitted for each crew member. 1 open bottle of ¾ litre wine or spirit is allowed for each crew member over 18 years of age.

**IDENTIFICATION CARDS:** Not needed.

**REPAIRS:** Minor electrical and deck repairs may be carried out.

**AIRPORT:** Nearest Airport is Helsinki Airport, situated about 100 kms. from Ekenas.

**HOLIDAYS:** On Saturdays and days preceding Church holidays, the eve of Independence Day, the day preceding May Day, on Whitsun Eve and on New Year's Eve the working day consists of four working hours, starting from 0700 or 0800 and lasting to 1100 1200 resp. without break for meals. May Day, Independence Day (6th December), Easter Saturday, Midsummer Eve and Christmas Eve are considered as labour free days.

**POLICE/AMBULANCE/FIRE:** Police, tel. 002; Ambulance, tel. 13340; Fire, tel. 005.

**TELEPHONES:** There are no arrangements for placing telephones on board the vessel but telephone calls can be made from the Harbour Constable's Office.

**SUPPLIES:** Ship stores and provisions can be ordered from Hango through Agent.

**SHORE LEAVE:** Shore leave allowed for crew members.

**AUTHORITY:** Harbour Master, Ekorrstigen 19. 10600 Ekenas/Tammisaari. Tel.: 12364. Telex: 13–121 sbrok sf.

**AGENT:** See Hanko.

## HAMINA: 60.34 N. 27.11 E.

**PORT LIMITS:** A vessel is considered to be an "arrived vessel" subject to Charter Party Terms, when arrived at roads.

**DOCUMENTS:** Normally required:

Crew List.
1 Passenger List.
3 Manifests.
1 Bill of Lading of each consignment.

*Customs documents:*

1 Special List (personal effects).
1 Provision List (Ship's Articles).

*Ship's papers required:*

International Tonnage Certificate.
International Load Line Certificate.
Certificate of Registry.
Tonnage Dues and Ice Dues Certificates if vessel called earlier.

**PILOTAGE:** Sea Pilot boards at Orrengrund, 36 miles from Hamina. VHF radio telephone Channel 16; pilot boat: hull red, superstructure yellow. Vessels coming from Eastward can take Pilot at Haapasaari (Aspö), but must order Pilot by radio via Coast Radio Station at least 6 hours before ETA Haapasaari.

Harbour Pilotage: Harbour Pilot takes over at Roads. Harbour pilot boat: hull black, superstructure yellow, word Pilot painted with red letters. Harbour pilotage optional.

**ANCHORAGE:** Two anchorages with good holding grounds at Roads.

**RESTRICTIONS:** Usually no restrictions. Draft 30 ft. to oil harbour and 27 ft. elsewhere. Port open throughout year.

**MAX. SIZE:** Draft is governing factor. No tide but prolonged easterly winds can cause lower water level, which must be checked before entering berths.

**HEALTH:** Bill of Health not required. In case suspected disease or fever on board, doctor to be contacted, preferably via Agent by radio before arrival.

**RADIO:** Vessels in Baltic Sea usually contact Helsinki radio/OHC, A1 and OHG, A3. VHF Channels 16 and 26. Vessels in Eastern part of Gulf of Finland contact Kotka radio/ OHF, A1 and OFU, A3. VHF Channels 16, 25 and 27.

**RADAR/VHF:** There is no land radar service. Harbour is equipped with VHF radio telephone, Channels 16 and 12.

**TUGS:** Join vessels at Roads. Ship's lines usually used.

**BERTHING:**

| *Quay* | | *Depth (ft.)* | *Length (ft.)* |
|---|---|---|---|
| Tervasaari | 1–5 | 13 | 270 |
| | 6–7 | 10 | 97 |
| Hailikari | | 13 | 62 |
| Hillo | | 23 | 345 |
| Kaukas | 1–3 | 26 | 216 |
| Kaukas–Hackman | 1–7 | 18–17 | 365 |
| Rauma–Repola | 1–2 | 12 | 140 |
| | 3–4 | 17 | 150 |
| Enso-Gutzeit | 1–3 | 26 | 240 |
| Hiirenkari | 1–2 | 26 | 158 |
| | 3 | 24 | 110 |
| | 4–5 | 27½ | 200 |
| | Ro/Ro | 26 | |
| Roads | | 26 | |
| Outer roads | | 29 | |
| Paksuniemi roads | | 20 | |
| Oil harbour | | 29½ | |

**SPECIALISED CARGO HANDLING FACILITIES:** Coal and bulk quay has a length of 345 metres and loading depth of 23 ft.; five electric cranes, the lifting capacity from 5 to 6·5 tons.

Container crane 25 tons capacity. Sawn timber quays 3–6 metres draft.

Roll-on/roll-off berths 8 metres draft.

**CRANES:**

| | *No.* | *Capacity/Tons* | *Type* |
|---|---|---|---|
| Hillo quay | 3 | 5 | |
| | 2 | 6·5 | |
| Rauma–Repola quay | 1 | 5 | |
| | 21 | 2–15 | mobile |
| Hiirenkari quay | 1 | 25 | container |

**STEVEDORES:** ETA is expected in good time before arrival.

**MEDICAL:** Advance notice helpful but not compulsory. Hospital facilities available at town.

**TANKERS:** Ocean-going tankers effect discharging through stern pipe-line. Mooring with both anchors, and stern to quay. Tankers up to 2,000 tons dw can discharge through side lines. Heavy oil and light products discharged into 10 in. line through hose of 8 in. No slop tank available. One tanker berth, draft 30 ft.
**DENSITY:** 1003.
**FRESH WATER:** Available at majority of quays; elsewhere supplied by boat.
**FUEL:** Fuel and diesel oils available at short notice. Delivery by tank truck.
**GANGWAY/DECK WATCHMEN:** Shore watchmen available, Sundays and holidays 100% extra.
**OPENING/CLOSING HATCHES:** Crew close automatic hatch covers. Hatches to be covered manually are usually covered by stevedores.
**CUSTOMS ALLOWANCES:** Tobacco: Master 200 cigarettes or 200 grams tobacco. Others, 100 cigarettes or 100 grams tobacco. Wine and/or Spirit: Master, 3 bottles wine or spirits. Others, 1 bottle.
**CONSULS:** Great Britain, Denmark, Holland, Norway, Sweden.
**REPAIRS:** Minor repairs effected.
**REPATRIATION:** There are facilities for repatriation.
**AIRPORT:** Helsinki Airport, distance 145 km. Regular flights.
**TIME:** Local time is GMT plus 2 hours. No alterations during year.
**HOLIDAYS:** New Year's Day (Jan. 1); Epiphany (Jan. 6); Good Friday; Easter Monday; Labour Day (May 1); Ascension Day; Whit Monday; Midsummer Day; All Saints' Day; Independence Day (Dec. 6); Christmas (Dec. 25 and 26).
**POLICE/AMBULANCE/FIRE:** Police 002; Ambulance 41304 and 43111; Fire 005.
**TELEPHONES:** None available for placing on board.
**REGULATIONS:** Regular terminal vessels have preference at certain berths.
**AUTHORITY:** Haminan Satamakonttori, Hamina, Finland, tel. 952–41027.

**AGENT:** John Nurminen Oy, 49460 Hillo. Tel.: 952–41320. After-hours tel.: 952–42532. Telex: 54–17. Cables: "Johnurminen Hamina"

## HANKO: 59.49 N. 22.58 E.

**DOCUMENTS:**
Ship's Register.
Crew List.
Manifests.
Bills of Lading.
Provisions List.
Health Certificate.

**PILOTAGE:** Compulsory, distance from sea to port is 6 miles. Pilot boat painted red, arriving outside Russarö called by radio via Hanko Radio or by flag, sound or Morse: "G".
**ANCHORAGE:** Inside Gustavsvärn.
**RESTRICTIONS:** Draft 25 ft., length/breadth no restriction; no tide.
**RADIO:** Cable Agents giving ETA via Hanko or Helsinki Radio.
**RADAR:** At pilot station; service for ships entering port, contact by ship radio.
**TUGS:** In winter time harbour tug boat helps ships to and from the quay.
**BERTHING:** Advise Pilot. Depths at piers 19–29 ft. Quay height about 6 ft. above sea level. Shore fenders keep vessel about 2 ft. off quay. Special quays for roll-on/roll-off traffic.

| *Quay* | *Permitted draft in feet* | *Length of quays metres* |
|---|---|---|
| Germany | 22 | 150 |
| Great Mole | 25 | 704 |
| Notholms | 25 | 425 |
| Free harbour | 25 | 150 |
| Kone Oy | 20 | 125 railway connection and shore cranes |

**CRANES:**

| | *No.* | *Capacity/tons* | *Type* | |
|---|---|---|---|---|
| Great Mole | 1 | 2·5 | Movable | |
| | 1 | 6 | ,, | |
| | 2 | 3 | ,, | |
| Germany quay | 2 | 2·5 | ,, | with grabs |
| Notholms quay | 2 | 2·5 | ,, | |
| | 2 | 5 | ,, | 1 with grabs |
| | 1 | 40 | | |

*Free harbour:* No crane; 21 fork lift trucks available.
**STEVEDORES:** Ordered by Agents.
**FRESH WATER:** Delivered from shore installations at day-time. Rate of delivery about 20 tons per hour.
**FUEL:** Delivered by rail cars only.
**DENSITY:** 1005.
**WATCHMEN:** Available but not compulsory.
**HATCHES:** Crew allowed to open and close hatches.
**CUSTOMS ALLOWANCES:** No restrictions in the Free Port, outside about 200 cigarettes and limited amount spirits per man.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Denmark, Iceland, Netherlands, Norway, Spain, Sweden.
**REPAIRS:** Small repairs possible.
**TIME:** Local time GMT plus two hours.
**TELEPHONE:** Police 003; Fire 005; Ambulance 82228.
**AUTHORITY:** Harbour Master, tel. 81201.
**AGENT:** John Nurminen Oy, Bulevardi 15, 10900 Hanko. Tel.: 911-6095. After-hours tel.: 911–81554. Telex: 13–239. Cables: "Johnurminen Hanko".

## HELSINKI: 60.09 N. 24.57 E. (See Plan)

**DOCUMENTS:** See "Oulu".
**PILOTAGE:** Compulsory. ETA required 24 hours prior arrival. At present there are two different channels available for vessels approaching Helsinki.

1. Helsinki Lighthouse–Harmaja–Helsinki. Waterway leading from sea via Helsinki Lighthouse, situated in Gulf of Finland off the islets and shoals south of the port of Helsinki at a distance of about 12 miles may be considered as main approach. Channel navigable by vessels with a draft up to 9·6 m. (31 ft. 6 in.). Obtain Pilot from pilot station at Harmaja. Vessels using main channel from Helsinki Lighthouse should keep Harmaja Lighthouse in line with church Tower of Suomelinna, bearing about 7°. The Islet of Harmaja not navigable without a Pilot further in than 2 miles.

2. Porkkala–Helsinki. Fairway runs by Porkkala Lighthouse along the Eastern coast of Porkkala peninsula. Navigable by vessels with a maximum draft of 9 m. (29 ft.). Pilots obtained from Porkkala-Ronnskär.

Sea-pilot station: Merituliintori, tel. 631 034. Harmaja sea-pilot station: tel. 668 203. Harbour pilots at Harbour Office: tel. 634 308.
**ANCHORAGE:** Good anchorage available outside harbour, depth 26–30 ft. clay bottom.
**MAX. SIZE:** Draft 31 ft. length 200 metres.
**HEALTH:** See "Oulu".
**DIRECTION FINDING:** (Harmaja Radio Beacon) Harmaja Radio Beacon (frequency 298·8 kc/s) transmits:

(*a*) Non-directional radio signals, with a modulation frequency of 395 c/s. By listening to these signals with a direction finding receiver, equipped with frame aerial, a ship can determine her bearing to the beacon.

(*b*) Air fog signals, given by nautophone, with a tone-height of 300 c/s. The air fog signals are synchronized with the non-directional radio signals in such a way that the distance to the radio beacon can be determined by listening to both signals simultaneously.

**DEPTH OF CHANNELS:**
(1) From Porvoo via Kuggsund and Hevossalmi Canal 2·4 m.
(2) From Porvoo to outer roads via Kalvö and straits at Kustaanmiekka 7·3 m.
(3) From Pellinki to Helsinki 9·0 m.
(4) From Helsinki Lighthouse to Helsinki 9·6 m.
(5) From Barösund to Helsinki outer route 5·5 m.
(6) From sea south via Porkkala 9·0 m.

**TUGS:** several available: charges based upon time when tug leaves station berth until moment of return to same station.
**BERTHING:** Port and equipment owned by Municipality of Helsinki. Five principal parts of port are South and West Harbours, Sornainen Harbour, and Herttoniemi and Laajasalo Oil Harbours. North Harbour serves only passenger-launch traffic to surrounding islands.

South Harbour mainly for piece-goods traffic used by Baltic and North Sea traffic. Foreign passenger traffic concentrated on this harbour.

West Harbour handles main part of transoceanic traffic, heavy goods and bulk cargoes. This part of port is Helsinki's coal harbour with necessary discharging equipment and coal storage facilities; also, silos of two flour-milling plants (Vaasan Hoyrymylly Oy and State Granary), into which grain discharged by suction. On silo quay pneumatic grain unloader owned by State Granary travels along 71 m. long bridge alongside ship to be unloaded. Equipment is 30 m. above quay level and range of suction pipe 11 m. from edge of quay. Unloading equipment can handle 100 tons per hour. Mass export articles such as cellulose, paper and wood goods, loaded chiefly in this harbour. In West Harbour is free-zone warehouse, which offers same privileges as free port.

Sornainen Harbour is timber export harbour, where timber can be loaded direct from railway wagon or motor truck. Technical establishments of city located in Sornainen Harbour, and coal imports effected through that harbour. Technical Works and Harbour Authorities have 18 cranes in that harbour.

Sornainen Harbour being reconstructed and harbour for cargo ferry traffic being built.

Herttoniemi and Laajasalo form the oil harbour, where the leading oil companies have oil storage tanks and own piers.

*See Table opposite*

**BULK HANDLING FACILITIES:** Specially equipped berths for handling bulk cargoes in West Harbour and Saukko coal harbour. Berths equipped for containers or roll-on/roll-off traffic in West Harbour (40-ton container crane) and Sörnäinen Harbour.
**STEVEDORES:** 24 hours ETA required. Nine companies available of which two specialise in discharging timber and coal.

*Working hours:* Weekdays, 0700–1600 and 1600–2230. Saturdays, 0700–1500. Lunch break weekdays and Saturdays 1100–1130.

**MEDICAL:** Agents to be informed by radio if fever suspected.
**TANKERS:** Maximum draft 31 ft.
**DENSITY:** Fresh water.
**FRESH WATER:** Unlimited amount available by hoses from Hydrants at quays.
**FUEL:** All grades available; any amount at short notice.
**GANGWAY/DECK WATCHMEN:** Recommended but not necessary.
**OPENING/CLOSING HATCHES:** Crew/Stevedores.
**CUSTOMS ALLOWANCES:** 200 cigarettes, one bottle wine or spirits each man.

| | Length (m.) | Depth fairway (m.) | Depths alongside (m.) | Number and type of crane | Lifting capacity tons |
|---|---|---|---|---|---|
| *South Harbour:* | | | | Cranes for general cargo: | |
| I (*a*) Makasiini Quay | 300 | | 8·0 | Ramp | |
| (*b*) Olympia Quay | 190 | 6·9 | 7·5 | 2 portal cranes | 1·5–3 |
| (*c*) ,, | 150 | 6·9 | 7·5 | | |
| II (*a*) Custom House Quay | 60 | | 6·0 | | |
| (*b*) South Branch Quay | 75 | | 6·0 | | |
| III Lübeck Quay | 27 | | 2·5 | | |
| IV ,, | 57 | | 3·5 | | |
| V Keisarinluoto Quay | 75 | | 3·0 | | |
| VI ,, | 37 | | 2·8 | | |
| VII Linna Quay | 96 | | 3·0 | | |
| VIII (*a*) Katajanokka Quay | 51 | 6·4 | 7·1 | 12 portal cranes | 1·5–3 |
| (*b*) ,, | 425 | 6·9 | 9·6 | 2 ,, | 3–6 |
| (*c*) ,, | 225 | 7·9 | 9·1 | 2 ,, | 3–5 |
| (*d*) ,, | 100 | 7·9 | 9·5 | 4 ,, | 2·5–5 |
| (*e*) ,, | 100 | 7·9 | 9·0 | 4 ,, | 2·5 |
| (*f*) ,, | 163 | | 9·5 | 2 ,, | 3–6 |
| (*g*) ,, | 51 | 9·1 | 10·0 | 2 ,, | 2·5–5 |
| IX Quay for coal, gypsum etc. | 37 | | 6·5 | | |
| Total | 2,219 | | | | |
| *West Harbour* | | | | Cranes for coal: | |
| I (*a*) Salmisaari Quay | 124 | 7·3 | 8·0 | 2 portal cranes | 6 |
| (*b*) Tammasaari Quay | | | | | |
| (*d*) ,, | 67 | 7·3 | 7·5 | | |
| (*e*) ,, | 22 | 6·3 | 8·7 | | |
| (*f*) Electricity Works Oil Quay | 60 | 8·9 | 10·0 | | |
| II (*a*) Jaalaranta Quay | 70 | | 3·9 | | |
| (*b*) ,, | 90 | | 3·9 | | |
| III (*a*) Saukko Quay | 35 | | 5·0 | Cranes for coal: | |
| (*b*) ,, | 10 | | 6·0 | 2 bridge cranes, length 90·5 m. | 5·2 |
| (*c*) ,, | 30 | | 7·0 | 1 bridge crane, length 90·5 m. | 5·2 |
| (*d*) ,, | 50 | | 8·0 | 1 bridge crane, length 83·5 m. | 5·2 |
| (*e*) ,, | 50 | | 8·5 | Cranes for containers: | |
| | | | | 1 container crane for 20′–40′ containers | 40·0 |
| | 70 | 8·9 | 9·1 | | |
| (*f*) ,, | 116 | 8·9 | 9·1 | | |
| (*g*) ,, | 94 | 8·9 | 9·1 | | |
| IV (*a*) Saukonniemi Quay | 60 | | 7·0 | | |
| (*b*) ,, | 12 | | 5·0 | | |
| | | | | Cranes for general cargo: | |
| V (*a*) Jätkäsaari Quay | 34 | | 3·5 | 3 half portal cranes | 3–5 |
| (*b*) ,, | 31 | | 5·0 | 2 ,, | 1·5–3 |
| (*c*) ,, | 59 | | 5·5 | 2 ,, | 1·5–3 |
| (*d*) ,, | 256 | | 7·2 | 6 ,, | 1·5–3 |
| (*e*) ,, | 135 | | 7·5 | 4 ,, | 1·5–3 |
| (*f*) ,, | 155 | | 8·5 | 2 ,, | 3–6 |
| (*g*) ,, | 120 | 8·9 | 9·2 | 4 ,, | 1·5–3 |
| (*h*) ,, (north section) | 120 | 8·9 | 9·5 | 1 stationary crane | 25<br>20<br>10 |
| (*h*) ,, (south section) | 150 | 8·9 | 9·0 | | |
| (*i*) ,, | 15 | | 8·0 | 6 portal cranes | 3–5 |
| (*j*) ,, | 260 | 8·9 | | Ramp | |
| (*k*) Sampo Quay | 187 | 8·9 | | | |
| (*l*) Ocean Quay | 178 | 8·9 | | | |
| VI (*a*) Silli Quay | 17 | | 3·4 | | |
| (*b*) ,, | 125 | | 4·4 | | |
| (*c*) ,, | 35 | | 6·0 | | |
| VII (*a*) Hietalahti Quay | 85 | | 6·5 | | |
| (*b*) ,, | 80 | | 7·0 | | |
| VIII (*a*) Munkkisaari Quay | 195 | | 8·2 | Pneumatic grain unloader | 100t/h |
| (*b*) ,, | 75 | | 8·0 | | |
| (*c*) Hernesaari Quay | 90 | | 7·6 | | |
| (*d*) ,, | 257 | 8·9 | 7·6 | | |
| Oy Rudus Quay | 2×24 | | | | |
| Total | 3,619 | | | | |
| *Sörnäinen Harbour:* | | | | | |
| | | | | 4 portal cranes for discharing of coal | 6·0 |
| I Hanasaari Quay | 648 | 8·4 | 9·0 | 1 stationary crane | 150<br>50<br>30 |
| | | | | 2 bridge cranes | 100 t/h |
| | | | | 2 portal cranes with grab and hook | 6·2 |
| II (*a*) Parru Quay | 123 | 8·4 | 8·0 | | |
| (*b*) Ferry-berth 1 | 150 | 8·4 | | Ramp, max. load 54 tons | |
| (*c*) Sompa Quay | 513 | 8·4 | | Cranes for general cargo: | |
| | | | | 6 portal cranes | 3–5 |
| III (*a*) Ferry-berth 2 | 110 | 8·4 | 7·0 | Ramp | |
| (*b*) ,, 3 | 140 | 8·4 | 8·0 | Stern ramp, side ramp, max. load 120 tons | |
| IV (*a*) Central Pier | 75 | | 5·0 | | |
| (*b*) ,, | 45 | | 4·0 | | |
| V (*a*) Railway Pier | 20 | | 4·5 | | |
| (*b*) ,, | 55 | | 5·0 | | |
| VI (*a*) New Pier | 77 | | 4·7 | | |
| (*b*) ,, | 77 | | 5·4 | | |
| VII (*a*) Old Pier | 75 | | 4·5 | | |
| (*b*) ,, | 87 | | 5·3 | | |
| VIII (*a*) Sompa Eastern Quay | 399 | | 5·8 | Cranes for general cargo: | |
| | | | | 2 portal cranes | 3–5 |
| Total | 2,594 | | | | |

*continued overleaf*

| | *Length (m.)* | *Depth fairway (m.)* | *Depths alongside (m.)* | *Number and type of crane* | *Lifting capacity tons* |
|---|---|---|---|---|---|
| *Lauttasaari Harbour:* | | | | | |
| I (*a*) Building material quay | 90 | | 4·0 | | |
| (*b*) ,, | 88 | 5·2 | 5·8 | | |
| (*c*) ,, | 35 | 5·2 | 5·8 | | |
| Total | 213 | | | | |
| *Herttoniemi Oil Harbour:* | | | | | |
| Oil Harbour Pier | 2×96 | 8·0 | 8·6 | | |
| Öljynpuristamo Co's Pier | 100 | | | | |
| Elo Co's Pier | 24 | | | | |
| *Laajasalo Oil Harbour:* | | | | | |
| Shell Co's Northern Pier | 18 | | 5·5 | | |
| ,, Southern Pier | | | 8·5 | | |
| ,, New Pier | 32 | | 10·0 | | |
| Esso Co's Pier | 30 | 9·6 | 10·6 | | |
| Gulf Co's Pier | 58 | 9·6 | 10·2 | | |

**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** All maritime countries are represented in Helsinki.
**REPAIRS:** All types available.
**DRY DOCKS:** Three dry docks and three floating docks, maximum length dry dock 465 ft. Breadth at entrance 65·5 in. depth on sill 21 ft. 5 in. Max. size floating dock length 540 ft. 4 in. max. breadth 25·5 ft.
**REPATRIATION:** Available.
**AIRPORT:** Distance to airport 25 km. Flights every day all over Europe.
**TIME:** GMT plus 2 hours. No alterations.
**HOLIDAYS:** New Year's Day (1st January); Epiphany (6th January); Good Friday; Easter Monday; Workers' Holiday (1st May); Ascension Day; Whit Monday; Midsummer Day; All Saints' Day; Independence Day (6th December); Christmas Day (25th December); Boxing Day (26th December).
**POLICE/AMBULANCE/FIRE:** Police 002; Ambulance 0066; Fire 005.
**TELEPHONES:** Facilities for linking up vessels to telephone network available on all of the most important quays. For the hire of a telephone a written contract must be signed at Harbour Office (10 Eteläranta). Apparatus handed over to vessel by port official on duty for purpose, who also gives its number. Charge for annual contract is 300 mks. per vessel. For short-term use charge is 12 mks. a day and 25 mks. a month. Charge entitles to unlimited local calls. Trunk calls charged for separately.
**SERVICES:** Compasses are adjusted by competent adjusters approved by the Board of Navigation. For compass adjustment the port has constructed piles or buoys with direction markings. These appliances can be used also for radio direction-finders.

Vessels using the compass-adjustment facilities must have on board a Harbour Constable, who is entitled to the same compensation as for harbour pilotage.
**CLASSIFICATION SURVEYORS:** Lloyd's Register of Shipping, Bureau Veritas, American Bureau of Shipping, Germanischer Lloyd, Det Norske Veritas.
**ICEBREAKERS:** Icebreaker, *Turso,* length 35·5 metres, breadth 9 m., fitted with pump and water cannon for firefighting purposes, and salvage pump with capacity of 500 cubic metres per hour. Wireless telephone: call OFPR.

A new icebreaker is under construction and will be ready in January 1975.

During ice season one of following Government icebreakers assigned to assist ships from open water to Harbour area and vice versa:

| | *Length* m. | *Breadth* m. |
|---|---|---|
| *Varma* | 86·5 | 21·2 |
| *Apu* | 86·5 | 21·2 |
| *Tarmo* | 84·0 | 20·5 |
| *Voima* | 83·5 | 18·7 |
| *Sampo* | 74·1 | 16·7 |
| *Murtaja* | ,, | ,, |
| *Karhu* | ,, | ,, |
| *Sisu* | 65·3 | 14·4 |

Masters should communicate with Icebreakers between January and March.
**DEVELOPMENTS:** A new roll-on/roll-off ramp at Parru Quay will be ready in 1974. The fourth roll-on/roll-off ramp at West Harbour close to Ocean Quay ramp, will be ready in 1975. Passenger traffic will be extended to Katajanokka Quay due to growth of traffic and lack of space at Olympia Quay.
**AUTHORITY:** The Harbour Office is in charge of traffic inside the port, pilotage in the port and the port icebreakers. The Head of the Harbour Office is the Captain of the Port, 10 Eteläranta, tel. 11 301/225, who is seconded by the Assistant Captain of the Port, address 10 Eteläranta, tel. 11 301/224.

**AGENT:** John Nurminen Oy, Snellmaninkatu 13, 00170 Helsinki 17. Tel.: 90–16251, 666560. After-hours tel.: 533699, 313745. Telex: 12–450 Cables: "Johnurminen Helsinki".

## INKOO: 60.01 N. 23.55 E.

**PILOTAGE:** Pilot boards off Ronnskar Lighthouse (tel. Helsinki 294112, telephone and VHF). Distance to Coal Harbour 18 mile Oil Harbour 17 miles.
**MAX. DRAFT:** *Approaches:* Fairway to Coal Harbour 29 ft. 6 in. Fairway to Oil Harbour 32 ft. 10 in.
**TUGS:** Only during Winter. If required at other times must be ordered from Helsinki.
**BERTHING:** Coal Quay length 175 metres; depth alongside 25 ft. 6 in.

Paper Quay length 140 metres; depth alongside 25 ft. 6 in.
**CRANES:** Two cranes of 6 tons on Coal Quay. One mobile crane lifting capacity 8 tons on Paper Quay.
**DENSITY:** 1004.
**FRESH WATER:** Available.
**AGENT:** See "Helsinki".

## JAKOBSTAD (Alholmen): 63.42 N. 22.42 E. (See Plan)

**DOCUMENTS:**
International Measurement Certificate.
3 Manifests.
2 Bills of Lading of each consignment.
*Customs Documents*:
1 Crew List.
1 Special List (personal effects).
1 Provision List (ship's articles).

*Important:* If the vessel is calling at two or more Finnish ports, 2 of each of these lists are to be produced at the first port of call.
**PILOTAGE:** VHF Channel 16, Frequency 2182. Anchorage for vessel awaiting a Pilot: outside the lighthouse "Kallan". Pilot boat equipped with radar.
**ANCHORAGES:** On inner roads called "Ado Roads", depth of water 28/30 ft.
**MAX. SIZE:** Max. draft in the inner harbour 24 ft. 3 in. No tide.
**HEALTH:** See "Oulu".
**RADIO:** Vasa Radio Station. Gamlakarleby/Kokkola VHF channel 28.
**TUGS:** Tugs are normally stationed in the harbour. Ship's lines to be used.
**BERTHING:** Laukko Pier. Length 2×100 metres, depth 24 ft. 3 in.

New Quay. Length 200 metres, depth 24 ft. 3 in.

Old Quay. Length 300 metres, depth 17 ft. (inside) 19 ft. (outside).

Kantlax, Oilport. Depth 7 metres.

Busto Quay (roll-on/roll-off) length 160 metres, depth 24 ft. 3 in.

*Cranes.* Eight mobile cranes available.
**STEVEDORES:** Working time: 1st shift Monday–Saturday 0700–1600 (meal hours 1100–1200); 2nd shift Monday–Friday 1600–2400. To commence loading at 0700 notice must be given latest at 1600 the day before, or before 1200 if commencing at 1600.
**MEDICAL:** Advance notice not required. All facilities available.
**TANKERS:** Vessel's draft must not exceed 24 ft. 3 in.
**DENSITY:** Fresh water.
**FRESH WATER:** From pipeline alongside quay.
**FUEL:** Only gas oil available.
**GANGWAY/DECK WATCHMEN:** Watchmen recommended.
**OPENING/CLOSING HATCHES:** Normally carried out by crew.
**CERTIFICATES:** Derat. Certificate to be kept on board.
**CUSTOMS ALLOWANCES:** Tobacco: 100 cigarettes per 3 days for each crew. Wine and/or Spirits: One bottle per 6 days for each man of 21 years age.
**IDENTITY CARDS:** Not needed.
**CONSULS:** Danish, tel. 10144; Norwegian 10444; Swedish 10444.
**REPAIRS:** All types of repairs possible.
**DRY DOCKS:** Only a small slipway.
**REPATRIATION:** Crew changes can be effected.
**AIRPORT:** Kronoby Airport about 30 km. from Jakobstad. Two flights daily.
**TIME:** The local time is 2 hours later than GMT.
**HOLIDAYS:** 1st and 6th January; Good Friday; Easter Eve; Easter Monday; Labour Day (1st May); Ascension Day; Midsummer Eve; Whit Monday; 6th December (Independence Day); 25/26th December All Saints' Day.
**POLICE/AMBULANCE/FIRE:** Police 10039; Ambulance and Fire 10055.
**TELEPHONES:** Connection for telephone on board available.
**AUTHORITY:** Harbour Master, Jakobstad. Tel. 10034.

**AGENT:** Wilkman & Lenander Ab, POB 6, SF-68601 Jakobstad, Finland. Telex 7516 (answer back: 7516 wilkm sf). Tel. 10148, 10278. A.O.: 12171, 10446. Shipbrokers, Liner Agents, Forwarding Agents.

## KASKÖ (KASKINEN): 62.23 N. 21.13 E.

**DOCUMENTS:**
2 Crew Lists.
2 Customs Lists.
2 Passenger Lists.
Manifest, Bill of Lading, etc.
Between 1st Dec./30th April Iceclass Certificate required (can be given in Kaskö).

**PILOTAGE:** Pilot boards 4 miles outside pilot station. Pilot boat or station can be called by radio telephone 2182 or VHF Channel 16. Notice is not required. Pilot can be called, day-time by flag "G" or "PT", night-time by morse "PT".
**ANCHORAGE:** Safe areas of anchorages, 3 miles W.S.W. of pilot station Sälgrund, depths 15–20 metres.
**MAX. SIZE:** Max. draft 8 metres.
**HEALTH:** Pratique automatic.
**RADIO:** Vasa Radio
**VHF:** VHF Channel 16 (Sälgrund Pilot).
**TUGS:** None.
**BERTHING:**

| | |
|---|---|
| Deep Harbour Quay | Depth 27 ft. |
| Outer Harbour Quay | ,, 22 ft. |
| Inner Harbour Quay | ,, 23 ft. |

Total length of quays 2,694 ft.

**DENSITY:** 1004.
**STEVEDORES:** Available; rates about 250–300 tons pulp per work gang.
**MEDICAL:** Hospital available.
**FRESH WATER:** Brought by truck winter-time; summer by pipeline.
**FUEL:** Available by tank truck.
**GANGWAY/DECK WATCHMEN:** Not necessary.
**OPENING/CLOSING HATCHES:** Normally carried out by crew.
**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes. Wine/Spirit: 1 bottle spirit.
**CONSUL:** Swedish Consul, tel. 427.
**REPAIRS:** Only small repairs.
**AIRPORT:** Distance to Vasa Airport 100 kilometres. Served by regular airlines.
**TIME:** GMT plus 2 hours.
**HOLIDAYS:** See "Oulu".
**POLICE/AMBULANCE/FIRE:** Police 002; Ambulance 300; Fire 005.
**TELEPHONE:** Can be connected. No cost for connection.
**GENERAL:** Port is the most Northern in Finland which under reasonable conditions can be kept open throughout winter.
**AUTHORITY:** Harbour Office, Kaskö. Tel. 201.
**AGENT:** See "Helsinki".

## KEMI: 65.44 N. 24.33 E. (See Plan)

**PILOTAGE:** Pilot boards from pilot station at Kemi lightvessel VHF and radio telephone watch maintained. Pilotage distance: Ajos 17 miles; Veitsiluoto 22 miles.
**MAX. SIZE:** Sea to Fairway at Ajos. Max. draft 10 metres. Sea to Fairway at Veitsiluoto. Max. draft 7·3 metres. Also see "Berthing".
**TUGS:** One tug available, 450 h.p. Icebreaker tug of 3,500 h.p. expected to be delivered late 1975.
**BERTHING:**

| *Quays:* | *Length (metres)* | *Depth (metres)* | *Permitted draft (metres)* |
|---|---|---|---|
| Oil Quay | 90 | 10·5 | 10 |
| No. 1 | 210 (Berthing both sides) | 7·5–8·5 | 7–8 |
| No. 2 | 315 | 4·7–9·5 | 4–9 |
| No. 3 | 185 | 6·0 | 5·3 |
| No. 4 | 168 | 6·0 | 5·3 |

**CRANES:** Two mobile cranes, capacity 6 tons.
**FRESH WATER:** Available at Quays Nos. 1 and 2.
**FUEL:** Available.
**DENSITY:** Fresh water.
**AUTHORITY:** Harbour Master, Harbour Office, Kemi. Tel. 3611. Residence 3298.
**AGENT:** See "Helsinki".

## KOKKOLA: 63.50 N. 23.08 E.

**PILOTAGE:** Pilot boards from pilot station at Tankar (Tel. Kokkola 16160, radio-telephone and VHF). Distance to the port 12 miles.
**MAX. DRAFT:** From sea to Fairway 9·25 metres.
**TUGS:** Two tugs available: 350 h.p., 1,500 h.p.
**BERTHING:**

| *Quay* | *Length* | *Depth* |
|---|---|---|
| New Stone Pier | 140 m. | 24 ft. |
| Oil Jetty | | 30 ft. 6 in. |
| New Quay (South side) | 323 m. | 30 ft. |
| (North side) | 106 m. | 26 ft. |
| Industrial Port | 210 m. | 30 ft. 6 in. |
| Old Quay | | 20 ft. |
| General Cargo Quay | | 14 ft. 6 in. |

**CRANES:** Two 8-ton cranes at the New Quay and eleven mobile cranes 3–20 tons capacity.
**FRESH WATER:** Available.
**DENSITY:** 1002.

## KOTKA: 60.28 N. 26.57 E.

**DOCUMENTS:**
Crew List.
Passenger List.
Dangerous Cargo List.
1 copy of Cargo Manifest.
1 copy of every B/L.
Ship's Register.
Ice Certificate.
Customs Manifest for Stores, for ship and individual.

**PILOTAGE:** On arrival of Orrengrund, contact Orrengrund Pilot by VHF. On arrival off Kotka, contact Harbour Pilot Kotka, VHF. Channels 11, 13, 14, 16. Depth in approaches 29 ft. 6 in.
**ANCHORAGES:** Havouri roads, Kukouri roads and at the entry to the harbour. All 29 ft. 6 in. depths.
**MAX. SIZE:** Maximum draft 29 ft. 6 in.
**HEALTH:** In case of sickness on board, contact the Agents before entering the port.
**RADIO:** Kotka radio call sign OHF.
**TUGS:** Tugs normally join the vessel in the harbour entrance. Ship's lines are to be used. Five tugs available, 1,650 h.p., 810 h.p., 750 h.p., 630 h.p. and 300 h.p.
**BERTHING:**

| *Quay* | *Cranes* | *Permitted draft (ft.)* | *Length (metres)* |
|---|---|---|---|
| Central harbour | 8 of 3 tons | 16–21 | 1,000 |
| | 2 of 3·5 ,, | | |
| North quay | 2 of 3 ,, | 21–22 | 226 |
| | 2 fo 5 ,, | | |
| Middle quay | 1 of 60 ,, | | |
| | 1 of 8 ,, | 21–29 | 540 |
| | 2 of 5 ,, | | |
| | 4 of 3 ,, | | |
| East quay | 4 of 3·5 ,, | 22–29 | 605 |
| Bulk quay (Polish quay) | 4 of 8 ,, | 27·6 | 360 |
| Sunila quay | 1 of 6 ,, | 20–26 | 160 (26′) |
| | 1 of 12 ,, | | 240 (20′) |
| Inner roads | | 12–24 | |
| Outer roads | | 25–29 | |
| Halla, East harbour | | 14–23 | 250 |
| Halla, Pitkäsaari | | 15 | 50 |
| West harbour, roads | | 24 | |
| Oil harbour | | 29 | |
| Super phosphate factory | 1 of 8 tons | 16–24 | 155 |
| Flour mill | 1 suction elevator for grain | 21 | |
| State Railways oil quay | | 17·5 | 40 |
| Timber quay | | 12–14 | 280 |
| Ruununmaa quay | | 13 | 45 |
| Power plant (Mussalo) | 2 of 8 tons | 26 | 200 |
| Enso-Gutzeit quay | | 16 | 80 |
| Hietanen terminal harbour | | 29 | 475 |

**STEVEDORES:** Not necessary.
**MEDICAL:** Master to advise by radio Kotka on arrival if medical attendance required aboard.
**TANKERS:** Three tanker berths, draft 29 ft. 6 in.
**DENSITY:** Fresh water.
**FRESH WATER:** East port and oil port are equipped with water pipelines, but in Sunila port only supplied by tugs.
**FUEL:** All grades of fuel available.
**DEVELOPMENTS:** Channel to be dredged to 10 metres.
**GANGWAY/DECK WATCHMEN:** Not necessary.
**OPENING/CLOSING HATCHES:** Normally by the crew.
**SHIP CERTIFICATES:** List of Certificates to be on board:
Passenger Ship Safety Certificate.
Cargo Ship Safety Construction Certificate.
Cargo Ship Safety Equipment Certificate.
Cargo Ship Safety Radio-telephone Certificate.
Cargo Ship Safety Radio-telegraphy Certificate.
Exemption Certificate.
Nuclear Passenger Ship Safety Certificate.
Nuclear Cargo Ship Safety Certificate.
Derat Certificate.

**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes or $\frac{1}{5}$ lb of other manufactured tobacco. Wine and/or Spirits: 1 bottle.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:**

| *Consuls:* | | *Vice-Consuls:* | |
|---|---|---|---|
| Great Britain | tel. 13 140 or 11 830 | Belgium | tel. 11 470 |
| Iceland | ,, 12 178 or 12 175 | Denmark | ,, 21 200 |
| Italy | ,, 63 100 | Netherlands | ,, 11 200 |
| Norway | ,, 11 200 | Spain | ,, 11 200 |
| Sweden | ,, 15 220 | | |

*Consular Agents:* France tel. 21 200.

**REPAIRS:** All types of repairs, except dry docking, can be carried out.
**DRY DOCKS:** Floating dock, Owners Oy Wärtsilä Ab, lifting power of 2,500 tons, docking dim. for vessels, length 105 metres, beam 16·5 metres, draft 4·5 metres.
**REPATRIATION:** Facilities exist.
**AIRPORT:** Nearest Helsinki, 140 kilometres.
**TIME:** GMT plus 2 hours.
**HOLIDAYS:** New Year's Day (Jan. 1st); Epiphany (Jan. 6th). Moving Holidays: Easter Holiday, 4 days (Sunday included); Ascension Day, 1 day; Whitsuntide, 2 days (Sunday included); Midsummer Day, 3 days (Sunday included); All Saints Day 1 day (first Sat. of Nov.); Christmas Holidays (Dec. 24th–26th). Other free days: May 1st; Dec. 6th; Independence Day. Cargo work can be done on all above holidays.
**POLICE/AMBULANCE/FIRE:** Police 002; Ambulance 006; Fire 005.
**TELEPHONES:** On some berths telephones placed on board.
**GENERAL:** It is prohibited to let or throw any substance or refuse causing pollution or shoaling in the harbour area.
**SERVICES:** Compass adjusting service available.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Port of Kotka, Kotka, Finland, tel. 952/11709.
**AGENT:** John Nurminen Oy, Kirkkokatu 8, 48100 Kotka 10. Tel.: 952-15320. After-hours tel.: 14066. Telex: 53-147. Cables: "Johnurminen Kotka".

## KOVERHAR: 59.52 N. 23.13 E.

**DOCUMENTS:**
Ship's Register.
Crew List
Manifests.
Bills of Lading.
Provisions List.
Health Certificate.

**PILOTAGE:** Compulsory. There are two approaches: (1) Via Ajax, max. draft in fairway 33 ft. Pilot arrives from pilot station at Koverhar. (Tel. Tammisarri 43072 or VHF.) Distance to port 11 miles.

(2) Via Hanko, max. draft in fairway is 28 ft. Pilot arrives from pilot station at Hanko, Tulludden (tel. Hanko 82246, radio-telephone, VHF). Station has radar. Distance to port 23 miles.
**MAX. SIZE:** Max. draft alongside quay 30 ft. No restrictions on length or breadth. No tide.
**RADIO:** Cable agents giving ETA via Hanko and Helsinki Radio.
**TUGS:**
*Kurt* 450 h.p. *Wilpas* 400 h.p.
*Ingrid* 700 h.p. *Waija* 1,850 h.p.

**BERTHING:** Length 250 metres, depth 30 ft. Quay 6 ft. above sea level.
**CRANES:** Two of 13 tons and one of 12½ tons capacity.
**STEVEDORES:** Ordered by Agent.
**FRESH WATER:** Available, rate 20 cbm./hr.
**OPENING/CLOSING HATCHES:** By crew.
**CUSTOMS ALLOWANCES:** 200 cigarettes and one bottle of spirits per man.
**IDENTIFICATION CARDS:** Not required.
**REPAIRS:** Small repairs possible.
**TIME:** GMT plus 2 hours.
**POLICE/AMBULANCE/FIRE:** Police 002; Ambulance 12660; Fire 43100.
**AUTHORITIES:** Harbour Master tel. 43100.
**AGENT:** See "Hanko".

## KRISTINESTAD: 62.16 N. 21.23 E. (See Plan)

**DOCUMENTS:**
Ship's Measurement Certificate.
2 Crew Lists.
Cargo Manifest.
Copy Bill of Lading.
2 Provision Lists and Tobacco Lists for Customs.
Ice Certificate 1.12–3.4.

**PILOTAGE:** Pilot boards at Hojerstein light buoy. At least 2 hours ETA required. Pilot boat has red painted hull, white marking "L" on bow, and deck house yellow. Pilot station situated on Höggklubb Island South of Kristinestad, International pilot call signals to be used, also radio telephone 2182 band and VHF Channel 16.
**ANCHORAGE:** Good safe holding ground off Adgrund. Depth ten metres.
**MAX. SIZE:** For general cargo and timber, 20 ft. draft in old port. For tankers, 33 ft. in the oil port.

See also "Tankers".
**RADIO:** Messages through coastal stations. Also Kristinestad VHF Channel 24.
**TUGS:** One tug available 130 h.p.
**BERTHING:** No special requirements. Pilot gives orders for berthing.

Inner Wooden Quay. Length 75 metres, depth alongside 15 ft.
Outer Stone Quay. Length 250 metres, depth alongside 20 ft.
There are three mobile cranes of 10 tons capacity.

**STEVEDORES:** Advise ETA and gangs required as stipulated in charter-party. Also when laytime will commence to count. Only timber cargoes loaded.

Normal working hours 0700–1600. Saturdays and days preceding holidays 0700–1300.
**DENSITY:** 1004.
**DEVELOPMENTS:** New oil port under construction on Bjorno.
**MEDICAL:** Hospital facilities available.
**TANKERS:** A new oil harbour will be ready 1974 at Pohjolan Voima Oy, power station at Björnö. Depth 33 ft. = 10 metres alongside the oil pier. One berth for tankers. Discharge capacity with two 10 in pipelines 2,500 tons/hour. Fresh water supply to tankers available from shore installation 30 t/hour. One berth for coastal tankers, draft 14 ft., no special requirements.
**SPECIALISED CARGO HANDLING FACILITIES:** Bulk cargoes can be discharged at quay, 4 portable cranes available. There is one ramp for roll-on/roll-off ships in oil harbour at Björnö.
**FRESH WATER:** Fresh water supply by shore installation. Any amount available.
**FUEL:** Fuel available by tank cars of about 20 tons capacity at short notice.
**GANGWAY/DECK WATCHMEN:** Not compulsory at Timber Pier. Compulsory in Oil Harbour, according to rules of Board of Navigation.
**OPENING/CLOSING HATCHES:** Normally carried out by crew but on request may be handled by stevedores.
**CUSTOMS ALLOWANCES:** 200 cigarettes per 6 days, per man Wine/Spirit allowance: One bottle per man.
**CARGO GEAR:** BOT Certificates. No additional requirements.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Danish, tel. 99.
**REPAIRS:** No shipyards, but welding-pipeline and electric repairs possible.
**AIRPORT:** Nearest airports in Vaasa and Pori within 100 kilometres, several flights per day.
**TIME:** Local time GMT plus 2 hours.
**HOLIDAYS:** See "Oulu".
**POLICE/AMBULANCE/FIRE:** Police Station of Kristinestad 104 Ambulance 60; Fire Brigade 005.
**TELEPHONE:** Public telephones on the pier.
**GENERAL:** Timber pier in Port of Kristinestad closed from the end of December to the middle of April owing to ice. Oil port will be kept open according to the general ice situation of Gulf of Bothnia.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Harbour Master, Port Office, Kristinestad, tel. 51

**AGENT:** See "Helsinki".

## MANTYLUOTO, Pori (including Reposaari and Tahkoluoto): 61.36 N. 21.29 E. (See Plan)

**PORT LIMITS:** The line between the lighthouses on Mantyluoto and Reposaari.
**DOCUMENTS:**
Ship's Register.
Crew List.
Passenger List.
Customs Documents.
Manifests.
Bills of Lading.

**PILOTAGE:** Pilot compulsory. Telegr. address: Luotsiasema Mäntyluoto (Pilotstation, Mäntyluoto), VHF Channel 16 or frequency 2182. 24-hr. service by pilot boats from Mäntyluoto pilot station, boats red-painted, international light or sound signals Pilot to be taken 4 miles off Mäntyluoto. In heavy fog, if required pilot station able to navigate vessels into harbour by radar, provided vessel has corresponding equipment.
**ANCHORAGES:** Reposaari roads.
**RESTRICTIONS:** Depths in the channels are: for Mantyluoto: 7·6 metres. For Tahkoluoto: 10 metres. For Reposaari: 3·9 metres.
**MAX. SIZE:** No other restrictions, but max. draft 25 ft. in Mantyluoto.
**RADIO:** Inform Agents giving ETA via Helsinkiradio, Hankoradio or Mariehamnradio, or VHF Channel 26, Pori.
**TUGS:** 4 tugs available of up to 600 h.p. Tugs normally join the vessel near the quays. Tugs use ship's lines.
**BERTHING:** *Mantyluoto:* Total length of quays 2,000 metres 24 berths, depths 3·9–8 metres.

*Tahkoluoto:* One oil berth, depth alongside 31 ft.
*Reposaari/Rafso:* Quay length 160 metres, depth 3·9 metres.

**CRANES:**

| *No.* | *Capacity (tons)* | *Reach of arm (metres)* | *Type* |
|---|---|---|---|
| 1 | 25 | 11 | Stationary |
| 2 | 3 | 21 | Movable |
| 2 | 3 | 16 | ,, |
| 2 | 3–5 | 24–15 | ,, |
| 2 | 5 | 17 | ,, |
| 2 | 6 | 24 | ,, |
| 2 | 6 | 28 | ,, |
| 1 | 30 | 23–30 | ,, (container) |
| 1 | { 200 | 5–19 | Stationary |
|  | 40 | 19–27·5 |  |

**CARGO HANDLING FACILITIES:** Three Ro/Ro berths, 30-ton crane able to handle containers, 200-ton crane for heavy goods.
**STEVEDORES:** The vessels receive workers in the order in which they enter the harbour. ETA advices appreciated in order to facilitate arranging gangs.
**MEDICAL:** No advance notice for medical attention required. Hospital facilities available.

**DENSITY:** 1004.
**FRESH WATER:** Supply by shore installation.
**FUEL:** All grades available.
**GANGWAY/DECK WATCHMEN:** Available but not compulsory.
**OPENING/CLOSING HATCHES:** This work normally carried out by crew.
**CERTIFICATES:** Load Line Certificate and during winter season Ice Dues Certificate which issued by authorities for each season.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Vice-Consuls: Britain, tel. 939/43122; Denmark, tel. 939/43122; Netherlands, tel. 939/43222; Norway, tel. 939/43222; Sweden, tel. 939/11141.
**REPAIRS:** Most repairs possible.
**AIRPORT:** Distance from airport 22 kilometres. Served regularly by Finnair.
**DEVELOPMENTS:** Coal quay under construction at Tahkoluoto.
**TIME:** Local time 2 hours ahead of GMT. No seasonal alterations.
**AUTHORITY:** Porin Kaupungin Satamalaitos, Pori.

**AGENT:** John Nurminen Oy, 28880 Pori 88. Tel. (939) 43236, 43336. Telex 26143. Cables "Johnurminen Mäntyluoto". Tel. A.O. 23613 and 18407.

## MARIEHAMN: 60.06 N. 19.56 E.

**DOCUMENTS:**
- 1 Crew List.
- 1 Passenger List.
- 3 Provision Lists.
- 2 Special Lists (in possession each crew member – cigarettes, tobacco, spirit, radios, etc.).
- 2 Bills of Lading.
- Registered Tonnage Certificate.

**PILOTAGE:** Pilot arrives from station: (1) Mariehamn (Tel. Mariehamn 11074 and VHF) 5 miles from the port. (2) Nyhamn (Tel. Mariehamn 20029, VHF and radar) 12 miles from the port.
**ANCHORAGES:** Good anchorages. Inside of pilot station. – Mariehamn Roads max. draft of fairway from sea 29 ft. 6 in.
**MAX. SIZE:** Main port – deep water quay 19 ft. 3 in. See "Berthing".
**RADIO:** Mariehamn Radio – cable Agents giving ETA.
**TUGS:** No tugs available.
**BERTHING:** Deep Water quay. Length 315 metres, depth 20 ft. Total length of other quays 690 metres. Average depth 18 ft.

Power Station Pier. Depth 16 ft. Oil Pier, depth 16 ft. 5 in., max. length of tanker, 80 metres.

There are two mobile cranes of 10 tons capacity.

**STEVEDORES:** Ordered by Agents. ETA in good time to obtain gangs.
**DENSITY:** 1005.
**MEDICAL:** All services available.
**FRESH WATER:** Most berths supplied by shore installations about 15 tons/hr., otherwise by truck.
**FUEL:** Only diesel oil, no heavy products.
**GANGWAY/DECK WATCHMEN:** Available but not necessary.
**OPENING/CLOSING HATCHES:** Normally done by crew.
**CERTIFICATES:** International Tonnage Certificate or National Tonnage Certificate.
**CUSTOMS ALLOWANCES:** 200 cigarettes and limited amount spirits for each crew member.
**CREW IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Denmark 11 454, Holland 12 070, Iceland 21 849, Norway 12 050, Sweden 11 624, U.S.S.R. 11 524.
**REPAIRS:** Most repairs possible.
**DRY DOCKS:** Slipway for small vessels, max. about 3–400 dwt.

Floating dock, length 117·8 m., width 28·4 m., draft 5·8 m. Able to dock vessels up to 6000–8000 dwt.

**AIRPORT:** About 5 km., daily traffic to Stockholm and Åbo.
**TIME:** GMT plus 2 hrs.
**HOLIDAYS:** See "Oulu".
**POLICE/AMBULANCE/FIRE:** Police 13 266; Ambulance 11 377; 12 080; Fire 11 000.
**TELEPHONES:** None available.

## NAANTALI: 60.28 N. 22.01 E.

**DOCUMENTS:**
- Health Certificate.
- Crew List.
- Passenger List.
- Dangerous Cargo List.
- Ship's Register.

**PILOTAGE:** Pilot compulsory at Utö Pilot Station. When approaching Utö communicate with VHF Channel 16, ETA, name of vessel, destination, draft. Change of Pilot takes place in Lohm. Harbour Pilots available at the port. Distance Utö–Lohm, 25 miles. Lohm-Naantali, 28 miles.
**ANCHORAGE:** Good safe anchorage in harbour area.
**MAX. SIZE:** Draft 10 metres. Fresh water.
**RADIO:** Hanko Radio; Mariehamn Radio; VHF Turku 27; VHF Mariehamn 27; VHF Korppoo 24.
**TUGS:** Tugs available. Use ship's lines. Harbour icebreaker tug *Naantali* 1,200 h.p.
**BERTHING:**

| | |
|---|---|
| Gas quay | Depth 14 ft. |
| Coal & Corn quay | Depth 33 ft. |
| Sugar quay | Depth 14 ft. |
| Timber quay | Depth 23 ft. |

Roll-on/roll-off facilities available.

**CRANES:** Two 6-ton movable cranes. One 200-ton stationary crane.
**STEVEDORES:** Available, ordered by Agent.
**MEDICAL:** Advise by radio prior arrival if medical attendance required aboard.
**TANKERS:** Discharge lines 14 in., 24 in; loading lines 10 in., 12 in., 18 in. Neste Oy Oil Harbour: Berth No. 1, 5.7 m.; Berth No. 2, 10.0 m.; Berth No. 3, 11.5 m
**DENSITY:** 1007.
**FRESH WATER:** Supplied by shore installations at most berths.
**FUEL:** All grades available.
**FIRE PRECAUTIONS:** Usual precautions.
**GANGWAY/DECK WATCHMEN:** Available. Tankers compulsory.
**OPENING/CLOSING HATCHES:** Crew allowed to open and close.
**CUSTOMS ALLOWANCE:** 200 cigarettes and 1 bottle spirits.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** In Turku 17 km. away.

| | | | |
|---|---|---|---|
| Great Britain | 333 344 | Norway | 27 922 |
| France | 26 677 | Sweden | 333 344 |
| Greece | 334 704 | Soviet Union | 23 362 |
| Honduras | 303 161 | | |

**REPAIRS:** Small repairs can be carried out.
**DRY DOCKS:** None.
**AIRPORT:** 20 km. distant. Regular service.
**TIME:** GMT plus 2 hours.
**HOLIDAYS:** New Year's Day; 6th January; Good Friday; Easter Monday; Labour Day; Ascension Day; Whit Monday; Midsummer Day; All Saint's Day; Independence Day 6th December; Christmas Day; Second Christmas Day.
**POLICE/FIRE/AMBULANCE:** Police 751 133; Ambulance 006; Fire Brigade 005.
**AUTHORITY:** Harbour Master, Satamatoimisto, Naantali. Tel. 751 662.

**AGENT:** See "Turku".

## OULU: 65.01 N. 25.28 E. (See Plan)

**PORT LIMITS:** The seaward boundary of the port is drawn West of Oulu roads. The arriving vessel passing the Hermanni Island is inside the boundaries and if necessary to anchor on the roads, is considered to be an "arrived vessel".

Port consists of four separate parts (*a*) Toppila – Main Harbour. (*b*) South Harbour – Nuottasaari quay – Ore Harbour. (*c*) Oil Harbour (Vihreasaari). (*d*) Oritkari Quay, inc. roll-on/roll-off quay.

**DOCUMENTS:**
- 2 Crew Lists.
- 2 Passenger Lists.
- Customs Documents,
- 2 Crew Bond Declarations.
- 2 Ships bond-store Lists.
- Derating Certificate.
- 4 Manifests.
- 2 Bills of Lading.
- Ship's register, Certificate of tonnage.

**PILOTAGE:** Vessel requiring Pilot applies from Marjaniemi. Pilot station, lat. 65° 02′ 4″ N., long. 24° 34′ E., near West point of Hailuoto Island. Pilots require 12 hours notice of ETA to Peltinmatala lightbuoy (pilots) or to alternative position 3 miles North of Kelmi lightbuoy. Pilot boat red coloured displaying usual international pilot signs. Pilot station equipped with HF (2182) and VHF, Channel 16, radar and RC. Morse signalling by light. No specific requirements on part of Pilots boarding, only safe pilot ladder according to rules. Anchorage near lightbuoy Peltinmatala, when awaiting for pilot in fine weather; in bad weather advisable to ride against weather and wind. Pilot for Oulu can also be obtained from "Kemi" lightvessel (lat. 65° 26′ 5″ N. long. 24° 13′ 0″ E.) HF, VHF, Nautofon.
**ANCHORAGE:** Safe anchorage on Oulu roads. There are no safe anchorages West of Hailuoto Island.
**RESTRICTIONS:** Day and night service, no tides. Winter season, contact ice-breaker 24 hours in advance on HF (2182), or VHF Channel 16.
**MAX. SIZE:** *Marjaniemi Fairway:* 26 ft. *Kemi Fairway:* 26 ft.

*Toppila Harbour:* North Quay depth 6·1 m., Hietasaari Quay, depth 6·1 m.

*South Harbour:* Oritkari Deep Water Quay, depth 9 m. Nuottasaari Quay depth 6·4 m.

*Oil Harbour:* Depth 10 m.

Also see "Berthing".

**HEALTH:** No special rules existing in obtaining pratique. If disease or fever is suspected on board report to ship's Agent; will contact the Health Authority for necessary arrangements.
**RADIO:** Vaasa Radio (North Quarken). Close to Hailuoto Island call "Oulu Radio" VHF Channel 27 or Channel 24.
**RADAR/VHF:** At Marjaniemi pilot station, radar range 30 miles. Contact with HF (2182) or VHF (Channel 16). All ice-breakers keep watch on frequency 2182 and VHF (16).
**TUGS:** Tug optional, but for vessels over 140 metres long use is advisable. Tug will meet on Oulu Roads according to agreement; customary to use ship's lines.
**BERTHING:** *Toppila Harbour:* Depths 18–20 ft. North Quay length 1,000 metres. South Quay length 2,200 metres. Pulp Factory Quay length 200 metres.

*South Harbour:* Length 320 metres.

*Oritkari Quay:* Length 270 metres.

**CRANES:**

| | *No.* | *Capacity (tons)* | *Reach of arm (metres)* | *Type* |
|---|---|---|---|---|
| South Harbour | 1 | 5 | 12 | Movable |
| Toppila | 1 | 6 | 22 | ,, |
| | 1 | 3 | 12 | ,, |
| | 1 | 5 | 12 | ,, |
| | 1 | 8 | 26 | ,, |

**CARGO HANDLING FACILITIES:** (*a*) Toppila harbour is equipped with four cranes to discharge bulk cargoes (coal, china-clay, potash, etc.) and with two pneumatic pipes to discharge grain.

(*b*) roll-on/roll-off berth is adjacent to the Oritkari Quay in the South Harbour.

(*c*) Oritkari Quay is built to mechanically handle paper cargoes.

**BRIDGES:** No bridges. Electric cable across Toppila fairway, 50 metres above water level. .

**STEVEDORES:** 24 hour's notice of ETA to be given to Agent who arranges necessary gangs.

**MEDICAL:** Medical attention arranged through Agent, 2–4 hours notice required. Good hospital facilities available.

**TANKERS:** One principal tanker berth in Vihreasaari Oil Harbour. Discharge lines of 10, 12, 14 and 18 inches.

**DENSITY:** Fresh water.

**FRESH WATER:** Available at main berths and Oil Harbour from pipe-line, cost about 2·50 mk/ton. Elsewhere water is delivered by boat, cost about 6·00 mk/ton.

**FUEL:** Small quantities of all grades available, delivered by lorries.

**DEVELOPMENTS:** A new berth, specially constructed for mechanical cargo-handling, now available. Length of first phase is 250 metres with allowed draft of 8 metres. Hydrographic Department of Finnish Board of Navigation now working to open a 10 metres fairway from sea to Oulu Harbour. The work to be completed 1974.

**GANGWAY/DECK WATCHMEN:** Watchmen recommended.

**OPENING/CLOSING HATCHES:** Normally carried out by crew. Stevedores will do it by order of Master and will charge as shipwork.

**CERTIFICATES:**
- Nationality Certificate.
- Measuring Certificate.
- Load-line Certificate.
- Classification Certificate.
- Safety Equipment Certificate.
- Radio Safety Certificate.
- Derating Certificate.

**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes or 200 gr. pipe tobacco or equal amount of cigars allowed to each member of crew. Wine and or/Spirit: One bottle wine or spirit allowed for each member of the crew.

**CARGO GEAR:** Tested cargo gear to international safety regulations. Test certificates to be on board vessel.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:** Sweden, Norway, Denmark, Great Britain and Netherlands.

**REPAIRS:** Minor deck and engine repairs carried out. Docking only for small tug boats.

**SERVICES:** Compass adjusters and ship's cleaning.

**DRY DOCKS:** One small slipway. Maximum vessels of 25 metres length and 8 ft. draft.

**REPATRIATION:** Good facilities for effecting crew changes and to arrange necessary repatriation.

**AIRPORT:** Oulu Airport 15 kilometres from harbour served by regular airlines. Six daily flights to Helsinki and six flights from Helsinki to Oulu with continuous connection to Kemi and Rovaniemi.

**TIME:** Local time GMT plus 2 hours.

**HOLIDAYS:** General holidays in Finland: New Year's Day (January 1st); Epiphany (January 6th); Good Friday; Easter Monday; Labour Day (May 1st); Ascension Day (May 23rd); Whit Monday; Midsummer Day (June 22nd); All Saint's Day (November 2nd); Independence Day (December 6th); Christmas Day (December 25th); Boxing Day (December 26th).

**POLICE/AMBULANCE/FIRE:** Fire 005, Reserve 006; Ambulance 006, Reserve 005; Police 002, Reserve 003.

**TELEPHONES:** A telephone connection available at Vihreäsaari oil terminal.

**AUTHORITY:** Harbour Office of Oulu. Adr. Oulu 50. Tel. 43509. Harbour Master, K. Heikkinen, RNR. Telegrams "Satamatoimisto" Oulu.

## PARGAS: 60.18 N. 22.18 E. (See Plan)

**DOCUMENTS:**
- 3 Crew Lists.
- 1–2 Custom Provision Lists.
- 1–2 Custom Special Lists.
- 2 Passenger Lists.
- 2 Copies each Bill of Loading.
- Tonnage Certificate and in special instances other regular documents.

**PILOTAGE:** On arrival at Pargas, from Gulf of Finland, from Baltic via Utö, from Gulf of Bothnia via Enskär, information of ETA to be given in good time to respective pilot stations. VHF Channel 16 for calling, 13 for further communication. Charge for piloting in accordance with official Finnish tariff. Harbour Pilot available, but not compulsory, and can be ordered through Agent or by tel. 744422/278 direct.

**ANCHORAGES:** Well sheltered and safe anchorage, immediately outside harbour area.

**MAX. SIZE:** Maximum depth both in channel and along quay 6·70 As regards length of quay and possibilities for a quick dispatch, it desirable (though not an absolute stipulation) that dischargin vessel be a bulk carrier with the engines aft.

**HEALTH:** Free pratique automatic for all vessels, but tempora exceptions in and according to regulations issued by W.H.O. ar Authorities may occur.

**RADIO:** Radio-telephone contact with Agent and consigne shipper is obtained via Mariehamn, radio-call 2196 kHz, reply 18 OFH; or via Hangö, radio-call 1967 kHz, reply 2649 OFO. Conta with VHF is ordered via Åbo, Channel 26.

**TUGS:** A small motor tug of 200 h.p. available. Use of tug n compulsory and usually not necessary.

**BERTHING:** Directions to berth via nearest pilot station, Parga port. Quay level above water 1–2 m., dependent on berth.

Length of quays, 800 metres. Two electric coal-dischargin bucket cranes and one electric conveyor belt.

**STEVEDORES:** Arrangements will be made by Agent, who mu be advised of ETA previous day to enable arrange men, trucks, et

**MEDICAL:** Medical officer available locally. Necessary examinatio and taking of tests usually done in Åbo. Regular appointment wi local physician can be arranged by telephone with Agent or docto

**DENSITY:** Brackish water, 1002.

**FRESH WATER:** Delivery from installation on quay.

**FUEL:** No local supply. In case of need delivery by truck from Åb

**GANGWAY/DECK WATCHMEN:** Continuous watch in harbo area is carried out by Authority, and no gangway watch will needed.

**OPENING/CLOSING HATCHES:** Must always be performed crew.

**CERTIFICATES:** Normally tonnage certificate only but in speci instances other regular ship's documents may also be needed.

**CUSTOMS ALLOWANCES:** Tobacco. In accordance wi decision of Customs authorities. Wine and/or Spirits. In accordanc with the decision of Customs authorities.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** No local consulates. Consular representatives of mar countries resident in Åbo.

**REPAIRS:** Facilities for arranging small repairs on deck and engin in Pargas, but usually carried out by reliable companies in Åbo.

**DRY DOCKS:** No local docking facilities.

**AIRPORT:** Nearest airport in Åbo. Distance about 25 km.

**TIME:** Local time/GMT plus 2 hrs.

**HOLIDAYS:** New Year's Day (1st January), Epiphany (6th January Good Friday, Easter Monday, Labour Day (1st May), Ascension Da Whit Monday, Midsummer (2 days), All Saints' Day, Independenc Day (6th December), Christmas (25th December). Work in harbou carried out during these days only under very pressing circum stances.

**POLICE/AMBULANCE/FIRE:** Police 744048; Ambulance 74406 Fire 005; Life-saving Corps 356595.

**TELEPHONE:** No facilities for placing telephone on board. Tel phone available on quayside.

**SHORE LEAVE:** No restrictions for crew members.

**DELAYS:** Vessels dispatched in order of arrival. Usually no delay occur as work has generally been carried out within the time lim stipulated in C/P. Port activity aimed at good dispatch of vessel and consequently work in 2 shifts has been arranged.

**AUTHORITY:** Port owned by private industry. Owners: Paraiste Kalkki Oy, Pargas, cable address: Pargasbolaget/Pargas, telex Åb 62220 pkpar sf, tel. 744422/277–279.

**AGENT:** See "Turku."

## PATENIEMI: 65.06 N. 25.23 E.

**OPERATORS:** Oulu Osakeyhtio Sawmill. Port used for export timber only, about 60,000 stds. per year. 12 km. North of Oulu.

**DOCUMENTS:**
- 2 Crew Lists.
- 2 Passenger Lists.
- Customs Documents.
- 2 Crew Bond Declarations.
- 2 Ship's Bond Store Lists.
- Derating Certificate.
- 4 Manifests.
- 2 Bills of Lading.
- Ship's Register, Certificate of tonnage.

**PILOTAGE:** Pilot station at Marjaniemi. Marjaniemi – Pateniem 40 n. miles 23 ft. depth.

**ANCHORAGES:** Safe anchorage on Oulu roads. There are n safe anchorages West of the Hailuoto Island.

**RESTRICTIONS:** Day and night service, no tides. Winter season contact Ice-breaker 24 hours in advance on HF (2182), or VH Channel 16.

**MAX. SIZE:** Only dry-cargo vessels use this terminal. Maximum draught 7 metres. For length no restriction. Ship of 15,400 dwt. ha entered.

**HEALTH:** No special rules existing in obtaining pratique. If feve or disease suspected on board to be reported to ship's Agent, h will contact Health Authority for necessary arrangements.

**RADIO:** "Vaasa Radio" (North Quarken). Approaching Oulu con tact Agent through "Vaasa Radio". Close to Hailuoto Island ca "Oulu Radio" VHF station, Channel 27.

**RADAR/VHF:** At Marjaniemi Pilot station, radar range 30 miles Contact with HF (2182) or VHF (Channel 16). All ice-breakers kee watch on frequency 2182 and VHF (16).

**TUGS:** Tug optional, but for vessels over 140 metres length the use is advisable. Tug will meet on Oulu Roads, according to agreement. Customary to use ship's lines.
**BERTHING:** Pier extends for 910 m. enabling 13 vessels of medium size to load simultaneously at quay. Depth at quays is from 20 to 23 ft.
**STEVEDORES:** 24 hours notice of ETA to be given to Agent, who arranges necessary gangs.
**MEDICAL:** Medical attention arranged through Agent. 2–4 hours notice required. Good hospital facilities available.
**DENSITY:** Fresh water.
**FRESH WATER:** Available at main berths delivered by boat.
**FUEL:** Small quantities of all grades available, delivered by lorries.
**FIRE PRECAUTIONS:** Smoking prohibited in timberyards.
**GANGWAY/DECK WATCHMEN:** Recommended.
**OPENING/CLOSING HATCHES:** Normally carried out by crew. Stevedores will do it by order of Master and will charge as ship work.
**CERTIFICATES:**
Nationality Certificate.
Measuring Certificate.
Load Line Certificate.
Classification Certificate.
Safety Equipment Certificate.
Radio Safety Certificate.
Derating Certificate.
**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes or 200 gr. pipe tobacco or equal amount of cigars allowed to each member of crew. Wine and or/Spirit: One bottle wine or spirits is allowed for each member of the crew.
**CARGO GEAR:** Tested cargo gear to international safety regulations. Test certificates to be on board.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** British, Danish, French, Dutch, Norwegian and Swedish Vice-Consuls at Oulu.
**SERVICES:** Compass adjusters and ship's cleaning (no tank-washing).
**REPATRIATION:** Good facilities for effecting crew changes and to arrange necessary repatriations.
**AIRPORT:** Oulu Airport 15 kilometres from harbour served by regular airlines. Six daily flights to Helsinki and six flights from Helsinki to Oulu with continuous connection to Kemi and Rovaniemi.
**TIME:** Local time GMT plus 2 hours.
**HOLIDAYS:** General holidays in Finland: New Year's Day (January 1st); Epiphany (January 6th); Good Friday; Easter Monday; Labour Day (May 1st); Ascension Day (May 23rd); Whit Monday; Midsummer Day (June 22nd); All Saints' Day (November 2nd); Independence Day (December 6th); Christmas Day (December 25th); Boxing Day (December 26th).
**POLICE/AMBULANCE/FIRE:** Fire 005, Reserve 006; Ambulance 006, Reserve 005; Police tel. 002, Reserve 003.
**REGULATIONS:** Oil pollution strictly prohibited. Considerable timber lying in water and damages are ship's responsibility.
**SHORE LEAVE:** Crew members allowed ashore without restrictions.
**AUTHORITY:** Harbour Office of Oulu. Adr. Oulu 50. Tel. 43509. Harbour Master K. Heikkinen, RNR. Telegrams "Satamatoimisto" Oulu.
**AGENT:** See "Helsinki"

## PORKKALA: 60.05 N. 24.23 E.

**DOCUMENTS:** and all general information, refer to "Helsinki".
**PILOTAGE:** A Pilot can be obtained from the pilot station of Rönnskär or Porkkala, except for the shallowest fairway, for which the Pilot can be obtained from another pilot station.
**APPROACHES:** There are four official ship routes leading to the port of Porkkala of Suomen Sokeri Osakeyhtiö, the deepest one of which is 9·2 metres (30 ft.) and the shallowest one is 5·5 metres (18 ft.).

The port does not have an ice-breaker of its own and the fairway is kept open by means of the State's ice-breakers.
**CLEARANCE:** The customs formalities of the port are attended to by the Custom House of Helsinki.
**TUGS:** A tug-boat can be ordered either from Helsinki or from the port of Inkoo.
**BERTHING:** The port of Porkkala is owned by Suomen Sokeri and it is located at Kantvik. Directly in the vicinity of the port there is the factory of Suomen Sokeri Osakeyhtiö (sugar mill).

The port basin has two parts. The outer part of the pier is 110 metres long and it can be used by vessels with a draft up to 9·2 metres (30 ft. 2 in.). The inner part of the pier is 50 metres long and it can be used by vessels with a draft up to 5·3 metres (17 ft. 4 in.). The fairway of the port basin is 120 metres wide, narrowing up at its end to 76·5 metres.

South quay (at the south bank of Kantvik bay): length 60 m., draft 21 ft. 11 in.
**FRESH WATER:** There is a water post for vessels, as well as distribution of electric current and connection facilities for telephones.
**DENSITY:** 1004.
**SHIPMASTER'S REPORT:** The sugar discharging berth for Porkkala is at Kantvik, situated in lat. 60° 05′ N., long. 24° 23¼′ E., about 21′ West of Helsinki.

The Pilot for the port is embarked at the position indicated on British Admiralty Chart No. 2331, 115° 3½ miles from Porkkala lighthouse. From there to the berth is 12 miles and the passage presents no difficulties. It is well lit, and there is ample water. The least depth recorded was 31 ft. and that was alongside the berth. There is a powerful tug for assisting in berthing and unberthing.

The discharging berth, alongside which vessels lie port side to, is modern and well fendered. It is sheltered from most directions. Unfortunately, the berth is short for a 500 ft. vessel, and additional moorings have to be placed from amidships.

There is only one crane on the berth and, to work either of the end hatches a shift would be necessary. Work was continuous while the vessel discharged her part cargo at Kantvik, and an outturn rate of 100 tons/hour was achieved.

Fresh water is readily available from the Jetty, and presumably, fuel could be obtained by lighter from Helsinki. Telephones in the dock offices are available for official use.

There is a bus service to and from Helsinki, the journey taking about 40 minutes.
**AUTHORITY:** Suomen Sokeri Oy, Kirkkonummi, Kantvik 02460, Tel. 295 131.
**AGENT:** See "Helsinki"

## PORVOO (Skoldvik): 60.18 N. 25.33 E.

**DOCUMENTS:**
2 Crew Lists.
2 Passenger Lists.
2 Crews Personal Effects Lists.
2 Stores Lists.
4 Cargo Manifests.
2 Bills of Lading.
Derat Certificate or exemption.
Ship's Register.
Tonnage Certificate.
**PILOTAGE:** Pilots (2) board 2 miles West of Kallbadagrund's lighthouse (60.01 N. 25.34 E.). Pilot station at Emäsalo. When approaching communicate with Pilot on VHF Channel 16.
**RESTRICTIONS:** Vessels over 40 ft. draft are restricted by depth in Great Belt Channel, entrance to the Baltic where depth is 43 ft. Otherwise approaches to Porvoo are 44 ft. depth. In bad winter, port may be closed by ice between January and April although normally kept open by icebreakers.
**MAX. SIZE:** Up to 140,000 dwt. Max. draft 45 ft. (13·5 m.).
**HEALTH:** Bill of Health not required. In case suspected disease or fever on board, radio Agent full details before arrival to advise Port Health Officer in advance.
**RADIO:** Helsinki Radio, call sign OHC A1 transmissions; OHG A3 transmissions. VHF Channels 16, 26 and 28.

"Neste" harbour office, VHF Channels 9, 13, 16 and 21.
**TUGS:** One tug 2,900 h.p. available. Other tugs stationed at Helsinki. Ship's lines are used.
**BERTHING:** Neste Oy Oil Terminal: No. 1 berth, T-head jetty, depth 41 ft. 6 in. alongside. No. 4 berth, T-head jetty, depth 46 ft. alongside. No. 5 berth T-head jetty, depth 26 ft.
**DENSITY:** Fresh water.
**MEDICAL:** Doctors and hospital facilities available.
**FRESH WATER:** Available at berths.
**FUEL:** Available.
**DISCHARGING/LOADING RATES:**

| | | | |
|---|---|---|---|
| No. 1 Jetty | Discharging | 8,000 t.p.h. | (Crude oil) |
| | Loading | 3,000 t.p.h. | (Fuel oil) |
| | | 1,500 t.p.h. | (Clean products) |
| No. 4 Jetty | Discharging | 8,000 t.p.h. | (Crude oil) |
| | Loading | 3,000 t.p.h. | (Fuel oil) |
| No. 5 Jetty | Loading | 800 t.p.h. | (Fuel oil) |
| | | 800 t.p.h. | (Clean products) |

**BALLAST:** A flow of 8,000 tons of oily ballast water can be fed to the water-cleaning systems of the refinery, with a flow rate of 1,000 $m^3$/h.
**CUSTOMS ALLOWANCES:** 200 cigarettes and one bottle wine or spirits for each man.
**TIME:** GMT plus 2 hours. No alterations during the year.
**AUTHORITY:** Harbour Master, Porvoo.
**AGENT:** See "Helsinki"

## RAAHE (LAPALUOTO) (including Brahestad, Helmi and Kalajoki): 64.41 N. 24.29 E. (See Plan)

**PORT LIMITS:** Vessel is considered to be an "arrived vessel" subject to Charter Party Terms, when passing breakwaters if not ordered to anchor near Raahe Lighthouse by Port Authority.
**DOCUMENTS:**
Crew Lists.
Passenger List.
Ship's Register.
Custom List.
Provisions List.
**PILOTAGE:** Masters to contact Pilot station and Pilot boat, VHF Channel 16. Pilots board and disembark by pilot cutter (red) near Raahe Lighthouse (lat. 64° 39′ N., long. 24° 13′ 5″ E.). Day and night service.
**ANCHORAGE:** Vessels can anchor outside Raahe Lighthouse, depth 15–20 metres. No anchorages inside breakwaters.
**RESTRICTIONS:** No restrictions night entry.
**MAX. SIZE:** Lapaluoto Harbour, draft inside 18 ft., outside 22 ft. Length up to 140 metres.

Rautaruukki Oy Harbour; draft 24 ft. 8 in., length up to 360 metres.
Ore Harbour, draft 22 ft.

**RADIO:** Helsinki Radio, 2182 kHz, call sign OHG, Mariehamn Radio, 2182 kHz, call sign OFH; Vaasa Radio 2182 kHz, call sign OFW.

**RADAR/VHF:** No port radar services. Pilot station. Radio, 2182 kHz, VHF Channel 16. Rautaruukki Oy Harbour Office, VHF, Channel 16 and tugboat "Rautaruukki" VHF, Channel 16.

**TUGS:** Tug *Rautaruukki* 600 h.p. Compulsory for later vessels.

**STEVEDORES:** Rautaruukki Oy, in Steelworks Harbour; other private firms.

**SPECIALISED CARGO HANDLING FACILITIES:** Lapaluoto Harbour, no shore cranes. Ore Harbour (Helmi), only conveyor. Rautaruukki Oy Harbour, import quay equipped with two 12½-ton shore cranes and conveyor; export quay equipped with two 12½-ton shore cranes, straddle carriers and equipment for handling steel and general goods. Maximum lifting capacity 24 tons.

**LIFEBOAT STATION:** Lifeboat cutter "Niilo Saarinen", 360 h.p., 10 kts. Radio 2182 kHz, VHF Channel 16. Radar, fire and drainage pump 4,000 lit/min. Alarm through National Lifeboat Service, Pilot or Police Stations.

**DENSITY:** Average density 1·002.

**FRESH WATER:** Available from Rautaruukki Harbour.

**FUEL:** Small quantities available, one day's notice required.

**FIRE PRECAUTIONS:** No special precautions in Lapaluoto Harbour.

**GANGWAY/DECK WATCHMEN:** Available but not compulsory.

**OPENING/CLOSING HATCHES:** Normally by the crew.

**CUSTOMS ALLOWANCES:** about 200 cigarettes and limited amount spirits per man.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**
Denmark 37146 – 37155 – 37269
Norway 37146 – 37155 – 37269
Sweden 37300 – 37007

**REPAIRS:** Raahe Oy, Mechanical Workshop. Slip for small ships.

**DRY DOCKS:** None.

**AIRPORT:** Oulunsalo Airport, about 60 kilometres from Raahe.

**TIME:** Local time is GMT plus 2 hours.

**HOLIDAYS:** New Year's Day; Twelfth Night; Good Friday; Easter Monday; Labour Day (1st May) holiday when no work takes place; Ascension Day; Whitsun Monday; Midsummer Day; All Saints' Day; Independence Day (6th December); Christmas Day and Boxing Day.

**POLICE/AMBULANCE/FIRE:** Police 37086; Ambulance; Fire and First Aid 005.

**DELAYS:** Port generally open from 15th April until 15th January. Government ice-breaker assistance available when needed.

**AUTHORITY:** Port of Rautaruukki Oy, Harbour Master tel. 39691; telex 32–132. Port of Raahe (Lapaluoto), Harbour Master Tel. 37661.

**AGENT:** See "Helsinki".

## RAUMA: 61.08 N. 21.30 E.

**DOCUMENTS:** One Crew List and one passenger list only. Remainder according International agreements and/or orders of ship owner.

**PILOTAGE:** Pilot Station at Kylmapihlaja-island, lat. 61° 08′ 7″ N. long. 21° 18′ 4″ E. International Pilot signals, VHF Channels 16 and 13. Fairways Santakari 17 ft.; Valkeakari 24 ft.; deep passage 28 ft.

**ANCHORAGE:** Ample area for anchorage in Archipelago.

**RESTRICTIONS:** Entrance channel for 24 ft. maximum draft usable in all conditions, the 28 ft. channel to be used in daylight only. Harbour open all year round.

**MAX. SIZE:** Maximum draft 28 ft. to roads and alongside.

**HEALTH:** Event any suspected contagious disease ask for orders by wireless. Port Regulations do not allow such a ship to come alongside or even closer than about 350 yards. Pilot must not leave ship before allowed by the Doctor. Pilot does not board an infected ship but ship piloted to safe anchorage by pilot boat.

**RADIO:** Rauma VHF Channel 25 for local connections. Harbour VHF Channels 16, 13, and 12. Range about 50 miles; for longer distances use ordinary stations – Helsinki Radio, Hanko Radio or Mariehamn Radio.

**RADAR/VHF:** No port radar service. Pilot station using radar to advise Pilot on board.

**TUGS:** Three tugs available, 1,260 h.p., 600 h.p. and 600 h.p. Normally use ship's lines. In heavy ice conditions tug's line recommended no extra charge. Tug joins ship in port area. Fixed charges available through Agent and Pilots.

**BERTHING:** Hakuni Outer Quay, Depth 22 ft.
Coal Quay, depth 22–28 ft.
Laitasaari and Levitys Quays, depth 15–18 ft.
Inner Harbour, depth 14–18 ft.

**STEVEDORES:** No fixed ETA required. 24 hours notice recommended.

**SPECIALISED CARGO HANDLING FACILITIES:** 400 metres berth specially equipped for handling bulk cargoes, mainly china clay, sulphur, coal, etc. (cranes–two 6 tons; two 5 tons; two of 3 tons).

No special equipment for containers, but smaller containers can be handled by harbour cranes.

Good berths for roll-on/roll-off traffic.

Different kind of liquid chemicals can be handled in special berth.

**MEDICAL:** No notice required. Hospital available (231 beds).

**DENSITY:** 1004.

**FRESH WATER:** Fresh water available on quay. Charges depending on amount taken. Quality very good.

**FUEL:** Fuel brought by tank-trucks. Larger quantities possible by coaster.

**GANGWAY/DECK WATCHMEN:** Available if wanted. Watchmen supplied by private company.

**CUSTOMS ALLOWANCES:** Tobacco: 3 day's ration (about 100 cigarettes or 100 gr. tobacco). Wine and/or Spirits: One opened bottle of wine or liquor, subject to Customs Regulations.

**CARGO GEAR:** Accordance International Safety Regulations.

**CONSULS:** Denmark, Norway and Sweden.

**REPAIRS:** All types available.

**DRY DOCKS:** Rauma-Repola Oy: new buildings up to 45,000 dwt, dry dock 505 ft. 9 in. by 70 ft. 4 in. by 24 ft. 7 in., all sorts of repairs. Hollming Oy: new buildings up to 7,000 dwt, slipway for ships up to 600 dwt.

**REPATRIATION:** Repatriation and signing on or off.

**AIRPORT:** Pori – airport 50 kilometres away. Regular connections.

**TIME:** Local time is 2 hours ahead of Greenwich. (long 30° E.).

**HOLIDAYS:** See "Oulu".

**POLICE/FIRE/AMBULANCE:** Police, 002 and 003; Ambulance 006; Fire alarm 005.

**TELEPHONES:** Portable coin operated for outward calls only. No extra charge for apparatus.

**SERVICES:** Compass adjusting facilities and compass adjusters.

**SHORE LEAVE:** No restrictions.

**DELAYS:** No delays in berthing, loading and discharging weather permitting.

**AUTHORITY:** Traffic Manager, tel. 938–12297; Harbour Master, tel. 938–11257.

**AGENT:** John Nurminen Oy, PB 29, 26101 Rauma 10. Tel. 938–13421. After-hours tel.: 938–15182. Telex: 65–125. Cables: "Nurmiship Rauma".

## SAIMAA CANAL AND PORTS IN LAKE AREA OF SAIMAA

**APPROACH CHANNELS:** The canal can be reached from the international waters of the gulf of Finland through an approach channel South of Someri. The channel passes the Island of Vihrevoi and continues, at the Island of Malyj Vysotski, as the Vysotski-Viipuri channel, from which the approach channel departs at a distance of 10 km. from Malyj Vysotski. The length of the approach channel from the point of departure to the Brusnitchnoe Lock is 14 km. The distance from the international water area to the island of Vihrevoi is 94·5 km. and the length of the section Vihrevoi–Malyj Vysotski 12 km. The total length of the channel from the territorial waters of the Soviet Union to the Brusnitchnoe Lock is thus 131 km.

From the territorial waters of Finland the canal may be reached through the so-called coastal channel starting from the Finnish border at the island of Santio and joining the above sea channel at the island of Vihrevoi. The length of the channel from the border to Vihrevoi is 49 km. and the overall length of the Brusnitchnoe Lock is 85·5 km. The channel and its refuge harbours have beeen marked on the Soviet sea charts nos. 1131 and 1132 and on Finnish charts nos. 11 and 12. The coastal channel may only be used by Finnish vessels while vessels of other nationalities must use the sea channel, except foreign tugs.

*Canal:* The length of the canal on the Finnish side of the border is 23·3 km. and that of the part on the Soviet side 19·6 km. The overall length of the Saimaa Canal is thus 42·9 km. The average difference in the height between Lake Saimaa and the Gulf of Finland is 75·6 metres. The canal has eight locks, the heights of fall of which range between 5·54 m. and 12·69 m. Earth transports will use the seven moving bascule bridges and the six stationary bridges across the canal.

**SEASON AND HOURS:** The natural open-water season of the Saimaa Canal lasts an average 211 days. In mild spring and autumn seasons the open-water period lasts 225 days. Since most vessels using the canal have been strengthened for navigation in ice, a season of navigation of almost eight months will probably be normal every year. The season begins at the turn of April–May and ends in mid-December. The locks of the canal are provided with ice-melting equipment and they will not form an obstacle for lengthening the season of navigation. On the other hand traffic will be obstructed by freezing of the water system of Saimaa and by pack ice formations in the bottom of the Gulf of Finland. As to the water system, the farther North one goes the earlier will the waters of Lake Saimaa freeze in autumn and the later will the ice melt in spring.

The opening and closing of the season of navigation on the canal are decided each year by the Finnish and Soviet Canal Delegates. The closing date of the canal will be announced in the daily papers of Helsinki and Lappeenranta not later than 7 days before the day of closing, but for the opening day one day's notice is given.

During the season of navigation the Saimaa Canal is kept open throughout the day. The administration centre of the canal will be on continuous duty.

**PILOTAGE:** Pilotage in the Soviet area on the sea channels between Vihrevoi–Brusnitchnoe and on the coastal channel between the border and Brusnitchnoe is carried out by the Soviet Pilot Service. All vessels must use a Pilot on these channel sections.

Pilotage on section Brusnitchnoe–mouth of the Saimaa Canal on Lake Saimaa (or Lock of Mälkiä) is carried out by canal Pilots submitted to the Canal Office. Pilotage is normally carried out in two parts, on section Brusnitchnoe–the Lock of Pälli and on section the Lock of Pälli–the mouth of the canal on Lake Saimaa. All vessels, excluding Finnish small vessels and floating objects less than 25 m.

in length, shall use a Pilot when proceeding through the canal. The Canal Office may grant upon application a Master of a vessel the right to navigate his vessel on the canal without a Pilot provided that the Master of the vessel has passed an examination of the Canal Office. In navigation from the Gulf of Finland the Pilot must be ordered from the Viipuri Section of Inflot 12 hours before the arrival at the point where the Pilot is taken on board. The order must be checked two hours before the start of pilotage. To avoid excessive work by the Pilot Service and to eliminate delays special attention is to be given to the accuracy of the time the pilotage is to be started, particularly in the last notifications.

In navigation from Lake Saimaa the Pilot must be ordered from the Canal Office 12 hours before entrance into the canal. The order must be checked two hours before pilotage is to be started. In navigation from the Gulf of Finland a canal Pilot need not be ordered separately. Similarly, a Soviet Pilot for the approach channel need not be ordered separately when the vessel proceeds from Lake Saimaa. These orders will be placed by the Finnish and Soviet authorities concerned.

Pilotage in the water system of Saimaa is carried out by Pilots of the National Board of Navigation in Finland. The order for Pilots shall be made in good time to the Pilot Station of Lauritsala.

**MAX. SIZE:** The canal can be used by vessels with dimensions not exceeding the following:

| | |
|---|---|
| length | 82·0 m. |
| beam | 11·8 m. |
| draft | 4·35 m. |
| height of mast | 24·5 m. |

The draft of a vessel in tow, however, shall not exceed 4·3 m. For vessels larger than those mentioned above, a permit for navigation on the canal may be granted upon application by the Canal Office of the Saimaa Canal.

Permits may be granted to vessels the dimensions of which do not (at least considerably) exceed the following:

| | |
|---|---|
| length | 82·0 m. |
| beam | 11·8 m. |
| draft | 4·4 m. |
| height of mast | 24·5 m. |

and which also as to their structures and properties are suitable to navigation on the canal. The permit may contain regulations concerning the structure or equipment of the vessel or special provisions pertaining to navigation of the vessel on the canal such as good manoeuvrability, liability to wait or speed restrictions.

The Canal Office of the Saimaa Canal may also grant a vessel or equipment with slightly larger dimensions, carrying exceptional cargo, a Trip Let Pass for one passage through the canal.

The Rules and Regulations for Traffic on the Saimaa Canal also contain more detailed directions – among others on the permissible dimensions of vessels in tow and timber rafts using the open canal sections.

**NEW VESSELS:** When designing new vessels, to be used also in traffic through the Saimaa Canal, the designers are advised to consult the main dimensions and the structure of the vessels with the canal authorities. The conditions of navigation in the canal depend, first of all, on manoeuvrability, though certain other factors are also important. Vessels suited to canal and inland water traffic may be constructed slightly longer and wider than permitted at present on the canal.

**MAXIMUM PERMISSIBLE SPEED AND TIME OF PASSAGE:** The highest permissible speed on the actual channel of the Saimaa Canal is 9 km/h and on the lake channels of the canal 15 km/h.

The Canal Office has the authority to issue regulations permitting higher speeds, principally for small vessels. The time of passage through the part of the canal provided with locks (mouth of the canal on Lake Saimaa–Lock of Brusnitchnoe) is 6–8 hours depending on waiting time at locks caused by heavy traffic volumes, and on size of vessels.

The average speed on deep-water channels on Lake Saimaa is estimated to be 18 km/h.

**SIGNS AND SIGNAL LIGHTS:** The sign system of the approach channel of the Saimaa Canal, the canal and the channels on Lake Saimaa is adequate to ensure safe navigation throughout the day, also at night and in poor visibility.

The approach channel is provided with beacons, light buoys and signs in accordance with the lateral system. The signs have been erected by Soviet authorities. The illumination and the signalisation systems of the Saimaa Canal are based on the same principles with beacons and signs, but in the signal system of the canal, sign lanterns, signboards, line markers, water traffic signs and radar reflectors have been used. The colour of sign lanterns is orange on the West bank and green on the East bank of the canal. In marking of the lake channels of Saimaa according to the cardinal system, leading and warning lights, light buoys, range beacons, landmarks and signs have been used. Information of the marking of the water system of Saimaa has been issued as a booklet by the National Board of Navigation in Finland: "Sisävesistöjen loistot I 1968" – "Beacons of Inland Water Areas I 1968".

**RADIO:** There are two radiotelephone networks for marine use in the sphere of influence of the Saimaa Canal. On the frequency of 160 mHz reserved for actual marine radio communications there are also the pilot radiotelephone and the public radiotelephone networks.

The Pilot radiotelephone network covers all stationary radiotelephone equipment at all locks, on the Kansola Bascule Bridge, at pilot stations and in the traffic office in the administrative building at Mustola as well as portable radiotelephone apparatus used by canal pilots. The radiotelephone equipment of the canal Pilots operate on Channel 11 of the international marine radio. The telephone of the Brusnitchnoe Lock and the radio telephone in the Administrative Centre of the canal are also provided with a general calling and safety Channel 16.

When approaching from the sea the vessel takes a radio contact with the Brusnitchnoe Lock by using Channel 11. After this all radio communications required by navigation on the canal also use Channel 11. On Lake Saimaa, radio communications move over to Channel 13 on which the traffic office of the Saimaa Canal and the pilot station of Lauritsala are also able to operate.

The general radiotelephone network on Lake Saimaa (the so-called Saimaa Radio) uses Channels 23–28 of the international marine radio. The network covers the entire region of the water system of Saimaa extending from Lappeenranta to Iisalmi and Lake Pielinen. Channel 24 is the calling channel of the Saimaa Radio.

Two marine radio stations for general traffic have been built at Nuijamaa and Virolahti especially for navigation on the Saimaa Canal. Both radio stations are on duty and they are remote-controlled from the Coast Station of Kotka. The stations have the calling and safety Channel 16 and a calling Channel 24 for public traffic. The Nuijamaa Station operates on Channel 28 and the Virolahti station on Channel 23. The range of the Nuijamaa Station extends from South of Viipuri to Southern Saimaa and the range of the Virolahti station covers the entire Bay of Viipuri. The stations can be called either on Channel 16 or on the operating Channel. The Kotka Radio calls vessels either on Channel 16 or 24.

The principal purpose of both the Saimaa and the Kotka Radios is to ensure the communications of the safety service of navigation. These stations may also be used to transmit calls to the public telephone network – also to foreign countries – or vice versa, to receive calls from the public telephone network.

**AUTHORITIES:** Board of Management of the Saimaa Canal 53420 Lappeenranta 42, Tel. 85170. Telex 58-236. Canal Office Saimaa. 53420 Lappeenranta 42. Tel. Lappeenranta 21-700. Telex 58-236.

Viipuri section of Inflot. Box 40, Vyborg, USSR. Telegrams Inflot, Viipuri. Tel. 12-85 and 37-33. Telex 81-521.

National Board of Public Roads and Waterways in Finland. Waterways Department, Mikonkatu 2 D, 00100 Helsinki 10. Tel. Helsinki 630741. Telex 12-1108.

**AGENT:** John Nurminen Oy, Valtakatu 37 B 12., 53100 Lappeenranta 10. Tel. 953-11635, after-hour tel. 953-64402, 14386. Telex 58-255. Cables "Johnurminen Lappeenranta".

*THE HARBOURS OF THE LAKE AREA OF SAIMAA:*

*Mustola Harbour:* situated between Mustola and Soskua locks in the Saimaa Canal:

4 quays, 80 metres each. Draft alongside 4·2 metres. Roll-on/roll-off facilities are provided. 1 Coles mobile diesel electric crane: arm 9·14 metres, reach of arm 3·66 metres, lifting capacity 35 tons. Arm 18·3 metres, reach of arm 18·3 metres, lifting capacity 4 tons. Grab of capacity 2,500 litres or 1,250 litres can be installed. Possibility to hire further mobile cranes.

*Lappeenranta Passenger Harbour:* situated in Saimaa Lake at Lappeenranta town:

New concrete quay with passenger terminal. Draft alongside 4·2 metres. Room for two ships with a draft of 4·2 metres and for three ships with a draft of 3·0 metres. Pilotage distance from canal entrance 6 nautical miles.

*Kaukas Oy Pulpmill Factory Discharging Place:*

Draft alongside 4·2 metres (unofficial). Mobil crane for discharging wood into water. Pilotage distance from canal entrance 1·5 nautical miles.

*Enso–Gutzeit Oy Paper Mill Quay:* at Imatra Kaukopää:

Length of quay 70 metres, draft alongside 4·2 metres. Pilotage distance from Canal entrance 25 nautical miles.

*Joensuu Town Harbour* (Ukonniemi):

Length of quay 140 metres, draft alongside 4·2 metres. Pilotage distance from canal entrance 38 nautical miles + 45 nautical miles + 60 nautical miles + 44 nautical miles.

*Savonlinna Town Harbour* (Haislahti):

Length of quay 80 metres, draft 4·2 metres. No cranes. Pilotage distance from canal entrance 38 nautical miles + 45 nautical miles.

*Ristiina Harbour:*

Quay can accommodate one ship. Permissible draft 4·2 metres.

*Oy Wilh. Schauman Ab Pääskylahti Harbour* at Savonlinna is planned. Quay will be built to accommodate one vessel.

*Kuopio Oil Harbour:*

Harbour located at Kelloniemi in Kuopio Town close to Oy Esso Ab storage in rock. Harbour is owned and built by Oy Esso Ab.

One of the two planned berths for ships is completed. The harbour is provided with oil discharge equipment. Permissible draft 4·2 metres.

*Kuopio Town Harbour* (Kumpusaari):

Berth for one dry cargo vessel and one Tanker. Permissible draft 4·2 metres.

*Varkaus* (Ahoniemi Oil Harbour):

Harbour is located on the East bank of the Southern entrance fairway about 6 km. from the centre of the town. There is room for one ship; permissible draft 4·2 m.

*Varkaus*

Harbour located at the South end of Taipale canal at Westbank. The Harbour is not built for a harbour but as waiting berth for ships passing Taipale canal. One ship can be berthed and permissible draft is 4·2 m. There are no warehouse and loading equipment, but A. Ahlström Osakeyhtiö is using the berth for shipping paper to England. Loading is effected by the factory's labour and machines. Goods are transported to the port by lorries.

## TOLKKINEN (Tolkis): 60.20 N. 25.35 E.

**PILOTAGE:** Pilot arrives from port station at Emsalo (tel. (911)-27710). Station equipped with VHF, radiotelephone and radar. Pilotage distance to port 22 miles.
**APPROACHES:** Max. draft of fairway from sea, 23 ft. 8 in.
**TUGS:** One tug available, 350 h.p.
**BERTHING:** Tolkis Cellulose Quay, depth 23 ft. Tolkis New Quay, depth 17 ft. Oil Harbour (see "Skoldvik").
**CRANES:** Tolkis New Quay equipped with two movable cranes. Lifting capacity 2·5 tons with grabs.
**DENSITY:** 1004.
**FRESH WATER:** Available by lorry. Minimum quantity 5 tons.

**AGENT:** See "Helsinki".

## TORNIO: 65.51 N. 24.09 E.

The outharbour of Tornio is Röyttä situated about 6 miles S.W. of Tornio.

**DOCUMENTS:**

2 Crew Lists.
2 Provisions Lists.
Passenger List.
One set of Bills of Lading, Ship's Papers, Health Documents.

**PILOTAGE:** Pilots at Kemi 2 lightship, in position 65° 30.3′ N. 24° 22.5′ E. Pilot comes from Atos pilot station.
**ANCHORAGE:** In Roads, depth is 24 ft.
**MAX. SIZE:** At same time there can be 2 vessels of 100–120 metres length, draft 21 ft.; 2 vessels of 50–60 metres length alongside Main Quay; and 2 vessels of 50–60 metres length, draft 14 ft. at Old Quay.
**RADIO:** Vaasa Radio/OHX or Hürnösand Radio, Sweden/SAH.
**STEVEDORES:** Ordered by Agent (Telex 32-512). Agent must be given 24 hours ETA. Normal working time 0700–1100, 1200–1600. Warning for overtime must be given before 1100, the final confirmation before 1400.
**DENSITY:** 1000.
**FRESH WATER:** Fresh water can be delivered by tank lorry (8 tons).
**FUEL:** Ordinary fuel oil by lorries from Kemi.
**OPENING/CLOSING HATCHES:** By the ship's crew.
**CUSTOMS ALLOWANCE:** 100 cigarettes or 100 grams tobacco and 1 bottle spirits.
**CONSULS:** France tel. 41640; Sweden tel. 40317.
**REPAIRS:** No docks but accommodation for small repairs.
**AIRPORT:** At Kemi, 20 km. from Tornio; served by Finnair.
**TIME:** GMT plus 2 hours.
**POLICE/AMBULANCE/FIRE:** Police 003; Fire 005; Ambulance 006 and 40428; Salvage 47472.
**AUTHORITY:** Tornion Satamakonttori, Jääkärinkatu 4, Tornio, Finland. Tel. 41640. Telex 32–512.

**AGENT:** See "Helsinki".

## TURKU (Åbo): 60.27 N. 22.15 E.

**DOCUMENTS:** See "Oulu".
**PILOTAGE:** Telegram to Agent with 24 hours ETA to Sea Pilot Station (State Pilots) Utö, contact pilot station via Hangö Radio or at shorter distance by VHF. Coastal Radar service available. When approaching port ETA by VHF to Port Information Centre, international Channel No. 12 for Harbour Pilot. Cutter whilst in action, same channel, but takes orders from Informational Centre only.

Pilot cutters painted red with white circular field marked "L" on the bows. Flying flag in daylight, showing red and white lights vertically at night. Coming out when required to pilot station ¾ mile from Main Harbour. Call signals: International flag "G", at night three long blasts. No special boarding measures. All ships arriving from sea will get necessary information from Sea Pilot, whose service is compulsory

**ANCHORAGE:** Outer anchorage at bay of Airisto, 2 miles from Port, 15–18 metres. In practice all ships taken into port without anchoring or waiting.
**MAX. SIZE:** Maximum draft in Commercial Harbour 27 ft. fresh water. In Oil Harbour 29 ft. 6 in. fresh water. Length and breadth of minor importance. No tides.
**HEALTH:** International Quarantine flag required in case of suspected disease or fever including preliminary report by VHF, otherwise, ask Agent.
**RADIO:** Hangö (Hanko) radio and Mariehamn Radio. In addition these have telephone and VHF service.
**TUGS:** Off Harbour Pilot Station Pikisaari, further out on application. Advisable apply for tugs in advance. Four tugs available.
**BERTHING:** Priority given to arriving and departing passenger ships on regular lines. Four stern loading roll-on/roll-off berths.

Total length of quays 4,896 metres.

| | |
|---|---|
| Canal Bank quay | Depth 27 ft. |
| West quay | Depth 27 ft. |
| Coal quay | Depth 18 ft. |
| Oy Wartsila A/B | Depth 18 ft. |
| Linnanselka/Slottsfjarden quay | Depth 27 ft. |

Container facilities available.

**CRANES:**

| Quay | No. | Capacity (tons) | Reach of arm (metres) | Type |
|---|---|---|---|---|
| Canal bank | 1 | 1·5 | | Movable |
| | 4 | 2·5 | 14 | " |
| | 7 | 5·0 | 15 | " |
| | 1 | 7·0–5·0 | 5·5–12 | " |
| Linnanselkä/ Slottsfjärden | 7 | 5 | 20 | " |
| | 1 | 60–40 | 20–24 | " |
| | 9 | 6 | 20 | " |
| Oy Wärtsilä Ab Crichton-Vulcan | | 80–40–10 | 17·5 | Stationary |
| (only for dockwork) | | | 35–36 | |
| Valmet Oy Pansion Telakka | 1 | 30–6 | 19–39 | Floating |

**DENSITY:** 1004.

**STEVEDORES:** Agent should be well informed about ETA and Master's Requirements. Normal working hours: 0800–1700; Saturdays and days preceding public holidays 0800–1300. The Post Office: 0900–1600; Saturdays and days preceding public holidays 0900–1400.
**MEDICAL:** All medical and hospital facilities available. No special requirements regarding inoculations, etc.
**TANKERS:** No special requirements. Small slop discharge facilities. One berth, depth 29 ft. 6 in. for larger ships.
**FRESH WATER:** From pipe-lines along berths. Price approx. 2 fmk. per ton.
**FUEL:** Most grades available. No advance notice necessary if ex. motor vehicles. In case of greater quantities: from Oil Harbour only. This requires advance notice to Agent.
**DEVELOPMENTS:** Entrance channel to Main Harbour to be dredged 31 ft. 6 in. Container Harbour being built. Outer Harbour planned. Recent acquirement: one 60-ton movable electric quay crane. Draft alongside to be 31 ft. 6 in.
**GANGWAY/DECK WATCHMEN:** Gangways to be rigged out so that they do not obstruct quay crane movements. Watchmen customary, but not necessarily hired.
**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** The following countries are represented by vice-consuls in Turku: Spain, Great Britain, Portugal and Norway.
**REPAIRS:** All types of repairs possible.
**DRY DOCKS:** Graving dock: length 600 ft. (183 m.), width of sluice gate 85 ft. (26 m.), depth on sill 26 ft. 3 in. (8.0 m.).

Floating dock: lifting capacity 4,000 tons, max. length of ship 358 ft. (109 m.), inner width 59 ft. (18 m.) max. draft 16 ft. 6 in. (5.0 m.) By agreement the shipyard's 80-ton crane can be used in port traffic if such is needed. Tel. 359 500, telegrams "Wärtsilä". Telex 62–228.

**REPATRIATION:** Yes, good connections everywhere.
**AIRPORT:** 4 miles from port, regular lines.
**TIME:** GMT plus 2 hours. No alterations during the year.
**HOLIDAYS:** New Year's Day (January 1st); Twelfth Night (January 6th); Good Friday; Easter Bank Holiday; Midsummer Day; All Saints' Day; Independence Day (December 6th); Christmas Day (December 25th); Boxing Day (December 26th).
**POLICE/AMBULANCE/FIRE:** Fire 005; Police 002; Ambulance 006.
**GENERAL:** Ice-breakers maintain Winter traffic. H.p.'s 2000 and 800.
**TELEPHONES:** Ships' telephones available.
**AUTHORITY:** Kanavaniemi, Turku/Åbo, Finland. Tel. Exchange 303666. Telex 62–190.

**AGENT:** John Nurminen Oy, Humalistonkatu 12, 20100 Turku, 10. Tel. 921–26000. After-hours tel.: 921–304674. Telex: 62–224. Cables: "Johnurminen Turku".

## UUSIKAUPUNKI: 60.48 N. 21.24 E.

**APPROACHES:** Three fairways lead to harbour through sheltering archipelago; Utö-Uusikaupunki, 78 miles; Isokari-Uusikaupunki 13 miles; Kylmapihlaja-Uusikaupunki, 24 miles.

Good sheltered anchorage in the roads. Depth of fairways 9 metres.

**DOCUMENTS:**

Agent will prepare during clearance:
2 Ship's Report.
1 Declaration List, arrival (Board of Navigation)
1 Declaration List, Departure (Board of Navigation)
To be prepared before Arrival:
2 Provision Lists (own provision of the ship).
2 Special Lists (must be signed by each member of the crew).
2 Crew Lists.
Bill of Admeasurement.
Certificate of Registry.
Ice-class Certificate (during winter months, 1st December–30th April, issued by hull surveyor).
Bill of Beaconage (issued by Customs).

**PILOTAGE:** Embark pilot at Isokari to Utö pilot stations. Distance through archipelago Isokari-Uusikaupunki 13 miles, Utö-Uusikaupunki 78 miles. Under normal circumstances first fairway recommended. During Winter months, if ice-situation difficult in Gulf of Bothnia, traffic goes via Utö.

Both pilot stations equipped with radio 2182 kHz, Channels 16 and 24, VHF duplex-Channels 18, 20 or 22 and radar. Pilot-boat red, with letter "L" and fittedwith VHF Channels 13 and 16. Pilot boards usually between Sandbäck-Isokari, to where "Hauteri" light leads in line

134·5°–314·5° (T). Notice of ETA at least four hours prior reaching station.

**ANCHORAGE:** Many areas of safe anchorages in Archipelago. Pilot advises.

**RESTRICTIONS:** No entry restrictions. No tide. During North and East winds sea-level can fall about 40 cm. below normal, which may sometimes delay deep loaded vessels reaching port.

**MAX. SIZE:** Longest quay 180 m. depth alongside 9 m.

**HEALTH:** Pratique not necessary. In the event of any disease/fever on board or in last port of departure, vessel has to inform before arrival, hoist quarantine-flags, or in darkness two lights, red light above white, showing all round horizon.

**RADIO:** Mariehamn Radio OFH; Helsinki Radio OHG.

**TUGS:** Two available; normally tugs join vessel at port, ship's lines used.

**BERTHING:** *Kemira Quay:* 180 metres long, owned by fertiliser factory Rikkihappo Oy, has depth 9 metres alongside, two 8-ton cranes, two discharging pipes, one for discharging ammonia at minus 32° C. and one for sulphur acid. Discharging capacity depending material 140–170 tons/hour/crane and loading/discharging bags 45–50 tons/hour/crane.

*Esso Quay:* 40 metres long, owned by Oy Esso AB, depth in channel and alongside 5 metres. Terminal is used for discharging LP gas.

*Telakka Quay:* 140 metres long, owned by Uudenkaupungin Telakka Oy, has depth alongside 5 metres. Quay is only used for ship repairs, and fitting works for new buildings. There is also a floating dock with 5,000 ton capacity.

*Hepokari Pier:* 90 metres long and 18 metres breadth, owned by town. Channel and alongside depth 7 metres. There is terminal on South side for Ro-Ro traffic.

*Saunasilta Quay:* 60 metres long and depth 3·5 metres, owned by town. Used only by small coasters.

**STEVEDORES:** Available. Contact Agent.

**MEDICAL:** Hospital facilities, vaccination, certificates, etc., available. Contact Agent.

**TANKERS:** For discharging liquid ammonia, diameter lines 6 and 10 in.

**DENSITY:** No tide, density 1004.

**FRESH WATER:** Water-hoses, about 20 tons per hour.

**FUEL:** Fuel available, contact Agent.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Normally carried out by crew.

**SHIP CERTIFICATES:** All certificates according to International Convention for the Safety of Life at Sea, Class Certificate, etc.

**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes per each member of the crew. Wine and/or Spirit: 1 bottle wine or spirit per each member of the crew.

**CARGO GEAR:** Not any additional requirements.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:** None.

**REPAIRS:** All types of deck and engine repairs possible.

**DRY DOCKS:** Uudenkaupungin Telakka Oy has a floating dock, lifting power 5,000 tons, draft 6·1 m., breadth 19·6 m., and length 130m.

**REPATRIATION:** Facilities exist for effecting crew changes and arranging any necessary repatriations.

**AIRPORT:** Distance to Turku Airport about 90 km. Airport is served by regular Airlines.

**TIME:** GMT plus 2 hours, no alterations during the year.

**HOLIDAYS:** Official Holidays are: New Year's Day (January 1st); May 1st; Midsummer Day (Saturday between June 20th and June 26th); Independence Day (December 6th). Usually no work on those days.

**POLICE/AMBULANCE/FIRE:** Police 002 or 3002; Ambulance 3005; Fire 005 or 3005.

**TELEPHONES:** Available.

**SHORE LEAVE:** Crew members are allowed ashore.

**AUTHORITY:** Uudenkaupungin Satamatoimisto, Uusikaupunki, Satamatie 9, Finland. Tel. Harbour Office 3061/39. Tel. Harbour Master 2963.

**AGENT:** See "Turku."

## VAASA: 63.06 N. 21.36 E. (See Plan)

**DOCUMENTS:**

3 Crew Lists.
3 Passenger Lists.
2 Customs Documents.
2 Health Documents.
5 Manifests.
5 Bills of Lading.

**PILOTAGE:** Compulsory for ships arriving from abroad. Three Pilot stations: From S. = Rönnskär Pilot for ships draft 18 ft. to 26 ft. From S.W.–W. & N.W., Norrskär Pilot = 26 ft. From N. Ritgrund Pilot = 16 ft.

Pilot signals: Letter "G" as flag – light or sound. Radio telephone call: Pilots watching 24 hours on 2182 kHz, also VHF.

Pilot vessel: 30 ft. motor yacht with wheelhouse and radar. Hull red all over with letter "L" painted on bow.

Pilot vessel not cruising in open sea. Meets ship well outside Archipelago indicated on charts.

Harbour pilot available in port from Vasklot Pilot Station, tel. 12 496.

**ANCHORAGE:** In the area of port – outside breakwater about 2 miles W. of port of Vasklot. Elsewhere according to Pilot's advice.

**RESTRICTIONS:** No locks. Fairway lighted all the way.

No tide, but water level may be reduced by up to 20 in. in Spring and early Summer, or increased by 10 to 25 in. in Autumn.

**MAX. SIZE:** Depth alongside piers up to 26 ft. 3 in. At the Oil Harbour, max. recommended LOA is 610 ft.

**HEALTH:** See "Documents" – no restrictions. Hospital and Doctor for any purpose available.

**RADIO:** Vaasa Radio – OFW 28 03 kc/s.

**RADAR/VHF:** No radar service in port area. Pilot vessels at sea pilot stations equipped with radar; also Rönnskär pilot station on same island. VHF radios on pilot stations and harbour tug-boat.

**TUGS:** Harbour tug-board and ice-breaker m/s *Vaasa* available 24 hours round. 650 h.p. Radio telephone/VHF – call signs OGWE. Charge according to size. Harbour tug also operating as salvage vessel in open sea.

**BERTHING:** Two piers of 180 metres length and the Reins Quay of 240 metres length. Depth 26 ft. 3 in. There are three 5-ton cranes on the South Pier.

The Ferry Pier, 106 metres length, depth alongside 5·7 metres with berths for Ro-Ro traffic.

A new Ro-Ro berth for cargo vessels at South side of South Pier with depth of 6·2 metres in operation.

The Oil Harbour is at Vasklot. Depth alongside 26 ft. 3 in. Tankers discharge through three arms of 500 m/m and 400 m/m diameter.

**STEVEDORES:** ETA as usual according to C/P to Agent, etc.

**MEDICAL:** If serious illness advance notice to Agent necessary. Coastguard has an aeroplane stationed at Vaasa; coast radio station will advise and arrange.

**DENSITY:** Nearly fresh water 1002–1004. No tide.

**FRESH WATER:** Available, no limit. Direct from quay-side, through pipes, rate about 25 tons/hour.

**FUEL:** All grades of bunker fuel available – direct from oil jetty or by lorries to berth.

**FIRE PRECAUTIONS:** Dry-cargo ships: no smoking in holds. Tankers: usual restrictions. Tankers with petrol cargo not allowed to berth at dry-cargo piers.

**GANGWAY/DECK WATCHMEN:** Not compulsory, ship's own crew can be used. Police watchmen available.

**OPENING/CLOSING HATCHES:** Normally carried out by crew.

**CERTIFICATES:**

Safety Equipment Certificate.
Stability Certificate.
Load Line Certificate.
Derrick and Hoisting Gear Test Certificate.
Derating Certificate.
Nationality Certificate.
Measurement Certificate.
Ice-class Bill.

**CUSTOMS ALLOWANCES:** Tobacco: Max. 200 cigarettes per man or 50 grs. of tobacco. Wine/Spirit: Max. one bottle of each per man to be opened and used on board only.

**CARGO GEAR:** Cargo gear test book to be in order – all gear to be tested within a year otherwise risks for breaks in discharging/loading.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:**

Belgium
Denmark
France
Great Britain
Netherlands
Norway
Sweden

**REPAIRS:** Shipyard in Vaasa owned by Wärtsilä Oy. All deck and engine work can be carried out; slip for ships up to 1,500 dwt. Nearest dry dock Rauma. Harbour tug acting as salvage vessel, diver on board, all kind of underwater cutting and welding, pumps, etc.

**REPATRIATION:** Can be carried out easily.

**AIRPORT:** Vaasa Airport (about 8 miles from town) served by regular airlines, domestic and abroad, Stockholm, UK, Continent, etc.

**TIME:** Local time GMT plus 2 hours.

**HOLIDAYS:** Working hours in port: 0800–1200, 1300–1700 Monday–Friday. Saturday: 0800–1200. Sunday free. Working days in port: Monday–Saturday. Working days ashore: Usually Monday–Friday. All banks closed on Saturday. Shops open all weekdays. Other holidays: 6th December – Independence Day – other Christmas, etc., as usual.

**TELEPHONES:** Can be arranged on board.

**POLICE/AMBULANCE/FIRE:** Tel. numbers Vaasa: Police 12 034, 12 374; Ambulance 005 12 641; Fire 005. Ambulance, aeroplane, coast guard: Vaasa 13 751, 14 859.

**GENERAL:** Ships approaching port of Vaasa in winter time (January–May) when sea area icebound, have to call any of Government ice-breakers operating in area or to inform harbour authorities of exact ETA – engine power, size and nationality, and whether strengthened for ice or not. Call signs, etc., for Government ice-breaker can be obtained from nearest coast radio station.

**SERVICES:** Compass adjusting available.

**DELAYS:** Only wintertime when Government ice-breaker is arranging, waiting or assisting in outbound convoys of ships.

**AUTHORITY:** Harbour Master, Harbour Office, Inner Harbour, Vaasa, Finland. Tel. Off. 12 162. No telex. Moorings and Water: 12 502. Harbour Pilot: 12 496. Harbour Tug-boat: 13 049.

**AGENT:** See "Helsinki."

## VALKO (Walkom): 60.25 N. 26.17 E.

**PILOTAGE:** Pilot arrives from pilot station at Orrengrund (Tel. (915)–53334, radio-telephone). Station equipped with radar. Distance to port 12 miles.

**APPROACHES:** Max. draft from sea to fairway 24 ft.
**TUGS:** One tug available, 200 h.p.
**BERTHING:** *Walkom Quay:*
New Quay, length 300 metres, depth 24 ft. South Pier (outer side) length 140 metres, depth 24 ft.
South Pier (inner side) length 105 metres, depth 18 ft.
**CRANES:** 5 mobile cranes, lifting capacity 2–6 tons. 1 shore crane, lifting capacity 6 tons. 1 shore crane lifting capacity 5–25 tons.
**DENSITY:** 1003.

## VEITSILUOTO: 65.42 N. 24.37 E.

**DOCUMENTS:** See "Oulu".
**PILOTAGE:** Inwards compulsory for vessel in foreign trade. Boarding at Kemi Lightship 17 miles S.S.W. of Kemi, and outwards at Ajos Pilot Station 4 miles S.S.W. of Kemi. Radio beacon at Ajos.
**ANCHORAGE:** Good holding ground in 3–4 fathoms of water half mile off-shore (inner roads) about 1 mile from Rautakallio, and by Koivuhauta 2 miles from harbour entrance.
**RESTRICTIONS:** Generally harbour open from latter part May until early December. No tide. Entry by day or night.
**MAX. SIZE:** See "Berthing".
**HEALTH:** See "Oulu".
**TUGS:** Available when required, charges according to net tonnage. Use ship's lines.
**BERTHING:** Length of Quay 572 m., depth 8·4 m., permitted draft 7·2 m.
**STEVEDORES:** Ordered by Agent, no ETA to stevedores necessary.
**MEDICAL:** Hospital at Kemi. Masters to advise if medical attendance required aboard.
**FRESH WATER:** Berth supply by shore installations.
**FUEL:** Ordinary fuel, diesel and gas oil. Deliveries by lorries only.
**FIRE PRECAUTIONS:** No special precautions. Company's fire-fighting corps.
**GANGWAY/DECK WATCHMEN:** Available but not compulsory.
**OPENING/CLOSING HATCHES:** Crew allowed open and close.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Denmark, Norway and Sweden, others at Kemi.
**REPAIRS:** Available at Kemi.
**SHORE LEAVE:** Crew members allowed ashore.
**DELAYS:** Not normally expected.
**AUTHORITY:** Harbour Master, Veitsiluoto, Finland. Telex 3614 VTO sf. Tel 3651/452 Kemi, Finland.

**AGENT:** See "Helsinki".

# France

## AJACCIO: Corsica 41.55 N. 08.44 E.

**DOCUMENTS:**
*Cargo vessels:*
1 Crew List.
1 Passenger List.
1 Manifest.
Ship's Register.
*Passenger Vessels:*
3 Crew Lists.
3 Passenger Lists.
Ship's Register.
1 Manifest.
**PILOTAGE:** No advance notice required. Vessels call Pilot with three blasts on ship's siren. Pilot boat flies usual pilot flag. Pilot joins approaching vessel at a line Isolella/Chapelle des Grecs. Available 24 hrs. a day. Pilot boat has VHF Channel 6.
**ANCHORAGES:** Several safe anchorages in harbour which can be indicated in advance by Ship's Agent.
**MAX. SIZE:** Length 200 metres, draft 7 metres. At anchor, no limit.
**HEALTH:** Health Officer boards on arrival. Pratique automatic unless suspected contagious disease on board, when it is necessary to notify Agent or Health authorities in advance by cable.
**RADIO:** ETA cables, etc., via Radio Grasse.
**TUGS:** Not required.
**BERTHING:** Regular vessels have priority of all berths.
**STEVEDORES:** Advice should be sent 24 hours prior to arrival. French vessels have priority of labour.
**MEDICAL:** No advance notice required in respect of medical attention unless case is urgent. All hospital facilities available. Except in the case of an epidemic in any country from which the vessel has sailed, no inoculations or vaccinations are necessary.
**TANKERS:** Maximum draft 10 metres, length 200 metres.
**FRESH WATER:** Available at the berths.
**FUEL:** All grades available, 48 hours notice required.
**GANGWAY/DECK WATCHMEN:** Not necessary.
**OPENING/CLOSING HATCHES:** Normally carried out by crew.
**CERTIFICATES:** Ship's Register.
**CUSTOMS ALLOWANCE:** Tobacco, 2 oz. or 200 cigarettes per member of crew. Wine, no restrictions. Spirits 1×20 oz. bottle.
**IDENTIFICATION CARDS:** Required.
**CONSULS:** Greek, Dutch, Monaco, Italian, Danish, Swedish, Finnish.
**REPAIRS:** Minor repairs can be carried out.
**DRY DOCKS:** None.
**REPATRIATIONS:** Can be arranged by Ship's Agents.
**AIRPORT:** 8 km. from port. Served daily by Air France regular line
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** 1st January; Easter Monday; Whit Monday; 1 May; 14th July; 15th August; 1st November; 11th November; 25 December. Cargo work can be arranged on all dates except 1 November.
**POLICE/AMBULANCE/FIRE:** Police 0.17; Ambulance 21.27.5 Fire 0.18.
**TELEPHONES:** Can be placed on board warships only.
**GENERAL:** Galley waste, etc., must not be discharged inside th bay.
**DELAYS:** In berthing can be expected in July and August up to tw days. Delay in loading or discharging up to 5 days. At other times the year maximum delay normally 24 hours.
**AUTHORITY:** Capitaine du Port, Quai l'Herminier.

**AGENT:** Britiships, PO Box 55, Ajaccio, Corsica. Tel. 21.43.3 Cables "Britiships Ajaccio". Telex 46627 Corsica.

## ANTIBES: 43.35 N. 07.08 E. (See Plan)

**DOCUMENTS:**
(*a*) For Harbour Master:
Ships Papers.
Declaration of Exit and Entry.
Crew List.
Passenger List.
(*b*) For Customs:
Health Declaration.
Provision List.
**PILOTAGE:** Not obligatory for yachts. Port cannot receive pleasu boats longer than 40 m. Ensure pilotage authorities advised of ET Tel. no. of pilotage, 34.21.92. To await Pilot, heave-to or anch approx. 300 m. to East of Buoy "500 Francs" (Red Buoy, unlit at nigh
**ANCHORAGE:** In winds of N.E. to S.E. anchorage in front Antibes not advised. Recommended anchor in Bay de Golfe-Jua in shelter of Cap d'Antibes, in direction of Juan-les-Pins. In win from N.W. to S.W., good anchorages on East face of Cap d'Antibe Bay of Garoupe, Bay of La Salis, Bay of Ilette.
**RESTRICTIONS:** Night entry not advised.
**MAX. SIZE:** For yachts in the old port, length 23 m., width 6 m draft 3 m. 5). For tankers, one berth only in tanker outer port. Max mum length 110 m., draft 7 m.
**TUGS:** None.
**TANKERS:** A berth against dolphins, in Outer Port and strict reserved for unloading refined fuels. See "Max. Size".
**FRESH WATER:** Oil companies have water point on berth Outer Port.
**FUEL:** For pleasure boats only.
**CONSULATES:** None.
**REPAIRS:** For pleasure boats only. 2 slipways for boats of max mum length 30 m.
**REPATRIATION:** Must be arranged through Consulates at Nic
**AIRPORT:** Nice, Cote d'Azur.
**TIME:** GMT plus 1.
**POLICE/AMBULANCE/FIRE:** Tel. Police 34.00.61 and 17; Amb lance 18; Fire 18.
**AUTHORITY:** Capitainerie du Port d'Antibes, Quai du Carenag tel. 34.48.46. Customs, Avenue de la Liberation, tel. 34.15.34.

**AGENT:** See "Paris".

## BASTIA: Corsica: 42.41 N. 09.27 E.

**DOCUMENTS:** See "Ajaccio".
**PILOTAGE:** Address, Vieux Port 20, Bastia. Tel. 315095. VH Channel 16. Pilot boats, 12 m. long, black and white with navigatio and pilotage lights. Previous advice to Pilots necessary befor arrival. Pilot boards in bay of Porto Vecchio, North of the citadel.
**ANCHORAGE:** Anchoring not recommended in Easterly winds Depth 15 to 30 m. in Porto Vecchio Bay. Bastia harbour: up to 4·50 m deep.
**RESTRICTIONS:** Ships may enter harbour any time.
**MAX. SIZE:** Maximum length: 160 m.; draft 7 m.
**TUGS:** None available.
**BERTHING:** Ships are berthing in order they arrive.
**STEVEDORES:** Moorage carried out by watermen. Same addres as Pilots.
**MEDICAL:** Medical controls made by Customs officer. Docto available.
**BERTHING:** Accommodation for about ten ships. General Carg
**FRESH WATER:** Supplied ashore.
**FUEL:** Available in small amounts.
**FIRE PRECAUTIONS:** General rules. One wharf reserved fo tankers.
**GANGWAY/DECK WATCHMEN:** Night watchman supplied b Agent.
**OPENING/CLOSING HATCHES:** Carried out by stevedores.
**CUSTOMS ALLOWANCES:** None on entry, 10 packets cigarett when leaving. Wine/spirits unlimited when leaving.
**IDENTIFICATION CARDS:** Required.
**CONSULS:** Nearest at Ajaccio.
**REPATRIATION:** No facilities exist.
**AIRPORT:** Bastia 20 km. from ports. Departures every day continent.

**TIME:** GMT plus 1 hour. No alterations.
**POLICE/AMBULANCE/FIRE:** Police, 1881; Ambulance, 2281 733–2686; Firemen, 018-088
**TELEPHONES:** As a rule telephone is put only on naval ships.
**SHORE LEAVE:** Crew may go ashore.
**AUTHORITY:** Department of Civil Engineering. Tel. 310715.

**AGENT:** See "Ajaccio".

## BAYONNE: 43.30 N. 01.28 W.

**DOCUMENTS:**
3 Crew Lists.
3 Passenger Lists.
3 Lists of Provisions on Board.
3 Individual Lists of Tobacco and Spirits.
3 Manifests of Cargo.
1 Set Bills of Lading.

**PILOTAGE:** Station extends three miles between the parallel of Ondres to the North and the limit of French territorial waters to the South. When weather permits, the pilot boat comes out of l'Adour and comes alongside ships near the light buoy situated W.N.W. of the port entrance. Contact Pilot at least 12 hrs. before arrival relaying through Bordeaux Arcachon Radio and stay on radio watch in the pilot zone.

**ANCHORAGE:** Ships must not anchor in the river.

**RESTRICTIONS:** In bad weather ships are led to take the Pilot at the pilot boat which is based on St. Jean-de-Luz and are led either towards L'Adour or to the anchorage of St. Jean-de-Luz.

**MAX. SIZE:** The Adour is accessible to ships of 160 m. length. Depth at the mouth varies with the seasons and are maintained by dredging. They are never less than 7 m. during summer but during winter can be reduced following westerly storms. The height of the tide has to be added to these depths but the draft can never exceed 9m.90.

**HEALTH:** A declaration of Health Form is lodged by the Customs Service on arrival; it must be completed by the Captain. In case of a suspect illness, advise Agent 24 hrs. in advance.

**RADIO:** Bordeaux – Arcachon Radio. The signal tower on the South side of the mouth, and the Harbour Master's Office, in the tower, has a VHF radio station.

**TUGS:** Two tugs available, 850 h.p., 8 tons bollard pull. Request for tug through the Agent. Tug waits at the entrance to the Adour.

**BERTHING:** When working berth is occupied, vessel is directed to a waiting berth. Large ships or those carrying dangerous cargo can be requested to wait outside the entrance.

| *Berth* | *Max. Length Vessel* | *Recommended Draft* |
|---|---|---|
| Socadour | 160 metres | 25 ft. |
| Cement Wharf | 160 metres | 24 ft. |
| Satec Wharf | 160 metres | 24 ft. |
| Grain Silo | 30 metres | 24 ft. |
| SNPA Sulphur Quay | 150 metres | 24 ft. |
| Other berths | 120 metres | 22 ft. |

**STEVEDORES:** Arrival must be notified to Agent 24 hrs. in advance.

**MEDICAL:** Medical attendance can be organised by the Agent without advance notice, Hospital and private clinic available. However, if medical attendance required as soon as the ship arrives, particularly at night, it is advisable to send a radio message 12–15 hrs. before the arrival of the ship.

**TANKERS:** No installation to receive residues. Two berths for unloading of refined products. Refinery de Midi: max. length 110 m., max. draft 6 m. Total Oil berth: max. length 80 m., max. draft 5m. 70.

**FRESH WATER:** Available at each berth, minimum supply 3 cubic metres.

**FUEL:** Available by arrangements in advance through Agent or suppliers.

**GANGWAY/DECK WATCHMEN:** Not obligatory except for ships with dangerous merchandise on board.

**OPENING/CLOSING HATCHES:** Generally carried out by the crew.

**CUSTOMS ALLOWANCES:** 200 grammes or 250 grammes of tobacco for each crew member and for 8 days (must without fail be declared in the individual list of provisions). 1 bottle of wine or spirits (must without fail be declared in the individual list of provisions).

**IDENTIFICATION CARDS:** Not necessary – seaman's identity card sufficient.

**CONSULATES:**
Belgium
Brazil
Chile
Spain
Finland
Great Britain
Norway
Peru
Portugal
Sweden
Uruguay

**REPAIRS:** Running repairs to hull, machinery, radio, and radar can be effected.

**DRY DOCK:** Usable length 98 metres. Length on stocks 94·10 metres. Width of entry 15 metres. Depth above sill, neap tides 4·50 metres, spring tides 6 metres.

**REPATRIATION:** Possible for all countries as well as crew changes.

**AIRPORT:** At Biarritz; 3 kilometres away. Regular service with Paris. Two services per week to and from London.

**TIME:** European Standard Time: GMT plus 1 hour.

**HOLIDAYS:** 1st January; Easter Sunday/Monday; May 1st; Ascension Day; Whitsun Sunday/Monday; 14th July; 15th August; 1st November; 25th December.

**POLICE/AMBULANCE/FIRE:** Police, telephone 17 or 25.20.34., Anglet: 17 or 25.94.24. Boucau: 17 or 25.22.80. St. Leon Hospital: 25.34.60. Fire Station: 18 or 25.21.84.

**TELEPHONES:** Telephones on board not possible.

**SHORE LEAVE:** Crew are authorised to go ashore.

**AUTHORITY:** Harbour Master: Allees-Marines, 64 Bayonne. Tel. 25.00.02.

**AGENT:** See "Paris".

## BORDEAUX (inc. Verdon, Bassens, Ambes, Pauillac, Blaye): 44.50 N. 0.34 W. **(See Plan)**

**DOCUMENTS:**
Tonnage Certificate.
2 copies Provisions List.
2 copies Personal Effects List.
2 copies Crew List.
Customs Clearance.
Crew Manifests.

**PILOTAGE:** Vessels should announce their arrival at BXA Buoy at least 24 hours in advance to the Commandant du Port de Bordeaux through Coast Station Arcachon – Bordeaux Port Radio. In addition they should contact the pilot boat and confirm their ETA and speed 12 hours in advance The ship will be able to keep in touch with the pilot boat where radio watches are kept as follows.

1. On 500 kc/s (radio) and 2·182 kc/s (radiotelephone): permanent watches from 0800 to 1000 GMT. 1200 to 1400 GMT. 1600 to 1800 GMT. 2000 to 2200 GMT.

2. On 2·182 kc/s, a general RT call (both in French and in English) at the end of each radio contact with the pilots' station at Le Verdon.

These contacts are made on 1743 kc/s at the following hours (GMT) 0030 – 0300 – 0500 – 0630 – 0717 – 0915 – 1030 – 1230 – 1430 – 1600 – 1715 – 2000 – 2124.

Upon request a special radio contact can be obtained at any time.

Under normal weather conditions, the pilot boat remains near the landing buoy and the West Channel entrance. In bad weather the Pilot is sent on board as soon as boarding becomes possible, usually around buoy No. 10.

Vessels less than 70 metres long, for which pilotage from the sea to Verdon is not compulsory, may embark river Pilot at Le Verdon providing Masters have advised the pilot station accordingly. Pilots can be contacted on VHF Channels 12 and 16.

**ANCHORAGE:** The normal waiting anchorage area is the roadstead of Le Verdon, depth 10 to 12 m. and sand silt bottom. The big tankers with more than 10 m. draft find a good anchoring area in the Saintonge roadstead with a depth of 15 to 20 m. (sand silt bottom).

**MAX. SIZE:** Verdon Petroleum Harbour. Tankers up to 350 m. length or approximately 250,000 dwt. can be accepted, with 75% load.
Bec d'Ambes: Tankers up to 32 ft. 6 in. draft.
Pauillac: Tankers up to 34 ft. 6 in. draft.
Bassens: Vessels up to 32 ft. draft.
Blaye: Vessels up to 25 ft. draft.

**RESTRICTIONS:** The great entrance to the Gironde estuary (Western Entrance) is dredged to a depth of 13·50 m. under the zero of French sea charts. It permits the sailing in of ships with a draft of 15 metres (49 ft.) at practically all tides.

**HEALTH:** Vessel should ask for free pratique by radio at least 12 hours before arriving at port. Message should be addressed to Sanipor – Bordeaux routed via Bordeaux/Arcachon radio. Otherwise, pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive free pratique, Master should radio Agent before arrival, advising full details.

**RADAR/VHF:** Port radar is in operation in the Gironde Estuary and approaches. Vessels may contact this station for navigation information by calling Verdon Port Radio on VHF Channel 14.

**RADIO:** Arcachon Bordeaux Port Radio: Radiophony 1,862 kc/s. Radiography 421 kc/s.

Port Authority by VHF: Calling band 156·8 mHz Channel 16. Traffic band 156·6 mHz Channel 12 (port). Traffic band 156·7 mHz Channel 14 (radar).

Pilots: Telegraphy: watch on 500 kc/s at the prescribed hours. Telephony: continuous watch on 2,182 kc/s. VHF: continuous watch on Channel 16.

**TUGS:** Tug assistance is available as ordered by the Pilot. Tugs will join vessels at the following places: In Verdon Roads for vessels mooring at Verdon. In Pauillac Roads for vessels mooring at Pauillac. At Buoy BA1 for vessels mooring at Ambes. Off the Harbour Basins for vessels mooring at Bordeaux Docks.

As a rule ship's tow-lines are used; when a tug line is required there will be an additional charge.

**BERTHING:** *Riverside Quays*. 20 berths depth alongside 7·50 m.–9 m. at low water.

*Enclosed Docks*. 2 basins joined by a lock 25 m. wide. Entrance effected by two locks of the following dimensions: Large lock 152 m. long 22 m. wide. Small lock 136 m. long 14 m. wide. Depth of water in the basins is maintained at 7·50 m.

*Queyries*. 1,193 m. berth length. Depth alongside 5–8 m.

*Bassens-Amont*. 10 berths, total length 1,250 m. Depth alongside up to 9·50 m.

*Bassens-Aval*. 10 berths, total length 1,250 m. Depth alongside more than 9·50 m. at low water.

**TANKERS:** *Verdon Terminal*: Main berth. The ship is berthed on elastic dolphins (steel pipes) with an available depth of 17 metres. Ship makes fast with own hawsers on four mooring dolphins, two up and two down on the wharf and set back about 35 m. from the face. This mooring is strengthened by very flexible steel warp hawsers of 55 and 60 mm. diam. Five hawsers of this type may be placed at each end of vessel according to needs and weather conditions. Ships must have strong chain or claw-stoppers for turning on bitts.

For crude oil, the berths have following equipment: one 30 in. line connecting the main berth to storage; one 16 in. line connecting the coaster berth to the foresaid lines; two lines for bunkering.

Arms for connecting pipe-lines to ship. Connecting of the crude oil pipe-lines is made by ASA type, 16 in. Mannesmann arms (4 at main berth – 1 at the coaster berth). The Port Authority has a number of connecting collars in various dimensions and types. Ships are requested to inform before arrival on the type and data of their own collars. Connecting to the bunkering line is made by flexible hoses (ships must use their own handling gear).

Fire wire must be rigged on forecastle and poop, the eye one metre (3 ft.) above the water (all the time) when ship is light. Each fire wire must have a ten metres (30 ft.) coil laying between bitts and fair lead.

If no other request, the ship is assisted by two tugs (with Kort-nozzle 23 ton thrust) one of which stays at disposal during the call.

Secondary berth. This berth is for the use of shuttle-service ships, lighters and coasters, depth of 6·50 m. alongside.

Fire-fighting line. A 12 in. line supplies the wharf and the two berths with sea water under pressure. At each berth there are fire-fighting hydrants. The first help material for fire-fighting is ready to use at each call. It includes spray nozzles, water and foam hoses, emulsion liquid containers, powder extinguisher systems (movable and portable).

Bunkering. Supply is made by lighters mooring at the coaster berth. Tying lighters alongside tankers is forbidden, except with special permission of the Port Authority.

Telephone. Telephone is connected to every ship on arrival. In that way the ship is regularly connected to the French telephone network (tel. No. 596243 – Le Verdon).

*Pauillac*. Oil installation operated by Shell, 33 ft. alongside.

*Ambes*. Terminal for tankers up to 200 m. length, 32 ft. 6 in. draft. Operated by Société Elf and Esso.

*Blaye*. Small tankers are accommodated at the private jetty of La Société Total.

**DENSITY:** Verdon 1023 to 1015. Pauillac 1005 to 1000. Ambes approximately 1000. Bordeaux approximately 1000.

**MEDICAL:** All facilities available. Smallpox, malaria, and cholera vaccinations can be performed at the Military Hospital or at the Port Vaccination Centre.

**DRY DOCKS:** There are three dry docks and five small covered docks. Dimensions of the largest graving dock are 247 m. length 34 m. width 13·40 m. depth.

**CUSTOMS ALLOWANCES:** 200 cigarettes and one bottle of alcohol per man.

**IDENTIFICATION CARDS:** Crew men going ashore should carry passport or identity card.

**AIRPORT:** Situated 10 km. from port. Daily flights to all parts of France. Twice weekly flights to Europe and N. Africa.

**POLICE/FIRE/AMBULANCE:** Police 17; Ambulance 17; Fire 18.

**TELEPHONES:** Can be connected on board vessels moored at quays in Bordeaux, Bassens, Ambes, Pauillac, and Verdon.

**TIME:** GMT plus 1 hour – no alterations.

**HOLIDAYS:** New Year (1st January, no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May, no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July, no labour available); Assumption Day (15th August, no labour available); All Saints' Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.

**AUTHORITY:** Port Autonome de Bordeaux, Palais de la Bourse. Tel. (56) 90.91.21. Telex Poronom Bordx 57617. Harbour Master: Capiport Bordx 57.428.

**AGENT:** See "Paris".

## BOULOGNE SUR MER: 50.43 N. 01.35 E. (See Plan)

**DOCUMENTS:** As for "Calais".

**PILOTAGE:** Compulsory for vessels over 60 metres length. Vessels can communicate with pilot station, tel. 31.36.08, through Boulogne Radio. When pilot launch is at sea, contact by VHF Channel 12.

The most favourable boarding point is between the sea buoy and the wreck buoy situated 1½ miles to the South, or slightly nearer the land if there are strong Westerly winds. In any event, the surf created by the Carnot breakwater must be avoided by keeping at least 1 mile off shore. If Pilot is not immediately available, vessel must wait in Outer Roads, if necessary at anchor, until further instructions received. On no account should vessel attempt to enter Carnot Roads without Pilot.

**ANCHORAGE:** The outer anchorage for large vessels is midway between Bassure de Baas and the Carnot breakwater. Anchorage prohibited in the main approach channel.

**RESTRICTIONS:** Entrance depends on tidal conditions. For larger vessels best to enter the breakwaters at slack water which occurs two hours before time of high tide. Arriving vessels are obliged to contact Harbour Master's office immediately by radio, or VHF Channel 12.

**MAX. SIZE:** For outer harbour: length, 205 m.; draft, 10·5 m. Springs, 11·00 m. Neaps. Max. d.w.t., 31,000 tons. Bassin Loubet: length 100 m.; Draft, 7·5 m. Springs, 775 m. Neaps.

**RADIO:** Boulogne Radio, call sign FFB, also on VHF Channel 25.

**HEALTH:** Pratique given by Customs officers who board on arrival. In case of suspected disease on board, Master should radio Agents prior arrival advising details.

**TUGS:** Will meet vessel as requested by Master on Pilot's advice.

**BERTHING:** Main berths situated inside Carnot breakwater. Mooring length of 1,000 m. available, depths vary from 5·5 m. to 10 m.

A marine terminal in the inner harbour, for landing vehicles with passengers. This terminal has two mobile ship-to-shore ramps.

These ramps have a load capacity of 30 and 35 ton, and the availability of parking areas allows for development of roll-on roll-off traffic. However, the characteristics of the inner port can just accommodate ships up to a maximum length of 130 metres with a draft of 4·50 metres. Plans are being studied for considerably improving these facilities.

**CRANES:** Floating crane 150 ton capacity. Also one crane 25 ton capacity, 9 cranes 3–6 ton and 18 cranes 6–15 tons

**DEVELOPMENTS:** Lengthening of the Quay de L'Europe which will then have a total length in excess of 800 metres.

A third roll-on/roll-off position is being studied which will be located in the sheltered roadstead, on the Western side of the Sarraz Bournet mole, and will be able to handle a mixed traffic of accompanied cars and general cargo. In addition, a quayside installation equipped with a ramp is being planned in the dock for berthing Ro-Ro ships with both horizontal and vertical handling capability.

A 240-metre quay may also be available along the Western side of the quay when the increased traffic warrants its construction.

The port offers 58,800 sq. metres covered area, of which 4,500 sq metres (18,000 cubic metres) are cold stores, and 82,100 sq. metres of open area.

A clinker silo of a capacity of 42,500 tons is currently in course of construction; its rate of loading will be 1,000 tons/hour.

**FRESH WATER:** Supplied by pipe-line to all berths.

**FUEL:** SMCL quay can supply marine fuel. Quay is limited to vessels less than 100 m. length and 5 m. draft, otherwise fuel obtainable by tanker lorry from Dunkirk.

**OPENING/CLOSING HATCHES:** Performed by crew.

**REPAIRS:** Only quick repairs may be effected because of congestion at the quays. Slipway for vessels up to 2,500 tons.

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** No work Sundays and legal holidays.

**POLICE/AMBULANCE/FIRE:** Police, tel. 31.58. 07; Ambulance Fire, tel. 18.

**TELEPHONES:** Can be connected on board vessels at Quay de L'Europe.

**SHORE LEAVE:** Permitted, no restrictions.

**AUTHORITY:** Direction du Port, 96 Quai Gambetta, 62321 Boulogne sur Mer. Tel. 31.46.00.

**AGENT:** See "Paris".

## BREST: 48.24 N. 04.30 W.

**DOCUMENTS:** See "Dunkirk".

**PILOTAGE:** Pilots do not stay out at sea, but only go to meet ship at estimated time of arrival as sent by ship. Normally pilot boat positioned on the line Toulinguet lighthouse and Beuzec (or Charles Martel) buoy, about 2·5 miles N.W. Toulinguet lighthouse. If strong S.W. wind, pilot boat waits for ship at entrance of Camaret Bay, about 1.5 miles N.E. Toulinguet lighthouse. If sea too rough to allow pilot boat to sail out, boat waits for ship at entrance of Brest Roads near Portzic lighthouse.

Ships proceeding Brest must send last message giving ETA pilot station (stating if *local time or GMT*), about 5 hours before arrival. Message to be addressed "*Brest Pilot Office*" through Brest Le Conquet radio station (call sign FFU). Day and night watch at pilot office. Radio station phones message direct as soon as received. Any alteration in ETA should be passed pilot office immediately.

Pilot boat sails from Brest harbour about 1½ hours before ship's ETA, and ½ hour later pilot boat takes radio-telephony watch on 2·182 kc/s, calling ship from time to time on same frequency. Ships fitted with radio-telephony should listen and call on 2182 kc/s. Pilot boat also equipped VHF Channels 16, 9, 6, 12 and pilot office Channel 9

**ANCHORAGE:** At Pilot's discretion. Anchoring in main approaches restricted as indicated on charts.

**RESTRICTIONS:** Entry subject draft and height of tide on day in question. Two entrances to port, one dredged to 6 m. below zero of charts and the other 5·8 m. below zero. Depth at quays varies according berth from 6 m. to 11 m. below zero.

**MAX. SIZE:** Inside harbour, max. length 320 metres. Draft up to 35 ft. subject to tide.

**HEALTH:** If from foreign port, cable Maritime Health Service 48 or 24 hours prior arrival requesting free pratique. If risk of contagious disease exists, vessel will be held in roads until cleared. If from another French port, free pratique automatic.

**RADIO:** Brest Le Conquet – FFU.

**TUGS:** Two port tugs of 1,250 h.p. Tugs join vessel at main entrance to port. Marine National places tugs at ship's disposal for all port movements. Generally, tow rope supplied by tug at additional charge.

The German salvage tug *Le Pacific*, or another tug of the German Bugsier Company, is stationed at the port, but only gives assistance for vessels requiring aid outside the port area.

**BERTHING:** According to draft, ships may have to wait in roads before berthing, depending on height of tide in fairways. Also see "Restrictions".

**STEVEDORES:** Agent has responsibility of making all arrangements for unloading, and is in touch with stevedores who arrange necessary gangs.

**MEDICAL:** Hospitals and clinics available. In the case of ship needing medical assistance, request should be addressed to Maritime Health Service through Conquet Radio Station, advising ETA, where vessel coming from and state of patient.

**TANKERS:** One berth for receipt of refined products destined for local storage tanks. Berth length 142 metres, dredged alongside to a depth of 10 metres below zero of charts over an area 250 metres long and 30 metres wide.

**FRESH WATER:** All berths have fresh water supply. Apply to Chamber of Commerce who make necessary arrangements. Loading rate 13–15 tons per hour.

**FUEL:** Bunkering station operated by Société de Depots de Petrole Cotiers, on the South side of the East Mole. Loading rate up to 200 tons per hour.

**TANK CLEANING:** Station situated at the Southern extremity of the East Mole. Can operate four Victor Pyrate machines simultaneously. Equipped with three boilers to supply steam, three pumps, oily water separator and an extractor for solid residues.

The tank-cleaning station is connected by pipe-line to Repair Quay No. 2 where tankers of 100,000 to 250,000 dwt. may be accommodated.

**DEVELOPMENTS:** Building project for a refinery of 3½ million tons capacity, fed by a jetty accessible for tankers of 250,000 tons dwt. in course of next 5 years. Plan for extension of naval repair yard, building third large drydock for tankers up to 500,000 dwt.

*Work in progress:* Construction of repair stations for vessels whilst afloat at No. 2 and 3. No. 2 quay total length 288 m. No. 3 quay total length 320 m. Work commenced in August 1973. No. 2 quay expected to be completed 1974 and No. 3 quay May 1975.

**WATCHMEN:** Compulsory for ships carrying dangerous materials, non gas-free tankers, vessels with chemical products, munitions, etc.

**CERTIFICATES:**
Nationality.
Gross Tonnage.
Classification.
Deratisation.
Vaccination.

**CUSTOMS ALLOWANCES:** Tobacco, Wine/Spirit. Ship's provisions must be under seal.

**CONSULATES:** The following countries are represented by Consuls at Brest:

Belgium
Chile
Denmark
Finland
German Federal Republic
Netherlands.
Norway
Portugal
Spain
Sweden

**REPAIRS:** Repair Quay No. 1 at the East Quay of Basin No. 5 can accommodate vessels up to 200 metres length. Dredged to depth of 10 metres over an area 300 metres long, 52 metres wide.

Repair Quay No. 2 can accommodate vessels up to 350,000 dwt. Quay is 320 metres long, dredged to depth from 10 metres at the bow to 12 metres at the stern over an area of 400 metres length.

Vessels may also be permitted to make repairs at other quays accordng to their availability.

**DRY DOCKS:** *No. 1:* Dimensions 225 metres by 26·77 metres, entrance sill four metres below datum, situated at the North-east angle of Basin No. 5. The entrance lock can receive two vessels simultaneously, one of 75 metres length and the other of 150 metres length, with some adjustments.

Maximum draft, at spring tides: 11·50 metres; at neap tides: 10·00 metres.

*No. 2:* Dimensions 342 metres by 55 metres. Can accept tankers of up to 250,000 dwt. Entrance sill 7·25 metres below datum. Dock situated in the South-east of the Industrial Port Zone. Can accept vessels of the following dimensions:

At mean spring tides: length 335 metres; beam 50 metres; draft 12·50 metres.

At neap tides: length 335 metres; beam 50 metres; draft 10 metres.

**AIRPORT:** At Guipavas, 7 km. from Brest – 3 daily services to Paris.

**TIME:** Local time GMT plus 1 hour.

**POLICE/AMBULANCE/FIRE:** Police 444850 and 445861; Police Secours 17; Ambulance and Fire brigade 18 or 442766.

**TELEPHONES:** Can be placed aboard at certain berths.

**SERVICES:** Degassing station, tank-cleaning and slop discharge, adjustment of chronometers, chart and document department, weather forecasting, permanent daytime service for signing on crew, barometer adjustment. Also Compass and D/F adjusting.

Port Weather Service: Port Office, 30 Bis, Quai Commandant Malbert. Health Service: Quai Commandant Malbert.

**AUTHORITY:** Ingenieur des Ports et Chaussees, Arrondissement de Brest, Direction Departmentale de l'Equipement, 2 Rue Alderic Lecomte. Tel. 80.13.44 (5 lines) Brest. Telex 74586.

**AGENT:** Jolasry (France), 6 Quai de la Douane. Telex 73080. Tel. 44.32.10.

## CAEN: 49.13 N. 00.21 W. (See Plan)

**DOCUMENTS:**
3 copies Crew List.
3 copies Provisions List.
3 copies Crew Personal Effects List.
Derat. Certificate or exemption.

**PILOTAGE:** Pilot boat is on station from 2½ hours before high water until 3 hours after high water. Vessels can contact the Pilot by radio on 2182 kHz or by VHF Channels 12 and 16. The pilot boat is stationed in the outer port of Ouistreham and goes out to the roads on vessels approach. International code flag signals are used to call Pilot.

Caen Pilot boat has a black hull with a white stripe. The words "Pilote Caen" are written in white letters on the hull. During the summer months the pilot boat is replaced by a launch bearing the same markings. As soon as the Pilot boards he will hand the Master an Entry Declaration to be completed.

**ANCHORAGE:** While waiting the tide vessels may anchor in the vicinity of the light-buoy in Ouistreham roads. The position of this buoy is 49° 19′ 50″ N. 0° 14′ 18″ W. The buoy is positioned in depths of 10 m. Anchorage is open to winds from West through South to East; good holding ground. Currents do not exceed 2 knots at spring tides.

**RESTRICTIONS:** Dimensions of locks – East lock length 181 m., depth 18 m. West lock length 225 m., depth 30 m.

The locks are open to navigation from 2 hours before high water to 3 hours after high water. The locks can be used up to a maximum of one hour before/after these times by special permission of the Harbour Master and payment of additional dues.

Maritime Canal, length 14 km. The canal is dredged to 9·89 m. depth. Vessels proceeding to the docks at Herouville and Calix must pass two bridges: Herouville 30 m. wide and Colombelles 30 m. wide.

Ships proceeding to new dock must also pass the bridge at Calix, 21·76 m. wide. Maximum speed authorised in the Maritime Canal is 7 knots.

**MAX. SIZE:** Daytime, length 188 m., beam 23 m., draft 29 ft. sea water.

Night-time:

| | | | |
|---|---|---|---|
| Herouville | length 170 m. | Beam 17 m. | Draft 24 ft. sea water. |
| Calix | „ 150 m. | „ 17 m. | „ 24 ft. „ „ |
| New Dock | „ 140 m. | „ 15·3 m. | „ 21 ft. 2 in. „ |

**HEALTH:** Free pratique is automatic for all ships. Health control is carried out by customs officers under the direction of the Havre Port Health Office. For ships coming from ports in Africa, Asia, or Pacific Islands a Maritime Declaration of Health is required.

In case of suspected epidemic or fever on board Master must advise the port authorities who will instruct him to proceed to an appropriate anchorage to be boarded by the Port Health doctor.

**RADIO:** Nearest radio station Boulogne Radio, call sign FFB.

**VHF:** Vessels may communicate with the Harbour Master's Office by VHF Channel 12. This service only operates during the hours when the locks are operating.

**TUGS:** The use of one or two tugs is compulsory for vessels over 16·50 m. beam.

**BERTHING:**

| *Dock* | *Quay* | *Facilities* | *Length* (m) | *Sea level chart* |
|---|---|---|---|---|
| Saint Pierre | Vendeuvre de la Londe | 2 cranes 5 tons | 280 | 5 |
| | Cafarelli | 1 apple silo of 250 t<br>unloading rate 50 t/p/h | 250 | 5 |
| | | Cider storage of 3,200 hectl capacity | 150 | 5 |
| Nouveau Bassin | Président | 3 cranes 5 t | 150 | 7·9 |
| | Hippolyte Lefèvre<br>Président | Cereals machinery rate:<br>two 100 t/h<br>one 200 t/h | 550 | 6·5 |
| | Gaston Lamy | 4 cranes 3 t; 2 cranes 5 t<br>2 cranes 10 t; 2 cranes 15 t<br>3 cranes 5 t; 1 crane 8 t | | |
| | De Normandie | 1 crane 10 t | 375 | 5·8 |
| De Cliax | Calix | 4 cranes 6 t<br>Storage of Molasses: 9,000 t | 165 | 9·9 |
| D'Herouville | Président | 2 cranes 5 t; 4 cranes 6 t | 300 | 9·9 |
| | Delaunay | Private berth, 3 cranes 8 t | 200 | |
| | Mole à charbon | For General cargo: 9 silos of 19,600 m³ | | |
| Blainville | Blainville | Wood unloading rate 400 t/p/h | 150 | 9·9 |
| | Blainville | To be completed 1974 | 180 | 9·9 |

**STEVEDORES:** Arranged by Agent on basis of ETA provided by vessel before arrival.

**MEDICAL:** Doctors and hospital facilities available.

**TANKERS:** There are two tanker berths D.P.C. berth in Calix Dock, maximum draft 8·60 m. and SONEC berth on the left bank of the Canal, maximum draft 5·60 m. Gas-freeing and discharge of residues is prohibited.

**FRESH WATER:** Available at all berths, rate about 5–10 tons per hour.

**FUEL:** Can only be supplied by tanker lorries.

**WATCHMEN:** Not compulsory.

**OPENING AND CLOSING HATCHES:** This work is normally carried out by the crew.

**CUSTOMS ALLOWANCES:** Amount of tobacco and alcohol for crew consumption must be declared on the stores list. Quantities held out of bond are at Customs discretion.

**IDENTIFICATION CARDS:** Not required.
**CONSULS:** The following countries are represented locally:

| | | | |
|---|---|---|---|
| Denmark | tel. 82.00.67 | Norway | tel. 82.05.42 |
| Finland | „ 83.33.27 | Sweden | „ 82.21.76 |

**REPAIRS:** Deck and machinery repairs can be carried out by local workshops. Nearest dry docks at Havre or Cherbourg.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Situated 12 km. from the port. There are no regular services, but an air taxi with five seats can arrange connections to International airports.
**TIME:** GMT plus 1 hr. all the year round.
**HOLIDAYS:** Work is carried out on legal holidays. No work on "Jours de Fêtes".
**POLICE/FIRE/AMBULANCE:** Police tel. 17; Fire 18; Ambulance 18.
**TELEPHONES:** Can be connected on board ships. Quayside telephone situated in the new dock and at Hérouville.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Ingenieur des Ponts et Chaussees, Chef de l'Exploitation, Direction Departmentale de l'Equipment, Avenue General Vanier, 14000, Caen.
**AGENT:** See "Paris".

## CALAIS: 50.58 N. 01 50 E. (See Plan)

**DOCUMENTS:**
Ship Register.
Manifest of Cargo.
Shipping Bill.
3 Lists of Provisions on board.
4 Lists of Articles held by crew.
3 Lists of Crew.
List of open spaces.
Health Certificate, endorsed by Master on arrival.
Deratisation or exemption.
For tankers, Certificate of Cargo Specification and Certificate of vessel's suitability to transport inflammable liquids in bulk.
**PILOTAGE:** Compulsory when entering or leaving harbour, except for ships less than 50 metres length. Pilotage area: 3 miles from piers. Ships required to give notice of their arrival 18 hours before, through Boulogne Radio. Pilot waits between buoys CA4 and CA6. Pilot boat: Black, white side stripe, bearing the inscription "Pilote Calais". She is equipped with VHF, Channel 6 and Channel 16.
**ANCHORAGES:** Between CA6 and CA8, 15 to 17 m. deep, sand and gravel. Good anchorage. When bad weather from N. ships are advised to stand out to sea or anchor in the roads of Les Dunes. Ship will receive instructions from pilots or Harbour Captain's office when to enter roads of Calais.
**RESTRICTIONS:** Harbour channel 130 m. wide. In channel and outer harbour, depths are maintained at 8·40 m. MWL. Vessels should enter harbour preferably about 2 h. 30 before high tide or 0 h. 30 after high tide. Because of the shape of sluice at the entrance larger vessels cannot have direct access to the Bassin Carnot at certain tides. These vessels may lighten in outer port, at "Quai Paul Devot", where depth is 7 m. LWOST.
**MAX. SIZE:** "Bassin Carnot", 150 m. max. length; "Bassin Ouest", (West Dock) 110 m. max. length; "Quai P. Devot", 160 m. max. length; "Bassin Carnot", 19 m. max. beam; "Bassin Ouest", 16 m. max. beam. Maximum draft: 8·10 m. (26 ft. 6 in.). Port accessible to vessels of 20,000 dwt.
**HEALTH:** Sanitation Controls can arrange deratisations and exemptions. International Vaccination Certificates required for ships coming from an epidemic zone.
**RADIO:** Messages through Boulogne Radio. ETA must reach pilotage station or Harbour Captain's offices 18 hours before arrival. Near Calais, ships equipped with VHF can call Harbour Captain on Channel 12 or pilotage station on Channel 16.
**TUGS:** Generally join ships at end of the piers. Towing ropes are generally ships own but can be supplied by tug.
**BERTHING:** Max. height of tide 7·30 metres. Depth on dock sills 2 metres LWOST.

At West dock, entrance between 1½ hours before and ½ hour after high tide. In Bassin Carnot, entrance between 3 hours before and 1 hour after high tide.

There are two berths equipped for handling roll-on/roll-off traffic, situated in Bassin Carnot.

**CRANES:**

| | | |
|---|---|---|
| Maritime Station Quay | Electric cranes – 6 tons | 3 |
| Paul Devot Quay | Electric crane – 6 tons with automatic scoop | 1 |
| | Electric crane – 12 tons with automatic scoop | 1 |
| Transit Station | A block of 2 gantries able to handle a load of 40 tons (containers) | |
| *West Basin* | | |
| South Quay of the West Basin | Electric cranes – 3 tons | 3 |
| | Electric cranes – 6 tons | 2 |
| *Carnot Basin* | | |
| Vistule Quay | Electric cranes – 6 tons | 2 |
| Rhone Quay | Electric cranes – 3 tons | 4 |
| Loire Quay | Electric cranes – 6 tons | 3 |
| | Electric cranes – 6 tons with automatic scoops | 8 |
| | Electric gantries – 6 tons with raisable forepeak and equipped with weights and automatic scoops | 2 |
| Crespin Quay | Electric cranes – 6 tons with automatic scoops | 3 |
| Fournier Quay | Electric cranes – 6 tons | 5 |
| | Electric crane – 12 tons with automatic scoop | 1 |
| Volga Quay | Electric cranes – 6 tons | 2 |
| | Electric cranes – 6 tons with automatic scoops | 2 |

*Dry Dock:* One electric crane – 15 tons. 2 mobile cranes of 1/9 tons complete the lifting machinery of the Public Equipment of the Port.
**BRIDGES:** Swing bridges (West Dock) and draw bridges (Bassin Carnot) are situated on sluices.
**STEVEDORES:** Informed by Shipbrokers of tonnage, nature and condition of cargo.
**MEDICAL:** All facilities available.
**TANKERS:** Two posts provided for tankers: "Quai Paul Devot" for middle-sized tankers. "Bassin Ouest" (West Dock) for small tankers. "White and black" products can be accepted at "Bassin Ouest." Only "black" products admitted at "Quai P. Devot". Tankers are allowed to enter harbour only by day-time. They must go as soon as operations are finished. Hoses 10 and 12 in. in diameter. Barges discharged with a 10 in. hose.
**DENSITY:** Salt.
**FRESH WATER:** Supplied from hydrants on wharves.
**FUEL:** Any fuel can be supplied by tank lorry of large capacity.
**GANGWAY/DECK WATCHMEN:** Ships must be guarded.
**OPENING/CLOSING HATCHES:** As a rule hatches are manoeuvred by crew.
**CUSTOMS ALLOWANCE:** Tobacco: No limit for foreign ships, but the quantity must be declared on the lists of articles held by crew.
**IDENTIFICATION CARDS:** Identification cards and seamen's books are required.
**CONSULS:**
*Consuls:*
Low Countries, (Holland), M. G. Dumont, 12 Bd. des Allies, Calais.
Monaco, M. C. H. Loze, 38 Quai Gustave, Lamarle.
*Vice-Consuls:*
Denmark, M. J. Mulard Son, Place de Suede.
Finland, M. H. Ravisse, 12 Bd. des Allies.
Great Britain, M. P. B. Thompson, 9 Rue Felix Cadras.
Greece, M. H. Ravisse, 12 Bd. des Allies.
Italy, M. T. Simonini, 64 Rue Royale.
Norway, M. Y. Lefebvre, 12 Bd. des Allies.
Portugal, M. R. H. Delanghe, 41 Place d'Armes.
Sweden, M. T. Pagviez, 198 Rue des Quatre Coins.
Representative of the Consulate of Germany of Lille, M. N. 12 Bd. des Allies.
**REPAIRS:** Deck and engine repairs possible.
**DRY DOCKS:** One, 153 m. long, 21 m. wide. Depth at sill, 7·45 m.
**REPATRIATION:** Pilot boats and tugs may trans-ship equipment or hands in outer roads.
**AIRPORT:** Calais, Marck, 7 km. away.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** 1st January; Easter Monday; 1st May; Ascension Day; Whit Monday; Tuesday afternoon following 1st Sunday of July (local feast); 14th July; 15th August; 1st November; 11th November; afternoon of 24th December; 25th December; Sundays.
**POLICE/AMBULANCE/FIRE:** Police 17; Ambulance 34.39.24 Fire 18.
**SHORE LEAVE:** Crew are allowed ashore.
**AUTHORITY:** Directeur des Ports de Boulogne-sur-Mer et Calais 96 Quai Gambetta. 62 Boulogne-sur-Mer.
**AGENT:** See "Paris".

## CALVI: Corsica 42.34 N. 08.46 E.

**DOCUMENTS:**
3 Crew Lists.
3 Passenger Lists.
1 Provisions List.
1 Cargo List.
1 List of Articles (new and customs-barred) in possession each crew member – cameras, binoculars, radios, cigarettes, spirits etc.
1 Health Declaration.
**PILOTAGE:** Not compulsory.
**ANCHORAGE:** Outside port for cruise vessels.
**MAX. SIZE:** Draft 5 metres; length 160 metres.
**RADIO:** Within 50 miles call Ajaccio Radio VHF Channel 16. Then connected over Channel 23 to telephone network.
**TUGS:** None available.
**STEVEDORES:** 24 hours accurate ETA necessary for ordering gangs. No work on Sundays and official holidays.
**CARGO GEAR:** Only a few nets and slings available; all other gear must be supplied by ship. Ship's derricks used.
**FRESH WATER:** Available at very slow pumping rate.
**FUEL:** Not available.
**REPAIRS/CONSULS:** None.
**TIME:** GMT plus 1 hour.

**AGENT:** Lloyd's Agent W. Tschumi, POB 55, Ajaccio. Tel. 21 43 3 Telex 46627. Cables: "Britiships Ajaccio".

## CANNES: 43.33 N. 07.01 E.

**DOCUMENTS:**
To be sent on departure from previous port.
3 copies of Passenger List.
1 copy of Crew List.
Required on arrival:
4 copies of List of Passengers, showing christian name, surname, age, date and place of birth nationality.
2 Crew Lists.
5 copies of a Special Arrival form (supplied on arrival).

**PILOTAGE:** No pilot station at Cannes. A tender with Company's flag on top of its mast will meet the vessel: (*a*) If ship is proceeding to anchorage No. 1, in Golfe de la Napoule, about ½ mile South of the lighthouse at end of Cannes port Pier (Quai Lauboeuf); (*b*) If ship is proceeding to either anchorage No. 2 or 3, in Golfe-Juan, ½ mile North of Ile Ste Marguerite.

The tender will lead to anchorage and will give one blast of the siren when correct position has been reached. At night, tender has a fixed white light at top of its mast, which replaces the flag. Should it not be possible to advise by wireless before arrival at anchorage and weather conditions making it necessary for ship to anchor at either position No. 2 or 3, boat will meet ship in Golfe de la Napoule, 2 miles South of Cannes port lighthouse. In this event, ship must proceed to anchorage No. 2 or 3 as appropriate, steaming to South of Ile St. Honorât, whilst tender will proceed by channel between Ile Ste Marguerite and the mainland.

**ANCHORAGE:** Advice of anchorage is passed to Captain via Grasse Radio or Monaco Radio, VHF Channel 16 usually about one hour before arrival. There are three anchorages, any of which may be used according to the weather:

No.1 off the port of Cannes, approximately ½ mile South of end of breakwater, used by calm sea or by East or North-east winds.

No.2 is situated to North of Ile Ste Marguerite, used by South-east or South-west or South winds.

No. 3 to the East of Cap de la Croisette, used by West or North-west winds.

It could happen during the call, winds may change direction and movement from anchorage No. 1 to No. 2 or No. 3 become necessary. Shift takes about one hour.

**HEALTH:** Port officials will embark immediately the ship anchors. Free pratique may be granted by wireless telephone one hour before arrival at ship's surgeon request stating: "no illness on board".

**FRESH WATER:** Three tankers of respectively 65, 75, and 95 tons capacity are available with 72 hours' notice. Water can be pumped at an average of 1,500 tons per 24 hours, with 2 hoses of 2½ in. diameter on each tender.

**GANGWAY/DECK WATCHMEN:** Watchmen for gangways should be provided by ship and passengers are requested to present their landing cards every time they use the gangways.

**AGENT:** Agence Generale de Navigation et de Tourisme, Building du Casino, Cannes, France. Tel. 39.32.80 and 39.39.84. Telex: 47783 – back signal: Agent Cannes. Telegraphic Address: Agent-Cannes.

## CHERBOURG: 49.38 N. 01.38 W. (See Plan)

**DOCUMENTS:**
Declaration of Health.
Manifest of Provisions on Board.
Manifest of Crew's Possessions.
Manifest of Cargo – in certain cases.
Manifest of Equipment.

**DEEP SEA PILOTAGE:** Pilots board off CH1. Buoy. Radio ETA to "HUTCHINSON GRAVESEND". (48 hours notice.) On approaching Cherbourg contact Cherbourg Signal Station on VHF Channel 16 confirming ETA.

**PILOTAGE:** Requests for pilotage must indicate arrival time at the buoy CH1. They may be addressed to Agent or direct to pilot station, telegraphic address "Pilotage Cherbourg" or through the Homet look-out station by means of the usual signals. To avoid delay it is well to warn the pilot station four hours in advance of arrival. As a general rule, the pilot boat always comes out, whatever the weather. In bad weather, it follows the vessel and Pilot boards as soon as shelter permits. Ships which arrive between 1800 hrs. and 0800 hrs. without having given their ETA, must take up a waiting anchorage to the North of the main breakwater between the meridian of the West Fort and that of the Central Fort. They must signal their presence to the Homet look-out.

**ANCHORAGE:** Anchoring must be made strictly according to the instruments of the Pilot so as not to get in the way of movements and anchorage of steamers. Depths vary from 6 to 12 metres in safe anchorages.

**RESTRICTIONS:** In the wet dock, the bridge is opened one hour before until one hour after high water.

**MAX. SIZE:**

| | Length (*m.*) | Breadth (*m.*) | Depth (*m.*) average tide<br>Spring | <br>Neap |
|---|---|---|---|---|
| In the Roads | No Limit | No Limit | 11 | 12.50 |
| Trans-Atlantic Dock | No Limit | No Limit | 6·90–13·90 | 8·50–15·0 |
| Mielles Dock | 150 | | 5·90 | 7·50 |
| Oil/Oil berth at Querqueville | 200 | 31 | 10 | 11·50 |

**HEALTH:** From French port to French Port, no formalities. From foreign port to French Port, request for free pratique (yellow flag). In case of sickness on board, warn the Agent in advance. No crew member may leave ship before consultation and agreement of Port Doctor.

**RADIO:** The stations which offer the best facilities are Boulogne Radio, Brest le Conquet Radio, and Saint Lys for ships which are a long way off.

**TUGS:** Tugs generally join vessel in the main approaches. With regard to the tow rope, a charge is made.

**BRIDGES:** Only the swing bridge at the entrance to the wet dock, which is opened on request from 1 hr. before until 1 hr. after high tide for the entry and exit of ships.

**STEVEDORES:** Agent needs ETA, to arrange personnel and equipment to be used for handling cargo.

**CRANES:** Two floating cranes, max. capacity 90 tons. One shore crane, max. capacity 25 tons. The French Navy have two floating cranes one of 30 tons and one of 90 tons capacity.

**MEDICAL:** Warn Agent of any requirements at the same time as ETA. There are two hospitals, civil and military, both very well equipped.

**TANKERS:** There is only one discharge berth, max. draft 9 metres.

**WATER:** Water points on all quays.

**FUEL:** Available from local suppliers – Esso, Shell, etc.

**WATCHMEN:** Every ship in port must have a watchman, usually a crew member.

**OPENING/CLOSING HATCHES:** At the discretion of Master, crew may perform this.

**CUSTOMS ALLOWANCES:** Free allowance for each crew member – 200 cigarettes or 50 cigars, and 1 litre of alcohol.

**IDENTIFICATION CARDS:** Each crew member must carry his seaman's card.

**CONSULATES:**
Belgium
Portugal
Denmark
Finland and Norway
Haiti
Venezuela
Greece
Sweden
Great Britain

**REPAIRS:** All types of hull and engine repairs are possible.

**DRY DOCK:** Commercial Port's dock: length 75 metres, width 14 metres.

| *The Naval Dry Docks* | *Length* | *Width* |
|---|---|---|
| Homet Dock | 258·50 m. | 36 m. |
| No. 1 | 103 m. | 19·85 m. |
| No. 2 | 113 m. | 19·85 m. |
| No. 3 | 113 m. | 19·85 m. |
| No. 4 | 103 m. | 19·85 m. |
| No. 5 | 209·90 m. | 29·75 m. |
| No. 6 | 187·50 m. | 187·50 m. |
| No. 7 | 80·95 m. | 19·10 m. |

**REPATRIATION:** Can be arranged.

**AIRPORT:** At Moupertuis, 12 kilometres from Cherbourg. There are no regular services in the immediate vicinity.

**TIME:** Local time throughout the year is the time zone 1 h. East., i.e. Central European Time.

**HOLIDAYS:** January 1st; Easter Sunday/Monday; May 1st; Ascension; Whitsun Sunday/Monday; July 14th; Assumption, 15th August; November 1st; Victory Day, November 11th; Christmas Day, 25th December.

**POLICE/AMBULANCE/FIRE:** Police: 53.14.50. Ambulance: 53.13.29. Fire: 53.01.23.

**TELEPHONE:** Generally, ships do not request the installation of a telephone line, unless for a prolonged stay. It is only possible on the steamer berth, price 15 F.

**AUTHORITY:** Ingenieur des Ponts et Chaussées, Department de la Manche. POB 208, Quai de France, 50107 Cherbourg.

**AGENT:** Jolasry (France), 9, Quai de l'Entrepôt, Cherbourg. Telex: 77723, Telephone: 53.24.35.

## CONCARNEAU: 47.52 N. 3.55 W.

**DOCUMENTS:**
Ship's Registration Certificate.
Cargo Manifest.
Stores List.
Crew Personal Effects List.
List of Crew and Passengers with dates of Vaccinations.

**MAX. SIZE:** *Tankers:* By day: 90 metres overall; by night: 80 metres overall. *Other vessels:* By day: 95 metres overall; by night: 90 metres overall.

**RADIO:** Contact Conquet Radio.

**TUGS:** Available on demand, meet vessels near Cochon Light.

**CUSTOMS ALLOWANCES:** *Tobacco:* Fixed at 30 grams per day, at sea, per person. *Alcohol:* The equivalent of five centilitres of rum at 42° per day, at sea, per person.

These allowances are free of tax for use on board, but may not be landed.

**IDENTIFICATION CARDS:** Any National Identity Documentation will suffice.

**POLICE/AMBULANCE/FIRE:** Police, tel. 970071; Ambulance, tel. 17; Fire Brigade, tel. 19.

**REPAIRS:** There is a slipway which can accommodate six boats of 350 metric tons.

**AUTHORITY:** Officier de Port, Quai Est, Concarneau. Tel. 97.01.24

## DIEPPE: 49.56 N. 01.04 E. (See Plan)

**DOCUMENTS**

4 Crew Lists.
2 Lists of Stores.
1 Loading Manifest.
1 Passenger List.
1 Declaration (furnished by Agent) stating that ship possesses up-to-date Safety Certificates.
1 Bill of Health.

**PILOTAGE:** Compulsory. Pilot boards 4 miles from breakwaters. Pilot boat is ready to put to sea from 2½ hours before to 1 hour after high tide. During this period maintains radio telephone watch. VHF Channel 12.

**ANCHORAGE:** It is recommended to anchor in zone bounded by following points: (a) 49° 56′ 55″ N. 01° 04′ E.; (*b*) 49° 58′ 40″ N. 01° 02′ 45″ E.; (c) 49° 57′ 42″ N. 00° 59′ 20″ E.; (*d*) 49° 55′ 50″ N. 01° 00′ 30″ E.

This anchorage area includes buoy D.I and depths are from 6 to 12 m. with sand and broken shell bottom. Larger vessels anchor approximately ½ mile to North of buoy D.I in depths of 10 to 12 m. To keep access to port free, it is forbidden to anchor in front of port entrance.

**RESTRICTIONS:** All except very small vessels enter port only at full tide slack water (—2 h. to +1 h.). In principle passenger ferries have priority. The Pilot is rarely prevented from turning out by bad weather, but it can happen once or twice a year, with a strong wind from the North. In this case ships seek shelter near the English coast. Entering and leaving signals are made day and night at the following stations:

(1) Signal station of the West jetty; (2) station signal mast in the Outer Harbour; (3) signal station of the Canada lock and of the Colbert bridge.

Sound signals: (1) To request entry to the port when in roads, or exit when in the outer harbour – 2 long blasts; (2) to request opening of Colbert bridge – 3 long blasts; (3) entrance to Canada basin – 3 long blasts; (4) entrance to Duquesne basin – 2 long blasts.

**MAX. SIZE:** Colbert Lock: 230 m. length, 40 m. width, controls entrance to Inner harbour, where depth maintained about 7·50 m.

Canada Docks: length, 152 m.; width, 21 m. 50; draft 8 m.

Paris Dock: length 152 m.; width, 21 m.; draft 8 m.

Opening of Canada and Paris basins: 2 hours before to 1 hour after full tide, night or day. The port is accessible to vessels up to 10,000–12,000 dwt.

**HEALTH:** Pratique given by Customs officers who board on arrival. In case of suspected disease, Master required to radio details to Agent in advance.

**RADIO:** Transmitter-receiver VHF at Dieppe Post Office. Ships call it on Channel 24. A tug, the Balidar fitted with radio-telephone watches from 2 hours before to 1 hour after high tide. It receives on frequencies from 3529 to 579 kHz; calling on 2.182 kHz Boulogne-Radio (FFB) working on service 192. Harbour Master, Radio telephone 27180 kHz.

**TUGS:** Two tugs available (750 h.p., 600 h.p.). One is a sea-going tug. No lighters in the port.

**BERTHING:**

| *Dock* | *Quay* | *Facilities* | *Length (m)* | *Sea level chart* |
|---|---|---|---|---|
| Paris | Norvege | 6 cranes 3 t; 2 cranes 3/6 t;<br>1 roll-on/roll-off ramp | 715 | 7·5/9 |
| | Maroc | 1 crane 6·5 t; 3 cranes 5 t<br>6 gantry cranes<br>6 noria conveyors for banana handling<br>25 handling devices for direct transhipment on to rail and road | 600 | 7·5/9 |
| Canada | Indes | 2 cranes 6/12 t; 2 cranes 2·5 t | 150 | 7·5/9 |
| | Quebec | 4 cranes 3 t; vegetable oil and grains | 160 | 7·5/9 |
| Avant-Port | Henri IV | 2 cranes 3 t; 2 cranes 3/8 t<br>1 Roll-on/roll-off ramp | 380 | 4·5/5 minimum |

**STEVEDORES:** Normal hours are 0800–1200 and 1400–1800. Overtime currently from 1200–1400 to finish operation and 1800–2200. Meal breaks from 0800–0830 and 1745–1380 when work has to continue past 1800 hours. No work Sundays, Bank holidays, except Ascension Thursday.

**MEDICAL:** All medical facilities available.

**FRESH WATER:** Is supplied by pipe-line. There are a great number of outlets on the quay.

**FUEL:** Available in small quantities; delivered by tanker, lorry.

**GANGWAY/DECK WATCHMEN:** Available if required.

**OPENING/CLOSING HATCHES:** Stevedores or crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes and limited amount (say one opened bottle wine/spirits) per man.

**IDENTIFICATION CARDS:** Required.

**CONSULS:**

| | |
|---|---|
| Norway | Denmark |
| Great Britain | Holland |
| Sweden | |

**REPAIRS:** Good facilities exist, all types carried out.

**DRY DOCKS:** Dry dock in the inner harbour, dimensions 130×18 m. It can receive ships 129×17 m. Floating dock 1,100 tons, length of apron 60 m. interior width 12 m. It can receive ships 65×11 m.

**REPATRIATION:** Good facilities.

**AIRPORT:** Nearest at Paris.

**TIME:** GMT plus one hour. No alterations.

**HOLIDAYS:** 1st January; Good Friday; Easter Monday; Whit Monday; 1st May; 14th July; 15th August; 1st November; 25th December;

**SERVICES:** Compass adjusting, etc. available.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Commandant du Port. Tel. 84.10.55.

**AGENT:** Jolasry (France), 6, Quai de Norvege – Dieppe. Telex 77965, Tel. 84–24–40.

## DONGES: Refer to Nantes. (See Plan)

## DUNKIRK: 51.03 N. 02.24 E.

**PORT LIMITS:** The seaward boundaries of the port within which a vessel is considered to be an "arrived ship" is the Dyck lightship.

**DOCUMENTS:**

Entry Bill (all information about ship), given by Pilot to Captain, who fills it in and gives it to Harbour Officer.
To be given to Customs:
3 Crew Lists.
3 Passenger Lists.
Manifest or copy.
Form for increase of tonnage.
Declaration of open spaces.
3 Lists of objects held by crew.

**PILOTAGE:** There are two zones:

Outer Zone: limited by – North, 3 miles North of low-water mark. West, Meridian of Calais lighthouse. East, Meridian of 02.27 East. South, Calais pilotage zone, coast and inner zone below.

Inner Zone: Limited by – North, parallel 51° 4′ 30″ N., West, Meridian 02° 20′ East. East, Meridian of Dunkirk lighthouse.

Pilotage is compulsory in inner zone for ships over 150 nett tons or ships of max. length 50 metres.

Pilotage compulsory in outer zone for ships not fitted with VHF, or over 1,000 nett tons or max. length 100 metres.

Vessels coming from the West should call pilots 12 hours before arrival. Vessels coming from the East should call pilots 2 hours before arrival. ETA based on time of arrival at Dyck lightship, should be given through Boulogne Radio (telegraphy) or by radiophone (2182 kHz). In vicinity of pilot boat, vessels may communicate with Pilots by VHF Channel 16, or by Aldis lamp or flag signals when pilot boat is in sight. Telegraphic address of pilot: Piloduk. Telex 82902.

Pilot boat is about 50 metres long, black hull with white horizontal stripe, "Pilot Dunkerque" written on hull. Black funnel with white anchors insignia.

Pilot boat is positioned between Dyck lightship and buoy CA.2. In bad weather, pilot boat may heave to on a parallel South of wreck buoy (British Liberty) and buoy DC, or put into port.

**ANCHORAGES:** Ships can anchor East of meridian of East jetty head, 7 to 17 m. deep, good mooring ground of sand and mud. Large vessels waiting for entrance must anchor in the area West of Dyck Light vessel. In bad weather, ships may anchor off English coast, in the roads of Les Dunes, with good mooring ground of sand and mud 20 m. deep. Non-piloted ships, or ships not having contacted Dunkirk Harbour, must anchor East of buoy E.11 not to disturb the entrance of ships.

**RESTRICTIONS:** Vessels more than 180 metres length normally enter only at slack water, i.e. between 3 hours before high water and 2 hours after high water.

**MAX. SIZE:** The new lock can now receive ships with a draft of 12 metres at slack water before high tide and ships with draft of 13·50 metres at slack water after high tide. At night these permissible drafts are reduced by 0·50 metres. In normal conditions of work, max. length of ship 275 metres, max. width 42 metres. For entry of larger ships, Director of Harbour should be consulted beforehand.

Entrance through Watier Lock: max. length 235 metres, max. beam 33 metres, max. draft 11·50 metres.

Maximum salt water draft at Charles de Gaulle Lock is 13·75 metres (45 ft. 1·5 in.), for vessels berthing at public wharf appontement No. 1 and 2 and at private Usinor berth No. 5 and 6.

**HEALTH:** For ships coming from (*a*) *All European countries*: Declaration of health is not obligatory but general international certificates are controlled. (*b*) *Other Harbours:* Admission subject to declaration of health and usual controls of certificates. Admissions in free pratique only in day-time except special cases (intervention of a physician). Request for free pratique may be made to Sani-Port, Dunkirk, through Boulogne Radio. In case of necessity, health service can – on request – intervene at night.

**RADIO:** Dunkirk Harbour Station (FFF) for messages about port service through VHF Channel 12. Communications other than in VHF made through Boulogne Radio (FFB).

**RADAR:** There is radar at the control tower of harbour. It is not a guiding radar. Radar service may indicate to a ship, on her request, the bearing of her position without responsibility of harbour being involved. Contact can be made on VHF through Dunkirk port station.

**TUGS:** Tugs normally join vessel between buoys DW.14 and DW.16. Smaller vessels are joined by tugs in the outer port.

**BERTHING:** Berthing priority is decided by Port Captain's office. Ship is informed by radio of the location and priority given to her.

| *Dock* | *Quay* | *Facilities* | *Length (m)* | *Sea level chart* |
|---|---|---|---|---|
| I | Freycinet I<br>Freycinet II | 4 cranes 6 t; 3 cranes 6 t | 747 | 6 |
| | Freycinet III | 8 cranes 3 t | 496·7 | 6 |
| II | Freycinet IV | 9 cranes 6 t; +44,000 hls wine shed | 426 | 6 |
| | Freycinet V | 10 cranes 6 t | 630 | 6 |
| III | Freycinet VI | 9 cranes 6 t; 1 crane 3 t | 524 | 8/9 north<br>6 west |
| | Freycinet VII | 7 cranes 3 t; 4 cranes 6 t; 1 ramp Roll-on/roll-off | 509·6 | 8 |
| IV | Freycinet VIII | 1 shed 5 hect. for textiles 10 cranes 3 t; +frozen meat | 552·2 | 8·5 |
| | Freycinet IX | 3 cranes 3 t; 6 cranes 6 t; Vedg. shed 6,250 m² | 507 | 8 |
| V | Freycinet X | 4 cranes 6 t; 3 cranes 10 t | 474 | 10 |
| | | 25,000 t grain silo | 120 | |
| | Frecyinet XI | 10 cranes 6 t | 448 | 9·5 |
| VI | Freycinet XII | 9 cranes 6 t; 4 cranes 10 t | 706·5 | 11·5 |
| | Freycinet XIII | 4 cranes 6 t; 2 cranes 10 t; 1 ramp<br>2 gantry cranes 40/45 t | 703 | 11·5 |
| Gare Maritime | Douvres | 1 Roll-on/roll-off ramp | 172 | 6 |
| Port Petrolier | Long Courriers | | 250 | 12·5 |
| | Milieu Nord | | 250 | 12·5 |
| | Milieu Sud | | 230 | 11·5 |
| | Caboteur | | 200 | 7 |
| | Peniches | | 200 | 7 |
| Maritime | Cerealier | North/ships; South/barges; | 205·6 | 12·5 |
| | Usinor 6 | 2 grain exhausters<br>Minerals | 369 | 13·76 |
| | Usinor 5 | 1 crane 50 t; 1 crane 35 t (gantry) | 367 | 13·75 |
| | Acier | 2 cranes 30/50 t | 277·3 | 11·50 |
| | Usinor 3 | 2 gantry cranes 30 t | 218 | 12·5 |
| | Usinor 3 | | 231 | 12.5 |
| | Barges/ caboteur | 1 crane (1,200 t per hour) | 200 | 7 |
| | Pondereux | 2 cranes 42 t; 1 crane 50 t | 507·5 | 13·8 |
| | Phosphates | 3 cranes 15 t; storage silo | 266 | 13 |
| | Phosphates | Barges only; 1 loading machine (1,000 t/h) | 308 | 4 |
| | Marchandises diverses | 2 cranes 6 t; 2 cranes 10 t | 326 | 13 |
| | C.F.R. | In progress and to be ready for April 1974<br>Mooring: 1 tanker 100,000 t and one of 50,000 t | | |
| Port à Marée | Monitors | Dangerous products | 365 | 6 |
| | Armement Nord | 2 cranes 25 t (for ship building) | 300 | 7 |
| | Armement Sud | 1 crane 18 t; 1 crane 10 t (ship building) | 375 | 8 |
| | Americains | Fishing boats only | 255 | 2–5 |

**BRIDGES:** Bridges of locks and wet docks are closed to navigation to allow trains or work hands to go. The maritime traffic is practically never disturbed.

**BULK HANDLING FACILITIES:** Bulk Quay No. 1, formerly known as the ore quay. Equipped with three gantry cranes. Principally used for iron ore destined for Usinor Dunkirk and Usinor Valenciennes.

Bulk Quay No. 2, a common quay with 2 berths belonging to the Dunkirk port authorities. Equipped with 2 polyvalent iron ore/coal gantry cranes. A third gantry crane is under construction. This quay is accessible for largest ships able to enter the port. Used to discharge coal destined for the Usinor coke mill, also receives coal for other operators, manganese ore and all iron ores for receivers other than Usinor.

Bulk Quay No. 3, an extension of the Usinor Quay for iron ore cargo. Equipped with one gantry of 50 tons capacity. Permissible draft at present 13·50 metres planned to be increased to 14·50 metres in the future.

Phosphate Quay, situated West of bulk Quay No. 2. Berth is 600 metres long with a minimum depth alongside of 14 metres. Bulk carriers of 80,000 dwt. with a draft up to 41 ft. can be accommodated.

Unloading equipment consists of 3 cranes with grabs, each with a maximum discharge capacity of 565 tons per hour.

Cereal berth is accessible to 80,000 dwt. ships. Along its internal face, coasters, lighters and 3,000 ton pushed convoys can be tied up Handling operations are secured by two pneumatic gantries at a maximum rate of 600 tons per hour.

**CONTAINER FACILITIES:** Quay Freycinet XIII, situated in Dock 6, has a quay length of 350 metres (1,150 ft.) with a depth of water alongside of 13 metres (42·7 ft.). It is equipped with container gantry cranes capable of lifting 45 tons on a telescopic spreader for 20 to 40 ft. units.

**ROLL-ON/ROLL-OFF FACILITIES:** Dover Quay is equipped for direct transhipment of vehicles, trailers and wagons.

Quay Freycinet XIII is provided with a movable steel ramp 43·28 m. (142 ft.) long with a width of 7·31 m. (24 ft.) which enables two lines of vehicles to be loaded or discharged at the same time. The axis of the ramp runs parallel to the quay 11·58 m. (38 ft.) away from it, which enables ships with a beam of up to 23·16 m. (76 ft.) to be berthed.

Quay Freycinet VII, the berth South of Freycinet VI, has been provided with a fixed ramp for roll-on/roll-off for ships up to 8 metres draft and 22 metres beam.

**TANKERS:** The following tanker berths are available:

North wharf, max. draft 12·50 metres. Loading/discharging pipes 26 in. diameter, bunker line 10 in. diameter.

Middle wharf North, max. draft 12·50 metres. Loading/discharging lines two of 22 in. and three of 16 in. lines, bunker line 16 in. diameter.

Middle wharf South, max. draft 12 metres. Dimensions of lines as for middle wharf North.

Coasters Wharf, max. draft 7·50 metres. Diameter of loading/discharge lines 6 in.

Facilities for discharge of dirty ballast are available at all main tanker berths.

**STEVEDORES:** Each captain will contact his consignee.

**MEDICAL:** Hospitals and all medical facilities.

**DENSITY:** Salt.

**FRESH WATER:** Available in unlimited quantities. Numerous hydrants on all wharves. Price of a ton of water for ships, 1.63 Fr.

**FUEL:** Supplied by barges or tank lorries if no connection at wharf. Fuel, diesel and gas oil available. Requests for bunkers must be made 48 hours in advance to Agents.

**FIRE PRECAUTIONS:** The following preventive measures are taken for tankers: Steel rope hung fore and aft along the side (a quick tow in case of hauling out the ship). Deck scuppers plugged. Hoods open on tanks with anti-fire device. Earth connection. Fire guard (or fireman). Rounds of the port officers. Fire hose connected. Ship's captain is given instructions of the harbour concerning tankers. In case of storm, the Harbour Officer can stop loading or discharging.

**GANGWAY/DECK WATCHMEN:** Guarding is strongly advised.

**OPENING/CLOSING HATCHES:** Carried out by crew.

**CERTIFICATES:**

Certificate of Nationality.
International Certificate of Tonnage.
Certificates from the Classification Office where ship is registered, especially:
Certificate of Free-board.
Classification Certificate, engine and boiler.
Classification Certificate, hull.
Classification Certificate, electric equipment for tankers.
List of Hoisting Apparatus.
Deratisation Certificate.

**CUSTOMS ALLOWANCE:** Tobacco: Amount allowed for each member of crew: 200 cigarettes or 200 gramme tobacco. Wine and/or Spirits: 1 bottle.

**IDENTIFICATION CARDS:** An official identity certificate is compulsory ashore (passport, identification card, sailor's book, etc.).

**FRESH WATER:** Available in unlimited quantities. Numerous hydrants on all wharves.

**DEVELOPMENTS:** Work is beginning on a new outer harbour situated at Gravelines about 14 km. West of the present entrance to the port, and which will cover about 25,000 acres.

Dunkirk will receive 200,000 dwt. ships (18 metres draft) at the end of 1974. The new outer harbour should be completed in 1975 when vessels of 300,000 dwt., 22 metres draft, will be accepted.

**CONSULS:**

Belgium
Brazil
Ivory Coast
Denmark
Finland
Germany
Great Britain
Greece
Italy
Luxembourg
Monaco
Netherlands
Norway
Portugal
Spain
Sweden

**REPAIRS:** All repairs possible.

**DRY DOCKS:** Sizes of dry docks in metres:

| | *Dry Dock 1* | *Dry Dock 2* | *Dry Dock 3* |
|---|---|---|---|
| Length overall | 112·70 | 90 | 193 |
| Effective length | 105 | 73·50 | 170 |
| Width at gate | 14 | 14 | 21 |
| Depth at gate | (–1·65) | (–0·55) | (–2·10) |

*Floating docks*

| | *Dock 1* | *Dock 2* |
|---|---|---|
| Length overall | 170·20 | 206 |
| Width inside | 24·00 | 40 |
| Can bear | 13,000 t. | 20,000 t. |

**AIRPORT:** Calais, Marck, 35 km.; Lille Lesquin, 80 km.

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** 1st January; Easter; Whitsuntide; 1st May; 14th July; 15th August; 1st November; 11th November; Christmas. On public holidays, handling operations can be carried out from 0600 to 1200.

**POLICE/AMBULANCE/FIRE:** Police 66.59.01; Ambulance, Firemen 18.

**TELEPHONES:** In wet dock 6, in the tankers' harbour, at the quay for minerals, at the wharf for cereals, a telephone on board can be obtained and connected to the general system.

**SERVICES:** No specific port equipment for gas-freeing. Dirty ballast can be received at terminal of Societe Francaise des Petroles B.P. Compass adjustment, radio repairs.

**SHORE LEAVE:** Crew are allowed ashore.

**AUTHORITY:** Le Port Autonome de Dunkerque, Terre Plein Guillain, 59386 Dunkerque. Tel. 66.58.00. Telex 82 055.

**AGENT:** Jolasry (France), 11 Rue des Poilus. Telex 82911. Tel. 66–99–01.

## FECAMP: 49.46 N. 00.21 E.

**DOCUMENTS:**
2 Crew Lists.
2 Custom Lists.
1 Health Form.
Ship's Register.
Cargo Manifest.
Bills of Lading.

**PILOTAGE:** Pilots informed of arrivals by Agents. Pilots wait at port station two hours before high water each tide. Inform Harbour Master by VHF Channel 16.

**ANCHORAGE:** Half mile West of jetties.

**MAX. SIZE:** 100 m. length, 16 m. breadth and 18 ft. draft, entry any tides.

**HEALTH:** Pratique obtained when Customs Officer boards few minutes after berthing.

**RADIO:** Boulogne Radio. VHF at Harbour Master's Office, Channel 16.

**TUGS:** None.

**STEVEDORES:** Informed by Agents (available).

**MEDICAL:** Notice not required for medical attention. Doctors and hospital always ready. But it is better in case of urgency.

**FRESH WATER:** Available from shore (pipes each 50 m. on quay).

**FUEL:** No fuel in port. Available only by lorries for bunkering.

**GANGWAY/DECK WATCHMEN:** Not required.

**OPENING/CLOSING HATCHES:** By crew.

**CERTIFICATES:** In accordance with international regulations:
Load Line.
Radio Equipment.
Safety Equipment.
Deratisation, etc.

**CUSTOMS ALLOWANCES:** About 200 cigarettes per man; wine/spirits at Customs Officer's discretion.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

| | |
|---|---|
| Vice-Consulate of Norway | tel. 0.03. |
| Vice-Consulate of Denmark | tel. 0.95. |

**REPAIRS:** Possible.

**DRY DOCKS:** One slipway for vessels of maximum 1,500 tons displacement.

**REPATRIATION:** Agents carry out these operations.

**AIRPORT:** Paris is the nearest.

**TIME:** Local time is GMT plus 1 hour, no alterations during year.

**HOLIDAYS:** Arrangements for working during holidays can be made if necessary.

**POLICE/AMBULANCE/FIRE:** Police, tel. 0.17; Ambulance, tel. 9.33; Fire, tel. 0.18.

**TELEPHONES:** No arrangements for placing telephone on board.

**SERVICES:** No possibilities for tank cleaning, etc. Compass adjusting available if necessary.

**SHORE LEAVE:** Always possible for crew members to go ashore.

**AUTHORITY:** Ingenieur des Ponts et Chaussées, Ponts et Chaussées, Quai Berigny. Tel. 2.02.

**AGENT:** Andre Marsolet, 13a Quai Berigny. Cables: Marsolet Fecamp. Tel. 003 and 288.

## GRANVILLE: 48.50 N. 01.35 W.

**DOCUMENTS:** See "Calais".

**PILOTAGE:** Pilotage not compulsory for ships of less than 45 m. length, except for those carrying dangerous cargo. Pilots board from fishing boats carrying regulation marks of a pilot boat, and maintain position at Videcoq buoy when a vessel is expected.

Limits of Granville pilotage are: 1. On entering, towards the West, the line joining "la Pierre d'Herpin", and Chausey lighthouse. To the North, alignment of Chausey lighthouse and "le Pignon". 2. On leaving, alignment of Mont. St. Michel through Champeaux Point. Ships bound Granville required notify ETA 18 hrs. in advance. Telegraphic address, "Telex 77777 Usaport Granville".

One hour before to one hour after high tide contact with Port Officer (tel. 50.12.45 Granville) can be established by relay through "Marines" Stations. During same hours contact can be made with pilot boat and with Port Office by VHF Channel 12 (port wave band 156·6).

**ANCHORAGE:** At landfall buoy of Le Videcog.

**RESTRICTIONS:** Draft restrictions apply at slack water.

**MAX. SIZE:** Ships of 115 m. length, 18 m. beam and a maximum draft of 7 m. can enter the dock during an (approx.) 6 day period twice a month.

**HEALTH:** Pratique arranged by Customs.

**RADIO:** Boulogne Radio for ships coming from the North. Brest-Le Conquet Radio for ships coming from the South.

**TUGS:** Port not equipped with tugs. Pilot boats used as "pushers" for port manoeuvres, or for carrying hawsers to tying-up points.

**BERTHING:** Dependent nature of cargo and ETA.

**STEVEDORES:** Work hours 0800/1200, 1400/1800.

**HOLIDAYS:** See "Calais". Local holiday, Mardi Gras afternoon.

**MEDICAL:** Hospital available.

**TANKERS:** Two berths for unloading domestic fuels through 8 in. pipes.

**DENSITY:** 1025.

**WATER:** Available.

**FUELS:** No fuels readily available. 2 days notice required for tank lorry 200 km. distant.

**OPENING/CLOSING HATCHES:** Carried out by crew.

**CUSTOMS ALLOWANCES:** Tobacco. 200 cigarettes. Wines and spirits. 1 bottle spirits. No ship's chandler.

**CONSULATES:** None.

**DRY DOCKS/REPAIRS:** None.

**REPATRIATION:** No facilities.

**AIRPORT:** None.

**TIME:** Local time GMT plus 1 hour.

**POLICE/AMBULANCE/FIRE:** Tel. 50.11.16; Fire Service 50.03.7 Granville.

**AUTHORITY:** Officer Du Port. Tel. 50.12.45.

**AGENT:** See "Paris".

## HONFLEUR; 49.25 N. 00.14 E.

**DOCUMENTS:** See "Rouen".

**PILOTAGE:** Served by "Pilotage de la Seine" (address 9 Chaussee Kennedy, 76 le Havre). Ships bound for Honfleur are received on the Carosse Roads (Rade de la Carosse) where the following signals should be made for summoning a Pilot. By day – flag "G" of the international code of signals. By night – in Morse by signalling lamp.

Complementary signals which can be used on arriving on the roads. By day – globe or ship's national flag hoisted at masthead. By night – red light at main masthead. At all times, sound signal of five long blasts.

Advice of ETA and draft in salt water is to be given to Rouen Port at least 5 hours prior arrival roads, as well as to Agent.

Similarly, vessels anticipating a delay of more than two hours after their reported ETA should notify Rouen Port or the pilot boat of this at least three hours before the time originally reported.

**RESTRICTIONS:** Access to port made through channel 100 metres wide, protected by two dykes about 500 m. long, which leads to outer harbour. A tidal port, Honfleur possesses three floating basins:

| *Dock* | *Length* | *Width* | *Sluice width* |
|---|---|---|---|
| West Dock | 128 m. | 77 m. | 10·50 m. |
| East Dock | 295 m. | 71 m. | 16·50 m. |
| Carnot Dock | 788 m. | 108 m. | 13·00 m. |

East Dock joins outer harbour: ships of more than 70 m. long must anchor in Carnot Dock which spans from East.

**MAX. SIZE:** Port can receive ships 100 m. long and 15·50 m. wide berthing in East Dock; but with Carnot Dock, only ships less than 12·50 m. wide can enter. Drafts vary according to tides: 6·00 m. with average tide, 4·70 m. in average slack water, and subject to variations because of silting up of harbour which necessitates frequent dredging.

**HEALTH:** Bill of Health is under the jurisdiction of Customs office of Honfleur. Hospital nearby.

**RADIO:** Vessels may use radio telegraphy to communicate all necessary information to the Information Centre of the Port of Rouen (Rouen Port) or to the pilot boat, (call sign: FORI.) These two keep each other mutually informed of all information received. A permanent watch is maintained by Rouen Port on Channel 16. Disengagement frequency after call on Channel 16: Channel 11 or Channel 12.

A Pilot is obligatory for every ship of more than 55 metres length.

**TUGS:** If necessary are provided by "La Société des Abeilles" of Le Havre.

**TANKERS:** Berth "MIROLINE" on dolphins in river Seine for tanker of 18,000 tons eventually after lightening according to the depth conditions.

**FRESH WATER:** Available. Supplies arranged through Agent.

**FUEL:** Supplies arranged through Agent.

**AIRPORT:** 12 kilometres from port.

**AUTHORITY:** Directeur du Port.

**AGENT:** See "Le Havre".

## ILE ROUSSE: Corsica 42.39 N. 08.56 E.

**DOCUMENTS:**
3 Crew Lists.
3 Passenger Lists.
1 Provisions List.
1 Cargo List.
1 List of Articles (new and Customs-barred) in possession each crew member – cameras, binoculars, radios, cigarettes, spirits etc.
1 Health Declaration.

**PILOTAGE:** Not compulsory.

**ANCHORAGE:** Outside of port for cruise vessels.

**ENTRY TIME RESTRICTIONS:** None.

**MAX. SIZE:** Draft 5 metres; length 160 metres.

**RADIO:** Within 50 miles call Ajaccio Radio VHF Channel 16. Then connected over Channel 23 to telephone network.

**TUGS:** None available.

**STEVEDORES:** 24 hours accurate ETA necessary for ordering gangs. No work on Sundays and official holidays.

**CARGO GEAR:** Only a few nets and slings available; all other gear must be supplied by ship. Ship's derricks used.

**FRESH WATER:** Available at very slow pumping rate.

**FUEL:** Not available.

**REPAIRS/CONSULS:** None.

**TIME:** GMT plus 1 hour.

**AGENT:** Lloyd's Agent W. Tschumi, POB 55, Ajaccio. Tel. 21433 Telex 46627. Cables: "Britiships Ajaccio".

## LA NOUVELLE: 43.01 N. 03.04 E.

**DOCUMENTS:**
1 Passenger List.
4 Crew Lists.
2 Stores Lists.
1 Cargo Manifest.
Bill of Health.
Safety Certificates.

**PILOTAGE:** Vessels call Pilot on VHF Channels 15 and 16. Three pilot boats available. International Code pilot signals used.

**MAX. SIZE:** For port entry: length 135 m., beam 25 m., draft 6·50 m. Tanker sea line: max. draft 18 m.

**HEALTH:** Pratique is given by Customs officers who board vessel on arrival. In case of suspected disease on board, Master should radio Agents advising details before arrival.

**TUGS:** Not available. There are several launches to assist in mooring.

**BERTHING:** Is effected in the order in which ships arrive.

**STEVEDORES:** Arranged by consignees.

**MEDICAL:** Doctors available at La Nouvelle. Nearest hospital is at Narbonne, 27 km. away.

**TANKERS:** One sea line berth at buoys in depth of water greater than 18 m. Four dolphin berths in the oil dock, maximum draft 6·50 m. One of these berths is used for LPG cargoes. No slop disposal facilities.

**DENSITY:** 1025.

**FRESH WATER:** Supplied at all town berths.

**FUEL:** Available from several suppliers.

**FIRE PRECAUTIONS:** Usual safety regulations strictly applied. A barrage can be positioned across the channel to contain burning oil.

**OPENING/CLOSING HATCHES:** Optional, performed by stevedores or crew.

**CUSTOMS ALLOWANCES:** Each crewman allowed retain only sufficient for his own consumption while in port. It is forbidden to take alcohol ashore.

**IDENTIFICATION CARDS:** Any man going ashore should carry a passport or identity card.

**CONSULS:** No local representation.

**REPAIRS:** Not possible ashore, except very minor ones.

**REPATRIATION:** No difficulties.

**TIME:** GMT plus one hour. No changes.

**HOLIDAYS:** In principal, no work done on legal holidays.

**POLICE/FIRE/AMBULANCE:** Police, tel. 332011; Fire, 332017; Ambulance, 332011.

**TELEPHONES:** No connections can be made on board.

**SHORE LEAVE:** No restrictions.

**AUTHORITY:** Ponts et Chaussees, Service Maritime. Avenue de la Mer a Port La Nouvelle. Tel. 332037.

**AGENT:** See "Marseilles".

## LA ROCHELLE/LA PALLICE: 46.10 N. 01.14 W. (See Plan)

**DOCUMENTS:**
4 Cargo Manifests, or Manifest of Ballast.
Certificate of Cargo Space.
3 Bills of Lading.
Ship's Provisions List.
6 Crew Lists.
3 Passenger Lists.
Health Declaration.
Derat Certificate or Exemption.
Certificate of Crew Personal Effects.

**PILOTAGE:** Access from sea is through Pertuis d'Antioche, the strait between Isle of Ré and Isle of Oleron. Pilotage compulsory for all vessels over 55 metres length. Pilot launch named *Armeria,* meets vessels at Chauveau Buoy in position 46° 6′ 5″ N. 01° 09′ 09″ W. Contact pilot via VHF Channel 16, 2 hours before arrival. ETA should be given to Agent 12 hours before arrival.

Vessels which do not receive berthing instructions on arrival should wait in the vicinity and South of Chauveau Buoy, keeping watch on VHF Channel 16.

**ANCHORAGE:** About 330 yards South of the end of the outer mole in depths of 36 ft. Mud bottom, good holding ground. In Westerly winds may be preferable to shelter nearer Isle of Ré where water depth is 59 ft.

**RESTRICTIONS:** Vessels in excess of 360 ft. length can enter Inner Basin only from 2 hours before to 1 hour after high water. Loaded tankers over 5,000 tons dwt. may enter tidal harbour in daylight hours only.

**MAX. SIZE:** Outer pier mole, draft 30–40 ft. Tidal harbour, length 560 ft., draft 29 ft. Wet dock (inner basin), max. beam 69 ft., draft 25 ft. 6 in. neaps, 30 ft. springs.

**HEALTH:** Pratique given by Customs officers who board on arrival. In case suspected disease on board, radio Agent in advance advising details.

**RADIO:** Bordeaux-Arcachon Radio.

**TUGS:** Join vessels either in outer roads or inner roads of La Pallice. Normally tugs' lines are used.

**STEVEDORES:** Normal working hours for stevedoring are: 0800 to 1200 hrs. and 1400 to 1800 hrs. Two hours overtime may be worked from 1800 to 2000 hrs. When a quick despatch must be given to a vessel, an 8-hour shift can be arranged, from 0500 to 1300 hrs. and 1400 to 2200 hrs. during the week, and 0500 to 1300 hrs. on Sundays and holidays.

**MEDICAL:** All facilities available. Advance notice should be given if assistance required on arrival.

**TANKERS:** Only refined products are discharged at La Pallice.

1. Oil berths situated at West side of outer pier mole, in depths of 31 to 36 ft. low water:

Service Essence Aux Armées: flexible hoses 250 mm. diameter.

Petroles de L'Ouest: pipe-line of 200 mm. diameter. Metal loading arm of 200 mm. diameter.

Picoty: pipeline of 200 mm. diameter.

2. Oil berths at North quay in tidal harbour in depths of 26 ft.

Raffineries du Midi: Pipe-line of 250 mm. diameter, hoses 200 mm. diameter.

Petroles de L'Ouest: Pipe-line of 300 mm. diameter, hoses 250 mm. diameter.

Total: Pipe-line of 200 mm. diameter, hoses of 150 mm diameter.

Essence Aux Armées: Pipe-line and hoses of 200 mm. diameter.

3. Vessels under 300 ft. length may berth at East quay in tidal harbour.

**FRESH WATER:** Available from all wharves. No barges available. Loading rate from the quay 60–75 tons per hour.

**FUEL:** Available by pipe-line at North Quay in Tidal Harbour. Otherwise supplied by tank trucks only.

**FIRE PRECAUTIONS:** Tanker berths are enclosed or surrounded by a barrier system. Smoking is prohibited on the tanker berths. The presence of a fire guard or representative of the fire service is necessary while a tanker is alongside the quay.

**OPENING/CLOSING HATCHES:** Performed by ship's crew.

**GANGWAY/DECK WATCHMEN:** Available from shore if required. Necessary for tankers loading/discharging cargo.

**CUSTOMS ALLOWANCES:** 200 cigarettes and bottle wine/spirits per man.

**IDENTIFICATION CARDS:** Crew men going ashore should carry passports or identity cards.

**CONSULS:** No local representatives.

**REPAIRS:** All kinds of deck, hull and engine repairs can be carried out by Ateliers et Chantiers de La Rochelle-Pallice.

Vessels not exceeding 21 metres beam may be repaired in the inner basin. Larger vessels are repaired at berths outside the inner basin.

**DRY DOCKS:** Two dry docks in Inner Basin: 577 ft. × 72 ft. and 351 ft. × 41 ft.

**REPATRIATION:** Can be arranged without difficulty.

**TIME:** One hour ahead of GMT. No change.

**HOLIDAYS:** New Year (1st January), no labour available; Easter Sunday, possibility of labour with overtime; Easter Monday, no labour available; Labour Day (1st May), no labour available; Ascension Day, possibility of labour with overtime; Whit Sunday, possibility of labour with overtime; Whit Monday, no labour available; National Day (14th July), no labour available; Assumption Day (15th August), no labour available; All Saints' Day (1st November), no labour available; Armistice Day (11th November, possibility of labour with overtime; Christmas Day (25th December), no labour available.

N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100% extra.

**POLICE/AMBULANCE/FIRE:** Police Secours 17; Commisariat General 46.28.45.94; Commisariat La Pallice 46.35.60.89; Ambulance 18; Fire Service 18.

**TELEPHONES:** Telephones are available at all berths at the mole, and are obligatory for vessels handling dangerous cargo.

**SHORE LEAVE:** Allowed, no restrictions.

**GENERAL:** Old harbour at La Rochelle is used only by fishing vessels and pleasure craft.

**AUTHORITY:** Capitainerie du Port de La Rochelle-Pallice, Rue du Senegal 17, La Rochelle-Pallice. Tel 46.35.60.12.

**AGENT:** See "Paris".

## LE HAVRE: 49.30 N. 00.07 W. (See Plan)

**DOCUMENTS:** At arrival in-bound bill tendered by Pilot to be filled up and signed by Master specifying ship's data and more especially open spaces occupied (shelter) and dangerous cargo on board. After berthing:

*For Custom's Officers*
1 Crew List.
1 Crew Declaration List (personal effects, camera, radio set, cigarettes, cigars, tobacco, etc.).
1 Ship's Store List.
1 Passengers Manifest (disembarking).
1 Passengers Manifest (in transit).

*For Health Officers*
1 Crew List.
1 Health Declaration.
Deratisation Certificate.
1 Manifest Passengers (disembarking).
1 Manifest Passengers (in transit).
Individual international Certificates of Vaccination.

*For Custom Broker*
- 1 Crew List.
- 1 Crew Declaration List (personal effects, camera, radio set, cigarettes, cigars, tobacco, etc.).
- 1 Ship's Store List.
- 1 Certificate of open space occupied by cargo.
- 1 Passengers' Manifest (disembarking).
- 1 Baggage Manifest (non-accompanied).
- Tonnage Certificate.

*For Agents*
- 1 Crew List.
- 2 Passengers' Manifests (disembarking).
- 2 Passengers' Manifests (in transit).
- 2 Baggage Manifests (accompanied).
- 2 Baggage Manifests (unaccompanied).
- 2 Dangerous Cargo Manifests and usual cargo documents.

*For Immigration Office*
- 1 Crew List.
- 1 Passengers' Manifest (disembarking).
- 1 Passengers' Manifest (in transit).

**PILOTAGE:** ETA to be sent to Harbour Master (see Radio). Advisable then to confirm directly either to pilot boat (call sign FNZH) or to Havreport between 24 and 12 hours before arrival (see Radio). Pilot boats have black hull with "Pilote Havre" in white letters on both sides, white funnel with black top stripe, green flag with white anchor on fore-mast. Located off Le Havre channel entrance East of the intermediate landfall buoy (LH 2) except at low tide when pilot boat comes back to harbour for revictualling.

Vessels may anchor near LH 2 South of entry alignment in good weather and further off in bad weather.

Light or sound signal to be made by vessels requiring a pilot, letter "G" in morse code.

**ANCHORAGES:** Anchoring forbidden in the channel between both parallels 100 metres South and North of channel and in a zone 1 nautical mile long and 500 metres wide in prolongation of channel.

**RESTRICTIONS:** Depth in main channel 51 ft. LW. Depth in tidal basin 49 ft. LW.

Main lock entrance to enclosed basins, length 1,312 ft. width 220 ft., depth 79 ft.

Vessels berthing in tidal docks (Bassin Theophile Ducrocq) dependent on tide if draft in excess of 30 ft.

Quinette de Rochemont Lock open from 2 hours 20 min. before high tide until 40 min. after. During this period vessels of max. length 210 metres and max. breadth 26 metres may pass through. Otherwise max. length authorised is reduced to 180 metres. In some circumstances some locks are completely closed around low tide.

CIM Berth No. 10 may receive tankers up to 300,000 tons dwt. with draft varying between 63 and 68 ft. depending upon tide. Such vessels enter only by daylight and must arrive at Lightvessel at least 3 hours before high water.

**MAX. SIZE:** Tankers: length 1,300 ft., draft (approx.) 65 ft. subject tide. Largest vessel recorded is a tanker, length 348·83 metres, beam 54·50 metres, draft 20·67 metres and deadweight 290,875 metric tons.

Bulk carriers: up to 90,000 tons.

**HEALTH:** Free pratique automatic for vessels coming direct from Continent or Italy and "Q" flag not to be flown. From other countries including Spain and Portugal usual procedure applies. Free pratique may be obtained by radio message to Sanipor Le Havre specifying name of vessel – where coming from – total number of crew members, number of crew members vaccinated (smallpox, yellow fever, cholera).

Tankers: For tankers it is advisable to ask free pratique by radio in order start operation as soon as vessel berths.

**RADIO:** Masters of ships are requested to send to Le Havre Harbour Master their expected time of arrival at Le Havre light-vessel.

The message will be sent through radio stations of: Boulogne-radio/FFB (working frequencies 1771 kHz and 2747 kHz) or Brest le-Conquet radio/FFU (1806/2726 kHz).

It will give the date and time GMT of ETA, and the maximum draft. It will be sent about 12 hours before arrival and corrected by another message if necessary. This service is free. Same stations of Boulogne and Brest to be used to contact Agent and in addition Saint Lys/FFL.

Port operation radio service: The Havreportradio station keeps a permanent watch on the following frequencies: 156.6 mHz (Channel 12); 156.8 mHz (Channel 16); 157.0–161.6 mHz (Channel 20 duplex). This station sends and receives all messages for the port operations control.

Ships call Havreportradio directly on Channels 12 or 20. Ships arriving, leaving or moored on roads *must keep watch on Channel 16*.

Ships with Pilot on board must keep watch on Channels 12 or 20 from pilot on board until arrival at berth, and from departure of berth until disembarking Pilot. Havreportradio/FFY keeps watch on 2.182 kc/s. This frequency will be used only in a radius of 22 miles from Havre light-ship and only when it is not possible to use VHF.

**RADAR/VHF:** Radar assistance may be obtained by calling Le-Havre-Radar on Channel 16 (156·80 mHz). Then working frequencies are Channels 14 and 22.

**TUGS:** 18 tugs available, from 650 to 3,000 h.p. Normally join vessel inside the jetties in outer harbour. Ship's lines or tug's lines used at ship's option. Extra charge for use of tug's line.

**BERTHING:** Agents generally inform Master by radio of berthing prospects, arrival time limits and any special requirements.

| *Dock* | *Quay* | *Facilities* | *Length (m)* | *Sea level chart* |
|---|---|---|---|---|
| Arrière Port | Southampton | 1 crane 3/6 t | 70 | −5·00 |
| | Roger | 5 cranes 5/10 t | 500 | −9·5 |
| | Meunier | 5 cranes 4/10 t | | |
| Theophile Ducrocq | Floride | 4 cranes 5/10 t | 598 | −10·00 |
| | Joannès couvert | 3 cranes 4/10 t; 19 cranes 5/10 t | 1,528 | −10·00 |
| | | 1 crane 6/10 t | | |
| | Mole central | 4 15 t gantry cranes<br>Coal + minerals | 194 | −12·00 |
| | C.I.M.1 | | 84 | −11·00 |
| | C.I.M.2 | | 84 | −11·00 |
| | C.I.M.3 | | 85 | −10·00 |
| | C.I.M.4 | | 83 | −11·00 |
| | C.I.M.5 | | 152 | −11·00 |
| | C.I.M.6 | | 120 | −12·00 |
| | C.I.M.7 | | 120 | −12·00 |
| | C.I.M.8 | | 75 | −18·00 |
| | C.I.M.10 | | 56 | −21·00 |
| Nouveau Bassin de Marée | Atlantique | 4 cranes 40 t | 800 | −10·00 |
| | Mole Central | | | −9·00 |
| Bellot | Hermann du Pasquier | 4 cranes 6 t; 19 cranes 3 t<br>Cereals + fruits + general cargo | 1,524 | −4·00 |
| | Jean | 3 cranes 10 t; 4 cranes 3 t | 486 | −2·50 |
| | Reinhart | General cargo; wood | | |
| | Tonkin | | 100 | −1·50 |
| | Colombie | | 80 | −1·00 |
| | Bresil | 2 cranes 6 t; 2 cranes 10 t | 525 | −2·00 |
| Leure | Cameroun | 3 cranes 6 t | 224 | −1·00 |
| | Marseille | 2 cranes 6 t | 135 | −1·00 |
| | Malakoff | Bulk liquid—non oil | 140 | (0) |
| | Guinee | 2 cranes 6 t | 317 | −1·35 |
| Dixième Bassin | Rochambeau | 1 crane 6 t | 237 | −0·50 |
| Citadelie Bassin Dock | Yser | 3 cranes 6 t | 360 | +1·00 |
| | Antilles | | 555 | −0·75 |
| | Reunion | | 555 | −0·75 |
| Vetillard | Gironde | 10 cranes 6 t; 6 cranes 10 t;<br>5 cranes 10 t;<br>2 cranes 10 t | 931 | 0 to −1 |
| | Garronne | 12 cranes 3 t | 955 | +1 to − |
| Marcel Despujoles | Rhin | 4 cranes 10 t | 628 | −1·50 |
| | Moselle | 2 cranes 6 t; minerals | 317 | −1·50 |
| Lancement Canal | Ship | Liquid gas | 103 | +3·00 |
| Tancarville | Orcher | Refined oil | 85 | +1·00 |
| Canal de Jonction | Europe I | 1 crane 40 t | 270 | −2·00 |
| | Europe II | 3 cranes 40 t | 630 | −6·00 |
| | Appontement Jonction I | Crude oil | 9 | −1·00 |
| | Appontement Jonction II | Crude oil | 14 | −1·00 |
| Canal Central Maritime | S.N.A. | Bulk fertilizers | 140 | −3·00 |
| | Sogestrol | Chemical products | 10 | −3·70 |
| | Petrochimie | Chemical products | 40 | −3·00 |
| | Lafarge | Cement | 95 | −3·00 |
| | Roll-on/roll-off Ouest | | | −3·50 |
| | Roll-on/roll-off Est | | | −3·50 |
| | Cofaz | Fertilisers | 15 | −3·50 |

**BULK HANDLING FACILITIES:** *Ore Berth:* Situated South side of Mole Centrale. Accessible to 90,000 dwt. ore carriers. Equipment includes 4 unloading gantries, each with max. capacity 500 tons per hour.

*Grain:* Quai Hermann du Pasquier for ships up to 30,000 tons dwt. Three elevators capacity each 280 tons per hour.

Quai Joannes-Coubert: for ships up to 60,000 tons dwt, two elevators each 600 tons per hour capacity.

*Containers: Quai de l'Atlantique:* Length 800 m., 3 berths for large vessels, one of which is also equipped to handle roll-on/roll-off traffic.

4 gantry cranes of 40-ton capacity with 35 m. extension, at quay's edge. 2 French Railway's gantries for handling on to wagons. 7,000 sq. m. shed under construction near to terminal for container groupage and breaking bulk. 16 hectares open air areas. Extensive parking facilities.

*Quai de l'Europe:* Length 900 m. 4 berths for large vessels, one of which is also equipped to handle roll-on/roll-off traffic.

4 gantry cranes of 40 tons with 40 m. extension, at quay's edge 1 shed 10,108 sq. m., 1 shed of 7,023 sq. m., already used for groupage and break-bulk of containers and 1 shed of 10,000 sq. m. under construction.

2 S.N.C.F. gantry cranes for loading and unloading of wagons 45 hectares of open air areas. Extensive parking facilities.

*Methane:* The Gaz de France Methane Terminal situated at Western end of tidal basin with one berth for vessels up to 755 ft. length.

*Roll-on/roll-off:* Three berthing places in the tidal basin, five berths in the wet dock, eight berthing places in the non-tidal docks.

*Liquid Chemicals:* at the berths of "Societé Normandie de L'Azote", "Sogestrol", and "Petrochimie" along the "Canal Central Maritime".

**BRIDGES:** No special restrictions. Opened upon request. Master will be informed as above in case any bridge stopped for repairs.

**STEVEDORES:** 2 normal shifts (0700–1500 and 1500–2300) every week-day including Saturday. Night shift in overtime 2300–0700. For fruits and reefer cargo and passengers ships possible working 2 hours overtime before morning shift to start at 0500 subject ordering gang the previous day at 0600, with 23 hours notice to stevedores. Night gang ordered the same day at 1400 with nine hours notice to stevedores (same consequently involves 36 and 12 hours notice to Agents for morning and night overtime respectively).

For vessel completing loading/discharging may order 2 hours overtime from 1500 to 1700 after morning shift or only 1 hour overtime from 2300 to 2400 after afternoon shift. No possibility of dividing the shift of 8 hours. Consequently time lost between completion of work and end of shift is charged to the vessel at the cost of about Frs. 560.00 per hour (depending upon type of cargo).

No work possible on Sunday and legal holidays nor during night between Sunday or holiday and next working day. Necessary to give Agent soonest possible accurate ETA and hatch partition in order to enable his arranging work at the best, keeping in mind that shift cannot be split.

Work done with shore crane. Ship's derricks used only exceptionaly. No hatch tents available from shore.

It is compulsory to put a net under the gangway before starting work, for lack of which stevedores refuse to go on board.

**MEDICAL:** It is not necessary for Agent to receive advance notice of required medical attention except when Master requests a doctor on board. The Master must after berthing inform Agent of number of patients and nature of disease, name of patient, rank, in order Agent may arrange corresponding appointment with doctors, dentists, specialists, etc. Hospital facilities available provided admission ordered by local doctor.

Inoculation. Yellow fever – effected only at the hospital once per week on Thursdays 1400 to 1500 hrs. Other inoculations may be effected by local doctors (with appointment) but smallpox may also be effected at the Town Hall sanitary office on Tuesday and Saturday from 0900 to 1200 hrs.

**TANKERS:** Berth at C.I.M. piers no. 1 to 10. Diameter or connections at different berths of C.I.M.: No. three, four and five 10 in., six and seven 12 in., eight and ten 16 in.

Tankers calling first time at Le Havre recommended to inform Agents of position of manifold connection. Slop reception facilities available up to 1,000 tons per hour.

**DENSITY:** In outer port and tidal docks: salt water. In inside docks brackish. Density depending upon season and amount of fresh water brought in by river Seine and Canal de Tancarville.

**FRESH WATER:** Most berths supply by shore hydrants. Otherwise by barge minimum quantity invoiced then being 50 cbm. Overtime charged in addition. Late cancellation of barge invoiced.

**FUEL:** All grades available, viscosities from 200 sec. to 3000 sec. Redwood. Minimum 48 hours advance notice required to prepare barges.

**FIRE PRECAUTIONS:** Dangerous cargo must be declared on "Inbound Bill" and in order not to delay vessel's entry it is highly recommended to inform Agent of quantity and exact nature of dangerous cargo on board 48 hours prior to arrival, thus enabling agent to get in touch with Harbour Master and take necessary steps which may go from a single smoking prohibition up to a fire-picket on the quay during all the call.

*Tankers:* A "notice to masters of ships loading/unloading hydrocarbons" is handed to Master upon arrival. This notice specifies *inter alia:* repairs, ventilation/cleaning of tanks, handling of goods subject to Harbour Master's authorisation. All naked lights and fires prohibited, boiler furnaces and galley ranges excepted, such exception cancellable on simple order of Harbour Master or Depot Manager.

**DEVELOPMENTS:** By mid-1975 the new oil terminal of Havre-Antifer, built to the South of Cape Antifer will have two installations enabling vessels of 550,000 dwt to be received at all states of the tide. Shelter will be created by a protective mole 3,520 m. in length. At the foot of the cliff, there will be a service port and open-air work areas. An access channel 550 m. wide to a depth of 25 m. will be dredged.

A second stage will see the provision of two further installations after further deepening of the sea to 30 m. in order to take vessels of 1,000,000 dwt.

**GANGWAY/DECK WATCHMEN:** Not compulsory. Sworn watchmen in uniform and equipped with a VHF set may be obtained from the Port Authority per hour for day and night, working days and holidays. Some other companies may also supply watchmen (not sworn) at lower prices.

**OPENING/CLOSING HATCHES:** May be done by stevedores at the same price as shifting of cargo depending upon the type of cargo and consequent number of men included in the gang.

It is highly recommended to carry out opening by the crew before beginning of shift to avoid both loss of time and expensive charges and also risk of accident to stevedores who are sometimes not well aware of vessel's closing system.

It is emphasised that for reefer cargo stevedores wait for cold exhaust half an hour after opening hatches before getting down in the holds. Consequently it is strongly advised to stop ventilation and start opening hatches with crew about one hour before beginning of shift keeping in mind that for reefer cargo, the morning shift may commence at 0500.

**CERTIFICATES:**
Tonnage Certificate.
Safety Construction Certificate.
Loadline Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Deratisation Certificate.
Cargo Gear Register.
(Fresh water analysis certificate may also be requested.)

**CUSTOM'S ALLOWANCES:** 200 cigarettes or 200 grammes tobacco plus 1 bottle spirit (must be mentioned on crew declaration list). Crew members may obtain extra allowance but only after 5–6 days' call.

**CARGO GEAR:** Cargo handling usually carried out by means of shore cranes. Hatch-tents to be supplied by vessel.

**CREW IDENTIFICATION CARDS:** Not required. Recommended to have passport or seaman book to go ashore.

**CONSULS:** The following countries have representatives at Le Havre:

Brazil
Colombia
Dominica
Guatemala
Italy
Portugal
Sweden
Germany
Mexico
Great Britain
Ecuador
Venezuela
Haiti
Netherlands
Argentina
Switzerland
South Africa
Panama
Denmark
Belgium
Norway
Greece
Honduras
Peru
Salvador
Uruguay
Chile
Costa Rica
Ivory Coast
Spain
Finland
Japan
Liberia
Madagascar

**REPAIRS:** Several companies including Ateliers et Chantiers du Havre available to handle all types of hull and engine repairs. Five berths available for repairs afloat.

**DRY DOCKS:** Seven dry docks available, largest of which is 1,095 ft. working length and 125 ft. width for vessels up to 80,000 tons dwt.

**REPATRIATION:** Except if airplane chartered by Owners, all crew have to pass through Paris.

**AIRPORT:** Le Havre airport 7 km. from the centre of the town, with a runway of 1800 metres × 40 may receive chartered planes up to 40 tons total weight (50 T. with special authorisation). Regular flights from and to Orly (Paris Airport) twice a day holidays excepted.

**TIME:** GMT plus 1 hour (permanent).

**HOLIDAYS:** New Year's Day (January 1st); Easter Monday; Labour Day (May 1st); Ascension Day; Whit Monday; National Holiday (July 14th); Assumption B.V. Mary (August 15th); All Saint's day (November 1st); Armistice Day (November 11th); Christmas Day (December 25th). No work possible except for passenger ships and tankers the latter being loaded/discharged round the clock every day.

**POLICE/FIRE/AMBULANCE:** Police 17 or 48.15.20; Fire Brigade 48.05.77 or 18; Ambulance 42.30.68 or 42.46.46; Hospital 42.77.83.

**TELEPHONE ON BOARD:** Possible at most berths.

**SHORE LEAVE:** Authorised within port and town area. Foreign seamen wishing to go further and more especially to Paris must obtain police authorisation and consequent pass.

**REGULATIONS:** Vessels carrying dangerous cargo must when on roads or in the entrance channel, show the red flag by daylight or one red light by night-time. When leaving the port they must keep their Pilot up to the end of the channel.

**AUTHORITY:** Port of Le Havre Authority, Terre-Plein de La Barre, 76 Le Havre. Tel. 425201. Telex 19663.

**AGENT:** Jolasry (France), 10, Place Léon Meyer, PO Box 846, 76060 – Le Havre. Telegraphic address "Jolasry". Tel. 42.18.32 and 42.12.05. Telex 19708.

## LORIENT: 47.45 N. 03.21 W.

**DOCUMENTS:**
Cargo Manifest or Manifest of Ballast.
Certificate of Cargo Space.
Bills of Lading.
Ship's Register.
6 Crew Lists.
3 Passenger Lists.
Health Declaration.
Derat Certificate or Exemption.
Declaration of Crew Personal Effects.

**PILOTAGE:** Compulsory for all vessels over 60 m. length. Vessels must contact pilot station advising ETA at least 12 hours before arrival by radio to the Agents, Harbourmaster, or the pilot station. On arrival at the outer roads or Groix vessels should call Pilot by visual signals or by radio telephone on 2182 kc/s, or VHF Channel 16. The pilot launch will be standing by from one hour before to one hour after the ETA previously advised by the ship. The Pilot station is manned 24 hours per day. Pilot station telephone number 210678.

**ANCHORAGE:** The outer roads of the port are open to winds from the South-east to South-west. Vessels waiting to enter the port may anchor in depths of 15–20 m., sand and shell bottom, good holding ground.

Mooring buoys are positioned off Port Tudy on the North coast of Ile de Groix. These buoys are reserved for the use of the French Navy. There are prohibited zones for anchoring due to presence of submarine cables, marked on chart.

Vessels in excess of 500 grt are recommended to take a Pilot for anchoring.

**RESTRICTIONS:** There are two entry channels to the port. The South channel, depth 4·40 m. is used exclusively by local fishing boats. The West channel is marked by the alignment of Kerbel Light and Lohic Light. The depth in this channel is presently 6·0 m., which is being dredged to a projected depth of 7 m. Both channels are very well marked.

Traffic signals are hoisted at Port Louis Citadel as follows: Red flag or red light – entry prohibited. Green flag or green light – exit prohibited. Red over green flags or lights – port closed.

**HEALTH:** Pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive free pratique, Master should radio Agent before arrival, advising full details.

**RADIO:** Use local station Radio Conquet or Radio Saint-Nazaire.

**TUGS:** 8 tugs up to 900 h.p.

**BERTHING:** Kergroise Quays, 516 metres berthing length can accommodate vessel up to 200 metres length, draft 6.80 metres at the Southern part of the quays.

Draft of 8.50 metres available at the remainder.

Seven cranes in service including 16-ton crane.

**TANKERS:** The oil jetty is 112 m. long and can accommodate tankers up to 180 m. length, maximum draft 10 m.

**FRESH WATER:** Can be supplied from the quays at Kergroise and at the Oil Jetty. Rate 10 tons per hour.

**REPAIRS:** Minor deck and engine repairs can be carried out. Slipways can accommodate 4 fishing boats at the same time. There are three dry docks the largest of which is 186·20 m. long × 26·33 m. wide.

**MEDICAL:** All facilities available. Local maritime and civil hospitals.

**IDENTIFICATION CARDS:** Crew men going ashore should carry passport or identity card.

**CONSULS:**
- Belgium and Norway
- Denmark
- Netherlands

**TIME:** GMT plus 1 hour – no alterations.

**HOLIDAYS:** New Year (1st January, no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July no labour available); Assumption Day (15th August no labour available); All Saints' Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.

**POLICE/FIRE/AMBULANCE:** Police 21 19 16; First Aid 17; Ambulance 64 26 72; Fire 18.

**AUTHORITY:** Ingenieur des Travaux Publics de l'Etat, Ponts et Chaussées, B.P. 445, Lorient. Tel. 64.11.36.

**AGENT:** See Paris.

## MARSEILLES: 43.18 N. 05.25 E. (See Plans)

(*a*) Old Port to Estaque
(*b*) Port de Bouc/Lavera/Caronte/Etang-de-Berre
(*c*) Fos

### (*a*) OLD PORT TO ESTAQUE

**DOCUMENTS:**
- Ships Register.
- Declaration of Health.
- 3 Crew Lists.
- 2 Provisions Lists.
- 2 Lists of Passengers in Transit.
- 2 Lists of Passengers disembarking.
- 1 List of Ports where cargo is loaded for Marseilles.
- Cargo Manifests and Bills of lading.
- 1 List of Crew Personal Effects.

**PILOTAGE:** Compulsory. 21 pilot launches, mostly painted black, wooden hulls with white anchor insignia on the bow.

Contact pilot station and pilot boats by VHF Channel 8.

*Southern Entrance:* Pilot boards between "Le Frioul" and "Chateau d'If" island. Max. recommended draft 27 ft. in good weather.

*Northern Entrance:* Pilot boards at Estaque roads. In case of strong N.W. winds or for all deeper draft vessels the Northern entrance is preferred.

Vessels anchoring in roads without a Pilot will still incur full pilotage fee.

On departure, 15 to 30 minutes notice sufficient to order Pilot and tugs.

**ANCHORAGE:** Estaque Roads.

**MAX. SIZE:** Draft dependent on berth depth up to maximum of 47 ft. 6 in.

**HEALTH:** Free pratique automatic vessels coming direct from continent or Italy and Q flag not to be flown. From other countries – including Spain and Portugal – usual procedure applies. Unless special arrangement for passenger liners free pratique not given by radio also practice issuing Health or Customs clearance on sailing now discontinued.

**RADIO:** Within 150 miles Marseilles Radio/FFM – otherwise St. Lys/FFL.

**TUGS:** About forty tugs available, from 250 to over 3,000 h.p. Ship lines normally used.

**BERTHING:** When specific side alongside berth required. Agents radio Master prior arrival also advise Pilot. Otherwise side alongside at discretion Master after conferring with Pilot.

**BERTHING FACILITIES:**

| *Docks:* | *Max. depth:* | |
|---|---|---|
| Grande Joliette | 9·80 metres | 24 berths |
| Harbour Station | 8·00 metres | 10 berths |
| National | 10·50 metres | 15 berths |
| Pinede | 10·00 metres | 14 berths |
| President Wilson | 11·00 metres | 16 berths |
| Mirabeau | 15·00 metres | 15 berths |
| North and South outer harbours | — | 5 berths |
| Ship repairs: | | 30 berths |

**BRIDGES:** Turning bridge near southern end of port – Pont d'Arenc – opens on requests. Bridge further North – Pont de la Pinede – opens: 0600 to 2200 twice each hour between five minutes before the hour and five minutes afterwards, and between five minutes before half hour and five minutes afterwards. Open continuously 2200 to 0600.

**STEVEDORES:** Enable Agent order gangs important obtain in good time accurate ETA from vessel. Latest times to order gangs; normal and deferred shifts 0530 same morning – night shift 1600 same day – Saturday and Sunday, 1600 Friday. Failure give precise ETA may result in ship losing 12/24 hours also cost gang waiting time includes waiting vessel's arrival – free pratique – opening/closing hatches – rain – shifting cargo or dunnage – crane or derrick breakdowns – time lost between finishing and end of shift. Work can be arranged on following official holidays – New Year's Day, Easter and Easter Monday, Whitsun, 14th July, 15th August, 1st November, Christmas Day, 1st May holiday when no work takes place, Stevedoring hours (normal shift) Monday to Friday 0700 to 1130 and 1300 to 1630. One hour overtime 1630 to 1730. For vessels sailing same day one extra hour can be worked until 1830. Extra cost (special shifts)-deferred, Monday to Friday 1300 to 1930, Saturday morning 0630 to 1310, Saturday afternoon 1300 to 1830, Sunday morning, holidays 0630 to 1310 but no overtime. Night 2130 to 0100 and 0130 to 0500. One hour overtime may be worked before 0630 or after 0730. No work allowed Sunday night. All necessary gear supplied by stevedores except rain tents which vessel must supply.

**MEDICAL:** Yellow fever inoculations only in hospital. Tuesdays and Fridays. Masters to advise by radio prior arrival if medical attendance required aboard.

**TANKERS:** See "Port de Bouc", and "Fos".

**DENSITY:** About 1028.

**FRESH WATER:** Can be obtained from hydrants or quays or from water-boats. When delivered by barge, minimum quantity invoiced is 50 tons. Preferable order prior arrival to avoid delays. Minimum pumping rate 50 tons per hour.

**FUEL:** Ordinary fuel, also fuel oil maximum 1000 secs., Diesel and Gas oil. Deliveries by barge only.

**FIRE PRECAUTIONS:** Special harbour fire-fighting corps, with two fire-fighting Vessels.

**DEVELOPMENTS:** See "Fos".

**WATCHMEN:** Available but not compulsory.

**HATCHES:** Crew allowed open and close.

**SHIP CERTIFICATES:** On first call Registered Tonnage Certificate; thereafter not required unless Gross/Net tonnages changed.

**CUSTOMS ALLOWANCES:** About 200 cigarettes and limited amount spirits per man.

**CARGO GEAR:** No additional requirements; all gear supplied by stevedores except rain tents.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** The following countries are represented in Marseilles

Algeria
Argentina
Austria
Belgium
Bolivia
Brazil
Canada
Colombia
Cyprus
Denmark
Ecuador
Finland
Great Britain
Costa Rica
Cuba
Dominica
Guatemala
Haiti
Greece
Iceland
Israel
Italy
Lebanon
Madagascar
Mauritania
Mexico
Morocco
Netherlands
Norway
Panama
Peru
Honduras
Ivory Coast
Japan
Liberia
Portugal
Spain
Sweden
Switzerland
Tunisia
Turkey
U.A.R.
U.S.A.
U.S.S.R.
Uruguay
Venezuela
West Germany
Yugoslavia
Nicaragua
Philippines
Senegal
Thailand

**REPAIRS:** Most repairs and overhauls possible. Pre-advic recommended.

**DRY DOCKS:**

| | *Working lengths* | *Entry width* |
|---|---|---|
| No. 1 | 561 ft. | 63 ft. 3 in. |
| 2 | 441 ft. 6 in. | 56 ft. 8 in. |
| 3 | 326 ft. | 51 ft. |
| 4 | 262 ft. 8 in. | 44 ft. |
| 5 | 400 ft. | 41 ft. |
| 6 | 410 ft. | 50 ft. 18 in. |
| 7 | 656 ft. | 80 ft. 8 in. |
| 8 | 1,049 ft. 7 in. | 164 ft. |
| 9 | 820 ft. 6 in. | 121 ft. 3 in. |
| A floating-dock: | 816 ft. 2 in. | 124 ft. 3 in. |

Under construction: a dry-dock for vessels up to 800,000 dw for completion 1975.

**TELEPHONE NUMBERS:** Police 91 05 23; Ambulance 17; Fi Brigade 18; Special Port Fire Brigade 62 37 48 and 62 43 01.

**GAS FREEING STATION:** Suitable for tankers up to 28 ft. draft.

*The Station is equipped with:*

Boilers able to supply 34 tons of steam per hour.

A pumping station supplying hot water for cleaning, fresh water for ballast, and which is also used for transfers.

A separator for the discharge of dirty ballast able to work at 1,200 cubic metres per hour.

Two receiving tanks of 2,000 cubic metres.

One tank of 500 cubic metres for treatment and one for subsequent storage with a capacity of 2,000 cubic metres.

One extractor for removal of all traces of oil including sludge.

The Station can supply all the necessary fluids for cleaning and gas freeing (salt water, hot and cold water, fresh water, compressed air and electric current.)

From the vessel the installation receives dirty ballast and water which goes through separators.

**AUTHORITY:** Le Port Autonome de Marseille. 23 Place de la Jolieete. Tel. 91.30.66.

**AGENTS:** Jolasry (France), 6 Boulevard de Dunkerque. Tel. 20 39 17, Telex. 41821. Cables: Jolasry.

## *(b)* PORT DE BOUC, including Port de Lavera 43.23 N. 05.00 E., Port de Berre 43.27 N. 05.10 E., Port de la Mede 43.24 N. 05.07 E. Caronte 43.24 N. 05.02 E.

**DOCUMENTS:** On arrival:

1 Cargo Manifest or manifest in ballast.
Certificate of open spaces occupied by cargo in cubic feet or cubic metres or in registered form if shelter deck.
Bill of Lading.
Ship's Register (if required).
6 Crew Lists (8 if Spanish or U.S.S.R. ship or ship bound for these countries).
3 Passenger Lists.
Health Declaration.
Deratisation Certificate.
Bunker's Supply (3 forms).
1 Crew Declaration of Personel effects – cameras, binoculars, radios, cigarettes, tobacco, etc. If on inspection articles or quantities not in conformity or in excess, Master held responsible, articles removed and heavy fines imposed.

**PILOTAGE:** Pilot must be taken to enter Port de Bouc, Fos and Port St. Louis du Rhône. Contact by Marseille Radio or pilot boat VHF (Channel 16 for calling, Channel 9 for traffic). Pilot boards in the roads between 2 and 2·5 miles S.W. of Bouc Tower or further out if required, for entering Port de Bouc and Fos. Motor launch black hull, white cabin, white anchor on bow, "H" flag.

**ANCHORAGE:** It is recommended to ask for Pilot before anchoring in outer Roads to avoid forbidden places for ships bound for Port de Bouc and Fos.

**MAX. SIZE:**

*Sealine outside Lavera*, 53 ft. draft.

*Lavera:* Berths A1, A2, 35 ft. draft. Berths A4, D and E, 40 ft. draft. Berth B, 38 ft. 6 in. draft. Berth C, 39 ft. draft. Berths F and G, 43 ft. 6 in. draft. Berth H, 37 ft. 8 in. draft. Coastal Berths K1 to K8 18 ft. draft.

*Kuhlmann*, 26 ft. draft and length 450 ft.

*Caronte*, 29 ft. draft.

*Croix-Sainte* (Verminck), 26 ft. draft.

*Canal de Caronte*, (for entering Lake of Berre, for Terminals of La Mede and Berre), 26 ft. and 25 ft. 9 in. for tankers over 18,000 tons.

**HEALTH:** Pratique given by Customs officers who board on arrival. In case of suspected disease on board, notify Agents by radio before arrival.

**RADIO:** Within 150 miles traffic through Marseilles Radio/FFM, otherwise St. Lys (FFL).

Port de Bouc Radio (Harbour Office) VHF used for navigation purposes only – Channel 16 for call, Channel 12 for traffic.

**TUGS:** Eleven tugs available from 90 to 1,800 h.p. Normally join vessel in entrance channel off Port de Bouc. Only ship's lines used.

**RESTRICTIONS:** No entry restrictions for Lavera. Night transit of Caronte Canal to Etang de Berre forbidden to tankers above 6,000 gross tons.

**BERTHING FACILITIES:**

**Lavera:**

| *Berths for sea tankers* | *Draft* |
|---|---|
| A1 – A2 – A3 Sud | 12 m. |
| A4 Nord | 13 m. |
| B | 12·50 m. |
| C | 12·50 m. |
| D | 12·50 m. |
| E | 12·50 m. |
| F | 13·50 m. |
| G | 13·50 m. |
| H *for liquid chemical products* | 12 m. |
| *Berths for small tankers and barges* | *Draft* |
| K1 | 7 m. |
| K2 | 4 m. |
| K3 | 6 m. |
| K4 | 6 m. |
| K5 | 6 m. |
| K6 | 6 m. |
| K7 | 4 m. |
| K8 | 4 m. |

**Caronte – Port de Bouc**

*Quai de Provence Industrie:* length, 140 m.; width, 20 m.; draft, 5 m.
*Quai Kuhlmann:* length, 140 m.; width, 25 m.; draft, 26 ft.
*Quai de Caronte:* length, 170 m.; width, 25 m.; draft, 29 ft.
*Quai Verminck:* length, 153 m.; width, 20 m.; draft, 26 ft.

**Berre**

Two private oil harbours:

*La Mede* (*CFR*): length, 110 m.; draft, 8 m.; 2 berths for sea tankers
Draft, 3·50 to 6 m.; 2 berths for small tankers.
Draft, 2·30 m.; 2 berths for barges.
Flow, 100 to 600 cu. m. per hour.

*Pointe de Berre* (*Shell*):
Draft, 8·50 m.; 3 berths for sea tankers.
Draft, 5·80 m.; 1 berth for small tankers.
Draft, 4 m.; 1 berth for barges.
Flow, 120 to 2·50 m. per hour.

**BRIDGES:** 1 railway bridge and 1 road bridge across Caronte Canal each having special times for opening. Ships of less than 21 m. height clearance may pass below the railway bridge. Motorway bridge over Caronte Canal with 50 metres clearance.

**STEVEDORES:** To enable Agent order gangs important obtain accurate ETA between 24 hours and 48 hours in advance. Two shifts 0500 to 1300 and 1300 to 2100 normally 6 days a week. Confirmation to be made at 0900 for afternoon shift, and 1700 for next da morning.

**MEDICAL:** All hospital and medical facilities. Yellow fever inoculation made by appointed doctors. Masters to advise by radio prior arrival if medical attendance is required on board.

**TANKERS:** Each of the eight large berths, North and South, A, B, C, D, E, F, G, is fitted with lines for crude oil and all refined products. Pipe-line system leads to distributors (7 for refined products, 2 for crude oil) connected to neighbouring refineries, and to South European pipe-line (crude oil only).

*Terminal hose handling:* Each berth is fitted with metal gantries hanging up flexible hoses for ship's connection. They are handled with compressed-air winches and ship's boom which should be rigged before arrival.

Flexible hoses diameter: crude oil, four 12-in.; fuel oil (or crude), two 12-in.; white products, one 8-in.; ballast (or crude), one 12-in.; bunkers, one 8-in.; liquefied gas, one 4-in.; special products, one 4-in.

*Decanting installation:* Tankers may pump out their ballast at all berths – except tank-washing water and slops.

**DENSITY:** About 1028. Variable in Canal de Caronte and Etang de Berre owing to discharge of hydraulic plant of St. Chamas.

**FRESH WATER:** Available generally by pipes and hoses at the berths. Water barges available from Marseilles.

**FUEL:** By barges for cargo ships and vessels in the roads. Tankers at Lavera refuel by pipe-line at the berths. All grades available.

**FIRE PRECAUTIONS:** Oil Harbour is fitted with a system of 203 mm. (8 in.) or 254 mm. (10 in.) sea water pipes at 5 bars permanent pressure. It may be increased by pumping station up to 9 bars, and supply 500 m³/h. Each wharf has five fire hydrants with first-aid equipment: fire hoses and spray nozzle, foam nozzle with powder cans. If fire breaks out on a ship, the hose handling gantries are protected by a screen of sprayed water. All fire equipment and installations are painted red.

**GANGWAY/DECK WATCHMEN:** Available but not essential.

**OPENING/CLOSING HATCHES:** Always by crew.

**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes every five days; wine/spirit: limited amount per man.

**IDENTIFICATION CARDS:** Seamen going ashore should carry passport or identity card.

**CONSULS:** Norwegian, Swedish, Danish and Spanish consuls at Port de Bouc. Others at Marseilles.

**REPAIRS:** Permission must be granted for oil tankers repairs.

**DRY DOCKS:** Nearest at Marseilles.

**REPATRIATION:** All facilities for crew change and repatriation by railway or planes.

**AIRPORT:** Marignane Airport 40 km. and Nice Airport 230 km. (this last for SAS lines).

**TIME:** GMT plus one hour. No changes.

**HOLIDAYS:** Same as "Marseilles".

**POLICE/AMBULANCE/FIRE:** Police, 06–03–31; Fire, 06–03–12.

**TELEPHONE:** On application can be connected on board at Lavera. Telephone ashore in other places.

**SHORE LEAVE:** Allowed.

**AUTHORITIES:** Port Autonome de Marseille (Director General and Managers). Tel. 20 69 30 and 20 54 60. Capitainerie de Port de Bouc (Harbour Master). Tel. 06 22 26 and 06 27 13.

**AGENT:** Agence Maritime et Fluviale Maurice Pomme, 20 Cours Landrivon, 13 Port de Bouc. Tel. 06-20-04. Telex. 42-555. Cables: "Pomme".

## *(c)* FOS: 43.24 N. 04.53 E.

**DOCUMENTS:**

1 Cargo Manifest or Manifest in Ballast.
Certificate of open spaces occupied by cargo in cubic feet or cubic metres, or in registered form if shelter deck.
Bill of Lading.
Ship's Register (if required).
6 Crew Lists (8 if Spanish or U.S.S.R. ship or ship bound for these countries).
3 Passenger Lists.
Health Declaration.
Deratisation Certificate.

3 Bunker Supply Forms.

Declaration of crew personal effects, cameras, binoculars, radios, cigarettes, tobacco, etc.

If on inspection, articles or quantities not in conformity or in excess, Master held responsible, articles removed and heavy fines imposed.

**PILOTAGE:** Compulsory. Contact by Marseilles radio or direct to pilot boat by VHF Channel 16 for calling, Channel 9 for traffic. Pilot boards in the roads between 2 and 2·5 miles South-west of Bouc tower or farther out if required. Motor launch, black hull, white cabin, white anchor on bow, flying "H" flag.

**ANCHORAGE:** It is recommended to ask for Pilot before anchoring in outer roads to avoid prohibited anchorages.

**RESTRICTIONS:** When large tankers are proceeding in the Fos channel, other vessels' entrance may be delayed.

Access channel for very large vessels dredged to 22 metres over a width of 250 metres.

**MAX. SIZE:**

*Tankers:* Maximum permissible dimensions

| | *Draft* | *Length* |
|---|---|---|
| Berth 0 | 42 ft. | 900 ft. |
| Berth 0 BIS | 42 ft. Completion expected mid-1975. | |
| Berth 1 | 67 ft. 6 in. | 1,100 ft. |
| Berth 2 | 62 ft. | 1,100 ft. |
| Berth 3 | 72 ft. | 1,150 ft. |

*Container Berth:* No. 1 Basin (West side) max. length, 984 ft., max. draft 41 ft.

No. 2 Basin (West side) max. draft 39 ft. 4 in.

*Liquid Methane:* Gaz de France Terminal, No. 1 Basin, max. draft 32 ft. 6 in.

*Ore Carriers:* Private Bulk Berth, No. 1 Basin, East side, length 2,100 ft., max. draft 62 ft. 3 in.

Private Berth, South basin, North side, length 1,300 ft. max. draft 39 ft. 4 in.

Public Ore Berth, No. 1 Basin, West side, max. draft 39 ft. 4 in.

*Ore and Containers:* Max. length 984 ft., draft 41 ft.

**HEALTH:** Pratique given by customs officers who board on arrival. In case of suspected disease on board, notify Agent by radio before arrival.

**RADIO:** Within 150 miles, traffic should be routed through Marseilles radio, FFM, otherwise via St. Lys, FFL.

**TUGS:** Tugs normally join vessel in the entrance channel. Ship's lines are used.

**BULK HANDLING FACILITIES:** Ore berth, depth alongside 42 ft. 8 in. Discharge rate 600 tons per hour. Two portico cranes with grabs. Container berth, depth alongside 39 ft. 4 in.

**TANKER BERTHS:** Chicksan loading/discharge arms fitted at all berths. Ballast discharged ashore through pipeline. Tank cleaning slop or oil residue not accepted through shore line, but can be disposed of by barge from Marseilles.

**FRESH WATER:** Available by pipeline at all berths.

**FUEL:** Available by barge only.

**MEDICAL:** All hospital and medical facilities. Yellow fever inoculation made by appointed doctors. Masters to advise by radio, prior arrival, if medical attendance required on board.

**REPAIRS:** Ore berth can be used as a repair berth when not required for cargo operations. Permission must be obtained for tanker repairs. No tanker repairs if vessel is not gas free.

**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes every 5 days. Wine/Spirits: limited amount allowed per man.

**CONSULS:** Norwegian, Swedish, Danish and Spanish Consuls at Port de Bouc. Others at Marseilles.

**AIRPORT:** Marseilles/Marignane Airport about 60 km. distance.

**TIME:** GMT plus 1 hour. No changes during the year.

**TELEPHONES:** On application, telephones can be connected on board.

**AUTHORITY:** Le Port Autonome de Marseilles.

**AGENT:** See "Port de Bouc".

## NANTES: 47.14 N. 01.34 W., including Donges 47.18 N. 02.04 W. and Montoir 47.18 N. 02.08 W. (See Plan)

**DOCUMENTS:** See "St. Nazaire".

**PILOTAGE:** Compulsory for vessels over 225 ft. length on river Loire. Starts about 4 miles north of lighthouse of Le Pilier, on lightbuoy SN 3. Pilot boat on station day and night, if weather conditions permit, west of a line drawn between SN 3 lightbuoy and lightbuoy of "La Couronnee" about 2 miles N.N.E. If Pilot unable to come aboard, he may invite ship to follow his boat until they have reached a better shelter. Ships heading for one of Loire estuary ports should give ETA at least 24 hours ahead to Port Captain of Saint-Nazaire. Approximate time of arrival at SN 3 buoy, the further destination and speed should be given. VHF contact can be made direct with St. Nazaire pilot boat or "Estuaire de la Loire" pilot station.

**ANCHORAGE:** When pilot service withdrawn, anchor near SN 3 lightbuoy or in "Rade des Charpentiers". In rough sea ships heave to off harbour. In case of doubt contact pilot boat by VHF or phone. Sometimes Pilot taken aboard on SN 3 is relayed by another who will board near the outer port of Saint-Nazaire to bring ship upstream. It is not allowed to moor before and below quay Emile Cormerais and Chevire Power Station Embankment (cables).

**MAX. SIZE:** Nantes: max. length 600 ft., breadth not limited, draft 27 ft.

Donges: max. length 760 ft., breadth 116 ft., draft 39 ft.

**RADIO:** Stations at: Saint Nazaire; Brest – le Conquet and Bordeaux; Arcachon.

**RADAR/VHF:** Radar, none. VHF, Donges Port Operations Network – European frequencies.

**TUGS:** Nantes: Three "Abeille" tugs 500 to 700 cv. Donges and St. Nazaire: Tugs are provided by "Union des Remorqueurs de l'Ocean" at Saint Nazaire (2,000 h.p.); also "Les Abeilles".

**BERTHING:** Nantes: Vessels may be moored with bow facing up or downstream. During heavy flood periods, however, bow to face upstream. Donges: Mooring of vessels to the docks No. 0, 1, 2, 3 is performed with ships ropes. On docks No. 4, 5 and 6, Port Authority use own steel cables to which ship is fastened in supplement to her own ropes.

Montoir: Port Authority use own steel cables to supplement ship's ropes.

**BRIDGES:** The first bridge on the estuary is upstream of Nantes.

**STEVEDORES:** Available.

**MEDICAL:** Facilities available at any time.

**BULK CARGO FACILITIES:** Between St. Nazaire, Donges and Montoir, berths equipped to handle bulk carriers up to 40,000 tons, subject to channel draft.

**TANKERS:** Channel to Donges 39 ft. Depths, berth 0 and 1 less than 18 ft.; berth 2, 21 to 24 ft.; berth 3, 28 to 31 ft.; berth 4, 32 to 39 ft.; berth 5 over 39 ft.; berth 6 over 40 ft. Pipes: according to the berths and products, diameters from 100 m/m to over 850 m/m (crude – berths 4, 5 and 6).

Berth No. 6 can accommodate tankers up to 200,000 dwt, part loaded subject to channel draft.

**FRESH WATER:** Available on docks in Donges, Montoir, Saint-Nazaire and Nantes.

**FUEL:** Available in any grade or viscosity. Advance notice of at least 2 days must be given if vessel has to bunker on Saturday or Sunday. Otherwise, delivery within 36 hours by barge.

**FIRE PRECAUTIONS:** Usual precautions for tankers in neighbourhood of refineries; no fire, no smoking. Ground wire for ship.

**DEVELOPMENTS:** The access in Donges will be progressively dredged to be able to receive very large tankers during next 10 years. At Nantes the channel will also gain around 3–5 ft. during next five years, so as to welcome cargo-ships up to 15,000 tons. Installations to receive cereals, bulk cargoes, roll-on/roll-off ships and container-carriers are also foreseen in near future.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Done by crew.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:**

Algeria, tel. 75.50.96
Belgium, 4 bis, Place du Sanitat, tel. 71.57.10
Denmark, 56 Quai de la Fosse, tel. 71.33.35
Germany, tel. 71.93.18
Spain, 2 Place Roger-Salengro, tel. 71.87.33
Finland, 1 Quai de Tourville, tel. 71.23.33
Haiti, 21 Rue Gambetta, tel. 74.35.14
Italy, 11 Rue Contrescarpe, tel. 73.40.52
Holland, 1 Rue Maurice Duval, tel. 71.16.31
Norway, 92 Quai de la Fosse, tel. 71.23.93
Sweden, 11 Rue de la Brasserie, tel. 71.87.31
Switzerland, tel. 71.82.11
United Kingdom, tel. 71.08.50

**REPAIRS:** Very good facilities exist for all types repair work.

**DRY DOCKS:** Dry docks at Nantes for vessels under 4,500 tons.

**AIRPORT:** Good connections with French internal network (Air Inter) and also international mainly with stop-over in Paris. Five daily flights to the capital. Direct flights to Bordeaux, Lorient, la Rochelle, Lyons, etc.

**TIME:** Paris time GMT plus 1 hour; no seasonal alteration.

**HOLIDAYS:** Most firms close in August. National Days: May 1, July 14, August 15, Nov. 11.

**POLICE/AMBULANCE/FIRE:** Nantes and St.-Nazaire: Police 17, Ambulance 18; Fire 18.

**TELEPHONE ON BOARD:** Arrangements are possible.

**SHORE LEAVE:** No restriction.

**AUTHORITY:** Port Autonome de Nantes-St.-Nazaire, 2, Place de l'Edit de Nantes à Nantes, BP 1 053. Tel. 71.37.20.

**AGENT:** See "St. Nazaire".

## NICE: 43.42 N. 07.17 E.

**DOCUMENTS:** Master required make declaration of entry at Port Office, Harbour Master's Office, Quai Entrecosteaux, where he must present to Authority (Commissariat du Port) Crew List and Passenger List. If coming from foreign port he is also required to furnish a Customs Declaration.

**PILOTAGE:** Compulsory for Nice-Villefranche Station and applies to ships of more than 50 metres length. Pilot station extends 3 miles from coast between meridians of left bank of Var river (07.12.5 E.) and Cap Ferrat. Request for Pilot made by Regulation Signals day or night or through radio station Grasse on 2321 kc/s. and 2182 kc/s.

**ANCHORAGES:** Approaches have no practical anchorage zone and it is preferable to proceed Villefranche approaches 1 mile distant which can offer sheltered anchorage for ships of all sizes.

**MAX. SIZE:** Port accessible to ships of 137 m. length and 6·50 m. draft.

**RADIO:** Grasse Radio Station. Ships call on 2321 kc/s. and 2182 kc/s. Meterological reports on 2649 kHz broadcast at 0833, 1330, and 1745 hours.

**TUGS:** None.
**BERTHING:** Nine berths for merchant vessels. Ocean-going yachts desiring berth before entering Admiral Infernet and Lympia docks must ask Harbour Master's Office about available positions. At night, a notice fixed at entrance to Harbour Master's Office indicates berths to be occupied on following day by steamers and cargo vessels. These berths must not be occupied by ocean-going yachts.
**STEVEDORES:** Require (if possible) 24 hours notice in advance of arrival.
**MEDICAL:** No port doctor. In case of emergency tel. no. 18. Ambulance and doctor on call.
**FRESH WATER:** Available on all quays.
**FUEL:** Distribution by tank lorries.
**FIRE PRECAUTIONS:** Town Fire Service, tel. 18 and 85.21.21.
**REPAIR YARDS:** Minor engine repairs possible at local yards.
**AIRPORT:** 5 km. from port.
**TIME:** GMT plus 1 hour.
**EMERGENCIES:** Ambulance, tel. 18 and 85.21.21; Police, 17.
**TELEPHONE ON BOARD:** Two lines on Traverse and Commercial quays can be connected on board on request.
**AUTHORITY:** 4 Quai des Docks. Tel. 85.39.85.

**AGENT:** See "Paris."

## PARIS

**AGENTS:** Enquiries relating to agency at French ports may be addressed to Jolasry (France) S.A., 14, Avenue de l'Opera, Paris, 1er. Tel. 742.19.10. Telex: 21.999 Paris. Cables: "Jolasry Paris".

## PORT-VENDRES: 42.31 N. 03.07 E.

**DOCUMENTS:**
3 Crew Lists.
5 Passenger Lists.
2 Store Lists.
1 Health Maritime Declaration.
4 Cargo Manifests.
2 Bill of Lading.
Ship's Papers: Nationality Act, International Tonnage Certificate.

**PILOTAGE:** Three long blasts. ETA required for Agent. Pilot usually taken on outside unless in very bad weather.
**MAX. SIZE:** Maximum length 150 m. maximum draft 25 ft.–26 ft.
**HEALTH:** Usually Customs give free pratique. In event of suspected disease or fever on board must advise naval doctor.
**RADIO:** Marseille Radio (or St. Lys Radio).
**TUGS:** None available.
**STEVEDORES:** ETA given to Agent in order to arrange gangs.
**MEDICAL:** Perpignan Hospital (30 km. away).
**TANKERS:** Berth for wine tankers with pipe-line.
**DENSITY:** Salt water.
**FRESH WATER:** Supplied by Chambre de Commerce, Port-Vendres.
**FUEL:** For small craft only, otherwise delivery by trucks.
**GANGWAY/DECK WATCHMEN:** Recommended if loading dangerous cargo.
**OPENING/CLOSING HATCHES:** Usually first opening and last opening per day to be effected by crew (or as per charter party).
**CERTIFICATES:** Load Line Certificate.
International Tonnage Certificate.
Deratisation Certificate.
**CUSTOMS ALLOWANCE:** See "Calais".
**IDENTIFICATION CARDS:** Only seamans book required.
**REPAIRS:** Minor repairs only.
**AIRPORT:** Perpignan la Llabanere (30 km.).
**TIME:** GMT plus 1 hr.
**HOLIDAYS:** See "Calais".
**POLICE/AMBULANCE/FIRE:** Tel. 40 or five long blasts.
**SERVICES:** Radio/radar repairs available.
**SHORE LEAVE:** Crew members are allowed ashore.
**AUTHORITY:** Directeur du Port.

**AGENT:** See "Paris."

## PROPRIANO: Corsica, 41.40 N. 08.54 E.

**DOCUMENTS:**
3 Crew Lists.
3 Passenger Lists.
1 Provisions List.
1 Cargo List.
1 List of Articles (new and customs-barred) in possession each crew member – cameras, binoculars, radios, cigarettes, spirits, etc.
1 Health Declaration.

**PILOTAGE:** Not compulsory.
**ANCHORAGE:** Outside port for cruise vessels.
**MAX. SIZE:** Draft 5 metres; length 160 metres.
**RADIO:** Within 50 miles call Ajaccio Radio VHF Channel 16. Then connected over Channel 23 to telephone network.
**TUGS:** None available.
**STEVEDORES:** 24 hours accurate ETA necessary for ordering gangs. No work on Sundays and official holidays.
**CARGO GEAR:** Only a few nets and slings available; all other gear must be supplied by ship. Ship's derricks used.
**FRESH WATER:** Available at very slow pumping rate.
**FUEL** Available.
**REPAIRS/CONSULS:** None.
**TIME:** GMT plus 1 hour.

**AGENT:** Lloyds Agent W. Tschumi, POB 55, Ajaccio. Tel. 21 43 39. Telex 46627. Cables: "Britishships Ajaccio".

## QUIMPER-CORNIQUEL: 47.58 N. 4.07 W.

**DOCUMENTS:**
Crew List.
Passenger List.
Customs Documents.
Port Health Documents.
Manifest of Cargo.
Stores on Board.
Ship's Papers.

**PILOTAGE:** Pilot Station, tel. 910640. Contact via Le Conquet Radio or St. Nazaire Radio.

If vessel's ETA changes, telephone either the Agent or the Pilot at least three hours before arrival.

A pilot boat is a small black launch, white bulwarks with anchor painted on bow of each side, white cabin at the stern, one mast.

Only one Pilot on duty, but will meet ship at the time given in their ETA. Pilot boards either on the bearing 346° with Lighthouse of Benodet and du Coq in alignment, or on the bearing 000° with Lighthouses of Benodet and Combrit in alignment. Vessel should come as near as possible to the entrance. Vessels are anchored at the port entrance, or in the river, and await the tide, or proceed directly to the port.

In case of bad weather, when the Pilot may not embark, vessel to follow the pilot launch on the bearing 346° up to Plage du Trez, where boarding is possible. Vessels at anchor awaiting Pilot should get under way to approach the pilot boat on the bearing 346° when they see the launch approaching.

**ANCHORAGE:** Depths of 11 metres in position with the Taro Tower, bearing 245°; distance 0·8 miles.

Depths of 6 metres in position with the Point of Combrit bearing 000°; distance ½ mile.

Depth of 9 metres, bottom sand and mud, in Du Trez anchorage at the mouth of the Odet.

**RESTRICTIONS;** Vessels arriving at night must anchor outside the port entrance. It is dangerous to enter the river at night as there are no lights, and the channel is restricted by yachts at anchor.
**MAX. SIZES:** At spring tides: length 78 metres; breadth 12 metres; draft 4·95 metres. At neap tides: length 72 metres; breadth 12 metres; draft 3·40 metres.
**TUGS:** No tugs available.
**BERTHING:** At one quay there is 226 metres length for coasters. One quay of 120 metres length for discharging sand. Three cranes available.
**TANKERS:** There is a fuel/oil depot at Quimper-Corniquel supplied by coastal tankers from Donges. Maximum draft for tankers at Quimper is 3·50 metres to 4·10 metres.
**FRESH WATER:** Five drinking-water hydrants situated on the quay, loading rate 12 tons per hour.
**FUEL:** Can be supplied by various companies from tanker lorries.
**AIRPORT:** Airport of Plugussan situated 5 km. from the port. Two regular daily flights to Paris.
**AUTHORITY:** Ingenieur en Chef des Ponts Chaussees, Directeur Departemental de l'Equipement.

**AGENT:** See Paris.

## ROCHEFORT SUR MER: 45.56 N. 0.57 W.

For all general information refer to Tonnay-Charente.
**MAX. SIZE:** Maximum permissible length: 115 metres; breadth: 16 metres (ships must pass through a lock of 18 metres width).

Maximum draft is 18 ft. at any tide, 21 ft. at spring tides.

**POLICE/AMBULANCE/FIRE:** Police 17; Ambulance 99.40.69;
**AUTHORITY:** Bureau du Port, Bassin No. 3–17—Rochefort. Tel. (46) 99–01–47 or 99–01–50.

## ROUEN: 49.28 N. 01.04 E. (See Plan)

**DOCUMENTS:** Cargo Manifest or Manifest of Ballast. Certificate of Cargo Space. Bills of Lading. Ship's Register. 6 Crew Lists. 3 Passenger Lists. Health Declaration. Derat Certificate or Exemption. Declaration of Crew Personal Effects.
**PILOTAGE:** Vessels proceeding to the ports of Rouen and Honfleur are met by pilot boat on La Carosse Roads (Rade de La Carosse). Pilotage is compulsory between the mouth of the Seine and Rouen for all vessels of 55 metres length and over; each vessel taking a Pilot for the downriver stage between La Carosse Roads and Villequier, or vice-versa, and a Pilot for the upriver stage between Villequier and Rouen, or vice-versa.

The following signals should be made for summoning a pilot on La Carosse Roads: By Day: flag "G" of the international code of signals. By Night: in morse by signalling lamp. Failing this, the vessel should hoist her national ensign at the foremasthead.

The following additional signals can be made when arriving on La Carosse Roads: By Day: hoisting a ball or the national ensign at the foremasthead. By Night: a red light from the mainmasthead. At any Time: by the sound signals of 5 prolonged blasts (– – – – –).

Vessels leaving harbour or shifting berth should apply for a Pilot to the Pilotage office, 18 rue Duguay-Trouin, Rouen (tel. 71–68–50).

The Rouen pilot boat keeps a telegraphic and telephonic watch during the following period of all tides: from 1 hour after low water Le Havre until 4½ hours after high water (middle point stay tide). The watch is kept in the following manner: 1. Telegraphy: 50 kHz (600 m.) call sign FORI. 2. Telephony: 2·182 kHz (137·50) m. frequency modulation (VHF) 156·8 mHz, Channel 16 call sign Pilot Rouen.

Since the pilot boat's watch is not permanent, Masters wishing to enter into direct contact with her are recommended to signal their position during the high water prior to that by which the vessel expects to enter the roads.

**RESTRICTIONS:** The height of water above chart datum at Le Havre is broadcast on Channel 11 every 10 minutes by Honfleur VHF port radar station starting 2½ hours before, until 4 hours after the initial point of stay tide.

**PORT RADAR:** The radar station at the extreme end of the eastern jetty of Honfleur can, on request, inform vessels of their position in the estuary, aiding in particular those vessels unequipped with radar and running into fog. Working hours and R/T frequencies are the same as those indicated above for the transmission of water heights.

A radar post situated at kilometric point 334.400 on the right bank at Radicatel operates, experimentally, as an aid to navigation between the Risle and the Aizier from two hours before until two hours after high water Le Havre.

To obtain information put out a VHF call on Channel 16 (156·800 mHz) and then switch to channel 9 (156·450 mHz).

Information given by the port's Radicatel radar post and the Honfleur works radar, at ship's option, is extended as an aid only and implies no responsibility either to the Port Authority or its agents in any subsequent recourse to such information, which is given free of charge.

**ANCHORAGE:** In the outer roads at La Carosse.

**MAX. SIZE:** Vessels over 216 metres length have entered. Draft approximately 2·40 metres more than height of tide at Havre. Maximum about 33 ft. Port accessible to vessels of 25,000 dwt.

**HEALTH:** Pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive free pratique, Master should radio Agent before arrival, advising full details.

**RADIO:** Vessels are obliged to give their ETA and draft at least 5 hours before arrival to Rouen Information Centre via Brest – Le Conquet Radio or Boulogne Radio. Failure to do so may result in a fine. Port operations can be contacted by VHF as follows: below Tancarville, call Le Havre radio on Channels 26 or 23. Above Tancarville, call Rouen radio on Channels 25 or 21. Vessels should keep watch on Channel 16 for information from Havre or Rouen radios, and keep this channel free for incoming calls.

**TUGS:** Permanently available in the port of Rouen. Tug assistance in the River Seine is available on request.

**BERTHING:** The main Maritime Port of Rouen extends from the Guillaume le Conquerant bridge as far as La Bouille over a distance of 11 miles. Quays and wharves cover the length of both banks of the Seine. There are also five basins in direct connection with the river without the interposition of any locks;

On the Right Bank: St-Gervais docks; on the Left Bank: the Timber dock, the Rouen-Quevilly dock, the Floating Docks tidal basin, and the "Bassin aux hydrocarbures" at Petit-Couronne.

The extent of quayage in the Maritime Port is 32,900 ft., and in the river docks 5,900 ft.

Between the downstream limits of the port of Rouen and the sea are a number of maritime establishments serving local requirements. The most important of these, all of them managed by the Port Authority of Rouen, being the petroleum terminal at Port Jérome.

*Containers:* One container berth, max. draft 10 m. Two cranes available, lifting capacity 25 tons each., if coupled together can lift 43 tons.

*Roll-on/roll-off:* Four berths in service and a fifth under construction.

Berth nos. 1–3. Max. draft 7 m.
Berth no. 4. Max. draft 10 m.

| *Dock* | *Quay* | *Facilities* | *Length (m)* | *Sea level chart* |
|---|---|---|---|---|
| Charles Babin | SCAC | 2 electric cranes 8 t<br>Storage include 1 hectare of storage space in water (wood) | 101 | 9 |
| | St.-Gervais | 7 wine unloading points<br>1 ramp—load up to 30 t<br>Vehicles and paper pulp | — | 7·8 |
| Saint-Gervais | Antilles | 5 unloading cranes for bananas<br>5 electric cranes 6 t;<br>4 cranes 8 t<br>1 gantry crane 25 t | 411 | 8·8 |
| Aux Bois | Afrique de France | 5 cranes 4 t; 5 cranes 5 t;<br>2 cranes 6 t;<br>3 cranes 7·5 t; 1 crane 8 t<br>Specialised paper; china clay | 923 | 7·5 |
| Rouen | Rive Nord | 3 machines for unloading grains | | 7·3 |
| Quevilly | Rive Sud | 2 cranes 6 t; 5 cranes 8 t;<br>1 crane 25 t gantry crane | 600 | 10·5 |
| Seine | Rive Droite | 26 cranes 4 t; 19 cranes 6 t;<br>7 wine unloading points connected with 100,000 hl wine sheds | 2,636 | 6·3/8·8 |
| | Rive Gauche | 3 cranes 6 t; 10 cranes 7·5 t;<br>4 cranes 8 t<br>Open storage—coal only | 2,343 | 7·3/9·8 |
| Seine Rive Droite (Aval) | Paper Mill Aubry | 2 cranes 3 t | | 7·3 |
| | Silo Soufflet | 1 loading machine for cereals 600 t/h | | 7·0 |
| | Silo Levy | 1 loading machine—cereals 400 t/h | | 10·0 |
| | Poste 19 | 1 ramp—live animals only | | 7·5 |
| | Poste 25 | Pipelines, vegetable oils, molasses, etc. 56,000 m³ specialised tanks | | 8·8 |
| | Poste 27 | 1 ramp; lateral handling (cars) | | 8·1 |
| Seine Rive Gauche (Aval) | Maprochim | 2 gantry cranes 7 t and 1 crane 10 t (Phosphates Rhône-Progil) | 220 | 7·8/9·1 |
| | Cie Rouennaise de déchargement | 3 gantry cranes 7·5 t (Coal) | 290 | 8·8 |
| | Poste 14 | 1 electric crane 5 t—dangerous goods | | 8·0 |
| | Poste 10 | Cereal; unloading speed 300 t/h linked with silo of 36,700 t | | 7·5 |
| | SCAC | 4 moving gantry cranes 7·5 t | 310 | 8·8 |
| | M.R.M. | Unloading machinery:<br>3 cranes at 400 t/h<br>silo 32,000 t capacity;<br>2 cranes at 300 t/h | | 11·0 |
| | SAMS | 2 electric cranes 6 t;<br>4 cranes 5 t; 2 cranes 2 t<br>2 gantry cranes 8 t | 390 | 9·0 |
| | SOGEMA | 2 electric cranes 8 t;<br>2 cranes 6 t; 1 crane 3 t<br>1 gantry crane 7 t | 285 | 8·5/10 |
| Seine | Petite-Couronne | 2 electric cranes 4·5 t;<br>4 cranes 7·5 t;<br>2 cranes 8 t; 1 crane 6 t;<br>1 ramp capable of carrying 400 t for roll-on/roll-off | 625 | 11·0 |
| | Petite-Couronne | Petrol and Gas pipelines | | 7·5/9·5 |
| | Appontement Jupiter | Crude oil; pipelines | | 11·1 |
| | quai Neuf | 9 electric cranes 7·5 t; speed of cranes for cereals: 3 cranes 150 t/h; 3 cranes 300 t/h; 2 cranes 120 t/h; 2 cranes 600 t/h + silo 400,000 t | 1,027 | 8·8 |
| Moulineaux | Moulineaux | 1 ramp for ships—up to 30 t<br>1 ramp for barges | | 7·5 |
| | St. Wandrille | Specialised quay for oil drilling platform | 645 | 9·5 |
| | Radicatel | To be opened mid-74 | 420 | |
| Honfleur | Honfleur | 20,000 dwt ships | 122 | |

**STEVEDORES:** Normal working hours: 0700–1100 and 1300–1700. Overtime possible, except on Saturday when work ceases 1630.

**MEDICAL:** All facilities available. Vaccination certificates required if vessels coming from a North African port. Yellow fever inoculations required if vessel coming from south of parallel 30° N.

**TANKERS:** Petit Couronne, Shell, 3 berths for vessels up to 11·00 metres draft.

Port Jerome, Esso and Mobil Oil, 2 berths for vessels up to 11·00 metres draft.

Honfleur, 1 berth for vessels up to 9·00 metres draft.

Deballasting facilities available at all berths except at Honfleur.

**DENSITY:** Except at Honfleur, all berths are in fresh water.

**FRESH WATER:** Supplied by pipeline at all berths, and by barge.

**FUEL:** All grades available from berths or by barge.

**WATCHMEN:** Recommended to employ watchmen on board tankers and vessels handling dangerous cargo.

**HATCHES:** Opening and closing hatches always performed by ship's crew.

**REPAIRS:** All deck, engine and radio repairs can be effected.

**DRY DOCKS:** Three floating docks, the largest of which is 180 m. long, 25 m. wide for vessels up to 14,000 tons.

**AIRPORT:** Nearest Rouen-Boos. Le Havre, Octeville, 80 km. away. Paris, Orly, 120 km. away.

**TIME:** GMT plus 1 hour all year round.

**POLICE/FIRE/AMBULANCE:** Police 17; Fire 18; Ambulance 717235.

**TELEPHONES** Can be connected on board.

**IDENTIFICATION CARDS:** Crew men going ashore should carry passport or identity card.

**HOLIDAYS:** New Year (1st January no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July, no labour available); Assumption Day (15th August, no labour available); All Saints' Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.

**AUTHORITY:** Port Autonome de Rouen, 52 Quai Gaston Boulet. Tel. 71.74.54.

**AGENT:** Jolasry (France), 2 rue Dumont-d'Urville, Rouen. Telex 77588. Tel. 70–87–27.

## ST. LOUIS DU RHONE: 43.23 N. 04.48 E.

**DOCUMENTS:**

1 Cargo Manifest or Manifest in Ballast.
Ship's Register.
Bills of Lading.
6 Crew Lists (8 if Spanish or U.S.S.R. or ships bound to these countries).
3 Passenger Lists.
Health Declarations.
Deratisation Certificates.
3 Bunker Supply forms.
1 Declaration of Crew Personal Effects. If on inspection articles or quantities not in conformity or in excess, Master held responsible, articles removed and heavy fines imposed.

**PILOTAGE:** Compulsory for vessels exceeding 300 tons net. Contact Pilots by Marseilles Radio or by VHF Channel 16 for calling, Channel 9 for traffic. Pilot boards one mile E.N.E. of the lighthouse on the jetty.

River Pilot required by vessels loading salt in the Rhone river, boards at the locks entrance to Port St. Louis basin.

**ANCHORAGE:** Suitable anchorage outside Port St. Louis keeping well clear of Fos channel.

**RESTRICTIONS:** The St. Louis Canal is 3,300 metres long and 63 metres wide, with a depth of 24 ft. 6 in. The lock has a length of 159 metres, width 22 metres, and depth 24 ft. 6 in.

No entrance allowed between 2100 and 0500 hrs. except in emergency, although entrance may be effected up to 2400 hrs. if ordered before 2100 hrs.

Entrance may be delayed when large tankers are proceeding in the Fos Channel.

**HEALTH:** Pratique given by Customs officers who board on arrival.

**RADIO:** Within 150 miles use Marseilles Radio FFM, otherwise St. Lys FFL.

**TUGS:** Four tugs available from 500 to 1,060 h.p. Ship's lines are normally used.

**BERTHING:**

| *Quays* | *No. of Berths* | *Draft* |
|---|---|---|
| Quai Ouest | 3 | 6·50 m. |
| „ Nord | 2 | 7·50 m. |
| „ East | 3 | 6·50 m. |
| „ Hardon | 1 | 6·50 m. |
| „ de la Suisse | 3 | 7·50 m. |
| „ Charles | 1 | 7·50 m. |
| *Oil Installations:* | | |
| Quai Shell | 1 | 7·50 m. |
| „ C.R.E. | 1 | 4·50 m. |
| „ Petronaphte | 1 | 4·50 m. |
| „ Soterm | 1 | 7·50 m. |
| „ S.A.G.A. | 1 | 7·50 m. |

**STEVEDORES:** Shifts are 0800–1200, 1300–1730. Saturday afternoon, Sunday and Holidays in overtime. Shifts of 0600–1200 and 1300–1900 count as a day each.

**FRESH WATER:** Available from hydrants on the quays at a rate of 100 tons per hour.

**FUEL:** Available only by barge or railcar.

**AIRPORT:** Marignane Airport distant 70 km.

**AUTHORITIES:** Port Autonome de Marseille. Capitainerie de Port St. Louis (Harbour Master). Tel. 20.

## ST. MALO: 48.39 N. 02.02 W.; ST. SERVAN: 48.38 N. 02.01 W.

**DOCUMENTS:**

Ship's Register.
Store List in duplicate (ship's stores).
Crew Declaration of Bonded Stores.
Health Declaration.
Manifests and B/Ls.
Crew List (duplicate).
Passenger List (duplicate, if necessary).

**PILOTAGE:** (1) During tidal hours, 2 hours before and after high water, vessels may enter into direct contact with the Pilots on VHF Channel 12. Call Sign "Pilot St. Malo"

(2) Outside tidal hours and during working hours, vessels may call the Port Office on VHF Channel 12. Call sign "Pilot Office – St. Malo".

When waiting for the Pilot, vessels anchor near the land buoy and report their arrival to the Port Office.

In good weather, the Pilot boards near the "Shore-buoy". In bad weather when the wind is from N.E. or N.W. The Pilot may guide the vessel as far as Dinard Roads, where the Pilot will come aboard.

*Pilot cutters:* One cutter 42 ft. 6 in. fitted with radar, relief cutter 36 ft. both fitted with radio-telephone and VHF Channels 8, 12 and 16.

**ANCHORAGE:** Large vessels with draft greater than 13 m. anchor by the land-buoy. Smaller vessels may anchor in St. Malo Roads, there is sufficient swinging room for vessels with draft of 7 m. It is recommended to use a Pilot to come into this anchorage.

**RESTRICTIONS:** Vessels are allowed to enter from two hours before to two hours after high water. To be certain of mooring, vessels should arrive at the lock at least one hour before high water.

Depth available 20 to 22 ft. at Spring tides.

No movements during foggy weather. Large vessels (length greater than 100 metres) approach the lock at high-tide. Tankers lock in by themselves. Movements are carried out day and night.

**MAX. SIZE:** The height of the tide, the length of the lock and width of the channel must be taken into account.

*Cargo Vessels.* Length 149 m. (490 ft.), beam 20 m. (65 ft. 6 in.), draft height of tide less 2·5 m. Maximum draft in best conditions is 9 m. 2 tugs required.

*Tankers.* Length 135 m. (443 ft.), beam 20 m. (65·6 ft.), draft see "*Cargo Vessels*". 2 tugs required if vessel not fitted with bow-thrust.

**HEALTH:** Customs Officers are appointed as Health Officers and deliver pratique. In case of suspect disease, Masters must declare it at once by radio to their Agents who will contact authorities.

**RADIO:** Vessels coming from West use Brest le Conquet Radio, call letters FFU, Vessels coming from North should go through Boulogne Radio, call FFB.

**VHF:**

(*a*) Port Office – Channel 12; tidal hours and working days.
(*b*) Pilot – Channels 6, 12 and 16, when awaiting a vessel.
(*c*) Tugs – Channels 6, 12 and 16, at the time of high tide.

Vessels call Pilot and tugs on 12 or 16 and change to Channels 6 or 8 for working.

**TUGS:** Two tugs are available at St. Malo. Usually joins vessel at the end of breakwater. Ship's lines are usually used.

**BRIDGES:** Can be passed during tide vacation, otherwise, notice required to open.

**BERTHING:** Duguay Trouin and Bouvet Docks: 140 m. long, 16·50 m. breadth. Vauban dock: 140 m. long, 22 m. breadth.

2 new quays in Vauban Dock, (1) Quai Des Corsaires, length 140 m. Two cranes on rails. Capacity 12 tons at 14 metres. Quay used for general cargo.

(2) Tanker quay, extension of Quai Des Corsaires, length 135 metres. Diameter of discharge pipe 200 mm., one mobile arm, vessels to supply reducers. Maximum discharge rate, 500 cubic metres/hour.

**TANKERS:** Also see "Berthing".

No deballasting facilities. Tankers wishing to effect repairs must leave port and wash out their tanks and obtain a gas-free certificate.

On completion of operations tankers must leave on the next tide. If a second tanker is waiting to berth she must wait in the roads.

Safety instructions are issued when the vessel passes through the locks.

**BERTH ALLOCATION:** Dependent upon goods to be discharged and characteristics of vessel. Bearing in mind the widths of the channels, their depth and dimensions at the foot of the quays, the height of the dock which varies on average between 11 metres and 12·5 metres.

The largest vessels tie up at Quai des Corsaires.

It is recommended that an advance notice be sent to the Port Office 15 days prior to arrival, so that the vessel may be received under the best possible conditions.

**STEVEDORES:** In order to have workers ready on arrival, Masters are kindly requested to give as accurate as possible ETA the day before arrival, especially if there are many ships discharging at same time.

Normal working hours 0800–1200 and 1400–1800 from Monday to Saturday, except holidays. There is no night overtime. Dispensations may be made to finish a vessel so that she may catch the tide.

Rate of discharge dependent on type of goods involved.

**MEDICAL:** A little notice is better to obtain an appointment with doctors or dentists. Hospital service is available.

**DENSITY:** Average density is 1010.

**FRESH WATER:** Can be delivered from quay.

**FUEL:** Bunkers delivered at St. Malo (with notice varying, depending on the Company (Shell 2 days, Esso 1 week, etc.) come from Donges by road lorries and cost of haulage is supported by the ship (expensive). D.O. can be obtained from local suppliers but out of contract.

**FIRE PRECAUTIONS:** Usual non-smoking precaution (a watchman is compulsory for tankers).

**DEVELOPMENTS:** In project: a new quay 225 m. long, with depth available of 25 ft.

*Vauban Basin:* The Quai Des Corsaires will be lengthened in 1974. A small berth for 50 metre car ferry in service. A second car-ferry berth is planned for the Gare Maritime.

*Duguay Trouin Basin:* Two roll-on/roll-off berths have been installed also a berth for loading live animals.

**GANGWAY/DECK WATCHMEN:** Watchmen are not compulsory except for tankers.

**OPENING/CLOSING HATCHES:** This work is normally carried out by crew. Stevedores' cranes may help for the beams, but dockers will not touch them.

**CERTIFICATES:** As per International Conventions, all Safety Certificates, Load line, Radio, etc.

**CUSTOMS ALLOWANCES:** 200 cigarettes, or 200 grams of tobacco, and 1 bottle of spirit per crew member.

**IDENTIFICATION CARDS:** Crew members must have an identification card or their sailor's book when going ashore.

**CONSULS:**

| | | |
|---|---|---|
| Netherlands | | 56.07.21/22. |
| Denmark | (Vice-consul) | 56.07.21/22. |
| Norway | | 56.07.21/22. |
| Finland | (Vice-consul) | 56.31.57. |

**REPAIRS:** Deck and engine repairs can be carried out by shipyard or workshops. Electricians are also available. RAMAC Agency can repair radars and radios, also Radio-Ocean agency.

**DRY DOCKS:** One dry dock. Maximum length admissible 120 m., breadth 16 m. One slipway, 500 tons. Length admissible 45 m., breadth 9 m. With sufficient notice.

**REPATRIATION:** Can be effected from St. Malo by train up to Paris, and then by plane or train.

**AIRPORTS:** 8 miles from port. Winter time, 4 services to Jersey (C.I.), with correspondence to England and Wales. Summer time, several times per day to Jersey, London, and on week-ends to Paris.
**TIME:** Local time is GMT plus one hour. No alterations to clocks.
**HOLIDAYS:** French legal holidays. Cargo work may be carried out, but arrangements must be made with stevedores.
**POLICE/AMBULANCE/FIRE:** Police, 40.85.80 and 17; Ambulance and Fire, 18.
**TELEPHONES:** No telephones on the quays.
**DELAYS:** Berthing delay will only be due to tide. For loading or discharging, it depends what kind of cargo is handled.
**SERVICES:** Compass adjusting, radar or radio adjusting can be carried out.
**SHORE LEAVE:** Crew members are allowed ashore.
**AUTHORITY:** Commandant du Port, Terre Plein des Ecluses, 35 Saint Malo/Saint Servan. Tel. 56.23.86. No Telex.

**AGENT:** See "Paris".

## ST. NAZAIRE: 47.17 N. 2.12 W. (See Plan)

**DOCUMENTS:**
- Cargo Manifest or Manifest of Ballast.
- Certificate of Cargo space.
- Bills of lading.
- Ship's Register.
- 6 crew lists.
- 3 passenger lists.
- Health Declaration.
- Derat Certificate or Exemption.
- Declaration of crew personal effects.

**PILOTAGE:** Compulsory for vessels longer than 225 ft. owning radar/VHF. Starts about 4 miles north of lighthouse of Le Pilier, on lightbuoy SN 3. Pilot boat on station day and night, if weather conditions permit, west of a line drawn between SN 3 lightbuoy and lightbuoy of "La Couronnee" about 2 miles N.N.E. If Pilot unable to come aboard he may invite ship to follow his boat until they have reached a better shelter. Ships heading for one of Loire estuary ports should give ETA at least 24 hours ahead to Port Captain of Saint-Nazaire. Approximate time of arrival at SN 3 buoy, the further destination and speed should be given. VHF contact can be made direct with St. Nazaire pilot boat or "Estuaire de la Loire" pilot station.
**ANCHORAGE:** When pilot service withdrawn, anchor near SN 3 lightbuoy or in "Rade des Charpentiers". In rough sea ships heave to off-harbour. In case of doubt contact pilot boat by VHF or phone. Sometimes Pilot taken aboard on SN 3 is relayed by another who will board near the outer port of St. Nazaire to bring ship upstream.
**MAX. SIZE:** Max. length 1,1610 ft., breadth 164 ft., draft 32 ft. Entrance by L. Joubert lock. Two other locks available – length of 173 ft. to 692 ft.
**RADIO:** Stations at: St. Nazaire; Brest-le Conquet, and Bordeaux-Arcachon.
**HEALTH:** Pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive Free Pratique, Master should radio Agent before arrival, advising full details.
**TUGS:** Tugs are provided by "Union des Remorqueurs de l'Ocean" at St. Nazaire; also "Les Abeilles".
**BERTHING:** Tidal basin with 8,680 ft. of public docks.
**STEVEDORES:** Available.
**MEDICAL:** Facilities available at any time.
**FRESH WATER:** Available on docks.
**FUEL:** Available in any grade of viscosity. Advance notice of at least 2 days must be given if vessel has to bunker on Saturday or Sunday. Otherwise, delivery within 36 hours by barge.
**FIRE PRECAUTIONS:** Usual precautions for tankers in neighbourhood of refineries; no fire, no smoking. Ground wire for ship.
**GANGWAY/DECK WATCHMEN:** Not necessary.
**OPENING/CLOSING HATCHES:** Done by crew.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:**

| | |
|---|---|
| Algeria | tel. 75.50.96 |
| Belgium | ,, 71.57.10 |
| Denmark | ,, 71.33.35 |
| Finland | ,, 71.23.33 |
| German Fed. Republic | ,, 71.93.18 |
| Haiti | ,, 74.35.14 |
| Holland | ,, 71.16.31 |
| Italy | ,, 73.40.52 |
| Norway | ,, 71.23.93 |
| Spain | ,, 71.87.33 |
| Sweden | ,, 71.87.31 |
| Switzerland | ,, 71.82.11 |
| Great Britain | ,, 71.08.50 |

**REPAIRS:** Very good facilities exist for all types repair work.
**DRY DOCKS:** Shipyards for large vessels at St. Nazaire.
**AIRPORT:** Nantes: Good connections with French internal network (Air Inter and also international mainly with stop-over in Paris). Five daily flights to the capital. Direct flights to Bordeaux, Lorient, La Rochelle, Lyons, etc., St. Nazaire: Two daily flights to Paris.
**TIME:** Paris time GMT plus one hour; no seasonal alteration.
**HOLIDAYS:** New Year (1st January no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July, no labour available); Assumption Day (15th August, no labour available); All Saints' Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.
**POLICE/FIRE/AMBULANCE:** Police, 17; Fire, 18; Ambulance, 18.
**TELEPHONE ON BOARD:** Arrangements are possible.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Port Autonome de Nantes-St. Nazaire, 2 Place de l'Edit de Nantes a Nantes, BP. 1 053. Tel. 71.37.20.

**AGENT:** Jolasry (France), 44, Boulevard Paul-Leferme, Saint Nazaire. Telex: 71931. Tel. 70–01–18.

## SETE: 43.24 N. 03.42 E. (See Plan)

**PORT LIMITS:** The seaward boundaries of the port within which a vessel is considered to be an "arrived vessel" are indicated as follows:

To the South by a line with the red light of Eastward end of breakwater bearing 257°; to the East by a line with the church tower of Frontignan bearing 005°; to the North by coastline.
**DOCUMENTS:** Cargo Manifest or Manifest of Ballast. Certificate of Cargo space. Bills of Lading. Ship's Register. 6 Crew Lists. 3 Passenger Lists. Health Declaration. Derat Certificate or Exemption. Declaration of Crew Personal Effects. 2 Provision Lists.
**PILOTAGE:** Request Pilot by international signals (sound, flags, light signals) or telephone through Marseilles Radio or VHF by Sete Radio Channel 16, tel. 74.34.06. Description of pilot boats: cutters with black hull, white band, white anchor on hull at bow. Pilot embarks between 1 and 2 miles South of breakwater in good weather. In bad weather he embarks in the shelter of l'Epi Delon. In this case make prior contact by radio or VHF (Marseille or Sete Radio). In bad weather, provide a ladder on each side.
**ANCHORAGE:** In roads from ½ mile to 1 mile to South of breakwater.
**RESTRICTIONS:** *Commercial Harbour:* In the Canal Maritime, length max. 140 metres, breadth 20 metres, draft 23 ft.

In the Bassin à Petroles, max. length 160 metres, breadth 22 metres, draft 32 ft.
**MAX. SIZE:** Frontignan tanker sealine, 820 ft. length, 41 ft. draft. New dock for ore carriers, 210 metres length, 11 metres draft. Commercial harbour, up to 9 metres draft.
**HEALTH:** Pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive Free Pratique, Master should radio Agent before arrival, advising full details.
**RADIO:** Marseille or Sete Radio VHF Channel 25, Port Office Channel 12.
**TUGS:** Tow line to be furnished by ships. Vessels taken in tow near the breakwaters on the North side.
**BERTHING:** Commercial Harbour Depth Avant-Port, Nouveau Bassin, Bassin aux Pétroles, Bassin Orsetti 9 m.

Canal Maritime, Bassin du Midi, Canal Latéral, Chenal, Chenal du Bassin de Thau 7.50 m.

New Dock: Berthing for two bulkcarriers of up to 210 metres length. and three bulkcarriers of up to 150 metres length. Depths in approach channel and alongside berths: 11 metres.
**CARGO HANDLING FACILITIES:** New Dock Berth No. 1 (Southward) and No. 2 (centre berth) specialise in ore; Berth No. 3 (Northward) specialises in general cargo.

Orsetti Dock: South Quay: general cargo and lumber. North Quay: specialises in phosphate.

Môle Masselin: specialises in grain with a silo adjacent, on the quay.

Canal Maritime, Quai Paul Riquet: specialises in fruits and vegetables (suitable warehouse and cold storage).

Bassin du Midi: South Quay, roll-on/roll-off berth. North Quay, berths 16 to 19 inclusive, specialise in ore and coal. Berth No. 20 general cargo (coffee warehouse).
**TANKERS:** Frontignan Sea Line Terminal: one berth for tankers up to 41 ft. draft. Two 12-in. hoses for crude oil discharge. One 8-in. hose for gas oil. Submarine pipeline 28 in. diameter.

Commercial Port: Two berths for tankers up to 32 ft. and 35 ft draft. Slop disposal facilities available, up to 500 cub. metres per hour.

Mobil SBM

*Operator:* Mobil Oil Francaise.
*Position:* 43° 22′ 12″ N. 03° 46′ 49″ E.
*Restrictions:* Least depth of water 92·5 ft.
*Max. Size:* No limit on length and beam. Max. draft 69 ft.
*Pipeline:* Length, 26,000 ft. Diameter 44 in.
*Hoses:* Two×16 in. Bow to manifold distance should not exceed 600 ft. Connections port-side.
*Max. Pressure:* 125 p.s.i. at rail.
*Pumping Rates:* 8,500 t.p.h.
*Density:* 1026.
*Fresh water:* Not available.
*Fuel:* Bunker "C" available by barge, capacity 900 tons. D.O. not available.
*Ballast:* No facilities for receiving dirty ballast.
Vessels up to 50,000 dwt normally berth at spread mooring.
*Regulations and Information:* When scheduled to discharge at S.B.M. Master will receive the following standard message from Mobiltrans Ny: "Your vessel will discharge at Frontignan S.B.M.

located 43° 22′ 12″ N. 3° 46′ 49″ E. stop four days prior arrival radio your agent your ETA SETE contact "Sete Port Office" on VHF Channel 16 approximately 30 miles range advising your ETA to entrance buoy located 43° 14′ 55″ N. 3° 53′ 40″ E. Only when authorisation is granted by "Sete Port Office" you may proceed to S.B.M. on *compulsory* route on course 326 degrees extending 500 metres each side of line joining approach buoy to SBM. When proceeding on compulsory route your vessel shall exhibit additional marks by day three black shapes in a vertical line the highest and lowest one ball the middle one diamond every one spaced by 1·5 metre stop by night three all-round lights in a vertical line the highest and lowest red the middle white every one spaced by 2 metres stop Pilot will board approximately 3 miles seawards from SBM on compulsory route".

Your agents will forward the following cable: "Advise ETA type size your manifold flanges whether suitable reducers available and Smit's Bracket fitted on forecastle stop Boom to lift 16 in. ID floating hose and two 16 in. 150 ANSI standard flanges ready on portside. On forecastle have two polypropylene 8 in. messengers 150 fathom ready. Accommodation ladder on starboard and boat ropes each side."

The "approach buoy" referred to in para 1, is located in 43° 14′ 55″ N. 3° 53′ 40″ E. having the following characteristics: 3 metre diameter – 7 metre height mast painted with vertical strip white and red with two crosswise shapes, with a white light 4 flashes every 12 seconds. Proceeding inshore of this buoy and inside the 12 mile line is not allowed without prior authorisation granted by "Sete Port Office" on VHF Channel 16.

An approach channel exists between the approach buoy and the SBM extending 500 metres each side of a line joining the approach buoy to SBM and must be used as a compulsory route on a course of 326°. Same compulsory route applies for outgoing tankers leaving the SBM.

When proceeding in the approach channel the vessel shall exhibit in addition to the normal navigational signals: *by day:* 3 black shapes in a vertical line the highest and lowest one ball, the middle one a diamond – every one spaced by 1·5 metre. *By night:* 3 all-round lights in a vertical line, the highest and lowest red, the middle one white, every one spaced by 2 metres.

The Pilot boards incoming tankers and leaves outgoing tankers approximately 3 miles seawards from SBM on the compulsory route. He will stay on board during the period the vessel remains secured to the SBM.

Vessels scheduled to discharge at the SBM or departing from it are only permitted to transit the channel between the SBM and approach buoy during certain hours as follows: From May 1 to October 31 (0800–2100). From November 1 to April 30 (0800–0300). Entrance is permitted from Saturday 0800 to Sunday 2100 all the year. It is stressed that the "Sete Port Office" shall grant the necessary authorisation to proceed inshore of the approach buoy irrespective of their time of arrival at the approach buoy.

Every vessel proceeding to or departing from the SBM which requires to anchor should use the following anchorage areas: *Anchorage A* – Vessels with less than 15 metres (49 ft.) draft should anchor in the area bounded in the North by the breakwater, and in the East and West by meridian passing through the extremities of the breakwater, and in the South by the 20 metre (65·7 ft.) contour. *Anchorage B* – Vessels having a draft of greater than 15 metres (49 ft.) draft should anchor in the Southern semicircle around the SBM extending between 400 metres (1,310 ft.) and 1,850 metres (6,000 ft.) from the SBM.

When a vessel is proceeding to the SBM a Marine Superintendent and a mooring team will board. Then anchors should be secured and cable pawls in the down position, deck scuppers must be plugged tight and VHF on standby on Channel 12.

Throughout the period the vessel remains at the SBM the engine should be ready and power available on deck winches and windlass.

Adequate deck lighting must be available at night, and a constant focsle watch kept on the SBM.

Propeller r.p.m. must be kept to a minimum. Intermediate ballasting may be required in order to prevent excessive strain on moorings.

While weather operational limits will depend on circumstances port regulations specify the following criteria: Vessel must cease discharge when wind is 30 knots, significant wave height 8 ft. (assumed current 2 knots) vessel must leave berth when wind is 45 knots and significant wave height is 18 feet.

**FRESH WATER:** Available on most quays or by lighter of 100 tons capacity.

**FUEL:** All qualities available subject to advance notice given.

**REPAIRS:** Handled by: Scotto et Repetto: 5 slipways for handling and repair, Mechanical workshops, General repairs.

Terrin et Claverie, Mechanical workshop for heavy repairs, and boiler repairs.

Affre, General repairs.

**CONSULS:**

| | | | |
|---|---|---|---|
| Denmark | tel. 74.30.20. | Norway | tel. 74.31.83. |
| Finland | ,, 74.25.72. | Portugal | ,, 74.28.87. |
| Netherlands | ,, 74.28.87. | Sweden | ,, 74.28.87. |

Others at Marseilles.

**WATCHMEN:** Service necessary for ships loading or unloading dangerous merchandise. Optional for other ships.

**CUSTOMS ALLOWANCES:** 40 grammes tobacco per day per man (calculated in accordance with the length of voyage undertaken by the ship). Amount of alcohol fixed by Customs in accordance with the crew, and length of ship's stay in port. It is a matter of tolerance and not of right.

**REPATRIATION:** Repatriation and crew changes are easily arranged.

**IDENTIFICATION CARDS:** Crew men going ashore should carry passport or identity card.

**TIME:** GMT plus 1 hour – no alterations.

**HOLIDAYS:** New Year (1st January, no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May, no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July, no labour available); Assumption Day (15th August, no labour available); St. Louis Day (Monday, no labour available); All Saints Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.

**AUTHORITY:** Comandant du Port de Sete. Tel. 742273.

**AGENT:** See "Paris."

## TONNAY CHARENTE: 45.57 N. 0.53 W.

**DOCUMENTS:**

2 copies Crew List.
2 copies Ship's Stores Lists.
2 copies Crew Manifests (Tobacco List).
2 copies Passenger List (if any).
1 Declaration of Ballast.
Manifest form Last Port.
1 copy Bill of Lading (in case of any cargo to be landed).
Ship Register to be shown.
Deratisation Certificate or Exemption.

**PILOTAGE/ANCHORAGE:** Vessels have to proceed to about ½ mile S.S.W. Isle of Aix Lighthouse and to drop anchor in the No. 115 alignment when safe anchorage is open (lowest tides: minimum depth of water 26 ft.).

River Pilot joins ships there, about three to one hour before high water, depending on draft and size of vessel concerned.

Pilot boat is equipped with VHF.

**RESTRICTIONS:** As the River Charente is unlighted, movements are not possible at night. However, vessels may leave anchorage in dark and come up river at daybreak (anchorage area is about 5·5 miles from the mouth of the river).

**MAX. SIZE:** Maximum permissible LOA about 378 ft.; maximum permissible draft about 18 ft. 6 in. at any tide; maximum permissible draft 21 ft. 6 in. at spring tides.

**HEALTH:** Free pratique is to be obtained on arrival at port. Usual yellow flag signal to be raised.

**RADIO:** Ships coming from South: Bordeaux-Arcachon Radio Station. Ships coming from North: Saint-Nazaire or Brest le Conquet Radio Stations.

**TUGS:** No tug is available. In case of need, tug may be obtained from La Rochelle-Pallice (about 20 miles).

**BRIDGES:** The Rochefort Bridge clearance over highest water is about 98 ft. (30 metres).

**STEVEDORES:** A 24-hour notice is required in order to arrange loading/unloading operations.

| | |
|---|---|
| Discharge rates: | Coal—about 1,200 tons per day of 8 hours' work. |
| | Phosphates—about 1,500 tons per day. |
| | Zinc concentrates—about 1,400 tons per day. |
| Loading rates: | Grain 800/1,000 tons per days. |

**MEDICAL:** The nearest hospital is at Rochefort (about 4 miles).

**FRESH WATER:** Fresh water may be obtained alongside, from hydrants, at the rate of about 10 tons per hour.

**FUEL:** Must be obtained from La Pallice (about 20 miles) by lorries.

**CONSULS:** Danish Vice-Consulate: Tel. (46) 99–70–08. No other Consulate is available.

**REPAIRS:** Small repairs may be carried out by local workshops. Nearest shipyard is at La Pallice.

**REPATRIATION:** Changing crew and necessary repatriation formalities may be effected.

**AIRPORT:** The nearest airport is Bordeaux Merignac (about 100 miles). Possible to reach Paris airports in a few hours by train.

**AUTHORITY:** Harbour Master: tel. (46) 99–70–67.

**AGENT:** See "Paris."

## TOULON: 43.07 N. 05.55 E.

**DOCUMENTS:**

Cargo Manifest or Manifest of Ballast.
Certificate of Cargo Space.
Bills of Lading.
Ship's Register.
6 Crew Lists.
3 Passenger Lists.
Health Declaration.
Derat Certificate or Exemption.
Declaration of Crew Personal Effects.

**PILOTAGE:** Pilot station is situated on President Fournel Quay, telegraphic address: Capitainerie de Port de Commerce, Toulon. Pilotage compulsory for vessels over 150 grt. Pilot boards 100 m. North of the semaphore station at Cap Cépet.

There are three mooring buoys in the Inner Harbour owned by the

Navy. The buoys can be utilised by merchant ships on request and are able to accommodate vessels up to 30,000 tons displacement.
**RESTRICTIONS:** Entry can be made by day and night except for vessels loading with refined petroleum or dangerous cargoes which are not allowed to enter between sunset and sunrise.
**MAX. SIZE:** The port is approached by a channel 125 metres wide. The docks can accommodate without tug assistance ships up to 250 metres length and 8·80 metres draft.

Renovation and reconstruction work is being carried out, after which passenger vessels of over 300 metres length and cargo vessels of up to 11 metres draft will be accommodated.
**HEALTH:** Pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive free pratique, Master should radio Agent before arrival, advising full details.
**TUGS:** Naval Tugs. There are many harbour tugs up to 1,000 h.p. and several deep sea tugs up to 2,000 h.p. controlled by the French Navy which may be called on for assistance by the Harbourmaster or pilots.

Commercial Tugs. Two tugs of 180 h.p. owned by the Port Authority are used to assist smaller vessels.
**BERTHING:** President Fournel Quay, 380 metres length, depth alongside 9 metres.

East Quay, 193 metres length, depth alongside 8·50 metres.

Minerve Quay, length 147 metres, depth alongside 7 metres.
**TANKERS:** Tankers discharge at naval installations at Milhaud and Lazaret.

Total Terminal. One jetty berth for tankers up to 6 m. draft, and a buoy berth for vessels up to 15,000 tons displacement.

Société de la Raffinerie du Midi. One dolphin berth for white oil cargo only.
**STEVEDORES:** There is a permanent working force of 40 dockers which can be increased by casual labour to 120 men if required. Shifts are available for 4 hours, 8 hours or 9 hours with possibilities for overtime.
**FUEL:** Only available by tanker lorries.
**REPAIRS:** Forges et Chantiers de la Mediterranée, Shipyard specialising in naval construction. Total length of repair quays 835 m. Heavy-lifting facilities available.

All types of repairs can be carried out at the Naval Dockyard.
**DRY DOCKS:** Several dry docks available in the Naval Dockyard, of which three can accommodate vessels in excess of 250 m. length.
**IDENTIFICATION CARDS:** Crew men going ashore should carry passport or identity card.
**TIME:** GMT plus 1 hour – no alterations.
**HOLIDAYS:** New Year (1st January, no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May, no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July, no labour available); Assumption Day (15th August, no labour available); All Saints' Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.
**AUTHORITY:** Direction Departmentale de l'Equipment, Etablissement Maritime de Toulon, B.P. 302, Toulon.

**AGENT:** See "Paris."

### TROUVILLE-DEAUVILLE: 49.23 N. 0.05 E.

The port situated on mouth of River Touques, is composed of two parts: Trouville for small fishing vessels, and Deauville including two docks for cargo ships and pleasure boats.
**DOCUMENTS:**
1 Crew List.
1 Passenger List.
Tonnage Certificate.
2 Cargo Manifests.
Bills of Lading.
1 Crew Manifest.
**PILOTAGE:** Pilot must be requested 12 hours in advance to Harbour Master or Agent, for a determined tide, giving dimensions of length and draft. Pilot vessel is a fishing-boat showing international lights or "P" flag. Anchorage for vessels awaiting Pilot is situated 2 miles by 310° true from entrance (49° 23′ 30″ N. 0° 01′ E).

In case of bad weather, it is recommended to anchor near the pilot boat of Rouen and contact her by VHF for instructions.
**ANCHORAGE:** The best one is Rade de la Carosse (49° 27′ 30″ N. 0° 01′ E.).
**RESTRICTIONS:** No restrictions at night time. Draft allowed 10 ft. neap tides, 14 ft. spring tides. Entrance is dangerous with wind from N.W. to N. over force 6.
**MAX. SIZE:** Length: 210 ft. (64 metres OA); breadth: 45 ft.
**RADIO:** Radio-Boulogne FFB.
**TUGS:** No tugs available.
**STEVEDORES:** Loading and discharge by shore crane.
**MEDICAL:** All hospital facilities available.
**DENSITY:** 1025.
**FRESH WATER:** Available from quay.
**FUEL:** Small quantity by tank-lorry on demand.
**CONSULS:** See "Caen" or "Le Havre". No consuls here.
**REPAIRS:** Small repairs only.
**AIRPORT:** Deauville St. Gaitien 3 miles away.
**AUTHORITY:** Commandant du Port 14, Deauville. Tel. 88–28–71 Deauville. Telex Sodemaco 77656 Deauville.

**AGENT:** See "Paris."

## French Antilles

### Pointe-A-Pitre, Guadeloupe: 16.13 N. 61.32 W.

**DOCUMENTS:**
6 Manifests. See (a).
6 Crew Lists.
3 Stores Lists.
3 Crew Declaration. See (b).
6 Passenger Lists.
4 Declaration of Health.
2 Bills of Lading.
1 Clearance from Last Port.
6 Entrance Declaration.

(*a*) In addition, 2 sets of Manifests must be airmailed to arrive 72 hours before arrival in Pointe-a-Pitre.

(*b*) This Declaration must indicate all new and used personal effects.
**PILOTAGE:** Pilot meets vessels at "Mouchoir Carre" buoy. Advance notice of ETA to be passed 72, 48 and 24 hours, and VHF Channel 16, 1 hour before arrival.
**ANCHORAGE:** Consult charts.
**RESTRICTIONS:** Max. length 210 m., max tonnage 26,000 grt. Max. draft 9 m.
**MAX. SIZE:** See "Restrictions".
**HEALTH:** Port Health board on arrival.
**RADIO:** Destrellan radio, also on VHF.
**TUGS:** None available.
**BERTHING:** Eight berths available, 3 additional for petroleum, sugar and cement.

| | | | |
|---|---|---|---|
| Quay No. 1 | 150 m. | Quay No. 5 | 150 m. |
| ,, ,, 2 | 180 m. | ,, ,, 6 | 170 m. |
| ,, ,, 3 | 145 m. | ,, ,, 7 | 150 m. |
| ,, ,, 4 | 145 m. | ,, ,, 8 | 150 m. |

**STEVEDORES:** Twenty-four hours advance notice of ETA required (72 hours if vessel arrives on a Monday). Working hours 0700–1100 and 1300–1700.
**MEDICAL:** Clinics and Hospital facilities available.
**TANKERS:** Only tankers having less than 9 m. draft can enter the harbour.
**FRESH WATER:** Available day and night if requested in advance.
**FUEL:** Available. F.O. 350 seconds redwood, D.O. or gas oil. Delivered by road tankers.
**CONSULS:**

| | | |
|---|---|---|
| Belgium | Haiti | Norway |
| Denmark | Italy | Spain |
| Ecuador | Lebanon | Sweden |
| Great Britain | Netherlands | Venezuela |

**REPAIRS:** Workshops available.
**GANGWAY/DECK WATCHMEN:** Available on request.
**HATCHES:** Usually opened and closed by crew. Stevedores will at Master's request but at ship's expense.
**CUSTOMS ALLOWANCE:** 200 cigarettes and 1 bottle per man.
**CARGO GEAR:** Ship's gear used.
**REPATRIATION:** All facilities available.
**AIRPORT:** 3 miles from the harbour with daily flights to Paris, Miami and New York.
**TIME:** GMT minus 4 hours. No alterations during the year.
**HOLIDAYS:** New-Year's Day; Shrove Tuesday; Ash Wednesday; Carnival (29th March); Good Friday; Easter Monday; Labour Day (1st May); Ascension Day; Whit Monday; National Day (14th July); Schoelcher's Day (21st July); Assumption; All Saints' Day; All Souls' Day; Armistice; Christmas Day.
**POLICE/AMBULANCE/FIRE:** Police: 82.00.05 or 82.13.17; Ambulance: 82.03.46; Fire Department: 82.00.28.
**SHORE LEAVE:** Permitted.
**IDENTIFICATION CARDS:** Not required.
**REGULATIONS:** No particular regulations.
**DEVELOPMENTS:** 1 Specialised berth to serve a flour mill. 1 Deep-water berth' length 300 m. for container terminal. 1 1,000 m. diameter manoeuvring area for liners.
**AGENT:** Agence Petrelluzzi. 2 rue Henri IV, PO Box 61, 97110 Pointe-a-Pitre, Guadeloupe. Cables, Leopoldo. Telex, Petrel 720 GA. Telephone, 82.03.41 (42 and 43). After hours: 82.03.41, 82.01.13 and 82.07.47.

## Gabon

### CAPE LOPEZ: 0.38 S. 8.42 E

**DOCUMENTS:**
3 Crew Lists.
3 Passenger Lists.
3 Lists of Ports of Call.
2 Manifests of Ships Stores.
Clearance from Previous Port.
**PILOTAGE:** No official radio station, pilotage not necessary to approach Port Gentil Roads.

For the private tanker ports at Pointe Clairette and Cape Lopez, pilotage is compulsory. The mooring master will board vessel in approximate position 0° 37′ S. 8° 44.5′ E, in a launch carrying proper pilot signals. The mooring master will stay on board throughout the vessel's time in port to assist in mooring, hose handling and loading operations.

**ANCHORAGE:** The whole of Baie du Prince is a good anchorage, sheltered from winds from S.S.E. through W. to N.W. Depths about 40 metres, hard sand, good holding ground. Two buoys mark the 10 metre line to the South.

It is necessary to guard against violent tornadoes occurring between December and May coming from the East or the North. These tornadoes occur very suddenly and are extremely strong.

**MAX. SIZE:** S.E.R. Terminal, Pointe Clairette, up to 30,000 tons. Elf-Spafe Terminal, Cape Lopez; 80,000 dwt. tankers have loaded.

**RESTRICTIONS:** Berthing is effected only in daylight hours. Vessels which arrive between 1730 hours and 0600 hours local time should anchor about 800 m. north of Cricri Buoy so as to facilitate moving to the moorings. Unberthing is effected by day or night.

Berthing is not effected in rough weather. At the berth mooring lines must be in good condition and well tended. In case of storm or tornado loading operations must cease and vessel be prepared to leave the berth if so directed by the loading Master.

**RADIO:** Private radio station of Cape Lopez call sign TRP394; transmitting on 2705 kHz and watching on 2506 kHz during loading operations. Before vessels arrival watch is kept on 2182 kHz.

**TUGS:** Owned by Elf-Spafe, can be contacted on 2182 kHz. Ship's tow lines not required. 3 tugs are available up to 400 h.p. There is a launch for handling mooring lines.

**BERTHING:** *Shipmaster's Report:* Anchors are not required for mooring operations. Depth of water in the Berth is about 40 metres. *Twelve (12) mooring* ropes to six buoys as follows: Two head lines, two port bow lines and two Starboard bow lines. Aft: Two ropes by the "Panama", two port quarter ropes and two starboard quarter ropes. Manila or Polypropylene ropes are preferred. Two tugs are used for mooring operations.

Vessel's engines must be ready for immediate operation all the time vessel is at the berth. A small tug will remain standing by.

**HOSE HANDLING:** *Shipmaster's Report:* Two (2) twelve in. floating hoses are connected on the port side. A derrick of 5 tons SWL should be prepared for lifting hoses.

**BALLAST:** Vessels must arrive with clean ballast only. There are no facilities for discharging dirty ballast at the terminal. In no circumstances should dirty ballast be pumped overboard.

**LOADING:** The following signals are used for communication between ship and shore loading installations: Green flag or green light, or 6 short blasts on the whistle signifies "we are ready".

Red flag or red light, or 2 long and 1 short blast on the whistle signifies "slow pumping is necessary". 2 red flags or 2 red lights or 2 short and 1 long blast on the whistle signifies "pumping rate will be increased to maximum".

Waving flags and extinguished lights or 6 long blasts on the whistle signifies "pumping to be stopped".

International code pennant or a white light signifies "we wish to talk". The loading terminal should be given 10 minutes notice of the time when loading is to be completed.

**MEDICAL:** Doctors and hospital facilities available. All vaccinations can be arranged.

**DENSITY:** Varies between 1021 and 1025.

**FRESH WATER:** Can only be provided in case of absolute necessity.

**FUEL:** 1,500 secs. and 3,500 secs. fuel can be supplied by barge subject to 48 hours notice.

**CUSTOMS ALLOWANCES:** No restrictions for quantities tobacco and spirits held on board the ship. It is prohibited to allow dutiable articles to leave the ship.

**CONSULS:** France. Tel. 2086.

**REPAIRS:** There are facilities for hull and engine repairs for barges and river craft. Slipway for vessels up to 300 tons.

**AIRPORT:** Can be reached in 15 minutes by road. Regular services to Europe.

**TIME:** GMT plus 1 hour all the year round.

**HOLIDAYS:** French national holidays are observed and in addition Independence Day (17th August). Holidays do not affect tanker working.

**POLICE/FIRE/AMBULANCE:** Police tel. 17; Fire tel. 18; Ambulance tel. 23–33.

**SHORE LEAVE:** Crew members are allowed ashore. There is no regular immigration control but identification papers should be carried.

**GENERAL:** *Shipmaster's Report:* An accommodation ladder should be positioned on the port side as soon as mooring is completed. Hoses are handled by shore personnel. Accommodation for 6 shore people must be arranged.

**AUTHORITY:** Societe Elf des Petroles d'Afrique Equatoriale Port Gentil.

**AGENT:** Socopao-Gabon BP 560, Port Gentil. Tel. 2491 Cables "Freight Portgentil". Telex 8223.

## GAMBA: 02.50 S. 09.59 E.

**SEA TERMINAL:** SBM.

**DOCUMENTS:**

Last Port Clearance.
2 lists of Last Ports (during last month).
2 Stores Lists.
2 Crew Lists.

**APPROACHES:** The approaches to the terminal are open deep water. Gamba sea terminal fairway buoy is located in position 2° 50′ S. 9° 57.8′ E. about 4·8 miles offshore.

The single buoy mooring is located in position 2° 50.1′ S. 9° 58.9′ E. and exhibits a white flashing light, visible for 5 miles. Water depth 69 ft.

**PILOTAGE:** Pilot will board incoming vessel 1·5 miles N.W. from sea terminal S.B.M. Pilot boat small tug: GRT 50T, 70 ft. long, 320 h.p. grey hull and white upper works – shows pilot light.

**ANCHORAGE:** 1·5 miles N.W. from SBM in 60 ft. depth.

**RESTRICTIONS:** Heavy swell and tornados.

**MAX. SIZE:** Draft only factor, maximum 44 ft.

**HEALTH:** When advising ETA include in message whether any sickness on board. In case of emergency vessels should call before or after loading at Port-Gentil for medical attendance or for crew changes. For this purpose send separate message to Marine Gamba and to Agency.

**RADIO:** Established contact with Gamba Radio (call sign TRP 8) soon as possible. ETA should be sent at least 4 days before arrival in Gamba to Marine Gamba via Gamba Radio. Thereafter keep close contact on telephone with Gamba Radio MF (2182) and VHF Channel 16.

Gamba Radio (TRP 8) Service:

| | |
|---|---|
| *Telegraphy A 1* | 2 kW |
| 13070 kH | TFC list at 0900. LSN on 12 mHz band from 0900 to 0930 and on 16 mHz band from 0930 to 1000. Range about 3,000 miles. |
| 6510 kH | TFC list at 1300. LSN on 6 mHz band from 1300 to 1330 and on 8 mHz band from 1330 to 1400. Range about 1,000 miles. |
| *Telephony A 3* | 2 kW |
| *VHF 6 3* | Watch on 2182 kHz on request from 0800 to 0900 and from 1400 to 1500. Working frequencies 1877 kHz-2678 kHz. Range about 300 miles depending on atmospherics. |
| *VHF F 3* | 50 W |
| | Watch on Channel 16. Working on Channel 16. Range about 50 miles. |
| *Marine Gamba Service* | |
| *VHF F 3* | 50 W |
| | Watch on Channel 16 (office hours). Range about 35 miles. |
| *Pilot Launch Service* | |
| | 20 W |
| | Watch on Channel 16 (when at sea). Range about 20 miles. |
| *Terminal Gamba* | |
| | 20 W |
| | Watch on Channel 16. Working on Channel 11. Range about 20 miles, used only for loading operations. |

*Radio Beacon:* Continuous airplane radio beacon call sign GZ, frequency 359 KH3. Position: Lat. 02° 46′ 8 S. Long. 10° 02′ 3 E.

N.B. All hours in GMT.

**TUGS:** No tugs available in Gamba and not necessary for berthing. For berthing, one or two pilot boats according to circumstances.

**MOORING:** Recommended that vessel should be trimmed maximum 8 ft. by the stern on arrival.

Vessels moor with two 12 in. nylon ropes from SBM secured on board ship by two $2\frac{1}{4}$ in. chain cables plus two $3\frac{1}{4}$ in. wires which provided by terminal. Berthing Master will advise in detail mooring procedure. Two mooring lines at least (nylon if any) are to be available on forecastle head. Depth at berth 59 ft.

**HOSES:** One hose of 16 in. diameter is connected on the port side. This operation is performed by ship's personnel under the direction of the Mooring Master and the terminal foreman. Total weight of the lift is about 2 tons.

A derrick should be rigged in preparation on the port side for loading mooring equipment and hose lifting. Loading rates are between 2,000 to 2,200 long tons per hour.

*Shore Line System:* SBM – 1×28 in submarine pipe-line. SBM connected to 1×16 in. floating line reduced to 12 in. for connection to ship's manifold (total length of floating hoses: 660 ft.).

**DENSITY:** 1025.

**FRESH WATER/FUEL:** None available.

**BALLAST:** There are no facilities for discharge ballast ashore. Vessels must arrive at the loading terminal with clean ballast only, apart from contents of the slop tank.

**GANGWAY/DECK WATCHMEN:** Not required.

**CUSTOMS ALLOWANCES:** No restrictions on Tobacco/Wine.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** None, French consul in Port Gentil.

**REPATRIATION:** Facilities available only in emergency.

**AIRPORT:** Gamba airport is local airstrip and is connected to Port-Gentil by daily service. Port-Gentil airport is connected to Libreville International airport by daily services. Mail reaches any European country within five days.

**TIME:** GMT plus 1 hour throughout the year.

**GENERAL:** The use of Channel VHF 9 is forbidden.

**SHORE LEAVE:** Not allowed.

**AUTHORITY:** Shell Gabon Marine Superintendent, BP. 146 – Port-Gentil (Gabon). Telex Libreville 214.

**AGENTS:** See "Port Gentil".

### LIBREVILLE: 00.23 N. 09.26 E. (See Plan)

**PORT LIMITS:** The seaward boundaries of the port within which a vessel is considered to be an "arrived snip" and (subject to C/P terms) laytime will commence is 2 miles off shore at Libreville harbour.
**DOCUMENTS:** See Port Gentil.
**PILOTAGE:** None available.
**ANCHORAGES:** Bottom of roads in Libreville slopes very gently down towards open sea. The greater the vessel's draft, the further out it must moor. E.g., ship of 7 to 8 metres draft will be moored approx. 1,500 metres from Harbour Pier. Ship 5–6 metres draft will be able to approach the Harbour Pier as near as 500 to 600 metres. For reasons of safety, forbidden to come nearer, particularly during tornado season – February to May and September to December.
**RESTRICTIONS:** No restriction imposed on entering or leaving the Estuary. Channel marked by 5 buoys provided with radar reflectors and flashing lights. Sixth buoy, called a "landing buoy" moored in roads, where vessels moor.
**HEALTH:** If there is sickness on board, Health Service warned by Consignor of vessels. Health Service can go on board to check state of crew's health. Immigration Service can also board to check crew list and condition of passengers, if any.
**RADIO:** *Libreville Radio:* Radio-telephony from 0600 to 1800 GMT on 2.182 kc/s. Radio-telegraphy from 06.00 to 18.00 GMT on 500 kc/s, call sign TRA 22; from 08.00 to 08.30 GMT on 13.101 ic/s, call sign TRA 8; from 16.30 to 17.00 GMT on 8.722 kc/s, call sign TRA 8.
**TUGS:** Tugs intended only for towing lighters, horse power 150 to 250, unsuitable for any harbour towing.
**BERTHING:** Only for lighters and small coasters with a draft of less than 3 metres. Crews working unloading or loading of vessels in roads supplied by Consignor of the ship. Harbour Services have no radio apparatus, Shipping companies all have radio-telephone extensions, which allows them to be in permanent contact with vessel moored in roads. Unloading or loading operations of goods carried out by lighters which, towed by small tugs, ensure rotation between vessel in operation and quay. All this equipment belongs to shipping companies dealing with consignment of vessels in the roads. Every vessel arriving in roads must have its consignor.
**STEVEDORES:** Available.
**MEDICAL:** Hospital available, and in case of necessity, patient or patients will be admitted.
**FRESH WATER:** Water supply real problem, as there is no tanker to transport it. Therefore strongly recommended that any ship touching Douala coming from the North or Pointe-Noire coming from South, should fill up at one of these ports.
**FUEL:** There are fuel-tankers belonging to shipping companies. The ship-tanker which provisions Libreville 2 or 3 times a week is brought alongside buoys in roads, at 1,650 metres (position: longitude 9° 25′ 71″ East; latitude 0° 23′ 51″ North); fuel is transhipped by sea-line to tank on shore.
**FIRE PRECAUTIONS:** No special precautions.
**GANGWAY/DECK WATCHMEN:** Carried out by crew.
**OPENING/CLOSING HATCHES:** This is done with the tacit agreement of the ship's Officer and the Consignor.
**CARGO GEAR:** Ship's own gear used.
**DEVELOPMENTS:** Three berths in 12 metres depth under construction at Owendo, to be completed in July 1974.
**IDENTIFICATION CARDS:** Required.
**CONSULS:** None.
**REPAIRS:** Small repairs possible.
**DRY DOCKS:** None.
**REPATRIATION:** No facilities.
**AIRPORT:** 9 km. from the harbour. Links with French-speaking Africa, Switzerland, and France, also Johannesburg.
**TIME:** G.M.T. plus one hour.
**HOLIDAYS:** 17th August, Independence of Gabon; 1st May, Labour Day – these are the only holidays in force.
**SERVICES:** None.
**SHORE LEAVE:** Allowed.
**DELAYS:** First come, first served method.
**AUTHORITY:** Capitainerie du Port, B.P. 413, Libreville.

**AGENTS:** Socopao-Gabon, BP4, Libreville. Tel. 22140 and 22751. Telex 5212. Cables: "Freight Libreville".

### PORT GENTIL: 00.43 S. 08.48 E.

On the coast of Lopez Island.
**APPROACHES:** Buoyed channel, lit at night. Minimum depth 15 metres.
**DOCUMENTS:**
Cargo Manifest.
Shore List.
Crew's Personal Effects List.
Crew List.
List of Ports of Call (not compulsory).
Health Certificate.
Ship's Official Papers.
**PILOTAGE:** No Pilot necessary. However Port Authority will arrange Pilot if given 12 hours notice. Pilot boat is a tug. Pilot taken on board at bank buoy.
**ROADS/ANCHORAGES:** Ships having commercial operations carry them out at anchorage on a line with anchorage buoys (reserved for lighters and tugs) 1 mile S.E. of the Mole in depths 10 to 20 metres. 1,500 acres (approx.) of safe shipping anchorage.
Anchorage for several ships of deep draft well sheltered from predominantly S.W. winds during months June, July, August and September. During season of tornadoes (January to end April) which blow from N.E. a fairly heavy sea quickly rises and vessels should anchor at least 600 metres from land.

Maximum rise of tide 2 m. 2; average 1 m. 70; minimum 0 m. 40.
**RADIO:** Libreville radio. R/T 2182 kc/s. – Harbour Master.
**TUGS:** Not required.
**BERTHING:** No berths. Loading and discharge at anchorage carried out by lighters and flat-bottomed boats. Boat Quay (Mole) has length of mooring quays (suitable only for flat-bottomed lighters and tugs) of 200 metres and depths of 2·50 metres at low tides. Total Mole area approx. 5 acres, comprises Customs Zone with warehouses, offices, wharves, etc.
**MEDICAL:** For attendance call Harbour Master R/T 2182 kc/s. Smallpox and yellow fever inoculations required.
**TANKERS:** To N.E. of Mole is petrol pipe-line unloading point for small tankers, tying up on buoys, maximum length 70 metres, 5 metres draft. Princes Bay, loading point for unrefined petrol by sea-line is available to North of Prince's Bay (see "Cape Lopez").
**FRESH WATER:** Delivery by lighters, capacity 200 tons. Loading time 2 hours.
**FUEL:** Three days notice required. Fuel oil viscosity 1,500 and 3,500 seconds Redwood available. Delivery by 200-ton tankers, every 5 hours.
**WATCHMEN:** Not necessary.
**HATCHES:** Opened and closed by crew.
**CUSTOMS ALLOWANCES:** No limitations on tobacco, wine or spirits.
**CONSULS:**

| | | | |
|---|---|---|---|
| Switzerland | | Tel. | 20–19 |
| Holland | BP. 792 | ,, | 28–09 |
| France | BP. 511 | ,, | 20.86 |
| Sweden | BP. 518 | ,, | 21.71. |

**REPAIRS/DRY DOCKS:** Not available.
**REPATRIATION:** Obtainable on medical grounds. No facilities for crew changes.
**AIRPORT:** 4 kilometres distant. Regular services.
**TIME:** GMT plus 1 hour. No alterations.
**HOLIDAYS:** No work on Independence Day 17th August.
**SHORE LEAVE:** Permitted.
**AUTHORITY:** Capitainerie du Port, B.P. 43. Tel. 25–63.
**AGENT:** Socopao-Gabon, B.P. 560. Tel. 524–91. Telex 8223. Cables "Freight".

## Gambia

### BANJUL (Bathurst): 13.27 N. 16.34 W.

**PORT LIMITS:** The seaward boundary of the port of Bathurst within which vessel is considered an "Arrived vessel" is bounded by an imaginary line drawn from "*Buniada Point*" to the Northern extremity of Cape St. Mary.
**DOCUMENTS:**
7 Crew Lists.
7 Passenger Lists.
7 Ports of Call Lists.
Health Documents.
Deratisation (or Exemption) Certificate.
Yellow Fever Inoculation Certificates.
Smallpox Vaccination Certificates, all valid.
Customs Crew Declaration.
2 signed copies of Manifest.
Bills of Lading (may be sent in advance of vessel).
**PILOTAGE:** Radio ETA and draft to "Harbour Master Bathurst" 48 hours before arrival and confirm 12 hours before. Vessels arriving Monday should radio ETA preferably not later than Saturday morning.

Pilot station sited in Marine Office has VHF station, calling Channel 16 (156·80). Working Channels 12 (156·60) and 14 (156·70). Continuous listening watch kept 0800–1500 hours Monday–Friday. 0800–1300 hours on Saturday. Listening watch on weekends if vessels are expected. Reception generally good within 100 sea-miles radius. Pilot boat has grey hull and buff superstructures and exhibits usual signals.

Pilotage from any point on Fairway by request, but compulsory from No. 5 Buoy inwards.

*River Ports:* Kaur and Kuntaur at 118 and 150 miles upriver respectively from Bathurst. River Pilots obtainable at Bathurst. Maximum loaded draft 17 ft. 6 in.
**ANCHORAGES:** Good and spacious anchorages to East and South eastward of Government Wharf in depths of 8 to 15 fathoms.
**RESTRICTIONS:** Vessels may enter and proceed to anchorage at all times and states tides. Minimum depth in sea approach channel is 28 ft. LWOS.
**MAX. SIZE:** Maximum length 600 ft., draft 27 ft. (for Government Wharf), 21 ft. (for Admiralty Wharf.) For vessels only anchoring length unlimited.
**HEALTH:** Vessels exhibit the appropriate International Code signals. Health Officer usually boards vessels at Harbour Anchorage or alongside between 0800 and 1700 hours all week, at all times in cases of urgency or emergency.
**RADIO:** Bathurst Radio Station, call sign "VSH".
**TUGS:** One tug of 325 h.p. Normally used as pilot boat. No tug for vessel movements.

**BERTHING:** For vessels over 400 ft. in length one or two coils of synthetic or natural fibre mooring ropes (not metallic) at each end for lines leading to beach. Government Wharf working length 294 ft. with mooring dolphin 100 ft. in line with and to seaward from North end of wharf.

*Admiralty Wharf:* See "Tankers". Normally, except for vessels loading groundnut oil at Government Wharf; no berthing during hours of darkness.

**STEVEDORES:** Normally 48 hours notice addressed to Agent. If arriving Monday, preferable Agent notified requirements latest Friday. Normal working hours 0800–1900 hours.

**MEDICAL:** Emergencies and cases requiring hospitalisation attended to at all times. As much advance notice and information as possible. Other cases attended to as convenient to ships after arrival. Inoculation and vaccination yellow fever, smallpox given on request.

**TANKERS:** Tankers (discharging only) berth on Admiralty Wharf. Maximum permissible draft 21 ft. Discharge of residue and bilge prohibited. Ballasting by permission of Director of Marine.

**DENSITY:** Normally salt at Bathurst, reduced to about 1020 ounces per cubic foot during River Gambia floodwater period from August to February.

**FRESH WATER:** Running water available at both Government and Admiralty Wharves from hydrant. Notice of requirements is to be sent with ETA. No water barge.

**FUEL:** No bunkering facilities.

**FIRE PRECAUTIONS:** For tankers and vessels carrying explosives, fire brigade will be in attendance.

**DEVELOPMENTS:** Construction of a deep-water (about 30 ft. deep) wharf about 400 ft. long, for general cargo ships and petroleum tankers (South of existing Admiralty Wharf). Rehabilitation of Government Wharf and construction of two mooring dolphins nearby. The project is expected to be completed by mid-1973.

**GANGWAY/DECK WATCHMEN:** Recommended – arrange with Agent.

**OPENING/CLOSING HATCHES:** Usually done by stevedores.

**CUSTOMS ALLOWANCES:** Allowance of spirits/wine and cigarettes/tobacco out of bond, as per Master request.

**CARGO GEAR:** In accordance with U.K. Factories' Act. Ship's lifting gear used for loading and discharging.

**IDENTIFICATION CARDS:** Needed.

**CONSULS:** Belgium, Denmark, France, Lebanon, Norway, Spain, Sweden, U.S.A. has resident Chargé d'affaires and U.K. has High Commissioner. Senegal has resident Ambassador.

**REPAIRS:** Minor hull, deck and engine repairs and welding undertaken by Government-owned Marine Dockyard.

**DRY DOCKS:** Government marine slipway attached to dockyard. Vessels and craft of 400 tons deadweight handled.

**REPATRIATION:** Facilities exist.

**AIRPORT:** Airport 14 miles from Bathurst. Regular service.

**TIME:** Greenwich Mean Time kept throughout year.

**HOLIDAYS:** New Year's Day (1st January); Independence Day (18th February); Good Friday; Easter Monday; Commonwealth Day/Queen's Birthday (8th June); Christmas Day; Boxing Day; Islamic festivals of Eid el Fitr (Ramadan) and Eid el-Kabir. No cargo work on Islamic holidays and Christmas Day.

**POLICE/AMBULANCE/FIRE:** Police, 222; Ambulance, 310 or 312; Fire, 666.

**TELEPHONE:** Telephones installed on board at ship's/Agent's request. Charges: £3 for installation. Trunk and international calls by arrangement.

**GENERAL:** Government operates 3 lighters each of 9,900 cubic ft. capacity, two of which are powered. Lighters may be hired for discharging ship at anchor and transhipments upriver. A private company operates a large fleet of lighters, mainly for transporting ground nuts from river ports to Bathurst. Ships stores: fresh vegetables, greens, fresh fish, fresh beef, fruits (in season) and bonded stores, are available.

**SHORE LEAVE:** No restrictions on normal shore leave.

**AUTHORITY:** Gambia Marine Department, Bathurst, The Gambia. Tel. Bathurst 266. Central Telex at GPO Bathurst.

# Germany, Democratic Republic of

## ROSTOCK: 54.09 N. 12.08 E.

**DOCUMENTS:**

Health Declaration.
6 Crew Lists.
2 Passenger Lists.
2 Money Lists.
Stores List.
Cargo documents.
Ship's Certificates.

**PILOTAGE:** Compulsory. Contact by VHF Channel 16. Pilot boards at Warnemunde light buoy. International code signals used.

**ANCHORAGE:** In Warnemunde Roads, off port entrance, in depths of 48 ft.

**RESTRICTIONS:** Entrance channel from Warnemunde light buoy to Overseas Port at mouth of River Warnow, depth 30 ft. LW.

**MAX. SIZE:** For Overseas Port: length 200 m., draft 33 ft. For City Docks: 140 m. length, 21 ft. draft.

**HEALTH:** Pratique given on arrival. In case suspected disease or fever on board, radio details to Agent before arrival. Complete declaration of health required.

**TUGS:** Available. Use of at least one tug is compulsory for vessels berthing and unberthing.

Sufficient number of tugs available, ranging from 300 to 1,000 h.p. Tugs normally join vessel in front of the mole.

**BERTHING:** *Overseas Port:* Situated in Lower Warnow River about 3·8 miles from Warnemunde sea buoy.

Pier No. 1: 6 berths General goods depth 30 ft. to 33 ft.
,, 2: 7 berths ,, ,, ,, 30 ft. ,, 33 ft.
,, 3: 4 berths Bulk cargoes ,, 30 ft. ,, 33 ft.
Oil Pier: 3 tanker berths ,, 30 ft. ,, 33 ft.

*City Docks:* In Warnow River, about 6 miles from sea. Total quay length 1600 m. depths alongside 21 ft. and 18 ft. Grain elevators shooting capacity 42 t.p.h., suction capacity 33 t.p.h.

*Warnemunde:* Port planned for passenger service. Quay length 250 m. Depth alongside 30 ft.

Port Control to be contacted through VHF Channel 14.

**TANKERS:** Discharge rate 2,900 tons per hour. Storage capacity for mineral and bunker oil is 100,000 m³.

**CRANES:** *Overseas Port:* 60 cranes and crane-bridges with capacity of up to 16 tons. A self-propelled floating crane "Goliath", for heavy lifts not exceeding 100 tons is available.

*City Docks:* Crane capacities 2–10 tons.

**MEDICAL:** Doctors, hospitals available. Advance notice to Agent required if medical assistance necessary.

**FRESH WATER:** Available ex-shore hydrants or water-boat.

**FUEL:** Available all grades fuel and gas oil by barge. Vessels calling for bunkers only pay no harbour dues, and other fees are reduced.

**REPAIRS:** All repairs possible. Floating crane available. Neptun Shipyard and other repair shops situated at City Docks. Warnow Shipyard and floating dock situated in Overseas Port.

**DEVELOPMENTS:** Plans to build a floating island in depth of 21 metres off Rostock to accommodate tankers up to 100,000 tons. Estimated discharge rates up to 3,000 tons per hour into smaller vessels for transfer to existing oil terminal.

**REPATRIATION:** Can be arranged if identification papers in order.

**TIME:** GMT plus 1 hour. No alterations during the year.

**HOLIDAYS:** New Year (1st January); Good Friday; Easter Sunday; 1st May; Whit Sunday; Whit Monday; 7th October; Christmas Day; 26th December.

**AIRPORT:** Barth Airport 70 km. from Rostock.

**TELEPHONES:** Ship-to-shore connections available.

**POLICE/AMBULANCE/FIRE:** Ambulance 336/3662; Police 366/3164; Fire 366/2222.

**SHORE LEAVE:** Crew members permitted ashore.

**AGENT:** VEB Schiffsmaklerei, Rostok.

## STRALSUND: 54.18 N. 13.06 E.

**DOCUMENTS:** Health Declaration.

6 Crew Lists.
2 Passenger Lists.
2 Money Lists.
Stores List.
Cargo Documents.
Ship's Certificates.

**PILOTAGE:** Compulsory. Contact Pilot by VHF Channel 12. Pilot stations are at Barhoeft and Ruden Island. Pilot boards vessel at Gellen (North-west entrance) and Landtief and Osttief (Eastern entrance).

Entry only possible from sunrise to sunset.

**ANCHORAGE:** In the roads clear of the fairway, depths 26 to 30 ft.

**RESTRICTIONS:** Northern entrance between breakwaters is 13 ft. depth used by smaller vessels only. Eastern entrance, depth 16 ft. 6 in. MLW.

**HEALTH:** Pratique given on arrival. In case suspected disease or fever on board radio details to Agent before arrival.

**TUGS:** Available and compulsory for vessels berthing and unberthing.

**MAX. SIZE:** Vessels up to 17 ft. draft.

**BERTHING:** Depth alongside quays up to 17 ft. maximum.

**CRANES:**

2 cranes 10 tons capacity; reach 20 m.
2 ,, 2 ,, ,, ,, 20 m.
1 ,, 5 ,, ,, ,, 22 m
1 mobile crane 5 ,, ,, ,, 22 m.

Also a conveyor system for handling of potash with a capacity of 60 tons per hour.

**FRESH WATER:** Available from shore ex pipeline.

**FUEL:** All grades available. By barge.

**REPAIRS:** All deck, hull and machinery repairs by local shipyards.

**REPATRIATIONS:** All facilities exist for changing crews.

**AIRPORT:** Barth Airport 25 km. from Stralsund.

**MEDICAL:** Doctors, hospitals available. Advance notice to Agent required if medical assistance necessary.

**TIME:** GMT plus 1 hour. No alterations during the year.

**HOLIDAYS:** New Year (1st January); Good Friday; Easter Sunday; 1st May; Whit Sunday; Whit Monday; 7th October; Christmas Day; 26th December.

**SHORE LEAVE:** Crew members permitted ashore.

**AGENT:** VEB Schiffsmaklerei Rostock. Agentur Stralsun 23 Stralsund. Hafen – Ballastkiste. Tel. 5661/249. Telex 0 31 85 38.

## WISMAR: 53.54 N. 11.27 E.

**DOCUMENTS:**

Health Declaration.
6 Crew Lists.

2 Passenger Lists.
2 Money Lists.
Stores List.
Cargo Documents.
Ship's Certificates.

**PILOTAGE:** Compulsory from outer roads to harbour quays. Pilot boards at Wismar sea buoy. International code signals used. Contact by VHF Channel 12.

**ANCHORAGE:** In outer roads between Hannibal Shoal and Poel Island in depths of up to 40 ft. Protected anchorage in inner roads, depths up to 30 ft.

**RESTRICTIONS:** Entrance to the port is through a buoyed channel 14 miles long, depth 29 ft. LW. Vessels over 5,000 dwt and over 24 ft. draft enter in daylight only, turning basin 250 metres diameter.

**HEALTH:** Pratique given on arrival. In case suspected disease or fever on board radio details to Agent before arrival.

**MAX. SIZE:** Length up to 200 metres. Maximum draft 27 ft.

**TUGS:** Available and compulsory for berthing and unberthing.

Two tugs of 500 h.p. Tugs join vessel according to the Pilot's instruction.

**BERTHING:**

*Grain Quay:* Maximum draft 27 ft., quay length 160 m., two grain installations, grain silos for 20,000 tons.

*Potash Port:* Maximum draft 27ft., mechanical potash loading plant, quay length 360 m., 3 loading installations.

*Oil Port:* Maximum draft 27 ft., maximum length 200 m.

*Wood/Timber Port:* Maximum draft 24 ft., quay length 400 m., 2 gantry cranes of 3·2 tons, 1 mobile crane (30 tons).

*Old Port:* Maximum draft 18 ft., quay length 140 m., no handling operations, fishing port, waiting berths.

*Seaport, Northern Quay:* Maximum draft 27 ft., quay length 500 m., 3 semi-gantry cranes and 3 crane bridges with a capacity from 3·2 to 10 tons.

*Seaport, Southern Quay:* Maximum draft 27 ft., quay length 420 m., 5 gantry cranes with a capacity from 3·2 to 12·5 tons, 1 crane-lorry and 1 mobile crane (30 tons).

**CRANES:** A floating crane of 100 tons capacity is available. Also see "Berthing".

**FRESH WATER:** Available from shore hydrants at all berths or by water boat.

**FUEL:** All grades fuel and gas oil obtainable. Vessels calling for bunkers only pay no harbour dues, and are allowed a reduction in pilotage and clearance fees.

**REPAIRS:** All repairs can be effected at Mathias-Thesen Shipyard. Floating crane available, capacity up to 100 tons.

**MEDICAL:** Doctors, hospitals available. Advance notice to Agent required if medical assistance necessary.

**TIME:** GMT plus 1 hour. No alterations during the year.

**HOLIDAYS:** New Year (1st January); Good Friday; Easter Sunday; 1st May; Whit Sunday; Whit Monday; 7th October; Christmas Day; 26th December.

**SHORE LEAVE:** Crew members permitted ashore.

**AIRPORT:** Barth Airport 100 km. from Wismar.

**TELEPHONES:** No ship to shore communications.

**AGENT:** VEB Schiffsmaklerei Rostock, Agentur Wismar, 24 Wismar, Kopenhagener Strasse. Tel. 4208. Telex 0318841.

## Germany, Federal Republic of

### BRAKE: 53.20 N. 08.29 E. (See Plan)

**PORT LIMITS:** The government-owned piers are the commercial area of the port. A vessel is considered to be an "arrived ship" when she is moored alongside such piers, and the customs formalities are complete. Laytime will commence according to referring charter parties.

Port Authorities distribute the free berthing places in following the "Benutzungsordnung für den Hafen Brake" which says briefly that a vessel will get a rank position in actual arriving times:

(*a*) for ships coming from sea: arrival "Weser lightvessel" plus 5 hours.
(*b*) for ships coming from Bremerhaven North Roads and Blexen Roads: departure plus 2 hours,
(*c*) for ships coming from Bremen: departure plus 3 hours.

**DOCUMENTS:**

2 Lists Ship's Stores.
2 Crew Lists.
2 Passenger Lists.
Health Certificate (forms obtainable from Pilot).
Ship's Register.

**PILOTAGE:** Carried out by Weser River Pilots. The river Pilots also act as docking Pilots. Also see Bremen and Bremerhaven.

**ANCHORAGE:** No anchorage in vicinity of Harbour. Anchorage in "Blexen Roads". For further details see "Bremen".

**RESTRICTIONS:** Vessels proceeding to Brake with a draft in excess of 24 ft. will be restricted by the tide.

**MAX. SIZE:** Max. length 230 m. (755 ft.); no restriction on beam. Max. draft 35 ft. in fresh water.

**PRATIQUE:** Free pratique is given by health and immigration officer only. If a case of fever or disease is suspected on board radio he Agent with details before arrival.

**RADIO:** Cable Agent via Norddeich Radio (Call sign DAN) advising ETA and cash requirements.

**RADAR/VHF:** Stations from Weser lightvessel to Bremerhaven. Radar service between Bremerhaven and Bremen is planned. Radar stations have day and night service. If no fog every odd hour radar stations give on VHF or Pilot walkie-talkie report of visibility, defective buoys, anchoring ships, obstructions to navigation, and special occurrences. Brake plans a port radio VHF station.

**TUGS:** Available day and night in sufficient number. No extra charge for using tug's lines.

**BERTHING:** *Inner Harbour with tidal lock:* Length of dock 1,070 metres (3,500 ft.), width 110 metres (360 ft.), width of entrance 13·25 metres (43 ft. 5 in.); depth of water over sill at ordinary tides 19 ft. 6 in., depth of water over sill at highest spring 21 ft. 6 in. (at lowest neap 17 ft. 6 in.). Length of canal 228 metres (750 ft.), width of canal 46 metres (150 ft.), length of quay in canal 228 metres (750 ft.).

*Riverside Berth:* Total length 1,430 metres (4,680 ft.), depth at pier 36 ft. at normal low water, tidal amplitude 11 ft. 6 in. Maximum draft 35 ft. Maximum length of ships not more than 230 metres (755 ft.).

This government-owned pier is divided into 2 areas. The northern part is the crane-area with a length of 3,115 ft., the southern part, 1,565 ft. long, is the grain-handling area.

*Private Pier* of the Fettraffinerie/Unimills has a length of 150 metres (492 ft.).

**SPECIALISED CARGO HANDLING FACILITIES:**

*Inner harbour: crane area*

4 electric cranes to lift 1 to 5 tons
2 bridge cranes, capacity 50 tons.
2 bridge cranes, capacity 20 tons
1 bridge crane, capacity 15 tons.
2 whipping cranes, capacity 25 tons.
2 whipping cranes, capacity 15 tons.

*Grain handling area*

7 pneumatic grain elevators (capacity from 60 to 600 tons per hour) with a total discharge capacity of 2,000 tons per hour.

*Fettraffinerie pier*

Tank installations with pumping arrangements of a capacity of 700 tons per hour to vessel and 1,300 tons per hour from vessel.

The Government-owned pier is not equipped for containers, roll-on/roll-off traffic. The berth does not handle liquid chemicals.

**STEVEDORES:** ETA has to be reported to the Agent to arrange gangs. Stevedores are working 3 shifts around the clock on working days (Monday to Saturday); on Sundays and holidays 4 shifts are worked around the clock.

**MEDICAL:** Two hospitals and several doctors available at Brake. Advance notice to Agent required if medical assistance necessary.

**TANKERS:** Fettraffinerie-Pier: Maximum draft 33 ft. Discharging lines: molasses 6 in., fuel oil 8 in., diesel 10 in. and vegetable oil from 4 to 8 in.

**DENSITY:** Brake Port, Freshwater: salinity = 1002–1004.

**FRESH WATER:** Available both at Riverside Berth and Inner Harbour. Pumping capacity from 18 to 20 tons per hour.

**FUEL:** All grades available by bunker barges.

**FIRE PRECAUTIONS:** No smoking on deck. For tankers at Fettraffinerie-Pier smoking only in saloon and/or messroom.

**CONSULS:** No Consuls; consulates at Bremen.

**REPAIRS:** All normal ship and engine repairs can be carried out during laytime on board.

**DRY DOCKS:** One dry dock at Luehring Werft, Brake, for ships with a length not in excess of 85 metres (279 ft.), not broader than 16 metres (52 ft. 6 in.), and a maximum draft of 13 ft. 1 in.

**SURVEYORS:** Classification Societies not represented but several surveyors available at Brake Port.

**GANGWAY/DECK WATCHMEN:** Crew's watchmen necessary-strong tides, current-speed 3 knots.

**HATCHES:** Depends on the different charter parties.

**CUSTOMS ALLOWANCES:** 200 cigarettes, 1 bottle of spirits and 2 bottles of wine.

**CARGO GEAR:** Load/discharge normally effected by shore-gear.

**REPATRIATION:** Any necessary repatriation and/or crew changes can be effected by Agents at Brake.

**AIRPORT:** International airport served by regular air-lines at Bremen. Brake to Bremen, distance 57 km. (35 stat. miles).

**TIME:** Local time is GMT+1 hour. No alterations to clocks during the year.

**HOLIDAYS:** New Year, Good Friday, Easter Sunday and Monday, May 1, Ascension Day, Whitsunday and Monday, Penitentiary Day, 2 Christmas days. Cargo work can be arranged on those days, except on New Year, Easter Sunday (1st Easter day), 1st May, Whitsunday, 1st Christmas Day, and on the days before such days till 1200 and/or 1400 hours.

**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance 4060; Fire 112.

**TELEPHONES:** No arrangements to place telephones on board.

**SHORE LEAVE:** Shore passes are required according to customs regulations.

**IDENTIFICATION CARDS:** Crew members to have valid identity cards.

**DEVELOPMENTS:** Weser fairway depth will be increased to 12 metres (39 ft. 6 in.). Developments to new berths and cranes will be concluded in the end of this year.

**SEAMAN'S HOSTEL:** Weserstr. 1A, tel. 4490.

**AUTHORITY:** Niedersächsisches Hafenamt Brake, 288 Brake, Brommystr. 2.

## BREMEN (Including Einswarden and Farge): 53.06 N. 08.46 E. (See Plan)

**DOCUMENTS:**
6 Crew Lists.
6 Passenger Lists.
3 Provision and Store Lists incl. fuel oil.
3 Dangerous Cargo Lists.
Health Declaration.
Ship's Register.
No Customs Papers if vessel laying in Freeports at Bremen.

**DEEP SEA PILOTAGES:** See "Brixham" or "Cherbourg".

**PILOTAGE:** Not compulsory on the Weser, but a portion of pilotage dues is charged in any case. Most vessels take a Pilot.

Distance from Bremen lightvessel to Bremerhaven 36 miles. Distance from Bremerhaven to Bremen 32 miles.

At least 12 hours before arrival at Weser lightvessel, masters should cable ETA messages to "Lotsenbruderschaft Weser zwei Bremerhaven" via Norddeich Radio. Message to include name and grt. of vessel, place where Pilot required to board, day and hour of vessel's arrival, vessel's destination and fresh-water draft in metres. Sea Pilots board at Weser lightvessel to Bremerhaven. River Pilots board at Bremerhaven to pilot vessels as far as Bremen.

Pilot station near Weser lightvessel 53° 52′ 16″ N., 07° 50′ 00″ E., black-painted motor vessel, black-topped funnel, white lettering "Lotse" on hull. In rough weather, pilot boat may be found inside near Rotesand lighthouse/buoy "G". Pilots may be contacted by Norddeich Radio, 2182 or 2614 kHz. Alternatively by VHF Channel 16.

For vessels bound for Bremen port, call the river Pilot at Bremerhaven by flying national pilot flag or code flag "G". Sound and flash signals are 3 long and 3 short. River Pilots boarding at Bremerhaven also act as harbour Pilots to all ports above Bremerhaven.

**ANCHORAGE:**

1. About 1 mile South-West of Weser lightvessel 53° 52′ 16″ N., 07° 50′ 00″ E.
2. Near Hoheweg lighthouse between buoys "F" and "N". Depth about 12 m.
3. Tegeler Plate between buoys 10 and 12.
4. Bremerhaven Northroads between buoys "Y" and "A". For ships with dangerous cargo inside the red sector of Imsum Lt. F. Depth about 12 m. Blexen Roads (South Roads) depth about 10 m.

**RESTRICTIONS:** Vessels proceeding to Bremen, with a draft in excess of 22 ft. will be restricted by the tide.

**MAX. SIZE:** Bremen: length 220 metres, draft 31 ft. in fresh water. *Locks:* at the entrance of the Industriehafen. Max. length 170·30 m, max. draft 29 ft. 06 in., breadth max. 23 m., according to tide.

*Einswarden:* Length 250 metres, draft 36 ft. fresh water.

**HEALTH:** Master has to fill and sign Maritime Declaration of Health which is handed to health officer on arrival at Bremerhaven and Bremen. In case suspected disease or fever on board radio details to Port Health Bremerhaven via Norddeich Radio before arrival.

**RADIO:** Cable Agent via Norddeich Radio, call sign DAN, advising ETA and cash requirements.

Bremen Port Radio VHF station on Channels 16, 3, 12 and 14 to be used for messages to all Port Authorities including Police and Fire Brigade and Port Health in case of emergency.

**RADAR/VHF:** Stations from Weser lightvessel to Bremerhaven. Radar service between Bremerhaven and Bremen is planned. Radar station has day and night service. If no fog, every odd hour radar station gives by VHF, or pilot walkie-talkie, report of visibility, defective buoys, anchoring ships, obstructions to navigation and special occurrences.

**TUGS:** Vessels bound for Bremen, one tug joins vessels of about 4,000 grt. or more when passing Vegesack; further tugs required join near Bremen Industriehafen. Tug's lines used (only), without charge.

**BERTHING:** The following harbours can be reached (Bremen):

| *Harbour name:* | *Max. draft subject to tide and berth* ft. in. | *Safe draft in harbours at any time up to* ft. in. | ft. in. | *Length* m. |
|---|---|---|---|---|
| Europahafen | 31 | 23 06 | – 28 | 2760 |
| Überseehafen | 31 | 26 | – 31 | 3240 |
| Holz- und Fabrikenhafen | 31 | 22 | – 30 | 1200 |
| Getreidehafen | 31 | | 31 | 690 |
| Neustädter Hafen | 31 | 27 | – 31 | 1500 |
| Kap Horn Hafen | 31 | | 29 | 380 |
| Industriehafen | 29 06 | | 29 06 | 320 |

The max. draft is dependent on the prevailing winds.

**SPECIAL CARGO-HANDLING FACILITIES:**

**Container-Handling Facilities:** The container terminal in the Neustadter Hafen is equipped with 3 container cranes, suitable for 40 ft. containers. Maximum lifting capacity: 45 tons. The terminal has 116 connections for reefer containers.

*Roll-on/roll-off terminal:* A new roll-on/roll-off terminal has been built at the head of the Europahafen for roll-on/roll-off ships, one berth. Max. carrying capacity 60 tons, width 8 m. Max. draft 28 ft.

*Lash Terminal:* A lash terminal has been built at the head of the Überseehafen. Further lash places: Neustadter Hafen and Lankenauer Höft.

**Bulk handling facilities (Industriehafen)**

Bulk cargoes such as coal, coke, ore, phosphate, oil, logs, and potash are handled in the Industriehafen. To enter the Industriehafen, vessels have to pass through a lock which is 171 m. long, 22 m. wide and allows a maximum draft of 29 ft. 6 in. fresh water at normal high water.

*Gebr. Röchling (Kohlenhafen)*

At this facility coal, ore, phosphate, and logs are handled. There are no restrictions regarding the vessel's length, beam, height or draft other than those imposed by the lock to the Industriehafen. The quay has a length of 850 m. and is equipped with four 18-ton cranes, each having a capacity of 1,500/2,000 tons per shift. In addition there is 1 gantry crane lifting a 20-ton wagon and loading this quantity within three minutes, and 4 cranes (2 of 8 tons and 2 of 5 tons) which are mainly used for handling logs.

Storage facilities amount to 75,000 m².

*Kali Transport GmbH (Kali-Hafen)*

At this facility salt and potash cargoes are handled. The quay has a length of 280 m. and is equipped with 4 conveyorbelt loaders and three crane bridges each with a lifting capacity of 3 tons. It is possible to store about 95,000 tons of cargo. Restrictions as above.

*Klöcknerhütte (Hüttenhafen)*

This facility mainly handles coal, ore, cement clinker, gypsum and sand. Export of steel sheets and pipes of the Klöckner iron mill are handled via this quay.

| | |
|---|---|
| Quay length: | 550 metres (1,804 ft.) |
| 3 Gantry cranes: | 12·5 t, 10 t, 5 t. |
| Discharging capacity: | 1,500 tons per 24 hours |
| Storage capacity: | 300,000 tons |

Restrictions as above.

*Kraftwerk-Hafen (Power Station) Kohlenhafen*

At this berth only coal cargoes for use by the power station are handled. Discharging rate 2 cranes: 1,250 tons per shift.

**Other bulk handling facilities:**

*Granary* (Getreidehafen) *near the Überseehafen*

No locks. Maximum draft 30 ft. 6 in. Lighterage, if required, is possible at Bremerhaven.

Pier A: 6 movable elevators, capacity 170 tons/hour, maximum length 206 metres = 676 ft.

Pier B: is being reconstructed and fitted with 2 elevators with a capacity of 400 tons/hour, expected completion, July 1974.

*Kraftwerk Farge (Power Station)*

Location: 10 miles downstream from Bremen. Only coal cargoes for the power station are handled.

| | |
|---|---|
| Maximum draft | 29 ft. 6 in. |
| „ length | 200 metres = 656 ft. |
| „ beam | 25 metres = 82 ft. |

3 cranes, total discharging capacity 200 tons/hour.

*Roland-Mühle (Holz-und Fabrikenhafen)*

This grain facility is located in the Holzhafen, a tidal basin.

| | |
|---|---|
| Maximum draft | 21 ft. at normal low water |
| Quay length | 150 metres = 492 ft. |
| 2 Stationary elevators | 3,000 tons per 24 hours |
| Storage capacity | 40,000 tons |

2 slides for the loading of flour in bags.

*J. H. Bachmann/J. Müller/Karl Gross (Holz- und Fabrikenhafen)*

Facility for grain and, occasionally, general cargo handling.

| | |
|---|---|
| Maximum draft | 23 ft. at normal low water |
| Quay length | 150 metres = 492 ft. (extension of the Roland-Mühle) |

4 elevators and 5 general cargo cranes.

*Car loading installations (Kap-Horn Nord, Kap-Horn Sud)*

The car loading installation at Bremen has two quays, one (500 m. long) in the Industriehafen and the other one (260 m. long) just opposite on the bank of the river Weser. The storage area is 100,000 m² and provides sufficient space for 10,000 cars. The loading of cars is done by ship's gear.

**STEVEDORES:** Ordered by Agent; no ETA advice to stevedores necessary.

*Working time:*
Regular period: 0630–1430 resp.
0600–1400
Free Port
1st shift: 0600–1400
2nd shift: 1500–2300
3rd shift: 2300–0600 (overtime)
Industrieh/Grain Pier
0630–1430
1430–2230 (overtime grain pier)
2230–0630 (overtime)

on Sundays: (overtime)
1st shift: 0600–1200
2nd shift: 1200–1800
3rd shift: 1800–2400
4th shift: 2400–0600
Industrieh/Grain Pier
0630–1230
1230–1830
1830–2430
0030–0630

on Saturdays:
Free Port
1st shift: 0600–1400
2nd shift: 1500–2100 (overtime)
3rd shift: 2100–0300 (overtime)
Industriehafen
0630–1430
1430–2030 (overtime)
2030–0230 (overtime)
Grain Pier
0630–1430
1500–2100 (overtime)
2100–0300 (overtime)

**MEDICAL:** All medical facilities available. Advance notice to Agent required if medical assistance necessary.

**TANKERS:** *Holzhafen:* one berth, max. draft 28 ft. 9 in. at low water. *Osterort I:* one berth, max. draft 30 ft. at low water. *Osterort IV:* one berth, max. draft 30 ft. at low water.

For the following tanker berths (see restrictions of the entrance lock in Industriehafen).

*Kalihafen:* one berth, max. draft 29 ft. 06 in. in fresh water.

*Becken A:* one berth, max. draft 20 ft. in fresh water.
*Oelhafen:* seven berths, max. draft 15 ft. to 23 ft. in fresh water.
*Hüttenhafen:* three berths, max. draft 20 ft. to 29 ft. 06 in. in fresh water.
*Farge:* two berths, max. draft 31 ft. in fresh water.

*Fina Oil Einswarden.* Max. draft 36 ft. 6 in. Discharging lines crude oil 12 in., fuel oil 10 in., diesel 8 in.

*Frisia (Gulf Oil) Einswarden.* Berth for tankers up to 250 metres length, max. draft 36 ft. fresh water.

**DENSITY:** Fresh water.

**FRESH WATER:** Available by hose and barge.

**FUEL:** All Grades available.

**FIRE PRECAUTIONS:** No smoking on deck. Tankers, smoking only saloon or messroom.

**REPAIRS:** All repairs possible.

**DRY DOCKS:** 2 dry docks in Vegesack, max. about 16,000 tons. 3 dry docks in Bremen, max. about 16,000 tons.

**GANGWAY/DECK WATCHMEN:** Not considered necessary. But available when ordered.

**HATCHES:** Opening and closing normally by crew with stevedores assisting.

**CUSTOMS ALLOWANCE:** Outside freeports: 200 cigarettes for 3 days or 50 grams tobacco and one bottle spirits. After 3 days further same quantities. Wine not restricted. Freeports in Bremen only Europahafen, Überseehafen and Neustadter Hafen.

**CARGO GEAR:** No additional requirements. Preventers necessary.

**CRANES:** Floating cranes 8 to 250 tons available.

**REPATRIATION:** Any time.

**AIRPORT:** About 4 miles from Bremen. Regular flights.

**HOLIDAYS:** New Year's Day (no work performed); Good Friday; Easter Sunday (no work performed); Easter Monday; Labour Day (no work performed); Ascension Day; Whit Sunday (no work performed); Whit Monday; 17th June; Prayer Day; Christmas Day (no work performed); Boxing Day.

**POLICE/AMBULANCE/FIRE:** Police help 110; Fire, First aid 112
Pilot Station Bremerhaven: Sea Pilots 4-22-20; River Pilots 4-22-89.
Pilot Station Bremen: 38-52-08 or 38-13-26.
Port Administration Bremen: 38-92-1.
Waterway Police: 44-28-5/6.
Port Medical Services: 38-34-16.
Immigration: Call Water Police.
Foreign Calls: 0010.

**TELEPHONES:** It is possible to rent a telephone box from Mooring Company.

**AUTHORITY:** Hafenamt Bremen, Überseehafen, 28 Bremen, call 3892 9249.

**AGENT:** Wm. H. Müller & Co. (Bremen) GmbH. 28 Bremen, Postfach 485 Birkenstrasse 37. Tel.: 314910. Telex: 244704. Cables: "Batavier".

## BREMERHAVEN: 53.33 N. 08.35 E. (See Plan)

**DOCUMENTS:**
6 Crew Lists.
6 Passenger Lists.
3 Provision and Store List incl. fuel oil.
3 Dangerous Cargo List.
Health Certificate (forms obtainable from Pilots).
Ships' Register.
No Customs Papers if vessel laying in Freeport at Bremerhaven.

**DEEP SEE PILOTAGE:** See Brixham or Cherbourg.

**PILOTAGE:** See "Bremen".

Docking Pilots join vessels at Buoy "Z" if bound for Uberseehafen or near entrance of Geeste River if bound for Fischereihafen. Call sign is International Code flags PT with pennant below. Sound and flash signals are 3 long and 5 short.

**ANCHORAGE:** See "Bremen".

**RESTRICTIONS:** Vessels proceeding to Bremerhaven with draft in excess of 35 ft. 6 in. will be restricted by tide.

**MAX. SIZE:** Length 260 m., draft 41 ft. in fresh water. Draft 42 ft. 8 in. in fresh water, special permission required.

**HEALTH:** "See Bremen".

**RADIO:** See "Bremen".

**RADAR/VHF:** See "Bremen".

**TUGS:** Tugs join vessel with docking Pilots. Tug's lines used at no extra charge.

**BERTHING:** There are two harbour-groups, Uberseehafen north of Geeste River and Fischereihafen south of it.

*Uberseehafen:*

| Along Weser River: | *Depth at LW* |
|---|---|
| Columbus Quay | 36′ |
| Stromkaje | 46′ |

| Dock basins: | *Depth* |
|---|---|
| Neuer Hafen | 21′ |
| Kaiserhafen I | 28′ |
| Kaiserhafen II | 36′ |
| Kaiserhafen III | 36′ |
| Verbindungshafen | 36′ |
| Nordhafen | 46′ |
| Osthafen | 46′ |

The dock basins can be reached through two locks:
Kaiserschleuse: length 732 ft., gate width 88 ft.
depth 23 ft. at LW.
Nordschleuse: length 1220 ft., gate width 148 ft.
depth 36 ft. at LW.

*Fischereihafen:*

| Dock basins: | *Depth* |
|---|---|
| Fischereihafen I | 24′ |
| Fischereihafen II | 24′ |
| Handelshafen | 22′ |

Locks:
Fischereihafen-Doppelschleuse
Small lock: length 349 ft., gate width 39 ft.
depth 21 ft. at LW.
Large lock: length 328 ft., gate width 98 ft.
depth 21 ft. at LW.

**SPECIAL CARGO HANDLING FACILITIES:** All sheds are equipped with electric cranes.

With special permission of the port authorities the following maximum FW drafts are allowed:

42′8″ = 13 metres – max. beam 40 metres
39′3″ = 12 metres – max. beam 41 metres
35′ = 10·7 metres – max. beam 42 metres

The port is equipped with modern bulk-, container-, roll-on/roll-off and general cargo facilities.

Three floating cranes have lifting capacities of 100, 250 and 500 tons respectively.

*Weserport* (Osthafen)
Specialised ore transhipment installation, which is planned to be extended for the accommodation of 2 vessels.

Present maximum length: 265 metres = 869 ft., max. draft 42 ft. 8 in., 2 Gantry cranes, average capacity 700 tons per hour each.

*Columbus Quay*
Passenger and general cargo facilities.
Quay length 1,070 m. = 3.510 ft.
12 cranes – 2·5 to 8 tons.
Terminal ferry service to Harwich.

*Car loading installations*
The car loading installation at Bremerhaven is situated in the Nordhafen. Quay length 750 m. Storage area 40,000 sq. m. for about 3,500 cars. The loading is done by ships' gear.

*Container Terminals*
Two container terminals, one in the river Weser and one in the Nordhafen, are equipped with 9 container cranes. 7 cranes at 54 tons, 2 cranes at 45 tons.

Depth alongside in river 46 ft. at LW. Depth at Nordhafen 38 ft.

*Kaiserhafen/Verbindungshafen* offer 4 basins for general cargo handling. Quay length: 5,800 metres. Storage capacity in modern sheds: 90,000 sq. m. 65 cranes with capacities from 2·5 to 7·5 tons. Various cranes for heavy lifts up to 30 tons. Shed B in the Kaiserhafen III is equipped with 2 conveyor belt loaders for bagged cargo, especially fertilizers. The installation is weather protected. A banana discharging installation, with 5 elevators, has a capacity of over 300,000 tons per year.

*Lash Carriers:* Special facilities are available.

**MEDICAL:** Hospital facilities at all Weserports. No vaccination normally required.

**STEVEDORES:** Ordered by Agent; no ETA advice to stevedores necessary.

Working hours:
1st shift: 0600–1400
2nd shift: 1400–2200
3rd shift: 2200–0500 (overtime)
*on Saturdays:*
1st shift: 0600–1400
2nd shift: 1400–2000 (overtime)
3rd shift: 2000–0200 (overtime)
*on Sundays:*
as Bremen Freeport.

**TANKERS:** *Esso Bremerhaven*, Columbus-Kaje. Max. draft 36 ft.

There are several tank-cleaning boats available to receive slops at Bremerhaven.

**FRESH WATER:** Available by pipe-line at all berths.

**FUEL:** All grades available.

**FIRE PRECAUTIONS:** No smoking on deck. Tankers smoking only saloon or messroom.

**GANGWAY/DECK WATCHMEN:** Not considered necessary.

**OPENING/CLOSING HATCHES:** Normally by crew with stevedores assistance.

**CUSTOMS ALLOWANCE:** Outside freeports: 200 cigarettes for 3 days or 50 grams tobacco and one bottle spirits. After 3 days, further same quantities. Wine not restricted. Freeports only at Bremen (Europa, and Uberseehafen), and at Bremerhaven (Kaiserhafen, Columbus Kaje and Weserport).

**CARGO GEAR:** No additional requirements. Preventers necessary.

**IDENTIFICATION CARDS:** Not required.

**CONSULATES:** At Bremen only.

**REPAIRS:** All repairs possible.

**DRY DOCKS:** There are two graving docks and ten floating docks with maximum capacity 75,000 tons.

**REPATRIATION:** Any time.

**AIRPORT:** About 4 miles from Bremen. Regular airlines.

**HOLIDAYS:** New Year's Day (no work performed); Good Friday, Easter Sunday (no work performed), Easter Monday; Labour Day (no work performed); Ascension Day; Whit Sunday (no work performed); Whit Monday, 17th June; Prayer Day; Christmas Day (no work performed); Boxing Day.

**TELEPHONE:** Accidents, Police, help 110; Fire 112; Harbourmaster 481212; Docking Pilots 481 230; Sea Pilots 42220; River Pilots 42289; Waterway Police 47011; Port medical service 40031.

**AUTHORITY:** Hansestadt Bremisches Amt– Der Haf– en kapitan 285 Bremerhaven, Bussestr. 27, Tel. 481 415.

**AGENT:** Wm. H. Muller & Co. (Bremen) GmbH, Postfach 485, Birkenstrasse 37, 28 Bremen. Telephone 314910. Telex 244704. Cables "Batavier".

## BRUNSBÜTTEL: 53.43 N. 09.09 E.

**DOCUMENTS:**

Health Certificate forms obtainable from river Pilot.
3 Crew lists.
3 Personal Effects Lists.
3 Stores Lists.
Bill of Lading.
Ship's Register.

For ships entering locks of Brunsbüttelkoog for transit traffic through Kiel Canal, only ship's register required.

**PILOTAGE:** Canal Pilots compulsory. Vessels with more than 25,000 GRT must take two river Elbe Pilots. Vessels requiring Elbe Pilot must order same at least 12 hours prior to arrival at Elbe I light vessel by cable to "Elblotse Brunsbüttelkoog" via Norddeich Radio (DAN) giving name of vessel, gross tons, ETA, date 2 figures, time 4 figures, draft. (For example: Tibetan 35824 ETA Elbe I 05 0430 36 ft. 6 in.) Vessels requiring Canal or Harbour Pilot at Brunsbüttelkoog must order Pilot at least 6 hours prior arrival Brunsbüttelkoog roads by cable to "Kanallotse Brunsbüttelkoog" via Norddeich Radio (DAN) (for example: Brigitte 1249 ETA Brunsbüttelkoog 29 18.00 3·5 metres).

**ANCHORAGES:** In vicinity of lightvessel Elbe (54°00′ N. 08° 10′ E.); Neuwerk Roads (53° 58′ N. 08° 30′ E.); Freiburg Roads (53° 50′, 7″ N. 09° 20′ E.).

Vessels waiting entrance to the Canal may anchor in N.E. Anchorage, S. Anchorage, or Neufeld Anchorage, all with sufficient depth for vessels transitting Canal.

**RESTRICTIONS:** No restrictions imposed on night entry. If draft above 31 ft. 2 in. fresh water, vessels will be piloted to Brunsbüttelkoog with flood-tide.

Dimensions of lock: length 315 metres, beam 40 metres.

The Canal is open to traffic according to the following dimensions of vessels:

up to 14,000 grt – draft 9·5 metres fresh water
from 14,000 to 16,000 grt – draft 9·0 metres fresh water
from 16,000 to 24,000 grt – draft 8·0 metres fresh water
from 24,000 to 30,000 grt – draft 7·0 metres fresh water

Height above water-line transitting Canal must not exceed 40 metres.

For Binnenhafen, as far as km. 3·75, vessels not requiring to transit Canal may enter with draft up to 10·40 metres.

**MAX. SIZE:**

*Elbe Harbour:* Maximum draft 41 ft. 6 in. salt water ships to 250,000 dwt.

*Oil Harbour:* Maximum draft 34 ft. 2 in. fresh-water max. length 235 metres.

*Ostermoor:* Maximum draft 31 ft. 2 in. fresh-water ships to 30,000 dwt.

*Ships passing canal:* See "Restrictions" above.

**HEALTH:** Pratique automatic for vessels entering harbour for loading or discharging, and shipspassing through Canal if required. Health Certificate form does not show any infectious diseases.

**RADIO:** Cable Agents stating ETA, draft and requirements via Norddeich Radio (DAN).

**RADAR/VHF:** River Radar Service from Elbe 1 to Hamburg, but no special Port Radar Service for Brunsbüttelkoog. Radar Service can be contacted by VHF Channels 5 or 20.

River and Canal Pilots listen on Channels 9 and 13. Ships transitting canal directed by VHF Channels 2 or 3.

**TUGS:** Six tugs available at Brunsbüttelkoog. Vessel's lines used. Tugs normally join vessels bound for the Elbe Harbour on river in vicinity of Canal locks.

For ships entering locks from river Elbe 1 tug compulsory if tonnage exceeding 10,000 grt. Tugs assisting ships entering locks join vessels on canal-roads.

**BERTHING:** Ships lying at terminals situated on Canal bank in Inner Harbour should take into consideration that vessels must moor safely, as suction of passing ships may cause breaking of lines.

*Elbehafen:* Situated outside of locks. Quay length 1,100 metres.

*Binnenhafen:* Comprises the area between lock entrance and km. 5.27.

Also see "Tankers" and "Fuel" below.

**BRIDGES:** Ships transitting canal must have bridge clearance of 40 metres. Otherwise no impediments.

**STEVEDORES:** Ordered by Agents, no ETA to stevedores necessary.

**MEDICAL:** Port Medical Service by Harbour Doctors. Day and night service. Inoculations have to be ordered 24 hours prior arrival. Hospital available at Brunsbüttelkoog.

**TANKERS:** *Elbe Terminal:* Crude oil discharge berth situated outside of locks. One 30-in. pipe-line to DEA Tanker Storage. Four 12 in. hoses available for discharge.

*Oil Harbour.* Situated on North side of Canal with entrance in location of km. 3·5. Five berths suitable for tankers up to 10·40 metres (fresh water) draft. Hoses of 6 in, 8 in. and 10 in. for handling crude oil, diesel oil, gas oil, gasoline, tuluol, xylol and lube oil. No slop facilities available.

*Ostermoor:* Three tanker jetties suitable for vessels able to navigate Canal. One berth for discharging crude oil.

Also see "Fuel" below.

**DENSITY:** Brackish at Elbe Harbour and inside locks. Average density 3% NaCL.

**FRESH WATER:** Most berths supply by shore installations, otherwise barge.

**FUEL:** All grades available. Vessels in Elbe Harbour supplied by barge.

Bunker stations on South side of Canal are:
Shell – two berths, no gas oil.
BP – three berths.
OXY – four berths.
and on the North side of Canal:
Norddeutsche Bunkergesellschaft – one berth, no gas oil.
PAM – three berths.

**FIRE PRECAUTIONS:** No specific precautions except in Oil Harbour where anchors may not be used. Fire safety-lines must be ready fore and aft.

**GANGWAY/DECK WATCHMEN:** Services of watchmen not necessary but available day and night if required.

**OPENING/CLOSING HATCHES:** Normally carried out by crew.

**CERTIFICATES:** Ships entering canal and using terminals mentioned under "Max. Size" must have international ship's register. All other certificates should be valid but are normally not used.

**CUSTOMS ALLOWANCES:** Tobacco, each crew member 80 cigarettes or 20 cigars or 50 grams of tobacco. Surplus will be sealed up by customs. Wine and/or Spirits 1 bottle of spirits and 1 bottle of wine permitted for each crew member. Beer unlimited. Ships transitting canal are not affected.

**IDENTIFICATION CARDS:** Normally not needed. If necessary in special cases identification Cards will be issued by Immigration.

**CONSULS:** All consulates available at Hamburg. Swedish Vice-Consul at Brunsbüttelkoog.

**REPAIRS:** Only minor repairs can be effected. Big yards and dry docks available at Hamburg.

**REPATRIATION:** Crew changes can be arranged in connection with local immigration Office.

**AIRPORT:** Nearest Airport Hamburg. 90 km. away.

**TIME:** GMT plus 1 hour. Permanent.

**HOLIDAYS:** Cargo work can be arranged on every day.

**POLICE/AMBULANCE/FIRE:** Police 110; Waterway Police 256; Immigration 522; Customs 441; Hospital 422; Fire 112.

**TELEPHONES:** No facilities for placing telephone on board.

**AUTHORITY:** Kanalamt Kiel-Holtenau. Neue Schleuse Brunsbüttelkoog.

## BUTZFLETH: 53.39 N. 09.32 E.

**DOCUMENTS:**

3 Crew Lists.
3 Bonded Stores Lists.
3 Crew Manifests.
Maritime Health Declaration.
Ship's Register.
Discharge Books.
Passports of Crew.

Butzfleth is not a free-port. Customs, Immigration and River Police board on arrival at berth.

**PILOTAGE:** The pilotcutter is stationed off "ELBE 1" lightvessel. May be contacted on VHF Channels 13 and 16. River Pilots also act as docking Pilot.

**ANCHORAGE:** Neuwerk roads, near "ELBE 1" lightvessel.

**MAX. SIZE:** 80,000 dwt., draft 41 ft. 6 in. (S.W.). 42 ft. 6 in. (F.W.).

*Depth of water:* Elbe River Fairway 39 ft. at N.N., alongside the berth 52 ft. at N.N., tidal range 8 ft. Current velocity 3 knots.

**TUGS:** 4 tugs compulsory for mooring and unmooring. To be ordered from Hamburg and Brunsbuttel through Agent.

**BERTHING:** The terminal is operated by Vereinigte Alumimium Werke AG and Reynolds Aluminium Company. The berth is a continuous pier, length 325 m. Bauxite and petrocoke are handled.

**SPECIAL CARGO-HANDLING FACILITIES:** One ship unloader, workable height 21 m. above quay, outreach 25 m.

*Discharge rate:* Bauxite 1,000 t.p.h. and petrocoke 400 t.p.h.

**MEDICAL:** Hospital and doctor available.

**FRESH WATER:** Available.

**FUEL:** Supplied by barge from Brunsbüttel or Hamburg.

**REPAIRS:** Minor repairs can be carried out.

**AGENT:** Sartori & Berger, PO Box 1140, 2212 Brunsbüttel, tel. (code 4852) 8091 (5 lines), telex 28324.

## CUXHAVEN: 53.52 N. 08.42 E. (See Plan)

**DOCUMENTS:**

Stores List.
Crew List.
Customs Manifest.
Derat. Certificate.

Amerikahafen is a Customs free port.

**PILOTAGE:** Pilot station situated in Old Harbour (Alten Hafen). To obtain Pilot call "Cuxhaven Post", VHF Channel 12. Pilot signal is flag "G" of International Code, or sound signal – 2 long and 2 short blasts.

**ANCHORAGE:** Available in Cuxhaven Outer Roads, 12 m. depth of water, and Inner Roads (Medem Reede) in 6 m. depth of water.
**RESTRICTIONS:** Vessels can enter by day or night. No tidal restrictions.
**HEALTH:** Quarantine clearance effected at Cuxhaven. Only vessels with suspected infectious disease on board are detained.
**RADIO:** For ETA, etc., use Norddeich Radio, call sign DAN. Closer to port Elbe–Weser Radio can be contacted by VHF Channel 16.
**TUGS:** Tugs available and used depending on ship size and weather conditions. Cost of tugs is Hamburg Tariff plus 20%.
**RADAR:** Available, can be contacted through VHF Channel 21, call radar station, Cuxhaven.
**MEDICAL:** Doctors and hospitals obtainable day and night.
**FRESH WATER:** Available from shore pipe-line up to 50 tons per hour. Small quantities up to 15 tons may be obtained in Roads from bunker barge. There are no water barges.
**FUEL:** Bunker and gas oil available. Small quantities, up to 150 tons, may be obtained anytime. Otherwise according to conditions of supplying oil company.
**FIRE PRECAUTIONS:** No special restrictions. Ships with explosive cargo and liquid cargoes of danger class K1 and K2 not allowed in Cuxhaven Harbour.
**CARGO HANDLING:** A harbour for overseas ferries up to 150 m. length with roll-on/roll-off and container equipment.
**GANGWAY/DECK WATCHMEN:** Not obligatory, at Master's discretion.
**OPEN/CLOSE HATCHES:** Normally performed by crew. Stevedores must be paid if required to do this work.
**CUSTOMS ALLOWANCES:** 40 cigarettes, 1 bottle spirits and 2 bottles wine.
**IDENTIFICATION CARDS:** If no passport, shore pass required.
**CONSULS:**
Iceland, tel. 36036/37.
Sweden, tel. 36011/12.
Others at Hamburg/Bremen.
**REPAIRS:** All deck and engine repairs possible.
**DRY DOCKS:** Floating dock for vessels up to 110 m. length, and slipway for vessels up to 75 m. long and 13 m. beam.
**REPATRIATION:** All facilities available.
**AIRPORT:** Hamburg–Fuhlsbuttel, 130 km. away; Bremen, 110 km. away.
**TIME:** GMT plus 1 hour. Permanent.
**HOLIDAYS:** New Year's Day, Good Friday, Easter Sunday, Easter Monday, 1st May, Ascension Day, Whit Sunday, Whit Monday, 17th June, Atonement Day, Christmas Day, Boxing Day. Loading/unloading can be arranged on these holidays.
**POLICE/FIRE/AMBULANCE:** Police, tel. 110; Harbour Police, tel. 22072; Ambulance, tel. 23125; Fire, tel. 112.
**TELEPHONES:** At Steubenhoft and in the ferry harbour, telephones can be put on board.
**SERVICES:** Compass adjusting and radio overhaul.
**SHORE LEAVE:** Allowed.
**DEVELOPMENTS:** A new Ferry Terminal with roll-on/roll-off and load-on/load-off facilities under construction, completion expected 1977.
**AUTHORITY:** Niedersachsisches Hafenampt Cuxhaven, 219 Cuxhaven, Neufelder Strasse, Postfach 526. Tel. 21021–24.
**AGENT:** See "Hamburg".

## ECKERNFÖRDE: 54.29 N. 09.51 E.

**DOCUMENTS:**
Stores List.
Customs Documents.
Cargo Documents.
Crew List.
**PILOTAGE:** No pilot station. No tide. In East winds, water level can increase to 1·50 m. above normal.
**ANCHORAGE:** Good anchorage in the Roads between N.W. to N.W. by W. bearing from the port, distance 1 to 1½ miles. Depths 18–21 m. Anchorage not allowed in harbour area.
**CLEARANCE:** Customs clearance at any time subject prior notice given. If suspected diseases on board inform Health Authorities.
**MAX. SIZE:** In outer harbour, up to 5 m. draft; in inner harbour up to 3 m. draft.
**RADIO:** Radio Kiel, call sign DAO, tel. 39011.
**TUGS:** No tugs.
**BRIDGES:** Outer and Inner Harbours separated by bascule bridge, opening to 12 m. width.
**MEDICAL:** Doctors and hospitals available.
**FRESH WATER:** Available.
**FUEL:** Diesel oil available. No coal.
**WATCHMEN:** Not available.
**OPENING/CLOSING HATCHES:** By ship's crew.
**IDENTIFICATION CARDS:** Required, if no passport.
**REPAIRS:** Available for fishing boats or coasters. Slipway for vessels up to 200 tons.
**TIME:** GMT plus one hour. Permanent.
**HOLIDAYS:** Work allowed on Sundays and official holidays subject to Harbour Master's permission.
**POLICE/FIRE/AMBULANCE:** Police, tel. 110; Hospital, tel. 6041; Fire, tel. 112.
**TELEPHONES:** Public telephones in harbour area. No installation on board.
**SERVICES:** Other services available from Kiel.
**SHORE LEAVE:** Permitted.
**AUTHORITY:** Stadtische Betriebe Eckernförde GmbH., Eckernförde, Bornbrook 1, Postfach 1440, tel. 04351–5021.

## ELSFLETH: 53.14 N. 08.28 E.

**PORT LIMITS:** The seaward boundary of the port is the entrance of River Hunte, vessels are considered to be arrived when alongside the berth or waiting berth, and customs formalities are completed.
**DOCUMENTS:**
2 Crew Lists.
2 Passenger Lists.
1 Health Certificate.
2 Provision and Store Lists.
1 Ship's Certificate.
**PILOTAGE:** Pilotage is carried out by Weser River Pilots, no harbour Pilot available.
**ANCHORAGE:** No anchorage in vicinity of the harbour, see Blexen Roads.
**RESTRICTIONS:** Maximum draft in the entrance at low water is 3·20 m.
**MAX. SIZE:** Max. size in daytime, length 80 m. Max. size at night-time, length 60 m., draft depends on the tide.
**PRATIQUE:** Pratique is given on arrival by the health officer. If disease or fever is suspected on board it has to be reported to the Agent.
**RADIO:** Cable Norddeich (call sign DAN) advising ETA and cash requirements.
**RADAR/VHF:** No port radar service but river radar can be used for approaching port from Weser lightvessel to Bremerhaven. VHF Channel 6 from Bremerhaven to Elsfleth.
**TUGS:** Tugs have to be ordered from Bremen or Brake, they join the vessel at River Hunte estuary. If tug lines are used there are no extra charges.
**BERTHING:** One quay with a length of 260 m., depth alongside 150 m. = 5 m., and 110 m. = 4 m., one waiting berth for small vessel 2 m., one private berth (Omni-Pac).
**SPECIALISED CARGO-HANDLING FACILITIES:** 2 cranes with 5 tons and 1 crane with 3 tons. Bulk cargo can be handled with grabs, no other special facilities.
**BRIDGES:** No bridges to reach the port, but all ships bound for Oldenburg are waiting at Elsfleth for opening bridges.
**STEVEDORES:** ETA has to be cabled to the agents to arrange gangs. Port works three shifts around the clock, including Sunday and holidays.
**MEDICAL:** Medical service is available day and night. Hospital is available at Brake.
**TANKERS:** No tanker berth.
**DENSITY:** Fresh water.
**FRESH WATER:** Delivered from the quay by hose.
**FUEL:** Fuel is delivered by bunker-barges stationed in port.
**FIRE PRECAUTIONS:** No fire precautions.
**CONSUL:** No Consuls.
**REPAIRS:** One dockyard, all ship- and engine-repairs can be carried out.
**DRY DOCKS:** Two slipways can be used.
**SURVEYORS:** Classification Societies have to be ordered from Bremen, surveyors available at Elsfleth.
**GANGWAY/DECK WATCHMEN:** A crews' watchman is necessary because of strong tidal streams, 2–3 knots.
**HATCHES:** Hatch-opening/closing to be carried out by crew.
**CUSTOMS ALLOWANCES:** Quantity permitted for each crew member: 100 cigarettes, 1 bottle of spirits.
**CARGO GEAR:** Loading/discharging is carried out by shore cranes.
**REPATRIATION:** Any time. Inform agent.
**AIRPORT:** Airport at Bremen (50 km). Regular airlines.
**TIME:** Local time: GMT plus 1 hour.
**HOLIDAYS:** Cargo work can be arranged on those days.
**POLICE/AMBULANCE/FIRE:** Police: Station 2263, River 2377. Ambulance: Brake Hospital 04401–4060. Fire 2333.
**TELEPHONES:** No ship-to-shore-communications.
**SHORE LEAVE:** Crew members are allowed ashore with valid passports.
**IDENTIFICATION CARDS:** No shore pass issued.
**REGULATIONS:** No unusual regulations for the port.
**DEVELOPMENTS:** A new private berth is under construction for the distillery "Pabst & Richards".
**GENERAL:** All ships bound for Oldenburg have to do clearance in port.
**AUTHORITY:** Niedersächsisches Hafenamt Brake, Hafenmeisterei Elsfleth.

## EMDEN: 53.23 N. 07.13 E. (See Plan)

**DOCUMENTS:** Health Certificate: form obtainable from River Pilot and to be completed before arrival Emden locks, where it is collected by Port Health Authorities. Crew Lists. Ship's Register. Slop-chest List.
**PILOTAGE:** Compulsory. At least 12 hours prior arrival at pilot station, vessel to radio "Emslotse Emden" indicating vessel's name, ETA, destination and draft. Contact pilot vessel on VHF Channel 16 or MW 500 kHz or LW 2023 kHz (day-time) and 2182 kHz (night-time).
Pilot vessel located near Wester Ems Light Buoy in approx. position 53° 37′ N. 06° 24′ E.
**ANCHORAGE:** Vessels may anchor in vicinity of pilot vessel 9½ fathoms depth. Sandy bottom.

**RESTRICTIONS:** Vessels drawing in excess of 26 ft. salt water have to wait for high tide to proceed to Emden proper. Tide rise about 10 ft.

**MAX. SIZE:** Under normal tide conditions, vessels drawing 36–37 ft. can enter Emden directly. Vessels up to 45 ft. can be discharged at the unloading berth on the Ems South of Borkum. Length and beam restrictions imposed by locks at Emden proper: 255 m. length, and 38 m. width. Vessels exceeding these dimensions require prior permission.

Vessels drawing up to 45 ft. salt water can be lightened in river inside Isle of Borkum, by floating cranes until appropriate draft achieved.

**HEALTH:** Pratique granted immediately on arrival at locks by Doctor or Health official.

**RADIO:** Cables should be despatched via Norddeich Radio (DAN).

**RADAR:** Radar service on the river "Ems" from approx. position 53° 37.5′ N. 06° 23′ E. (Westerems) or 53° 35′ N. 06° 23′ E. (Hubertgat) up to port entrance. The other range (Borkumradar) works on VHF Channel 18. Further information on this channel.

**TUGS:** Sufficient tugs available, stationed at Emden locks, ranging from 790 to 3,900 h.p.

**BERTHING:** *Outer Harbour* quay length 110 m.

*New Inner Harbour* accessible through sea lock; South quay 930 metres length; North quay 480 metres length.

*Inner Harbour* includes Industry Harbour Quay. Length 300 metres; depth 25 ft. alongside.

**STEVEDORES:** Since main commodities consist of bulk cargoes, such as iron-ore, coal, coke, bauxite, no specific requirements.

**MEDICAL:** Advance notice only required in urgent cases; hospital available.

**BULK HANDLING FACILITIES:** *Outer Harbour*. Facilities on northern part of quay include three stationary grain elevators with capacities of up to 250 tons per hour and two floating elevators each of 250 tons per hour capacity.

New grain silo, with 11,500 tons capacity equipped with 2 telescopic loading pipes. Handling capacity – 400 t/h seawards, 100 t/h.

*Inner Harbour*. South Quay equipped with ten transporters of about 15 tons lifting capacity each, and a conveyor belt system handling about 1,500 tons per hour, max 3,000 tons per hour.

North quay equipped with four transporters each of 15 tons lifting capacity and an ore conveyor belt system handling 1,000 tons per hour, max. 1,400 tons per hour.

**TANKERS:** Olhafen situated in Inner Harbour. Tankers up to 36 ft. draft discharge to Frisia Refinery.

Slops may only be discharged at the Tank Cleaning installation of Rheinstahl Nordseewerke GmbH.

The berth is equipped with two 12-in. Woodfield type loading arms used for receiving crudes and loading fuel oils. There is one 8-in. loading arm for bunkering. The average discharge rate is 3,000 t.p.h.

**DENSITY:** Average density in Port 1005–1010.

**FRESH WATER:** Available, supplied by barge, and alongside Outer Harbour Quay.

**FUEL:** All grades available.

**GANGWAY/DECK WATCHMEN:** Neither compulsory nor necessary.

**OPENING/CLOSING HATCHES:** To be performed by crew.

**CUSTOMS ALLOWANCE:** In Freeport and Inner Harbour no restrictions on board vessel for up to four weeks. Seamen going ashore allowed to take only 20 cigarettes each.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Swedish Consul, tel. 2 19 04, Dutch Consul, tel. 2 14 04.

**REPAIRS:** All kinds of repairs possible.

**DRY DOCKS:** Schulte & Bruns (floating dock) length 281 ft., width 52 ft. 6 in., lifting capacity 1,300 tons.

Rheinstahl Nordseewerke GmbH (floating dock) length 426 ft., width 51 ft. 8 in., lifting capacity 3,500 tons. (Floating dock) length 579 ft., width 88 ft. 7 in., lifting capacity 11,300 tons. (Dry dock) length 715 ft., width 97 ft. 8 in.

C. Cassens Schiffswerft (floating dock) length 220 ft. width 33 ft. lifting capacity 1,000 tons. (Floating dock) length 308 ft. width 52 ft. 5 in., lifting capacity 1,780 tons

**AIRPORT:** Nearest airports Bremen and Hamburg, about 2–3 hours drive from Emden. World-wide connections. Flight Emden to Bremen or Hamburg possible by air-taxi.

**TIME:** GMT plus 1 hour. Permanent.

**HOLIDAYS:** New Year's Day; Good Friday; Easter Monday; Labour Day (May 1st); Ascension Day; Whit Monday (June 17th); Prayer Day; Christmas Day; Second Christmas Day (December 26th) No work on New Year's Day, Easter Sunday, Whit Sunday, May 1st and Christmas Day.

**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance 23 311; Fire 112.

**TELEPHONES:** Telephones can be placed on board if vessel berthed Northquay, Southquay or Rheinstahl Nordseewerke shipyard.

**AUTHORITY:** Wasser und Schiffahrtamt, Emden.

**AGENTS:** Fritzen Schiffsagentur und Bereederungs-GmbH, Neptunhaus, PO Box 109, Emden. Tel 04921 20011 (also after office hours). Telex 027821. Cables "Fritzenagent".

### FLENSBURG: 54.48 N. 09.26 E.

**DOCUMENTS:** Usual for port entrance, including:

General Declaration.
2 Stores Lists (Bonded Stores).
2 Crew Lists.
2 Passenger Lists.
EG Cargo Lists.
Bills of Lading.

**PILOTAGE:** Pilot station address: Schiffbruecke 12, tel. 2.51.50. At least 5 hours before arriving (3 hours before leaving port) off Buoy 7 in approaches contact pilot station through Kiel Radio or Agent. Pilot boards at Kalkgrynd beacon near Buoy 7. Pilot will board in all weathers if possible, otherwise pilot boat will lead vessel to position where Pilot can board. Advance notice necessary to enable pilot boat reach boarding station. Not necessary to anchor. Pilot boat is a former large fishing vessel with "Lotse" national regulations and is fitted out with VHF Channels 6, 10, 16, 25, 26, 27.

**ANCHORAGE:** Just outside harbour entrance, North-east of Mittelgrund and West of Kielseng leading lights. Depth of water between 9 and 19 m. over muddy ground; same position as Quarantine Anchorage.

**RESTRICTIONS:** No abnormal restrictions. No tide, level variations depending only on the wind.

**MAX. SIZE:** Vessels up to 21 ft. 6 in. draft can enter without hindrance; max. size 23 ft. Beam and length unlimited.

**HEALTH:** Generally free pratique for ships in the North Sea and Baltic Sea trade; ships coming from overseas ports pratique granted on arrival. Inform Pilot if any suspected diseases on board; he will make necessary arrangements. A valid Derating exemption Certificate must be on board.

**RADIO:** Kiel Radio, call sign DAO. Tel. (0431) 39011, telex 02–0081.

**TUGS:** Harbour tugs not available. If required, Flensburger Schiffsbau-Gesellschaft can supply one tug 470 h.p. provided at least 3 hours' notice given; ship's lines are used.

**BERTHING:** No particular entrance time. Pilot will have berthing instructions. Depths alongside power station quay 24 ft., Harnis Quay 21 ft. 6 in., Schiffbruek Quay 23 ft.

**STEVEDORES:** Agents make all arrangements. Unloading rates depend on type of cargo. Bulk cargo discharge up to 120 tons per hour and gang.

**MEDICAL:** Doctors, hospitals, ambulances available at day and night.

**TANKERS:** Only small tankers allowed up to 1,000 grt with fuel, gas oil. No petroleum installations.

**DENSITY:** 1015.

**FRESH WATER:** Fresh water supply at all berths, delivery rate at about 20 cbm/h from shore hydrants.

**FUEL:** Diesel available in any quantity. Fuel oil subject to 5 hours advance notice.

**DEVELOPMENTS:** One dredger at work most time of the year.

**GANGWAY/DECK WATCHMEN:** No watchman service available. By harbour regulations at least one officer and seaman to be on board at all times.

**OPENING/CLOSING HATCHES:** Normally by crew. Stevedores will perform this for additional payment.

**CUSTOMS ALLOWANCES:** For consumption on board merchant vessels for each crew member and per day 40 cigarettes or 20 whiffs or 10 cigars or 50 gr. tobacco *and* 0·25 litre spirits *and* 3 litre wine are duty free. If the ship stays for 3 days or longer allow threefold of the mentioned quantity. For shore leave 20 cigarettes are permitted for each person only. If a crew member leaves the ship for at least 3 days the regulations for tourists are applicable.

**CARGO GEAR:** International Safety Regulations followed. 6 cranes 1·5 up to 10 tons capacity available.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Denmark, Nordergraben 19, others at Hamburg.

**REPAIRS:** All ship repairs possible: outfit section with one crane, max. capacity 42 tons.

**FLOATING DOCK:** One, with 1,500 tons lifting capacity.

**REPATRIATION:** Any time possible without difficulties.

**AIRPORT:** Hamburg-Fuhlsbuettel, 175 km. distant, 2·5 hours by train.

**TIME:** GMT plus 1 hour, permanent.

**HOLIDAYS:** See "Hamburg". No work on official holidays.

**POLICE/FIRE/AMBULANCE:** Police tel. 110, Fire/Ambulance tel. 112.

**TELEPHONES:** No installation on board ships.

**SERVICES:** No tank cleaning or slop disposal services.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Stadtwerke Flensburg, Abt. Hafenbetrieb, 2390 Flensburg, PO Box 76. Tel. (0461) 87301. Telex 22 653 stawfi.

### HAMBURG: 53.33 N. 09.59 E. (including Altona, Harburg and Wilhelmsburg) (See Plan)

**DOCUMENTS:**

6 Crew Lists.
6 Passenger Lists.
3 Provisions and Stores Lists including Fuel Oil.
3 Dangerous Cargo Lists.
Health Certificates (forms obtainable from Pilot).
General Cargo Declaration.
Ship's Register.

**DEEP SEA PILOTAGE:** See Brixham or Cherbourg.

**PILOTAGE:** Pilot vessel *Elbe I* stationed lat. 54° 0′ N., long. 8° 10′ 7″ E. black painted, two-masted vessel, with yellow funnel and "Lotse" in white letters on hull.

In bad weather, pilot boat shifts to East of Elbe II lightvessel.

At least 12 hours before arrival at pilot station Elbe I, radio

"Elblotse Brunsbuttelkoog" via Norddeich Radio, giving ETA, name of vessel, gross tonnage, date and time Pilot required, where Pilot to be discharged, and freshwater draft in metres.

Pilotage district divided into 3 areas: (1) Elbe I to Brunsbuttelkoog. (2) Brunsbuttelkoog to Hamburg. (3) Harbour Pilotage. Change of Pilots takes place at Brunsbüttel and Seemannshaft. Pilotage is not compulsory, but advisable to use Pilots in approaches and port. River pilotage is charged. Inward and outward harbour pilotage free for vessels loading and/or unloading at Hamburg.

Pilots can be called by international code, flag, sound, or morse signals, radio call-signs DBBW, DBCQ, DBBY, or DAAO.

**ANCHORAGE:** Vessels awaiting Pilot may wait in vicinity of Elbe I lightvessel.

Other anchorages in Neuwerk Roads, approx. position 53° 58′ N., 8° 30′ E, and Freiburg Roads, approx. position 53° 50·7′ N., 9° 20′ E. Depths up to 13 metres available at Neuwerk and Freiburg Roads. Up to 14 metres at Brunsbuttel

**RESTRICTIONS:** No restrictions on night entry. Vessels over 32 ft. 6 in. draft are piloted to Hamburg with the tide in order to reach Finkenwerder pilot station one hour before high water.

Depth of channel, 12 metres at MLW, 14·50 at MHW at Hamburg.

**MAX. SIZE:** Draft 42 ft. 6 in. in fresh water.

The following Harbours can be reached:

| *Harbour name* | *Max. draft subject to tide and berth* | *At any time up to* |
|---|---|---|
| Dradenau Hafen | 33′–42′ 6″ | 33′ |
| Petroleum Hafen | 29′–37′ | 29′ |
| Griesenwerder Hafen | 27′–35′ | 27′ |
| Kohlenschiffhafen | 23′–33′ | 23′ |
| Waltershofer Hafen | 36′–42′ 6″ | 30′–36′ |
| Kuhwerder Hafen | 29′–36′ | 29′ |
| Obere Hafen | 28′–37′ | 28′ |
| Rethe Neuhof HGL | 33′–42′ 6″ | 33′ |
| Rethe Gaswerke | 33′–42′ 6″ | 33′ |
| Kattwyk Hafen | 33′–42′ 6′ | 33′ |
| Neuhofer Hafen | 33′–42′ 6″ | 33′ |
| Rethe Hansamatex | 33′–42′ 6″ | 33′ |
| Rethe Speicher | 32′–36′ | 32′ |
| Schluisgrove Hafen | 32′–37′ | 32′ |
| Harburg 4 | 29′–37′ | 29′ |
| Harburg 3 | 27′–33′ | 27′ |
| Harburg 2 | 30′–40′ | 30′ |
| Harburg 1 | 27′–34′ | 27′ |
| Kraftwerk Wedel | 32′–42′ 6″ | 32′ |
| Rethe-Kruse | 33′–39′ | 33′ |
| Blumensandhafen | 33′–42′ 6″ | 33′ |

The max. draft is dependent on the prevailing Easterly or Westerly winds.

**ETA:** Master's telegrams via Norddeich Radio, call sign DAN, are passed on to Agent 24 hours a day, week-ends and holidays inclusive. For this reason it is advisable that masters communicate with Agent via Norddeich Radio.

In order to avoid delay and extra charges masters should cable their ETA at least 12 hours prior to arrival at pilot station Elbe 1 to "Elbelotse Brunsbüttelkoog" via Norddeich Radio, stating the following details:

1. Name of vessel.
2. Gross register tons.
3. Date (2 figures).
4. Time (4 figures).
5. Place where pilot is required.
6. Place of destination.
7. Draft in metres (4 figures).

For example:

| | | | | | | |
|---|---|---|---|---|---|---|
| Eta Fjordaas | 41079 | 12 | 1600 | Elbeone | Hamburg | 1214 |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) |

One hour before arrival at Elbe 1 lightvessel masters are advised to contact the pilot cutter by VHF Channel 13 or 16.

**BRIDGES:** To be passed by vessels bound for basins South of Köhlbrand.

| | *Situated* | *max. breadth* | *Height above normal H.T.* | *Depth at normal H.T.* |
|---|---|---|---|---|
| Köhlbrand Brücke (a high-bridge, expected ready 1974) | across the Köhlbrand near Neuhof | 558′ | 175′ 6″ | 48′ |
| Kattwyk Brücke (a drawbridge) | across the Süder Elbe, before Harburg | 328′ | 168′ | 43′ 8″ |
| Retthe Brücke (a drawbridge) | across the Rethe, near Reiherstieg | 164′ | 130′ 4″ | 41′ |

**HEALTH:** Master required complete health certificate when Pilot boards. Only vessels with infectious diseases are subject to detention.

**RADIO:** All messages to Agent, etc., through Norddeich radio call sign DAN. Elbe-Weser radio can be contacted by VHF Channel 16.

Ships reporting stations are on permanent duty at *Cuxhaven* (VHF Channel 12, safety and calling Channel 16), *Brunsbüttel* (VHF Channel 14, safety and calling Channel 16), *Stadersand* (VHF Channel 11, safety and calling Channel 16), *Hamburg* (VHF Channel 12, safety and calling Channel 16).

A continuous chain of radar stations is established from Elbe I to Hamburg (port area included) and can be contacted through radar stations *Neuwerk Radar* Radio 1 VHF Channel 18. *Neuwerk Radar* Radio 2, VHF Channel 5. *Cuxhaven Radar* Radio, VHF Channel 21. *Belum Radar* Radio, VHF Channel 3. *Brunsbüttel Radar* Radio 1, VHF Channel 20. *Brunsbüttel Radar* Radio 2, VHF Channel 5. *Steindeich Radar* Radio 1, VHF Channel 22. *Steindeich Radar* Radio 2, VHF Channel 18. *Hetlingen Radar* Radio, VHF Channel 21. *Hambu Radar* Radio, VHF Channels 22, 18 and 20, and *Hamburg Port* Radi VHF Channels 14 and 16. All stations are on duty 24 hours. Rive Pilots at Elbe 1 VHF Channel 13. Harbour Pilots Hamburg VH Channel 9.

**TUGS:** Normally join incoming vessels at harbour pilot station a Finkenwerder. Vessels' lines usually used. If tugs lines required, a extra charge is made.

**STEVEDORES:** Ordered by Agents, no additional ETA's required

Working hours

| | |
|---|---|
| Monday to Friday | First shift 0700 to 1500 hours |
| | Second shift 1500 to 2300 hours |
| | Third shift 2300 to 0700 hours |
| Saturdays, Sundays and holidays | First shift 0700 to 1300 hours |
| | Second shift 1300 to 1900 hours |
| | Third shift 1900 to 0100 hours |
| | Fourth shift 0100 to 0700 hours. |

**BULK HANDLING FACILITIES:**

*Grain*

| | *Maximum Draft* | *Length* | *Number of elevators* | *Capacity total/hour* |
|---|---|---|---|---|
| Hamburg–Kuhwerder Hafen | 34 ft. | 656 ft. | 4 | 600 tons |
| Hamburg–Rethe/Ströh | 36 ft. | 820 ft. | 3 | 750 tons |
| Hamburg–Rethe/Kruse | 39 ft. | 820 ft. | 3 | 900 tons |
| Hamburg–Rethe/Macprang | 36 ft. | 886 ft. | 10 | 1,100 tons |
| Hamburg–Neuhof | 42 ft. 6 in. | 902 ft. | 3 | 1,000 tons |

There are also 16 floating elevators with a capacity of 300/400 tons per hour.

| | *Quay length* (*feet*) | *Max. safe draft* | *Max. height discharging gear above high water level* (*feet*) |
|---|---|---|---|
| *Coal and Minerals:* | | | |
| Hamburg–Tollerort | 1640 | 35 ft. | 80 |
| Hamburg–Harburg II | 1968 | 40 ft. | 66 |
| *Coal:* | | | |
| Hamburg–Grasbrook | 690 | 33 ft. 6 in. | No restriction |
| Hamburg–Kattwyk | 820 | 42 ft. 6 in. | 50 |
| Hamburg–Strandhafen | 560 | 36 ft. 6 in. | No restriction |
| Hamburg–Wedel | 1,050 | 42 ft. 6 in. | No restriction |
| *Fertilisers:* | | | |
| Neuhof Kalikai | 1,215 | 40 ft. | 60 |
| Hamburger–Stahlwerke | 1,542 | 42 ft. 6 in. | 82 |

**CONTAINER HANDLING FACILITIES:**

| *Terminal* | *Length* (*metres*) | *Depth* (*metres*) | *No. berths* |
|---|---|---|---|
| Burchard-Kai | 1,820 | 14 | 7 (1 Ro-Ro) |
| Tollerort | 1,080 | 11 | 7 |
| Africa | 900 | 10 | 6 |
| Euro-Kai KG aA Griesenw. Damm | 600 | 11 | 3–5 |
| Shed 73 | 414 | 11 | 3 |

*Cranes:*

Abbreviations: B (Bridges), C (Cranes), MC (Mobile Cranes), FC (Floating Cranes).

Burchard-Kai: 3 B at 53 t, 3 B at 42 t, 1 B at 38 t, 4 C at 12·5–25 t, 8 C at 3 t.

Tollerort: 1 B at 48 t, 2 Cargo-Tainer Twin-Cranes up to 50 t, 6 C at 15 t, 12 C at 3–5 t.

Africa: 7 C at 33 t, 11 C at 3 t, 2 MC at 20 and 5 t.

Euro-Kai: 2 B at 45–53 t, 4 C at 25 t, 5 C at 6 t, 1 MC at 12 t.

Shed 73: 8 C at 3 t, 1 MC at 20 t, 3 FC at 10–50 t.

**TANKERS:**

| | *No. of berths* | *Max. draft* |
|---|---|---|
| Kohlfleethafen (Esso/B.P.) | 2 | 42 ft. 6 in. |
| Petroleumhafen | 10 | 37 ft. |
| Kattwyk/Shell | 2 | 42 ft. 6 in. |
| Kattwyk/Petronord | 1 | 42 ft. 6 in. |
| Blumensandshafen | 1 | 42 ft. 6 in. |
| Neuhof/Hansamatex | 4 | 42 ft. 6 in. |
| Neuhof/Schindler | 2 | 42 ft. 6 in. |
| Harburg IV/Esso | 2 | 28 ft. |
| | 1 | 37 ft. |
| Stadersand | 1 | 35 ft. |
| Kattwyk (Mabanaft) | 1 | 40 ft. |

Tanker cleaning and gas freeing facilities at Hansamatex, Shell-Kattwyk/Hog and some dolphin berth by boats.

**DENSITY:** Brackish in port area; normal allowance 6–7 inches.

**FRESH WATER:** Available from shore at most berths. Also supplied by barge.

**FUEL:** All grades available from oil berths, or supplied by barge.

**DEVELOPMENTS:** New berths are planned at Eurokai Kg. (1 berth, depth alongside 11 m.), and at Africa-Terminal (2 berths, depth alongside 12 m.). Silo capacity for bulk cargo handled by pneumatic elevators is increased up to 500,000 tons at deep water. Capacity of further 500,000 tons is available. Maximum depth for bulk cargo vessels 46 ft. A large central plant for bulk carriers up to 120,000 dwt. is to be constructed in the course of 1974/76.

*Dredging of the Lower Elbe* by a further 1·5 m. to 16 m. at mean high tide is underway. This depth will be sufficient for fully loaded 100/120,000 dwt. vessels, completion expected 1977.

*Port Extension Area.* An industrial port area of 4,600 ha. with access for large sea-going vessels up to 120,000 dwt. is under development.

**WATCHMEN:** Can be hired for all purposes. Normally arranged by Agent.

**OPENING/CLOSING HATCHES:** Normally by crew with the assistance of stevedores; otherwise, according to charter party.

**CUSTOMS ALLOWANCES:** No restrictions in the freeport area on board a ship. While not on board the ship in the freeport area or outside the freeport during shore leave or temporary leaving the ship up to 3 days, each crew member allowed 20 cigarettes, 5 cigars and 50 grams tobacco. These quantities change when paying off.
**CONSULS:** All Maritime countries are represented by Consuls in Hamburg.
**REPAIRS:** All deck, hull and machinery repairs can be carried out by local shipyards at Hamburg. Underwater repairs can be effected by divers with special equipment.
**DRY DOCKS:** *Blohm and Voss*, tel. 3061: Eight floating docks with lifting capacities up to 50,000 tons. Graving dock, capacity up to 320,000 dwt.

*Howaldtswerke Deutsche Werft*, tel. 7411: Five floating docks, with lifting capacities up to 75,000 tons.

*Norderweft*, tel. 311471: One dock, for vessels up to 2,800 tons dwt. and slipway for vessels up to 60 metres length.
**TIME:** GMT plus one hour all year round.
**HOLIDAYS:** New Year's Day; Good Friday; Easter Monday; Labour Day (May 1st); Ascension Day; Whit Monday; Day of German Hurt (June 17th); Prayer Day: Christmas Day; Boxing Day. No work on New Year's Day, Easter Sunday, May 1st, Whit Sunday and Christmas Day.
**POLICE/FIRE/AMBULANCE:** Police 110; Fire 112; Ambulance 110; Port Medical Service 321021.
**AUTHORITY:** Hafendirektion, Hamburg 11, Alter Steinweg 4. Tel. 34 91 21.

**AGENT:** Wm. H. Muller & Co., Schiffahrts-Agentur G.m.b.H., Spaldingstr. 160B, VII floor, 2000 Hamburg 1. Tel. 24 13 47. Telegrams "Batavier". Telex 2162926.

## HOLTENAU, Kiel Canal: 54.22 N. 10.09 E.

For entrance from Baltic, refer to "Kiel".
For entrance from Elbe, refer to "Brunsbüttel".

## KIEL: 54.19 N. 10.10 E. (See Plan)

**DOCUMENTS:**
Stores List.
Bills of Lading.
Manifest.
Crew List.
Health Declaration.
Derat. Certificate.
If loading/unloading cargo, following also required:
Ship's Stores List.
Crew Possessions List.
Cargo Manifest.
Bills of Lading.
Customs Declaration.

Local Agents will advise Master on board regarding these Clearance Documents.
**PILOTAGE:** Not compulsory for Kiel Harbour. For Kiel Canal, vessels over 50 grt must take a Pilot, and vessels over 2,500 grt must employ a steersman. Pilot station, tel. 331135. ETA required in advance. Pilot boat can be found near Kiel Lighthouse and also off the entrance to Kiel Canal. Pilot boats are yellow with "Lotse" painted on both sides. Signal for Pilot is flag "G" over numeral pennant 1. Pilots for Kiel Harbour also available and recommended if port is not familiar.
**ANCHORAGE:** Safe anchorages at Kanalreede in 13 m. depth, and at Heikendorferbucht in 11 m. depth.
**RESTRICTIONS:** Non gas-free tankers must give advance notice of arrival and will require chemist's certificate before entering harbour area.

Speed limit 10 knots South of line Bulk/Ehrenmal Laboe.
**MAX. SIZE:** For Nordhafen and ships passing Canal, 315 m. length, 40 m. beam, 9·50 m. draft; fresh water. Depth at harbour quays: Binnenhafen, 10 m.; Scheerhafen, 10·50 m. A bulk carrier of 35,000 dwt., draft 35 ft. has discharged at Scheerhafen.
**HEALTH:** If suspected infectious disease on board, inform harbour authorities by radio in advance.
**RADIO:** Kiel Radio, call sign DAO. Tel. 39011.
**TUGS:** If required tugs normally join vessel just off berth. Can be ordered by Kiel Radio or through Agents.
**BERTHING:** No particular restrictions except for vessels in distress, or carrying explosives or tankers not gas-free. In these cases special permission of Harbour Authorities required for berthing.

*Binnenhafen:* Length of quay 2,500 metres. Depths up to 10 metres. Six cranes with capacity up to 24 tons, also two mobile cranes.

There is a mobile roll-on/roll-off bridge, 18 metres wide. Maximum axle pressure 70 tons.

At Sartori-Kai there is a silo with a capacity of 16,000 tons, and at mouth of the River Schwentine another with capacity of 17,000 tons and discharge rate of 80 tph.

*Oslo-Kai:* The terminal is for the exclusive use of passenger and car ferries. Depth of water 7·5 metres.

*Scheerhafen:* Length of quay 300 metres. Depth 10·3 metres. There are two modern high capacity cranes capable of lifting up to 10 tons. There is also a privately owned tanker unloading facility with storage capacity of about 70,000 cubic metres and facilities for receiving dirty ballast.

*Nordhafen:* Situated in the Kiel Canal. Length of quay 2,000 metres, depth 11 metres. Facilities available include a floating roll-on/roll-off bridge with permissible axle pressure of 60 tons, six cranes with capacities up to 25 tons, a 40,000 ton silo with drying capacity of 70 tph and two elevators with capacity 125 tph.
**MEDICAL:** Doctors, hospitals, ambulances available. Advance notice to Agents recommended if medical assistance required. Vessels coming from European ports need Derat. Cert. Vessels from other ports need in addition International Vaccination Certificates.

For all cases of poisoning needing special and urgent treatment telephone 597 3268, Medical University Clinic, Schittenhelmstrasse.
**TANKERS:** Unloading/Loading/Bunkering berths operated by private companies; slop discharge facilities available.
**FRESH WATER:** Available at all quays.
**FUEL:** All grades available. Preferable to order in advance through Agents.
**FIRE PRECAUTIONS:** Tankers should be prepared to leave port at any time. To be berthed with bow heading seaward. A valid Gas-free Certificate given by chemist in Kiel district is required before entering harbour area.
**GANGWAY/DECK WATCHMEN:** Not required.
**OPEN/CLOSE HATCHES:** Normally by ship's crew. Can be arranged by stevedores if required.
**CUSTOMS ALLOWANCES:** 20 cigarettes per man per day. No alcohol.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:**

| | | | |
|---|---|---|---|
| Belgium | tel. 532579 | Norway | tel. 731631 |
| Chile | ,, 54457 | Sweden | ,, 3017/235 |

**REPAIRS:** All types of repairs possible.
**DRY DOCKS:** *Floating Docks.* No. 1, 1,500 tons; No. 2, 22,500 tons; No. 3, 3,500 tons; No. 4, 6,000 tons; No. 20, 1,700 tons. *Dry Docks.* No. 5, 749 ft. long, 95 ft. wide; No. 6, 661 ft. long, 95 ft. wide; No. 7, 1,018 ft. long, 164 ft. wide; No. 8, 951 ft. long, 144 ft. wide.
**REPATRIATION:** No restrictions. Can also be arranged in the locks of Kiel Canal by local Agents. Valid passports required.
**AIRPORT:** At Kiel, local flights to Hamburg. Nearest international airport at Hamburg, about 100 km. away.
**TIME:** GMT plus one hour. Permanent.
**HOLIDAYS:** New Year's Day, Good Friday, Easter (two days), Ascension Day, Whitsun (two days), 17th June, Atonement Day, Christmas (two days). Work can be arranged on above holidays except Good Friday and Christmas Eve.
**POLICE/FIRE/AMBULANCE:** Police, tel. 110, alternatively 51171; Ambulance, tel. 44112, alternatively 61036; Fire, tel. 112.
**TELEPHONES:** Installed on wharves and Oslo quay (ferries to Scandinavia). Public phones near quays.
**SERVICES:** All services available.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Hafenkapitan, Hafenamt der Stadt Kiel, tel. 9012024; Hafen unt Verkehrsbetriebe der Stadt Kiel, tel. 9012011/2.

## KIEL CANAL: (See Plan)

For entrance from Baltic, refer to "Kiel".
For entrance from Elbe, refer to "Brunsbüttel".

## LUBECK (including Travemunde): 53.52 N. 10.40 E. (See Plan)

**DOCUMENTS:**
2 Crew Lists.
1 Health Declaration.
2 Cargo Manifests.
2 Stores Lists.
1 Ship's Particulars form.
Crew Manifest.
Bills of Lading.
Customs Declaration.
De-rat. Certificate.
**PILOTAGE:** Compulsory for vessels over 300 grt. Pilot station situated at Travemunde, near foot of Nordermole. Pilots board vessels in anchorage area. International signals used by pilots and by vessels requiring a Pilot. Contact by VHF channel 20.
**RESTRICTIONS:** Channel from Lubeck "A" buoy to Stadthafen is well lit and navigable by vessels fitted with radar in all weathers.

Depths: from "A" buoy to Travemunde (Nordermole), 10·5 m.; from Nordermole to Siechenbucht, 10·0 m.; channel to NWK power station, 9·5 m.; channel to Stadthafen 8·5 metres. The river Trave narrows from 130 m. at seaward end to 90 m. at Stadthafen.
**MAX. SIZE:** Dependent on berth depth and approaches. Vessels up to 14,000 dwt. can reach Stadthafen. Also see "Restrictions".
**HEALTH:** Radio pratique possible. Pilot will ask Master to complete Health Declaration.
**RADIO:** Lubeck Radio, VHF Channel 27. Harbour Radio service used by pilots, tugs, and other vessels.
**TUGS:** Available and compulsory for vessels navigating river above Herrenbrucke: 2,000 up to 2,500 grt, one tug required; over 2,500 GRT or 6 m. draft, two tugs required.
**BRIDGE:** Herrenbrucke is 60 m. wide and 22 m. above water level. Can be opened for vessels requiring higher clearance.
**MEDICAL:** All facilities available. Hospital near docks at Travemunde, and at Lubeck.
**BERTHING:**

*Travemunde:* Passenger ferry harbour. North side river berths I and II, 10 m. depth; Kaiserbrucke, 100 m. length, 10 m. depth; Ostpreussen, 190 m. length, 10 m. depth; Prival (South side), 180 m. length, 7 m. depth. 5 berths for roll-on/roll-off and passenger traffic each 140 m. length, 7 m. depth.

Six berths with railway connection under construction.

*Industriehafen:* depth alongside, 7·8 m.

*N.W.K. Power Station:* depth alongside, 9·5 m.

*Stadthafen:* 27 km. from sea. Total length of quays 7·6 km. The harbour depth is 8·5 metres.

*Elbe Lubeck Canal:* navigable by barges up to 1,000 tons.

**FRESH WATER:** Available by barge at any location.

**FUEL:** All grades of bunker oil and coal available.

**CONSULS:**

Denmark, Norway, Austria, Sweden.

**REPAIRS:** Several shipyards available for deck and engine repairs.

**DRY DOCKS:** Floating docks for vessels up to 7,500 tons.

**REPATRIATION:** All facilities available.

**TIME:** GMT plus one hour.

**HOLIDAYS:** 1st January, Good Friday, Easter Sunday, Easter Monday, 1st May, Ascension Day, Whit Sunday, Whit Monday, 17th June, Atonement Day, Christmas Day, Boxing Day.

**POLICE:** Lubeck River Police, tel. 3 34 40; Travemunde River Police, tel. 5025.

**TELEPHONES:** Ship telephone connections at all main wharves.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Port Capt. Lubeck, Untertrave 14/15. Tel. 7041 9434.

## NORDENHAM: 53.29 N. 08.29 E. (see also Bremen and Bremerhaven)

**DOCUMENTS:**

Cargo Papers & Ship's Certificate.
3 Stores Lists.
3 Crew Lists.
2 Personal Manifests.
Derat Certificate.

**PILOTAGE:** Pilot boards off the Weser Light Vessel. Docking Pilot will board off Bremerhaven.

**ANCHORAGE:** Sea anchorage off Weser lightvessel or the Hoheweg Light. Max. draft 30 ft. River anchorage for vessels with a draft of 20 ft. off Blexen, 1 mile above Bremerhaven.

**RESTRICTIONS:** No restriction on night entry except vessels with a draft exceeding 38 ft. Vessels with a draft exceeding 32 ft. will be controlled by tidal conditions. Controlling depth in channel 11 metres MLW. In the port 9 metres to 12 metres at MLW (Midgard Pier).

**MAX. SIZE:** *Midgard Pier:* (*a*) Bulk cargo berth, length 850 ft. beam 120 ft., draft 42 ft.

(*b*) Oil berth No. 1 (combined with Southern part of 'a'), max. length 850 ft., beam 120 ft., draft 40 ft.

(*c*) Oil berth No. 2, max. draft 32 ft.

(*d*) Granary, max. length 690 ft., beam 80 ft., draft 38 ft.

Guanowerk, max. length 550 ft., max. draft 30 ft.

Preussag, max. length 550 ft., draft 27 ft.

Asbestos wharf: Max. length 820 ft. (250 metres) up to a draft of 40 ft. at MLW.

Also see "Tankers".

**HEALTH:** Pratique granted immediately on arrival in port by Health Official.

**RADIO:** Norddeich Radio Dan or Elbe Weser Radio (VHF Channel 16).

**RADAR:** No port radar available. Radar for entrance see Bremerhaven.

**TUGS:** Ample available from Bremerhaven. Tug's lines used.

**BERTHING:** All piers are open to river; total length of Midgard Pier 110 metres – for details see "Max. size". Midgard Pier is the official cargo-handling place.

The following industrial works and companies within the port area of Nordenham possess a berth each for sea-going vessels which serve only their private supplies and requirements. These berths are situated North of Midgard Pier.

1. Norddeutsche Seekabelwerke Aktiengesekkschaft, (production of cables)
2. Felten & Guilleaume Schsltanlagen GmbH (production of electric appliances, motors, etc.
3. Preussag Aktiengesellschaft (s.a.) (production of lead, zinc)
4. Guano-Werke Aktiengesellschaft (s.a.) (production of fertilisers)
5. Erdolwerke Frisia Aktiengesellschaft (tanks for the storage of mineral oils)
6. Vereinigte Flugtechnische Werke GmbH (production of airplanes)
7. Asbestos Corporation GmbH (production of asbestos)
8. Weser Tanklager Gesellschaft mbH (storage of mineral oils, bunker oil station of BP)

Connections: Gas oil 2×8", fuel 1×8".

9. Titangesellschaft mbH (production of titandioxide)

*Asbestos Wharf:* Length 210 metres. Extra mooring dolphins North and South of wharf 50 metres from each end of wharf. Depth alongside 12·5 metres at MLW. One grab crane for discharge of asbestos minerals into conveyor system of factory.

**SPECIAL CARGO HANDLING FACILITIES:**

*Midgard Pier:*

No. 1. Bulk cargo berth for discharging and loading bridges with a lifting capacity of 20 tons each. 1 bridge capacity 6 tons.

No. 2. Oil berth. 3 pipe-lines 10 to 12 in. diameter for fuel diesel oil and gas oil. No shore steam or facilities dirty ballast available.

No. 3. Granary. 3 elevators with a total capacity of 500 tons hour.

**STEVEDORES:** 24 hours' notice required. Notice required Frid morning for week-end work.

1st shift: 0600–1400.
2nd shift: 1400–2200.
3rd shift: 2200–0600 (overtime).
on Saturdays: (grain and other bulk cargoes).
1st shift: 0600–1400.
2nd shift: 1400–2200 (overtime).
3rd shift: 2200–0600 (overtime).

**MEDICAL:** Hospital available; advance notice only required urgent cases.

**TANKERS:** Diameter of lines 8 in.

*Shell Berth:* Max. size 34 ft.

*Weser Tankerlager:* Max. size 200 m., length. 32ft draft at L.W. T-shaped mooring lines attached to pontoons fore and aft, midd lines are attached to the shore. Length of lines 100 m.

**DENSITY:** Average density of water 1005–1012.

**FRESH WATER:** Fresh water available at a rate of 15 tons hour per hose price 2 DM. per ton.

**FUEL:** All grades available; delivery by barge; 2 days' notice quired.

**FIRE PRECAUTIONS:** Special regulations for vessels loading discharging explosives.

**CONSULS:** See "Bremerhaven".

**REPAIRS:** Minor repairs can be carried out. Ample facilities major repairs at Bremerhaven.

**DRY DOCKS SURVEYORS:** See "Bremerhaven" or "Bremer

**WATCHMEN:** Not necessary but available if required by Mast

**OPENING/CLOSING HATCHES:** Normally by crew but if stevedores extra charges will apply.

**CUSTOMS ALLOWANCE:** Each crew member 200 cigarettes 30 cigars or 30 grammes of tobacco and 1 bottle of spirits for running period of 3 days.

**CARGO GEAR:** In most cases loading and discharging is effecte with shore gear. Special equipment can be ordered from Breme haven.

**REPATRIATION:** Possible by air via Bremen or Hamburg.

**AIRPORT:** Bremen, distance 70 km., 1 hour by car. Hambur 200 km., 3 hours by car.

**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance 205 Fire 112.

**TELEPHONES:** Available upon request.

**SHORE LEAVE:** Permitted.

**IDENTIFICATION CARDS:** Are not issued.

**REGULATIONS:** Port regulations for the Midgard Pier includin special regulations for handling of explosives.

**DELAYS:** None except waiting for high tide (see restrictions).

**AUTHORITIES:** Asbestos Corporation, GmbH., 2890 Norde ham 21, Postfach 58. Cables "Asbestos". Tel. 04731/3631. Tel 238312 ACGNH.

"Midgard" Deutsche Seeverkehrs-Aktiengesellschaft, 289 Norde ham, Postfach 98 und 113. Cables, Midgard Nordenham.

And others.

## STADERSAND: 53.37 N. 09.32 E.

Oil Terminal in Elbe River operated by Hamburger Mineralolwerke.

**DOCUMENTS:**

3 Crew Lists.
3 Personal Effects Lists.
3 Stores Lists.
Cargo Documents.
Ship's Register.

**PILOTAGE:** As for Hamburg.

**RESTRICTIONS:** Draft calculated by adding 31 ft. to height of ti and allowing 3 ft. keel clearance.

**MAX. SIZE:** Length up to 600 ft.

**RADIO:** Norddeich Radio call sign DAN.

**HEALTH:** Health Certificate brought on board by River Pilot f Master to complete.

**TUGS:** Available. Meets vessel off the berth.

**BERTHING:** One tanker berth at T-head jetty.

**DENSITY:** Brackish.

**FRESH WATER:** Only obtainable by barge from Hamburg. Mi mum quantity supplied is 200 tons.

**FUEL:** Only obtainable by barge.

**CUSTOMS ALLOWANCES:** 100 cigarettes and 1 bottle win spirits per man.

**CONSULS AND GENERAL INFORMATION:** Refer to "Ha burg".

**AGENT:** See "Hamburg".

## WILHELMSHAVEN: 53.31 N. 08.10 E. (See Plan)

**DOCUMENTS:**

*Oil Port* 6 Crew Lists.
1 Health Declaration (form supplied by Pilot).
Derat Exemption Certificate.
Passports/Seamen's Books.
Vaccination List.

*Harbour Docks* 2 Crew Lists.
1 Health Declaration.
2 Cargo Manifests.
2 Stores Lists.
1 Ship's Particulars Form.

**PILOTAGE:** Jade pilot boats are two-masted and have yellow funnels with black tops; the black hull has white inscription "Lotse" on both sides. By day flag "H" of international code is flown; by night, the lights prescribed by international regulations.

Pilot vessel stationed at mouth of Weser. To call Pilot for Jade, in addition to International Code signals the signal "J" is hoisted by day or flashed by Morse lamp at night. The same signal can be made on whistle in bad visibility. In bad weather pilot vessel may retire to Roten Sand (Weser River), near the light-buoy "G".

ETA required 24 hours prior arrival at pilot station. Pilot vessel transmits and receives on VHF Channel 16.

**ANCHORAGE:** A deep-water mooring for large tankers lies South of the lightvessel "Deutche Bucht". Ships which are waiting for a Pilot may anchor for a short while by the "Weser" lightship.

Quarantine anchorage, and tanker lightening at Schillig Roads. Vessels waiting for a berth and with max. draft not exceeding 41 ft., may anchor at Wilhelmshaven North Roads. Vessels with draft exceeding 41 ft. must anchor near the tanker anchorage Schillig where the depth is at least 45 ft.

Vessels must report at the beginning of the area-way Jade River to radio station "Jade Area Radio" on Channel 18 VHF. The area station will give information about movements.

**RESTRICTIONS:** No restrictions on night entry. Vessels draft exceeding 45 ft., will be controlled by tidal conditions.

The lock opening times for No. 4 dock are announced in daily maritime bulletins.

Dock No. 4, dimensions of lock: 390 m. long, 57 m. wide and depth of 11·47 m. MLW. However, only smaller vessels use dock harbour as bollards for mooring larger ships not yet available.

**MAX. SIZE:** Max. draft for tankers, 61·5 ft. No length limit. Vessels over 70,000 dwt. berth at piers I and II at the end of flood tide, other tankers at any time. At pier III, tankers larger than 30,000 dwt. berth on the flood tide.

Tankers up to 250,000 dwt. are able to berth at Pier 4 at high water.

**HEALTH:** Radio pratique possible. Sea Pilot will hand Health Declaration to Master. If one of the questions is answered "Yes", Pilot will advise port Health Officer. A valid derat. exemption must be produced.

**RADIO:** Norddeich Radio, call sign DAN. Elbe-Weser Radio can be contacted by VHF Channel 16.

**TUGS:** Compulsory. Tankers normally require 4 tugs of minimum 1,500 h.p. for berthing. Tugs meet tankers at anchorage near buoy R. Only tug lines are used, charge inclusive.

**TANKER BERTHS:** Berth Nos. 1 & 2 are equipped with 4 hoses, each 12 in. diameter. Berth No. 3 with 3 hoses of 12 in. diameter.

Shore steam not available. There are no facilities for dirty ballast disposal ashore. Berth No. 4 for tankers up to 255,000 dwt. in depth of 69 ft.

**BRIDGES:** Three swing bridges affect entering dock harbour; these are opened to coincide with lock opening times.

**STEVEDORES:** 24 hours notice required. Bulk cargo discharge rate about 150 tons per hour.

**MEDICAL:** All medical facilities available.

**FRESH WATER:** Available by pipe-line.

**FUEL:** All grades available. Two days notice required.

**GANGWAY/DECK WATCHMEN:** Shore watchman recommended to attend telephone.

**OPENING/CLOSING HATCHES:** Usually by ship's crew.

**CUSTOMS ALLOWANCES:** Oil port is Customs free port. In dock harbour each man allowed 5 cigars or 40 cigarettes, or 50 grams tobacco and 50 pieces of cigarette paper; one unopened bottle wine/spirits.

**DEVELOPMENTS:** North of the oil berths, work on the first stage of the Lower Saxony project commenced mid-1972. The first stage includes a jetty of 1,283 metres length and discharge berth 300 metres length, with depth alongside of 15 metres below datum, suitable for ships to 80,000 dwt. This berth is for Swiss Aluminium AG (Alusuisse) and in addition a public berth for bulk goods of all kinds is scheduled.

A mineral oil berth is to be provided 2·3 miles North of the Niedersachen Bridge directly off the Jade shipping lane. The berth will be able to accommodate 2 tankers, one each side.

A lay-by waiting berth for tankers up to 250,000 dwt., length of berth 470 m, with a depth of 21 m. above datum.

An inner waiting-area for tankers of draft 12·50 m. and 30,000 dwt. is under construction. Approximately 900 m. inland a berth with facilities on both sides for discharge of refinery products is to be built.

The extension of the Jade waterway for vessels up to 20 m. draft completed.

A liquid gas terminal in the Jade deep channel is planned.

**IDENTIFICATION CARDS:** Required in oil port.

**CONSULS:** Denmark tel. 26026. Sweden tel. 26266.

**REPAIRS:** Facilities available for all deck and engine repairs. Repairs affecting main engine or steering gear intended to be carried out at the berths or at Wilhelmshaven anchorage, must be authorised by NWO and Port Authorities, when sufficient security tugs will be ordered to stand by. No charge for tugs if ordered before arrival. Permission for repairs depends on prevailing weather conditions and should be requested before arrival.

**DRY DOCKS:** Floating docks for vessels of 8,000 and 1,000 tons respectively. One small dry dock 50 m. by 10 m. by 2·8 m.

**REPATRIATION:** All facilities available.

**AIRPORT:** Nearest international airport at Bremen, distance 102 km.

**TIME:** GMT plus one hour. Permanent.

**HOLIDAYS:** Not observed in oil port. 1st January; Good Friday; Easter Sunday; Easter Monday; 1st May; Ascension Day; Whit Sunday; Whit Monday; 17th June; Atonement Day; Christmas Day; Boxing Day. Work may be arranged on Easter Monday, Ascension Day, Whit Monday and Boxing Day.

**POLICE/AMBULANCE/FIRE:** Oil Port: Police 61254; Fire/Ambulance 621. Dock Harbour: Police 26101; Fire/Ambulance 26121.

**TELEPHONES:** May be placed on board all tankers in oil port. At some locations in dock harbour, installation by Post Office, who require two days notice.

**SERVICES:** All services available including tank-cleaning, diving, compass adjusting, etc.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Wasser und Schiffahrtsamt Wilhelmshaven, Hafenverwaltung Wilhelmshaven, Mozartstr. 32. Tel. 26311.

# Ghana

## TAKORADI: 04.53 N. 01.45 W. (See Plan)

**DOCUMENTS:**
2 Stores Lists.
2 Lists Crew Personal Effects.
1 Bill of Health.
6 Crew Lists with dates smallpox and yellow fever inoculations.
6 Passenger Lists or "Negative".
6 Vessel's Itinerary Lists.
1 Freighted Cargo Manifest.
1 Unfreighted Cargo Manifest.
1 set Bills of Lading.
Clearance from Last port.

**PILOTAGE:** Compulsory for berthing alongside. Pilot boards at port limits. International code signals used.

**ANCHORAGE:** Vessels may anchor outside the harbour without Pilot. Depth at moorings 22 ft. to 35 ft.

**RESTRICTIONS:** Depth at harbour entrance 35 ft. MLW.

**MAX SIZE:** Up to 28 ft. draft for berthing alongside. Up to 33 ft. at buoys.

**HEALTH:** All crew require valid certificates of vaccination against smallpox and yellow fever, which are inspected on arrival when vessel boarded by Port Health Inspector. In case of suspected disease or fever on board, Agent should be notified details in advance by radio.

**TUGS:** Tug assistance is compulsory, to be ordered through Signal Station. Three tugs available, two of 1,350 h.p., and one of 850 h.p.

**BERTHING:** Additional coir springs from shore required at all berths.

| *Berth* | *Max. length vessel* | *max. draft* |
|---|---|---|
| Manganese Wharf | 520 ft. | 28 ft. |
| No. 2 Wharf | 550 ft. | 26 ft. |
| No. 3 Wharf | 500 ft. | 28 ft. 6 in. |
| No. 4 Wharf | 600 ft. | 28 ft. |
| No. 5 Wharf | 270 ft. | 28 ft. |
| No. 6 Wharf | 500 ft. | 29 ft. |
| Bauxite Wharf | 505 ft. | 32 ft. |
| Coal Wharf | 250 ft. | 14 ft. |

In addition, there are nine buoy moorings in depths of 22 to 35 ft. of water.

**TANKERS:** Oil tankers moor on the North side of Lee breakwater. One berth suitable for ships of 600 ft. length, draft 29 ft.

**STEVEDORES:** Normal working hours: weekdays 0700 to 1200 and 1400 to 1700. Saturdays 0700 to 1200.

Gangs required for Sunday work should be ordered before 1130 previous day. For weekday work, gangs should be ordered before 1500 previous day.

**GANGWAY/DECK WATCHMEN:** Available, to be utilised on all ships by compulsion for security reasons.

**SHORE LEAVE:** Shore pass required from Immigration. Bathing in harbour is prohibited.

**FRESH WATER:** Good quality water available at all berths and from two 200-ton water barges.

**FUEL:** Diesel oil and fuel available at four main wharf berths and at the oil berth.

**REPAIRS:** Minor repairs can be effected, slipway for vessels up to 500 tons. Small drydock for vessels up to 100 ft. length.

**AIRPORT:** Situated 2 miles from the port.

**TIME:** GMT, no alterations during the year.

**AUTHORITY:** Ghana Railway and Ports Administration, PO Box 251, Takoradi.

**AGENT:** Scanship (Ghana) Ltd., PO Box 329 Takoradi. Tel. 35.31. Cables "Scanship Takoradi", Telex 2181 Accra.

## TEMA: 05.38 N. 00.01 E. (See Plan)

**DOCUMENTS:** Arrival
2 copies List of Stores.
2 copies Crew Declaration Forms.
1 Bill of Health.
6 Crew Lists with vaccinations lists for smallpox and yellow fever.
6 copies of Passenger List (or "nil" pass. list).

Valid certificates for smallpox, cholera and yellow fever vaccinations.
6 lists of Ports of Call.
2 Freighted Cargo Manifest.
7 Unfreighted Cargo Manifest.
1 B/L's set.
Port clearance from Last Port.

Departure – Port clearance visaed by customs.

**PILOTAGE:** For Main Harbour pilotage compulsory for all vessels of more than 100 net tonnage, when arriving or leaving harbour, or shifting berth, but for both Fishing Harbours obtainable on request.

Time of pilotage as follows: for Main Harbour:
(*a*) Dry cargo vessels: arrivals 0600–1800, departure 0600–2300 hrs.
(*b*) Tankers; arrivals daylight only; sailings 0600 to 2300 hrs.
(*c*) Valco-carriers: all handling, during daylight only.

For fishing harbours: during daylight only.

Vessels arriving or wishing to enter harbour must await Pilot between E. and S.W. off Fairway light-buoy, up to 1½ miles distance. Ships embarked by Pilots from 0600, according to time of arrival Quarantine Anchorage.

**ANCHORAGES:** Good anchorage, ¾ to 2 miles from E.N.E. to S.W. off main entrance with depth 30 to 60 ft., with good holding ground. Eastern area of anchorage is more comfortable, without additional swell reflected from main breakwater.

**TIDES:** Maximal tides rise 6 ft. 2 in., minimal tides rise 3 ft.

**PREVAILING WINDS:** Light to fresh breeze from W. and S.W. during all year, except December to February when N.E. Harmathan is dominating with poor visibility. Dangerous winds are tornados from East, May to July, but occasionally isolated tornados are to be expected from January to December. There is a swell in harbour, especially after tornados, when lying alongside the berths.

**HARBOUR:** Harbour consists of three basins:
(*a*) The large basin of Main Harbour, formed by Main Breakwater 6,250 ft. long, and Lee Breakwater 3,650 ft. long.
(*b*) Outer Fishing Harbour, East of Lee Breakwater.
(*c*) Inner Fishing Harbour on Northern side of former one.

Entrance to Main Harbour 800 ft. wide and together with the approaches has minimal depth of 35 ft. (Admiralty Chart Datum to which all depths refer). Ships entering Harbour 2–3 cables before entrance roll heavily, up to 4–8° during some seasons. Ship's deeper than 30 ft. enter only during high tide with maximum possible draft limit 32 ft. during neap tide. Bottom of harbour consists of sand and mud, with frequent hard rocky ground. Depth increases in direction of Main Breakwater. Two pairs of mooring buoys in depth of 34–36 ft. Inside harbour, alongside Lee Breakwater is an Oil-wharf for tankers with depth of 34 ft.

**TUGS:** Use of one tug compulsory for all ships over 2,000 grt and 2 tugs over 5,000 grt (but at pilot's option), and 2 tugs compulsory for tankers and Valco-carriers. 2 Diesel Tugs 1300 H.P. and 2 Steam Tugs 850 h.p. in Service. Two tugs available for duty between 0600 and 2100, otherwise one tug. Tug's wires to be used.

**BERTHING:** Alongside the berths, the draft limits are as follows:

| | | | |
|---|---|---|---|
| Berth No. 1 | 31′ 6″ | Berth No. 8 | 24′ 9″ |
| Berth No. 2 | 28′ 6″ | Berth No. 9 | 25′ 0″″ |
| Berth No. 3 | 24′ 0″ | Berth No. 10 | 24′ 6″ |
| Berth No. 4 | 25′ 9″ | Berth No. 11 | 25′ 0″ |
| Berth No. 5 | 25′ 6″ | Berth No. 12 | 25′ 6″ |
| Berth No. 6 | 24′ 6″ | Oil Wharf | 32′ 0″ |
| Berth No. 7 | 26′ 0″ | Valco-Berth | 31′ 6″ |

Berths No. 6 and 7 for loading cocoa-beans equipped with four high-speed conveyers, transporting bags directly to ship's hold, from 4 cocoa sheds (totalling 2,400,000 cubic ft.) situated at Westerly corner of harbour.

Usually ships moor starboard side to berths No. 1, 2, 6–9 and portside to berths No. 3, 4, 5, 10–12.

**SPECIALISED CARGO HANDLING FACILITIES:** Three special berths for bulk cargoes only: Berth No. 10 for grain only. It is equipped with one elevator for sucking/discharging.

Valco Berth for handling bulk cargoes such as alumina, pitch/coke and aluminium flouride. It is also equipped with two elevators for sucking/discharging.

Berth No. 8 is partly meant for pumping/discharging of liquid/bulk chemicals such as tallow and alicane.

**STEVEDORES:** Available. Dry cargo is handled from 0730 to 1230 and from 1400 to 1700 on normal working hours, and overtime after 1700 to 2000 (for finishing ships 2030) and on Saturdays p.m., Sundays and holidays. Oil-Wharf and Valco-Berth are working around the clock.

**TANKERS:** Tankers always moored starboard side to dolphins, and ropes to breakwater and bow-buoys. Crude oil pumped to refinery, by ships pumps, a distance of 18,000 ft.

North of Oil Wharf about 2 cables on same breakwater is Valco Berth for discharging of bulk materials for "Valco" aluminium smelter (mostly alumina). Narrow channel 250 ft. wide leads to berth with depth 33 ft. 6 in.

**FRESH WATER:** Water pipes alongside all wharves, and under state's sanitary control. Rate of supply 50 tons/hr.

**FUEL:** Fuel and diesel-oils available by tanker-trucks only. No coal-bunkers available.

**REPAIRS:** Good marine-workshop.

**DRY DOCKS:** Dry dock 350 ft. long, 44 ft. wide on the gate, and with depth of 16 ft. 9 in. Also there is one slip with capacity 160 tons, and one 20 tons. Diving pontoon fully equipped, and with 3 divers and crane 10 tons. Graving dock 910 ft. long with necessary facilities.

**GENERAL:** Recommended to send ETA message at least 24 hours in advance. Essential that ETA message reaches Agent's office before 1430 Monday–Thursday or before 1000 Friday for weekends because of booking of gangs. Ships from Abidjan should also sen 48 hours ETA message.

**AUTHORITY:** See Takoradi.

**AGENT:** Scanship (Ghana) Ltd., PO Box 64 Tema. Tel. 26.51 a 26.79. Cables "Scanship Tema". Telex 2181 Accra.

# Gibraltar

## GIBRALTAR: 36.08 N. 05.22 W.

**DOCUMENTS:**
3 Crew Lists.
3 Passengers Lists.
Arrival Report, to be completed when receiving Pratique.
International Maritime Declaration of Health.
Ship's Register.
Loading Line Certificate.
Deratisation Certificate.
Ship's Articles.

**PILOTAGE:** Pilotage compulsory when berthing alongside bu advisable have Pilot for anchoring in bay. Give notice of arriva through Agents 24 hrs. in advance giving maximum draft. Ship approach off Detached Mole where Pilot (available day and nigh boards vessel when entering bay. In bad weather Pilot prefers boar off Northern entrance of North Mole. Pilot boat painted black an flies international Pilot flag. To call Pilot, sound and fly flag "G or call Gibraltar Port on VHF Channel 16 and pass message o Channel 12.

**BERTHING:** Berths alongside are normally limited to 31ft. 6in Deepe drafts may be accommodated for short durations of stay on a hal tide basis. Masters required to advise ship's draft when giving ETA Cruise ships are berthed alongside free of berthing charge.

Ships calling for bunkers and/or fresh water and not conducti operations involving passengers or cargo are not required to pa berthing charges providing the stay alongside does not excee 8 hours in addition to the bunkering/water period.

**ANCHORAGES:** In open bay, good safe anchorage, depths va from 5 to 40 fathoms. Vessels normally anchor in area West an North of North Mole.

**RESTRICTIONS:** *Note:* British waters in the Bay of Gibralta extend to the Median Line drawn in accordance with the 1958 Genev Convention on the Territorial Sea and Contiguous Zone (se Admiralty Chart D 1448). However, part of those waters, lying Nor of 3 Qk. fl. buoys, are considered by the Spanish authorities to b within the limits of the Port of Algeciras/La Linea (Spanish Notice t Mariners 49/1563/67 of 9 December 1967), and the Spanish authoritie have claimed Spanish port dues in respect of vessels anchorin between the Median Line and the line of buoys.

The waters in dispute form only a small part of the anchorage available to shipping calling at Gibraltar.

**MAX. SIZE:** If anchoring in bay, any size. Maximum draft alongsid 31 ft. 6 in.

**HEALTH:**

Vessels are usually boarded by Port Authorities off the Souther end of the detached Mole; if everything found satisfactory Pratiqu is granted immediately. Masters should advise Agents by radi before arrival of any illness on board so that Port Doctor may boar vessel with Port Authorities.

**RADIO:** Gibraltar Radio, call sign ZDK.

VHF. Communicate with Port Authorities by VHF internation calling Channel 16, pass message on Channel 12 (24 hrs. service).

**TUGS:** When required for berthing alongside, tugs meet vesse off Mole. Ship's ropes used.

**CARGO HANDLING:** Port is able to accept containers that ca be discharged by ship's equipment. One berth, for use by ships u to 28 ft. draft, has a fixed concrete stern landing ramp. Height o ramp above water level varies from 9 to 13ft. according to tide. Th is available for use in conjunction with ship's own stern ramp fo roll-on/roll-off traffic.

**STEVEDORES:** Agents automatically advise stevedoring compan on receipt of ETA from ship.

**MEDICAL:** Masters should advise Agents when giving ETA i medical attention is required on board. Adequate hospital treatme available.

**TANKERS:** Maximum draft at discharging berths 31 ft. Diamete of discharging lines 14 in. fuel oil, 10in. diesel oil and gas oil.

**DENSITY:** 1025.

**FRESH WATER:** Available at Mole from pipe lines, delivery rat 60/80 tons hourly. Water can also be delivered at anchorage fro barge, delivery rate 40/50 tons hourly.

**FUEL:** Fuel available any time day or night. All grades available.

**GANGWAY/DECK WATCHMAN:** Not necessary.

**OPENING/CLOSING HATCHES:** Normally effected by steve dores.

**CUSTOMS ALLOWANCES:** No restriction whilst on board Crew members may bring ashore small quantity for their immedia personal use.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

| | | | |
|---|---|---|---|
| Belgium | Tel. 3288 | Netherlands | Tel. 5968 |
| Denmark | ,, 2151 | Norway | ,, 4352 |
| France | ,, 4830 | Portugal | ,, 5330 |
| Greece | ,, 2956 | Sweden | ,, 2151 |
| Italy | ,, 3053 | Venezuela | ,, 3509 |
| Israel | ,, 5955 | Finland | ,, 3113 |
| Liberia | ,, 4312 | | |

**REPAIRS:** Deck and engine repairs possible. Underwater operations including repairs and cleaning of vessel's hull.
**DRY DOCKS:** Four dry docks (Admiralty) available subject Naval requirements. Largest 871 ft. × 125 ft., smallest 260 ft. × 46 ft.
**REPATRIATION:** Facilities exist for repatriating crew members.
**AIRPORT:** Daily regular flights to London. Distance to airport about half mile.
**TIME:** Summer Time is kept all the year round, that is GMT plus 1 hour.
**HOLIDAYS:** New Year's Day; Good Friday; Easter Monday; Commonwealth Day (24th May); Spring Bank Holiday; Summer Bank Holiday; Queen's Birthday; Christmas Day; Boxing Day. Cargo work can be effected at overtime rates on these holidays except on Good Friday and Christmas Day when no cargo work is carried out. Bunkering is effected on any of these holidays without any extra charge except on Good Friday and Christmas Day when a surcharge is made.
**POLICE/AMBULANCE/FIRE:** Police and Ambulance 3434; Fire 2000.
**TELEPHONES:** No arrangements exist for placing telephones on board at normal berths. Telephones can be placed on vessels under repair at the Detached Mole, through Admiralty Telephone Exchange, cost about £10.
**GENERAL:** Advisable that vessels calling for bunkers and only stopping in port for few hours should radio their requirements prior to arrival to ensure avoiding delay.
**AUTHORITY:** Captain of the Port, Waterport Wharf, Tel. 2254. Cable: "Gibport".
**AGENT:** Lambert Brothers (Gibraltar) Ltd., 2/4 Irish Place. Tel. address "Lambert-Gibraltar". Tel. 4373, 3288; Telex 222. Ship's Agents, Insurance Agents, Travel Agents.

## Greece

### AGHIOS NIKOLAOS (St. Nikolo–St. Nicholas) POROS BAY, Crete: 35.13 N. 25.43 E.

**DOCUMENTS:**
4 Crew Lists.
2 Passenger Lists.
1 Cargo Manifest.
1 Spares List.
1 Stores List.
1 list Crew Personal Effects.
Maritime Health Declaration.
1 Provisions List.

**PILOTAGE:** Not compulsory. No pilot station. Private Pilot (G. Mamidakis Co., tel. 593) who can be used if needed. Area of Pilot's boarding is N.E. or S.E. of Aghioi Pandes Islet, depending weather conditions. Anchorage waiting place in same area. Call Pilot with signal "G".
**ANCHORAGES:** (*a*) Harbour of St. Nicholas and/or cove of St. Nicholas. Depth 5/17 metres. (*b*) Poros Bay depth 27–35 metres, (*c*) N.E. and S.E. of Aghioi Pandes Islet depths 9–30 metres, and 15–40 metres respectively.
**RESTRICTIONS:** Care to be taken off N. entrance to port owing to rocky shoals, depth 5 metres. Entrance from the S.W. is free of obstructions.
**MAX. SIZE:** Vessels of up to 100 m. length and 11 metres draft can enter the port. At oil bunkering installation outside the port, vessels of any size can be accommodated.
**HEALTH:** If from another Greek port free pratique is automatic and access to and from vessel granted on permission of Port Authorities. Port doctor visits all other vessels.
**RADIO:** No local radio station. Cables to Agent or port authority through Athinai Radio.
**TUGS:** None.
**BERTHING:** Berthing position designated by port authority.
**STEVEDORES:** 23 permanent port stevedores available, but further 20 men can be engaged. Cargo worked by vessel's own gear.
**MEDICAL:** No advance notice of medical attendance required. Medical attention by town doctors available. Government hospital with all facilities.
**TANKERS:** No tanker berths. Vessels moor to buoys. Oil line 6 in. dia.
**DENSITY:** 1025.
**FRESH WATER:** At new pier three hydrants, hose dia. 25 in. for supplying water. At the bunkering installation at Katsini Bay there is water storage tank capacity 500 cu. m. for supply to deep-sea vessels. Loading rate about 49 tons per hour. Delivery by flexible hose connection from the mooring buoys.
**FUEL:** Unlimited supply of bunker fuel available.
**DEVELOPMENTS:** During next five years (*a*) deepening of Port Basin, (*b*) Provision of one shore crane, (*c*) construction of breakwater – length 200 m.
**HATCHES:** Opened/closed by stevedores.
**CUSTOMS ALLOWANCES:** 2 packets cigarettes per crew member per day.
**CARGO GEAR:** No shore facilities. All cargo worked with ship's own gear.
**SHORE LEAVE:** Permitted. Port Authorities issue necessary passes.
**CONSULS:** None.
**REPAIRS:** Only minor repairs.
**REPATRIATION:** Crew replacement and repatriation available.
**AIRPORT:** At Iraklion distance 66 km. Two or three flights per day to Athens.
**TIME:** GMT plus 2 hours, permanent.
**HOLIDAYS:** In addition to standard Greek holidays, local holidays are Ascension Day (date not fixed), and St. Nicholas day (6th December).
**POLICE/AMBULANCE/FIRE:** St. Nicholas Police tel. 3–38; Ambulance (Lassithion), tel. 2–94.
**TELEPHONES:** Facilities available for telephone connection to vessels at oil bunkering station without charge.
**SERVICES:** Tank cleaning, and hold cleaning.
**SHORE LEAVE:** Permitted with Port Authority pass.
**REGULATIONS:** (*a*) Vessels are not allowed to approach Aghioi Pandes (goat reserve). (*b*) No refuse or other waste matter of any description allowed to be thrown overboard from the vessel. (*c*) No visitors permitted without Port Authority permission.
**AUTHORITY:** Port Authority of Aghios Nikolaos, Crete. Tel. 3–12 and 6–12.

### AGIOI THEODOROI: 37.55 N. 23.05 E.

**DOCUMENTS:**
7 copies Crew Lists (European and Asian).
2 copies Dates of Vaccinations/Inoculations.
1 copy Cargo Manifest.
2 copies List of Provisions and Stores (these are supplied on forms issued by Agent printed in Greek/English).
2 copies Officers'/Crews' personal declaration, on forms supplied by Agent in Greek/English, covering all high duty items, radios cameras, etc.
1 copy declaration of ships' cash on board, form supplied by Agent in Greek but made out in front of Master.
2 copies of Masters' declaration that all high duty goods have not been put under seal, and that he is responsible for any loss or landing of same without proper authority.

All passports and or Seamen's books to be produced *if* requested by Immigration.

On completion of loading, documentation takes about two hours.

**PILOTAGE:** Compulsory. Pilot boards South-south-east of port, about one mile off the outer jetty. No pilot boat as such; uses either a tug or mooring boat. Pilot is arranged by Agents who are based in Piraeus (1 hour by car). No means of radio contact between vessel and pilot station.
**ANCHORAGE:** A reasonably safe anchorage can be obtained in position ½ mile off the outer jetty in a depth of 20 to 25 ftms. with a sandy bottom.
**TUGS:** Two tugs used for berthing, and one on sailing.
**BERTHS:** There are three main berths with two smaller berths for coastal vessels. The largest and outermost berth can accommodate vessels of 250,000 tons fully loaded, a maximum discharge/loading rate at this berth being 5,000 t.p.h. The other berths can accommodate vessels of up to 50,000 tons fully loaded with a maximum discharge/loading rate of 3,000 t.p.h. All berths are equipped with four 10 in. chicksans. They are situated in an open position for winds from the South and West but provided ample moorings are put out, there should be no cause for concern.

Vessels can berth at any time day or night.

**MOORINGS:** Standard moorings on to dolphins which are well fended and hold the vessel about four feet clear of the manifold complex. Vessels require their gangway but no derricks are required. One or two anchors are used depending on the berth used.
**FRESH WATER:** Fresh water for other than drinking purposes is available from the jetty, but drinking water has to come by barge from Piraeus for which two days' notice is required.
**FUEL:** Bunkers can be obtained from one of the coastal tankers based here, capacity approx. 5,000 tons.
**CUSTOMS:** Bonded locker is sealed. Allowance 200 cigarettes or equivalent in tobacco or cigars per man (7 days) and a part bottle of wine and spirits is permitted per man (7 days). All Tobacco/cigars/cigarettes placed under seal. Crew excess must be declared on provision list in separate column for same.
**SHORE LEAVE:** Shore leave is allowed, passes being issued on arrival which must be handed in prior to sailing.
**REPAIRS:** No facilities. Nearest port for repairs is Piraeus.

### ALEXANDROUPOLIS: 40.51 N. 25.54 E.

**DOCUMENTS:**
Port Authority
2 Crew Lists.
1 Passenger List (if any).
If from abroad Maritime Declaration of Health. If Greek flag, articles and log book, and declaration of foreign exchange.
Customs:
3 Lists of Stores and Provisions.
1 Crew List.
Master's personal declaration that all stores not held in bond will remain on board.

**PILOTAGE:** No pilot service. If Master requires pilotage assistance an experienced local boatman is available, but Agent must be advised of ETA in advance order arrange for this pilot to await vessel about 1 mile outside port.
**ANCHORAGES:** Depth inside port 6·5 metres, mud bottom. Depth increases outside port to about 10 metres at distance of one nautical mile.

Area around port subject to strong South-east/South-west winds especially during winter. During strong winds vessels can seek shelter off Samothraki Island. In strong winds port is considered safe but because of occasional large waves loading is stopped. Winds from other directions do not effect port work.
**MAX. SIZE:** Vessels with draft not exceeding 6·5 metres can enter safely.
**HEALTH:** Vessels from foreign countries can enter harbour and obtain free pratique during the period from sunrise until 2200 hours. Vessels having suspected contagious disease on board should remain outside harbour until visit of medical officer, and await further instructions.
**TUGS:** None.
**BERTHING:** At least 24 hours notice of ETA to be passed to Agent in order to obtain allocation of berth from Port Authority.
**STEVEDORES:** Prior notice to be passed to Agent order arrange gangs. Rate of cargo working: General cargo about 70 tons per gang every 8 hours. Bagged cargo about 120 tons per gang every 8 hours. Coal about 80 tons per gang every 8 hours. Timber about 120 cu. metres per gang every 8 hours. Vessels must use own gear for loading/discharging.
**MEDICAL:** No advance notice required. One Government General Hospital, two clinics. Doctors' services readily available.
**TANKERS:** No facilities.
**FRESH WATER:** Hydrants on West side of breakwater. Delivery rate about 5 tons per hour (each), but delivery rate reduced when two or more hydrants in use.
**FUEL:** No bunker C fuel available. Supplies of diesel oil available from barge of 300 tons capacity.
**FIRE PRECAUTIONS:** No port fire brigade. In emergency fire brigades must be called from Alexandroupolis.
**DEVELOPMENTS:** (*a*) Main Pier, length 171 metres.
(*b*) Wharf, length 281 metres, extending on East side of main pier.
(*c*) Study in progress to increase depth of port area to 10 metres and to dredge entrance channel to a length of 2·5 kilometres.
(*d*) Study in progress to extend Western breakwater 204 metres in direction S.E./E.
**WATCHMEN:** Not available, and if required must be supplied by vessel.
**HATCHES:** Opened and closed by crew.
**CUSTOMS ALLOWANCES:** One packet of cigarettes allowed out of bond for each crew member, for each day in port. Wine/beer no restrictions. Spirits, Master allowed one bottle.
**CARGO GEAR:** Load/discharge by ship's own gear.
**IDENTIFICATION CARDS:** Shore pass issued against crew list and seamen's book. Passes obtainable from Port Authorities.
**CONSUL:** Consul-Agent of France. Tel. 7–20.
**REPAIRS:** Only minor repairs available.
**REPATRIATION:** Facilities for crew changes and repatriation.
**AIRPORT:** 5 km. distant. Daily flights to Athens.
**TIME:** GMT plus 2 hours. Permanent.
**HOLIDAYS:** 1st January; 6th January; Whit Monday; 25th March; Good Friday; Easter Monday; 14th May (local); 21st May (St. Constantine); 15th August; 28th October; 6th December; 25th December; 26th December, and all Sundays. Cargo work can be arranged on these days, subject to payment of additional charges.
**POLICE/AMBULANCE/FIRE:** Police station, tel. 3–52; Security police, 80–20; Ambulance 4–71; Fire 2–22.
**TELEPHONES:** No facilities for telephones on board.
**SHORE LEAVE:** Permitted.
**AUTHORITY:** Port Authority of Alexandroupolis, King Alexander and M. Botsari. Tel. 4–68.

## ARGOSTOLI, Cephalonia: 38.12 N. 20.29 E.

**DOCUMENTS:**
3 Crew Lists.
3 Passenger Lists.
Customs Clearance.
2 copies Cargo Manifests.
Bills of Lading.
Ship's Stores List.
List of Crew's Personal Effects.
Ship's Papers.
**PILOTAGE:** No pilot station.
**ANCHORAGE:** Vessels anchor in Argostoli roads, depth in the harbour is 19 ft.
**MAX. SIZE:** Up to 19 ft. draft.
**HEALTH:** Free pratique given by Port Health doctor on arrival, who will also deal with any sick cases.
**RADIO:** Patras Radio.
**TUGS:** None available.
**MEDICAL:** Advance notice not required except in urgent cases. For vessels arriving from foreign countries crew require vaccination certificates.
**TANKERS:** Discharge at DEH Terminal.
**FRESH WATER:** Can be supplied from the pier using ship's hoses.
**FUEL:** Not available.
**OPENING/CLOSING HATCHES:** Performed by ship's crew.
**CUSTOMS ALLOWANCE:** 200 cigarettes allowed for each crew member.
**CONSULS:** No local representation.
**REPAIRS:** Only minor machinery repairs can be carried out.
**REPATRIATION:** By air to Athens (once daily) or by ferry-boat.
**TIME:** GMT plus 2 hours all the year round.
**HOLIDAYS:** Local holidays are 21st May, 16th August and 20th October, in addition to national holidays. Work may be arranged a double rates.
**POLICE/FIRE/AMBULANCE:** Police tel. 2–20; Ambulance 5–15; Fire – no organised fire service.
**TELEPHONES:** Can be connected on board vessels without charge.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Cephalonia Harbour Office. Tel. 2–24.

## CHALKIS: 38.27 N. 23.36 E.

**DOCUMENTS:**
2 Crew Lists.
2 Passenger Lists.
2 Cargo Manifests.
2 Stores and Spares Lists.
2 Crew Personal Effects Lists.
Health Certificate.
**PILOTAGE:** Pilotage is compulsory.
Application for pilot to be made by radio through Agent to Chalkis Port Authority. ETA required at least 8 hours before arrival.
Apply for Pilot through VHF Channel 12, or through radio/telephone on 2364 kc/s calling Harbour Master, Chalkis.
Pilot boards from black motor-boat with white horizontal stripes, about 10 metres length, in a position about 1–1½ miles North of the light buoys of the Northern Port.
The pilotage area extends from 1 mile North of red and green light buoys, North of Evripos Bridge, and to the South of Euboea, 2½ miles from Bourtzi Point.
The anchorage for vessels coming from the North of Euboea and awaiting Pilot is at the centre of the Euboean coast off Lighthouse Kakokefali, North of the two light buoys and outside the bearing 020/200° which is the axis of vessels passing in and out of Evripos Strait.
Safe anchorage for vessels coming from South of Euboea and awaiting pilot is 1 nautical mile South of Bourtzi Point.
**ANCHORAGES:** (*a*). In the basin of South Port clear of vessels passing in the Straits. Depths over 21 ft.
(*b*). In North Port between the light buoys and Kakokefalis lighthouse and outside the axis of course 020/200°. In depths of 10–1 fathoms.
(*c*). Anchorage mentioned in "Pilotage" above, depths of 1 fathoms.
**RESTRICTIONS:** Entry restricted only by depth. Maximum draft 21 ft. For vessels intending to pass Evripos Strait having draft 19 ft. passage possible only at slack tide or with following tide. Full details in Evripos Straits Operations Regulations.
There is also a restriction in Steno Straits where there is a overhead cable 38 metres above sea-level.
**MAX. SIZE:** Maximum draft 21 ft. in daytime and 19 ft. at night for vessels entering port. For vessels navigating Evripos Strait maximum length 110 metres, max. draft 19 ft., breadth 20 metres and subject to local regulations.
**HEALTH:** Pratique not required if coming from another Greek port. Otherwise international pratique regulations are applied.
**RADIO:** No local radio, all messages should be passed through Athinairadio.
**TUGS:** One tug available, joins vessel off the berth. Ship's tow lines used. Tug is compulsory for vessels over 1,000 grt. Tug used only for berthing and unberthing.
**BERTHING:** Berthing in both the North Port and the South Port can only be effected at slack water subject to available tide.
**BRIDGES:** Passage above Evripos Bridge can only be effected a slack water or with following tide.
**STEVEDORES:** Loading, discharging, carried out with ships gear. Notice must be given by Agent to stevedores not less than 6 hours before vessels arrival.
Cargo working rates: General cargo 80–100 tons every 8 hours. Bagged cargo 100–150 tons every 8 hours. Timber 70 cu. m–90 cu. m every 8 hours.
**MEDICAL:** Agent should be advised beforehand if medical assistance required on arrival. Clinic facilities available. Vaccination certificates required.
**DENSITY:** Average 1025.
**FRESH WATER:** Drinking water can only be supplied in small quantities by tanker lorry.
**FUEL:** Can be supplied in small quantities by tanker lorry.
**DEVELOPMENT:** A pier 240 metres is under construction a Vourkos in the South Port; depth alongside 26 ft.
**WATCHMEN:** Not required.
**HATCHES:** Opening and closing hatches can be effected by ships crew or by workers if requested.
**CUSTOMS ALLOWANCES:** Crew members each allowed one packet of cigarettes per day. Only the master is allowed one or two bottles of alcohol while vessel in port.
**IDENTIFICATION CARDS:** Shore passes are issued by port authorities.
**CONSUL:** France, tel. 2574.
**REPAIRS:** Only minor repairs can be effected by technicians from Piraeus.
**REPATRIATION:** No difficulties as there are excellent communications with Piraeus.
**AIRPORT:** Nearest is Athens International Airport.
**TIME:** GMT plus 2 hours all the year round.
**HOLIDAYS:** 1st January; 6th January; 25th March; 21st April; Good Friday; Easter Monday; Easter Sunday; 21st May; 15th August

28th October; 6th December; 25th and 26th December. Local holiday 26th July.

**POLICE/FIRE/AMBULANCE:** Port police, tel. 22580; Fire 23333; Ambulance 22282.

**TELEPHONES:** Cannot be connected on board.

**SHORE LEAVE:** Allowed.

**DELAYS:** Only waiting for suitable tides.

**AUTHORITY:** Chalkis Port Authority, tel. 22580 or 22236.

## CORFU (Kerkyra): 39.37 N. 19.56 E. (including Kalifoka and Kefalomandouko)

**DOCUMENTS:**

3 Crew Lists.
3 Passenger Lists.
Maritime Declaration of Health.
3 Stores Lists.
3 Spares Lists.

**PILOTAGE:** At least 24 hours before arrival ETA should be passed to Port Authority on 2182 kc/s, answering on 2830 kc/s. Vessels requiring Pilot during daytime should hoist letter "G" of international code, and sound letter "G" in the morse code on ships whistle at intervals. Whistle signal may also be used at night. Vessels should await Pilot in position 39° 38′ N., 19° 57′ E. nearest to the coast of Ptychia Island (Vido) and Corfu, depending on weather conditions.

**ANCHORAGE:** Safe anchorages in the area between Ptychia Island and coasts of Corfu, depth about 30 metres. During strong North-west winds there is safe anchorage in the roadstead at Goritsa Bay or at Kastrades at a distance of ½ mile from the shore where depth in excess of 20 metres.

**RESTRICTIONS:** Only during unfavourable weather conditions or lack of berthing space.

**MAX. SIZE:** Draft 7·5 metres.

**HEALTH:** Port Health Officer boards vessel on arrival and examines health declaration. In cases of suspected disease or fever on board the health officer will examine entire crew and passengers.

**RADIO:** Radio Kerkyra. 2182 and 2830 kc/s.

**TUGS:** None.

**BERTHING:** Vessels should prepare fenders prior going alongside berth.

**STEVEDORES:** At least 24 hours advance notice of ETA required order arrange gangs. There are three silos for the discharge of bulk grain at Kalifoka (Mandoukion). Discharge rate about 60 tons per hour.

**MEDICAL:** Agent should be advised in advance of any medical requirements. Medical clinics available.

**DENSITY:** 1025. Max. height of tide 0·6 metre.

**FRESH WATER:** Available through 2 in. hoses. Cost 17 drachmas per ton (approx.).

**FUEL:** For yachts in the new harbour there is a diesel-oil tank, capacity 3 tons. At Kefalomandouko there is a permanently anchored oil barge capacity 24 tons. There are plans to provide permanent shore facilities.

**FIRE PRECAUTIONS:** Loading/discharging of inflammable liquids and explosives generally forbidden at night. The anchorage for vessels carrying inflammable liquids or explosives is between Lazaretos Islet and N.W. of breakwater point.

**DEVELOPMENTS:** (*a*) Dredging of new harbour to accommodate vessels of 10 m. draft. (*b*) Extension of the quay wall to 160 m. length. (*c*) Construction of Kefalomandouko breakwater, part of which will be used in berthing large passenger vessels.

**WATCHMEN:** Not required.

**HATCHES:** Opened and closed by stevedores. Hold cleaning service available.

**CUSTOMS ALLOWANCES:** Crew of Greek vessels are not allowed more than immediate requirements out of bond. Seamen signing off and passengers leaving the vessel are allowed 200 cigarettes.

**IDENTIFICATION CARDS:** Required.

**CONSULS:**

U.K.: G. K. Forte, 27 Mavili St. Tel. 8055.
France: Stef. Gerakaris, 3 Skenektatous St. Tel. 9816.
Denmark: M. A. Damaskinos, 22 Arseniou. Tel. 9730.
Norway: K. Kondis, 2 Denzelot St. Tel. 9667.
W. Germany: St. Nikokavouras, 19 Kapodistriou St. Tel. 9656.
Sweden: S. A. Bogdanos, 7 Douzelot St. Tel. 9469 (appointed for Finland).
Italy: M. Logini, Kanoni Street. Tel. 2351.
Belgium: M. A. Androutselis, 11 Kapodistriou St. Tel. 9988.
Netherlands: M. W. N. Servargoys, 5 Apolodorou St.

**REPAIRS:** Facilities for minor repairs only.

**DRY DOCK:** Largest dry dock 40 m. length 8m. depth.

**REPATRIATION:** Facilities for crew changes and repatriation available.

**AIRPORT:** 2 km. from port. During winter one flight daily to Athens. During summer frequent daily flights to Athens.

**TIME:** GMT plus 2 hours permanent.

**HOLIDAYS:** Local holidays are 21st May, 11th August and 12th December. In addition Corfu observes standard Greek holidays.

**POLICE/AMBULANCE/FIRE:** Police, tel. 92–54; Ambulance, tel. 99–04; Fire, tel. 92–55.

**TELEPHONES:** No facilities for placing on board.

**GENERAL:** Prevailing wind is from the N.W. Anchorage in the new harbour unsatisfactory due to mud bottom.

**SHORE LEAVE:** Allowed.

**REGULATIONS:** Forbidden to approach Lazaretos Islet.

**AUTHORITY:** Port Authority of Corfu, Mitropoleos Square. Tel. 95–13.

## ELEUSIS, (including Skaramanga): 38.02 N. 23.33 E.

**DOCUMENTS:**

4 Crew Lists.
4 Passenger Lists.
Bill of Lading.
2 Lists of Stores and Provisions.

**PILOTAGE:** Piraeus pilot station regulations are operative.

**ANCHORAGE:** Port offers safe anchorage. Bottom mud and sand.

**RESTRICTIONS:** After sunset and for vessels intending to enter Eleusis port through Salamis channel, it is imperative to give 6 hours notice of expected time of arrival to Port Authorities of Eleusis, in order to obtain special permission from the naval yard of Salamis.

**MAX. SIZE:** No limitations to length and breadth at the installations or at the main port. Maximum permissible draft of vessel entering Eleusis Bay is 36 ft. Max. draft at berths is 33 ft. Also see "Tankers".

**HEALTH:** For vessels arriving from other Greek ports, pratique is automatic. Vessels arriving from foreign ports boarded by Health Officer who grants free pratique.

**RADIO:** Athinai, 2182 kc/s.

**TUGS:** Join vessel outside Piraeus Harbour and formalities much same as Piraeus.

**BERTHING:** Overall length of jetties and quay at Eleusis 715 metres. Maximum depth over 80 metres of jetty length is 33 ft. with depths of 26 ft. elsewhere.

**SPECIALISED CARGO HANDLING:** Loading/discharging of iron ore is carried out by (*a*) Holivourgiki Co., which owns a pier of 180 metres long and from 26 ft. to 36 ft. depth, equipped with 4 cranes, and (*b*) by Metallia Voxitou Elefsinos Co., which offer a special anchorage with buoys. Loading is effected by means of silo.

Loading/discharging of fluid chemicals or liquid gas are carried out by Petrogas Co. to their private pier of 35 metres long and 15 ft. depth.

**STEVEDORES:** No special advance notice required to arrange gangs. No shore cargo equipment and vessel works cargo with own gear. Bulk cargo discharged at the rate of 8 tons per hour per gang; bag cargo 14 tons per hour/per gang, and timber 10 cubic metres per hour/per gang.

**MEDICAL:** Advance notice not required. Clinic available in town of Eleusis if required.

**TANKERS:** Operating companies supply reducing pieces. No facilities for residue discharge. (*a*) Esso Pappas: length 160 metres; breadth 30 metres; depth at pier 30 ft. (*b*) Greek Refineries: length 93 metres; breadth 12.70 metres; depth 7 metres. (*c*) Texaco: length 80 metres; breadth 6 metres; draft 4.50 metres. (*d*) Mamidakis: length 40 metres; breadth 5 metres; draft 27 ft.

**FRESH WATER:** Barge delivery available.

**FUEL:** Available ex-wharf at tanker installations subject advance notice. Can be supplied by barge at other locations.

**FIRE PRECAUTIONS:** The usual precautions applicable to oil installations. During operations of white liquid (petrol, spirits, etc.) regulations require a tug to be standing by.

**HATCHES:** Usually opened and closed by crew and subject additional payment by stevedores.

**DEVELOPMENTS:** Hellenic Shipyards, Skaramanga, plans to build a new graving dock for 300,000 dwt.

Eleusis Shipyards, a third floating dock to take vessels up to 115,000 dwt. At the building dock, a crane of 400 tons lifting capacity under construction

**CUSTOMS ALLOWANCES:** 200 cigarettes and one bottle wine/spirits allowed per crew member out of bond.

**CONSULS:** None.

**REPAIRS:** All grades of repairs can be carried out at Eleusis shipyard, and also at Skaramanga (see "Dry Docks").

**DRY DOCKS:** Skaramanga shipyard situated on the coast between the Port of Piraeus and Eleusis Bay. Shipyard is 8 miles by road from Athens and 7 miles from Piraeus; driving time 25 and 20 minutes respectively.

Mailing address: Hellenic Shipyards Co., PO Box, 480, Athens, Greece. Cables: Shipyard, Athens. Telex: 215293 HSYS GR, 215396 HSYS GR, 215567 HSYS GR. Telephones 8073.471, 8073.351, 8073.610. Office hours at Skaramanga: 0815 to 1715 (weekdays), 0815 to 1345 (Saturdays).

Floating Docks

| *Main Particulars* | *Dock No. 1* | *Dock No. 2* | *Dock No. 3* |
|---|---|---|---|
| Lifting capacity | 30,000 tons | 22,000 tons | 25,500 tons |
| Docking ,, (dwt.) | 72,000 ,, | 37,000 ,, | 60,000 ,, |
| Length overall | 826 ft. | 673 ft. | 760 ft. |
| Length on keel blocks | 760 ,, | 605 ,, | 693 ,, |
| Breadth inside banks | 121 ,, | 105 ,, | 111 ,, |
| Breadth outside banks | 147 ,, | 129 ,, | 136 ,, |
| Ht. of WL above keel blocks | 28 ,, | 28 ,, | 28 ,, |
| Pumping time | 120 min. | 80 min. | 100 min. |

Skaramanga Yard's three floating docks have been designed in such a way as to eliminate delays of any kind in the raising of large vessels and to ensure that the work is carried out in minimum time and with the least possible inconvenience to the crew living on board.

The basic equipment of the docks is the following: Two 5-ton cranes, two fire extinguishing pumps 120 $m^3/h$ at 90 m. WC, DC current supply to ships 1200 A 220 V, AC current supply to ships 600 A 440 V 60 cycles, multipoint welding rectifier 2500 A, two oil pumps for supply of fuel oil from the dock to the vessel 60 m³/h at 50 m., two compressors 17 m³/min. at 7 atü, emergency diesel generator set 200 KVA, foam fire extinguishing system, steam boiler and water distilling plants.

**Graving Dock**

The Graving Dock is 327 m. (1,100 ft.) long, 53.6 m. (176 ft.) wide and 9.25 m. (30ft.) deep at the entrance. It can take ships in the 240,000 ton range.

Ships are manoeuvred at the dock entrance with the assistance of two 5-ton capstans situated on each side of the entrance gate. They are then shifted inside the dock by two 15-ton auto-tensioning winches and hauling-in trolleys (mules) running on tracks on each side along the dock subway.

The dock floor is fitted with specially designed keel blocks for easy fitting and removal and with electricity operated side blocks.

The Graving Dock is served by two 100-ton cranes, one 50-ton crane and a small 5-ton crane.

A fleet of five powerful tugs is on hand at Skaramanga Yard to assist docking and undocking operations of all vessels calling at the yard.

**Eleusis Shipyards S.A.** is located 27 km. outside Athens. The site was chosen on account of the several advantages it presents. The bay is well protected from strong winds, sources of raw materials are available in the vicinity of the yard, and adequate transportation, power, and telecommunication facilities can service the needs of yard.

Athens Office: 67 Athinas Street, Athens 112. Tel. 349 053. Cables "Helnafel Athinia". Telex 215215 ESC GR.

Yard: Eleusinia, Eleusis. Tel. 0291 46121. Cables "Helfafel Eleusis". Telex 215684 YARD GR and 215690 YARD DR.

Floating Docks: Two floating docks are available with the following specifications:

| | *No. 1* | *No. 2* |
|---|---|---|
| Length | 162 m. | 227·5 m. |
| Breadth at entrance | 23 m. | 33 m. |
| Draft over keel blocks | 6·30 m. | 8 m. |
| Lifting capacity | 11,500 metric tons | 20,000 metric tons |
| Cranage | 5 tons at 15 m. | 12 tons at 20·6 m. |

*Quay Wall:* The 640 m. long quay wall is equipped with 40 and 15 ton cranes; range 30 m. power 220 volts DC 100 amp. – 42 volts DC 25 amp – 280 volts AC 630 amp. Floating crane, 50 tons capacity.

*Tugs:* Available for manoeuvring purposes at all times.

**AIRPORT:** Athens Airport. Regular international flights.

**HOLIDAYS:** Cargo operations can be effected during usual Greek holidays, following submission of application to Harbour Workers' Union and subject cost increase of 75% above normal.

**POLICE/AMBULANCE/FIRE:** Eleusis Police Station 46674; Ambulance 46503; Fire Brigade 0199.

**SPECIAL PRECAUTIONS:** See "Piraeus".

**AUTHORITY:** Eleusis Port Authority, tel. 46671.

## IRAKLION (Heraklion), Crete: 35.20 N. 25.10 E.

**DOCUMENTS:**

- 4 Cargo Manifests.
- 4 Crew Lists.
- 4 Passenger Lists.
- Declaration of Crew's Personal Effects.
- List of Stores and Provisions.
- Maritime Declaration of Health.
- Vaccination Certificates.

**PILOTAGE:** Pilotage area extends ½ to 1 mile N.E. of breakwater. Advance notice of ETA should be passed to Agents order arrange Pilot. Contact may be made with pilot station on VHF Channel 12 during daylight, also when within distance of 3–12 miles and subject prior agreement of calling time communication can be effected by radio-telephone via Radio Iraklion – pilot station telephone 286133. International pilotage signals apply. Pilot boat is wooden boat 12 metres length, hull colour black, with white deckhouse, carrying black board with word "Pilot" in white letters. In bad weather vessels should proceed close to entrance of port for Pilots boarding.

A cement pillar has been installed on the end of the extension of the N. breakwater. Fl. Gr. every 3 seconds, visible 9 miles. The pilot boat is equipped with VHF, range 50 miles.

**ANCHORAGE:** Anchorage East of port entrance is forbidden owing to numerous underwater cables. In good weather conditions anchorage to be found ¾ mile Northwards of N. breakwater with Enetic Castle bearing 180°. In bad weather conditions, best anchorage is at a distance of about 5 nautical miles to the W. of the North breakwater and at a distance of 3 miles from the coast (Ellinoperamaton Haven); depth of water requires a big scope of anchor chain.

**MAX. SIZE:** Max. length 250 metres, draft 29 ft.–29 ft. 6 in. Usual rise and fall of tide 1 ft. but increasing with South winds and decreasing with North winds.

**HEALTH:** International regulations apply for obtaining free pratique. In the event of suspected disease vessel will remain under quarantine until cleared. Pratique is automatic if arriving from another Greek port.

**RADIO:** Radio Iraklion – SUH 2128 kc/s.

**TUGS:** Port authority has one tug of 1,000 h.p. and periodically (during the tourist season), one tug of 650 h.p. When tugs required they await vessel at port entrance. Ship's lines used.

**BERTHING:** Pilot will advise Master of berthing position.

**STEVEDORES:** Port authority owns three cranes but they are seldom used. Cargo operations usually conducted by use of ship's own gear. Discharge rates per gang in 8 hours: bulk cargo 100 tons, bagged cargo 140 tons, liquid cargo subject ship's equipment, transportation by barges, timber 100 cu. metres.

**MEDICAL:** Advance notice should be passed to Agents if requiring medical attention. Clinics and medical treatment available.

**TANKERS:** Only very small tankers discharge in Iraklion Port and Ellinoperamaton Haven. At Iraklion, tankers discharging liquid fuel are required to berth at East breakwater (fuel pier). Attendance of fire brigade and one tug standing by is compulsory.

**DENSITY:** 1020.

**FRESH WATER:** Available ex-berth or ex-barge. Rate of delivery ex-berth about 500 tons per 24 hours.

**HATCHES:** Opened and closed by crew.

**CUSTOMS:** 2 packets of cigarettes per day per crew member allowed out of bond, and one 500 gr. bottle wine/spirits for whole time of vessels stay in port.

**IDENTIFICATION CARDS:** Shore passes issued by Port Authorities.

**CONSULS:**

| | | |
|---|---|---|
| Finland | tel. | 284860 and 283860 |
| Norway | ,, | 282667 |
| Netherlands | ,, | 282615 |
| Belgium | ,, | 282520 and 282296 |
| Sweden | ,, | 282476 and 285859 |
| Denmark | ,, | 282253 |
| France | ,, | 282347 |
| Germany | ,, | 282266 and 285400 |

**REPAIRS:** Minor repairs available by machine shops in town of Iraklion. No facilities for deck repairs.

**AIRPORT:** Distance 5 km. Now an international airport with numerous flights.

**TIME:** GMT plus 2 hours, permanent.

**HOLIDAYS:** Usual Greek holidays plus local holidays of 25th August and 11th November. Cargo work can be arranged on holidays subject additional costs.

**POLICE/AMBULANCE/FIRE:** Police, tel. 282241, 282430, 28231 Ambulance, tel. 282894, 282638; Fire, tel. 283555, 282333.

**AUTHORITY:** Central Port Authority of Iraklion, Port of Iraklion, Tel. 282002, 282529. Telex 021-123.

## ISTHMIA, Corinth Canal (incl. Sousakion): 37.55 N. 23.00 E.

**DOCUMENTS:**

*Port Authorities*

- Crew List.
- Passenger List.
- Ship's Certificates.
- Health Certificate.
- Certificate of Anchorage Dues.

*Customs*

- Customs papers and declarations.
- Cargo Papers.
- List of Stores and Provisions.
- List of Crew's Personal Effects.

**PILOTAGE:** There are eight pilots for the Corinth Canal. Telegraphic address of Canal is "Corinth Canal", tel. 0741–24452. Master of vessel must give at least 4 hours notice of ETA in order to avoid delay. For Pilot signals, etc., see article 7 of the New Company of the Corinth Canal "Regulation of Navigation and Tonnage".

**ANCHORAGES:** Open anchorage in Isthmia Bay.

**RESTRICTIONS:** Corinth Canal closed every Tuesday from 060 to 2000 hours in order for maintenance work to be effected.

**MAX. SIZE:** For transitting Canal max. breadth 60 ft. max. draft 22 ft. No limitation on length of vessels. Speclal instances will be examined by the Master and canal service.

**HEALTH:** Pratique effected by health department of the Port Authority assisted by temporarily engaged doctor. In cases of suspected contagious disease vessel will be held under quarantine and if necessary fumigation will be conducted at Piraeus.

**TUGS:** Join vessel near Canal entrance at Isthmia and Possidonia. Ship's lines always used.

**BERTHING:** In Sousakion at private factory pier. No berths at Isthmia.

**MEDICAL:** Agent should be advised in advance of number of crew needing medical assistance, also information of any vaccination required.

**FRESH WATER:** Not available either at Sousakion or in the Canal.

**CUSTOMS ALLOWANCES:** Each crew member allowed 20 cigarettes out of bond and one bottle wine/spirits.

**CARGO GEAR:** Loading/discharging by ship's gear.

**AIRPORT:** 100 km. distance.

**TIME:** GMT plus 2 hours, permanent.

**POLICE/FIRE/AMBULANCE:** Police, tel. 22129.

**DELAYS:** Possible delay up to 1 hour in transitting Canal if another vessel already transitting canal from opposite direction.

**AUTHORITY:** Sub-Port Authority of Isthmia, Isthmia, Corinth Tel. 22129.

## ITEA: 38.26 N. 22.25 E.

**DOCUMENTS:**

- 2 Crew Lists.
- 2 Passenger Lists.
- Cargo Manifest.
- Bills of Lading.

List of Ship's Stores and Spares.
Health Declaration.
Ship's Certificates.

**PILOTAGE:** Vessel should advise ETA at least 24 hours before arrival through the telegraphic office of Itea. Pilots are called by international code flag "G" or sound signal 2 long and one short blast.

Pilot boards 1 mile South-east jetty lighthouse. Pilot boat painted black with white deckhouse, the word "Pilot" is painted in white letters on both sides. On the bow is painted "PY21".

In bad weather vessel should enter harbour without Pilot and anchor using both anchors.

**ANCHORAGE:** Available inside the harbour and in Aggolis Gulf. Safe anchorage in the vicinity of the jetty head in depths of 8–10 metres.

**RESTRICTIONS:** Vessel may enter harbour day or night. Harbour anchorage suitable for vessels up to 60 ft. draft.

**HEALTH:** Pratique is given on arrival by the port medical officer.

**TUGS:** None available.

**STEVEDORES:** Gangs should be ordered in advance by Agents on basis of Masters ETA. Loading and discharging is effected by ship's gear.

**MEDICAL:** 24 hours notice preferred if any medical requirements. Hospital facilities available. Vaccination can be arranged within 24 hours.

**DENSITY:** 1025.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**DEVELOPMENTS:** Extension and widening of the existing breakwater and the construction of a second breakwater.

**HATCHES:** Hatches are opened and closed by ship's crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes and one opened bottle of alcohol is allowed each man.

**IDENTIFICATION CARDS:** Needed for crew men going ashore.

**CONSULS:** No local representation.

**REPAIRS:** No facilities for repairs.

**REPATRIATION:** Can be arranged.

**TIME:** GMT plus 2 hours all through the year.

**HOLIDAYS:** Cargo work can be effected on all holidays on payment of overtime.

**POLICE:** Tei. 222.

**AUTHORITY:** Sub-Port Authority of ITEA. Tel. 319.

## KALAMATA: 37.02 N. 22.07 E.

**PORT LIMITS:** The seaward boundaries of the port within which a vessel is considered to be an "arrived vessel" and (subject to Charter-Party Terms) laytime commences to count are half a mile from the breakwater red light, where Pilot boards.

**DOCUMENTS:**

5 Crew Lists (Greek flag vessels).
3 Crew Lists (foreign flag vessels).
2 Passenger Lists.
Customs documents.
Bill of Health.
Bill of Lading.
All ship's papers.

**PILOTAGE:** Notice of ETA required 48 hours before arrival. No VHF. Call Pilot by international code signals on arrival. Pilot boards by motor boat about half-a-mile from the breakwater red light, weather permitting.

**ANCHORAGE:** Vessels waiting Pilot may anchor half-a-mile east of the breakwater red light.

**MAX. SIZE:** Vessels up to 29 ft. draft may enter harbour. For berthing alongside the West mole, max. length 180 metres, max. draft 25 ft. 6 in. For berthing alongside the North mole, max. length 130 metres, max. draft 16 ft.

For new docks under construction: (*a*) max. length 140 metres, draft 30 ft. (*b*) max. length 300 metres, draft 30 ft.

**HEALTH:** Port Health doctor boards vessel on arrival or alongside the berth. Master required to produce Fumigation Certificate and Declaration of Health. Health visit not necessary for vessels coming from a Greek port.

**RADIO:** Athens Radio, call sign SVA.

**TUGS:** No tugs available.

**BERTHING:** Agents require details of vessel's draft in advance to get berthing permission from Harbour Authorities. West Mole, length 430 m.

**SPECIALISED CARGO HANDLING FACILITIES:** There is a silo for grain. The other special cargoes discharging equipped by ship's gear. No facilities for containers or roll-on/roll off traffic. For liquid chemical carriers there are two pumps with electric system. There are two cranes on vehicle, 3 and 40 tons capacity. Also there is one lifting machine. No other facilities.

**STEVEDORES:** Number of gangs required to be advised Agent in good time.

**MEDICAL:** Doctors and medical assistance available.

**FRESH WATER:** Can be supplied from the berth at about 15 tons per hour.

**FUEL:** Can only be supplied by road tankers – subject to advance notice.

**DEVELOPMENTS:** New berths under construction to accommodate vessels up to 30 ft. draft.

It is planned to build a shipyard at Kalamata, which could be in operation during 1974. During the first phase the yard is likely to concentrate on the building of bulk carriers and tankers up to 75,000 tons dwt.

**WATCHMEN:** If required watchmen available from shore.

**HATCHES:** Can be opened and closed either by crew or by stevedores subject to regulation payments for this work.

**CUSTOMS ALLOWANCES:** 200 cigarettes and one bottle of spirits per man.

**CONSULS:**

| | | |
|---|---|---|
| Sweden | tel. | 24–79 |
| Netherlands | ,, | 22–61 |
| Norway | ,, | 32–15 |

**REPAIRS:** Minor repairs can be effected in shore machine shops. No dry docks.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Situated 6 kms away. Flights to Athens 3 times a week.

**TIME:** GMT plus 2 hours all the year round.

**HOLIDAYS:** Additional local holidays are Ascension Day and St. Dionysios' Day.

**POLICE/FIRE/AMBULANCE:** Police telephone 26–22; Fire telephone 23–00; Ambulance telephone 35–61.

**SHORE LEAVE:** Allowed. Shore passes issued by harbour authorities.

**AUTHORITY:** Kalamata Harbour Office. Tel. 22–18.

## KALI LIMENES, Crete: 34.56 N. 24.50 E.

**DOCUMENTS:** Vessels may arrive for bunkering without obtaining free pratique. However, if pratique is effected, vessels should have ship's papers ready for inspection, also 4 Crew Lists, 4 Passenger Lists, Cargo Manifest and a List of Stores and Provisions.

**PILOTAGE:** One private Pilot employed by the bunkering company SEKA who undertakes pilotage for vessels calling for bunkers. Pilot boat is a small boat equipped with signal lamp. Pilot boards about 5 miles East of Aghios Pavlos (St. Paul) Islet. Vessels awaiting Pilot may anchor 15 miles East of Aghios Pavlos Islet.

**ANCHORAGES:** (See "Pilotage".) Vessels may anchor in area between Aghios Pavlos Islet and Mavronissi, which is a safe anchorage.

**MAX. SIZE:** Vessels in ballast of up to 80,000 tons dwt. and maximum draft 14 metres can enter port.

**HEALTH:** Vessels arriving from foreign ports wishing to obtain free pratique should cable Agents to arrange for boarding of Health Inspector. Free pratique automatic if arriving from another Greek port.

**TUGS:** There is one tug, but it is seldom used.

**MEDICAL:** Agent should be advised well in advance if medical assistance required. There are no hospitals or other local facilities and doctor has to be called from nearest town.

**TANKERS:** Three berths N. of Aghios Pavlos Islet, max. draft 14 metres.

**FRESH WATER:** Unlimited supplies available.

**FUEL:** Unlimited supplies available subject adequate advance notice. Supplied by Mobil only.

**FIRE PRECAUTIONS:** Portable foam-fire extinguishers.

**CUSTOMS ALLOWANCES:** 200 cigarettes permitted to each crew member to be held out of bond, and one bottle of wine/spirits.

**CONSULS:** None.

**REPAIRS:** None.

**AIRPORT:** At Iraklion, 75 km. distant.

**TIME:** GMT plus 2 hours, permanent.

**SHORE LEAVE:** Permitted if free pratique requested and granted.

**AUTHORITY:** Port Authority Station, telephone 5 Kali Limenes of Iraklion.

## KATAKOLON: 37.39 N. 21.20 E.

**DOCUMENTS:**

Maritime Health Declaration.
Usual Ship's Certificates.
2 Crew Lists.
2 Passenger Lists.
2 Lists of Stores and Provisions.
2 Lists of Crew's Personal Effects.

**PILOTAGE:** Not compulsory. Port has one private Pilot whom vessel may use provided sufficient advance notice passed through Agent.

**ANCHORAGES:** Vessels can anchor at a distance of 2 cables from the head of the breakwater (bearing 300°). Safe anchorage for vessels of up to 30 ft. draft between positions 37.40 N. 21.19 E. and 37.40 N. 21.20 E.

**MAX. SIZE:** Maximum safe draft 23 ft. Depth inside port 8 metres. Length of pier 204 metres.

**STEVEDORES:** No advance notice required. No shore facilities. Vessels load/discharge with own gear.

**MEDICAL:** No medical assistance in Katakolon, but facilities exist at the town of Pyrgos 13 km/s distant.

**FUEL:** Not available ex-berth, but can be delivered by tank truck from Patras or Kalamata.

**FRESH WATER:** Available. Capacity 20 cu. metres per hour.

**HATCHES:** Usually opened and closed by crew but this work can be carried out by stevedores subject consent of Port Authority. Cost as agreed between Master and stevedores.

**IDENTIFICATION CARDS:** Passes issued by Port Authority.

**CONSULS:** None.

**REPAIRS:** Not available in Katakolon. Small quantities of engine spares available in Pyrgos.
**AIRPORT:** Andravis Airport 26 km/s distant. Flights to Athens twice weekly.
**TIME:** GMT plus 2 hours, permanent.
**HOLIDAYS:** Usual Greek holidays plus local holidays of 6th December and 17th December.
**POLICE/AMBULANCE/FIRE:** Police and Immigration, tel. 2; Fire brigade (Pyrgos), tel. 2633; Ambulance (Pyrgos), tel. 2344.
**TELEPHONES:** No facilities for placing on board.
**SHORE LEAVE:** Permitted.
**AUTHORITY:** Port Authority of Katakolon. Tel. 6.

## KAVALLA: 40.55 N. 24.25 E.

**DOCUMENTS:**
5 Crew Lists.
2 Lists of Foreign Exchange.
4 Passenger Lists.
2 Cargo Manifests.
2 Lists of Crew Personal Effects.
Copies of Bills of Lading and usual Ship's Certificates.

**PILOTAGE:** 24 hours notice of ETA to be passed to Agents or direct to Port Authorities. Vessels requiring Pilot should indicate with light and sound signals code letter "G" on arrival 5 miles from Kavalla lighthouse. Pilot boat is a tug 9 metres length. Pilot usually boards about ½ mile from breakwater light. In event bad weather, Pilot does not board, and vessel may take refuge North-west of Cape Prinos at the head of Thasos Island. If strong South and South-west winds prevailing, vessels recommended take refuge Eleftheron Bay. Vessels awaiting a Pilot may anchor ½ mile South of Kavalla lighthouse.
**ANCHORAGE:** One-half to 2 miles South of Kavalla lighthouse, depth 30 to 40 metres. Bottom sand and mud.
**MAX. SIZE:** Max length 150 metres with proportionate breadth. Max. draft 27 ft. Tidal range 2 ft.
**HEALTH:** Doctor boards vessel with Port Officer. Maritime Declaration of Health and Deratisation Certificate required. In case suspected disease or fever on board, Master should radio Port Authorities in advance. Pratique is automatic if arriving from another Greek port.
**RADIO:** No local radio station. Cables may be routed through Athinai Radio.
**MEDICAL:** Advance notice of medical requirements necessary. General hospital in Kavalla and numerous private clinics.
**DENSITY:** 1025.
**FRESH WATER:** Available at berth.
**FUEL:** None.
**HATCHES:** Opened and closed by crew.
**CARGO GEAR:** Vessel should have cargo gear ready on arrival in order to avoid delay.
**CONSULS:**

| | |
|---|---|
| France tel. 3163 | Netherlands tel. 3265 |
| Finland ,, 3467 | Sweden ,, 3669 |

**REPAIRS:** Minor repairs available.
**AIRPORT:** Distance 7 km/s. One flight daily to Athens.
**TIME:** GMT plus 2 hours, permanent.
**HOLIDAYS:** Standard Greek holidays. Local holiday 29th June.
**POLICE/AMBULANCE/FIRE:** Police, tel. 3291; Fire, tel. 1999.
**AUTHORITY:** Kavalla Port Authority. Tel. 3628.

## LAVRION: 37.42 N. 24.04 E.

**DOCUMENTS:**
Maritime Declaration of Health with Crew's Vaccination Cards.
Cargo Manifests.
4 Crew Lists.

**PILOTAGE:** Address of Pilot station, Port Authority of Lavrion. Pilot boat is a motor launch 8 metres long, black hull with white stripe flying code flag "H". Vessels requiring Pilot should flash or sound letter "G". Pilot boards about ½ mile from wreck-marking buoy. In event of bad weather, boarding position is inside the buoy. Vessels awaiting Pilot should anchor East or West of wreck-marker buoy depending vessel's size.
**ANCHORAGE:** See "Pilotage."
**MAX. SIZE:** Max. length about 130 metres, max. draft 21 ft.
**HEALTH:** Health Officer and Port Officer board vessel on arrival. Maritime Declaration of Health should be submitted to Health Officer who examines any sick crew. Free pratique is not automatic.
**BERTHING:** Harbour open to S.E. winds, but otherwise sheltered and safe. There are two quays: one 330 ft. length, depth alongside 20 ft., and one of 260 ft. length, depth alongside 13 ft.

Mining company owns bridge elevator with capacity of 700 tons per day.
**STEVEDORES:** Advance notice required in order to arrange gangs. No shore cargo equipment, and cargo operations effected by ship's gear.
**MEDICAL:** Medical assistance available.
**FRESH WATER:** Can be supplied to vessels alongside berth from tanker trucks.
**FUEL:** Only small quantities available as existing fuel tank only 10 tons capacity. Can be supplied by tank trucks from Piraeus.
**HATCHES:** Opened and closed by crew.
**CUSTOMS ALLOWANCES:** 200 cigarettes per crew memb allowed out of bond.
**REPAIRS:** Minor repairs only.
**AIRPORT:** Athens Airport, distance 45 km/s.
**TIME:** GMT plus 2 hours.
**POLICE/AMBULANCE/FIRE:** Police, tel. 5218; Ambulance, te 5340; Fire, tel. 5249.
**HOLIDAYS:** Local holiday 26th July.
**AUTHORITY:** Port Authority of Lavrion. Tel. 52 49.

## MEGARA: 38.00 N. 23.20 E.

Pier owned by Hellenic Refinery. Berth depth 42 ft. 6 in. at S.W. en 44 ft. at N.E. end. 46–50 ft. available one metre from the berth. Wi suitable fendering berth can accommodate vessels up to 85,000 ton dwt. 3 tugs required for berthing/unberthing. Tide about 1 ft. depending wind direction.
Also see "Piraeus".

## MILOS ISLAND: (Adamas, Voudia Bay)

**DOCUMENTS:**
4 Crew Lists.
3 Passenger Lists.
2 Provisions Lists.
2 Personal Effects Lists.
Vaccination Certificates.
Deratisation Certificate.
Manifest (in duplicate)
Certificate of Registry.
Load-line Certificate.
Safety Equipment Certificate.
Radio-telegraphy Certificate.
Certificate of Measurement.

**PILOTAGE:** No pilot station. Vessels requiring a Pilot should soun three blasts on ship's siren. Pilot boards from small motor-boa Agents may contact Pilot in advance of requirement by telephone.
**ANCHORAGE:** Safe anchorage in all parts of Milos Bay, wher Adamas port is situated. Main anchorage in Milos Bay is on Eas side of Bombardos Cape, which has a lighthouse showing a fixe green light.
**MAX: SIZE:** Any size vessel may enter Adamas Port but berthin alongside is restricted to vessels of 16 ft. draft.

Ore loading berth at Voudia Bay. No facilities for tankers.
**HEALTH:** Authorities require 24 hours notice of arrival in orde to grant free pratique to vessels arriving from a non-infectious coun try. Free pratique cannot be granted at Milos to vessels havin disease on board nor to those arriving from an infected area. Suc vessels are required to proceed to a main Greek port (Piraeus Syros, etc.) to obtain health clearance.
**RADIO:** Athens Radio and Heraklion Radio.
**TUGS:** Not available.
**STEVEDORES:** Loading/discharging at Adamas is by means o ship's gear. Bagged cargo loading rate is 250 tons in eight hours At Voudia Bay bulk ore is loaded at a rate of 500 to 800 tons in eigh hours.
**MEDICAL:** No hospitals, nor private clinics available. There ar two doctors and two dentists resident on the Island. Choler smallpox and yellow fever vaccinations are required.
**FRESH WATER:** Available to vessels alongside using ship' hoses. Delivery alongside up to 30 cu. metres in twelve hours.
**FUEL:** Small quantities lubricants available.
**DEVELOPMENTS:** Intentions to (1) extend existing wharf up t 70 metres with depth increases up to 30 ft.; and (2) to construc new loading pier in the Neochorion area with depth of 30 ft. Bot developments expected ready about 1975.
**OPENING/CLOSING HATCHES:** Opened and closed by crew.
**CUSTOMS ALLOWANCES:** 200 cigarettes and one opene bottle of spirits per person.
**REPAIRS:** Minor oxy-acetylene repairs available.
**TIME:** GMT plus two hours.
**HOLIDAYS:** Local holidays: 10th February and 15th August, othe wise Sundays and customary holidays. Cargo work can be arrange on these days at 75% increase on tariff rates.
**TELEPHONES:** Police 21204; Port Authority 41607.
**SHORE LEAVE:** Permitted.
**DELAYS:** Strong Southerly winds may delay berthing, or forc vessel to leave loading berth at Voudia Bay.
**AUTHORITY:** Port Authority of Milos, Adamas, Milos. Tel. 4160

## MITYLENE (incl. Geras Bay and Pamfyllon): 39.06 N 26.35 E.

**DOCUMENTS:**
4 Crew Lists.
2 Cargo Manifests.
2 Passenger Lists.
2 Stores Lists.

**PILOTAGE:** No official Pilot, but if required the services of tw experienced Mercantile Marine officers having knowledge of th port may be used.
**ANCHORAGE:** Before town of Mitylene, in depths of about 1 metres, extreme East of Kastro Peninsula or Fokiotrypa light, bea ing due North.

**MAX. SIZE:** Length 120 metres, draft 17 ft.
**HEALTH:** On arrival from foreign port, Port Officer, Customs Officer and Medical Officer board vessel for pratique. Pratique automatic if arriving from another Greek port.
**BERTHING:** At least 24 hours notice of ETA required for berthing allocation.
**STEVEDORES:** At least 8 hours notice of number of stevedores required to be given.
**MEDICAL:** In event of illness on board, Master should cable details prior arrival. Medical clinics available.
**TANKERS:** Geras Bay (Mamidakis) and Pamfyllon (Purfina).
**FRESH WATER:** Available. Supply rate 40/50 tons per vessel every 24 hours.
**FUEL:** Available at Purfina and Mamidakis installations. Supplies to Mitylene port by tanker trucks only, and advance notice required.
**DEVELOPMENTS:** Deepening of outer harbour to depths of 10 metres, following which it is planned to construct a quay wall to the outer harbour.
**HATCHES:** Opened and closed by crew.
**CUSTOMS ALLOWANCES:** 200 cigarettes allowed per crew member out of bond.
**CONSULS:**

| | | | |
|---|---|---|---|
| Turkey | tel. 2297 | Belgium | tel. 2314 |
| Sweden | ,, 8727 | France | ,, 8495 |
| Netherlands | ,, 8760 | | |

**REPAIRS:** Two local machine shops undertake very minor repairs.
**AIRPORT:** 8 km/s from the port. Daily flight to Athens.
**TIME:** GMT plus 2 hours, permanent.
**HOLIDAYS:** In addition to usual Greek holidays, local holiday on 6th December. Cargo work can be arranged subject additional charge.
**POLICE/AMBULANCE/FIRE:** Police, tel. 2021 and 2030; Fire Brigade, tel. 8618 and 2050; Hospital, tel. 8412.
**AUTHORITY:** Mitylene Port Authority, Tel. 8647 and 8827.

## MYKONOS: 37.27 N. 25.20 E.

Vessels in excess of 22,000 tons dwt. have been accommodated. Loading of Barytes ore at rates up to 5,000 tons per day. In winter when North winds prevail conditions are satisfactory for loading: however, loading position considered unsafe when South-west or West winds prevailing. When sufficient cargo is available vessels can load in 2 days.

## PATRAS (including Rio): 38.14 N. 21.45 E.

**DOCUMENTS:** Port Authorities: 2 Crew Lists, Customs: Declaration of Cargo and Passengers.
**PILOTAGE:** Advance notice of ETA to be passed to Agents who arrange Pilot. Vessels without Agents should advise authority of ETA through Radio Patrai, or on arrival outside harbour make International Code sounds and signals for vessels requiring a Pilot. Pilotboat is small boat carrying pilot flag. Pilot usually boards less than 1 mile outside harbour entrance.
**ANCHORAGES:** Port is not a natural harbour and does not offer safe anchorage when winds from West and South-west. Depending weather conditions vessels can be protected at the Nafpaktos-Psathopyrgos and Deke (Aghios Vassilios) Bays.
**RESTRICTIONS:** Port entrance has depth of 34 ft. At main harbour vessels having draft in excess of 28 ft. cannot berth. There are two light buoys (green and red) in position of the intended line of extension to Northern part of breakwater (extension of 250 metres) where work is in progress. Buoys are about 500 metres from permanent lights marking North entrance to the harbour, and indicate shallow water.
**MAX. SIZE:** Vessels of less than 28 ft. draft. No restrictions on length or breadth. Height of tide, maximum 0.35 metres, does not effect size of vessel.
**HEALTH:** Pratique in accordance with International Regulations.
**RADIO:** Radio Patrai—SVP.
**TUGS:** Join vessel at entrance to harbour. Ship's lines used.
**BERTHING:** In accordance with allocation given by Port Authority.
**STEVEDORES:** Advance notice of ETA required in order to arrange berth and order number of gangs to commence work immediately. General cargo rate about 80–100 tons per hour/gang, and bulk cargoes 75–90 tons. Seven shore cranes, capacity up to 25 tons available.
**TANKERS:** No facilities at Patras, but Texaco-Restis berth at Rio for vessels up to 18 ft. and 2,500 tons alongside. No residue discharge facilities.
**FRESH WATER:** Supply line connected to all berths.
**FUEL:** Deliveries by tank trucks at Patras. Available at Texaco-Restis berth at Rio.
**FIRE PRECAUTIONS:** Vessels refuelling or discharging explosives or inflammable materials must apply to Port Fire Brigade to stand by.
**DEVELOPMENTS:** (*a*) Extension of breakwater by 250 metres: (*b*) construction of quay between Custom's House and fish steps.
**WATCHMEN:** Advisable to employ night-watchmen on large vessels.
**HATCHES:** Usually opened and closed by crew.
**CUSTOMS ALLOWANCES:** 200 cigarettes and 1 bottle wine/spirits allowed out of bond for each crew member.
**IDENTIFICATION CARDS:** Crew are supplied with passes by Port Authority.
**CONSULS:**

Belgium
Germany
Denmark
Italy
Netherlands
Sweden
Finland
France
Switzerland

**REPAIRS:** Very minor repairs only.
**REPATRIATION:** All facilities for crew changes and repatriation.
**AIRPORT:** None.
**TIME:** GMT plus 2 hours. Permanent.
**HOLIDAYS:** In addition to general Greek holidays and Sundays, local holidays are 8th September, 30th January. Work can be arranged on these days subject to payment of additional charges.
**POLICE/AMBULANCE/FIRE:** Port Police, tel. 77–622; Patras Police Station, tel. 77–261; Ambulance, tel. 74–444; Fire Brigade, tel. 77–561.
**TELEPHONES:** No facilities for connecting on board.
**SHORE LEAVE:** Permitted.
**AUTHORITY:** Central Port Authority of Patras, Aghiou Andreou 61. Tel. Port Captain, 77–150; Deputy Port Captain, 77–123; Pilot Station, 72–896.

## PIRAEUS: 37.56 N. 23.40 E.

**Incl. AGHIOS GEORGIOS 37.57 N. 23.36 E.; KERATSINI; DRAPETZONA 37.56.30 N. 23.37 E.; and PERAMA 37.58 N. 23.35 E.)**
**DOCUMENTS:** All usual certificates including Registry, Measurement, Inspection, Load-line, Fumigation, Passenger Safety, Cargo Gear, and Radio.

5 Crew Lists.
2 Vaccination Certificates.
Cargo Manifest.
List of Provisions and Stores.
List of Spares.
Maritime Declaration of Health.
Crew Passports, or Seamen's Books.
Passenger Passports.

**PILOTAGE:** Cable Agent well in advance advising ETA. Agent informs pilot office of vessel's arrival time.

Pilots can be contacted on VHF Channel 16 for calling, channels 7 and 12 for communication. Pilot boat is a wooden vessel about 10 metres length with black-painted hull, word "Pilot" painted in white.

Vessels requiring Pilot should signal letter "G" by morse light or by ships whistle. Pilot boards vessel about 1½ miles off entrance to harbour, except when very strong South winds prevailing, which case vessel advised by VHF or by signal light that conditions impossible for Pilot boarding, and whether vessel permitted enter harbour at Master's risk.

If awaiting Pilot, anchorage is possible inside pilotage area of Piraeus – Aghios Kosmos – Piraeus Anchorage – Perama Anchorage – Megara Anchorage (Pachi).
**ANCHORAGES:** As above. Depths between 9 and 35 fathoms.
**RESTRICTIONS:** No restriction for Aghios Georgios Harbour or Drapetzona excepting draft. Harbours open throughout 24 hours for entry and departure subject prevailing weather conditions. No tidal restrictions.
**MAX. SIZE:** (also see "Tankers") Aghios Georgios max. draft 32 ft. Drapetzona max. draft 25 ft. Piraeus max. draft 32 ft. 6 in.
**RADIO:** Athinai Radio – SVA.
**TUGS:** Usually join vessel outside harbour, always using ship's lines. Nine tugs available. One of 700 h.p., 2 of 250 h.p., 2 of 240 h.p., 2 of 150 h.p., and 2 of 100 h.p.
**BERTHING:** Agent must advise Piraeus Harbour Authorities in order to secure berth allocation.
**CRANES:** One gantry crane lifting capacity 10 tons, used for coal and bulk cargoes installed at Hercules Port. Hourly output of 160 tons.

39 electric wharf cranes with capacities of 2 to 15 tons installed along the wharf of the main port and at the dry and floating docks.

67 mobile cranes with capacities of 3 to 40 tons.

3 Straddle-carriers for containers, capacity 30 tons each.

One container gantry with capacity 250 tons. The Port Authority have an additional gantry crane, capacity 41 tons on order.

Three floating cranes with capacities of 15, 30 and 100 tons.
**BULK HANDLING FACILITIES:** Silo suction-duct installations capable of moving grain at up to 150 tons per hour and storage facility for 40,800 tons, as well as two mobile suction-duct units for bulk grain-cargoes.
**STEVEDORES:** Agent must submit letter of application to Piraeus Port Authorities for number of gangs required also time required to commence cargo work. Discharge usually effected with ship's own gear.

Normal work on loading/discharge of goods in the port is carried out by two regular shifts, the morning shift (0730 to 1430) and the afternoon shift (1430 to 2130). Likewise, upon application of the interested parties (ship-owners, agents, consignees, shippers, etc.), and provided approval of the competent P.P.A. Service is obtained, a third, night shift can be assigned to the job if the necessary workers and operators are available. This shift is again of 7-hour duration, from 2030 to 0330 or can be extended to the morning hours if necessary. Exceptionally in the case of work on refrigerator vessels, on which work during the Summer period is limited to the afternoon hours, the Service can assign workers and operators of loading/discharge machinery, starting from 1630, for a seven-hour period which can be extended, if conditions warrant, to the morning of the next day. Loading/discharge work may also be undertaken on Sundays and other non-working days (holidays) such work being considered as totally extra, being burdened with extra charges accordingly.

**MEDICAL:** All medical and hospital facilities available. No advance notice required except in special cases.

**TANKERS:** Discharging effected at private installations.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Shell | max. | draft | 32 ft. | Petrolles | max. | draft | 29 ft. |
| B.P. | „ | „ | 36 ft. | Purfina | „ | „ | 28 ft. |
| Elvyn | „ | „ | 26 ft. | Mobil | „ | „ | 48 ft. |

D.E.H. max. draft 36 ft. (outside steam generator factory, no facilities for going alongside).

**DENSITY:** 1025.

**FRESH WATER:** Available alongside berths. For vessels at anchor, water can be delivered by barges belonging to Piraeus Harbour authority at 50% additional cost.

**FUEL:** Gas oil, fuel oil and mixtures of both to a certain viscosity available. Advance notice of requirements should be sent to Agent order complete customer's requirements.

**WATCHMEN:** Required.

**HATCHES:** Opened and closed by stevedores.

**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes per crew member allowed out of bond. Wine/spirits, one bottle.

**CARGO GEAR:** Before commencement of loading or discharge, cargo gear is examined by Piraeus Harbour Authorities.

**IDENTIFICATION CARDS:** Passes required for seamen going ashore.

**CONSULS:** The following countries maintain Consuls at Piraeus:

Denmark
Finland
Italy
Norway
Netherlands
Sweden
U.K.

Other countries maintain Consulates resident in Athens.

**REPAIRS:** Facilities available for all kinds of deck and engine repairs.

**DRY DOCKS:** Two floating docks at Perama. (*a*) Length 202 metres depth 40 metres, capacity 15,000 tons. (*b*) Length 113·6 metres, depth 27·4 metres, capacity 3,000 tons. Also see Eleusis and Syros.

**REPATRIATION:** All facilities for crew changes and repatriation.

**AIRPORT:** Athens Airport 10 km. distant from main harbour. Regular international flights.

**TIME:** GMT plus 2 hours. Permanent.

**HOLIDAYS:** In addition to Sundays, local holidays are: 1st January; Epiphany; Whit Monday; 25th March; Good Friday; Easter Monday; 1st May; Holy Trinity; 15th August; 28th October; 12th December; 25th December; Boxing Day.

Cargo work can be arranged on these days subject extra payment of 75%.

**POLICE/AMBULANCE/FIRE:** In emergency telephone Harbour office 188 or 451–311. Subsidiary Harbour Department tel. 462–876. Harbour Guard Aghios Georgios tel. 462–876 or 451–311/139. Harbour Guard Drapetzona tel. 451-311/140. Police tel. 100. Fire service tel. 199.

**TELEPHONES:** Telephone connection on board can be made.

**SERVICES:** Compass adjusting, tank cleaning. No facilities for discharge of tank residues.

**SHORE LEAVE:** Permitted.

**SPECIAL PRECAUTIONS:** *Ship's Speed in Port:* Incoming or outgoing vessels must keep speed steady, provided weather conditions and vessel's manoeuvrability allow to do so, but never to exceed 5 knots.

*Pollution in the Harbour:* Throwing overboard of ballast, objects of any kind, oil, food rejects, and dirt in general is strictly prohibited. All such rejects can be jettisoned after ship's exit from the harbour and at a distance not less than 16 miles from the nearest coast. Alternatively, all such rubbish can be thrown in a special rubbish-collecting vessel in the port.

*Sea Pollution by bunker oil or sediments:* The jettisoning of oil products generally in any port or roadsteads less than 50 miles from the coast is strictly prohibited. Similarly prohibited is the pollution of the sea by jettisoning of oil-sediments during dry-docking or repairs of vessels.

*Pollution of the Air:* Strictly forbidden is the de-sooting of boilers of all vessels at Greek ports. Similarly prohibited is the exit of gases in the form of smoke, which poisons the atmosphere and endangers public health.

*Overloading:* If upon arrival or sailing the port authorities ascertain overloading of the vessel, heavy fines are imposed.

**AUTHORITY:** Central Piraeus Harbour Office, Second Harbour Department. Tel. 426–981/9. Telex 2210.

## PYLOS: 36.55 N. 21.42 E.

(Including Sfaktiria and Navarino Bay)

**DOCUMENTS:**

*For Port Authorities*

1. For ships under the Greek flag and foreign flag vessels of Greek ownership.
   Inspection of all Ship's Papers.
   7 Crew Lists with full details of crew members' home addresses.
   For passenger vessels – 6 Passenger Lists including passport details, that is, number, date of issue and nationality.
2. Foreign Flag Vessels.
   Inspection of all Ship's Papers.
   3 Crew Lists.

*For Customs*

Crew Personal Effects List.
1 Crew List.
Passenger List.
Lists of goods or effects to be sent ashore.
3 Lists of Stores and Spares.
Bills of Lading.
Cargo Manifest.

**PILOTAGE:** No pilot station. There is a private Pilot employed the bunkering company named G. Mamidakis Limited. Agent and bunkering company should be advised in advance of vessel's ETA order arrange Pilot to meet vessel at entrance of Navarino Bay an take vessel to oil installations at Sfaktiria Bay. ETA should be passe by radio telephone at least 48 hours before arrival and thereafte confirming ETA within 24 hours of arrival. If ETA has not been pas sed by radio, vessel should wait at entrance to Navarino Bay, an request Pilot by signalling letter "G" by flashing light or ship whistle.

**ANCHORAGES:** Safe anchorage may be made in all areas Navarino Bay except within red sector of Helonaki Islet light.

**MAX. SIZE:** Any size vessel can enter and anchor in Navarino Ba The small harbour of Pylos is only suitable for small vessels.

**HEALTH:** Doctor visits vessels that require free pratique, excep ing those vessels from ports in countries of the European Counc Master and Health Officer together sign Maritime Declaration Health. Free pratique continues when vessel arrives from anothe Greek port. A vessel in transit must have free pratique if remainin in port more than 24 hours. Infected vessels or suspected vesse remain under quarantine in accordance with existing health regula tions.

**RADIO:** Athinai Radio – OTE.

**TUGS:** No tugs available.

**STEVEDORES:** Labour requirements passed by radio at least hours prior arrival. No shore loading/discharging facilities and th work effected by ship's gear. Average rate load/discharge 100 ton per gang every 8 hours.

**MEDICAL:** Agent should be advised by cable prior arrival of medi cal and medicant requirements. There is a chemist and a Red Cross hospital. Yellow-fever, cholera and smallpox vaccination certificate required.

**TANKERS:** Sfaktiria Island Installation (ESAPP. G. Mamidak Limited). Two flexible hoses diameter 6 in. and one gas oil hos diameter 2·5 in. No facilities for residue discharge. At Pylos sma harbour there is jetty 100 metres length, the head of which is rese ved for small tankers carrying wine and spirits, which moor stern quay. At head of pier, depth of water about 4 metres, but within sho distance from pier, depth increases to 10 metres. Only one vessel 12 ft. to 15 ft., draft can moor stern to quay at any time. Loadin discharging is effected through flexible and portable pipelines be longing to Gialovi Wine Factory at Pylos, and cargo is transporte by special tank trucks.

**DENSITY:** 1023 in harbour basin and whole of Navarino Bay.

**FRESH WATER:** Master or Agent must apply in writing to Custom Authority, and application is to include notice from water supplie giving quantity to be supplied and cost of supply. Water barge capa city 50 tons. Rate of supply 36 tons per hour by canvas hoses. Barg belongs to fuel suppliers, G. Mamidakis. Water also availab alongside Pylos harbour quay.

**FUEL:** Mamidakis Fuel Installations at Sfaktiria Island. Vesse should give 48 hours notice to Mamidakis (Athens Office, address Eleftheriou Venizelou 56; tel. 622543 Telex 284) Pylos tel. 212–82.

**FIRE PRECAUTIONS:** No unusual fire precautions at Sfaktiri Installations, but at main Port of Pylos authorities do not allo loading/discharging of 2 vessels at same time, as the only 2 berth available are very close to each other.

**DEVELOPMENTS:** Work in progress to extend existing Pylo harbour pier to 215 metres length, 20 metres width, and 15 metre depth at head of pier. Depth inside pier to be 10 metres.

**WATCHMEN:** Usually not necessary to employ watchmen, but required, available.

**HATCHES:** Usually opened and closed by crew.

**CUSTOMS ALLOWANCES:** Two packets of cigarettes per crew member/day allowed out of bond according to duration in port an this quantity to be declared on Stores List. Store orders for supp of additional quantities are allowed on the basis of the number crew and the length of voyage, basis two packets per day per crew member. One opened bottle wine/spirits allowed out of bond.

**IDENTIFICATION CARDS:** Shore passes issued against sub mission of seamen's books.

**CONSUL:** Panama (F. Papadopulos), tel. 213–84.

**REPAIRS:** 3 workshops for minor repairs.

**REPATRIATION:** Crew changes and repatriation facilities available.

**AIRPORT:** Kalamata Airport, 40 km. from Pylos. Kalamata/Athen flights Tuesday, Thursday, Friday and Sunday, departing at 1030 Athens/Kalamata flights Tuesday, Thursday, Friday and Sunda departing at 0915.

**TIME:** GMT plus 2 hours permanent.

**HOLIDAYS:** (*a*) Standard Government Holidays; (*b*) Local holi days: 9th May (St. Nicholas) holiday for port workers; 24th Septem ber; 20th October (Anniversary of Battle of Navarino). During these holidays, cargo work can be arranged subject overtime pay ment.

**POLICE/AMBULANCE/FIRE:** Police (Pylos) 213–16; Greek Re Cross Hospital (Pylos 213–15; Kalamata Fire Brigade 2123–00).

**TELEPHONES:** No facilities for placing on board.

**GENERAL:** Very severe fines imposed on oil pollution.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Port Authority of Pylos. Tel. 212–25. Telex 2501.

## RHODES (including Akantias): 36.25 N. 28.17 E.

**DOCUMENTS:**
3 Crew Lists.
3 Passenger Lists.
1 Cargo Manifest.
1 Stores and Provisions List.
Usual Ship's Documents.

**PILOTAGE:** 24 hours notice required by Rhodes Port Authority. Pilot boards 1 mile from port.

**ANCHORAGE:** Suitable anchorage up to a distance of 300 metres from the port East of the pier extension.

**RESTRICTIONS:** Port entry can be difficult and sometimes impossible with strong North or North-east winds.

**MAX. SIZE:** Up to 24 ft. draft.

**RADIO:** Rodos Radio, 2182 kc/s.

**BERTHING:** Pilot will advise Master of berthing place in accordance with Port Authority instructions.

Two diesel motor-driven cranes capacity 2 and 3 tons available for discharging. No facilities for containers.

**STEVEDORES:** 24 hours advance notice required in order to arrange gangs.

**MEDICAL:** General hospital and private clinics available.

**FRESH WATER:** Available – supplied by canvas hoses.

**FUEL:** Deliveries only by tank trucks.

**DEVELOPMENTS:** Extension of the Merchant Port Pier by 110 metres to North and 140 metres to South-east. Also an extension of the new harbour (Akantias) pier, to the East of the Marine Harbour. Length to be 480 metres, with a depth of 6·5 metres alongside.

**HATCHES:** Opened and closed by crew.

**CUSTOMS ALLOWANCES:** 60 cigarettes per day per crew member and one bottle wine/spirits per crew member allowed out of bond.

**CONSULS:**

| | |
|---|---|
| Germany tel. 7479 | France tel. 2318 |
| Italy „ 7432 | Turkey „ 3362 |
| Sweden „ 3379 | |

**REPAIRS:** Minor repairs only.

**AIRPORT:** Distance 15 km/s. During winter, flights twice daily to Athens, and during summer, flights 5 times daily.

**TIME:** GMT plus 2 hours, permanent.

**HOLIDAYS:** 1st January, 6th January, 7th March, 25th March, Good Friday, Easter Monday, 21st May, 15th August, 28th October, 8th November, Christmas Day, Boxing Day.

**POLICE/AMBULANCE/FIRE:** Police, tel. 7690 or 2220; Ambulance, tel. 2555; Fire Brigade, tel. 3333.

**DELAYS:** Sometimes necessary to remain outside harbour up to 3 hours to allow coastal passenger vessels to berth if other berths are full.

**AUTHORITY:** Central Port Authority of Rhodes. Tel. 7690, 2220 or 7695.

## SUDA BAY, Crete: 35.29 N. 24.09 E.

**PILOTAGE:** Compulsory. Naval Pilot boards West of N. Soudha Island.

**TANKERS:** Marathe POL Depot has wooden-faced concrete jetty. 10 in. discharge lines. No bunkers. No slop discharge facilities.

**FRESH WATER:** Available by barge.

**ANCHORAGE:** Good anchorage for any size vessels.

**GENERAL:** Cargo pier depth up to 32 ft. alongside, also grain silo with similar depth alongside.

## SYROS: 37.26 N. 24.56 E.

**DOCUMENTS:** *Ships under the Greek flag* – documents required are:
Ship's Register.
Seaworthiness Certificate.
Log Books and Ship's Papers.
Load-line Certificate.
Radio Station Licence.
Fumigation Certificate.
4 Crew Lists.
2 Passenger Lists.

*Ships under foreign flag, Greek owned* – documents required are:
Ship's Articles.
Load-line Certificate.
Seaworthiness Certificate.
Ship's Papers.
Radio Station Licence.
Fumigation Certificate.
4 Crew Lists.
1 Passenger List.

*Ships under foreign flag* – documents required are:
Seaworthiness Certificate.
Fumigation Certificate.
Load-line Certificate.
Radio Station Licence.
2 Crew Lists.
1 Passenger List.

**PILOTAGE:** Pilot to be ordered by ship's Agent at least 24 hours before arrival notifying approximate ETA. Pilot boards from private motor launch, about ½ mile off the port, weather permitting. In bad weather Pilot boards in harbour entrance.

**ANCHORAGE:** Vessels awaiting Pilot anchor outside the harbour South of a line between the green breakwater light and the North end of Gaidaros Island. Anchorage in the Southern part of the harbour in depths of 20–30 m.

**MAX. SIZE:** Length 200 m. Vessels of small draft may go alongside the Neorion Pier or moor stern to the pier. Deeper-draft vessels remain at anchor in the harbour.

**HEALTH:** Free pratique is given when ship's declaration of health has been endorsed by a Health Officer.

**RADIO:** Loutsa Radio.

**TUGS:** 2 tugs available. Tugs usually join vessel one mile from harbour entrance. Payment for use of tug-line is obligatory.

**STEVEDORES:** At least one days notice required to arrange gangs.

**MEDICAL:** No advance notice required if medical assistance needed. Hospital and general clinic available.

**TANKERS:** Discharge alongside terminal of A. E. Seica at Lazareta, near the entrance to the harbour.

**DENSITY:** 1026.

**FRESH WATER:** Limited quantity can be supplied by private company. Delivered by barge.

**FUEL:** Can be supplied by A. E. Seica, by barge or pipeline.

**WATCHMEN:** Not required.

**HATCHES:** Opened and closed by ship's crew.

**CUSTOMS ALLOWANCE:** Each man allowed 40 cigarettes per day for period not exceeding 5 days. Each man allowed one opened bottle of spirits. No restrictions for wine.

**IDENTIFICATION CARDS:** Shore passes are issued on production of seamens books or passports.

**CONSULS:** France – tel. 3–62. Netherlands – tel. 7–20.

**REPAIRS:** Neorion Syros Shipyards can undertake any kind of engine and hull repairs and alterations. Holds LTC licence for piston reconditioning.

**DRY DOCKS:** Two floating docks, one for ships up to 20,000 dwt, and one for vessels up to 75,000 dwt.

Dimensions of larger dock; 210 m. length over keel blocks; 36·20 m. inner width; 17·40 m. moulded depth.

**DEVELOPMENTS:** Port being dredged to permit entry of larger vessels. Shipyard installing facilities for building vessels up to 15,000 tons.

**REPATRIATION:** Can be arranged.

**TIME:** GMT plus 2 hours all the year round.

**REGULATIONS:** Port Captain should be contacted for any queries not covered by lists of regulations provided on arrival.

**HOLIDAYS:** Work may be arranged on all holidays on payment of 75% additional to tariff.

**POLICE/FIRE/AMBULANCE:** Police tel. 6–10; Fire 3–33; Ambulance 5–55.

**TELEPHONES:** Cannot be connected on board.

**SHORE LEAVE:** Crew may go ashore after pratique is given, carrying shore leave passes issued by Port Authority.

**AUTHORITY:** The Harbour Office of Syros, Kanari Square, Tel. 6–33, 6–90.

## THESSALONIKI (Salonica): 40.38 N. 22.56 E.

**PORT LIMITS:** A vessel is considered as an "arrived vessel" when she has passed the line connecting the Small Kara Point and the Paliomanna light buoy.

**DOCUMENTS:** For Greek flag and Greek-owned vessels:
List of Foreign Exchange.
Crew list (additional for Port Authority).

All vessels:
4 Crew Lists (Port Authority, Customs, Immigration and Health).
1 List of Stores.
1 List of Personal Effects.
Copies of Bills of Lading and Cargo Manifest.

**PILOTAGE:** Apply for Pilot through VHF Channel 12 or by international code signals. Pilot meets vessel about 1,000 metres S.E. of breakwater light (white). Pilot boat is small motor-boat carrying pilot flag.

**ANCHORAGES:** Area from 500 to 1,000 metres S.E. of port offers safe anchorage.

**MAX. SIZE:** Average safe depth of water 10 metres. Two berths of 35 ft. depth. Also see "Tankers".

**HEALTH:** Health Officer boards vessels from foreign ports to grant free pratique.

**RADIO:** Radio Thessalonika. 24 hours notice of ETA required to obtain berth and stevedores.

**VHF:** Operative throughout 24 hours on Channel 12, Central Port Authority.

**TUGS:** Six tugs available. Meet vessel about 1,000 metres from port. Tug's lines used for berthing at no extra charge. Ship's lines used unberthing.

**MEDICAL:** Advance notice not required – all facilities available.

**SPECIALISED CARGO HANDLING FACILITIES:** The port has silos of capacity 20,000 tons.

AGET Installation: One berth for discharging cement in bulk by special constructed ships equipped with automatic discharging gear. Maximum draft 30 ft.

**TANKERS:** 1 *Esso-Pappas installation*. (*a*) Sea Island berth capable of accommodating two vessels of 24,000 tons and 14,000 tons respectively. Max. draft 32 ft. 8 lines, diameter 16 in. (1). 10 in. (3), 4 in. (3), 6 in. (1). (*b*) Seven buoy mooring for vessel of up to 80,000 tons. Max. Draft 44 ft. Submarine 34 in. pipe-line for crude oil discharge. Two flexible discharge lines 10 in. diameter.

2. *Mamidakis' Installation.* Stern discharge berth. Maximum draft

32 ft. Two submarine lines enable two grades of cargo to be discharged through 8 in. line at 200 tons/hour and 6 in. line at 160 tons/hour.

3. *Ethyl Oil Berth*, length 320 metres, depth alongside 10 metres.

**DIRTY BALLAST:** Two tanks of 600 tons each and one of 6,000 tons are available for the reception of dirty ballast at Esso-Pappas installation.

The discharge overboard of any oil or oil contaminated water is strictly forbidden and every precaution must be taken to avoid pollution.

**DENSITY:** 1025.

**FRESH WATER:** Unlimited supplies available.

**FUEL:** Unlimited quantities available. Usual notices required. Suppliers B.P., Shell, Esso-Pappas, Mamidakis.

**FIRE PRECAUTIONS:** Safety tug in position at tanker installations.

**DEVELOPMENTS:** (*a*) Channel. Dredging in progress to enable any size vessel to enter port. (*b*) Construction of sixth jetty, length 1,000 m., width 600 m. Will be used as a container terminal. Expected to be completed in 1978.

**WATCHMEN:** If required, cost by private negotiation.

**HATCHES:** Opened/closed by crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes and one bottle spirits allowed out of bond for each crew member.

**CARGO GEAR:** Adequate shore gear available.

**IDENTIFICATION CARDS:** Passes issued to crew members of foreign vessels.

**CONSULS:**

U.S.A.
Austria
Belgium
France
Germany
Yugoslavia
Denmark
Switzerland
Japan
Italy
U.K.
Norway
S. Africa
Netherlands
Sweden
Turkey
Finland

**REPAIRS:** Only minor repairs.

**REPATRIATION:** Facilities for crew changes and repatriation available.

**AIRPORT:** Distant 12 km/s. South-east of town. Six flights daily to Athens.

**TIME:** GMT plus 2 hours. Permanent.

**HOLIDAYS:** (National): 1st January, 6th January, 25th March, Good Friday, Easter Monday, 21st April, 1st May, 15th August, 28th October, Christmas Day, Boxing Day. (Local): 26th October. Work may be arranged on holidays at double costs.

**POLICE/AMBULANCE/FIRE:** Port Police, tel. 531–502; Ambulance, tel. 531–531; Fire, tel. 199.

**TELEPHONES:** Facilities available for placing on board.

**SHORE LEAVE:** Permitted without restriction. For tankers, the Master should arrange transport with Agent for seamen to the landing pier in Thessaloniki Harbour. Seamen will not be permitted to pass through refinery area.

**AUTHORITY:** Central Port Authority of Thessaloniki. Telex: 41–256.

## VOLOS: 39.21 N. 22.56 E.

**DOCUMENTS:** See "Piraeus."

**PILOTAGE:** Pilot boards about 1 mile outside port. Pilot boat is small launch coloured grey and black.

**ANCHORAGE:** Suitable anchorage situated 1–2 miles outside harbour in depths of 14 to 20 metres.

**RESTRICTIONS:** Vessels in excess of 10,000 tons unable enter at night.

**MAX. SIZE:** Max. draft 36 ft., no limitation on length or breadth.

**HEALTH:** Port Officer acts as Health Officer and pratique effected on doctor's advice. If arriving from another Greek port, pratique automatic.

**TUGS:** Join vessel at entrance to harbour.

**STEVEDORES:** Advance notice required order arrange gangs. No shore gear and all cargo operations handled with ship's gear.

**MEDICAL:** Advance notice of required medical attention is necessary. Hospital and medical facilities available.

**TANKERS:** One berth; depth alongside 27 ft.

**FRESH WATER:** Only available at main pier and silos pier.

**DEVELOPMENTS:** A new pier is under construction.

**HATCHES:** Usually opened and closed by crew, but if by stevedores, additional costs apply.

**CUSTOMS ALLOWANCES:** One to two packets cigarettes allowed per crew member per day. One bottle wine/spirits allowed out of bond.

**CONSULS:** Germany, tel. 25379, France, tel. 25870, Sweden, tel. 27662.

**REPAIRS:** Minor repairs can be effected.

**AIRPORT:** Situated at Anchialou. Two weekly flights to Athens.

**TIME:** GMT plus 2 hours, permanent.

**HOLIDAYS:** Usual Greek holidays. Local holiday 6th December; cargo work can be arranged subject to additional cost with the exception of 6th December.

**POLICE/AMBULANCE/FIRE:** Police, tel. 24500; Ambulance; tel. 27531; Fire, tel. 5000.

**AUTHORITY:** Port Authority of Volos. Tel. 23779 and 24179.

## YALI ISLAND: 36.38 N. 27.07 E. (See Plan)

**DOCUMENTS:**

2 Crew Lists.
2 Passenger Lists.
Cargo Manifest.
Bills of Lading.
List of Ship's stores and Spares.
Health Declaration.
Ship's Certificates.

**PILOTAGE:** A Mooring Master is available from Piraeus. Mooring Master boards at the anchorage.

**ANCHORAGE:** Safe anchorage in the roads except in strong Southerly winds.

**MAX. SIZE:** Length 250 metres, draft 33 ft.

**HEALTH:** Port authorities will board by launch from Nissyros t arrange free pratique. Any sick crew members will be disembarke to Nissyros by the same launch.

**TUGS:** Not available.

**BERTHING:** The vessel is moored at loading berth on 8 buoys i addition to port anchor. During loading operations the vessels hav to be shifted from hatch to hatch.

The facilities of loading consist of a cement pylon holding a hori zontal chute-conveyor belt of about 50 ft. length. This chute-con veyor belt is fed from ashore by rotating buckets of 1·3 tons each. Th vessel has to be at a distance of about 40 to 50 ft. from the cemen pylon in order to load the holds.

**STEVEDORES:** Workers are employed by private loading company

**MEDICAL:** Nearest medical and hospital facilities are at the islan of Kos, 7 miles north of Yali.

**FRESH WATER:** None available.

**FUEL:** Not available.

**HATCHES:** Opened and closed by ship's crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes and one opened bott of spirits are allowed each man.

**CONSULS:** No local representation.

**REPAIRS:** No facilities exist.

**AIRPORT:** Nearest at Kos with daily flights to Athens during th summer. Four flights a week during the winter.

**HOLIDAYS:** Do not affect vessels loading.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Clerk of Mandraki, Port of Nissyros. Tel. 5 (080 to 1200, 1600 to 1800 hours) Yali Quarry Manager, Yali. Tel. 2 (0800 t 2200 hours) through Rodos Radio.

# Greenland

**GENERAL INFORMATION:**

**CUSTOMS:** The master is not allowed to distribute tax-free cigarettes or other tax-free tobacco in a Greenland port.

**DOCUMENTS:** Following documents must be on board:

Speed Certificate.
Crew List.
Radio Station Certificate.
Safety Equipment Certificate.
Clearance Certificate.
Health Declaration.

**RESTRICTIONS:** Foreign-flag vessels do not normally hav access to Greenland ports unless they have special permission. I such vessels have this permission, the crew may go ashore subjec approval of Port Authorities and following presentation of Healt Certificate or a medical check on board.

**ICE INFORMATION:** Ice Centre Narssarssuaq is transmitting daily at 1200 GMT and 2200 GMT the latest information of the ice i Southern Greenland Waters. Information is transmitted in Faximil (Mufax) on frequency 2780 and 6970 kc/s drum speed 120. Ships ca free of charge, request telegraphic ice information from followin coastal radio stations:

OZL—Angmagssålik
OZN—Prins Christian Sound
OXF—Julianehåb
OZA—Frederikshåb

**WATCHMEN:** Ship is required to appoint a crew member a ship's guard on board.

**TIME:** GMT minus 3 hours. Permanent.

**HOLIDAYS:** As applicable to Denmark.

**CONSULS:** None.

**WORKING HOURS:** Normally from 0600 to 1800 hours with tw meal breaks.

**RADIO:** In ports where there is a local radio station, vessels ar prohibited from using ship's station for sending messages.

**HEALTH:** Before commencing voyage to Greenland, at the po of departure, Master is required to obtain a Health Certificate fro an authorised medical practitioner, stating that there are no dan gerous or contagious diseases on board, such as pest, choler yellow-fever, smallpox, or typhus. The crew list is to be included i this certificate stating that there are no venereal or other contagiou diseases amongst the crew members. The Health Certificate is on valid if it has the stamp and signature of the Royal Danish Consul o Vice-Consul of the district in which the port of departure is situate On arrival at the first Greenlandic port, the Master is to present th Health Certificate to the Port Authorities. Health Certificate ma also be issued by a doctor in the first Greenlandic port of call.

**REPORT:** Immediately upon arrival of a vessel in Greenland, the Master must report to the Port Authorities.
**WASTE DISPOSAL:** It is forbidden to throw waste material of any description overboard into port waters.

## EGEDESMINDE: 68.43 N. 52.53 W.

(Also see "General Information" at beginning of Greenland Section)
**DESCRIPTION:** Roadstead, Inner Port (inside Bay, Anchorage, Boat Port, and Atlantic quay.
**DAYLIGHT:** Polar darkness from 2nd December to 11th January, and midnight sun from 22nd May to 23rd July.
**CONDITIONS:** *(a)* Current: flows Eastwards between the islands at Egedesminde from 3 hours before, to 3 hours after high water, following which, current flows Westwards for 6 hours. *(b)* Ice: winter ice normally occurs from mid-December to early May, but can occur earlier, in November. New ice in the port can be up to 60 cm thick; 1st January covering ice up to 30 cm and by 1st February about 45 cm. Icebergs sometimes enter port area and stop all shipping movement. *(c)* Tide. high tide height 2·6 m. (max. 3·1 m.). Low tide height 1·5 m. Direct W. wind causes 0·3 m. rise above tidal height, and S. or S.E. wind about 0·5 m. below.
**PILOTAGE:** No official port Pilot, but assistance arriving and sailing may be obtained from a local seafarer having good knowledge of the area. This local assistance should be ordered if required in ETA cable to Port Authority at least 24 hours prior arrival. The Port Manager usually acts as local expert as part of his normal duties.

There is VHF radio installation in office of Port Authority and it is usually possible to obtain VHF contact within 30 miles of Egedesminde.

Local area expert will board vessel from port boat at meeting place usually arranged just outside entrance to port.

No special pilotage regulations and no Outer Anchorage where Pilot may be taken on board. However, in waters N. and N.E. of port entrance vessels may stop or proceed at very slow speed in order to embark local expert.
**ANCHORAGES:** No special anchorages, and vessel is only allowed to anchor for a short period at the entrance to port subject permission of Port Authority.
**MAX. SIZE:** Largest vessel to berth alongside Atlantic quay was length 102 m., breadth 40 m., draft 6·2 m.
**ENTRY:** Day or night.
**TUGS:** None. Two port boats to take lines and assist mooring.
**RADIO:** Godhavn Radio. RDF station beacon East of the town. Radio link between Egedesminde and Transitoen, and between Transitoen and Roeveo.
**BERTHING:** Atlantic quay. Length 25 m., depth alongside 6·7 m., at medium low tide and 9·3 m., at medium high tide. Height of quay at medium tide about 1·5 m., above w/l. One 5-ton mobile crane and some fork-lift trucks used in discharging.
**MEDICAL:** Hospital, doctor and dentist available.
**FRESH WATER:** Available at Atlantic quay and at tank-station.
**FUEL:** Only gas-oil available for local fishing vessels from the tank-station.
**AIRPORT:** Heliport.
**SALVAGE:** Salvage-station in the area.
**REPAIRS:** Radar and radio technicians available.
**AUTHORITY:** Director of Commerce.

## FAERINGEHAVN: 63.41 N. 51.34 W.

(Also see "General Information" at beginning of Greenland section)
**DOCUMENTS:** Bill of Health: Doctor's certificate mentioning each member of crew by name to be free of contagious diseases. This document to be signed by Consulate in the port of delivery to be prepared by competent authority, passengers excluded. One Manifest with Bill of Lading. Ordinary Ship's Papers.
**PILOTAGE:** As a rule Pilot can be ordered in the months May–October, notice 12 hours before arrival is required.
**ANCHORAGE:** Inside fjord area.
**RESTRICTIONS:** None.
**MAX. SIZE:** Oil-carriers about 26,000 dwt, draft 40 ft. Ordinary cargo-ships 20 ft.
**HEALTH:** Captain to apply with documents at harbour office for free pratique.
**RADIO:** Faeringehavn radio: OYU, or Godthåb radio: OXI, connected Faeringehavn by Telex and telephone.
**VHF:** Oil company and fishing company are listening on VHF during working hours.
**TUGS:** Salvage tug stationed on West coast of Greenland. Stationed at Faeringehavn May–October, no fixed rates.
**STEVEDORES:** None, but fishing and service company "Nordafar" may act as stevedores.
**MEDICAL:** Local sick room and nurse available in summer. For medical service, apply Godthåb.
**TANKERS:** Load/discharge lines 6 and 8 in. Smaller diameters for bunkering when necessary.
**FRESH WATER:** Only available May to November.
**FUEL:** Available. Light fuel, gas oil, aviation turbine fuel A1, gas oil, oct. 97.
**GANGWAY/DECK WATCHMEN:** Not required, (ship's crew).
**OPENING/CLOSING HATCHES:** Must be carried out by ship's crew.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** None.
**REPAIRS:** Small repairs only. Workshop available May to November.
**REPATRIATION:** Available, via Godthåb by air to Copenhagen.
**AIRPORT:** Nearest airport is Godthåb, distance 35 miles regular airlines.
**TIME:** GMT minus 3 hours.
**HOLIDAYS:** Danish holidays.
**POLICE/AMBULANCE/FIRE:** Police tel. Faeringehavn 34; Ambulance Faeringehavn 25.
**TELEPHONES:** Not available on board.
**GENERAL:** Bunker station open all year; during winter-time sometimes difficulties caused by ice.
**SHORE LEAVE:** Allowed.
**DELAYS:** Bunker station closes for arrivals between 2200 and 0600 local time.
**AUTHORITY:** Kontrølloren, (harbourmaster), telephone: Faeringehavn 20.
**AGENT:** Nordafar A/S, 3908 Faeringehavn, Greenland.

## FREDERIKSHÅB: 61.59.7 N. 49.40.8 W.

(Also see "General Information" at beginning of Greenland section)
**LOCATION:** The port is in the inner part of a small bay.
**DESCRIPTION:** Atlantic quay; fishing quay; anchorage.
**CONDITIONS:** *(a)* Current: none. *(b)* Ice: big ice reaches to the North of the port; smaller ice reaches the port especially to the North, but South of the port it is usually ice-free. The best period of finding the port ice-free is between March and April, and from the end of August. *(c)* Tide: height of average high water is 3·8 m., low water 2·0 m. (max 2·4 m).
**PILOTAGE:** Pilot should be requested in ETA cable via Frederikshab radio. Pilot will meet vessel at Satuarssugssuaq (Fyroen).
**ANCHORAGE:** S.E. of Skarvo. Holding ground is not good and anchoring should be carried out at very slow speed.
**MAX. SIZE:** Length 100 m., draft about 6 m.
**ENTRY:** Day or night.
**TUGS:** None. Port boats assist in mooring.
**RADIO:** Local radio station. RDF station beacon East of the town.
**BERTHING:** Atlantic quay. Length 60 m., depth alongside at average low tide, 7 m., depth in harbour about 10 m. Cranes up to 5 tons capacity and fork-lifts trucks used in discharging.
**MEDICAL:** Hospital, doctor and dentist available.
**FRESH WATER:** Available alongside Atlantic quay.
**FUEL:** Refuelling quay, depth about 5 m., Gas-oil and diesel oil available.
**AIRPORT:** Heliport.
**REPAIRS:** Workshop available.
**GENERAL:** Police Station, Fire Brigade, radar and radio technicians, and service for IFD rubber dinghies: Cable address "Fladeservice FRH".
**AUTHORITY:** Director of Commerce.

## GODTHÅB: 64.10 N. 51.44 W.

(Also see "General Information" at beginning of Greenland Section)
**DESCRIPTION:** Narrow entry to port, but well protected, with good modern berths and anchorages.
**CONDITIONS:** *(a)* Current: sometimes strong between anchorage and the berths. *(b)* Ice: only very occasional large quantities of ice reach the port and into the fjord. If ice in area South of Godthåb, S.W. storms force drift ice into the fjord. Stationary ice occurs very rarely. *(c)* Wind: South and South-west storms spring up suddenly but only last for brief periods. *(d)* Tide: height of high water 4·4 m. (max. 5·1 m.); low water 2·1 m.
**ENTRY:** Port open day and night all year round.
**DAYLIGHT:** Godthåb situated South of the border for midnight sun and Polar darkness.
**PILOTAGE:** Port Manager normally acts as Pilot for ships, but is not an authorised Pilot. Pilotage may be arranged by VHF contact with Authority during normal working hours.
**ANCHORAGES:** Good anchorages available inside fjord. Larger vessels should anchor close to Rypeo and in Malene Bugt.
**MAX. SIZE:** Largest vessel to berth at Atlantic quay was length 125 m., breadth 17 m., and draft 7 m.
**TUGS:** None. Two port boats to take lines and assist mooring.
**RADIO:** 24 hours notice of ETA should be passed to Authority, cable address "Handel Godtham". Radio beacon at Kookoerne.
**BERTHING:** Larger vessels should contact Port Authority before approaching port at night-time. Atlantic quay, length 130 m., depth alongside 7 m., at average low tide. Height of pier about 1·5 m., at average high tide above w/l. Skonnertkaj quay, length 40 m. There is also a sand-discharging pier length 30 m. Vessels berth at Atlantic quay starboard side to the berth, and there is a large wire rope which may be taken on board from the shore. Mobile cranes capacity 5 tons.
**MEDICAL:** Hospital, doctors and dentists available.
**FRESH WATER:** Available at Atlantic quay.
**FUEL:** Small quantities gas-oil available at Atlantic quay.
**REPAIRS:** Repair workshop available.
**AIRPORT:** Heliport.
**GENERAL:** Police, Fire Brigade, radar and radio technicians, radio station post, and cable office.
**AUTHORITY:** Director of Commerce who also acts as Port Manager.

## GODHAVN: 66.56 N. 53.40 W.

(Also see "General Information" at beginning of Greenland Section)
**DESCRIPTION:** Port consists of a mooring inside a bay.
**DAYLIGHT:** Polar darkness from 25th November to 15th January, and midnight sun between 19th May and 26th July.
**CONDITIONS:** Ice: winter ice is fast from November–December until end May or beginning of June. Thickest observed winter ice is about 100 cm.
**ENTRY:** Day or night. Port is open from May to November. Between mid-April until May the port can only be used by specialised tonnage.
**PILOTAGE:** Boarding point arranged with Port Authority in ETA advices.
**ANCHORAGE:** Good anchorage in the bay – outer port.
**MAX. SIZE:** Largest vessel to date length 100 m., draft 6·5 m.
**TUGS:** None. Port boats assist with mooring.
**RADIO:** Local Radio Station. RDF Station beacon.
**BERTHING:** No alongside berths. Vessel moors to two anchors and stern-lines to the shore. Mobile cranes on shore capacity up to 5 tons. Depth in bay about 6·82 metres.
**MEDICAL:** Hospital. Doctors and dentist available.
**GENERAL:** Arctic Scientific Station, Fire Brigade, Cable Office.
**AUTHORITY:** Director of Commerce.

## HOLSTEINSBORG: 66.56 N. 53.40 W.

(Also see "General Information" at beginning of Greenland Section)
**LOCATION:** Harbour is situated on Northern side of Tommermandsoen.
**CONDITIONS:** (*a*) Tide: average height of high tide 3·5 m. (maximum 4·4 m). low tide 2 m. (*b*) Ice: winter ice up to 1 m. thick. Ice normally occurs from December to March or April.
**ENTRY:** Port open day and night, and normally all year round.
**PILOTAGE:** Arrange with Authority through Holsteinsborg's radio, cable address "Director of Commerce Holsteinsborg". Pilot meets vessel at Jakobs Skaer, 2 miles South West of Mollersoe.
**ANCHORAGE:** Large vessels can anchor outside port and discharge into barges.
**MAX. SIZE:** Largest vessel that can berth alongside Atlantic quay, length 102 m., breadth 14 m., draft 6·2 m.
**TUGS:** None. Port boats take lines and assist mooring.
**RADIO:** Local radio station. VHF connection in Port Director's office. Radio technicians available, cable address "Polar Radio".
**BERTHING:** Atlantic quay, length 60 m., depth alongside 6 m. at average low water. Height of quay 2 m., above w/l. If berth occupied, loading/discharging of larger vessels at anchorage with barges. At Atlantic Quay there is a mobile crane with capacity of 3 tons and fork-lift trucks. Belt conveyor for coal.
**MEDICAL:** Hospital, doctors and dentists available.
**FRESH WATER:** Obtainable at Atlantic quay.
**AIRPORT:** Heliport.
**GENERAL:** Post and cable offices. Telephones not normally available for connection on board, but vessels at anchor can call Port Director's office on VHF during daytime.
**AUTHORITY:** Director of Commerce who acts as Port Master and Harbour Master.

## IVIGTUT: 61.12 N. 48.10 W.

(Also see "General Information" at beginning of Greenland Section)
**OPERATORS:** A/S Kryolitselskabet Oresund.
**CONDITIONS:** (*a*) Current: strongest about 3 hours before and 3 hours after high water, and vessels arriving and sailing should take this into consideration. (*b*) Tide: height of average high tide 3 m. (max. 3·4 m), low tide 1·6 m. (*c*) Wind: calm for about half the year otherwise winds are usually from South or South-east. The dangerous winds for moored ships are the infrequent storms from North or North-east; these storms seldom occur but if they do occur they do so in the autumn. (*d*) Ice: winter ice usually occurs from December onwards in the fjord outside Ivigtut and disappears in the beginning of April. Outside Ivigtut winter ice always occurs, sometimes reaching a thickness of about 1 m. Information concerning ice conditions always obtainable on telegraphic request to GLK.
**ENTRY:** Day and night and usually all year round.
**PILOTAGE:** No official Pilot but an acting Pilot can be arranged through connection with Port Authority, cable address "Manager Ivigtut", at least 24 hours prior arrival.
**MAX. SIZE:** Largest vessel to have berthed at Kryolit pier was length 102 m., breadth 14 m., draft 6·2 m.
**TUGS:** None. Motor-boat will assist mooring.
**BERTHING:** Kryolit quay, depth alongside about 7 m. height of pier about 2 m. above w/l. Berthing during daylight only. Kryolit not exported from mid-December to end March. Crane capacity 3 tons.
**RADIO:** The radio station at Ivigtut is closed but telephone connection to radio station at Gronnedal.
**FRESH WATER:** Available.
**FUEL:** Deliveries of small quantities of gas-oil.
**REPAIRS:** Machine tool workshop. Diver assistance obtainable.
**MEDICAL:** Hospital in Ivigtut, but doctors and dentists are in Gronnedal.
**AUTHORITY:** Ivigtut Cryolite Mines, Ivigtut.

## JAKOBSHAVN: 69.13 N. 51.06 W.

(Also see "General Information" at beginning of Greenland Section)
**DESCRIPTION:** Port is a narrow open bay, entrance to the North-west, having outer port and inner port. In outer port is Atlantic quay and bunkering station, and inner port has another quay and a fishing harbour.
**CONDITIONS:** (*a*) Tide: height of average high tide 2·8 m. (max. 3·3 m.), low tide 1·6 m. (*b*) Wind: usually East to North-east. In autumn winds are strong especially in the morning. (*c*) Ice: impression can be gained when approaching port that port is closed due to icebergs. On closer approach channels between icebergs will be found but if these openings appear too narrow a wider passage should always be found to the North. (*d*) "Kanele": a natural phenomenon that occurs at this port causing regular and heavy swell, height up to 2 m. Wave characteristic, long and flat, frequency about 6 minutes. Pilot should be consulted for full information.
**ENTRY:** Port usually open day and night, from mid May to end November.
**DAYLIGHT:** Polar darkness between 1st December and 12th January and midnight sun between 21st May and 24th July.
**PILOTAGE:** A Pilot should always be used by larger vessels and request made to Port Authority in ETA cable. Pilot boarding place to be agreed with Authority.
**MAX. SIZE:** Largest vessel to berth at Atlantic quay was length 86 m., draft 6·8 m.
**TUGS:** None. Port boats take lines and assist mooring.
**BERTHING:** Outer port depth 6·5/7 m., inner port 5·5/6 m. Atlantic quay length 40 m. Depth alongside Atlantic quay 7 m. at average low tide. Height of quay about 1·1 m. above w/l. Permission to enter port should be obtained prior arrival from Port Authority. Mobile crane capacity 5 tons, also fork-lift trucks.
**MEDICAL:** Hospital, doctors and dentists available.
**FRESH WATER:** Obtainable alongside Atlantic quay.
**AIRPORT:** Heliport.
**REPAIRS:** Machine workshop.
**GENERAL:** Police, Fire Brigade, Port and cable office.
**AUTHORITY:** Director of Commerce who acts as Port Manager.

## JULIANEHÅB: 60.43 N. 46.02 W.

(Also see "General Information" at beginning of Greenland Section)
**DESCRIPTION:** Port is an open bay, facing South with Atlantic quay.
**CONDITIONS:** (*a*) current: flows North-westerly, but in Southern part of port from little current effect. (*b*) Tide: average height of high tide 2·8 m. (max. 3·2 m.); low tide 1·4 m. (*c*) Ice: drift ice between January and July occasionally fills whole port. (*d*) Wind: the most frequent wind is from East or North-east, normally occurring as storms during winter months and as strong winds in summer. Winds can be violent and cause rapid rise in temperature. Very secure moorings are advisable.
**PILOTAGE:** Port office is equipped with VHF which should always be used to contact Port Authorities before arrival, and to arrange Pilot's boarding position.
**MAX. SIZE:** Largest vessel to berth at Atlantic quay was length 100 m. and draft 6 m.
**ENTRY:** Port open day and night normally throughout year, but from 1st January to 1st August, only available to specially constructed tonnage.
**TUGS:** None. Port boats take lines and assist mooring.
**RADIO:** Local radio station. Radio beacon station at Simiutaq about 10 miles West of entrance to Julianehab Fjord.
**BERTHING:** Atlantic quay – length 30 m., depth alongside between 7/9 m. on average high tide. Height of quay is 1·3 m. above w/l. Mobile cranes, lifting capacity up to 5 tons.
**MEDICAL:** Hospital, doctor and dentist available.
**FRESH WATER:** Available from Atlantic pier during summer months.
**FUEL:** Gas-oil available at Atlantic pier.
**REPAIRS:** At repair quay there is a stationary crane lifting capacity 35 tons.
**AIRPORT:** Heliport.
**DEVELOPMENTS:** Atlantic Quay to be lengthened to 60 m. in 1975.
**AUTHORITY:** Director of Commerce – acting as Port Manager.

## MARMORILIK: 71.07 N. 51.17 W. (See Plan)

**DOCUMENTS:**
International Load Line Certificate.
Safety Raid Certificate.
**PILOTAGE:** Optional for coastal vessels entering Davis Strait. Agents are to make arrangements if Pilot required.
**GENERAL DESCRIPTION:** The berth is located at the North end of the West side of Agfardlikavsa Fjord.

Agfardlikavsa Fjord, West Greenland, (entrance approximately 51° 18′ W. and 71° 08′ N.) is located at the end of the larger Qaumarujuk Fjord.

Qaumarujuk Fjord, the North-eastern arm of Ingnerit, has its entrance between Qegertanguit and the Western extremity of Akuliarusikavsak, a mainland projection about 2½ nautical miles South-eastward. Ingnerit is one of the largest of the branch fjords and flows into Umanak Fjord. It is entered between Tuperssuatsiait, the South-eastern extremity of the Alfred Wegener Peninsula, and

Akuliaruseq, a point about 4 miles South, South-eastward. The waters of the Umanak Fjord flow into the Nordost Bay.

The Agfardlikavsa Fjord is separated from the Qaumarujuk Fjord by a shallow, narrow bar. Depth at the centre of the sill is approximately 30 metres.

There is a considerable surface water run-off along the Fjord walls including occasional rock slides. The bottom of the Fjord is filled with 6 to 8 ft. of fine silty material.

Marmorilik (71° 08′ N., 51° 18′ W.) lies on the South-eastern side of the Qaumarujuk Fjord at the Western entrance point of the Agfardlikavsa Fjord.

The larger fjords and Nordost Bay are encumbered with islets and rocks requiring extreme care in navigation. In particular, a shoal is known to exist some 350 metres North-west of Marmorilik point and extra care is required in this vicinity.

**MAX. SIZE.** Max. dwt. 36,500. Minimum depth alongside ore terminal is 12·5 m. at LW.

**RADIO:** Ship-to-shore communications will be maintained using the following frequencies: 2182 kHz, 2210 kHz and 2738 kHz.

Information on ice conditions in the fjord can be obtained from shore personnel. During loading operations, Greenex will supply the vessel with two portable radio transceivers for communications between the carrier and the loading control station.

**TUGS:** One tug available, 720 h.p. The tug will assist with berthing and unberthing if required, and will break up any thin ice in the vicinity of the berth and entrance to the fjord.

**BERTHING:** The Marine Terminal is used for loading ore carriers up to 36,500 dwt. The berth consists of four breasting dolphins with bollards for springs and breast-lines. On the shore are seven bollards for head and stern lines spread over a distance of 366 metres. The minimum depth of water alongside is 12·5 m. at LW.

Vessels normally berth port-side alongside and use the starboard anchor to assist in berthing. No. 1 hatch is lined up under the loader as it is the first hatch to be loaded.

Initially the headlines go to the Northernmost dolphin and stern lines to the Southernmost bollard on the shore.

*Loading:* Zinc and lead are loaded with a luffing and slewing ship-loader. The ship-loader is fitted with a 20 ft. conveyor to distribute the cargo in the hold. Communication is maintained between the vessel and control room by portable radios. The average loading rate is 500 metric tons/hour.

Notice of readiness will not be accepted at time of arrival at the dock unless the vessel is in all respects ready to load.

*General Cargo:* Unloaded into barges with vessel's gear and towed ashore to a separate lightering dock located about 500 metres North-east of the ore terminal.

**MEDICAL:** Emergency medical and dental treatment can be arranged and should, when possible, be requested by the vessel's Master in his ETA message to the mine site office.

**TANKERS:** Diesel fuel oil and turbo-fuel are stored in a tank farm located on-shore about 500 metres West of the point at Marmorilik on Qaumarujuk Fjord, at an elevation of 50 metres.

The tanker hoses are connected to an 8-inch flange connection for diesel oil or a 4-inch hose adaptor with dust-cup for turbo-fuel. The static head on the lines is about 70 metres when the tanks are full. An anti-static cable is provided.

On the shore, there are two 50-ton bollards and one 20-ton stock. No breasting or mooring dolphins are provided.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**REPAIRS:** No facilities.

**TIME:** Standard time is GMT minus 3 hours.

**GENERAL:** *Repairs:* While alongside the dock, no repairs are to be undertaken that will prevent the main propulsion machinery from being activated at very short notice.

*Vessel's Whistle:* The vessel's whistle shall be operational during operations. One long bast on the whistle means "Emergency – stop operations".

**AUTHORITY:** Greenex A/S, Marmorilik, West Greenland.

## NARSSARSSUAQ (Isrecognosceringsstation): 61.08 N. 45.26 W.

(Also see "General Information" at beginning of Greenland Section)

**DESCRIPTION:** Ice outlook station, with quay.

**CONDITIONS:** (*a*) Current: occasional strong North-westerly current. (*b*) Tide: average height of high water 3 m. (max. 3·6 m) low water 1·6 m. (*c*) Wind: South-easterly wind sometimes reaches typhoon strength. (*d*) Ice: in winter ice thickness sometimes reaches one metre. Ice breaker not available.

**PILOTAGE:** Not available. Base representative should be advised of ETA well in advance of arrival.

**TUGS:** None. Port boats assist mooring.

**MAX. SIZE:** Largest vessel to berth at quay was length 130 metres, draft 8 metres.

**ENTRY:** Open season from mid-May to mid-October. During season, port open day and night.

**BERTHING:** Quay length 140 m., depth alongside (West) 6–11 m. (East) 5–8 m. Height of pier 2 m. above w/l. Two vessels may berth, one on either side of quay. Heavy mooring equipment on the quay, and should be used by larger vessels. Mobile cranes capacity up to 4 tons, and fork-lift trucks.

**WATER:** Obtainable at quay, about 80 tons per single off-take.

**AIRPORT:** Landing-strip for aircraft. Ice Station usually uses DC.4 aircraft and S61 Helicopter.

**RADIO:** Local radio station supplying ice information.

**AUTHORITY:** Representative of Ministry for Greenland.

## NORTH STAR BUGT (Thule Air Force Base): 76.36 N. 68.52 W.

(Also see "General Information" at beginning of Greenland Section)

**DESCRIPTION:** Supply port for the Thule Air Force base. Port is operated by and belongs to the U.S. Air Force.

**DAYLIGHT:** Polar darkness from 1st November to 10th February and midnight sun from 23rd April to 20th August.

**CONDITIONS:** (*a*) Ice: port is frozen over from end October to beginning July. From beginning of November, large areas of compact ice appear, and these can sometimes be up to 20 miles wide. During May, compact ice areas commence breaking up; however, large quantities of drift ice remain along the coast until end July. Winter ice is normally about 180 centimetres thick. (*b*) Temperature: in January and February average temperature is 29° below zero. In July, June and August, average temperature is usually above freezing-point, but for the rest of the year it is below freezing (*c*) Tide: mean springtide is 3 m. (max. 3·4 m.). Mean neaptide 1·7m.

**ENTRY:** Normally, port is open early July depending upon ice situation.

**PILOTAGE:** No authorised pilot, but American Port Authority assists in mooring and should be advised of ETA well in advance.

**TUGS:** None. Port boats assist mooring.

**ANCHORAGE:** Good holding ground in depth between 20 and 40 m., but anchoring should only be carried out following advice of Port Authority.

**MAX. SIZE:** Largest vessel to berth alongside quay was length 130 metres, and draft 7 metres.

**BERTHING:** Two vessels may berth at the quay. Depth alongside about 7 m. Height of pier about 2 m. above MHW. Mobile cranes and fork-lift trucks; however, equipment varies from year to year and Port Authorities should be contacted well in advance. Three amphibious craft for vessels dischargng in the roadstead.

**FRESH WATER:** Available alongside quay.

**AIRPORT:** Two rescue helicopters stationed at this base.

**REGULATIONS:** The area is a Military Defence area and special permission is necessary to enter the port. Shore leave is prohibited.

**MEDICAL:** Hospital, doctor and dentist available.

**AUTHORITY:** U.S. Air Force.

## SONDRE STROMFJORD (Camp Lloyd): 66.00 N. 53.35 W.

(Also see "General Information" at beginning of Greenland Section)

**DESCRIPTION:** Port is used for the supply of an American base, transit port for passenger carriage, and for air communication to Copenhagen. Port has a quay and a sea terminal for tankers.

**DAYLIGHT:** Camp Lloyd is situated South of the border for polar darkness but has a midnight sun from 15th June to 1st July.

**CONDITIONS:** (*a*) Current: the current at entrance and at the West of Sondre Stromfjord is North-eastern at flood tide, and South-west at ebb tide, and can reach a speed of 7 knots. (*b*) Tide: high water at Camp Lloyd is about 3 hours later than at the entrance of Sondre Stromfjord. Height of average high tide 3 m. (max. 3·6 m.). Low tide 1·6 m. (*c*) Ice: Sondre Stromfjord is frozen during winter throughout whole of inner harbour, but about 55 miles from Camp Lloyd, ice thickness varies from 5 cm to 90 cm. (*d*) Winds: strong winds can occur from East and South-east.

**ENTRY:** On account of ice, the fjord is closed from beginning of January to end-June, but can be used day or night from beginning of July to end-October.

**PILOTAGE:** No authorised Pilot, but Harbour Master will assist berthing.

**ANCHORAGES:** Good anchorages about 2 miles South-east of Emmons Pynt in depth of about 40 metres. Great care should be taken in anchoring, since sea bottom is shelving.

**BERTHING:** (*a*) A quay which is located North of Emmons Pynt, depth alongside only 3 m. (*b*) Tanker sea terminal about 700 metres S.S.E. of Emmons Pynt where there is mooring with discharge lines. Depth of water 24–26 metres on the South side of the mooring position; 15 metres at the mooring, and 10 metres on Northern side of mooring with rapid shelving to the North.

The Port Authorities should be contacted before mooring at the sea terminal. There are mobile cranes with lifting capacity up to 5 tons, and fork-lift trucks.

**RADIO:** ETA should be given well in advance of arrival to the Royal Greenlandic Commercial Representative and also to the Port Authority. The arrival should be reported at least 24 hours in advance through GLK. The Harbour Master can be contacted on 2716 kc/s. and this contact should be established at least one hour before vessels arrival.

**MEDICAL:** Hospital, doctor and dentist available.

**REGULATIONS:** Camp Lloyd is an American Defence Area and is restricted. American supply ships have preference in mooring at all installations.

**AIRPORT:** Heliport.

**AUTHORITY:** The Royal Greenlandic Commercial Representative – Harbour Master.

### SUKKERTOPPEN: 65.25 N. 52.54 W.

(Also see "General Information" at beginning of Greenland Section)
**LOCATION:** Harbour situated on S.E. side of Manitsoq island, and has Atlantic quay.
**CONDITIONS:** *(a)* Tide: height of average high water 4·2 m. (max. 4·8 m.), low water 2 m. *(b)* Ice: Winter ice occurs from December to April. *(c)* Wind: advisable not to enter harbour area if winds are strong. Most obstructive winds are storms from S. or S.W.
**ENTRY:** Port open day and night, normally all year round.
**PILOTAGE:** Pilot is arranged by cable to Sukkertoppen radio when giving ETA, which should be sent well in advance. Pilot will meet vessel as arranged outside the harbour, or at Faltings Skoer.
**TUGS:** None. Port motor-boats assist mooring.
**MAX. SIZE:** Largest vessel that can berth at Atlantic quay is length 100 m., draft 6 m. Vessels up to 4,000 tons have used the port.
**BERTHING:** Depth in harbour is about 27 m. and alongside Atlantic quay about 6·2 m. Height of quay is about 2 m. above w/l. Cranes up to 5 tons capacity and fork-lift trucks.
**WATER:** Available at quay.
**REPAIRS:** Repair workshop for minor repairs.
**MEDICAL:** Hospitals, doctors and dentist available.
**AIRPORT:** Heliport.
**GENERAL:** Telex, telephones, Police, Fire Brigade.
**AUTHORITY:** Director of Commerce.

## Guatemala

### CHAMPERICO: 91.55 W. 14.17 N.

**DOCUMENTS:**

- Clearance from Last Port.
- Travel Memorandum (original and 4 copies).
- Declaration of Maritime Health.
- Exemption Certificate of Deratisation.
- 5 Crew Lists.
- 5 Passenger Lists or "no passengers" Declaration.
- 5 Provision Lists.
- 5 Dangerous Cargo, inflammable or explosives, declaration,
- 5 Mail Lists or "no Mail" Declaration.
- Manifests of Cargo from each port (original and 11 copies).
- Bills of Lading from each port.
- Vaccination Certificates for whole crew.
- 12 Ballast Manifests, if no cargo on board.

**PILOTAGE:** None.
**ANCHORAGES:** Without limit but recommended *not to anchor* less than 1 kilometre from beach.
**MAX. SIZE:** Vessels work cargo at anchorage in depth consistent with vessel's draft.
**HEALTH:** Give notice of any suspicious illness or fever on board when the doctor comes for official visit.
**RADIO:** ETA cables through Cristobal CZ.
**TUGS:** No tugs required.
**STEVEDORES:** No advance notice necessary. Possible to arrange gangs within an hour.
**MEDICAL:** Adequate advance notice required depending on gravity of case. Hospital half an hour away and possible to arrange transport for patient, also to arrange for doctor on board. Crew must have current International Vaccination Certificates.
**TANKERS:** No facilities for tankers.
**DENSITY:** Changes from 1·0226 gr/cm³ in October to 1·0270 gr/cm³ in April. Percentage of salt: Changes from 30·5 parts per thousand in October to 36·4 parts per thousand in April. Temperatures: an annual average of 28·5° C.
**FRESH WATER:** Free within port limits.
**FUEL:** No facilities.
**DEVELOPMENTS:** Project to build a modern port with an entrance channel, artificial bay and capacity for 8 merchant vessels and facilities for fishing ships and tourist ships.
**GANGWAY/DECK WATCHMEN:** When requested cost five dollars per person per day.
**OPENING/CLOSING HATCHES:** Either by crew or by stevedores.
**CUSTOMS ALLOWANCES:** Without limit on board. Prohibited to take tobacco, wine or spirits ashore.
**CARGO GEAR:** Ship's gear used for loading/discharging.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** None.
**REPAIRS:** Minor repairs only.
**REPATRIATION:** All facilities available.
**AIRPORT:** International airport 3 hours distant with regular airlines all over world.
**TIME:** GMT minus 6 hours. No alterations to clock during year.
**HOLIDAYS:** No work on 1st January, Maundy Thursday and Good Friday, 1st May and 25th December. The rest of the year work day and night.
**POLICE/AMBULANCE/FIRE:** All available.
**TELEPHONES:** Cannot be placed on the vessels.
**GENERAL:** Possible to supply provisions, especially vegetables and shell-fish at good prices.
**SHORE LEAVE:** No restrictions.
**DELAYS:** Some days in April and October the surge is very strong and work has to be suspended.
**AUTHORITY:** Capitan del Puerto, Champerico, Retalhuleu.

### PUERTO BARRIOS: 15.44 N. 88.36 W.

**DOCUMENTS:**

- Clearance from Last Port.
- Crew List, 1 legalised and 9 copies.
- Passenger List 1 legalised and 7 copies or negatives.
- Cargo Manifest, 1 legalised and 21 copies.
- Stores/Provisions List 3 copies.
- Voyage Memorandum 4 copies.
- Bills of Lading, 2 sets.
- Declaration of Health.

**PILOTAGE:** Pilot boards two miles off Puerto Barrios, from small unmarked launch. If awaiting Pilot, vessel may anchor about three miles North of Puerto Barrios, keeping port entrance clear. No VHF.
**ANCHORAGE:** In Santo Tomas Bay, depths up to 6 fathoms.
**MAX. SIZE:** Length 600 ft., draft 30 ft.
**HEALTH:** Advise Agent in advance if any fever or contagious disease suspected on board. Otherwise pratique granted on arrival. Officials board only between 0600 and 1800.
**RADIO:** Coastal radio in Costa Rica, call sign TIM operating on 8485 kc/s.
**TUGS:** No tugs available.
**BERTHING:** One pier owned by International Railway used to discharge fuel oil. 1,000 ft. berthing length on each side. A flag is shown on the pier to indicate where vessel will berth. Berthing recommended during daylight hours only. Tankers discharge on South side of the pier.
**FRESH WATER:** Available at the pier.
**FUEL:** Not available.
**MEDICAL:** Doctor available. All crew require International Vaccination Certificates.
**CUSTOMS ALLOWANCES:** Normal daily consumption on board. No tobacco, wine or spirits to be taken ashore.
**IDENTIFICATION CARDS:** Required.
**TIME:** GMT minus 6 hours; no alterations during the year.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Commandante del Puerto.

### SAN JOSE: 13.55 N. 90.50 W.

**DOCUMENTS:**

- Clearance from Last Port.
- Crew List, 1 legalised and 4 copies.
- Passenger List, 1 legalised and 7 copies.
- Passengers in Transit List, 4 copies.
- Cargo Manifest, 1 legalised and 19 copies.
- Stores/Provisions List, 3 copies.
- Voyage Memorandum, 4 copies.
- Cargo Check Lists, 18 copies.
- Mail List, 7 copies.
- Bills of Lading, 2 sets.
- Baggage Declaration, per passenger, 4 copies.
- Declaration of Health.

**PILOTAGE:** Not required and no resident Pilots available, except for Tankers where services of a Pilot could be made available upon request.
**ANCHORAGE:** San Jose is a lighter port (open roadstead). Vessels anchor about 0·25 mile from pierhead in 8–9 fathoms of water.
**RESTRICTIONS:** Normally no pratique granted after 1900, although in some instances and if prior arrangements made, vessels could be received by Port Authorities up to 2300. Tankers moor in daylight only.
**MAX. SIZE:** Size immaterial since no docking facilities. Cargo transported from vessel to pier and vice-versa by means of steel lighters or barges of 35 t. capacity each. This applies to dry cargo only. Bulk, liquid cargo at respective terminals (oil and oil by-products, imports, and molasses export), where vessels proceed after pratique.
**HEALTH:** Pratique automatic (0700 to 1900), irrespective of previous port of call. Master's obligation to notify Authorities on arrival of any suspected disease and/or fever on board, in order that adequate precautions taken.
**RADIO:** Messages should be routed via Guatel.
**TUGS:** None available or required for manoeuvring vessels.
**STEVEDORES:** No gangs available after 2100, unless another vessel is working in port. Rate of discharge/loading: dry cargo: 15–20 tons per gang hour. Maximum gangs available: 3. Bulk cargo handled ten times faster.
**MEDICAL:** Hospital available. No vaccination/fever certificates required.
**TANKERS:** Two buoy berths for tankers. Discharging: 8 in. diameter lines. ESSO Terminal: Mooring Master assists berthing. IRCA Terminal: Stern discharge.
**FRESH WATER:** None available.
**FUEL:** None available.
**GANGWAY/DECK WATCHMEN:** None required or necessary.
**OPENING/CLOSING HATCHES:** By stevedores.
**CUSTOMS ALLOWANCES:** On board, no restrictions, but no crew member allowed to bring ashore more than amount required for personal use.
**CARGO GEAR:** Ship's gear used for loading and discharging dry cargo. Vessels must bring own lines to tie lighters alongside.
**IDENTIFICATION CARDS:** Necessary for those on shore leave.
**CONSULS:** All Consulates located in Guatemala City, where vessels' agents, when and if required, have special documents

legalised. Normally, however, Agents can take care of regular certifications required, through port officials, who are authorised to certify documents in absence of a consul of a particular nation.
**REPAIRS:** No facilities available.
**REPATRIATION:** Possible. Usually arranged by Agents in co-operation with vessel's Agent in Guatemala City.
**AIRPORT:** Nearest airport Guatemala City, 108 kilometres due North of San Jose. Daily flights to and from all parts of world.
**TIME:** Central Standard Time, GMT minus 6 hours. No changes during year.
**HOLIDAYS:** January 1st; Holy Thursday; Good Friday; Easter Saturday; March 19th; May 1st; June 30th; July 25th; September 15th; October 20th; November 1st; December 24th; December 25th; December 31st.
**POLICE/AMBULANCE/FIRE:** These can be contacted through Agent at San Jose and/or Guatemala City.
**TELEPHONES:** No facilities for placing telephones on board.
**SHORE LEAVE:** Allowed.
**DELAYS:** Only two dry-cargo vessels can work simultaneously. A third vessel must await departure of one of the first two. Only one tanker can work at each bulk liquid cargo terminal.

**AGENT:** Agencia Maritima, SA, Port Operators, San Jose, Guatemala. Main office: PO Box 385, Guatemala City, CA. Cable address: "Agmar, Guatemala City". Telex not available.

## SANTO TOMAS DE CASTILLA: 15.42 N. 88.37 W.

**DOCUMENTS:**
Clearance from Last Port.
Crew List, 1 legalised and 9 copies.
Passenger List, 1 legalised and 7 copies.
Passengers in Transit List, 4 copies.
Cargo Manifest, 1 legalised and 21 copies.
Stores/Provisions List, 3 copies.
Voyage Memorandum, 4 copies.
Cargo Check List, 18 copies.
Mail List, 7 copies.
Bills of Lading, 2 sets.
Baggage Declaration, per passenger 4 copies.
Declaration of Health.
**PILOTAGE:** Pilot taken on board at Punta de Manabique. As protection against bad weather South side of Cabo Tres Puntas and the whole bay is naturally protected. Vessel has only to reduce speed at the level of Punta de Manabique to board Pilot. No VHF.
**ANCHORAGE:** Outside of access channel to Santo Tomas de Castilla the whole North-west side, approximately area of 2 miles with depth between 4 and 5½ fathoms.
**MAX. SIZE:** Maximum length 600 ft., draft 30 ft. Tide does not alter draft because maximum increase is 1 ft. 4 in.
**HEALTH:** In case of any contagious illness or fever on board the Sanitary Authority will be informed through respective Agent and vessel will moor to be examined by doctor in charge whether to subject vessel to quarantine or not. No automatic pratique.
**RADIO:** ETA cables to Agent and Receiver made through Coastal Station in Costa Rica; Signal: TIM in 8485 kc/s. or 8/12 mc/s.
**TUGS:** Tugs' service not compulsory. Use of tug lines, charge is included in tug service.
**BERTHING:** Possible to arrive at any time. Vessels work cargo alongside quay 2980 ft. berthing length available.
**STEVEDORES:** Arrangements made between Agent and ship owner. Agent requests services.
**MEDICAL:** No advance notice necessary. Hospital facilities available. International vaccination certificate required.
**TANKERS:** Diameter of pipe-lines 16 in. and load/discharge lines 14 in. No slop discharge facilities. Only one mooring berth for tankers and maximum draft permitted 30 ft.
**DENSITY:** 1015.
**FRESH WATER:** Pipe-lines alongside quay. Delivered by hoses belonging to port. Rate 15 tons/hour.
**FUEL:** Available, no advance notice required. (Bunker: 60°, and diesel: 38°).
**FIRE PRECAUTIONS:** No specific precautions for tankers. Hydrants available to combat fires, besides tug's services and Coast Guard ships of Navy.
**GANGWAY/DECK WATCHMEN:** Not essential. If necessary provided free by port.
**OPENING/CLOSING HATCHES:** Carried out by crew.
**CUSTOMS ALLOWANCES:** Tobacco, Wine and/or Spirits: No definite quantity and usually regulated by Captain.
**IDENTIFICATION CARDS:** Necessary.
**CONSULS:**
Italy
Holland
Sweden
Germany
Mexico
Honduras
El Salvador
**REPAIRS:** Only minor deck and engine repairs.
**REPATRIATION:** Possible.
**AIRPORT:** 10 km. distance. No regular lines.
**TIME:** GMT minus 6 hours.
**HOLIDAYS:** 1st January; 7th March; Maundy Thursday and Good Friday; 1st May; 30th June; 15th September; 1st November; 25th December.
**TELEPHONES:** No facilities for placing telephones on board.
**SHORE LEAVE:** Possible.
**AUTHORITY:** Port Commander.

# Guinea, Republic of

## CONAKRY: 09.30 N. 13.44 W.

**DOCUMENTS:**
7 Crew Lists – Crew list with vaccination date for health service.
5 Passenger Lists.
5 Lists Port of Call (the last ports).
3 Stores Lists.
3 Lists Crew Declaration (personal effects).
5 Manifests of Cargo (if any).
2 Copies of Bills of Lading.
**PILOTAGE:** Telegraphic address pilot station: "Harbour Master's Office, Conakry". Pilot meets vessels N.E. of sea buoy Tonnelier.
**ANCHORAGE:** Safe deep anchorage.
**RESTRICTIONS:** No entry at night. Channel depth 8 metres MLW.
**MAX. SIZE:** 600 ft. long. Maximum draft for tankers 31–32 ft. high water.
**HEALTH:** Valid yellow fever and smallpox inoculation Certificates.
**RADIO:** Conakry Radio 2182–2586 kc/s.
**TUGS:** Tugs normally connect to starboard side. Ship's lines used.
**BERTHING:** All tankers berth according to high water. No berthing at night. Berthing 0700 to 1900. Ten berths, max. depth 11·50 metres.
**STEVEDORES:** ETA to "Navalguinee" in order arrange gangs.
**MEDICAL:** Advance notice required for medical service, hospital facilities available.
**TANKERS:** Pipe-line 5,280 ft. long, 10 in. diameter. Two tanker berths, 31/32 ft. high-water maximum draft at these berths.
**DENSITY:** 1016 in the port with particular relation to state of tide.
**FRESH WATER:** Available by connection from pier. Rate of delivery with good pressure 30 tons hour.
**FUEL:** Not available.
**FIRE PRECAUTIONS:** Special fire service for tankers.
**GANGWAY/DECK WATCHMEN:** Compulsory, particularly for tankers.
**OPENING/CLOSING HATCHES:** Normally by crew. Stevedores if requested by Master.
**CERTIFICATES:** Certificate of Deratisation; Log Book.
**CUSTOMS ALLOWANCE:** Tobacco, 200 cigarettes out of bond. Wine and/or Spirit, 1 litre of spirit and 1 litre of wine per day out of bond.
**IDENTIFICATION CARDS:** Necessary.
**CONSULS:** All major maritime nations.
**REPAIRS:** None available.
**REPATRIATION:** All facilities exist for effecting crew changes and arranging repatriation to Europe.
**AIRPORT:** International airport distant 15 km. served by regular airlines.
**TIME:** GMT plus one hour.
**HOLIDAYS:** New Year's Day (1st January); Women's National Day (9th February); Labour Day (1st May); 1958 Referendum Day (28th September); Independence Day (2nd October); All Saint's Day and Guinea Army's Day (1st November); Anniversary of the Basic Law of 8th November 1964 (8th November); Assumption (15th August); Anniversary of Youth's Creation (J.R.D.A.) (26th March); Christmas (25th December).

Varying holidays which depend on the position of moon: Ramadan – End of fasting; Tabaski – Pilgrimage day at Mecca; Mahouloud – Day after Prophet Mahomet's Birthday.

Work available during holidays, except Labour Day, Independence Day, Ramadan and Tabaski.
**POLICE/AMBULANCE/FIRE:** Police 17; Ambulance 16; Fire 18.
**TELEPHONES:** Not possible to place telephones on board.
**SERVICES:** None.
**SHORE LEAVE:** Crew allowed ashore.
**SHIPMASTER'S REPORT** (*JULY 1974*):

There are no shore or harbour lights in operation. The Tonnelier Buoy is off station together with all channel buoys other than No's 3, 6 and 9 all of which are unlit. There is no plan to replace or re-light these navigation marks.

Only one tug is available.

Fresh water can only be obtained by Fire Brigade Tanker truck of 4 tonnes capacity at a cost of £1·60 per tonne. This water if received needs chlorination and boiling before use.

Consuls – There is no British Consular Officer resident in this port. The nearest is located at Dakar in Senegal.

Repatriation of crew members by air is possible but difficult. Procedure is as follows:

Air ticket must be purchased outside Guinea. Airline then advises their office at Conakry that purchase has been made. Airline office at Conakry in turn advise ship's agents when ticket and flight are available. Only then can Immigration formalities be commenced. Entry and exit visas are required and the overall operation may take up to one week.

Time – GMT is kept.

In the rainy season vessels should be prepared for the African Tornado. This usually occurs at night and produces winds reaching 90/100 knots from calm in a matter of minutes. It is as quickly over. The best indication of approach of this weather is a steep rise in the barometer the highest winds usually Northerly being experienced during the rise.

Vessel's berthed at the banana berth should be well fendered as they are subject to considerable movement due to invisible ground swell. A slight starboard list when alongside is an advantage.
**AUTHORITY:** M/R Harbour Master, PO Box 534. Tel. 427–22 Conakry.

## PORT KAMSAR: 10.39 N. 14.37 W.

*SHIPMASTER'S REPORT*

**LOCATION:** Situated on the estuary of the Rio Nunez.

**DOCUMENTS:**

*Immigration*

3 Crew Lists.
3 Passenger Lists.

*Public Health*

3 Crew Vaccination Lists (showing smallpox, yellow fever and cholera).
3 Passenger Vaccination Lists (same as above).
1 Quarantine Declaration (Guinean form).

*Customs*

1 Crew Personal Effects Declaration.
1 Ship's Stores Declaration.

*Agent*

1 Crew List.
1 Passenger List.

**PILOTAGE:** Compulsory. The Pilot boards one mile South of No. 8 buoy (10° 29.5′ N. 14° 43.9′ W.). The pilot ladder should be 5ft. above the water. Pilots require seven day's notice of arrival.

Pilots will take vessels in and out at night, provided a good radar is at his disposal.

**APPROACHES:** *Outer approaches:* B.A. Chart No. 600; B.A. Pilot Book Vol. 1. Coming from the North, the best departure point is in position 10° 04′ N. 16° 38′ W., on the 100-fathom line (which is incorrectly charted two minutes farther East). From that point, 129 miles from the Rio Nunez sea buoy, steer 270° on the recommended track shown on the chart.

It should be borne in mind that the visibility in this region is always poor, except after a thundery squall when it is excellent for about 24 hours. The estimated positions should be as accurate as possible. Soundings should be continuous.

The 10-fathom line charted in position 10° 04′ N. 10° 01′ N. 15° 19′ W. 15° 17′ W. do not exist. We twice found depths of at least 12 to 13 fathoms at that place.

Great care should be exercised when approaching the shoals South of Conflict Reefs, keeping in mind that the red-painted buoys No. 1, 2 and 3 are very small and are reported unlit (April '74) by the authorities in Kamsar. We saw the No. 3 buoy at a distance of 4 miles on the radar, notwithstanding a smooth sea and no clutter. The numbers painted on the buoys are unreadable, even at a distance of half a cable! The No. 4 buoy was, in April '74, completely destroyed and the barrel alone remained, giving no echo on the radar.

Nothing is known by the local authorities about the dangerous wreck charted in position 10° 05′ N. 14° 56.5′ W. East of buoy No. 3, the hills of Cap Verga were seen on radar at a distance of 38 miles; but, when buoy No. 4 was passed, no more echo from the land can be seen, probably due to abnormal refraction and waves propagation.

Buoy No. 5 is also unlit. Caution should be exercised when approaching the 4¾ fathom shoal, N.E. of buoy 5, as we found 2 ft. less water than charted! When passing off No. 5 buoy, the wreck (P.A.) near Gonzalez Rock could be seen on the radar. The charted position is completely incorrect. True position: 10° 24.6 N. 14° 40·9 W.

According to the British Pilot at Kamsar, the tidal streams along this coast are strong and more or less parallel to the coast, except near the mouths of the rivers. The main current runs in a S.E. direction, but is mainly weak.

*Estuary of Rio Nunez:* B.A. Chart No. 1562 (LC Feb. 72). No definite bar but encumbered by sand and mud banks. Rochers Gonzalez: The light is not only extinguished, but its structure is half destroyed. No echo on the radar, even at a close range.

CAUTION: All the approach buoys are incorrectly charted. The true positions, given by local authorities are as follows:

Buoy No. 6: 10° 25.5′ N. 14° 47.5′ W. (Red)
,, No. 7: 10° 23.5′ N. 14° 44.5′ W. (Green conical)
,, No. 8: 10° 29.5′ M. 14° 43.9′ W. (Red cyl)

Seven small red cyl. seabuoys guarding Southern limits of Company shoals and Conflict reefs. One green con. buoy guarding Western approaches of Gonzalez flats. No light or radio beacon. Continuous soundings are the best guide when approaching the banks because the buoys are very small and most of them are unlit. A buoyed channel consisting of 21 light buoys to the berth. A number of them are also unlit.

*Rio Nunez Fairway:* From the sea buoy to buoys No. 1 and 2: dredged to a depth of 12 m. (39 ft. 4 in.).

From buoys 1 and 2 to buoys 8 and 9: dredged to a depth of 9 m. (29 ft. 6 in.).

From buoys 8 and 9 to buoys 16 and 17 (turning basin): dredged to a depth of 8·10 m. (26 ft. 3 in.).

In the turning basin and inner anchorage, the minimum depth reported is 7·75 m. (25 ft. 5 in.). Alongside the loading terminal, the minimum depth is 13 m. (42 ft. 8 in.) at LLW.

Remark: With a draft of 39 ft. 6 in. and a tidal range of 16 ft. we felt the bottom (soft mud) after leaving the pier, just before entering the channel. The minimum clearance required under the keel is 2 ft.

Tidal streams: 2 to 3 knots during neap tides, but occasionally 6 knots during spring tides and rainly season.

When leaving Kamsar with a deep draft, caution should be exercised to avoid the 5 fathoms shoal (position: 10° 27.8′ N. 14° 44.5′ W.) as we found only 28 ft. above B.A. chart datum at that place.

Tidal streams: N.N.E. on rising tide; S.S.W. on falling tide. Rate of 2 to 3 knots.

**ANCHORAGE:** Vessels anchor in the vicinity of No. 8 buoy. Depth at low water 7·75 m. The nature of the bottom is mud and sand.

**MAX. SIZE:** Max. LOA 735 ft. Max. beam 110 ft. The maximum draft depends on height of tide and may be calculated by using the following:

8·10 m. (26 ft. 7 in.) + Height of tide — 2ft.

*Height of tide above C.D.*

| | |
|---|---|
| HW Springs | 17 ft. 0 in. |
| ,, Neaps | 13 ft. 2 in. |
| LW Springs | 2 ft. 5 in. |
| ,, Neaps | 6 ft. 2½ in. |

**HEALTH:** Health Authorities board with the Pilot.

All crew-members must be in possession of valid certificates of vaccination against smallpox, yellow fever and cholera.

**RADIO:** *Port Kamsar Radio:* Call sing 3X0.

| | |
|---|---|
| 500 and 484 kHz | 3X030 |
| 2182 kHz (R/T) | 3X026 |
| 6383 kHz (W/T) | 3X027 |
| 8702 kHz (R/T) | 3X028 |
| 12885 kHz (R/T) | 3X029 |

Watchkeeping hours: 0800–1200 and 1600–1800. When approaching Rio Nunez estuary, contact Pilot on VHF Channel 16.

Vessels are requested to inform Office d'Administration de Boké (Ofab Kamsar or Ofab Conakry if Kamsar radio not available) seven days prior to arrival and at noon ship's time every other day.

**TUGS:** One tug available, 825 h.p. Tug is required for berthing and recommended for unberthing.

**BERTHING:** Berthing and unberthing is permitted day and night. The latest time for unberthing is one hour before high water. Berthing takes place at slack water (20 mins. after HW).

*Bauxite Loading Terminal:* Max. permissible draft at LW is 42 ft. 8 in., max. permissible length 735 ft.

There are heavy duty fender dolphins about 2 m. off the quay with steel bitts for the springs. Head lines, stern lines and breast lines are secured to heavy steel swivel hooks on the quay.

Vessels always berth portside alongside.

Each vessel receives the following letter: "Due to the tidal conditions that prevail alongside the bauxite loading wharf, it is essential that vessels be moored with heavy duty lines which should be tended at all times to ensure that an even tension is maintained. If a vessel is allowed to fall off the dock, loading operations will immediately cease and the vessel will be placed off hire. On a recent occasion, a vessel broke all her moorings, endangering the shiploading tower".

The minimum mooring required is:

Fore: 2 single ropes at first;
2 double ropes on the winches;
2 heavy springs.
Aft: 1 single rope at first;
1 double rope on the bitts;
Minimum 2 double ropes on the winches (3 double lines are strongly recommended, each ready to heave!);
2 heavy springs.

During ebb tide, a strong current hit the portside quarter at an angle of about 25° with the pier.

At least two good watchmen are necessary to check continuously the moorings, due to the high tidal range and the fast loading rate.

Alignment of the pier: 197° (incorrectly charted!)

Alignment of the jetty: about 250°.

There are also two piers for smaller vessels. Max. length 100 m., max. draft 5·2 m. at HW. Vessels aground at LW.

**SPECIAL CARGO-HANDLING FACILITIES:** There is an ultra-modern tower which moves over a distance of 165 m. With a stretchable arm which works to a maximum angle of 15° above the horizontal.

Vessels must be suitable to load without trimming.

Headroom under loading arm 61 ft. (18·59 m.) at LW. 48 ft. (14·63 m.) at HW spring tides.

*Loading Rates:* Nominal 4,250 metric tons/hour. 2,000 metric tons/hour in April 1974, expected to be 3,300 metric tons/hour by November 1974.

**MEDICAL:** Services available at local hospital. Doctor will call on vessel but only in an emergency.

**DENSITY:** Varies from 1013–1028 according to season.

**FRESH WATER:** Available, rate 20 t.p.h. Not recommended as drinking water.

**FUEL:** Not available.

**CONSULS:** At Conakry.

**REPAIRS:** Small repairs are carried out in an emergency.

**AIRPORT:** Nearest airport at Conakry. 8 hours by car or 12 hours by small ship 3 times a week.

**SHORE LEAVE:** Not permitted.

**GENERAL:** Compulsory to fly Guinean flag.

**AUTHORITY:** Port Captain, Port Kamsar.

# Guinea Bissau, Republic of

## BISSAU: 11.51 N. 15.34 W.

**DOCUMENTS:**

Entrance Declaration.
Clearance from the last Port of Call.
List of all Passengers on Board, either in transit or disembarking in Bissau.
Provisions List.
List of the Crew Members Effects.

2 Lists of Passengers Baggage.
List of Cargo to disembark in Bissau, Baldeade (Bolama) or otherwise in transit to be disembarked in another port.
List of Cargo (inside sealed envelope).

**PILOTAGE:** Pilot's base and radio beacon located at Caió Point, (small island at the entrance of Geba's channel). To call the Pilots and/or the radio beacon, send telegram to Servicosmarguine, informing of the ETA at Caió; pilotage is compulsory.

**ANCHORAGE:** Between Bissau and the Ilhéu do Rei,

**MAX. SIZE:** Draft, 24 ft.

**HEALTH:** Visit of port doctor compulsory if ship has no doctor, or if permission for exemption has not been required; permission can be requested by radio. When needed, the health services in Bissau can be used by passengers or crew members. Yellow fever and smallpox vaccinations required.

**RADIO:** Station call sign CQF weekdays on at 9, 13, 16, 18 GMT. Sundays 9 and 11 GMT. Frequency 500 kHz, CW.

**TUGS:** One tug of 320 h.p. and one of 800 h.p. available.

**BERTHING:** Ponte, Cais de Bissau, length 131 metres, width 25 metres, depth 8 metres. 1 lifting crane with a max. lifting capacity of 25 metric tons. 1 lifting crane with a max. lifting capacity of 15 metric tons. 7 lifting cranes with a max. lifting capacity of 1·5 metric tons.

**STEVEDORES:** 1,500 stevedores available for loading and unloading cargo.

**FRESH WATER:** Available; pumping rate, 10 tons/hour.

**FUEL:** Diesel available; pumping rate, 6 tons/hour.

**CONSULS:** Belgium, tel. 3737; France, tel. 2470; Lebanon, tel. 2737.

**REPAIRS:** Small repairing work can be done on machinery or ship's hull.

**AIRPORT:** 7 kms. from Bissau; 3 flights to Lisbon per week.

**TIME:** GMT minus one hour all year round.

**HOLIDAYS:** 1st January; 10th June; 5th October; 1st November; 1st, 8th and 25th of December.

**POLICE/AMBULANCE/FIRE:** Police, tel. 3925; Ambulance and Fire, tel. 2222.

**TELEPHONES:** Line connection land-ship, if requested to the Post Office authorities.

**AUTHORITY:** Port Director, Bissau, tel. 2797. Port Captain, Bissau, tel. 3912.

**AGENT:** Guinémar Sociedade de Agencias e Transportes da Guiné, Lda. Rua Dr. Oliveira Salazar, 4, Bissau. Tel. 2675–3022/3. After office hours 3658. Cables: Guinémar Bissau.

## Guyana

### ESSEQUIBO RIVER (Bartica): 06.24 N. 58.37 W.

**DOCUMENTS:** See "Georgetown".

**PILOTAGE:** Pilots are stationed at Georgetown. ETA to be given 24 hours in advance to pilot station. Pilotage compulsory. Pilot boards from black cutter 5 cables North-west of the Outer Georgetown Light.

Essequibo light (steel framework tower with red and white horizontal bands) marks seaward end of Essequibo main ship channel. Vessels in vicinity of Demerara pilot station should listen for pilot boat on VHF Channel 16.

**RESTRICTIONS:** The Essequibo Bar is composed of hard mud and sand. The least depth of water is 3 ft. less than for Demerara Bar. Vessels should not attempt to cross the Essequibo Bar drawing more than 3 ft. less than that predicted for the Demerara Bar.

**MAX. SIZE:** Controlled by Bar draft predictions.

**HEALTH:** Pratique given at Georgetown when Pilot boards. If vessel is suspect or infected, Master to advise Harbour Authority by radio before arrival.

**RADIO:** Demerara Radio call sign 8RB operating on 2182 kc/s. Georgetown Lighthouse operates VHF on Channel 16 and HF on 2738 kc/s. 24 hours a day. Also SSB 8281·2 kHz.

**TUGS:** Not available.

**MEDICAL:** Hospital at Georgetown and Bartica. All crew members need valid smallpox vaccination certificates.

**DENSITY:** 1000, fresh water.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**OPENING/CLOSING HATCHES:** By ship's crew.

**CUSTOMS ALLOWANCES:** Up to 200 cigarettes and one bottle wine or spirits per man. Only 40 cigarettes may be taken ashore at any time.

**CONSULS:** At Georgetown.

**REPAIRS:** Government dry dock situated at Mazaruni, approximately 40 miles up river at junction of Essequibo and Mazaruni rivers. Extreme dimensions; 160 ft. by 35 ft.

**AUTHORITY:** Transport and Harbours Department, Georgetown.

### GEORGETOWN: 06.49 N. 58.10 W.

**PORT LIMITS:** Seaward by an arc of a circle with radius one nautical mile, with the Georgetown lighthouse as centre.

**DOCUMENTS:**
Certificate of Registry.
4 Crew Lists.
2 Provisions and Stores Lists.
4 Passenger Lists.

*Customs Documents:*
2 Reports of Ships Stores (Form C1).
2 Lists of Crew Personal Effects (Form C2).
List of Unmanifested Cargo (Form C3).
Health Documents for Crew (1 copy for each crew member).
2 Cargo Manifests.
Bills of Lading (number in accordance with the agreement between Shipper and Carrier).

**PILOTAGE:** Vessels apply for Pilots through local Agents or direct to Chief Pilot, Georgetown, through "Demerara Radio, 8 Romeo Bravo", 12 hours in advance of ETA at pilot station when vessel is proceeding in to Georgetown Harbour. Pilot boarding ground is in North-western quadrant of circle with radius 5 cables and centre the Outer Georgetown Light. Normal international day or night signals for "I require a Pilot" are used. All pilot cutters are painted black (hull) and white (superstructure) with the word "Pilot" painted in white on black ground. Cutters are approximately 50 ft. in length.

**ANCHORAGE:** There are 5 with a least depth of approximately 20 ft. MLW named A to D from North to South. Vessels are safely anchored at any of the above anchorages 1½ to 2 cables from Georgetown park line. Bottom is soft mud and provides good holding ground.

**RESTRICTIONS:** No entry restrictions except those on draft imposed by the bar at estuaries.

**MAX. SIZE:** Draft 21 ft. 6 in.

**HEALTH:** Pilot may grant pratique if vessel has just arrived from a British port, and if vessel has not been to a Central or South American Spanish-speaking port or French-speaking port (West Indian or otherwise) or any of the ports of New Orleans, Mobile or Tampa within 4 weeks of its arrival at the pilot station. If a vessel is "suspect" or "infected" Master should advise Harbour Authority by special message through Demerara Radio or Georgetown Lighthouse and await advice of Port Health Officers; meanwhile, if in the vicinity of Georgetown, vessel may anchor at the specified quarantine anchorage near the Outer Georgetown Beacon as entry into the limits of the port without the authority of the Ministry of Health is prohibited if the vessel is suspect or infected.

**RADIO:** Name of radio station "Demerara Radio", call sign "8RB", always standing by on 2182 kc/s., will give latest weather report or RDF bearings on request. Georgetown Lighthouse operates VHF on Channel 16, HF 2738 and SSB 8281·21 kHz.

**TUGS:** At present, vessels dock stem on to the tide without aid of tugs.

**BERTHING:** There are 14 main wharves all privately owned, situated along the river frontage at Georgetown and varying in length from 210 ft. to 730 ft. Depths alongside range from 16 to 20 ft. at low water springs, but as the bottom is soft mud vessels may safely lie aground alongside. Ships work cargo with their own appliances.

**BULK HANDLING FACILITIES:** The sugar berth is 416 ft. in length with least depth alongside of 18 ft. MLWS and can accommodate vessels up to 530 ft. in length. Loading rate is 500 tons per hour using two shoots. Vessels should not be more than 63 ft. beam.

**STEVEDORES:** Ship's Agent normally arranges for gangs in accordance with cargo plans or Master's cable advice. Gangs are unionised. Stevedores work around the clock every day of the week though they are paid overtime between hours of 1600 and 1900 and they earn time-and-a-half or double time on public holidays according to which one of the twelve public holidays they work.

**MEDICAL:** No special advance notice of required medical attention is necessary, and hospital facilities are always available. All crew members need to have valid smallpox vaccinations certificates on entry.

**TANKERS:** There are no residue discharge facilities at this port. There are five tanker berths in the Georgetown area.
Rome Terminal (Shell) – depth alongside 15 ft.
Ramsburg Terminal (Esso)– depth alongside 16 ft.
Timehri Terminal – depth alongside 16 ft.

**DENSITY:** Average density in port is 1015, though during the rainy season (March–May; October–December) density of water may be as low as 1000 at low water in the harbour.

**FRESH WATER:** Fresh water is available, and is delivered alongside. The ship is required to pay for labour, overtime, etc., involved in the delivery.

**FUEL:** In case of emergency, providing advance notice is given by Master, vessels may be partially bunkered at any of Shell, Texaco or Esso installations. Vessels may be required to go alongside 2 hours before high water and leave not later than 1 hour after high water at the above-mentioned installations. Grades of fuel available are "Bunker C" and diesel fuel.

**FIRE PRECAUTIONS:** There are no stated precautions other than regulations against pumping out residual heavy oil (e.g. "Bunker C"). Ships having cargoes of ammunition, high explosives, dynamite, etc., are required by Harbour Regulations to anchor North of Georgetown Lighthouse prior to proceeding alongside wharf to unload.

**DEVELOPMENTS:** Proposals are in hand for the dredging of the Demerara Bar and the Georgetown Harbour to permit entry of ships up to 27 ft. at high water.

**GANGWAY/DECK WATCHMEN:** Services of watchmen are necessary and can be obtained through a watchman's pool by ships' Agent.

**OPENING/CLOSING HATCHES:** Normally carried out by ship's crew.

**CUSTOMS ALLOWANCES:** Each crew member is permitted up to 200 cigarettes aboard held out of bond, but is only allowed to take ashore 40 at any time. Only on a *final discharge* would a member of crew be permitted a tobacco allowance of ½ pound. Each crew member is allowed to keep out of Bond, 1 (one) bottle of wine or spirits, but is prohibited from taking any of it ashore. Each member of crew is allowed tax-free only one-sixth gallon wine and one-sixth gallon spirits *when he is finally discharged*.

**IDENTIFICATION CARDS:** Not required.

**REPAIRS:** Every type of deck or engine repair is undertaken at Sprostons dry dock. Above waterline and engine-room repairs of any type are undertaken on vessels exceeding the above-mentioned dimensions while vessel is anchored in the stream.

**DRY DOCKS:** Sprostons Dry dock: A graving dock 210 ft. × 37 ft. 9. in at entrance situated South of Sprostons No. 2 Wharf, which is privately owned and operated on normal commercial lines. 198 ft. length of dry dock is on blocks. Breadth: top 46 ft. 4 in., bottom 40 ft. 9 in., depth on sill at HWOST 92 ft.

Government Dry dock: Situated at Mazaruni approx. 40 miles up-river at junction of Essequibo and Mazaruni rivers is a graving dock and has extreme dimensions of approx. 160 ft. × 35 ft.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Timehri International Airport is situated approx. 30 miles South of Georgetown with highway connection and is served by many intercontinental airlines.

**TIME:** 3 hours 45 minutes behind GMT. No alterations made to clocks during the year.

**HOLIDAYS:** New Year (January 1st); *Eid-ul-Ahza; *Phagwah; Republic Day (Feb. 23rd); Good Friday (April 12th); Easter Monday (April 15th); Labour Day (May 1st); *Youman Naubi; Commonwealth Day (First Monday in August); *Deepavali; Christmas Day (December 25th); Boxing Day (December 26th). *Religious holidays are variable.

**POLICE/AMBULANCE/FIRE:** Tel. 3211, Emergency 999; Ambulance 2411, Emergency 999; There are Police/Ambulance/Fire Stations on the waterfront.

**TELEPHONES:** Only connected to naval vessels.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Transport and Harbours Department, Main Street, Georgetown. Tel. 66131.

### LINDEN: 06.00 N. 58.17 W

**DOCUMENTS:** See "Georgetown".

**PILOTAGE:** Pilots are stationed at Georgetown. ETA to be given 12 hours in advance to pilot station. Pilotage compulsory. Pilot boards from black cutter 5 cables North-west of the Outer Georgetown Light.

From Georgetown to Linden, Pilot not compulsory, but advisable to use Sprostons Pilot.

**RESTRICTIONS:** Governed by depth of water at Demerara River Bar. Entrance normally at high-water.

**ANCHORAGE:** Vessels proceeding to Linden in ballast and drawing less than 15 ft. may anchor at southern limit of Georgetown in depth of 20 ft. MLWS.

**MAX. SIZE:** Draft 21 ft. 6 in.

**HEALTH:** Pratique given at Georgetown when Pilot boards. If vessel is suspect or infected, Master to advise Harbour Authority by radio before arrival.

**RADIO:** Demerara Radio call sign 8RB operating on 2182 kc/s. Georgetown Lighthouse operates VHF on Channel 16 and HF on 2738 kc/s., 24 hours a day. Also SSB 8281·2 kHz.

**TUGS:** Not available.

**BULK HANDLING FACILITIES:** Bulk loading of bauxite is carried out 65 miles up the Demerara River at Linden. Vessels are loaded at a rate of 400 tons per hour, and the berth can accommodate vessels up to 570 ft. in length.

**MEDICAL:** Hospital at Georgetown, 59 miles distant. All crew members need valid smallpox vaccination certificates.

**DENSITY:** 1000, fresh water.

**FRESH WATER:** Can be supplied.

**FUEL:** Can be supplied.

**OPENING/CLOSING HATCHES:** By ship's crew.

**CUSTOMS ALLOWANCES:** Up to 200 cigarettes and one bottle wine or spirits per man. Only 40 cigarettes may be taken ashore at any time.

**CONSULS/REPAIRS:** At Georgetown.

**AUTHORITY:** Transport and Harbours Department, Georgetown.

### NEW AMSTERDAM (Everton, Berbice): 06.14 N. 57.31 W.

**DOCUMENTS:** See "Georgetown."

**PILOTAGE:** Pilots are stationed at Georgetown. ETA to be given 24 hours in advance to pilot station. Pilotage compulsory. Pilot boards from black cutter 5 cables North-west of the Outer Georgetown Light. Pilots may also board ships bound for New Amsterdam within 5 cables Westward of Berbice Light. This beacon marks the seaward end of the channel and is to be passed on the port hand when entering.

**RESTRICTIONS:** The Berbice Bar is composed of fairly hard mud. Vessels may cross the Berbice Bar on even keel loaded to 3 ft. less than the Demerara Bar predictions.

**MAX. SIZE:** Controlled by Bar draft predictions.

**HEALTH:** Pratique given at Georgetown when Pilot boards. If vessel is suspect or infected, Master to advise Harbour Authority by radio before arrival.

**RADIO:** Demerara Radio call sign 8RB operating on 2182 kc/s. Georgetown Lighthouse operates VHF on Channel 16 and HF on 2738 kc/s, 24 hours a day. Also SSB 8281·2 kHz.

**TUGS:** Not available.

**MEDICAL:** Hospital at Georgetown. All crew members need valid smallpox vaccination certificates.

**DENSITY:** 1000, freshwater.

**FRESH WATER:** Can be supplied.

**FUEL:** Can be supplied.

**DEVELOPMENTS:** Proposals in hand for dredging Berbice Bar.

**OPENING/CLOSING HATCHES:** By ship's crew.

**CUSTOMS ALLOWANCES:** Up to 200 cigarettes and one bottle wine or spirits per man. Only 40 cigarettes may be taken ashore at any time.

**CONSULS/REPAIRS:** At Georgetown.

**AUTHORITY:** Transport and Harbours Department, Georgetown.

## Haiti

### CAP HAITIEN: 19.46 N. 72.12 W.

**GENERAL:** For all general information refer to "Port-au-Prince".

**APPROACHES:** The current is about 3 knots in the entrance to the port when the river is in flood.

**ANCHORAGE:** Vessels which are unable to moor alongside because of deeper draft are anchored off the wharf.

**BERTHING:** The wharf at Cap Haitien was constructed by the Compania Industrial Maritima. The construction is in reinforced concrete. It extends for a length of 900 ft. in an Easterly direction and comprises three sections. The most important section is 600 ft. long and has berths for deep sea vessels on the South side in depths of 20 ft. The Western section, nearest the shore, is 300 ft. long with variable depths of 7 to 9 ft. alongside, with berths for motor vessels of small tonnage and sailing ships. The central section accommodates the customs offices. Two metal warehouses border the East and West ends of the wharf. Between the warehouses is one fixed crane of 30 tons capacity.

**FRESH WATER:** Fresh water is available at Cap Haitien.

**FUEL:** Not available.

### MIRAGOANE: 18.25 N. 73.04 W.

**GENERAL:** For all general information refer to "Port-au-Prince".

**BERTHING:** The facilities at Miragoane are one small jetty for loading and discharging general cargo with a depth alongside of 18 ft. maximum.

There is a wharf for loading bauxite, belonging to the Reynolds Company, with a depth alongside of 34 ft. Total annual export about 350,000 tons.

### PORT-AU-PRINCE: 18.33 N. 72.21 W.

**APPROACHES:** The port of Port-au-Prince is situated at the extreme South-east of the bay. It can be approached from the North and from the South by two channels.

One may approach from the North-east by the Saint-Marc channel or from the West by the Gonave channel, between Trou-Forban Point and the village of Ca-Ira. The bay extends between Trou-Forban Point in the North and the village of Ca-Ira about 20 miles to the South. The position of Ca-Ira is 18° 32′ N. 72° 39′ W. From Ca-Ira the South coast of the bay extends about 2 miles North-east and about 12 miles East to Pointe Lamentin.

**PILOTAGE:** Pilotage is compulsory for all movements of ships in the port. The Pilot boards to the West of the fairway buoy and is accompanied by port officials, i.e. Port Doctor and Representatives of Immigration, Police and Customs. These officials insist on using the accommodation ladder to board the vessel. Masters must arrange with their respective Agents the time which they will require a Pilot to leave the port. If they are ready to depart before the hour arranged they may call the Pilot by three blasts of the ship's whistle.

**ANCHORAGE:** Vessels must anchor to the West of the large red buoy number 29 or at the quarantine buoy, situated about ½-mile N.N.W. of buoy number 29. A bottom of sand over coral is to be found all over this region in depths of 10 to 18 fathoms.

Vessels may anchor or depart at any hour of the day or night.

In order to facilitate the rapid movement of vessels, these are normally anchored in order of arrival.

**WEATHER:** The bay of Port-au-Prince is nearly always calm except at certain times of the year; for example, during the months from May to November, occasional strong winds may interrupt normal loading and discharging movements.

A light breeze from the East or North-east blows after dawn, but in the afternoon a breeze three times stronger blows in the opposite direction.

The height of tide is only 1½ ft. Currents in the port are almost negligible, except that, when mooring or unmooring a vessel, one should pay attention to a Northerly current of about ¼ of a knot.

**RADIO:** All deep-sea vessels which enter the territorial waters of Haiti are obliged to advise the Port Radio Station.

The radio station is situated at the Bureau de Port. It is in operation 24 hours a day.

Visual light signalling may also be carried out as far as it is possible to do this.

The following apparatus is used at the radio station:

1. VHF Channels 11, 12, 13, 14 and 16, power 50 watts, range 40 miles.
2. Medium frequency "Pearce-Simpson" amplitude moderation, frequencies 2,182 kc/s., 2,738 kc s., power 85 watts, range about 200 miles.

In addition to the VHF Channels, the Pilots may use radio-telephone on the following frequencies:

2,182 kc/s., 2,638 kc s., 2,738 kc/s., 2,770 kc/s., and 2,806 kc/s.

All messages addressed to the Port Authorities and messages concerning pilotage must be handled at this radio station.

Masters are particularly required to give the radio station, as soon as they arrive, the following information:

Vessel's draft and net tonnage, amount of cargo for discharge, number of gangs required.

The telephone number of the radio station is 23235.

**TUGS:** The port has at present one small tug. At all times two wooden mooring launches, each 32 ft. long, are available for Pilot's use.

**BERTHING:** A finger pier is under construction for cruising liners.

The commercial quay is a construction of reinforced concrete supported by wooden piles, encased in concrete, with traverse wooden fendering.

The quay is orientated in an East–West direction and is constructed in three sections.

Quay No. 1 – South side – length 453 ft. with depth alongside of 12–17 ft.
Quay No. 2 – central sections – length 540 ft. with depth alongside 17–23 ft.
Quay No. 3 – Seaward section – length 640 ft. with depth alongside 23–28 ft.

There is an angular portion of 100 ft. between Quays No. 1 and 2 which may not be used for mooring, but which the bow of the ship may overhang. Vessels must be secured by at least two mooring cables at the bow and at the stern.

The Port Authorities require for vessels manoeuvring in the port a minimum of 2 ft. of water under the keel. This regulation may be modified by special authorisation of the Chef de Port.

In addition to the public pier, there are five jetties belonging to private companies used for handling products in bulk. These jetties belong to the following companies:

A. La Hasco, sugar refinery established at Port-au-Prince.
B. La Minoterie, flour mill situated at Laffiteau.
C. Le Ciment d'Haiti SA, cement factory situated at Fonds Mombin.
D. Jean Ackmed, fuel installation situated at Simonette.

The above jetties are established on the North side of the bay.

E. Installations of Shell Company and Tropigas on the South side of the bay, equipped with their own mooring buoys for tankers.

**CARGO HANDLING:** For vessels loading and discharging at the public pier, cargo is transported on railway trucks of 25 tons maximum capacity.

One quay is equipped for container ships. One quay is equipped to handle roll-on/roll-off traffic.

**STEVEDORES:** Loading and discharging of ships is carried out by gangs of private workers who are engaged by the ship's Agents under the supervision of a chief stevedore. The working gangs use the ship's own equipment for loading and discharge.

Handling rates are normally about 15 tons per hour for general cargo, or about 25 tons per hour for heavy articles, such as drums, planks, bundles of steel rods, etc.

Normal working hours in the port are 0700 to 1200 and 1300 to 1600. Overtime is payable for work required before 0700 and after 1600 hours, and also for work required during Saturday afternoon, Sundays and holidays.

**FRESH WATER:** Drinking water is available in the port; however, the ship must provide its own connections. Rate of loading varies from 4 to 10 tons per hour.

**FUEL:** There is no service for coal bunkers. Fuel oil may be supplied by barge.

**REPAIRS:** There are no proper facilities for ship's repairs although minor repairs may be effected by small private workshops ashore. There is a small dry dock at Bizoton about 1 mile from the port, with a capacity of about 1,000 tons and able to receive vessels up to 175 ft. in length. This yard is managed by the Haitian Army Coast Guard.

**MEDICAL:** There are adequate medical facilities, pharmacies and hospitals.

**AIRPORT:** An international airport for jet planes connects Haiti with New York via Kingston, Montego Bay or San Juan. A local air service connects Port-au-Prince with principal towns of the Republic.

**FIRE-FIGHTING EQUIPMENT:** The Port Authority does not own any equipment for fire-fighting or assisting vessels in need. However, there is a town fire service organised by the Army.

**HOLIDAYS:** *Legal Holidays:*

Independence Day (1st and 2nd January); Labour Day (1st May); Flag Day (18th May); Ascension Day; Assumption (15th August); All Saints (1st November); Commemoration Day (13th November); Discovery of Haiti (5th December).

*Authorised Holidays:*

Lundi-Gras (half-day); Mardi-Gras; Good Thursday; Good Friday; Pan-American Day (14th April); President's Day (22nd June); Dessaline's Aniversary (17th October); United Nations Day (24th October); Fete des Morts (2nd November).

**SERVICES:** Fresh provisions are obtainable locally.

There are no facilities for refuse collection, but nevertheless it is forbidden to throw refuse, cinders or any other polluting material overboard.

Launches used for the transport of tourists are available at Port-au-Prince and these are operated by private companies. The Port Authority does not take an active part in the traffic of tourist passengers. Those which disembark on the wharf from cargo vessels or cruising liners must make their way on foot to the taxi station to take part in excursion tours. However, the majority of tourists coming on passenger liners anchored in the roads disembark by launches belonging to the Department of Tourism. They disembark at the Quai Colomb, which is under the authority of the Department of Tourism.

**AUTHORITY:** Administration Portuaire de Port-au-Prince, Boite Postale 616, Port-au-Prince. Tel.: 2–0225.

# Honduras

## AMAPALA: 13.18 N. 87.39 W.

**DOCUMENTS:**

Maritime Declaration of Health.
Crew List, 3 legalised and 7 copies.
Provisions List, 3 legalised and 7 copies.
Passengers Disembarking List, 3 legalised and 7 copies.
Passengers in Transit List, 3 legalised and 7 copies.
Voyage Memorandum, 6 copies.
Cargo Manifest, 2 legalised and 14 copies.
Cargo Tally Books, 15 copies.
Mail List, 4 copies.

Documents are legalised at loading port by Honduran Consul or consul of friendly nation. If no consul, then by the Port Captain. Two copies of Cargo Manifest, Freight List, Bills of Lading, and Stowage Plan should be airmailed to Agent in advance.

If documents legalised by the Port Captain, one copy of each manifest should be sent by airmail to "Secretaria Economia y Hacienda Tegucigalpa", and "Custom House, Amapala".

*Shipmaster's report:* Papers required for entering as follows:

10 Spanish Crew Lists with I.D. Nos.
10 Passenger Lists.
10 Store Lists.
3 Memorandum of Voyage.
1 Maritime Declaration of Health.
5 Mail Reports (only if carrying mail).

I.D. books asked for and checked with crew list. Bond not sealed. Shop not sealed.

**PILOTAGE:** Pilot available, to be ordered by Agent in advance.

**ANCHORAGE:** Open anchorage area in depths up to 32 ft.

**RESTRICTIONS:** Vessels enter and leave at high water only, max. recommended draft 28 ft.

**MAX. SIZE:** Vessels up to 10,000 grt have entered, with 30 ft. draft

**HEALTH:** Vessels are cleared by Health Inspector on arrival. International Health regulations apply.

**RADIO:** Contact via "Tropical Radio".

**TUGS:** None available.

**STEVEDORES:** Arranged by Agent. Working hours 0700–1200 and 1300–0700.

**MEDICAL:** No hospital facilities. Only minor cases can be dealt with locally.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** San Salvador, Nicaragua, and Peru represented locally.

**REPAIRS:** Not possible.

**TIME:** GMT minus 6 hours, no alterations during year.

**SHORE LEAVE:** Allowed, no restrictions.

**SHIPMASTER'S REPORT:**

(1) I found that the safest approach is through the passage between Isla Conchaguita and Isla Jeanguera. It is also the best place to anchor and wait for a Pilot.

(2) The Charts covering this port do not appear accurate, and no further approach towards Amapala should be made without the guidance of a Pilot or a boat.

(3) There are no buoys, and the light on Isla Caracolita is extinguished.

(4) The passage from anchorage towards Amapala along the West Coast of Isla Del Tigre is very narrow and water depth recorded by ship's soundings gave only 24 ft. in places, with a maximum of 30 ft. There is room only to swing the ship on her axis.

(5) Pilot is available, or otherwise there is a boat guiding vessel into Amapala.

(6) Cargo operations are performed at anchorage about 3 cables from Amapala. Cargo is discharged into barges. Stevedores are not very professional and cargo damage may be expected. Many stevedores work in bare feet and thus accidents on board may be expected.

**AUTHORITY:** Port Commander.

**AGENT:** Servicios Portuarios S.A. de C.V. Cables "Seposa Amapala."

## PUERTO CORTES: 15.50 N. 87.55 W.

**DOCUMENTS:**

Health Declaration. 2 copies.

Zarpe or Clearance Permit from the Last Port.

General Cargo Manifest (in ballast if that is the case) of all the cargo to be discharged in Puerto Cortés, and 14 copies.

Crew List and 10 copies.

Passengers in transit, or no passenger declaration and 10 copies.

Deratisation Certificate, only in first call.

Stores List and 8 copies.

Mail Sacks declaration (negative or positive).

Bills of Ladings (if some cargo is coming) 3 complete sets.

Hatch list and 5 copies.

All the original documents must be signed and stamped by the Honduran Consul at the port before calling Honduras and should be made in Spanish.

If no consul of Honduras available, documents to be legalised by consul of a friendly nation or by the Chamber of Commerce, stating the facts.

**PILOTAGE:** Compulsory for vessels over 300 grt. ETA to the Agent, 72, 48 and 24 hours ahead of arrival required. Pilot on VHF Channels 16 and 6.

**ANCHORAGES:** Once the ship enters the bay, *If no berth space has been notified to the Master,* she should anchor at a distance beyond ½ mile from the nearest pier, and wait for the boarding of the official party to be granted free pratique.

**ENTRY RESTRICTIONS:** Vessels may enter the port day or night but not visited by Port Authorities between 2000 hours to 0600 hours, only in special cases.

**MAX. SIZE:** Dry cargo vessels up to 30 ft. draft. Tankers up to 43 ft. draft.

**HEALTH:** Pratique granted after Port Authorities (including doctor) board vessel between 0600–2000 hours. Pratique granted if no contagious illnesses aboard, otherwise quarantine restrictions imposed. No automatic free pratique when arriving from another port of Honduras.

**RADIO:** Lantana Radio WOE. New Orleans Radio WNU. Limón R. TIM. Balboa Radio NBA. Miami Radio WAX. Messages routed via Tropical Radio.

Port Authority operates a VHF station HQSU, monitoring on 2738 kHz, but by appointment can reply in any other position. Telegrams to be routed via Tropical Radio. Lanatana WOE. New Orleans WNU. Limon TIM. Balbao BNA. Miami WAX.

Ship's radio not to be used in port except for communication with the port authority. Vessel is fined if there is a violation. Also see VHF.

**VHF:** Puerto Cortes Radio: Call sign "Cortes Radio". Channel 16 VHF.

*Hours:* Weekdays 0600–2200; Saturdays 0800–1200 and Sundays Nil.

**BERTHING:** The Agent to supply information as to berth, and time of docking. Pilot will board the vessel and berth it, assisted by a launch to hold ropes. Departure should be effected when the despatch documents are on board and operations finished.

Pier No. 1 (Texaco pier), for tankers or ships loading diesel or lub-oil; depth 45 ft.

Pier No. 2 (Banana Pier) length is 810 ft.

Pier No. 3 630 ft.

Pier No. 4 1,020 ft.

**STEVEDORES:** Vessels must give accurate ETA at least 24 hours in advance to enable Agents order necessary gangs. Gangs ordered 0700 and 2100 working 12 hours (day time) and 9 hours (night time) excluding the meal hours (0600–0700; 1200–1300; 1700–1800 and 2300–2330). No work on Holy Friday, May 1st (Labour Day), Other holidays work is possible with double payment.

**MEDICAL:** No advance notice necessary for medical attention, except in very urgent cases. At San Pedro Sula (35 miles by road) you can obtain very good medical service but several medical clinics are serving this Port. No inoculations required but Master should possess International Health Cards for each member of crew.

**TANKERS:** Discharge at Texaco Oil Refinery, cable address "Reftexa."

**DENSITY:** 1028/1030.

**FRESH WATER:** Water available at wharf face at 100 ft. intervals. Rate, approx. 8–10 tph.

**FUEL:** All grades available. 24 hours notice is required for good service.

**GANGWAY/DECK WATCHMEN:** Shore watchmen not usually required and this service left to discretion of the Master.

**OPENING/CLOSING HATCHES:** On liners normally by crew with assistance stevedores, otherwise according Charter Party.

**CERTIFICATES:** On first call, Registered Tonnage Certificate; thereafter not required unless gross/net tonnage be changed.

**CUSTOMS ALLOWANCE:** No restrictions, free use on board. Customs officials check no sales shore without special permit.

**IDENTIFICATION CARDS:** New port regulations includes identification card must be shown to gate watchman when crew-members come back aboard.

**CONSULS:** None in the port. American Consulate at Tegucigalpa, 200 miles by road.

**REPAIRS:** Local marine repair companies can undertake limited repairs of general nature; pre-advice recommended.

**REPATRIATION:** All facilities available for effecting crew change and repatriation by sea or air.

**AIRPORT:** International Airport Ramon Villeda Morales served by regular airlines. 35 miles by road.

**TIME:** GMT less 6 hours, no changes during year.

**HOLIDAYS:** January 1st; April 14th; May 1st; Thursday, Friday and Saturday in Easter week; August 15th; September 15th; October 3rd, 12th and 21st; and December 25th. Cargo work can be arranged on those days, except on Good Friday, and May 1st (Labour Day).

**TELEPHONES:** Not customary except in United Fruit Co. pier (Tela Railroad Company, concessionary of banana pier) where telephones connected on board. Overseas calls may be arranged by Agent.

**SHORE LEAVE:** Permitted without restrictions.

**AGENTS:** Agencia Guzmán & Co. S.de R.L. Cable address "Guzco Puerto Cortés".

Ship Agents, Forwarding Agents, Lloyd's Agents at Honduras. Puerto Cortés, Honduras Central América.

## TELA: 15.47 N. 87.30 W.

**DOCUMENTS:**

1 original Health Certificate.
1 ,, 16 copies Manifest.
1 ,, 11 ,, Cargo Book.
1 ,, 6 ,, Store List.
1 ,, 6 ,, Crew List.
1 ,, 6 ,, Passenger List.
1 ,, 6 ,, Baggage.
1 ,, 4 ,, Voyage Memorandum.

All documents must be in Spanish; Cargo Book should be in alphabetical order.

**PILOTAGE:** No Pilot available, but there is a small boat that assists docking by handling mooring lines from vessel to wharf. 48 hours advance notice of ETA required.

**ANCHORAGES:** One mile out from wharf, 100 ft. or more; no boundaries.

**MAX. SIZE:** Maximum permissible length 485 ft., breadth no restrictions, draft 30 ft.

**HEALTH:** Agents arrange pratique; in case there is a suspicion of disease or fever aboard, the vessel will be placed in quarantine for a minimum of 5 days.

**RADIO:** WAX Miami Fla., WNU New Orleans and TIM Puerto Limon via Tropical Radio.

**TUG:** No tug available.

**BERTHING:** Time for berthing is from 0600 to 2000.

*General Cargo Berth:* East side of pier, starboard side alongside.

*Banana Berth:* West side of pier, port or starboard side alongside, depending on which side elevator space is required. 4 elevators available, type camel back. Rate per elevator 3,500 boxes per hour.

**STEVEDORES:** ETA advice should be given 48 hours prior to arrival in order to arrange gangs. Labour rates are subject to surcharge of 25%, 50%, 75% and 100% to cover overtime, depending on hour or day worked.

Gangs: For bananas: 180 men, 3 gangs. General cargo: No restrictions.

**MEDICAL:** Hospital facilities available, also inoculation, vaccination and certificates.

**TANKERS:** Discharging lines only, crude 12 in., diesel 6 in., spray oil 6 in. Berth available for one tanker, maximum permitted draft 30 ft.

**DENSITY:** Average density in port is 1029.

**FRESH WATER:** Delivered by hoses at rate of 100 gallons per minute.

**FUEL:** Available, rate 250 t.p.h.

**FIRE PRECAUTIONS:** Extinguishers and water hoses available.

**GANGWAY/DECK WATCHMEN:** Watchmen can be obtained at day time rates plus 25%, 50%, 75% and 100% to cover overtime, depending on the hour or day worked.

**OPENING/CLOSING HATCHES:** Work done by stevedores.

**CERTIFICATES:** Health and deratisation certificates needed.

**CUSTOMS ALLOWANCES:** 1 carton cigarettes and 1 bottle wine or spirits for each man.

**CARGO GEAR:** Must have current valid certificate.

**IDENTIFICATION CARDS:** Cards needed.

**CONSULS:** None.

**REPAIRS:** Only minor repairs.

**REPATRIATION:** Repatriation can be made on request by Master.

**AIRPORT:** Distance from wharf to airport is about 1 kilometre served by regular airlines; 4 flights per day which connect with Panamerican every day.

**TIME:** GMT minus 6 hours.

**HOLIDAYS:** January 1st, work impossible; April 3rd, work possible; April 4th, work impossible; April 5th, work possible; April 14th, work possible; May 1st, work impossible; September 15th, work impossible; October 3rd, work possible October 12th, work possible; October 21st, work possible; December 25th, work impossible.

**POLICE/AMBULANCE/FIRE:** Contact telephone operator.

**TELEPHONES:** No facilities for placing telephones on board.

**GENERAL:** Ships must have Honduran flag on board.

**SHORE LEAVE:** Crew members allowed ashore, providing they do not have any diseases.

**REGULATIONS:** Since the pier owned by private enterprise, their ships have priority over all others.

**DELAYS:** Delays can be expected any time there are two ships docked.

**AUTHORITY:** Port Comandant, Tela Viejo, Atlantida, Honduras, C.A.

# Hong Kong

## HONG KONG: 22.18 N. 114.10 E. (See Plan)

**PORT LIMITS** (approximately): Western Entrance – the N.S. line between S.E. extremity of Tsing Yi Rock and the flashing light at S.W. corner of Green Island. Eastern Entrance – the N.E./S.W. line between the on-shore FL.W and the FL.R lights either side of the Lei Yue Mun Pass.

**DOCUMENTS:**

*Marine Department (arrival)*

Marine Department Shipping Report (Form MO. 144).
Certificate of Registry.
Passenger ship: Safety Certificate.
Passenger or cargo ship: Load Line Certificate.
Cargo ship: Radio Certificate.
Cargo ship: Safety Equipment Certificate.
Cargo ship: Safety Construction Certificate.
Ship's Articles of Agreement with the crew (if the ship is British, or is a foreign ship belonging to a nation not represented by a consul in Hong Kong).
Derating Certificate or Derating Exemption Certificate.
One copy of the ship's Passenger List (if specifically requested).
Clearance Certificate from the Last Port.
One copy of the Import Cargo Manifest (is specifically requested).
Three copies of the Dangerous Goods Manifest (if applicable).

*Note:* All the above documents/forms must be submitted to the Port Control Division of the Marine Department within 24 hours of a ship's arrival with the exception of the Dangerous Goods Manifest which should be submitted at least 48 hours prior to the vessel's arrival.

*Marine Department (departure)*

Application for Port Clearance (Form MO. 7).
Three copies of the ship's export Dangerous Goods Manifest (if specifically requested).
One copy of the ship's Export Cargo Manifest (if specifically requested).

*Port Health Officer (arrival only)*

Maritime Declaration of Health.
One copy of the ship's Passenger List.
One copy of the Crew List.
Derating Certificate or Derating Exemption Certificate (whichever is applicable).
International Vaccination Certificate against smallpox for each passenger and crew member on board.

*Note:* The above documents/forms must be produced for the inspection of the Port Health Officer on boarding at the quarantine anchorage.

*Department of Commerce and Industry (arrival and departure)*

Two copies of the ship's Import/Export Cargo Manifest.
Two copies of Import/Export statement in respect of dutiable goods (Forms C. and I. 309 and C. and I. 309A).
Two copies of the declaration in respect of dutiable stores required during a vessel's stay in port (Form C. and I. 303).

*Immigration Officer (arrival)*

2 Transit-Passenger Lists.
2 Landing-Passenger Lists.
3 Crew Lists.

*Note:* The above forms must be produced for the inspection of the Immigration Officer on boarding after the ship has been 'cleared' by the Port Health Officer.

(*departure*)

2 Lists Passengers boarding.
2 Lists Transit Passengers.
2 Crew Lists.

*Post Office (arrival only)*

One copy of the Ship's Mail Manifest.

*Hong Kong Police*

One copy of The List of Arms and Ammunition on board (Nil return required) to be handed in at the Entry and Clearance Office with Marine Department papers.

**APPROACHES:** A. (Dry-cargo vessels): The approaches are reasonably free from hazards and are well marked by day or night. Vessels working at buoys with drafts up to 29 ft. are requested to enter port via the Western Entrance. Other vessels with drafts up to 36 ft. by Lei Yue Mun entrance.

B. (Tankers): The tankers which berth at the Esso Company installation at Tsing Yi, and at the Mobil installation, also at Tsing Yi enter the harbour, but with the exception of the approaches to the Esso Terminal which was specially dredged for the purposes of accommodating vessels at 42 ft. draft, there is no limitation on depth save that at the individual berth.

C. Buoyage. The system of buoyage used in Hong Kong harbour conforms to the uniform system of maritime buoyage adopted by the lighthouse authorities in Britain. The main stream of flood tide within the harbour limits is from East to West and buoyage is laid accordingly. Several terrestrial navigational beacons within the waters of Hong Kong are also painted to conform with the uniform system of maritime buoyage.

**PILOTAGE:** Although pilotage is not compulsory in the port, pilots licensed by the Pilotage Board are available to board ships at either entrance on request. The Hong Kong Pilotage Association, provide pilotage services. Pilots generally board in-bound ships using the Eastern entrance in the vicinity of the Lei Yue Mun turning buoy (latitude 22° 16.4′ North, longitude 114° 16.3′ East) and disembark at the same point from outward-bound ships. At the Western entrance, pilots embark and disembark to the West of Green Island. It is a contravention of regulation 3(1) of the Merchant Shipping (Control of Ports) Regulations, for any vessel to pick up or discharge a Pilot within a distance of 7·5 cables from the centre of either the Lei Yue Mun Pass or Sulphur Channel. Maximum speed inside harbour, 8 knots.

**ANCHORAGES:** Examination anchorages (quarantine and immigration) for clearance inwards are situated within the harbour limits to cover the entry of shipping from East and West. The principal dangerous goods anchorages are situated at the Western end of the harbour and at Pun Shan Sek (tankers), whilst there are others at Junk Bay, Tsuen Wan and Rocky Harbour.

An anchorage for the discharge of logs has been designated. This was necessary because logs, which were being discharged and stored within harbour limits were endangering small craft, waterside installations and navigation.

The Western examination anchorage works 24 hours a day whereas the Eastern examination anchorage works from 0700–1900 hours.

See also "Shipmaster's Report".

**MAX. SIZE:** Largest vessels calling regularly have been, dry-cargo: container vessels, length 965 ft., with drafts up to 40 ft.; tankers length 776 ft., draft 42 ft. Maximum size governed by draft of vessel. No limit as to length and beam. Draft in harbour: "A" class buoys 25 ft. to 44 ft. "B" Class buoys 18 ft. to 27 ft.

**PRATIQUE:** The following conditions must be fulfilled before radio pratique can be granted: The ship must not have called at an infected port within 14 days prior to arrival at Hong Kong. There must be not more than 24 passengers on board at the time of arrival, provided that a vessel carrying more than 24 passengers may, at the discretion of the Chief Port Health Officer, be granted radio pratique if there is a ship's doctor on board.

The Master must furnish the following information to the Port Health Office not more than 20 hours and not less than eight hours before his expected time of arrival at Hong Kong:

1. ports of call during the 14 days prior to arrival;
2. number of passengers on board;
3. a statement that all persons on board are healthy and in possession of valid international certificates of vaccination against smallpox;
4. a statement indicating whether any case of infectious disease has occurred on board during the voyage;
5. whether any person on board is sick;
6. the date of issue of the derating or derating exemption certificates.

*Note 1:* Shipping companies or agents must send their applications for radio pratique in writing and, if granted, will be responsible for notifying the master concerned.

*Note 2:* Maritime declarations of health and passenger and crew lists must be collected by the shipping companies or agents and forwarded to the Port Health Office within 24 hours of the ship's arrival.

*Note 3:* Ships granted radio pratique will be required to display the following signal on arrival in the quarantine anchorage: Day: International code flag "TO". Night: Three white lights in a vertical line six feet apart.

*Note 4:* The Master of the ship concerned will be held responsible for the accuracy of the statements contained in his cablegram requesting radio pratique.

Port Health. The hours of duty of port health officers in the examination anchorages are similar to those of the Immigration Department. The Port Health launch exhibits the international code flag "Q" by day and a red light over a white light at night. The appropriate quarantine signal should be flown by a vessel until the Port Health Officer has completed his inspection.

**IMMIGRATION:** Immigration formalities take place at the Eastern or Western examination anchorages after clearance by the Port Health authorities. Immigration launches are on duty 24 hours a day in the Western anchorage and from 0630 to 1800 in the Eastern anchorage throughout the year.

**RADIO:** Cable Agent via Radio Hong Kong call sign "VPS".

Signal Stations. Four signal stations operated by the Marine Department are situated in the Eastern and Western approaches to, or within, the harbour limits as follows:

Eastern approaches: Waglan Island, (latitude 22° 11′ North, longitude 114° 18.1′ East). Western approaches: Green Island (latitude 22° 17.1′ North, longitude 114° 06.5′ East).

Marine Department Port Communications Centre, Lat. 22° 17.4′ North, Long. 114° 11.8′ East. North Point Signal Station, Lat. 22° 17.7′ North, Long. 114° 11.8′ East.

These stations are manned 24 hours a day throughout the year and contact can be made by means of international code flags or by signal lamp. In addition, the Marine Department Headquarters Signal Station can be contacted by VHF radio-telephone on Hague Plan Channel 12. Communication between the stations is provided by radio, land-line telephone and a teleprinter circuit.

It is mandatory for the Master of every ship arriving within signalling distance of any of the above signal stations to hoist the national colours and (if one shall exist) the house flag and the signal letters of the ship, and to identify the vessel to the signal station by visual signals if requested. On recognition of a ship in the approaches to Hong Kong, the name is immediately relayed to the Port Control Office of the Marine Department, and the ship's owners or agents can be notified on request.

Wireless Telegraphy: Radio communication apparatus on board a merchant vessel is not permitted to be used while the vessel is within Hong Kong territorial waters except in the following circumstances:

When a vessel is proceeding through Hong Kong territorial waters such apparatus may be used to communicate on minimum power with the nearest coast station or, if communication with the nearest coast station is impracticable and the safe navigation of the vessel so requires, with a more distant coast station or another vessel;

For the purpose of summoning assistance on an occasion of danger to the life of any person or to the vessel;

For the purpose of carrying out experimental tests for which permission in writing must first be obtained.

Broadcasting arrangements—Typhoon Warnings: After the hoisting of local storm signal No. 8 or above, Radio Hong Kong and Commercial Radio will extend their hours of operation and simultaneously broadcast typhoon warnings in English and Chinese at two minutes to the hour and half past the hour precisely, throughout the day and night. Warnings in English will be broadcast by an announcer at each station; warnings in Chinese will be broadcast by a Chinese announcer from the Radio Hong Kong booth at the Royal Observatory. On certain occasions these arrangements will come into force should local storm signal No. 3 remain hoisted at the time when the radio stations normally close. The foregoing arrangements continue until the signal drops below No. 8 once again.

Frequencies: Radio Hong Kong (English Service) 545 kHz., 91 kHz.; (Chinese Service) 640 kHz., 94 kHz. Commercial Radio (English Service) 1530 kHz., 196 kHz.; (Chinese Service No. 1) 1050 kHz.; 1170 kHz.

**VHF:** Control Station, Hong Kong Port Radio call sign "Mardep" Channel 12. 24 hours listening watch. Range up to 35 miles.

Maritime VHF Radio-telephone Service (Hague Plan): This service operates in Hong Kong on two international channels, Nos. 16 and 26. Channel 16 (156.8 mc/s) is the simplex distress and calling frequency on which contact is made between shore and ship before changing over to the public correspondence channel, No. 26. The latter is a duplex channel and Hong Kong transmits on 161.9 mc/s and receives from ships on 157.3 mc/s.

Local connection to the service is *via* the Hong Kong Telephone Company and is made in the same way as for overseas radiotelephone calls by dialling "100". The local operator should then be informed that a telephone call is required on "the Maritime VHF Hague Plan Service". The operator will ask for details of the call, such as the name of the ship and the person required, and will then connect the call *via* Cable & Wireless. Calls can also be sent from ship to shore. The range is about 50 miles and the service is available at all times of the day and night.

Harbour phones: Cable & Wireless Ltd., on behalf of the Hong Kong Telephone Company, will install and maintain VHF radiotelephones on ships at buoys in the harbour for the duration of a ship's stay in port. Calls may be made between any two ships so equipped, and between a ship and any telephone number on the Hong Kong or Kowloon exchanges.

**TUGS:** Available for berthing and unberthing. Advance booking is required. See Table B on p. 273.

**WHARVES:** *China Merchants S.N. Co. Limited* – berths suitable for coastal shipping:

| | | | |
|---|---|---|---|
| West Point | Berth No. (1) E. | Length 320 ft. | Depth 35 ft. |
| | „ „ (2) W. | „ 320 „ | „ 35 „ |
| Blackheads Point | „ „ (1) E. | „ 470 „ | „ 30 „ |
| | „ „ (2) W. | „ 450 „ | „ 30 „ |

*H. K. and Kowloon Wharf Co.*

| | | |
|---|---|---|
| Ocean Terminal | Length 1,250 ft. | Depth 35 ft. |
| Pier No. (3) S. | „ 600 „ | „ 32 „ |
| „ „ „ N. | „ 600 „ | „ 34 „ |
| „ „ (4) S. | „ 700 „ | „ 32 „ |
| „ „ „ N. | „ 700 „ | „ 33 „ |
| „ „ (5) S. | „ 800 „ | „ 34 „ |
| „ „ „ N. | „ 800 „ | „ 36 „ |

*North Point Wharves*

| | | |
|---|---|---|
| No. (1) E. | Length 700 ft. | Depth 30 ft. |
| „ (2) W. | „ 530 „ | „ 30 „ |

*Kwai Chung Container Terminal*

| | | |
|---|---|---|
| Three berths | Length 1,000 ft. | Depth 40 ft. |

*Whampoa Terminal Ltd.* Length 600 ft. Depth 30 ft.

**BERTHING:** Berthing of dry-cargo vessels alongside wharf can be performed any time during day and night. Berthing at tanker wharf not permissible after sunset. Ships carrying explosives must obtain permission from the Marine Department before berthing is alloted.

When berthing at Kowloon Wharf signals will be exhibited on the signal station on top of the Kowloon Star Ferry pier. Code flag Y by day and one green light over red light at night indicates anchor and await instructions. Crossed bamboo poles on which are displaced code flags N and B, when sited at the end of a pier denotes that the vessel is required to berth stern to the praya wall.

*Boatmen.* Labour to handle ships' mooring lines when berthing and unberthing at any of the wharves in Hong Kong waters is supplied by the owners of the wharf concerned, the cost being included in the berthing fee. For berthing at a Marine Department mooring buoy it is usual for the ship's agent to arrange for boatmen to handle the ship's slip wire and anchor cable, unless the ship's crew undertake this task. The services of boatmen are generally obtained through the Hong Kong Pilotage Association. For night berthing two boats are normally required—one to handle the wire and cable and the other to provide a lighted marker for the mooring buoy.

*Mooring Buoys.* See "Max. size." All ships are required to secure to Marine Department mooring buoys by their chain cable. The maximum length of a ship permitted to berth at an "A" class mooring is 600 ft., the swing circle encompassing each buoy having a radius of 700 ft. The maximum length of a ship permitted to berth at a "B" class mooring is 450 ft., the radius of swing circle around such buoys being 550 ft. It is therefore within the limits of safety for a vessel, when secured to a Marine Department mooring, to slack out to "one shackle on the windlass" and still clear ships berthed at adjacent buoys, except in exceptional circumstances. As all Marine Department moorings are of the one-legged type, it is permissible, should circumstances make it necessary, for a ship, when attempting to secure to a mooring, to drop an anchor at not less than 50 feet from the buoy without fouling the mooring chain. It should be noted, however, that moorings sited within the man-of-war anchorage and the Hongkong and Whampoa Dock Company's private mooring H.W.D. No. 1 in Hung Hom Bay are either of the two or three-legged type, and it is therefore not permissible to use an anchor when berthing.

44 "A" class mooring buoys and 29 "B" class mooring buoys for ocean going vessels. Additionally two "B" class mooring buoys available at Yam O Bay, Lantan Island, for vessels with cargoes of logs.

**STEVEDORES:** The following table shows the average handling rates per gang hour:

| *Cargo* | *Place* | *Load tons per gang hour* | *Discharge tons per gang hour* |
|---|---|---|---|
| General | Wharf | 12 | 15 |
| General | Stream | 10 | 12 |
| Bale or bag | Wharf | 20 | 25 |
| Bale or bag | Stream | 15 | 20 |

Stevedores work 24 hours per day except Mid-Autumn Festival and Chinese New Year Holidays.

**TANKERS:** Any leaking of oil to water will be subjected to heavy fines. If not gas-freed, not allowed through harbour. Maximum draft for berthing 42 ft. See Table A on p. 273.

**DENSITY:** 1017.

**FRESH WATER:** Available but the supply is sometimes limited, depending on the storage levels in Hong Kong's reservoirs. The supply to ships is made at commercial wharves and from water boats. See Table C on p. 273.

**FUEL:** Excellent facilities exist for bunkering vessels with fuel oil and coal. Fuel oil can be obtained either at the wharves adjacent to the oil installation, or from harbour oilers owned and operated by the oil companies. Fuel oil from these vessels can be pumped on board without impeding cargo operations. Adequate stocks of good quality bunker coal suitable for coal-fired marine boilers are maintained in the port. Fuel oil available with viscosity up to 1,000 sec. Redwood. 24 hours notice for supply is required. Also gas oil and marine diesel available. See Table D on p. 274.

**FIRE PRECAUTIONS:** The Fire Services Department operates fire floats. One of these, the "Alexander Grantham" is one of the largest and most powerful in the world, being equipped with machinery capable of pumping 10,500 gallons a minute at a pressure of 90 lb. per square inch through a battery of monitors. This vessel is equipped to deal with any type of fire on any size vessel, and is designed to operate both in the port and at sea.

**GANGWAY/DECK WATCHMEN:** Not compulsory but recommended.

**OPENING/CLOSING HATCHES:** Usually performed by ship's crew.

**CERTIFICATES:** Following certificates to be presented to the Marine Office before clearance could be granted:

Ship's Register and/or Tonnage Certificate.
Load Line Certificate.
Radio Certificate.
Safety Construction Certificate.
Safety Equipment Certificate.
Derating Certificate or Derat Exempt Certificate.
Last Port Clearance.

**CUSTOMS ALLOWANCES:** In-Port Duty-Free Consumption: The issue of stores will be based on the scheduled stay in port or seven days, whichever is the shorter period, and calculated as follows: Tobacco: 30 cigarettes *or* five cigars *or* two ounces of pipe tobacco per person per day. Liquor: Quarter pint of Spirit or one pint of table wine or three quarts of beer or stout per person per day. In addition, for officers and saloon passengers, a quarter pint in all of port, sherry, liqueur.

Duty-free allowances for disembarking passengers: Passengers from ports other than Macao disembarking in Hong Kong may be exempted duty on one quart of wine or spirit, and one half pound of tobacco, or 200 cigarettes, or 50 cigars. For members of any vessel and passengers in direct transit through the Colony the duty-free allowance is 20 cigarettes or two ounces of pipe tobacco per person on disembarkation.

Dutiable goods allowed in possession of passengers and crews: No passenger in or crew member of any ship or aircraft, while such ship or aircraft is in Hong Kong, without the permission of the Director of Commerce and Industry, shall have in his possession, custody or control on board such ship or aircraft any dutiable liquor or tobacco in excess of the quantities stated hereunder:

Officers and saloon passengers: (i) liquors—spirits one opened quart bottle, or table wine one quart, or beer or stout four quarts and in addition port or sherry or liqueur one pint; (ii) tobacco one-half pound, or 50 cigars, or 200 cigarettes;

Crew members and deck passengers: tobacco one-half pound, or 200 cigarettes.

Provided that quantities in excess of the above amounts which are the property of any officer, crew member or passenger and are stored

*continued on p. 274*

## *Table A.* OIL INSTALLATIONS.

| Company | Location | Length of berth | Depth alongside (Chart Datum) | Grade of oil | Capacity (water tons) | Delivery rate | Hose connection |
|---|---|---|---|---|---|---|---|
| (i) Shell Co. (H.K.) Ltd. | Kwun Tong | 670′ | — 34′ | Boiler fuel | 4,500 | 350 | 8″ |
| | | | | Marine diesel fuel | 1,600 | 220 | 8″ |
| | Tai Kok Tsui | 180′ | — 10′ | Boiler fuel | 610 | 40 | 6″ |
| | | | | Marine diesel fuel | 220 | 48 | 6″ |
| | North Point | 140′ | — 10′ | Gas oil | 1,740 | 27 | 2″ |
| | Ap Lei Chau | 900′ | — 60′ | Boiler fuel | 143,000 | 484 | 10″ |
| | | | | Marine diesel | 18,000 | 487 | 10″ |
| | | | | Gas oil | 25,600 | 500 | 8″ |
| (ii) Caltex Oil Hong Kong Ltd. | Tsuen Wan | 710′ | — 29′ | Boiler fuel | 29,000 | 400 | 8″–10″ |
| | | | | Gas oil | 18,000 | 200 | 6″–8″ |
| (iii) Mobil Oil Hong Kong Ltd. | Tsing Yi | Any length | — 40′ | Boiler fuel | 39,000 | 500 | 10″ |
| | | | | Mobil diesel | 26,000 | 300 | 8″ |
| | | | | Kerosine | 17,000 | 300 | 8″ |
| (iv) H.K. Oil Co. (Gulf Products) | Tsuen Wan | 292′ | — 32′ | Boiler fuel | 21,740 | 150 | 12″ |
| | | | | Marine diesel fuel | 1,223 | 150 | 8″ |
| | Tsing Yi | 300′ | — 42′ | Boiler fuel | 37,000 | 300 | 10″ |
| | | | | Marine diesel fuel | 15,000 | 300 | 8″ |
| (v) Esso Standard Oil (H.K.) Ltd. | Nga Ying Chau | 820′ | — 40′ | Boiler fuel, Marine diesel and white oil | 219,000 | 500 | up to 10″ |
| | North Point | 150′ | — 10′ | White oil | 80 | 12 | 4″ |
| (vi) Peninsular Petroleum Co. | Tsing Yi | 650′ | 45′ | Kerosine, Marine diesel | 58,000 | 300 | 10″ |

(i) One tug is normally required for ships berthing and unberthing. A shore telephone is available at the berth. Shore electrical supply is not available. Fresh water available from shore and by lighter. Berthing facilities available only for small coasters, ferries and harbour craft.

(ii) One tug is normally required for ships berthing and unberthing. A shore telephone is available at the berth. Shore electrical supply is not available. Fresh water available by lighter only.

(iii) Two tugs are normally required for berthing and unberthing. A shore telephone is available at the berth. Shore electrical supply is not available. Fresh water available by lighter only.

(iv) One tug is normally required for ships berthing and unberthing. A shore telephone is available at the berth. Shore electrical supply is not available. Fresh water available by lighter only.

(v) One tug is normally required for ships berthing and unberthing. A shore telephone is available. Shore electricity supply is not available. Fresh water available by lighter only.

## *Table B.* TUGS.

| Company | Vessel | Power | Bollard Pull | Propulsion |
|---|---|---|---|---|
| Hongkong Towage & Salvage Company, Ltd | *Kwai Chung* | 3,400 BHP | Over 40 tons | Diesel/Twin Screw/Kort Rudders |
| | *Heung Kong* | 3,000 BHP | 40 tons | Diesel/Twin Screw/Kort Rudders |
| | *Kau Lung* | 2,100 BHP | 39 tons | Diesel/Single Screw/Kort Rudder |
| | *Peng Chau* | 2,200 BHP | 30 tons | Diesel/Twin Screw/Kort Rudders |
| | *Laimun* | 1,860 BHP | 30 tons | Diesel/Twin Screw/Kort Rudders |
| | *Waglan* | 1,700 BHP | 25 tons | Diesel/Twin Screw/Kort Rudders |
| | *Po Toi* | 1,700 BHP | 25 tons | Diesel/Twin Screw/Kort Rudders |
| | *Hung Hom* | 1,600 BHP | 25 tons | Diesel/Single Screw/Kort Rudder |
| | *Lamma* | 1,150 BHP | 18 tons | Diesel/Single Screw/Kort Rudder |
| | *Tai Tam* | 1,050 BHP | 13 tons | Diesel/Single Screw/F.P. |
| | *Shek O* | 1,000 BHP | 10 tons | Steam/Single Screw/F.P. |
| | *Tsing Yi* | 440 BHP | 5 tons | Diesel/Single Screw/F.P. |
| | *Tolo* | 410 BHP | 2 tons | Diesel/Single Screw/F.P. |
| | *Tathong* | 270 tons | 2 tons | Diesel/Single Screw/F.P. |
| The Far East Towage Co. Ltd. | *Howa* | 3,200 BHP | 45 tons | Diesel/Twin Screw/Kort Rudders |
| | *Kowa* | 3,200 BHP | 45 tons | Diesel/Twin Screw/Kort Rudders |
| | *Far East No. 1* | 2,000 BHP | 25 tons | Diesel/Twin Screw/Kort Rudders |

| Company | Vessel | Type | B.H.P. | Notes |
|---|---|---|---|---|
| H.K. & Kowloon Wharf & Godown Co Ltd | Snipe | motor tug | 140 | All the tugs listed here are suitable for towing lighters in the harbour. |
| | Gannet | | 144 | |
| | Heron | | 205 | |
| | Penguin | motor tug | 240 | |
| | Cormorant | motor tug | 205 | |
| | Kowloon | | 450 | |

## *Table C.* WATER BOATS.

| Company | Vessel | Capacity | Delivery |
|---|---|---|---|
| Leung Tai Kee Waterboat Co. Ltd. | Taikee No. 1 | 150 long tons | 180 tons/hr. |
| | Taikee No. 2 | 120 long tons | 180 tons/hr. |
| | Taikee No. 3 | 320 long tons | 180 tons/hr. |
| | Taikee No. 5 | 250 long tons | 180 tons/hr. |
| Union Waterboat Co. Ltd. | Tai Yat No. 1 | 270 tons | 150 tons/hr. |
| | Tai Yee No. 2 | 290 tons | 150 tons/hr. |
| | Tai Sam No. 3 | 300 tons | 150 tons/hr. |
| | New No. 4 | 340 tons | 170 tons/hr. |
| | Tai Ng No. 5 | 295 tons | 150 tons/hr. |
| | Pier services to ocean terminal and Kowloon wharf No. 5 | | 1,500 tons/day |

*Table D.* PORT OILERS.

| *Company* | *Vessel* | *Grade of oil* | *Capacity-product long tons* | *Delivery rate per hour in water tons* |
|---|---|---|---|---|
| Shell Co. (H.K.) Ltd. | M.V. Fung Wong Shan | Boiler fuel or Marine diesel | 280 | 270 |
| | M.V. Lung Shan | White oil | 350 | 270 |
| | Fu Yung Shan | Boiler fuel or Marine diesel | 750 | 450 |
| | Shih Tou Shan | Boiler fuel or Marine diesel or white oil | 750 | 450 |
| | Shell Wor Fung | White oil | 260 | 80 |
| | Shell Shun Fung | Boiler fuel or Marine diesel | 1,500 | 900 |
| Caltex Oil Hong Kong Ltd. | Caltex 54 | Boiler fuel or Marine diesel | 400 | 120 |
| | Caltex Tsuen Wan HK. 2 | Boiler fuel or Marine diesel | 800 | 280 |
| | Caltex 111 | Gas Oil | 80 | 60 |
| | Caltex 133 | Gas Oil | 250 | 100 |
| Mobil Oil Hong Kong Ltd. | M.V. Mobil Meishan | Boiler fuel or Marine diesel | 920 | 300 |
| | M.V. Mobil Mei Ping | Light oil | 100 | 30 |
| | M.V. Mobil Mei An | Light oil | 100 | 30 |
| H.K. Oil Co. | Barge 101 | Boiler fuel | 750 | 350 |
| | Barge 102 | Marine diesel/Boiler fuel | 500 | 150 |
| | Barge 103 | Gas oil | 1,000 | 150 |
| Esso Standard Oil (H.K.) Ltd. | M.V. Esso Tsuen Wan II | White oil | 270 | 46 |
| | M.V. Esso Tsing Yi | Boiler fuel or Marine diesel | 1,600 | 500 |
| | M.V. Esso Hok Un | Boiler fuel or Marine diesel | 1,600 | 500 |

in the place provided for the safe custody of stores under the provision of Regulation 7 of the Dutiable Commodities Regulations, 1963 and are shown on the record required by the same Regulation and are included in the Import and Export Statement and in any application for ship's stores shall be permitted and shall not be liable for forfeiture.

**CARGO GEAR:** Normal routine gear, wire and rope slings, nets, grabs, boardtrays and floating cranes up to 100 tons available.

Vessel's cargo gear must be used for working cargo at all alongside berths.

**IDENTIFICATION CARDS:** No identification card is required for crew or passengers going ashore except when vessel has exceeded a limit of stay of 14 days, after this period all crew members must deliver to the Immigration Office through the agents a signed copy of the Immigration Disembarkation Card.

**CONSULS:** The following countries maintain consular offices in Hong Kong:

Argentina
Australia
Austria
Belgium
Bolivia
Brazil
Burma
Canada
Colombia
Costa Rica
Cuba
Denmark
Dominican Republic
Ecuador
El Salvador
Finland
France
Germany
Great Britain
Greece
Guatemala
Honduras
India
Indonesia
Irish Republic
Israel
Italy
Japan
Khmer Republic
Korea
Lebanon
Mexico
Netherlands
New Zealand
Nicaragua
Norway
Pakistan
Panama
Peru
Philippines
Portugal
Singpaore
South Africa
Spain
Sweden
Switzerland
Thailand
United Arab Republic
U.S.A.
Uruguay
Venezuela
Vietnam

**REPAIRS:** In addition to ship and engine maintenance and repair work, the dockyards have facilities for many miscellaneous services such as are provided by modern dockyards. These include physical tests on materials such as anchors and cables, for which test certificates can be supplied, chemical analysis, drawing office requirements, chemical cleaning of engines and boilers, shot and sand blasting, zinc spraying to name but a few.

**DRY DOCKS:**

*Hong Kong United Drydocks Ltd.* (*Taikoo Yard*)*:* Dry dock at Quarry Bay; length 787 ft. minimum, width 88 ft. 6 in. Floating dock for vessels up to 25,000 tons.

*Hong Kong United Dockyards Ltd.* (*Kowloon Yard*)*:* Ten dry docks of which the largest is length 700 ft., minimum width 88 ft.

*Island Navigation Corporation* – have a 100,000 ton capacity floating dock at the South-West side of Tsing Yi Island.

**REPATRIATION:** All formalities connected with engagement and discharge on board British ships, and on foreign ships whose flag is not represented by a consular officer resident in Hong Kong, are required by law to be conducted at the Mercantile Marine Office. Hong Kong continues to be one of the main recruitment centres of Asian seamen and a Seamen's Registry Office, which is an adjunct to the Mercantile Marine Office, maintains records of all Hong Kong seamen. The Seamen's Recruiting Office, controls the recruitment, selection and supply of Chinese seamen to ships requiring them, and is situated at the Rumsey Street Reclamation, adjacent to the Marine Department.

Seamen's Travel Documents. The Hong Kong Government Seaman's Discharge Book is issued by the Marine Department and is a record of employment. The Hong Kong Government Seaman's Identity Book is issued by the Immigration Department and enables the holder to return to Hong Kong without a visa during the validity of the book (initially three years, with three-year renewals), and also within 12 months after the expiry of the validity of the book.

A Seaman's Certificate of Nationality and Identity is issued at the Immigration Department only to seamen of British nationality, whereas the Seaman's Discharge Book and the Seaman's Identity Book may also be issued to alien seamen. It is the equivalent of a British passport and no visa is required for return to Hong Kong.

All crew members signing-off for repatriation must first obtain permission from the Director of Immigration. All crew arriving to join vessel must produce a guarantee letter through the agents responsibility for all maintenances and other eventual expenses.

**AIRPORT:** Regular International flights. Airstrip capable of any size of jet planes. Transportation from port to airport terminal about 40 minutes bus drive.

**TELEPHONES:** Are available at all alongside berths for connection on board ship.

**TIME:** Standard time kept in the Colony is 8 hours in advance of GMT. Summer Time, which is one hour in advance of Standard Time, is kept from 3.30 a.m. on the first Sunday after 15th April to 3.30 a.m. on the first Sunday after 15th October, each year.

**HOLIDAYS:** Public holidays in Hong Kong occur mainly on festivals whose date is governed by the lunar calendar.

Every Sunday; First week-day in January; Chinese New Year's Day; Second day of Chinese New Year; Third day of Chinese New Year; General holiday in lieu of that for the Ching Ming Festival; Good Friday; Day following Good Friday (Ching Ming Festival); Easter Monday; Birthday of Her Majesty the Queen; Tuen Ng Festival; First week-day in July; First Monday in August; Last Monday in August, which shall be Liberation Day; Day following Chinese Mid-Autumn Festival Day; Day following Chung Yeung Festival; Christmas Day; First week-day after Christmas Day.

**POLICE/AMBULANCE/FIRE:** When the services of the fire brigade, immigration, port health or police are required, appropriate signals should be made in accordance with the list of "Hong Kong Port Signals". The Marine Division of the Police is responsible for internal port security. Its fleet of launches maintain constant patrols in Hong Kong's territorial waters.

**GENERAL:** No waste to be disposed into harbour. Chain required for mooring to buoy. Unnecessary use of ship's sirens prohibited.

**SERVICES:** Services available including tank cleaning, painting, washing, compass adjusting, calibration of direction finder, radar repairs, 24 hours service laundry, supply of stores and provisions, motor-boats service between ship and shore.

**SHORE LEAVE:** Crew members are usually allowed ashore.

**CLASSIFICATION SOCIETIES:** The following Classification Societies with British technical committees are represented by their own exclusive officers in Hong Kong: Lloyds Register of Shipping, P. & O. Building, Hong Kong; The American Bureau of Shipping 1209, New Sincere Building, Hong Kong; Bureau Veritas, 2107, International Building, Hong Kong; Det Norske Veritas (Oslo), China Emporium Building, Hong Kong; Germanischer Lloyd, c/o Jebsen & Co., Prince's Building, Upper Ground Floor, Hong Kong.

**WEATHER:** 1st June to 31st October usually considered as typhoon season. No operation of cargo when typhoon signal No. 3 or upward is hoisted. Also see "Radio".

**DEVELOPMENTS:** A new container complex to be built, expected completion 1976. The complex will consist of three berths, each with a length of 950 ft. and depth of 40 ft.

**SHIPMASTER'S REPORT:** Information concerning approach to and mooring at the port of Hong Kong:

Vessels approaching Hong Kong should keep in mind that they are in Red Chinese Territory if they are farther South than 22° 09′ N. Approaching Hong Kong through Lema Channel, it is hardly possible to avoid penetrating this border, because the coast is heavily infested with fishing vessels.

Red China has a signal station on Tan Kan Shan Island. This signal station complains about every penetration of their territory by signal lamp, therefore, most of the ships calling at Hong Kong regularly prefer to enter through Eastern entrance even though there is no clearance available between 1900 and 0600 (at Eastern quarantine anchorage) and the additional disadvantage of crossing the congested Hong Kong inner harbour to anchor at Western quarantine station. The requirement of the Hong Kong Harbour Board, to approach through Lama Channel, is just a recommendation to cut down on the traffic in the inner harbour.

When approaching, vessels might be called by VHF or light from Wang Lan Island. Replies can be made on VHF Channel 12. Pilots maintain a 24-hour service at both entrances. They can be called on VHF Channel 11.

**AUTHORITY:** Director of Marine, Marine Dept., 102 Connaught Road, Central.

# Iceland

## ISAFJORD: 66.05 N. 23.06 W.

**DOCUMENTS:** As for "Reykjavik".
**PILOTAGE:** TFZ Isafjord Radio 2182 kc. To call Pilot use morse lamps or whistle "G."
**ANCHORAGE:** In Fjord, depth of 6 fathoms.
**MAX. SIZE:** Dry cargo vessels up to 4,000 gross tons. Tankers up to 30 ft. draft.
**HEALTH:** Inform Agent.
**RADIO:** TFZ 2182 kc/s.
**TUGS:** Not required.
**MEDICAL:** Inform Agent one hour in advance. Hospital available.
**FRESH WATER:** Always available through hose-pipes.
**FUEL:** All grades available advance notice required is two hours.
**GANGWAY/DECK WATCHMEN:** Necessary. Carried out by crew.
**OPENING/CLOSING HATCHES:** Performed by crew.
**CERTIFICATES:** All relevant certificates required.
**CUSTOMS ALLOWANCE:** Tobacco: 200 cigarettes each crew member, 600 for Master; Wine/spirit: 2 bottles for each crew member, 6 bottles for Master.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** British, German, Norwegian, Swedish, Danish.
**REPAIRS:** All types of repairs possible.
**DRY DOCKS:** One small dry dock available.
**REPATRIATION:** No facilities exist.
**AIRPORT:** Distance from port two miles, regular flights.
**TIME:** GMT. No change.
**HOLIDAYS:** Work carried out every day.
**POLICE/AMBULANCE/FIRE:** Police, Ambulance, Fire, tel. 3258.
**TELEPHONES:** None available.
**SERVICES:** Compass adjusting, radar, echomaster, specialists.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Captain of the Port. Tel. 3404.

## KEFLAVIK-NJAROVIK: 64.00 N. 22.33 W.

**DOCUMENTS:** As for "Reykjavík".
**PILOTAGE:** Pilotage is compulsory for vessels over 100 tons net. Pilot is available for all vessels 24 hours per day and is reached via Reykjavík Radio. Pilot boards vessel 1 mile outside Vatnsnes.
**ANCHORAGE:** Outside the harbour in depths of 27 metres with good holding ground.
**TUGS:** Use of tug is not necessary.
**BERTHING:** Port has concrete pier which will be extended for a length of 110 metres, and a wooden quay 45 metres in length. Depth of water in harbour and alongside wharves is 20 to 45 ft. Entrance is easy for access.
**STEVEDORES:** Working hours: 8 hours per day 0800 to 1700 hours.
**FRESH WATER:** Available through hose connection on the quay.
**FUEL:** Available.
**REPAIRS:** Two shipyards available.
**AIRPORT:** Keflavík International Airport is only 4 km. away.
**TIME:** GMT. No change.
**POLICE/AMBULANCE/FIRE:** All tel. 2222.
**TELEPHONES:** None available on board.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Harbour Master, Landshöfn Keflavík-Njarõvík Keflavík, Iceland.

## NESKAUPSTADUR, Nordfjordur: 65.09 N. 13.41 W.

**DOCUMENTS:**
Crew List.
Passenger List.
Customs Documents.
Provision List.
Manifests and Ship's Papers.
**PILOTAGE:** No Pilots. Road clear, keep in middle of fjord.
**ANCHORAGES:** Depending wind. With N. or N.W. winds anchor towards S. coast and well in the fjord. When N.E. off town towards N. coast, but keep clear of small boat moorings.
**MAX. SIZE:** Length/breadth no restriction. Main quay is 70 metres long and it is built right out to the steep bank at the coast. Depth close to jetty 7 metres but increases quickly.
**HEALTH:** Free pratique automatic from Customs Officer. Radio for doctor if illness on board.
**RADIO:** Neskaupstadur Radio 2182 kc/s. (TFM) 24 hour watch. VHF, Channels 16 and 26. Range approximately 40 miles.
**TUGS:** No tugs but large motor-boats are normally obtainable if necessary.
**BERTHING:** No specific requirements unless over 7 metres draft, when fendering required.
**STEVEDORES:** If possible 24 hours ETA. Preferably before 1600 hours for commencing next morning. Load or discharge rates according to goods.
**MEDICAL:** Always send advance notice of required medical attention. Hospital available, also 3 doctors and dentist.
**TANKERS:** Diameters of lines 4 and 6 inches. Oil companies BP and Shell have their own small quays. The third company Esso uses BP jetty.
**DENSITY:** Normal.
**FRESH WATER:** Shore line on jetty. No barge.
**FUEL:** Diesel oil only.
**DEVELOPMENTS:** No expected draft increases. New berths are under construction but will take unforeseen time.
**GANGWAY/DECK WATCHMEN:** Available but not compulsory.
**OPENING/CLOSING HATCHES:** Normally carried out by crew.
**CERTIFICATES:** Ship's Register.
**CUSTOMS ALLOWANCE:** 200 cigarettes a week while in Iceland. Only one allowance of spirit, i.e. on arrival, 1 to 3 bottles according to occupation.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Denmark tel. 199 or 330. France tel. 14 and 19.
**REPAIRS:** Limited repairs to engines, hull and deck. Good repairs to radars, sounders, tiller pilots, etc.
**DRY DOCKS:** None. 1 slipway 450 tons.
**REPATRIATION:** Winter flights twice a week or more. Summer every day.
**AIRPORT:** Distance 3 km.
**TIME:** GMT, no alterations.
**HOLIDAYS:** Last Thursday April; 17th June; 1st May; 25th and 26th Dec.; New Year, etc. If work is carried out 31st Dec., 24th Dec., Saturday before Easter and Whitsun double pay is claimed.
**POLICE/AMBULANCE/FIRE:** Telephone office at shore end jetty.
**TELEPHONES:** No arrangement to place telephones on board.
**SERVICES:** No tank-cleaning equipment. No discharge of tank-washings. Compass adjusting available.
**SHORE LEAVE:** Allowed.
**DELAYS:** None except if berth not available.

**AGENT:** Gudmundur H. Sigfusson, Thiljuvellir 6, Cable address "Sigfus". Tel. 14 and 19. No Telex. Aviation, Shipping and Trawler Agent.

## PATREKSFJORDUR: 65.35 N. 23.59 W.

**DOCUMENTS:** 8 Crew Lists, Passenger Lists, Custom documents, Health Documents, Manifests, Bills of Lading, Ship's Papers.
**PILOTAGE:** Pilotage not compulsory, but if needed then contact Radio Patreksfjördur on 2182 M.F.
**ANCHORAGE:** Anchorage is sheltered by the peninsula.
**MAX. SIZE:** See "Berthing".
**RADIO:** Radio Patreksfjördur on 2182 MF.
**TUGS:** Available.
**BERTHING:** The entrance has a depth of 4 m. 7 to 4 m. 9 (15·5 to 16 ft.) at LLWST. The harbour has a depth of 6 m. 4 (21 ft.) at LW, and 10 m. 0 (33 ft.) at HW. 320 metres of quayage with depths from 5 m. 5 to 5 m. 8 (18 to 19 ft.) alongside. The harbour can be entered by day and night.
**STEVEDORES:** Working hours 0800 to 1900 hours.
**MEDICAL:** Hospital available, contact through radio.
**FRESH WATER:** Available. No notice required.
**FUEL:** Available. No advance notice required.
**REPAIRS:** Machine-shop. General repairs can be effected. Diver obtainable.
**AIRPORT:** About 26 km. distance from harbour. Regular service, by airlines.
**TIME:** GMT. No change.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Patrekshöfn, Patreksfiroi.

## REYKJAVIK: 64.09 N. 21.50 W.

**DOCUMENTS:**
*For the Immigration Office*
1 Crew List.
1 Passenger List.
*For Customs Authority*
Master's Report on vessel's arrival from abroad.
Master's Certificate with Manifests of all goods.
Master's Certificate with Manifests of goods to each port of discharge.
Health Declaration.

List of Provisions and other Stores in ship.

Ordinary procedure at least 5 copies of each manifest (3 for customs).

**PILOTAGE:** Pilotage compulsory. Telegraphic address: Harbour Master, Harbour Office, Reykjavík. Desirable advance notice of ETA 24 hours and again notice 3 hours before expected time of arrival. VHF working Channel 12 at pilot station and pilot boats. All day round watch.

Pilot boat: Grey hull with red and white deckhouse. International signals used if necessary. Pilot boat leaves harbour on request and meets vessel up to 1 naut. mile off Grótta (East of buoy 6): Most frequent boarding place is buoy 7 Kollafjördur.

**ANCHORAGE:** Good anchorage at Kollafjördur in 30 to 35 metres water $1\frac{1}{2}$ miles North of Engey lighthouse. Anchorage prohibited in neighbourhood of harbour entrance.

**RESTRICTIONS:** All day service. Draft in old harbour restricted at MLWST to 18 ft. In Sundahöfn to 26 ft. No other restriction.

**MAX. SIZE:** Longest straight quay 244 m. (800 ft.). Breadth unrestricted. Depth 26 ft. at MLWST (29 ft. at MLWNT). At present three installations for oil carriers to discharge through submerged pipelines. Moorings for ab. 20,000 dw. ships and draft restriction to 21 ft. in the approach to one of these installations.

**HEALTH:** Pratique obtained through customs authorities. In case of suspected disease notify port office or Agent in advance.

**RADIO:** Reykjavik Radio TFA.

**RADAR/VHF:** No harbour radar. Pilot office can be contacted by VHF Channel 16. Working Channels 12 and 14.

**TUGS:** Tugs meet vessels on roadstead. Ship's lines used.

**BERTHING:** Bigger vessels preferably handled at high water.

**STEVEDORES:** Stevedoring must be arranged in advance preferably by Agent.

**MEDICAL:** Medical attention available without notice. For hospital stay or surgical operation advance notice desirable, either through Agent or port office.

**TANKERS:** Pipe-lines diameter for discharging is 8 in.

**DENSITY:** Salinity varies from 33·6% to 35·0% giving sea water density about 1027 in average.

**FRESH WATER:** Water delivered from taps at quay at rate of 20–30 tons/hour, on the roadstead delivered by tug with 50 m³ water-tank.

**FUEL:** Grade of fuel oil 200–400 pr. second. Supplied by oilpipe or by barge. If supplied by barge then one days notice required.

**FIRE PRECAUTIONS:** Ordinary precautions for handling of dangerous goods applied.

**DEVELOPMENTS:** In a new harbour area – Sundahöfn – quay construction, dredging and reclamation just finished. Length of quay 380 m. and about 50 acre storage area under development. Discussion is taking place on new oil landing facilities to accommodate up to 70,000 t. tankers.

**GANGWAY/DECK WATCHMEN:** Ship's gangway to be used. Watchmen services from ashore not necessary but can be arranged if asked for.

**OPENING/CLOSING HATCHES:** Carried out by stevedores.

**CERTIFICATES:**

1. Certificate of Nationality.
2. International Tonnage Certificate.
3. Certificate of Seaworthiness.
4. Cargo Ship Safety Construction Certificate.
5. Cargo Ship Safety Equipment Certificate.
6. Cargo Ship Safety Radiotelegraphy Certificate or Cargo Ship Safety Radiotelephony Certificate.
7. International Load Line Certificate.

Passenger ships must have certificates no. 1, 2, 3, 7 and in addition Passenger Ship Safety Certificate.

**CUSTOMS ALLOWANCES:** 200 cigarettes or equivalent. 0.75 litre beverage, 24 bottles beer.

**IDENTIFICATION CARDS:** Identification card must be carried.

**CONSULS:**

| | | |
|---|---|---|
| U.S.A. | Embassy | Tel. 24083 |
| Belgium | Consul General | „ 20000 |
| Brazil | Consul | „ 11500 |
| Chile | Consul | „ 23597 |
| Denmark | Embassy | „ 13747 |
| Finland | Consul General | „ 24280 |
| France | Embassy | „ 17621 |
| Greece | Consul | „ 19621 |
| Holland | Consul General | „ 12085 |
| Israel | Consul General | „ 11043 |
| Italy | Consul General | „ 11055 |
| Japan | Consul | „ 17700 |
| Canada | Consul General | „ 38100 |
| Mexico | Consul | „ 18995 |
| Norway | Embassy | „ 13065 |
| Poland | Commercial Attache | „ 18759 |
| Portugal | Consul | „ 11610 |
| U.S.S.R. | Embassy | „ 15156 |
| Spain | Vice-consul | „ 13057 |
| Great Britain | Embassy | „ 15884 |
| Switzerland | Consul | „ 24209 |
| Sweden | Embassy | „ 13216 |
| Czechoslovakia | Commercial Attache | „ 19823 |
| Turkey | Consul General | „ 16666 |
| W. Germany | Embassy | „ 19535 |
| Uruguay | Consul | „ 12720 |

**REPAIRS:** All kinds of ship repair possible.

**DRY DOCKS:** Only slipways available up to 2,000 metric tons weight. Dimensions: Length 85 metres, breadth 13·6 metres.

**REPATRIATION:** Can be arranged.

**AIRPORTS:** Reykjavík Airport within 10 min. drive. Mostly for local routes. Keflavík Airport 50 km. distance. Served regularly by airlines both to Europe and America.

**TIME:** Icelandic summertime used all year round and is same as GMT.

**HOLIDAYS:** January 1 (New Year's Day); Maundy Thursday; Good Friday; Easter Monday; May 1; Ascension Day; Whit Monday; June 17 (National day); First Monday in August (Bank Holiday); Christmas Day and Second Christmas Day. On Christmas Eve and New Year's Eve work stops at noon. Dock work goes on on Bank Holiday and by Labour Union permission work may be carried out on Saturday against overtime payment and exceptionally at night until 10 o'clock.

**POLICE/AMBULANCE/FIRE:** Police 11166; Ambulance 11100; Fire 11100.

**TELEPHONES:** Telephone connection can be arranged at some berths in the old harbour and in Sundahöfn telephone connections will be at the quay.

**GENERAL:** Engines may not be run while ship is berthed.

**SERVICES:** Compass adjusting carried out by private firm as well as tank cleaning.

**SHORE LEAVE:** Crew members are allowed ashore.

**DELAYS:** Normally no delay is to be expected beyond that caused by normal customs clearance.

**AUTHORITY:** Reykjavík Port Authority, Harbour Building, PO Box 382, Reykjavík, Iceland. Tel. 12951–12952, 18061–18062.

## SIGULUFJORD: 66.10 N. 18.50 W.

**DOCUMENTS:** As for "Reykjavík".

**PILOTAGE:** Compulsory. Pilot meets vessel about 200 metres from harbour entrance.

**ANCHORAGE:** East of harbour in depths according to draft 25 m. to 30 m. good holding ground. Gales from North set heavy sea, vessels then seek anchorage in small bay S.W. of Siglunes.

**RADIO:** Siglufjordur Radio TFX.

**TUGS:** None available.

**BERTHING:** There are several piers and wharves inside the N. mole, three quays used by larger vessels have depths up to 23 ft. at LW.

Quays: Hafnagardur, on the South side of North Mole, has a length of about 125 metres, with a depth of 6 m. 5 (21·3 ft.) alongside. Löndunarbryggja has a length of 100 metres, with a depth of 7 m. (23·0 ft.) alongside. Baejarbryggjan (Town Quay) has a length of about 100 metres with a depth of 6 m. (19·7 ft.) alongside.

**STEVEDORES:** Available. Working hours 0700 to 1200 hours and 1300 to 1700 hours; overtime can be arranged.

**MEDICAL:** All facilities available.

**FRESH WATER:** Available.

**FUEL:** Available in general grades only.

**GANGWAY/DECK WATCHMEN:** Necessary.

**OPENING/CLOSING HATCHES:** Stevedores normally perform this work.

**CARGO GEAR:** Ship's own used (no cranes).

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

| | | | |
|---|---|---|---|
| Denmark | Tel. 71232 | Norway | Tel. 71160 |
| Finland | „ 71569 | Sweden | „ 71421 |

**REPAIRS:** For moderate size vessels can be obtained. Diver available.

**TIME:** GMT. No change.

**POLICE/AMBULANCE/FIRE:** All tel. 71170.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Captain of the Port. Tel. 71237, 71126.

## SKAGASTROND: 65.50 N. 20.20 W.

**DOCUMENTS:** As for Reykjavík.

**PILOTAGE:** Pilots are available. When approaching port, order Pilot through Agent if required.

**MAX. SIZE:** Draft maximum 19 ft.

**MEDICAL:** Doctor available but located in Blönduos 20 km. away.

**FRESH WATER:** Available from June 15th to October 15th but other months uncertain.

**FUEL:** Available.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**REPAIRS:** Small repairs available.

**AIRPORT:** Nearest 100 km. away at Sauoárkrokur.

**TIME:** GMT. No change.

**POLICE/AMBULANCE/FIRE:** Telephone in village police station 20 km. away.

**TELEPHONES:** None available.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Captain of the Port.

## VESTMANNAEYJAR: 63.30 N. 20.15 W.

**DOCUMENTS:**

Health Certificate.
Crew List.
Passenger List.
Manifest.
Ship's Register.

**PILOTAGE:** Ship to advise over Vestmannaeyjar Radio ETA. Pilot always available but one hour's advance ETA is required. Pilot is taken on board at one of the two anchorages.
**ANCHORAGE:** There are two anchorages with depths from 28·0 m. to 51·0 m., good holding ground:

1. About ½ mile East of entrance to harbour in depth of 51·0 m.; this anchorage is exposed to the prevailing winds (from E. and S.E.). On North side of this anchorage is an overhead power cable and submarine electrical cable and submarine water-pipe.
2. About ½ mile North of harbour and on North side of peninsula in depths of 28·0 m. to 34·0 m.; this anchorage is exposed to winds between W. and N.

**RESTRICTIONS:** No restrictions except for largest vessels. They must enter at high tide.
**MAX. SIZE:** 5,000 brt.
**RADIO:** Vestmannaeyjar Radio. VHF available.
**TUGS:** Normally join in-coming vessels at anchorage. The use of tug is optional.
**STEVEDORES:** Available. Ordered by Agent.
**MEDICAL:** Not necessary to receive advance notice. Hospital facilities exist.
**TANKERS:** Discharge lines, 7 in.
**FRESH WATER:** Shore installations on every berth.
**FUEL:** All grades available.
**GANGWAY/DECK WATCHMEN:** Available.
**OPENING/CLOSING HATCHES:** Stevedores.
**CUSTOMS ALLOWANCES:** For each crew member; 100 cigarettes or 20 cigars or 100 grm. tobacco, and 1 bottle spirits.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Denmark, Germany, Great Britain, Norway, Sweden. To be called through Vestmannaeyjar Radio.
**REPAIRS:** All repairs possible.
**AIRPORT:** Local airport. Daily connection to Reykjavík.
**TIME:** Local time GMT.
**HOLIDAYS:** New Year's Day; Good Friday; Easter Monday; Labour Day (1 May); Ascension Day; Whit Monday; National Festival Day (17 June); Prayer Day; Christmas Day (25 December). No work on New Year's Day, Good Friday, Easter Sunday, Whit Sunday, 17 June, Christmas Day.
**POLICE/AMBULANCE/FIRE:** All tel. 2121.
**SERVICES:** Compass adjusting, etc.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Harbour Master.

# India

**COURTESY FLAG:** Correct flag to be flown by foreign ships visiting Indian ports is Indian Merchant Navy Ensign (a red flag with a length of one and one half times the width and with National Flag of India superimposed in top quarter next to staff) and not Indian National flag.

**SHIP'S OFFICER'S REPORT:** Apart from the various forms and Crew Lists, etc., the Customs Boarding Officer also requires a List of Private Property in the possession of the Master, officers and crew on Form No. IV in duplicate and the local Agents need two more copies of the same for clearing the vessel inward. This procedure is followed when a vessel arrives from abroad or even when she is arriving from an Indian Port. It is common in both the cases.

## ALLEPPEY: 09.29 N. 76.23 E.

**PORT LIMITS:** On the North by a line drawn from the North boundary pillar (white masonry structure) to 7 fathoms of water. On the South by a line drawn from the South boundary pillar, Southwest to 5 fathoms of water and thereon West to 7 fathoms of water. On the West by a line running North to South joining the Northern and Southern boundary lines. On the East by the beach road from the North boundary pillar to a stone on the beach road 220 ft. East of South boundary pillar.
**DOCUMENTS:**
(a) For Port Office:
Last port clearance (original for verification and return). Ships' Registry (original for verification and return). Load Line Certificate (for perusal and return). Safety Radio Telegraphy Certificate (for perusal and return). Safety Equipment Certificate (for perusal and return). Passenger List (one). Crew List (one). Deck Cargo Certificate (one).
(b) For Customs:
Application for entry inwards. Last Port clearance. Port Office Entry Certificate. Arrival report. Particulars required by customs in approved form. Favour Parcel Certificate. Gift Parcel Certificate. Health Report. Opium Certificate. Arms and Ammunition Certificate. Import manifest. Passengers list. Storelist, crew list, and private property declaration. Ships' currency declaration. ILH receipt.
**PILOTAGE:** None. Open roadstead port.
**ANCHORAGES:** Approach to port free from navigational dangers. Anchorage provides good holding ground.
**MAX. SIZE:** Being open roadstead, vessels of any size can anchor according to draft.
**HEALTH:** Port Health Officer may be contacted by telegram addressed CYCLONE ALLEPPEY for issue of pratique certificate. Procedure to be followed in Indian Port Health Rules.
**RADIO:** Morse system of signalling by light and signalling by International Code flags alone are available. Steamers code can be used as call sign.
**TUGS:** 2 tugs owned by Port Department render services per requisitions from Agents. Tugs usually approach vessels after anchoring.
**BERTHING:** No Berths.
**MEDICAL:** Government hospitals available.
**DENSITY:** 1025.
**FRESH WATER:** Only available in very small quantities.
**FUEL:** None available.
**GANGWAY/DECK WATCHMEN:** Available.
**OPENING/CLOSING HATCHES:** By stevedores.
**IDENTIFICATION CARDS:** Necessary only when crew land ashore.
**CONSULS:** Nil.
**REPAIRS/DRY DOCKS:** None.
**REPATRIATION:** Crew changes are effected subject undertaking by Owners through Agents.
**AIRPORT:** Cochin, 62 km North of Alleppey.
**TIME:** GMT plus 5½ hours.
**HOLIDAYS:** For work on approved closed port holidays and national holidays labourers have to be paid extra in addition to wages.
**POLICE/AMBULANCE/FIRE:** Emergency (Fire and Police) 100 Alleppey Exchange.
**SHORE LEAVE:** Crew allowed to land. Foreigners required obtain prior permission of Police authority through Agents.
**AUTHORITY:** Senior Port Conservator, Port and Shipping Office, Alleppey.
**Telephone:** 2213 Alleppey.
**Telegram:** Code Cyclone, Alleppey.
**AGENT:** J. M. Baxi & Co., Steamship Agents & Stevedores, c/o, Khemka & Co., Bakaria Bazar, Alleppey (Kerala). Cables: "Baxico" Alleppey. Tel. 3327.

## BEDI BUNDER 22.31 N. 70.02 E.

**DOCUMENTS:**

- 1 Maritime Declaration of Health.
- 1 Last Port Clearance.
- 6 Crew Lists.
- 6 Passengers' Lists.
- 4 Stores List.
- 4 Private Property List of crew and officers.
- 4 Certificates of Currency, Arms and Ammunition and Deck Cargo.
- 1 Same Bottom cargo list.
- 1 Hazardous Cargo List with categories.

**PILOTAGE:** Vessels anchor at roads as pilotage not compulsory; however, if requested in advance by Master to PORTAL BEDI, ship may be piloted from Pirotan Lighthouse to Rozi Anchorage about 7 miles from port by local Pilot Guide. Pilot boards vessel off Pirotan Island Light (Lat. 22° 36′ North, Long. 69° 57′ East).
**ANCHORAGE:** Lighterage port. Steamers anchor at Rozi anchorage about 7 miles from port, where good anchorage up to 7 fathoms at low water.
**HEALTH:** Pratique granted on delivering Maritime Declaration of Health to Customs officer on boarding. Vessels having touched yellow fever area prior to arrival granted free pratique by Mosquito Party to be deputed from Kandla, which can only be arranged by prior notice failing which vessel has to proceed either Kandla or Bombay for Free Pratique.
**RADIO:** Call sign VUK5. working hours:
0930 ,, ,, 1130 ,, 1730 hours to 1930 hours
1330 ,, ,, 1530 ,, 2130 ,, ,, 2330 ,,
Frequency 600 metres or 500 kilocycles, working at 429 metres and calling at 500 metres.
**TUGS:** Port tug available for use at anchorage.
**BERTHING:** No berths.
**STEVEDORES:** Agents and stevedores require advance ETA of 24 hours for preparing labour gangs. Daily loading is 400/500 tons for bagged cargo.
**MEDICAL:** 24 hours notice required for medical service. Government hospital at Jamnagar where vaccination/fever injection services available.
**DENSITY:** 1025.
**FRESH WATER:** Supplies by barge capacity 80 tons. Possible supply about 80 tons every alternate tide subject adequate supply of water in port area.
**FUEL:** None.
**DEVELOPMENTS:** Scheme to create additional facilities, road connection, transit godowns, electrification and water supply and cranes, etc., near mouth of Creek; this newly developed area will be connected by good all-weather road with city of Jamnagar.
**GANGWAY/DECK WATCHMEN:** The services of watchmen are recommended.
**OPENING/CLOSING HATCHES:** By ship's Crew.
**CERTIFICATES:**
Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate
Derat. Exemption Certificate.
Gear Certificate.
**CONSULS:** None.

**REPAIRS:** No facilities for repairs to ships.
**DRY DOCKS:** None.
**AIRPORT:** Jamnagar – 7 miles from city. Daily flight Jamnagar–Bombay.
**TIME:** GMT plus 5½ hours.
**HOLIDAYS:** Non-working days and work not permitted even on payment of overtime charges: Indian Republic Day; Bakri-Id; Holi; Muharram; Gokulastami; Dasehra; Diwali; Ramzan-Id.
**POLICE/AMBULANCE/FIRE:** District Superintendent of Police 495 and 333; Ambulance/Casualty Department 89; Fire 99.
**GENERAL:** Tidal port and barges loaded and sent out to ship during tide time only. Loading of barges carried out manually.
**SHORE LEAVE:** Crew members allowed ashore in emergency or for medical treatment. Necessary police permits take 48 hours.
**REGULATIONS:** No launch services available for crew. Only 5 ships allowed to work at time at anchorage. Further arrivals wait turn.
**DELAYS:** Delay expected for loading and discharging in monsoon due to limited number of barges available.
**AUTHORITY:** Port Officer.

**AGENT:** J. M. Baxi & Co., Steamship Agents Stevedores, Tank Mansion, Near 1st Rly. Fatak, Bedibunder Road, Jamnagar. Telegraphic address "Baxico" Jamnagar. Tel. Office 1311 and 650, Residence 1312.

## BELEKERI: 14.43 N. 74.15 E. (See Plan)

**PORT LIMITS:** *North.* A line drawn due West from Kawada Guda peak into the sea up to 7 fathoms of water starting from a point 50 yards above high-water-mark of the shore.

*East.* Seashore of Belekeri Bay 50 yards above high-water-mark from North Boundary Mark to rocky promontory in Lat. 14° 40′ N. including the Belekeri creek and all branches thereof, as far as navigable and the shores and banks within 50 yards of high-water-mark spring tides including Islands. All patta lands and other private sites excluded.

*South.* A line drawn due west from a point 50 yards above high-water-mark of rocky promontory in Lat. 14° 40′ N. into the sea up to 7 fathoms of water.

*West.* A line joining the two 7 fathoms points in the sea.

**DOCUMENTS:**
8 Crew Lists.
2 Manifests of Stores.
2 Private Property Declarations.
2 Currency Lists.
1 Maritime Declaration of Health.
3 Passenger Lists.
4 Import Manifests.
Last Port Clearance.

**PILOTAGE:** Not necessary. Vessels anchor in stream and in open sea. Ships can be manoeuvred under guidance of Port Officer.
**ANCHORAGE:** The anchorage for shallow draft steamers in open roadstead is with Kukra Island bearing 080° (T) distance about 1·5 miles in depth of 27 to 29 ft. Anchorage for deep drafted vessels is with Kukra Island bearing 080° (T) distance about 2·5 miles in depth 34 to 37 feet.
**HEALTH:** Medical Officer, Ankola acts as Port Health Officer. Free pratique to incoming vessels granted by radio. All vessels calling from foreign destination must send radio message addressed "Medical Officer, Ankola", at least 48 hours before entering, giving last port of call, number of crew, health conditions, ETA and requesting pratique; same message must be repeated to Agents also, on which pratique granted on shore. Anchoring time is pratique time. For vessels from Indian ports pratique not required. Vessels which have taken on board passengers or crew from yellow fever areas within 30 days of departure from such ports will be under quarantine. Free pratique will not be granted until Mosquito Search Party, from nearest major port (i.e. Cochin, Goa or Bombay) has inspected, disinfected and certified that ship fit for granting pratique. Master to inform Agent well in advance if arriving from yellow fever area to enable arrange Mosquito Search Party for quick pratique.
**RADIO:** Recommended to give ETA or pratique messages via Goa or Bombay Radio.
**BERTHING:** No berths.
**STEVEDORES:** ETA required at least 48 hours prior arrival order Agents advise shippers and stevedores.
**MEDICAL:** No hospital but good medical aid given at Karwar, 20 miles distant. In case of inoculations and vaccination at least two days advance notice to be given for vaccines to be brought from Hubli or Belgaum distant 100 and 150 miles respectively.
**DENSITY:** 1025.
**FRESH WATER:** Can be supplied from Karwar by water barge.
**FUEL:** None.
**GANGWAY/DECK WATCHMEN:** Not required.
**OPENING/CLOSING HATCHES:** Generally done by ship's crew.
**CERTIFICATES:**
Ship's Register.
Load Line Cert.
Safety Radio Cert.
Safety Equipment Cert.
Derating Cert.
Vaccination and Inoculation Certificates.

**CUSTOMS ALLOWANCES:** 200 cigarettes allowed per crew member. Wine and/or Spirit: 1 bottle of light spirit and one bottle of hard spirit per crew member.
**CARGO GEAR:** Valid International cargo gear certificate not more than 12 months old. Validity shall cover whole period of loading and discharging.
**IDENTIFICATION CARDS:** Not required.
**CONSULS/REPAIRS/DRY DOCKS:** None.
**REPATRIATION:** Arranged from Goa or Bombay.
**AIRPORT:** Nearest airports Goa or Belgaumi Bombay.
**TIME:** GMT plus 5½ hours.
**HOLIDAYS:** Observed as declared by Port Authorities. Non-working days when work not permitted even on payment of overtime: Republic Day (26th Jan.) and Gandhi Jayanti (2nd October).
**POLICE:** Tel. 49.
**SHORE LEAVE:** Permission may be obtained (Chinese personnel not allowed to land on shore).
**AUTHORITY:** Port Officer, Karwar.

**AGENT:** J. M. Baxi & Co., Steamship Agents and Stevedores, Grand Hotel Annexe, Baithkol, Karwar (N. Kanara). Tel. Address "Baxico" Karwar. Telephone No. 54 and 225.

## BHAVNAGAR: 21.47 N. 72.08 E.

**DOCUMENTS:**
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Last Port Certificate.
Manifest on prescribed form (3 copies).
Declaration of private and personal property.
Crew List.
Customs circulation copy issued by Boarding Officer of last Indian Port of call.
Place and date of deratisation certificate.

**PILOTAGE:** Pilotage should be arranged in advance through ship's local Agent who may be contacted via the port radio, call-sign VUJ-9. An ETA should be sent at least 48 hours in advance in order to arrange Pilot. Pilotage is compulsory. Pilot boat does not have VHF, but may be contacted by light or flag signals. Pilot station is 4·5 miles N.N.E. of Piram Island Lighthouse and pilot boat will only be on station when the vessel is scheduled to arrive. Vessels should arrive at pilot station about two hours prior to time of high-water and are advised not to anchor awaiting a Pilot but to make a reciprocal course until arrival of the pilot boat.
**ANCHORAGE:** Vessels up to 31 ft. draft are advised at anchorage Eastward of perigee light vessel. Maximum limit of draft for vessels working at anchorage is 32 ft. at present. If, however, at future date it becomes necessary to find suitable anchorages for vessels more than 32 ft., this area is likely to be farther Eastward (about 3 to 4 miles) from present anchorage area and this is likely to raise fresh problem of operation of lighters due to increase in distance involved. At present the issue has not arisen as the maximum limit of draft of 32 ft. is fixed for vessels at anchorage. All vessels at anchorage are loaded and discharged by means of lighters.
**MAX. SIZE:** Up to 500 ft. length, and up to 65 ft. breadth may berth alongside.

Permissible draft for a particular tide is arrived at by subtracting 13 ft. from predicted height of high-water for that particular tide.
**HEALTH:** Healthy ships are granted pratique by the Pilot. International health regulations are applicable to vessels arriving from yellow-fever areas.
**RADIO:** Bhavnagar Port Radio, call sign VUJ-9 should be used for routing ETA messages, and is also used by Agents in cables to shipping.
**TUGS:** Tug assistance is available for berthing and unberthing vessels in inner harbour. Position where tugs join the vessel is dependent upon prevailing weather conditions. Usually ship's lines are used in connections to tug.
**BERTHING:** Berthings are as per tides and according to permissible drafts.
**STEVEDORES:** The stevedoring gangs are arranged directly by Agents through approved stevedores.
**MEDICAL:** Medical facilities can be arranged by Master through Agent. Hospital facilities available in city of Bhavnagar which is 13 km. from port.
**TANKERS:** No facility for oil tankers.
**DENSITY:** 1025.
**FRESH WATER:** Fresh water supplied alongside jetty as well as at anchorage.
**FUEL:** Oil bunkering available in limited quantity.
**FIRE PRECAUTIONS:** Alongside jetty fire-fighting facilities available. At anchorage fire-fighting facility is provided by the tug. Usual fire precautions applicable.
**DEVELOPMENTS:** Intensified dredging operations are proposed to be undertaken for increase in drafts of the steamers berthing.
**GANGWAY/DECK WATCHMAN:** Gangway and deck watchman are recommended.
**OPENING/CLOSING HATCHES:** As arranged between the Master and stevedores.
**SHIP'S CERTIFICATES:** Registration; Safety equipment; Safety Radio and Telegraphy; International Load Line.
**CUSTOMS ALLOWANCES:** As per Customs regulations in force from time to time at Indian Ports.
**CARGO GEAR:** Ships should possess valid Cargo Gear Certificate.
**CREW IDENTIFICATION CARD:** Valid international passport or identification card necessary.

**CONSULS:** No consulates at port. Nearest consulates are at Bombay.

**REPAIRS:** No repair facilities exist for the ship except repairs of minor nature which could be undertaken by private repair firms.

**DRY DOCKS:** Small dry dock available for repairs of vessel of up to 200 ft. length.

**REPATRIATION:** Possible.

**AIRPORT:** Bhavnagar city is served by an airport situated about 7 km. from the Port. Regular flights to Bombay are available daily.

**TIME:** GMT plus 5½ hours.

**HOLIDAYS:** Holidays in all 8 in a year declared by Port Authorities on which working of the ship can be attended at the option of the port.

**POLICE/AMBULANCE/FIRE:** Police force and ambulance and fire facility available from Bhavnagar city. Limited fire-fighting facility available at port.

**TELEPHONES:** No facility is available for providing telephones on board the ships.

**GENERAL:** Port equipped with three berths having six cranes with 3-ton capacity. Cranes available for loading or discharging ship's cargo.

**SHORE LEAVE:** Citizens of communist China and Pakistan not allowed ashore. All other nationals are allowed to go to Bhavnagar city which is 13 km. from port for which shore passes are issued by Customs Dept.

**REGULATIONS:** Photography in port prohibited. No crew member allowed to take liquor ashore.

**DELAYS:** Delays in berthing depend upon number of ships working on berth and awaiting if any. At anchorage generally not more than two ships are worked at a time.

**AUTHORITY:** Port Officer, Bahvnagar. Tel. 3558. Tel. address "Portal" Bhavnagar.

**AGENT:** J. M. Baxi & Co., Steamship Agents & Stevedores, Jivan Mansions, Lati Bazar, Bhavnagar (Saurashtra). Cables. "Baxico" Bhavnagar. Tel. 49643592. A.O. 38225464.

## BOMBAY: 18.56 N. 72.49 E. (See Plan)

**PORT LIMITS:** Vessel is considered to have "arrived" when Pilot is embarked and/or when vessel is required to anchor outside pilotage area awaiting a suitable tide, as in the case of large tankers.

**DOCUMENTS:** See "Calcutta".

**PILOTAGE:** Motor pilot vessel "*Venu*" stationed 18° 51′ N. 72° 49½′ E. White, buff-coloured funnel, "Pilot" painted black capitals, exhibiting International Signals by day/night. Call sign "ATDZ".

Minimum advance notice 24 hours to Agents and Harbour Master through Bombay Radio (VWB) and 12 hours to pilot vessel on WT. Pilot vessel contacted VHF channels 12, 14 and 16. In case pilot vessel not on station, vessels advised anchor at pilot station, draft permitting, and wait instructions.

**ANCHORAGES:** More than 60 anchorage berths radius 1,000 ft. with depths from 38 ft. to 14 ft.; of these two 38 ft.; 30 between 30 ft. and 35 ft.; 22 between 20 and 30 ft.; remainder below 20 ft. All anchorages safe.

**RESTRICTIONS:** According to state of tide and draft.

**MAX. SIZE:** For Butcher Island Marine Oil Terminal: Normally maximum length 700 ft. However, tankers 800 ft. length can be berthed provided adjacent berth occupied by medium-size tanker. Draft restrictions as follows: (depth of water at low tide.)

| | | |
|---|---|---|
| No. 1 BI | 37 ft.–09 in. | Subject variation. |
| No. 2 BI | 36 ft.–06 in. | |
| No. 3 BI | 38 ft.–05 in. | |

Pir Pau Oil Berth: Maximum length 525 ft. Depth at low tide 28 ft. (subject variation). Buoy fixed for berthing 560 ft. tankers.

| *Docks* | *Max. length* | *Max. width* | *Max. draft (subject to tide)* |
|---|---|---|---|
| Indira | 666 ft. | 95 ft. | 34 ft. |
| Victoria | 460 ft. by day and 400 ft. by night | 77 ft. | 23 ft. |
| Prince's | 500 ft. | 61 ft. 3 in. | 22 ft. |

**PRATIQUE:** The Master of every vessel calling Bombay from a foreign port must send the following particulars by cable to "Quarantine Bombay" twenty-four hours prior to arrival and request for radio pratique:

AAA ports of loading BBB last port of call CCC date of departure DDD ETA discharging port EEE vessel's maritime Declaration of Health is negative and total number of crew on board all healthy FFF vessel has not called at any port in East Africa between northernmost point of Eritrea and southernmost point of Tanganyika including Zanzibar or any other yellow fever infected area within last 30 days GGG no unusual mortality of rats on board HHH no monkeys III no persons embarked at Aden or Djibouti.

If the vessel is coming from a yellow fever area, then the Port Health Officer boards the vessel for inspection before granting free pratique.

**RADIO:** Bombay Coastal Station, call sign VWB.

Information regarding weather will be broadcast at 0630 and 1030 local time on 2000 metres.

**RADAR/VHF:** No port radar service. Shipmaster contacts pilot vessel by ship's radio or VHF on international frequencies. Channels No. 12 and 14 also available on VHF.

**TUGS:** Tugs join vessel when close dock entrance and assist undocking. Ship's and tug's lines used.

**BERTHING:** *Indira Dock:* 21 berths, able to handle cargo vessels up to 20,000 dwt. Average length of berth 150 m. Most berths are equipped with one 6-ton crane and four 3-ton cranes.

*Victoria Dock:* 15 berths, able to handle vessels up to 5,000 dwt. Average length of berth 110 m. Most berths are equipped with 1·75 ton and 1·5 ton cranes.

*Princes Dock:* Length 1,560 m. of which 1,200 m. is available for handling cargo. There are 8 berths able to handle vessels up to 5,000 dwt.

*Ballard Pier:* Length 244 m., width 110 m., when converted will handle passenger vessels up to 30,000 g.r.t. and cargo vessels up to 22,000 dwt.

The extension at Ballard Pier will be the new passenger terminal and will receive passenger vessels up to 30,000 g.r.t. at any stage of the tide.

**CRANES:** *Quay side:* Electric and Hydraulic cranes available at Indina, Prince's and Victoria Docks.

*Mobile Cranes:* 56 mobile cranes with capacities up to 43 tons available.

*Heavy lift:* Elelctric crane of 60 tons and steam crane of 20 ton capacity.

*Floating cranes:* Two available, 60 ton and 125 ton capacity.

**STEVEDORES:** Supplied by Dock Labour Board. Port Trust supplies shore labour for handling cargo including stacking in sheds.

**MEDICAL:** Hospital facilities available. Notice in sufficient time, depending on seriousness of case, to arrange for transport, hospitalisation, etc.

**TANKERS:** Reducing pipe connections available at jetty. Dirty ballast tank available at Marine Oil Terminal. Three berths at Butcher Island and one berth at Pir Pau exclusive to tankers. For draft details see "Max. size".

Pira Pau can handle tankers up to 16,000 dwt and the Marine Oil Terminal at Butcher Island can handle tankers up to 54,000 dwt. at two berths and 36,000 dwt. at the other berth.

**DENSITY:** The Port of Bombay is essentially a salt water port and major fluctuations in the density occur on account of tide. Density varies mostly in monsoon period June to September.

**FRESH WATER:** Available all berths. By water-boat in stream, by water-mains in docks.

**FUEL:** Arranged by oil companies through Agents. Facilities at berths in docks and Butcher Island berths. No bunker facilities for vessels at anchor.

**FIRE PRECAUTIONS:** All regulations of Petroleum Rules (chapter 1/50 of BPT Port Rules). Port maintains fire stations, 24 hours per day, both at docks and at Butcher Island Oil Terminal. Special precautions taken for tankers at Marine Oil Terminal at Butcher Island.

**DEVELOPMENTS:** Satellite port in Nhava/Shewa area proposed also new harbour near Sassoon dock for trawlers drawing 5·5 metres.

**GANGWAY/DECK WATCHMEN:** No deck watchman supplied. BPT gangways generally available all berths except Butcher Island and Pir Pau.

**CERTIFICATES:**

International Safety Equipment Certificate.
International Safety Radio Telegraphy Certificate.
International Safety Radio Telephony Certificate.
International Exemption Certificate (Deratisation).
International Load Line Certificate.

**CARGO GEAR:** Compliance BPT Port Rules and Docks By-laws essential. Hydraulic Quay Cranes, Electric and Heavy Lift Cranes, Floating, Mobile and Crawler Cranes all available.

**IDENTIFICATION CARDS:** Necessary for Police/Customs authorities.

**REPAIRS:** All repairs possible.

**DRY DOCKS:** Two: "Merewether" 525 ft. long 65 ft. 6 in. wide. "Hughes" 1,000 ft. long 100 ft. wide.

**REPATRIATION:** Can be arranged, also crew changes.

**AIRPORT:** International Airport Santacruz, 15 miles from Bombay Harbour.

**TIME:** Indian standard time ahead of GMT by 5 hours and 30 minutes. No alterations to clocks are made any time.

**HOLIDAYS:** Holidays for the docks, when cargo handling is closed) are fixed every year. Republic Day (January); Bakri-Id (February); Holi (2nd day) (March); Muharram (March); Maharashtra Day (May Day); Buddha Jayanti (follows May Day); Independence Day (August); Ganesh Chaturthi (September); Mahatma Gandhi Jayanti (October); Dasara (October); Diwali (November); Ramzan-Id (December); Christmas Day.

**POLICE/AMBULANCE/FIRE:** Police 100; Ambulance 102; Fire 101.

**TELEPHONES:** Arrangements for placing a telephone on board ship exist at all transit sheds in Docks.

**SERVICES:** Tank cleaning equipment is not available. Dirty ballast accepted in tank at jetty at Marine Oil Terminal.

**REGULATIONS:** Stringent Port Rules and Docks By-laws detailed in "Bombay Port Rules".

**AUTHORITY:** The Chairman, Bombay Port Trust, Bombay 1, tel. 268011, Telex 0112345; telegraphic address "Portrust Bombay".

**AGENT:** J. M. Baxi & Co., 16 Bank St., Bombay 1. Tel. Office 258381; 253871; Cables "Baxico Bombay".

## CALCUTTA: 22.32 N. 88.22 E.

**DOCUMENTS:**

Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Deratisation Certificate.
Port Clearance from Last Port.
Indian Coast Light Dues Receipt (if any).

4 copies of Crew List.
4 copies of Passenger List.
1 copy of Through Cargo Manifest.
4 copies of Stores List.
1 copy of Cargo Manifest with B/Lading for the same.
4 copies of Opium and Dangerous Drugs Certificate.
Cargo Plan.
Cargo on Deck declaration.
4 copies of Certificate of Foreign Currency.
4 copies of Certificate of Arms and Ammunition.
Letter to Assistant Collector of Customs regarding Local Agency.
Letter to Assistant Collector of Customs regarding duty on ships stores.
Application to the Inspector of Police.
3 copies of Arrival Report.
4 copies of Watches and Clock List possessed by each member of the crew.

**PILOTAGE:** Telegraphic address of pilot station: VWST "Pilots Sandshead". Radio message should be sent 48 hours prior arrival giving (a) ETA Eastern Channel Lt. Vs.; (b) from . . . to . . . (either Haldia, Budge Budge, or Calcutta); (c) deepest *fresh* water draft; (d) length overall; (e) g.r.t.; (f) whether VHF is or is not on board.

Pilot boards vessel Sandheads from pilot vessel fitted with W/T, DF, radar, echo sounder and other navigational equipment, maintains continuous watch on 500 kc/s. (600 metres) and receives ETA messages of incoming vessels.

As an aid to navigation, navigable channel in river is marked with lights and channel buoys. There is a lighthouse at Saugor and downstream from this point, 3 attended Light Vessels are stationed at the Western Channel and 2 unattended Light Vessels at Gabtola and Lower Long Sand at Sandheads. Navigable channel leading to port from sea is about 126 miles long. 14 bars are in different reaches of river, 11 of these are upstream of Diamond Harbour and remaining 3 in estuary below Diamond Harbour. Since these bars are subject to fluctuations and there are sharp bends in river, the navigation of ships between port and Sea requires services of trained Pilots employed by Port Commissioners. River Pilots take charge of vessels at Sandheads, navigate to Garden Reach and then make over to harbour Pilots who manoeuvre vessels to riverside jetties, moorings or dock berths. Movement of ships inside docks guided by Berthing Masters.

**ANCHORAGES:** Anchorage in River Hooghly at Saugor Roads, Haldia, Kalpi, Diamond Harbour, Royapur, Ulubaria and Garden Reach of which Royapur, Ulubaria and Garden Reach utilised only by ships on passage to and from the port in emergency. Depths of anchorages vary on day to day basis according to River Draft Forecast but on average 30 ft. deep.

**RESTRICTIONS:** Navigation on River Hooghly is carried out only with Pilot on board and according to tide. Speed of vessel important factor and must be declared to Pilot on board, preferably telegraphed 48 hours in advance to Pilot vessel.

**MAX. SIZE:** Maximum LOA 530 ft. with beam of 70 ft. for Nataji Subhas Docks and 515 ft. LOA with beam of 66 ft. 6 in. for Kidderpore Docks. Maximum LOA of tankers for tanker terminal at Budge Budge is 600 ft. No restriction of beam for vessels berthed in Budge Budge only, as no lock entrance. Deepest draft alongside dock berths in Nataji Subhas and Kidderpore Docks 30 ft. At Budge Budge deepest draft at any berth also 30 ft. Berthing of vessels, depends on prevailing draft of day published in Draft Forecast for month.

**PRATIQUE:** Procedure for obtaining pratique: To obtain Radio Pratique incoming vessels communicate by wireless to Port Health Officer, Calcutta, Cable address: "Quarantine Calcutta":

(*a*) No sickness or death from sickness on board within last 15 days.
(*b*) No sand, earth, pig, poultry, crew or passenger taken aboard from E. Coast of Africa between Port Sudan and Durban, both ports included.
(*c*) Ship not touched within last 30 days any port in E. Africa between Northernmost point of Eritrea and Southernmost point of Tanganyika, including Island of Zanzibar or any other yellow fever infected area.
(*d*) No abnormal mortality of rats or mice on board.
(*e*) No monkey on board.

(Item (*a*) to be sent in code under usual standard quarantine messages required by ships; rest in plain language through local wireless station.)

In case of any suspected disease or fever on board, local agents may be contacted by cable who arrange for doctor to be sent or for removal of a patient if necessary. Vessels calling at another port in same country are exempted from obtaining pratique.

**RADIO:** Calcutta Radio, call sign VWC. R/T. and VHF.

Information regarding weather distributed at 1030 and 0630 hours local time on 2000 metres.

**TUGS:** Tugs used for vessels after passing lock entrances at Nataji Subhas and Kidderpore Docks. Tugs used for deep draft vessels to turn (if tide strong). Vessels own lines.

**BERTHING:** Vessels brought in for berthing according to tide. Movements from one berth to another inside dock not dependent on tide, but according to convenience of port. Vessels berthed at riverside jetties or river moorings required to have starboard anchor unshackled in order that stbd chain could be tied to buoy. Vessels at river jetties and river moorings if left during Bore Tide are to comply with following:

Half an hour before low water:

(*a*) Gangway to be hoisted up.
(*b*) Pipelines disconnected and triced up (for vessels at Budge Budge Jetty).
(*c*) Heave tight on forward chains to keep vessel about 6 ft. off pontoon. Make sure weight is on bore springs and not on chains aft.
(*d*) Tighten all buoy ropes.
(*e*) When bores expected, all vessels in stream shall have steam on main engines, windlasses and winches and a sufficient number of officers and crew on board to tend vessel in case of emergency.

After bore made, and vessel stopped ranging, slack forward chains to old mark. Bore springs could be had through Agents from local suppliers.

Budge Budge (oil terminal) on banks of River Hooghly has river jetties, hence above instructions also apply to vessels berthed at Budge Budge Jetties.

**BULK HANDLING FACILITIES:** There is one semi-mechanical berth in Nataji Subhas Docks for handling iron-ore suitable for vessels up to 18,000 dwt. and up to 24 ft. 6 in. draft. See "Haldia".

**BRIDGES:** Two bridges, one collapsible, one swing, situated inside Kidderpore Dock are open for navigation to suit convenience of port.

**STEVEDORES:** 48 hours notice of arrival at pilot station required by Agent.

**MEDICAL:** Masters in need of medical services required cable agents. Hospital facilities. Ships leaving for foreign port or minor Indian port (where no Port Health Officer) required to ensure officers and crew have valid health certificates (for cholera, smallpox and yellow fever if proceeding to a yellow fever area).

**TANKERS:** Not permitted discharge residue into dock (at C berth Nataji Subhas Dock).

| S.G. | A.P.I. of local types of oil |
|---|---|
| 0·91 and 0·94 | 0·9430 varying to 0·9550. |

Tanker terminal at Budge Budge 15 miles from Calcutta Port. Eight jetties.

| | | |
|---|---|---|
| BB Jetty No. 1 | for accommodating vessels of OAL | 610 ft. |
| ,, No. 2 | ,, ,, ,, | 510 ,, |
| ,, No. 3 | ,, ,, ,, | 230 ,, |
| ,, No. 4 | ,, ,, ,, | 555 ,, |
| ,, No. 5 | ,, ,, ,, | 610 ,, |
| ,, No. 6 | ,, ,, ,, | 476 ,, |
| ,, No. 7 | ,, ,, ,, | 595 ,, |
| ,, No. 8 | ,, ,, ,, | 705 ,, |

Deepest draft alongside jetty berths 30 ft., but vessels brought up according to prevailing draft as per forecast.

**DENSITY:** Average density in port is about 1000.

**FRESH WATER:** Fresh water on application from Masters or agents and preferable if at least 48 hours notice given. Supplies through barges and direct from quayline.

**FUEL:** Redwood 600/700 sec. supplied at Calcutta and require at least week's notice for supplying vessels lying inside dock. Fuel also supplied at Budge Budge terminal, three days notice to suppliers and Port Authorities.

**FIRE PRECAUTIONS:** Usual non-smoking precautions and Master, Owners, Charterers or their Agents of vessels carrying import cargo or intending to load export cargo of hazardous or inflammable nature, furnish 6 copies of list of cargo involved to Traffic Manager in prescribed form, at least ten days before vessels intend to land or ship cargo. Traffic Manager on receipt of list, categorise items enumerated in list and landing delivery and storage of such cargo be done strictly in accordance with instructions.

**DEVELOPMENTS:** Refer to "Haldia".

**GANGWAY/DECK WATCHMEN:** Necessary and recommended by Agents at rate of three watchmen per shift of 8 hours.

**OPENING/CLOSING HATCHES:** Normally undertaken by stevedores, unless specifically mentioned that same will be attended to by crew.

**CUSTOMS ALLOWANCES:** $\frac{1}{4}$ lb. tobacco and 200 cigarettes. Wine and/or Spirit: One bottle of wine or spirit per head for consumption on board.

**CONTRABAND:** Regulations provide that a vessel shall be liable to confiscation which is or has been in Indian Customs' waters where constructed, adapted, altered or fitted in any manner for the purpose of concealing goods.

The act also provides for a fine in lieu of confiscation which could in theory be up to the value of the vessel.

Indian Customs Authorities regard vessels as subject to the regulations if they have any alterations to the normal structure of the vessel or its fittings which is not of operational value, e.g. holes cut in panelling (over bulkheads) which are frequently found concealed from view behind cabin furniture such as settees, bunks, desks, wardrobes, etc. Customs invariably impose fines for such cavities even though empty of about Rs. 5,000/- for one or two cavities and increasing if more cavities are found. Fines would be substantially higher if cavities in fact contained contraband.

To minimise fines it is essential that Shipowners should instruct their Masters to organise periodic anti-smuggling searches of all accommodation and other places in the vessel by ship's officers with a view to locating any cavities or contraband and such searches, and results thereof, should be logged. Furthermore, the Customs Authorities invariably obtain a statement from the occupant of the cabin whether instructions had been issued by the Owners or Master for each officer crew member to search his own cabin for cavities or hiding places or other unusual or irregular tampering with the normal structure of the cabin and to report to the Master any such cavities, hiding-places or such other unusual tampering found at any time whilst serving on the vessel.

If no such instructions have been issued, the Customs generally regard the Owners/Master as failing to take proper anti-smuggling precautions and the risk of increased Customs fines arises.

It is suggested that appropriate instructions should accordingly be issued without delay by all Masters to their officers and crews and that each officer or crew member should acknowledge receipt in writing of such instructions. It is also emphasised that such instructions should also be notified to any officer or crew members who joins the vessel after first issue of the instructions to the existing officers and crew.

**CARGO GEAR:** Proof of cargo gear tested by a competent authority required.

**IDENTIFICATION CARDS:** Not necessary if holding seamen's books or passport.

**CONSULS:**

| | | | |
|---|---|---|---|
| America | 44–3611 | Liberia | 46–1164 |
| Australia | 22–1554 | Nepal | 45–2024 |
| Belgium | 44–3886 | Netherlands | 23–4442 |
| Brazil | 45–2120 | Norway | 22–4094 |
| Bolivia | 23–5615 | Nicaragua | 44–1329 |
| Burma | 22–7071 | Pakistan | 44–5208 |
| Denmark | 23–4069 | Peru | 23–2331 |
| Dominican | | Panama | 47–6765 |
| Republic | 55–5067 | Spain | 23–5539 |
| UAR | 45–4168 | Sweden | 23–2243 |
| | and 45–2507 | Switzerland | 44–8039 |
| El Salvador | 55–7392 | Thailand | 46–0837 |
| Finland | 22–4602 | Turkey | 34–2770 |
| France | 23–2958 | UK | 44–5171 |
| Czechoslovakia | 46–4542 | USSR | 44–2006 |
| Greece | 23–5615 | Venezuela | 23–5615 |
| Haiti | 34–2673 | Poland | 44–7144 |
| Italy | 45–1411 | Yugoslavia | 44–6881 |
| Japan | 44–5455 | Philippines | 22–0514 |

**REPAIRS:** All types of deck and engine repairs undertaken.

**DRY DOCKS:** Five dry docks owned by Port Commissioners available. Three in Kidderpore Docks and two in Nataji Subhas Docks, dimensions as follows:

Dry Dock (Kidderpore) (1) 547 ft.×69 ft.×25 ft. (2) 497 ft.×69 ft.×27 ft. (3) 350 ft.×60 ft.×23 ft. (max. length of vessel 500 ft.).

Dry Dock (Nataji Subhas) (1) 581 ft.×80 ft.×32 ft. (2) 596 ft.×80 ft.×22 ft. (max. length of vessel 550 ft.).

Nataji Subhas Dry Docks arranged in tandem and used as one dock. Power supply, compressed air and fresh and unfiltered water supply, hydraulic capstans for propeller work and cranage service including heavy-lift available all dry docks. Each dock provided with automatic telephones for use on board ships.

**REPATRIATION:** Facilities exist for effecting crew changes and arranging any necessary repatriation.

**AIRPORT:** 12 miles; served by regular international airlines with minimum one flight per day.

**TIME.** GMT plus 5½ hours.

**HOLIDAYS:** Closed Holidays (when no work is permissible): Independence Day, Republic Day, Gandhi's Birthday, Vijaya Dashami and Kali Puja.

Holidays when double wages payable: Saraswathi Puja, Netaji's Birthday; Idul Fitr, Dholjatra, Muharram, Bengali New Year, May Day, Fateh Duaz Dahan, Durgapuja, Guru Nanak's Birthday, Id and Christmas Day.

**POLICE/AMBULANCE/FIRE:** Police (port) tel. 45–1701 and ask Port Police or dial 100; Ambulance dial 102 or 45–4163; Fire dial 101 or 45–1701 and ask Fire Fighting Service.

**TELEPHONES:** No arrangements for installing telephones on board, but use of telephones from Port Commissioner's/Superintendent's Office on each dock.

**GENERAL:** *Important:* Masters of vessels in port should ensure that vessel's engines must not be immobilised without prior permission of the Harbour Master.

**SERVICES:** Tank-cleaning equipment with minimum notice of at least 7 days. Discharge of tank-washings not permitted while vessels lying in dock. Compass and radar technicians available.

**SHORE LEAVE:** Seamen permitted to go ashore after cleared by Immigration Officer boarding vessel on arrival. In case of Chinese, special permission to be obtained from Immigration Authorities, through vessel's agents.

**REGULATIONS:** Booklet "Dock and Jetty Handbook" supplied free by Port Commissioners to incoming vessels.

**DELAYS:** Delays occur during monsoon.

**AUTHORITY:** Commissioners for the port of Calcutta.

**AGENT:** J. M. Baxi & Co., Steamship Agents & Stevedores, 6. Lyons Range, Calcutta-700 001. Cables "Baxico" Calcutta. Tel. (Office) 223264, 226533. Tel. (Residence) 466082.

## CALICUT: 11.15 N. 75.46 E.

**DOCUMENTS:**

Register.
Articles of agreement in the case of foreign-going vessels staying in port for more than 48 hours.
Nominal list of crew and passengers and the A & B Certificates.
Bill of Health in the case of a vessel arriving from an infected port.
Clearance from last port.
Port and Light dues receipts.
Vessel's manifest and any other document, which may be necessary.

**PILOTAGE:** No pilotage available.

**ANCHORAGE:** With Lighthouse bearing 074° in 5 to 5½ fathoms. Mud – good holding ground. Small coasting steamers anchor close to lighted anchorage buoy.

**HEALTH:** In the case of all infected vessels Health Officer proceeds aboard, and in the case of all other vessels Health Officer may proceed on board and examine vessel. Master shall give every facility for examination of passengers, crew, personal effects, cargo, provisions, water-supply and any part of vessel Health Officer considers necessary to examine. Health Officer may require written declaration from medical officer (if any) of vessel or from Master (or from both) stating whether any death or sickness from an unknown or suspicious cause or any case of any disease occurred on board either during voyage or before departure, and whether any unusual mortality has been observed among rats on vessel. If Health Officer satisfied that such deaths or cases of sickness as may have occurred were not due any of diseases specified he shall permit vessel proceed to usual place of anchorage or berth in harbour and to discharge passengers and cargo without further restriction. Inspection by Health Officer not between sunset and sunrise except in unusual circumstances.

**RADIO:** Messages through Cochin Radio or Mangalore Radio.

**SIGNALLING:** The signal station is situated close North of the lighthouse. The station is manned 24 hours a day.

VHF is likely to be installed 1974.

**TUGS:** Two motor tugs for towing lighters.

**BERTHING:** No berths.

**STEVEDORES:** Arranged through Agents and stevedore contractors.

**MEDICAL:** General Hospital and Medical College Hospital situated about 1 mile and 5 miles away respectively.

**DENSITY:** Sea water – 1025.

**FRESH WATER:** Available, water barge capacity 200 tons. 12 hours notice required.

**FUEL:** Available. Small quantity of 30 tons can be provided, 48 hours notice required.

**DEVELOPMENTS:** Dredging commenced at Beypore and expected to be completed within a year or two and then ships of 18 ft. draft can be berthed alongside.

**CERTIFICATES:**

Registry.
Radio Telegraphy.
Safety Equipment.
Load Line Certificate.
Certificates of Competency of Captain and other officers.

**IDENTIFICATION CARDS:** Necessary.

**CONSULS:** Nil.

**REPAIRS:** Minor repairs possible.

**DRY DOCKS:** Small slipway at Beypore.

**AIRPORT:** Construction of airport at Calicut is under consideration by the Government.

**TIME:** GMT plus 5½ hours.

**HOLIDAYS:** Holidays declared by the State Government are holidays for the port. Cargo work can be arranged on holidays.

**FIRE/AMBULANCE/POLICE:** Police 100; Ambulance 100; Fire 100.

**GENERAL:** Ship-to-shore signalling is normally by morse light.

**SHORE LEAVE:** Permitted.

**AUTHORITY:** Port Officer PB No. 42, Calicut 1. Tel. Office 3524; Office (Personal) 4604; Residence 3725.

**AGENT:** J. M. Baxi & Co., 8/184 Beach Road, Calicut 1. Tel. Office 6368. Telegraphic Address "Baxico Calicut".

## COCHIN: 09.58 N. 76.15 E.

**DOCUMENTS:**

7 Crew Lists.
7 Passenger Lists.
1 Last Port Clearance.
4 Store Lists, including List of arms and ammunition.
5 Passengers' and Crew Personal Effects Declarations.
4 Cargo Manifests.
3 Cargo Certificates.
3 Deck Cargo Certificates.
3 Opium Certificates.
3 Currency Declarations.

**PILOTAGE:** Berthing arrangements, booking of Pilot, etc., normally done by Agent. Advisable send ETA messages at least 48 hours in advance to Agent. Amendments to ETA messages must be sent at least twelve hours in advance. ETA messages may also be sent to Harbour Master, Cochin Port Trust. Messages should contain time and date of arrival at outer roads in IST and also draft fore and aft (in fresh water). On arrival, information must be sent to Signal Station by aldis and sharp watch maintained for further instructions.

No pilot vessel on station in outer roads. A pilot boat with red hull and white superstructure exhibiting the normal international pilot signal comes out to outer roads for embarking and disembarking Pilots. No special light or sound signal need be made for Pilots. All ships awaiting Pilot in outer roads must have engines ready at all times to enter harbour (unless instructed otherwise). Masters should ensure that a good pilot ladder with two manropes is lowered about 2 ft. above water for embarking pilots. Also while embarking pilot, lifebuoy must be kept handy and a good lee given. Pilots must be escorted from and to the bridge, to the embarkation deck. Also see "Restrictions".

**ANCHORAGE:** Cochin roads is open anchorage with good holding ground of oily mud. Masters are required to anchor vessels in Westerly area from North to South of fairway buoy within radius of ½ mile. Deep-drafted vessels may anchor in a Westerly direction from fairway buoy within a distance of ½ to 1 mile. To facilitate entry and departure of deep-drafted ships, Masters not to anchor in line with direction of main channel, Westward of fairway buoy.

**RESTRICTIONS:** Unless otherwise *specifically* instructed, vessels not to enter main channel at any time without Pilot on board. Pilotage compulsory for all vessels over 100 tons gross. No night entry for crude oil tankers.

**MAX. SIZE:** Maximum size of general cargo ships presently handled is 700 ft. length OA with maximum draft 30 ft. *salt water*. Such ships taken in only during slack ebb. Tidal Conditions: In Cochin Port ebb and flood run 2 to 2½ hours before, to 2 to 2½ hours after high and low water times. During monsoons, freshets are encountered and there may not be any flood for several days.

**PRATIQUE:** If a vessel requires radio pratique the Master is to send a message to the Port Health Authorities, Cochin (telegraphic address "Quarantine Cochin") which should contain all items of information set out in the Standard Quarantine message of the International Code of Signals. In addition to the above, he should send the following information in plain language:

1. My Maritime Declaration of Health has negative answers to health questions or my Maritime Declaration of Health has positive answers to health questions (indicated by details) as the case may be.
2. Called at or not called at any port in Ethiopia, Somalia, Kenya and Tanzania and any port from Northernmost point of Senegal to Southernmost point of Angola in West Coast of Africa within thirty days.
3. Have or have not monkeys on board.
4. Have or have not taken any person embarking at Aden or Djibouti.

The message to be sent not more than 12 hours and not less than 4 hours out from port. Masters must send the complete message without omitting any item, and should request specifically for radio pratique.

Ships arriving from yellow fever area within last 30 days, pratique is granted by the Port Health Officer only after inspection. Pilot officer boarding is authorised to grant free pratique on satisfactory completion of Maritime Declaration of Health by the Master of healthy ships only.

Port Health Officer usually inspects crew before vessel sails.

**RADIO:** Cochin Radio, VWN, operating 24 hours daily. VHF Station at Harbour Master's Office, contact Channel 16.

**TUGS:** Presently 3 tugs; 2 of 1,000 h.p. and one of 1,400 h.p. Normally, tugs join off Vypeen and tug's wire used as necessary.

**BERTHING:** If particular ship required arrive at certain time, Agent informed in advance.

**CARGO HANDLING:** Modern systems of cargo handling such as pre-slinging and palletisation are commonly used. The numbers of fork lift trucks, mobile cranes and tractor trailers have been augmented for the purpose. International containers are also handled at the conventional berths using ship's own gear for export of shrimps and import of machinery.

There are 8 general cargo wharf berths, 2 coal berths, one boat-train pier jetty, 2 tanker berths, 2 low wharves and one open berth. The open berth (555 ft. 6 in.) is being extended to 808 ft. and the work is nearing completion. It is proposed in the fifth plan (1974–79) to convert the open berth into a container berth in a flexible way. It is also proposed to have a mechanised fertiliser berth for bulk handling fertilisers, sulphur, rock phosphate, etc. Cargo is also handled at the 12 stream moorings. At present, containers also handled at the general cargo wharf berths using ship's derricks. No facility exists for roll-on/roll-off traffic. Liquid chemicals can be handled at the wharf berths.

**STEVEDORES:** Booking of gangs undertaken by Agent on receipt of ETA message.

**MEDICAL:** Medical attention easily available in Cochin. If medical attention required immediately on arrival, Agent to be informed when sending ETA. Valid inoculation and vaccination certificates against cholera, yellow fever and smallpox are essential.

**TANKERS:** Only two tanker berths at Cochin at present. Maximum permissible draft 30 ft. *salt water*.

Length limited to 700 ft. OA at North tanker berth and 560 ft. OA at South tanker berth.

Deep draft tankers berth only on ebb tide and during daylight hours. Ballasted or loaded tankers can sail any time.

**DENSITY:** Varies from 1000 to 1020 depending on tidal and weather conditions.

**FRESH WATER:** Available from alongside jetties and from barges at moorings. Advance notice to be given Agent regarding amount of water required. Cost Rs. 3.50 per 1,000 litres for supply through water barges and Rs. 3/- per 1,000 litres for supply at docks, quay and jetties.

**FUEL:** All grades fuel oils normally available. Essential give advance notice to Agent to make necessary arrangements.

**FIRE PRECAUTIONS:** Fire wire to be fast and ready on quarter facing channel.

**DEVELOPMENTS:** The revised Fourth Five-Year Plan (1969–70 to 1973–74) for port development includes the construction of an inshore oil dock for tankers of 80,000 dwt. and one fertiliser berth, both having a draft of 40 ft. While preliminary steps have been taken on the former, the latter scheme has been postponed to the Fifth Plan. The extension of the existing Open Berth Quay 9 from 505′ 6″ to 808 ft. has almost been completed. The Plan also aims at the procurement of three new dredgers, one high-power tug, various cargo-handling equipments, etc., besides the improvement of the port's infra-structural facilities. A Fisheries Harbour Complex is being developed near the port to provide modern landing facilities for fish catches by deep-sea trawlers.

The Fifth Five-Year Plan for port development (1974–75 to 1978–79) aims at the completion of all the spill-over schemes of the Fourth Five-Year Plan, viz., inshore oil dock, procurement of dredgers, cargo-handling equipment and improvement of infra-structural facilities. Among the most important new schemes of the Fifth Plan, mention may be made of the provision for the purchase of a grab dredger, reclamation in the channels, construction of a new medium-sized dry dock, a fertiliser berth, etc. During the Fifth Plan, container-handling facilities will be provided at the extended Quay 9 berth.

**GANGWAY/DECK WATCHMEN:** Watchmen available at nominal cost. Recommended employ watchmen at gangway, on deck and in holds.

**OPENING/CLOSING HATCHES:** Opening hatches normally done by stevedores. Topping derricks and removing locking arrangements on hatches must be done by ship's personnel.

**CARGO GEAR:** All cargo gear must have valid test certificates and all other factory act requirements must be complied with.

**IDENTIFICATION CARDS:** Issued by Port Authorities.

**CONSULS:** Danish, Norwegian, Italian, French and consular agent of Switzerland.

**REPAIRS:** Minor repair facilities available.

**DRY DOCKS:** Port dry dock can handle ships of up to 217 ft. in length OA. However, not normally available for foreign craft.

**REPATRIATION:** Facilities for changing crew and repatriation available and can be arranged.

**AIRPORT:** Airport about 2 miles from harbour area. Cochin airport handles internal flights only.

**TIME:** GMT plus 5½ hours.

**HOLIDAYS:** Closed holidays: Republic Day (26th January); Independence Day (15th August); Gandhi Jayanti (2nd October); 1st May and 25th December.

**FIRE/AMBULANCE/POLICE:** 6555 Willingdon Island Fire Station; 6005 Willingdon Island Police.

**TELEPHONES:** Arrangements can be made for telephone connections on board ships on wharf berths only.

**GENERAL:** Floating crane 120 tons, fire float.

**SHORE LEAVE:** All nationalities except Chinese, Pakistanis and Portuguese allowed ashore.

**AUTHORITY:** Cochin Port Trust, Willingdon Island, Cochin 3, India. Tel. 6271. Harbour Master's Office 24201. Telex 203.

**AGENT:** J. M. Baxi & Co., M/S Matheson Bosanquet & Co.'s Bldg, Plot No. 17, 5th Cross Road, Willingdon Island, PB No. 561, Cochin 3. Tel. Office 6073, Residence 25717. Telegraphic address "Baxico Cochin".

## CUDDALORE: 11.43 N. 79.46 E.

**DOCUMENTS:**

- 8 Crew Lists.
- 8 Passengers Lists.
- 3 Forms of Import Manifest of Stores.
- 3 Lists of articles in slop chest.
- 3 Private Property declaration of Crew.
- 3 Manifests.
- 3 Bills of Lading.

**PILOTAGE:** No pilotage. Open roadstead port.

**ANCHORAGE:** Vessels anchor in 5 to 7 fathoms with Cuddalore Lighthouse bearing 295° to 315°, which is most convenient anchorage for communicating with shore at all seasons of year. Nature of bottom, sand.

**RESTRICTIONS:** No restrictions regarding entry of vessels during day or night.

**MAX. SIZE:** Any size of vessel handled.

**HEALTH:** On arrival, Master to signal Port Health Officer stating all crew well and requesting free pratique. In event of any crew member suffering from suspected infectious disease, Master to advise Agents sufficiently in advance to enable Port Health Officer to board vessel on arrival. No free pratique necessary whenever vessels call from another Indian port.

**RADIO:** No radio station. Cables routed through Madras Radio (call sign VWM).

**TUGS:** None.

**BERTHING:** No berths.

**STEVEDORES:** ETA advice required 72 hours in advance to enable stevedores to make adequate arrangements for handling cargo. Average rate of discharging bagged fertiliser 750 tons, and for loading iron ore 2,000 tons per day, expected to increase to 3,000 tons per day in 1974.

**MEDICAL:** No advance notice required unless vessel arrives with crew member requiring immediate medical attention. Seamen can be treated at Municipal Dispensary at Old Town near port and also at Government headquarters hospital in charge of District Medical Officer at New Town about 6·5 kilometres from port.

**DENSITY:** Density of water 1024. State of tide does not affect density.

**FRESH WATER:** Boat with 16½ tons capacity which goes alongside steamer and this quantity of water supplied. If one steamer at anchorage boat makes two trips a day and about 33 tons of water supplied.

**FUEL:** None.

**GANGWAY/DECK WATCHMEN:** Services of watchmen recommended in interest of ship to avoid pilferage. 3 watchmen night and day per shift of 8 hours.

**OPENING/CLOSING HATCHES:** By stevedores.

**CERTIFICATES:**

Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Deratisation Certificate.
Last Port Bill of Health Authority.
Last Port Clearance.

**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes permitted for each crew member to be held out of bond. Wine/Spirit, one open quart bottle per crew member permitted to be held out of bond.

**CARGO GEAR:** Register of cargo gear and machinery to be maintained up to date and to be attested by competent authority.

**IDENTIFICATION CARDS:** Needed.

**CONSULS:** None.

**REPAIRS:** Minor repair facilities available.

**REPATRIATION:** Facilities exist for effecting crew changes and arranging necessary repatriations.

**AIRPORT:** Nearest airport at Madras, distant 118 miles.

**TIME:** GMT plus 5½ hours.

**HOLIDAYS:** Cargo work arranged on all holidays except Republic day, Gandhi's Birthday, Pongal Karinal, Masimagam, Pennayar Festival, Independence Day and Deepavali, on payment of overtime.

**POLICE/AMBULANCE/FIRE:** Tel. Police 24; Fire and Ambulance 99.

**GENERAL:** Private launches arranged for purposes of crew going ashore. Such launches ply between 0600 and 1700. Laundry, provisions, etc., can be arranged.

**SERVICES:** Cleaning of hatches after discharging cargo available.

**SHORE LEAVE:** Crew members permitted to go ashore within municipal limits.

**DELAYS:** No delay of anchoring of vessels. Cargo work carried out during day. No night work.

**AUTHORITY:** Port Officer, Cuddalore.

**AGENT:** J. M. Baxi & Co., Steamship Agents & Stevedores, 49 Clive Street, Cuddalore O.T., Cuddalore 3. Cables "Baxico, Cuddalore". Tel. 369.

## HALDIA: 22.00 N. 88.05 E.

Subsidiary port of Calcutta, situated on West bank of Hooghly River and 56 miles downstream of Calcutta.

**DOCUMENTS, PRATIQUE:** All general information; refer to "Calcutta".

**MAX. SIZE:** Possible for vessels with 40 ft. draft for about 70 days in year as dredging and other corrective works progress in estuary. Expected by 1974, vessels with 40 ft. draft to use Haldia almost through year, with 42 ft. for 209 days and drawing 44 ft. for about 70 days in year.

**BERTHING:** Project in its first phase is expected to be completed by 1973, envisages following.

1. An Oil Jetty – to provide berthing accommodation for supertankers with LOA of approximately 875 ft. and draft up to 42 ft.
2. A Finger Jetty – equipped with grab-bridge cranes capable of transferring salt, rock phosphate and other bulk cargo from ship to barge, or vice versa at an average rate 5,000 tons per day.
3. A Coal Berth – capable of loading bulk carriers of the 60,000 dwt. class at rate 3,000 tons/hour.
4. An ore berth – rate of loading 6,000 tons per hour and with provision for increasing to 8,000 tons per hour. Accommodation for carriers up to 80,000 dwt.
5. A Fertiliser Berth – for handling rock phosphate and sulphur from ships up to 50,000 dwt. class at a rate of 6,000–8,000 tons per day.
6. Two general Cargo Berths – each with a quay of 720 ft. and 120 ft. wide and back-up area of 18 acres. Both will have adequate cranage, latest in cargo handling machinery and direct rail–road facilities. One berth will have a modern 100,000 sq. ft. transit shed and a 30-ton payload Portainer Crane for handling containers.
7. Container Marshalling Yard – area 180,000 sq. ft. served by two rail-mounted Transtainer Cranes of 30-ton payload, capable of storing 1,500 containers at a time.

**AUTHORITY:** Calcutta Port Commissioners.

**AGENT:** See "Calcutta".

## HONAVAR: 14.16 N. 74.27 E.

**DOCUMENTS:**

Crew Lists.
Passenger Lists.
Customs Documents.
Health Documents.
Manifests.
Bills of Lading.
Ship's Papers.

**PILOTAGE:** Open roadstead port. No system of pilotage. Pilot is however available, on requisition by Master or Agent.

**ANCHORAGE:** Distance off 3 miles, depth of 5·5 fathoms.

**MAX. SIZE:** No restrictions on length and breadth. Generally up to 34 ft. draft vessels can anchor within 2 to 3 miles from entrance.

**HEALTH:** Port Health Officer grants pratique as and when necessary, on requisition.

**RADIO:** Wireless station at Karwar.

**BERTHING:** No berthing facilities. Ships anchor on open roadstead.

**MEDICAL:** Proper hospital facilities available only at Karwar about 60 miles North. At least 24 hours advance notice ETA to be communicated to agents.

**DENSITY:** Varies 1020/1025.

**FRESH WATER:** Very small quantities available. No arrangements for delivery to ships.

**FUEL:** None.

**OPENING/CLOSING HATCHES:** By crew.

**CERTIFICATES:** All ship's papers such as Certificate of Registry, WT Certificate, Safety Equipment Load Line, etc., to be on board for verification.

**CARGO GEAR:** Cargo gear Test Certificates, etc., to be produced.

**IDENTIFICATION CARDS:** Needed, if going ashore.

**CONSULS:** Nil.,

**REPAIRS:** Nearest workshops undertaking major repairs available at Mormugao. Minor repairs may be carried out at Karwar.

**DRY DOCKS:** None.

**REPATRIATION:** Facilities available.

**AIRPORT:** Belgaum, about 178 miles.

**TIME:** GMT plus 5½ hours.

**HOLIDAYS:** Charter Party Holidays observed. Cargo work can be arranged on holidays. Dates of holidays vary from year to year.

**POLICE/AMBULANCE/FIRE:** Police 48; Ambulance 32; Fire Kumta 20.

**SHORE LEAVE:** Crew members are allowed ashore.

**DELAYS:** Generally no delays are expected.

**AUTHORITY:** Port Officer, Honavar (North Kanara), Tel. 43.

**AGENT:** J. M. Baxi & Co., Honavar, North Kanara. Cables "Baxico Honavar".

## JAKHAU: 23.15 N. 68.37 E.

**LOCATION:** In Gulf of Kutch, on Godia Creek about 5 miles inside Aratian Sea. Port is about 7 miles West of Jakhau. Small sub-port exporting salt utilised by foreign-going and coastal traffic. Vessels calling Jakhau anchor in open roadstead about 6 miles off shore. Highest tidal range 14 ft. Current parallel to coast running about 4 knots.

**AUTHORITY:** Assistant Conservator Jakhau–Kutch.

**AGENT:** J. M. Baxi & Co., Kandla (Kutch). Cables "Baxico Kandla" (Kutch).

## KAKINADA: 16.56 N. 82.15 E.

**DOCUMENTS:** (a) To be supplied by Master on arrival:

Ship's Register.
Safety Equipment Certificate.
Safety Radiography Certificate.
International Load Line Certificate.
Bill of Health, if coming from a foreign port direct.
Deratisation Certificate.
Last Port Clearance.
ILH Dues Receipt, if coming from an Indian Port.
Crew List: 6 copies to Agents, 2 copies to Emigration Dept., 2 copies to Customs.
Customs Circulating Copy, if coming from another Indian Port.
Import Manifest of Stores (Store List).
Private Property Statement of crew and officers.

(*b*) Master to sign following certificates, in prescribed forms, presented by Agents, on arrival:

Port Entry.
Port Clearance.
Customs Entry.
Customs Clearance.
Departure.
Health.

**PILOTAGE:** No pilotage, being roadstead port. Vessel to choose anchorage subject to draft, taking own soundings with guidance of chart.

**ANCHORAGE:** Normally vessels anchor at 298° about 2·8 miles from Vakalpudi Lighthouse where 6 fathoms depth can be obtained. Safe and quick work possible at this point. Deeper draft vessels have to choose their anchorage.

**MAX. SIZE:** No restriction. Vessels any size can anchor.

**HEALTH:** Whether vessel coming from foreign port or port in same country, pratique is automatic, unless vessel is in quarantine. Master has to send message to Agents "All Well" by wireless or any other means. If vessel is in quarantine, Master to send advance cable to Agents to arrange health inspection, vaccination, etc., and then pratique.

**RADIO:** Radio stations are Visakhapatnam and Madras.

**VHF:** VHF radio station at shore near post office. International frequency. Channels 16 and 12 communication from ship/shore and vice versa. If ship requires communication on Channel 12 it should be advised in advance to prepare machine accordingly.

Communication timings:

| | | |
|---|---|---|
| 0745/0815 hours | 1045/1115 hours | 1445/1515 hours |
| 1745/1815 hours | 1945/2015 hours | |

**TUGS:** No tugs.

**STEVEDORES:** Gangs engaged by party doing stevedoring work. In case of liners, Agents attend. In case of chartered vessels, consignees/shippers attend. Master to give ETA with no. of hatches to be worked on arrival. Revised ETA to be sent whenever there is change.

**MEDICAL:** Government hospital available with specialists. Private nursing homes also available with efficient physicians and surgeons. Agents arrange medical aid on advance intimation. Being roadstead port, launches have to be arranged, hence advance intimation of 6 hours necessary through signal station while in port.

**DENSITY:** Fresh water ranging from 1000 to 1025 at 60° C.

**FRESH WATER:** No equipment or facilities for supply of fresh water.

**FUEL:** No fuel suppliers. When essential small quantities of 10/15 tons can be arranged from Visakhapatnam, duty paid.

**DEVELOPMENTS:** Development programmes include: Dredging approach channel, canal protection, transport facilities, port equipment, navigational aids, water supply to the ships, power supply at loading/discharging points and stacking yards at shore, mechanisation of barges, transit sheds, etc.

**GANGWAY/DECK WATCHMEN:** Arranged by stevedores.

**OPENING/CLOSING HATCHES:** By ship's crew only.

**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes per head per week. Wine and Spirits: 16 oz. per head per week for those who are eligible for supply by ship.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** None.

**REPAIRS:** No facilities. Only minor repairs to winches, welding work, casting and repairing spare parts.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Visakhapatnam 105 miles, Madras 350 miles.

**TIME:** GMT plus 5½ hours = IST.

**HOLIDAYS:** Charter Party holidays are observed. Work is done day and night. Port and Customs also work on holidays and out of office hours on payment of overtime. No work even on overtime payment on following days: Bhogi, Pongal, Kanumu. Optional holiday to labour on Chollangi Amavasya, in January.

**POLICE/AMBULANCE/FIRE:** Police 100 and 12; Fire 99, 105; Ambulance 99.

**SHORE LEAVE:** Shore permits given by Port Registration Officer (Immigration).

**AUTHORITY:** State Port Officer, Andhra Pradesh, PB No. 11 Kakinadar. Tel. 1 (Office), 24 (Residence), Telegram "Spoka".

**AGENT:** J. M. Baxi & Company, Steamship Agents and Stevedores, No. 43–1–20, Main Road, Near Bridge (North), Kakinada–1 (AP). Cables "Baxico, Kakinada". Tel. 785.

## KANDLA: 23.00 N. 70.12 E.

**DOCUMENTS:** To be submitted by Masters on arrival:

Customs: Crew List (3 copies).
Crew Private Property List – this should indicate all items they possess (3 copies).
Ship's Stores List (3 copies).
All valid documents of ship in English for verification of customs boarding officer.
Port: Maritime declaration in duplicate.
Health: Valid crew health cards and Deratisation Certificate.
Agents: Stowage Plan, Cargo Manifest and Bills of Lading.

**PILOTAGE:** Pilot station situated 22° 49½″ N.; 70° 07″ E. Loaded vessels can cross bar only during high water. Vessel to report at pilot station 2½ hours before high water. Masters to keep Agents closely advised of ETA and anchoring time. 12 hours advance notice to be given by Agents for Pilot. No pilot ship or telegraphic address for pilot station (Outer Tuna buoy). Vessels can contact Kandla Tower through VHF Channel 16. Pilot station 16 miles away from port. During all weathers vessels have to anchor at above position and await Pilot.

*Shipmaster's Report:* On calling at Kandla, the Pilot advised that anchorage outside a two-mile range from the Outer Tuna buoy and the Pilot having to board there, increases the pilotage dues by 100 per cent.

**ANCHORAGE:** Vessels can anchor 1 mile South-west of above anchoring position. Inside harbour, anchorages allotted by Port Authorities, and Pilots anchor vessels at suitable positions.

**RESTRICTIONS:** Being a tidal port, entering and leaving of loading vessels depends on tide, and loaded vessels can cross bar at entrance of channel only during high water.

During hours of darkness max. length for tankers is 575 ft.

Ships having speed of less than 9 knots through the water will not be moved in and out of the port of Kandla during hours of darkness.

Berthing and unberthing of ships at the moorings will be restricted to daylight only. Daily draft forecast for crossing Kandla Bar published at intervals by the Kandla Port Trust.

**MAX. SIZE:** Max. overall length 740 ft. No breadth restrictions.

For oil tankers max. permissible overall length is 620 ft.

Draft according to water on the bar varies between 28 and 31 ft.

*Shipmaster's Report:* Max. draft, chart datum (= 13 ft.) + rise of tide.

**PRATIQUE:** The Masters of all ships arriving at Kandla are required to send the Port Health Officer, Kandla (cable address "Sandgrodh") a wireless message embodying all applicable terms of information set out in the Standard Quarantine message of the International Code of Signals. In addition to the International Code message, Masters are also required to give the following information in plain language:

(*a*) Whether there is any abnormal mortality of rats or mice.
(*b*) Whether there is any monkey on board.
(*c*) Whether touched or embarked at Aden or Djibouti any person.
(*d*) Names of all ports touched en-route within preceeding thirty days, with dates of departure.
(*e*) Request for radio pratique.

Upon anchoring Pilot Station, cable again Sandgrodh stating time anchored and requesting radio pratique.

In cases where the vessels have touched any yellow fever area within preceeding 30 days it is necessary for Master, for good order sake, to certify that all officers and crew/passengers on board possess valid yellow-fever certificates.

The Pilot Officer boarding is authorised to grant free pratique on completion of the Maritime Declaration of Health signed by the Master in cases where vessels have failed to obtain radio pratique for any reason. If the Maritime Declaration is not in order, the Pilot refers the Master to the Port Health Officer who then boards the vessel and grants free pratique after his inspection of the vessel.

**RADIO:** Within a range of 35 hours off Kandla, vessels can contact Kandla Radio on call sign VWK. Before 35 hours off, Kandla can be contacted through Bombay Radio only.

**TUGS:** Port tugs join ships inside harbour off berth. Ship's wires used.

**BERTHING:** The cargo jetty provides five alongside-berths with total quayage of 3,825 ft. which can accommodate ships drawing up to 30 ft. loaded draft. The cargo jetty is served with 21 electric level luffing cranes, 16 of 3 tonnes, 4 of 6 tonnes and 1 of 10 tonnes capacity for handling cargo from ships.

Three mooring berths are available near the cargo jetty. In addition, there are separate moorings for (*a*) ships loading salt, (*b*) special mooring, (*c*) deep draft mooring for ships up to 37 ft. draft.

The Bunder basin has two wharves, each with transit shed. The South wharf is served with four quay electric level-luffing cranes of 3 to 10 tons capacity for handling cargo from lighters. The West wharf is provided with a 60 tons capacity electric gantry crane.

**STEVEDORES:** Minimum 24 hours notice required for arranging stevedoring labour and gangs. Bulk fertiliser and grain average 1,000 tons and 1,500 tons respectively. General cargo 250 tons per hook, subject congestion prevailing in sheds, wharves, warehouses and clearance, and on number of vessels working at particular period.

**MEDICAL:** Private Doctors' services available for vessels at berth. For vessels at Pilot Station or inner anchorages minimum advance notice of 12 hours and 6 hours respectively required. Very limited facilities of private practitioners. No hospital facilities. Inoculation and vaccination carried out by Port Health Officer (a Government body) – minimum 48 hours notice is required.

**TANKERS:** Tankers with maximum over-all length of 620 ft., 28,000 tons displacement and 30 ft. draft permitted to berth. Three main pipe-lines connected to tanks situated about 10 kilometres from berth, two generally used for white oils and one for black oil. White-oil pipe-lines diameter 12 in. and black-oil pipe-line diameter of 14 in. In addition, one 8 in. diameter pipe-line for soyabean oil, one 3 in. diameter pipe-line for acetone and one 4 in. diameter pipe-line for formaldehyde. No facility for residue discharge. Mainly naphtha exported, API 68·6. Second Oil jetty under construction.

*Shipmaster's Report:* Tankers will sometimes be brought in to the port even though a berth may not be available at that time. Such vessel will then be moored to a mooring buoy close to the jetty, awaiting her berth at the tanker pier. Mooring to this buoy is effected by use of the vessel's starboard anchor chain, so that the anchor has to be disconnected from the chain before entering.

In securing alongside the oil-pier, tankers are required to utilise one insurance wire fore and aft as supplied from shore. In addition vessel is required to use all her available ropes and wires owing to strong currents – 4 head-ropes, 2 breast-ropes, 2 springs.

**DENSITY:** Varies from 1020–1030.

**FRESH WATER:** Can be supplied through shore pipe connection and barges.

*Shipmaster's Report:* Water is very scarce and should be ordered at least three days prior arrival.

**FUEL:** Furnace oil (heavy oil) and light diesel oil can be supplied. Usually 12 hours advance notice required for bunkering. In event of oil tanker discharging at berth, bunker supply can only be commenced 18 hours after completion of discharge by tanker. Quantities up to 500 tons supplied by tank trucks, above 500 supplied through pipe-lines if berth vacant. However, any quantity can be supplied by tank trucks.

**FIRE PRECAUTIONS:** At the R.C.C. pier, where tankers are berthed to discharge, and alongside the Western face, is stationed a barge with two fully-manned trailer pumps. The barge is under the charge of Fire Brigade officers, and has adequate fire-fighting equipment aboard. A third trailer pump with ancilliary equipment is available at the fire station close to the oil jetty. A fire-float tug, fully equipped including fire-foam, is available at short notice. The oil berth does not have Monitor Towers, and all tankers should have their own fire-fighting equipment in constant readiness. Flexible discharge hoses should be carefully checked before commencement of discharge and subsequently periodically examined to ensure that hoses have not been strained due to the vessel's rise and fall.

**DEVELOPMENTS:** Berths and bar continuously under dredging and drafts will increase in future.

**GANGWAY/DECK WATCHMEN:** All ships engage two watchmen round the clock at gangway. To look after mooring lines, 8 mooring men (4 each at fore and aft) are engaged round the clock.

**OPENING/CLOSING HATCHES:** Unless specified in relative Charter Party to contrary, ship's crew to accomplish this work.

**SHIP CERTIFICATES:**

Registration.

Safety Equipment.
Safety Radio and Telegraphy.
International Load Line.

**CUSTOMS ALLOWANCES:** 200 cigarettes per week per person. Wine and/or Spirit: Two pegs of spirit per person per day or 4 pints beer.

*Shipmaster's Report:* Very strict Customs supervision, particularly in regard to declaration of foreign currency.

**CARGO GEAR:** Ships should possess valid Cargo Gear Certificates.

**IDENTIFICATION CARDS:** Required. See "Shore Leave".

**CONSULS:** Nil.

**REPAIRS:** Minor repairs carried out. Chipping and painting work also carried out.

**DRY DOCKS:** A floating dry dock to accommodate small craft up to 70 m. (230 ft.) in length, 10·7 m. (35 ft.) beam and 3·1 m. (10 ft.) draft of maximum weight 500 m./tons for repairs, available.

**REPATRIATION:** Though adequate facilities not available, this can be done in case of necessity.

**AIRPORT:** Situated about 15 kilometres from port. Daily plane service to Bombay.

**TIME:** GMT plus 5½ hours.

**HOLIDAYS:** Holidays for each year declared by Port Aurhorities, are Republic Day, Idul's Zuha, Muharram, Holi (2nd day), Ramnavami, Good Friday, May Day, Indpendence Day, Janmashtami, Mahatma Gandh's Birthday, Dussehra, Diwali (New Year Day), Iduil Fitr & Bhaiduj, Guru Nanak's Birthday, and Christmas.

**TELEPHONES:** Available on board, only for oil tankers.

**GENERAL:** Port equipped with 21 electric level luffing shore cranes of 3 to 10 ton capacity used for discharging all ships alongside cargo jetty. For discharging tankers with bulk grain port's vacuvators used.

Kandla port is a prohibited area where entry and exit are restricted to those persons having bona fide work only. Masters are requested to exercise a strict check at the gangway in order to ensure that only those persons with bona fide business to transact are allowed aboard. In the event that any unauthorised person is found to be aboard the vessel, the matter should be reported to port officials and the police on duty.

Masters are requested to advise their crew in advance of arrival at Kandla that photography within the port area is strictly prohibited, and it is suggested that all cameras should be left in the safe custody of the Master in order that crew members may not violate this regulation inadvertently and become involved in legal proceedings.

**SERVICES:** Tank cleaning by shore labourers. Tank washings and residue not allowed to be discharged in port area.

**SHORE LEAVE:** Citizens of Communist China and Pakistan not allowed ashore. All other nations are allowed to go up to Gandhidham situated 16 miles away from port for which shore passes issued by Immigration Authorities.

**REGULATIONS:** Photography in port area prohibited. No crew members allowed to take with them liquor of any kind ashore and not permitted to drink liquor outside port limit.

**DELAYS:** Delays in berthing depend on number of ships working in berths and awaiting berth (if any). Loading and discharging depend on prevailing conditions/congestions in jetties/wharfs and warehouses and clearance/arrival of cargo. Delays in bunkering depend on number of ships receiving bunkers by tank trucks and availability of oil berth.

**AUTHORITY:** Kandla Port Trust.

**AGENTS:** J. M. Baxi & Co. Ltd., 13/14 New Clearing Agents Quarters, New Kandla, Kutch. Tel. 7086, 7007, 7059, 2290. Telegraphic address "Baxico Kandla".

## KARWAR: 14.48 N. 74.06 E. (See Plan)

**PORT LIMITS:** *North.* A line drawn from Dayamada Point to Parker Rock.

*East.* Seashore of Karwar bay from Dayamada point to Badchidar point 50 yards above high-water-mark including Baithkiol Cove, Kalinady and all branches thereof as far as navigable and the shores and banks within 50 yards of high-water-mark spring tides including all islands and thence to Mogera Guda Island (including Mogera Guda Island). All patta lands and other private sites excluded.

*South west.* A line drawn from Mogera Guda Island through Gudsav Sunv, Westernmost point of Mandal Island to Parker Rock.

**DOCUMENTS:**

8 Crew Lists.
2 Manifests of Stores.
2 Private Property Declarations.
2 Currency Lists.
1 Maritime Declaration of Health.
3 Passenger Lists (if any).
4 Import Manifests.
1 Last Port Clearance.

**PILOTAGE:** The approach from Northward is between Oyster Rock Lighthouse and two front and rear leading lights on Simshigudda and Kurmagad Islands, respectively, in positions lat. 14°50′11″ N. long. 74°05′43″ E. and lat. 14°50′33″ N. long. 74°05′59″ E. Vessels approaching from Southward may enter between Oyster Rock Light and Karwar Head. Currents in bay are negligible. Ocean-going steamers are piloted by Departmental Port Officer who is a licensed Pilot. No pilotage charges at present.

**ANCHORAGE:** Anchorage for shallow draft steamers is with the Port Signal Station, bearing 120° (T), distance 1 to 2 miles, or Oyster Rock Lighthouse, bearing 278° (T), distance 2·5 miles in about 24 to 28 ft. of water. Anchorage for deep drafted ships is with the signal station, bearing 099° (T), distance 3 to 3½ miles in depths of 38 to 42 ft.

**RESTRICTIONS:** No entry restrictions. Karwar Bay may be entered on either side of Sunghiri Island, according to draft and anchorage taken as required. A vessel can enter Karwar either by day or night after having made lighthouse on Devghad Island.

**MAX. SIZE:** Any size of vessel can be worked as loading and unloading operation done in open sea. Depth at Outer Roads over 7 fathoms increasing accordance distance from land.

**HEALTH:** District Civil Surgeon acts as Port Health Officer. Free pratique to incoming vessels from foreign ports granted by radio. All vessels calling from foreign destination must give radio message addressed "Civil Surgeon Karwar" at least 48 hours prior entering port giving last port of call, number of crew, health conditions, approximate time of arrival and requesting pratique, same message must be repeated to Agents who obtain pratique on shore. Anchoring time is pratique time. For vessels calling from an Indian port, pratique not required.

Vessels which have taken on board passengers or crew from yellow fever areas, within 30 days of departure from such ports will be under quarantine. Free pratique will not be granted until such time as a mosquito search party, from nearest major port (e.g. Cochin, Goa or Bombay) has inspected, disinfected and certified that ship is fit for granting pratique.

Necessary for Owners or Masters to inform Agents well in advance in case of vessel arriving from yellow fever area to enable arrange mosquito search party and quick pratique.

**RADIO:** ETA and pratique messages should be sent via Goa or Bombay Radio as Karwar Radio has been shut down.

**TUGS:** No tugs necessary as vessels work in stream.

**BERTHING:** No berth, vessels work in open sea. Baithkol Cove is safe berthing place for lighters. Alongside wharves 10 to 12 smaller vessels can obtain safe berth with depth of 6 to 8 ft.

**STEVEDORES:** 48 hours notice ETA required order enable agents advise shippers and stevedores to keep cargo and labourers ready. Main commodity export of ore. Mechanised barge loading operations in port. Ore loading rate up to 4,000 tons per day. General cargo 1,000/1,300 tons per day.

**MEDICAL:** Good hospital facilities exist. 2 hospitals about 1½ miles from port. In case of inoculations and vaccination at least two days advance notice to be given enabling bring vaccine from nearby town (Hubli or Belgaum) distance 100 and 150 miles respectively.

**TANKERS:** No facilities for tankers.

**DENSITY:** 1025.

**FRESH WATER:** Dumb Water Barge for supply to steamers anchored in open Roadstead.

**FUEL:** No bunkering facilities for ocean-going vessels. Diesel and petrol storage depots within port for supply to small vessels.

**DEVELOPMENTS:** Proposed to develop port of Karwar into all-weather intermediate port, with 2 berths and one mechanical berth, an approach channel and turning basin. Intended arrangements include ability accommodate up to 60,000 ton deadweight ore carriers, loading up to 8 million tons ore and 1¼ million tons other cargo per year. Also intended develop fishing harbour with facilities accommodate large-scale deep-sea fishing industry for 1 million tons fish per year.

*Provision of Channel Marks:*

1 Fairway buoy.
10 channel marking buoys.

Provision of a mooring boat with equipment for maintenance of buoys.
Experimental dredging.
Dredging approach channel and turning basin.
Land acquisition for future expansion.
Diversion of present main road alongside port wharf.
Improvement of Binga/Karwar Road.
Provision of two berths and one mechanical berth for ocean-going steamers.

**OPENING/CLOSING HATCHES:** Generally carried out by ship's crew.

**CERTIFICATES:**

Ship's Register.
Cargo Gear Certificates.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Derating Certificate.
Vaccination and Inoculation Certificates.

**CUSTOMS ALLOWANCES:** 200 cigarettes and 1 bottle spirits.

**CARGO GEAR:** Before commencement of loading Master to present shippers or their Agents valid international cargo gear certificate, which shall not be more than 12 months old. Validity of said certificate to cover whole period for loading and discharging. Fourth five-year plan includes proposals for mechanical front-end loaders, tipping trucks, mobile cranes and forklift trucks.

A 10 ton mobile crane is available.

**CONSULS:** None.

**REPAIRS:** Moderate-sized workshop in town able carry out minor deck and engine repairs.

**REPATRIATION:** Shipping Master arranges crew changes and necessary repatriation. Crew signing off repatriated via Goa or Bombay.

**AIRPORT:** No airport, or rail connections. Nearest airports Goa or Belgaum, 60 and 150 miles distant respectively. 2 flights per day to Bombay from Goa.

**TIME:** GMT plus 5½ hours. Permanent.

**HOLIDAYS:** Charter party holidays declared and published every year by Honorary Secretary of the Karnatak Chamber of Commerce and Industry, Jaya Chamaraj Nagar, Hubli-20.

Non-working days when work not permitted even on payment of overtime: Republic Day (26th January) and Gandhi Jayanti (2nd October).

**POLICE/AMBULANCE/FIRE:** Circle Police Inspector 116; City Police Station 33; District Superintendent of Police 7; Reserve Police Headquarters 18; Ambulance 19.

**GENERAL:** Port functions normally from 16th September to 15th May. Port closed from 16th May to 15th September due South-west monsoon.

**SHORE LEAVE:** Crew members are allowed ashore provided not of Chinese nationality.

**AUTHORITY:** Office of the Port Officer, Karwar. (N. Kanara district). Tel. 42.

**AGENT:** J. M. Baxi & Company, Steamship Agents and Stevedores, Grand Hotel Annexe, Baithkol, Karwar (N. Kanara). Telegraphic address "Baxico", Karwar. Tel. 54 and 225.

## MADRAS: 13.06 N. 80.18 E.

**PORT LIMITS:** The seaward boundaries of the Port:

*To the North:* A line "NP" running from a point in position "N" lat. 13° 7.2′ N. long. 80° 17.95′ E. to a position "P" in lat. 13° 12′ N. long. 80° 25′ E.

*To the South:* A line "SQ" running from a point in position "S" lat. 13° 4.1′ N. long. 80° 17.25′ E. to a position "Q" in lat. 13° 2′ N. long 80° 25′ E.

*To the East:* A line "PQ" connecting the Eastern extremities of the above described North and South boundaries, that is from point "P" in lat 13° 12′ N. long 80° 25′ E. to point "Q" lat 13° 2′ N. long 80° 25′ E.

**DOCUMENTS:**

3 Private Property Lists.
3 Stores Lists (Bonded Stores).
3 Crew Lists.
1 Last Port Clearance.
1 Valid Derat Exemption Certificate.
1 Bill of Health (only if vessel has touched yellow fever areas).
3 Slop Chest Declarations.
3 Currency Declaration.
Passenger List (if applicable).

Ship's Papers
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Ship's articles (if vessel is Indian or Commonwealth flag).

Ship's papers to be handed over to Agent's Representative for final entry of vessel in Customs House. Same returned to Master.

**PILOTAGE:** Pilotage compulsory, both inward and outward, also for purpose of shifting inside harbour. Master required to advise ETA at least 48 hours before arrival, when local Agents contact Harbour Authorities for arranging berthing. If any berthing delay vessel has to anchor at Outer Anchorage – anchoring point below 10 fathoms line from breakwater light. Vessels requiring Pilot fly "G" flag by day and one white light exhibited on a conspicuous point on ship by night.

**ANCHORAGE:** Good anchorage found with breakwater light bearing between 240° and 300° – distance 1 to 3 miles.

**RESTRICTIONS:** No restrictions of entry. Both day and night navigation. In "Jawahar docks" restriction of movement (sailing/shifting) during night time from 2200 hours to 0600 hours.

**MAX. SIZE:** Max. length South Quay III is 519 ft. Max. length Jawahar Dock is 750 ft. and breadth 105 ft. Max. length of 850 ft. for oil tankers using the "Bharathi Dock" is in force for the outer oil dock jetty during the fair weather season from January to October. During the period from October to January in the North-east monsoon period maximum size of vessel is restricted to 750 ft. with suitable draft restrictions.

Draft in the enclosed harbour varies from 26 ft. to 35 ft. Draft at the outer oil berth during fair weather season is 42 ft.

Details may be obtained from the Deputy Port Conservator, Madras Port Trust, Madras – 600001.

Outer Harbour: Vessels up to 42 ft. draft.

**HEALTH:** All vessels arriving from foreign ports have to apply for pratique through their radio – not earlier than twelve hours and not later than four hours before arrival. Pratique message to be addressed "Quarantine Madras" and worded as required by Port Authorities on receipt of which Port Health Officer cables ship granting pratique. In case of any infectious disease on board, Port Health Officer boards vessel and after due inspection grants pratique.

Telegram should take the following form: Name of vessel. ETA, in hours and date. No abnormal mortality of rats. No monkeys on board. Ship has not touched at any port on East coast of Africa, Southernmost Tanzania or any yellow-fever infected area for last 30 days. Request radio pratique.

Port health require to sight derat and vaccination certificates when vessel due to leave before issuing clearance for Pilot and Customs who then issue port clearance.

**RADIO:** Coast Station Madras Radio, call sign VWM. Information regarding weather distributed twice daily. VHF communication available on Channel 16. Pilot station on Channels 10, 12 and 14, open round the clock to transmit and receive berthing and other operational messages.

Radar is likely to be installed at the signal station.

**RADAR/VHF:** VHF communication available, see "Radio".

**TUGS:** Join vessel just inside breakwater. Vessels use own lines and no tugs' lines used/supplied. Tugs' lines are also used if required by Pilot.

**BERTHING:** Vessels berth at all times except in "Jawahar Docks" where there is no night navigation between 2200 hours to 0600 hours.

There are in all 18 general cargo/bulk cargo berths and 3 moorings. Drafts of these berths/moorings vary from 26 ft. to 35 ft.

There is an exclusive oil berth in the Outer Harbour with a draft of 42 ft. capable of being deepened up to 49 ft.

An iron ore berth with modern mechanical loading facilities is under construction and is expected to be completed by early 1975.

The Outer Harbour has the potential for accommodating 3 more berths one of which can be converted into a container berth.

Outer harbour present draft is 42 ft. and it is likely to be increased to 49 ft. at a later stage.

**BRIDGES:** There are two bridges for pedestrian traffic only. One swing bridge at the entrance of Jawahar Dock and another Bascule bridge at the entrance of boat basin.

**STEVEDORES:** A copy of Manifest for stevedores' on board required.

**MEDICAL:** Advance notice for medical aid useful if vessel anchored/anchoring outside and not coming alongside, as it takes time to arrange for launch, etc. Medical assistance arranged easily if vessel alongside. Various hospitals and private nursing homes with modern equipment available. All crew members to be in possession of valid health cards in respect of inoculations/vaccinations against smallpox, cholera, etc. Facilities for renewal available.

**TANKERS:** There is an oil berth with 42 ft. draft at the Outer Harbour with five unloading/loading arms, 3 for unloading crude and 2 for handling refined products at a rated capacity of 1,500 tonnes per hour per arm. There are two moorings with 30 ft. draft in the inner harbour for non-dangerous petroleum products.

Manifold is equipped with 300 mm. Quick fixing cam lock coupling. Facilities for debailasting the oil tanker are provided.

**BULK HANDLING FACILITIES:** There are four berths, three in the Jawahar Dock and one in South Quay, which can handle iron-ore semi-mechanical means. Loading capacity 3,000 tons/day at South Quay III and 12,000 tons/day at Jawahar Dock East.

**RATE OF DISCHARGE/LOADING:** Grains, by hooks/derricks:
Bulk: 300 tons per day per hook.
Bagged: 300 tons per day per hook.
By Vacs: 250 tons per Vac. per day.

Fertiliser. By hooks/derricks.
Bulk: 200 tons per day per hook.
Bagged: 300 tons per day per hook.
General Cargo: 150 tons per hook per day.
Liquid Cargo: About 150 tons per hour.

**CRANES:** Four 13-tonne cranes in use, two similar will be available shortly.

**DENSITY:** Varies from 1019 to 1025 according to season. No variation due to state of tide.

**FRESH WATER:** Available and can be supplied to vessels either through shore connections or by water barges. During Summer months due to scarcity of water, full requirements of vessel may not be possible.

**FUEL:** Bunkers available, but supply dependent on stock position. At least 48 hours advance notice required. Suppliers should receive nomination from their Head Office. Companies supplying bunkers are:

The Indian Oil Corporation Limited.
Caltex (India) Limited.
Esso Standard Eastern Inc.
Burmah-Shell Oil Storage and Distributing Company of India Ltd.

Usual rate of bunkering is about 40 to 80 tons per hour. Grades of fuel available:

Fuel oil, 700 Secs. Redwood No. 1 at 100° F.
L.D.O., 70 Secs. Redwood No. 1 at 100° F.
Gas oil, 30/30 Secs. Redwood No. 1 at 100° F.

**GANGWAY/DECK WATCHMEN:** Services of watchmen are compulsory and they can be engaged from Dock Labour Board.

**OPENING/CLOSING OF HATCHES:** Work of opening/closing of hatches usually depends on what Charter Party says and also type of hatches of vessel. Liner Term Vessels: – "McGregor Type" - These types of hatches are opened/closed by the crew; but, if Owners/Master desires, rigging gangs may be hired for this work at Owner's expense. Ordinary – Beams & Hatch Boards or Pontoon Type – Opening/closing of this type of hatches is done by stevedores.

**CUSTOMS ALLOWANCES:** Tobacco. 200 cigarettes and ½ oz. tobacco per week can be held by each crew member. Wine/Spirit. One open bottle of spirit or wine per week can be held by each crew member.

**CARGO GEAR:** Vessel should be in possession of valid cargo gear certificate issued by competent authority. Port Dock Safety Inspector may inspect cargo gear before or during loading/discharging in spite of vessel being in possession of a valid certificate.

**IDENTIFICATION CARDS:** All crew members should be in possession of their respective CDC's/Z. Cards/Passports.

**CONSULS:**

| | | | |
|---|---|---|---|
| U.S.A. | Tel. 83041 | Japan | Tel. 88677 |
| Australia | ,, 811393 | Netherlands | ,, 86411 |
| Britain | ,, 86311 | France | ,, 444203 |
| | and 811376 | Belgium | ,, 645495 |
| Denmark | ,, 22088 | U.S.S.R. | ,, 73077 |
| Germany | ,, 82125 | Ceylon | ,, 85316 |

**REPAIRS:** All types of deck/engine repairs possible. Experienced and established marine workshops available.

**DRY DOCKS:** None.
**REPATRIATION:** All facilities for effecting crew changes and arranging repatriation exist.
**AIRPORT:** The Madras Airport (Meenambakkam) about 15 miles from harbour and served by regular airlines.
**TIME:** GMT plus 5½ hours.
**HOLIDAYS:** Declared by authorities are observed, but work completely closed on: Pongul, Republic Day, May Day, Independence Day, Mahatma Gandhi's Birthday and Deepavli.
**POLICE/AMBULANCE/FIRE:** Police 100; Ambulance 101; Fire 101.
**TELEPHONES:** Can be placed on board, but only on vessels at certain berths. All berths on West Quay, i.e. WQ 1, WQ 2, Centre Berth, WQ 3 and WQ 4, North Quay berth and berths on Jawahar docks (West) only, i.e. JD 1, JD 3 and JD 5.
**SERVICES:** All special services available.
**SHORE LEAVE:** Crew members allowed ashore after securing shore passes issued by port security officer. However, they must restrict themselves to city limits.
**PORT REGULATIONS:** Normal Port Regulations.
**DELAYS:** When there is heavy arrival of bulk grain and fertiliser, vessels may expect a delay of about a week or so. General cargo vessels may expect a delay of about 2/3 days during congestion.
**AUTHORITY:** Madras Port Trust.

**AGENT:** J. M. Baxi & Co., Steamship Agents & Stevedores, 2/21, North Beach Road, POB. No. 2008, Madras-600 001. Cables "Baxico" Madras. Tel. (Office) 20010, 200016–19, 29433. Tel. (after hours). 444212, 27234, 811557, 661110, 669266, 665559, 801078.

## MANDVI: 22.49 N. 69.21 E.

**DOCUMENTS:** Arrival: Arrival Report with ship's details, Voyage Memorandum, Crew Lists, Stores Lists.
Departure: Departure Report with Ship's details, Export General Manifest, Certificate of Cargo Tonnage Loaded.
**PILOTAGE:** None. All vessels anchor in stream.
**RESTRICTIONS:** Vessels anchor in open roadstead in 3–5 fathoms, 2–2½ miles from shore. Vessels of 9 ft. draft can reach wharves at high water and vessels drawing 12 ft. can reach Albert Edward breakwater. Vessels having 60–70 tons cargo only can enter port during high tide. Highest tidal range 14 ft., average range 10 ft. Current 2 knots during fair season.
**HEALTH:** Government Medical Officer attends as health officer.
**RADIO:** No radio. All messages delivered through Kandla.
**TUGS:** Services optional. 3 tugs and 1 launch. Charges basis time and BHP.
**STEVEDORING:** Arranged by Agent with Port Authority.
**MEDICAL:** 24 hours notice required of any medical requirements.
**FIRE PRECAUTIONS:** Smoking strictly prohibited in port area.
**WATCHMEN:** Arranged through Agents.
**HATCHES:** Opened and closed by crew.
**CERTIFICATES:** Non-carriage of dangerous cargo, Cargo Gear Certificates, Statement that no passengers carried.
**CUSTOMS ALLOWANCES:** No restrictions for crew of coastal vessels. Stocks of tobacco, wine and spirits to be declared to Customs. Wines and spirits prohibited in Gujarat States but Master permitted daily quota by Customs Authorities.
**REPATRIATION:** No facilities.
**TIME:** GMT plus 5½ hours.
**HOLIDAYS:** Usually possible to arrange work on holidays.
**POLICE/AMBULANCE/FIRE:** Police 8; Ambulance 32; Fire 10.
**GENERAL:** Gulf of Kutch Ports, viz. Mandvi, Mundra, Jakhau and Koteswar administered by Director of Ports, Gujarat States, Ahmedabad. Mandvi located on southern coast Gulf of Kutch at mouth of river Bukmavati, seasonable, tidal and intermediate ports.
**SHORE LEAVE:** Crew of coastal vessels only allowed ashore subject prior permission from Captain of the Port.
**DELAYS:** Delays to be expected in supply of cargo at times of lowest water.
**AUTHORITY**; Deputy Engineer & Port Officer, Mandvi-Kutch.

**AGENT:** J. M. Baxi & Co., Mandvi (Kutch). Cables "Baxico" Kandla.

## MANGALORE: 12.55 N. 74.52 E.

**PORT LIMITS:**
North: A line drawn due West from the Northern boundary pillar on the seashore about 740 yards from Sultan's Battery to 9 fathoms of water.
South: The line drawn due West from the Southern boundary pillar to the seashore, about 1,000 yards below the marine yard to 9 fathoms of water.
West: The 9 fathom line between its intersections with the lines above defined as the Northern and Southern limits.
**DOCUMENTS:**
Crew Lists (6 copies).
Crew's declarations for Customs (4 copies).
Store Lists (4 copies).
Currency declaration (2 copies).
Import Manifest inclusive of Deck Cargo and bottom cargo (3 copies).
Bill of Lading (1 copy).
Ships particulars inclusive of service stand (2 copies).
Declaration of opium, dangerous drugs, gold, arms, ammunitions and explosives, monkeys on board, last and next port of call (2 copies).
Arrival report and Port and Light dues receipts (2 copies).
**PILOTAGE:** No pilotage. Open anchorage port. When shifting to nearest safe anchorage, free pilotage assistance rendered by Port Officer.
**ANCHORAGES:** Vessels anchor in depths of 4½ to 6 fathoms with Mangalore Lighthouse (12° 50·8′ N., 74° 50·3′ E.) bearing between 250° and 270° (T).
**HEALTH:** Vessel arriving from foreign country sends radio message in code or otherwise to respective Agents who contact Port Health Officer accordingly. If vessel from yellow fever area Master should give prior notice to Agent to arrange for Mosquito Party from Cochin to come to Mangalore and board ship on arrival. If suspected or infected, vessel should anchor not less than half a mile from all other vessels and notify Port Authorities of situation either by radio or through signal station.
**RADIO:** Call sign VWL on 500 kc/s and 438 kc/s working frequency.
**STEVEDORES:** Stevedores available. Average loading/discharging rates per day:
(*a*) Iron ore 400 tons per hook (weather permitting).
(*b*) Fertiliser or wheat bags 200 tons per hook (weather permitting).
(*c*) General cargo bagged 200 tons per hook (weather permitting).
**TUGS:** One Port Trust tug and three private tugs capable of towing over 600 tons each are available.
**MEDICAL:** 24 hours notice necessary to arrange for a doctor on board. Government Hospital and Nursing Homes available.
**DENSITY:** Density of 1022/3 throughout year except in September (immediately after Monsoon at beginning of shipping season) when density about 1016.
**FRESH WATER:** Supplied by water barge at rate of 125 tons per trip with 48 hours prior notice. Cost of supply inclusive of all charges except crew overtime on holidays. Minimum order 35 tons.
**FUEL:** Small quantities not exceeding 40 tons of diesel oil can be supplied by oil barge.
**GANGWAY/DECK WATCHMEN:** Available.
**OPENING/CLOSING HATCHES:** As per terms and conditions of Charter-Party.
**CERTIFICATES:**
Ship's Registry.
Deratisation Certificate.
Articles of Agreement.
Dock Safety Register (cargo gear).
Radio Telegraphy Certificate.
Load Line Certificate.
Port Clearance from last port.
Bill of Health.
Safety Equipment Certificate.
**CUSTOMS ALLOWANCES:** Tobacco. 200 cigarettes per week. Wine and spirits, 1 open bottle of spirits per week.
**CARGO GEAR:** Derricks and boat devices to be hoisted in when not required to prevent contact with masts and sailyards of lighers alongside. Advisable that lifeboats be lowered only on non-working side.
**IDENTIFICATION CARDS:** Passport or identification cards to be carried by crew plus letter of permission from Master for shore leave.
**CONSULS:** None.
**REPAIRS:** Minor repairs to engines and gear carried out by auto-workshops.
**DRY DOCKS:** None.
**REPATRIATION:** Can be arranged by ship's agents or at shipping office.
**AIRPORT:** Airport situated 12 miles away. Daily flights to Bombay. Monday, Wednesday, Saturday to Bangalore. Services by Indian Airlines Corporation.
**TIME:** GMT plus 5½ hours.
**HOLIDAYS:** Observed as declared by Port Authorities. Work can be arranged on all holidays except principal Muslim festival days.
**POLICE/AMBULANCE/FIRE:** Port Police Station 5196. Fire service on lighter wharf only (no fire-floats available), tel. 3333.
**TELEPHONE:** No arrangement for placing telephone on board.
**GENERAL:** Port open only in fair season from 15th September to 15th May. However, ships may call at port and work between 15th May and 15th September (weather permitting) with prior permission of Port Officer.
**SHORE LEAVE:** Permitted, except for Pakistan and Communist-Chinese crew.
**DELAYS:** Adverse bar conditions necessitate stopping work for bad weather.
**AUTHORITY:** Mangalore Port Trust Board. Tel. 5040.

**AGENT:** J. M. Baxi and Company, Steamship Agents and Stevedores, P.O. Box No. 49, Bunder, Mangalore 1. (S. Kanara). Telegrams "Baxico", Mangalore. Tel. 3933.

## MORMUGAO: 15.25 N. 73.47 E. (See Plan)

**PORT LIMITS:** Roughly up to 10 fathom line running North and South from Cabo to Grand Island. Vessel is considered "arrived vessel" when she comes under direction of Signal Station.
**DOCUMENTS:**
10 Crew Lists.
10 Passenger Lists.
3 Copies of Manifest.

1 Last Port Clearance.
1 Bill of Lading in case of imports.
3 Stores Lists.
3 Personal Property Lists.
1 Letter of Authority to Agents addressed to Asst. Collector of Customs (prepared on arrival).
1 Arrival Report to Immigration Officer.
1 Customs Declaration.
1 Inward Clearance Certificate.
1 List of Particulars.
1 Deck Cargo Certificate.
1 Arrival Report.

Last seven items to be signed by Master in port after arrival.

Ship's papers: Documents placed at disposal of port:
Ship's Registry.
Deratisation, Classification.
Safety Equipment.
Load Line.
Radio Telegraphy.
Indian Light Dues.

**PILOTAGE:** Compulsory. ETA required at least 24 hours before arrival to order pilot. Call pilot by international code signals on arrival at signal station or contact by VHF Channel 16.

Pilot boat is white launch showing pilot flag. In fair weather Pilots board West of fairway buoys. In bad weather, Pilots guide vessel from launch until boarding possible. Pilot launch leaves from inner harbour with Pilot and is not stationed at any particular position. International regulations for pilots' ladders applicable. Vessels awaiting Pilot may anchor 2 miles West of fairway buoy 6.

**RESTRICTIONS:** Pilotage only during daylight hours. Draft restricted. Deep-laden vessels await high tide. Maximum draft permissible 28 ft. to 30 ft. Draft particulars for incoming ships berth No. 3, 4, 5 and 6 – 27 ft., 28 ft., 28 ft. and 28 ft. Maximum draft outgoing ships: berth No. 3, 4, 5, 6 and Anchor Buoys 1 and 2: 27 ft., 28 ft., 28 ft., 28 ft., 28 ft. and 28 ft. respectively. Masters of outgoing vessels wishing to load beyond allocated drafts required to obtain permission 24 hours before sailing/shifting and must sail at fixed time.

**MAX. SIZE:** Length 650 ft., also see "Entry Restrictions". Vessels loading West of breakwater in fair weather: no restrictions on size or draft. Tankers maximum length 650 ft. Also see "Developments".

**HEALTH:** International Regulations apply. Pratique automatic when calling from another Indian port. Pratique granted by Pilot Officer who boards vessel on arrival. Telegraphic pratique can also be obtained from Port Health Officer cable address "Quarantine Mormugao".

Master should send quarantine message not less than four and not more than twelve hours prior arrival indicating:
(1) Name of ship.
(2) Expected date and time of arrival.
(3) My Maritime Declaration of Health has negative answers to all six Health Questions or ZT or My Maritime Declaration of Health has a positive answer to question (indicated by complements) or ZU (indicated by complements 1–6).
(4) List of ports of call with dates of departure during last 30 days.
(5) Have or have not monkey on board.
(6) Have or have not any person on board embarking at Aden or Djibouti.

Request radio pratique.

**RADIO:** Goa Radio, call sign VWG. Operating continuously on 500 kHz, 417 kHz, and 2182 kHz. Communication range 500 miles.

VHF radio telephone station at signal station headland, call sign Goa Port, calling Channel 16, working Channel 12.

Ships desiring to contact port on VHF should establish contact by means of (*a*) light signals, (*b*) hoisting "Z" flag, (*c*) blowing "Z" on whistle or siren.

Port VHF station attracts attention of desired ship by hoisting "Z" flag with call letters of ship or by light signalling.

VHF service restricted for port operation, ship's emergencies and movements. All messages to be addressed to Harbour Master. Third party communication not allowed.

**TUGS:** Tugs usually used inside breakwater. Normally push, but when towing, use ship's line.

**BERTHING:** Deep loaded incoming vessels berthed two hours before high water. Vessels also use anchor and quarter line to mooring buoy to keep off berth.

**BULK HANDLING FACILITIES:** One berth equipped for mechanical handling of iron ore. Loading rate about 750 tons per hour. At present vessels of 30,000 dwt. and draft of 28 ft. can be accommodated.

The current development project includes provision of iron-ore berth capable of handling vessels of up to 60,000 dwt. initially, and 100,000 dwt. ultimately with ore-loading plant capacity 8,000 tons per hour.

**STEVEDORES:** Original ETA of 48 hours and a definite ETA of 24 hours required and Master should indicate stowage and gangs required before arrival, also how derrick booms must be arranged so as to enable stevedores to arrange same on arrival.

**MEDICAL:** No hospital facilities for any serious sickness but facilities available for first aid, which should be informed 24 hours in advance. Port Ambulance can be obtained during daytime only.

**TANKERS:** Discharge line 14 in. No loading facility. Berths No. 4 and 5, white oil, and berth No. 6 for black oil. Permissible draft 28 ft.

**DENSITY:** Salt water 1025 – slightly fresh during monsoon season.

**FRESH WATER:** Available alongside berths also from 180 tons capacity barge. Pumped by hose at 20 tons per hour at berth, and 30 tons per hour from barge. Sometimes restricted to 50 tons maximum if supply is limited.

**FUEL:**

| *Grades* | *Viscosities* |
|---|---|
| High speed diesel oil | Less than 45 Redwood |
| Light diesel oil | 41 ,, |
| Furnace oil (also known as light fuel oil) | of 623 ,, |

48 hours advance notice required.

**FIRE PRECAUTIONS:** During discharge of oil tanker, great care taken that no naked lights are visible nearby. Movements of unauthorised persons at point of discharge strictly restricted. Ships alongside or up to a distance of 100 ft. advised not to emit smoke through funnel. Round the clock standby duty carried out by Fire Service, around tanker, till completion of cargo.

**DEVELOPMENTS:** Under the port development scheme the following points are included:

Dredging harbour to 45 ft. with an alongside depth of 48 ft. at new berths to be provided.

Construction of new ore-handling complex for up to 100,000 dwt. vessels.

Construction of new oil berth.

**GANGWAY/DECK WATCHMEN:** Necessary to have watchmen in case of loading general cargo to protect goods. In case of loading iron ore no watchman required.

**OPENING/CLOSING HATCHES:** Usually by crew, unless contrary to Charter Party.

**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes per crew member per week. Wine and/or Spirit: 4/5ths of bottle per week for each member of European crew. 2/5ths of bottle per week for each member of Asian crew.

**CARGO GEAR:** Certificates to be valid.

**IDENTIFICATION CARDS:** Not essential but according to Immigration Rule Police landing pass issued to each crew member going on shore.

**REPAIRS:** No major repairs. Minor repairs only and no underwater welding facilities.

**DRY DOCKS:** None.

**REPATRIATION:** Facilities exist for changing and repatriating crew.

**AIRPORT:** Approx. 7 kms. from harbour. One local flight daily to Bombay. No international flights from Goa and all outgoing foreign passengers have to be repatriated via Bombay.

**TIME:** GMT plus 5½ hours.

**HOLIDAYS:** Republic Day; Mahashivratri; Holi; Gudi Padva Muharam; Good Friday; Independence Day; Ganesh Chaturthi; Mahatma Gandhi's Birthday; Dussehra; Feast of St. Francis Xaviour; Idu'l Fitr; Goa Liberation Day and Christmas Day.

**POLICE/AMBULANCE/FIRE:** Police 234 through Postal Exchange; Ambulance (Health Centre) 215 through Postal Exchange; Fire 105 through Port Exchange.

**TELEPHONES:** No arrangements for installation of telephones on board.

**SHORE LEAVE:** Crew members allowed to go on shore with Police landing pass.

**AUTHORITY:** Mormugao Port Trust.

**AGENT:** J. M. Baxi & Co., Steamship Agents & Stevedores, Collaco Building, 2nd Floor, PO Box No. 93, Vasco Da Gama, Goa. Tel. 327. Telex 223. Cables "Baxico Vasco da Gama".

## MUNDRA: 22.54 N. 69.42 E.

**LOCATION:** In Gulf of Kutch near Navimal Lighthouse, about 2 miles inside Bocha Creek. Port is about 6 miles west of Mundra town. Salt exporting port open for deep sea and coastal traffic. Vessels calling Mundra anchor in open roadstead 2 miles from shore. Vessels of 8 ft. draft can berth alongside jetty. Highest tidal range 17 ft. Current parallel to coastline running about 3 knots.

**AUTHORITY:** Assistant Conservator, Mundra-Kutch.

**AGENT:** J. M. Baxi & Co., Kandla (Kutch). Cables "Baxico Kandla" (Kutch).

## NAGAPATTINAM: 10.45 N. 79.50 E.

**DOCUMENTS:** To be completed by Masters of vessels on arrival:
8 Crew Lists.
8 Passenger Lists.
3 Form of Import Manifests of Stores.
3 Lists of articles in slop chest.
3 Private Property. Declaration of the Crew.
3 Manifests.
3 Bills of Lading.

To be handed to Agents:
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Last Port Bill of Health.
Last Port Clearance.

**PILOTAGE:** No pilot station, being open roadstead port. Vessels not piloted to anchorage.

**ANCHORAGE:** Vessels anchor according draft and prevailing weather conditions. In fine weather, good anchorage in depths of 3¾ to 6 fathoms with lighthouse bearing 281° to 255°. Holding ground sand and mud, good. Agents, in consultation with Port Authorities, signal Master on arrival of vessel, anchorage position for guidance.

**MAX. SIZE:** No restrictions. Vessels choose anchorage according to draft.

**HEALTH:** On arrival Master to signal local signal station, addressed Port Health Officer stating vessel arrived and no sick person on board. Agents then obtain free pratique from Port Health Authorities. In event any person having chicken-pox or smallpox on board, advisable that Master informs Agents sufficiently in advance to enable them make necessary arrangements for Port Health Officer to board vessel on arrival and obtain free pratique after Port Health Officer is satisfied that isolation arrangement on board adequate.
**RADIO:** Madras Radio or Colombo Radio. No radio station locally.
**TUGS:** None.
**BERTHING:** Open roadstead port. No berths.
**STEVEDORES:** Port usually handles fertiliser imported on Government of India account and rate of discharge per day about 750 to 1,200 tons. Advisable that ETA of vessel is passed to Agents at least two days in advance to enable them to advise receivers to arrange necessary gangs.
**MEDICAL:** No advance notice required unless sickness of serious nature when Medical Officer boards vessel on arrival. In case of sickness to officers or crew, Medical Officer boards vessel or if in condition to go ashore, necessary arrangements made to take sick crew to Doctor. District Headquarter's Hospital with all medical facilities available. Special wards available for sick members of crew. Vaccination, inoculation against yellow fever, cholera, plague, etc., can be arranged.
**DENSITY:** 1025.
**FRESH WATER:** Available in limited quantities and dependent upon port getting continuous supply from municipality. Two tanks of 14½ tons capacity placed in lighter are sent alongside vessel and a petrol-driven pump is used to pump up water from tanks into vessel.
**FUEL:** Not available.
**GANGWAY/DECK WATCHMEN:** In the interest of vessel, two gangway and deck watchmen day time and at night to be employed to avoid pilferage.
**OPENING/CLOSING HATCHES:** Opening and closing of hatches on arrival of vessel before commencement of discharge and on completion carried out by stevedores. Time used for opening and closing of hatches not counted.
**CUSTOMS ALLOWANCES:** Tobacco, One carton per week per crew member. Wine and Spirit, Whisky or brandy one quart each member for a week. No restriction for beer as the issue is based on weather, etc. This rule relaxed if necessary.
**IDENTIFICATION CARDS:** Needed.
**CONSULS:** None.
**REPAIRS:** Minor repairs in engine room and on deck can be effected. Chipping and painting can also be arranged.
**DRY DOCKS:** None.
**REPATRIATION:** Facilities available for affecting crew changes and arrangements can be made for repatriation.
**AIRPORT:** Nearest airport Madras, served by regular airlines.
**TIME:** GMT plus 5½ hours.
**HOLIDAYS:** Observed as declared by Authorities. Vessels work on Charter Party and Government holidays but time not counted. No closed holidays but overtime charged for any work done on Government holidays and on Sundays.
**POLICE/AMBULANCE/FIRE:** Police 267; Ambulance 299; Fire 299.
**GENERAL:** No regular launch service between ship and shore. Agents hire out private launch and obtain permission from port office to ply launch between ship and shore, to facilitate officers and crew to go ashore and for Doctor, Agent and Port Health Officer. Port Authorities do not permit plying of launch after 1800 hours. Three trips arranged for launch to go to vessel and back from 0600 to 1800 hours every day weather permitting.
**SERVICES:** Hatch cleaning after discharge of cargo can be carried out.
**SHORE LEAVE:** Officers and members of crew allowed to go ashore and necessary passes obtained by Agents.
**DELAYS:** Usually no delay in anchoring vessels and generally all formalities including survey carried out on vessel's arrival. If vessel arrives between 0600 and 1400 hours, she commences discharge same day.
**AUTHORITY:** Port Officer.
**AGENTS:** J. M. Baxi & Company, Steamship Agents and Stevedores, First Line Beach, Nagapattinam. Telegram "Baxico", Nagapattinam. Tel. 445 (Office).

## NAVLAKHI: 22.57 N. 70.27 E.

**DOCUMENTS:** Arrival:
- Last Port Clearance.
- Bill of Health/Maritime Declaration of Health.
- Customs Arrival Report.
- Port Arrival Report.
- Agent's Arrival Report.
- List of Same Bottom Cargo.
- Crew List (6 copies).
- Import General Manifest.
- Lighthouse Dues Receipt (in case the last port of call being Indian port).
- Store List & Private Property List (8 copies each).
- Misc. Declaration.

Departure:
- Port Clearance (handed over by Customs).
- Bill of Health.
- Port Departure Report.
- Agent's Departure Report.
- Income Tax Clearance Certificate (in case of export cargo).

**PILOTAGE:** Not compulsory. If required an experienced local guide provided by Port Authorities. In such cases Pilot meets vessel at Tuna Buoy pilot station about 19½ miles from port.
**ANCHORAGE:** Open roadstead port. Vessels work in stream. Two vessels can be brought to inner anchorage and work conveniently. In case a third vessel arrives, it has to anchor at Buoy No. 5 until one of the vessels sails from inner anchorage. During non-monsoon times vessels can be moored at Buoy (Navlakhi) No. 5.
**RESTRICTIONS:** Night navigation risky. Generally vessels' movements during daytime high water period. Vessels should arrive Tuna buoy 3 hours before high water in daytime.
**HEALTH:** No Port Health Officer available. Customary for Port Health Officer Kandla to board vessel at Tuna buoy and grant free pratique (in case vessel within 30 days called any other restricted ports). Otherwise Customs Officer grants free pratique after vessel's arrival in port limits.
**RADIO:** Radio messages intended for this port should be addressed either through Kandla or Bombay Radio Stations.
**TUGS:** No tugs – anchorage port.
**STEVEDORES:** At least 24 hours notice to arrange gangs. Rate of loading and discharging for grain and fertiliser about 900 tons a day if one ship working; in case two vessels working simultaneously, average of about 600 tons can be maintained in fair weather days.
**MEDICAL:** No facilities available. Small dispensary under control of Medical Practitioner who undertakes emergency cases. Good medical facilities available at Morvi which is 30 miles away, or Rajkot about 60 miles. Generally doctor called from Morvi to attend vessels.
**DENSITY:** 1025.
**FRESH WATER:** Supplied only in small quantities. One barge (port owned) with carrying capacity of about 35 tons a trip. Due very low pressure pipe lines, minimum 20 hours to fill barge.
**FUEL:** None available.
**DEVELOPMENTS:** No specific programme so far announced.
**GANGWAY/DECK WATCHMEN:** Necessary to appoint watchmen on board to avoid possible thefts.
**OPENING/CLOSING HATCHES:** Depends upon terms of working. Local stevedores generally attend to this operation but charge to vessel (Owners) in case these operations are vessel's account.
**CERTIFICATES:**
- Load Line Certificate.
- Safety Equipment Certificate.
- Safety Radio Certificate.
- Ship's Register.
- Derating Certificate.

**IDENTIFICATION CARDS:** Customs examine and issue pass to land. But if crew go to suburbs (beyond Morvi which 30 miles away), identity cards should be carried.
**CONSULS:** None.
**REPAIRS:** Workshop for repairs to port equipment and urgent repairs of minor nature can be carried out.
**DRY DOCKS:** None.
**REPATRIATION:** Crew being repatriated from this port would be sent to Kandla (after Customs examination) where facilities are available.
**AIRPORT:** Navlakhi not connected by air. In case of emergency, Kandla or Rajkot nearest airports.
**TIME:** GMT plus 5½ hours.
**HOLIDAYS:** The port holidays are taken as Charter Party Holidays. Except for some restricted holidays, work will be carried on payment of overtime.
**POLICE/AMBULANCE/FIRE:** Checkpost Police Station without telephone.
**TELEPHONES:** Few important offices are connected with telephones, and no telephone service can be provided on board vessel.
**SHORE LEAVE:** The crew members are allowed ashore. See "Identification Cards".
**AUTHORITY:** Asst. Port Officer, Navlakhi, Public Works Department, Government of Gujarat.

**AGENT:** J. M. Baxi & Company, Steamship Agents and Stevedores, Opp. Railway Station, Navlakhi Port. Telegrams "Baxico" Navlakhi. Tel. 32 (Office and Residential).

## NEW MANGALORE (Panambur) (See Plan)

Situated at Panambur. Nine kilometres North of Mangalore. The port is expected to be opened by the end of 1974.

Facilities will consist of three alongside berths, one for general cargo, one for iron and manganese ore exports and one for import of raw materials required by the Mangalore chemical and fertiliser factory.

A shallow draft berth for the export of finished fertilisers will be provided. The port will also have a mooring berth for general cargo and an oil jetty for handling naphtha and petroleum products.

In the second stage of development the harbour will be expanded to cater for 60,000-ton dw. bulk carriers of 12·20 metres draft. An additional alongside mechanised berth able to handle 4,000 tonnes of iron ore per hour is expected to be provided.

The port has been created by carving out of the mainland a 260-acre lagoon 10·1 metres deep. The lagoon is connected to the sea by an approach channel, 3,200 metres long protected by two breakwaters each 340 metres long, constructed one on either side of the channel.

The oil jetty has been located in the South-west portion of the lagoon very near to the approach channel. The dredged depth at the oil jetty site during the first phase of construction will be R.L.-9·75 m. During high tide, the depth will be R.L.-10·65 m. affording berthing facilities for 30,000-ton dw. tankers.

When opened ships of 30 ft. draft will be able to berth alongside the 3 new berths. Pilotage will be compulsory. Masters are to anchor in the vicinity of the fairway buoy (yet to be laid). Maximum tide range 5 ft. No locks or gates. No cranes available at present. Ship's gear to be used. Fresh water available at berths and in the stream. Bunkers not available except very small quantity of LDO or HSD from private trade. Minor repair facility available.

Vessels are advised to anchor in a depth of 10 metres (33 ft.) in a position with Surathkal lighthouse, flashing 10 seconds, bearing 011° (T) distance from lighthouse 4·3 miles. Entry into the channel with Pilot is made with 2 transit towers.

## OKHA: 22.27 N. 69.05 E.

**DOCUMENTS:** Five copies each of Import Manifest, Crew List. Passenger List, Ship's Stores Manifest, Crew Property List.
**PILOTAGE:** Compulsory. Pilot Station Lat. 22° 30.5′ N.; Long 69°. 04.36′ E.; 1·35 miles North-west of Samiani Light Tower.
**ANCHORAGE:** Roadstead anchorage near Pilot Station.
**MAX. SIZE:** 525 ft. OA length during North-east monsoon and 540 ft. OA length during South-west monsoon with comparable breadth. Max. draft 26 ft.
**PRATIQUE:** The Master should cable the Port Health Officer ("Quarantine Okha") in International Health Code, requesting free pratique. If radio pratique is not effected, then Masters should present Maritime Declaration to the Customs Boarding Officer who is authorised to grant free pratique. If the vessel is arriving from yellow-fever area, the mosquito control team is arranged from Kandla, where the cable address of the Port Health Officer is "Sangrodh Kandla".
**RADIO:** Port Department Wireless station call sign VUK 9 can be contacted from 0930 to 1130, 1330 to 1530 and 1730 to 1930 IST for transmitting any messages; advisable transmit message to local Agents as they maintain account with port.
**TUGS:** Port-owned tugs join vessel while entering port channel and/or vacating it at time of berthing and/or unberthing.
**BERTHING:** Only daylight hours. Vessels should be ready in all respects to move to berth 1½ hours before high water at Pilot Station.

Sayaji Pier – East side 26/25 ft. draft; West side 20 ft. draft.
Dry cargo berth – 23 ft. draft.

**BRIDGES:** None.
**STEVEDORES:** Firm ETA including requirements order avoid delay. (*a*) *Exports:* Mainly cement, bauxite and chemicals and general merchandise, rate 100/125 tons per shift per hook. (*b*) *Imports:* Mineral oils average rate about 200 to 300 tons per hour according to ships pumping capacity; general cargo same rate as export.
**MEDICAL:** Port Health Officer always available. Well-equipped hospital at Mithapur under Tata Chemicals at a distance of about 7 miles from port. Medical aid available throughout day and night.
**TANKERS:** All dry cargo vessels regulations apply for tankers, particularly size, etc. One berth, draft 26 ft. No slop facilities.
**DENSITY:** 1025.
**FRESH WATER:** Limited. Port supplying water by barge and shore pipe-line. In normal cases 25 tons water supplied per day. In cases of emergency 40 tons water can be supplied per day.
**FUEL:** Available but arrangement should be made through oil companies head offices at Bombay.
**FIRE PRECAUTIONS:** Port Department maintains a small fire station.
**DEVELOPMENTS:** In addition to existing concrete jetty a new concrete jetty has been constructed, presently accepting vesels up to 350 ft. length, 23 ft. draft.
**GANGWAY/DECK WATCHMAN:** Vessel to provide own gangway watchmen. Shore-watchman available for employment on shift basis (8 hour shifts).
**OPENING/CLOSING HATCHES:** To be attended to by ship's crew if not contracted with stevedores which may cost extra.
**CERTIFICATES:** Ship's Register, Load Line Certificate, Safety Equipment, Safety Gear, Radio.
**CUSTOMS ALLOWANCES:** At Customs Preventive Squad's discretion.
**CARGO GEAR:** Normal gear supplied by stevedores for hire.
**IDENTIFICATION CARDS:** Necessary.
**CONSULS:** None.
**REPAIRS:** Only minor repairs.
**DRY DOCKS/CONSULS:** None.
**REPATRIATION:** Necessary formalities to be completed at District Headquarters situated at Jamnagar, a distance of about 110 miles: such as Police, Health, (whereas Customs formality can be completed locally).
**AIRPORT:** Nearest airport Jamnagar about 110 miles connected with Okha by rail and road. Only local service to Bombay daily operated;
**TIME:** GMT plus 5½ hours.
**HOLIDAYS:** As declared by Port Authorities, cargo work can be arranged by paying usual scheduled overtime but labour's observed holidays (about five to six days in a year) completely closed.
**TELEPHONES:** Only for tankers by respective oil installations.
**GENERAL:** Port governed by Gujarat State and all rules and regulations laid down by them in addition to Central Government rules applicable to this port. Port connected with hinterland by rail, motor transport, 300 miles by sea from Bombay, two tides in 24 hours, mean high water spring rise about 11·5 ft. and mean low water neap rise 9·5 ft.; current in neap tide is 2 to 3½ knots. Wind force/direction during April/September South-west 3/5 and in October/March North-west to North-east from 2/4.
**SERVICE:** Tank cleaning by manual labour.
**SHORE LEAVE:** Crew allowed ashore after vessel cleared by immigration officer who boards vessel on arrival.
**DELAYS:** Delay only encountered if berth or moorings are occupied.
**AUTHORITY:** Port Officer, Okha, Public Works Department, Government of Gujarat; and Superintendent of Customs, Okha (Baroda Collectorate).

**AGENT:** J. M. Baxi and Company, Shipping Agents and Stevedores, Okha (Saurashtra). Cable address "Baxico", Okha. Tel. (Office) 82 (Residence) 22.

## PARADIP: 20.14 N. 86.42 E.

**DOCUMENTS:**

"No opium" Certificate.
Deck Cargo Certificate.
Arrival and departure reports.
Anchorage Certificate.
Six copies of Crew Lists.

Required certificates to be produced for signature of Master by Agents on arrival.
**PILOTAGE:** Pilotage during day time only. Last pilotage 1630 hours. Give ETA to Agents at least 24 hours in advance. Agents book pilot and arrange for inward pilotage after arrival. Vessel can anchor depending on draft four cables from Fairway Buoy, positioned Lat. 20° 14.51′ N. and Long. 86° 42.19′ E. After vessel anchored, Pilot boards during day time with help of pilot launch. For safety, Masters to arrive with maximum ballast on board for entering.
**ANCHORAGE:** See "Pilotage". Anchorage particulars given in chart published as "Paradip Anchorage".
**RESTRICTIONS:** Vessels not berthed/sailed during night-time after 1630 hours. Vessels to have maximum ballast for entering.
**MAX. SIZE:** LOA 700 ft. and maximum draft 37 ft.

Subject to weather conditions larger vessels may be berthed. A vessel of 772 ft. has been berthed, also vessels with 39 ft. draft.
**HEALTH:** Send usual quarantine message to "Quarantine Paradip-port" 24 hours before arrival for radio pratique. Pilot gives free pratique on boarding vessel subject no sick person on board. In case of suspected disease or fever on board, Port Medical Officer visits ship at anchorage/berth and cases of contagious disease, isolated and sent to nursing home.
**RADIO:** VHF radio installed at signal station in the Harbour Office. Calling Channel 16. Working Channel 9.

Working Hours: every even hour for 10 minutes from 0600 hours to 2200 hours and when ships are making or leaving the port.

Vessels are requested to establish contact with the control station when within VHF range (approx. 40 to 60 miles) and before entering, moving in or sailing from the port.

When within VHF range, ships are requested to give the following information:

(1) Name of ship
(2) Ports of departure, call and destination
(3) ETA
(4) Vessels gross tonnage, length, breadth, draft and speed
(5) Number of cases of dangerous contagious diseases on board
(6) Type and quantity of cargo
(7) Name of Agents and requirements.

**TUGS:** Tugs join vessel just inside approach channel. Ship's lines only used.
**BERTHING:** One iron ore berth and one mooring berth for chrome ore and other cargoes.
**BULK HANDLING FACILITIES:** One iron ore berth with mechanical loading plants of capacity 2,500 tons per hour. Suitable for vessels up to 40,000 dwt. with max. draft up to 38 ft.

Work in hand widening turning circle and further dredging to accommodate vessels up to 60,000 dwt. with draft of 39 ft.
**STEVEDORES:** On account of mechanical loading, stevedores not required. If required, one week's notice.
**MEDICAL:** After arrival Doctor can board vessel to attend to any urgent case. No hospital facilities. Sick crew sent to Cuttack, Bhubaneshwar about 90/100 miles from Paradip.
**DENSITY:** Varies from 1018 to 1024 with average of 1021.
**FRESH WATER:** Water supplied both at iron ore berth and also at moorings but not at roads. There is only one barge with total capacity of 50 tons and another barge of 150 tons is still under construction. Water supplied at an average of 100 tons per day.
**FUEL:** HSD and furnace oil can only be procured from Cuttack on duty paid oils only. Arrangements will have to be made well in advance and the port will only provide the oil barge for taking the supplies from the tankers into the barge for subsequent supply on board.
**FIRE PRECAUTIONS:** No special precautions.
**DEVELOPMENTS:** Turning basin enlarged to 520 m.
**GANGWAY/DECK WATCHMEN:** Necessary.
**OPENING/CLOSING HATCHES:** Undertaken by crew only.
**CERTIFICATES:**

Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Last Port of Clearance.
Deratisation Certificate.

**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes per head per week. Wine and/or Spirit: One bottle of 24 ounces per head per week.

**CARGO GEAR:** Valid cargo gear certificate required.

**IDENTIFICATION CARD:** Authorities issue landing pass.

**CONSULS:** Nil.

**REPAIRS:** None.

**DRY DOCKS:** Nil. Only a slipway under construction.

**REPATRIATION:** Repatriation of foreign personnel is strictly not allowed as Paradip has not been declared a port of embarkation and disembarkation. Only emergency cases provided sufficient time is given, special permission can be obtained from the Home Secretary of local Government from Bhubaneshwar and other immigration authorities.

**AIRPORT:** Nearest airport Bhubaneshwar 102 miles. Only local flights available to Calcutta and Visakhapatnam. Flight timings to Visakhapatnam 1100 hours and Calcutta at 1500 hours daily.

**TIME:** Local time GMT plus 5½ hours.

**HOLIDAYS:** Charter Party holidays. Normally work carried out on all days.

**POLICE/AMBULANCE/FIRE:** Police 27; Ambulance 41. No fire service station.

**TELEPHONE:** No facilities for telephones on board.

**GENERAL:** Masters to arrive with maximum ballast during monsoon period.

**SERVICES:** None available.

**SHORE LEAVE:** Port Immigration issue shore passes to all foreign nationals excepting Chinese and Pakistanis and with shore passes crew allowed ashore.

**DELAYS:** Since only one berth available ore loaders get berth on "First Come First Served" basis.

**AUTHORITY:** Chairman, Paradip Port Trust. Tel. Office 246-A, Residence Auto-51.

**AGENT:** J. M. Baxi & Co., Steamship Agents & Stevedores, No. 17, Market Buildings, Paradip Port, (Dist. Cuttack-Orissa). Cables "Baxico" Paradip. Tel. (Office) 252, Residence 63.

## PONDICHERRY: 11.56 N. 79.50 E.

**DOCUMENTS:**

Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Last Port Bill of Health.
Last Port Clearance.
Store List with Private Property Declaration in Triplicate.
Crew List (8 copies).
Light Dues Receipt.
Manifest (import or Export).
Bill of Lading.

**PILOTAGE:** Not necessary as open roadstead anchorage.

**ANCHORAGES:** Proper anchorage in line with New Pier. Two chimneys in line (276°) will provide good transit in day time and at night green/red light in transit with red pier light can be taken.

**MAX. SIZE:** Anchorage is 7 fathoms within one mile from New Pier. Above 7 fathoms outside one mile.

**HEALTH:** Free pratique obtained on arrival and Master expected to address message to Port Health Officer, advising that all are well on board. Free pratique automatic for vessels calling from any Indian ports.

**RADIO:** Cables routed through Madras Radio (call sign VWM).

**TUGS:** Tug kept ready at New Pier. Joins vessel 1 mile from New Pier.

**BERTHING:** No berths.

**STEVEDORES:** 24 hours notice prior to arrival. Rate of discharge of bagged cargo 1,000 to 1,500 tons per day.

**MEDICAL:** No advance notice necessary. General Hospital and Jipmer Hospital available.

**TANKERS:** Transfer operations are carried out at anchorage 1½ miles off shore.

**DENSITY:** 1025.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**DEVELOPMENT:** Proposals finalised for construction of new lighthouse near New Pier.

**GANGWAY/DECK WATCHMEN:** Services not compulsory, but recommended to avoid pilferage. 3 watchmen day/night.

**OPENING/CLOSING HATCHES:** Normally carried out by crew.

**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes permitted for each crew member to be held out of bond. Wine and/or Spirit, One open quart bottle per crew member permitted to be held out of bond.

**IDENTIFICATION CARDS:** Not needed if furnished with Crew List.

**CONSULS:** Only French Consulate General. Tel. 58.

**REPAIRS:** Deck and Engine repairs not attended. Special arrangements can be made from Madras. Minor repairs carried out privately.

**DRY DOCKS:** None.

**REPATRIATION:** Facilities exist for effecting crew changes and arranging necessary repatriation.

**AIRPORT:** Nearest airport is Meenambakam Airport, Madras, distant 100 miles.

**TIME:** GMT plus 5½ hours.

**HOLIDAYS:** Observed as declared by Authorities but cargo work arranged on all holidays on payment of overtime, except on Republic day, Gandhi's Birthday, May Day, Independence Day, and Deepavali.

**POLICE/AMBULANCE/FIRE:** Police 64; Fire 99; Ambulance arranged through hospital doctor on duty, tel. 198.

**TELEPHONES:** No facilities to place on board.

**GENERAL:** For purposes of crew going ashore, launches arranged between 6 a.m. and 6 p.m. weather permitting, hired from private parties. Laundry facilities, supply of fresh vegetables and provisions arranged.

**SERVICES:** None.

**SHORE LEAVE:** Crew members permitted ashore but have to remain within town limit.

**DELAYS:** Delays occur only under unavoidable circumstances such as Surf Declaration, Cyclone, etc. Vessels arriving at night, commence discharge operations next morning.

**AUTHORITY:** Port Officer, Pondicherry.

**AGENT:** J. M. Baxi & Company, Steamship Agents and Stevedores, 52 Beach Road, Pondicherry – 1. Telegraphic Address: "Baxico" Pondicherry. Tel. 841.

## PORBANDAR: 21.38 N. 69.36 E.

**DOCUMENTS:**

Crew Lists (6 copies).
Passenger Lists (6 copies).
Customs Documents to be prepared by Agents and signed by Master (4 copies).
Arms and Ammunition Certificate 4 copies duly signed by Master.
Health Documents: all yellow fever, cholera and smallpox books should be valid on arrival as well as on departure, if they are not valid on departure Port Health Officer should visit ship and give required injection to persons for completing health books before obtaining Bill of Health.
Same Bottom Cargo List (4 copies).
Port Clearance: Port Clearance of last port to be submitted to Boarding Officer of Customs.
Private Property List (6 copies duly signed by Master).
Store List (4 copies duly prepared by ship's officer).
Currency Declaration (4 copies).
Bills of Lading: Bills of Lading for export cargo generally to be prepared and signed by Agents.

**PILOTAGE:** Not necessary as anchorage is in stream in open sea.

**ANCHORAGE:** Anchor in stream about 1½ miles off shore. 6 fathoms at low water, with good holding ground.

Outer anchorage is with Rajah's Old Palace, about 1½ miles South-eastward of lighthouse, bearing 85° and lighthouse bearing 26°, 4½ to 5 fathoms sand and rock (or further out as required).

**MAX. SIZE:** Any size vessel.

**HEALTH:** If arriving from yellow fever area within 30 days a grant of free pratique is necessary. Mosquito Party to be deputed from Kandla, which can only be arranged by prior intimation failing which vessel would have to proceed to either Kandla or Bombay for free pratique.

**RADIO:** Via Bombay Radio.

**TUGS:** Not necessary as vessel anchors without Pilot in stream.

**BERTHING:** No berths.

**STEVEDORES:** 24 hrs. notice of ETA to Agents order arrange gangs.

Rate of loading and discharging: Three ships work simultaneously. During one ship's stay average rate about 800/900 tons per day, during two ships' stay average rate about 600/700 tons, during three ships' stay average rate about 500/550 tons.

**MEDICAL:** Hospital facilities available.

**TANKERS:** No facility for discharging oil.

**FRESH WATER:** As the water barge is not in commission it is not possible to supply fresh water at this port.

**FUEL:** Nil.

**DEVELOPMENTS:** Work started to convert port into all-weather port. Breakwater wall under construction, expected completed 5–6 years.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Charter Party terms.

**CERTIFICATES:** (*a*) Load Line Certificate. (*b*) Safety Equipment. Certificate. (*c*) Safety Radio Certificate, all certificates must be valid before departure of vessel.

**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes permitted for use of each crew from bonded stores of ship. Wine and/or Spirit: Customs Officer remains on board from arrival till departure and issues required quantity of wine and spirit from bonded stores.

**CARGO GEAR:** Tested cargo gear should be used for loading and discharging operations.

**IDENTIFICATION CARDS:** Necessary.

**CONSULS/REPAIRS/DRY DOCKS:** None.

**REPATRIATION:** Can be arranged.

**AIRPORT:** 3 miles from town, daily flight to Bombay.

**TIME:** GMT plus 5½ hours.

**HOLIDAYS:** Observed as declared by Government of Gujarat and can be worked on payment of overtime charges, but work on Indian Republic Day, Holi (2nd Day), Ramnavami, Muhurram, Gokulashthami, Dussera, Diwali (New Year) and Ramzan-Id not possible.

**POLICE/AMBULANCE/FIRE:** Police Station 114; Ambulance/Fire Brigade 101.

**SHORE LEAVE:** Police, Port and Customs permission required before landing.

**AUTHORITY:** Port Officer, Porbandar, Public Works Department, Government of Gujarat.

**AGENT:** J. M. Baxi & Company, Steamship Agents and Stevedores, Sisodia Mansion, Gopnath Plot, Porbandar (Saurashtra). Cables "Baxico", Porbandar. Tel. Office 733. Residence 817.

## PORT REDI: 15.44 N. 73.39 E.

**DOCUMENTS:** Arrival:

- Maritime Declaration of Health Form (in duplicate).
- Port Clearance from last port of call.
- Ship's Stores List (in triplicate).
- Crew Private Property List (in triplicate), containing full details of every article such as: cameras, radios/transistors, record players, records, watches, all types of currency, other valuable articles, souvenirs, spirits, etc.
- Crew Lists (6 copies).
- Ship's Currency List (in triplicate).
- Arms and Ammunition Declaration.
- Passenger List – if any.
- Through Cargo Manifests.

Departure:

- Medical Inspection or Examination Certificate (Bill of Health).
- Port Clearance.
- Consumed stores list in duplicate (a list of stores consumed during the stay of the vessel at port).

**PILOTAGE:** Compulsory. Port Officer acts as Pilot. Cable via Bombay Radio to Port Officer, Redi, Cable Address: Port Officer Venguria, ETA of vessel 48 hours prior arrival (cable should reach Port Officer before 24 hours prior arrival). Anchor off Rairi Point – West of Rairi Point – about 1 to 1½ miles where Port Officer boards ship to pilot to proper loading anchorage. Pilotage restricted to daylight hours only. Shifting without Pilot not permitted.

On arrival keep gangway or complete pilot ladder with manropes and step-down, ready for Pilot.

No fixed anchorage marked at pilot station; however, vessel should not proceed beyond one mile from Rairi Point (for safety of vessel). Keep engine ready till Pilot boards. If vessel arrives during night hours be ready for shifting next morning.

**ANCHORAGE:** Anchorage Rairi Point or Redi Point (Lat 15° 44′ N. Long. 73° 39′ E.) is a flat rocky projection, Western extremity of which is 50 ft. (15m2) high. Foul ground and shoal water extend about three-quarters of a mile South-south-westward and about half a mile Westward of this point; at Southern side of foul area is Rairi (Redi) Rock which is 36 ft. (11m) high and steep. Vessel should not proceed into depths of less than 6 fathoms or within one mile Westward in vicinity of this point without Pilot.

Loading anchorages are on both sides of Rairi Point (known as Jetty One anchorage and Jetty Two anchorage).

**MAX. SIZE:** No restrictions on size. This is a minor port exporting only iron ore, and vessels up to 34 ft. draft load at safe anchorage.

**HEALTH:** On arrival, Customs Authorities board and grant free pratique to ships arriving under normal conditions and on completion of Maritime Declaration of Health Form. Medical Officer, Candy Dispensary, Vengurla, acts as Port Health Officer (Quarantine Officer) for this port, and boards vessel at his convenience before sailing to conduct Medical Examination and grants Medical Examination Certificate (Bill of Health) on day of sailing. Certificate to be collected from Vengurla Office. No facilities for radio pratique.

If coming from yellow fever or jigger infected regions within 30 days Port Health Officer grants pratique after boarding vessel with mosquito party deputed from Bombay at Owners' cost. Mosquito Party can only be arranged on advance information failing which vessel would have to proceed either Bombay and/or Mormugao for free pratique. Master and/or Owners to give Agents prior notice to avoid delay in arranging pratique. Vessels transitting through above infected areas for bunkers or water only do not require mosquito party for obtaining pratique.

Advisable inform Agents prior to arrival of last port of call, crew, and nationality, and if arriving from yellow fever and/or jigger infected regions, whether called only for bunkers or water, or purpose of call and vessel's health condition.

**RADIO:** Bombay Radio.

**BERTHING:** No berths. Open roadstead port.

**LOADING:** Port only exporting iron ore in bulk and suppliers. The Minerals & Metals Trading Corporation of India Ltd., make own arrangements to load cargo on FOBT terms. Rate between 3,000 to 4,500 tons per day per vessel if three vessels are working and 4,000 to 6,000 tons per day if one vessel is working. This rate is being achieved due to increase fleet and improvement of shore loading facilities.

**MEDICAL:** Preliminary medical aid available at Port Redi/Shiroda. Well-equipped hospitals situated at Savantwadi and Vengurla about 25 and 45 miles away respectively by road. Cholera inoculations and smallpox vaccination done through Port Health Officer and if required this information may be passed on to agents for arranging with Port Health Officer.

**DENSITY:** Average 1025.

**FRESH WATER/FUEL:** None.

**GANGWAY/DECK WATCHMAN:** Not necessary.

**OPENING/CLOSING HATCHES:** As per Charter Party. However, opening done by stevedores to save their time and commence loading earliest during free time.

**CERTIFICATES:** All certificates, particularly Cargo-gear Certificate to be in order and valid.

**CUSTOMS ALLOWANCES:** 200 cigarettes per week of 7 day per crew. Wine and/or Spirit, one bottle each per crew of spirit or beer as required.

**IDENTIFICATION CARDS:** Necessary.

**CONSULS:** None.

**REPAIRS/DRY DOCKS:** None.

**REPATRIATION:** Facilities for crew changes. 4 days advance notice required with full particulars of crew.

**AIRPORT:** Belgaum and/or Vascodagama 90 miles distant.

**TIME:** Indian Standard Time GMT plus 5½ hours.

**HOLIDAYS:** Cargo work can be arranged on overtime on all holidays except 26th January, Republic Day; 2nd October, Mahatma Gandhi Birthday; 15th August, Independence Day. On these holidays work not permitted even on overtime.

**GENERAL:** Regular Post and Telegraph Office about 2½ miles from jetty.

Vessels on arrival and at departure thoroughly examined by Customs, and Masters therefore requested to ensure that crew private property list is correctly presented to Customs Authorities and its accuracy maintained throughout stay of vessel.

Ship's wireless station not to be used for despatching cables during the vessel's stay.

Discharge of bilge water and/or dirty waste oil or cargo prohibited.

Fresh vegetables, etc., supplied in limited quantity from 90 miles distance.

**SHORE LEAVE:** Crew of Chinese and Pakistani nationality not allowed land on shore. Other crew permitted land only after obtaining requisite permission from Police Authorities from Ratnagiri, distant about 160 miles and thereafter from Customs Authorities. On arrival, crew list and guarantee duly signed by Master, are furnished to Police Authorities at port and telegram sent to Ratnagiri requesting landing permission from District Superintendent of Police.

Obtaining landing permission takes 3 days; and therefore, Masters requested not to allow crew members to land on shore unless written landing permission sent on board. Crew members not allowed beyond Port Redi limits, without permission obtained from Police Authorities, Ratnagiri.

**REGULATIONS:** Port Officer conducts Final Draft Survey on completion of loading in consultation with Master. Master's refusal to allow shifting creates complications. Master should not shift vessel without Pilot on board or permission from Port Officer; this does not apply in case of emergency.

**DELAYS:** Only three vessels (i.e. one at each jetty) can work at a time on a first come first served basis. Overlapping vessels have to wait turn. Waiting time about 4/5 days.

**AUTHORITY:** Port Officer, Vengurla, Dist.–Ratnagiri, Maharashtra State.

**AGENT:** J. M. Baxi & Company, Steamship Agents and Stevedores, Port Redi, PO Redi, District: Ratnagiri. Cable "Baxico", Redi (Ratnagiri). Tel. 22.

## TUTICORIN: 08.48 N. 78.10 E.

**DOCUMENTS:** Required on arrival:

- 4 Manifests.
- 2 Bills of Lading.
- 5 Crew Lists.
- 5 Passenger Lists.
- 4 Crew Personal Property Declaration.
- 4 Crew Currency Declaration.
- 4 Import Manifest of Store List.
- 2 Health Report Form.

**PILOTAGE:** No pilot service.

**ANCHORAGE:** Anchorage in roadstead with Pandyan Tivu Lighthouse, bearing between 260° and 292°, distant 2 to 2½ miles, in depths 27 to 33 ft. (8m2 to 10ml); holding ground good, mainly sand, mud and shingle.

In North-east monsoon, vessels should have a good length of cable and second anchor always ready, as sea breeze blows on reef Eastward of Pandian Tivu. In South-west monsoon, middle May to middle August, wind though violent, is invariably off shore, West to South-west, and water fairly smooth.

**HEALTH:** Free pratique granted to vessels carrying food grains or fertilisers on Government of India a/c. Master required wireless Port Health Officer, Tuticorin, requesting grant of free pratique. On receipt of message Port Health Officer grants pratique and message passed by radio to steamer. This applicable only in cases where steamers have no infection, epidemic or disease. Otherwise Port Health Officer boards vessel on arrival and grants pratique after inspection.

**RADIO:** When vessels within 24 hours distance Tuticorin Radio could be used and call sign VWT. Otherwise according to route followed, steamers use Madras or Bombay Radio.

VHF service available between ship and shore.

**TUGS:** Tugs available but if services required special arrangements have to be made. Ships usually anchor in open roads and enter and sail without tug assistance.

**BERTHING:** No berths.

**STEVEDORES:** Agents require 48 hours notice of ETA for arranging gangs, and receivers for lighters. General cargo, average rate load or discharge about 1,000/1,200 tons per weather working day.

**MEDICAL:** For doctor's visit on board early advice helps to arrange for tug or launch to take doctor from shore. In cases of emergency medical attention can be arranged but there may be some delay. Hospital facilities available. Personnel should have valid inoculation and vaccination certificates. If certificates expired arrangements made for re-vaccination/re-inoculation and renewal of certificates.

**TANKERS:** No facilities.

**FRESH WATER:** Available. Barge-capacity 100 tons. Delivery in

units of 100 tons only. During summer, usually shortage of water. In other seasons water available but as only one barge, delivery of water arranged by turn depending upon number of steamers in port.
**FUEL:** None.
**DEVELOPMENTS:** New harbour under construction which will include 4 berths with ancillary facilities.
**GANGWAY/DECK WATCHMEN:** Engaging watchmen always done at the discretion of Masters. In case required could be engaged.
**OPENING/CLOSING OF HATCHES:** By ship's crew. If done by stevedores charged extra.
**CERTIFICATES:**

Ship's Register.
Safety Construction Certificate.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio & Telegraphy Certificate.
Deratisation Certificate.
Cargo-gear Stability Certificate.

**IDENTIFICATION CARDS:** Identification cards or seamen's passbook required to be presented to Police and immigration authorities while coming on shore.
**CONSULS:** None.
**REPAIRS:** No maritime workshops. Only minor repairs.
**DRY DOCKS:** None.
**REPATRIATION:** Could be arranged via Madras.
**AIRPORT:** Nearest airport is Madurai, distant 100 miles, which could connect Madras.
**TIME:** GMT plus 5½ hours.
**HOLIDAYS:** Observed as declared by authorities but boatmen do not work on following holidays as these are days of obligation and festivals: New Year's Day, Republic Day, Maundy Thursday, Good Friday, Tamil New Year Day, May Day, Ascension Day, Corpus Christi, Our Lady of Snows Feast, Assumption Day and Christmas.
**POLICE/AMBULANCE/FIRE:** As steamers are in open roads about 5/6 miles from shore all emergency to be passed to Port Authorities through signal station and to respective Agents.
**SHORE LEAVE:** Crew allowed shore leave but movements limited to municipal limits. Must obtain shore permits from police.
**REGULATIONS:** Usual regulations. All crew members coming into shore and returning to ship must report to Customs and Port Police on every trip.
**AUTHORITY:** Port Conservator, Tuticorin Port Authority.

**AGENT:** J. M. Baxi & Co., Steamship Agents & Stevedores, LIC Building, Beach Line, Tuticorin – 1. Cables "Baxico" Tuticorin. Tel. (Office) 4037. Tel. (Residence) 1087.

## VERAVAL: 20.54 N. 70.22 E.

**DOCUMENTS:**

Last Port Clearance.
Ship's Stores Manifest (3 copies).
Crew List (5 copies).
Private Property List of Crew (3 copies).
Same Bottom Cargo (3 copies).
Ship and Crew Currency List (3 copies).
Indian Coast Light Dues Receipt (if vessel arriving from Indian port).
Maritime Declaration of Health.
Customs Arrival Report.
Customs Declaration for arms ammunition, etc.
Port Arrival Report.

**PILOTAGE:** Not required. Vessels anchor midstream.
**ANCHORAGES:** Veraval light exhibited on coast near Political Residency (occ. 15 sec. 110 ft.). Known as New Lighthouse. Breakwater near harbour under 3 fathoms (5m5). No perceptible tide streams in roadstead. During night/neap tide with low water ships suffer cargo feeding for about five hours, four to five days in month.
Anchorage depth 48 to 60 ft. opposite Phiriya Temple. Good anchorage obtained with Veraval Lighthouse Bearing 317°, breakwater end, True Bearing 336·5°, Bhiria Beacon 27°.
**RESTRICTIONS:** None, day or night anchorage possible.
**MAX. SIZE:** No restriction.
**HEALTH:** Vessels having called yellow fever area and taken on board passengers or crew (other than bunkers or water) granted free pratique by mosquito party deputed from Kandla Port which only arranged by prior notice failing which vessel would have to proceed either Kandla or Bombay for free pratique. Vessels other than above granted pratique by Boarding Officer of Customs upon presenting Maritime Declaration of Health. Radio pratique not available.
**RADIO:** Messages via Bombay Radio. No VHF.
**TUGS:** Not required.
**BERTHING:** No berths.
**STEVEDORING:** Particulars of ETA and labour gangs required well in advance. Average loading/discharging:

| | |
|---|---|
| Loading bagged cargo oilcake, etc. | 225/250 Ts. per hook per day |
| Loading GN oil in drums | 150/175 Ts. per hook per day |
| Discharging fertiliser (bagged) | 150/200 Ts. per hook per day |
| General cargo loading/discharging | 150/200 Ts. per hook per day |

**MEDICAL:** Qualified doctors and hospital facilities.
**TANKERS:** No tanker berths.
**FRESH WATER:** No guarantee of supply as this is a scarcity area.
**FUEL:** None available.
**GANGWAY/DECK WATCHMEN:** Not necessary unless required. Can be arranged through agents.
**OPENING/CLOSING HATCHES:** Carried out by stevedores. Ships' derricks worked by crew.
**CERTIFICATES:**

Safety Equipment Certificate.
Load Line Certificate.
Safety Radio-Telegraphy Certificate.
Deratisation Certificate.
Ship's Registration Certificate.

**CONSULS/REPAIRS:** None.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Nearest airport Keshod, 30 miles from Veraval, but motor transport not easily available and advance arrangements have to be made.
**TIME:** Local Time GMT plus 5½ hours.
**HOLIDAYS:** On which work not allowed for loading/discharging: Indian Republic Day, Holi (Second Day), Ramnavami. Mohurram (Ashura or 10th day), Gokulashtami, Dussera, Diwali (New Year's Day), Ramzan-Id (Id-ul-Fitr).
**POLICE/AMBULANCE/FIRE:** Police 3; Ambulance 5; Fire 5.
**TELEPHONES:** No arrangements for placing telephones on board the ship.
**GENERAL:** Closed for traffic between 15th May to 15th September every year due to monsoon season.
**SHORE LEAVE:** Crews permitted ashore with permission from Customs and Port Authorities. While coming ashore and returning to ship crew should pass through Customs.
**DELAYS:** Three ships can work and fourth vessel arriving waits turn. Therefore some delays possible.
**AUTHORITY:** Port Officer, Veraval, Public Works Department, Government of Gujarat.

**AGENT:** J. M. Baxi & Co., Steamship Agents and Stevedores, Veraval (Saurashtra), India. Tel. 11 and 254 (24 hours). Telegraphic address: "Baxico" Veraval.

## VISAKHAPATNAM: 17.41 N. 83.20 E.

**PORT LIMITS:** Ten fathoms line of soundings may be taken as the seaward boundary of the port within which a vessel is considered to be an "arrived vessel".
**DOCUMENTS:**

12 copies of Crew List.
3 copies of Store List.
3 copies of Private Property List.
3 copies of Currency Declaration.
3 copies of watch lists, giving details of make and value, etc.

The vessel must possess following valid certificates:

Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
Safety Radio Telegraphy Certificate.
Cargo Gear Test Certificate.
Deratisation Certificate.
Last Port Clearance.

Pilot on boarding vessel before bringing her in gives a copy of Maritime Declaration form which should be filled in and signed by Master.
**PILOTAGE:** Vessels generally anchor at roadstead where Pilots board. Signal station contacts all vessels arriving and advises all information about Pilot's arrival, etc. A minimum notice of 48 hours of vessel's ETA required. Pilot ladder to be rigged on the Starboard side.
**ANCHORAGE:** Anchorage position to be marked with Dolphin's Nose Lighthouse bearing 270° (T) at a distance of 1½ miles.
**RESTRICTIONS:** Round-the-clock pilotage, subject to following restrictions:
Ore carriers of 640 ft. overall length can enter the port between 0600 and 1800 hours. Ore carriers of 640 ft. length, 100 ft. beam, and 33 ft. 6 in. draft can sail on high water on a minimum rising tide of 3 ft. 6 in.
Vessels of 630 ft. overall length, 33 ft. draft and 100 ft. beam can enter the port between 0600 and 1800 hours on high water on a minimum rising tide of 3 ft. Such vessels can sail from the port at high water on a minimum rising tide of 3 ft.
Vessels of 575 ft. overall length or less and draft 30 ft. or less can enter and sail from the port at all hours.
**MAX. SIZE:** Maximum permissible length 640 ft. overall. Maximum permissible breadth 100 ft. Maximum permissible draft 33 ft. 6 in.
**PRATIQUE:** A separate radio free pratique message adressed "Quarantine Visakhapatnam" must be transmitted by all vessels arriving from foreign port not less than 4 hours and not more than 12 hours prior ETA. On information furnished therein Port Health Officer grants free pratique. Pilot boarding ship for taking her in has superseding power to cancel radio free pratique already granted. However, based on information contained in maritime declaration Pilot also grants free pratique. In case of doubt or in case of inspection if necessary quarantine officer boards ship for granting clearance. No necessity for any vessel to obtain free pratique when she arrives directly from any Indian port.
**RADIO:** Radio station call sign VWV. Working round clock. Range about 600 miles during daytime and 1,000 miles during night. Better to use Madras Radio station for all communications in respect of vessels arriving from Madras side. Vessels coming from Calcutta side, use Calcutta Radio. Generally Visakhapatnam Radio station used for vessels anchored at roadstead. VHF Channel 16.
**TUGS:** For ships entering the port, the tugs wait in the lee of the

breakwater. Ship's lines and/or tug's lines are used, depending upon the mode of making fast.

**SPECIALISED CARGO HANDLING FACILITIES:** WOB–1 and WOB–2 Berths – for the export of iron ore through a mechanical ore-handling plant capable of loading at the rate of 3,200 tph.

Fertiliser Berth – for the import of fertiliser, raw materials, viz. sulphur and rock phosphate, by grab unloading.

OR–1 and OR–2 Berths – for the import and export of P.O.L.

Q–1 and Q–2 Berths – for the export of manganese ore and other ores by semi-mechanical means.

**BERTHING:** No specific requirements of arrival times for berthing.

**STEVEDORES:** Agents must give proper notice of vessel's arrival to the stevedores not less than 48 hours to make necessary arrangements for working vessel and also to order sufficient gangs, etc.

**MEDICAL:** All crew and officers must possess individual international vaccination certificates against smallpox and cholera before leaving this port for any foreign port. Smallpox vaccination and cholera inoculation facilities available within 24 hours notice. Well-equipped hospital facilities available round the clock.

**TANKERS:** Two berths OR I and OR II for discharging and loading oil A/c Caltex Oil Refining (India) Ltd., maximum permissible draft at these berths 33 ft.

**DENSITY:** Fluctuates from day to day between 1020 and 1023.

**FRESH WATER:** Normal quantities available and delivery made by Port Trust both from shore and barges.

**FUEL:** Esso, Indian Oil Corporation and Caltex, Bombay, to be contacted for particulars of stocks, etc., as local offices controlled by them.

**DEVELOPMENTS:**

*Outer Harbour Project:*

1 The Outer Harbour will have a set of breakwaters to form a protected basin. The Southern part of the basin will permit entry and berthing of 100,000 dwt ships fully loaded, initially. This would ultimately be developed to take 200,000 dwt vessels or even more. The Northern part of the basin will be suitable for use as a large fishing harbour.

2 It will have a finger-type berth for iron-ore loading, designed to handle 200,000 dwt vessels ultimately, providing facility for berthing of two vessels on either side of the jetty at the same time. There will also be room for three additional general cargo/container berths for 60,000 dwt ships which could be brought into commission in future by reclaiming the area between the fishing harbour basin and outer harbour basins.

3 The ore loaded at the outer harbour berth will be conveyed through a conveyor system and necessary steps will be taken to eliminate the dust nuisance to the utmost extent.

4 The outer harbour project has been designed to load 100,000 dwt vessels at 8,000 tonnes per hour initially. This can be increased to 12,000 tonnes per hour and 16,000 tonnes per hour to load 150,000 and 200,000 dwt vessels respectively when such a demand builds up. A stockpile capacity of 30 days supply on the basis of the levels of shipment will be provided. The receiving system including the two existing dumpers and additional railways and shunting locos can handle about 10 million tonnes of iron ore per year from the mines. With a third dumper, the capacity could be increased to 15 million tonnes.

5 Provision will be made to the installation of a screening and/or calibrating plant and pallet plant, in future.

6 The project includes navigation aids, harbour craft, as well as other ancillary facilities required for operation of the outer harbour.

The Outer Harbour Project is likely to be completed by May, 1974.

The Outer Harbour will be the deepest harbour in the country with a draft of 62 ft. (18·6 m.).

*Break-waters under construction:*

In connection with the Visakhapatnam Outer Harbour Project, the three breakwaters under construction are in the following positions:

| | | |
|---|---|---|
| (i) South Breakwater: | | |
| Western end | 17° 40′ 40″ N. | 83° 18′ 01″ E. |
| Eastern end | 17° 40′ 57″ N. | 83° 18′ 48″ E. |
| (2) East Breakwater: | | |
| Southern end | 17° 41′ 13″ N. | 83° 18′ 30″ E. |
| Northern end | 17° 41′ 42″ N. | 83° 18′ 36″ E. |
| (3) North Breakwater: | | |
| Northern end | 17° 41′ 57″ N. | 83° 18′ 28″ E. |
| Southern end | 17° 41′ 44″ N. | 83° 18′ 31″ E. |

Spoil ground: A new spoil ground has been established in the following position:

| *Latitude* | *Longitude* |
|---|---|
| 17° 39′ 35″ N. | 83° 19′ 19″ E. |
| 17° 40′ 01″ N. | 83° 19′ 40″ E. |
| 17° 40′ 40″ N. | 83° 20′ 37″ E. |
| 17° 38′ 59″ N. | 83° 19′ 45″ E. |
| 17° 39′ 26″ N. | 83° 20′ 04″ E. |
| 17° 40′ 06″ N. | 83° 21′ 01″ E. |

**GANGWAY/DECK WATCHMEN:** Necessary according to demands of local labour unions.

**OPENING/CLOSING HATCHES:** Stevedores.

**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes per head per week. Wine and/or Spirit: Asian Crew 2/5 units per 3 days. Non-Asian crew 4/5 units per 3 days. Bottle of liquor equals unit.

**CARGO GEAR:** Valid cargo gear test certificate must be on board for all vessels using ships' gear for loading or discharging.

**IDENTIFICATION CARDS:** Not needed if have valid seaman's books.

**CONSULS:** None.

**REPAIRS:** All types of deck and engine repairs possible.

**DRY DOCKS:** Two. One owned by Hindustan Shipyard Limited, 800 ft.×125 ft.×26·5 ft. (maximum length of vessel 780 ft.). Second owned by Port Trust – 450 ft.×60 ft.×18·5 ft. (maximum length of vessel 400 ft.).

**REPATRIATION:** Facilities exist to foreign countries via Madras, Calcutta or Bombay. About 3 days delay to obtain travel permit.

**AIRPORT:** Distant 6½ miles. Regular daily flights to Calcutta and Hyderabad by Indian Airlines Corporation.

**TIME:** Indian Standard Time is local time, and no alterations made to clocks during the year. GMT plus 5½ hours.

**HOLIDAYS:** Observed as declared by authorities but port's closed holidays are: Pongal, Kanumu, Mukkanumu, Republic Day, Kotha-Amavasya, Independence Day, Gandhi's Birthday, Vijayadasami and Nagulachaviti, when work not possible even on payment of overtime.

**POLICE/AMBULANCE/FIRE:** Police Station 2140; Fire Station 2271, Extension 39; Ambulance 2271 (Port Dispensary).

**TELEPHONES:** No arrangements exist for placing telephone on board.

**SERVICES:** Tank cleaning facilities available at Caltex berths.

**SHORE LEAVE:** Crew members allowed ashore after receiving immigration permits.

**GENERAL:** *Priority:* Vessels arriving at this port for berthing at various berths on priority if they so desire can register their priority at "Roads" and move to other ports. But the vessel should be back within Visakhapatnam Port limits when the berth (for which registration was made) falls vacant. If the vessel is not ready at Roads, the vessel would lose its priority and take its turn along with other waiting vessels including vessels which have registered with the port for the priority berthing.

**DELAYS:** Normal delays such as waiting for Pilot, waiting for tugs, etc., since this port can handle only one movement at a time. Other delays such as no power to shore cranes, bad weather, shed congestion, etc., expected.

**AUTHORITY:** Viskhapatnam Port Trust.

**AGENT:** J. M. Baxi & Company, Shipping Agents and Stevedores, Harbour Approach Road, Visakhapatnam – 1. Telegraphic address "Baxico", Visakhapatnam. Tel. 3919 (Office), 3898 (Residence). Telex 049–232.

## Indonesia

### AMBON: 03.41 S. 128.10 E.

**DOCUMENTS:**

14 Passenger Lists.
7 Crew Lists.
2 Customs Documents.
2 Health Documents.
7 Cargo Manifests.
7 Bills of Lading.
5 Ship's Papers.
Sailing Permit.

**PILOTAGE:** No pilot station. Apply for pilot boat by calling Ambon Coast Station (Ambon Radio) or fly "G" Flag. Pilot boat located at Ambon Bay. Entrance in all seasons and weathers. All parts of Ambon bay suitable for anchorage to await Pilot.

**ANCHORAGE:** Areas of anchorage can take all sizes of vessel.

**RESTRICTIONS:** Open 24 hours. Tides do not affect entry. But when entering at night ship must anchor and await orders.

**MAX. SIZE:** Joos Soedarso Pier: length 187 metres, breadth 35 metres, draft 12 metres. Wainitu Pier: length 100 metres, breadth 20 metres, draft 8 metres.

**HEALTH:** Port Health officer boards vessel together with Pilot.

**RADIO:** Ambon Coast Radio, call sign PKE. Operating 24 hours. Frequencies 500–470 kc/s., 8472 and 8799 kc/s. VHF all channels used.

**TUGS:** Normally tugs do not join vessel but when necessary to use tugs call PT "Dock Waijame".

**STEVEDORES:** Agent arranges. Three stevedore companies: PT. "Gotong Rojong", PT. "Mastra" and PN. "Varuna Tirta Prakarsa".

**MEDICAL:** Hospital facilities available. No advance notice required.

**TANKERS:** Berth at Wainitu Pier. Type of pipe, 6 in. and 8 in. Discharging capacity, 125 tons per hour.

**FRESH WATER:** Available only at Joos Soedarso Pier. Loaded by pipe-line with 25 tons/hour capacity.

**FUEL:** Only diesel and marine fuel.

**DEVELOPMENTS:** Plans for future developments dependent on Government expenditure.

**GANGWAY/DECK WATCHMEN:** Deck watchmen needed, particularly for tankers.

**OPENING/CLOSING HATCHES:** Carried out by stevedores.

**CUSTOMS ALLOWANCES:** Cannot be held out of bond.

**IDENTIFICATION CARDS:** Needed by Immigration (landing permit).

**CONSULS:** No consuls available locally.

**REPAIRS:** Deck and engine repairs available. Floating dock, lifting capacity for 2,000 dwt.

**REPATRIATION:** Possible. Dealt with by Immigration through Djakarta.

**AIRPORT:** Distance from airport about 7 miles. Regular airline "Garuda Indonesian Airways" (GIA). Four flights per week from Ambon to Djakarta.

**TIME:** Local time GMT plus 10 hours.

**HOLIDAYS:** Port open for 24 hours even in holidays.

**POLICE/AMBULANCE/FIRE:** Police and Port Health at Port. But when necessary to use fire brigade call by connecting to "Burgomaster".

**TELEPHONES:** Can place telephones on board.

**SHORE LEAVE:** All crew members allowed ashore with permission of Immigration.

**AUTHORITY:** Ambon Port Administration, tel. 2457, Ambon, Indonesia.

## ARDJUNA: 05.54 S. 107.57 E. (See Plan)

**LOCATION:** Ardjuna Marine Terminal is about 18½ miles offshore from the nearest point on the coast of Java.

The Export SBM is North 72 degrees East 59 nautical miles from Djakarta.

The exact position of the Export Single Buoy Mooring system is latitude 5° 53′ 19″ South and longitude 107° 45′ 18″ East.

**DOCUMENTS:** The Harbour Master submits a Harbour Report Form for the Master to complete. The Agent prepares the ship's documents check list form to check the validity of each document. These documents are: Certificate of Registry, Ship's Construction Certificate, Load Line Certificate, Life Safety Equipment Certificate, Safety Radio/Telephone/Telegraph Certificate, Exemption Certificate, Cargo Gears Certificate and Derating Certificate. This list is then delivered to the Harbour Master with the following documents attached: Last Port Clearance, Crew List approved by the Immigration Officer and light dues receipt if arriving from another Indonesian port. The Harbour Master issues a port clearance at departure provided clearance is also granted by the other governmental authorities. A Panamanian port clearance for Panamanian flag vessels is not required at Ardjuna.

The Immigration Officer requires 2 copies of the Crew List and will check the Ship's Article and the passports of the crew. When these documents are found to be in order, and arrival clearance will be marked on the Crew List.

If arriving from another Indonesian port the agent will sign a guarantee if the vessel cannot prove that light dues have been paid.

Prior to the vessel's departure the Immigration Official requires 2 copies of the Crew List to be marked for departure immigration clearance. The Master is given a signed copy by the Immigration Official of the Crew List for departure.

Crude Oil loading documents such as Bills of Lading, Quality Certificate, Quantity Certificate, Dry Certificate/Ullage Report, Time Loading Report, Certificate of Origin, Cargo Manifest and Master's Receipt for Documents/Samples are prepared at Ardjuna Marine Terminal. When the tanker has been loaded, the documents shall be completed and final clearance formalities will be carried out aboard the vessel, either at the Export SBM or in the anchorage area, as circumstances dictate.

Customs will issue the 5-B form which is for departure clearance of the vessel.

The Master should be prepared to issue 6 copies of the Crew List which will be distributed as follows:

| | *Immigration* | *Harbour Master* | *Total* |
|---|---|---|---|
| On Arrival | 2 | 1 | 3 |
| On departure | 2 | 1 | 3 |
| | | | 6 |

**PILOTAGE:** Tankers to be moored, anchored or manoeuvred at Ardjuna Terminal will be boarded by the mooring master in the close vicinity of the recommended anchorage area.

The Mooring Master will advise the ship's Master on approaches to the berth, mooring, unmooring, and all operations within the anchorage or mooring area. All such manoeuvring of ships shall be done only in accordance with the advice of the Mooring Master, subject to the understanding that in all cases and circumstances the Master of the ship being manoeuvred shall remain solely responsible on behalf of his vessel's owners for the safety and proper manoeuvring of his vessel. The ship's Master, or one of his designated and qualified deck officers, must be on the navigating bridge at all times while the vessel is being manoeuvred. Ships are requested to have a pilot ladder safely and securely rigged for immediate use, and long enough to reach the mooring launch. A combination of pilot ladder and ship's accommodation ladder, so arranged that personnel can first use pilot ladder until part way up the vessel's side, and then transfer to the accommodation ladder is recommended, especially on very large ships. A light line should be ready to take aboard the Mooring Master's equipment. There should be adequate lighting at night. Vessels will provide a lee for the Mooring Master both when boarding and leaving. During the vessel's stay at the Export SBM, emergency towing wires shall at all times be hung over the ship's stern. These wires shall be secured on the bollards inboard to enable the vessel to be towed away should the need arise. They must be tended throughout to keep the eye of the wire not more than two feet above the water.

**ANCHORAGE:** If requested to anchor, the recommended anchorage area is 2 miles North of the Export SBM in position latitude 5° 53′ 17″ South and longitude 107° 45′ 18″ East.

Under no circumstances should the export tanker enter the restricted area around the structures without a Mooring Master aboard.

The attention of Masters is drawn to the existence of underwater pipelines in the restricted area.

**NAVIGATION AIDS:** Navigational aids are located on the following facilities and structures:

*The Export Single Buoy Mooring system:* A white light flashing every second is mounted on the rotating deck of the SBM. Approach information can be obtained by radio. See the section on communications.

*Storage barge:* The storage barge is equipped with anchor lights and automatic fog signal apparatus. The SBM to which it is secured is fitted with a light flashing every 10 seconds, which is visible for 5 miles.

*Flow station:* A crude oil production flow station, which is situated one mile South of *Arco Ardjuna*, is recognised by two flares which are visible for a distance of 20 miles or more. Adverse weather conditions will affect the visibility of the flares accordingly.

In addition to the above specified navigational aids, the flow station and storage barge will brightly illuminate the area about them at night through the use of lights for normal working purposes.

**MAX. SIZE:** Depth of water, approximately 132 ft. below mean sea level.

**RADIO:** It is most important that incoming tankers advise Ardjuna Terminal 72 hours before estimated time of arrival using Golf Time Zone via: Cable "Ardjak Jakarta". Telex 011–4379, Jakarta.

The following information should be included in the message:

(1) Name of tanker and radio call sign.
(2) Cargo requirements.
(3) De-ballast time.
(4) Maximum loading rate.
(5) If there is any sickness aboard.
(6) Tanker draft, ETA.
(7) Last port of call.
(8) Confirm vessel has clean bill of health.
(9) If cholera inoculation or smallpox vaccination required.
(10) Distance in feet from the bow to tanker's loading manifold.

Confirm ETA 24 hours and 48 hours before arrival. (Note: Jakarta, Indonesia, is in the Golf Time Zone which is GMT plus 7 hours throughout the year.)

*Radio:* VHF/FM radio telephone (1st choice).

Masters are recommended to use this system when they come within radio range of Ardjuna Marine Terminal, particularly when approaching the port. If poor visibility should exist and the tanker's approach may not be observed from the storage barge, VHF communications may be the means of avoiding delay in berthing. During berthing the ship's radio will be under the sole control of the Master, and the storage barge radio will be under the sole control of the Marine Superintendent or his assistant.

If requested to anchor, Masters are reminded that it is their responsibility to maintain a continuous listening watch on VHF Channel 16 and frequency 157.700 mHz if their ship is provided with this equipment.

Ardjuna Marine Terminal is equipped with two VHF/FM radio telephone sets with output power of 25 watts and continuous watch is maintained on Channel number 16 (156.800 mHz) and frequency 157.700 mHz radio call sign 6 ZLA. Tankers approaching the Ardjuna Marine Terminal should make initial contact on Channel number 16 and will switch to frequency 157.725 mHz upon request by Terminal. Frequency 157.725 mHz, radio call sign 8GJ212, will be reserved by the oil tanker and Terminal for inter-ship communications in mooring and while loading. This frequency will not be used for general purposes unless clearance is obtained from the Terminal. This is required because of safety.

*High frequency* single sideband radio telephone (2nd choice).

A voice message from incoming tankers may be relayed by HF/SSB. Atlantic Richfield Indonesia Inc., located in Djakarta, Indonesia is inter-connected to the Ardjuna Marine Terminal via local communications system and maintains a continuous watch on HF frequency 7320 kHz (upper sideband, A3J mode, 100 watts, vertical whip antenna, call sign: 8GJ9).

*Pertamina Coastal Radio Station – HF/SSB*

In the event incoming tankers are not able to contact Ardjuna on the foregoing VHF/FM frequencies, or by HF/SSB, Pertamina maintains a coastal radio station located in Djakarta which may be contacted on HF/SSB, frequencies 6515.4 kHz, 6518.6 kHz, 4434.9 kHz and 4361.6 kHz. The radio call sign is PKI 2. Masters should request the Pertamina Coastal Radio Station to relay the necessary information to Atlantic Richfield Indonesia Inc., Djakarta by telephone numbers 74635, 73204, 73207, 75697 and 75069.

*Procedure for appointing agent:*

Owner should cable "Pertaminaship Djakarta".

The cable should appoint Pertamina as Agent to attend the tanker at Ardjuna and should be sent 2–4 weeks prior to vessel's arrival.

**PRATIQUE:** In accordance with practice in Indonesian ports, quarantine, immigration, pilot and call sign flags must be displayed by all vessels approaching Ardjuna. These signals shall be displayed continuously until clearance is granted. The signals are as follows: Sunrise to sunset: quarantine flag "Q". Sunset to sunrise: signal lights (red over white).

The "N" flag should be flown until the Immigration Officer boards the ship. The "G" flag (request for Pilot) should be flown until the Mooring Master boards. The vessel should also fly its call sign. As soon as the Mooring Master boards, the "G" flag should be replaced by the "H" flag which signifies that the Pilot is aboard. The tanker may fly the "P" flag if it is going to sail within 24 hours.

Indonesian Immigration, Customs and Harbour Master officials will board the vessel after it is all secured to grant clearance.

Each tanker entering the port of Ardjuna must have requested and been granted Flag Dispensation prior to its arrival. At the same time, application is made for Provisional Pratique through the Directorate of Quarantine and, if granted, a cable advice is sent to the harbour authorities. Port Health Clearance is issued prior to the tanker's arrival and is also valid for departure clearance. If Provisional Pratique is not granted a Port Health Officer will be provided. All of the foregoing is arranged through and by the Agent.

Each crew member should be in possession of an International Vaccination Card.

After the tanker is all secured, the Customs Officer will board the tanker to seal the stores. If arriving from a foreign port, the Agent will prepare the General Cargo Declaration form stating the cargo onboard the tanker and attaching appropriate shipping documents. If the tanker is arriving from an Indonesian port, the 5-8 form issued at the last Indonesian port will be retained by Customs and the arrival clearance at Ardjuna is granted.

**MOORING:** The following mooring Launches will be available for running lines as required, also for transporting Government Officials, Agents and other authorised personnel to and from the export tanker.

| *Name and description* | *Length* | *Rated HP* |
|---|---|---|
| (1) *Arco Ardjuna III* | 40ft | 260 |
| (2) *Arco Ardjuna IV* | 40ft | 260 |

**LOADING:** Ardjuna crude oil of approximately 37·0 degrees API at 60°F. is available at the storage barge.

After a vessel has berthed and pratique has been granted, a Terminal official will board to discuss loading arrangements. Before any crude is loaded all ship's scuppers on main decks must be plugged and cemented oil tight. Approved mechanical means of closing scuppers may be accepted. The vessel's cargo tanks are inspected by Ardjuna officials and, if suitable for loading crude oil a signed notation to this effect will be made on the ullage certificate.

A loading rate of approximately 35,000 barrels per hour can be accomplished.

It is absolutely essential that extremely careful supervision be exercised by officers of vessels while loading operations are in progress.

A responsible ship's officer is required to be on duty continuously at a point near to the tanks being loaded. He will be assisted by an adequate number of ship's personnel in these operations.

It is the responsibility of the vessel to ensure that all mooring lines are properly tended. Ardjuna personnel will constantly check a vessel's moorings and at any time may direct the lines to be heaved tighter or slackened off under the supervision of a responsible ship's officer, as circumstances warrant.

Raising, lowering, connecting, tending and disconnecting of oil loading hoses as well as other labours and duties on shipboard connected with loading of cargo or maintaining mooring lines in a correct manner will be performed by the ship's crew directed by a responsible officer as required by the Mooring Master. Loading of export tankers is through two 12 in. I.D. hoses with no. 150 ASA. flange rating. The weight of each hose is approximately 5 tons. All ships using Ardjuna Marine Terminal must be able to connect their manifold to the 12 in. hoses. Masters are reminded it is the ship's responsibility to provide such reducers as may be required to make the connection.

The Mooring Master will report unsatisfactory conditions to the Company Marine Superintendent who may, in turn, reject the ship until corrections are fully made. All costs accruing therefore will be for the ship's account.

The service of the Mooring Master are provided upon the express understanding and conditions that when any Mooring Master provided goes on board a vessel for the purpose of assisting such vessel, he becomes for such purpose the servant of the owners of the vessel and the Company shall not be liable for any danger, or injury, resulting from any advice, or assistance, or actions given, or made, by such mooring master while on, or in the vicinity, of the assisted vessel.

The Company Marine Superintendent, or his designated alternate, shall be the sole authority to decide when the port is closed due to unsuitable weather conditions preventing normal working operations.

Various combinations of wind, sea, and tidal conditions, also the size, length, ballasted trim, and handling qualities of a vessel can affect the decision to berth a vessel at Ardjuna. All of these factors have to be evaluated before a final berthing decision is made.

Delays to vessels using Ardjuna Marine Terminal due to the port being closed because of bad weather conditions shall not be computed as used laytime when compiling vessel's turn around time.

Request for the Terminal to stop the flow of oil cargo at a predetermined tonnage must be in writing. The request must include the statement by the ship's Master that the Company will not be held responsible for any error and that in case of vessel being overloaded the excess cargo cannot be pumped back to the storage barge. Ship's Master will also be held responsible for any oil spills caused by this request.

*Typical Ardjuna crude specifications:*

| | | | | |
|---|---|---|---|---|
| Gravity at 60°F. | 36·0 | — | 38·0 | API |
| Reid vapor pressure | 6·0 | — | 12·0 | PSIG |
| Sulphur, wt. % | 0·060 | — | 0·100 | wt. % |
| Kinematic viscosity at 100°F. | 1·20 | — | 4·00 | CS |
| Pour point, °F. | 90 + | | | |
| Carbon residue | 0·50 | — | 1·45 | wt. % |
| BS & W | 0·10 | Vol. % | | |
| Flash (TCC), °F. | Below room temperature | | | |

**TUGS:** One tug to assist berthing and unberthing. A mooring launch will be available to pass line to the storage tanker on berthing.

**BERTH DESCRIPTION:** The Ardjuna Marine Terminal offices are located on board a 137,673 dwt. storage barge of Liberian registry designated *Arco Ardjuna.* Overall length of the storage barge is 467 ft. 10¼ inches.

The exact location of *Arco Ardjuna* SBM is in latitude 5° 54′ 15 South and longitude 107° 44′ 22″ East.

Total crude oil cargo capacity of the storage barge is 1,022,00 gross barrels. Loading of crude oil will be through four A.O. Smith positive displacement meters, each having maximum capacity of 12,500 barrels per hour. A loading rate of approximately 35,000 barrels per hour can be accomplished.

Two strings of floating hose 755 ft. in length and 16 in. inside diameter extend from the export SBM for the purpose of loading the export tanker, however, for the convenience of handling, these hose strings terminate into tanker rail hoses of 12 in. inside diameter. All vessels not having 12 in. hose connections must provide their own reducers.

**EQUIPMENT:** A ship may be rejected if, upon inspection, it is not properly equipped, or if it is not suitably manned, or if it has dirty ballast, or tanks unsuitable for the cargo.

A vessel is suitably manned if it has a full complement of qualified officers and a crew all of whom are in a sober condition, competent and willing to carry out their duties and orders.

A ship must be equipped with a good working propulsion unit as passed by the appropriate survey society. Inoperative ships, or partially inoperative ships, will be rejected. Should it become inoperative while at the Export SBM it will be removed at the vessel's expense.

No repairs are to be made while mooring or unmooring, or at the Export SBM without the express permission of the Marine Superintendent or his alternate.

The export tanker must lift the export hoses from the water by means of its own derricks and using its own crew.

A vessel must have both bower anchors in good working condition and in such sizes and amounts as to meet either "Lloyd's" or "A.B.S." standards although they may be, in fact, classified by other societies. It is strongly recommended that anchors have proper anchor buoys attached to each anchor.

All vessels must carry suitable stoppers for all Manila or synthetic lines for mooring use.

Vessels to have suitable winches or capstans in good working order and able to heave on the 12 in. braid lines from the Export SBM. Such winches must have sufficient power to heave the ship to the position required by the Terminal Mooring Master. Power supply to deck machinery must be maintained throughout the period ship is secured to the SBM. Failure to comply with this requirement may result in cessation of loading and delay so caused will be for ship's account.

To assist in vessel's turn around, tankers should have all necessary booms and cargo gear rigged and ready before ship is boarded by Mooring Master.

Vessels which may consider the lifting capacity of their gear to be marginal should strengthen their gear accordingly. A common way to do so is to rig a second topping lift on the boom.

**BALLAST:** No facilities are available for disposal of dirty ballast. It is the responsibility of the Ship's Master to see that no oil of any kind is pumped or spilled overboard from his ship.

As soon as practical after arrival, all tankers will be inspected by an Ardjuna Marine Terminal official for dirty ballast. During discharge of ballast similar inspections will continue.

If evidence of oil appears at any of these inspections, the ship will be rejected and will not be accepted again until satisfactory evidence is produced that such ballast was disposed of in a proper manner. If, during inspection, or during progress of loading, it is revealed that ship's tanks are not tight, or that oil is leaking from the ship, the ship may be rejected or refused further loading.

A tanker must have sufficient ballast for safe handling having due regard to existing weather and sea conditions. Through a careful watch of the weather and sea conditions, frequent exchange of information between ship and Terminal, and by a knowledge of the behaviour of his own ship, a ship's Master may come to the Terminal with a minimum ballast and thus lessen any possibility of infringement of sea pollution regulations.

In addition to the lights usually displayed, vessels in the moorings discharging ballast or loading cargo during darkness will brilliantly illuminate the sea around the ship, so that any pollution will be noticeable.

Tankers equipped with a separate system of ballast tanks will be allowed to discharge ballast, and load oil simultaneously, providing approval is first obtained from the company Marine Superintendent.

Most responsible ship owners have adopted a system of tank cleaning using circulatory methods of transfer of tank washings on shipboard and treating these washings with chemicals. The result is that no oil is discharged into the sea and the oil separated is collected in a slop tank. With the written permission of lifting companies, the Terminal will load on top of such slops. This system is highly recommended to avoid pollution of the Java Sea.

Masters are warned that inspection of ballast is strict.

If, at any time an overflow of crude oil occurs, loading will be suspended immediately, and not be resumed until the oil is cleaned up and removed from the decks of the vessel, and/or from the surface of the sea, and any damage is repaired and no further danger exists. It is stressed that during loading operations, the Ardjuna Cargo Supervisor will immediately slow down the loading rate on receipt of a request for same from the ship's deck officer – in charge of loading.

All spillages of oil must be reported immediately to the Ardjuna Marine Superintendent, or his alternate, and, subsequently, a detailed report, in writing, submitted by the master of the vessel concerned giving all relevant details.

If the ship's tanks are found to be leaking, it will not be accepted for loading unless satisfactory evidence of repair certified by Lloyd's or A.B.S. surveyors, or other recognised surveyors is submitted.

Any tanker rejected because of dirty ballast or sea pollution will automatically nullify his notice of readiness and will lose any priority of position for loading. Tankers with dirty ballast will be rejected and will have to tender a new notice of readiness upon second arrival.

Owners and Masters are responsible to observe international convention laws and Indonesian Government regulations concerning pollution of the sea, having particular regard for this area of the Java Sea.

The categories of pollution include oily water from bilges, crude residual from previous voyages, or any other matter that may result in pollution of the sea. Any fines imposed shall be for ship's account.

**FRESH WATER:** No fresh water is available.

**FUEL:** No bunkers are availalbe.

**MEDICAL:** No clinic is available.

**CONSULS:** There are no consulates available at Ardjuna Terminal. However, there are many embassies and consulates represented in Djakarta about 59 miles South-west of the Terminal.

**CUSTOMS ALLOWANCES:** Cigarettes, cigars, tobacco, matches, spirits, wines, beers, perfume, arms, ammunition and possibly other items have to be locked up under Customs' seal from time of arrival of ship in port until time of leaving territorial waters. Each person is allowed to bring in 200 cigarettes or the equivalent in grams of tobacco or cigars.

Special allowances are made for the Master under special circumstances.

**REPATRIATION:** No crew changes. If emergency conditions prevail, for humanitarian reasons exceptions to the foregoing may be permitted. All expenses incurred will be for ship's account.

**TIME:** Ardjuna time is GMT plus 7 hours throughout the year.

**SHORE LEAVE:** Not allowed.

**FIRE-FIGHTING EQUIPMENT:** Fire-fighting equipment such as salt water hoses, fire hoses, on a reel and fire extinguishers will be available on the storage barge.

**REGULATIONS:** The ship's Master is responsible to ensure that no communications by radio is allowed within the terminal area. Unauthorised radio communications will be cause for cessation of all operations, except clearing of the berth, and vessel's Notice of Readiness will be immediately nullified. No repairs are to be made while berthing or unberthing, or alongside the storage barge. The Indonesian Flag must be flown throughout the vessel's stay in port

The laws of Indonesia govern this Terminal and all personnel are urged to abide by them.

Only authorised personnel or visitors are permitted on the storage barge and/or export tanker.

**GENERAL:** The crude oil testing laboratory is equipped to perform the following tests: API gravity, BS&W and pour point. Any additional tests that may be required will be performed in Djakarta.

For convenience, mail for personnel on incoming tankers may be sent to the Djakarta office of the Company for transmittal to the tanker when it arrives at Ardjuna Marine Terminal. Except on an emergency basis, spare parts or other material will not be accepted for delivery to incoming tankers.

**AUTHORITY:** P. M. Pertamina, Djalan Perwira Nos. 2–6, Djakarta, Indonesia. P. N. Pertamina, the Indonesian State Oil Company, handles all agency matters for tankers

**TERMINAL OPERATOR:** Atlantic Richfield Indonesia, Inc., 47 Djalan Sriwidjaja Raya, PO Box 63/DKT, Djakarta, Indonesia.

## BALIKPAPAN: 01.13 S. 117.00 E.

**DOCUMENTS:** Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:

Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Loading Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
10 Crew Lists and Passenger's Lists.
Ship's Articles.
2 Stores Lists.

**PILOTAGE:** Compulsory pilotage. Application for Pilots can be made via Radio Station or the Signal Station on Tokong Hill Vessels arriving by night should anchor off the outer buoy and give their call sign to the Signal Station. Pilot boards in position 1° 19′ 30″ S. 116° 54′ 30″ E. Vessels leaving should order a Pilot at least 6 hours prior to departure and when leaving between 0600–1200 application should be made before 2000 the preceding day. If vessel's draft exceeds 70 dm. same should be mentioned in the pilot's cable application.

**APPROACH:** The surrounding land is in general low with few conspicuous hill rows as background. Only the high spit on which Balikpapan is built can be used as a landmark with the regular cone-shaped hill Tokong.

**RESTRICTIONS:** Mooring and unmooring is restricted to daylight hours only.

**MAX. SIZE:** Tankers: Shell normally permit maximum LOA of 750 ft. Drafts are restricted by the bar where the depth below chart datum is 25 ft. 3 in. Minimum keel clearance required is 1 ft. 3 in. Sailing drafts depending on rise of tide up to a maximum of 33 ft. salt water.

**HEALTH:** Vessels arriving from abroad have to apply well in advance from the Department of Health (Quarantine Section) for provisional free pratique, as said pratique has to be cabled to the port concerned. The provisional free pratique is only valid for the port concerned, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.

**TUGS:** One small tug is available.

**BERTHING:** Dry-cargo jetty 1: berth length: 240 metres with depths alongside 75 dm at LWS. Combination dry cargo and oil: berth length: 300 metres depth 75 dm at LWS

**TANKERS:** Jetties 3, 4, 5, 6, 7, and 8 are oil berths. When alongside vessels should keep two wires ready over the water-side that vessels can be towed away in case of emergency.

**STEVEDORES:** Working hours: 0700–2000 Monday–Friday. 07.00–15.00 Saturdays. 0700–1500 overtime if required.

**FRESH WATER:** Available in limited quantity.

**FUEL:** Available at the berth 200 tons/hour. Coal not available.

**PORT SECURITY:** Maintained by members of the Indonesian Armed Services, usually, Police, Navy or Marine and Army. Crewmembers should be in possession of a shore-pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.

**CUSTOMS:** It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp. 50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents with the local prevailing Customs with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

**AUTHORITY:** Department of Sea Communications.

## BANJUWANGI: 08.13 S. 114.23 E.

OLD PORT NOW PRACTICALLY CLOSED (SEE NEXT ENTRY).

**DOCUMENTS:** Customs and Harbour Master requires:

Crew List.
Passenger List.
Customs Documents.
Health Certificate.
Port Clearance.
Harbour Report.
Derat. Certificate.
Radio Certificate.
Certificate of Registry.

**PILOTAGE:** Not necessary because anchorage open.

**ANCHORAGE:** Position: Lat. 8° 12′ 8″ S. Long. 114° 23′ 16″ E. Depth 25–30 metres.

**MAX. SIZE:** No restrictions, vessels must be anchored outside harbour.

**HEALTH:** All vessels boarded by Harbour Quarantine on arrival.

**RADIO:** Name: Department of Sea Communication. Call Sign: 8 AD 5 with freq. 8110 kc/s. Shore radio station only used for district contact (used by Department of Sea Communication).

**TUGS:** Two tug boats belong to P.N. Djakarta Lloyd Banjuwangi Branch.

**BERTHING:** Distance 500 to 750 metres from lighthouse. Anchorage berths only.

**STEVEDORES:** 6 gangs available. P.N. Djakarta Lloyd Banjuwangi Branch. One gang consists of 13 labourers, 1 mandor, 1 tallyman, 2 winch drivers, 1 commander.

**MEDICAL:** Arranged by Department of Health.

**FRESH WATER:** Available; delivery by barge. 200 tons p/day. After work hours 50% extra. At night 100% extra. On Sundays and holidays 200% extra.

**FUEL:** None available.

**GANGWAY/DECK WATCHMEN:** None available from shore.

**OPENING/CLOSING HATCHES:** Arranged by stevedores.

**CUSTOMS ALLOWANCES:** 50 cigarettes each crew member. Packs or tins of tobacco must be open before going ashore. Wine and/or spirits: Enough for own use, if more required must pay import duties.

**CARGO GEAR:** Ship's gear used. Cargo loading on board by lighters.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** No local representation.

**REPAIRS:** No facilities.

**REPATRIATION:** Not possible.

**TIME:** GMT plus 7 hours.

**HOLIDAYS:** On Sundays and holidays no work available, but if necessary, work can be arranged. No work when raining.

**POLICE/FIRE/AMBULANCE:** Police and ambulance available. No fire brigade.

**TELEPHONES:** No facilities for placing telephones on board.

**SHORE LEAVE:** Allowed.
**DELAYS:** Possible. During loading if it rains.
**AUTHORITY:** Penguasa Pelabuhan, Djalan Pelabuhan Banjuwangi. Tel. Bwi. 201.

**AGENT:** P. N. Djakarta Lloyd. Djl. Pelabuhan 32, P.O.B. 7. Port Banjuwangi.

## BANYUWANGI (Port Meneng): 08.07 S. 114.23 E.

**DOCUMENTS:** Customs and Harbour Master require:
- Crew List.
- Custom Documents.
- Health Certificate.
- Port Clearance.
- Harbour Report.
- Deratisation Certificate.
- Radio Certificate.
- Certificate of Registry.

**PILOTAGE:** Compulsory pilotage for vessels over 5,000 gross tons. Pilots must be ordered by respective Agent at least 48 hours in advance of the time their service is required.
**MAX. SIZE:** Draft alongside quay maximum 40 ft. Present quay permits maximum LOA of 500 ft. Bar 200 metres east of quay, depth below chart datum is 24 ft.
**RESTRICTION:** Mooring and unmooring is restricted to daylight hours only.
**HEALTH:** All vessels boarded by Harbour Quarantine on arrival.
**RADIO:** Name: Department of Sea Communication. Call sign: 8 AD 5 with freq. 8110 kc/s. Shore radio station only used for district contact (used by Department of Sea Communication).
**TUGS:** Two small tugboats are available. Both of 80 h.p., owned by P. N. Djakarta Lloyd.
**BERTHING:** Present berth length 50 m., to be lengthened to 150 m. in 1974. Depth alongside 43 ft.
**STEVEDORES:** 6 gangs available. P. N. Djakarta Lloyd Banyuwangi Branch. One gang consists of 1 foreman, 2 winch drivers, 1 pilot and 13 labourers.
**MEDICAL:** Arranged by Department of Health.
**FRESH WATER:** Available. Handled by Harbour Board, with a loading capacity of about 300 tons per day.
**FUEL:** Not available.
**GANGWAY/DECK WATCHMEN:** Available.
**OPENING/CLOSING HATCHES:** Normally by stevedores.
**CUSTOMS ALLOWANCE:** 50 cigarettes each crew member. Packs or tins of tobacco must be open before going ashore. Wines and/or spirits enough for own use. If more required must pay import duties.
**CARGO GEAR:** Ship's gear used.
**IDENTIFICATION CARD:** Required.
**CONSULS:** No local representation.
**REPAIRS:** No facilities.
**REPATRIATION:** Not possible.
**TIME:** GMT plus 7 hours.
**HOLIDAYS:** On Sunday and holidays no workers available, but if necessary work can be arranged, except Independence Day (17th August) and 1st Sjawal (Idhul Firti/Moslem Holiday).
**POLICE/FIRE/AMBULANCE:** Police and ambulance available. No fire brigade.
**TELEPHONES:** No facilities for placing telephones on board.
**SHORE LEAVE:** Allowed, shore pass required.
**DELAYS:** Possible. During loading if it rains.
**AUTHORITY:** Kepala Pelabuhan. Jalan Pelabuhan Banyuwangi, Tel. 201, 682.

**AGENT:** P. N. Djakarta Lloyd Banyuwangi Branch. Tel. 363, 386, 432. Post Box 7 Banyuwangi.

## BELAWAN: 03.48 N. 98.43 E.

**DOCUMENTS:** Upon arrival ships have to fill in the following Forms:
- Harbour Report obtainable from the boarding Pilot, or from the Harbour-master.
- Pilot's Certificate.

Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:
- Nationality (Registry) Certificate.
- Seaworthiness Certificate.
- Measurement (Tonnage) Certificate.
- Deratisation (Exemption) Certificate.
- International Load Line Certificate.
- Safety Certificate (passenger ships).
- Safety Equipment Certificate (cargo ships).
- Safety Radio and Radiotelephony Certificate (cargo ships).
- Certificate of Approval (ship's radio station).
- Health Book or Bill of Health.
- Last Port Clearance.
- Subscription of Light and Harbour Dues and wharfage if any.
- Crew Lists and Passenger's Lists.
- Ship's Articles.
- Other certificates and documents as required.
- 2 Stores Lists.

**RESTRICTIONS:** Bar is excessively silting and continuous dredging is necessary to keep the shallowest part at 8 metres at LWS. Narrowest part of channel is 50 metres wide.

Outer roads about 600 metres square marked by light buoy. No pilot light vessel. This roadstead is approx. 600 m. wide, the centre of which is the range-line of the swept channel. This channel is provided with buoys and beacons.
**PILOTAGE:** Compulsory pilotage for vessels over 500 M3 gross, consisting of sea and harbour (docking) pilotage; working hours 0600–1700 W.I.T. Pilots must be ordered by the respective Agents at least six hours in advance of the time their service is required. Vessels will not be taken alongside wharf unless the vessel can be berthed before 16.00. Incoming sea pilot embarking at anchorage when berth has been alloted. Harbour pilot boarding on passing harbour limits. Outward harbour and sea pilot will board vessel alongside wharf, while harbour-pilots will disembark at harbour limits and sea pilot at the anchorage in outer roads.
**TUGS:** Two tug-boats, *Laut Timor* and *Asta*, both of 650 h.p., owned and operated by P.N. Tunda Bara (State owned), assist in mooring and unmooring, towing of lighters, supply steam, etc. The "Brahmayuda" of 350 h.p. is owned and operated by the Harbour Board and used in cases of emergency only.
**RADIO:** Coastal Radio Station: Call sign PKT; Class A1, Frequency 8714, A2, Frequency 8754.4.
**BERTHING:** *Ocean Quay:* Depth alongside 8.0 to 8.50 metres. *Old Belawan:* Depth alongside 6.0 metres.

Mooring buoys: There are two sets of moorings laid in the river i.e. in Old Belawan, but mooring is subject to the following conditions: approval of Harbourmaster who views each case separately from the point vessel's draft and the tide in the river.

If granted, the following ropes must be used both fore and aft: 2 good manilla ropes, 1 strong steel wire with shackle complete, 1 slip wire.
**STEVEDORES:** Working hours: Monday–Thursday 0800–1200, 1300–1600. Friday 0800–1100, 1300–1600. Saturday 0800–1200, 1300–1500. Overtime to be applied with authorities concerned is usually granted: on working-days during meal-hours, from 1600–2000 and occasionally till 2200 hours; on Sundays and holidays, except Independence Day, 1st Ramadhan, Christmas and 1st January.
**FRESH WATER:** Handled by the Harbour Board. Artesian wells all along the Ocean quay with a loading capacity of about 10 tons per hour. The water is regularly laboratory checked and declared drinkable but boiling before use remains recommended.
**FUEL:** Coal not available. Oil, at 5 points on the quay alongside go down 18 and 19 for Stanvac diesel and marine fuel oil, applications for which must be made 2 weeks in advance. Pumping capacity about 60 tons per hour.
**REPAIRS:** Slipways available for small craft only. Machine-shops available for minor repairs. Radio repairs available, viz. the Post Telegraph and Telephone Office. Electronic repairs not available.
**PORT SECURITY:** Maintained by members of the Indonesian Armed Services, usually, police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.
**CUSTOMS:** It is strictly prohibited take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp. 50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents with the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.
**AUTHORITY:** Departmeen Perjubungan, Direktorat Djendral Perhubungan Laut.

**AGENT:** P. N. Djakarta Lloyd, Medan Branch Office, Djl. Kesenian No. 4, Port Medan/Belawan.

## BIMA: 08.25 S. 118.42 E.

**DOCUMENTS:**
- 6 Crew Lists.
- 6 Vaccination Lists.
- 6 Stores Lists.
- 6 Passenger Lists.

**PILOTAGE:** None available.
**ANCHORAGE:** 300 metres off the quay in depths of 16 metres.
**RESTRICTIONS:** None, vessel may enter harbour day or night.
**MAX. SIZE:** Not limited at anchorage.
**RADIO:** Coastal Radio Station, cable address Pelni Bima by Post Office.
**TUGS:** No tug-boat available.
**BERTHING:** Entering and sailing allowed after dark. No berthing facilities except for very small ships.
**STEVEDORES:** Ordered by Agent. No work allowed on Muslim holidays, New Year and 17th August.
**MEDICAL:** One government hospital available.
**FRESH WATER:** None available.
**FUEL:** None available.
**GANGWAY/DECK WATCHMEN:** None available, police and Customs officers posted on board.
**OPENING/CLOSING HATCHES:** Carried out by stevedores.
**AIRPORT:** Flights from Bima to Sumbawa, Ampenan, Bali. By AOA Zamrud (Dakota) every Sunday, Tuesday, Thursday and Saturday. Aviation Corporation.
**TIME:** GMT plus 8 hours.
**HOLIDAYS:** Muslim holidays, New Year, 17th August.
**TELEPHONES:** No phone connections between ship and shore available.

**SHORE LEAVE:** Crew members are allowed to go ashore and arranged by Agents.

**DELAYS:** One motor-boat, four lighters each of 15 tons and one lighter of 25 tons. Loading general cargo live buffaloes and fodder. For heavy cargo max. 7 tons each lift can be handled through lighters.

**AGENT:** Pelni Bima. Nusatenggara Barat Indonesia. Cable address: Pelni Bima. Tel. Office No. 46. Residence: No. 7.

## BITUNG: 01.26 N. 125.12 E.

**PORT LIMITS:** The area between limits:
125° 10′ E. 125° 13.5′ E.
01° 25′ N. 125° 10′ E. to coastline of Lembeh Isalnd.
01° 27′ N. 125° 13.5′ E. to coastline of Sulawesi.
Coastline of Lembeh Island between lat. 01° 25′ N. 125° 13.5′ E.
Coastline of Sulawesi between 125° 10′ E. and lat. 01° 27′ N.

**DOCUMENTS:**
4 Crew Lists.
4 Lists Passengers in Transit.
4 Lists Passengers Disembarking.
3 Cargo Lists.
3 Provisions Lists.
1 List of Articles new and Customs-barred in possession each crew member – cameras, binoculars, radios, cigarettes, tobacco, etc.
Ship's Register.
International Vaccination Certificate for Crew and Passengers. (Especially for International Travellers).
Health Book/Maritime Declaration of Health.
Derating Exemption Certificate.

**PILOTAGE:** Contact Coastal Radio Station Bitung (call sign PKM), telegram address: Port Administration Bitung; advance notice of ETA 24 hours. Pilot boat: motor launch, light grey. Requiring a Pilot: flag, sound and Morse Signal: "G" anchorage for vessel awaiting a Pilot: the area between: 01° 26.3′ N., 125° 10′ E.; 01° 25′ N. 125° 10.8′ E. and 01° 24.1′ N., 125° 07.1′ E.; 01° 24.1′ N., 125° 09.9′ E.

**ANCHORAGE:** The area between coast of Lembeh Island and coast of Sulawesi: 01° 27′ N., 125° 12.3′ E.; 01° 26.2′ N. ,125° 13.5′ E. and 01° 26.3 N., 125° 10′ E.; 01° 25 N., 125° 10.8 E. Depths: 42 ft. to 114 ft.

**RESTRICTIONS:** No restrictions night entry.

**MAX. SIZE:** Draft alongside pier, maximum 32 ft.

**HEALTH:** Vessels coming direct from other countries or coming from infected port: "Q" flag to be flown. Pratique procedure and action necessary to obtain pratique according to the Int. Sanitary Regulations.

**RADIO:** Bitung Radio/PKM for vessels to route ETA cables to Agents, receivers, etc.

**TUGS:** None available.

**BERTHING:** Depth alongside pier 18 to 34 ft. dependent location.

**STEVEDORES:** Arranged by handling Agent.

**MEDICAL:** Masters to advise by radio prior arrival if medical attendance required aboard. Vaccination/fever certificates required, 3 copies.

**TANKERS:** One oil jetty for domestic tankers.

**DENSITY:** About 1030.

**FRESH WATER:** Available from hose connections on the pier, at a rate of 100 tons per hour, or by barge.

**FUEL:** Not all grades fuel available. Diesel and marine lubricants can be supplied. 48 hours notice required.

**DEVELOPMENTS:** Extension of pier to total length of 1,821 ft. to be completed 1975/1976.

**REPAIRS:** Some deck and minor engine repairs are possible at Bitung dockyard. Radar and electronic repair available, but not for big repairs.

**GANGWAY/DECK WATCHMEN:** Not needed.

**OPENING/CLOSING HATCHES:** Normally by crew/stevedores, otherwise according charter party.

**SHIP CERTIFICATES:** Registered Tonnage Certificate and all certificates normally required to be on board.

**CUSTOMS ALLOWANCE:** 100 cigarettes or 20 cigars or 100 gram. tobacco each crew member; 1 bottle wine or spirits for each crew member.

*Passengers:* Commodity to be worth US$25 per person or US$100 per family.

**CARGO GEAR:** Loading and discharging by ship's own derricks, Shore cranes capacity 15 and 35 tons.

**IDENTIFICATION CARDS:** Shore pass issued by the Immigration Office for crew members at Agent's request.

**CONSULS:** Philippines only.

**REPATRIATION:** Facilities available.

**AIRPORT:** About 50 km. from port of Bitung. Regular airlines: "Garuda" seven flights a week, "Mandala" two flights a week and "Zamrud" three flights a week.

**TIME:** Local time GMT plus 8 hours, permanent.

**HOLIDAYS:** New Year's Day; Idul Adha; 1st Muharam; Ascension Day; Birthday of Prophet Mohammad; Good Friday; Proclamation Day (August 17); Ascension Day of Prophet Mohammad; Idul Fitri and Christmas Day.

**POLICE/AMBULANCE/FIRE:** Police 107; Ambulance 24; Fire 111.

**SHORE LEAVE:** Crew members are allowed ashore with a shore pass issued by the Immigration Office.

**AUTHORITY:** Port Administrator, Port Administration Bitung, Bitung. Tel. Bitung 60.

## CINTA TERMINAL: 5.30 S. 106.14 E. (See Plan)

**DOCUMENTS:** The following documents are required for immediate inspection by the Terminal Officials:
Maritime International Declaration of Health.
Valid Deratisation or Exemption Certificate.
6 copies of Crew Lists.
Passenger List, if any.
Smallpox Vaccination Certificates for all crew members or passengers within three years.
Certificates of Inoculation against any communicable diseases.
Valid Passports and/or Seaman's Certificates for all crew members or passengers.
Notice of Readiness.
Indonesian Consular Clearance.
1 Crew Declaration of Personal Belongings.
1 Ship's Stores Inventory.
6 copies of Cargo Manifest for Cinta Terminal loading.
1 Copy of Cargo Manifest for Transit Cargo with a Summary.
1 Copy of Passenger Manifest.

Clearance from the last port of call will be required by the Government Authorities. Crew Lists and Crew Declaration of Personal Belongings must be on the approved Indonesian documents. Vessels are advised on their initial visit to the port to obtain sufficient forms for future visits.

In the normal course of events, Cinta Terminal acts as tanker agent and prepares all crude oil documents. No charges are made for these services. A tanker will be considered clear to depart Cinta Terminal when the crude oil loading documents and his outward clearance certificate have been delivered to the Master of the vessel.

**EQUIPMENT:** A vessel must have both bower anchors and ground tackle in good working condition and in such sizes and amounts as to meet either "Lloyds" or "A.B.S." standards, although they may be in fact classified by other societies. It is strongly recommended that anchors have proper anchor buoys attached to each anchor.

All vessels must carry suitable stoppers for all Manila or synthetic lines for mooring use.

Vessels to have suitable winches or capstans in good operating condition on the forecastle deck. Constant tension-type winches may not be used except when they can be solidly locked and the constant tension feature not used.

**PILOTAGE:** Pilotage is compulsory within the Terminal limits. Vessels to be moored at Cinta Terminal will be boarded by Cinta Terminal Mooring Master in the anchorage area. The Mooring Master will advise the ship's Master on approaches to the SBM, mooring, unmooring, connection and disconnecting hoses, and all other operations within the Terminal area. Vessels are requested to have a pilot's ladder, safely and securely rigged, ready for immediate use and long enough to meet the Mooring Master's launch. Vessels will provide a lee for the Mooring Master, both when boarding and leaving. Also a light line should be ready to take aboard the Mooring Master's portable radio.

**ANCHORAGE:** Position centre is 5° 29′ 10″ S., 106° 15′ 30″ E. which represents the centre of a circle with a radius of approximately one mile which must be used by vessels required to wait at anchor. Anchoring within the Terminal Area is prohibited. Mooring Masters will board arriving tankers in the anchorage area.

The hold area is South of the SBM with water depth of 18 to 20 fathoms. Holding ground is fairly good. Area is large enough for sufficient manoeuvring and swinging room for several vessels.

If a tanker is not scheduled to berth on arrival (e.g. another vessel is already in the berth, or the Terminal is closed on account of adverse weather, etc.), Master will be advised by radio and requested to anchor.

**RESTRICTIONS:** Weather permitting, Cinta Terminal will operate on 24 hours per day, 7 days per week. Tankers will be berthed during daylight hours only and unmoored on 24 hours basis provided the berth is not occupied and/or storage is not critical.

**MAX. SIZE:** Minimum size tanker acceptable: The minimum sized tanker acceptable at the Terminal will be not less than 20,000 dwt.

Maximum size tanker acceptable: The maximum sized tanker acceptable at the Terminal calling for a full cargo will be 55,000 dwt. Larger tankers may be accepted subject to weather conditions at the time of loading without recourse to IIAPCO for any delays.

**NAVIGATION AIDS:** The SBM is fitted with a five nautical mile white flashing light; flashing at a rate of 60 flashes per minute. The SBM is located approximately latitude 5° 27′ 39″ S. and longitude 106° 14′ 44″ E. and bears 318° True, approximately 51 nautical miles from the Port of Jakarta.

The SBM is also equipped with a foghorn having a 2 second on and 18 second off sequence.

A large 602 ft. long barge Cinta Natomas is used for storage of crude oil and for accommodation and headquarters of Cinta Terminal personnel. It lies permanently anchored to an SBM 5° 26′ 40″ S. and 106° 14′ 42″ E. on a line bearing approximately N. 88° W. and 5,800 ft. from the location of the SBM. The barge shows lights and shapes as prescribed in the International Regulations for preventing collisions at sea for vessels engaged in underwater operation, see Rules 4 (c) and 11 (b) (c) (d). The barge is also equipped with a foghorn with 5 seconds on and 55 seconds off sequences forward and 5 seconds on and 55 seconds off abaft, 10 seconds apart.

Four permanently fixed oil producing structures are located in the Terminal area:

Cinta platform "A" rises approximately 65 ft. above water and is located approximately 7,100 ft. from the barge at 5° 26′ 23″ S. by 106° 15′ 50″ E.

Cinta platform "B" is an identical structure to platform "A" and is located at 5° 27′ 01″ S. and 106° 15′ 22″ E. and 4,500 ft. from the barge.

Cinta platform "A" and "B" have heliports.

Cinta platform "C" rises approximately 54 ft. from mimimum low water and is connected by a 110 ft. long bridge to Cinta platform "B" on the East side.

Kitty platform "A" is located about 33,000 ft. from the barge at 5° 30′ 57″ S. and 106° 11′ 59·5″ E. This platform rises approximately 54 ft. from minimum low water.

**RADIO:**

*Cable address:* "Iiapco Jakarta".

*Telex:* 4221.

*Operating Schedules and frequencies:* Direct communication by radio telephony between Cinta Terminal (call sign: 6ZFT) and incoming vessels will be by: amplitude modulation (A3, A3H and A3J) operation in the 2-4-8 and 12 mHz bands and by International Marine VHF Channel 16. (156·80 mHz).

CintaTerminal (call sign: 6ZFT) particulars are as follows: operated by: Independent Indonesian American Petroleum Company (IIAPCO). Position: Lat. 5° 26′ 40″ S. Long. 106° 14′ 42″ E. Hours of operation: 24.

| *Frequencies* | *Class* | *Power* | *Mode* |
|---|---|---|---|
| 2182 kHz | A3, A3H, A3J | 150 W | AM |
| 2398 kHz | A3, A3H, A3J | 150 W | AM |
| 2638 kHz | A3, A3H, A3J | 150 W | AM |
| 2738 kHz | A3, A3H, A3J | 150 W | AM |
| 4078·0 kHz | A3, A3H, A3J | 150 W | AM |
| 4456·0 kHz | A3, A3H, A3J | 150 W | AM |
| 8281·2 kHz | A3, A3H, A3J | 150 W | AM |
| 8223·6 kHz | A3, A3H, A3J | 150 W | AM |
| 12421·0 kHz | A3, A3H, A3J | 150 W | AM |

International Marine VHF Channels:

6 — 156·30 mHz Simplex
12 — 156·60 mHz Simplex
13 — 156·65 mHz Simplex
14 — 156°70 mHz Simplex
16 — 156·80 mHz Simplex
20 — 157·00 mHz Receive 161·60 mHz Duplex
26 — 157·30 mHz Receive 161·90 mHz Duplex
28 — 157·40 mHz Receive 162·00 mHz Duplex

*Notes:* 6ZFT keeps continuous watch on 2182, 4456 and 8281·2 kHz. 6ZFT keeps continuous watch on VHF Channel 16.

All communications between ships and Cinta Terminal (6ZFT) will be way of this station except should a vessel be unable to contact 6ZFT, she should send messages through: Singapore Radio/9VG or Pertamina Radio/PKI-2

*Initial Communications:* It is most important that ships establish communications with the Cinta Terminal (6ZFT) not less than 72 hours prior to arrival at the Terminal, giving estimated time of arrival. Further ETA information should be sent when the vessel is 48 hours, 24 hours, 12 hours and 4 hours distance or any time a change of one hour in original ETA occurs. These messages should specifically state whether ETA is given in GMT (Z) or local time (K).

Cinta Terminal time is GMT plus 7 hours throughout the year.

The 72 hours signal should include the following:

1. Name of vessel and radio call sign.
2. ETA and date.
3. Cargo requirements.
4. Deballast time.
5. Maximum loading rate.
6. Vessels draft on arrival.
7. If there is any sickness aboard or clean bill of health.
8. Last port of call.
9. Any hull, bulkhead, valve or pipeline leaks on vessel which could affect loading or cause pollution.
10. Distance in feet from bow to vessel's loading manifold.

On receipt of the first signal from a vessel Cinta Terminal (6ZFT) will transmit a message to her giving preliminary requirements and details as to Terminal. Masters are urged to comply with this in all details in order to facilitate vessel turn-around and Government formalities.

*Communications within 4 hours of terminal:* Once ships are within the 4 hours distance of Cinta Terminal (6ZFT) communication, valid radio-telephone communications on International Marine VHF may be established on Channel 16 (156·80 mHz). This channel is monitored continuously.

Once contact has been made on Channel 16 further conversation will be conducted on a mutually compatible channel.

The 4 hours signal should confirm information on the time she will require to discharge ballast after arrival. Precise time of arrival should be given when the ship is 4 hours distance from the Terminal.

*Communication in Terminal:* The Mooring Master will be in direct control of all ship communications while in the Terminal Area. Any unauthorised communications will be cause for cessation of all operations excepting clearing the berth, and the vessel's Notice of Readiness will be nullified immediately.

**PRATIQUE:** In accordance with international practice, quarantine signals must be displayed by all vessels approaching Cinta Terminal area. These signals shall be displayed continuously until pratique is granted. By day the flag of Indonesia should be flown throughout the vessel's stay in port. The boarding officials will attend the incoming vessel from the Cinta Terminal launch.

**NOTICE OF READINESS:** After arrival in the anchorage area and when the tanker is in every respect ready to load, the Master may tender his Notice of Readiness. Notice of Readiness will not be accepted during periods when the Terminal is closed. The Terminal is "closed" when the weather is such that it is too rough for incoming tankers to berth. The decision regarding the opening and closing of the Terminal will rest with the Terminal Superintendent. Tenders by vessels to load crude oil cargo will be normally accepted and berth assigned to vessels in chronological order of arrival provided such vessels have current nomination for cargo valid at the time of tender, carry clean ballast (if any), and have cargo tanks in fit condition to receive cargo. Also they must be in all respects properly equipped and ready to moor. Should berthing be delayed on account of bad weather, vessels will keep their position in line.

**TUGS:** Tugs and/or launches may assist in berthing vessels. These are under the direct supervision and control of the Mooring Master.

**BERTH DESCRIPTION:** The Terminal and Production Administrative Offices are located on board the 143,000 dwt crude storage barge *Cinta Natomas* permanently moored approximately 5,800 ft. on a line bearing North 88° W. from the SBM. The nearest port with facilities is Jakarta approximately 51 nautical miles South-east.

The single point mooring buoy berth (SBM) is 11 metres in diameter, and designed to handle tankers in the 55,000 dwt. class, or larger, during reasonable weather. The buoy is equipped with dual 12-inch floating hose with ASA 150 pound flanged connections. Both strings must be taken aboard. Loading rates will be from 13,000 to 40,000 barrel per hour range. The SBM is also provided with two permanently attached 12-inch circumference synthetic fibre floating mooring lines. These lines should be held under tension by the vessel at all times.

**MOORING:** Tankers are requested to have ready on the forecastle head the following:

(*a*) Messenger lines on the forecastle head for bringing 2 mooring lines aboard from the SBM (minimum 6-in. circumference).

(*b*) Mooring winches on forecastle head for handling two 12-in. circumference synthetic fibre floating mooring lines from the SBM.

(*c*) Adequate chafing gear to prevent damage to mooring lines

(*d*) Derrick rigged and ready to pick up from launch, mooring shackles, nylon stops and hose connection gear on the port side midships.

On the near approach to the buoy a launch will attach a ship's line to one of the Terminal's floating mooring lines. This will be hove aboard and secured to the towing brackets, if the ship is so fitted, or otherwise secured by a ship's mooring wire and nylon stop previously passed aboard. The same operation will be repeated with the second mooring line.

The Mooring Master may require the vessel to unmoor at any time he deems it necessary for the safety of the vessel or mooring buoy or both, or infringement of the Terminal regulations.

**HOSES:** The Mooring Master along with a ship's officer will direct the ship's crew in the raising, lowering, connecting and disconnecting the oil loading hoses as well as all other labour pertaining to the loading of crude. The Terminal will not provide any labour for work done aboard the vessel.

Vessels must be adequately equipped with boom, blocks, tackle, wire runners and sundry equipment on the port side to hoist the floating hoses from the sea to the loading position. (5 tons minimum hoist size required.) Vessel's loading manifolds should be prepared for two 12-in. ASA 150-lb. flanged hose connections prior to vessel's arrival at Terminal. Where no crossover valves exist on loading manifolds it is recommended that loops between loading lines on the starboard side of these manifolds be fitted. 8-in. hose connections to be removed; also, if necessary, "Y" pieces removed so that maximum flow through the 12-in. cargo hoses will not be reduced. To assist in vessel's turnaround, tankers should have all necessary booms and cargo gear rigged and ready before ship is boarded by Mooring Master.

Vessels which may consider the lifting capacity of their gear to be marginal should strengthen their gear accordingly. A common way to do so is to rig a second topping lift on the boom.

**LOADING:** Before the loading begins, the Master wll ensure that all Terminal and Port Regulations pertaining to the readiness of the vessel have been complied with; that the vessel is manned and in all respects ready to receive crude, and that all precautions required by the circumstances have been taken.

All communications relative to the loading of the vessel shall be routed through the Mooring Master who will remain in contact with storage barge *Cinta Natomas* constantly via portable VHF Units. In case of temporary breakdown of the portable VHF circuit, contact may be continued on International Marine Channels if the vessel is so fitted.

Should communications with the *Cinta Natomas* fail, loading ceases. An emergency cessation of loading may be effected by a continuous sounding of the ship's whistle.

The maximum loading rate will be 40,000 barrels per hour. (5,300 long tons per hour). Loading will commence with one pump; when the vessel advises that the cargo is flowing into the tanks, the loading rate will be increased until the desired rate has been reached.

Vessels shall not close down against the incoming oil flow. Vessels will be held liable for damages resulting from failure to observe this precaution.

The vessel must give 30 minutes notice to the *Cinta Natomas* before starting to "top-off", and shall advise if a decrease in loading rate is desired.

The vessel must give 15 minutes' notice to the *Cinta Natomas* prior to the completion of loading, at which time the *Cinta Natomas* may reduce to one pump.

On completion of loading, all pumps will be stopped loading hoses disconnected, and blind flanges with gaskets installed on the loading hose before lowering over the side. There should be no leakage

All cargo tank openings and pressure vacuum relief valves must be closed immediately after ullages and samples have been taken.

All documentation will be completed as soon as possible after loading is completed.

If during loading it is revealed that oil is leaking from the tanker, so as to constitute a safety or pollution hazard, loading shall cease and the tanker may have to leave the Terminal limits at the sole discretion of the Mooring Master. Completion of loading will only be undertaken if repairs have been carried out to the tanker to the satisfaction of the Mooring Master. A tanker so rejected shall not later be accepted on a subsequent visit for loading until satisfactory evidence of repair is submitted duly certified by ABS, Lloyds or other recognised surveyors.

Notice must be given by the vessel to the Mooring Master 30 minutes before vessel completes deballasting. The Mooring Master will advise the Cinta Terminal.

**BALLAST:** It is the responsibility of the ship's Master to see that no oil (crude, bunkers, diesel or bilge) or dirty ballast is pumped or spilled overboard from his ship while in the area. Drip pans should be used, especially when disconnecting hoses, in order to prevent spillage overboard.

Before loading commences all overside scuppers shall be made oiltight. At Cinta Terminal there are no slop tanks or facilities for receiving dirty ballast. Tankers must arrive with clean ballast. In the event a tanker does have dirty ballast it will not be allowed to be pumped overboard.

A vessel must have sufficient ballast for safe handling, having due regard to existing weather and sea conditions. Through careful watch of the weather and sea conditions, frequent exchange of information between ship and Terminal, and by a knowledge of the behaviour of his own vessel, the ship's Master may come to the Terminal with a minimum of ballast and thus lessen any possibility of infringement of sea pollution regulations.

Vessels equipped with a separate system of ballast tanks will be allowed to discharge ballast and load oil simultaneously, provided approval is first obtained from the Company Mooring Master and provided Government Petroleum Inspector agrees to do so.

*Discharging ballast at night:* When any vessel is discharging ballast in darkness, the sea around the area of discharge will be adequately lighted, so that any pollution will be readily noticeable.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**REPAIRS:** No repairs are to be made while berthing or unberthing, or in the berth. All engines to be on 30 minutes standby and steam on deck at all times.

**MEDICAL:** At Cinta Terminal, medical and dental services are not available. In emergencies requiring hospitalisation, the patient will have to be flown by helicopter to Djakarta. All expenses will be charged to the ship owner.

**CUSTOMS ALLOWANCES:** Cigarettes, cigars, tobacco, matches, spirits, wines, beer, perfume, arms, ammunition and possibly other items will be locked up under customs' seal from time of arrival of ship at the Terminal until the time of leaving territorial waters.

Each person is allowed 20 cigarettes per day of stay or 3 grams of tobacco or cigars in lieu thereof. Each man is allowed one litre of beer or half litre of wine per day. Special allowances are made for the Master under special circumstances.

Indonesian Customs and Immigration Officials will board the vessel as soon as possible after arrival to give inward clearance and pratique service. Indonesian Government Regulations are strictly enforced.

*Contraband:* The attention of Masters is called to the strict enforcement of Indonesian Regulations against smuggling. Illegal possession or landing of such items as narcotics, liquor, cigarettes, ammunition, sheath knives and similar weapons or other articles of contraband is subject to severe penalty and may result in prolonged delay of the vessel concerned.

All precautions must be taken to prevent the violation of contraband laws.

Masters are requested to inform the ship's officers and crew of the foregoing regulations pertaining to contraband, shore liberty, etc., and to be assured that all personnel completely understand.

**IDENTIFICATION CARDS:** Visitors must obtain a Special Pass from Indonesian Government Officials located in the Terminal and from the Company's Mooring Masters. It is recommended that visitors be restricted to a minimum due to hazards involved.

**TIME:** Indonesian local time is GMT plus 7 hours.

**SHORE LEAVE:** Shore liberty will not be granted except in cases of extreme emergency. Crew members cannot pay off or leave vessel at Terminal.

**GENERAL:** Safety rules and regulations are strictly enforced. The safety requirements are based upon the provisions of the Code of Safe Practices currently accepted by the Oil and Tanker Industries.

Provisions, spare parts or stores of any sort shall not be loaded from or discharged into any craft while the tanker is in or near the berth.

When a Mooring Master and his launch crew are assigned to a ship on business, it is expected that the ship will supply them with meals at the same time and in the same manner as comparable with personnel of the ship. No special meals or special foods will be required. The Terminal will keep this item to a basic minimum. The ship should also provide shelter and smoking facilities in the same manner as meals. All communications between Terminal personnel assigned to a ship and ship's personnel should be through the Mooring Master.

**AUTHORITY:** Independent Indonesian American Petroleum Company, PO Box 2759, Djakarta, Indonesia. Cables: IIAPCO Djakarta.

## DJAKARTA (Tandjong Priok): 06.10 S. 106.50 E. (See Plan)

**DOCUMENTS:** Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:

Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Vaccination Certificates.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Other certificates and documents as required.

*Ship's arrival and departure:* Two days before arrival of vessel, the ship's Agent has to inform the Port Administration, by completing appropriate forms. Copies of completed forms must also be submitted to the Harbour Master, Port Health Service, Immigration, Customs and Security for preparations of services. The Pilot may berth the vessel on request of the ship's Agent only after obtaining clearance from the Port Administrator, Harbour Master, Port Health Service and Immigration (foreign vessels only).

Before departure, port clearance is issued by the Harbour Master, after clearance has been obtained from Customs, the Port Health Service, and Immigration.

*Ship's Certificate:* The Ship's Certificate should be delivered to the Harbour Master through the Agent. This certificate will be returned to the Ship's Master prior to the ship's departure.

*Ship's Manifest and Bill of Lading:* The copy of the ship's manifest should be delivered to the Port Administrator through the Agent.

**IMMIGRATION:** Vessels arriving from abroad with passengers must hoist the N Flag. Masters have to supply the boarding Immigration Officer with Passenger's List of: (*a*) disembarking. (*b*) transhipping. (*c*) through passengers.

No persons are allowed on board until the vessel has been examined and the N Flag taken down. Passengers must be in possession of a valid visa: visitor's, entry or a transit visa. Those not having a visa may at the discretion of the Immigration Officer, obtain a landing permit. Members of the crew including the Master must appear in the Articles, in order to get shore permits.

**PILOTAGE:** Compulsory. Pilots will board the vessel at the Outer Anchorage, from 0800–1800.

The ship's owner/agent has to inform the Port Administration (the Pilotage Division) of the ship's arrival 24 hours in advance.

Walkie-talkie radio with a frequency of M.27 is used for communication between the pilot boats and the pilot station.

**ANCHORAGE:** Anchorage for vessels waiting for the pilot is outside the breakwater.

**RESTRICTIONS:** Maximum draft is approximately 10 metres.

**MAX. SIZE:**

| *Harbour* | *Length* (m.) | *Draft* (m.) |
|---|---|---|
| 1st | 150 | 7 |
| 2nd | 170 | 8 |
| 3rd | 170 | 10 |
| Oil | 170 | 10 |
| Coaster | 60 | 4 |

**HEALTH:**

*Quarantine:* A vessel is in quarantine and must hoist the quarantine flag (Q, QL, QQ), when it is a vessel:

1. that comes directly from abroad (Q flag),
2. that comes from an infected Indonesian Port (Q flag),
3. that takes passengers or cargo over from vessels mentioned in items (1) and (2) (Q flag),
4. whose captain has declared that a quarantinable disease exists or is suspected on board (QL/QQ),
5. which the Port Medical Officer has declared infected or suspected with a quarantinable disease (QL/QQ).

The concerned vessel is free from quarantine measures when free pratique has been obtained. The free pratique becomes invalid when a vessel is in quarantine as stated above or a quarantinable disease occurs during the validity of free pratique.

The Port of Tanjung Priok is a 1st class Quarantine Port.

At the request of the ship's owner/agent, the Department of Health will provide "provisional pratique", for vessels calling directly from abroad to any Indonesian port which is not classified as a quarantine port, provided that health conditions on board comply with the required health conditions. This "provisional pratique" however does not relieve the vessel from quarantine measures, and it is not to be construed as "free pratique".

Accordingly vessels enjoying "provisional pratique" are still required to hoist the quarantine flag.

*Vaccination/Immunization:* Vaccination and Immunization against smallpox and cholera can be carried out by the Port Health Service.

**BOARDING AREA:** Harbour Pilots, Quarantine Officer and Immigration will board the vessel at the Outer roads.

**RADIO:** Coastal Radio Station Call sign PKI Class A1, A2, A3; call sign PKZ Class A3.

**VHF:**

| | |
|---|---|
| Harbour Master | Channel 16 |
| Pilot | Channel 12–14 |
| Tugboat Operations | Channel 12 |
| Port Operations | Channel 14 |
| Public Service | Channel 16 |

**TUGS:** Tugs are operated by the State-owned P.N. Tunda Bara, Cable address: "Coaltug", which also handle the mooring facilities. Vessels over 80 metres in length have to use at least one tug. Ten tugs available from 135 h.p. to 1,500 h.p. Two tugs are equipped for fire fighting.

**BERTHING:**

| *Wharves* | *Length* (m.) | *Depth* (m.) |
|---|---|---|
| Coaster Harbour | 663 | 3–4 |
| 1st Inner Harbour | 1,855 | 5–8 |
| 2nd Inner Harbour | 1,900 | 7–9 |
| for coal | 150 | |
| for fertilizer | 150 | |
| for mineral oil | 25 | |
| 3rd Inner Harbour | 1,080 | 8–10·5 |
| Mineral Oil Harbour | | |
| Oil Jetty (3 at 25) | 75 | 9–10 |
| Bogasari (wheat) | 140 | 9–10 |
| Wooden | 100 | 5–7 |

| *Buoys* | *Number* | *Capacity* (tons) |
|---|---|---|
| West buoys | 6 | 15,000 |
| East buoys | 10 | 5,000 |
| 1st Inner Harbour buoys | 7 | 6,000 |
| 3rd Inner Harbour buoys | 4 | 15,000 |
| Nusantara buoys | 2 | 5,000 |
| Dredging Yard buoys | 1 | 2,000 |

**SPECIALISED CARGO-HANDLING FACILITIES:** There are two transporters with grippers available at the coal wharf.

**CRANES:** *Mobile cranes:*

| | *No.* | *Capacity* (tons) |
|---|---|---|
| | 4 | 5 |
| | 5 | 20 |
| | 1 | 35 |
| | 14 | 3–20 |
| *Shore cranes/Portal cranes:* | | |
| | 12 | 3 |
| *Floating cranes:* | | |
| | 1 | 15 |
| | 1 | 60 |
| | 1 | 25 |
| | 1 | 200 |

**STEVEDORES:**

Working hours: The usual working hours at the harbour are:

| | |
|---|---|
| Monday–Thursday | 0800–1200 hours |
| | 1300–1600 hours |
| Friday | 0800–1100 hours |
| | 1330–1600 hours |
| Saturday | 0800–1200 hours |
| | 1300–1400 hours |

Overtime is allowed on request.

*Shipmaster's Report:* Cargo work continuous, seven days a week. No work for two days at the end of Ramadan.

**MEDICAL:** First Aid at the scene of accident. Medical treatment or advice available on request to the Port Health Service. Hospitalisation available in general and private hospital in Jakarta.

**FRESH WATER:** Available by pipe-line or barge, rate 50/60 t.p.h. Barge capacity 60–350 tons.

**FUEL:** Available by pipe-line or barge, supplier is Pertamina.

**REPAIRS:** Dry-docking and repairs are carried out by the State-owned P.N. Dok.

Electronic Repair Shop: Repair of electronic navigational aids and radio can be carried out by experts.

Repair and Testing of Navigational Instruments: Carried out by experts of the Hidral (Hydrography of the Indonesian Navy) and those of the P.N. Pelni workshop. Compass can be adjusted by an expert of the above-mentioned Hidral. Testing and issuing of certificates for navigational lamps by the Pelni workshop.

**DRY DOCKS:** Three floating docks, max. capacity 17,500 tons, and seven slipways, max. capacity 3,275 tons.

**GANGWAY/DECK WATCHMEN:** Available if required.

**CUSTOMS ALLOWANCES:** Tobacco: Each crew member is allowed to carry 200 cigarettes or 50 cigars or 100 grams of tobacco ashore without paying import duty. Alcohol: There is no allowance for alcoholic drinks. Other commodities: Maximum value of US $100. Each crew member is allowed to bring personal goods in use up to maximum value of US $100.

**REPATRIATION:** A valid document is needed. A re-entry permit from the country concerned is sufficient, if there is no passport available.

**AIRPORT:** Kemayoran International Airport is approximately 8 km from Tanjung Priok, and Halim International Airport is approximately 25 km. Kemayoran Airport phone: 47031.

**TIME:** The Port of Tanjung Priok is located in the zone of Western Indonesian Time, which is based on the time at the meridian of 105° East Longitude.

**POLICE/AMBULANCE/FIRE:** Fire 291399; Security 291691/29145 Ambulance 291045/290097.

**CREW IDENTIFICATION CARD:** Crew members having no passport are required to carry a Seamen Identification Card (S.I.C.)

**PORT SECURITY:** Maintained by members of the Indonesian Armed Services, usually police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.

**AUTHORITY:** Port Administrator, Jalan Raya Pelabuhan No. Tanjung Priok Tel. 291233.

**AGENT:** Head Office: P.N. Djakarta Lloyd, Djl. Hadji Agus Salim 28, Djakarta.

P.N. Djakarta Lloyd, Tandjung Priok Branch Office, Djl. Ambon Port Tandjung Priok.

## DUMAI: 01.41 N. 101.27 E. (See Plan)

**DOCUMENTS:**

Maritime International Declaration of Health.
Valid Deratisation or Deratisation Exemption Certificate.
12 Crew Lists.
12 Passenger Lists (if passengers carried).
Smallpox Vaccination Certificates for all crew members and passengers.
Certificates of inoculation against any communicable diseases.
Valid Passports and/or Seamen's Certificates for all crew members and passengers.
Quarantine Certificates if expired, can be renewed.
Harbour report/last port clearance.
Load Line, Ship's Registry, Safety Radio, Construction and Equipment Certificates.
For Customs: 1 Crew List, 4 copies Personal Effects List, 4 copies Stores List.

**APPROACHES:** The Dumai Port installations can be reached by deep draft vessels by proceeding from Malacca Strait into Bengkalis and following a buoyed channel on a Southerly course for a distance of 22 miles to the junction of the Rupat Strait. Vessels must make a turn of approximately 180 degrees to enter the Rupat Strait and thence Westerly for a distance of 33 miles to Dumai. The Bengkalis and Rupat Strait fairways have been wire-dragged clear to a depth of 24 metres and 18·3 m. LWS respectively.

**PILOTAGE:** Harbour pilotage is performed by Government Pilots. The Harbour Pilot will board a vessel at anchorage for berthing or immediately on arrival at Buoy No. 18 when berth is available.

Sea piloting for the Rupat and Bengkalis Straits is a future project of the Department of Sea Communication.

According to the Dumai Port Authority's memo dated May, 1972 effective on 1st June, 1972, all vessels proceeding to Dumai should hoist the International code flag H or PT when passing buoy No. 1 as "requesting for Pilot" and call CPI's Radio Telephone (VHF) on Channel 12. You will be informed whether or not Pilots are available, if not you may then proceed directly to Dumai Harbour anchorage area.

The practice of berthing and unberthing vessels utilising CPI mooring masters has been discontinued.

**ANCHORAGE:** The Dumai general anchorage area is North and West of oil wharves. Minimum depth of water in this area 43 ft. 35 ft. shoal spot to East of general anchorage should be noticed. Holding ground in anchorages considered good, bottom clay. Area large with sufficient manoeuvring and swinging room for several vessels of size to be accommodated at oil wharves.

If vessels are not met by the Pilot's launch on arrival, or not instructed by the Dumai Port Control Radio to berth on arrival, it is suggested that they proceed to the recommended anchorage area.

**MAX. SIZE:** Length 1,263 ft., draft 57 ft.

**ETA ADVICES:**

1. Proceeding direct from ports other than Palembang and not stopping at Singapore en route:
   (*a*) Radio 96 hour ETA to "Calpaking Dumai" (include operational data).
   (*b*) If any time this estimated arrival time changes by 2 hours, send an amended ETA message immediately.
   (*c*) 24 hours before arrival, *confirm* or *amend* the ETA message regardless of any change from the last advice.
2. Proceeding from Singapore:
   (*a*) Prior to arrival at Singapore, radio 96 hour ETA Dumai include words "From Singapore" to "Calpaking Dumai" predicted on estimated time of stay at Singapore.
   (*b*) At Singapore, when departure time from Singapore is known confirm or amend the ETA to "Calpaking Dumai" through your Singapore ship's Agent.
   (*c*) Immediately upon departure from Singapore, and when able to use the vessel's radio legally, again *confirm* or *amend* the ETA to "Calpaking Dumai".
3. Proceeding from Palembang:
   (*a*) When departing Dumai on voyages to Palembang and return, give the Dumai Agent a verbal estimate of arrival back at Dumai in each instance.
   (*b*) Whether or not (*a*) is applicable, when time of departure from Palembang is known, cable an ETA message to "Calpaking Dumai" through your Palembang Agent.
   (*c*) Immediately on departing Palembang, and when able to use the vessel's radio legally, *confirm* or *amend* this ETA to "Calpaking Dumai".

**RESTRICTIONS:** All vessels inbound to Dumai from the time abreast Raleigh Bank light buoy until anchoraged off Dumai Terminal must display the following recognition signals.

By day: The International Code Flag hoist "CAL" flown from a single hoist from the signal yard.

By night: A red light 6 ft. above a white light both visible all around the horizon at a distance of not less than 2 miles.

Vessels should be prepared to answer identification queries from Indonesian naval patrol crafts. The foregoing is subject to change.

For some years, the Rupat-Bengkalis Strait area has been designated a restricted Maritime Zone by decree of the Government of Indonesia. A partial exemption from the requirement to secure spacial Indonesian Consular Clearance before entering this zone has been granted by the Indonesian Navy to tank-vessels proceeding to Dumai from any port in the world except Singapore. Vessels require only normal clearances from their last port to obtain entry at Dumai. Vessels diverted at sea need only normal clearance from last port and the diversion cable.

**RADIO:** There is a Government coastal station at Dumai. Any message for Dumai Terminal should be sent through this radio station which operates as follows:

Name: Dumai Radio.
Call Letters: "PKP".

| *Time (GMT)* | *Transmits* | *Listens on* |
|---|---|---|
| 0000–0030 | 448 kc/s. | 500 kc/s. |
| 0400–0500 | ,, kc/s. | 500 kc/s. |
| 0800–0900 | ,, kc/s. | 500 kc/s. |
| 1200–1300 | ,, kc/s. | 500 kc/s. |
| 1300–1400 | 8726/AL kc/s. | 8726 kc/s. |
| 0030–0130 | ,, /AL kc/s. | ,, kc/s. |
| 0230–0330 | 13101 kc/s. | 13101 kc/s. |
| 0630–0730 | 17184 kc/s. | 17184 kc/s. |
| 0130–0200 | 2182 kc/s. | 3195 kc/s. |

If contact cannot be made with Dumai Radio, then you should immediately contact Singapore Radio, Call Sign 9VG and forward your ETA message to "Amoseas Singapore RS–21349".

A C.P.I.-operated VHF station is maintained 24 hours a day, and is available for information concerning vessel's port activities. Channel 12 is utilised, Frequencies: 156·6.

Channel 16 is also utilised. Frequencies: 156·8.

**HEALTH:** In accordance with international practice, quarantine signals must be displayed by all vessels approaching Dumai. These signals shall be displayed continuously until pratique is granted. These signals are: Sunrise to Sunset, Quarantine flag "Q". Sunset to Sunrise, Signal lights (red over white).

Quarantine Officer and Immigration Officer will come on board to prepare the clearance at anchorage, except when the vessel comes alongside on arrival by issuing berthing permit only (not free pratique).

**TUGS:** Mooring and unmooring assistance is provided by two 3,000 h.p. diesel electric tugs which are stationed in the immediate vicinity of the wharves. While rendering assistance the tug-boats are under orders of the Pilot on duty.

**BERTHING:** Incoming ships are assigned in accordance with time of arrival, product to be loaded, size of vessels, and loaded draft.

Every effort will be made to berth vessels immediately upon arrival, and to this end Master should maintain radio contact with radio telephone (VHF) Channels 12 and 16.

At Dumai there are 6 wharves. One wharf is a Government-owned and operated cargo Wharf which can also handle discharge of petroleum products. Another wharf is Pertamina, owned and operated for the sole use of its refinery. The other 4 wharves are C.P.I. owned and operated and referred to at as Oil Wharf No. 1, Oil Wharf No. 2, Oil Wharf No. 3, and Oil Wharf No. 4 (present T-2 Wharf). These C.P.I. wharves are utilised for loading of crude oil only.

(*a*) Oil Wharf No. 1, located in approx. position 01° 41′ 14″ N. 101° 28′ 07″ E. Design capacity 150,000 dwt. Length between outer dolphins 1,210 ft. Least depth at face of wharf 57 ft. (MLWS). In terms of vessel's size and design this would be an LOA of approx. 1,008 ft., and a draft of 57 ft. Orientation of the wharf parallels the current flow.

(*b*) Oil Wharf No. 2, located in approx. position 01° 41′ 14″ N. 101° 27′ 52″ E. Design capacity 150,000 dwt. Length between outer dolphins 1,465 ft. 8 in. Least depth at face of wharf 58 ft. (MLWS). In terms of vessel's size and design this would be an LOA of approx. 1,263 ft., and a draft of 55 ft. Orientation of the wharf parallels the current flow.

(*c*) Oil Wharf No. 3, located in approx. position 01° 41′ 14″ N. 101° 27′ 42″ E. Design capacity 84,000 dwt. Length between outer dolphins 1,170 ft. Under favourable weather conditions capable of receiving vessels of 100,000 dwt. Least depth at wharf face 57 ft. (MLWS). In terms of vessel's size and design this would be an LOA of approx. 940 ft. and a draft of 54 ft. Orientation of the wharf parallels the current flow at 095–275 true.

(*d*) Oil Wharf No. 4, the present T-2 wharf, located between the Cargo Wharf and Oil Wharf No. 3. Wharf used mostly for handling domestic tankers. Basic design is for 16,500 dwt. but capable of receiving 28,000 dwt. In terms of vessel's size and design this would be an LOA of approx. 625 ft. and a draft of approx. 34 ft. Least depth of water at face is 36 ft. (MLWS). Overall length between mooring dolphins is 680 ft. Orientation of the wharf parallels the current flow. Being re-constructed.

(*e*) Government Cargo Wharf located in approx. position 01° 41′ 14″ N. 101° 27′ 04″ E. Design capacity 16,500 dwt. but able to handle 23,000 dwt. Length between outer dolphins 750 ft. Least depth at wharf face 34 ft. (MLWS). Orientation of the wharf parallels the current flow. Only mobile cranes with a maximum lifting capacity of five (5) tons are available. As no heavy lift floating crane or stationery crane is available, heavy lifts must be handled by ship's gear.

(*f*) Pertamina Refinery Wharf, located in approx. position 01° 41′ 12″ N. 101° 28′ 16″ E. Design capacities, Outer Berth 100,000 dwt., Inner Berth 10,000 dwt.

**BALLAST:** There are no shore facilities at Dumai for disposal of dirty ballast water. Vessels should arrive with sufficient clean ballast water to enable safe manoeuvring under prevailing weather conditions. All ballast water must be pumped overboard after arrival at berth, and prior to loading, unless "load on top" procedures apply. If, after arriving alongside, a vessel is found to have oily ballast water on board, such vessel will be sent to sea to accomplish the necessary tank cleaning. A new Notice of Readiness to load must then be tendered.

Minimum draft schedules recommended for various tonnage tankers are as follows:

| | *Dwt (deadweight tons)* | *Minimum draft foreward – aft* |
|---|---|---|
| (*a*) | 12,000–22,000 | 12 ft. – 20 ft. |
| (*b*) | 22,000–32,000 | 16 ft. – 24 ft. |
| (*c*) | 32,000–45,000 | 18 ft. – 26 ft. |
| (*d*) | 45,000–60,000 | 19 ft. – 27 ft. |
| (*e*) | 60,000 and over | 22 ft. – 28 ft. |

**CARGO:** There are two types of cargo in Dumai at C.P.I. Terminal.

1. Sumatra Light Crude with API Gravity = 35° approximate Pour Point ±100 F° Solid Point ±95°F.
2. Duri Crude with API Gravity = 22·0° approximate Pour Point ±40°F Solid Point ±35°F.

**LOADING:** The Master or his representative is required to hand to C.P.I. within normal business hours a written Notice of Readiness to load.

| Wharf | *Size of arms* | *Number of arms* | *Size of flanges* | *Capacity b.p.h.* |
|---|---|---|---|---|
| Oil Wharf No. 1 | 12″ | 4 | 12″ | 60,000 |
| Oil Wharf No. 2 | 16″–12″ | 3 | 12″ | 90,000 |
| Oil Wharf No. 3 | 12″ | 4 | 12″ | 60,000 |
| Oil Wharf No. 4 | 10″ | 2 hoses | 10″ | 18,000 |

Oil Wharves 1, 2 and 3 use U.S. standard flanges, faced and drilled. These wharves have chicksan loading arms while Oil Wharf No. 4 operates with hoses swung on board by the wharves' derricks.

Wharf crews and launch crews are on duty to handle loading arms and/or oil hoses and mooring lines on the wharf. Mooring lines on the vessel will not be handled by C.P.I. personnel. Rat-guards must be fitted on all mooring lines.

The required reducers to fit vessel's manifold must be connected and disconnected by ship's personnel.

Upon completion of loading, the vessel will be required to leave the berth immediately after disconnecting hoses and await clearance at the anchorage.

Notice must be given by the vessel to the Piermaster one half hour before the vessel completes deballasting.

Loading will commence under gravity or with one pump. When the vessel advises that the cargo is flowing into tanks, the loading rate will gradually be increased until the desired rate has been reached.

The vessel must give thirty minutes notice to the wharf before starting to "top-off", and shall advise if a decrease in loading rate is desired.

The vessel must give fifteen minutes' notice to the wharf prior to completion of loading at which time the Piermaster may reduce to one pump.

Ship's valves shall not be closed against loading pump pressure.

On completion of loading, loading arms and/or cargo hoses must be drained and disconnected immediately.

All cargo tank openings and pressure vacuum relief valves must be closed immediately after ullages and samples have been taken.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**MEDICAL:** The port health doctor has only limited facilities for medical treatment. If the services of more complete and/or specialised medical assistance are needed or emergency cases arise on board tankers calling at Dumai, the port health doctor might refer such cases to CPI hospital facilities. However, Masters of all vessels bound for Dumai are requested, if possible, to call at Singapore for medical assistance.

**REPAIRS:** No repairs shall be carried out to the main propulsion machinery and/or essential auxiliaries while alongside. The vessels' main propulsion machinery shall be in readiness for instantaneous use on short notice. No repair facilities ashore.

**CUSTOMS:** Ships' bonded stores will be sealed by the Indonesian Customs officials on arrival and will remain sealed until the vessels leave Indonesian waters.

**WATCHMEN:** Strongly suggest that all Masters of tankers calling at Dumai maintain a close security watch while at anchor as well as when alongside the wharves. It is further recommended that on board the tankers unoccupied rooms should be securely locked and port holes closed before being vacated.

**TIME:** GMT plus 7 hours all year round.

**REPATRIATION:** Due to stringent Indonesia Government regulations, normally no passengers and/or crew members from any vessel are allowed to disembark for repatriation purposes.

**SHORE LEAVE:** Shore liberty may normally be granted to ship's officers and crew after clearance of the vessel by harbour authorities, except between 2300 hours and 0600 hours. Recreational facilities are not available for seagoing personnel at present and few facilities exist in the village of Dumai. Personnel proceeding on shore liberty should be provided with ship's pass and advised that the CPI compound is out of bounds with the exception of the road from the wharves to the village road.

**PROVISIONS:** No facilities for supplying provisions, nor for handling ship's laundry.

**CONSULS:** At Dumai the Indonesian Government Port Authorities are located in the Government Building situated close to the Government Cargo Wharf.

There are no Consuls or other foreign Government Representatives located at Dumai, or in the immediate vicinity.

**TELEPHONE:** As soon as the vessel is berthed a ship-shore telephone connection will be provided.

Ships berthed at No. 1 oil wharf tel. 351; No. 2: 352; No. 3: 353; and No. 4: 354.

The loading master will provide a list of important numbers in Dumai.

**WEATHER:** *Tides and Currents:* The tide rise is approximately 8 ft. in the springs and approximately 5 ft. at neaps.

Max. tide currents: Flooding Easterly at 3 knots. Ebbing Westerly at 2 knots.

The general direction of the current is parallel to the faces of the wharves. There is no slack current period in the Rupat Strait during spring tides and only a very brief period of slack current during neap tides. The current reverses its direction almost immediately. Vessels will always be berthed stemming the current flow.

*Winds:* The North-east monsoon is never very steady but is most constant in January when from 20 to 40 per cent of winds are North easterly. In November and December North westerly winds are the most frequent. In February the most frequent winds are North east. The South west monsoon begins in late May or early June. From June to September winds in the straits are mainly South easterly but not steady. At this season squalls known as "Sumatra's" occur off the coast; they are most frequent between 2200 and 0200 hours.

*Rain:* The rainfall is heavy with yearly average from 80 to 100 inches. The wettest months are October to December or January. There are two comparatively dry seasons, February to March and June to August. The most intense rainfalls are in the afternoon but these heavy downpours are often short in duration. The duration of the rain is more evenly spread over 24 hours during the North East monsoon than during the rest of the year when rain most likely occurs in the evening and night.

*Temperature:* The average temperature is a little below 80 degrees. The range in an average year is only 30 deg., between 65 deg. and 95 deg. The daily range is from 15 deg. to 20 deg. The humidity is high (70 to 90 per cent).

**GENERAL:** While alongside, vessels must have the eye of towing (fire) wires lowered to the water's edge from offshore bow and quarter for emergency use. The eye of the wire should be painted white.

**AUTHORITY:** Caltex Pacific Indonesia (C.P.I.).

**AGENTS:** C.P.I. will act as ship's Agents for vessels loading at C.P.I. facilities Dumai except for certain interinsular vessels. As mail service to and from Sumatra is relatively slow and subject to some frequent delays, ample time should be allowed in dispatching mail to vessel calling at ports in this area. The mail and cable addresses for C.P.I. are as follows:

Mail: P.T. Caltex Pacific Indonesia (for Dumai), Kebon Sirih 52, Djakarta, Indonesia (via mail).

Cable: Calpaking Dumai (via Radio Station "PKP").

Another Agent is Pertamina, a State enterprise, who usually handles matters pertaining to Pertamina owned or chartered tankers.

## KIDJANG: 00.53 N. 104.37 E.

**DOCUMENTS:** Upon arrival ships have to fill in the following Forms:

Harbour Report obtainable from the boarding Pilot, or from the Harbourmaster.
Pilot's Certificate.

Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:

Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Load Line Certificate.
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Stores List.

**RESTRICTIONS:** Vessels with destination Kidjang should call at Tg. Pinang first for a Pilot or at Tg. Tilli at about 00° 48′ 12″ North and 104° 35′ 30″ East, slightly South of Tg. Pinang Roads. Fairway East of Tg. Tilli 5.6 metres and Kelong Strait 7.4 metres at LWS.

**PILOTAGE:** Compulsory pilotage. Pilot stations are in Tg. Pinang Roads or off Tg. Tilli. Vessels should arrive at Tg. Pinang preferably between 0600 and 1200. Application should be made 48 hours prior to ship's arrival via radio station addressed to the Agency, mentioning ship's ETA pilot station and draft.

**MAX. SIZE:** Vessel: Length maximum 160 metres and draft maximum 32 ft.

**RADIO:** Coastal Radio Station: Refer to Tg. Uban Radio, cables for Tg. Pinang can be sent via Tg. Uban Radio call sign PKI.

**HEALTH:** A 3rd Class port and can only be called at after obtaining a free pratique at one of the 1st Class Ports.

Vessels arriving from abroad have to fly the "Q" Flag (Yellow Flag) until boarded and released by the Quarantine Officer. Masters have to fill in the Quarantine Form and signed by him and the Ship's Surgeon, if any, and produce the following:

Health Book or Bill of Health.
Deratisation (Exemption) Certificate.
Valid International Vaccination Certificates of Crewmembers and Passengers.
Crew and Passenger's Lists showing the validity dates of above Certificates.

During the time that the "Q" Flag is flying no one is allowed to board or leave the vessel except with the permission of the boarding Quarantine Officer.

**TUGS:** Tug assistance not available.

**BERTHING:** Vessels are moored alongside 2 jetties on dolphins, with 4 good manilla fore and 4 ft. At springtide a Hercules wire is available. Shifting only during slack tide.

**STEVEDORES:** Working hours: Loading to be effected with customary quick dispatch on clear working days, whereby Sundays, Holidays, governmental, local holidays and Saturdays between noon and midnight and Mondays between 0000 and 0800 are always excepted.

Overtime. At Master's request, work on Sunday, holidays, governmental, local holidays and Saturday between noon and midnight and Mondays between 0000 and 0800 can usually be arranged.

Working capacity: Loading capacity by conveyor belt, 200-350 tons/hour.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**SHORELEAVE:** Crew members are not allowed to leave Kidjang and have to report back aboard at 2300 hours. Identification cards must be carried along. It is prohibited to lower the boats with the purpose of visiting the other islands, fishing, etc.

**CUSTOMS:** It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp. 50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents about the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

**AUTHORITY:** Dept. of Sea Communications.

## LABUANTRING BAY: 08.44 S. 116.04 E.
## AMPENAN: 08.34 S. 116.04 E.

**DOCUMENTS:**

Health Certificate.
1 Vaccinations List (Smallpox and Yellow Fever, Cholera/Typhus).
9 Crew Lists.
7 Passenger Lists (landing/transit).
4 Lists of Personal Effects.
7 Ship's Store Lists.
2 Cargo Manifests (discharge/transit).
4 Dangerous Cargo Lists.
1 Stowage Plan; all to be signed by Ship's Master and/or Chief Officer.

**PILOTAGE:** Normally not provided. When Pilot required, vessel must request via Agent or via Ampenan Radio at least 24 hours before arrival. Pilot service will then be given by Harbour Master from Ampenan to Labuantring Bay.

**ANCHORAGE:** Overseas vessels not familiar enter Labuantring Bay, normally calling Ampenan awaiting particular information and/or Pilot to enter Labuantring Bay (outer buoy). Good holding ground in about 16 metres. Vessels with a draft of more than 6 metres must keep clear from channel to inner harbour. Navigating in channel without Pilot may cause difficulties; channel equipped with buoys, depth approx. 7 metres.

**APPROACHES:** When approaching Ampenan, harbour is marked by light tower. Excellent holding ground in about 16 metres.

**RESTRICTIONS:** Vessel may enter Ampenan and Labuantring Bay (outer buoy) day and night. Vessel not visited by port authorities between 1800 hours to 0700 hours (local time), exceptional cases allowed. Vessels are not allowed enter into inner harbour (Labuantring Bay) after sunset.

**BERTHING:** Length of quay at Labuantring Bay approx. 40 metres. Vessels with a length of less than 100 metres and a draft of less than 6 metres may berth safely. Berthing at Ampenan (anchorage) for all sizes of vessel.

**WEATHER:** November till April rainy season. Quite heavy winds and rain can affect cargo work.

**HEALTH:** Pratique granted by port doctor after boarding vessel. Vessels from an infected port have to hoist "Q" flag. If any suspected disease or fever on board, necessary inform Agent by cable or via radio station. Treatment of crew members for illnesses other than quarantinable diseases arranged by Government's practitioners through ship's Agent.

**TUGS:** One tugboat of 125 h.p. Two motor launches only, for cargo handling purposes.

**RADIO:** Ampenan Radio. Call sign PKD 9. Freq. 500 kc/s. and 43 kc/s. Qtu: 0000z–0100, 0500z–0600: except Friday and Saturday: 0000z–0100z, 0900z–1000z. Sunday and noliday closed.

**MEDICAL:** Cable or radio before arrival if medical assistance necessary on entry. Government's hospital facilities available. Some specialised surgery is not. Smallpox vaccination and Yellow Fever Certificates inspected on arrival.

**TANKERS:** Berthing at Ampenan.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**SHIP'S CERTIFICATES:** Registered Tonnage Certificate, Load Line Certificate, Safety Radio Certificate, Safety Equipment Certificate, Light dues Receipt, Deratisation Certificate, Clearance from previous port, all to be shown on arrival.

**IDENTIFICATION CARDS:** All crew's passports must be certificated by Immigration Officer on arrival, whereafter to be used as shore passes.

**WATCHMEN:** Usually employed during loading and discharging operations.

**CARGO GEAR:** Wire and rope-slings, nets and net-slings, lighters all supplied by stevedores except rain-tents. No shore cranes available. Loading and discharging usings ship's derricks.

**STEVEDORES:** Ordered by Agent. To enable Agent ordering necessary gangs, vessel must give accurate ETA at least 24 hours in advance. Working on Sunday and holidays allowed by agreement in exceptional cases.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores; ship's crew may if required by vessel to do so.

**CUSTOMS ALLOWANCES:** No restrictions. Custom's Officer supervises opening and resealing of bond.

**CONSULS:** None available locally.

**AIRPORT:** Served by regular airlines to Bali and Java.

**TIME:** GMT plus 8 hours.

**HOLIDAYS:** 1st January; Independence Day (17th August); Christian, Islamic and Balinese holidays as appointed by the Indonesian Government.

**GENERAL:** Vessels should not use ship's radio station. Harbour Police and Customs' guards on board during ship's stay in harbour.

**SHORE LEAVE:** Crew allowed ashore; passports required whilst ashore.

**DELAYS:** Normally minimal.

**AGENTS:** P.N. "Pelajaran Nasional Indonesia" (PELNI), 192 Djalan Pabean, Ampenan, Nusa Tenggara Barat, Indonesia. Tel. Ampenan 94–101–160. Cable: Pelni Ampenan.

## MACASSAR: 5.05 S. 119.24 E.

**DOCUMENTS:**

Certificate of Registry.
Crew List.
Log Book.
Certificate of Seaworthiness.
Certificate of Plimsoll Mark.
Radio Certificate.
Health Certificate.
Equipment Certificate.

Shipping documents as follows:

Manifest of Cargo.
Bills of Loading.
Charter Party (if necessary).

**PILOTAGE:** Compulsory for all vessels, who have to use Port Administration's tug-boat. To order Pilot contact Makassar Radio, call sign PKF. Besides, Agent contacts the Harbour Master (Inspektur Keselamatan Pelajaran). Pilot boards vessel at anchorage, about 1 mile off shore. Exact area where vessel waits for Pilot or anchorage is between Lae-Lae Island and Samalona Isalnd. Depth of anchorage is 3 fathoms.

**RESTRICTIONS:** Every ship needs commission from Dit. Dken. Perhubungan Laut (General Directorate of Sea Communication) to enter Makassar Harbour. When ship has no permission, Agent must apply to Port Authority and give details of ship, i.e. name of vessel, nationality, name of shipping enterprise, ETA, ETD, last port of call, next port of call, loading or discharging and aim of entry. No entry after 1800 hours.

**MAX. SIZE:** No limit on length or breadth. The port consists of two bases; (1) Soekarno Base 1,360 metres long. (2) Hatta Base, 550 metres long. Draft at Soekarno Base 8.0 metres. Draft at Hatta Base 9.0 metres. Besides these bases there is a special pier for oil carriers outside main port area not far from Soekarno base.

**HEALTH:** Every vessel must have a certificate of health on board. When vessel enters a member of Port Health Authority boards. If there is any disease on board the vessel must go to quarantine area.

**RADIO:** Macassar Radio with call sign PKF.

**TUGS:** One tug *Anggada VII*. Used for vessels of 5,000 dwt. or over, and four tugs of smaller size.

**STEVEDORES:** Stevedoring by shipping enterprise or shipping enterprise agent. Capacity for discharging about 20 tons every gang/hour. No heavy cranes.

**MEDICAL:** Doctor and clinic available.

**FRESH WATER:** Ground-pipe with 10 ton/hour capacity. Barge with machinery pump 25 ton/hour capacity.

**FUEL:** Fuel capacity in a day 400 tons.

**DEVELOPMENTS:** In near future, Macassar to have bonded warehouse.

**GANGWAY/DECK WATCHMEN:** There are no special deck watchmen services but can be arranged through Agent.

**OPENING/CLOSING HATCHES:** Work carried out by stevedores.

**CUSTOMS ALLOWANCES:** Tobacco – only sufficient for personal use. Wine and/or spirits – none permitted out of bond.

**CARGO GEAR:** Local regulations comply with Bureau of Classification with which vessel registered.

**IDENTIFICATION CARDS:** Identification cards needed by Immigration Office.

**CONSULS:** None available locally.

**REPAIRS:** Minor deck or engine repairs possible.

**AIRPORT:** Macassar Airport, called "Mandai Airport" Distance from town about 23 km. Services (1) Macassar – Kendari and (2) Djakarta – Surabaja – Macassar – Manado three times a week.

**TIME:** Middle Indonesian Time. GMT plus 8 hours.

**HOLIDAYS:** Every Sunday; New Year (1st January); Idul Adha (27th February); 1st Muharam 1389 H. (19th March); Isa Almasih (15th May); Maulud Muhammad (29th May); Sancta Maria (15th August); Proclamation Day (17th August); Mikradj Muhammad (9th October); Idul Firit (11th and 12th December); Christmas Day (25th December). Work can be arranged at overtime rate.

**POLICE/FIRE/AMBULANCE:** Police, Fire 4306; Ambulance 7227.

**TELEPHONES:** No arrangements exist for placing telephones on board.

**SHORE LEAVE:** Crew members are allowed ashore.

**DELAYS:** Caused by rain; no mechanical equipment for cargo handling.

**AUTHORITY:** Departemen Perhubungan, Direktorat Djenderal Perhubungan Laut, Port Administrator Macassar. Address: Pangkalan Soekarno Macassar. Tel. 6988, 6966.

**AGENT:** P. N. Djakarta Lloyd, Djl. Pankalan Bung Karno, Port Makassar.

## MUNTOK: 02.04 S. 105.10 E.

**DOCUMENTS:**

Register Book.
Load-line Certificate.
Deratization Certificate.
Harbour Report.
Radio Certificate.
Nationality Certificate.
Safety Equipment Certificate.
Port of Call List.
Last Port Clearance.
Light dues Payment.
Health Book.
6 copies Crew List.
3 copies Store List.
6 copies Passenger List (if any).
Navy Book.
Next Port Manifest from every port.
Vaccination Certificate.
All loading Custom paper from every port.

**PILOTAGE:** Not available.

**ANCHORAGE:** Safe anchorage in 10 m.

**RESTRICTIONS:** None.

**MAX. SIZE:** 2 m. draft at quays length 100 m., breadth 30 m.

**RADIO:** Not available.

**TUGS:** 7 tugboats available for communication between shore and ships, with capacity 340 h.p. each.

**BERTHING:** Anchorage 165° Tg. Kalian, 2 miles from shore. Only small vessels draft 7 ft. alongside quays.

**STEVEDORES:** Ordered by Agent.

**MEDICAL:** Facilities available.

**TANKERS:** None.

**FRESH WATER/FUEL:** None.

**CUSTOMS ALLOWANCES:** 200 cigarettes per man; 1 bottle per man.

**IDENTIFICATION CARDS:** Not necessary.

**CONSULS/REPAIRS/DRYDOCKS:** None.

**AIRPORT:** None.

**HOLIDAYS:** On Moslem holidays, no cargo work.

**SHORE LEAVE:** After permit by Chief of Police.

**REGULATIONS:** Customs, Harbour Master, Police Maritime, visit ship on arrival.

**DELAYS:** Delays due shortage lighter space.

**AGENT:** P. N. Djakarta Lloyd, Muntok Branch. Port Muntok.

## PALEMBANG: 02.59 S. 104.45 E.

**DOCUMENTS:** Upon arrival ships have to fill in the following Forms:

Harbour Report obtainable from the boarding Pilot, or from the Harbourmaster.
Pilot's Certificate.

Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:

Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).

Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
10 copies Crew List.
6 copies Passenger List.
2 copies Ship's Articles.
2 copies Store List.

Maritime declaration to be completed by Master upon arrival, obtainable from boarding Quarantine officer, or via Agency.

**PILOTAGE:** Compulsory, consisting of Outer (River) and Harbour Pilot. Applications should be cabled to pilot vessel via Palembang Radio Station. Pilot vessel located at station position 02° 11′ 08″ S. 104° 57.03″ E.

Vessels arriving in afternoon and unwilling to navigate the river in darkness should not hoist the pilot signal. The signal station is at the aforementioned pilot vessel, which answers the pilot signal as follows:

By night:

A flare-up light slightly over the railing, or waving with a white light means: Pilot will soon board the vessel. One red light vertical over a white light means: No pilot available, vessel allowed to proceed until Pilot is met.

By day:

1. The international flag signal KYS from the International Code of Signal meaning: Pilot unable to attend due to motor defect or heavy seas. The Pilot can be picked up by ship's motor-boat.
2. The flag signal KKO meaning: No pilot available, vessel allowed to proceed until Pilot is met.

Use of Harbour Pilot in Palembang is compulsory.

**ANCHORAGE:** *Musi Bar:* anchorage position 2° 08′ 30″ S. 104° 58′ 30″ E., in depth of 9 fathoms, used for topping up ocean tankers from river craft.

**RESTRICTIONS:** Palembang is 54 miles upstream. The main entrance is the river arm between Tg. Tjarat and Tg. Gedeh.

Depths from sea to Palembang:

| | |
|---|---|
| Outer Bar | 45 DM at mean level |
| For incoming vessels Channel East of Pajung | 42 DM ,, ,, ,, |
| for outgoing vessels Channel West of Pajung | 45 DM ,, ,, ,, |
| Channel South of the light-buoy South of Pajung | 48 DM ,, ,, ,, |
| Bar of Kupang | 50 DM ,, ,, ,, |
| Bar downstream of Kampung-Peradjen (9 miles from Palembang) | 50 DM ,, ,, ,, |
| Bar downstream of S. Lais (opposite Kundur) | 50 DM ,, ,, ,, |

Incoming ships have priority in passing the Outer Bar from 2 hours to 1 hour prior to HW. From 2 hours to 45 minutes prior to HW, outgoing ships have to wait between Tangjung Gedeh and Tandjung Tjarat.

Channel East of Pajung for incoming ships.
Channel West of Pajung for outgoing ships.

**RADIO:** Call sign PKC.

Time operating (GMT). Frequency 500/448 Kc.; 0000/0100, 0400/0500, 0800/0900, 1200/1300. Frequency 8706 Kc.: A.I 0100/0200, 0500/0600, 0900/1000, 1300/1400. Frequency 8799, 2 Kc.: A.III 0200/0230, 0600/0630, 1000/1030.

VHF Channel 16, 20, 22, 26 and 28. Time operating (local time) 0700/1330, 1500/1730, 1900/2100,

VHF – Direct Pilot Master Channel 12 and 14. Time operating (local time): 0800/1600.

**HEALTH:** Vessels arriving from abroad have to apply well in advance from the Department of Health (Quarantine Section) for a provisional free pratique, as said pratique has to be cabled to the port. The provisional free pratique is only valid for this port, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.

**TUGS:** One tug-boat, capacity 350 h.p., owned by P. N. Djakarta Lloyd, Palembang.

**BERTHING:** Anchorage in the vicinity of the quay, see chart for prohibited anchorage.

Harbour board quay: Berth length 350 m., depth alongside 6 m., depth front/middle 6/8 m.

Pusri wharf (fertiliser plant) Left Bank: Berth length 150 m., depth alongside 7 m. Operated by P. T. Pupuk Sriwidjaja, Palembang.

*Coal Wharf* – Kertapati quay (Right Bank): Berth length 250 m., depth alongside 6 m. Situated 2·7 miles upstream from Harbour board quay.

**TANKERS:** Pladju Terminal (Right Bank): Downstream of Harbour Board quay operated by P. N. Pertamina Unit II (Pladju) (ex-Shell).

Sungai Gerong Terminal (Right Bank): Downstream of Harbour Board quay, operated by P. N. Pertamina Unit II Sungei Gerong (ex-Stanvac).

**STEVEDORES:** P. N. Djakarta Lloyd Terminal Department, Palembang. Working hours: Monday/Friday, 0800–1200 and 1300–1600. Saturday, 0800–1300. Overtime, Monday/Friday, 1600–1800. Saturday, 1300–1800. Gangs capacity: average 10 tons per hour.

**FRESH WATER:** Obtainable at berth.

**FUEL:** Obtainable at P. N. Pertamina Unit II Pladju provided payment is arranged in advance through their Head Office in Djakarta.

**REPAIRS:** No facilities.

**PORT SECURITY:** Maintained by members of the Indonesian Armed Services, usually, police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.

**CUSTOMS:** For all vessels coming direct from Singapore and Hong Kong all crew cabins will be checked through on arrival.

**CUSTOMS/NAVY REG.:** Upon vessels arrival/departure, boarding team will come on board consisting of:

2 Navy Officers.
2 Customs Officers.
2 Health Officers (in case vessels coming from infected ports or abroad).
2 Immigration Officers (in case vessels coming from abroad only).
3 Clerks from Agents.

Nobody allowed on board until this team declares the vessel cleared.

**AGENT:** P. N. Djakarta Lloyd, Palembang Branch Office, Djalan Pasar No. 158, 16 Ilir, Palembang.

## PANARUKAN: 07.42 S. 113.56 E.

**DOCUMENTS:**

Port Clearance.
5 B/Model/Customs Clearances.
Customs papers.
Store List.
Crew List.
Passenger List.
Light Dues Certificate.
Seaman's Book and Health Certificate.
Ship's Registry.
Load Line Certificate.
Safety Radio Certificate.
Deratting Certificate.
Certificate of Nationality.
Tonnage Certificate.
Suez Canal Certificate.
Dispensation for Deck and Engineer Officers.

**PILOTAGE:** Nil.

**ANCHORAGE:** With bearings: Patjaron Hill, 275°; white light, 123°; red light, 187°. This anchorage leaves ship 300 metres from 20 metre line and over 500 metres from 7½ metres patch.

**RESTRICTIONS:** No restrictions, vessel may enter and leave port at any time.

**MAX. SIZE:** In anchorage position draft permissible up to 15 metres.

**HEALTH:** Pratique will be arranged by Sourabaya Agent and especially if the ship is just coming from a country suspected of special disease or fever, otherwise pratique is automatic and a quarantine doctor from Sourabaya boards. When vessel coming from domestic port, pratique is not necessary.

**RADIO:** (*a*) Coastal station: Call sign, PKD 2; medium wave, 500 kc/s.; WF, 474 kc/s.; working hours GMT, 0000–0100, 0400–0500. (*b*) Fixed station: Call sign, 8 AD 3; short wave, 8 Mc/s.; working hours GMT, 0100–0400, 0500–0600.

**TUGS:** Tugs join vessel at anchorage position. Vessel can use tug's lines and the Agent will arrange. Usual charge for use of tug's lines.

**BERTHING:** There are no berths alongside quays.

**STEVEDORES:** 24 hours before ETA advice needed to arrange gangs.

**MEDICAL:** Hospital facilities available, vaccination/fever Certificates for crew can be issued by authority.

**FRESH WATER:** No facilities.

**FUEL:** No facilities.

**GANGWAY/DECK WATCHMEN:** Available, consist of security team of P.N. Djakarta Lloyd Panarukan Branch.

**OPENING/CLOSING HATCHES:** Carried out by stevedores.

**CUSTOMS ALLOWANCES:** No restriction as long as goods remain on board ship.

**CARGO GEAR:** All gear supplied by stevedores except rain tent.

**IDENTIFICATION CARDS:** Needed if crew going ashore.

**CONSULS:** No local representation.

**REPAIRS:** No facilities.

**TIME:** GMT plus 7 hours.

**HOLIDAYS:** Sundays; 1st January; 17th February; 9th March; 7th May; 18th May; 15th August; 17th August; 28th September; 30th November; 1st December; 25th December. Work cannot be arranged on 30th November and 17th August but on other holidays cargo work can be arranged.

**SHORE LEAVE:** Can be arranged.

**AGENT:** P.N. Djakarta Lloyd, Tjabang Panarukan, Port Panarukan, Java, Indonesia. Tel. Panarukan 8–10–15; after office hours, Situbondo 29–47–159. Telegraphic address: Djakarta Lloyd, Panarukan.

## PANDJANG (Teluk Betung): 05.27 S. 105.19 E.

**DOCUMENTS:** Upon arrival ships have to fill in the following Forms:

Harbour Report obtainable from the boarding Pilot, or from the Harbourmaster.
Pilot's Certificate.

Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:

Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Load Line Certificate.

Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Ships Stores Lists.

**PILOTAGE:** Pilots are in Government Service. Pilot signals according the International Code of Signals. Pilots can be ordered direct by cable to the Harbourmaster or via the ship's Agents.

Harbour pilots available (2) from 0800 to 1400 daily, and till 1700 upon request. Rules are that incoming vessels are served first.

**HEALTH:** A 3rd Class port and can only be called at after obtaining a free pratique at one of the 1st Class Ports.

Vessels arriving from abroad have to fly the "Q" Flag (Yellow flag) until boarded and released by the Quarantine Officer.

Masters have to fill in the Quarantine Form and signed by him and the ship's surgeon, if any, and produce the following:

Health Book or Bill of Health.
Deratisation (Exemption) Certificate.
Valid International Vaccination Certificates of Crew members and Passengers.
Crew and Passenger's Lists showing the validity dates of above Certificates.

During the time that the "Q" Flag is flying no one is allowed to board or leave the vessel except with the permission of the boarding Quarantine Officer.

**RADIO:** Coastal Radio Sation, Pandjang Radio, call sign PKC 4, operating 24-hr. Radio telegraphy service.

VHF radio service operating on Channels 9 and/or 16, from Monday to Thursday, 0800 hours to 1330 hours, local time. Friday, 0800 to 1100 hours local time. Saturday, 0800 to 1200 hours local time.

**TUGS:** There are two tug-boats. One owned by PT. Trikore Lloyd and the other owned by PN. KA. Both can be hired.

**BERTHING:** Quay on the South side with a length of 160 metres and a minimum depth of 7·90 metres LW alongside.

Quay on the East side with a length of 110 metres, and a minimum depth of 6 metres LW alongside. This quay is used by PN. KA vessels that serve the Pandjang to Merak route as ferry-boat service.

Quay on the West side with a length of 75 metres, and a minimum depth of 4·50 metres LW alongside.

Nagah Berlian Quay on the East side with a length of 20 metres, and a minimum depth of 3 metres LW.

Ocean vessels can be berthed at 3 buoys in the Inner Harbour.

**LIGHTERAGE:** 3 lighters of 100 tons capacity owned by the P.N. DKA can be hired.

**STEVEDORES:** 1800–1200 (1300 on Saturdays), 1300–1600. Overtime possible after granted by the Authorities concerned.
*Gang's capacity* average 20 ton/hour.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**MEDICAL:** There is a port doctor.

**CUSTOMS:** It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp.50.- (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agent about the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

**AGENT:** P. N. Djakarta Lloyd, Pandjang Branch Office, Djl. Jos Sudarso Pelabuhan, Port Pandjang.

## PANGKALAN SUSU: 4.07 N. 98.13 E.

**PILOTAGE:** Pilot obtainable.

**TUGS:** Two tugs available, each of 400 h.p.

**ANCHORAGE:** Suitable anchorage for vessels up to 40,000 dwt. at outer bar.

**BERTHING:** Alongside wharf max. draft 5 metres, overall length 95 metres. Depth at low water spring 3 metres.

**TANKERS:** Pertamina/Japanese Terminal: A single buoy mooring situated 17 km. offshore in 15 metres depth of water. Mooring designed for vessels up to 150,000 tons. Loading rate 3,000 tons per hour.

## PANGKALBALAM: 02.06 S. 106.08 E.

**DOCUMENTS:**
Register Book.
Load Line Certificate.
Deratisation Certificate.
Harbour Report.
Radio Certificate.
Nationality Certificate.
Safety equipment Certificate.
Port of Call List.
Last Port Clearance.
Light dues payment.
Health Book.
6 copies Crew List.
3 copies Store List.
6 Copies Passenger List (if any).
Navy Book.
Next Port Manifest from every port.
All loading Custom paper from every port.
Vaccination Certificate.

**PILOTAGE:** Not available.

**ANCHORAGE:** Safe anchorage at green buoy, 10 m.

**RESTRICTION:** No night entry. No anchoring at Eliot (red buoy).

**MAX. SIZE:** Length 140 m., breadth 30 m. Only steamers drafted 8 ft. allowed to discharge alongside the quays.

**RADIO:** Port radio station. Working times 08.00–1300 except Sunday. Call sign PKC 7.

**TUGS:** 1 tugboat available owned by PN Djakarta Lloyd for communication between shore and ships. Capacity 120 h.p.

**BERTHING:** Near green buoy, and as near as possible to shore. Sounding 10 m. Only small vessels 8 ft. draft alongside quays.

**STEVEDORES:** Ordered by Agent.

**MEDICAL:** Facilities available.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**CUSTOMS ALLOWANCES:** 200 cigarettes, 1 bottle per man.

**IDENTIFICATION CARDS:** Not necessary.

**CONSULS:** None.

**REPAIRS/DRY DOCKS/REPATRIATION:** None.

**REPATRIATION:** Not available.

**AIRPORT:** Airport service by regular airlines 6 times per week.

**HOLIDAYS:** On Moslem holidays, no cargo work.

**POLICE/AMBULANCE/FIRE:** Police 386SM; Ambulance 444 Otm; Fire 39 LB.

**SHORE LEAVE:** After permission by Chief of Immigration.

**REGULATION:** Every ship on arrival must be passed by; Customs, Harbour Master, Police Maritime, Health service and Chief Immigration.

**DELAYS:** Due shortage of lighter space.

**AGENT:** PN. Djakarta Lloyd, Pangkalpinang Branch.

## PULAU SAMBU: 01.09 N. 103.54 E.

**DOCUMENTS:** Upon arrival ships have to fill in the following forms:
Harbour Report (obtainable from the Boarding Pilot).
Pilot Certificate.
Also required from the Masters are:
Six copies of Crew List.
One copy Stores List.
One copy Personal Effects List.

**PILOTAGE:** Pilots are in Government Service. Pilot signals according the International Code of Signals. Pilots can be ordered direct by cable to the Harbourmaster or via the ship's Agent. Pilot boards in position 1° 10′ 38″ N., 103° 52′ 12″ E.

**RADIO:** Vessels calling at Pulau Sambu for bunkers should communicate with PKC 2 Pladju Radio or Tunasix Singapore, or direct with Sambu Radio PKJ 51 (A3 Radio Telephone) and VHF Channel 19.

**HEALTH:** Vessels arriving from abroad have to fly the "Q" Flag (yellow flag) until boarded and released by the Quarantine Officer. Masters have to fill in the Quarantine Form and signed by him and the ship's surgeon, if any, and produce the following:

Health Book or Bill of Health.
Deratisation (Exemption) Certificate.
Valid International Vaccination Certificates of Crew members and Passengers.
Crew and Passenger's Lists showing the validity dates of above Certificates.

During the time that the "Q" Flag is flying no one is allowed to board or leave the vessel except with the permission of the boarding Quarantine Officer.

**TUGS:** Available.

**BERTHING:** Pulau Sambu has an excellent location 8 miles South of Singapore and approximately 3 miles from the International waterway. It has two deep water jetties with a maximum depth of 36 ft., a maximum length of 440 ft., and the length of the navigable channel is 1,500 ft.

**FUEL:** Ideally, it is necessary to advise suppliers of bunkers required at least fifteen days before the ETA of the vessel. The authorities at Pulau Sambu also require the vessel to contact them twenty four hours prior to their ETA.

Bunkers available: Fuel Oil, 1000 seconds, and MDO.

**CUSTOMS:** Masters have to declare all local currency on board. It is strictly prohibited to take local currency ashore. No limitation for foreign currency.

Master should consult the Agent about prevailing Customs regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and fines.

**AUTHORITY:** Department of Sea Communications.

## SABANG: 05.50 N. 95.20 E.

**DOCUMENTS:** Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Load Line Certificate.
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).

Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Stores List.

**PILOTAGE:** *Approach:*

Vessel should steer on the light of Klah Islet and keep at least one mile offshore, especially of Udjung Masam owing to an inward drift, until the bay is well open. When entering the bay, the light-buoy South of Udjung Lho Me should be kept on port side.

The Signal Station at Peunimpun reports day and night the arrival of ships, by night an unofficial white light, showing all around is shown, visible at a distance of 12 miles. Signals by day with flags according the International Code of Signals and by night by signal lamp.

**HEALTH:** Vessels arriving from abroad direct have to apply well in advance from the Department of Health (Quarantine Section) for a provisional free pratique, as said pratique has to be cabled to the Port. The provisional free pratique is only valid for this Port, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.

**TUGS:** A small tug available for mooring assistance, subject advance notice.

**BERTHING:** The usual anchorage in the inner roads is the North side of the bay, vessels can approach shore until in 32 and 29 metres depth. There is good holding ground. During S.W. or S.S.W. squalls in the West monsoon vessels have to be kept free from the quays by means of the mooring buoys moored off the berths.

*Western coal wharf,* usable berth length 110 m. with depths alongside of 7 metres at LWS.

*Eastern coal wharf:* usable berth length 150 m. depths 6·8 metres at LWS.

*Commercial wharf,* usable berth length 100 m. depths 7·5 metres at LWS (length: 220).

At the head of the oil jetty there is a depth of 10 m. at LWS.

**FRESH WATER:** The water position here is excellent with pipes to all berths with an average loading speed of 25 tons/hour per hose.

**FUEL:** Available from Pertamina.

**REPAIRS:** Minor repairs can be carried out at the West end of the Coal Wharf at the repair shop and electrical power station.

**CUSTOMS:** It is recommended that Masters consult the Agents about the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

**AUTHORITY:** Department of Sea Communications.

## SEMARANG: 07.01 S. 110.27 E.

**DOCUMENTS:**

Crew Lists.
Passenger Lists (if any passengers to be disembarked).
Customs Documents.
Health Clearance from last port of call.
Harbour Report forms supplied by Harbour Master.

**PILOTAGE:** Ships with deadweight of more than 900 tons and with draft of more than 3·5 metres must anchor in roads. To enter the Harbour, Pilot required. Pilot can be applied for by raising "G" flag while ship is anchoring/arriving.

**ANCHORAGE:** Anchorage 3 nautical miles from coast, where depth 9 metres. For smaller ships safe anchorages 1,900 metres from pier, where depth 5–7 metres.

**HEALTH:** Vessels arriving must hoist "Q" flag. Work can only begin after inspection of security team boarding vessel upon arrival during working hours.

**RADIO:** Name, Semarang Radio. Call sign, PKR.

**TUGS:** Normally tugs join vessel in roads.

**BERTHING:** Ships anchoring in roads can anchor any time of day. For berthing alongside quays ships with a draft maximum 3·6 metres require Pilot. Entering port guided by a pilot vessel.

**STEVEDORES:** Necessary to inform Agent exact time of arrival. Labour gangs to be arranged one day before. Also details of cargo to be discharged needed to arrange stevedoring materials, especially for ships anchoring in roads.

**MEDICAL:** Medical assistance can be given upon ship's arrival. First aid can be given by harbour doctor in harbour area. Serious cases taken to hospitals in town. Four hospitals available. Port Health Officer can issue vaccination/fever Certificates if required.

**FRESH WATER:** Can be supplied by 100 ton barge once every 2 days. Suggest take on water in Djakarta or Sourabaja.

**GANGWAY/DECK WATCHMEN:** No gangway/deck watchmen needed.

**OPENING/CLOSING HATCHES:** Opening and closing hatches done by stevedores.

**CUSTOMS ALLOWANCES:** 200 cigarettes or equivalent in tobacco permitted for each crew member to hold out of bond. Wine and/or spirits, maximum value of U.S. $10.

**IDENTIFICATION CARDS:** Needed.

**CONSULS:** No local representation.

**REPAIRS:** Minor repairs only. Small dock only for repairing vessels no longer than 36 metres.

**REPATRIATION:** Repatriation of crew members arranged by Agents by contacting Immigration Officer for permits concerned.

**AIRPORT:** 5 mins. drive from harbour. Domestic flights only.

**TIME:** GMT plus 8 hours

**HOLIDAYS:** New Year. (1st January); Independence Day (17th August); Id el Fitr; Christmas Day (25th December).

**POLICE/AMBULANCE:** Semarang 245 or 726.

**TELEPHONES:** No facilities for placing telephones on board.

**SHORE LEAVE:** Crew members allowed ashore.

**DELAYS:** Normally the speed of loading of bulk cargo is 20–25 tons one gang/hours. Delays by bad weather during December, January and February, where it is impossible to come out of the inner port to ships anchoring on the roads.

**AUTHORITY:** Administrator Pelabuhan Semarang, Djl. Tambaksari No. 8, tel. Sm. 245–726.

**AGENT:** P. N. Djakarta Lloyd, Djl. Mpu Tantular No. 23, Port Semarang.

## SORONG (Kasim Terminal): 01.18 S. 131.01 E. (See Plan)

*SHIPMASTER'S REPORT:*

**LOCATION:** The terminal is located on the Island of Jef.

**DOCUMENTS:**

Certificate of Register.
Load Line Certificate.
Safety Equipment.
Safety Construction Certificate.
Radio Certificate.
Derating Certificate.
6 Crew Lists.
6 Vaccination Lists.
2 Crew Declaration.
2 Stores Lists.

**PILOTAGE:** Compulsory. Pilot boards in-bound vessels in position 00° 53′ S. 131° 10′ E. Vessels berth and unberth at any stage of the tide during the day.

Accommodation ladder not required; pilot ladder is sufficient. Also see "Anchorage".

**ANCHORAGES:** Recommended anchorage area is 4½ miles West of Sorong in position 00° 53′ S. 131° 10′ E. Under no circumstances should the vessel enter the restricted area around the structure without the Mooring Master abroad.

Any vessel arriving in the anchorage area after 1400 hours local time will wait in the anchorage area until first light the next morning to transit the Sele Strait to the terminal.

On arrival at anchorage contact "Sorong Control" on VHF Channel 16.

**RESTRICTIONS:**

| | *Controlling depth* (MLW) | *Mean tidal range* | *Velocity of current* | *Nature of bottom* |
|---|---|---|---|---|
| *Entrance:* | 40 ft. | Approx. 5 ft. | Max. 5 kt. | Sand, mud |
| *Channel:* | 40 ft. | ,, | ,, | Sand, rock, coral |
| *Anchorage:* | 120 ft. | ,, | ,, | Rock, sand |
| *Berth:* | 80 ft. | ,, | ,, | Sand, rock, coral |

**MAX. SIZE:** The channel is swept to a depth of 46·2 ft. Vessels max. draft is 40 ft. Also see "Berthing".

**PRATIQUE:** Available night and day Customs and Immigration board on arrival.

**RADIO:** *Advice for arrival:* 72 hours prior to arrival at Sorong vessels should advise the Company of their estimated time of arrival by cable sent via "Pertaminas Coastal Radio" Station at Djakarta or Government Radio Station at Sorong. They should also confirm or amend them when they are 48 hours and again 24 hours, distant from Sorong.

Cable address: Pertamina, Unit 5, Sorong.
Cable address: Pertaminas – Djakarta.
Name of the station: Djakarta Radio. Call signal: PKI-2.

| *Frequency* | *Class* | *Power* | *Nature* | *Service* (GMT) |
|---|---|---|---|---|
| 452 | kc/s. A1 | 1 kW | CR | 0000–0200—0400–0600<br>0800–1000—1200–1400 |
| 8,626 | kc/s. A1 | 1 kW | CR | 0200–0300—0400–0500<br>0700–0800—1030–1200<br>1400–1500—1800–2000<br>2200–2300— |
| 12,980 | kc/s. A1 | 1 kW | CR | 0100–0200—0500–0600<br>0900–1030—1200–1300<br>1500–1600—1700–1800<br>2000–2100—2300–2400 |

Sorong Radio Station: Call Signal: PKY–41

| | | | |
|---|---|---|---|
| 6518·6 | kc/s. | SSB | H 24 |
| 6518·6 | kc/s. | SSB | H 24 |
| 8755 | kc/s. | AM | 0000–0100 |
| 8730 | kc/s. | AM | 0200–0300 |

The following information should be included in the cable:

(1) Name of vessel and radio call signal.
(2) ETA in GMT and date (local time GMT plus 9 hours).
(3) Cargo requirements.
(4) Deballasting time.
(5) Maximum loading rate.
(6) If there is any sickness on board or clean bill of health.
(7) Flange dimension of vessel's manifold connection.

**TUGS:** Available, 1,400 hp. – not necessary and not usually used.

**BERTHING:** Berthing is restricted to daylight hours until light-buoys arrive. It is not usual to undock with a strong stern tide running.

Kasim terminal is owned by Petromer Trend. Maximum size of vessel at the berth is, length 1,000 ft., beam 150 ft., and draft 65 ft. Depth of water 80 ft. (LW).

The conventional Buoy Mooring System consists of four buoys with two buoys forward and two buoys aft. The buoys are not equipped with lights. For berthing three ropes necessary on each buoy.

Ship's crew connect and disconnect cargo hoses.

The Kasim Marine Terminal Office is located ashore adjacent to the export tanker mooring. A storage barge (60,000 tons) equipped with Daniel meters is used to load the export tanker. Two submarine hoses of 12 in. dia. 150 lb. ASA flanges are used to load the export tanker. All vessels not having 12 in. hose connections must provide their own reducers.

There are no facilities for dirty ballast. Booster pumps are used.

**MEDICAL:** Doctor available.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**REPAIRS:** Can be undertaken at Sorong but not at Kasim Terminal.

**CUSTOMS ALLOWANCES:** 200 cigarettes and 1 bottle of spirits.

**REPATRIATION:** Not possible.

**TIME:** GMT plus 9 hours.

**SHORE LEAVE:** No shore leave.

**GENERAL:** Before sailing it is necessary that Sorong Harbour Master is aboard. No stores or clinic available.

During daylight hours Indonesian flag must be flown.

**AGENT:** Two to four weeks before arrival, vessels must appoint as general agent Pertaminaship, Djakarta 3234 Yos-Sudarso, PO Box 327, Tanjung, Priok, Djakarta, Indonesia.

Telex DKT 2885, Answerback: Pertamina. Tel. 290 312 ext. 217.

## SOURABAJA (Tandjong Perak): 07.12 S. 112.44 E.

**DOCUMENTS:** Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:

Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's List.
Ship's Articles.
2 Stores Lists.

**PILOTAGE:** Pilots are in Government service. Pilot signals according to International Code of Signals. Pilots have to be ordered through Agent or can be obtained through Harbour Master.

Compulsory Pilotage, consisting of sea and harbour pilotage.

Western Channel: The sea Pilot will board the vessel at the entrance of the Western Channel from pilot launch stationed at Karang Djamuang position 06° 55′ 40″ S. 112° 43′ 40″ E. Application for Pilots can be cabled via above radio station and must be received at least 24 hours prior to the ship's arrival at the boarding area, by the Harbour Master of Tg. Perak. Upon arrival at the pilot station by day, ships should hoist the International Code Flag "G" and the Ship's International Call Sign. The following local signals regarding Pilots should be observed if shown by the Pilot vessel:

(*a*) By night: a flare-up light (white) or waving a white light above the railing means: pilot will soon board your vessel.

(*b*) By day: the First Substitute over the Code Flag "S" means: no Pilot available, vessel allowed to proceed until she meets the Pilot. By night: a red light over a white light.

(*c*) By day: 2 black cones one vertical over the other points downwards or by night: 2 green lights one over the other means: no pilots are available for ships of less than 10,000 m³ gross. If this signal is made by the Pilot, vessels do not have to show the pilot signals.

(*d*) By day: the International Signal GFM or by night: a green light over a white light means: Pilot will board your vessel by row-boat as no motor-boat is available.

Eastern Channel: No pilot vessels. Pilots will board the vessel at the entrance by means of a pilot barge dispatched from Tg. Perak pilot station at the Harbour Master's office.

Sea Pilot will take the vessel up to the Inner Roads, where the Harbour Pilot takes over.

**RESTRICTIONS:** There are two entrances: Western and Eastern Channels.

*Western Channel:* used for deep-drawing vessels with least depths mid-channel of 72 dm. at LWS. Distance to Tg. Perak about 23 miles.

*Eastern Channel:* least bar depths through this channel is 34 dm. at LWS. Distance to Tg. Perak is about 24 miles. Least depths of Jansens Channel is 39 dm. at LWS.

*Boarding Area:* Harbour Pilots, Quarantine Officer and Immigration will board the vessel at the Inner Roads (anchorage).

**IMMIGRATION:** (Department of Defence and National Security). Vessels arriving from abroad with passengers must hoist the "N" Flag. Masters have to supply the boarding Immigration Officer with Passenger's List of: (*a*) disembarking. (*b*) transhipping. (*c*) through passengers.

No persons are allowed on board until the vessel has been examined and the "N" Flag taken down. Passengers must be in possession of a valid visa: visitor's, entry or a transit visa. Those not having a visa may at the discretion of the Immigration Officer, obtain a landing permit. Members of the crew including the Master must appear in the Articles, in order to get shore permits.

**RADIO:** Coastal Radio Station call sign PKD. Classes: A1 Frequency 430, 550, 8730, A2 Frequency 430, 500, A3 Frequency 8754, 4.

Pilot station Karang Djamuang is also reachable through radio call sign PKW: frequency 500 kHz. This station can also be contacted by VHF Channels 12, 16.

**TUGS:** For poor steering vessels and those with deep drafts, tugs assistance is indispensable from light buoy no. 5 till light buoy no. 4 is passed.

Tug-boat assistance is handled by Port Administrator's tugs, consisting of 3 tugs, 2 of 800 h.p. each and 1 of 1,000 h.p.

**BERTHING:** Anchorage opposite Djamrud Utara, where ships can load and discharge by lighters.

| Quays: | Depths at LWS 5 metres offshore |
|---|---|
| Djembatan Djamrud Utara | 42 dm. |
| Djembatan Djamrud Barat | ,, 46 dm. |
| Djembatan Djamrud Selatan | ,, 63 dm. |
| Djembatan Perak | ,, 62 dm. |
| Djembatan Dok Utara | ,, 62 dm. |
| Djembatan Dok Selatan | ,, 62 dm. |
| Djembatan Mirah | ,, 18 dm. |
| Djembatan Intan | ,, 32 dm. |
| Djembatan Berlian Timur | ,, 62 dm. |
| Djembatan Berlian Utara | ,, 46 dm. |
| Djembatan Berlian Barat | ,, 65 dm. |
| Djembatan Nilam | ,, 63 dm. |

Total berth length of above berths is 5459 metres.

*Tanker Terminal:*

| | |
|---|---|
| Government Petroleum Pier Depth alongside at LWS is | 90 dm. |
| Semampir East | ,, 120 dm. |
| Semampir West | ,, 100 dm. |

*Coal Wharf:* Situated at the Southern end of Tambatan Nilam, equipped with 1 transporter and 2 bunker barges with steam operated grippers, owned by P.N. Tunda Bara.

**STEVEDORES:** Working hours: Monday–Thursday 0700–1200; 1300–1500 hrs. Friday 0700–1100; 1300–1500 hrs. Saturday 0700–1200 hrs. Overtime: Monday–Friday 1500–1700 hrs. Sundays, holidays 0700–1200; 1300–1500 hrs. Night work allowed after permission from the Port Authority.

Speed for gang per hour: 15 tons for general cargo.

**FRESH WATER:** Supply is handled by the Harbour Board to the berths and by 2 water barges. Present capacity about 400 tons per day for the whole harbour. Priority is for Passengers vessels and application required 48 hours prior to ship's arrival.

**FUEL:** Fuel can be obtained via pipelines to all berths, capacity up to 300 tons/hour, coal see coal wharf.

**REPAIRS:** Dry-docking and all sorts of repairs are carried out by the State-owned P.N. Dock. There are floating docks, capable of lifting 15,500, 3,500 and 4,000 tons. There are several slipways for coasters.

*Electronic Repair Shop:* All sorts of electronic repairs such as radar, echo-sounder, etc., can be repaired by private contractors.

**PORT SECURITY:** Maintained by members of the Indonesian Armed Services, usually, police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.

**CUSTOMS:** It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp.50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents about the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

**AUTHORITY:** Port Administration, P.O. Box 103, Tandjong Perak.

**AGENT:** P. N. Djakarta Lloyd, Sourabaja Branch Office, Djl. Pahlawan 26–28, Port Sourabaja.

## TANDJUNG UBAN: 01.03 N. 104.13 E.

*P.T. Stanvac Indonesia Oil Terminal.*

**DOCUMENTS:**

11 Crew Lists.
Harbour Report (form to be supplied by the Agent).
Maritime Declaration.
Vaccination List.
2 Stores Lists.
2 Bonded Stores Lists.
2 Personal Effects Lists.

**PILOTAGE:** Agent requests Pilot upon arrival of vessel. 72 hours advance notice of ETA required. Pilot boards vessel in harbour area.

**ANCHORAGES:** $\frac{1}{2}$–$\frac{3}{4}$ mile opposite oil jetties.

**MAX. SIZE:**

| | Dock no. 2 | no. 4 | no. 5 |
|---|---|---|---|
| Length | 800 ft. | 650 ft. | 650 ft. |
| Breadth | any | any | any |
| Draft | 34 ft. | 33 ft. | 32 ft. |

**HEALTH:** Health Officer will board vessel after berthing. No pratique granted, even for vessel after calling at another port in same country.

**RADIO:** Tandjung Uban Radio – call sign PKJ.

**TUGS:** No tugs available.

**BERTHING:** Agent arranges berthing vessel. Dimension of oil hoses used: 6 in. and 8 in. Very limited slop facilities, depending on available ullage.
**MEDICAL:** Very limited facilities. Only a clinic with experienced wound dresser available. Valid smallpox and cholera certificates for crew members required.
**DENSITY:** 10254.
**FRESH WATER:** Available ex-pipe-line – 5 tons/hour.
**FUEL:** Medium fuel oil, viscosity Redwood I, 600–900 seconds; heavy fuel oil, viscosity SSF, 30–40. Prior approval from PT Stanvac Indonesia, Djakarta, required for obtaining bunker fuels.
**GANGWAY/DECK WATCHMEN:** Port authority provides one safety guard during vessel's stay in port.
**CUSTOMS ALLOWANCES:** Reasonable quantity allowed to be used during vessel's stay in port.
**IDENTIFICATION CARDS:** Possession of a valid Seaman's Book sufficient.
**REPATRIATION:** No facilities available.
**AIRPORT:** Distance to airport, 60 miles. Served by Garuda Indonesian Airline 3 times a week (Mondays, Thursdays and Saturdays) to Djakarta only.
**TIME:** GMT plus 7 hours.
**POLICE/AMBULANCE/FIRE:** Police, tel. 55; Clinic, 37 and 58; Fire, 44 and 13.
**TELEPHONES:** Agents place telephone on board at no cost.
**AUTHORITY:** Penguasa Pelabuhan (Port Authority), tel. 53 (office) 57 (home).

## TARAKAN: 03.20 N. 117.45 E.

**DOCUMENTS:** See "Djakarta".
**PILOTAGE:** Compulsory pilotage consisting of sea and harbour pilots. Ships requiring pilot service should notify the harbourmaster at least 24 hours before arriving at outer buoy. Tide: semi diurnal.

Pilots do not normally work at night. The approach buoys and leading lights are frequently extinguished and vessels arriving at night are recommended to anchor at No. 1. Buoy at await a pilot in daylight.
**HEALTH:** Vessels arriving from abroad direct in one of the 2nd Class Ports have to apply well in advance from the Department of Health (Quarantine Section) for a provisional free pratique, as said pratique has to be cabled to the port concerned. The provisional free pratique is only valid for the port concerned, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad from the 2nd Class Port concerned.
**RADIO:** Call sign: PKO Class A1. This station also has VHF Maritime Bands working on the same hours as the Short Wave Transmissions.
**TUGS:** Nil.
**BERTHING:** The anchorage will hold many ships but very little cargo is worked from the anchorage as most vessels calling are timber ships waiting to load. The very occasional ocean cargo ship usually unloads on to a barge but very occasionally goes alongside the Commercial Jetty.

The Commercial Jetty has a least depth of 4 metres and a length of about 150 metres. There is a crane capable of lifting 2 tons on the inside berth. This jetty is very old and delapidated and normally handles only small craft of local inter-island character.
**STEVEDORES:** Working hours: 7 hours on normal working days. Overtime can be arranged.
**TANKERS:** The Pertamina jetty has a least depth of 8 metres and is about 180 metres in length. This pier is solely for the export of petroleum products in small tankers.

Off the Pertamina pier is a six-buoy sea berth to which tankers of 35,000 tons deadweight are secured to load oil for export. The loading rate is about 1,000 tons per hour, through two 10 in. hoses. The berth requires a tanker with a derrick capable of lifting 3 tons.
**GENERAL:** Port doctor available.

Carrying a camera ashore or even on deck of a ship for photography is strictly prohibited.

There is a small hospital. No stores, water, or fuel oil are available. There are no repair facilities at all. Pertamina operates a small hospital and a clinic. There is air communication to other parts of Indonesia through Balikpapan.
**PORT SECURITY:** Maintained by members of the Indonesian Armed Services, usually, police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.

**AGENT:** P. N. Djakarta Lloyd, Tarakan Branch Office, Djl. Djendral Sudirman 1/16, Port Tarakan.

## TEGAL, Java: 06.55 S. 109.10 E.

**DOCUMENTS:** Upon arrival, vessels have to produce the following Certificates and Documents, which will remain in the Harbour Master's custody until cleared:
Nationality (Registry) Certificates.
Seaworthiness Certificate.
Tonnage Certificate.
Deratisation (Exemption) Certificate.
International Loadline.
Safety Equipment Certificate.
Safety Constructions Certificate.
Safety Radio-telegraphy Certificate.
Vaccination List.
5 Crew Lists.
2 Stores Lists.
2 Crew Baggage's Declaration.
Last Port Clearance.
Health Book.
Custom Clearance and Custom Documents.
Cargo Manifest and Bills of Lading.

When vessels arrive direct from foreign port, Customs and Harbour Police officials board for search.
**PILOTAGE:** None.
**ANCHORAGES:** Tegal roads. Safe anchorages: Lat. 06° 49′ 00′ S Long. 109° 08′ 07″ E. Lighthouse 210°. Distance 2·5 miles off.
**RESTRICTIONS:** No restriction night entry, but work is done next day (after 1800 hours).
**MAX. SIZE:** Length and breadth no restriction. If draft above 25 ft. will be 2·5 or 3 miles off shore (anchorage on roads).
**HEALTH:** Maritime Declaration of Health needed from Master, if vessels coming direct from abroad. If vessel comes from other Indonesian ports, automatic free pratique.
**RADIO:** Coast-to-coast (radio station.) Call sign Tegal Radio (fixed station) 8.AC.2. Wavelength 5316 kc/s., 8080 kc/s. VHF: None.
**TUGS:** Only used for towing lighters to vessels on the roads.
**BERTHING:** None. Anchorage only.
**STEVEDORES:** Ordered by Agent. If possible before arrival of vessel, some information mainly concerned with requirements of the Shipmaster advises Agents to arrange gangs and available space for Tegal cargo.
**MEDICAL:** Normally medical attention for crew to be arranged by Agent at order of Master.
**FRESH WATER:** Nil.
**FUEL:** Nil.
**GANGWAY/DECK WATCHMEN:** Services of watchmen i necessary to be ordered by Master.
**OPENING/CLOSING HATCHES:** Is carried out by crew - sometimes by stevedores.
**CUSTOMS ALLOWANCES:** Tobacco, wine and/or spirits not allowed to be taken ashore.
**IDENTIFICATION CARDS:** Necessary.
**CONSULS:** None available locally.
**REPAIRS:** None.
**REPATRIATION:** Agents arrange necessary repatriation of crew.
**TIME:** Indonesian Western Time = GMT plus 7 hours.
**HOLIDAYS:** Only Moslem holidays: Id el Fitr. For 2 days no cargo work can be arranged.
**POLICE/AMBULANCE/FIRE:** Accident, Police, tel. 10; First Aid for Ambulance (Texin Hospital), tel. 387; Fire Departments (Texin), tel. 17.
**TELEPHONES:** No facilities for placing telephones on board.
**SHORE LEAVE:** Crew members allowed ashore from 0800 up to 2100 hours every day. Not allowed to spend night on shore.
**REGULATIONS:** Crew members not allowed to bring cameras, foreign money, on shore leave.
**AUTHORITY:** Sjahbander, Djl. Martadinata 4. Tegal.

**AGENT:** P.N. Djakarta Lloyd Tegal Branch Office. Office address: Djl. Laksamana R.E. Martadinata No. 5, Tegal, Indonesia. Telegraphic address: "Djakartalloyd Tegal". Telephone Office: Branch Director: Tegal 86. Terminal Manager: Utara 850. Shipping Manager: Tegal 539.

## TELUK BAJUR: 02.10 N. 117.25 E.

**DOCUMENTS:** See "Djakarta".
**PILOTAGE:** Compulsory harbour pilotage. Ships have to wait for Pilot inside the roads limits, anchoring as near the breakwater as possible. Pilot is available each day from 0600–1800.
**HEALTH:** Vessels arriving from abroad direct have to apply well in advance from the Department of Health (Quarantine Section) for a provisional free pratique, as said pratique has to be cabled to the port. The provisional free pratique is only valid for the port and the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.
**TUGS:** One tug-boat (SAMP 8) of 250 h.p. is stationed at Teluk Bajur, the use of which is compulsory for incoming and outgoing ocean-going ships.
**BERTHING:** A dynamite jetty amidst the breakwater inside the harbour (repairs in progress) No. VII, intended for vessels carrying explosive loads, such as petrol in bulk, etc. Only quay no. II is suitable for ocean-going vessels. Godown No. II-B was destroyed and hasn't been rebuilt yet. Total length of quay no. II is 326 m., with a minimum depth of 78 dm. LWS. Alongside the Harbourmaster's office, forming a right-angle with quay No. II is quay No. III with a length of 96 m. and a minimum of 89 dm LWS. Ships can also berth alongside the coal jetty on the NE side of the harbour, which has a length of 30 m. and a minimum depth of 66 dm LWS.
**STEVEDORES:** Working hours: 0800–1100/1200; 1300–1600/17 (in normal times 1800). Overtime till 2100.
Gang's capacity: average 13 ton/hour.
**FRESH WATER:** Available at wharf, officially at a rate of 8 $m^3$ per hour, unlimited quantity during the wet season (September-April). During the dry season with a maximum of 150 $m^3$ and a capacity of 4–6 $m^3$ per hour. Water should be boiled or chemically treated before consumption.

**FUEL:** Coal not available. Fuel not available.
**REPAIRS:** Dry dock available for ships up to 150 tons. Machine-workshops for minor repairs available.
**MEDICAL:** Teluk Bajur has harbour clinic for emergency cases. Hospitals at Padang.
**AUTHORITY:** Department of Sea Communications.

## TJILITJAP: 07.41 S. 109.05 E.

**DOCUMENTS:** Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:

- Nationality (Registry) Certificate.
- Seaworthiness Certificate.
- Measurement (Tonnage) Certificate.
- Deratisation (Exemption) Certificate.
- International Load Line Certificate.
- Safety Certificate (passenger ships).
- Safety Equipment Certificate (cargo ships).
- Safety Radio and Radiotelephony Certificate (cargo ships).
- Certificate of Approval (ship's radio station).
- Health Book or Bill of Health.
- Last Port Clearance.
- Subscription of Light and Harbour Dues and wharfage if any.
- Crew Lists and Passenger's Lists.
- Ship's Articles.
- Other certificates and documents as required.
- Ship's Stores List.

**RESTRICTIONS:** Least depths at the bar and in the channel are 70 dm at LWS.

Current: semi-diurnal. By the influence of the Donan River, especially during the rainy season, is the duration of the outgoing current longer than that of the ingoing. In the rainy season the outgoing current can reach 5 knots.

**PILOTAGE:** Compulsory. The pilot station is in Tjilitjap. Outbound vessels, application for Pilots must be made 2 hours before departure, provided that ships sailing before 0800, must apply before 1800 of the preceding day. Ships arriving by night must hoist the pilot signals at daybreak. Pilot signals as in the International Code of Signals until the Pilot boards the vessel or till a central signal is made at the signal yard of the Coastal Light "Gunung Tjimiring", where Tjilitjap will be phoned about approaching ships. The Lighthouse-keeper can make the following contra signals:

(*a*) The Indonesian Flag at the signal yard meaning the Pilot is coming out.
(*b*) One black ball over two black cones pointing upwards meaning wait for the next message.
(*c*) Double cones meaning no Pilot available permission granted to enter without.
(*d*) Black ball over a black cone pointing upwards meaning Pilot is not coming out, permission to enter without Pilot until you meet one.

Pilotage by night is not available except in very extraordinary cases. It takes the Pilot one hour from Tjilitjap to sea. If a ship can't enter on the same day 2 black cones pointing upwards will be shown with a black ball in between.

**HEALTH:** Vessels arriving from abroad direct have to apply well in advance from the Department of Health (Quarantine Section) for a provisional free pratique, as said pratique has to be cabled to the port concerned. The provisional free pratique is only valid for the port concerned, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.

**TUGS:** Not available.

**BERTHING:** Outer roads while waiting for the Pilot during the West monsoon a safe anchorage in 12 m. water. During the S.E. monsoon not a safe anchorage.

Inner roads, under all circumstances a safe Anchorage in 9 m. water in the vicinity of Nusa Kambangan opposite the quays for small crafts and East of Tg. Sodong. Vessels over 80 metres length have to moor due to limited swinging space, current and winds.

Berth length:

| | | |
|---|---|---|
| Berth I | 120 metre | depth alongside 70 dm at LWS. |
| Berth II | 146 ,, | ,, |
| Berth III | 142·5 ,, | ,, |
| Berth IV | 130 ,, | ,, |

**TANKERS:** Shell Tanker Terminal: Petroleum jetty with dolphins where tankers of 85 metres length can berth.

**STEVEDORES:** Working hours Monday–Thursday 0730–1200 and 1300–1530 and Saturday. Overtime Friday 0730–1130 and 1300–1530; Sunday-holidays 0730–1200 and 1300–1530; Night shift 1700–2300. Gang's capacity: Loading manganese ore average 15 tons/hour; loading scrap iron average 6 tons/hour; loading copra cake average 10 tons/hour.

**FRESH WATER:** Water is supplied through pipelines to the wharves, capacity 7 tons/hour.

**FUEL:** Not available.

**PORT SECURITY:** Maintained by members of the Indonesian Armed Services, usually, police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.

**CUSTOMS:** It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp.50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents about the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

Ship's Inspection Team: Consisting of members of the Port Authority. This team will search the vessel, after the ship is cleared by the Port Medical Officer. Prior to mentioned search no Cargo handling is allowed. This Team will search the Store Rooms and Cargo Hatches, and subsequently seals the Bonded Stores and Radio Transmitter. Careful attention should be given in making up the Store Lists, as any difference found in the items declared and discovered during the search may lead to difficulties.

**SHORE LEAVE:** Leaving and entering the Custom's Area the crew is checked on the basis of the Crew's List and Identification cards and searched.

**AGENT:** See "Semarang."

## TJIREBON: 06.41 S. 108.33 E.

**DOCUMENTS:**

- Crew List.
- Passenger List.
- Customs Documents.
- Manifest.
- Bills of Lading.
- Ship's Papers/Certificates.
- Health Documents.

**PILOTAGE:** Not compulsory. Applications made through Agent or to Port Administrator via coast station Tjirebon radio.

**ANCHORAGE:** Boundaries of port area are coast line, meridian 108° 35′ 30″ E. and the parallels of 06° 42′ 15″ S. and 06° 43′ 41′ 40″ S.

A light buoy on the position of 06° 42′ 10″ S. and 108° 36′ 20″ E. is placed on the guidance line to the entrance of the harbour.

**RESTRICTIONS:** Tjirebon roads only accessible for ships of 8 m. max. draft, by taking the Tandkung Sanggarong light buoy at port hand. Only ships with 4 m. max. draft can enter Inner Harbour and moor alongside wharves.

All other ships anchor at outer roads. The harbour is open for 24 hours. For vessels entering the harbour, a signal is given from signal station.

**HEALTH:** Usual international procedures.

**TUGS:** Tug services available. Order through Agents.

**RADIO:** Call sign PKZ2. Working freq. 6491·5 kc/s. and 8799·5 kc/s., watching freq. 6265–6285 kc/s. and 8204–8249 kc/s. Working time 0030–0130 and 0600–0700 GMT.

**STEVEDORES:** Arranged by Agent.

**MEDICAL:** Normal hospital facilities available. Agent will arrange for medical attention. Advance notice required.

**TANKERS:** Berthing for only 300 dwt. tankers at special oil jetty.

**DENSITY:** 1025.

**FRESH WATER:** Delivered by water lighter. One delivery 75 tons, discharged within 6 hours. For quick delivery 2 days advance notice to Agents required.

**FUEL:** None available.

**DEVELOPMENTS:** Surveys being made for extension and development of port with 10 m. deep basins, container facilities and a 10 m. deep channel for accommodation of 10,000 dwt. ships and future shipping.

**GANGWAY/DECK WATCHMEN:** Recommended. Arrange with Agent.

**OPENING/CLOSING HATCHES:** Usually done by stevedores. Appreciated if done by crew.

**CERTIFICATES:** Port clearance last port of call. Certificates as required by vessel's country of registry and by SOLAS 1960.

**CUSTOMS ALLOWANCES:** 200 cigarettes per person. Wine/spirits: One bottle per person. Bottle opened.

**IDENTIFICATION CARDS:** Preferably passports, seamens ID cards (issued by maritime authorities; vessel's country).

**CONSULS:** At Djakarta, 280 kilometres from Tjirebon.

**REPAIRS:** Light repairs only by local dockyard.

**DRY DOCK:** Graving dock of 600 dwt. capacity.

**REPATRIATION:** Can be arranged by Agents.

**AIRPORT:** Kemajoran International Airport 257 km. from Tjirebon. Domestic Airport 40 km. from Tjirebon.

**TIME:** Local time (Western Indonesia Time) is GMT plus 8 hrs.

**HOLIDAYS:** New Year (1st January); Ascension of Christ (15th May); Santa Maria (15th August); Independence Day (17th August); Maulud, Mir'adj and Idul Firti determined by Moslem calendar and differ from year to year by International calendar. For definite dates consult Port Administrator. Cargo work on Idul Fitri (2 days) not guaranteed due to labour shortage.

**POLICE/AMBULANCE/FIRE:** Harbour Police 3897; City Police 4466; Ambulance 118; Fire brigade 113.

**SHORE LEAVE:** Allowed after satisfactory fulfilment of immigration requirements and in possession of crew's Harbour Card.

**DELAYS:** Bad weather (mostly rain).

**AUTHORITY:** Port Administrator. Residence: Djl. Kesambu-52, Tjirebon, Phone: 2890, 2087 and 3733. Office: Djl. Pernigaan 4–6, Tjirebon. Phone: 4241 and 3688.

**AGENT:** P. N. Djakarta Lloyd, Djl. Pasuketan No. 5, PO Box 44, Port Tjirebon.

# Iran

## ABADAN: 30.20 N. 48.16 E.

Port of Abadan situated on right bank of the Arvandrud, about 47 miles up river from Rooka Buoy.

**OPERATORS:** National Iranian Oil Co.

**DOCUMENTS/PILOTAGE:** See "Khorramshahr".

**ANCHORAGES:** On arrival of pilot boat vessel can anchor with no depth restriction. On entering the Arvandrud the following are the recognized anchorages: Kasba Anchorage position about 2 miles above Fao with a maximum depth of 35 ft. in fresh water. Bawarda Anchorage position about 2 miles above Abadan with a maximum depth of 31 ft. in fresh water. Vessels which are too deep to pass out of the river on one tide will be required to anchor at Kasba.

**RESTRICTIONS:** The port is open for day and night navigation with arrivals and sailings being controlled by the tide. Vessels normally enter the river at two hours after high water at the bar, and leave Abadan, for sea, from six to four hours before high water at the bar.

**MAX. SIZE:** Max. draft at jetties 31 ft. fresh. Max. length 600 ft.

**HEALTH:** Inward clearance is affected on board after receiving free pratique. Also see "Khorramshahr" – "Documents".

**RADIO:** The National Iranian Oil Company Coastal Radio Station call sign EQZ. The station listens for various calls on the normal International Marine Calling frequencies. When close to may be contacted on 500 kHz transferring to 428 kHz for exchange of traffic. Traffic list sent at 5 minutes past odd hours.

**TUGS:** Not available.

**BERTHING:** While no changes have actually occurred in the production capacity of the Abadan Refinery, the number of jetties on the Abadan riverside have been reduced to eight. Nos. 3, 4, 7, 9, 11, 16, 22 and 26 have been maintained and are used for bunkering purposes and dry cargo operations.

Ships pass day and night so it is necessary that mooring lines be kept taut at all times to prevent surging on the jetties thereby breaking lines and causing damage to Company property.

Bunkering jetties for those vessels coming only for purpose of taking bunkers are:

| | | |
|---|---|---|
| Jetty No. 3 | Draft alongside | 31 ft. |
| Jetty No. 9 | ,, ,, | 28 ft. |
| Jetty No. 22 | ,, ,, | 25 ft. |
| Jetty No. 16 | ,, ,, | 25 ft. |

Bunkering jetties for those vessels bringing Oil Company's cargo are:

| | |
|---|---|
| Jetty No. 7A | Draft alongside between 28 ft.–31 ft. |
| Jetty No. 7B | |
| Jetty No. 7C | |

**MEDICAL:** Emergency cases: an ambulance will be dispatched on demand by calling telephone number 5555.

In ordinary cases of sickness or dental treatment: Agents will arrange transportation of patients, and advise Masters regarding necessary medical attention forms. If patient does not speak English he should be accompanied by an interpreter. Only in exceptional cases will a medical officer visit a patient on board.

**TANKERS:** Deliveries of the refined oil products of Abadan Refinery are effected to ocean-going tankers at Bandar Mahshahr since the inauguration of the products terminal of the National Iranian Oil Company at that port, therefore such shipments are not taking place from Abadan any more.

**DENSITY:** Fresh.

**FRESH WATER:** Available at all jetties.

**FUEL:** Ships' bunkers are available; however not all types are available at all jetties, therefore, ships' Master should advise by radio the exact quantity and kind of bunkers required. Bunkers are delivered concurrent with loading unless otherwise requested by Master. Due to heavy bunkering commitments it is mandatory that vessels take their bunkers when convenient for the terminal, any delay incurred by a vessel taking bunkers after loading is the responsibility of the Master.

**GENERAL:** All other items, see "Khorramshahr."

**AUTHORITY:** National Iranian Oil Co. Abadan Refinery.

**AGENT:** See "Khorramshahr."

## BANDAR ABBAS: 27.15 N. 56.19 E.

**DOCUMENTS:**

*Quarantine Officer*
Crew List (1 copy, also all crew vaccination cards for inspection).
*Customs Officer*
Crew List (2 copies).
Stores List (2 copies).
*Port Authority*
Crew List (1 copy).
*Agents*
Crew List (2 copies).

In order to avoid any delay in entering and discharging, the following documents must be sent by all loading port Agents to Bandar Abbas. Agents as far in advance of vessel's arrival as possible:

Cargo Manifest (6 copies).
Freight Manifest (2 copies).
B/L Copies (2 copies each).

All cargo shown on Manifest must be landed at the port, and it is therefore essential that short-shipments, cancellations, diversions, etc. (if any) be reported earliest possible and manifest should be corrected before submission to Port Authorities to avoid payment of fines. Stowage plans and hatch lists should also be sent ahead giving ample time to be studied by Cargo Supervisor for unloading arrangements.

**PILOTAGE:** Application for Pilot to be made well in advance through Bandar Abbas Port Radio EQI. Agents may also arrange Pilotage but should be advised of ETA well in advance.

**ANCHORAGE:** Approx. position 27° 04′ N. 56° 04′ E. Depth 36 ft. The distance from the outer anchorage at buoy No. 1 to the port entrance is about 2 miles.

**RESTRICTIONS:** Entry or departure day or night. Depth of water alongside jetty, minimum 34 ft. and depth in channel approx. 32 ft. at LW. Height of tide at HW about 3 metres.

Width of entrance channel is about 150 metres at surface, and 100 metres at seabed.

**MAX. SIZE:** Port can accommodate vessels up to 600 ft. length with a maximum draft of 32 ft.

**RADIO:** Bandar Abbas Port Radio EQI – 500 kc/s.

Port telecommunications working from 0600 hrs to 2400 hrs every day.

**VHF:** Channels 13, 16, 18 and 25. HF call-sign EQI available. Also see "Radio".

**TUGS:** Two tugs 550 h.p. each, for harbour services, as well as for towage, in case of necessity.

**BERTHING:** Berthing after sunset is not permitted, and if a vessel arrives after sunset berthing will not take place until the following morning. Unberthing after sunset is permitted subject to overtime payments being made to Pilots and tug workers, but this arrangement is not official and is subject to mutual agreements.

Quay is 1,050 metres in length, 35 metres width and capable of accommodating six vessels each of 175 metres LOA.

There are two closed sheds, each having a capacity of 7,500 tons, one closed shed with a capacity of 15,000 tons and six open sheds having capacity of 100,000 tons.

Ore handling installation. The ore is loaded by conveyor belt and the average daily loading rate is 1,500 tons per day running from 0630 hrs. to 2200 hrs. daily.

Chrome ore loading is carried out at one hatch at a time only, and therefore the vessel has to be shifted by the crew in order to load the other hatches.

Grain discharged at rate of 700 to 800 tons per day. No silos.

**STEVEDORES:** Bagged cargo can be discharged at the rate of 800/900 tons per day, working five hooks.

Working hours at the New Port are, 0730 to 1200, 1300 to 1800, and 1900 to 2300, making a total of three shifts,

The employer or Agent has to pay a gross tax of 13 per cent as social insurance premium to Workers Social Insurance Organization for the hands employed in addition to 5 per cent collected from the labourers making a total of 18 per cent as WSIO premium.

**CARGO GEAR:** All vessels calling at this port must be capable of loading/discharging with their own gear, including rope, canvas and wire slings as necessary and/or wire or rope nets, etc.

Equipment available ashore is as follows: 2 mobile cranes with lifting capacity of 18/20 tons; 2 mobile cranes with lifting capacity of 7 tons each; 2 mobile cranes with lifting capacity of 5 tons each; 3 forklifts with capacity of 3 tons; 7 forklifts with capacity of 2 tons; 2 tractors for towing trailers; 8 small trailers; 4 big trailers.

**FREIGHT TAX:** Freight tax is payable on any freight earned in Iran for any export cargo loaded at any Iranian port. Per article 90 of Tax Law, freight tax is payable at the rate of 5 per cent of gross freight, regardless of whether freight is collected in Iran or elsewhere. There is no tax on import cargo freight regardless of where the freight is paid. In other words, for cargo discharged in Iranian ports, even if freight is payable at destination to be collected in Iran, there is no tax applicable.

**MEDICAL:** There is a General Hospital with about 100 beds. A number of physicians and dentists are available. Facilities available for vaccinations and inoculations.

**FRESH WATER:** Fresh water is available at all berths ex-pipe-line excepting the chrome ore berth which is at a separate jetty. Vessels loading chrome ore must take fresh water (and bunkers) before or after loading as there is no connection at the ore loading berth.

**FUEL:** Fuel is available at all berths ex-pipe-line excepting the chrome ore berth which is at a separate jetty. Vessels loading chrome ore must take fuel (and fresh water) before or after loading as there is no connection at the ore loading berth.

**CUSTOMS:** Customs Officer will seal the store-room. All liquor and cigarette stocks will be placed under bond and reasonable ship's requirements should be taken from store before sealing.

**IDENTIFICATION CARDS:** According to regulations in force seamen should hold shore pass issued by respective Agents and signed by the Port Health, Port Police and local town Police Authorities. All shore passes should bear a photo of the holder, in order to facilitate checking at exit of port area. It is therefore necessary for Officers and crew to have a photo ready on arrival at the port to facilitate obtaining shore passes.

**CONSULS:** None.

**REPAIRS:** Minor repairs available at private workshops.

**WEATHER:** With the exception of about two months during the winter, the air is generally wet and humid, but with little rainfall. Temperature seldom falls below 10 degrees centigrade in winter, and seldom exceeds 40 degrees centigrade in summer.

**AIRPORT:** About 15 km. distance from the port. Jet flights to international destinations on virtually a daily basis.

**TIME:** GMT plus 3½ hours.

**TELEPHONES:** May be placed on board.

**SERVICES:** Survey, repairs, crew changes at sea or launch service to vessels off the port can be arranged by BASCO Limited. Contact through Agent.

**SHORE LEAVE:** Provided Security Dept. approves, crew allowed to go ashore by surrendering their seamen's books to port police guard.

**GENERAL:** *Hotels.* The Gameron is a modern hotel equipped with air-conditioning and having 120 beds. A wooden swimming pier has been constructed on the sea-beach opposite the hotel for the use of residents.

There is another modern hotel, the Shah Abbas, under construction, expected ready about 1975. Second-class hotels, about four in number are also available.

*Provisions.* There are no ship chandlers at Bandar Abbas, but fresh and canned provisions are available through the ship's Agent.

*Transport.* Distance between port and the town of Bandar Abbas is about 10 km. and there are private mini-buses and taxis available. Motor-boats are available for attendance upon vessels at anchorage and also at the chrome ore berth which is not approachable by land transport.

*Laundry.* Subject to time available, can be arranged by ship's Agent.

**AUTHORITY:** Port Director.

**AGENT:** See "Khorramshahr".

## BANDAR MAHSHAHR: 30.27 N. 49.20 E.

Refined Products Loading Terminal of the National Iranian Oil Company.

*Iranian Flag:* All vessels required fly Iranian flag from foremast during daylight hours, while in port.

**DOCUMENTS:**

8 Crew Lists.
2 Bonded Store Lists.
International Health Form.
If cargo aboard, Manifest certified by Iranian Consulate.
Clearance from Last Port.

**GENERAL:** Khor Musa is deep tidal inlet at head of Gulf. Consists of triangular-shaped entrance 35 miles wide and 22 miles long followed by a channel, approximately 14 miles long with average width about 1,000 ft., ending at Port of Bandar Mahshahr. Khor Musa is entered by deep water approach channel 25 miles long and 0·8 miles wide, commencing at Khor Musa light float, located in position 29° 36′ 32″ N. 49° 34′ 47″ E. At end of approaches channel, near buoy no. 12, restricted depths and channel widths extend for distance of 8 miles, in vicinity of Khor Musa Bar. A deep water channel then exists up to commercial port of Bandar Shahpour, and to oil port of Bandar Mahshahr, a total distance of 37 miles from end of Bar Channel. Refined products delivered to Bandar Mahshahr Terminal from National Iranian Oil Company's Refinery at Abadan.

**TERRITORIAL WATERS:** The 12 mile limit of Iranian territorial waters crosses approaches channel in vicinity of Khor Musa Approaches Buoy no. 8, which is approximately 20 miles from Khor Musa light float.

**KHOR MUSA APPROACHES:**

*Navigational Dangers.* Numerous shoals and sand banks in Khor Musa with low-lying shore lines and few conspicuous marks. However, shipping channels well marked with light beacons and buoys and present no navigational difficulties in clear weather. A small unlit tide gauge platform located on edge of shoal West of shipping channel in 29° 42′ 30″ N., 49° 03′ 48″ E., approximately 1·75 miles West of Khor Musa Approaches Buoy no. 4, and shown on Admiralty Chart.

*Outer Khor Musa Channel.* Approaching vessels should steer for Khor Musa light float, in position 29° 36′ 32″ N., 49° 34′ 47″ E., and from there a course should be set along marked channel for buoy no. 12 in position 29° 56′ 03″ N., 49° 06′ 47″ E., bearing 308° 45′ from Khor Musa light float.

*Note:* Buoys South of and including buoy no. 12 above are referred to as Khor Musa Approaches Buoys. Buoys North of no. 12 above are referred to as Inner Khor Musa Buoys.

**PILOTAGE:** Compulsory. Service operated by Bandar Shahpour Port Authorities up to Bandar Shahpour, and by Oil Company between Bandar Shahpour and Bandar Mahshahr. Pilot vessel maintains station approximately 1 mile, 135° from Khor Musa Approaches buoy no. 12. Vessels requiring Pilot should approach within 2·5 cables of pilot vessel. During adverse weather conditions Pilot may proceed above bar for shelter; in such cases vessels should not attempt to proceed inward without Pilot. Essential that ETA Bandar Shahpour is transmitted to Coastal Radio Station EQZ as soon as possible after Pilot has embarked at pilot station. If for any reason a vessel is required to wait at any time at Bandar Shahpour, it will be advised through EQZ. Marine Operation Section, Bandar Mahshahr Terminal, on receipt of ETA Bandar Shahpour, will arrange for Berthing Master to board vessel at Bandar Shahpour anchorage and allocate jetty berth at Bandar Mahshahr.

**BANDAR MAHSHAHR APPROACHES:**

*Navigational Dangers.* Khor Musa Channel well marked with buoys and beacons, but attention is drawn to following:

(a) *Outer Khor Musa Bar.* 29° 59′ N., 49° 04′ E. and inner Khor Musa bar 30° 02′ N., 49° 01′ E., where restricted channel widths and depths exist and minimum depth 30 ft. Buoyed channel over bar is 600 ft. wide, but declared minimum depth of 30 ft. only applicable to central half of channel. Towards edges of channel, shallower depths exist.

(b) *Qassar bin Siswan.* A rocky shoal, in 30° 12′ N., 48° 58′ E. approximately 10 miles North of inner Khor Musa bar, marked by buoy no. 9 with minimum depth 6 ft.

(c) *Khor Wastah to Beacon* 18. Near sharp bend to East in channel, where tidal streams reach rate of over 4 knots at ebb.

*Khor Musa Bar.* Reached approximately 5 miles North-west from pilot vessel, and normally does not restrict passage of inward vessels.

*Khor Musa Channel.* After leaving bar, channel is followed up Khor Musa for about 32 miles to anchorage at Government Bandar Shahpour.

*Bandar Shahpour.* All inward bound ships required to anchor on arrival off Bandar Shahpour, where Pilot disembarks and a Government Medical Officer comes on board to grant pratique. For this purpose an accommodation ladder should be rigged and ready before arrival.

*Bandar Mahshahr Roadstead.* Shortly after leaving Bandar Shahpour, channel to Bandar Mahshahr entered between two beacons: port hand, no. 2, flashing red and starboard hand, no. 1, flashing white. Channel well marked by light beacons to entrance of Bandar Mahshahr, at beacon no. 4. All port hand lights flash red and all starboard hand lights flash white. Distance from Bandar Shahpour Anchorage to Bandar Mahshahr about 7 miles. Before arriving at Bandar Mahshahr, the accommodation ladder must be taken in and the ship's side cleared for tugs and berthing.

**ANCHORAGE:** No anchorages in Bandar Mahshahr or Bandar Mahshahr roadstead. Inward bound vessels must anchor on Northern side of Khor Musa channel, West of Bandar Shahpour, and await arrival of Oil Company Berthing Master.

**WIND AND TIDE:**

*Khor Musa Bar.* Classified as Standard Port in Admiralty Tide Tables, Volume II. Tidal predictions considerably affected by strong winds. Variations up to 3 hours in time, and 3·5 ft. in height have been recorded. North-westerly winds tend to lower level and retard predicted times of high and low waters; South-easterly winds have opposite effect. At Khor Musa bar, Mean Higher High Water has rise of 11·6 ft. and Mean Lower High Water has rise of 9·6 ft. above chart datum. Rise of tide at bar is also given by automatic tide indicator established near inner Khor Musa buoy no. 8. Masters may obtain expected depth of water on Khor Musa bar at any time by telephone to Marine Operations Office, Mahshahr, 4264.

*Khor Musa.* Tidal range increases between bar and Mahshahr. Maximum tidal velocities in Khor Musa about 3·5 knots on flood and 4·5 knots on ebb, at bend near inner Khor Musa beacon no. 18.

*At Ports of Shahpur and Mahshahr.* Average time high water is 1 hour 35 minutes later, and low water 16 minutes later than on Bar. Mean High High water has rise of 17·0 ft., and Mean Lower High Water rise of 14·6 ft. above Mahshahr chart datum.

*Mahshahr Terminal.* North-west prevailing winds blow across jetties, from shore. On average, 60% of prevailing winds from North-west, 30% from South-east, and 10% variable. North-west and South-east winds frequently reach Force 8, but winds from other directions normally do not exceed Force 4. Maximum tidal range 18·9 ft. At springs, flood tide has velocity of 2 knots and ebb tide velocity 3 knots.

**MAX. SIZE:** Maximum LOA 780 ft. Maximum permissible draft at Khor Musa Bar is 40 ft. Depths in tanker berths vary from 37 ft. at berth no. 4 up to 43·5 ft. at berth no. 6.

**HEALTH:** Owners should check with Agent respecting any recent imposition of anti-epidemic regulations and requirements for additional injections for crew members. Medical officer boards at Shahpur Anchorage. Subject no infectious diseases reported on board during voyage, Medical Officer will grant pratique.

**RADIO:** Oil company has coastal radio station at Abadan, call sign EQZ. Station handles messages to and from oil ports of Mahshahr, Abadan, Kharg Island and Cyrus Terminal.

*Nomination and Loading Orders:* Signalled by Iranmash on receipt of vessel's first ETA. Vessels should signal tentative ETA Khor Musa Bar, 72 hrs. in advance, confirming ETA not less than 48 hrs. before arrival Khor Musa pilot vessel station.

*Radio Watches:* Continuous watch on 500 kHz to be maintained at all times while navigating Khor Musa waterway, and ordinary listening watches maintained when at anchor.

**VHF:** Mahshahr Terminal equipped with International Maritime VHF/FM Radio Telephone Service, using standard international frequencies. Masters recommended use this facility when within range of Mahshahr Terminal. Channels available on continuous watch basis:

No. 16 Safety and Calling.
No. 12 Port use, tankers and tugs.
No. 20 Port use, telephone extension.
No. 26 Port use, telephone extension.

Initial contact should be made on Channel 16 and then transfer to Channel 12 for port operations, or Channel 20 or 26 for telephone extension.

**TUGS:** Three tugs at terminal, all of 1,500 b.h.p., all fully equipped for fire fighting. Incoming ships are met by tugs in channel about 1 mile below port limits. Two tugs always used berthing, and one or two unberthing, according to state of tide and direction of ship's head. Vessels take tug's ropes.

**BERTHING:** Vessels arriving on flood tide berthed starboard side to jetty, vessels arriving on ebb tide berth port side to jetty. Six bulk loading jetties, each fitted with Woodfield loading unit. 10-in. loading arms, 6-in. bunker arms. Minimum number mooring ropes or wires required is 14, as follows: (Forward) – 4 head ropes, 2 breast ropes, 1 back spring. (Aft) – 4 stern ropes, 2 breast ropes, 1 back spring. For additional security one extra breast line forward and aft should be used. Unless breasts of adequate strength are used, there is every possibility of vessel when in light condition being blown off jetty by North-west wind and damaging loading equipment.

Maximum loading rates are:

| | | | |
|---|---|---|---|
| Liquid propane/butane | 1,500 | tons per hour | |
| Aviation gasolines | 700 | ,, | ,, |
| White spirits (solvent) | 400 | ,, | ,, |
| Motor gasolines | 2,200 | ,, | ,, |
| Motor gasoline (over the rail blending) | 400 | ,, | ,, |
| Naphtha | 2,100 | ,, | ,, |
| Turbine fuels | 1,600 | ,, | ,, |
| Kerosines | 1,500 | ,, | ,, |
| Gas oils | 2,500 | ,, | ,, |
| Marine diesels | 700 | ,, | ,, |
| Fuel oils | 5,000 | ,, | ,, |

**LPG LOADING:** Propane and butane gas is loaded at No. 6 jetty at a rate of 1,500 tons per hour. Propane and butane cannot be loaded simultaneously.

As 16-in. fixed Chicksan liquid and vapour return arms are used for loading, certain ships are limited to one-side berthing only. To avoid delay of vessels, it is advisable to have vapour return connections on both sides of liquid connection on board.

Terminal has available a series of ASA Standard reducers and adapters.

Loading temperature of propane is about minus 48° F., and butane is about minus 23° F.

**BALLAST:** Tankers may discharge ballast ashore at Jetties no. 1, 2, 5 and 6. Ballast received at rate of 2,000 tons per hour. Slops and residues at rate of 200 tons per hour.

**MEDICAL:** No medical facilities at terminal. Agents may arrange medical attention through Oil Company clinic in Abadan. In event hospital treatment required, patient would be taken Abadan.

**FRESH WATER:** Limited supply potable water available all jetties, but supply very limited during months June to October.

**FUEL:** Fuel and diesel oil available each jetty. 10-in. loading arms connected to 6-in. flexible hoses. Loading rates, fuel max. 500 tons/hour, diesel max. 400 tons/hour. 48 hours notice required.

**FIRE PRECAUTIONS:** On arrival Shahpour Anchorage Master is given six copies of Fire and Safety Regulations. Fire Station and Emergency tel. 4111.

**CUSTOMS ALLOWANCES:** Reasonable quantity spirits and tobacco for consumption in port may be issued prior sealing store rooms. Strict supervision imposed by Customs and prohibited items, particularly tobacco and cigarettes, should not be taken ashore in excess of 50 cigarettes, or cigars, or 1 oz. tobacco.

**CONSULS:** Consulates situated in Khorramshahr.

**REPAIRS:** No repair facilities at Mahshahr or Shahpour. In emergency, the Oil Company may be able to undertake minor repairs. No main engine repairs whilst alongside loading jetties without permission from Terminal Superintendent.

**TIME:** GMT plus 3·5 hours.

**TELEPHONES:** Available at each jetty. If requested, telephone may be placed aboard.

**SHORE LEAVE:** Restricted to foreshore area only. Recreation centre opposite No. 2 jetty.

**CURRENCY:** The unit of currency is the Iranian rial. It is illegal to use any other than Iranian currency ashore and heavy fines have been imposed for infringement of this regulation. Masters are requested to bring this matter to the individual notice of their officers and crew. Currency denominations are:

Notes: 5,000, 1,000, 500, 200, 100, 50, 20 rials.

Coins: 20, 10, 5, 2 and 1 rial.

**AUTHORITY:** National Iranian Oil Co. Bandar Mahshahr.

**AGENT:** Gulf Agency Co. (Iran) Ltd., Bandar Mahshahr. Cables "Confidence". Iranian Head-office: Gulf Agency Co. (Iran) Ltd., POB 110, Khorramshahr, Iran. Tel. 2280, 4755; Cables "Confidence", Khorramshahr. Telex: 4033 (answer back: "Confidence Kor").

Due difficulty reaching Khorramshahr with international telex messages, communicate via Tehran office, telex No. 2507 and 2856 Tehran, (answer back: "Confidence" Tehran), stating "For Khorramshahr".

Ships' mail and spare parts for vessels calling at Bandar Mahshahr to be routed by flights arriving directly to Abadan Airport without transshipment at Tehran, and addressed to: Gulf Agency Co. (Iran) Ltd., POB 62, Abadan, Iran.

*Cables from vessels* should be sent via Khorramshahr Port Radio to "Confidence", Khorramshahr, as well as to "Confidence" Bandar Mahshahr.

## BANDAR SHAHPOUR: 30.27 N. 49.05 E.

**DOCUMENTS:**

*Quarantine Officer*

Crew List (1 copy, also all crew vaccination cards for inspection).

*Customs officer*

Crew List (2 copies).

Stores List (2 copies).

*Port Authority*

Crew List (1 copy).

*Agents*

Crew List (2 copies).

Order avoid any delay in entering and discharging, the following documents must be sent by all loading port Agents to Bandar Shahpour Agents as far in advance of vessel's arrival as possible:

Cargo Manifest (6 copies).

Freight Manifest (2 copies).

B/L Copies (2 copies).

All cargo shown on manifest must be landed at the port, and it is therefore essential that short-shipments, cancellations, diversions, etc. (if any) be reported earliest possible and manifest should be corrected before submission to Port Authorities to avoid payment of fines. Stowage plans and hatch lists should also be sent ahead giving ample time to be studied by Cargo Supervisor for unloading arrangements.

The names of consignees must be inserted on the manifest at the port of origin. This is due to the fact that names have not been inserted as per Iranian Customs authorities requirements.

In view of the above, owners are kindly requested to make sure that manifests for Bandar Shahpour are properly made out at loading port with correct names of consignees.

**PILOTAGE:** Application for Pilot to be made well in advance through Bandar Shahpour Port Radio – EQN – 500 kc/s. If Agents required to arrange Pilot they should be informed well in advance.

Pilotage operated by Shahpour Authorities up to Shahpour. Pilot vessel approximately one mile, 135° from Khor Musa approaches Buoy No. 12. Approach within 2·5 cables of Pilot vessel. During adverse weather pilot vessel may proceed above Bar, in such cases do not attempt proceed inward without Pilot.

**APPROACHES:** Shipping channels well marked with lightbeacons and buoys and present no navigational difficulties in clear weather.

Small unlit tide gauge platform located on edge of the shoal West of shipping channel in lat. 29° 42′ 30″ N., long 49° 03′ 48″ E., approximately 1·75 miles West of Khor Musa Approaches Buoy No. 4, and shown on Admiralty Chart.

Approaching vessels should steer for Khor Musa light float, in position lat. 29° 36′ 32″ N., long 49° 34′ 47″ E., and from there a course should be set along marked channel for Buoy No. 12 in position lat. 29° 56′ 03″ N., long. 49° 06′ 47″ E., bearing 308° 45′ from Khor Musa light float.

**MAX. SIZE:** Vessels of 29 ft. draft may enter port at any time. Higher drafts depending on state of tide. Normal rise of tide about 11 ft. Entry permitted day or night.

**HEALTH:** Medical Officer boards at Shahpour. Subject no infectious diseases reported on board during voyage, Medical Officer will grant pratique.

**RADIO:** Bandar Shahpour Port Radio EQN 500 kc/s.

Continuous watch on 500 kc/s. is to be maintained at all times while navigating in Khor Musa Waterway,

**VHF:** Channels 13, 16, 18 and 25. Twenty four hours service.

**TUGS:** Normally not required, but available if necessary due to ba weather.

**BERTHING:**

Berth No. 1 – 31 ft. depth alongside
Berth No. 2 – 29 ft. depth alongside
Berth No. 3 – 29 ft. depth alongside
Berth No. 4 – 33 ft. depth alongside
Berth No. 5 – 34 ft. depth alongside
Berth No. 6 – 34 ft. depth alongside.

**BULK HANDLING FACILITIES:** Iron Ore Installation, loading capacity about 2,000 tons per day. The loading installation consists of two powerful moving cranes with a capacity of 100 tons per hour on each unit, two funnel-shaped containers with a capacity of 30 tons each and a 600-metre-long conveyor belt with a capacity of 175 tons per hour.

*Sulphur:* The shiploader travels the length of the vessel and has a loading rate of 400 tons per hour.

All derricks to be swung away from the shore giving the loader maximum clearance. Radio aerials, and fore and back stays to be removed.

Due to high temperatures, every precaution must be taken t combat risk of fire.

*Grain:* All berths are available for grain discharge. Grain is bagged in holds and discharged in slings using ship's gear. At only on berth is discharge possible by vacuvators. All discharges int railway wagons and/or trucks supplied by receivers.

All vessels discharging general cargo or grain should be prepared to handle discharge with own gear.

**MEDICAL:** 24 hours advance notice of requirements to be sent t Agent.

**FRESH WATER:** There is water supply on every jetty, and Masters are requested to inform their Agents 24 hours in advance of their requirements, allowing Agents to pay for the water and take tur for supplying water to the vessel.

Fresh water can also be arranged at anchorage by barge, an Agents will need 48 hours advance notice in order to obtain barge Agents will have the barge loaded with water from jetty and delive to anchorage.

As there is only one barge available, when this is out of com mission, Agents cannot provide water at the anchorage, and vessel have to wait until they are docked alongside.

**FUEL:** Not available. In case of absolute need can be arranged Bandar Mahshahr but jetty fees extremely high.

**HATCHES:** Opening and closing by ship's crew.

**CUSTOMS ALLOWANCES:** Reasonable quantity spirits an tobacco for consumption in port may be issued prior sealing sto rooms. Strict supervision imposed by Customs and prohibite items, particularly tobacco and cigarettes, should not be taken ashor in excess of 50 cigarettes, or cigars, or 1 oz. tobacco.

**IDENTIFICATION CARDS:** According to regulations in forc seamen should hold shore pass issued by respective Agents an signed by the Port Health, Port Police and local town Police Autho ties. All shore passes should bear a photo of the holder, in order t facilitate checking at exit of port area. It is therefore necessary f officers and crew to have a photo ready on arrival at the port to faci tate obtaining shore passes.

**CONSULS:** See "Khorramshahr."

**REPAIRS:** Radio and radar repairs can be arranged from Khorramshahr. At B. Shahpour minor technical and mechanical repairs possible by private workshops. Repair shop and slip of 1,500 tons capacity in process of construction.
**AIRPORT:** Distant 110 km. Regular flights.
**TIME:** GMT plus 3½ hours.
**AUTHORITY:** Port Director.
**AGENT:** See "Khorramshahr."

## BUSHIRE: 29.00 N. 50.45 E. (See Plan)

**DOCUMENTS:**

*Quarantine Officer*
Crew List (1 copy, also all crew vaccination cards for inspection).
*Customs Officer*
Crew List (2 copies).
Stores List (2 copies).
*Port Authority*
Crew List (1 copy).
*Agents*
Crew List (2 copies).

Order avoid any delay in entering and discharging, the following documents must be sent by all loading port Agents to Bushire Agents as far in advance of vessel's arrival as possible:
Cargo Manifest (6 copies).
Freight Manifest (2 copies).
B/L Copies (2 copies each).

All cargo shown on manifest must be landed at the port, and it is therefore essential that short-shipments, cancellations, diversions, etc. (if any) be reported earliest possible and manifest should be corrected before submission to Port Authorities to avoid payment of fines. Stowage plans and hatch lists should also be sent ahead, giving ample time to be studied by Cargo Supervisor for unloading arrangements.

**PILOTAGE:** Compulsory. Application for Pilot to be made well in advance through Bushire Port Radio EQM, 500 kc/s. Agents may also arrange pilotage but should be advised of ETA well in advance.
**ANCHORAGE:** In outer port in (approx.) position 28° 58′ 30″ N. 50° 44′ 50″ E.
**RESTRICTIONS:** Entry and departure day or night. Depth in outer channel 10·5 metres at LW. Depth of inner channel, 30 ft. at LW 35 ft. at HW.
The depth alongside the berth is 30 ft. at LW and 37 ft. at HW.
**MAX. SIZE:** LOA 600 ft. draft 30 ft.
**RADIO:** Bushire Port Radio EQM, 500 kc/s.
**VHF:** VHF radio, operating on International VHF Marine Channels 13, 16 and 25. MF call sign EQM available at following zone times: 0500 to 0800 and 1200 to 1500.
**TUGS:** Normally not used. In event of bad weather tug will assist berthing. Two small and one large tug available.
**BERTHING:** Jetty 360 m. long.
**MEDICAL:** 24 hours advance notice of medical requirements to be passed to Agents. Doctor available for vaccinations and inoculations.
**FRESH WATER:** Available at berths ex-pipeline.
**FUEL:** Not available.
**HATCHES:** To be opened and closed by shore labour.
**CUSTOMS:** Customs Officer will seal the store room. All liquor and cigarette stocks will be placed under bond and reasonable ship's requirements should be taken from store before sealing.
**CARGO GEAR:** Discharge by ship's gear. Heavy-lift crane capacity 15 tons available. There are also some private cranes available, but these cranes are stationed in Bushire for limited periods only. The lifting capacity of these cranes varies from 35 to 100 tons.
**IDENTIFICATION CARDS:** According to regulations in force seamen should hold shore pass issued by respective Agents and signed by the Port Health, Port Police and local town Police authorities. All shore passes should bear a photograph of the holder, in order to facilitate checking at exit of port area. It is therefore necessary for officers and crew to have a photograph ready on arrival at the port to facilitate obtaining shore passes.
**CONSULS:** None.
**REPAIRS:** Minor repairs possible by local workshops.
**AIRPORT:** 7 km. from port. Regular flights.
**TIME:** GMT plus 3½ hours.
**TELEPHONES:** May be connected on board.
**SHORE LEAVE:** Permitted.
**DELAYS:** Occasional delays awaiting berth turn.
**SHIPMASTER'S REPORT:**

*Fresh Water:* Available at wharf ex-pipeline but mains pressure is insufficient to pump water up to deck level of vessels and is therefore only generally available to small craft, e.g. fishing vessels.

Fresh water is also available ex-road tankers (10 and 20 tons capacity) at an approximate cost of 200 rials per ton. Tankers are not equipped with pumps and a portable pump belonging to the Fire Brigade is used.

*Identification cards:* Crew members proceeding ashore leave their Seamen's Book or identification card at the wharf check point and collect same on return.

*Fuel:* Bunker fuels and lubricating oils not available.

*Watchmen:* Posting of gangway and/or deck watchmen most advisable but recommend these should be provided from crew members.

**AUTHORITY:** Port Director.
**AGENT:** See "Khorramshahr."

## CYRUS TERMINAL: 29.01 N. 49.28 E.

Oil loading terminal of the Iran Pan American Oil Company.

**LOCATION:** Open, unsheltered submarine export mooring, Lat. 29° 01′ 27″ N. Long. 49° 28′ 51″ E. Storage vessel (S.S. *Pazargad*). Lat. 29° 01′ 57″ N. Long. 49° 29′ 30″ E.
**APPROACHES:**

*Obstructions.* In addition to submarine export mooring and storage vessel *Pazargad*, various oil wells and production structures located in immediate vicinity, which constitute hazard to navigation, as follows:

| | *Lat.* | *Long.* |
|---|---|---|
| Well C–2A and the Production Stations | 29° 03′ 07″ N. | 49° 29′ 57″ E. |
| C–3 | 29° 02′ 38·7″ N. | 49° 27′ 23·1 ″ E. |
| C–4 | 29° 00′ 15″ N. | 49° 32′ 00″ E. |
| C–5 | 29° 02′ 52″ N. | 49° 31′ 34″ E. |
| C–6 | 29° 03′ 57″ N. | 49° 29′ 57″ E. |
| C–7 | 29° 03′ 31·2″ N. | 49° 29′ 05·6″ E. |
| C–8 | 29° 03′ 31·2″ N. | 49° 30′ 48″ E. |
| C–9 | 29° 02′ 15″ N. | 49° 29′ 57″ E. |
| C–10 | 29° 03′ 33″ N. | 49° 27′ 22·5″ E. |
| C–11 | 29° 04′ 51″ N. | 49° 26′ 31″ E. |
| C–12 | 29° 03′ 33″ N. | 49° 23′ 56·5″ E. |
| C–13 | 29° 02′ 41″ N. | 49° 25′ 39·5″ E. |

Safest and most desirable direction of approach to Cyrus Terminal is from South-east. Due to numerous obstructions noted above any approach should be made with extreme caution.

*Navigation Aids.* All structures located within Cyrus Terminal area display interrupted quick flashing white lights and sound a fog horn. The storage tanker "*Pazargad*" displays, as required, those day and night signals as prescribed by articles 4 (b) and 11 (c) of International Rules. The six mooring buoys for the Cyrus Terminal are not lighted.

**DOCUMENTS:**
Bill of Health.
Health Declaration (International Health Form to be filled out by Master on arrival).
Manifest (if with cargo certified by Iranian Consulate. If vessel is in ballast, no legalisation dues).
Clearance (from last port).
Register.
5 Crew Lists.
Passenger Manifest (if any passengers are on board).
5 Store Lists.
Bonded Store List.

**PILOTAGE:** Vessels will be boarded by Mooring Master of IPAC within 2 miles, approximately 180 degrees true from *Pazargad*. Mooring Master will advise Master on approaches to berth, mooring and unmooring, connecting and disconnecting submarine hose and all other operations within berthing area. All manoeuvring within loading berth area shall be done only in accordance with advice of an IPAC Mooring Master, subject to understanding that Master shall remain solely responsible for safety and proper manoeuvring. Master or qualified deck officer must be on bridge at all times while ship manoeuvring.

Vessels requested to have pilot ladder safely and securely rigged, ready for immediate use, and long enough to reach Mooring Master's launch. If at night, adequate lighting must be rigged overside for Mooring Master to approach side of ship and climb ladder safely. Adequate searchlights should also be rigged on both wings of bridge when mooring at night, to assist in running lines to buoys.

**ANCHORAGE:** Area bound by: 28° 59′ 00″ N. to 29° 01′ 00″ N. between meridians 49° 28′ 00″ E. to 49° 31′ 00″ E. Depth of water 24 fathoms.

Masters cautioned not to anchor North of Lat. 29° 01′ 00″ and East of Long. 49° 31′ 00″ as there are numerous flow lines on sea bed connecting various structures, storage tanker and submarine terminal. During winter months, November through March, severe South-easterly storms often encountered with little or no indication of impending storm. Vessels at anchor, and loading in submarine terminal, must have engines ready with full power for immediate use. Masters cautioned to use adequate scope of chain while anchored awaiting berth.

**RESTRICTIONS:** None. Terminal operates 24 hours per day, 7 days a week. Ships moored, loaded and unmoored at any hour, weather and other circumstances permitting. Terminal will never be closed due to religious holidays.
**MAX. SIZE:** Ship loaded by means of submarine pipe-line and one hose at one loading berth, located in approximately 140 ft. of water. Mooring buoys numbered 1, 2, 3, 4, 5 and 6. Starting with no. 1 East of mooring and numbered consecutively in clockwise direction. Max. capacity 70,000 dwt., max. length 950 ft.
**HEALTH:** The rules governing quarantine are the same as found in other ports of the world. Owners should check with Agent respecting any recent imposition of anti-epidemic regulations and requirements for additional injections for crew members.
**RADIO:** *Advice of Arrival:* Incoming tankers must send incoming ETA at least 3 days before arrival. The IOE and PC main radio station at Abadan will handle IPAC's radio traffic, pre-arrival messages, etc., for vessels calling Cyrus Terminal. The station call sign is EQZ. Messages for IPAC should be prefixed "Cyrusiran IPAC" with copy to Agent. Further ETA messages should be sent when vessels 24 and 12 hours distant from Cyrus Terminal and at any other time any appreciable change occurs in original ETA or those subsequent thereto. The 12 hours ETA should include a positive statement regarding "ship's readiness to load" on arrival and the

number of hours that will be required to discharge clean ballast after ship is berthed in mooring.

*Radio Watches:* While at the anchorage off Cyrus Terminal, vessels should maintain normal listening watches on both HF and WT.

**VHF:** Cyrus Terminal base (*Pazargad*) is not equipped with VHF radio telephone and does not maintain a radio watch. Vessels arriving at Cyrus Terminal may communicate with the *Pazargad* via blinker light.

**TUGS:** A charge for each tug movement will be made in accordance with rates established by IPAC. When tug/tugs are standing-by vessel mooring/unmooring, for use if required, the full fee will be charged. IPAC maintains launches to assist in mooring and unmooring.

**BERTHING:** (Also see "Max. Size".) Tankers to have ready: (*a*) Windlass and deck winches fore and aft. (*b*) Ten good manila or synthetic mooring lines, each not less than 120 fathoms in length, with efficient stoppers for each line. (*c*) On port or starboard side as directed, opposite ship's manifold, equipment capable of lifting submarine hose safely and expeditiously. Weight of lift 5·5 tons. (*d*) One bower anchor ready for immediate use, with minimum of 120 fathoms of chain. Anchors, chains and anchor windlass must be in good condition. (*e*) Equipped to fit flanges on submarine hoses, which are of ASA standards.

Permanent moorings in the berth consist of six steel cylindrical buoys each fitted with a quick release hook to which ship's mooring lines attached by mooring launches. The berth is laid out on a two heading basis, using ten mooring ropes (two bow, four beam, and two quarter and doubled on windward bow and quarter).

**LOADING:** Maximum crude oil loading rates for a tanker using one 12-in. deck hose and 20 p.s.i. at ship's rail is approximately 12,000 b.p.h. Requested that ships receive oil as fast as it can be delivered, with due regard for safety, also that any fittings on manifold such as "Y's", strainers, or mud boxes, which tend to restrict flow of crude oil into the ships, be removed before arrival at terminal. Preferable that connections be provided so that a 12-in. deck hose can be used.

**MEDICAL:** Neither medical nor hospital facilities provided by IPAC. Private doctors and hospital facilities available at Tehran or Abadan. Emergency hospital cases only can be handled on Kharg Island, approximately 53 miles from Cyrus Terminal.

**DENSITY:** Salinity approximately 20% more than normal sea water.

**TIDE/CURRENT:** Tidal range between 6 and 8 ft. Currents generally on axis of ship berthed in mooring; however, rotary currents can be expected.

**FRESH WATER:** No fresh water available.

**FUEL:** No bunkers or lubricants available.

**FIRE PRECAUTIONS:** A continuous and efficient fire watch must be kept on deck and in engine room. In event of fire breaking out in any part of a vessel, however minor it may be, fire alarm must be given immediately. This will consist of a succession of long blasts on ship's whistle, together with a rapid continuous ringing of ship's bell.

**CUSTOMS ALLOWANCES:** Present regulations allow each seaman to retain a maximum of 50 cigarettes or 1 oz. of tobacco or 5 cigars. The balance of all smoking items must be collected and carefully listed prior to arrival. This list will be checked by Customs before sealing locker. If any discrepancies, vessel is subject to a fine.

**CONSULS:** No consulates at Cyrus Terminal; consular or diplomatic representatives for most nations maintain offices in Tehran.

**REPAIRS/STORES:** Port is considered an "open roadstead", and under no circumstances may engines be shut down for repairs while ships are moored in submarine berth. No facilities for making vessel repairs. No spare parts, stores or supplies should be sent to Cyrus Terminal for delivery to a ship.

**REPATRIATION:** No facilities.

**TIME:** GMT plus 3½ hours.

**SHORE LEAVE:** There is no shore leave permitted due to lack of facilities. No visitors permitted on tankers loading.

**INSPECTION SERVICE AND MARINE SURVEYS:**

Petroleum inspection services available at Cyrus Terminal from Saybolt. IPAC also inspects cargoes on specific request of off-taker companies.

Classification agencies: Lloyds Register of Shipping (maintain office with Surveyor in Khorramshahr). American Bureau of Shipping (to be arranged from Bahrain where nearest ABS office available, with at least 5 days advance notice. A non-exclusive Surveyor available in Tehran). Bureau Veritas (Agents and Surveyor in Khorramshahr). Norske Veritas (Agents in Khorramshahr). German Lloyd (Agents and Surveyor in Khorramshahr).

**AUTHORITY:** Iran Pan American Oil Co.

**AGENT:** Gulf Agency Co. (Iran) Ltd., POB 110, Khorramshahr, Iran. Tel. 2278, 2280, 4755/58. Cable "Confidence", Khorramshahr. Telex 4033 (answer back: "Confidence Kor").

Due difficulty reaching Khorramshahr with international telex, communicate via Tehran office, telex no. 2507 and 2856 Tehran (answer back "Confidence" Tehran), stating "For Khorramshahr".

Ships' mail for vessels calling Cyrus Terminal to be addressed to: Gulf Agency Co. (Iran) Ltd., POB 62, Abadan, Iran.

## KHARG ISLAND: 29.14 N. 50.19 E. (See Plan)

**A. DARIUS TERMINAL.** Oil-loading terminal of the Iran Pan American Oil Company.

**B. KHARG TERMINAL.** Oil-loading terminal of the Iranian Oil Exploration and Producing Company. Including Sea Island Terminal.

**C. KHEMCO TERMINAL.** Loading terminal of Kharg Chemical Co.

**GENERAL:** (Items common to all Terminals): There are n ballast disposal facilities at Kharg and it is of the utmost importanc that all vessels arriving at the anchorage should ensure that all wate ballast and pipe-lines are completely clean.

**FLAG:** All vessels required to fly Iranian Ensign on foremast durin daylight hours in Iranian waters. Iranian territorial waters exten 12 miles seaward from mainland and adjacent islands. Iranian flag may be obtained from Agent.

**DOCUMENTS:**

Bill of Health (certified by Iranian Consulate port of origin or por of call. If no Iranian Consul available, the legalisation fees ar payable at Kharg Island).

Health Declaration (International Health Form to be filled out b Master on arrival).

Manifest (if with cargo certified by Iranian Consul (see "Bill o Health" above). If vessel is in ballast, no legalisation fees due

Clearance (from last port).

Register.

Crew List.

Passenger Manifest (if any passengers are on board).

Store List.

Bonded Store List.

**APPROACHES:** Vessels approaching Kharg from South, shoul keep at least 2 miles to East of Island. Vessels approaching Khar from North should keep to West of Island, as Khargu Island to th North is very low lying and difficult to see at night until dangerous close-to.

*Landfall*. 3 high gas flare towers, 2 in the South and 1 to the Nort of the Island, make a most conspicuous landfall. At night, from distance, the light from these flares tends to obliterate the variou navigation lights. At night the glow from the 3 gas flares is visibl from great distance, far beyond the range of any navigation light However on occasions, one or more or all of the flares may not b burning, making the main navigation lights more readily visible.

*Navigational Dangers*. Eastern coast is open and free from nav gational dangers, except for coral reef, which extends for about ¼ mi seawards along whole coast line. To South-west of Island, numerou oil platforms in positions up to 5 miles offshore.

*Kharg South Beacon*. 29° 12′ 46″ N., 50° 19′ 15″ E. At Southern end o Island, rotating white light, on steel tower, 295 ft. above MHHW, flashes every 12 seconds, visibility 24 miles. Obscured by hig ground and oil tanks between 151° and 160° from seaward. Light bea partly diverged upwards for aircraft. This is the main navigation lig for Kharg area.

*Kharg North Beacon*. 20° 15′ 02″ N., 50° 18′ 18″ E. At Northern en of Island, white light on steel tower, 261 ft. above MHHW, 2 flashe every 6 seconds, visibility 12 miles. Obscured by high ground and o installations between 330° and 352° from seaward.

*Khargu Beacon*. 29° 20′ 20″ N., 50° 21′ 18″ E. At Northern end o Khargu Island, on a steel tower 59 ft. above MHHW, a white lig with 10° red sectors towards Ganaveh and Kharg Island to indica general directions of submarine pipe-lines, 3 flashes every 8 second visibility, 10 miles red sector, 15 miles white sector. Obscure between 011° and 041° from seaward by Kharg Island. Radar refle tors fitted to North and East sides of tower top.

*Ganaveh Beacon*. 29° 35′ 20″ N., 50° 29′ 50″ E. On mainland, at sta of submarine pipe-lines to Island, 2 miles North-west of Ganave village, on steel tower, white light with 10° red sector along gener direction of submarine pipe-lines, one flash every 5 second visibility 10 miles red sector, 15 miles white sector. Light beam par diverged upwards for aircraft.

*South-east Buoy*. 29° 12′ 22″ N., 50° 20′ 02″ E. Red can buoy, whi light, one flash every 2 seconds. Near edge of reef, South-eas Kharg Island.

*North East Buoy*. 29° 14′ 54″ N., 50° 20′ 18″ E. Red conical buo white light, one flash every 6 seconds. On Northern boundary port limits.

*Channel Buoy*. 29° 16′ 42″ N., 50° 20′ 30″ E. Red conical buoy, whi light, one flash every 3 seconds. In Eastern end of channel betwe Kharg and Khargu Island.

*Radio Masts*. At South end of Kharg Island a high radio ma painted red and white positioned at 29° 12′ 47″ N., 50° 19′ 15″ E approximate elevation 510 ft. Fitted with fixed red lights. Anoth radio mast, also painted red and white, positioned at 29° 14′ 10″ N 50° 18′ 26″ E., approximate elevation 367 ft., fitted with fixed red lig

*Dideban Tomb*. On highest point of Kharg Island, 29° 14′ 57″ N 50° 18′ 29″ E., a small domed building located, elevation 290 ft.

*Mir Muhammad Tomb*. On North-eastern part of Kharg Island 29° 15′ 10″ N., 50° 18′ 46″ E., conical shaped tower surmounted small dome, elevation 165 ft.

*Khargu Trees*. On Khargu Island, at 29° 18′ 45″ N., 50° 20′ 30″ E., small group of trees, only ones on island, visible from long distance

*Notice Boards*. On North, South-east coast and South-west Kharg Island and along coasts of Khargu Island, large white noti boards indicating prohibited anchorages surrounding submari pipe-lines.

*Port Area*. The area within:

| | |
|---|---|
| 29° 12′ 23″ N. | 29° 14′ 53″ N. |
| 50° 18′ 36″ E. | 50° 21′ 17″ E. |
| 29° 12′ 21″ N. | 29° 14′ 53″ N. |
| 50° 21′ 40″ E. | 50° 20′ 20″ E. |

offshore from Kharg Island has been proclaimed a port area. Po area used by vessels manoeuvring to and from oil-loading termina The whole of area within port limits declared a Prohibited Ancho age, and, a Restricted Manoeuvring Area. Vessels must not ent within port limits unless Berthing Master is on Board.

**PILOTAGE:** Vessels should proceed to Eastern Anchorage, ou side port limits (Prohibited Anchorage and Manoeuvring Area) approximately 1½ miles East of Terminals, and await arrival of Berthing/Mooring Master.

**ANCHORAGE:** The approved Anchorage Area is to East of Eastern boundary of Port Limits, where holding ground is good. All vessels on arrival at Kharg must proceed to anchorage area and await instructions.

*Prohibited Anchorages.* Three Prohibited Anchorages in the Kharg Area:

(*a*) Submarine Pipe-lines. Anchorage prohibited in vicinity of submarine oil pipe-lines laid between North coast of Kharg Island and mainland near Ganaveh.

(*b*) Offshore Oil Platforms. Anchorage prohibited to South-west of Kharg Island in vicinity of numerous oil wells and drilling platforms extending 5 miles or more out to sea.

(*c*) Port Area. Area within 1½ to 1¾ miles offshore from East coast of Kharg Island generally, has been proclaimed a Port Area. Anchorage within Port Area prohibited.

*Cautions.* (a) Unlit mooring buoys at south east of Kharg Island (see Darius Terminal). (*b*) Oil Platforms to South-west of Kharg Island. (c) Aircraft approach lane South-east of a point mid-way between Naval Boat Harbour and Kharg North Buoy, in North-west corner of Port Area.

**RADIO:** IOE and PC main radio station at Abadan will handle radio traffic. Call sign EQZ. Vessels bound for Kharg Terminal should prefix messages with "Khargiran", and vessels bound Darius terminal should prefix with "Khargiran IPAC", in both cases with copy to Agents.

*Radio Watches:* While at anchor off Kharg Island, vessels should maintain normal listening watches on station EQZ on WT, and Kharg Terminal on VHF. Use of the ship's radio station and/or battery-charging equipment prohibited during cargo transfer operations.

| *Schedule of watch (GMT)* (Hours) | *Listening watch frequencies* kHz | *Transmitting frequencies* kHz | *Receiving frequencies* kHz | *Remarks* |
|---|---|---|---|---|
| Continuous | 500 | 500 | 500 | *Distress:* Station is equipped with international Auto-Alarm receiver on 500 kHz. |
| Continuous | 500 | 428 | 405–535 | Traffic list every 2 hours from 0105 to 2305 GMT. |
| 0400–0700 | 8356–8374 | 8471 | 8374–8460 | * Traffic lists every 2 hours from 0405 hours GMT. |
| 0700–0900 | 12534–12561 | 13069·5 | 12561–12689 | |
| 1000–1300 | 12534–12561 | 13069·5 | 12561–12689 | |
| 1400–1700 | 8356–8374 | 8471 | 8374–8460 | |
| 1700–1830 | 4178–4187 | 4294 | 4187–4231 | |

* During scheduled watches on HF while station/EQZ is not actually working with ships, traffic lists are transmitted automatically and continuously on frequencies 4294, 8471 and 13069·5 kHz according their schedules of watch.

**VHF:** Kharg Terminal equipped with VHF radio telephone, using international frequencies. Continuous watch kept on international calling and emergency Channel 16, frequency 156·80 mc/s. Other channels, available after contact has been established are: No. 12, 11 and 10. Masters recommended use this facility when within range, particularly when approaching port. In poor visibility, when vessel's approach may not be observed from shore, VHF communicatton may be the means of avoiding delay in mooring/berthing.

**HEALTH:** Tankers calling at Kharg Island and requiring radio pratique should cable Agents 48 hrs. prior to arrival advising the following details:

(*a*) Number of persons on board, including Master and passengers.
(*b*) last port of call.
(*c*) Ports of call during the voyage.
(*d*) Duration of voyage.
(*e*) If any person on board requires vaccination against smallpox or cholera.
(*f*) If there has been any case of illness of contagious nature.

If approved, the Master will be notified and the vessel will be allowed to enter port without yellow flag or night quarantine signal.

**MEDICAL:** Small hospital with clinic on Kharg operated by National Iranian Oil Company for minor medical treatment. More serious cases may have to be sent by air to Abadan Hospital. Any medical services required should be brought to attention of Medical Officer when he boards vessel to grant pratique.

**DENSITY/TIDE/WINDS:** Salinity of sea approximately 20% more than normal sea water. Surface temperature of sea ranges from 63° to 97° F depending on season. The extreme tidal range between 7 and 8 feet with maximum rate of about 1½ knots. Wind directions and velocity subject rapid change without warning and precautions necessary to avoid difficulties. Heaviest seas and swells while in port are from North-east through South-east.

| *Tidal heights* | | *Tidal streams* | |
|---|---|---|---|
| L.A.T. | = +0·4 ft. | Slack water | 10¾ hrs. before HHW |
| MLLW | = +1·8 ft. | Ebb (full) | 7¾ hrs. before HHW |
| MHLW | = +3·6 ft. | Slack water | 4½ hrs. before HHW |
| MSL | = +4·1 ft. | Flood (full) | 1½ hrs. before HHW |
| LLHW | = +4·7 ft. | Slack water | 1 hr. after HHW |
| MHHW | = +6·5 ft. | Ebb (max.) | 3¾ hrs. after HHW |
| H.A.T. | = +8·2 ft. | Slack water | 6½ hrs. after HHW |
| | | Flood (max.) | 9½ hrs. after HHW |

*Heights in feet above Chart Datum*

*Times are approximate only*

**FRESH WATER:** Not available.

**STORES:** Commissary supplies, as well as steward's stores, in limited quantities, can be arranged through Agent with at least 5 days advance notice.

Not allowed to be placed on board while vessel is berthed, can be taken at anchor or boat comes alongside immediately after leaving jetty. Transfer of bonded stores is permitted, with Customs in attendance, while alongside.

**LAUNDRY:** No laundry services available.

**IDENTIFICATION CARDS:** Each seaman will be issued with a pass which will be punched when crossing the jetty limits going out and in, and may be used once only. In addition to this pass, seamen should carry an Identification Card or Vaccination Certificate, bearing the owner's photograph.

**CUSTOMS ALLOWANCES:** Present regulations allow each seaman to retain maximum 50 cigarettes or 1 ounce of tobacco or 5 cigars. The balance of all smoking items must be collected and carefully listed prior to arrival. This list will be checked by Customs before sealing locker. If any discrepancies, vessel subject to fine.

**CONSULS:** No consulates at Kharg Island; however, consular or diplomatic representatives for most nations maintain offices in Tehran, and some in Khorramshahr.

**REPAIRS:** Masters of vessels loading or discharging at Darius Terminal are advised that this port is considered an "open roadstead" and, under no circumstances may engines be shut down for repairs while ships are moored in submarine berth. No facilities at Darius Terminal for making vessels repairs, and it is emphasised that all vessels in submarine moorings must be in condition to clear immediately on instructions to do so. No repairs allowed alongside the Oil Loading Jetty at Kharg Terminal. Ship's main engines must be available at all times while alongside jetty.

**REPATRIATION:** The following is part of a letter from Oil Services Company of Iran to all shipping agencies Kharg Island.

"You are well acquainted with the fact that under normal operating circumstances only a very limited amount of sleeping accommodation is available at the Kharg United Seamen's Services Centre, which is the only, repeat, only available premises at Kharg for overnight lodgings. At present the United Seamen's Services Centre is undergoing modification, and when this is completed there will be only eighteen beds available. It is not O.S.C.O. policy to permit building of any additional sleeping accommodation.

"Due to the above limitation it will now be our policy to limit the number of people sleeping overnight in the United Seamen's Services Centre to eighteen and no other crew members will be accepted for overnight accommodation.

"It will be the responsibility of agencies to co-ordinate crew changes so that no overload is imposed on U.S.S. Centre.

"In order to ensure this, all crews arriving from abroad will have to travel via Abadan where ample overnight accommodation is available and where they can be retained until required at Kharg. Ship's crew leaving their ships should be retained aboard until a suitable commercial or charter flight is arranged.

"Any crew members arriving on Kharg direct from Teheran will not be allowed to land at Kharg unless

1. The vessel they are joining is at Kharg, or will be at Kharg before 0100 hrs next day
2. The agent has a written agreement from the manager of the U.S.S. that sleeping accommodation is available.

"If neither provisos 1 or 2 are complied with the crew members will be oncarried and accommodated in Abadan at the Agent's expense.

"To summarise: no sleeping accommodation is available at U.S.S. Centre unless the Agent obtains written agreement to that effect from U.S.S. Centre manager. Agents not having written agreement for sleeping accommodation will either have to return crew members to their respective ships or arrange commercial or charter flights for them to stay in Abadan.

"These measures will be put into effect on 15th July 1974; this will allow all agencies to inform their principals so that they can make alternative arrangements for crew changes."

**AIRPORT:** Small airport used by Oil Company aircraft and Iranair flights to and from Abadan. Due security arrangements movement of crew must be programmed through Agent.

**TIME:** GMT plus 3½ hours.

**A. DARIUS TERMINAL** (Additional requirements and details).

Terminal operates 24 hours per day, seven days a week. Ships moored, loaded and unmoored at any hour, weather and other circumstances permitting. Terminal will never be closed due to religious holidays.

**LOCATION:** A submarine terminal at South-east corner off Kharg Island 29° 12′ 40″ N. 50° 20′ 40″ E.

**MOORING:** Vessel requested to have pilot ladder safely and securely rigged, ready for immediate use, and long enough to reach Mooring Master's launch. Adequate searchlights should be rigged on both wings of bridge, when mooring at night, to assist in running lines to buoys.

Raising, connecting, disconnecting and lowering of submarine hoses will be performed by IPAC line handling crew as advised by Mooring Master, who will remain on board while ship in moorings. A capable winchman to be provided by ship.

Mooring buoys for Darius Terminal not lighted. Permanent moorings in berth consist of 5 steel cylindrical buoys each fitted with quick release hook, to which ship's mooring lines are attached by IPAC's mooring launches. The berth is laid out on the one heading basis, using both ship's bower anchors with seven mooring ropes (four beam, two quarter, and one stern). Mooring buoys numbered 1, 2, 3, 4, and 5. Starting with no. 1 East of the mooring and numbers running consecutively in a clockwise direction.

Tankers to have ready: (*a*) Windlass and both bower anchors, each with not less than 120 fathoms of chain. (*b*) Seven good manila or synthetic mooring lines, each not less than 120 fathoms in length, with efficient stoppers for each line. (*c*) On port side opposite ship's manifold, equipment capable of lifting submarine hose safely and expeditiously. Weight of lift 5 tons.

**LOADING:** Ship loaded by means of submarine pipe-line and two hoses at 1 loading berth, located approximately one mile offshore in over 65 ft. of water. Crude oil loading hoses lifted on port side. Maximum crude oil loading rate for tanker using two 12-in. deck hoses and 20 p.s.i. at ship's rail is approximately 5,000 tons per hour.

Order save ship time as well as to make berth available for others, requested that ships receive oil as fast as it can be delivered, with due regard for safety. Also requested that any fittings on ship's manifold such as "Y's", strainers, or mud boxes, which tend to restrict flow of crude oil into ship, be removed before arrival at terminal. It is preferable that connections be provided so that a 12-in. deck hose can be used. Vessels must be equipped to fit flanges on submarine hoses, which are of ASA standards.

**FIRE PRECAUTIONS AND SAFETY:** Full instructions will be given by Mooring Master but, vessel's personnel responsible for safety of vessel and must take all necessary precautions, whether or not so advised by Mooring Master.

During time vessel moored in Darius Terminal, a continuous and efficient fire watch must be kept on deck and in the engine room. In the event of fire breaking out in any part of vessel, however minor it may be, fire alarm must be given immediately. This will consist of a succession of long blasts on ship's whistle, together with a rapid and continuous ringing of ship's bell.

**COMMUNICATION:** Ship-to-shore communications, while ships in moorings, will be by portable VHF radiotelephone units. Mooring Master will advise Masters and Officers regarding emergency whistle signals set up for use in event VHF radiotelephone units become inoperative.

**EMERGENCY MEDICAL ASSISTANCE:** Vessels requiring emergency medical assistance should hoist international code flag "W" in daylight, and at night send "W" (·−−) on blinker light. To attract immediate attention, the same signal "W" (·−−) should be given on ship's whistle in either day or night hours. The signal should be repeated until acknowledged visually by either another ship in the moorings, or from IPAC launch. As soon as signal is received, Terminal officials will advise Agent as soon as possible of the emergency medical aid required.

**FUEL:** No bunkers available at submarine mooring. Bunkers may be loaded at I.O.E. and P.C. main jetty having obtained nomination through Iranian Oil participants in London. Tankers loading crude oil at I.O.E. and P.C. jetties have at all times priority for berth, over the vessels lifting bunkers only. Marine lubricants not available, except through marketing representatives by arrangement through Agent.

**CURRENTS:** Generally on the axis of the ship berthed in the mooring; however, rotary currents can be expected.

**SHORE LEAVE:** For personnel of vessels loading or unloading at the Terminal is arranged between Agent and Iranian Security Officer aboard vessel. Ship's personnel (other than medical or emergency cases) not allowed to disembark or embark at Terminal. All personnel going ashore must land at I.P.A.C. Small Boat Harbour. Sufficient personnel must be aboard at all times for letting go lines and clearing moorings immediately.

**B. KHARG TERMINAL** (Additional requirements and details)

**OIL LOADING JETTY:** "Tee" head with overall length of 6,038 ft. between fender faces. The fender to fender width is 138 ft., for the section South of trestle approach, and 124 ft. for North section. Jetty face is aligned in direction 172° 35′–352° 35′. Deck level 22·0 ft. above chart datum. The jetty, being on eastern side of Island, is sheltered from prevailing North-west winds, but exposed to South-east, when during winter storms, waves of 8 to 10 ft. often occur. A maximum wave height of 15 ft. has been recorded at Southern end of jetty, under such conditions.

| *Berth* | *Least depth water* (in feet) | *Maximum capacity* DWT* | *Loading and bunker arms*† | *Height limits ship's manifold in feet above chart datum* |
|---|---|---|---|---|
| 1 | 64 | 200,000 | 3×16 in.<br>2×12 in. | 11 to 73 |
| 2 | 65 | 38,000 | 4×12 in. | 11 to 62 |
| 3 | 66 | 200,000 | 3×16 in.<br>2×12 in. | 11 to 73 |
| 4 | 66 | 65,000 | 5×12 in. | 11 to 62 |
| 5 | 70 | 200,000 | 3×16 in.<br>2×12 in. | 16 to 78 |
| 6 | 67 | 85,000 | 3×16 in.<br>2×12 in. | 11 to 73 |
| 7 | 62 | 200,000 | 5×12 in. | 11 to 73 |
| 8 | 63 | 45,000 | 5×12 in. | 11 to 62 |
| 9 | 57 | 200,000 | 3×16 in.<br>2×12 in. | 11 to 73 |
| 10 | 58 | 76,000 | 5×12 in. | 11 to 62 |

* Subject to weather, tidal conditions and lengths of vessels at adjacent berths.

† 12 in. Bunker arms at all berths. All Chiksan arm flanges are series 150 API.

Outer Berths: 9, 7, 1, 3, 5. Inner Berths: 10, 8, 2, 4, 6. Berths Nos. 7, 8, 9 and 10 located North of trestle approach.

**SEA ISLAND TERMINAL:** A two berth Sea Island Loading Terminal is in operation on the West side of Kharg Island.

The structure, 1,800 ft. long, is centred in 29° 13′ 29″ N., 50° 17′ 10″ E., and is aligned in a direction 154°/334°. It is designed to accommodate vessels of approximately 150,000/500,000 tons at No. 11 Berth on the West side, and vessels of approximately 150,000/300,000 tons at No. 12 Berth on the East side.

Unless advised to the contrary, all vessels should proceed to the anchorage East of the Main Jetty.

Vessels instructed to load at the Sea Island are required to rig an accommodation ladder to facilitate the boarding of Customs, Health, and Port Authorities. Agency work and crew changes must also be effected at the anchorage. There is no shore leave from the Sea Island.

The comparatively exposed position of the Sea Island makes additional moorings advisable and vessels should be prepared to use their maximum number of mooring lines. Quick-release hooks are provided for all mooring lines.

Minimum size vessel, about 150,000 dwt.

Loading rates of up to 30,000 t.p.h. to one berth can be achieved at the Sea Island.

Only fuel-oil bunkers are available.

Vessels may, if considered necessary, be required to retain on board sufficient ballast while loading cargo to ensure that the loading arms do not exceed their maximum designed elevation.

| *Berth* | *Least depth water* (*in feet*) | *Maximum capacity dwt* | *Loading and bunker arms* | *Height limits ship's manifold in feet above chart datum* |
|---|---|---|---|---|
| 11 | 106 | 500,000 | 4×24″<br>2×16″ | 22 to 110 ft. |
| 12 | 97 | 300,000 | 4×16″<br>2×12″ | 22 to 93 ft. |

**TUGS:** Vessel normally berthed with assistance of two tugs which together with Berthing Master, meet vessel at port limits. The tugs will come alongside, normally one to the bow and one to the stern, as far forward and aft as is safe and practical. Tugs' towing equipment will be used on all occasions.

**BERTHING:** Approaching berth, two fibre-rope headlines should be lowered to mooring launch, for transfer to jetty. Two stern lines are then handled, preferably one at a time, to avoid possible fouling of vessel's propeller. Positioning of vessel's loading manifold in relation to Chiksan loading arms on jetty has to be carried out to a close tolerance, as directed by Berthing Master, to requirements of jetty operator. On inner berths, particularly nos. 2, 4 and 8, vessels are berthed head outwards, i.e. stern to trestle. In these cases vessels are towed stern first by after tug's hook wire, with forward tug either alongside or on towing hook, depending on tidal and weather conditions.

*Mooring System.* Under normal conditions, 12 lines are used to moor a vessel as follows: Forward: 3 headlines, 2 breast lines and 1 spring. Aft.: 3 stern lines, 2 breast lines and 1 spring.

During winter South-easterly storm period, it is usual to use one each additional headline and breast line, at each end making a total of 16 mooring lines. Breast lines and springs of wire rope are acceptable.

*Berthing Limitations.* Various combinations of wind, sea and tidal conditions, also size, length, ballasted trim and handling qualities of a vessel and available berth space, can effect decision to berth a vessel at Kharg. All these factors have to be evaluated before a final berthing decision is made.

*Manifold Position.* No berthing where manifold of vessel cannot be positioned, within horizontal limits of Chiksan loading unit arms due to adjacent occupied berths.

*Note:* On outside berths, very large vessels of light free board in excess of 70 ft., may be required to retain sufficient ballast, to ensure that their manifolds remain within the vertical range of the "Chiksan" loading arms, until sufficient cargo is loaded.

**LOADING:** Both Iranian light and heavy crude oils available at all jetty berths. Crude oil is delivered to jetty from Tank Farm, situated on central plateau of Island, by gravity flow through four 48-in. diameter pipe-lines. Loading rates of up to 11,500 tons per hour to one berth can be achieved at Kharg Terminal. Up to 45,000 tons per hour can be delivered to all 10 berths simultaneously.

**FUEL:** Bunkering facilities at each berth. Two grades available marine fuel oil and marine diesel oil. Bunkers may be loaded up to a maximum rate of 1,000 tons per hour, and bunkering will normally commence before loading cargo. Only fuel oil available at Sea Island berths.

**FIRE PRECAUTIONS:** A copy of the "Fire and Safety Regulations" notice is given to Master of every vessel by Berthing Master at Anchorage. Five additional copies are passed aboard vessel when it arrives alongside jetty. These extra copies must be posted in conspicuous places throughout the vessel. While a vessel is within Port Area a continuous and efficient Fire Watch shall be maintained on deck and in the engine room. In event of fire, however minor it may be, the Fire Alarm shall be given immediately as follows:

*On Board Vessel:* Rapid and continuous ringing of ship's bell, together with a succession of long blasts on the ship's whistle or siren.

*On Jetty or elsewhere in Port Area:* Rapid and continuous ringing of the gongs on the jetty. A push-button alarm system is provided at each berth.

**SHORE LEAVE:** Fully air-conditioned Recreation Centre operated by United Seamen's Services, situated close to shore end of the trestle to the Oil Loading Jetty. Facilities include: cinema, film exchange, restaurant, dining-room and bar, library and waiting-room, PX gift shop, 2 billiards and snooker tables, 2 table tennis tables, darts, chess, etc., official money exchange.

*Note:* Shore leave restricted to grounds and buildings of Recreation Centre only.

**C. KHEMCO TERMINAL:** (Additional requirements and details)
**OPERATOR:** Kharg Chemical Company, Ltd. (Khemco), The Pahlavi Foundation Building 178 Pahlavi Avenue, Tehran, Iran. Cable Address: "Chemkharg" Tehran. Telex: 2402 Khemco Tn.
**LOCATION:** Khemco Terminal dolphin jetty is located at the South-east corner of Kharg Island 29° 12′ 45″ N. 50° 20′ 05″ E.
**APPROACHES:** Vessels entering Kharg Island road must not approach or anchor West of long. 50° 21′ 30″ East (being approximately one mile East of Khemco Terminal), unless a company's Berthing Master is on board.
**PILOTAGE:** Company has own Berthing Masters, who will board vessels outside the port area and will pilot and berth the vessel alongside Khemco jetty. Berthing Masters will also carry out the duties of safety officer.

Vessels with the Berthing Master on board shall display the international flag "H" in a prominent position while manoeuvring under his advice. This flag will be in addition to the "Q" flag, being already hoisted for quarantine purposes.

Vessels are requested to have a clean pilot ladder safely secured at the leeside of the ship for the Berthing Master. The pilot ladder should be long enough to reach the pilot tug or launch. At night adequate lighting for the pilot ladder shall be installed.

Pilotage, berthing, mooring and sailing of vessels will be carried out in accordance with instructions of the Mooring Masters, subject to the understanding that in all circumstances the Master of the vessel being manoeuvred shall remain solely responsible for the safety, proper navigation and manoeuvring of his vessel. The Master or a qualified ship's deck officer must be on the bridge at all times while the vessel is underway or unmoored.

**NOTICE OF READINESS:** Notice of readiness will not be accepted at the time of arrival unless the vessel is in all respects ready to load. Arrival time will be considered as the time the berthing Master boards the vessel or the time that the vessel anchors, whichever occurs first.

**RESTRICTIONS:** Vessels can be berthed day or night in two directions using ship's moorings. Occasionally bow anchor will be used during berthing operation.

**MAX. SIZE:** Length of pier is 1180 ft. with maximum of 42 ft. water alongside at MLLW.

**RADIO:** The IOE and PC main radio station at Abadan will handle Khemco's radio traffic. The station call sign is EQZ. Messages for Khemco should be prefixed with "Khargiran Khemco", with copy to Agent.

Advice of Arrival. It is important that ships establish radio contact with Khemco, when three days distance from Kharg Island, and maintain this contact until just prior to arrival at the terminal. All ships should send a 72 hours ETA message to Khemco, giving the best estimate of the ship's arrival time at Kharg anchorage. The first ETA message should also include a definite statement of the details of manifold dimensions, cargo requirement, agent and any other necessary information. Further ETA messages should be sent to Khemco when the vessel is 24 hours and 12 hours distant from Kharg Island and at any other time if any appreciable change occurs in the original ETA or those subsequent thereto. The 12 hour ETA should include a positive statement regarding ship's readiness to load on arrival, and the number of hours required to discharge clean ballast after ship has berthed.

**TUGS:** Two 2,000 h.p. and one 1,000 h.p. diesel tugs are provided by the Company. Normally two tugs are used for berthing and one for unberthing, depending on the Berthing Master's discretion. Tugs moorings are provided by the company and vessels are requested to have good heaving lines handy on the deck for picking up the tug lines. All tugs are equipped with fire-fighting equipment, including a foam system, which can be used when required.

**MOORING:** If, in the opinion of the Berthing Master, the vessel is not equipped with adequate mooring facilities, lines or gear, he will so inform vessel's Master, and in such event shall not be brought into berth until such facilities, lines or gear are deemed satisfactory.

Mooring Launches. Four powerful mooring launches are provided by the Company and normally one is used during berthing and unberthing operations.

Mooring Lines. Under normal weather conditions the following mooring lines are required: forward: 3 head lines, 2 breast lines, 1 spring; aft.: 3 stern lines, 2 breast lines, 1 spring.

All lines to be of 120 fathoms, with the exception of the breast lines, being of shorter length. No wire lines are to be used at Khemco jetty.

During abnormal conditions, especially during winter periods, some additional four lines are required for extra moorings.

In most cases it might be necessary to pass all forward lines from the bow and all stern lines from the poop.

Dolphins. The jetty consists of one main and eight smaller dolphins. Four on either side of the main dolphin are for ships mooring. The main dolphin is connected to the shore via a trestle and causeway. Head and stern lines are passed to the dolphins by means of line handling launches and others by heaving lines. All mooring dolphins are fitted with quick-release hooks.

**BERTHING:** A. Berthing Masters. Vessels to be berthed at Khemco jetty will be boarded by a company's Berthing Master at Kharg anchorage and after advising the ship's Master of all port formalities, will normally take two tugs (one to the bow and one to the stern) alongside while proceeding to the jetty.

B. Berth Turn. Vessels to load at Khemco jetty will normally be accepted and the berth will be assigned to the vessel in order of arrival and nomination. In the event the berthing is delayed by weather or other reasons, vessels will keep their positions in line. Vessels leaving the port area on account of weather or other reasons should keep in contact with the terminal in order that they will be available when weather moderates. Khemco reserves the right to load vessels out of turn following the return of good weather, to the extent that such loading out of turn does not materially delay the loading of other vessels in line. For example, in the event that weather or other reasons make it necessary for vessels awaiting berth to leave the terminal and put to sea, Khemco may load another vessel after the port opens, but before the return of the vessels waiting in line ahead of it. And further, Khemco reserves the right to decline to berth a specific vessel if its condition or facilities are unsafe for berthing or loading, but berths other vessels "out of turn".

C. Gangway. When alongside the jetty, vessels shall provide an efficient gangway with a net rigged underneath. During the hours of darkness, they shall install adequate safe lighting for the gangway. These lights are in additions to those used for the deck illumination.

D. Sailing. All lines are dropped by means of quick-release hooks, fitted on all dolphins and under normal conditions one tug is used on the hook at the bow of the vessel in order to clear her off the berth. Usually the documents are signed before departure, unless the berth is needed for another ship.

**BALLAST:** A. Rules and Regulations. Vessels arriving at Kharg should maintain a reasonable draft fore and aft for safe manoeuvring and berthing. When conditions permit, the Berthing Master will advise the Master to commence discharging ballast. It is the Master's responsibility to see that dirty ballast, whatsoever, is not pumped or spilled over board. Only clean ballast or bilge water may be discharged within 50 miles of the coast-line. In the event of contaminated ballast or bilge water, the vessel will be required to divert this material to a ship's slop tank. Otherwise, the vessel may be unberthed and returned to a point not less than 50 miles from the coast line to discharge contaminated ballast.

There are no ballast disposal facilities at Kharg Island.

Masters are requested to arrive at Kharg with clean tanks, pipelines, sea suctions, strainers and pumps. Ships will not be accepted for loading if evidence of any dirty ballast is observed.

Any vessel returned to a position at least 50 miles off-shore to discharge dirty ballast, or for any similar reason, automatically nullifies any "Notice of Readiness" already tendered and loses any priority held for loading. The vessel will be entered for loading at the time of second arrival when a new "Notice of Readiness" will be tendered.

B. Loading and Deballasting Simultaneously. Vessels are permitted to load cargo and discharge clean ballast at the same time provided all safety and other aspects are observed.

C. Tank Cleaning. Ship-tank cleaning will not be allowed at the pier. Ships will be allowed to draw sea water ballast while alongside.

**LOADING:** A. Ship's Gear. Although the jetty is equipped with a boom to handle loading hoses, ships are requested to rig jetty side boom in a proper and safe manner for possible use. Masters will be responsible for ensuring that the ships gear or fittings are in good working order and will not in any way interfere with or hamper the working of the facilities.

B. Inspection. After the vessel has been berthed and all formalities carried out the vessel will be boarded by the loading Master. A joint inspection will be made by an authorised ship's officer and the loading Master after the exchange of information and documents. If the ship's tanks, piping or equipment are in such condition that a potential hazard exists, the ship will be refused permission to load until such hazards are corrected. In any case, the owners or charterers of the ship will be notified of any delay or refusal to load because of hazardous conditions and any expense due to such delay or refusal to load will be borne by owners.

If the ship does not arrive with tanks and/or piping sufficiently cooled to permit loading, the time required to cool down shall not be counted as lay time. Any expenses, including LPG furnished by company, demurrage, etc., involved with the cool-down period and operation shall be borne by the owners or charterers of the vessel.

Should the vessel arrive at the loading terminal with inert gas in its tanks, after purging from a previous cargo of ammonia or other gas to prevent contamination of shore lines and facilities, the inert gas should be vented if possible before ship is moored. If the ship's tanks to be loaded previously contained a product different from what is to be loaded, the Master shall verify that the tanks are clean and ready to receive Kharg Chemical cargo.

C. Loading Propane and/or Butane. 1. General Information. No loading will begin until the ship is safely moored with fibre mooring lines, gangway lowered and secured, the ship grounded and ground tested, ship's and shore emergency fire hose pressurised and ready for use, fire wire in place, and ship/shore communications tested and in good working order.

All loading personnel will wear fibreglass hard hats, leather-palmed gloves, cotton long-sleeved shirts, long cotton trousers, cotton socks, and sandals or shoes that do not have spark-generating material, such as steel nails, cleats, toe or heel plates. Non-sparking tools will be used in making hose and ground connections. Silk clothing or headgear will not be permitted due to its affinity for collecting static electricity. Ship's grounds will be tested for continuity to shore before product or vapours pass through hoses.

Since the LPG may not contain an odorant, particular care shall be taken that the atmosphere does not become explosive. If there is no air movement, explosimeter readings will be taken hourly, and if an explosive atmosphere exists, loading shall stop until conditions change. Prior to loading the main cargo a small quantity of propane and/or butane will be loaded or circulated initially for cooling down purposes. The amount set aside for cooling down will depend on whether the cool down is for the ship's lines or ship's tanks. Generally, the ship's lines will be cooled down before loading each parcel.

Although a small amount of refrigerated LPG is normally retained in the bottoms of the ship's cargo tank during the trip to Kharg Island, the tank vapour space and tank walls are warmer. For a period of about an hour while low temperature circulation of the shore lines continues, a small amount of propane may be taken by the ship from cargo holds and sprayed into ship's tanks. This method cools the upper parts of the ship's tanks and vapour spaces. If propane is taken from shore lines, this is replaced from shore tankage as the circulating pump suction is "floating" on the shore tank outlet line.

The enclosed spaces around ship cargo tanks and double bulkheads should be frequently monitored by ship's personnel for cargo leakage.

The measures for dealing with any leakage to prevent the temperature of the hull structure from falling below a safe level depends upon the ship's design. The Master shall have standing orders for dealing with any leakage observed on the ship and shall so inform the Loading Master.

2. Loading Master and Jetty Operator. Once the vessel has been berthed, berth will be manned at all times by an operator, who will be stationed in the immediate vicinity of the berth loading bay. All information and forms will be passed by the Loading Master prior to commencement of loading.

3. Alarms. All alarm systems on vessel and communications between the jetty and control room shall be checked before loading is begun. Masters are requested to make the Loading Master fully familiar with the vessel's alarm systems. Otherwise, confusion may occur between loading alarms and fire alarms.

4. Connecting Loading Hoses. The loading and vapour-return hoses will be well supported and laid along the pier. Each hose and hose valve will be supported by jacks on ship's deck. Hoses will be protected by rope mesh. Once the loading hoses are connected they will be adjusted during loading operations. The shore and ship personnel shall be careful not to kink, stretch or damage hoses. Hoses not used will be blanked. Hose flanges will be completely bolted and shrouded.

Size of Hoses: propane 8 in. (with 8 in. ASA 150 flanges); butane 8 in. (with 8 in. ASA 150 flanges); vapour 6 in. (6 in. ASA flanges).

5. Air. It is most important that no air is allowed to enter either the ship or shore loading lines. All hoses and spools must be purged free of air after being connected.

Provision is made on shore for purging air from LPG and vent hoses on completion of hose connection to ship and for purging LPG vapour from hoses before disconnecting when loading is finished. Provision is made to supply inert gas for this purpose. Provision is also made for disposal of remaining liquid in hoses safely and effectively from shore connection of hoses before disconnecting and gas purging of hoses when loading is finished. Valves and connections are provided for this purpose on the shore end. All ice must be removed from around hose insulating gasket prior to hose disconnection. Cargo hoses shall be blanked and be removed from ship. Ground wires will remain connected until ship's gangway is removed and ship is ready to depart.

6. Loading Pressure. Loading pressure should not exceed 50 psi at any time.

7. Ship's Compressor. During loading, the ship may pump vapours ashore via the ship's compressor. The Loading Master should be advised before the compressor is started or stopped.

8. Loading Rates. Maximum loading rates for LPG products are as follows:

| | |
|---|---|
| Propane (two lines) | 10,900 barrels per hour |
| Butane (two lines) | 7,800 ,, ,, ,, |
| Propane (one line, pumping) | 7,000 ,, ,, ,, |
| Butane (one line gravitating) | 3,900 ,, ,, ,, |

It is more important that the Loading Master be informed before any changes are made by the ship in the vapour compression operation. He then will inform the shore loading area. Starting and stopping compressors on the ship affect the shore tank pressures and can result in damage to tanks and pumps. Ship's valves should under no circumstances be partially or completely closed against LPG flow without first informing the Loading Master. Pumping rates will normally be adjusted from the shore loading area.

The ship's Master is responsible for his ship at all times. The company Loading Master will advise the Master in respect to loading pressures and hazards, but will not direct the loading except as may be necessary to protect their terminal's facilities or to prevent any hazards. Manipulation of ship's valves is the direct responsibility of ship's personnel.

LPG loading will be done on a 24-hours basis; hence the Master of the vessel, while alongside the LPG loading pier, will be responsible for the provision of adequate explosion proof lights, fittings and switches in all parts of the vessel where work is being carried out in any way connected with loading of LPG.

The ship's pipelines/vent system and/or liquification system shall be manifolded so that only those pipelines connected to the ship's tank being loaded will be open. All other pipelines' lines shall be closed and outlets blinded.

All doorways, vents, ports, air-conditioner intakes and other openings into which gaseous vapours could enter shall be closed.

During loading, there shall be no smoking, no open lights and no galley fire on the ship or in the vicinity of the pier.

Package goods, bunkers, water, freight and ship stores shall not be loaded or discharged during loading. Visitors will not be permitted on the ship during loading.

Loading of LPG shall be stopped whenever weather or sea conditions are hazardous to the ship, dolphins, LPG hose and manifold, adjacent vessels or personnel. The Senior Terminal Representative and authorised Ship's Officer shall jointly judge if such conditions exist. In case of dispute, the Senior Terminal Representative's judgment shall be followed.

During severe thunder storms, sand storms and electrical storm in the vicinity of the ship, loading shall cease until the storm subsides.

9. Strainer Boxes. It is important that no ice, pipe scale, etc., b allowed into the vessels' tanks. The ship should have straine placed immediately upstream of the manifold valves. A careful watc must be kept on the pressure to prevent the strainers being blocke and periodically the strainers should be cleaned by using the built- wiper, which should be turned clockwise only. In case of an absolu blockage loading will have to be suspended and the strainer cleane if necessary by removal. If one of the vessel's strainers is blocked, i may be possible to continue on the other hose.

10. Completion of Loading. A reduction in loading rate befo topping of the final tank or tanks may be arranged through the Loading Master by the ship's officer in charge. When the vessel asks for slow rate, the loading pump will be shut-down and valves re-aligne for circulation. The vessel should then complete loading at its ow controlled rate off the circulation flow. The terminal might ask for suspension of loading while realigning the circulation pump. Whe required to stop completely, the Loading Master should be advised

11. Hose Disconnection. When disconnecting hoses in order t change or clean a strainer at the time of completion of loading, th following points must be remembered:

(*a*) All ice must be removed from around the hose insulating gaske prior to disconnecting.

(*b*) The hoses and hose valves must be secured to the vessel t avoid slipping or twisting. This is best done with rope and/o pulleys.

(*c*) The hose valves and ship's manifold valves must be shut.

(*d*) The vessel's vent valves must be open either to the atmosphe or to the vapour return hoses.

(*e*) The ship's strainer and all pipes and flanges between the hos and manifold valves must be de-iced.

(*f*) The hose can then be disconnected, but the ship's manifol valves, vapour return valves and hose valves must be shut.

D. Loading of Bulk Sulphur. All rules and regulations concernin LPG loading also apply to sulphur.

1. Inspection. The joint inspection of the ship and the ship's hold to be loaded with sulphur will be made by the Loading Master an authorised ship's officer. If the condition of the ship's holds presen a potential hazard to personnel, sea or shore facilities, the ship wi be refused permission to load until conditions are corrected. Th Master shall bear the responsibility for notifying the owners o charterers of the ship of any delay or refusal to load because o hazardous conditions and any expenses due to such delay or refusa to load shall be borne by them. The company reserves the right t refuse loading and their decision is final.

If the ship's cargo holds are not clean or are so hot and/or contai residue (such as excessive rust, sand-scrap iron, minerals, or miner dust) that alone or in combination with sulphur or sulphur du would contaminate sulphur being loaded, oxidise with sulphur, o cause a fire or explosion of the sulphur cargo, permission to loa sulphur will be withheld until this condition is corrected.

2. General Information. Bulk Sulphur is loaded at 500 tons pe hour via a conveyor. The conveyor extends from the shore stora area along the causeway, trestle and finally to the main dolphi close to the ship's holds.

No loading will begin until the ship is safely grounded, moore with fibre lines, fire hoses pressurised, ship-to-shore communications operable and the chute grounded.

In order to minimise movement of fine sulphur dust, cowl ventilators serving hold into which sulphur is being loaded shall be blanke off to prevent circulation of air. Package goods, bunkers, wate freight, ship stores shall not be loaded or discharged during or afte sulphur loading.

When sulphur is loaded in a deep hold with general cargo in th tween deck hold above the sulphur, the ship's Master will be responsible for installing a dust proof wooden bulk head enclosure in th hatchways from the over deck of the lower hold to the weather dec forming a tight enclosure to prevent sulphur dust from entering th tween decks during loading. Ceilings shall be tight to prevent sulphur dust from entering bilges. Any chinking at tank tops or bilg will be of non-combustible material.

Masters to maintain sufficient personnel to adjust and maintai chute position, gangways and keep mooring lines taut as ship i loaded.

If sulphur is loaded into a hatch already containing sulphu representative samples may be requested by the terminal to determine quality.

Since the sulphur loading facility at the pier is fixed the ship wi be warped and moored so that various ships holds that will recei sulphur can be loaded.

After each warping the ship will be moored and grounded an chute grounded. The hold to be loaded will be checked with an explosimeter to be certain that the hold is not in the explosive rang Personnel entering cargo holds for inspection must be equippe with life-lines and belts with non-sparking hardware, goggles wi green tinted lenses, and self-contained breathing apparatus with mask covering eyes and nose. The life-lines shall be of sufficie length and strength that one line could be used to pull a man out of hatch. For each man working in the hold one man on deck mus attend his life-lines. Personnel in the hold must wear gauntlet glove high-top shoes, long cotton socks, a fibre glass hard hat with cotton cap ear flaps covering the head and ears, pants fastened the cuff and long-sleeve shirts buttoned at the neck and wrists. S clothing or headgear will not be permitted due to its affinity for collecting static. Cotton clothing material is preferred.

Only the hatch being loaded with sulphur will be open. All other ship hold hatches must be closed. All doorways, vents, ports, air scoops, air conditioner intakes and other openings into which sulphur dust could enter should be closed during loading. After loading and trimming a hold, the hold hatch cover shall be closed and the next hatch to receive sulphur will be opened. The pier sulphur loading tower can be raised and lowered as well as rotated in order that the cargo hold being loaded can be evenly trimmed with little or no manual trimming. Each time the tower is moved the chute shall be grounded. No hand cargo load trimming will be allowed while the pier loading sulphur tower is in operation. The tower downspout drop distance will be adjusted to minimise sulphur dusting.

The loading-tower operator will be advised by authorised ship's personnel on the deck by use of agreed hand signals of any hazards such as deck cargo, life boats, aerial guy wires, etc., that can do damage to loading tower. Personnel will work upwind as much as possible to minimise sulphur dust inhalation or sulphur on skin. Eye baths and showers are located at the dock and will be ready for use if needed.

No loading will be done until all personnel are out of ship's cargo holds. The ship's authorised officer shall assign personnel to sweep sulphur dust into cargo holds to minimise pollution of the adjacent sea water. If shovels or scoops are used the shovels must be of a non-sparking material such as monel. Personnel working cargo holds or on deck shall not be permitted to wear shoes with steel nails, or metal heels or toe plates that could cause sparking.

Loading of sulphur will be stopped whenever weather or sea conditions are hazardous to the ship, pier, dolphins, sulphur loading tower, pier equipment, adjacent vessels or personnel.

Sulphur dust, like most poor electrical conductors rapidly acquires a static charge under dry atmospheric conditions. To minimise this hazard the loading tower is equipped with water spray nozzles to humidify the sulphur and reduce dusting. Conveyor hoppers are also equipped with sprays.

During severe weather conditions loading will cease and cargo hold hatches shall be closed until the storm or seas subside.

Sulphur loading will be done on a 24-hour basis. The Master of the vessel while alongside the sulphur loading pier will be responsible for the provision of adequate explosion proof lights, fittings and switches in all parts of the vessel where work is being carried out in any way connected with loading. The Master of the vessel will assign authorised ship's officers and men as deemed necessary for the safe loading of the ship and to adjust mooring lines and keep sulphur dusting to a minimum.

**FUEL:** Presently no bunker facilities are available at Khemco jetty. However, two grades (marine fuel oil and marine diesel oil) are available at IOE & PC main jetty. This is supplied to vessels having made previous arrangements and obtained nomination.

**WEATHER:** A. Climate. The climate along the coast of Kharg Island is generally mild. The days in mid-summer are extremely warm and humid with the temperature reaching 117° F. (47° C.) and a relative humidity ranging from 10% to 98%. The winter months, from November to March, are pleasant with a minimum temperature of about 39° F. (4° C.). Freezing weather is uncommon.

B. Weather Data and Summary.

| | |
|---|---|
| Average annual rainfall | 8 in. |
| Mean maximum temperature | 87° F. |
| Mean minimum temperature | 66° F. |
| Extreme maximum temperature | 117° F. |
| Extreme minimum temperature | 39° F. |
| Average relative humidity | 59% |

C. Winds. Wind directions and velocity are subject to rapid change without warning and precautions are necessary to avoid difficulties. The heaviest seas and swells are from the North-east through South-east. The prevailing wind for most of the year is from the North-west, but during the winter period strong South-easterly storms occur with very little warning. The Khemco jetty is sheltered from the North-west winds.

D. Tides. The tidal range is between 7 and 8 ft., with a maximum rate of about one and a half knots. The tidal streams run approximately parallel to the line of the jetty, with occasional cross currents.

E. Sea Temperatures. The surface temperature of the sea ranges from 63° F. to 97° F., depending on the season.

**SAFETY:** Masters of vessels are responsible for the safety of their vessels including, but not limited to compliance with official precautions, and must take all necessary precautions while the vessels are alongside the Khemco jetty. While the vessels are alongside the jetty, all personnel must comply with all ports' safety rules and regulations.

**GENERAL:** (*a*) Shore Leave. Shore leave at the terminal must be arranged between Master and ship's agent. Sufficient personnel must be on board at all times for emergencies.

(*b*) Visitors. Due to hazards involved, no visitors are allowed while the vessel is alongside the Khemco jetty.

(*c*) Light Dues. A charge of half a rial per gross registered ton is levied on each vessel for light dues by the Iranian Government. This is in addition to light dues for Middle East navigation. The company shall have no responsibility in respect of any taxes, dues, or other charges levied by the Iranian Government or any of its departments or agencies.

(*d*) Painting and Scaling. Painting, chipping, scaling and any repairs on deck or overside is strictly prohibited while vessel is alongside the Khemco jetty.

(*e*) Garbage. Dumping of garbage and refuse strictly prohibited in port area.

(*f*) Repairs. No workshops or other facilities for repairs at Kharg Island.

(*g*) Customs. There are customs and other official offices on the Island. Vessel will normally be boarded by a custom director, immigration officer and director of Ports and Shipping.

(*h*) Consulates. No consulates on Kharg Island. Nearest consulates or diplomatic representatives are at Khorramshahr.

(*i*) Marine Surveyor. No marine surveyor on the Island, but can be available in 48 hours notice through ship's agent.

(*j*) Recreation Centre. Use of Seamen's Club will be cleared through NIOC and Consortium. If used, transportation to and from Club will be provided by the Agent.

(*k*) Supplies. No provision of any kind is available at Kharg Island. No fresh water is available for delivery to the ships. No laundry services are available at Kharg Island.

(*l*) Mail. Regular plane services between Kharg Island and the mainland and mail receiving and dispatching can be arranged through ship's Agent.

**AGENTS:** Gulf Agency Co. (Iran) Ltd., POB 110, Khorramshahr, Iran. Tel. 2280, 2278, 4755/58. Cables: "Confidence", Khoramshahr. Telex. 4033 (answerback: "Confidence Kor").

Due to the difficulty in reaching Khorramshahr with international telex messages recommend you to communicate via our Tehran office, Telex No. 2507 Tehran, (answerback: "Confid Tn"), stating in your message "For Khorramshahr".

Recommend that all urgent communications be sent by Cable directly to Khorramshahr.

Ships' mail and spare-parts for vessels calling at Khemco Terminal are to be routed by flights arriving directly to Abadan Airport without transhipment at Tehran, and addressed to: Gulf Agency Co. (Iran) Ltd., POB 62, Abadan, Iran.

## KHORRAMSHAHR: 30.26 N. 48.10 E.

Khorramshahr is in Province of Khuzistan. Town is the seat of a Governor and a base for Imperial Iranian Navy with an admiral permanently stationed in command.

Khorramshahr lies at confluence of Karoon and Shatt-el-Arab Rivers and is principal commercial port of Iran. Khorramshahr is terminus for Imperial Iranian Railway system and regular train service to rest of country is available. Good asphalt road connecting Khorramshahr to other major cities in country.

**DOCUMENTS:**

(*a*) *Iraqi Quarantine Officer.* Vessels arriving Outer Bar (Shatt-el-Arab pilot station) will be boarded by Iraqi Quarantine Officer who will check all crew vaccination cards. Masters requested notify Fao Quarantine Office at least 18 hours prior vessel's arrival Outer Bar giving exact arrival time Outer Bar enabling Quarantine personnel board vessel immediately. Upon arrival Outer Bar, Master should have ready a copy of crew List and crew vaccination certificates for presentation to Quarantine Officer.

(*b*) *Iranian Quarantine Officer.* Upon arrival Khorramshahr anchorage and prior berthing, the Iranian Quarantine Officer will board vessel. He requires one copy Crew List, and all vaccination cards should be available for inspection.

(*c*) *Customs Officer.* Customs officer boards ship at anchorage or alongside Khorramshahr jetty (in case of immediate berthing) and requires following documents:

Crew List (2 copies).

Stores List (2 copies).

(*d*) *Port Authorities.*

Crew List plus (1 copy).

Arrival information form of the port Administration will be supplied to the Master in duplicate upon arrival, by a port representative. This form should be filled and returned to the port Berthing Master.

(*e*) *Agents.*

Crew List (2 copies, for arranging shore passes).

Order avoid any delay in entering and discharging, the following documents must be sent by all loading port Agents to Khorramshahr Agents as far in advance of vessel's arrival as possible:

Cargo Manifest (6 copies).

Freight Manifest (2 copies).

B/L Copies (2 copies each).

All cargo shown on manifest must be landed at the port, and it is therefore essential that short-shipments, cancellations, diversions etc. (if any) be reported earliest possible and manifest should be corrected before submission to Port Authorities to avoid payment of fines. Stowage plans and Hatch Lists should also be sent ahead, giving ample time to be studied by Cargo Supervisor for unloading arrangements.

**PILOTAGE:** With exception of ships of Government of Iran or Iraq and sailing craft, pilotage compulsory for all vessels entering, leaving or navigating in the Shatt-el-Arab. Pilotage in river outside harbour limits of Khorramshahr conducted by river pilot; within limits of Port by Harbour Master.

Vessels entering Shatt-el-Arab boarded by river pilot from pilot vessel situated in proximity of Rooka Buoy (29° 49′ N. and 48° 47′ E.), showing a white flash every six seconds and equipped with Radar Reflector.

Vessels bound for Khorramshahr are conducted by river pilot as far as Khorramshahr Anchorage, from where a Harbour Master (Iranian) will board vessel and berth her as necessary.

Pilotage, dredging and other navigational dues are collected by Basrah Port Authorities and must be settled directly with Iraqi Maritime Transport Co. Ltd., Basrah, Iraq.

N.B. Owners having vessels bound for Khorramshahr or Abadan should contact Iraqi Maritime Transport Co. Ltd., Basrah, cables "Bawakhir", Basrah, about arranging of Shatt-el-Arab pilotage. Owners should also put Messrs. Iraqi Maritime Transport Co. Ltd. in funds by remittance well in time before vessel reaches the Outer Bar of Shatt-el-Arab in order to cover port tonnage dues, pilotage and dredging dues for sailing from Outer Bar to Abadan or Khorramshahr and return.

**ANCHORAGES:** On arrival off the pilot boat vessel can anchor with no depth restriction. On entering the Shatt-el-Arab River the following are the recognised anchorages:

Kasba Anchorage, position about 2 miles above Fao with a maximum depth of 35 ft. in fresh water.

Bawarda Anchorage, position about 2 miles above Abadan with a maximum depth of 31 ft. in fresh water.

Hartha Point, position about 20 miles above Abadan and 15 miles below Khorramshahr with a maximum depth of 35 ft. in fresh water. Hartha Point is the anchorage to enable vessel's to lighten to 29 ft. in fresh water to enable them to cross the Karun Bar.

Abu Flus, position about 16 miles above Hartha Point and about 14 miles below Basrah (Khora Anchorage) with a maximum depth of 29 ft. in fresh water.

**MAX. SIZE:** Maximum permissible length for vessels calling Khorramshahr is 525 ft. Maximum draft for crossing Karun Bar and also at Khorramshahr (Failieth) anchorage is 29 ft. fresh water. The depth alongside Berth Nos. 1 to 3 is 27 ft., Berth Nos. 4 to 7 is 26 ft., and Berth Nos 8 and 9 is 29 ft.

**SPEED RESTRICTIONS:** Engine speed must be reduced well in advance so that the vessel's speed when passing jetties at Khorramshahr and Abadan will not exceed 3½ knots for vessels with more than 20 ft. draft, and 5 knots for all other vessels of over 100 gross registered tons.

The same speed restrictions will apply in the Arband Rud when passing ships at anchor with barges or other vessels moored alongside, tugs with barges or other vessels in tow, and vessels engaged in dredging or other salvage work.

**SHIPS' REGISTRATION:**

(1) *Conditions of Registration*

(*a*) This registration scheme to apply at all times whether jetties or anchorages are conjested or not.

(*b*) Registration for berthing turn at Khorramshahr can only be effected provided all Khorramshahr cargo is available and vessel in all respects ready to discharge. Availability of cargo must be proven by submission of the respective stowage plan if a vessel is required to discharge at Abadan and/or Basrah whilst awaiting berthing turn.

(*Note:* A vessel arriving in the river with a draft exceeding 27 ft. may register and reduce her draft to 27 ft. while awaiting turn. Should the turn be lost the vessel may re-register turn as at the date and time her allotted berth became vacant.)

(2) *Times of Registration*

(*a*) All Masters of vessels calling at the port of Khorramshahr to send ETA messages via Khorramshahr port radio station E.Q.K. and to telegraph Port Director Khorramshahr and Agents exact time arrived/anchored outer bar pilot station, also via Khorramshahr port radio immediately upon arrival, in GMT, for registration of ships, berthing turn. Messages sent in any other way than Khorramshahr port wireless will be null and void.

Failing prompt telegraphic advice of arrival/anchored time as aforesaid, the time of the telegraphic message from Master giving anchoring time will be considered as arrival, which means that, if the arrival telegram is received several hours after actual arrival, the registration time will be considered as from the time the Khorramshahr port radio has been contacted by the vessel, which will be to the disadvantage of the vessel concerned. The principals are therefore requested to alert all Masters of the above regulation and ensure that the arrival telegram is sent soonest possible after arrival at outer bar and via Khorramshahr port radio station E.Q.K.

(*b*) Vessels proceeding from Abadan to Khorramshar will register at the time of unberthing at Abadan (or if at anchorage at the time of weighing anchor) plus two hours.

(*c*) Vessels having to anchor at Abu Flus when proceeding from Basrah to Khorramshahr can register from time of arrival there plus one hour. Time of arrival as per log book should be confirmed by telegram as per (2*a*). Vessels proceeding direct from Basrah to Khorramshahr without anchoring at Abu Flus will register on arrival at Khorramshahr. If such vessel should proceed to Abadan she will register when passing Khorramshahr.

(3) *Method of Registration*

(*a*) On receipt of each vessel's registration time the Port Officer Khorramshahr will determine the date on which her turn is due at Khorramshahr.

(*b*) To enable the Port Officer to assess the berthing delay Agents will indicate in their arrival lists (which are to be submitted to the Port Administration daily before 0900) the estimated number of days their vessel(s) will occupy the jetty. It is thereby understood that the number of days thus declared is not binding upon the Agents concerned but merely used as a basis of calculation to assess berthing turns. To avoid possible abuse of the registration scheme no alteration may be made in the number of days declared during the last 48 hours preceding each vessel's arrival.

(*c*) Once the berthing turn has been established the vessel concerned will not lose her turn provided she arrives at Khorramshahr or Abu Flus (depending space available at the anchorage) not later than 12 noon on the preceding day. Vessels have the option to arrive later if their Agents have been able to ascertain that their berthing turn has been delayed but they do so entirely at their own risk. In this case any subsequent delay in arrival – even in case of *force majeure* – will automatically result in the loss of turn, if the vessel is not in all respects available to occupy her berth immediately it is vacant.

(*d*) If the ship reported back in time the following three contingencies may arise:

(a) If the estimate proved to be accurate the vessel will berth straight away.

(b) If the berthing delay is greater than the estimate made on registration the vessel will retain its original turn in the queue and berth accordingly.

(c) If the estimate proved pessimistic and the ship's berth became vacant before its return date the berth will immediately be given to the next available vessel in turn of registration. If in such cases the ship indeed returns at 12 noon on the date preceding the day on which its turn was originally due as fixed by the Port Authorities, it will take the first place in the queue and obtain the first berth becoming vacant thereafter.

(4) *Loss of Turn*

Any vessel having lost her turn will be required to re-register as indicated above unless her delay was due to one or more of the following cases of *force majeure:*

Bad weather.

Unavailability of Pilots at the Outer Bar.

Delay in supply of pilot at Abadan, Basrah or Abu Flus, for which a satisfactory *written* explanation must be given to the Co-ordinator.

*Note*: For the purpose of calculating whether a vessel could have arrived in time to occupy her berth at Khorramshahr, had the Pilot boarded her as scheduled, it is hereby established that counted from time Pilot boards it takes a vessel two hours from Abadan, three hours from Basrah, and one hour from Abu Flus to arrive at Khorramshahr.

Delay due to awaiting the next high water during daylight at Karun Bar.

Quarantine regulations: Any vessel placed under quarantine will be permitted to register and be allowed to retain her berthing turn if the quarantine has not been lifted when its allocated berth becomes vacant. The vessel will then take the first available berth after the quarantine has been lifted. The date and time quarantine expires must be mentioned in the daily port position list for publication by the Port Authorities.

(5) In case of dispute arising over the interpretation of the above rules or of situations not properly covered by them the Secretary of KSAA will appoint three arbitrators, preferably not involved in the issue, to work out a solution. Any decision thus arrived at to be accepted by all parties and to be communicated to the Ship's Movement Controller by the Secretary in writing or in case of extreme urgency verbally, written confirmation to follow. A decision once taken cannot be reversed.

(6) In taking advantage of this permissive system it is clearly understood that the estimated berthing delay originally established by the Port Administration will on no account be binding on them.

**HEALTH:** See "Documents". Inward clearance is effected on board after receiving free pratique.

**RADIO:** Khorramshahr Port Radio, call sign EQK, 500 kHz, 1282 mHz.

Khorramshahr Harbour Master can be contacted on VHF Channels 13 and 16, 18, and 25.

Vessels destined for Khorramshahr should send a radio message to the Port Director Khorramshahr and to the ship's Agent 24 hours prior arrival at the Arvandrud Pilot Station (Outer Bar). Times should be quoted in GMT. Also see "Ship's Registration".

**TUGS:** The Port Organisation of Khorramshahr owns two tug-boats which are used for assisting berthing and unberthing whenever necessary. No tug boats which could be used for long-distance towage. Employment of tug-boats is not compulsory.

**BERTHING:** See "Ship's Registration". Berthing and unberthing performed by Iranian Harbour Masters supplied by Iranian Port Administration, Khorramshahr. Berthing turn, allocation of berth and anchorage space is under the control of Iranian Port Administration, Khorramshahr.

The Port consists of 3,199 ft. long jetty constructed with wooden piles (Berths 1 to 7) plus the new extension covering 1,000 ft., built by steel/concrete piles (Berths 8 and 9) running parallel with river bank. Jetty can receive nine ocean going vessels at a time.

**CARGO HANDLING:** (*a*) *Jetty*. All cargo handling/operations on shore, under control of Khorramshahr Port Administration. General cargo discharged from ships alongside jetty is received on domestic railway wagons and trailers controlled by Port Administration, and transported to Port Warehouses or open yards. Port Warehouse Store keepers will later deliver cargo to consignees against clearance papers issued by Customs. There are no shore cranes and no floating cranes available for the purpose of discharging cargo. All cargo must be discharged by ship's own gear, and vessels calling at Khorramshahr should not accept cargo beyond their gear capacity to discharge.

(*b*) *Barges*. (i) General Cargo: Vessels carrying less than 500 tons cargo are permitted to discharge their cargo into barges, in which case all extra expenses and costs of barging, discharging ex barges etc., are to be borne by the carriers and such operation is entirely at the risk and responsibility of the respective carrier.

(ii) Structural Iron/Steel: Structural iron/steel is always to be discharged in barges for unloading at Failieh Creek. Barges must be arranged by vessel's Agents, who also have to arrange labour for discharging the cargo ex barge at Failieh, sorting of the iron, and delivery to consignees. Agents should also employ watchmen for protecting the cargo while awaiting delivery to consignees, also tally clerk for supervising sorting and delivery of iron to the respective consignees. Against these services Agents are presently collecting Rials 110 per ton of 1,000 kilos as a landing charge from the consignees. This rate has been agreed upon between the Agents and the Chamber of Commerce of Khorramshahr.

(c) *Cranes.* For use in loading/unloading cargo *in the storage areas,* cranes are all used in the port yard *for unloading cargo ex rail wagons* and loading on to merchants' trucks.

There is one electric crane permanently installed at Failieh Creek with lifting capacity said to be 100/120 tons. This crane can be used for discharging cargo from barges at Failieh barge jetty.

(d) *Storage.* 19 warehouses (goods sheds), plus an open yard between the warehouses used for storing iron goods, as well as cargoes which can be stored in the open.

(e) *Wagons/Trailers.* For receiving cargo ex-vessels alongside jetty the Authorities have 160 rail wagons and 77 trailers with average capacity of 10 tons, but number of wagons/trailers provided to each vessel not sufficient to last 24 hours work at jetty. Although 24-hours working alongside jetty is compulsory, due to shortage of wagons hardly 12/18 hours work can be accomplished efficiently. A stand-by of 6/7 hours in summer and of 9/11 hours in winter is unavoidable.

(f) *Delivery of cargo discharged at jetty.* Port Authorities considered as direct receivers of the cargo discharged, who in turn deliver same to ultimate consignees against presentation of the carrier's agents' Delivery Order.

Carrier's responsibility for cargoes discharged in good condition cease under tackle; slings are opened by labourers provided on wagons alongside each vessel. Broken packages are not permitted (by Customs) to be discharged on the wagons, and are therefore collected on board. Once daily under full control of ship's officer, port supervisor and carrier's supervisor, the broken packages are delivered to Port Authorities and an official Process-verbal will be drawn by respective warehouse-keeper corresponding to remarks noted at the time. This arrangement is to prevent any delay to operations of the vessel.

(g) *Overtime Costs.* Wages of port staff on board for official hours are borne by port Authorities but overtime and food allowance are paid by carriers.

(h) *Port Working Hours* (*Ordinary*). Summer 0600 to 1400; 1700 to 0100. Winter 0700 to 1500; 1700 to 0100. (Overtime) 0100 to 0500.

24 hour discharging at jetty is compulsory. The only stoppages are for lunch and dinner, one hour each. In summer season, however, due to heat, discharging at jetty is stopped from 1400 to 1700.

(i) *Liquid Cargo.* Due to non availability of tank barges as well as storage area at Bandar Shahpour, vessels carrying liquid cargo are bound to call at Khorramshahr, where consignees have their own tank-barges and storage tanks. This being the case, the Port Authorities do not divert vessels carrying liquid cargo, to Bandar Shahpour.

In the port of Khorramshahr, importers of vegetable oil and other liquid commodities, have arranged their own storage area outside Customs yard, and liquid consignments will be received directly ex-vessel into consignees' barges without any expenses to carrier. (Discharging performed at anchorage.)

Vessels carrying part-liquid cargo can discharge their cargo while awaiting a berth or alongside jetty, whilst unloading other cargo on the pier.

Further to above, whenever Port Authorities divert any vessel to Bandar Shaphour, in the diversion order they indicate "Subject no liquid cargo on board", as vessels with liquid cargo will have to be accepted in the port of Khorramshahr.

Notice of Readiness for vessels carrying liquid cargo, has to be tendered after vessel has anchored at Khorramshahr anchorage (within Khorramshahr port limits). If, due to congestion, there is no space at Khorramshahr anchorage, vessels may have to remain at Arvandrud pilot station for one or two days before entering the river.

(j) *Dangerous Cargo.* Dangerous cargoes are divided in two categories:

1. Acid and flammable cargoes.
2. Explosives such as dynamite, etc.

Vessels carrying acid and flammable cargoes are accepted alongside Khorramshahr berths to unload their general cargo plus dangerous cargo, and Port Authorities unload the dangerous cargo in a yard at Failieh, which yard is mainly used for storing iron joists, but a part is allocated for dangerous cargo.

Vessels carrying explosives are not allowed to berth at Khorramshahr. Recently the Port Authorities have stopped accepting any vessel with explosive cargo on board into the port of Khorramshahr, and those vessels have to proceed directly to Bandar Shahpour before calling Khorramshahr for discharging general cargo, if any. The main port for discharging explosive and special cargoes consigned to Iranian Army is Bandar Shahpour, where the Army have an agreement with the Port Authorities for one berth out of the six berths. Berth No. 3 is allocated for vessels carrying cargo consigned to Iranian Army, and whenever such vessel arrives at Bandar Shahpour it will be berthed immediately, even if the port is congested; in other words, vessels with Army cargo have priority for berthing.

**FREIGHT TAX:** Freight tax is payable on any freight earned in Iran for any export cargo loaded at any Iranian port. Per article 90 of Tax Law, freight tax is payable at the rate of 5 per cent on gross freight, regardless of whether freight is collected in Iran or elsewhere. There is no tax on import cargo freight regardless of where the freight is paid. In other words, for cargo discharged in Iranian ports, even if freight is payable at destination to be collected in Iran, there is no tax applicable.

**MEDICAL:** Private doctors and hospitals located in the town for medical and dental treatment and hospitalisation. Arrangements for patients' visits to the doctors, dentists and hospital will be made by Agents upon request. In case of emergency special medical attendance on board can also be arranged. X-Rays, radiographies, blood and urine tests can also be conducted by equipped hospitals existing in Khorramshahr and Abadan.

**DENSITY:** Fresh.

**FRESH WATER:** Fresh water supply alongside berth available by pipelines and at anchorage is delivered by barges, capacity 100 tons.

**FUEL:** Bunkers are not available at Khorramshahr Jetty, and cannot be supplied by barge. All classes of bunkers are supplied at Abadan jetties only. Bunkers could be obtained from Abadan provided arrangement for supply has been made beforehand with Iranian Oil Participants, London (Iranop London).

**DEVELOPMENT:** Intention to extend use of trailers and tractors and to eliminate use of railway wagons.

**CUSTOMS ALLOWANCES:** After receipt of documents, the Customs Officer will seal the store room. All liquor and cigarette stocks will be sealed and reasonable ship's requirements while in port should be taken from store before sealing. This amount recommended to be assessed and be ready for removal from the stores prior to the vessel's arrival in port. During the stay at the port, and upon request and giving prior notice to the Agents' supervisor on board, arrangements may be made to have the Customs officials open the stores to issue further quantities of stores for crew consumption.

**IDENTIFICATION CARDS:** According to regulations in force seamen should hold shore pass issued by respective Agents and signed by the Port Health, Port Police and local town Police Authorities. All shore passes should bear a photo of the holder, in order to facilitate checking at exit of port area. It is therefore necessary for officers and crew to have a photograph ready on arrival at the port to facilitate obtaining shore passes.

All officers and crew of ships lying at jetties or anchorage of the Port of Khorramshahr to carry their Seamen's Books with them when going ashore. At the gate, the Seamen's books will be checked by the Police against the shore pass of each crew member, the Seamen's Book will then be kept by the Police and will be returned to the holder when returning through the gate.

**CONSULS:**

| | | | |
|---|---|---|---|
| Denmark | Tel. 2203 | Norway | Tel. 2616 |
| France | ,, 3656 | Sweden | ,, 2280 |
| India | ,, 3056 | U.S.A. | ,, 2196 |
| Netherlands | 3628 | | |

**REPAIRS:** Minor repairs can be carried out to a limited extent by private workshops existing at Khorramshahr. However due to lack of skilled workers the workshops in question do not undertake any responsibility or guarantee for the jobs performed, and charges are high.

For radar, wireless, echo-sounders, etc., as well as refrigerator and air condition service there are few engineering groups at Khorramshahr as well as Abadan, and technicians of these groups will attend to the repairs on board both at Khorramshahr and Abadan jetties or at anchorage, upon request.

Ships moored to the jetty are not permitted to disable main power-plants for repairs without prior approval of Marine Department. A port tug will be assigned to stand by alongside ship with tow line attached during entire period while plant is disabled.

**DRY DOCKS:** None.

**SURVEYORS:** Lloyd's Register; Det Norsk Veritas; Bureau Veritas. Surveyors for ordinary damage to cargo and/or ship as well as for on-hire/off-hire survey can be arranged by Agents.

**AIRPORT:** Abadan International Airport about ten minutes by car.

**TIME:** GMT plus 3½ hours.

**TELEPHONES:** May be placed on board.

**SHORE LEAVE:** According to regulations in force, seamen should hold the shore pass issued by the respective Agents and signed by the Port Health, Port Police and local town Police Authorities. All shore passes should bear a photo of the holder, in order to facilitate the checking at the exit of port area. It is therefore necessary for officers and crew to have a photo ready on arrival at the port which will facilitate obtaining shore passes.

**DELAYS:** The port of Khorramshahr is generally congested, with a waiting time of about 2/5 days. Port Administration sometimes orders vessels to discharge their Khorramshahr manifested cargo in Bandar Shahpour to ease the congestion at Khorramshahr.

**PROVISIONS:** Fresh provisions in limited quantity can be obtained, but large quantities of provisions sometimes may not be possible to arrange due to the fact that the Municipality is controlling the market and sometimes may prohibit the supply of the items which are in short supply. Due to certain formalities involved in supplying provisions to vessels, it is requested that 24-hour notice be given to the shipchandler.

**STORES:** Local commodities only available. Bonded stores not available.

**LAUNDRY:** Laundryman can be arranged upon request.

**AUTHORITY:** Ports and Shipping Organisation, Koutcheh Simorgh No. 24 Tehran, Iran.

Khorramshahr Port Director. Ministry of Finance – Ports and Shipping Organisation Port Administration of Khorramshahr.

**AGENTS:** Gulf Agency Co. (Iran) Ltd., serving: Khorramshahr, Abadan, Bandar Shahpour, Bandar Mahshahr, Ras Bahregan, Kharg Island (Kharg, Darius and Cyrus Terminals), Bushire, Lavan Island and Bandar Abbas. Freight Booking Office: Tehran.

*Head Office:* Khorramshahr: Gulf Agency Co. (Iran) Ltd., POB 110, Khorramshahr, Iran. Cables: "Confidence", Khorramshahr. Tel.

2280, 2278, 4755/58; after office hours: 2670, 2950, 3193. Telex: 4033 (answerback "Confidence Kor").

Due to the few available Telex lines to Khorramshahr we recommend messages from abroad to Khorramshahr to be sent to our Tehran office, Telex 2507 and 2856 (answerback: "Confid Tn"). Thereby, please state: "*For Khorramshahr*".

*Branch Offices:* Abadan, Bandar Shahpour, Bandar Mahshahr, Kharg Island, Bushire, Lavan Island, Bandar Abbas and Ras Bahregan (SIRIP). Cable address to all Gulf Agency Company branches: "Confidence".

## LAVAN ISLAND: 26.47 N. 53.20 E.

*Terminal:* Lavan Island Loading Terminal. 26° 47′ 10″ N. 53° 20′ 30″ E.
*Operators:* Lavan Petroleum Co. ("LAPCO").

**LOCATION:** Lavan Island (shown on some charts and pilot publications as Sheikh Shuaib) lies on the North side of the Persian Gulf about 6 miles from the mainland with Lavan Island Loading Terminal in Latitude 26° 47′ 06″ North, Longitude 53° 20′ 30″ East, which is on the South-Eastern end of Lavan Island.

The island, roughly eliptical in shape, is about 13 miles in length, with a maximum width about 2 miles. It is light brown in colour and its Eastern and Western extremities are low but thence it rises to a number of hummocks having a maximum elevation of 180′ on the West part. Crude oil is delivered from Sassan Oil Field to the terminal by a 22 in. diameter submarine pipe-line which runs seaward from the island on a bearing 188° from a position in Latitude 26° 47′ 32″ North, Longitude 53° 20′ 05″ East for a distance of 76 miles where it joins the Sassan Oil Field. The Company Flow Station and Pumping Station are located in position Latitude 25° 32′ 16″ North, Longitude 53° 09′ 01″ East in the close vicinity of which is a gas flare.

**PORT LIMITS:** Limits of port extend approximately one mile Westward from East coast of Lavan Island, from Terminal Sea Buoy to half a mile Westward from Sassan Submarine Pipe-line Buoy.

*Vessels must not enter the Port Limits unless a LAPCO Mooring Master is on board.*

**DOCUMENTS:**

5 Crew and Passenger Lists.
4 Stores Lists.
4 Bonded Stores Lists.
Clear Bill of Health from last port.
4 Bills of Lading.
6 Manifests.

In Iran, an additional copy of the Bill of Lading is required for all exports from the country. This must be signed by the Master and forwarded to the Customs Authorities, Lavan Island by the ship's agent.

**APPROACHES:** Vessels approaching Lavan Island from due South will have a clear approach.

(*a*) *Landfall.* There are five gas flare towers and one ground flare. The most conspicuous flare is in position lat. 26° 47′ 34″ North, long. 53° 20′ 39″ East situated in the vicinity of Port Area. This flare onshore, when burning, makes a conspicuous landfall for Lavan Island, but at night from a distance tends to obliterate the various navigational lights.

The other flares are in position,
Latitude 26° 47′ 41″ North, Longitude 53° 20′ 19″ East.
Latitude 26° 48′ 25″ North, Longitude 53° 20′ 03″ East.
(group of 3 flares)″.

All tanks in the LAPCO Terminal Tank Farm are painted white and numbered in black from 1 to 6. Tanks No. 1 and 2 have the word LAPCO painted in black on the South side. Tank No. 2 is in position lat. 26° 47′ 57″ North, long. 53° 20′ 24″ East.

(*b*) *Navigational Dangers.* South side of Island is open and free from dangers, but care should be exercised approaching from seaward as soundings shallow rapidly near coast with depths of 200 ft. only 4,500 ft. off shore.

**PILOTAGE:** Pilotage compulsory for vessels berthing on, or departing from Oil Jetty, and when manoeuvring in restricted area. Cargo vessels and men-of-war do not require Pilots as they are accommodated in cargo anchorage. Pilots provided automatically on arrival for tankers if berth available. If no berth available due to bad weather or other causes, vessels will be instructed accordingly. The normal international pilot signals are to be used.

Channel 16 VHF is to be used to call Radio Room. Pilots will normally board vessels one mile S.E. of Oil Loading Jetty. ETA is to be signalled 72 hours before arrival and confirmed, correcting ETA, if necessary 24 hours before arrival.

Ships requested to have pilot ladder safely and securely rigged, and ready for immediate use, and long enough to reach Mooring Master's launch. A combination of pilot ladder and ship's accommodation ladder, so arranged that personnel can first use pilot ladder, until part way up the vessel's side, and then transfer to the accommodation ladder is recommended, especially on very large ships. A light line should be ready to take aboard Mooring Master's equipment. There should be adequate lighting at night. Vessels will provide a lee for Mooring Master both when boarding and leaving.

**NAVIGATIONAL AIDS:** *Note:* Masters are cautioned to consult their latest Notices to Mariners and Light Lists for most recent information regarding navigation aids.

*Lavan Island Terminal Beacon.* Lat. 26° 48′ 04″ North, long. 53° 21′ 20″ East. Located in front of the Main LAPCO Administration Building on the South-eastern end of the Island, a rotating white light on a steel lattice tower, painted maroon, 201 ft. above MLWIS exhibiting three flashes every 12 seconds, with a visibility of 18 miles.

*Pipe-line Lavan Island Rear Beacon.* 26° 48′ 04″ N., 53° 20′ 12″ E. is located to West of Tank Farm on a steel lattice tower. This light displays a fixed red range light over a 10 degree sector beamed to seawards and centred along submarine pipe-line coming to Island from Sassan Oilfield. The light is 192 ft. above MLWIS, range 17 miles in clear weather.

*Pipe-line Lavan Island Front Beacon.* Lat. 26° 47′ 34″ North, long. 53° 20′ 08″ East and is located in a position 2,800 ft. bearing 176 degrees from the rear beacon fixed on a steel lattice tower. This light displays a fixed red range light over a 10 degree sector beamed to seaward and centred along submarine pipe-line coming to Lavan Island from the Sassan Oil Field.

The light is 115 ft. above MLWIS and has a range of 17 miles in clear weather. The beacons when in transit from seaward, will indicate that the observer is over the submarine pipe-line and therefore should not anchor in the proximity of this line of bearing.

*Sassan Oil Field Radio Beacon.* Located in position 25° 32′ 16″ N., 53° 09′ East. Station identification signal is LA transmitting on 397 kc/s sec., primarily meant as an aircraft beacon but can be received clearly by ships.

*Terminal Radio Beacon.* Located in position lat. 26° 47′ 40″ North, long. 53° 23′ 04″ East. Station identification signal is LD, transmitting 310 kc/s (kHz/sec) from a tower on the above location. This is primarily meant as an aircraft beacon, but can be received clearly by ships.

*Light Float.* This light float is on station with colour and characteristics as described.

Latitude 26° 47′ 00″ North, Longitude 53° 23′ 14″ East. Located approximately 1·1 miles Southward of the Eastern extremity of Lavan Island. Painted red exhibiting a white group flashing light showing two flashes every 10 seconds.

*Oil Loading Dock Lights.* The North- west and South-east ends of the dock are marked by single fixed red navigation lights placed on Mooring Dolphin Nos. 1 and 4, respectively.

*Small Craft Harbour.* There is a small craft harbour located in position Latitude 26°47′ 33″ North, Longitude 53° 23′ 13″ East which has no navigational lights displayed.

*Terminal Sea Buoy.* Located in position Latitude 26° 46′ 30″ North, Longitude 53° 22′ 07″ East. White can buoy with lattice tower, radar reflecting, characteristic 1 flash every 5 seconds (0·5 seconds on 4·6 seconds eclipse).

*Sassan Submarine Trunk Pipe-line Buoy.* Located in position Latitude 26° 46′ 48″ North, Longitude 53° 20′ 00″ East. Red can buoy with lattice tower, radar reflecting characteristic 1 flash red every second (0·4 seconds on 0·6 seconds eclipse).

*Iminoco Radio Tower.* Immediately in front of the main Iminoco Administration building there is a steel tower painted red, elevation above MLWIS is 408 ft. Location is Latitude 26° 48′ 15″ North, Longitude 53° 19′ 10″ East. A red light occulting every second is exhibited from the top of the tower.

*Decca Navigator Station Tower.* A lattice work tower painted in red and white bands 336 ft. high above MLWIS is located Eastward of the Terminal in position Latitude 26° 47′ 39″ North, Longitude 53° 22′ 25″ East.

**ANCHORAGES:** Vessels must not enter port limits (which enclose a Prohibited Anchorage Area and Manoeuvring Area). They should proceed to vicinity of suggested Anchorage Area East of Oil Loading Dock and East of longitude 53° 22′ 00″ E., and in suitable depths of water wait for LAPCO Mooring Master. Sea bottom generally hard and reported to be poor holding ground. Depth about 26 fathoms.

*Prohibited Anchorages.* Anchorage is prohibited in the vicinity of the Sassan and Rostam submarine pipe-lines and for a distance of 2,000 ft., on both East and West sides of pipelines and parallel to same. The Sassan 22 in. pipe-line runs 188 degrees seawards from a position lat. 26° 47′ 32″ North, long. 53° 20′ 05″ East, and the Rostam 18 in. pipe-line runs 205 degrees seawards from a position Lat. 26° 47′ 32″ North, long. 53° 19′ 58″ East.

To draw attention to the Prohibited Anchorage Area in the vicinity of the Sassan oilfield to Lavan Island 22″ Submarine Pipe-line three notice boards have been established. The notice boards are 3 metres high and 8 metres long, painted white, with the words "Prohibited Anchorage" painted in red in English and Farsi.

These notice boards are in the following positions:

| | | |
|---|---|---|
| Latitude | 26° 47′ 33″ | North |
| Longitude | 53° 19′ 41″ | East |
| Latitude | 26° 47′ 33″ | North |
| Longitude | 53° 20′ 08″ | East |
| Latitude | 26° 47′ 20″ | North |
| Longitude | 53° 21′ 18″ | East |

*Terminal Port Area.* Area bounded by a line joining positions
Lat. 26° 47′ 31″ North, long. 53° 22′ 00″ East.
Lat. 26° 46′ 21″ North, long. 53° 22′ 00″ East.
Lat. 26° 47′ 26″ North, long. 53° 19′ 22″ East.
Lat. 26° 46′ 49″ North, long. 53° 19′ 22″ East.

Anchorage within Port Area prohibited. Port Area used by vessels manoeuvring to and from oil loading jetty, and no vessel permitted enter Port Area until Company Mooring Master on board.

*Offshore Oil Platform.* Anchorage prohibited in area of Sassan Oilfield, some 76 miles South of Lavan Island Marine Terminal, due to existence of numerous submarine oil pipe-lines connecting oil wells and production platform.

**RESTRICTIONS:** 24-hour service. No restrictions for vessels up to 206,000 dwt as regards time of arrival. Tankers in ballast required to have on board at least 33% of their dwt. in ballast (including permanent ballast). The state of the tide does not effect entry.

**MAX. SIZE:** Berth designed for up to 206,000 dwt. Vessels of larger dimensions must seek prior approval from LAPCO.

No restrictions applied to size of cargo vessels using carg anchorage, but then their proximity to the shore will be governed by their draft.

**CLEARANCE:** (*Arrival*): After Mooring Master has boarded vessel at Port Limits, and before vessel allowed proceed, Master will be required to sign following forms. (*a*) Condition of use of Port of Lavan Island, (*b*) Tug Requisition.

Master will also be provided with copies of Fire and Safety Regulations and a Safety Inspection Form. After berthing has been completed, Master will be required to complete and sign "Mooring Master Time Sheet" before Mooring Master disembarks. After pratique granted, Customs inspection carried out. Master will be required to furnish particulars of vessel including bonded stores, cargo, bunkers, and other information. Five copies of the crew list and stores remaining on board will be required before clearance is granted. *Customs surveillance is strict.* On completion of loading, documentation and final clearance formalities will be carried out aboard vessel, either alongside jetty, or in Anchorage Area, as circumstances dictate.

**HEALTH:** Owners should check with Agent respecting any recent imposition of anti-epidemic regulations and requirements for additional injections for crew members. In the case of tankers, doctor will board when ship berthed at Loading Dock and for cargo vessels after ship has anchored. Should vessel, in either case, arrive from another Iranian port and carry a Clear Bill of Health, doctor will not normally board, and pratique automatically granted.

Signals to be exhibited for vessels entering from foreign port: by day: "Q" Flag flown at masthead; by night: red all-round light, over white all-round light. If suspected that ship has disease or fever on board, ship will report details by VHF Channel 12 to Lavan Island.

There are occasional outbreaks of cholera. International Certificates of Inoculation/Vaccination are essential.

See Radio, "Free Pratique".

**RADIO:** Call "LAPCO Lavan Island" on VHF Channels 16, 12, or 7. Tugs keep constant watch on Channel 12 VHF and call at intervals on 2182 kc/s. when vessel believed to be approaching, or scheduled call at Lavan Island. This applies to Tankers only.

Khorramshahr Radio Station normally passes on a ship's ETA to the Agent resident on Lavan Island, through Abadan. There is a radio-telephone link from Abadan to Lavan Island.

*Nomination and Loading Orders.* Ship's Masters should signal their ETA Lavan Island Loading Terminal 72 hours before arrival, and confirm (correcting ETA if necessary) 24 hours before arrival. This message should include amount of cargo to be loaded by vessel, destination as per charter, hours required to de-ballast, number and size of ship's manifold connections, maximum loading rate and whether any sickness on board. This message should be addressed to LAPCO, Tehran Office, Cable address "LAPCO, Tehran", Telex address LAPCO, Tehran, No. 2420, and routed through nearest coastal radio station handling such messages.

*Radio Station.* There is no CW radio station on Lavan Island.

*VHF Radio-Telephone.* Lavan Island Loading Terminal equipped with International Maritime VHF/FM radio telephone service using standard international frequencies. Masters recommended use this facility when within range of Lavan Island Loading Terminal, particularly when approaching port. In poor visibility, when vessel's approach may not be observed from shore, VHF communication may be means of avoiding delay in berthing. The following VHF Channels available on a continuous watch basis:

No. 16 (156·8 mc/s.) (Safety and Calling Channel).
No. 12 (156·6 mc/s.) (Port Operations, First Choice, Simplex).
No. 7 (156·35 mc/s.) (Port Operations, Second Choice, Simplex).

Initial contact should be made on Channel no. 16 and then transfer to Channel no. 12 for Port Operations.

*High Frequency Radio.* HF frequencies used by LAPCO office at Lavan Island for voice communication as follows: High Frequency Single Side Band System.

| *Channels* | *Frequencies* |
|---|---|
| 1 | 4133 kc/s. |
| 2 | 5233 kc/s. |
| 3 | 6840 kc/s. |
| 4 | 7383 kc/s. |
| 5 | 9208 kc/s. |
| 6 | 9153·5 kc/s. |

LAPCO normally stands by on H.F. SSB Channel 5 (9,208 kHz/sec.) upper side band from 0600 to 1800 local time, and on Channel 1 (4,133 kHz/sec.) upper side band from 1800 to 0600 local time. LAPCO also maintains a listening watch on 2,182 kHz/sec., HF.-AM., medium wave.

*Marine Frequencies.* The tugs presently equipped for voice communication with Marine Frequencies as follows:

| | |
|---|---|
| 1 | 2182 kc/s. |
| 2 | 2570 kc/s. |
| 3 | 2628 kc/s. |
| 4 | 2738 kc/s. |
| 5 | 4133 kc/s. |

Additional frequencies will be added at a later date.

*Radio Telephone Frequencies.* LAPCO Tugs fitted with VHF radio telephones covering all international maritime VHF radio telephone frequencies (156–162 Mc/s.).

*Radio Watches.* LAPCO Radio Station on Lavan Island keeps a 24-hour watch.

*Free Pratique:* Tankers nominated to load at Lavan Island will be granted radio free or provisional pratique based upon the following advance information received from the Master.

(*a*) Itinerary for past 30 days or last port, if outside this limit.
(*b*) Number of crew/supernumeries.
(*c*) Number of crew with (1) expired smallpox, (2) expired cholera certificates.
(*d*) Any person seriously ill or died during past 30 days.
(*e*) Any cases of contagious/infectious diseases during past 30 days.
(*f*) Ship's name. Registration country. Master's name. ETA Lavan Island.

All the above items must be transmitted to: "Lapco Tehran Telex No. 2420. Attention: Marine Superintendent Lavan".

Radio messages should be sent through Bahrain or Khorramshahr Radio Stations 24 hours prior to arrival.

Masters should use item letters and digits to minimise cable length.

**TUGS:** 2 diesel powered tugs. Both tugs are twin screw, 3,400 b.h.p. Kort Nozzle types with a static bollard pull of 40 long tons. Normally, two tugs used to handle a vessel.

For each tug employed berthing, 3 copies of Towage Certificate to be signed by Master and delivered to LAPCO Mooring Master. For each tug employed unberthing, 3 copies of Towage Certificate to be signed by Master and delivered to LAPCO Mooring Master.

The LAPCO tugs and mooring launches assist in mooring and unmooring vessels. These are under the direct supervision and control of the LAPCO Mooring Master. Service and facilities provided by the company including the services of the LAPCO Mooring Masters, tugs, mooring launches, or berthing equipment, are at the vessel's risk.

*Note:* On occasions when tugs are employed standing by vessels whilst in the berth for use, if required, the full tug charge will be charged.

**BERTHING:** The Oil Loading Dock is located on the South Coast approximately 2½ miles from the East end of the Island. The loading platform is 2,030 ft. from the shore, located in position lat. 26° 47′ 06″ North, long. 53° 20′ 30″ East.

Deck level is 32 ft. above sea level Mean Low Water Indian Springs. Under normal conditions, 12 lines used to moor a vessel as follows: Forward: 3 headlines, 2 breast lines and 1 spring. Aft: 3 stern lines, 2 breast lines and 1 spring.

During winter South-easterly storm periods, usual to use one each additional headline and breast line at each end, making total of 16 mooring lines. Breast lines and springs of wire rope acceptable, and normally secured to jetty bollards or patent quick-release hooks, where fitted. Three-inch circumference messenger lines, 240 ft. in length, available each berth for hauling lines from mooring launches up vertical face of jetty fendering and along jetty deck, with assistance of electrically operated capstans sited at intervals along jetty.

| *Berth No.* | *Least depth water (in ft.) above chart datum MLWIS‡* | *Maximum capacity dwt** | *Loading and bunker arms†* |
|---|---|---|---|
| 1 | 69 | 200,000 | 4–16 in.<br>1–8 in.<br>(future bunker) |
| 2 | 65 | 65,000<br>LOA 800′ | 2–16 in.<br>1–8 in. |

| *Distance from ship side to manifold flange, ft.* | *Maximum elevation of manifold above chart datum, feet-inches* |
|---|---|
| 10 | 76–6 |
| 12 | 75–9 |
| 14 | 75–0 |
| 16 | 74–0 |
| 18 | 72–9 |

* Subject to weather, tidal conditions.

† Bunker arm at Berth No. 2 only. All Chiksan Loading Arms are fitted with series 150 Flanges.

‡ Chart Datum is Mean Low Water Indian Springs and maximum range of tide is 7 ft.

Tankers to have ready: Fore and aft winches ready for use, and minimum of 16 good mooring lines, 120 fathoms each, with adequate stoppers.

The Terminal accepts tension wires or ropes, only with proper supervision on the brake. Derricks, hose-lifting winches and gear must be rigged on port and starboard sides, topped over the manifold.

Ship's crews perform all operations of mooring, connecting hoses, and unmooring, on board ships.

**LOADING:** If possible, ships should arrive with 16-in. spool adaptors fitted to loading manifold ready for use.

Sassan Crude Oil of approximately 34·0 degrees API gravity is available from the LAPCO 3,000,000 barrel Tank Farm. Delivery of oil to the loading dock is by gravity flow, through two 36-in. diameter pipe-lines.

Rostam Crude Oil of approximately 37·0 degrees API gravity is available from the IMINOCO 1,500,000 barrel Tank Farm, immediately West of the LAPCO tanks. Delivery of oil to the loading dock is by gravity flow through two 36-in. diameter pipe-lines.

After the vessel has berthed, the Mooring Master, who acts as a loading master, will discuss arrangements, inspect tanks, sign the tanker dry certificate, and finally check cargo figures with ship's personnel. Before loading commences, all items on the "LAPCO Safety Check List" will be complied with, and an inspection made by the Chief Officer and the Mooring Master.

Loading rates of up to 50,000 bbls/hr. (6,700 t/hr.) to berth No. 1, and 30,000 bbls/hr. (4,000 t/hr.) to berth No. 2 can be achieved at Lavan Island.

Up to 40,000 bbls/hr. (5,300 t/hr.) to Berth No. 1, and 25,000 bbls/hr.

(3,300 t/hr.) to Berth No. 2 can be achieved when loading two ships simultaneously.

Do not close valves against crude oil flow.

Emergency Flow Stop Signal if all communications fail will be a continuous sounding of the ship's whistle.

**BALLAST:**

(*a*) Masters are warned that no dirty ballast, or bilge water should be disposed of in sea within 50 miles of coast of Iran. When so disposing of ballast all pipe-lines, sea suctions, strainers, and pumps that are later to be used to discharge clean ballast, must be flushed clean, so that there will be no chance of even a small amount of sea pollution when the clean ballast is pumped out.

(*b*) As soon as practical after arrival, all vessels' tanks will be inspected for oil in ballast. During discharge of ballast similar inspections will continue.

(*c*) Should ship's tanks be found leaking it will not be later accepted for loading, unless satisfactory evidence duly certified by "Lloyds" or "ABS" Surveyors, or other recognised surveyors of repair is submitted.

(*d*) Any vessel rejected because of dirty ballast or sea pollution will automatically nullify "Notice of Readiness" and will lose any priority of position for loading. On return from sea, Masters should tender new Notice of Readiness to LAPCO. If this accepted by LAPCO the vessel will be entered for loading as of new time of acceptance. Vessels will be rejected for dirty ballast at all times.

(*e*) Vessels equipped with separate system of ballast tanks will be allowed to discharge ballast and load oil simultaneously, providing approval is first obtained from the LAPCO Terminal Superintendent and provided NIOC Petroleum Inspector agrees.

(*f*) A vessel must have sufficient ballast for safe handling having due regard to existing weather and sea conditions. Through a careful watch of the weather and sea conditions, frequent exchange of information between ship and Terminal, and by a knowledge of the behaviour of his own vessel a Ship's Master may come to the Terminal with a minimum of ballast and thus lessen any possibility of infringement of sea pollution regulations.

**DENSITY:** The temperature of sea water alongside the Loading Dock varies from 71°F. in January to 93°F. in August. The density of sea water alongside the Loading Dock is approximately 1,022 oz./cu. ft. (1·022 grams/c.c.).

**TIDE:** The tide is mainly diurnal with a mean range of 3 ft. 0 in., and extreme range of 5 ft. 6 in., and an extreme height of 7 ft. 0 in. above chart datum, which is MLWIS.

The tidal stream varies according to the state of the tide, with a maximum rate of about 1 knot.

Tide boards are fitted to the two berthing dolphins adjacent to the loading platform.

**WEATHER:** In summer time from May to September temperature reaching 50°C (122°F) and humidity ranging from 10 per cent to 100 per cent. The winter (November to March) mild and pleasant with minimum temperature approximately 6°C (43°F). The wind for most of year from North-west, but sometimes particularly during winter strong South-easterly storms likely to occur lasting for several days. Oil Loading Pier partly sheltered from North-west winds, but exposed to winds from South.

During winter storms, waves of 8 to 10 ft. often occur. A maximum wave height of 15 ft. has been recorded at the Southern end of the Island.

**STEVEDORES:** For cargo vessels the Agent requires four days Notice of Arrival in order to transport labour from Bandar Abbas. Agent provides labour for working cargo "to the rail" and receiver provides lighterage and labour thereon.

**MEDICAL:** LAPCO maintains small clinic on Lavan for minor medical treatment of LAPCO staff. No medical services available except in emergency and subject to availability of doctor.

**FRESH WATER:** None available.

**FUEL:** A topping plant to provide bunkers is presently under construction, and should be on stream in 1974.

**CARGO GEAR:** Ship's discharging dry cargo to barges in the cargo ship anchorage use ship's gear.

**FIRE PRECAUTIONS:** Vessel receives full detailed instructions from Mooring Master. Vessels must have fire-wires and engines not to be immobilised.

**CONSULS:** No consular representation on Lavan Island. Nearest consulates at Khorramshahr near Abadan.

**REPAIRS:** No repairs allowed alongside oil loading jetty. No workshop or repair facilities available. Ships' main engines must be available at all times while alongside jetty.

**MARINE SURVEYS:** Loyd's Surveyor based at Khorramshahr and can usually be called through vessel's Agent at 72 hours notice.

**AIRPORT:** No scheduled or regular air flights to Lavan Island. All aircraft required for transportation of goods or passengers must be made by charter. Airport is used by Oil Company Charter planes only and no other passengers are carried except in an emergency situation.

**TIME:** Iranian Standard Time which is GMT plus 3 hours 30 minutes.

**POLICE/AMBULANCE/FIRE:** There is a Government Gendarmerie Station on the Island. There are no telephones established for these services. Emergencies will be handled by LAPCO staff in case of tankers.

**SHORE LEAVE:** Ship's crew not allowed to go ashore.

**CREW CHANGES:** Not permitted.

**REGULATIONS** (miscellaneous): Painting and scaling. Painting, chipping, scaling or spray painting on deck or overside *strictly prohibited* while vessel at any jetty berth.

**FLAG:** All vessels are required to fly the Iranian Flag (green uppermost) in Iranian territorial waters.

Garbage. Dumping overside of garbage and refuse prohibited
Port Area.

Sanitation. Government Health Regulations require suitable cove
to be fitted over all lavatory discharge outlets, etc., to prevent foulin
of jetty or craft alongside.

Damage to Port Facilities. If a Master has reason to suppose th
any damage has been caused by his vessel to any Port Facilities, h
must agree, in writing, with LAPCO Mooring Master as to nature an
extent of such damage, and this must be confirmed by LAPC
Port Captain.

Rat-guards. All ships berthed alongside must provide Rat-guar
for Ship's Moorings.

No Visitors. No visitors allowed on terminal dock, or on boa
vessels alongside dock, unless by written permission of Termin
Superintendent. Only persons having authorised work will be give
access to port limits, dock or vessels.

**AUTHORITY:** LAPCO Administrative Offices, LAPCO has offic
at the following addresses: Head Office: PO Box 3243, Tehran, Ira
Terminal Office: Lavan Island, Persian Gulf.

**AGENT:** Gulf Agency Co., Lavan Island.

Head Office: Khorramshahr. Gulf Agency Co. (Iran) Ltd., POB 1
Khorramshahr, Iran. Cables "Confidence", Khorramshahr. Te
2280, 2278, 4755–58. After office hours 2670, 2950, 3193. Telex 40
(answer back "Confidence Kor").

Due to the few available Telex lines to Khorramshahr, messag
from abroad to Khorramshahr to be sent to Tehran office, Tel
2507 (answer back "Confid TN") stating: "For Khorramshahr".

Air-freighted spare parts and ships' mail should be addresse
Gulf Agency Co. (Iran) Ltd., POB 62, Abadan, Iran, and sent to th
Abadan International Airport marked "In Transit for M/S. . . ."

Air-freight consignments should be routed by flights arrivin
*directly* to Abadan Airport without trans-shipment at Tehran. Cab
advise "Confidence", Abadan, of flight details and airway b
number.

## RAS BAHREGAN (Nowruz Loading Terminal): 29.43 N. 50.10 E.

**DOCUMENTS:**

5 Crew and Passenger Lists.
4 Stores Lists.
4 Bonded Stores Lists.
Clear Bill of Health from last port.
4 Bills of Lading.
6 Manifests.

**PILOTAGE:** Vessels to be moored at Bahregan Terminal will b
boarded by a Mooring Master of the Company within 2 miles of th
SBM. The Mooring Master will advise the ship's Master on appr
aches to the berth, mooring and unmooring, connecting and di
connecting the floating hose, and in all other operations within th
berthing area.

Vessels are requested to have a pilot ladder safely and secur
rigged, ready for immediate use, and long enough to reach the Moo
ing Master's launch. If at night, adequate lighting must be rigge
overside for the Mooring Master to approach the side of the shi
and climb the ladder safely. Adequate searchlights should also b
rigged when mooring at night.

The Mooring Master will be in direct charge of the portable VH
ship-to-shore radio-telephone communications.

**ANCHORAGE:** The SBM is in the open sea with no surfa
obstructions in the vicinity. However, anchorage is prohibited i
the following areas:

(*a*) Immediate vicinity of the SBM – within a one to two mi
radius of the SBM.

(*b*) One mile on either side of 36-in. submarine pipe-line fro
SBM to Bahregan Oil Centre.

**RESTRICTIONS:** The Bahregan SBM Terminal operates 24 hou
per day, seven days a week. However, mooring or unmooring is on
carried out if fair or moderate weather conditions are prevailing.

In the event that berthing is delayed on account of weathe
vessels will keep their position in line. Vessels required to leave th
terminal area on account of weather (terminal closed) should kee
in contact with the terminal via radio in order to be available whe
weather moderates.

**FLAG:** All vessels are required to fly the Iranian flag on the for
mast during daylight hours. Iranian territorial waters extend 12 mil
seaward from the mainland and adjacent islands.

**ADVICE OF ARRIVAL:** It is important that ships establish rad
contact with SIRIP when 3 days distant from Bahregan Termin
and maintain this contact until just previous to arrival at the Termin
All ships should send a 72 hour ETA message to SIRIP giving th
best estimate of ship's arrival time at the Terminal.

Further ETA messages should be sent to SIRIP when the vess
is 24 hours and 12 hours distant from Bahregan Terminal and
any other time any appreciable change occurs in the original ET
or those subsequent thereto. The 12-hour ETA should include
positive statement regarding ships readiness to load on arrival a
the number of hours that will be required to discharge clean ball
after ship is berthed in mooring, as well as details of the flange si
of the manifold.

**MAX. SIZE:** SBM terminal designed for tankers up to 250,000 d

**COMMUNICATION:** Radio contact ship/shore on 2477 kc/s fro
0530z–0630z and 8230 kc/s from 1130z to 1230z. ETA notices to
sent to the Oil Company: cable address "Sirip Khorramshahr"
Khorramshahr port radio call sign: "EQK" – 500 kc/s.

**RADIO:** Bahregan Oil Centre Radio Telephone Station maintains a daily watch on the following frequencies at the times stated.

GMT: 0530–0630 on 2477 kc/s, 1130–1230 on 8230 kc/s.

In addition, once a tanker has advised its 72 hours ETA, the Bahregan Oil Centre maintains a watch on VHF Channel 11. The call sign for Bahregan Oil Centre is "BOC". Contact can be made on other frequencies if requested.

*Communications during mooring and loading:* Portable VHF radio-telephone units are brought on board by the Mooring Master.

**NOTICE OF READINESS:** Tenders to load crude oil cargo will normally be accepted and the berth will be assigned to vessels in order of arrival, provided vessels have nominations for cargo valid at time, carry clean ballast and are in all respects equipped and ready to moor.

Tankers to have ready:

(*a*) Windlass and deck winches foreward, maindeck and aft.

(*b*) Six good nylon or synthetic mooring lines, each not less than 120 fathoms in length, with efficient stoppers for each line.

(*c*) On port side, opposite ship's manifold, equipment capable of lifting floating hose safely and expeditiously. Weight lift of 5·5 tons.

Ship's crew performs all operations on ship.

**SBM:** The single buoy mooring is 13·5 metres in diameter and 3.65 metres high at its highest point. It is equipped with the following navigational aids:

Signal light: White colour, flashing morse code "U" every 15 seconds. Range 5 miles.

Fog horn: Morse code "U" every 45 seconds.

Radar reflector fitted. The whole SBM is painted a bright orange colour.

**TUGS:** Available and required.

**SINGLE BUOY MOORING:** The Monobuoy is situated about 15 kilometres from the shore in position 29° 43′ 02″ N., 50° 09′ 46″ E. Depth of water in vicinity of buoy mooring is 30 to 31 metres. Buoy is served by a 36-in. loading line with a capacity of 700 cubic metres per hour.

**MOORING:** The optimum approach to the single buoy mooring is into the wind and sea. Sometimes, however, this will not be possible because of tides at variance with strong wind conditions. Accordingly, it is incumbent upon the Master to exercise careful judgement when approaching the Terminal, particularly during the hours of darkness and in poor visibility. It should be noted that the incoming tides flow towards the N.W. (approx. 310°) and outgoing tides towards the S.E. (approx. 130°). The company Mooring Master will give all necessary advice to the ship's Master.

Particular attention must be paid to the location of two strings of floating loading hose. Normally the position of the floating hoses will be controlled by the tidal currents rather than by wind effect. During daylight hours the hose string is highly visible by virtue of their covering of orange plastic floats.

When approaching the SBM at night or during poor visibility the radar is an excellent means of ascertaining the exact distance to the Terminal. The floating hose strings normally stand out very clearly on the lower radar range scales.

Once the optimum approach route has been selected, the tanker should proceed towards the SBM at a suitable speed dependent upon conditions at that time. At approximately 3,000 ft. from the SBM the tanker should have only sufficient way on for steerage. The floating hoses should be on the port side, and it is recommended that the tanker make the final approach with the SBM on the port bow, rather than dead ahead. This permits the Master on the bridge to observe the SBM at all times and in the event of any misjudgement of the approach speed there is no danger of over-running the Terminal. (The tanker should adjust her engines such that all way is off the vessel between 150–50 ft. from the SBM).

At a suitable distance from the SBM the service launch which will have maintained station during the approach, will take two lines from the ship and secure them to the mooring bitts on the SBM. The launch will then bring the two large SBM float ropes to the ship, which should have a messenger line ready to raise them. Once these float ropes (each of which has a breaking strain in excess of 305 tons) are secured the ship may, if so desired, recover its own lines which are used only to provide a safeguard during pick up of the SBM float lines.

In the event that the floatrope mooring lines provided by the Company are not used or not available, the Ship is secured using 6 lines from the tanker all on port side.

**HOSES:** Two flexible floating hoses connect the ship's manifold with the Terminal's cargo manifold, and separate hoses connect the underside of the SBM to the submarine pipe-line end manifold (PLEM) on the seabed. A submerged peripheral fender extending outward from the hull is provided to prevent damage to the floating hoses and SBM, should the tanker ride up against it.

After the vessel is securely moored the service launch will tow the end of the floating hoses to a point on the port side of the tanker immediately below the tanker's cargo manifolds. The tanker's derrick runner should be ready to lift the hoses which will secured by the attached chains in such a manner as to allow the ends of the hoses to reach the ship's manifold. The weight of the hose to be lifted is approximately 5½ tons.

The hoses are fitted with 16-in. flanges, and the Company will provide reduction pieces to 14 in. or 12 in.; other sizes (as well as gaskets) as required to make connections to ship's manifold. The hose connection is normally performed by SIRIP's loading crew under the supervision of the Mooring Master. However, a ship's deck officer must be present, and must direct the ship's crew as required.

**LOADING:** The ship's officer responsible for loading should give SIRIP's mooring Master at least half an hour's notice of readiness to commence loading. In any event, the ship should advise SIRIP during its last radio contact prior to arrival of the estimated time required to discharge ballast, so that an approximate time for commencement of loading can be established. It is also helpful if the ship advises the size and type of flange and also the distance of the manifold from the ship's side during radio connection.

The initial loading rate is normally about 1,500 long tons per hour while the recently coupled flanges are inspected for leakage and the Mooring Master and ship's officer satisfy themselves that all is in order with the SBM and the ship's facilities. As soon as this is done, the loading rate is increased to the maximum of 5,500 long tons per hour.

Caution: The incoming oil stream is controlled from the shore and it is extremely dangerous to close a ship's valve against the pressure, which may damage hose, ship's piping, or shore facilities. Vessels will be held liable for damages resulting from failure to observe this precaution.

The ship's officer in charge of loading should advise the Mooring Master half an hour before he estimates loading will be completed.

On advice from the ship a minimum of 4 minutes is required to stop the flow of crude oil, however, a reduction in loading rate before topping up the final tanks may be arranged on request to Mooring Master.

During loading or unloading the International Code Flag "B" shall be displayed from a topmast signal halyard during daylight hours. During hours of darkness a red light shall be displayed. This light should be of a character such as to be visible at a distance of at least 1 mile, and show an unbroken light all round the horizon.

**CARGO:** Bahregan Sar Crude, API from 20 to 32, Temperature 85°F.

**BALLAST:** The waters of the Persian Gulf must not be polluted, and only clean, oil-free ballast (and/or bilge water) may be discharged.

As soon as practicable after arrival, all vessel's tanks will be inspected for evidence of oil ballast and during discharge of ballast, similar inspection will continue. If evidence of oil appears at either of these inspections, the ship must leave mooring and proceed at once to a point not less than 50 miles from any coast or island and there completely discharge all oily or dirty ballast.

Vessels equipped with a separate system of ballast and cargo tanks will be allowed to discharge clean ballast and load oil simultaneously, providing approval is obtained.

Note: When loading is carried out under rough weather conditions the tanker should not be allowed to get into a light condition, and therefore deballasting should not be completed until a reasonable amount of the cargo has been loaded.

**MEDICAL:** Depending on the availability of the Company doctor, medical assistance can be provided, although there is no hospital available. In cases of extreme emergency, SIRIP will arrange transport to Abadan at the ship's expense and responsibility.

**DENSITY:** Salinity is approximately 20% more than normal sea water.

**BUNKERS:** Not available.

**WATER:** Not available.

**STORES:** Not available.

**SERVICES:** No facilities for crew change, etc., or any other vessel's requirements, as the terminal is situated off-shore in the Persian Gulf and there are no transportation facilities other than Oil Company's flights from Abadan which are meant for their own personnel.

**REPAIRS:** Masters of vessels loading at Bahregan Terminal are advised that this port is considered an "open roadstead" and under no circumstances may engines be shut down for repairs while their ships are moored. There are no facilities at Bahregan Terminal for making vessel repairs.

**CONSULS:** There are no consulates at the Bahregan Terminal; however, consular or diplomatic representatives for most nations maintain offices in Tehran and some in Khorramshahr.

**SHORE LEAVE:** There is no shore leave permitted due to lack of facilities.

**TERMINAL OPERATORS:** Societe Irano Italiene des Petroles (SIRIP).

**AGENTS:** See "Khorramshahr". (Actual handling is effected by Oil Company SIRIP, but Khorramshahr Agents are in a position to handle ETA messages, etc., addressed to them via Khorramshahr Port Radio EQK, also to communicate messages to and from SIRIP Khorramshahr and shipowners. Agents can also pass arrival and sailing details to principals, and despatch copies of loading cargo documents as required by Owners. Forwarding ship's mail to Bahregan and despatching official and crew mail received from ship, can be arranged by Agents. Such services are not undertaken by the Oil Company, and it is advisable to appoint an Agent at Khorramshahr.)

# Iraq

## BASRAH (Maqal and Umm Qasr): 30.31 N. 47.50 E.

**DOCUMENTS:** On arrival at pilot station vessel requires following: Ship's Register, letter from Owner confirming that vessel has not called at Israel port, all Health Certificates of Crew must be valid against cholera and smallpox, 2 copies Crew List, 2 copies Provision List, 2 copies Manifest, Freight manifest for Baghdad Rail cargo, Breakdown list and Stowage Plan, Dangerous cargo and heavy lift list (if any).

**PILOTAGE:** Owners having vessels bound for Basrah should contact Iraqi Maritime Transport Co. Ltd., Basrah, cables "Bawakhir Basrah" to arrange Shatt-el-Arab Pilotage. Owners should also put Iraqi Maritime Transport in funds by remittance well in advance of vessel reaching Outer Bar of Shatt-el-Arab in order to cover port tonnage dues, pilotage and dredging dues, for sailing from Outer Bar to Basrah and return.

The Pilot Boat is located usually in position 29° 45′ 15″ N. 48° 50′ 45″ E. and on arrival vessel should contact pilot boat immediately for instructions. Pilots are available for vessels proceeding to Abadan and Khorramshahr (in Iran) and Basrah (Maqal and Umm Qasr). Providing Master has given Agent 48 hours notice of vessel's ETA Pilot will board immediately providing tide is suitable to allow vessel to continue to destination. Master should use call sign YIR on 500 kc/s for Basrah Radio in order to pass messages to Agent. Vessel should listen for messages on 440 kc/s from YIR or use VHF on Channels 14 and 12. On boarding the river Pilot will hand Master various forms for completion in respect of Light Dues and River Pilotage. Master to hoist the Iraqi National Flag.

The Pilot boat is called *Al Rasheed* and on both sides amidships the word "Pilot" is painted in white.

The Navigation of the Shatt-el-Arab River is under the jurisdiction of the Iraqi Ports Administration which takes in the approaches to Abadan and Khorramshahr in Iran.

**ANCHORAGES:** On arrival off the pilot boat vessel can anchor with no depth restriction. On entering the Shatt-el-Arab River the following are the recognised anchorages:

Kasba Anchorage, position about 2 miles above Fao with a maximum depth of 35 ft. in fresh water.

Bawarda Anchorage, position about 2 miles below Abadan with a maximum depth of 31ft. in fresh water.

Hartha Point, position about 6 miles above Abadan with a maximum depth of 35 ft. in fresh water. Hartha Point is the anchorage to enable vessels to lighten to 29 ft. in fresh water to enable them to cross the Karun Bar.

Abu Flus, position about 12 miles above Hartha Point with a maximum depth of 29 ft. in fresh water.

Khora Anchorage, position about 3 miles from Basrah Wharves (Maqal) with a maximum depth of 29 ft. in fresh water.

Jubailah Anchorage, position at Basrah Silo about half-mile below Basrah Wharves (Maqal) with a maximum depth of 29 ft. in fresh water.

The maximum length between perpendiculars permitted by the Iraqi Ports Administration for vessels in the Shatt-el-Arab River is 560ft.

**RESTRICTIONS:** The Iraqi Ports Administration issue a booklet on Tide Tables each year and the movements of vessels in and out of the Shatt-el-Arab River are restricted to the high water tables for vessels using Basrah and Khorramshahr. Movements to and from these ports are only permitted in the hours of daylight. The maximum draft for a vessel proceeding to Basrah is 29 ft. in fresh water. If vessel's draft exceeds this lightening takes place at Umm Qasr. Although the draft obtainable alongside the wharves is 31 ft. the maximum draft for moving in the river is 29 ft. on account of the restriction at the Karun Bar.

**MAX. SIZE:** For vessels proceeding to Basrah the maximum length between perpendiculars allowed by the Iraqi Ports Administration is 560 ft. There is no restriction on the breadth. The maximum draft in fresh water for vessels to and from Basrah is 29 ft.

**HEALTH:** Masters are requested to call the Chief Medical Officer at Fao on 500 kc/s. call sign "YIS" requesting free pratique between 8 and 12 hours before vessel's arrival. All crew vaccination certificates should be valid and available for the Medical Officer's arrival on board. He will also expect to find a valid Deratisation Certificate on board. Anyone boarding the vessel ahead of the Medical Officer whilst the "Q" Flag is still hoisted is liable to a fine. Special precautions are taken in the case of a vessel arriving direct from an epidemic area and even if the crew are holding valid inoculation certificates the vessel may be delayed at the pilot station. The Iraq Government is very sensitive about the spread of cholera and smallpox.

**RADIO:** When a vessel is three days away from Basrah, radio contact can be established with Basrah Radio, call sign YIR on high frequencies 4, 6, 8, 12 and 16 kHz bands. When the vessel is within three days of arrival, Basrah Control Radio (YIR) can be used (transmitting on 500 kHz and receiving on 461·5 or 440 kHz).

*List of Coast Stations* (*Iraq*). Summary of Procedures:

I. Whilst inside Iraq territorial waters, ships under way will maintain watch on Channel 16 (156·80 mHz) and/or 461·5 kHz to ensure immediate reception of instructions issued by the controlling authorities.

(a) Khor Al-Amaya Radio maintains listening watch on Channel 16 (156·80 mHz).

(b) Pilot Station (Al-Rasheed Radio YIBE) maintains listening watch on Channel 16 (156·80 mHz) and 500 kHz.

(c) Fao Radio (YIS) maintains listening watch on Channel 16 (156·80 mHz) and 500 kHz.

(d) Al-Wasiliyah Radio (YIT) maintains listening watch on Channel 16 (156·80 mHz) and 461·5 kHz).

(e) Basrah Control Radio (YIR) maintains listening watch on Channel 16 (156·80 mHz) and 500 kHz.

(f) Umm Qasr Radio (YIU) maintains listening watch on Channel 16 (156·80 mHz) and 500 kHz.

II. Special Instructions:

(a) Navigational Warnings are transmitted on 500 kHz by Basrah Control Radio (YIR).

(b) North Arabian Gulf Weather Forecast is transmitted by:

1. Basrah Control Radio on: 440 kHz at 0530, 1330 GMT and on request. 6493·25 kHz at 0530 GMT and on request. 8668 kHz at 1330 GMT and on request.

2. Khor Al-Amaya Radio on Channel 16 (156·80 mHz) at 0530, 1330 GMT and on request.

(c) Traffic Control Signals on Channel 16 (156·80 mHz) and 500 kHz by Basrah Control Radio (YIR).

(d) Traffic Control Signals on Channel 16 (156·80 mHz) and 461·5 by Al-Wasiliyah Radio (YIT).

(e) Traffic Control Signals on Channel 16 (156·80 mHz) and 500 kHz by Fao Radio (YIS).

(f) Traffic Control Signals on Channel 16 (156·80 mHz) and 500 kHz by Umm-Qasr Radio (YIU).

(g) Traffic Control Signals on Channel 16 (156·80 mHz) by Khor Al-Amaya Radio.

III. Commercial and public correspondence: Call Basrah Radio (YIR) on Channel 16 (156·80 mHz), 500 kHz, 4, 6, 8, 12 and 16 mHz bands and after initial contact has been established change to one of the working frequencies as instructed to pass messages.

Basrah Radio follows the following time-table:

| *Hours* | *Listen on* | *Answer on* | *Traffic Lists* |
|---|---|---|---|
| H24 | 500 | 440 461.5 | – |
| 0400–0600 | 6265·5–6280·5 | 6493·25 | 0505 |
| 0600–0800 | 16708–16748 | 16968 | 0705 |
| 0800–1000 | 8354– 8374 | 8668 | 0905 |
| 1000–1200 | 16708–16748 | 16968 | 1105 |
| 1200–1400 | 8554– 8374 | 8668 | 1305 |
| 1400–1600 | 12531–12561 | 12986·5 | 1505 |
| 1600–1800 | 4177–4187 | 4356·5 | 1705 |

**TUGS:** River-and sea-going tugs are available. Tug-boat services are offered as and when deemed necessary by port Pilot or Harbour Master, and are available at all times during day and night.

**BERTHING:** See "Restrictions". All berthing of vessels at Basrah is done during daylight hours only and according to suitable tide. The Harbour Master joins vessel on her arrival at Khora Anchorage which lies about 2 miles from the Maqal Wharves. In the case of Umm Qasr the Harbour Master joins vessel on arrival off the wharves.

Height of pier (quay) at berthing places above mean low water:

(*a*) Maqal – Plus 12·5 ft. above zero port datum. Port datum is 3·96 ft. above mean zero level at Fao.

(*b*) Umm Qasr – 24·65 ft. above lowest water of spring tide which is referred to as Umm Qasr Port datum.

Difference between high and low water:

(*a*) Maqal: A daily variation of 5 ft. between tides and max. of 8 ft.

(*b*) Umm Qasr: An average of 12 ft. between tides, and maximum of 17 ft.

*Maqal* (*Ma'gal*). Wharves vary in length from 155 to 170 metres, depth alongside 8·84 metres.

*Umm Qasr*. The wharves are of reinforced concrete with a continuous frontage of 2,100 ft. with a depth of 33 ft. alongside, and capable of accommodating three cargo ships at one time. Each berth is 600 ft. long. The wharves are provided with a total of 8 electric gantry shore cranes from 3 tons to 15 tons capacity.

**BRIDGES:** There are no bridges across the river from the entrance to Basrah Wharves (a distance of about 80 miles).

**STEVEDORING:** Information on the numbers of gangs required on board on vessel's arrival should be passed to the Agent together with vessel's ETA through Basrah Radio. The average rate of discharge of general cargo at Basrah (Maqal and Umm Qasr) is 6 tons per ganghour per 16 hour day. Contractors will place labour on board to discharge or load cargo but at the risk of the vessel as a Contractor will not accept any responsibility for damage done by labour.

Unloading of vessels basically carried out from vessels to wharves by Port cranes or ships derricks. Heavy lifts and some dangerous cargoes are discharged overside into barges. Loading from jetty is by crane directly into ships. Loading at midstream is by lighters.

*Bulk Cargoes:* Discharged by grab direct to the Dock at Umm Qasr and by suction to the silo at Basrah. The equipment at Basrah is rated at 2,500 L/tons per day discharge and 5,000 L/tons per day loading, but under favourable conditions discharge rate may exceed 3,000 L/tons per day.

**CRANES:** There are three floating cranes of a capacity 20 and 30 and 100 tons at Maqal, and one floating crane of a capacity 100 tons at Umm Qasr.

**VHF:** Port radar service. VHF can be used to call the Iraqi Port Administration at Basrah on Channel 16.

**MEDICAL:** For a vessel in to Basrah (Maqal and Um Qasr) no advance notice is required, in order to obtain medical attention. Hospital facilties available at the new port hospital and other local hospitals.

For arrival at Basrah it is necessary to hold valid cholera and smallpox certificates.

**TANKERS:** See "Khor-al-Amaya".

**FRESH WATER:** Fresh water is available at the wharves at Maqal and Umm Qasr but where a vessel is moored in midstream and requests water there is the additional charge for the hire of the water tanker.

**FUEL:** Only one grade of fuel oil available from the Basrah Refinery, a fuel oil viscosity 200 to 210 Red. No. 1, SG ·920.

Gas and diesel oils also available.

Fuelling is direct if taken alongside Muftiyah Refinery jetties, otherwise by barge. No coal bunkers available.

**GANGWAY/DECK WATCHMEN:** It is recommended that vessels moored or anchored in the river employ Gangway/Deck Watchmen.

**OPENING/CLOSING HATCHES:** This work is normally done by crew, but if the labour on board are asked to do it they should be supervised by an Officer.

**CUSTOMS ALLOWANCES:** (Tobacco) The Ship's Bond is sealed on arrival but prior to the sealing each member of the crew can have 200 cigarettes. The Bond will be opened by the Customs on the request of the Master at any time during vessel's stay in Basrah.

(Wine and/or Spirit) Each crew member is permitted to have 1 litre out of Bond. On sailing from Basrah the Master is required to wait till vessel has cleared the Shatt-el-Arab River before opening the Bond. This does not apply when vessel calls at Khorramshahr or Abadan on the way down river.

**IDENTIFICATION CARDS:** All crew members are required to carry with them some form of identification when going on shore.

**CONSULS:**

| | | | |
|---|---|---|---|
| Belgium | Tel. 3666 | Pakistan | Tel. 3598 |
| Denmark | ,, 3205 | Sweden | ,, 3511 |
| Norway | ,, 3511 | U.S.A. | ,, 4231 |
| Saudi Arabia | ,, 3219 | India | ,, 4824 |
| United Kingdom | ,, 4251 | Portugal | ,, 4469 |
| Greece | ,, 3601 | U.S.S.R. | ,, 5410 |
| Kuwait | ,, 2235 | | |

**REPAIRS:** All types of repairs except major engine repairs can be carried out.

**DRY DOCKS:** There is no dry dock available for cargo vessels. The present dry dock called "Ajnadeen" built in Japan in 1965 has a displacement of about 4,220 and lifting capacity of 4,000 tons and has following measurements l×b×d – 105·35 ×29·20×10·95 m.

**REPATRIATION:** No difficulties in arranging the repatriation of crews from Basrah. Emergency visas are easily obtained for joining and departing crews.

**AIRPORT:** The Basrah Airport formerly an International Airport is now used only as a domestic airport and is situated about 2 miles from the Maqal Wharves but 50 miles from Umm Qasr. There is a daily flight to Baghdad to connect with International flights, also 3 flights per week to Kuwait to connect with international flights.

**TIME:** Iraq time is 3 hours ahead of Greenwich Mean Time and there are no alterations made to clocks during the year.

**HOLIDAYS:** The official holiday of the week in Iraq is Friday. The other holidays are: Three days Id-el-fitr; Four days Id-el-Adha; Al Hijaa; Ashura; Birth of the Prophet Mohamad; New Year 1st January; Army day 6th January; 8th February; 21st March; 1st May Labour day; 14th July; 17th July.

**POLICE/AMBULANCE/FIRE:** A call to 7601 or 7606 will connect to the department required.

**TELEPHONES:** Telephone is placed on board a vessel as soon as secured alongside wharf.

**GENERAL:** The rain season in Basrah is between November and April and during the summer months from May to October the temperature can be as high as 55°C. It is important that crew members keep the backs of their necks covered whilst working on deck during the heat of the summer. The use of salt tablets are recommended during the heat of the summer.

**SPECIAL SERVICES:** There is a laundry service available.

**SHORE LEAVE:** There is no restriction on crew members going on shore but it is important that they carry a form of identification.

**REGULATIONS:** The Port Authority have requested that no photography takes place from the ship whilst passing naval or military installations.

**DELAYS:** As the port of Basrah is considered very well equipped, cargo vessels usually receive a very quick despatch and it is very seldom that a vessel experiences waiting time for a berth for discharging, loading or bunkering. All discharge takes place at the wharves and all loading takes place in midstream at mooring buoys. Where a vessel can load whilst discharging, this is permitted.

**AUTHORITY:** Iraqi Ports Administration, Basrah.

**AGENTS:** The business of Shipping Agencies relating to all ships calling at Iraqi ports is entrusted solely and exclusively to Iraqi Maritime Transport Co. Ltd. The addresses of Iraqi Maritime Transport Co. Ltd. are the following:

Main office: Iraqi Maritime Transport Co. Ltd., POB 3052, Baghdad/Iraq. Cable address: "Bawakhir", Baghdad.

Basrah Branch: Iraqi Maritime Transport Co. Ltd. POB No. 3, Basrah/Iraq. Cable address: "Bawakhir", Basrah.

## FAO: 29.58 N. 48.29 E.

**DOCUMENTS:** On arrival at pilot station, vessel requires the following:

Ship's Register.
Letter from Owner confirming that vessel has not called at Israeli Port.
Health Certificates of Crew must be valid against cholera and smallpox.
2 copies Crew List.
2 copies Provision List.
2 copies Manifest.
Dangerous Cargo List, if any.

**PILOTAGE:** The pilot boat is located in position 29° 46′ 45″ N. 49° 48′ 37″ E., and on arrival vessel should contact pilot boat immediately for instruction. VHF Channels 14 and 12. Provided Master has given Agent 48 hours' notice of vessel's ETA, Pilot will board immediately. The pilot boat is called *Al Rasheed* and on both sides amidships the word "Pilot" is painted in white.

**ANCHORAGE:** On arrival off the pilot boat vessel can anchor with no depth restriction.

**MAX. SIZE:** *Tankers* – 675 ft. LOA. Vessels may load to a maximum draft of 35 ft. (10·67 m.) depending on the tidal conditions at the time, otherwise to a draft suitable to cross the bar with safety.

**HEALTH:** Masters are requested to call the Port Medical Officer at Fao on 500 kc/s, call sign "YIS4", requesting free pratique between 8 and 12 hours before vessel's arrival. All crew vaccination certificates should be valid and available for the medical officer's arrival on board. He will also expect to find a valid Deratisation Exemption Certificate on board. Anyone boarding the vessel ahead of the Medical Officer whilst the "Q" Flag is still hoisted is liable to a fine.

Special precautions are taken in the case of a vessel arriving from an epidemic area and even if the crew are holding valid vaccination certificates the vessel may be delayed at the pilot station. The Republic of Iraq is very sensitive about the spread of cholera and smallpox.

**RADIO:** Basrah Radio, call sign "YIR" on high frequencies 4, 6, 8, 12, and 16 bands. Fao Radio, call sign "YIS", traffic control signals on Channel 16, and 500 kHz. Also see Khor-al-Amaya.

**MEDICAL:** No advance notice is required in order to obtain medical attention. Medical units are present at Fao, Um Qasr and Maqal. A modern hospital containing all the essential units is found at Maqal. Crew in need of special attention or admission may be referred to it by the medical units.

**DEVELOPMENTS:** Plans to build a deep-sea terminal including oil storage facilities and an under-sea pipeline, about 30 miles off the Fao port, capable of accommodating giant tankers of up to 300,000 tons. The work is expected to be completed by 1978.

**TIME:** Three hours ahead of GMT.

**AUTHORITY:** Iraqi Ports Administration, Basrah.

**AGENT:** Iraqi Maritime Transport Co. Cables: Bawakhir Fao.

## KHOR-AL-AMAYA: 29.46.48 N. 48.48.36 E.

**OPERATORS:** Basrah Petroleum Company Limited.

**LOCATION:** Island Terminal about 17 miles out in the Gulf from the mouth of the Shatt-el-Arab River.

**ADMINISTRATION:** All waters of the Shatt-el-Arab and of the approaches to Khor-al-Amaya are controlled by the Iraqi Ports Administration.

**APPROACHES:** (a) *Lights.* One white all-round navigation light has been fitted to the top of the radio mast on the centre piled structure at a height of 153 ft. above MHWS. Character: flashing every 5 seconds, visible for 18 miles; candlepower 7,400.

Red lights are fitted at the four extreme corners of the structure which is 1,300 ft. long. Character: fixed red visible 2 miles.

Additionally there are several aircraft warning lights (red) on various parts of the structure marking the upper extremities of towers and other erections including the central radio tower.

The channel between the entrance to the Shatt-el-Arab and the Khor-al-Amaya Sea Island Oil Terminal is marked by buoys and the Shatt-el-Arab Light Vessel (refer to relevant notices issued by the Iraqi Ports Administration, M.E.N.A.S., and Admiralty Notices to Mariners).

(b) *Tides.* High water at the Terminal may be expected to occur about 20 minutes before high water at the Shatt-el-Arab, Outer Bar. This may vary due to local meteorological and spate conditions. Tidal streams in the vicinity are rotatory and are not likely to exceed 2 knots. The maximum streams are generally along the berthing faces of the Terminal, but at certain states of the tide, cross sets, at right angles to the berthing faces, may be experienced. These are unlikely to exceed ¾ knot.

**DOCUMENTS:**

Crew List (5 copies).
Store List (2 copies).

**PILOTAGE:** Masters of vessels bound for Khor-al-Amaya Terminal should contact the pilot vessel which cruises in an area about 2 miles South-east of the Terminal. They will receive instructions as to whether to lie off, anchor or proceed towards the Harbour Master's launch.

(a) All vessels using Khor-al-Amaya buoyed channel are reminded that loaded tankers outward bound from Khor-al-Amaya Terminal have top priority in navigating the buoyed channel and all other vessels are to keep clear in all cases.

(b) All inward-bound vessels are to contact Khor-al-Amaya Harbour Master on VHF Channels 16 and 14 before entering Khor-al-Amaya channel for information regarding deeply laden tankers using the restricted channel, and for berthing and anchoring instructions.

(c) Pilotage is compulsory for all inward and outward bound tankers using the Khor-al-Amaya buoyed channel when the draft of the tanker is 15·85 metres (52 ft.) or over.

(d) Tankers arriving to load at Khor-al-Amaya with draft in excess of 15·85 metres (52 ft.) must give their ETA at Shatt-el-Arab Light-vessel at least 12 hours in advance by contacting the Pilot Station or Khor-al-Amaya Terminal.

**ANCHORAGES:** Anchorage areas have been established bounded by lines joining the following positions:

(a) *Anchorage "A"*
  (i) 29° 32′ 08″ N. 48° 58′ 59″ E. (iii) 29° 32′ 53″ N. 48° 56′ 56″ E.
  (ii) 29° 31′ 24″ N. 48° 58′ 06″ E. (iv) 29° 33′ 14″ N. 48° 57′ 20″ E.
(b) *Anchorage "B"*
  (i) 29° 44′ 03″ N. 48° 49′ 34″ E. (iii) 29° 42′ 08″ N. 48° 50′ 18″ E.
  (ii) 29° 43′ 52″ N. 48° 49′ 12″ E. (iv) 29° 42′ 21″ N. 48° 50′ 45″ E.
(c) *Anchorage "C"*
  (i) 29° 45′ 39″ N. 48° 48′ 41″ E. (iii) 29° 44′ 06″ N. 48° 49′ 31″ E.
  (ii) 29° 44′ 28″ N. 48° 47′ 38″ E. (iv) 29° 43′ 35″ N. 48° 48′ 28″ E.

(d) *Temporary Lightering Anchorage*
(i) 29° 46′ 00″ N. 48° 48′ 28″ E. (iii) 29° 45′ 34″ N. 48° 46′ 35″ E.
(ii) 29° 45′ 40″ N. 48° 48′ 39″ E. (iv) 29° 44′ 06″ N. 48° 47′ 18″ E.

*Note:*
(i) Anchorages "A" and "B" are for deep-draft vessels of 12·19 metres (40 ft.) and upwards.
(ii) Anchorage "C" is to be used by tankers (laden or in ballast) whose draft does not exceed 12·19 metres (40 ft.).
(iii) The temporary lightering anchorage is for the exclusive use of lighters. No other ships or vessels are to anchor within this area.

**MAX. SIZE:** 330,000 dwt. loading part cargo. Max. LOA: 1,200 ft. Max. draft, 68 ft.

**HEALTH:** Quarantine Officer boards after berthing. Vaccination Certificates required.

**RADIO:** Procedure for contacting Basrah Petroleum Company. Vessels are requested to establish contact with Basrah Petroleum Company Limited, Basrah, 48 hours prior to arrival, and to re-establish contact for 48 hours after departure. Telegraphic Address: (Baspetco Basrah), (Baspetco Fao). Position: Lat. 30° 35′ 36″ N. Long. 47° 48′ 32″ E. Call sign "HNT" (FC). (a) Transmission 8,582 kHz. (b) Reception, tankers call on 8,356–8,374 and work on 8,374–8,457.5 kHz. Periods 0400–0430, 0800–0830, 1200–1230, 1600–1630. All times GMT. Services: CV. Class of Operation: C.W. Class of Emission: A1.

Vessels should indicate their date and time of arrival, quantity of cargo required and whether in a state to receive cargo. In the event of vessels being unable to establish direct wireless contact with Basrah Petroleum Company Radio Station, messages should be passed through the Iraqi Ports Administration.

*Procedure for contacting Iraqi Ports Coast Stations*

1. Summary of Procedure. Whilst inside Iraqi territorial waters, ships under way will maintain watch on Channel 16 (156·80 mHz) and or 461·5 kHz to ensure immediate reception of instructions issued by the controlling authorities.
(a) Khor al-Amaya Radio maintains listening watch on Channel 16 (156·80 mHz).
(*b*) Pilot Station (Al-Rasheed Radio YIBE) maintains listening watch on Channel 16 (156·80 mHz) and 500 kHz.
(*c*) Fao Radio (YIS) maintains listening watch on Channel 16 (156·80 mHz) and 500 kHz.
(*d*) Al-Wasiliyah Radio (YIT) maintains listening watch on Channel 16 (156·80 mHz) and 461·5 kHz.
(*e*) Basrah Control Radio (YIR) maintains listening watch on Channel 16 (156·80 mHz) and 500 kHz.
(*f*) Umm-Qasr Radio (YIU) maintains listening watch on Channel 16 (156·80 mHz) and 500 kHz.

II. Special Instructions.
(*a*) Navigational warnings are transmitted on 500 kHz by Basrah Control Radio (YIR).
(*b*) North Arabian Gulf weather forecast is transmitted by: 1. Basrah Control Radio on: 440 kHz at 0530, 1330 GMT and on request. 6493·25 kHz at 0530, GMT and on request. 8668 kHz at 1330, GMT and on request. 2. Khor-al-Amaya Radio on Channel 16 (156·80 mHz) at 0530. 1330 GMT and on request.
(*c*) Traffic Control Signals on Channel 16 (156·80 mHz and on 500 kHz by Basrah Control Radio (YIR).
(*d*) Traffic Control Signals on Channel 16 (156·80 mHz) and 461·5 kHz by Al-Wasiliyah Radio (YIT).
(*e*) Traffic Control Signals on Channel 16 (156·80 mHz) and 500 kHz by Fao Radio (YIS).
(*f*) Traffic Control Signals on Channel 16 (156·80 mHz) and 500 kHz by Umm-Qasr Radio (YIU).
(*g*) Traffic Control Signals on Channel 16 (156·80 mHz) by Khor-al-Amaya Radio.

III. Commercial and Public Correspondence. Call Basrah Radio (YIR) on Channel 16 (156·80 mHz), 500 kHz, 4, 6, 8, 12 and 16 mHz bands, and after initial contact has been established change to one of the working frequencies as instructed to pass messages.

Frequencies instruction to pass messages time table 1200–1400 hours listen on 8354–8374 answer on 8668 traffic lists 1305.

*Note.* All messages are chargeable except those concerning navigational aids, distress, pratique and medical advice messages.

**TUGS:** I.P.A. tugs of 2,000 b.h.p. are available to assist in berthing and unberthing.

**BERTHING:** The Terminal consists of a piled structure, in 22 metres of water, having one tanker berth on one side and two berths on the other side with suitable mooring dolphins and platforms ahead and astern which are connected by cat-walks. The orientation is 320°/140° there are three berths. The maximum loading rate, with only one berth in use, is 9,000 tons per hour; with two berths in use the maximum loading rate at each is 4,500 tons per hour. Fire-fighting towers are provided, also helicopter platform. Loading by "Woodfield" flow booms offering 4 × 16 in. and 2 or 4, 12-in. hoses. Vessels of the order of 120,000 dwt can be accepted at berths 5 and 6 and 330,000 dwt. Max. draft 21 metres at berth No. 7.

The S.G. and A.P.I. and temperature of the crude oil will be supplied to the Master on radio request.

*Berthing of tankers: MENAS NOTICE No. 114/74.*

No tanker of draft exceeding 17·68 metres (58 feet) shall be permitted to berth or unberth at the existing Wharf No. 7 in the N.W. Direction.

No tanker of draft exceeding 17·00 metres (56 feet) shall be permitted to berth at Wharf No. 7 and in the S.E. Direction.

No tanker of draft exceeding 17·68 metres (58 feet) shall be permitted to berth at the proposed Wharf No. 8 and in the N.W. Direction.

No tanker of draft exceeding 17·00 metres (56 feet) shall be permitted to berth at the proposed Wharf No. 8 and in the S.E. Direction.

**MEDICAL:** An Iraqi Ports Administration Medical Dresser will always be available to attend to quarantine matters, deratisation certificates, etc. A doctor can be made available, through vessel's Agent, upon prior request, but necessary to give 24 hours notice to arrange.

**FUEL:** Not available ex-wharf.

**CUSTOMS ALLOWANCES:** During vessel's stay at Terminal, one carton of cigarettes only allowed to each crew member.

**SAFETY REGULATIONS:** Safety regulations and fire fighting procedures will be discussed with the Master on arrival.

**GANGWAYS:** Ships must supply their own gangways when alongside. Accommodation ladders and other ship side ladders are not suitable.

**FRESH WATER:** Can be supplied by water tankers if requested 24 hr. in advance at least.

**REPAIRS:** Basrah Petroleum Company has no facilities to undertake ship repair work of any description.

**AGENCY:** All Agency work is carried out by the Iraqi State Maritime Transport Company. Cable address: Bawakhir Basrah, or Bawakhir Fao. Masters of tankers should contact the Agent through Basrah Radio Station prior to arrival. Agent's representatives are not housed on the island. Ship's documents for port clearance purposes are passed by them to the Agent for action. Stores and provisions will be sent out by the Agent, given sufficient prior notice.

# Israel

## ASHDOD (Inc. Ashkelon): 31.49 N. 34.39 E.

**DOCUMENTS:**
3 Crew Lists, and Crew Passports or Seamen's Books.
1 Provisions List.
1 List of Articles in possession each crew member – cameras, binoculars, radios, cigarettes, tobacco, etc.
Master to declare firearms and rounds of ammunition.
4 Passenger Lists.
Stowage Plan and Manifest to be mailed in advance, preferable Master to cable 72 and 48 hours before arrival holds workable and gangs required also draft foreward and aft on arrival.

**PILOTAGE:** ETA through Haifa Radio 4XO addressed to Agent at least 12 hours before arrival. Pilot station and boat equipped VHF Channel 14 and 16 contact station for instructions. Pilot boards about ½ mile off port entrance between W. to N.W. from breakwater head (green light).

In bad weather, when boarding impossible, vessel is guided into harbour by VHF or tugboat waiting at entrance, at Master's consent.

Pilot ladder as per Safety of Life at Sea. Vessel should head about 4 points into weather. Recommended two life lines running along ladder, one each side, ropes 2½″–3″ cir.

**ANCHORAGE:** All area open sea, no recommended safe anchorage, but vessel should avoid anchorage near fairway and too close to oil installation buoys.

Masters are advised to keep the decks well lit in view of the strong lights ashore which may cause the anchor lights to be seen with difficulty by approaching vessels.

Vessels moored to the breakwaters shall have their anchor lights burning.

**RESTRICTIONS:** Pilotage available 24 hours. Enter according arrival time or berths available. Vessels at anchorage awaiting berth keep watch Channels 14 and 16.

**MAX. SIZE:** Draft limitations at Bulk Pier: Summer, 11 metres. Winter, 10·5 metres. Draft limitations other piers: 9·8 metres. No limits length or breadth. Tankers see below.

**HEALTH:** Free pratique is requested via Haifa, address, "Quarantine Haifa".

**RADIO:** Haifa Radio 4XO, also see "Haifa".

**TUGS:** 1 of 1,500 h.p., 2 of 1,000 h.p. Each charge included in pilotage charge for normal berthing attendance. Tugs await at port entrance and act on Pilot's instructions. Vessel's lines are requested.

**TANKERS:** Terminal situated at Ashkelon where tankers load crude oil by under water pipe-lines. Size of vessel is unlimited due to the depth of water. The loading rate is about 30,000 tons in 12 hours. All services such as supply of bunkers, provisions, water, crew changes, must be carried out at Ashdod roadstead where health and immigration officials board. Vessels not requiring any services at Ashdod may call directly at Ashkelon, only paying light dues and anchorage dues.

**FRESHWATER:** Fresh water supplied by taps at 220 tons per hour or by barge. Minimum supply is 30 T.

**FUEL:** Supplied by trucks, or supplied by special barges. 24 hours advance notice required.

**CONSULS:** All Consulates in Tel-Aviv approx. 40 km. Available by telephone.

**REPAIRS:** No dock, but minor repairs effected.

**GANGWAY/DECK WATCHMEN:** Private companies supply gangway watchmen, obtainable through Agent.

**OPENING/CLOSING HATCHES:** Performed by stevedores. Mechanical hatch covers operated by crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes, one open bottle of spirits per person.

**IDENTITY CARDS:** Issued by port police on arrival.

**TIME:** Local standard time is two hours ahead of Greenwich Mean Time.

**AIRPORT:** Lod, served by regular air lines, distance 35 km.

**HOLIDAYS:** Port business is suspended on the following holidays: Saturdays; The two days of the Jewish New Year (Rosh Hashana); The Day of Atonement (Yom Kippur); The first and the last day of the Feast of Tabernacles (Sucot); The first and the last day of Passover (Pesah); Pentecost (Shvuot); Independence Day. The first of May is observed by the port workers as Labour Holiday and therefore no work is done in the port on that day.

**POLICE/AMBULANCE/FIRE:** Police, Ambulance, Fire Services, telephone 22222.

**DEVELOPMENTS:** A new container berth and terminal under construction, expected to start operation July/August 1974.

**REGULATIONS:**

*Stand by for moving vessels:* The Master or person for the time being having charge of a vessel shall ensure that adequate officers and crew are available and that the main propelling machinery of the vessel is maintained for moving the vessel at one hour's notice.

No vessel may drop steam, dismantle engine or otherwise interfere with the propelling power of the vessel, nor may the vessel be left unattended by responsible officers and crew unless permission to do so is first obtained in writing from the Harbour Master.

*Photographing:* Photographing in the Port Area is strictly forbidden without a written permit issued by the Security Officer of the Port.

*Swimming:* Swimming in Ashdod Harbour is strictly forbidden and Masters should instruct their crews accordingly.

*Use of ship's boats:* The use of ship's boats is forbidden in Ashdod Port. Launch service is available for the convenience of ship's personnel.

*Shore leave:* Shore leave passes are obtainable at the Frontier Control Section of the Port Police Station Applications for the passes shall be filed with the Boarding Officer, Port Police.

All breakwaters are out of bounds to crews of merchant vessels.

**AUTHORITY:** Israel Ports Authority – Port of Ashdod, POB 16, Ashdod. Tel. No. 055–32121. Telex No. 69622, Cables: Ashnam.

**AGENT:** M. Dizengoff and Co. Ltd., PO Box 4001, Ashdod, Israel. Tel. 21581/7. Telex 03–814, 03–836.

## EILAT (Elath): 29.32 N. 34.57 E. **(See Plan)**

**DOCUMENTS:**

For Customs:

Customs Questionnaire, Crew Customs Declaration, Stores List, Crew List Passengers List, Foreign Currency List, Narcotics List, Arms List, Import Cargo Manifest, Transit Cargo Manifest.

For Quarantine:

Maritime Declaration of Health, Valid Vaccination Certificate for smallpox all crew and passengers, Deratisation Exemption Certificate.

For Border Control:

1 Police Questionaire, 2 Crew Lists, 2 Passenger Lists, Seamen Books and travelling documents of passengers.

**PILOTAGE:** Compulsory, ordered through Agent. When unable to contact Agent, pilot can be ordered by contacting Harbour Master by Eilat Radio, or by VHF Channel 14. Vessel due to berth awaits opposite oil installations located approximately 2½ cables S. of the main jetty. Vessels requesting Pilot for anchoring stop opposite the North end of the main jetty. Tankers waiting Pilot for oil installations to stop ½ mile South of oil installations. Pilot motor launch, red hull, grey superstructure amidships stationed at north end of main jetty. Pilot ladder complying with all safety regulations and properly lighted during dark hours is necessary. Vessels awaiting pilot should anchor only in designated area.

**ANCHORAGES:** Boundaries of area marked by lines connecting following positions:

| | | |
|---|---|---|
| (A) | 29° 32′ 51″ N. | 34° 57′ 19″ E. |
| (B) | 29° 32′ 26″ N. | 34° 58′ 34″ E. |
| (C) | 29° 31′ 40″ N. | 34° 58′ 27″ E. |
| (D) | 29° 32′ 31″ N. | 34° 57′ 06″ E. |

Average depth 25 fathoms. If arriving at port for first time, do not try anchoring anywhere outside anchorage area.

**MAX. SIZE:** For berthing alongside main cargo jetty, length 528 metres, max. draft up to 39 ft.

Additional cargo jetty length 170 metres, max. draft up to 19 ft.

North Oil Jetty accommodates tankers up to 125,000 dwt. with draft of 56 ft.

South Oil Jetty can accommodate tankers up to 500,000 dwt. Depth of water alongside 94 ft.

**HEALTH:** Free pratique may be requested by cable via Haifa or via Eilat Radio from Quarantine Authorities. If suspected disease or fever on board immediately advise Quarantine Eilat with all details.

**RADIO:** Call sign Eilat Radio 4XA. Full details working hours and frequencies found in Admiralty List Radio Signals and similar publications. Good radio connection with Eilat can be obtained also via Haifa Radio, call sign 4XO, operating continuously.

**TUGS:** Tugs meet vessel off quay. Lines not usually used as tugs usually push. When needed, ship's lines used. 1 tug 2,750 h.p., 1 tug 960 h.p., 1 fire-fighting tug 280 h.p. and five tugs 100–180 h.p.

**BERTHING:** No difficulty except at times of strong Southerly winds when small vessels may have to leave quay and proceed to anchorage or sea, due to strong swell.

**CRANES:** 1 16-ton floating crane; 2 portal cranes, 25 tons capacity (combined 40-tons capacity); 2 portal cranes, 8 tons capacity; 8 mobile cranes 2–60 tons capacity.

**STEVEDORES:** Booked by ship's Agent. All details of cargo distribution and storage to be cabled in advance to Agent.

**MEDICAL:** Hospital facilities available. Crew member or passenger must have valid international cert. for smallpox.

**DENSITY:** 1030.

**FRESH WATER:** Available in unlimited quantities and supplied at all jetties. No facilities for supplying fresh water at anchorage.

**FUEL:** All grades supplied in small quantities by road tanker.

**BULK/CONTAINER CARGOES:** Facility for loading potash and phosphate in bulk at a rate of 600 tons per hour. Two heavy-lift cranes for container handling installed on main cargo jetty, capacity 25 tons each.

**DEVELOPMENTS:** Installing Syncrolift with lifting capacity of 1,200 tons. Construction of General Cargo quay, length 200 m., depth alongside 22 ft. Completion 1974.

**OPENING/CLOSING HATCHES:** Normally by stevedores.

**CUSTOMS ALLOWANCES:** Every crew member is permitted to keep 200 cigarettes or the equivalent amount of other tobacco, out of bond. Every crew member is permitted to keep one bottle of spirits and one bottle of wine, out of bond.

**IDENTIFICATION CARDS:** Every crew member going ashore should have a shore leave pass. Shore leave passes will be received from the border control officer after the vessel is cleared.

**CONSULS:** There are no consulates in Eilat. All consulates are in Jerusalem or in Tel-Aviv.

**REPAIRS:** All afloat deck and engine repairs can be performed by local workshops.

**REPATRIATION:** There are all facilities for arranging repatriations or crew changes.

**AIRPORT:** Eilat Airport is used at present for internal traffic only. There are 8 flights daily from Eilat to Tel-Aviv except on Saturdays. From Tel-Aviv there is good transportation to Lod International Airport.

**TIME:** Local time is GMT plus 2 hours; no summer time is kept.

**HOLIDAYS:** No cargo work is usually performed during official holidays or Saturdays. The official holidays are: Passover (2 days during April); Independence Day (1 day end April/beginning May); First Harvest Day (1 day end May/beginning June); Jewish New Year (2 days, September); Day of Atonement (1 day end September); Feast of Tabernacles (2 days, October). No cargo work is usually performed during 1st of May although it is not an official holiday.

**TELEPHONES:** At present there are no facilities to arrange telephones on board ships.

**SHORE LEAVE:** Crew members are granted shore leave.

**DELAYS:** Normally vessels arriving after midnight are berthed only at daybreak, before the beginning of the morning shift.

**AUTHORITY:** Israel Port Authorities, Eilat Port Management, PO Box 37. Phone: 2191–8. Telex: Local only 621.

**AGENT:** M. Dizengoff and Co. Ltd., PO Box 11, Eilat. Tel. 2146–7. Telex No. 07729.

## HAIFA: 32.49 N. 35.00 E.

**DOCUMENTS:**

3 Crew Lists, and Crew Passports or Seamen's Books.

1 Provisions List.

1 List of Articles in possession each crew member – cameras, binoculars, radios, cigarettes, tobacco, etc.

Master to declare firearms and rounds of ammunition.

4 Passenger Lists.

Stowage Plan and Manifest to be mailed in advance, preferable Master to cable 78 hours before arrival holds workable and gangs required, also draft foreward and aft on arrival.

**PILOTAGE:** Compulsory for all merchant and foreign naval vessels. Pilotage service is rendered round the clock. Vessels are boarded by Pilot seaward of the main breakwater.

**ANCHORAGE:** Vessels shall not anchor within the prohibited areas and must keep clear of the fairways of the main harbour and Kishon Zone.

**MAX. SIZE:** The width of the entrance channel to the main port, between the main and lee breakwaters, is 183 m. The depth of the entrance is 12 m. The width of the entrance to the Kishon Harbour is 70 m., with a minimum depth of 8·50 m. Vessels of maximum draft 35 ft. can be safely accommodated in the main port: in the Kishon harbour accommodation is limited to vessels of 24 ft. draft. Depth in both harbours are maintained by dredging at regular intervals.

*Tankers:* Up to 50 ft. draft at buoy moorings.

**RADIO:** Radio-telephone service from ship-to-shore and vice versa via Haifa Radio, call sign 4XO. Ships in port may also be connected to the Israeli telephone system.

The port has a signal station equipped with a modern 60 kw R/T installation, working on the frequencies 156·60 Mc/s, Channel 12, and 156·70 Mc/s, Channel 14. The station is licensed for port operation only and is in continuous service. For all other ship-to-shore communication contact Haifa Radio, call sign 4XO.

The Israeli Meteorological Service broadcasts twice daily the weather forecast in English for East Mediterranean area over Haifa Radio.

Vessels approaching the coast of Israel shall report their position to the Israeli Authorities in accordance with the following procedure:

(*a*) Every foreign vessel bound for the ports of Haifa, Ashdod, Ashkelon or Gaza, shall send a position report to the Israeli Ministry of Transport (IMOT) via Haifa Radio (4XO). Such position report should be sent in the form of a free of charge service cable when the vessel arrives at a distance of 50 miles from the coast and it shall contain vessel's name, position, course, speed and destination.

(*b*) In addition to the report, in (*a*) above and according to the ports' regulations, every vessel (foreign or Israeli) entering the

Israeli territorial waters shall send a position report which shall contain vessel's name, position, course, speed and destination and which shall be sent at the time the vessel enters territorial waters (12 miles) to:

(1) The nearest Port Operation Services, by means of VHF.
or
(2) The IMOT via Haifa Radio (free of charge service cable) in cases where VHF communication with the nearest port cannot be established.

**HEALTH:** Free pratique by radio is granted on request by the International Quarantine Message to the Quarantine Station round the clock (including holidays) via Haifa Radio, call sign 4XO on 500 kc/s.

Medical advice by radio for all ships may be obtained through Haifa Radio 4XO free of charge. Call "Medico Haifa".

There is no special quarantine anchorage.

Vaccination against smallpox is required from arrivals, except those who were resident in a European country, in Canada or in the U.S.A. for more than 14 days before disembarkation in Israel, provided those countries are free from smallpox.

**TUGS:** Vessels obtain tug assistance, if required, for entering or leaving the harbour and for shifting.

**BERTHING:** Ships moor normally to wharves and jetties, and to a lesser extent stern to the main breakwater.

*Main Harbour*

The main harbour is situated on the Southern shore of Haifa Bay at lat. 72° 48″ N., long. 35° 01″ E. It is protected by two breakwaters: the main breakwater, 2,210 m. long, in the North, and the lee breakwater, 745 m. long, in the East.

The harbour basin covers an area of 1,050,000 m² (about 260 acres). The main port's land area amounts to 630,000 m² (about 155 acres).

*Kishon Auxiliary Harbour*

To the East of the main port, around the lower reaches of the Kishon rivulet, lies the Kishon Auxiliary Harbour. It consists of an outer harbour basin that is protected by two breakwaters of 600 m. and 350 metres length respectively, and a main channel of 1,045 m. length, of which the first stretch of 700 m., measured from the entrance to the outer harbour basin, has a depth of 8 m. while the second stretch of 345 m. has a depth of 6·50 m. A side channel, 213 m. long and 4 m. deep, which branches off the main channel toward the East, serves as a fishing dock. Another side channel 350 m. long and 8 m. deep serves as holding basin of the shipyard.

*Wharves*

| *Main Port* | *Length metres* | *Depth metres* |
|---|---|---|
| Main Wharf | 171 | 9·4 |
| | 400 | 9·4 |
| | 442 | 11·0 |
| | 270 | 11·5 |
| | 40 | 11·5 |
| | 170 | 9·0 |
| | 48 | 9·0 |
| Cargo Jetty | 205 | 9·0 |
| | 85 | 9·0 |
| Oil Jetty | 350 | 10·7 |
| | 330 | 9·8 |
| East Lighter Wharf | 110 | 4·4 |
| West Lighter Warf | 220 | 3·0 |
| Kishon Zone | | |
| Cargo Wharf | 355 | 6·5 |
| | 285 | 8·0 |
| Fishing Dock | 213 | 4·0 |

**BULK HANDLING FACILITIES:** *Coal:* Coal imports are usually handled by grabs fixed to shore cranes.

*Grain:* Two mobile elevators on main wharf with combined unloading capacity of 465 tons per hour.

*Chemicals:* Chemicals in liquid bulk unloaded and loaded at chemical tank farm in Kishon Zone. Terminal jetty suitable for tankers up to 20,000 dwt. with draft 22 ft. 6 in.

*Containers* – presently containers are discharged and loaded in the Western area of the port, having all facilities to handle 20 ft. and 40 ft. containers. A container terminal is in the process of being established in the Eastern part annexed to the Oil Dock Breakwater.

**TANKERS:** Up to four oil tankers can be accommodated at one time at the Oil Jetty, two on each side (draft 28 ft.–33 ft.).

*In the Roadstead*

There are three submarine oil loading and unloading berths, each connected to a submerged pipe-line, two to 12 in. dia. pipe-lines and one to a 32 in. dia. pipe-line.

| *Berth No.* | *Situation in relation to harb. entrance* | *Diameter* | *Extension from shore* | *Direction* | *Depth under water* |
|---|---|---|---|---|---|
| 1 | 1¾ m. N.E. | 12″ | 4,200′ | 307° | 52′ |
| 2 | 1¼ m. N.E. | 12″ | 4,500′ | 290° | 52′ |
| 3 | ½ m. N.E. | 32″ | 10,000′ | 319° | 58′ |

The signal station ashore opposite berth No. 3 has two signal masts. Vessels moor with their own two anchors ahead and mooring lines to two buoys astern. The Oil Company's mooring master acts as a pilot until the vessel is moored and supervises the connecting and loading or discharging, remaining aboard until sailing time.

*Throughput Rates*

Vessels load or unload up to 1,000 tons per hour through 10 in./12 in. pipe-lines on the Oil Jetty and up to 700 tons per hour at the 12 in. pipe-line submarine berths. The 32 in. pipe-line berth is destined for loading or unloading supertankers at the rate of up to 2,000 tons per hour.

**MEDICAL:** Hospital facilities available. Agent will board vesse with Company doctor if so required by the Master.

**FRESH WATER:** Drinking water is plentiful and of satisfacto quality; no treatment is needed as water is frequently examined an chlorinated when required. The water is supplied by hydrants fro shore or by water-barge at a delivery rate of 30–50 ton per hou Boiler water not available.

**FUEL:** The following grades of oil are available for supply as bunkers:

| | |
|---|---|
| Heavy Fuel Oil | 1,500 secs. Red. 1 at 100°F. |
| Light Fuel Oil | 450 secs. Red. 1 at 100°F. |
| Marine Diesel Oil | Standard Grade |
| Gas Oil | Standard Grade |

The oil is supplied direct from Oil Dock or from barges. Bunkers are normally supplied between 0700 and 1515 hours on working days; at any other time by special arrangement. Delivery rate from Oil Dock is up to 500 tons (3,500 bbls.) per hour and from barges u to 150 ton (1,000 bbls.) per hour.

**REPAIRS:** Israel Shipyards Ltd. run a modern shipyard, situated i the Kishon Zone, capable of building ships of up to 10,000 ton deadweight and to handle hull repairs, conversions, engine repairs and repairs of electric equipment.

The yard operates 2 floating docks with a lifting capacity of 7,50 and 1,100 tons respectively.

Vessels which need no dry docking can be repaired at the shipyard's quay, totalling 400 m. length with 7–8 m. depth. Ogen Ltd. also undertake ship repairs.

**STEVEDORES:** Enable Agent order gangs, important obtain 4 hours advance accurate ETA from vessel. Failure give precise ETA may result in ship losing 12/24 hours, also cost gang waiting time No work on official holidays.

*Working Hours*

Work is usually carried on in two shifts: the first shift is from 063 to 1530 hrs., with one hour's break at noon on ordinary working days or from 0630 to 1330 with no break at noon, on the eve of Saturdays and holidays. The second shift is from 1630 to 2330 hrs. on ordinary working days and from 1430 to 2130 hrs. on the eve of Saturdays and holidays. Occasionally, in order to complete work on a ship or fo special cargoes, a third shift is worked from 2400 to 0600 hrs. o ordinary working days and from 2200 to 0400 hrs. on the eve o Saturdays and holidays.

**GANGWAY/DECK WATCHMEN:** Not compulsory. Port guar keeps gangway watch.

**OPENING/CLOSING HATCHES:** Performed by Stevedores Mechanical hatch covers operated by crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes, and one open bottl of spirits per person.

**IDENTITY CARDS:** Issued by port police on arrival.

**TIME:** Local standard time is two hours ahead of Greenwich Mea Time.

**AIRPORT:** International air connection from Lod Airport, 105 km from Haifa.

**CONSULS:**

Austrian
Belgian
Ivory Coast
Guatemala
Danish
Holland
Yugoslavian
Greek
Liberian
Norwegian
Spanish
Finnish
Panamanian
French
Swedish

**HOLIDAYS:** Port business is suspended on the following holidays: Saturdays; the two days of the Jewish New Year (Rosh Hashana); the Day of Atonement (Yom Kippur); the first and the last da of the Feast of Tabernacles (Sucot); the first and the last day o Passover (Pesah); Pentecost (Shvuot); Independence Day. Th first of May is observed by the port workers as Labour Holiday and therefore no work is done in the port on that day.

**GENERAL:**

*Persons Boarding Vessels*

No person shall be allowed on board any vessel unless he is i possession of a boarding pass which must be shown on demand t the police officer at the gangway.

Passes for boarding cargo vessels on business are issued by th Port Management; passes for boarding cargo vessels for an other purpose and passes for boarding passenger vessels are issued by the Frontier Control Section of the Port Police.

*Swimming*

Swimming in Haifa Harbour is strictly forbidden and Masters should instruct their crews accordingly.

*Use of Ship's Boats*

The use of ship's boats is forbidden in Haifa Port. A publ motor-launch service is available for the convenience of ship' personnel. The signal to call the motor-launch is as follows:

By day: The international Code of Signals Flag "N" hoisted at th yard.

By night: Repeated flashing light signalling of the Internationa Morse Signal "N".

*Photographing*

Photographing in the port area is strictly forbidden without written permit issued by the Commander of the Port Guard.

**SHORE LEAVE:** Shore leave passes are obtainable at the Fronti Control Section of the Port Police Station. Applications for the passes shall be filed with the Boarding Officer, Port Police. All sho leave passes must be surrendered to the Boarding Officer befo departure of the vessel.

**AUTHORITY:** Israel Ports Authority, POB 539, Haifa. Cable address: Malhof. Tel. 66561, 41161.

**AGENT:** Messrs. M. Dizengoff and Co Ltd., POB 300, Haifa. Telegrams: Diship, Haifa. Telephone No. 43371. Inland Telex No. 044827. International Telex No., Haifa 044814/044815 (two lines).

# Italy

## ANCONA: 43.37 N. 13.32 E.

**DOCUMENTS:**

4 copies Crew Lists.
1 copy Provisions List.
1 copy B/L every set.
1 copy General Cargo Manifest.
3 copies Crew Dutiable Articles (slop-goods).
5 copies Passenger List (in transit or not).

**PILOTAGE:** Pilot usually boards vessel range 1–2 miles from harbour's entrance (red light) in fine weather conditions. Pilot house situated near the "red light" – pilot boat of international type. If bad weather Pilot boards vessel at harbour's entrance. Compulsory for vessels over 500 grt.

**ANCHORAGES:** In Ancona roads at Master's discretion (Pilot available for anchorage).

**RESTRICTIONS:** Tankers berthed in daytime only.

**MAX. SIZE:** Falconara Oil Terminal: up to 44 ft. draft.
Ferruzzi Silos: up to 30 ft. draft.
General Cargo Berths: up to 28 ft. 6 in. draft.

**HEALTH:** Sanitary pratique obtainable by radio according International Rules by cabling "Sanimare Ancona" between 12 to 6 hours before arrival.

**RADIO:** Ancona Radio "ICA" – frequency 500 kc/s. – working frequency 489 kc/s. By radio telephone: Ancona Radio PT "IPA", kc/s 2182. (Service for VHF to be installed within a short period of time.)

**TUGS:** Usually join vessel at harbour entrance – ship's lines used, compulsory for vessels of over 3,500 grt.

**STEVEDORES:** ETA usually tendered to Agent 72/48/24 hrs. prior arrival in order arrange gangs.

**MEDICAL:** Assistance available if required.

**BULK HANDLING FACILITIES:** *Grain:* Silos operated by Ferruzzi and ICIC. Discharging rate 2,500 metric tons per 16 hours.

Silos owned by S.A.I., S.O.A., at dock 21. Draft, 28 ft. 12 vertical silos of 1,500 ton grain capacity and 4 inside service cells of 1,000 tons capacity. Fittings are provided for loading and discharging any kind of grain with Vacuvator pumps, each one of about 150 tons per hour capacity.

*Ore:* Discharging rate 1,200 metric tons each shift of 8 hours.

**TANKERS:** *Falconara Oil Terminal.* Owned by Anonima Petroli Italiana S.P.A. 1 hose of 16 in., 1 hose of 12 in., 2 hoses of 14 in., 1 hose of 8 in. (for bunker), 1 hose of 4 in. (for water), 1 flying hose for fresh water about 70 mm., 1 flying hose for bunker of 100 mm.

Permitted draft up to 42 ft.

*Sea Buoy Berth.* Situated 600 metres N.W. of the terminal, for discharging crude oil. Seven pipe-lines with the following size: 1 for fresh water (3 in)., 1 for crude oil (300 mm.), 1 for fuel oil (200 mm.), 1 for gas oil and diesel marine (200 mm)., 1 for gasoline (200 mm.), 1 for gasoline (300 mm.).

Permitted draft is about 44 ft.

*Jetty:* A tanker berth is situated at 300 metres from the end of the jetty, used for vessels with draft not over 19–20 ft.; one pipe-line of 200 mm. for gasoline. A further berth at the pier is being constructed to take vessels with draft not over 26 ft.

**FRESH WATER:** Available from quay. Straight time plus increase for overtime and holidays.

**FUEL:** All grades available. (Note: marine diesel obtainable not distilled but mixed fuel/gas oil.) Delivered by pipe-line or barge.

**GANGWAY/DECK WATCHMEN:** Not compulsory but recommended.

**OPENING/CLOSING HATCHES:** Optional crew or stevedores.

**CERTIFICATES:**

Radio Telegraphy.
Load Line.
Tonnage.
Class.
Registry Safety Equipment.
Derating, etc.
Italian Anchorage Dues Bill, if already paid.

**CUSTOMS ALLOWANCES:** Tobacco. 50 cigarettes for each man during vessel's stay at Ancona – British/U.S.A. flag vessels may obtain after a certain period of stay another ration of 50 cigarettes per man. Seals cannot be opened. Wines/vermouths/beer no restrictions. Spirits $\frac{3}{4}$ bottle depending on the number of crew.

**IDENTIFICATION CARDS:** Passport or seaman's book required.

**CONSULS:**

Swedish Consul, tel. 23252
French Consular Attache, tel. 22879

**REPAIRS:** Minor engine/electrical, carpentry repairs can be effected.

**DRY DOCKS:** One for up to 500 dwt.

**REPATRIATION:** From April to October weekly regular lines to Greece/Yugoslavia/Cyprus/Israel every fourth night.

**AIRPORT:** Falconara – 14 km. from Ancona. Direct flight to Rome/Milano, connection for international flights.

**TIME:** In winter plus 1 hour to GMT. In summer 2 hours to GMT.

**HOLIDAYS:** National and local holidays: 1st January, 6th January, 19th March, 25th April, 1st May, 4th May (local), Easter and day after Easter, Ascension Day, Corpus Christi, 2nd June, 29th June, 15th August, 1st November, 4th November, 8th December, 25th–26th December. Work can be arranged if required in time and subject to Harbour Master agreement.

**POLICE/AMBULANCE/FIRE:** Port Police, tel. 31030; Fire Station, Port, tel. 31715; Red Cross, tel. 23332; Yellow Cross, tel. 22680.

**TELEPHONES:** No facilities for connecting to vessels.

**GENERAL:** All tankers proceeding to Falconara must approach Ancona roadstead for Pilot and pratique.

**AUTHORITY:** Il Comandante, Colonello di Porto, Ancona.

## AUGUSTA (including Priolo and Magnisi): 37.13 N. 15.14 E.

**LOCATION:** The bay is divided into two parts, Port Xifonio the old port, only used by small vessels, and Port Megarese. The ports are to the East and West of the bay respectively. Oil installations and other works are all situated at Port Megarese.

Priolo is the place-name used to indicate the area of the Montedison installations (ex-Sincat).

**DOCUMENTS:**

Certificate of Registry.
Certificate of Freeboard.
Cargo and Gear Safety Certificates.
Radio Safety Certificate.
Safety Construction Certificate.
Derat. Certificate or Exemption.
Crew Lists (at least 6 copies).
Passenger Lists (at least 6 copies).
Customs Manifest.
Maritime Declaration of Health.
Bills of Lading.
Vaccination Certificates.

**PILOTAGE:** Compulsory for vessels over 500 tons. Pilot available day and night. Vessels requiring a Pilot should display appropriate International Code Signals, should approach and anchor if necessary about 1 mile from the principal entrance. Pilot boat is black with a white band, letter "P" is painted in amber on each side of the bow. Pilot boards about 1 mile from main entrance. In bad weather the launch will wait inside the breakwater by the main entrance. Pilot station telegraphic address is Augusta Piloti. ETA should be given 12 hours in advance. Vessels with VHF can contact Augusta Piloti on Channel 12.

**APPROACHES:** Entrance is from the East, between central and Northern breakwaters, with leading lights in a line approx. 274°. Entrance is about 350 metres in width, with a depth of 35 metres, and may be used day or night.

**ANCHORAGE:** In the roads the permissible draft is up to 73 ft. Inside the breakwater the depth of water is 15 metres.

**MAX. SIZE:** Up to 69 ft. draft at Montedison new supertanker jetty, capable of receiving vessels up to 280,000 dwt.

**HEALTH:** Pratique may be allowed by radio, request to Sanimare Augusta between 12 to 6 hours prior arrival, advising vessel's name, nationality, last port, number of passengers and crew, and state of health on board. If not requested by radio, pratique is given on arrival. Pratique is automatic for vessels coming from an Italian port.

**RADIO:** Roma Radio or Augusta Radio. Vessels with VHF may contact Augusta Radio on Channel 16 between 0800 and 2200 hours.

**TUGS:** Available, join vessel inside breakwater entrance. About 13 tugs available, varying in h.p. from 750 to 3,000.

**BERTHING:** *Shell Pier:* Berth Nos. 1, 2 and 3 at a finger jetty with depths of 12, 28 and 12 ft. respectively and used by coasters and bunkering barges.

*Punta Cugno* (*Navy Pier*)*:* Berth Nos. 4 and 5 used by Esso bunker barges. Berth No. 5-b is at a steel island and used for discharging chemical products to the Liquichimica factory. Accepts vessels up to 60,000 dwt. which are moored by the stern, using bow anchors.

*Rasiom:* Pier No. 1: length of pier about 850 metres. Berth No. 6, depth 16 ft., used by small tankers loading LPG. Berth No. 7, depth 25 ft., vessels moored by the stern. Berth No. 8, depth 37 ft. Pipe-lines at berths are of diameter 8 in. for gasoline, 12 in. for gas oil, 10–14 in. for fuel oil, 8 in. for bitumen, 6–8 in. for turbofuel, and 6 in. for diesel. There is also an 8-in. deballasting pipe-line available at No. 8 Berth.

Pier No. 2: about 1,250 metres in length, ending in a steel platform, having two cranes for hose handling. Large tankers discharge at either side of the platform at rates of up to 4,000 tons per hour. Berth No. 9, depth 26 ft. Berth No. 10, depth 52 ft. Berth No. 11, depth 54 ft. Berth No. 12, depth 28 ft. Berth Nos. 10 and 11 are alongside the platform, and Berth Nos. 9 and No. 12 are alongside the jetty. Pipe-lines are of diameters 18 to 24 in. for crude oil, 16 to 20 in. for fuel oil, 14 in. for diesel and gas oils, 10 in. for kerosene, 8 in. for gasoline, and 10 in. for naphtha and JP4. There is also a 12-in. pipe-line for deballasting and 8-in. lines for lubricating oil.

*Cement:* A finger jetty. Berth Nos. 13 and 14 with depths of 24 ft. used by small vessels carrying cement in bags or in bulk. Operations are through a conveyor-belt system, with a handling rate of about 300 tons per day.

*Montedison/N.A.T.O.* Berth Nos. 15 and 16 in depths of 36 ft. Used for discharging crude oil and petroleum products, but being a Navy Jetty, berthing is subject to priority being given to Navy requirements.

*Montedison Supertanker Jetty:* For vessels up to 280,000 dwt. Depths varying from 17 ft. to over 70 ft. Berth Nos. 17 to 24.

*Montedison New Jetty:* Berth Nos. 25 and 26, depths 42 ft.

*Steel Island:* Berth No. 27, depth 36 ft. for vessels up to 35,000 dwt. which are moored by the stern, and secured to four buoys with bow anchors down. Berth used for gas oil and chemicals.

*Montedison Concrete Jetty:* For vessels up to 15,000 dwt. Both dry and liquid chemicals are handled at this jetty. Berth No. 28, depth 18 ft., and vessels are moored by the stern. Berth used for petroleum products and chemicals. Berth Nos. 29 and 31, depth 32 ft., used for handling liquid chemicals and dry cargo; bagged cargo at a rate of 2,000 tons per day, and bulk cargo up to 4,000 tons per day, load or discharge. Berth No. 30, depth 33 ft., vessels moored by the stern, used for handling petroleum products. Berth No. 32, depth 13 ft. for small tankers only.

*New Montedison Jetty* (ex-Petrol Chimica): Berth No. 33, depth 17 ft. Berth Nos. 34 and 35 depth 35 ft. for chemical carriers up to 10,000 dwt.

*Magnisi:* Crude oil berth, rate about 3,500 tons per hour, maximum draft 39 ft.

Vessels may berth at all hours with the exception of Shell and Montedison Installations, where berthing is permissible only during daylight.

At Berth Nos. 10 and 11 vessels may use wire ropes only if the eyes are made of either manila or nylon.

**MEDICAL:** Medical and hospital facilities available. Vaccinations done ashore. Advance notice preferred for assistance required on arrival.

**TANKERS:** See "Berthing".

**DENSITY:** 1024 to 1026.

**FRESH WATER:** Available by barge.

**FUEL:** All grades available by pipe-line or barge; suppliers Esso, Shell, B.P., Agip, Mory, Mobil, Gulf. Forty-eight hours notice required.

**DEVELOPMENTS:** Planned to dredge port entrance and principle berths to a depth of 22 m.

A new pier for larger tankers to be constructed at the Shell installations.

A new refinery expected to be operational in 1974 at Melillai Roads.

Construction of additional berths capable fo accepting vessels up to 400,000 dwt.

Plan to construct facilities for Container Carriers.

**GANGWAY/DECK WATCHMEN:** Employment of shore watchmen advisable.

**OPENING/CLOSING HATCHES:** Normally by ship's crew.

**CUSTOMS ALLOWANCES:** 40 cigarettes and one opened bottle wine/spirits per man.

**IDENTIFICATION CARDS:** Shore passes given by local police.

**CONSULS:**

Liberia tel. 75341.
Panama „ 75061 and 75373.
Norway „ 75182.

**REPAIRS:** No repairs permitted while alongside tanker berths. May be done in the anchorage subject permission of port authorities.

**REPATRIATION:** No difficulties.

**AIRPORT:** Nearest at Catania, can be reached in 40 minutes by car. Daily flights to Rome and Milan for international connections.

**TIME:** GMT plus one hour. Summer time, May to September, GMT plus 2 hours.

**HOLIDAYS:** Tankers not effected. 1st January; 6th January; 19th March; Easter Monday; 25th April; Ascension Day; Corpus Domini; 1st May; 2nd June; 15th August; 4th November; 8th December; 25th December.

**POLICE/FIRE/AMBULANCE:** Police, tel. 75555; Ambulance, 75000; Fire, 74777.

**TELEPHONES:** Situated at all berths. No direct connection to vessels.

**SHORE LEAVE:** Allowed at all times.

**AUTHORITY:** Ufficio Circondoriale Marittimo, Riva Darsena. Tel. 74001.

## BAGNOLI: 40.48 N. 14.10 E.

**DOCUMENTS:** An arrival report is required wherein are indicated main particulars of vessels entering. All vessels coming from abroad and or from another Italian port must have ready before arrival following documents:

5 Crew Lists.
5 Passenger Lists.
Store List in duplicate.
International Health Declaration.
Cargo Manifest.

**PILOTAGE:** Pilot is available any time of day. Usually boards vessels three miles out of port. Vessels requesting pilot service to use flag, sound and morse signal "G". No VHF available. Pilotage is compulsory for anchorage. Full pilotage fee is due even if anchored without Pilot. On departure 30 minutes will be sufficient notice for having Pilot and tugs ready. In case of bad weather (Bagnoli area is exposed to South-south-western winds) vessels to shift out of piers or change anchorage into Baia roads (sheltered natural bay three miles from Bagnoli in direction W.).

**ANCHORAGE:** Depths ranging from 11 to 15 metres. Sandy bottom.

**RESTRICTIONS:** Vessels can enter port at any time of day. No restriction for night departures.

**MAXIMUM SIZE:** Draft 40 ft., largest vessel allowed is 80,000 tons dwt.

**HEALTH:** Free pratique can be requested via radio cabling to Health Officer of Naples. Cable address: Sanimar, Naples.

**RADIO:** Naples Radio.

**TUGS:** One tug available, if more required they come from Naples. Time taken approximately 2 hours.

**BERTHING:** One pier length 357 m. Max. depth 41 ft. 3 in.

**STEVEDORES:** Available. Rate of discharge 1,500/1,700 tons per hour.

**FRESH WATER:** Available from pier. Rate of delivery 20 tons per hour, or by barge.

**FUEL:** All types available always delivered by barge, 48 hours notice required.

**GANGWAY/DECK WATCHMEN:** Recommended.

**OPENING/CLOSING HATCHES:** Carried out by crew.

**CUSTOMS ALLOWANCE:** Tobacco, 50 cigarettes per crew member. Wine/spirit, 1 bottle opened.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** None.

**REPAIRS:** Small repairs undertaken.

**TIME:** GMT plus 1 hour winter. GMT plus 2 hours summer.

**HOLIDAYS:** See "Naples".

**POLICE/AMBULANCE/FIRE:** Police 602553; Ambulance 520696; Fire 330210; Port Office 602564.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Ente Autonomo del Porto di Napoli.

## BARI: 41.08 N. 16. 52 E.

**DOCUMENTS:** On arrival:

5 Crew Lists.
3 Provision Lists.
3 Lists of Articles in possession each crew member.
Customs Documents.
Cargo Manifests.
Bills of Lading.
Ship's Papers.

**PILOTAGE:** Pilot boards vessels on arrival by motor-boat near harbour entry, outer buoy. Pilotage compulsory for vessel over 500 grt inward or outward, shifting vessels from one point to another in or out of port.

Pilot call: Letter "G" of International Code. Pilot attending day and night. For services from 1700 hrs. to sunset, or from sunrise to 0800 hrs. the dues are increased.

**ANCHORAGE:** Good anchorage in all weathers, but precautions should be taken against winds from North. Rocky bottom covered by mud. Bad holding ground. Strong range in the port when bad weather. Not allowed to anchor in fairway except in case of emergency. Anchorage usually allowed East side of Nuovo Molo Foraneo at a distance of about 1 mile from shore.

**RESTRICTIONS:** Maximum depth at harbour entrance 40 ft., width 793 ft. Depth of water at berths from 33 ft. to 40 ft.

**MAX. SIZE:** Maximum permissible length 800 ft. for oil carriers proceeding to oil pier. Max. draft 39 ft.

**HEALTH:** Masters can request free pratique by radio applying to "Sanimare-Bari". Free pratique automatic for vessels coming direct from other italian port, and "Q" flag not to be flown on entering. In event of any suspected disease or fever on board, Master should inform Sanimare Bari, not permitting anybody to board the vessel before doctor's inspection.

**RADIO:** Radio Roma, call sign "IAR."

**TUGS:** Tugs normally join vessel outside harbour entrance. Towage service is carried out by following tug-boats belonging to "Rimorchiatori Napoletani": *Camaldoli* of 674 I.H.P.; *Città di Trieste* of 812 I.H.P.; *Mastino* of 1,105 I.H.P. Basic tariff is increased by 20% when the towage rope is given by tug-boat.

**BERTHING:** When specific side alongside berth is required by stevedores, Agents radio Master prior arrival and advise Pilot. Otherwise side alongside at Master's option after conferring with Pilot. Depth at piers 20/38 ft. dependent location. No shore fenders alongside quays.

**BULK HANDLING FACILITIES:** Grain discharge by two suction pipes at rate of 90 to 100 metric tons per hour each.

**STEVEDORES:** Important to give ETA in good time. Normal working hours: Winter time (weekdays), 0800–1200, 1300–1700. Saturdays, 0800–1300. Summer time (weekdays), 0800–1200, 1400–1800. Saturdays 0630–1300.

Overtime: From 0600 to 0800 the tariff to be increased 25%; 1200 to 1300, 50%; 1700 to 2000, 25%; 2000 to 0600, 70%.

For handling pieces over 1,000 kilos, increase of 50% on the tariff. For unhealthy work, increase of 30% on the tariff.

Sunday. From 0000 to 0800 the tariff to be increased 100%; 0800 to 1200, 50%; 1400 to 1800, 50%; 1200 to 1400, 100%; 1800 to 2400, 100%.

**MEDICAL:** Not necessary for Agents to receive advance notice of required medical attention. Hospital facilities available.

**TANKERS:** Not allowed to do any degassing of tanks or any kind of repairs to vessel without Harbour Office permission.

Cleaning and degassing of tanks not allowed in port. Inspection of tankers and gas-free certificate can be obtained. Only clean ballast can be discharged in port.

Diameter of load-discharge pipelines at oil berth are:

20 in., 16 in. and 12 in. pipe-line for crude oil; 12 in and 18 in. pipeline for fuel oil; 8 in. pipe-line for gasoil; 8 in. pipe-line for gasoline.

Crude oil discharged to Stanic refinery from Berths No. 31 and No. 4 (Molo Foraneo) suitable for tankers up to 39 ft. draft.

Fuel and other refined products discharged at Berth Nos. 31, 32, 33 and 34.

**DENSITY:** Salinity 36%.
**FRESH WATER:** Available at all berths served with hydrants. Good drinking water supplied by Ente Acquedotto Pugliese. No barge available to carry water in the harbour and in the roads. Tugs may be used for this purpose.
**FUEL:** Available. 3 days advance notice required.
**DEVELOPMENTS:** Expected draft increases in the near future for berthing tankers up to 80,000 tons.
**GANGWAY/DECK WATCHMEN:** Service of watchmen is recommended: shift of 10 hrs.
**OPENING/CLOSING HATCHES:** Normally carried out by stevedores. Opening or closing of hatches charged for work carried out during usual working hours.
**CUSTOMS ALLOWANCES:** 50 cigarettes only are given to each crew member out of bond on vessel's arrival. Wine is permitted to be held out of bond but no spirits allowance permitted.
**IDENTIFICATION CARDS:** Shore leave pass is compulsory.
**CONSULS:**

Great Britain
France
Belgium
Portugal
Liberia
Sweden
Denmark
Switzerland
Greece
Holland
Spain
Germany
Norway
Turkey
Monaco
Ethiopia
Bolivia
Austria

**REPAIRS:** Workshops and shipyards are capable to carry out repairs to hull and engines.
**DRY DOCKS:** No dry docks are available at Bari. Nearest dry docks are at Taranto.
**REPATRIATION:** Many facilities for effecting crew changes and possibilities for arranging any necessary repatriations.
**AIRPORT:** Airport is located about 10 km. North of city. Served by regular airlines with flights for all countries daily.
**TIME:** Local time one hour ahead of GMT. Alterations to clocks are made from spring to beginning of autumn, giving 2 hrs. advance on GMT.
**HOLIDAYS:** New Year's Day (1st January); Epiphany (6th January) St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter Monday; Ascension Day; Corpus Domini; St. Nicholas (9th May); St. Nicholas, Patron of the Town (10th May); Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B. V. Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).

Cargo work can be arranged on above days, and the stevedoring tariff increased as follows:
From 0000 to 0800, increase 100%; 0800 to 1200, 50%; 1400 to 1800, 50%; 1200 to 1400, 100%; 1800 to 2400, 100%.
**POLICE/AMBULANCE/FIRE:** Police, 214116; Ambulance, 246552, 341217; Fire, 212518.
**TELEPHONES:** No arrangements exist for placing telephone on board.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Capitaneria di Porto. Tel. 216860, 211726.

## BRINDISI: 40.39 N. 17.56 E.

**DOCUMENTS:**

3 Crew Lists.
3 Lists of Passengers Disembarking.
3 Lists of Passengers in Transit.
Manifests of Cargo carried, with specification of port of origin and whether for local discharge or in transit. If stowed on deck or below deck.
List of Articles in possession of each crew member, such as cameras, binoculars, portable radios, cigarettes, tobacco or any kind of cheap-priced goods.
Other Certificates required to be on board:
Certificate of Ship's tonnage.
Load Line Certificate.
Deratisation Certificate.
R/T Certificate.
Safety Certificate.
Anchorage Dues Receipt (if previously paid).

**PILOTAGE:** Vessel approaching port should apply for Pilot by hoisting the "G" flag, if by day-time. By night-time, letter "G" will have to be signalled by Morse, to port semaphore (Signal Station) which is located under shore lighthouse showing white flashes.

Telegraphic address of Pilot Station is "Piloti Porto, Brindisi". No ETA required for Pilots as station not equipped with wireless apparatus. Characteristics of pilot boat: gross tonnage, 9·4; power, 65 hp; speed, 8 knots.

Area where Pilot boards vessel:
*In good weather:* One mile from harbour entrance.
*In bad weather:* (*a*) If vessel is heading for inner harbour and is of small tonnage (up to 3,000 tons) pilot boat will steer in a direct line, bows pointing towards vessel, up to entrance to "outer" harbour, where Pilot will board vessel. If vessel is of higher tonnage, she will have to take a "crosswise" position so as to form a sheltered area for Pilot, about one mile from harbour entrance. (*b*) If vessel (tanker) is bound for outer off-shore terminal (Montedison Installation) for discharge of crude-oil, pilot boat will endeavour to approach vessel to communicate impossibility of immediate mooring. Anchorage roads, pending possibility for Pilot to board vessel, are 0.8 miles East/North/East of "Punta Penne" (Capo Gallo).
**ANCHORAGES:** Besides anchorage point described above, there exists safe anchorages in bay for vessels having a draft of 9 m. (29 ft. 6 in.) and in external harbour for vessels of less than 3,000 tons (gross).
**RESTRICTIONS:** Tankers of over 1,500 tons gross may berth only from sunrise till sunset. Port berths are inaccessible in unfavourable winds. Passenger or cargo vessels no restrictions.
**MAX. SIZE:** *Inner Harbour:* Draft not to exceed 9·4 metres (30 ft. 10 in). *Outside Main Port area:* For discharging crude oil at offshore terminal, maximum draft allowed 11·50 m. (37 ft. 8 in.). For discharging or loading of other refined products of Montedison Installations, depth of berths varies from 4 to 9 m. (from 13 ft. 1 in. to 29 ft. 6 in.).
**HEALTH:** Apply to "Sanimare, Brindisi" by radio, 12 hours before arrival, and not later than 4 hours before arrival, according to provisions of Health Regulations, notifying in message state of health of crew and port of origin of vessel. Procedure not required if vessel entering after calling at another port in same country.
**RADIO:** Vessel can communicate ETA messages to Agents through Bari Radio (nearest station) or through Rome Radio which can pick up messages from vessels at sea almost in any part of the world.
**TUGS:** Tug service is generally effected from Punta Riso–Faro Della Pedagne junction, up to inner harbour. It is customary to use tugs' lines for mooring and unmooring of tankers at terminals outside main port area, in view of the peculiarity of mooring operations and the area where tugs are to operate (subject to surf, choppy seas, winds). Charge for use of tugs' lines is 20% extra on normal towing rates.
**TANKERS:** Crude oil discharged at offshore buoy mooring for vessels up to 37 ft. 8 in. draft.

Other tanker berths at Inner Harbour for refined products, suitable for tankers up to 28 ft. draft.
**STEVEDORES:** Always advisable to notify in ETA messages to Agents number of hatches vessel intends working simultaneously to arrange gangs. Normal working hours: From 0700 to 1200 and 1400 to 1700. Overtime: Week-days, 70% increase on normal tariffs. Sundays and holidays: Work performed during normal hours, 50% increase. On overtime, 100% increase.
**MEDICAL:** Hospital facilities available. For any kind of medical attendance or hospitalisation, if needed, it will be helpful to have port Agents advised by radio in advance.
**FRESH WATER:** Almost all mooring points alongside wharves are fitted with fresh water distributing hydrants. At off-shore terminals, supply is effected by tugs.
**FUEL:** Types of fuel available: Bunker "C", viscosity Engler at 50° (centigrade), 16/20; specific weight, ·950/960. Gasoil, viscosity Engler at 20° (centigrade), 1.4; specific weight, ·830. 48 hours advance notice for any supplies required.
**FIRE PRECAUTIONS:** Firemen always in attendance during loading/unloading operations by oil carriers.
**DEVELOPMENTS:** Under construction: one pier in outer harbour, which is scheduled to be 200 m. in length (219 yards) with a depth of 12 m. (39 ft. 4 in.).
**GANGWAY/DECK WATCHMEN:** Not required.
**OPENING/CLOSING HATCHES:** Normally carried out by crew.
**CERTIFICATES:** For vessels over 500 tons effecting international voyages:
(*a*) Passenger vessels:
Safety Certificate.
Radio and Radiophone Certificates (latter if included in vessel's equipment).
(*b*) Freighters:
Safety Construction Certificate.
Safety Equipment Certificate.
Radio and Radiophone Certificates.
**CUSTOMS ALLOWANCES:** 50 cigarettes a day for each crew member, if vessel's stay in port exceeds 24 hours. No allowance if stay is shorter than 24 hours. $\frac{1}{4}$ of a bottle of liqueurs only.
**IDENTIFICATION CARDS:** Not particularly needed besides regular seaman's books.
**CONSULS:** Vice-Consulate of Denmark, Portugal and Holland, all having the same telephone number: 21123. Vice-Consulate of Spain: telephone: 21039.
**REPAIRS:** Only minor deck and engine repairs can be carried out locally.
**REPATRIATION:** Adequate facilities exist for effecting crew changes and repatriations as necessary.
**AIRPORT:** Distance from local airport 5 kilometres (3 miles). Airport regularly served by Alitalia Airline, ensuring 2 daily flights to Rome, and one daily flight to other Italian cities, including, among others; Naples, Catania, Palermo, Cagliari, and other destinations via Rome. Direct international flights not scheduled from Brindisi.
**TIME:** Local time one hour ahead of GMT (generally from early June to end September), 2 hours ahead of GMT (Summer time).
**HOLIDAYS:** Officially recognised. Both national and religious holidays include: Sundays; New Year's Day; Epiphany (6th Jan.); St. Joseph's Name Day (19th March); Easter (Easter Monday); Anniversary of Liberation (25th April); Labour Day (1st May); Ascension, Corpus Domini (oscillating dates); Proclamation of the Italian Republic (2nd June); the Saints Peter and Paul Name Day (29th June); Assumption (15th August); All Saints' Day (1st Nov.); National Unity (4th Nov.); the Virgin Immaculate Conception (8th Dec.); Christmas, Boxing Day.

**POLICE/AMBULANCE/FIRE:** Police, 25555; Ambulance, 21310; Fire, 21222.
**TELEPHONES:** No current arrangements existing for placing telephones on board.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Comandante del Porto di Brindisi. Cables: Compamare Brindisi. Tel. 21022.

## CAGLIARI Sardinia, (including Sarroch): 39.05 N. 09.01 E.

**DOCUMENTS:**
6 Crew Lists.
6 Passenger Lists.
2 Provisions Manifests.
2 Manifests of crew personal effects.
Cargo Manifest.
Bills of Lading.
2 Arrival Reports, completed on arrival.
Maritime Declaration of Health, completed on arrival.
Ship's Certificates including Italian anchorage dues.
Vaccination Certificates for sighting.
**PILOTAGE:** Compulsory for vessels over 500 tons. Requested by ship's Agents. Vessels should wait in the roads for Pilot to board. International Code signals used for calling Pilot. Pilot Station telephone number: 652929. Pilot boards tankers about 2 miles east of oil terminal.

*Sarroch.* Compulsory for all tankers. Vessels should wait in roads as follows:
G1 – (for tankers of more than 42 ft. draft) Lat. 35° 05′ N. Long. 09° 05′ E.
G2 – (for tankers of less than 42 ft. draft) Lat. 39° 04′ 27″ N. Long. 09° 03′ 15″ E.
G3 – (for tankers of less than 5000 grt.) Lat. 39° 05′ 48″ N. Long. 09° 02′ 00″ E.
Pilot station tel. no. 929006–929057. VHF Channel 16.
**ANCHORAGE:** All of the roads is available for anchorage except where prohibited zones indicated on charts.
**MAX. SIZE:** Cagliari port. Max. draft 26 ft. Sarroch, SARAS Terminal, tankers up to 100,000 dwt. Max. draft 57ft.
**HEALTH:** Free pratique may be requested by radio to Sanimare Cagliari between 12 to 6 hours prior arrival advising vessel's name, nationality, last port, number of passengers and crew and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece.
**RADIO:** Cagliari Radio operating continuously on 2182 kHz., and on 156.8 mHz.
**VHF:** *Cagliari.* Harbour Master's Office, Channel 16.
*Sarroch.* Harbour Master's Office, Channel 16. Pilot Station, Channel 16. Mooring Station, Channel 6. Boat Service Station, Channel 8.
**TUGS:** Six available, of up to 2,000 h.p.
*Cagliari.* Normally join vessels at the port entrance.
*Sarroch.* Normally join tankers at anchorage points and assist berthing at Saras Jetties Terminal.
**BERTHING:** *Cagliari*
Berth No. 1: Length 68 metres; draft 14 ft.
Berth No. 2: Length 128 metres; draft 24 ft.
Berth No. 3: Length 227 metres; draft 21 ft.
Berth No. 4: Length 123·7 metres; draft 18 ft. 03 in.
Berth No. 5: Length 60·3 metres; draft 18 ft. 03 in.
Berth No. 6: Length 116·8 metres; draft 8 ft.
Berth No. 7: Length 92·6 metres; draft 16 ft. 6 in.
Berth No. 8: Length 278·6 metres; draft 23 ft.
Berth No. 9: Length 325·8 metres; draft 24 ft.
Berth No. 10: Length 328 metres; draft 26 ft. 06 in.
Berth No. 11: Length 203·2 metres; draft 26 ft. 06 in.
Berths Numbers 2, 3, and 4 reserved daily for passenger ships.
**TANKERS:** *Sarroch Saras Jetties*
P.1: draft 42 ft.
P.2: draft 39 ft.
P.3: draft 39 ft.
P.4: draft 36 ft.
P.5: draft 36 ft.
P.6: draft 26 ft.
P.7: draft 35 ft.
P.8: not yet workable
P.9: „ „ „
P.10: draft 23 ft.
Platform Island No. 1 (for crude oil discharging only) draft 57 ft.
Platform Island No. 2 (for crude oil discharging only) draft 47 ft.

*Loading rates:*

| | | |
|---|---|---|
| Berths No. 1–4 | Crude oil | 5,000 t.p.h. |
| | Fuel oil | 2,000 t.p.h. |
| | Gas oil | 1,600 t.p.h. |
| | Gasoline | 500 t.p.h. |
| Berth No. 5 | Fuel oil | 1,000 t.p.h. |
| | Gas oil | 800 t.p.h. |
| | Gasoline | 500 t.p.h. |
| | LPG | 200 t.p.h. |

Berth No. 6. For Bunkering Barges and small tankers up to 3,000 dwt. Fuel oil, gas oil, kerosine and gasoline at slow pumping rates.

| | | |
|---|---|---|
| Berth No. 7 | LPG | 200 t.p.h. |
| | Fuel oil | 1,000 t.p.h. |
| | Gas oil | 800 t.p.h. |

Platform Island for crude oil only at 5,000 t.p.h.
**MEDICAL:** All facilities available at Cagliari.
**DENSITY:** 1025.
**FRESH WATER:** Available by pipe-line at all berths. No water barges, although bunker barges may be able supply small quantity fresh water in emergency only.
At times fresh water is in short supply and may not be available. Cost of delivery of fresh water by tug is 3,000 lire per metric ton.
**FUEL:** All grades available ex-wharf at tanker berths. Barges supply vessels at anchor and vessels calling for bunkers only.
Vessels calling at Sarroch for bunkers by barge are required to keep Agents closely advised of their ETA and bunker requirements. Messages confirming the vessel's ETA should be sent to Agents 72, 48 and 24 hours before vessel's arrival. Masters should note that customs regulations do not permit the return of bunkers to the refinery after the barge is loaded, therefore an accurate figure of bunkers required must be given in the first ETA message to Agents.
**BALLAST:** The discharge of ballast by tankers can be effected at all berths at a pumping rate between 1,000 and 2,500 t.p.h. Reception of ballast ashore is into 3 tanks with total capacity of 20,000 cbm and 6 API separator vessels.
**CUSTOMS ALLOWANCES:** 40 cigarettes and one opened bottle wine/spirits per man, usually allowed for consumption on board while vessel in port.
**IDENTIFICATION CARDS:** Shore passes issued by local police.
**CONSULS:**

| | |
|---|---|
| Belgium | Great Britain |
| Denmark | Netherlands |
| France | Norway |
| Sweden | |

**REPAIRS:** Minor repairs can be handled at Cagliari. Slipway for vessels up to 400 tons.
**REPATRIATION:** No difficulties.
**AIRPORT:** Elmas Airport situated 12 km. from Cagliari.
**TIME:** GMT plus one hour. Summertime June to September; GMT plus 2 hours.
**HOLIDAYS:** Not applicable to tankers. New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter and Day after Easter; Ascension Day; Corpus Domini; Proclamation Day (2nd June); St. Peter & St. Paul (29th June); Assumption B.V.Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).
**POLICE/FIRE/AMBULANCE:** *Cagliari:* Police 658956; Fire 652222; Ambulance 656979.
*Sarroch:* Police 929063; Fire 652222; Ambulance 929024.
**TELEPHONES:** No telephone connection on board.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Capitaneria di Porto di Cagliari. Tel. 655733, 653937, 658897. No Telex. Sarroch; tel. 909057.

**AGENT:** Enrico Pernis, 5, Piazza Deffenu, PO Box 273. Cables: "Pernis". Telex: 79036. Tel.: 654754.

## CATANIA (Sicily): 37.29 N. 15.06 E.

**DOCUMENTS:** Arrival report requested by Harbour Authorities. Also see "Augusta".
**PILOTAGE:** Master cannot communicate with Pilot. Pilot boards at sight on harbour entry. International Code signals used to call Pilot.
**ANCHORAGE:** Vessel must remain on roads awaiting Pilot.
**RESTRICTIONS:** No restrictions on entry at night, except for tankers (either loaded or empty, as per harbour regulation). The tide at Catania is no more than 30 centimetres. Bar at entrance 30 ft. 6 in.
**MAX. SIZE:** No limitation on the length and breadth but only on draft of vessel, provided same can be contained within the size of piers of Catania Harbour. See "Berthing" below.
**HEALTH:** The usual sanitary pratique as per all Italian ports is requested. Free pratique obtainable by radio prior arrival sending cable to "Sanimare Catania".
**RADIO:** The quickest way is to address messages to "Romaradio", better if adding to the telegraphic address the telex number of Agency, so that after very short time from reception at Romaradio the message is in Agents hands.
It is important that 72 *working* hours notice of ETA be passed to Agent.
**TUGS:** When Pilots are on board, they can call tugs by small radio-calling station. Very frequently the tug's Company, when seeing a big ship, join vessel at same time as Pilot. Tugs using ship's lines.
**BERTHING:**
*Berth*
*Nos.*
1 and 2, Molo Mezzogiorno, Oil berths, length 361 metres, depth 30 ft. 6 in.
6 Molo Crispi, Silo berth, length 154 metres, depth 30 ft.
7 „ „ length 130 metres, depth 29 ft.
8 „ „ „ 140 „ „ 29 ft.
9 „ „ „ 130 „ „ 20 to 28 ft.
10 and 11, Sporgente Centrale, length 307 metres, depth 30 ft.
12 Molo Centrale, length 120 metres, depth 30 ft.

| | | | | | | |
|---|---|---|---|---|---|---|
| 13 | Sporgente Centrale, | length | 182 | metres, | depth | 30 ft. 6 in. |
| 14 | ,, | ,, | 169 | ,, | ,, | 29 ft. |
| 17 | ,, | ,, | 142 | ,, | ,, | 22 ft. |
| 18 | ,, | ,, | 142 | ,, | ,, | 22 ft. |
| 19 | ,, | ,, | 156 | ,, | ,, | 18 to 21 ft. |
| 20 | ,, | ,, | 170 | ,, | ,, | 16 ft. 6 in. |
| 21 | ,, | ,, | 111 | ,, | ,, | 19 ft. 6 in. |
| 22 | ,, | ,, | 60 | ,, | ,, | 16 to 20 ft. |

**STEVEDORES:** As per actual Port Labour Regulations, in order to book gangs, stowage details must reach Agency not later than 11 o'clock of the day before ship's arrival, except for work to be done on Saturdays, Sundays and Mondays when application for gangs must be made on Friday.

The official load/discharge rate for general cargo is 50 tons per hatch per day (8 hours), but real output is higher. Increase for overtime, continuous shifts (0700–1330; 1330–2000; 2000–0230). Night work, Sundays, national holidays, etc.

**MEDICAL:** Hospital facilities easily available. No advance notice required unless for emergency cases and for cases to be urgently treated during night and holidays.

**TANKERS:** Two tanker berths are situated in line at Southern breakwater, called "Molo Mezzogiorno". There are three pipelines, diameters of 8 in., 6 in., 4 in. No discharge facilities for tank washing.

Tankers are not allowed to berth or unberth at night.

**SALINITY:** Average salinity of water inside the port is the same as the average salinity of Mediterranean.

**FRESH WATER:** Available at nearly all quays including bunker piers

**FUEL:** Bunkers available and supplied only by pipe connection at Bunker pier (Molo Mezzogiorno). Max. rate 400 tons per hour.

**CUSTOMS ALLOWANCES:** Tobacco, for foreign ships not in coastal service in Italian Ports: 50 cigarettes per each crew member, for the first 24 hours of the ship's stay in port. Other cigarettes can be obtained for which an application to the Customs House is required. Spirits: 2 or 3 bottles per day (provided minimum 20 crew members).

**CONSULS:**

Austria
Belgium
Denmark
Finland
France
Germany
Greece
Nicaragua
Norway
Netherlands
Portugal
Spain
Sweden

**REPAIRS/DRY DOCK:** Small repairs can be carried out at Catania. No dry docks available.

**AIRPORT:** Very near important airport with regular international flights.

**TIME:** GMT plus 1 hour. In Summer time GMT plus 2 hours.

**HOLIDAYS:** Normally, during all holidays it is possible to work with extra payment.

**TELEPHONES:** Numbers of emergency services: Police 226741; Fire Brigade 225760; Sanitary Office 279194; Harbour Master 225202.

**AUTHORITY:** Capitaneira di Porto.

## CIVITAVECCHIA: 42.05 N. 11.47 E.

**DOCUMENTS:** On arrival:

4 Crew Lists.
4 Lists Passengers in Transit.
4 Lists Passengers Disembarking.
2 Provisions Lists.
2 Lists of Crew Articles, including Tobacco, Cigarettes, Spirits, Radio, etc.

Manifest(s) and Bill(s) of Lading n/n covering all cargo on board. It is recommended that particular care be exercised in giving the exact weight and number of tobacco, cigarettes, spirits, paper for cigarettes, cigars, cigarillos, coffee, sugar, salt, pepper, spices, cocoa and chocolate, etc., on board, as well as bunker quantities and lub. oil, thus avoiding fines in case the Customs guards in searching vessel subsequently should find any concealed.

**PILOTAGE:** Pilots are advised of vessel's arrival by port authorities and by Agents. Therefore accurate advance notice of ETA should be addressed by Master to Agents. Pilot usually boards vessel within 2 miles of port. Pilot station in port area.

**ANCHORAGES:** Any vacant place assigned by port authorities, taking into account vessel's draft. If port is congested vessels anchor at roads. Pilot assistance is recommended.

**RESTRICTIONS:** No restrictions are imposed upon entry. With the exceptions of particular individual cases to be submitted for perusal to harbour authorities, vessels may berth and sail at any time, weather permitting.

**MAX. SIZE:** Maximum permissible draft: 29 ft.

**HEALTH:** Clearance is granted by radio; Master to cable Sanimare Civitavecchia 24 hours prior to vessel's arrival. Quarantine requirements are those prevailing in all other Italian ports.

**RADIO:** Communications to and from vessels are sent and received from Civitavecchia Radio.

**TUGS:** Tugs wait for vessel at port entrance. Tug assistance is necessary although not compulsory. Ship's lines have to be used.

**BERTHING:** Shore fenders keep vessel off the quay. Berths:

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| No. 2 | for | vessels | up to | 180 m. | length, | 28 ft. 6 in. | draft. |
| No. 7 | ,, | ,, | ,, ,, | 160 m. | ,, | 25 ft. | ,, |
| No. 8 | ,, | ,, | ,, ,, | 240 m. | ,, | 29 ft. | ,, |
| No. 9 | ,, | ,, | ,, ,, | 130 m. | ,, | 23 ft. 6 in. | ,, |
| No. 10 | ,, | ,, | ,, ,, | 220 m. | ,, | 29 ft. | ,, |
| No. 11 | ,, | ,, | ,, ,, | 220 m. | ,, | 29 ft. | ,, |

Grain Silo located at berth No. 8.

**SPECIALISED CARGO HANDLING FACILITIES:** Berth No. 8: grain silo of 35/40,000 tons capacity is available; this berth is equipped with two rail-suckers, four movable suckers and one elevator. Ore, coal, fertilisers, sulphur, etc. can be handled at quays No. 2/7/9/10 and 11. Structures for containers not available here, nevertheless small traffic might be practicable. Roll-on/roll-off traffic practicable. Liquid chemicals practicable. No facilities exist for LPG carriers.

**STEVEDORES:** To enable Agent to order gangs it is very important to obtain accurate ETA in good time.

From 0800 hrs. to 1200 hrs. and from 1300 hrs. to 1700 hrs., or from 0600 hrs. to 1230 hrs., from 1230 hrs. to 1900 hrs. and from 1900 hrs. to 0030 hrs. against payment of 32·50% extra.

*Saturday:* From 0600 hrs. to 1230 hrs. against payment of 32·50% extra; from 1230 hrs. to 1900 hrs. and from 1900 hrs. to 0030 hrs. against payment of a further increase of 25%.

*Sunday:* Work can be performed at overtime rates plus 50% extra from 0600 hrs. to 1230 hrs., from 1230 hrs. to 1900 hrs. and from 1900 hrs. to 0030 hrs.

*Holidays:* Work can be performed at overtime rates plus 150% extra from 0600 hrs. to 1230 hrs., from 1230 hrs. to 1900 hrs. and from 1900 hrs. to 0030 hrs.

**MEDICAL:** Not necessary to receive advance note of required medical attention. Hospital and clinical surgery available. Master to advise in advance of particular inoculations required.

**TANKERS:** Maximum draft allowed 28 ft. 6 in. Maximum length 180 metres. Tankers are not permitted to enter port before sunrise and after sunset. Diameter of discharge lines 8–10 in.

**FRESH WATER:** Drinking water and water for boilers is supplied from pier by hoses. Average pumping rate 8–10 tons/hour.

**FUEL:** Bunkering can be effected by means of barges and/or tank-lorries at all quays. Grades available: fuel oil and gas oil.

**DEVELOPMENTS:** Availability of quay no. 0 dredging to 30 ft., length 180 m., equipped with two cranes of max. lifting capacity of 35 tons each. Extension of outer breakwater and deepening of the basin.

The port is being developed to receive tankers up to 80,000 dwt.

**GANGWAY/DECK WATCHMEN:** Watchmen services recommended.

**OPENING/CLOSING HATCHES:** First opening and last closing normally carried out by crew.

**CERTIFICATES:** Requirements are those prevailing in all other Italian ports, e.g. Tonnage Certificate, Safety Equipment, Load Line, Deratting Certificate, etc.

**CUSTOMS ALLOWANCES:** Tobacco. Quantity permitted to each crew member: 50 grams to be smoked within first 48 hours. Wine and/or Spirits. One open bottle of spirits.

**IDENTIFICATION CARDS:** Required. Passes issued by local police.

**CONSULS:** There are no Consulates, but only Consular Agencies or Honorary Representatives for the following countries:

| | | | |
|---|---|---|---|
| France | Tel. 23044 | Spain | Tel. 24304 |
| Sweden | ,, 23109 | Norway | ,, 25207 |
| Finland | ,, 23134 | Portugal | ,, 23048 |

Nearest British Consulate is in Rome.

**REPAIRS:** Repairs of limited extent and importance may be carried out by 2 local workshops.

**REPATRIATION:** Facilities exist to effect crew changes and to arrange repatriations.

**AIRPORT:** Distance from Airport Leonardo da Vinci (Rome) 70 kilometres.

**TIME:** One hour in advance in relation to GMT. Clock will be advanced one hour in summertime, giving 2 hours advance of GMT.

**HOLIDAYS:** All Sundays, 1st and 6th January, 19th March, 25th and 28th April, 1st May, 2nd and 29th June, 15th August, 1st and 4th November, 8th, 25th and 26th December, Easter Monday, Ascension Day, Corpus Domini. Holiday work is subject to the authorisation of port authorities.

**POLICE/AMBULANCE/FIRE:** Police, 23729; Ambulance, 23382; Fire, 23333.

**TELEPHONES:** Can be connected on board vessels at quays no. 7 and 10.

**AUTHORITY:** Capitaneria di Porto, Tel. numbers: 20250, 23015, 22338.

**AGENT:** Gastaldi & C. S.p.A., c/o Ant. Bellettieri & Co. S.p.A. 23 Largo Plebiscito – P.O. Box 70 – 0005 3 Civitavecchia. Cables: "Dick". Tel. 23289/23625; A.O. 21125. Telex 62432 "For Dick".

## FIUMICINO: 41.46 N. 12.13 E.

**DOCUMENTS:**

3 copies of Crew List.
Store Manifest.
List of Personal Effects.
Manifest of Cargo.

**PILOTAGE:** Vessel should await Pilot about ½ mile off the tanker loading platforms which are situated in the following positions:

Platform R1: Latitude 41° 45′ 06″ N. Longitude 12° 09′ 15″ E.
Platform R2: Latitude 41° 44′ 37″ N. Longitude 12° 10′ 04″ E.

**ANCHORAGE:** Vessels waiting to berth should anchor to the South of Platform R2, not less than 1 mile from the platform. The anchorage is not recommended during strong South or South-westerly winds, and in unfavourable weather conditions it is advisable for vessels to remain underway.

It is forbidden to use anchors in the near vicinity of the tanker berths, due to the presence of underwater pipe-lines. When approaching the moorings, anchors must be firmly secured in the hawse.

**RESTRICTIONS:** Pilotage and mooring is not carried out during hours of darkness.

**MAX. SIZE:** Ships of any length can be moored.

At R1 platform, water depth 23 metres, max. draft 54 ft.

At R2 platform, water depth 19·50 metres, max. draft 46 ft.

From time to time it may be possible to allow greater drafts subject to Pilot's advice.

**HEALTH:** Sanitary pratique can be granted by radio cabling "Medipro" Rome 36 hours (48 hours in case of arrival a day after holiday) before arrival stating: last port, number of crew and good health of same, ship's flag – using international code.

**RADIO:** Advise Refinery of vessel's ETA 72 hours before arrival via Roma Radio. Confirm ETA 24 hours before arrival.

Vessels arriving for the first time at Fiumicino should also advise dimensions of vessel's manifold flange connections.

During cargo operations, the tanker will communicate by radio-telephone with the pumping station and the refinery.

**VHF:** No VHF service, but vessel, when moored, can contact agent through Refinery radio-telephone.

**TUGS:** Not required for mooring.

**MEDICAL:** Local doctor and hospitals available in Rome.

**TANKER BERTHS:** Two offshore mooring platforms, R1 and R2, connected to sea-lines of 20 in., 28 in. and 36 in. diameters. Loading rates 600 to 1,200 cubic metres per hour. Rate of discharge 2,500 to 4,000 cubic metres per hour.

Raffineria di Roma can accept dirty ballast or tank washings up to a maximum of 15,000 tons.

**MOORING:** Vessel to have ready on arrival: port derrick rigged for hose handling; boat-rope and pilot ladder on the port side; three good mooring lines at the bow, each not less than 150 metres length.

Vessel is moored by the bow about 30 to 50 metres distant from the mooring platform. All ship's ropes are led back and secured on board to facilitate unmooring.

**HOSES:** Connecting and disconnecting hoses performed by refinery personnel, vessel to supply winchman and man the derrick. Derrick capacity to be at least 3 tons. Each platform is equipped with two floating hoses, about 200 metres long, which drift fully extended when berth is not occupied.

**BALLAST:** Raffineria di Roma can accept dirty ballast or tank washings up to a maximum of 15,000 tons. Recommended advise before arrival the quantity of ballast to be discharged. Ballast should be reduced to a safe minimum to save time at the mooring berth.

**SALINITY:** 25–28 grams per litre.

**FRESH WATER:** Supply by barge 100 tons per trip.

**FUEL:** Bunkers not available, only luboil in drums can be supplied.

**CUSTOMS ALLOWANCES:** 40 cigarettes per day for three days for each crew member.

**CONSULS:** All Consulates and Embassies in Rome.

**REPAIRS:** Small repairs can be effected but no dry dock.

**AIRPORT:** International airport "Leonardo da Vinci" at Fiumicino

**TIME:** GMT plus 1 hour.

**REGULATIONS:** Raffineria di Roma will hold vessel responsbile for consequences of any pollution caused by oil leaking or discharged from the ship. Strictest precautions to be observed.

Engine to be kept ready to leave the berth in the shortest possible time.

Propeller movements are forbidden while vessel in berth, due to presence of floating pipe-lines.

**TERMINAL OPERATOR:** Raffineria di Roma S.p.A., POB 9075, Aurelio 00100, Roma.

**AUTHORITY:** Il Comandante del Porto, 00054 Fiumicino.

## GAETA: 41.13 N. 13.35 E.

**DOCUMENTS:**

6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
Cargo Manifest.
Arrival Report – completed on arrival.
Maritime Declaration of Health Certificate – completed on arrival.
Ship's Certificates, including Italian Authority dues.
Vaccination Certificates for sighting.

**PILOTAGE:** Compulsory for entering road, docking and undocking. Pilots meet vessels about 2 miles off Punta Stendardo.

**MAX. SIZE:** Pontile Petrole – North side: Max. length 265 metres, draft 48 ft. South side: Max. length 190 metres, draft 39 ft.

**HEALTH:** Free pratique may be requested by radio to Sanimare before arrival advising vessel's name, nationality, last port, number of passengers and crew and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece. Otherwise, free pratique granted by local Health Officer who boards ships on arrival together with harbour officers, between 0700 and sunset with possible exceptions. In order to facilitate boarding by Officers at anchorage or berth, it is requested that vessels have a convenient accommodation ladder/gangway ready.

**RADIO:** 72 hours and 24 hours definite notice to Agent through Roma Radio.

**TUGS:** Tug-boat assistance compulsory for docking and undocking; also stand-by tug during loading/discharge, from connection to disconnection of cargo hose.

**BERTHING:** Docking and undocking – normally performed in daylight only, but with favourable weather conditions exceptions have been and will be granted. Undocking normally until midnight.

**TANKERS:** The oil terminal is situated at Punta Molino and is represented by a finger jetty with 2 berths alongside; North for tankers up to 100,000 dwt with a depth 52 ft.; South for 40,000–50,000 dwt, with a depth of 40 ft. and one separate stern berth with 40 ft. depth available. The latter is generally used for small ships and loading refined products. At the two berths on the jetty discharge and loading is performed through up to 4 articulated 8-in. steel pipe connections. All berths are equipped for loading or discharge of full range of liquid petroleum cargoes. The distance between the connections of the hoses at midship and the stern of the ship must not be more than 450 ft.

The height between sea level and hose connection on the ship is not to exceed 15 metres, otherwise necessity of ballasting during discharge of crude carriers may arise.

*Sea Berth for VLCC's* (under construction)*:* The sea berth is in approximate position 41° 13′ 27″ N., 13° 36′ 27″ E. Moored vessels will lie in an 076½° direction. The depth is reported to be 22 metres. The pipe-line to the shore is 42 in. diameter. Length 3,150 metres.

The mooring is expected to consist of one buoy with flashing red light marking the position of the manifold, two buoys to the W.S.W. of the mooring position in a line 076½° to indicate the "berthing line" and seven mooring buoys.

The berth is expected to be in use at the end of September 1974. Maximum draft initially, 19 metres. Hourly pumping rate 7/8,000 tons.

**BALLAST:** Ballast is to be discharged exclusively ashore into tanks of the refinery plant; discharge is performed through 8 in. connections and a 1600 metre long 10 in. pipeline at a rate of 350/400 tons per hour. It is therefore advisable that vessels nominated to load products at Gaeta arrive with as little ballast as possible. Heavy fines are put on Masters if ballast is discharged overboard.

**DRY CARGO FACILITIES:**

*Banchina Caboto.* 106 metres long quay, with a maximum official draft limitation of 20 ft. Vessels 130 metres length have been accommodated with a draft of 21 ft. 6 in. Cargo operations are performed by ships' gear and/or dockers mobile cranes of up to 30 tons capacity. Ample space for lorries, no railway junction.

*Banchina pier:* About 50 metres long pier with one berth each side in about 4·20–4·30 metres (14 ft.–15 ft.) depth. Cargo operations performed as above. Cargo handled: frozen commodities (in and out), general cargo, newsprint, clay, woodpulp, steel coils, etc.

**MEDICAL:** Physician, dentist, eye and other specialists available. Hospital and nursing homes in Formia about 7 km. from Gaeta. Inoculation against smallpox, typhoid fever, etc., international certificates released. Extension of deratisation certificates granted, but no fumigation performed.

**FRESH WATER:** Of excellent quality, is supplied from city main at all berths. The supply to ships at the jetty cannot be assured during Summer season, owing to lack of water in city mains.

**FUEL:** Supplies of Bunker C and gas-oil, can be arranged ex installation for ships at oil berths. A minimum quantity of 200–250 tons is required for fuel and 100 tons for gas-oil. At dry-cargo berths bunkers can be supplied by road tankers only.

**REPAIRS:** There are 2 machine shops for current requirements including welding work.

**CUSTOMS ALLOWANCES:** 40 cigarettes and 1 opened bottle wine/spirits per man.

**IDENTIFICATION CARDS:** Shore passes given by local police.

**TIME:** GMT plus 1 hour. Summer-time: May to September, GMT plus 2 hours.

**AIRPORT:** Nearest Rome, Fiumicino, Leonardo da Vinci Airport.

**DEVELOPMENTS:** New dry cargo wharf under construction, to be suitable for vessel up to 14,000 dwt in about 10 m. depth of water.

**AUTHORITY:** Gaeta Industrie Petroli S.p.A.

**AGENT:** Lungomare Caboto, Palazzo Albani 3, 04024 – Gaeta, Italy. Cable Address: "Italnoli – Gaeta". Telex: 68050 Italgaet. Tel. 40572, 40915. *After Hours:* 42918, 40859 and 42431.

## GELA: 37.04 N. 14.15 E.

**DOCUMENTS:**

For Maritime Authority:
- Arrival Report.
- Crew List.
- Passenger List.
- Ship's Certificates, for sighting.

For Port Health:
- Maritime Declaration of Health (2 copies).
- Vaccination Certificates, for sighting.

For Customs:
- List of supplies and engine stores.
- Cargo Manifest enclosing Bills of Lading.

For Police:
- Passenger List (2 copies).
- Crew List (2 copies).
- Shore Passes for all Passengers and Crew.

**PILOTAGE:** Pilots are requested by International Code signals (Flag or whistle acoustic signal, two long and one short blasts). Telegraphic address: Piloti del Porto Gela. ETA required at least hours before arrival. No VHF.

The pilot boat has black hull, white cabin with letter "P" painted in black on both sides. The pilot boat stationed near port island, pilot boards about 1 mile off the port.

**ANCHORAGE:** Anchorage for vessels waiting Pilot about 1 mile West of the head of the Western breakwater, South of the 10-metre depth line. Small vessels may anchor to the West or East of the pier not less than 0·2 miles from the pier and in such a position as not to obstruct vessels berthing or leaving from the dock or the pier.

**LIMITATIONS:** Entry only between sunrise and sunset.

**MAX. SIZE:** Dry Cargo vessels: 180 m. length, 30 ft. 6 in. draft. Tankers berthing at the Mole: 250 m. length 31 ft. draft. Sea Line Tanker terminal: 250 m. length, 44 ft. draft. Up to about 60,000 dwt.

**HEALTH:** No radio pratique. Free pratique can be given on board on request.

**RADIO:** Roma Radio, or Augusta Radio. Messages are forwarded quicker through Rome Radio.

**TUGS:** One stationed to West or East of the pier, depending on weather and tide. Use of tug lines is optional.

**BERTHING:** The Anic Pier has berths on both sides in depths of 30 to 31 ft. Jetty is 2,800 m. length, and is protected by a breakwater. Two berths suitable for dry-cargo vessels of up to 10,000 dwt. are available at the jetty terminal platform.

At the Breakwater there are two berths suitable for tankers up to about 34,000 dwt., plus four other berths for smaller vessels. See "Tankers".

**TANKERS:** Anic Sea Line Terminal: situated about 1 mile off the breakwater, a crude oil discharge berth in depth of 15 metres served by 34-in. sea-line terminating in two 12-in. flexible hoses. No slop discharge facilities. At the breakwater, Berth Nos. 1 to 6 for loading refined products and LPG can accommodate vessels up to 34,000 tons with maximum draft 31 ft. These berths are also used for discharging crude oil and naphtha.

Storage tanks situated up to about 15 m. above sea level.

**STEVEDORES:** Should be ordered 12 hours in advance. Ship's gear used in dry-cargo operations although 5-ton mobile cranes are available. Two shore cranes are available fitted with grabs for discharge of bulk sulphur and phosphates.

**MEDICAL:** All assistance can be arranged at two hours notice to Agents. Hospital and private clinic available. Vaccinations and inoculations with relative certificates can be arranged.

**DENSITY:** 1024.

**FRESH WATER:** Available at all berths. Not available at Sea-Line Terminal.

**FUEL:** Usually available without notice. Bunker oil is only supplied at breakwater berths.

**DEVELOPMENTS:** Two additional berths at the new pier situated to the West of the Anic pier, suitable for vessels of up to about 7·31 m. (24 ft.) draft and used for loading ammonia and discharge of sulphuric acid.

**OPENING/CLOSING HATCHES:** Optional to employ shore personnel.

**CUSTOMS ALLOWANCES:** As for other Italian Ports.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** No local representation.

**REPAIRS:** Only minor repairs possible.

**AIRPORT:** Catania, 104 km. away, eight flights a day to Rome.

**TIME:** GMT plus one hour. Summertime: GMT plus 2 hours.

**HOLIDAYS:** New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter Monday Ascension Day; Corpus Domini; Proclamation Day (2nd June); St Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); Patron Saint (8th September) All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).

**POLICE/AMBULANCE/FIRE:** Police, tel. 30091; Ambulance, 37058; Fire, 30222.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Ufficia Locale Maritimo, Via More 104. tel. 30390.

## GENOA: 44.24 N. 08.54 E. (See Plan)

**DOCUMENTS:**

6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
3 Cargo Manifests.
Arrival Report, completed on arrival.
Maritime Declaration of Health Certificate, completed on arrival.
Ship's Certificates including Italian Authority Dues.
Vaccination Certificates for sighting.

**PILOTAGE:** Pilots advised of vessel arrival by port authority and the latter by vessel's Agent. Therefore accurate ETA recommended. Pilotage compulsory for vessels over 500 grt. To contact Pilots and pilot boats, VHF Channel 12. Time of working 0800 to 1700. Pilots board vessel at about 1 mile off port entrance.

**ANCHORAGES:** In case of port congestion or awaiting Pilot, vessel may anchor outside port entrance, East of the fairway.

**RESTRICTIONS:** Tankers not usually berthed during night time.

**MAX. SIZE:** Tankers: up to 46 ft. draft. Other vessels: 31 to 40 ft. draft.

**HEALTH:** Free pratique may be requested by radio to Sanimare, Genoa, between 12 to 6 hours before arrival, advising vessel's name, nationality, last port, number of passengers and crew and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece.

**RADIO:** Genoa Radio, call sign ICB. Agent uses same station when cabling to vessels.

**TUGS:** Tugs join vessel at port entrance. Ship's line used.

**BERTHING:** Pilot advises Master which side to berth. Shore fenders keep vessel off quay.

Calata Betolo: 1,432 ft. berthing length, 29 ft. permitted draft; Ponte Rubattino: 1,863 ft. berthing length, 31 ft. permitted draft; Ponte S. Giorgio: 2,050 ft. berthing length, 30 ft. permitted draft; Italsider Pier: 1,700 ft. berthing length, 40 ft. permitted draft; Silos Granario: 555 ft. berthing length, 30 ft. permitted draft; Silos Granario: 490 ft. berthing length, 27 ft. permitted draft.

**CRANES:** 38 floating cranes with capacities up to 150 tons and many electric cranes with capacities up to 45 tons.

**CONTAINER TERMINALS:** I. *Ponte Ronco* (*Ronco Pier*)*:* Depth alongside, II m. Length of quay along Eastern side of the pier where two container ships can operate simultaneously, 400 m.

Equipment: (*a*) two "Paceco-Vickers-Reggiane" cranes having a maximum lifting capacity of 45 tons and the following main characteristics:

- gauge of crane gantry 27 m. (88 ft. 6 in.);
- maximum height of structure above wharf level 31 m. (101 ft. 7 in.);
- total length of travelling bridge 74·85 m. (245 ft. 6 in.);
- maximum seaward outreach 35 m. (114 ft. 8 in.);
- useful travel of spreader with bridge partially drawn back for crane working on quayside 28 m. (92 ft.);
- maximum height of spreader above wharf level 20·5 m. (67 ft. 2 in.);
- crane suitable to unload 20 ft., 30 ft., 35 ft., 40 ft. containers using telescopic spreader; other cargoes by hook (capacity 45 tons); bulk materials by bucket (capacity 15 tons);

(*b*) one telescopic straddle carrier for 20 ft., 35 ft., 40 ft. containers;

(*c*) three service tracks along the wharf; one side track for railcars along the Western side of the pier and one track for service of the container shed;

(*d*) independent in-and-out six-lane customs check-point, with weighing plants, rail and road sidings to the Sampierdarena base network and to Lungomare Canepa respectively;

(*e*) check-point buildings covering a total surface of 875 sq. m (9,418 sq. ft.) and of 9,620 cbm. (339,728 cu. ft.) in volume, divided as follows:

- building no. 1 to accommodate Police, Customs guard, Italian State Railways, the heating plant and other services;
- building no. 2 to accommodate Port Authority, Customs and commercial offices which can be enlarged 3,000 additional cbm (105,944 cu. ft.);

(*f*) one metallic shed with loading platform for both railway cars and lorries, for consolidation (groupage) operations, having a surface of 1,400 sq. m. (15,070 sq. ft.);

(*g*) special pavings which allow piling of containers up to six heights.

The Ronco pier also has the possibility of internal direct communications with Sampierdarena docks through the Calata Derna (Derna quay), the possibility of direct connection with the harbour elevated road through ramps at the end of the pier and the possibility of doubling the berthing places along the Western side of the pier and of a further Westward enlargement of 20,000 sq. m. (5 acres).

2. *Ponte Libia* (*Libia Pier*)*:* Depth alongside, 11 m. Length of quay 400 m. along Western side of the pier served by the "Paceco" crane, and 150 m. on the Southern side not served by the crane.

Equipment: (*a*) one "Paceco-Vickers-Savigliano" crane having a maximum lifting capacity of 40 tons and the following main characteristics:

- gauge of crane gantry 27 m. (88 ft. 6 in.);
- maximum height of structures above wharf level 31 m. (101 ft. 7 in.);
- total length of travelling bridge 69 m. (226 ft. 4 in.);
- maximum seaward outreach 28·8 m. (94 ft. 3 in.);
- useful travel of spreader with bridge partially drawn back for crane working on the quayside 23·3 m. (76 ft. 4 in.);
- maximum height of spreader above wharf level 20·5 m. (67 ft. 2 in.);
- crane suitable to unload containers by 20 ft. 30 ft. 35 ft., 40 ft. spreaders; other cargoes by hook (capacity 40 tons); bulk materials by bucket (capacity 15 tons);

(*b*) stockyards for a total surface of 42,900 sq. m. (10·7 acres);

(*c*) shed with loading platform and steel supporting frame 100 m. (328 ft.) long, 25 m. (82 ft.) wide and a total surface of 2,500 sq. m. (26,910 sq. ft.);

(*d*) Six straddle carriers having a lifting capacity of 30 tons and possibility of stacking up to three rows of containers.

(*e*) 80 flat cars, 7 of which are for 40 footers, 12 tractors, 12 fifth-wheel tractors, two 11·5 ton lift-trucks, six 2-ton lift-trucks, and one 3-ton lift-truck.

**TANKERS:** Berths in Genoa Harbour suitable for tankers up to 750 ft. length, 34 ft. draft. Tankers discharging at Calata Sanita and Calata Olii Minerali are berthed stern to quay.

Multedo Harbour situated West of main harbour has the following jetties:

Multedo Pier – for vessels up to 588 ft. length, 31 ft. draft.
Pier "A" – for vessels up to 580 ft. length, 36 ft. draft.
Pier "B" – for vessels up to 850 ft. length, 43 ft. draft.
Pier "C" – for vessels up to 850 ft. length, 46 ft. draft.
Pier "D" – Presently accommodating tankers up to 46 ft. draft.

*Discharge Rate:* Max. discharge rate for crude products:

| | |
|---|---|
| Pier "A" | 2,500/3,500 t.p.h. |
| Pier "B" | 3,500/6,000 t.p.h. |
| Pier "C" | 6,000/10,000 t.p.h. |
| Pier "D" | 6,000/10,000 t.p.h. |

Masters may speak direct to Pilots or Harbourmasters at Multedo

Oil Berth in order to obtain latest information about berthing, etc., by calling on VHF Channel 6.

*Buoy Terminal:* A steel tower, set up about 2,800 metres off the Genoa Multedo Oil Dock in water 50 metres in depth is provided for the discharge of crude oil from supertankers up to 500,000 dwt.

A 48 in. (120 cm.) submarine pipe-line connects the tower with the terminals of all the oil companies operating at the Multedo Oil Dock

*Technical Characteristics:* The tower consists of a steel structure having the form of a truncated pyramid set into the sea-bed at a depth of 50 metres and supporting the following parts above the level of the sea:

A lower platform having quarters for the accommodation of personnel or the housing of the various services, the deck being at a height of 6·335 metres a.s.l. This platform is protected by a steel structure mounted on elastic supports, with wooden fenders topped with rubber buffers. The toroidal structure, externally to the rubber buffers, is 34·200 metres in diameter. Under the impact of a vessel, the ring will shift axially for a distance of 2 metres as a result of the system of shock absorbers which support the lower platform.

An upper platform 10·335 metres a.s.l. which carries the rotating arm for berthing tankers and the connection of the floating discharge hoses. The rotating arm reaches a height of 13·882 metres a.s.l. and is fitted with:

(*a*) a bollard capable of withstanding a horizontal pull of 360 tons;

(*b*) two pipes 24 in. in diameter running to a double universal joint at sea level for connecting the riser of the submarine line to the floating hoses linking tower and tanker; on the rotating part of the tower, the two 24 in. pipes are fitted with cut-off valves and may be connected one to the other by means of a by-pass with a gate valve;

(*c*) a 5-ton service crane;

(*d*) a lighted beacon and radar reflector at a height of 23 metres.

*Floating hoses for crude oil discharge:* The two 24 in. pipes with which the riser connects on the tower are coupled by universal joints to two floating hoses of 24 in. diameter, with 16 in. terminals, each hose being about 310 metres in length and consisting of 29 sections of 10·67 metres, of which the last three of 16 in. diameter for connecting to the ship's manifold. They are fitted with a blank flange, a Camlock rapid-closing joint and a Keystone rapid cut-off valve that will ensure perfect tightness and rapid disconnection in an emergency.

The hose connections are exactly 90° left of the bollard with respect to the mooring vessel.

*Signal lights and fog horn:* The tower is equipped with a regulation flashing white light 23 metres a.s.l. and a fog horn.

The two floating hoses are marked at night by five red lights visible at a distance of 2 miles.

**BALLAST:** Facilities exist for the collection and clearance of slops by means of special barges.

**BULK HANDLING FACILITIES:** Coal, ore, steel waste, etc., discharged at Italsider Pier, length 518 metres, depth alongside up to 13·70 metres.

**STEVEDORES:** Working hours: General cargo, 0800–1200 and 1330–1730; coal, 0700–1300 and 1400–2000; ore grain, 0800–1200 and 1330–1930; Saturdays, 0800–1300; grain silos, 0700–1200 and 1330–1630, 0700–1200 on Saturdays. Italsider Pier: 24 hours daily in three shifts.

**MEDICAL:** All medical assistance available. Advance notice required for urgent cases only.

**DENSITY:** Varying from 10253 to 10263.

**FRESH WATER:** Available direct from quay at almost all berths. Supply by lighter, minimum 20 cu. m.

**FUEL:** All grades available. Delivered by barge. 48 hours notice desirable.

**DEVELOPMENTS:** Construction of new port at Voltri. A floating dock with capacity of 300,000 tons under construction.

**GANGWAY/DECK WATCHMEN:** Recommended.

**OPENING/CLOSING HATCHES:** First opening and last closing normally carried out by crew.

**CUSTOMS ALLOWANCES:** Tobacco. Customs allow a maximum of 50 cigarettes or 10 cigars, or 50 grams tobacco per person, as long as vessel stays in port. All cigarettes, cigars, etc. must be ready on arrival in a locker in order to be checked and sealed by Customs guards. Wine and/or spirits. Wine allowed any reasonable amounts. Spirits allowed one bottle for every two crew members.

**CARGO GEAR:** Certificates must be in order, otherwise authorities may prevent vessel perform commercial operations, especially if using derricks.

**IDENTIFICATION CARDS:** Required. Shore passes issued by local police.

**CONSULS:**

Argentina
Austria
Belgium
Bolivia
Brazil
Chile
Colombia
Costa Rica
Cuba
Denmark
Panama
Portugal
Switzerland
U.S.A.
Cyprus
Dominican
El Salvador
Ecuador
France
Germany
Greece
Guatemala
Haiti
Honduras
Paraguay
Spain
Turkey
U.K.
Indonesia
Iceland
Lebanon
Liberian
Madagascar
Mexico
Monaco
Nicaragua
Norway
Netherlands
Peru
Sweden
Uruguay
Venezuela

**REPAIRS:** All types of repairs available. Preferable have advance notice of requirements.

**DRY DOCKS:** One floating dry dock, lifting capacity up to 15,000 tons; 7 dry docks (largest dimensions 280×40×12·50 metres).

**REPATRIATION:** All facilities available.

**AIRPORT:** Located at about 5 kilometres from town. Served by regular lines, international services.

**TIME:** Local time in relation to GMT one hour ahead. Summer time further one hour ahead from May to September.

**HOLIDAYS:** New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter and day after Easter; Ascension Day; Corpus Domini; Proclamation Day (2nd June); Patron Saint's Day (24th June); St. Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); holiday (26th December).

Holiday work is available at overtime rates. Generally workers not available on 1st January, 1st May and 25th December. Saturday work performed after 1200 hrs. is at overtime rates.

**POLICE/AMBULANCE/FIRE:** Police, tel. 55.555, 61.395; Ambulance, tel. 469659, 480171; Fire, tel. 22.222, 466666, 62.222.

**TELEPHONES:** Telephones can be placed on board at approx. cost of lire 6.500 for installation, lire 2.250 rent per apparatus for the first day, lire 850 for each succeeding day.

**IMPROVEMENTS:** Forecasts for new traffic are of such extent that the Libia pier will be improved by adding a second special 45-ton crane with a seaside outreach of 35 metres (115 ft.) and with an enlargement on a new area of 20,200 sq. m. (5 acres) which will bring the total surface of the terminal up to 72,100 sq. m. (17·8 acres).

The above new area will be equipped with a bridge crane on rails with 54·50 m. (178 ft. 8 in.) of gauge and having sufficient height to allow stacking up to four rows of containers. This will bring the handling capacity of the pier up to 5,566×20 ft. containers. The terminal is connected to the port elevated road and through this linked to the net of the inland bound highways.

3. *Calata Bettolo Terminal:* The third container terminal will be built on reclaimed land obtained in the waters facing the "Calata Bettolo" and along the "Calata Canzio". The filling-in works will be 400 m. (1,312 ft.) long and 220 m. (722 ft.) wide. Its total surface will be of about 100,000 sq. m. (24·7 acres).

Two 45-ton Paceco cranes will operate on the terminal which will be equipped with a warehouse similar to the one existing at Ponte Libia. An elevated road connection 2 km. (1·3 miles) long will link the new terminal to San Benigno customs check-point.

Track and railway facilities will run at the centre of the pier according to the most advanced trends, in order to avoid any interference with the truck traffic.

**AUTHORITY:** Consorzio Autonomo del Porto di Genoa.

## LA SPEZIA: 44.06 N. 09.49E.

**DOCUMENTS:**

3 Crew Lists.
3 Passenger Lists.
1 Provisions List.
1 List of Parcels.
1 Cargo Manifest.
1 Bill of Lading.
All Ship's Certificates including Italian Anchorage Dues.

**PILOTAGE:** Compulsory. Pilot Station situated on breakwater at entrance to Gulf. One hours notice to Pilots required for shifting sailing vessel, Pilot boards incoming vessels at Torre Scuola.

**ANCHORAGE:** Safe areas available in depths 25 to 34 ft. Mud bottom, no tide. Tankers: if waiting berth required to anchor in Safety Zone immediately behind the breakwater. If this anchorage is occupied by two vessels later arrivals must anchor outside the Gulf.

**RESTRICTIONS:** Western entrance to Gulf is 400 m. wide with depth of 42 ft. 6 in. The dredged channel to the port is 42 ft. deep. Eastern entrance is 200 m. wide used by smaller vessels only.

**MAX. SIZE:** Limited only by draft; 33 ft. for the Mercantile Port and grain silos. For vessels proceeding to coal berth max. draft 30 ft. 4 in. For vessels proceeding to Enel Pier max. draft 35 ft.

Tankers up to 40 ft. draft accommodated.

**HEALTH:** Radio pratique may be requested to Sanimare-Laspezia before arrival. Pratique is automatic for vessels from Ports in U.K. France, Belgium, Holland, W. Germany, Greece and Italy.

**RADIO:** Genoa Radio – ICB or Marina Militare ICS. Radio telephone station at Leghorn, transmitting 2591 kHz., receiving 2182 kHz.

**TUGS:** Seven tugs available up to 1,500 h.p. For large tankers, four tugs usually used.

**BERTHING:**

Garibaldi Quay: length 510 metres, with three berths for ships up to 29 ft. draft.
Malaspina: length 200 metres, depth alongside 21 ft.
Paita Dock: length 535 metres, three berths for vessels up to 30 ft. draft. At Berth No. 7 depth increased to 33 ft.
Italia Quay: length 368 metres, depth alongside 19 ft. 6 in.
Dock No. 8: length 80 metres, depth alongside 18 ft.
ENEL Quay: length 200 metres, depth alongside up to 35 ft.

**TANKERS:** Shell Pier, length 177 metres, with four berths up to 39 ft. 6 in. depth.

SPI Buoy Terminal, situated 650 metres from San Bartolomeo shore. Vessels moor stern towards the shore. A crude oil discharge berth in depth of 11·50 metres, suitable for tankers up to 36 ft. draft. Other oil berths at ENEL Quay, depth 35 ft. SNAM terminal for loading situated in Panigaglia Bay. Length 498 m., depth alongside 39 ft. Berths for two vessels.

Safety regulations are handed to Master on arrival and must be strictly observed. No shore steam or electricity available. At Shell pier, no goods may be loaded from shore.

Slop discharge facilities available only at the Shell pier.

**BULK HANDLING FACILITIES:** Ferruzzi Grain Silos at Paita Dock. Discharge by two mechanical conveyors, capacity 2,000 tons per 8 hour shift.

At Garibaldi Quay grain discharged by four vacuum-operated intake pipes, capacity 400 tons per hour.

Coal conveyor system at Paita Dock, capacity 450 tons per hour.

**CONTAINER TERMINAL:** Situated on the Eastern side of the Commercial Port. Owned by Contship of Cadenazzo. Crane for discharging and handling containers up to 40 ft. max. draft. 18 ft.

**STEVEDORES:** Gangs to be ordered by 0700 for morning shift, and by 1300 for afternoon shift every normal day from Monday to Friday. For mechanised work the same routine is to be followed. Saturdays, morning is considered as overtime work (tariff plus 27·50%). On the afternoon of Saturday, time is considered as holidays and so are Sundays. Saturdays and Sundays shift to be ordered on Friday afternoon within 1530 hours.

**MEDICAL:** All facilities available. Vaccination/inoculation can be arranged. Prior notice should be given if urgent attention required on arrival.

**FRESH WATER:** Available at most berths, or by barge.

**FUEL:** Can be taken concurrent discharge at Shell Pier and S.P.I. terminal. Supplied by barge at other berths.

**IDENTIFICATION CARDS:** Shore passes issued to crew.

**CONSULS:** Following countries represented at Spezia: Denmark, France, Finland, Holland, Norway, Portugal, Sweden.

**REPAIRS:** Naval and civil repair yards can undertake all types of work.

**DRY DOCKS:** Available only when not used for naval vessels: No. 5, 209·65 m. by 27·60 m.; No. 6, 210·20 m. by 23·10 m. Floating dock for 80,000 dwt. under construction.

**TIME:** GMT plus one hour.

**HOLIDAYS:** New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter and Day after Easter; Ascension Day; Corpus Domini; Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); All Saints' Day (1st November); Victoria Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Capitaneria di Porto, La Spezia.

**AGENT:** Gastaldi & C. S.p.A., 39–A/4, Via F. Crispi, PO Box 371. Cables: "Dick". Telex: 27482. Tel.: 32040 and 32041.

## LIVORNO (Leghorn): 43.33 N. 10.20 E. (See Plan)

**DOCUMENTS:** Complete set of Manifests and B/Ls relative to cargo destined for this port. Complete set of Manifests of all cargo in transit. 3 Crew Lists. 3 Passenger Lists. All ship's documents.

**ANCHORAGE:** Anywhere between 1–1½ miles from breakwater.

**PILOTAGE:** Sound signals for calling Pilot, 3 long blasts, or international signal "G". Pilot boards vessels 1 mile from breakwater.

**RESTRICTIONS:** No night berthing for tankers; no restrictions for tankers on sailing, when empty and up to 15,000 gross tonnage according to weather conditions.

**MAX. SIZE:** Maximum draft for commercial port 34 ft. 6 in.; for oil carriers: 37 ft. 6 in. for tankers up to the length of 215 metres, or 34 ft. 6 in. for tankers from 215 to 240 metres length.

**HEALTH:** To obtain free pratique by radio cable to "Sanimare", Livorno, advising all health particulars at least 12 hours before arrival.

**RADIO:** Roma Radio generally used for communications.

**TUGS:** Tugs normally join vessel at entrance of the port. Ship's lines used.

**BERTHING:** Alto Fondale, depth alongside 34 ft. 6 in.

Calata Orlando, depth alongside 28 ft. 6 in.

Calata Carrata, depth alongside 28 ft.

Calata Pisa, depth alongside 26 ft.

Calata Depositi Franco, depth 29 ft.

Calata Sgarallino, depth 28 ft. 6 in.

**BULK HANDLING FACILITIES:** Grain: discharging rate 1,000 to 1,500 metric tons per day.

Ore and coal bulk: discharged by shore elevators at Calata Orlando, discharging rate 1,500 to 2,000 tons per day.

**TANKERS:** Two berths at Darsena Petroli for tankers up to 240 metres length, draft 39 ft. 6 in.

Four other tanker berths, for vessels up to 30 ft. draft.

Loaded tankers berth only in daylight hours, tankers may sail up to midnight.

No slop facilities available.

**STEVEDORES:** ETA required by Agent in order to arrange matters with stevedores at least 48 hours before arrival.

**MEDICAL:** It is advisable to give details of assistance required together with ETA cable. Hospital facilities available.

**FRESH WATER:** Available, by pipe-line. On other quays delivery by barge.

**FUEL:** All grades available from berth. Advance notice required 48 hours; supply subject to Owners' stem.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**CERTIFICATES:** All ship's certificates required.

**CUSTOMS ALLOWANCES:** Tobacco. 50 cigarettes, or 50 grams tobacco per man for the first 24 hours. Wine and/or Spirits. Only in consignment of the Master.

**IDENTIFICATION CARDS:** Issued by local police authorities.

**CONSULS:**

Denmark
Finland
France
West Germany
Greece
Haiti
Liberia
Monaco
Norway
Netherlands
Peru
Panama
Portugal
Spain
Sweden
Switzerland

**REPAIRS:** All types of deck and engine repairs are possible.

**DRY DOCKS:** Dry docks suitable to accommodate a Liberty type ship. A small floating dry dock for vessels up to maximum of 1,500 tons.

**REPATRIATION:** All necessary repatriations possible.

**AIRPORT:** Nearest at Pisa, distance about 20 km.; served by Alitalia.

**TIME:** Local time is one hour ahead of GMT, and summer time 2 hours ahead.

**HOLIDAYS:** 1st January, 6th January, 19th March, Easter Monday, 25th April, 1st May, 23rd May, 2nd June, 13th June, 29th June, 15th August, 1st November, 4th November, 8th December, 25th December, 26th December. On these days work can be arranged with an increase of 150%.

**TELEPHONES:** Only at some quays is it possible to place telephones on board.

**AUTHORITY:** Camera di Comercio Industria e Agricultura, Livorno.

## MANFREDONIA: 41.37 N. 15.55 E.

**DOCUMENTS:**

5 Crew Lists.
3 Provision Lists.
3 Lists of Crew Possessions.
Customs Documents.
Cargo Manifests.
Bills of Lading.
Ship's Papers.

**PILOTAGE:** Compulsory for vessels over 300 tons. Pilot boards 1 mile off Mole di Levante. No VHF station.

**ANCHORAGE:** Good holding ground in 5 fathoms, 1 mile S.E. from Mole di Levante. Sheltered from all winds, except N.E. to S.E.

**RESTRICTIONS:** Depth 23 ft. at breakwater entrance, which is 1¼ cables wide. Depth 23 ft. alongside Mole di Ponette, for a length of 1,500 ft.

**HEALTH:** Pratique given at anchorage.

**RADIO:** Radio Roma, call sign "IAR".

**TUGS:** Three. Tugs make fast at anchorage and tow vessel into harbour (in the case of large vessels). Ships lines used.

**STEVEDORES:** 100 men available.

**MEDICAL:** There is a small hospital.

**FRESH WATER:** Available.

**FUEL OIL:** Not available.

**DEVELOPMENTS:** Large future development expected. At present a new jetty is under construction, extends in a S.E. direction for 1½ miles to seaward, about ½ mile east of Mole di Levante. Depth alongside this jetty will be 12 metres. Owing to construction it is advisable, when arriving at night, to remain about 3 miles off until morning, when a closer approach can be made.

**GANGWAY/DECK WATCHMEN:** Available, but unnecessary.

**OPENING/CLOSING HATCHES:** By crew.

**CUSTOMS ALLOWANCE:** 40 cigarettes per man. 1 bottle spirits.

**IDENTIFICATION CARDS:** Shore passes are issued by Police on arrival.

**CONSULS:** None.

**REPAIRS:** Only small repairs.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Bari and Foggia.

**TIME:** GMT plus 1. Alterations to clocks are made from Spring to beginning of Autumn, then GMT plus 2 hours.

**POLICE/AMBULANCE/FIRE:** All services telephone 113.

**TELEPHONE:** Situated at Main Gate, end of Mole di Ponette.

**SHORE LEAVE:** No restrictions.

**AUTHORITY:** Harbour Master, Manfredonia.

## MESSINA: 38.11 N. 15.34 E.

**DOCUMENTS:** If vessel comes from foreign port, whenever possible, at least one copy of Crew List and Passenger List to be sent some days before her arrival, so that they can be delivered to police in advance. Required on arrival:

3 Crew Lists.
1 Provisions List.
3 Lists Passengers in Transit.
3 Lists Passengers Disembarking.

1 List of Articles – new and Customs-barred in possession each crew member – cameras, binoculars, radios, cigarettes, tobacco, new articles, etc. If on inspection articles or quantities not in conformity or in excess, Master responsible; articles removed and heavy fine imposed.

Copies of Cargo Manifest also to be prepared on arrival.

If Anchorage Dues already paid and still in force, the relative receipt to be shown to the Harbour Authorities, together with other ship's papers and report of arrival to be delivered to them.

**PILOTAGE:** Pilot meets vessel at about 1 mile from port's entrance. On request he can meet vessel at a greater distance, but additional tariff to be paid. Pilotage through Messina Straights is available but not compulsory.

**MAX. SIZE:** Maximum draft allowed: 33 ft. at passenger quay: Other berths 27 ft.

Max. length 200–300 metres.

Tankers: Length 100 metres, draft 27 ft.

**ANCHORAGES:** Allowed outside harbour; at Paradiso's bay, sufficient depths for safe anchorage existing. Advisable to request Pilot's assistance for indication of best anchorages.

**RESTRICTIONS:** For entering harbour during night time ETA to be given in advance.

**HEALTH:** Free pratique automatic for vessels coming from other Italian ports and quarantine flag not to be flown on entering. From other countries usual procedure applies.

**RADIO:** Contact through Rome Radio, Naples Radio, Augusta Radio, or Messina Radio.

**TUGS:** Not compulsory. Tugs join vessels at about ½ mile from entrance of harbour. If tug's lines used increase of 10% on tariff.

**STEVEDORES:** Enable Agent order gangs important obtain accurate ETA. Latest time to order gangs: normal shift 0730 for work in the morning; 1200 for work in afternoon; night shift 1600 same day – Saturday noon or Sunday at 1200 on Saturday.

Failure to give ETA results in cost of waiting gangs, charged to vessel.

Tonnage: Per gang in 8 hours: General cargo 50 ton – cereals 80 ton.

**HOLIDAYS:** Work can be arranged, provided timely notice is given, in following official holidays, paying the respective increase on normal tariff:

New Year's Day (January 1st); Epiphany (January 6th); March 19th; Easter Monday; 25th April; 1st May; Ascension Day; June 2nd; June 3rd; local religious holiday; Corpus Domini; 29th June; 15th August; 1st November; 4th November; 25th December; 26th December.

**MEDICAL:** Doctor can attend sick crew members or for vaccinations. Hospitals available.

**TANKERS:** There is an Esso bunkering station only. Small tankers from time to time discharge fuel oil, gasoline, etc.

**FRESH WATER:** All quays have water pipe-line connections and water may be supplied day and night (provided ETA given) directly from ashore by hoses; during summer time water may be supplied from 0700 to 1100 only.

**GANGWAY/DECK WATCHMEN:** Recommended.

**OPENING/CLOSING HATCHES:** May be carried out by the crew or stevedores.

**CERTIFICATES:**

Safety Certificate.
Wireless Safety Certificate.
Freeboard Certificate.
Deratisation Certificate.
Anchorage Duties Voucher.
Crew List.
Passenger List.
Construction Certificate.

**CUSTOMS ALLOWANCES:** 50 grms. tobacco for each seaman. Spirits: ¾ bottle for all crew.

**IDENTIFICATION CARDS:** Required.

**CONSULS:**

Argentina
England
Norway
Sweden
Colombia
Holland
Peru
Germany
Panama
Denmark
Finland
Guatemala

**REPAIRS:** Almost all types of deck and engine repairs can be carried out.

**DRY DOCK:** Dry dock belonging to Italian Navy. If it is not engaged for warships it can be hired. Therefore application must be granted by the Marina Militare. Dimensions are as follows: 492 ft.×52 ft. 7 in. (bottom), 81 ft. 6 in.×24 ft. 8 in. (top).

Smaller floating dry dock available, but also belongs to Italian Navy. One graving dock, length 250 m., breadth 38 m.

**REPATRIATION:** No particular facilities existing; but necessary repatriation can normally be arranged.

**AIRPORT:** Reggio Calabria Airport – distance about 10 km. From Messina, Reggio Calabria can be reached in 15 minutes by hydrofoil boats, which run every half hour (about). Flights from Reggio Airport in winter, one per day; in summer, 2 per day.

**TIME:** In relation to GMT local time is an hour ahead. During summer, from June to September, clocks are put one hour forward.

**POLICE/AMBULANCE/FIRE:** Police, 46830; Ambulance, 45070; Fire, 30222.

**TELEPHONES:** No arrangements exist.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Il Comandante Colonello di Porto, Messina.

## MILAZZO (Sicily): 38.13 N. 15.16 E.

**DOCUMENTS:**

6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
Cargo Manifest.
Arrival Report – completed on arrival.
Maritime Declaration of Health Certificate – completed on arriva
Ship's Certificates, including Italian Authority dues.
Vaccination Certificates for sighting.

**PILOTAGE:** Pilot boards 1½ miles off the berths. Internationa Code signals used. Pilot can be contacted on VHF channel 12.

**ANCHORAGE:** There are 6 anchorages for tankers over 3,000 gr

no. 1 to 600 metres off the harbour green light – Bearing 034°;
no. 2 „ 920 „ „ „ „ „ „ – „ 091°;
no. 3 „ 3.870 „ „ „ „ „ „ – „ 097°;
no. 4 „ 3.050 „ „ „ „ „ „ – „ 101°;
no. 5 „ 1.200 „ „ „ „ „ „ – „ 036°;
no. 6 „ 1,600 „ „ „ „ „ „ – „ 065°.

Anchoring prohibited within 1 mile of Refinery Wharves.

**RESTRICTIONS:** Large tankers are berthed in daylight hou only, medium and small tankers all hours. Unberthing all hours.

**MAX. SIZE:** Tankers up to 326,000 dwt. No. 3 jetty for VLCC up to 400,000 dwt. reported under construction and expected to b available during 197 .

**RADIO:** Refinery may be contacted on VHF Channel 12.

**HEALTH:** Free pratique may be requested by radio to Sanima between 12 to 6 hours before arrival advising vessel's name, natio ality, last port, number of passengers and crew, and state of hea on board. Pratique is automatic for vessels coming from ports i Italy, U.K., France, Belgium, Holland, W. Germany and Greece.

**TUGS:** Six tugs available, 2×2,500 h.p., and 4×1,000 h.p. Me vessel ¾ mile off berths. Ship's lines used.

**DRY CARGO FACILITIES:** Ludovico Mazzullo Jetty, length 3 metres, depth 22 ft.; Pennello Eolie Jetty, length 65 metres, dep 23 ft.

**MEDITERRANEAN REFINERY FACILITIES:** One wharf 5 metres long and with a depth of 50 ft. allows the simultaneous loadin or discharging of 2 ships (max. size 100,000 dwt.) and 1 ship of sma tonnage. Vessels berth head out. One anchor is used in moorin but is not obligatory. Lines run to buoys ahead and astern.

One wharf 650 metres long and with a depth of 85 ft. on West sid and 75 ft. on East side allows the simultaneous loading or di charging of 2 big ships (up to 326,000 dwt. on West side and up t 250,000 on East side) and 1 ship of medium tonnage by the ster Vessels berth head out. One anchor is used in mooring, but is n obligatory. Lines run to mooring dolphin ahead and astern.

Crude oil: loading arms 12 in. and 16 in.; fuel oil, ballast and oth grades: arms 12 in.

Ballast line: 1×20 in.

Discharging rates up to 14,000 tons per hour using two dischar lines at VLCC berth.

**FRESH WATER:** Boiler and drinking water supplied from the jet At anchorage by barge. Max. pumping rate 50 tons per hour.

**FUEL:** All grades available subject to prior notice.

**BALLAST:** Ballast facilities available. Reception 700/800 tons p hour. No restrictions in capacity.

**IDENTIFICATION CARDS:** Shore passes given by local polic

**TIME:** GMT plus 1 hour. Summer-time: May to September GM plus 2 hours.

**CUSTOMS ALLOWANCES:** 50 cigarettes are allowed per ma per day for the first two days.

**CONSULS:** No Consul in Milazzo. The nearest are in Messi for the following countries: Peru, Great Britain, Argentine, Norwa Uruguay, Chile, Denmark, Germany, Australia.

**AIRPORT:** The nearest is at Reggio Calabria where there a three regular flights per day. Reggio Calabria can be reached by c and by hydrofoil in about two hours. Catania airport also near and may be reached by car or train in about two hours.

**TELEPHONE:** Connections possible at Refinery Wharves.

**MEDICAL:** All facilities available.

**GARBAGE:** Boats are available, and compulsory for vesse 24 hours after arrival.

**SHORE LEAVE:** Allowed but transit through the refinery area n permitted except in emergency. Boats are available for hire fro wharves and anchorage to the landing pier in the port of Milazz Shore passes given by local police.

**AUTHORITY:** Ufficio Circondariale Marittimo. Tel. 921.1 Mediterranea–Raffineria Siciliana Petroli, S.p.A. Tel. 922.101.

## NAPLES: 40.50 N. 14.17 E. (See Plan)

**DOCUMENTS:**

6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
Cargo Manifest.
Arrival Report – completed on arrival.
Maritime Declaration of Health Certificate – completed on arriv
Ship's Certificates, including Italian Authority Dues.
Vaccination Certificates for sighting.

**PILOTAGE:** 15 pilots and 3 motor launches. Pilot station t 322.832 and 312.604.

**ANCHORAGES:** Approximately 70, having depths ranging from 11 to 15 metres.
**RESTRICTIONS:** 2 port entrances of which the Western is 300 metres wide, the Eastern is 250 metres wide.
**MAX. SIZE:** Tankers up to 45 ft. draft.
**HEALTH:** Free pratique may be requested by radio to "Sanimare Naples" between 12 to 6 hours before arrival advising vessel's name, nationality, last port, number of passengers and crew, and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece.
**TUGS:** 19 tugs available as required to assist berthing.
**BERTHING:**

| | *Berth No.* | *Depth* |
|---|---|---|
| Molo Angioino Ponente | 5 | 33 ft. |
| | 6 | 35 ft. |
| | 7 | 35 ft. |
| Molo Angioino Testata | 8 | 35 ft. |
| Molo Angioino Levante | 9 | 35 ft. |
| | 10 | 35 ft. |
| | 11 | 32 ft. |
| Calata Piliero | 12 | 28 ft. |
| | 13 | 28 ft. |
| | 14 | 26 ft. |
| Pontile Immacolatella Vecchia | 15 | 28 ft. |
| Calata Porta di Massa | 16/17 | 30 ft. |
| | 18 | 27 ft. |
| | 19 | 27 ft. |
| | 20 | 27 ft. 6 in. |
| Pontile Pisacane Ponente | 21 | 31 ft. |
| | 22 | 31 ft. |
| Pontile Pisacane Testata | 23 | 31 ft. |
| Pontile Pisacane Levante | 24 | 27 ft. |
| | 25 | 28 ft. |
| Villa Popolo Ponente | 26 | 24 ft. |
| Pontile Silos Ponente | 27 | 32 ft. |
| Pontile Silos Levante | 27 | 30 ft. |
| Villa Popolo Levante | 28 | 28 ft. |
| Molo Carmine Ponente | 29 | 29 ft. |
| | 29 | 30 ft. |
| | 30 | 29 ft. |
| Molo Martello | — | 30 ft. |
| Molo Carmine Levante | 31 | 25 ft. |
| | 32 | |
| Testate Bacini | 32 | 30 ft. |
| Cesario Console Ponente | 33 | 26 ft. |
| Cesario Console Levante | 34 | 26 ft. |
| | 35 | 26 ft. |
| Calata Marinella | 36 | — |
| | 37 | 27 ft. |
| | 38 | — |
| Vittorio Emanuele Ponente | 39 | — |
| | 40 | 27 ft. |
| Vittorio Emanuele Levante | 42 | 30 ft. |
| | 43 | 29 ft. |
| Vittorio Veneto Calata | 44 | 29 ft. |
| Flavio Gioia Ponente | 45 | 27 ft. |
| | 46 | 27 ft. |
| Flavio Gioia Testata | 47 | 28 ft. |
| Flavio Gioia Levante | 48 | 28 ft. |
| | 49 | 30 ft. |
| Calata Granili | 50 | 29 ft. 5 in. |
| Bausan Ponente | 51 | 31 ft. |
| | 52 | 31 ft. |
| Bausan Testata | 53 | 31 ft. |
| Bausan Levante | 54 | 29 ft. |
| | 55 | 29 ft. |
| Calata Pollena | 56 | 35 ft. |
| Calata Vigliena Ponente | 57 | 27 ft. |
| Darsena Pellegrino | 57 | 18 ft. |
| | 57 | 18 ft. |
| Calata Vigliena Levante | 58 | 28 ft. |
| Vigliena Ponente | 59 | 31 ft. |
| | 60 | 31 ft. |
| Vigliena Testata | 61 | 25 ft. |
| Vigliena Pennello | 62 | 25 ft. |
| | 63 | 33 ft. |
| Vigliena Levante | 64 | 38 ft. |
| | 65 | 38 ft. |
| | 66 | 38 ft. |
| Calata Progresso | 67 | 25 ft. |
| Calata Progresso | 68 | 25 ft. |
| Molo Progresso Ponente | 69 | 47 ft. |
| Diga Curvilinea | — | 17 ft. depth at 5 metres from quay |
| Molo San Vincenzo | — | |

**CRANES:**
*Electric:* 17 at 3 tons, 19 at 6 tons, 6 at 15 tons and one at 40 ton capacity.
*Floating:* One of 100 ton (Italian Navy) and one of 60 ton (SEBN).
**BULK HANDLING FACILITIES:**
*Coal:* Four 6 ton units with hourly payload of 400 tons.
*Cereals:* Five units with hourly payload of 520 tons.
*Containers:* One 40 ton container bridge crane at Flavio Gioia Pier, capable of a lift every two minutes.
**TANKERS:** The petroleum port is located at the far East area of the port of Naples and consists of the Vigliena Pier, Calata Progresso and Progresso Pier. The petroleum port is exclusively used for handling crude oil and petroleum products at its 11 berths, and several pipe-lines connect these berths with the Naples Refinery of Mobil Oil Italiana, the plant of Mobil Chimica Italiana and the bulk plants of Agip, Esso Standard Italiana and IIP (ex-Shell) Italiana) which are all located in industrial area of Naples adjoining the petroleum port at a distance not exceeding four miles. The maximum size of crude tankers, fully loaded, which can be accommodated at Progresso pier is 90,000 dwt.
**FRESH WATER:** Water pipelines are connected to all wharves and piers in Port. Water barges available.
**FUEL:** All grades available. Delivered by barge subject to advance notice given.
**REPAIRS:** All types of ship repairs can be carried out by the shipyards of Soc. Esercizio Bacini Napoletani and Soc. Cantieri Pellegrino, at Pontile Vigliena.
**DRY DOCKS:** Three graving docks with dimensions as follows:
Length 202 metres width 28–90 metres
„ 113 „ „ 20–50 „
„ 349 „ „ 45 „
In addition two floating docks:
Length 100 metres width 17 metres lifting capacity 1,400 tons
„ 233 „ „ 37 „ „ „ 28,000 tons
**CONSULS:** The following countries are represented in Naples:
Argentina
Belgium
Brazil
Denmark
Finland
France
Germany
Great Britain
Greece
Indonesia
Liberia
Netherlands
Norway
Panama
Portugal
Spain
Sweden
Switzerland
Turkey
U.A.R.
U.S.A.
Uruguay
**CUSTOMS ALLOWANCES:** 40 cigarettes and 1 opened bottle wine/spirits per man.
**IDENTIFICATION CARDS:** Shore passes given by local police.
**AIRPORT:** Capodichino Airport, situated 8 km. from city. Full international services.
**POLICE/FIRE/AMBULANCE:** Police tel. 315032; Fire 330210; Ambulance 351450.
**TELEPHONES:** Telephone system permits the connecting up of the ships in all berths with the city network.
**TIME:** GMT plus 1 hour. Summer-time: May to September GMT plus 2 hours.
**HOLIDAYS:** Local and national holidays: New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter and day after Easter; Ascension Day; Corpus Domini; Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); Local Saints' Day (19th September); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December) and 26th December.
**DEVELOPMENTS:** Over the three-year period 1975–1978 the port will be equipped with a container terminal. The facility will include: Quay of 650 metres. Depth of water 12–15 metres (Bausan Quay). Two anchorages West of Flavio Gioia Quay with a depth of water of 12 metres. Container park of 35,000 sq. metres (S. Erasmo). A link with the National Railway Network. Two cranes for 20 ft. and 40 ft. containers at Bausan Quay East and two cranes for 20 ft. containers at Bausan Quay West. A trans-European railway terminal operated by International Containers S.A. fitted with a Paceco-Vickers transtainer of 35 tons, lateral cranes of 35 tons and 7 tons. and fork-lift trucks.
**AUTHORITY:** Consorzio Autonomo del Porto di Napoli, and Capitaneria del Porto di Napoli.

## OLBIA (Terranova) Sardinia: 40.45 N. 09.31 E.

**DOCUMENTS:**
For Maritime Authority:
Arrival Report.
Crew List.
Passenger List.
Ship's Certificates, for sighting.
For Port Health:
Maritime Declaration of Health (2 copies).
Vaccination Certificates, for sighting.
For Customs:
List of Supplies and Engine Stores.
Cargo Manifest, enclosing Bills of Lading.
For Police:
Passenger List (2 copies).
Crew List (2 copies).
Shore Passes for all passengers and crew.
**PILOTAGE:** Pilots are requested by International Code Signals Telegraphic address, Pilot-Olbia. At least 2 hours notice of arrival required. No VHF. Pilots have portable radios with range 10 miles operating on 27112 and 27085 kHz. Pilot launch is wooden motor boat of 65 h.p., speed 9 knots. Pilot boards 1 mile from Lighthouse Isola Bocca. Vessels may anchor temporarily in this location to await Pilot.
**ANCHORAGE:** In the roads of Golfo Aranci.
**RESTRICTIONS:** Between 0530 and 0630; 2230 and 2330, kept free for entrance and exit of liners.

**MAX. SIZE:** Isola Bianca, max. draft 22 ft. Inner port, max. draft 20 ft.
**HEALTH:** Before arrival vessel to advise Agents if free pratique required, indicating state of health on board.
**TUGS:** One available, 1,050 h.p. service is optional, tug normally meets vessel in vicinity of Isola Bianca.
**STEVEDORES:** Agents require ETA 24 hours before arrival in order to arrange gangs.
**MEDICAL:** Hospital facilities available. Vaccinations and inoculations can be done, except for yellow fever which must be done in Cagliari.
**FRESH WATER:** Available in inner port and Isola Bianca.
**FUEL:** Available only by barge, subject 2 to 3 days notice.
**DEVELOPMENTS:** Planned to dredge entrance to 10 m. depth. The channel to the inner port is being dredged to 7 m.
**GANGWAY/DECK WATCHMEN:** Service is optional.
**OPENING/CLOSING HATCHES:** Work is exclusively done by stevedores.
**CUSTOMS ALLOWANCES:** For first 48 hours, 50 grammes tobacco per person and 20 gm. for each successive day. Not permitted to take tobacco out of the docks. Reasonable amount wine/spirits allowed for normal consumption on board.
**IDENTIFICATION CARDS:** Shore passes required.
**CONSULS:** No local representatives.
**AIRPORT:** Olbia Airport is Vena Fiorita, 10 km. away. Regular services.
**TIME:** GMT plus one hour. Summertime GMT plus two hours from June to September.
**HOLIDAYS:** New Year's Day (1st January); Epiphany (6th January) St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter Monday, Ascension Day, Corpus Domini (variable date); Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B. V. Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).
Sundays – tariff plus 50%. Holidays – tariff plus 150%.
**POLICE/AMBULANCE/FIRE:** Police, 22081; Ambulance, 22394; Fire, 22222.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Capitaneria di Porto.

## PALERMO (Sicily): 38.07 N. 13.20 E.

**DOCUMENTS:**

6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
Cargo Manifest.
Arrival Report, completed on arrival.
Maritime Declaration of Health Certificate, completed on arrival.
Ship's Certificates including Italian Authority Dues.
Vaccination Certificates for sighting.

**PILOTAGE:** Compulsory for vessels over 499 gross tons. Pilot joins vessel 1 mile off port entrance. Pilot can be requested by International Code Signals. Pilot station and every Pilot equipped with walkie-talkie VHF set. In case of rough weather pilot boat will be in the bay and will lead ships through port entrance where pilot will be able to board.
**ANCHORAGE:** It is advisable to use Pilot for anchoring in Palermo Bay.
**RESTRICTIONS:** No entry restrictions, but there is a daily mail boat service to and from Naples arriving about 0800 hrs. and sailing at 1915 hrs. No vessel is allowed to leave or enter the port half an hour before arrival or sailing of this vessel.
**MAX. SIZE:** Draft maximum is up to 33 ft. 6 in. according to the quay. Tankers up to 15 m. draft.
**HEALTH:** Free pratique may be requested by radio to "Sanimare", Palermo, between 12 to 6 hours before arrival advising vessel's name, nationality, last port, number of passengers and crew, and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece.
**RADIO:** Naples Radio, call sign IQH, Roma Radio, call sign IAI, Cagliari Radio, call sign IDC.
**TUGS:** 6 to 8 tugs are available with up to 800 horse power. Tugs normally join vessel in the Bay. Ship's lines are used.
**BERTHING:** *Grain in bulk.* One private silo (22,000 tons) owned by Silos Granaria Sicilia, S.p.A. available. Maximum depth 33 ft., length 326 m.; largest fully loaded grain vessel berthed up to now about 25,000 dwt., with 33 ft. 6 in. draft. Three berths are also available for grain discharged on wagons or trucks. Discharge can be made by shore grabs or by vessel's gears. Discharging rate 300 tons per day per hatch. Draft normally maximum 32 ft., length 326 metres.

The quay Puntone has been completed recently with about 12,000 sq. metres available to discharge containers, general cargo, cars, etc.

*Venti and Puntone.* Container berths with max. drafts 28 ft. and 29 ft. respectively. Berths also used for discharge of general cargo and cars. Containers are handled by Portainer crane of 35 ton capacity with an outreach of 22 metres, and also by three other cranes each of 2 tons capacity.

*S. Lucia.* Max. draft 27 ft. and used for discharge of timber, generals, iron, steel and grain.

*Piave.* Max. draft 33 ft. 6 in. and used for discharge of timber, generals, iron, steel and grain. Quay has a private Silo owned by Silos Granaria Sicilia S.p.A., for discharge of bulk grain. A ves of 25,000 dwt. has berthed on a draft of 33 ft. 6 in.

*V. Veneto.* Max. draft 31 ft., and is the Passenger and Marit Station.

*Sammuzzo.* Passenger terminal, also used for general carg timber, steel and iron.

**STEVEDORES:** Gangs arranged through agent. To be orde before 0800 to start work in the morning, and not later than 1100 start work at 1300 hrs.
**MEDICAL:** Assistance will be given upon request. English-spea ing doctors available.
**TANKERS:**

*Oil Products and Crude Oil: Agip.* Max. length 185 m., draft 32 25,000 dwt. Tankers drop anchors and are tied up at 2 buoys aste Discharge rate 200–400 tons per hour.

*Islom.* Max. length 260 m., draft 40 ft., 96,000 dwt. Vessels a berthed alongside. North breakwater is used for loading and d charging fuel oil at discharging rate of 400 tons per hour.

*Esso.* Max. draft 15 m., no limitation for length. Vessel drops anch and ties up at 2 buoys by stern. Discharging rate 600–700 to per hour.

**DENSITY:** 1025.
**FRESH WATER:** Available at any quay by hoses or barges. hose at 25 tons per hour, by barge 45 tons per hour.
**FUEL:** Available.
**GANGWAY/DECK WATCHMEN:** Not compulsory; usua number of watchmen required depends upon the Master.
**OPENING/CLOSING HATCHES:** Crew usually carry out th operation.
**CUSTOMS ALLOWANCES:** 40 cigarettes and one opened bot wine/spirits per man.
**IDENTIFICATION CARDS:** Shore passes given by local poli
**TIME:** GMT plus one hour. Summertime: May to September, GM plus 2 hours.
**CONSULS:** Belgium, Holland, France, Germany, Norway, Pana Portugal, Spain, U.K., United States.
**REPAIRS:** Any type of repairs undertaken. Facilities are provide by Cantiari Navali Riuniti, and the shipyard employs over 5,0 workmen. There are four building slips, two of which can ta vessels of 250 m. length. The slipways are serviced by cranes of to 45 tons capacity, and which allow handling of prefabricated un up to 70 tons weight. There is a plate shop capable of machini about 80 tons a day, and which is equipped with all the latest machi drilling and welding units. The engineering works are also equipp with the latest types of machinery enabling total dismantling a reassembly of engines.
**DRY DOCKS:** Floating dock, length 285 m., breadth 46 m. Suitab for up to 150,000 dwt.

Floating dock, length 194 m., breadth 30 m. Suitable for up 36,000 dwt.

Graving dock, length 172 m. breadth 28 m. Suitable for up 30,000 dwt.

Also see "Developments".

**AIRPORT:** Distance from Punta Raise Airport is about 20 k Airport served by regular services.
**REPATRIATION:** Good facilities exist.
**HOLIDAYS:** New Year's Day (1st January); Epiphany (6th Januar St. Joseph (19th March); Liberation Day (25th April); Labour D (1st May); Easter Monday; Ascension Day; Corpus Domini; Proc mation Day (2nd June); St. Peter and St. Paul (29th June); Assum tion B.V. Maria (15th August); All Saints' Day (1st Novembe Victory Day (4th November); Immaculate Conception (8th Dece ber); Christmas Day (25th December); Holiday (26th December).

Cargo work can be arranged on the above days.

**POLICE/AMBULANCE/FIRE:** Police, 233333; Ambulance, 2311 Fire, 212222.
**TELEPHONES:** Available if required, but only for local use.
**SHORE LEAVE:** Allowed.
**DEVELOPMENTS:** A graving dock suitable for up to 500,000 d is under construction and expected ready 1974. Length of the ne dock will be about 384 m. and breadth about 60 m.
**AUTHORITY:** Comandante di Porto.

## PIOMBINO: 42.56 N. 10.33 E.

**DOCUMENTS:**

3 copies of Crew List.
3 copies List of Passengers in Transit or Disembarking.
1 Customs List, including ship and crew articles (Master is resp sible for any excess, less or more).
1 copy of Manifest and B/L of Cargo Discharging.
1 copy of Manifest for Cargo in Transit.

**PORT LIMITS:** Within one mile of Breakwater light.
**PILOTAGE:** ETA to Agent in local time (GMT plus one hou Summer-time May to September (GMT plus two hours).

Pilots embark E.S.E from breakwater light, distance one mile less according to weather conditions Pilotage usually availabl greater distance on request of ship or Agent. Being an open ro care should be given to provide shelter to Pilot embarking/dise barking facilities, especially in Southerly winds or a swell.

Pilot ladder according to Convention Safety of Life at Sea, a EMPA recommendations.

Southerly gales may prevent Pilot from embarking or even fr approaching the ship; in this case pilot boat may guide limited s vessels to sheltered water and then embark Pilot (signals by la or flags "UF").

Pilots VHF will be activated in near future.

**ANCHORAGE:** Outside the harbour leaving entrance of dredged channel clear and ample sea room to intense traffic of car ferries to and from Island of Elba.

Pilot not compulsory, but available day and night on request of ship or Agent.

**RESTRICTIONS:** Berthing of ships over 35,000 dwt unadvisable in darkness. Berthing may be restricted by Southerly gales also for smaller vessels. No restrictions on sailing but may be necessary to disembark Pilot at Portoferraio (Island of Elba). Considerable swell in the harbour during gales.

**MAX. SIZE:** Maximum draft 39 ft., length 260 metres, no breadth restriction. Can accommodate vessels up to 50,000 dwt.

**HEALTH:** Free pratique automatic for vessels coming from Continent, "Q" flag not to be flown on entering. From other countries, including Spain and Portugal, usual procedure applies. Not coming from Continent it is possible to request free pratique by radio to "Sanimare", Piombino, between 12 to 6 hours before arrival.

**RADIO:** Civitavecchia or Leghorn Radio.

**BERTHING:** "Acciaierie di Piombino" (ex-Italsider) pier equipped for quick discharging of ore, coal, scrap, etc.—Berth No. 4 depth 39 ft. Berth No. 3 depth 35 ft. 6 in Other commercial berths, max. depth 29 ft., equipped with mobile crane 10 tons. One berth (21 ft.) with roll-on/roll-off facilities.

**STEVEDORES:** To enable Agent to order gangs, it is important to radio accurate ETA. Latest time to order gangs: shift 0600–1400, 1700 hrs. day before, shift 2200–0600, 1700 hrs. same day, shift 1400–2200, 1100 same day. Failure to give precise ETA may result in ship losing 12–24 hours, and the cost of the gang not employed, about 70.000 lire.

**MEDICAL:** Doctor and dentist can attend sick crew, For yellow fever and smallpox vaccination doctor comes from Leghorn.

**FRESH WATER:** Available at any pier, by pipe-line.

**FUEL:** Available by barge from Livorno.

**OPENING/CLOSING HATCHES:** Normally carried out by crew (if stevedores, extra charge).

**CERTIFICATES:**

Certificate of Registry.
Load Line.
Safety Equipment.
Radio Certificate.
Deratisation Certificate.

**CONSULS:** No Consuls.

**REPAIRS:** Small repairs only undertaken.

**REPATRIATION:** It is possible to arrange repatriation.

**HOLIDAYS:** Cargo work can be arranged on all official holidays.

**POLICE/AMBULANCE/FIRE:** Police 31111 or 32222; Ambulance 36022; Fire 33333; Emergency call (all services) 113.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Il Comandante, Capitano di Porto.

## PORTO EMPEDOCLE: 37.17 N. 13.32 E.

**BERTHING:** Two quays with maximum draft 21 ft., and one pier maximum draft about 28 ft. Berths used for loading salt, fertilisers and generals, and for discharging bulk phosphate. Salt is discharged at rate of about 250 tons per hatch/day using ship's gear, and about 1,000 tons per day ex-silos.

## PORTO TORRES (Sassari): 40.51 N. 08.24 E.

**DOCUMENTS:**

4 Crew Lists
1 Passenger List.
1 Maritime Health Declaration.
1 Arrival Report.
1 Crew Declaration.

**PILOTAGE:** International Code Signals are used to call Pilot. Pilot station telegraphic address, Corpo Piloti Porto Torres, tel. P. Torres 54936. The pilot boats carry international pilot signals. The Pilot normally boards about 1 mile from port entrance. On request, vessel can be boarded 3 miles off port entrance. Also see VHF.

**RESTRICTIONS:** The oil terminal is exposed to winds and swell from N.W. to N.E. Heavy N.E. swell may delay berthing of larger vessels. Vessels should be ready to leave the berth if necessary due to adverse weather conditions.

**ANCHORAGE:** About 1 mile from the green light on head of West Mole in depths of 25 m.

**MAX. SIZE:** Inner port: length 120 m., draft 7 m.; Outer port: length 150 m., draft 8 m.; West Mole: length 150 m., draft 8–10 m.

S.I.R. Terminal: Pier A, length no limit, draft 9 m.; Pier B, length no limit, draft 12 m.; Pier C, length no limit, draft 15 m.; Pier E, length no limit, draft 8 m.

S.B.M. mooring: up to 300,000 tons.

**HEALTH:** Pratique is given by the Port Medical Officer who boards all vessels coming from foreign ports. No Radio pratique at present. Pratique not required for vessels arriving from Common Market countries.

**RADIO:** Coastal radio station, Porto Torres Radio P.T., call sign "IZN," operating on 2182 kHz. A continuous service.

**VHF:** Pilots work on Channels 12 and 16. Launch service from anchorage to Oil berths work on Channel 6.

**TUGS:** Join vessel about ½ mile from port or from S.I.R. Piers. Ship's lines normally used. Four tugs available.

**TANKERS:** S.B.M. located about 1·7 miles N.N.W. of S.I.R. Terminal in approx. position 40.52.5 N. 08.21.5 E. Suitable for up to 300,000 dwt.

*New Port,* consisting of the S.I.R. jetty with berths A, B, C and E and depths of water varying to allow ship drafts of between 9 and 15 metres.

There are two lines of 20 in. and 10 in. diameter for deballasting ashore.

*Old Port,* the West Mole which forms the seaward limit of the (Outer) port has tanker berths in a depth of 7 m.

**BERTHING:** Tankers are only permitted to berth between sunrise and sunset, but may unberth at any time.

Dry-cargo vessels may enter at any time.

There are two ports, viz. New Port and Old Port. The New Port is comprised of the S.I.R. jetty, and the Old Port is that area bounded by the East and West breakwater moles, within which are the Inner and Outer harbours. The Inner harbour is composed of the general cargo wharves which have in service electrical cranes up to 9 tons capacity, and a heavy lift gantry crane of 30 tons capacity. The Outer harbour has oil berths at the West Mole, and general cargo berths at the East Mole in depths of up to 8·23 m.

**STEVEDORES:** There are two ordering times each day. The first at 0800 and the second at 1330. It is possible to order gangs outside normal working hours through ship's Agents.

**MEDICAL:** All facilities available. Nearest hospital located at Sassari, 18 km. away.

**DENSITY:** Salt water.

**FRESH WATER:** Can be supplied in limited quantities to vessels in port and in the roads. All berths are fitted with fresh-water connections, but supply is unreliable due scarcity. Advance notice is required for deliveries by barge or from tugs.

**FUEL:** All grades available by pipeline at S.I.R. piers. Elsewhere, can be supplied by barge, subject advance notice of 12 hours.

**GANGWAY/DECK WATCHMEN:** Authorised shore service available.

**OPENING/CLOSING HATCHES:** Normally done by crew, can be done by stevedores on request.

**CUSTOMS ALLOWANCES:** 40 grammes tobacco per man. Normal daily consumption wine/spirits allowed.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** No local consular representation.

**REPAIRS:** Only minor repairs can be effected locally.

**REPATRIATION:** can be arranged through Agents.

**AIRPORT:** Nearest at Alghero-Fertilia, 34 km. away. Daily flights to main Italian cities.

**TIME:** GMT plus one hour. Summer-time, clocks advanced 1 hour between 24th May and 21st October.

**HOLIDAYS:** New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Patron Saint (22nd May); Easter Day, Ascension Day, Corpus Domini (variable date); Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B. V. Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day 25th December); Boxing Day (26th December).

**POLICE/FIRE/AMBULANCE:** Police tel. 54888; Fire, 31421; Ambulance, 54973.

**SHORE LEAVE:** Allowed. Shore passes are issued by Immigration.

**AUTHORITY:** Capitaneria di porto di Porto Torres. Cables: Compamare Portotorres. Tel. 54884 and 54396.

## PORTO VESME (Sardinia): 39.12 N. 08.24 E.

**DOCUMENTS:** See "Genoa".

**TUGS:** Vessels normally require two tugs. One tug is available from Porto Vesme, and the second usually comes from Cagliari at a charge of about Lit. 800.000 per trip plus Lit. 40.000 per hour from two hours after arrival at Porto Vesme.

**BERTHING:** All bauxite cargoes are discharged at Eurallumina Quay, including all cargoes discharged for account Comalco. This is a private installation, operating with own personnel on a 24-hour shift basis. Out-turns may reach 10/15,000 tons per day. Depth of water on approach to Eurallumina reported to be 13 metres, and permitted draft alongside the quay is 10·97 metres (36 ft.).

**FUEL:** Not available.

**FRESH WATER:** Available, but in short supply. Preferably vessels should arrive with sufficient water on board in order to avoid the heavy charges incurred in deliveries by tank-lorries.

*FOLLOWING IS A SHIPMASTER'S REPORT:*

**HARBOUR:** The harbour is protected by two moles between which there is a wharf. A channel marked by buoys leads to the entrance.

**DOCUMENTS:** On arrival the following documents are required.

Declaration of Health.
2 Crew Lists.
1 Copy of last Port Clearance.
1 Copy Vaccination List.
2 Store Lists.
2 Personal Effects Lists.
1 Valid Derat Certificate.
All other ship's documents.

**RADIO PRATIQUE:** Unavailable.

**PILOTAGE:** For ships arriving the Pilot boards at 39.14 N. 08.19 E., but in severe NE'ly gales the Pilot will board in Palmas Bay, posn. 39.00 N. 08.30 E. When leaving Port the Pilot leaves the ship abeam of Ghingetta Is., 3 cables off, posn. 39.11½ N. 08.22¼ E. There is no Pilot V/L, the Pilot boards from a tug.

**RADIO:** Cagliari (IDC). No VHF Service for pilotage.

**TUGS:** Two permanent tugs of 1,750 h.p. are operating and other tugs are available from Cagliari when necessary, and advising 4 days before ship's ETA.

**MOORING BOAT:** Available.

**DEPTHS OF WATER:**

| | |
|---|---|
| In the Channel | 14 m. |
| Eurallumina Quay | 12 m. |
| Alsar Pier | 8·5 m. |
| Trade Quay | 8·5 m. |

**BERTHINGS:** *Eurallumina Quay* (unloading point of bauxite vessels). Length 442 metres. Height on surface of water 3·6 metres. Large rubber sprung fenders 150 ft. apart are fixed to the quay. Double Bollards 150 ft. apart.

Vessels using this quay usually berth starboard side to using the port anchor which is let go well off the berth.

*Bauxite Discharging Rate:* 10,000 m. tons/day. Discharging by grab.

**FRESH WATER:** Available at the Trade Quay by tank cars. At Eurallumina Quay available at 15 cu. metres/hr. (Boiler Water Only). No fresh water available at Alsar Pier.

**BUNKERS:** Available by barge from Sarroch, about 70 miles from Porto Vesme.

**REPAIRS:** Limited minor repairs only and giving notice by radio. For Radio and Radar available at Cagliari.

**SHIP CHANDLER:** Available advising Agent.

**CONSULS:** No foreign representation.

**LAUNDRY:** Available advising Agent.

**PROVISIONS:** Fresh foods available but notice must be given immediately on arrival.

**AIRPORT:** Cagliari about 90 km. from Port Vesme. International schedule flights and domestic flights over the Italy Area.

**MEDICAL:** Qualified doctors available ashore and also equipped hospitals. In emergency doctor will board ship.

**REPATRIATION:** Arrangements must be made with Agent in advance by cable or immediately on arrival.

## QUILIANO TERMINAL: 44.17 N. 08.28 E. (See Plan)

**LOCATION:** Terminal is located in Vado Ligure Bay in approx. lat. 44° 16′ 48″ N., long. 08° 27′ 42″ E. between Savona Harbour and Capo Vado.

**DOCUMENTS:**

2 copies Store List.
2 copies Curios List.
8 copies Crew List.
4 copies Passenger List.
Clearance, not required.
1 copy Cargo Manifest.
Health Declaration. International Health Form to be filled out by Master on arrival.

*Consignee Papers:*

Bills of Lading (original and copy).
Certificate of Origin (original and copy).
Ullages report at the loading port.

**PILOTAGE:** Also see "Mooring".

Pilotage is compulsory. Vessels proceeding to the terminal must call off Savona Harbour to pick up Pilot.

Pilot station is located one mile off Savona Harbour breakwater in position approx. lat. 44° 19′ 00″ N., long. 08° 31′ 24″ E. and maintains VHF radio-telephone service (Channel 13).

Vessels are requested to have a proper pilot ladder securely rigged and long enough to reach the pilot launch; during night time, adequate light must be rigged overboard for the Pilot to approach the side of the vessel and safely climb the ladder.

Vessels above 120,000 dwt. or partially loaded must have the pilot ladder rigged in conjunction with the accommodation ladder.

When the vessel is berthed, the Port Authorities require the accommodation ladder on the starboard side.

**ANCHORAGE:** For vessels awaiting berth, the anchorage area is off Savona Harbour breakwater, or in the area East of berth in position approx. lat. 44° 17′ 00″ N. long. 08° 28′ 05″ E.

**MAX. SIZE:** The berth is established for a 70 ft. draft vessel, with minimum keel clearance of 15 ft., making the safe manoeuvring depth 85 ft. (26 m.).

**HEALTH:** Master to request free pratique by radio 24 hours prior arrival to "Sanimare Savona".

**RADIO/VHF:**

*Master to Radio "Sarpom Quiliano"*

| | |
|---|---|
| AAA | Blading quantity in long tons. |
| BBB | Slops, quantity water percentage, tank number. |
| CCC | ETA Quiliano upon departure last port. |
| DDD | Any ETA change exceeding 12 hours. |
| EEE | ETA Quiliano 72–24 hours prior arrival. |
| FFF | Draft on arrival at berth. |

*Ship-to-shore communications*

Ship-to-shore communications, while the ship is berthed will be by portable VHF radio units used by Sarpom Marine Terminal Supervisor only. The use of the ship's radio station (except VHF set) and/or battery charging equipment is prohibited for safety reasons during cargo-ballast transfer operations. In event of normal ship-to-shore communications failure, an emergency system will be operated.

*Free pratique.* See "Health".

*Radio Message*

Local Agent will transmit the following standard message to inbound vessels:

*Standard Message No. 1* Sarpom Quil

Master . . . . . . . . . . . . . . . . . . . .

Please advise ETA draft other requirements stop please urge inform:

| | |
|---|---|
| AAA | Have two 16 in. ASA connections ready on standard ma folds all other flanges to be blanked and fully bolted a if 16 in. not available advise size manifold connection. |
| BBB | Have boom hoisted on starboard side able to work abre of main cargo manifolds certified lifting capacity 10 tons |
| CCC | Vessel will be moored at a 7 buoys SBB using both b anchors with . . . shackles each side stop advise deta availability your mooring system stop mooring lines/wires 150 fathoms each are required stop our preventer wires n be required. |
| DDD | Accommodation ladder to be ready on starboard side arrival stop have pilot ladder ready on stbd side in c nection with the accommodation ladder. |
| EEE | During entire stay at berth engine to be always on readin and steam on deck to be kept open. |
| FFF | Have ullages, cargo temperatures and water measured a ready before arrival. |
| GGG | Advise main cargo pumps total water rate capacity s failing to answer above details may result in operatio delays accountable to vessel. |

Important that a reply to this message be sent soonest after rece

**TUGS:** All vessels above 150,000 dwt. must have two tugs re for any emergency during their stay at the berth. They will rem at anchor near the marine terminal on stand-by and with fire-fight ready for immediate use.

Tugs are generally stationed in Savona Harbour. In view required time to reach the Terminal Area (about 20 minutes time good weather conditions) a sufficient notice should be granted.

The principal characteristics of tugs are:

*Luigi Moli:* motor, 300 h.p. – 50 tons bollard pull (Korte nozz *Fire equipment:* Equipped with "Sourbel" fire-fighting articula arms. 1 monitor fore mast, 23 m. above sea level; 2 monitors m mast, 16 m. above sea level, water/foam range 120/90 m.

*Carmelo Moli:* Motor, 1,700 h.p. – 20 tons bollard pull. 1 moni fore mast – 12 m. above sea level. 2 monitors main mast – 9 m. abo sea level. Water/foam range 90/70 m.

*Giuseppe Piaggio:* Motor, 1,600 h.p. – 17 tons bollard pull. 2 moni main mast – 9 m. above sea level. Water/foam range 90/70 m.

*Capo Vado:* Motor, 1,250 h.p. – 15 tons bollard pull. 2 moni main mast – 9 m. above sea level. Water/foam.

*Ligure:* Steam, 1,500 h.p. – 20 tons bollard pull. No monitor fire hoses only.

*Latimbro:* Steam, 710 h.p. – 11 tons bollard pull. No monitors - f hoses only.

*Tliro:* Steam, 709 h.p. – 11 tons bollard pull. No monitors - f hoses only.

*Leon Pancaldo:* Motor, 808 h.p. – 10 tons bollard pull. No monitor fire hoses only.

*Priamar:* Motor, 650 h.p. – 9 tons bollard pull. No monitors - f hoses only.

*Torretta:* Motor, 400 h.p. – 6 tons bollard pull.

*Riviera:* Motor, no monitors – fire hoses only.

**MOORING:** The vessel will be boarded before mooring operatio by a Sarpom Marine Terminal Supervisor (S.M.T.S.) who is experienced captain. He will remain on board up to the time t harbour Pilot boards the vessel for unmooring operations and will also act as co-ordinator of all ship/shore operations, provid local advice to the Master in any emergency that may arise.

Responsibility for the safe conduct of operations on board wh in berth or in the area of Terminal rests with the Master, as sol responsible on behalf of the Owners of the vessel.

Vessels will be boarded by the harbour Pilot off Savona Harb breakwater or at anchorage. All manoeuvring of ships procee to the Terminal and within the Terminal area will be done in acco ance with the harbour Pilot advices. Vessels will proceed sub quently to Vado Bay with a course parallel to the coast, about miles from shore, up to the terminal area.

A starboard turn will be taken, steering on the "approaching ran line", leading to the buoys field. Another range line, crossing w above line, marks the position where the starboard anchor sho be dropped. With the assistance of 4 to 5 tugs the vessel then bac into the berth.

The position of anchors is assumed for vessels of 980 ft. LOA a 13 shackles in the water. The pilot according to current informa can also do anticlockwise manoeuvring instead of above clockwi in this case the first anchor to be dropped will be the port ancho

It is recommended that at least the following number of shack in the water should be used according to size of vessel:

| | |
|---|---|
| (1) VLCC's above 140,000 dwt. | 13 |
| (2) Vessels 80 to 140,000 dwt. | 11 |
| (3) Vessels 50 to 80,000 dwt. | 9 |

According to existing local weather conditions the first line to sent out is generally on buoy N.7 or 6 (port side of vessel). T sequence of mooring operations will take place as suggested harbour Pilot.

In expected or bad weather conditions, preventer wires will picked up.

For vessels in the range of 50,000–90,000 dwt., according to exist and foreseen weather conditions and other factors, only five buo instead of seven will be used.

Rear and front marks forming the range lines show red and white chequered marks, and by night show fixed and flashing red and green light as follows:

*Approaching range line*
Rear mark: One green flashing (3 miles), over a fixed red light.
Front mark: One red flashing (3 miles), over a fixed green light.

*Anchoring range line*
Rear mark: One green flashing (3 miles), over a fixed red light.
Front mark: One red flashing (3 miles), over a fixed green light.

Vessels must be moored to the entire satisfaction of the Pilot and Sarpom Marine Terminal Supervisor and must be ready at all times to put out more lines, to take in preventer wires using messenger lines, or to adjust lines or leave the berth as required by S.M.T.S. due to any change in the weather.

The Master of the vessel shall notify the Pilot of any special conditions, difficulties or peculiarities, such as defective equipment, lines or gear, which might impose special hazards in connection with handling, mooring or discharging the vessel.

It is required that vessels test steering gear, engine room telegraph, whistle and all navigational equipment before any manoeuvre to or from the berth. The Pilot will decline to moor vessels if they are not equipped with satisfactory mooring equipment, lines, gear, etc.

The mooring boat has the following characteristics: LOA 12 metres – beam 4·20 metres – displacement 17 tons. Motor Diesel Deutz 150 h.p., can be overpowered up to 200 h.p.

A successful test of the boat power was carried out by towing 250 metres of two 38 millimeters dia. wires at the same time.

N.B. Being an open roadstead, vessels must keep engines on stand-by during their stay in the moorings. No repairs to main engine may be undertaken in berth. Steam must be kept on deck in case an adjustment to anchor cables or mooring lines is found necessary.

The vessel's personnel are responsible for the safety of the vessel and must take all necessary precautions, whether or not so advised by the Pilot or S.M.T.S., having in mind the hazards of the operations because of the product being discharged, weather conditions and any other circumstances requiring special care or caution.

While a vessel is moored, all the vessel's personnel and vessel's operations must comply or be in accord with the Safety Rules as per form 1–49 Mar-B and others handed to Master on arrival, to ensure as far as possible the safety of the ship as well as the properties of Terminal. Unsatisfactory conditions will be reported to Sarpom Marine Terminal Supervisor who is empowered to reject the ship for future calls unless the reported deficiencies have been remedied.

*Note:* If in the opinion of the harbour Pilot and/or Sarpom Marine Terminal Supervisor the vessel is not equipped with adequate mooring facilities, lines or gears he will so inform the ship's Master and in such event the ship shall not be brought into the mooring until facilities, lines or gear, are deemed satisfactory.

**BERTH:** The sea bed at the berth is firm sand overlain by 1 to 2 metres of mud.

The berth is a conventional buoy mooring consisting of seven Langmar buoys designed for a 125 short ton load. Each buoy is equipped with a 40 mm. diameter preventer wire. Vessel is berthed with two anchors ahead and seven mooring lines to buoys round the stern. Moored vessels have their bow seaward heading South-east, 155° true.

As the mooring buoys are at distances from 500 to 650 ft. away when the ship is in position, vessels should have ropes of 200 fathoms ready for running out on each side of the after deck to warp ship into position. Where vessels are not so equipped, two ropes of 150 fathoms (or of such a length as to have the eye splice on board when in position), should be married together and flaked out on deck clear of all obstructions and ready for running.

Vessels not equipped with wire winches should have at least 15 mooring lines aft with diameter appropriate for the size of the vessel and a minimum length of 150 fathoms with lashings ready for marrying one rope to another for running out. Combinations of wire synthetic lines are acceptable on the basis that two synthetic lines replace one wire. Large diameter manila is both slow and cumbersome.

Speed of running out and warping are often of vital importance when berthing, and experience has proved that the smaller diameter synthetic ropes of equivalent strength not only improve mooring time but often make mooring possible when the larger ropes fail. Maximum circumference of such ropes should be 10 in.

Mooring wires on ship's winches are favoured at this terminal but it is recommended that the wire be not less than 1⅝ in. diameter and at least 150 fathoms long, preferably 200 fathoms. Such winches must be solidly locked when in moorings; the tension feature is not acceptable. It is also recommended that the wire be secured on the drum in such a manner that it can be slipped without endangering personnel.

Where nylon tails are used, they should be spliced on the wire round a thimble.

When slipping wire has been found necessary, the mooring company launch will make every effort to recover and return it to the vessel.

Chain stoppers must be ready both sides of vessel and aft.

**DISCHARGING:** Ships will discharge through two strings of hoses, i.e.:

| | |
|---|---|
| *String No. 1* | 9 lengths 25 ft.×20 in. dia. |
| | 2 lengths 25 ft.×16 in. dia. |
| | 1 length 30 ft.×16 in. dia. |
| *String No. 2* | 10 lengths 25 ft.×20 in. dia. |
| | 2 lengths 25 ft.×16 in. dia. |
| | 1 length 30 ft.×16 in. dia. |

The weight to be lifted on each string is about 9 tons: they are invariably taken up on the starboard side. Both headers are equipped with fast uncoupling devices.

The submarine line connected by manifold to the above strings consists of two lines (one 32 in. dia. one 36 in. dia.) of about 3·470 metres length reaching the shore installations (Sarpom Depot) which has, at present, the capacity of 387·500 cubic metres.

The maximum discharging rate allowed is 11,800 cu. m/hr = 74,000 bbls/hr with a maximum pressure at ship's rail of 150 p.s.i. = 10·6 kg/sq. cm.

Raising, connecting, disconnecting and lowering of the hoses will be performed by shore personnel (7 men), who will remain on board throughout discharging operations, using a special motor-boat chartered by Sarpom.

The boat is fitted with anti-oil-pollution equipment. Vessel's crew are required to assist shore personnel handling the boom winch and to carefully inspect their hose boom equipment before arrival.

It is recommended that vessels send maximum flow possible with due regard to safety, in order to expedite turn-around time, as well as to provide ballasting as quickly as possible.

N.B. The Sarpom Terminal maintains a vigorous tanker discharging safety programme. S.M.T.S. is authorised to suspend discharging operations in the event of any of the safety rules not being observed, or if any other danger is believed to exist. Tankers are expected to follow all safety regulations generally accepted and practised in the marine transport industry (IOTTSG Safety Guide).

The S.M.T.S. will advise the Cargo Officer or a responsible officer in due time when the switching of shore tanks, changes in discharging rates, etc. are required by the shore installation operations and for any emergency stop.

**BALLAST:** Vessels provided with segregated ballast will start ballasting as soon as possible during discharge operations. All vessels that are able to handle cargo and ballast simultaneously will be authorised to do so, after S.M.T.S. is satisfied that no sea pollution or cargo contamination might occur.

All efforts must be made to avoid the vessel remaining in completely light condition. Should a vessel neither be fitted with segregated ballast nor be able to simultaneously handle cargo ballast, S.M.T.S. in agreement with the Master may ask the vessel to stop discharge operations and start ballasting, after having inspected the tanks involved.

Ballast operations after completion of discharge must be reduced to the minimum required for safe handling of the vessel out of berth, which in fair weather conditions can be propeller submerged and vessel trimmed 10 ft. by the stern. Ballast operation can continue at reduced speed during unmooring.

While the vessel is ballasting the S.M.T.S. in agreement with the Master will start singling-up by letting go all preventer wires and any other additional mooring lines not strictly required for a safe mooring. This, of course, taking in due consideration all weather and current conditions.

**WEATHER:** The bay, although sheltered from the strongest winds blowing from the fourth quadrant by high mountains coming down close to the coast, is subject to strong wind gusts from this quadrant, and the relative wind direction varies considerably in different parts of the bay at one time due to irregularities of the coastal heights.

The bay is open to Southerly winds and seas, and it is from this direction that seas and swells caused by strong wind between South-east and South-west may interrupt marine operations. Delays in this area are mainly due to the impossibility of mooring a vessel under certain weather conditions than to withstand elements once she is moored. The berth current is part of the general offshore current stream and is not wind blown or tidal; its predominant direction is toward the South-west and the maximum speed is 0·8–1 knots; generally currents do not exceed 0·5–0·6 knots. The faster currents are likely to occur more frequently during the winter period; occasionally they reverse and set North-west with a reduced velocity.

Tide is negligible and fog is rare.

In general, weather in the bay is seasonal. From May to October it is very good. The worst period is from October to December when winds and seas from South-west cause the maximum number of port closures.

From December to May the strongest winds are experienced from third and fourth quadrants but sea is usually smooth.

12 and 24 hour weather forecast data is available on request on a round-the-clock basis at the Terminal Office. In addition the Office is provided with "Murfax" type continuous long-range weather recording data, waverider receiver, currentmeter and anemometer.

Broadcast weather reports for Mar Ligure, North Tirreno and Corsica are prepared by Navy Dept. of La Spezia and Air Force Weather Bureau. For Mar Ligure, they refer to Capo Mele (West of Vado Bay). Radiotelephone information concerning weather is also given on 2182 kc/sec. (Genova Radio Station). Weather reports transmitted on 1722 kc/sec. at 0135–0735–1335–1935 GMT.

Weather forecast covering the following 12 hours is transmitted at 0135 and 1335 GMT.

VHF–weather information can be received through Genova Radio Station on Channel 25 at same periods as for radiotelephone.

*Special Gale Reports:*

*Wireless* After 15/18 min. and 45/48 min. every hour on 500/487 kc/sec.

*VHF* On Channels 16 and 25 at same times as above.

*SIP* (Telephone) – Genoa Weather Report, prepared by Air Force Dept. at Genoa Airport, is based on the Genoa Radio information plus local information received by planes or vessels along the coast from Capo Mele to La Spezia. The report is inserted on a tape recorder and it is amended according to latest information received.

This report can be received by telephone by simply dialling 010–5005 at the following times:

from 31/5 to 26/9 at 0600–0900–1200 (forecast validity up to 2400 same day)
at 1800–2000–2400 (forecast validity up to 0600 following day);
from 27/9 to 30/5 at 0600–0800–1400 (forecast validity up to 2400 same day)
at 2000–2400 (forecast validity up to 0600 following day).

In case of necessity the Air Force Weather Bureau can be called by 'phone (010–420341 ext. 275) at any time of the day or night, to obtain additional information about developments of the existing situation and forecasts.

**FRESH WATER:** Fresh water is supplied at the berth, with no limitation, through a 3 in. flexible hose (international flange) at rate of about 60 tons per hour.

**FUEL:** Bunkers are supplied by barge which moors portside alongside the vessel. Bunker requirement must be radioed to local Agent at least 48 hours in advance. For vessels expecting to arrive on Saturday or Sunday, the requirement must be forwarded not later than Thursday afternoon.

**CUSTOMS:** Present regulations allow each seaman to retain in his possession a maximum of 40 cigarettes or the equivalent of tobacco or cigars, and one open bottle of spirits. The balance of all smoking items and spirits must be collected, listed and locked, and included in the Stores List.

**MEDICAL:** Doctors and hospital facilities are available at Savona.

**CONSULS:** Consulates for most nations maintain offices in Genoa (about 50 km. from Savona).

**REPAIRS:** Repair shops for minor repairs are available. For electronic equipment repairs, notice should be sent to the local Agent in due time.

**SHORE LEAVE:** Launches are sailing from Chevron Pier (located about one mile North of berth) and keep regular connection with tankers berthed at Sarpom's berth.

During bad weather the service is performed sailing from Agip Pier at Porto Vado.

Sufficient personnel must be aboard at all times for letting go lines so that the vessel can clear the berth whenever required.

**AGENCY:** Sarpom does not perform any vessel agency functions. Owners of vessels calling at Sarpom Terminal must arrange their own ship's Agent.

**AUTHORITY:** Cables: "Sarpom Quiliano". Tel. 887133 (prefix 019).

## RAVENNA: 44.25 N. 12.12 E.

**DOCUMENTS:**

For Maritime Authority:
- Ship Safety Certificates.
- 3 Crew Lists.
- 3 Passenger Lists.

For Customs:
- 1 Crew List.
- 1 Passenger List.
- Cargo Manifest.
- Bills of Lading.
- 1 Provisions List.
- 1 Customs Declaration of each Crew Member.

For Maritime Health:
- 1 Crew List
- 1 Passenger List.
- Derat Certificate or Exemption.
- Maritime Health Declaration.

For Police:
- 1 Crew List.
- 1 Passenger List.

**PILOTAGE:** Ordered by Agent in advance. Contact by radio telephone: Nos. 430453 and 430204 during office hours. Cables to Piloti del Porto, Marina di Ravenna. Pilot station and both pilot boats equipped with VHF, Channels 16, 9, 6 and 12. Pilot is embarked not less than 1 mile from head of breakwater. Vessel awaiting Pilot may anchor 1·5 miles from breakwater head. This anchorage is not secure in bad weather. Vessels bound for SAROM installation, embark Pilot at least ½ mile from the berths. Pilot launches have black hull with white band, white superstructure, 10 or 14 m. in length.

**ANCHORAGE:** Anchorage prohibited in vicinity of submarine pipe-lines and cables. Vessels waiting for a berth may anchor at a distance more than 1·5 miles from the outer breakwater head according to their draft and subject to weather conditions.

**RESTRICTIONS:** Berthing in daylight only. The channel to the inner port is navigable one way only. Traffic signals are displayed to indicate when channel closed to incoming vessels.

**MAX SIZE:** *Inner Port*, draft limited from 17 ft. to 17 ft. 6 in. depending on vessel's beam.

*San Vitale*, max. draft 28 ft. allowed from port entrance to San Vitale Basin.

*Sarom* (*Oil Platform*), length not limited, max. draft 36 ft.

*Sarom* (*Oil Berth*), length not limited, max. draft 36 ft.

*SBM Terminal*, length not limited, max. draft 44 ft.

**HEALTH:** Pratique given by radio, on request to Sanimare Ravenna. Pratique is automatic for vessels coming from ports in Italy, United Kingdom, France, Belgium, Netherlands, Germany and Greece.

**RADIO:** Messages via Ancona Radio, Venezia Radio, or Trieste Radio. Ravenna VHF Radio Station operates on Channels 16, 25, 26, and 27.

**TUGS:** Available, join vessel in outer port. Ship's lines are us

**STEVEDORES:** To be ordered before 1030 hours for afterno work, and before 1630 hours for following morning.

**MEDICAL:** All facilities available.

**TANKERS:** No slop discharge facilities available. Dirty ba may not be discharged within 50 miles of the port.

**S.B.M. TERMINAL:**

No. 3 Terminal (Ocean Berth) lies in position Lat. 44° 29′ N., Lo 12° 25′ E. It can accommodate vessels of any length but there is maximum draft of 44 feet.

Discharging by 10-in. flexible hoses connected to the ship's p manifold.

Vessel lies stern to buoy heading Northward, using both ancho These are backed up with a shore wire on each bow. At the st shore wires are used and there are two breast lines on either si

If the vessel has to anchor, this should be to the North of the bu and not less than 3·5 miles from the coast. This gives good holdi in mud and clay if plenty of cable is used, as there is occasionall 2·5 to 3·0 knot Southerly current. Vessels should not anchor Sou of the buoy due to the presence of telegraphic cables and pipe-line

**DENSITY:** 1024.

**FRESH WATER:** Only available ex-wharf at San Vitale and inner port piers. Barge available for deliveries to the Silos Piers a tanker terminals.

**FUEL:** Available by barge.

**FIRE PRECAUTIONS:** Tankers are given copy of port fire regu tions on arrival. No repairs or gasfreeing to be carried out witho permission of Port Authorities.

**DEVELOPMENTS:** The buoy berth about 9·5 miles East of Raven in a depth of 75 ft. is expected to be operational during 1974.

**GANGWAY/DECK WATCHMEN:** Optional, can be employ from shore if required.

**OPENING/CLOSING HATCHES:** Can be performed by shi crew or by stevedores.

**CUSTOMS ALLOWANCES:** 50 cigarettes per man for first d in port. Wine/spirits, allowance is made for normal daily consum tion on board.

**IDENTIFICATION CARDS:** Shore passes given by police.

**CONSULS:**

| | | |
|---|---|---|
| Norway | tel. | 24.5.47 |
| Sweden | ,, | 22.6.39 |
| Spain | ,, | 24.0.14 |

**REPAIRS:** Minor engine repairs can be effected. Floating dry-doc available for up to 1,000 tons displacement.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Forli Airport situated 25 km. away, with daily flights Rome and Milan.

**TIME:** GMT plus one hour. From May to September, GMT pl 2 hours.

**POLICE/FIRE/AMBULANCE:** Police, tel. 22.4.66; Ambulanc 22.3.11; Fire, 22.2.22.

**TELEPHONES:** Cannot be installed on board.

**SHORE LEAVES:** Allowed. Launch service available for vesse in the roads.

**AUTHORITY:** Capitaneria di Porto Ravenna, Via Antico Squero tel. 22 100, 24 1 24.

**AGENT:** Gastaldi and Co. S.p.A., c/o Marittima Ravennate, 23 V Carducci, P.O. Box 391, Cables "Dick Ravenna". Tel. 23505. Te 55183.

## SALERNO: 40.40 N. 14.45 E.

**DOCUMENTS:** As for all Italian ports, i.e. all ship's documen in valid condition and Arrival Reports, to be filled upon arrival wi the Port Authority's representative.

**PILOTAGE:** Master may communicate with Pilot in the norm way. Either by hoisting "G" flag, or by calling him on "ALDIS" night time.

**ANCHORAGE:** Position of anchorage, about 1·8 miles S.W. of t intermittent red light. Depth of water 12 metres.

**RESTRICTIONS:** Vessel cannot enter or sail from the harbo between 2100 and 0500 hours.

**MAX. SIZE:** Vessel allowed to enter port should not exceed 1 metres in length or 23 ft. draft.

**HEALTH:** Free pratique not obtainable by radio. Usual formalitie on berthing.

**RADIO:** All cables should be sent via "Napoli Radio" call si "IQH".

No VHF Station exists.

**TUGS:** Lines must be supplied by the ship. Tugs position is ne the intermittent light (red).

**BERTHING:** Five berths with depths from 19 ft. to 23 ft.

**STEVEDORES:** Stevedores are to be informed 24 hours prior t vessel's arrival.

**MEDICAL:** Medical Service should be requested in advanc Hospital facilities are obtainable.

**DENSITY:** Average salinity is 1025 inside port.

**FRESH WATER:** Fresh water available at all berths.

**FUEL:** Bunkers may be supplied from Naples by truck or barge. large quantities are requested supply will be effected by barge fro Naples.

**DEVELOPMENTS:** Presently some works are in progress in ord to obtain a further berth with deeper draft.

**CUSTOMS ALLOWANCES:** Only 40 cigarettes on vesse arrival. This applies to officers and crew. The remaining stock will b sealed in vessel's bonded store.

**CONSULS:** No consular representatives exist in Salerno. Nearest at Naples.
**REPAIRS/DRY DOCKS:** No dry dock exists. Only small workshops attending minor repairs.
**AIRPORT:** The nearest airport is at Naples. Distance 70 km.
**TIME:** One hour ahead of GMT.
**HOLIDAYS:** Other than the national festivities, 21st September, a local holiday, being the Name Day of the town's Patron Saint.
**TELEPHONES:** Emergency phone number is: 113.

## SAVONA (including Vado Ligure): 44.18 N. 08.29 E.

**DOCUMENTS:**
Arrival Report for Port Authority.
Cargo Manifest.
Provisions and Crew Personal Effects Manifest.
8 Crew Lists.
Safety Certificates.

**PILOTAGE:** Ordered through Agent. Telegraphic address: Piloti Porto di Savona. Pilot launch is black with white band. To call pilot, use flag or light signals according to International Code. For vessels bound for Savona or Vado Ligure, pilot boards about ½ to 1 mile SE of the red light at Savona port entrance.
**ANCHORAGE:** Depths of 25 metres. Important limit: it is forbidden to anchor North of bearing 270° from red light between 1st October and 14th May. It is forbidden to anchor East of bearing 360° from the white light between 15th May and 30th September.
**RESTRICTIONS:** Night entrance is considered for each case depending on type of mooring and vessel's draft. At Savona berths, vessels on maximum draft berth in daylight at high tide. No restrictions on un-berthing.
**MAX. SIZE:** Savona inner port, max. draft 9 m.; Savona Silos, max. draft 10·50 m.; Vado Ligure Roads, depending on berth depth.
**HEALTH:** Request free pratique by radio from Sanimare Savona prior arrival.
**RADIO:** Genova Radio or Roma Radio. VHF at Harbour Master's Office (tel. 386656).
**TUGS:** Available, join vessel in vicinity of Savona port entrance or at Vado Ligure just off the berth. Ship's line usually used. If tug line used, tariff plus 20% is charged.
**BERTHING:**
*Savona:* Funivie (S. Giuseppe), 32 ft. depth; Savona Silos S.p.A., 30 ft. depth.
*Vado Ligure:* Fornicoke Pier, 38 ft. depth; Esso berth, 32 ft. depth; Vadoil berth, 39 ft. depth; Shell berth, 31 ft. depth; Chevron berth, 31 ft. depth. Sarpom buoy berths, see "Quiliano Terminal".
**BULK HANDLING FACILITIES:** Grain: discharged at berth No. 17, rate 500 tons per hour.

Coal: discharged at Funivie, discharging rates ranging between 7,500 and 16,000 tons per day, depending on suitability of vessel for discharging facilities.
**TANKERS:** Sarpom Sea-Line Terminal, see "Quiliano Terminal".

At Chevron, Shell and Vadoil berths, tankers are moored stern to quay.

No slop discharge facilities available.
**STEVEDORES:** Ordered by ship's Agent, no separate ETA required.
**MEDICAL:** All facilities available.
**DENSITY:** 1025.
**FRESH WATER:** Obtainable at berths by pipe-line. Barge available for quantities in excess of 60 tons.
**FUEL:** All grades available by barge.
**FIRE PRECAUTIONS:** Watchmen on board tankers or vessels handling dangerous cargo.
**OPENING/CLOSING HATCHES:** Can be handled by ship's crew or stevedores.
**CUSTOMS ALLOWANCES:** Bond Sealed. Small quantity cigarettes and spirits permitted for consumption while in port.
**IDENTIFICATION CARDS:** Shore passes given by local police.
**CONSULS:**

| | |
|---|---|
| Finland | Norway |
| France | Spain |
| Netherlands | Sweden |

**REPAIRS:** All types of repairs possible.
**HOLIDAYS:** 1st January; 6th January; 19th March; 25th April; Easter Monday; 1st May; 7th May; 28th May; 2nd June; 29th June; 15th August; 1st November; 4th November; 8th December; 25th and 26th December.
**POLICE/FIRE/AMBULANCE:** Police, tel. 28868; Ambulance, 20104; Fire, 801801–802441.
**TELEPHONES:** Can be connected on board.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Capitaneria di Porto, tel. Savona 386656.

## TARANTO: 40.29 N. 17.15 E.

**DOCUMENTS:**
6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
Cargo Manifest.
Arrival Report, completed on arrival.
Maritime Declaration of Health Certificate, completed on arrival.
Ship's Certificates including Italian Anchorage Dues.
Vaccination Certificates for sighting.

**PILOTAGE:** Piloting in Port of Taranto is compulsory to all vessels over 500 grt. Vessels are taken 1 mile off S. Vito Cape Lighthouse. Also for shifting from berth to berth Pilot assistance is compulsory.
**RESTRICTIONS:** Entry allowed day and night.
**MAX. SIZE:** Tankers up to 72 ft. draft may berth at buoy mooring. Bulk carriers up to 50 ft. draft may berth at Italsider Pier.
**HEALTH:** Free pratique is automatic for vessels coming from Italy, France, Great Britain, Ireland, Germany, Belgium, Holland and Greece. From other countries it may be obtained via radio, by applying to "Sanimare Taranto" between 12 and 6 hours before arrival.

Smallpox vaccinations available. Yellow fever vaccinations could be arranged by calling Bari port doctor to Taranto with two days notice.
**TUGS:** Towage service is not compulsory and is supplied by one tug of 1,350 h.p., 2 tugs of 1,000 h.p., and one of 1,035 h.p. belonging to Rimorchiatori Napoletani. It is expected that the service will be improved in the future with a further tug of 1,920 h.p.
**BERTHING:** *Outer Harbour:* Quays No. 1/2, combined length, 1,050 ft. (32 m.); maximum draft, 26 ft. 3 in. (8 m.); Quay No. 3, length, 820 ft. (250 m.); maximum draft, 27 ft. 10 in. (8·50 m.).

Italsider Pier: *Eastern side* (for discharge of ore, coal, steel scrap): length, 4,456 ft. (444 metres); depth alongside 52 ft. 6 in.; max. draft allowed 50 ft.

*Western side* (for discharge and loading of finished goods): length, 1,566 ft. (477 metres); depth alongside 33 ft

Safety. During winter time, berths are subjected to heavy swell which may force vessels to leave same, as the breakwater effectively protects only the Eastern side. However, work is now in progress to lay new breakwater, which should also render safe the Western side.

*Head of the Pier:* Width, 448 ft. (136·55 m.); maximum length of vessel, 459 ft. (140 m.) or up to 525 ft. (160 m.), subject to vessels laying at Western and Eastern sides being berthed at not less than 164 ft. (50 m.) from head of pier; depth alongside, 32 ft. 8 in. (10 m.).

*Cement Pier:* Maximum depth is 8·50 m.; suggested maximum draft 8·20 m. (26 ft. 10 in.); maximum vessel length acceptable, 120 m.; rate of loading (in bulk): up to 280 m./ton per hour; (in bag): up to 35 m./ton per hour.
**TANKERS:** *Aviation Gasoline Oil Jetty.* Tankers moor with two anchors and with stern made fast to four buoys. Connection by stern. Vessel lifting up hoses (9 in.) from the jetty (breadth 9 ft., length 1,476 ft.). Length of pipe-line from ½ to 1½ miles.

Access to vessel by boat. No water or bunkers available. Maximum draft 25 ft. Night crossing of Mar Piccolo up to and from jetty is not allowed.

*Navy Oil Jetty:* Pier, terminating in two quays, which may accommodate two vessels each. Max. draft 33 ft., hoses 300 mm. Night movements allowed.

*Petroleum Pier:* Exclusively used for handling petroleum products at its four berths and is connected by several pipe-lines with Shell Italiana Refinery, as well as with the bulk plants belonging to Agip, and Industrie Chimiche De Gaeta, which are all located in the industrial area of Taranto adjoining to the petroleum port. Access to the pier is through a dock 350 m. long and 33 m. wide. The pier itself is 560 m. long.

Berth No. 1 and 2 (aft berths), maximum length of vessel, 175 m. (557 ft. 3 in.); maximum draft, 9·50 m. (31 ft. 2 in.). Maximum depth, 10 m. (32 ft. 9 in.). Bunkers from line, (8 in. hose, 10 in. pipe-line). Water, by barge. Loading arms, 2 of 10 in., 3 of 8 in.

Berth No. 3 and 4 (fore berths), maximum length of vessel, 208 m. (682 ft. 5 in.); maximum draft, 10·50 m. (34 ft. 5 in.); maximum depth, 11·00 m. (36 ft. 1 in.). Bunkers and water, as per berths 1 and 2. Loading arms, 6 of 10 in.

Pier is fitted with one line for each product to be loaded (14 lines) and a 20 ft. line for ballast discharge. Any quantity of ballast may be received by the pier. Access to the pier for provisions only via boats.

*Shell CBM.* Shell terminal for discharge of crude oil is situated in Mar Grande North-east of St. Paul's Island. Distance 3,000 metres, and bearing 048° from light at the head of St. Paul Breakwater. Vessels moor at five buoys with port anchor down. Buoys are equipped with intermittent red lights and quick-release hooks.

The hoses (two of 12-in.) are signalled by marker floats and have to be lifted by vessel with derrick capacity at least 8 tons. The terminal is connected with the refinery by a 34-in. pipe-line, 5 kilometres long. Maximum length acceptable 330 metres, maximum draft 72 ft., maximum dwt. 200,000 tons.

Two tugs recommended for berthing with good weather and without North-westerly winds. Night mooring and unmooring allowed.

*Agip/Anic Terminal:* Vessels moor with two anchors and with stern made fast to four mooring buoys.

Maximum draft 26 ft. 3 in. (8 m.). Under rough weather conditions vessels may have to leave the terminal, position being exposed. No mooring at night allowed, while unmooring is permitted. Supplies, bunkers, water, and connections with vessel by barge.

For methanol, tank inspection is usually carried out in the road, before berthing.

*Pozzi Ferrandina SPA Terminal:* Three sea lines, the hoses of which must be lifted from the sea bottom by ship's gears. One sea line (6 in.) is used to load methanol and one (6 in.) to load soda. Third (3 in.) sealine is for water. Port side hose connection. Pipe-line length ¼ mile.

Vessels moor with starboard anchor and made fast to three buoys astern and one port. Night movements are not allowed. Maximum draft 22 ft. Maximum length 85 m.

*Industrie Chimiche Di Gaeta, G.I.D. Terminal:* Situated further West of Pozzi Terminal, it has three sea lines with hoses of 6 in. and 10 in., which have to be lifted from sea bottom.

Vessels moor with port anchor and make fast to three buoys astern and one buoy forward starboard. Maximum draft 22 ft. Night movements not allowed.

**BRIDGES:** One bridge in inner harbour. Opening times: 0020–0420, 0830, 1510, 2110. Opening on Agent's request to Harbour Master (24 hours notice requested for day opening time). Maximum speed in the canal, 6 knots.

**STEVEDORES:** Available. Normal working hours are from 0700 to 1500. For work performed in overtime/and/or holiday, the "Tariffs to the Workers" are increased as follows:

| *Day* | *Shift* | *Increase* |
|---|---|---|
| Weekday | 1500–2300 hrs. | 40% |
| | 2300–0700 hrs. | 80% |
| Saturday | 1100–1500 hrs. | 40% |
| | 1500–2300 hrs. | 40% |
| | 2300–0700 hrs. | 80% |
| Sunday | 0700–1500 hrs. | 50% |
| | 1500–2300 hrs. | 80% |
| | 2300–0700 hrs. | 100% |

**DENSITY:** 1029 and 1031. Tides negligible. Maximum variation 1 ft.

**FRESH WATER:** Available at all quays from 0700 to 1700 hours. also available by barge of up to 190 tons capacity.

**FUEL:** Available by barges from Agip; Shell and Sincat. 48 hours notice requested, aside from usual stemming.

*Lubricating Oil.* Available from Shell, Mobil and Esso.

**FIRE PRECAUTIONS:** Performed by fire brigade and compulsory to all tankers undergoing repairs/dry docking. It is requested and paid for by the shipyard, which afterwards charge same directly to the Owners.

**WATCHMEN SERVICE:** Available. Hourly cost, lire 450 per watchman used (lire 500 on Sunday and holiday).

**OPENING/CLOSING HATCHES:** Usually carried out by crew, but stevedores also carry out this operation at 1,202 lire per hatch.

**CUSTOMS ALLOWANCES:** 40 cigarettes and one opened bottle wine/spirits per man.

**IDENTIFICATION CARDS:** Required. Shore passes issued by local police.

**CONSULS:** Spain, France, Panama and Norway.

**REPAIRS:** All major repairs undertaken.

**DRY DOCKS:** Two floating docks owned by Stabilimenti Navali with dimensions as follows:

| | *Dock No 1* | *Dock No. 2* |
|---|---|---|
| Length at support level | 699 ft. 8 in. | 808 ft. 4 in. |
| Length overall | 765 ft. 4 in. | 869 ft. 4 in. |
| Breadth at support level | 121 ft. 3 in. | 137 ft. 1 in. |
| Depth | 29 ft. 8 in. | 27 ft. 9 in. |
| Lifting capacities | 28,000 tons | 40,000 tons |

Maximum draft acceptable in channel leading to the shipyard is 33 ft.

**REPATRIATION:** Good facilities exist.

**AIRPORT:** Located at Grottaglio, 20 minutes by car from the city. It is served by four daily connections with Rome, and one to Naples.

**TIME:** GMT plus 1 hr. Winter. GMT plus 2 hrs. Summer.

**HOLIDAYS:** New Year's Day (1st January); Epiphany Day (6th January); Saint Joseph's Day (19th March); Liberation Anniversary (25th April); Easter Monday; Ascension Day (19th May); Corpus Domini Day (9th June); Labour Day (1st May); Republic Foundation's Day (2nd June); Saint Peter and Paul's Day (29th June); Assumption Day (15th August); All Saints' Day (1st November); National Unity Day (4th November); Immaculate Conception Day (8th December); Christmas Day (25th December); Saint Stephen's Day (26th December); Town Saint Patron's Day (10th May, at Taranto).

**SERVICES:** Compass adjusting, etc. available.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Il Comandante Colonello di Porto. Ministero della Marina Mercantile.

## TORRE ANNUNZIATA: 40.45 N. 14.27 E.

**DOCUMENTS** and all General Information – refer to "Naples".

**RESTRICTIONS:** Mainly a fishing port with few facilities for larger vessels. Reported not to be suitable for larger vessels during winter months due to frequent high winds and heavy swell within the harbour.

**MAX. SIZE:** Length 472 ft., draft 30 ft.

## TRIESTE: 45.39 N. 13.45 E. (See Plan)

**PORT LIMITS:** From Barcola (4 km. East of Capo Miramare) to Zaule, in the Muggia Bay. The roastead is 18/24 metres deep. The lay-days begin from 1300, if the Captain declares the "readiness" of the ship within 1200, and from 0800 of the following day if the declaration of "readiness" has been made within 1700. The declaration of "readiness" is made when the ship docks at the operative pier or when the ship anchors in the roadstead.

**DOCUMENTS:**

For Customs:
- 2 Cargo Manifests.
- 1 Stores List.
- 1 Provisions List.

For Port Authorities:
- Arrival Report.
- 2 Crew Lists.
- 3 Passenger Lists.

For police:
- 1 Crew List.
- 1 Passenger List.
- Shore Passes, provided by Agents.

For Port Health:
- Maritime Declaration of Health.

**PILOTAGE:** Is compulsory for vessels over 499 grt. Location of pilot station for large tankers is in approximate position 45° 37′ N., 13° 43′ E.

For smaller vessels Pilot boards in approximate position 45° 39′ N., 13° 44′ E.

**ANCHORAGE:** No pilot required to anchor in roads.

**MAX. SIZE:** Tankers up to 52 ft. draft, length 350 metres.

**HEALTH:** Free pratique is granted by the local Health Officers who board the vessels on arrival together with Port Authorities. The pratique can also be requested by cable, addressed to "Sanimare – Trieste" and stating the port of origin, the number of crew and general health condition on board.

**RADIO:** Trieste radio, call sign IQX, operating continuously. Radio Telephony and/or telegraphy can be used. RTF Channels 8, 12, 16, and 500.

**TUGS:** Ten tugs available up to 2,500 h.p. Tugs normally join vessel at pilot boarding station. Ship's lines usually used. If tug's lines used the tariff is increased by 10%. Tug assistance is compulsory for tankers.

**BERTHING:** Maximum draft allowed at berths as follows:

Punto Franco, Vecchio, ore pier, 28 ft.; Other berths, 21 ft. Punto Franco, Nuovo, ore pier, 30 ft. silos, 31 ft. 5 in.; general cargo, 31 ft. Punto Franco, Scalo Legnami, 24 ft. Molo Martello, 30 ft., max. length of ship, 171 m. Italsider, berths, 45 ft. Siot, terminal, 55 ft. Pontile Aquila, oil pier, 38 ft. Italcementi, berths, 30 ft. Vetrobel, berth, 30 ft. A.F.A., berth, 21 ft.

Mole No. 7 (Container Terminal), max. draft 52 ft.

**SPECIALISED CARGO HANDLING FACILITIES:** Wheat storage-bin for cereals and oil-seeds, capacity 30,000 tons, with 4 pneumatic unloaders. Auxiliary set, capacity 16,000 tons, with 3 pneumatic dockers.

Coals and minerals plant, Molo VI North, with 7 cranes and 2 bridge cranes.

Coals and minerals plant, Italsider pier with two 25-ton unloaders.

Unloading, loading, alcohol and other liquid stowage plant, capacity 5,340 cubic meters.

Maturity, conservation and disinfestation fruits and vegetables plant.

Refrigerant, capacity 3,700 tons.

*Container Terminal:* Quay length 650 m., total area 20 ha. one rail-mounted 35-ton gantry crane (portainer) and other modern and special installations for unloading/loading, moving and parking containers.

*Roll-on/Roll-off:* Two ramps.

**STEVEDORES:** The working hours for the harbour operations are: 1st turn from 0730 to 1400 hrs. 2nd turn from 1400 to 2030 hrs. On Sundays and holidays the 2nd turn is limited to ferry boats, container ships, unloading/loading of living animals, and to perishable goods operations. Customers can take advantage of a possible 3rd turn in the labour days, on Monday to Friday, from 2100–0330 hrs.

Night work, Sundays and holiday work, the 2nd turn of Saturday and the continuation of the turn is considered as overtime work.

**MEDICAL:** All facilities available. Preferable order in advance if required on holidays.

**TANKERS:** No slop discharge facilities; no repairs allowed to tankers at loading/discharge berths; no trucks or lorries allowed at Aquila Oil Pier which can only be approached by motor boats.

*Transalpine Pipeline Terminal.* The TAL tanker terminal provides the following facilities: Main pier, 1,870 ft. long; Mooring pier No. 1, 1,558 ft. long; Mooring pier No. 2, 1,607 ft. long; draft allowed, 52 ft.

Piping layout – one crude oil line 42 in. diam, for each mooring pier; one main manifold of 42 in. diam.; one 42 in. line from main manifold to tank farm; two lines for bunkering purposes, 42 in. diam. for fuel oil service, 10 in diam. for diesel oil service; one 8 in. line for fresh water service.

**DENSITY:** 1025.

**FRESH WATER:** Available by pipe-line at all berths. No barges available.

**FUEL:** All grades available, loading rate about 250 tons per hour. 48 hours notice required.

**DEVELOPMENTS:** New dry dock 350 metres length under construction.

**GANGWAY/DECK WATCHMEN:** Available but not compulsory.

**OPENING/CLOSING HATCHES:** Optional, but stevedores usually perform this operation for convenience.

**CUSTOMS ALLOWANCES:** 50 cigarettes for each man and one bottle wine/spirits between 5 men. Only one allowance given while vessel in port.

**IDENTIFICATION CARDS:** Shore passes are issued by local police.

**CONSULS:**

| | | | |
|---|---|---|---|
| Austria | tel. 90891 | Holland | tel. 61690 |
| Belgium | „ 37073 | Honduras | „ 95225 |
| Brazil | „ 35317 | Lebanon | „ 37370 |
| Chile | „ 28960 | Sweden | „ 29182 |
| El Salvador | „ 36556 | Turkey | „ 24393 |
| Germany | „ 37141 | Uruguay | „ 31664 |
| Great Britain | „ 35760 | U.S.A. | „ 30221 |
| Greece | „ 28278 | Yugoslavia | „ 24969 |
| Guatemala | „ 29551 | | |

**REPAIRS:** All kinds of hull, deck and engine repairs can be carried out by Arsenale San Marco, Cantieri Alto Adriatico and other yards.

**DRY DOCKS:** Four dry docks available, the largest of which is 206·96 m. long; 30·0 m. wide, 27·60 m. depth and 8·25 m. sill depth.

**REPATRIATION:** No facilities.

**AIRPORTS:** 30 miles distant. Two flights daily to Venice/Milan and Rome for international connections.

**TIME:** GMT plus one hour. Summertime: GMT plus 2 hours.

**HOLIDAYS:** New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day; (25th April); Labour Day (1st May); Good Friday, Easter Monday, Ascension Day, Corpus Domini (variable dates); Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); All Saints' Day (1st November); St. Giusto (3rd November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December); Cargo work can be arranged on the above days.

**POLICE/FIRE/AMBULANCE:** Police, tel. 113; Fire, 2222; Ambulance, 68888.

**TELEPHONES:** Can be installed on board.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Ente Autonomo del Porto di Trieste P.O. Box 569 – 34100 Trieste. Telex: Management, No. 46257 DG. Eapt. Container Terminal, No. 46365 Ct Eapt.

## VENICE: 45.26 N. 12.20 E.

**DOCUMENTS:** Minimum number of ship's papers required upon arrival:

*By Port Health*

2 copies Passenger List.
2 copies Crew List.

*By Police*

2 copies Passenger List.
2 copies Crew List.

*By Ship's Agents*

2 copies Passenger List.
2 copies Crew List.
2 copies Cargo Manifest.

*By Customs*

2 copies Cargo Manifest.
2 copies Provisions and Stores List.

**PILOTAGE:** Pilot boards 2 miles from breakwater. Master can contact Pilot by radiotelephone, VHF Channel 114.

**ANCHORAGE:** Anchorage for large tankers will depend upon Master's discretion. However there is a good anchorage in position 45.23.30 N. 12.34.00 E.

**RESTRICTIONS:** Advisable to enter during day-time and with favourable tide. Vessel up to 29 to 30 ft. draft can enter at high water. Vessel of this size can berth alongside with use of a pontoon. Tankers; normally restricted to 31 ft. draft.

**HEALTH:** Health Officer Boards as soon as vessel is berthed. Pratique can be obtained by radio prior arrival. Radio request to Sanimare Venice through Trieste Radio.

**TUGS:** Tugs are available in plenty and will join vessel at breakwater and/or off Lido when proceeding to S. Nicolo. Ship's lines have to be used.

**BERTHING:** Banchina Piave have a total quayage of 2,760 ft. long with a depth of water varying from 25 to 26 ft. at low water.

Banchina Tagliamento have a total quayage of 2,500 ft. long with a depth of water varying from 26 to 29 ft. at low water.

Testata Marmi have a total quayage of 720 ft. long and 26 ft. depth of water.

Banchina Palazzo have a total quayage of 525 ft. long and a depth of water of 26 ft.

Banchina Isonzo have a total quayage of 2,360 ft. long with depth varying from 24 to 30 ft. at low water.

Testata Silos have a total quayage of 330 ft. long with a depth of water 21 ft. at low water.

Banchina S. Marte e Magazzini Generali Punto Franco (Free Port) have a total quayage of 2,950 ft. long with a depth of water varying from 21 to 23 ft. at low water.

*Porto Marghera:*

Leghe Leggere with a depth of water 27 ft. at low water.

Radice Molo "A" with a depth of water 27 ft. at low water.

Banchina Veneto with a depth of water varying from 22–25 ft. at low water.

Banchina Lombardia with a depth of water 28 ft. at low water.

Banchina Piemonte with a depth of 30 ft. at low water.

**STEVEDORES:** The Provveditorato al Porto Venice are exclusively entitled to manage all the commercial traffic and to provide by their own means the commercial work in the harbour including stevedores. Vessel should en route ETA cable to Agent at least 48 hours prior vessels arrival to arrange gangs.

**MEDICAL:** Hospital facilities always available. No notice required in advance.

**TANKERS:** Tank washings cannot be disposed of inside port. Diameter of loading discharge lines 8 to 12 in.

One berth for tankers at San Leonardo can accommodate vessels up to 85,000 dwt. Maximum draft is 43 ft. 3 in. Good discharging and no back-pressure. Speedboats up to Venice take about 40 minutes.

*Discharging berths for tankers at Porto Marghera:*

Darsena IROM, length 570 metres, depth 30 ft. Tankers over 31 ft. draft require special approval.

Esso Pier: depth alongside 30 ft.

Shell Pier: depth alongside 30 ft.

Agip Pier: depth alongside 23 ft.

Port entrance of Malamocco, at point of the island of Lido, has been reopened where a canal 12 metres deep leads to Port of Marghera. This canal allows large tankers to proceed to coastal storage tanks without passing through urban centre of Venice.

**BULK HANDLING FACILITIES:** Bauxite discharging at Montecatini and Molo Commerciale in Porto Marghera.

Discharge by crane grabs at rate of 2,000 tons per day at Montecatini, and 1,500 tons per day at Molo Commerciale. Vessels up to 28 ft. draft can be accommodated.

**SALINITY:** Average salinity of water inside port 1020.

**FRESH WATER:** Plenty available.

**BUNKERS:** All grades available and delivered by barge.

**CUSTOMS ALLOWANCES:** The Customs require from the ship a complete list in duplicate of Provisions and Stores. It is particularly important that the quantities of items such as tobacco, cigarettes, spirits, coffee, matches, pepper, salt, spices, cars, chocolate, should be given accurately. Customs Officers will supervise the issue while ship is in port. Amount of tobacco allowed out of Bond: 50 cigarettes per man for all foreign vessels except British and U.S.A. flags. 20 cigarettes per day per man on British and American flag vessels.

**CONSULS:** Following are Consulates maintaining their offices at Venice:

Argentine
Austria
Belgium
Denmark
Finland
France
Great Britain
Germany
Greece
Guatemala
Lebanon
Liberia
Norway
Holland
Panama
Peru
Portugal
Spain
Sweden
Switzerland
Uruguay

**REPAIRS/DRY DOCKS:** There are ample facilities for repairs. Following are particulars of Venice dry docks:

| *Minore* | *Maggiore* | *Principe* | |
|---|---|---|---|
| 298·8 ft. | 526·3 ft. | 820·3 ft. | extreme length |
| 58·4 ft. | 79·8 ft. | 117·8 ft. | breadth of entrance |
| 1·0 ft. | 1·0 ft. | 3·1 ft. | height of sill above bottom dock |
| 19·7 ft. | 29·6 ft. | 36·0 ft. | depth on sill at high water. |

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**AIRPORT:** International Airport Marco Polo about 10 km. from Porto Marghera. Served by regular airlines.

**TIME:** GMT plus 1 hour. Summer Time from June to September.

**HOLIDAYS:** The public and port holidays are the following: 1st January; 6th January; 19th March; 25th April; Monday after Easter Day; 1st May; Ascension Day; Corpus Christi Day; 2nd June; 29th June; 15th August; 1st November; 4th November; 21st November; 8th December; 25th December; 26th December.

**TELEPHONES:** Telephones will be placed aboard the ship.

**AUTHORITY:** Il Comandante di Porto.

**AGENT:** Bassani S.p.A., Venice – Via 22 Marzo, 2414, PO Box 484. Tel. 20340 – 22771. Telex 41066. (Subagents of Gastaldi & Co) Cables: "Dick Venice".

# Ivory Coast

## ABIDJAN: 05.18 N. 04.00 E.

**DOCUMENTS:**

7 Crew Lists.
6 Lists of Previous Ports of Call.
2 Lists of Ship's Stores.
2 Lists of Crew Personal Effects.
Maritime Declaration of Health.
6 Passenger Lists.

**PILOTAGE:** About one hour before arrival ships equipped with VHF shall confirm to the pilot station their correct hour of arrival off the roads; then the boarding time for Pilot shall be communicated. It is essential that these times are clearly understood both by ship and pilot station.

Ships shall stay in a position so they keep across the swell and the wind which both generally come from the South and they shall put the pilot ladder at the lee, i.e. Port if steering Eastward, Starboard if steering Westward.

Pilotage is compulsory, except for shifting alongside quays. For ships leaving harbour or shifting within harbour limits, request for a Pilot should be made at the Harbour Master's Office 3 hours at least before sailing or shifting. For a night sailing or shifting, request must be made before 1700.

Warning: when embarking Pilot, keep well clear of sandbank extending from entrance to Vridi Canal.

**RESTRICTIONS:** Ships may leave or enter Abidjan only between certain time limits. These limits are transmitted by Abidjan-Radio:

on 500 kc/s on request; on short wave, at the beginning of each watch period.

**MAX. SIZE:** Maximum draft 32 ft., maximum length 200 metres.

**HEALTH:** Request for free pratique is given by the Agent to port Health Authority, who will board vessel on arrival.

**RADIO:** Captains should radio their ETA and draft to "Comport-Abidjan". When at anchorage off Vridi canal, they should watch for signals from Vridi signal station, which keeps continuous watch, and advise them regarding the time the pilot will board their ship. Port Captain's office and Vridi signal station keep a permanent watch on 156·6 Mc/s and 156·8 Mc/s. Agents may be obtained through Abidjan-Radio on 2182 kHz. Abidjan-Radio answers on 1813 kHz.

**VHF:** 16 and 12 Channels are used: 16 for security and 12 for general traffic. It is strongly advised to use Channel 12. This channel is strictly reserved for the harbour traffic and ships wishing to talk to each other should do so on a ship to ship channel (6 or 8).

**PORT RADAR:** Is installed in the Harbour Master's Office. Vessels can contact port radar by VHF calling Comport Abidjan on Channels 16, 12 and 11, or through Abidjan Radio, which keeps watch on Channel 16.

**TUGS:** Tugs join vessel at the port entrance. Towing lines are provided by the tug.

**BERTHING:** At the Tanker berth in the Vridi channel, berthing is effected at slack water and unberthing is effected at the end of flood tide. Mooring at the sea line buoys at Port Bouet is only made at certain stages of the tide determined by the Pilot.

**SPECIALISED CARGO HANDLING FACILITIES:**

*Cranes:* Two sheer-legs for unloading heavy lifts, capacity 150 and 25 tonnes.

Two gantry cranes for timber handling, capacity 10 and 20 tonnes.

*Grain:* Priority berthing at No. 1 berth where silos and handling equipment available.

*Containers:* Discharged by vessel's derricks and removed by trailers. Proper container handling berths available in near future with container park of 30,000 sq. metres.

*Bananas:* One specialised berth with accommodation for two vessels, max. draft 7 metres.

*Ore:* One berth available, max. draft 10 metres.

*Timber:* Two berths. One with length of 300 metres and max. draft 2·50 metres and the other length 380 metres and max. draft of 0·70 metres. Timber is lowered into the water by gantry cranes and floated out to vessels.

**TANKERS:** One Private berth in the Vridi Channel, max. draft 30 ft. *Shipmaster's Report: The Sea Line Berth at Port Bouet near Abidjan.*

(*a*) *Introduction:* Vessel ordered to part discharge 21,000 tons of crude. With a maximum draft of 48 ft. 6 in., this was the largest vessel to use these facilities; the previous largest being about 60 kdwt (1973).

(*b*) *Approach from sea:* Coast line is low with few distinguishing marks. Outline picked up at about 18 miles range (using Marconi Raymark), at about the same time as 100 fathom line was crossed. Coast is very steep-to with a pronounced rift in sea bed leading to canal entrance in Abidjan.

(*c*) *Anchorage:* Vessel anchored about 2 miles from sea line terminal at Port Bouet. The usual anchorage is to West of canal, which would permit a more suitable approach to the berth.

(*d*) *Berth:* The sea berth is situated about one mile S.S.E. of Port Bouet light. According to chart prepared by terminal authorities Société Ivoirienne de Raffinage (SIR), the depths of water in the berth are 16 m. aft and 19 m. for'd, at chart datum. Members of the diving team and terminal representatives are of the opinion that there is greater than 1 m. more water than indicated; this is backed up by observed soundings of for'd depth of 21 m., with a rise of tide of 0·5 m.

Moorings consist of four 6 in. shore wires from buoys aft; four similar wires for'd, two from buoys, two from the sea bed; both anchors are used with about 8 or 9 shackles of cable on each.

Hoses are made fast on port side, 2×12 in. leading to a 1×24 in.× 5 km sea line. Back pressure is limited to 7 kg cm$^2$ (about 100 lb in.$^2$). Berth is aligned to head into the prevailing Southwesterly wind. Unfortunately this places the vessel beam on to the current which is unpredictable in both magnitude and direction. After nine years' experience at the berth, the diving team are unable to predict for a particular time if the current will run at all, or in what direction or at what strength. Current velocities of up to 2½ knots are normal. If the current starts to run at this strength at an early stage of a berthing operation it is probable that the operation will have to be abandoned.

(*e*) *Berthing:* Approach to the berth is made on a heading of 145° in line with buoys A and B on SIR chart. During much of the approach the vessel is within five cables of the shore, but, with one exception, the depth of water is adequate.

When the vessel was between one and two ship's lengths from buoy A, in Grid reference position 579.030 393.280 on SIR chart, the under keel clearance was 15 ft., for several minutes. There was a very low, barely discernible, swell running, but the approach to the berth runs with this swell directly abeam, causing the vessel to roll an estimated five degrees; the effect of this was to give a minimum bilge clearance of 10 ft.

Berthing operation is routine, with some shore labour assisting with wires. No carpenters' stoppers are provided for wires, but two each end can be made fast on to the storage drums of the winches.

(*f*) *Discharging:* Limiting back pressure maintained by two cargo pumps running at 1,200 rpm. Discharge rate achieved was 2,237 tons hour$^1$, which is usual for this berth.

(*g*) *Bunkering:* Bunkers are available in the berth in amounts greater than 500 tons. As bunkers are taken via the same sea line as cargo is discharged, the operation is somewhat clumsy and ti consuming: crude in the sea line is displaced by fuel oil; the ho is shifted to bunker connection; bunkers are taken; the hose re-connected to cargo manifold; the fuel oil in the sea line is d placed by crude oil. This sequence of operations took a total eight hours. If a total discharge was planned, it might be advisab to take bunkers in the middle of the discharge, in order to obvia the need to use stripping pumps to displace the fuel oil in the s line, amounting to some 1,200 tons.

**STEVEDORES:** Gangs must be ordered before 1700 on the p vious day.

**MEDICAL:** All medical services and hospitalisation can arranged without difficulty. Crew members are obliged to have va certificates against smallpox and yellow fever.

**DENSITY:** Varies from 1025 in January to 1000 in November.

**FRESH WATER:** Supplied from the quay at the rate of 40 tons hour per hydrant. Can be supplied by barge.

**FUEL:** 1500 secs. fuel available from Abidjan Refinery. Advan notice required.

**WATCHMEN:** Services of shore watchmen are recommended.

**HATCHES:** Normally opened and closed by stevedores.

**CUSTOMS ALLOWANCES:** Each man allowed to retain 2 cigarettes and 1 bottle of alcohol.

**IDENTIFICATION CARDS:** Should be carried by crew goi ashore.

**CONSULS:** The following countries are represented locally:

Algeria
Belgium
Brazil
Colombia
Congo
Denmark
Ethiopa
Finland
France
Gabon
Germany
Ghana
Great Britain
Italy
Israel
Japan
Korea
Lebanon
Liberia
Mauretania
Morocco
Netherlands
Nigeria
Norway
Sweden
South Vietnam
Tunisia
U.A.R.
U.S.A.
U.S.S.R.

**REPAIRS:** All types of repairs can be effected. There is a floati dock with lifting capacity 2,000 tons.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Local international airport with connections to parts of the world.

**TIME:** GMT. No alterations during the year.

**HOLIDAYS:** 1st May and 7th December no work can be carried o Other holidays which may be worked at overtime rates are: 1 January, Easter Monday, Whit Monday, Ascension Day, 1st Nove ber, Christmas.

**POLICE/FIRE/AMBULANCE:** Police, tel. 35.57.57; Fire, tel. 238/ Ambulance, tel. 238/82.

**TELEPHONES:** Can be connected on board if requested t vessels moored at quays No. 1, 2, 4 and 5.

**SHORE LEAVE:** Allowed without restriction.

**DEVELOPMENTS:** Additional berths to be constructed at V Jetty.

A container park of 30,000 square metres to be constructed.

The access channel to be deepened and widened to allow vesse of 37 ft. 6 in. draft to enter. Channel width to be 130 metres.

**AUTHORITY:** Direction du Port D'Abidjan, BP 1360 Abidja tel. 22.22.17. Commandant du Port, BP 1382 A. Telephone 32.17. Telex 674. Cables Comport Abidjan.

**AGENT:** Socopao Cote D'Ivoire, B.P. 1297. Tel. 32 02 11. Tel 745, 755, 413. Telex (Maritime): 562. Cables: "Freight Abidjan".

# Jamaica

## KINGSTON: 76.52 W. 18.00 N.

**DOCUMENTS:**

*For Customs Port Royal*

2 Health Certificates (obtainable from Customs Port Royal).
2 Crew Lists.
2 copies Passenger Lists.
2 Dangerous Cargo Lists.
1 Ship's Register.
2 Crew Declaration (obtainable from Customs Port Royal).
2 Stores List.
International Certificates of Vaccination for each crew member.

*For Immigration*

2 Crew Lists.
2 Passenger Lists.

*For Agent*

Bills of Lading covering all cargo on board.
2 Crew lists.
2 Stores Lists.
5 Manifests.
Ship's Register, Safety Certificate and Load Line Certificate.

*For Quarantine*

1 Derat. Certificate.
International Certificates of Vaccination for crew members.

**PILOTAGE:** Forty-eight hours advance notice to Agents required. Pilot boards vessel about 2 miles S.E. of Plumb Point Lighthouse. Vessels required to anchor at Port Royal whilst Customs board to grant pratique and seal stores. Contact pilot station VHF Channel 11. Several small pilot boats in use at present which come out from Kingston as required.

**ANCHORAGES:** Depth of ship channel 35 ft. recommended. Four specified anchorages, namely A, B, C, D – these having to be reserved in advance. Also unlimited anchorage space towards Eastern end of harbour. Positions of these four specified anchorages as follows:

Anchorage A 221° distant from R.C. Cathedral Dome 14·4 cables.
Anchorage B 180° distant from R.C. Cathedral Dome 11·0 cables.
Anchorage C 168° distant from R.C. Cathedral Dome 10·7 cables.
Anchorage D 155° distant from R.C. Cathedral Dome 11·0 cables.

**RESTRICTIONS:** Entry – day or night. Rise and fall of tide, average range 10 in., occasionally 16 in. Strength of current in harbour 1½ knots in some places. Main direction and average speed of prevailing winds E.S.E. 20 m.p.h. Months of maximum rainfall (i) April/May, (ii) Sept., Oct. and Nov. Hurricane period June 15–November 15.

**MAX. SIZE:** Recommended maximum draft into Port Royal 48 ft. for vessels of unlimited size. Main ship channel has recommended draft of 35 ft. and is 800 ft. wide. Newport West has recommended draft of 32 ft. 6 in. with a turning basin of 1,500 ft. Esso Terminals has recommended maximum draft of 34 ft. 6 in. Maximum recommended draft of 32 ft. 6 in. to proceed Eastwards, from Esso Terminals, in harbour to anchorage or berths. Newport East has maximum recommended draft of 27 ft. 6 in.

**HEALTH:** See "Documents".

*Pratique Procedure:* The Customs Officer who boards vessel will indicate to Master when pratique granted, after he has checked all documents and placed under bond all excess tobacco and liquor on board. In respect of vessels arriving from restricted areas (e.g. Texas, U.S.A.) vessel will not be granted pratique at Port Royal but at berth after being sprayed (at berth) by Quarantine Officer. A vessel with suspected fever or disease on board should inform Agent before arrival. The Agent will advise Customs at Port Royal and Quarantine. The Quarantine Officer will tell Master whether to proceed to Quarantine Anchorage or to berth direct.

If a vessel obtains pratique at Kingston, automatic pratique granted to proceed to any other port in Jamaica.

**RADIO:** Cable agents giving ETA, Draft, Passengers (if any), cash required. Call sign "KNRDO 6YI".

**VHF:** VHF Channel 16 – Kingston Radio. VHF Channel 11 – Pilotage.

**TUGS:** Tugs optional. Tug joins incoming vessel near berth. In case of emergency tug joins vessel wherever requested by Master. Usually ship's lines used, but if tug's lines used there is no extra cost.

**BERTHING:** No specific requirements for berthing. If explosives on board a special permit is required from Harbourmaster and Customs. Extract from Gunpowder and Firearms Law:

> "Twelve hours' notice shall be given by agent of ship to Harbour Master or Principal Officer of Customs, as case may require, of intended arrival of a ship with Gunpowder and/or Dangerous Explosives on board, and such ship shall not be permitted to come alongside a wharf or any ship in Harbour or to break bulk until Harbour Master or Chief Officer of Customs, as case may be, is satisfied that Gunpowder and/or Dangerous Explosives are of such character and are so stowed, or are in opinion of Harbour Master or Collector of Customs, in such trifling quantity as not to be an element of danger, when proper Officer shall certify –
>
> (*a*) that in consideration of character, method of stowage, or quantity of such Gunpowder and/or Explosives it is safe for such ship to berth and proceed to discharge cargo without special precaution, or
>
> (*b*) that having regard to considerations aforesaid such ship should discharge such Gunpowder and/or Explosives into lighters or at place appointed under rules for special landing before being allowed to berth or break bulk in connection with landing or shipping of other cargo."

Kingston has a new port development in harbour West of the city. There are nine berths (numbers 1–9) operated by two private wharf companies. All berths equipped for Ro/Ro traffic. Maximum depth of water in channel approaching and alongside berths is 35 ft. Recommended draft is 32 ft. 6 in. Bunkering facilities available at all new berths.

**STEVEDORES:** To enable agent order gangs important to obtain accurate ETA from vessels. Time: 12 noon the working day before vessel arrives. Shifts: 0700–1400, 1400–2100 Mondays to Fridays; 0700–1200 Saturdays. Sundays – full overtime.

Stevedores normally rig and open, but crew open McGregor hatches. All necessary gear supplied by stevedores except rain tents and special lifts requiring special gears, which vessel must supply. Average unloading rate 10/15 tons per gang hour for general cargo.

**CARGO HANDLING:** Wherry Wharf (a Sufferance Wharf) maintains a pier at Newport East for unloading lumber, corn and animal feed ingredients. The wharf is 200 ft. long with a depth of 29 ft. and an apron of 200×60 ft.

However, there are no specialised berths on the public wharves for handling bulk cargoes. Although sulphur salt, caustic soda and grains have been discharged, consignees make their own discharging and storage arrangements.

Grains for the flour mill and feed factory are discharged at Shell Oil Pier and conveyed by the plant's own system into the factories. Berths 1 to 9 in Newport West are equipped for roll-on/roll-off traffic and containers. There is a mobile crane stationed on the docks capable of lifting 140 tons max. Liquid chemicals and LPG are handled by the oil companies at their private docks.

**MEDICAL:** Agents to be advised before arrival of vessel if emergency medical attention required. Hospital facilities available. If inoculation required Master to advise Agents prior arrival of vessel.

**TANKERS:** No specific requirements applicable to oil carriers. Reducers available to fit 12 in.–4 in. load/discharge lines. Slop (residue) discharge facilities available taking maximum 500 gallons. Five tanker berths. Drafts at these berths vary from 28 ft. to 34 ft. (approximately). Gas free certificate required for tankers laying alongside Public Wharves in Kingston.

**DENSITY:** Average density 1026. No tide.

**FRESH WATER:** Fresh water available at berth. Average rate of delivery 20 tons per hour.

**FUEL:** All grades (viscosities) available. At least two days advance notice required.

**FIRE PRECAUTIONS:** Fire boat available equipped for fighting harbour fires 24 hours per day. Also equipped fire engines situated within easy reach of docks available 24 hours a day.

**GANGWAY/DECK WATCHMEN:** Services of watchmen are recommended.

**OPENING/CLOSING HATCHES:** Hatches covered by Pantoon and Hatch Boards opened and closed by stevedores. McGregor hatches handled by crew.

**CERTIFICATES:**

Safety Certificate.
Ship's Register.
Load Line Certificate.
Test Certificates for derricks and cargo handling gear.

**CUSTOMS ALLOWANCES:** Tobacco, 2 oz. tobacco in any form (2 oz. pipe tobacco or 40 cigarettes) per day. Wine and/or Spirits, 6 oz. or ½ reputed pint of spirit per day. 1 pint wine allowed Master and Officers only or as stated in the Articles under flag they fly.

**CARGO GEAR:** The usual certificates covering testing and inspection of all gear and equipment as required under Docks Regulation 1934 of Great Britain or by International Labour Organisation, will be acceptable.

**IDENTIFICATION CARDS:** No Identification Cards required.

**CONSULS:** Consuls not available on Saturdays and Sundays, except by special request.

| *Consular Offices* | *Kingston Tel. No.* |
|---|---|
| British Information Service | 24135, 22711 |
| Canadian High Commissioner | 65726–0 |
| Trinidad and Tobago High Commissioner | 65739, 65730 |
| *Embassies* | |
| American Embassy | 26341–0 |
| Argentine Embassy | 77616 |
| Chinese Embassy | 78161 |
| Dominican Embassy | 66676 |
| French Chancery Embassy | 79811 |
| German Embassy | 26551 |
| Mexican Embassy | 66891 |
| Netherlands Embassy | 69026–8 |
| Panamanian Embassy | 70042 |
| Venezuelan Embassy | 65519–0 |
| *Consular Offices* | |
| Argentine Consulate | 77616 |
| Austrian Consulate General | 25623 |
| Belgium and Luxembourg Consulate | 0353–259 |
| Colombian Consulate General | 42004 |
| Costa Rican Consulate General | 67285 |
| Cuban Consulate | 84564 |
| Danish Consulate | 36737 |
| Finnish Consul | 23006, 22519 |
| German Embassy–Consular Section | 26551–3 |
| Greek Consul | 23685 |
| Guatemalan Consul | 42966 |
| Haitian Consulate General | 25888 |
| Hondurian Consul Ad Honorem | 67285 |
| Israeli Consul | 26671 |
| Italian Consul | 66981 |
| Jordanian Consulate | 82661 |
| Lebanon Consulate | 76465 |
| Liberian Consul | 27169 |
| Mexican Consulate | 66891 |
| Nicaraguan Consul | 22856 |
| Norwegian Consul | 22151 |
| Peruvian Consul | 76565 |
| Salvadorian Consul | 25780 |
| Spanish Consul | 22856 |
| Swedish Consulate | 36737 |
| Swiss Consulate General | 23347 |

**REPAIRS:** Minor deck and engine repairs possible by two firms. Pre-advice of three days recommended.

**DRY DOCKS:** No dry dock facilities available.

**REPATRIATION:** Facilities available for effecting crew changes.

**AIRPORT:** 10 miles from port and is served by regular airlines.

**TIME:** Local time is GMT minus 5 hours.

**HOLIDAYS:** Days when work is performed only on overtime rate: New Year's Day; Ash Wednesday; Easter Monday; National Heroes Day (third Monday in October); Boxing Day. Days when ports closed, no work performed: Good Friday; National Labour Day (Mary 23rd); Independence (first Monday in August); Christmas Day.

**POLICE/AMBULANCE/FIRE:** Emergency tel. numbers: Police 116; Ambulance 110; Fire 110. Commissioner of Police 79858–0. Radio

Control Room 81261–2. Fire Brigade 22121. Fire Boat Station 27018.

**TELEPHONES:** Arrangements exist for placing telephones on board. The Jamaica Telephone Company to be advised by Agents 2/3 days before vessel arrives.

**GENERAL:** Bunkering Facilities: Bunkers are supplied by three firms: The Shell Oil Co. (West Indies) Ltd. Texaco Caribbean Inc. Esso Standard Oil S.A.

*Ship's Chandlers:* Three ship's chandlers available.

*Communications:* Regular air services daily to London, New York and other European and American cities, and is therefore in excellent position to offer emergency facilities to vessels requiring urgent spares, crew replacements, etc. Vessels can anchor at Port Royal close by airport.

*Customs:* Vessels are searched thoroughly by Customs for *firearms* and contraband. Masters are held responsible by Customs for security of bonded stores, etc. Masters are therefore alerted to check security arrangements and to keep watch on bond whilst in port.

**SERVICES:** Compass adjusting services available. Although routine repairs to radar, radios and other electrical equipment are possible, technical services generally limited.

**SHORE LEAVE:** Crew members allowed on shore after vessel cleared by Immigration. Vessels arriving from some countries require special Government approval before shore leave permitted, but no restrictions are normally placed on vessels arriving from Western European, American or African countries.

**REGULATIONS:** Dogs are not permitted to land unless they have undergone quarantine or are imported from United Kingdom.

**DELAYS:** Normally there are no delays to vessels calling at the port.

**AUTHORITY:** The Harbour Master, Kingston.

**AGENT:** Sprostons (Jamaica) Limited, Shipping Department, 2nd floor, 105 Harbour Street, Kingston, Jamaica. P.O. Box 139, Kingston, Jamaica. Tel. 932–5768 & 9. Telex: "2135 Alprojam, Jamaica". Cables: "Shipspros, Kingston, Jamaica".

## MONTEGO BAY: 18.30 N. 77.56 W. (See Plan)

**DOCUMENTS, PILOTAGE** and all general information: refer to "Kingston".

**ANCHORAGE:** There is one anchorage in Montego Bay which must be booked through the Harbour Master in Kingston. Depth 5 to 6 fathoms.

**RESTRICTIONS:** Entry – day and night. Rise and fall of tide, average range 10 in. No current in harbour. Main direction and speed of prevailing wind, N.E., 10 m.p.h. Subject in January–February to occasional 2–3 day spells of squalls with driving rain known as Northers which makes lying at the anchorage uncomfortable, but there is virtually no swell alongside the berths.

**MAX. SIZE:** Unlimited water at anchorage. The 1,500-ft.-long 400-ft.-wide straight channel has a minimum depth of 34 ft. MSL, as does the 1,600 ft. diameter turning basin.

**CLEARANCE:** Customs, Health, Immigration offices are maintained at the port.

**BERTHING:**

Montego Freeport is a new port developed with 3 berths operated by Montego Wharves Limited, P.O. Box 303, Montego Bay.

Berth 2 – 600 ft. long, 34 ft. minimum depth alongside, 7·5 ft. above water line.

Berth 3 – 588 ft. long, 25 ft. minimum depth alongside, 6·5 ft. above water line.

Berth 4 – 387 ft. long, 25 ft. minimum depth alongside, 6·5 ft. above water line.

These berths are reached through a 1,500 ft. long straight channel 400 ft. wide dredged to a minimum depth of 34 ft. There is 23,000 sq. ft. warehouse and an 87,000 cu. ft. cold storage facility adjacent to berth 2 with a wharf apron of 75 ft. Berths 3 and 4 are designed for roll-on/roll-off with 13 acres of bonded storage space adjacent. Berth 4 is used principally by cruise ships and is connected to a 5 acre duty free shopping complex by a 200ft. long tree-lined walkway.

Montego Freeport Limited intends to build berth 1 in the next few years which will be a continuation of berth 2, creating 1,300 ft. of continuous berth face with ample space behind for expansion. The cold storage is planning on doubling its capacity.

**TANKERS:** No specific requirements applicable to oil carriers. Reducers available to fit 12 in.–4 in. load/discharge lines. Slop (residue) discharge facilities available taking maximum 500 gallons. One tanker berth, berth No. 2 minimum depth alongside 34 ft. MSL. Gas-free certificate required for tankers laying alongside.

**DENSITY:** Average density 1026. No tide.

**FUEL:** All grades (viscosities) available. At least four days notice required.

**FRESH WATER:** Can be supplied from the dock. 30 tons per hour.

**MEDICAL:** All facilities at St. James's Hospital.

**SECURITY:** Under the jurisdiction of the Montego Bay Police and also 24-hour patrols in the port area by private security guards.

**CONSULS:** No consular offices in Montego Bay. See "Kingston".

**STEVEDORES:** The Port is open 24 hours of the day. To enable Agents to order gangs, it is important to obtain accurate ETA from vessels. Time: 12 noon the day before the vessel arrives. Shifts: 0700–1400 hrs., 1400–2100 hrs. Mondays to Fridays with option to extend the first shift to 1700 hrs. at single time; 0700–1200 hrs. Saturdays, thereafter at overtime. Details can be obtained from Montego Stevedoring Limited, P.O. Box 303, Montego Bay.

**FIRE PRECAUTIONS:** Equipped fire engines situated within easy reach of docks 24 hours per day.

**IDENTIFICATION CARDS:** Recommended for crew.

**REPAIRS:** There are no dry dock facilities, but minor repairs ca be effected alongside.

**AIRPORT:** 5 miles from port. Sangster's International Airpo served by regular airlines.

**POLICE/AMBULANCE/FIRE:** Police, tel. 119; Ambulance, te 110; Fire, tel. 110.

**AUTHORITY:** Montego Freeport Limited, POB 303, Montego Ba Tel. 952–5540.

## OCHO RIOS: 18.25 N. 77.072 W.

**GENERAL:** Reynolds Jamaica Mines must act as Agents for a vessels using the pier at Ocho Rios. (*a*) Tel. Ocho Rios 603. (*b*) Cabl address is "Mines" Ocho Rios, Jamaica. (*c*) 72 hour and 24 hou ETA requested. (*d*) Radio telephone 2738 Kc/s open when cal expected at 0700, 1100, and 1500 local zone time.

**PILOTAGE:** Compulsory. Pilot meets vessel 1 mile North-east o sea-buoy. On rare occasions when a local pilot is not availab expenses and detention must be paid for an outside Pilot.

**FRESH WATER:** 50 c. per ton supplied from pipe-lines on the pie

**FUEL:** Bunker "C" Fuel Oil – daily prevailing rate Kingston Harbou Diesel Fuel Oil – per oil company suppliers Kingston.

**TUGS:** 45 ft. diesel-powered tug.

**REGULATIONS:** (1) If any captain of any vessel or any other perso shall throw or deposit, or permit to be thrown or deposited (*a*) an rubbish, earth, mud, stone, sand, ballast or other similar matter; o (*b*) any oil or mixture containing oil or oil residues, in any channe leading into or out of any harbour, or in any place within the limi of any harbour other than such place therein as shall be set apa for such purpose he shall be liable to a penalty not exceeding on thousand pounds. (2) No siren or steam whistle shall be sounde on any vessel in any harbour except for the purpose of making signa as laid down in the regulations for preventing collisions at se provided that any vessel may sound one warning blast of not mo than five seconds duration before sailing. Any person committin a breach of the rules is liable for a penalty not exceeding Twen Pounds.

**CARGOES:** The Reynolds Jamaica Mines Pier is occupied abo twice each week by ore carriers for 8 to 12 hours and about twice month by sugar ships for indefinite periods.

**TOURIST VESSELS:** Tourist ships are accepted at Ocho Ri without Ministry of Finance approval in accordance with verb instructions of the Collector at St. Ann's Bay, 19th September 196 subject to the availability of berth at Reynold's option and: (*a*) An guarantee to be only for Monday through Friday and for the hou 0700 to 1800. (*b*) Ocho Rios must be the first port of call in Jamai of the ship on any particular voyage. (*c*) Signature of release for

**PASSENGERS:** (*a*) Passengers disembark via shore gangways ( if requested) direct to wharf situated in fence enclosed compou with guarded gate. Where lighterage is required a landing is availab at the back of the wharf sufficiently large to be used by a 45 ft. tug. (*b*) Entry and clearance by Customs and Immigration are made at th pier. (*c*) Taxis are kept outside the gate. (*d*) Normally the Ocho Ri Chamber of Commerce set up a table on the wharf for the purpo of providing information and distributing literature on local musica groups to spend some time playing on the wharf for the benefit o the passengers.

**AGENCY:** (*a*) Normally Reynolds Jamaica Mines acts as sub-age in Jamaica for vessels calling at Ocho Rios and bills for disburs ments are directed to the Island agent for payment. (*b*) In cases whe Reynolds Jamaica Mines acts as sole agent for a vessel, a sum o money adequate to cover vessel's disbursements is requested fro the owner or charterer to be deposited to Reynolds Jamaica Mine account in advance.

## PORT ESQUIVEL: 17.53 N. 77.08 W.

**DOCUMENTS:**

6 Crew Lists.
6 Passenger Lists.

*Customs Documents:*

4 Stores Lists.
Crew's Manifest or Declaration outside of Personal Effects.
4 Load Line Certificates.
4 Small Parcels Lists.
4 Customs Clearance from last port of call.

*Health Documents:*

International Certificate of Vaccination of all crew members.
Maritime Declaration of Health.
Crew's Declaration of Health.
6 Manifests.
4 Bills of Lading

*Ship's Documents:*

3 Stowage Plan of Cargo.
2 Deadweight Survey (Bulk carriers only).
Charter Party and any other specific documents of instructio relating to the loading or discharging of cargo.

**PILOTAGE:** Pilotage compulsory. Compulsory pilotage limit tw miles to seaward of line drawn from Polink Point to Bare Bush C to Portland Cay to Portland Point. Cable advice 48 and 24 hou ahead of vessels ETA at pilot station must be sent to vessel's ag at Kingston, Jamaica.

One pilot boat *Silver Spray*, launch equipped with ship-to-sho radio communication: (*a*) One Marconi VHF – FM 30-watt outp multi-channel set. (*b*) One Marlin HF – AM 75 output multi-channel se

VHF shore set manned 24 hours per day. Contact with Port or launch can be made on three international channels – 16, 2 and 6.

**ANCHORAGES:** A. Seaward to East of pilot station, depth in excess of 36 ft. B. Leeward of Pigeon Island – depth 36 ft. min. C. Eastward of entrance of main channel – depth 36 ft. min.

**RESTRICTIONS:** Restriction of permissible draft to maximum of 35 ft.

**MAX. SIZE:** Maximum permissible length 650 ft. and draft 35 ft.

**HEALTH:** Pratique procedure requires presentation of undermentioned health documents: (*a*) International Certificate of Vaccination of all crew members. (*b*) Maritime Declaration of Health. (c) Crew's Declaration of Health. In event any suspected communicable disease or fever on board, Master required to advise Agents in advance.

**RADIO:** "KNRDO 6YI".

**TUGS:** Pilot boat will be on standby during berthing operations of all vessels to assist in placing ship's lines on to pier.

**BERTHING:** Facilities for two berths – Eastern side and Western side of pier. Alumina bulk loading facilities on Western berth. Bulk alumina vessels given priority on Western berth and it is used otherwise for vessels handling general cargo, loading or discharging fuel oil, caustic liquor, etc. Length of pier, East side, 550 ft. West side, 600 ft.

Also work in progress on additional berth, 250 ft. long, South-western shoreline, with maximum permissible draft of 17 ft. for this berth only.

**SPECIALISED CARGO HANDLING FACILITIES:** Eastern and western berths equipped to handle receival of bulk cargoes, e.g. grain, fertilisers, sulphur, etc., by using shore crane with grabs, vessel discharging by grabs or conveyor system. Bulk liquid chemicals handled as shown under "Tankers". Additional berth on South-western shoreline now being used to handle containerised cargo and can be utilised for handling of roll-on/roll-off traffic.

**STEVEDORES:** Cable advice to Agents in Kingston, Jamaica, 48 and 24 hours ahead of vessel's ETA at pilot station for arrangements to provide stevedore and dock labour.

**MEDICAL:** Agents to be advised 48 hours ahead of vessel's ETA pilot station of medical attention required, details of inoculations, vaccination/fever certificates, etc. Free ambulance service provided. Nearest hospital approximately 15 miles.

**TANKERS:** Both sides of pier equipped to handle receival and delivery of Bunker C oil, caustic liquor, sulphuric acid and molasses. Diameters of the load/discharge lines are:

| | |
|---|---|
| Bunker C Oil | 10 in. |
| Caustic liquor | 10 " |
| Sulphuric acid | 4 " |
| Molasses | 12 " |
| Water | 4 " |

Maximum permissible draft 35 ft.

**DENSITY:** 1025 subject to slight variation during heavy rainfall.

**FRESH WATER:** Maximum of 300 L. tons available. Delivery made from storage tank at a rate of 40 to 50 L/T per hour.

**FUEL:** Bunker C fuel oil is available from dock. Application to be made to Esso (W.I.) Ltd. through ship's Agent for supply of bunkers. Pumping rate approx. 130 L/T per hour. Specification – Group 0 or group 1 – Viscosity SSF at 122° F; 160–180 Flash P – M °F 200 plus. Arrangements to supply other grades of fuel oil can be made on request of local Agents to Esso.

**FIRE PRECAUTIONS:** Strategically located fire hydrants throughout port and on pier. No special precautions apart from "No smoking" rule.

**GANGWAY/DECK WATCHMEN:** Service of watchman optional but not necessary. During time vessel is in port there is Customs guard on pier and strict security measures are carried out by port Security Force on personnel entering or leaving port compound which is surrounded by a chain-link security fence.

**OPENING/CLOSING HATCHES:** For bulk alumina vessels, opening and closing of hatches is done by crew members. For general cargo vessels, opening and closing of hatches may be done by crew members or on request to Agents, by stevedores.

**SHIP CERTIFICATES:**
Load Line Certificate,
Registration Certificate.

**CUSTOMS ALLOWANCES:** Tobacco: Each crew member including ship's officers, normally allowed by local customs authority 2 oz. of tobacco or 2 pk. of 20 or 25 cigarettes per day released from bond. Wine and/or Spirit: No limitations to use of wine on board. For spirits each crew member is allowed a part bottle per man.

**CARGO GEAR:** Local Agents provide necessary cargo gear. These are tested every six months in accordance with Factory Law and certificates issued for respective maximum lifting capacities.

**IDENTIFICATION CARDS:** Not necessary as the Passport will serve this purpose.

**CONSULS:** No consuls are available. Consular offices are located in Kingston approximately 30 miles away.

**REPAIRS:** Limited repairs may be undertaken.

**DRY DOCKS:** None.

**REPATRIATION:** Upon request, local Agents arrange crew changes and any necessary repatriation.

**AIRPORT:** Palisadoes International Airport approximately 40 miles.

**TIME:** GMT minus 5.

**HOLIDAYS:** New Year's Day (1 January); Ash Wednesday (in accordance with calendar); Good Friday (in accordance with calendar); Easter Monday (in accordance with calendar); Labour Day (23 May); Independence Day (first Monday in August); National Heroes Day (third Monday in October); Christmas Day (25 December); Boxing Day (26 December). These holidays are sometimes subjected to change in accordance with Government Proclamations but work on vessels loading bulk alumina is usually carried out on these holidays. For general cargo vessels, work is optional on Public Holidays and only carried out on Master's request or in accordance with terms of Charter Party.

**POLICE/AMBULANCE/FIRE:** Old Harbour Constabulary tel. 983–2255; Old Harbour Fire Brigade tel. 983–2235. An ambulance service is available for any crew member requiring medical attention. Several qualified doctors within a 12-mile radius of port. There is also a fire station.

**TELEPHONES:** Facilities do not exist for placing of telephones on board ship other than Magneto telephones. International telephone services available and scale of rates is as per schedule listed in Jamaica Telephone Company's Directory

**GENERAL:** Port normal working days Mondays–Fridays 0730 to 1630. Overtime in excess of 8 hours per day or 40 hours per week, Monday–Friday at time and a half normal rate; Saturday between midnight and midnight time and a half normal rate, double time for hours worked on Sundays and two and one half times for hours worked on public holidays, between midnight and midnight. Rail facilities exist on Western side of the pier. Ship chandlering or any other requirements may be acquired through local Agents.

**SERVICES:** Special services are limited. Arrangements can be made through vessel's agents for the port or local contractors to undertake these jobs.

**SHORE LEAVE:** Crew members usually granted shore leave by Immigration Authority for period vessel remains in port. Immigration Authority can, however, withdraw permission of shore leave to any individual crew member who, in their opinion, may be a security risk.

**REGULATIONS:** No unusual regulations.

**DELAYS:** The normal delays in berthing, loading or discharging or bunkering can be expected where the two berths are occupied.

**AUTHORITY:** (*a*) Alcan Jamaica Limited, Port Esquivel, PO Box 2, Old Harbour, Jamaica, West Indies. Tel. OH 289.

(*b*) The Port Authority, 51 Duke Street, Kingston, Jamaica, West Indies. Tel. 24212.

**AGENT:** See "Kingston."

## PORT KAISER: 17.52 N. 77.37 W.

**DOCUMENTS:**
6 Crew Lists.
4 Stores Lists.
Declaration of Crew Personal Effects.
Customs Clearance from Last Port.
Maritime Declaration of Health.
Vaccination Certificates for all crew members.
Cargo Documents.

**PILOTAGE:** Compulsory. Pilot boards about 1 mile seaward of the jetty. International code Pilot signals used.

**ANCHORAGE:** Recommended 1½ to 2 miles off end of finger pier from South to South-west.

**MAX. SIZE:** Tankers up to 40 ft. draft.

**HEALTH:** Pratique granted by customs officers who board on arrival, after Master has completed Maritime Declaration of Health, and Crew's Declaration of Health. All crew members require valid vaccination Certificates. In event of suspected disease or fever on board, Agent should be advised full particulars by radio before arrival.

**RADIO:** "KNRDO 6Y1."

**TUGS:** None available.

**BERTHING:** Tanker berth at the end of a finger pier. Pier head is adequately fendered and a holding off buoy is utilised if necessary because of swell. Vessels berth portside to the jetty. Both anchors used.

Finger pier is 610 ft. long. The berth is being dredged to 50 ft. depth.

**TANKERS:** Fuel and gas oil discharged, 8 in. hoses. No slop facilities.

**DENSITY:** 1025.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**CUSTOMS ALLOWANCES:** 25 cigarettes and part bottle spirits per day per man.

**CONSULS:** Nearest at Kingston.

**TIME:** GMT minus 5 hours. No changes.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Port Authority, Kingston.

## PORT RHOADES, Discovery Bay: 18.29 N. 77.25 W.

**DOCUMENTS:**
5 Crew Lists.
2 Stores Lists.
1 Customs Clearance from last port.
2 Declaration of Crew Personal Effects.
1 Maritime Declaration of Health (available on arrival).
Vaccination Certificates for all crew members.
1 Copy of each cargo document.

**PILOTAGE:** Compulsory. ETA's should be cabled to "Kaisbaux Discovery Bay", 48, 24, and 12 hours before arrival.

Pilot will board vessel on arrival 2 miles outside channel, if berth is available

**ANCHORAGES:** No designated anchorage. If berth is occupied, vessels will remain within a 3-mile area of the channel until berth is available.

**RESTRICTIONS:** Entry may be at any time of day or night throughout the year.

**MAX: SIZE:** Maximum permissible length, 660 ft.
Maximum permissible breadth, 90 ft.
Maximum permissible draft, 37 ft.

**PRATIQUE:** Pratique inspection and clearance given on berthing. Notify "Kaisbaux, Discovery Bay" as soon as possible before arrival full details of any suspected disease or fever on board.

There is no radio pratique.

**RADIO:** Route all ETA's and cables via Kingston Radio or nearest radio station.

**TUGS:** None available. Pilot launch will assist in taking ship's lines during docking if required.

**BERTHING:** One finger pier, adequate fenders, used by bauxite ships and tankers alike.

Ships loading bauxite must dock with the top of the hatch covering of the first hold to be loaded not more than 35 ft. above sea level.

Bauxite loading rate 4,000 tons per hour.

All loading hatches to be opened for inspection if weather permits.

Gangway to be rigged ready for lowering immediately on berthing.

**STEVEDORES:** All arrangements are made by Kaiser Bauxite Company for unloading/loading any general cargo.

**MEDICAL:** Medical facilities and hospital availalbe in the vicinity.

**TANKERS:** Two fuel lines, hose 8 in. (pipe-line 12 in.) diameter. Back pressure 150 lb. One gas oil line, hose 8 in. (pipe-lines 6 in.) diameter. Back pressure 150 lb.

Tankers use same berth as bauxite vessels. It may be necessary at times for tankers to wait on bauxite vessels loading, or arriving, and tankers may have to vacate the berth before completion of discharging to make way for bauxite vessels which have absolute priority.

**DENSITY:** 1025

**FRESH WATER:** Not available.

**FUEL:** Not available.

**FIRE PRECUTIONS:** Usual non-smoking precautions with respect to tankers. Portable fire extinguisher available on pier.

**GANWAY/DECK WATCHMEN:** To be provided by vessel.

**OPENING/CLOSING HATCHES:** To be done by ship's crew.

**CERTIFICATES REQUIRED:**
Load Line Certificate.
Registration Certificate.
Derating Exemption Certificate.

**CUSTOMS ALLOWANCES:** Tobacco: Each crew member, including officers, normal allowance 2 oz. tobacco or 2 pks. of 20 cigarettes per day released from bond. Wine: No limitation on use of wine on board. Spirits: Officers only are allowed part bottle.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Nearest Consuls are in Kingston, 80 miles distant.

**DRY DOCKS:** No facilities in Jamaica for other than the smaller types of vessel (e.g. tug).

**REPATRIATION:** Can be arranged through ship's Agent.

**AIRPORT:** Montego Bay, 40 miles away; Kingston, 90 miles away. Both are international airports, with several scheduled flights per day to U.S.A. and Europe.

**TIME:** GMT minus 5 hours.

**TELEPHONES:** No arrangement for ship-board connections.

**AUTHORITY:** Kaiser Bauxite Company, Discovery Bay, Jamaica. Cables: "Kaisbaux." Tel. 973-221-4.

## SALT RIVER: 17.50 N. 77.10 W.

**DOCUMENTS:** Health Certificate. Crew List. Manifest. Bills of Lading and other ship's papers for cargo shipped, prepared by Wisco Wharves Limited, a subsidiary of The West Indies Sugar Company Limited.

**PILOTAGE:** Latest 24 hours prior arrival off pilot station. Cable "Monymusk Lioneltown" giving name of vessel, ETA, date of arrival. Pilotage – optional, Barebush Cay; Compulsory, Pigeon Island; pilot boat at Salt River.

**ANCHORAGE:** 17° 49.58′ North; 77° 8.40′ West.

**RESTRICTIONS:** No restrictions.

**MAX. SIZE:** Draft 30 ft.

**HEALTH:** Customs grant pratique.

**RADIO:** Cable agents via Kingston Radio/6YI.

**TUGS:** Not applicable.

**BERTHING:** No berthing facilities.

**STEVEDORES:** 48 hours prior arrival of vessel. Commodity bulk sugar. Loading rate approximately 1,800 tons per day.

**MEDICAL:** No advance notice required.

**FRESH WATER:** Can be arranged if given sufficient notice.

**FUEL:** None available at port but can be arranged.

**GANGWAY/DECK WATCHMEN:** Customs guards.

**OPENING/CLOSING HATCHES:** Normally done by crew.

**SHIP CERTIFICATES:** Registered tonnage certificate on first call. Master's and Chief Engineer's certificates of Competency, also Loading Line Certificate.

**CUSTOMS ALLOWANCES:** Tobacco, determined by Customs. Wine and/or Spirit, determined by Customs.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** None.

**REPAIRS:** Not possible.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Palisadoes International approximately 50 miles away and served by regular airlines.

**TIME:** GMT minus 5 hours.

**HOLIDAYS:** New Year's Day; Ash Wednesday; Good Friday; Easter Monday; Labour Day (23rd May); National Heroes Day; Independence Day; Christmas Day (25th December); Boxing Day. Work can be arranged on all public holidays except Good Friday and Christmas Day.

**POLICE/AMBULANCE/FIRE:** Police Vere 233; Ambulance Vere 337; No port fire brigade.

**TELEPHONES:** Radio communication ship to wharf can be arranged.

**SHORE LEAVE:** Crew members are allowed ashore.

**DELAYS:** Delays can be expected.

**AUTHORITY:** The West Indies Sugar Co. Ltd.

**AGENT:** The West Indies Sugar Company Limited, 5 Trevennion Park Road, PO Box 174, Kingston 5, Jamaica, W.I. Tel. 65927- Telex 13. Cable address: Head Office: "Wisco Kingstonja". Home Office: "Monymusk Lioneltown".

## SAVANNA LA MAR: 18.12 N. 78.09 W.

**DOCUMENTS:** Declaration of Health Certificate forms obtainable from Supercargo. 4 copies Crew List, Stores List. Manifest, Bills of Lading and other ship's papers for cargo shipped prepared by Sugar Shipping Limited, a subsidiary of The West Indies Sugar Company Limited.

**PILOTAGE:** Latest 24 hours prior arrival off pilot station. Cable "Wicaroo Frome" giving name of vessel, ETA, date of arrival, cas required. Diesel powered 88 hp launch painted black hull, red deck, white wheelhouse. District – Compulsory and Optional.

**ANCHORAGE:** 18° 11.27′ North; 78° 8.20′ West.

**ENTRY RESTRICTIONS:** No night entry or sailing.

**MAX. SIZE:** Draft 19 ft.

**HEALTH:** Maritime Declaration of Health prepared by Master and lodged with Customs. MOH is notified of any suspected illness and action taken. Pratique automatic.

**RADIO:** Cable Agents via Kingston Radio 6YI.

**TUGS:** Not applicable.

**STEVEDORES:** No particular ETA advice required. Commodity, bulk sugar. Average loading rate 1,500 tons per day.

**MEDICAL:** No advance notice required. Hospital facilities available. Smallpox vaccination by MOH and certificate issued.

**FRESH WATER:** No facilities.

**FUEL:** No port facilities, but can be arranged.

**GANGWAY/DECK WATCHMEN:** Customs guards.

**OPENING/CLOSING HATCHES:** Normally done by crew.

**SHIP CERTIFICATES:** Registered tonnage certificate on first call. Master's and Chief Engineer's Certificates of Competency, also Loading Line Certificate.

**CUSTOMS ALLOWANCES:** Tobacco, determined by Customs. Wine and/or Spirit, determined by customs.

**CARGO GEAR:** No additional requirements. In use, grabs operated by ship's winches.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** None.

**REPAIRS:** Not possible.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Montego Bay International approximately 32 miles away and served by regular airlines.

**TIME:** GMT minus 5 hours.

**HOLIDAYS:** See "Kingston".

**POLICE/AMBULANCE/FIRE:** Police Savanna la Mar 621; Ambulance 533; Fire 666 and 540.

**TELEPHONES:** Radio communication ship to wharf can be arranged during day only.

**SHORE LEAVE:** Crew members are allowed ashore.

**DELAYS:** Delays can be expected.

**AUTHORITY:** The West Indies Sugar Co. Ltd.

**AGENT:** The West Indies Sugar Company Limited, 5 Trevennion Park Road, PO Box 174, Kingston 5, Jamaica, W.I. Tel. 65927- Telex 13. Cable address: Head Office: "Wisco Kingstonja". Home Office: "Wicaroo Frome".

# Japan

**GENERAL:** *Radio Pratique:* At ports where Radio Pratique is possible, vessels must be in possession of the Japanese Sanitary Inspection Certificate to obtain Radio Pratique and night time entry. The certificate is only obtainable in Japan and is valid for one year.

*Pollution:* Effective 16th January, 1975, the Marine Pollution Prevention Law requires any tanker of 150 tons gross and above which is loaded with an oil cargo to have materials for oil removal either on board, or aboard escort boats, or at a depot base. Depot bases are understood to have been established, and in this connection Owners, Timecharterers, or Masters are strongly recommended to contact their Agents at least ten days prior to vessels' arriv Japan.

## AIOI: 34.46 N. 134.28 E.

**DOCUMENTS:**
Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport Nos.
3 Passenger Lists.
1 Store List.

1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords, etc., (only at first port of call in Japan).

*Ship's Agents will prepare:* Inward/Outward Declaration. 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agents should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all inland sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as Harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34.38N.; 135.11E. Telegraphic address: "Anjin Kobe".
2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel.) Position 33.13 N.; 131.54 E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.
3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33.56.24 N.; 131.03.12 E.

Aioi Dock Master not licensed to pilot vessels from outer harbour and boards at anchorage.

**ANCHORAGES:** Inside Aioi Bay. Maximum 18 ft. draft.

A. True bearing 250° from Kabeshima post, distance 350 m.
B. True bearing 217° from Kabeshima post, distance 730 m.
C. True bearing 313° from Kasamatsu Iwa bench mark, distance 620 m.

**RESTRICTIONS:** Vessels may anchor any time day or night. Draft to be adjusted to enter dry dock per dockyard recommendation as follows:

| *Name of Dock* | *Trim Recommendation* |
|---|---|
| No. 1 & 2 Dry dock | $\frac{\text{Vessel's LOA (mm.)}}{200}$ plus 500 mm. |
| No. 3 Dry dock | $\frac{\text{Vessel's LOA (mm.)}}{300}$ plus 500 mm. |

**MAX. SIZE:** Max. size of ships to be accommodated as follows:

| *Dock* | *LOA* | *LBP* | *Breadth* | *Draft* | *DWT (L/T)* |
|---|---|---|---|---|---|
| No. 1 dock | 238 m.<br>780′9″ | 230 m.<br>754′7″ | 33 m.<br>108′3″ | 5·5 m.<br>18′ | 73,000 |
| No. 2 dock | 156·1 m.<br>512′1″ | 145 m.<br>475′8″ | 19·5 m.<br>63′11″ | 5·5 m.<br>18′ | 14,000 |
| No. 3 dock | 341 m.<br>1118′9″ | 328 m.<br>1076′1″ | 54 m.<br>177′1″ | 6·0 m.<br>19′8″ | 300,000 |

**HEALTH:** Pratique to be obtained at another Port prior arrival Aioi.

At first port of call in Japan, vessel must obtain free pratique. Quarantine officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards. Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agents prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agents through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West-bound vessel to Choshi and North-bound to Nagasaki Radio respectively.

**TUGS:** Normally join vessel at anchorage inside Aioi Bay. Tug's lines always used without charge.

**TANKERS:** Must be fully gas-freed before arrival. No facilities for tank cleaning or gas freeing.

**DENSITY:** Average 1025/1026 Winter, and 1018/1020 Summer.

**FRESH WATER:** Available from jetty/dock. Cost Y120 per ton (approx.).

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**CUSTOMS ALLOWANCES:** Only allowed 50 cigarettes to take ashore, but no spirits.

**CONSULS:** None.

**REPAIRS:** Dockyard port. All repairs available. Specialist technicians obtainable from Kobe/Osaka area.

**AIRPORT:** Osaka (Itanii).

**TIME:** GMT plus 9 hours. Permanent.

**POLICE/AMBULANCE/FIRE:** Police 07912 or Aioi 2–0740; Ambulance/Fire 119 or Aioi 2–7123.

**TELEPHONES:** Placed aboard at IHI shipyard.

**SERVICES:** No special services at Aioi, but available from Kobe/Osaka.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Kamigori Doboku (Public Works) Office.

**AGENTS:** Shikama Kaiun K.K., Minatomachi, Shikama-Ku, Himeji. Tel. Himeji (0792) 35–0912. Telegraphic, Shikamakaiun Himeji.

## AKITA: 39.45 N. 140.03 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
5 Crew Lists including Passport Nos.
5 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Ships agents should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Not compulsory but recommended, available daylight only. Boards off Akita one mile 280° from Akita lighthouse or off Funakawa one mile 140° from breakwater end light if required. 2 Pilots board if ship's gross tonnage exceeds 18,000. Cost 180% of pilotage.

**ANCHORAGE:** Off Akita, 2 miles 280° from Akita Lighthouse. Depth exceeds 20 metres. Bottom – soft clay with mud. No buoys.

**RESTRICTIONS:** Pilot available daylight only.

**MAX. SIZE:** Max. draft available 9·6 metres in fairway. Size at berths, see "Berthing". Minimum depth at extreme low water – In fairway – 10·0 m. At Anchorage – 20·0 m.

**HEALTH:** Officer stationed at Funakawa. Quarantine anchorage 39° 51′ N. 139° 53′ E. When impossible to inspect at Funakawa, i.e. during bad weather, attends off Akita.

**RADIO:** Niigata Radio when ship coming from South. Sapporo Radio when ship coming from East/North. Choshi Radio if long distance.

**VHF:** VHF Channel 16–156·8 megacycles. VHF Channel 12–121·5 megacycles. Operated by Regional Maritime Safety Headquarters – Harbour Master.

**TUGS:** Two tugs available 800 h.p. and 2000 h.p. owned by local government, 4 small tugs 150–180 h.p. privately owned.

**BERTHING:**

| *Wharf* | *Length* | *Depth* | *Berthing capacity* | *Discharging* |
|---|---|---|---|---|
| Nakajima No. 1 | 160 m. | 9·0 m. | 10000 G/T. | Phosphate, Grain, logs |
| Nakajima No. 2 | 185 m. | 10·0 m. | 15000 G/T. | Logs, zinc concentrate |
| North Pier | 227 m. | 7·5 m. | 5000 G/T. | Coal, logs. |
| South Pier | 227 m. | 5·5 m. | 3000 G/T. | Ore, logs. |

(*a*) New berth. 1,400 m. long, 10 m. deep, for one 30,000 dw or two 15,000 dw near port entrance.

(*b*) One private, one public berth, each for 30,000 dw at other side of present berth.

**STEVEDORES:** Working time 0830–1630 every day.

Phosphate rock in bulk: 200–270 tons per hour by shore crane, 50–70 tons per hour by ship's gear.

Grain in bulk: 150–170 tons per hour by shore crane, 40–60 tons per hour by ship's gear.

Logs/lumbers: 200,000 BM per gang per day (Nanyozai), 80,000–100,000 per gang per day (Beizai).

Potash in bulk: 150–180 tons per hour by shore crane, 50–60 tons per hour by ship's gear.

Fertiliser in bag: 250–300 tons per day per gang.

Zinc concentrate in bulk: 140–160 tons per hour by shore crane. 40–60 tons per hour by Ship's gear.

**MEDICAL:** Hospital and treatment available.

**DENSITY:** 1020–1021. Tidal range 20/30 cm.

**FRESH WATER:** Available at every wharf. Rate 30 tons per hour.

**FUEL:** Domestic bunkers available. If bonded bunkers required, brought from Niigata, Hakodate.

**GANGWAY/DECK WATCHMEN:** Not compulsory, but available if required.

**OPENING/CLOSING HATCHES:** Stevedores open and close hatches. Cost per hour depending on cargo. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete before berthing.

**CERTIFICATES:** Ship's register to show Customs Inspector, ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance seems poor.

**CUSTOMS ALLOWANCES:** Only 50 cigarettes to take ashore. No spirits.

**CONSULS:** No Consuls, but two notary public offices.

**REPAIRS:** Minor repairs only.

**REPATRIATION:** Possible.

**AIRPORT:** Flights to Tokyo 2 or 3 times per day. 12 kilometres from port.

**TIME:** GMT plus 9 hours. No alterations during year.

**HOLIDAYS:** Local holidays January 2nd, 3rd; July 13th (p.m.) 14th, 21st; Dec. 31st. Other Sundays/holidays/non-working days see "Tokyo".

**POLICE/AMBULANCE/FIRE:** Contact through Agents.

**GENERAL:** *Harbour Protection* – Breakwaters, South and North.

*Weather Conditions past two years*

| | *Spring* | *Summer* | *Autumn* | *Winter* |
|---|---|---|---|---|
| Temp. on average | 8·5°C | 21·7°C | 13·0°C | —0·5°C |
| Rainfall on average | 122 mm. | 171·3 mm. | 120·5 mm. | 133·5 mm. |
| Wind force and direction | 4·0<br>E.S.E. | 3·3<br>E.S.E. | 4·1<br>E.S.E. | 5·2<br>N.W. |

*Warehouse/Silo* – 31 Warehouses/silos, area 28,450m² including fumigating warehouse/silos.

*Stock Yards* – 7 yards 82,520 m² for coal, ore, etc. 100,000 m² for lumber/timber.

*Services*-Provisions – Available. Hold Cleaning – Available. Surveyor – from Funakawa/Niigata.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension if ship stays longer.

**AUTHORITY:** Akita-Kencho, Akita City.

**AGENT:** Sub-Agents of Dodwell & Co. Tokyo. Akita Kairiku Unso Co. Ltd. 5–9 Nishi 2-chome, Tsuchizaki-Minato, Akita-shi, Akita-ken. Tsuchizaki P.O. Box 8. Tel. Akita (0188) 45–0185/9. Telegraphic: "Akita Kairiku Akita".

## AMAGASAKI: 34.42 N. 135.24 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agents should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Usual for Pilot to embark at Kobe (Wada Point); however, if Master does not require a Pilot between Wada Point and Amagasaki, Pilot embarks off Amagasaki.

Cables: "Hanshinpilot Osaka" and "Hanshinpilot Kobe". One day's notice ETA required. Telephone through VHF. 3 Pilot boats at Osaka and 6 boats at Kobe with wireless communication with Pilot Station. Pilot boards Kobe, Wada Point (Kobe quarantine anchorage). Amagasaki, 2·5–3 miles off Amagasaki. In case bad weather unable to take Pilot. Safe pilot ladder required. Vessel waits for Pilot at anchorage as above.

**ANCHORAGE:** No quarantine anchorage; quarantine inspection only available at Kobe (Wada Point). Safe anchorage (approx.) position 34° 39′ 30″ N., 135° 20′ 18″ E. Draft 12·80 metres.

**MAX. SIZE:**

| | *Kobe Steel Works (Ohgimachi Wharf)* | *Kobe Steel Works (Ohama Wharf)* |
|---|---|---|
| Maximum LOA | 200·0 m. | 176·81 m. |
| Maximum breadth | No limitation | No limitation |
| Maximum draft | 11·70 m. | 10·40 m. |

| | *Public Wharf* |
|---|---|
| Maximum LOA | 180·21 m. |
| Maximum breadth | No limitation |
| Maximum draft | 9·60 m. |

*Daikyo Oil Jetty*. Maximum LOA 200 metres, beam no restrictions, max. draft 10·6 metres.

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Tug usually joins vessel at anchorage off Amagasaki. Tug's line used for operation free of charge.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

**TANKERS:** Daikyo Oil Jetty suitable for up to 33,000 dwt. Discharge rate 1,000 tons per hour through one 14 in. pipe.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**DENSITY:**

| | *Ohgimachi Wharf* | *Ohama Wharf* | *Public Wharf* |
|---|---|---|---|
| Winter | 1023·5–1025·0 | 1020–1025 | 1025–1119 |
| Summer | 1022·0–1025·0 | 1013–1025 | 1017–1025 |

**FRESH WATER:** Available at any time.

| | *Kobe Steel Works Wharfs* | *Public Wharf* |
|---|---|---|
| Methods | Shore line | Shore line |
| Sunday, Holiday | Daytime 40% up | 40% up |
| | Before midnight 50% up | 50% up |
| | After midnight 100% up | 50% up |

*Daikyo Oil Jetty*. Only available by barge from Kobe.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

Bunkering at Oil Jetty prohibited.

**GANGWAY/DECK WATCHMEN:** Not specially required unles passengers or valuable cargo on board.

Compulsory for tankers working cargo at oil jetty.

**OPENING/CLOSING HATCHES:** Stevedores carry out openin and closing hatches. Cost per hour per gang depending on type o cargoes. It any time lost by ship's crew doing this work, stevedore charge ship for waiting. Recommend request stevedores for thi work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's register to show Customs Inspecto ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to tak ashore but no spirits.

**CONSULS:** No consulate in Amagasaki area.

**REPAIRS:** No dockyard. Minor repairs can be carried out on vessel alongside wharf.

**REPATRIATION:** Possible.

**AIRPORT:** International airport Osaka, 15 miles from Amagasak

**TIME:** GMT plus 9. No alterations made to clocks during year.

**HOLIDAYS:** Kobe Steel (Ore/Coal) Nil. Public Wharf (Scra 20th July.

**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance 119; Fi 119.

**TELEPHONE:** No telephone installation service on board.

**SERVICES:** Compass adjustment can be carried out at anchorag

**SHORE LEAVE:** Local Immigration Officers issue shore pas valid for only 3 days, but 3 days extensions possible if ship stay longer.

**AUTHORITY:** Port Administration Office.

**AGENTS:** Dodwell Tramp Agencies, Osaka. (see "Osaka".)

## ANAN (Tachibana): 33.52 N. 134.40 E.

**DOCUMENTS:** and all general information, refer to "Shimotsu".

**PILOTAGE:** Not compulsory. Pilot can be arranged through Age if required.

**MAX. SIZE:** Max. draft 10·50 metres, limited by channel depth.

**PRATIQUE:** Closed port. If arriving directly from abroad, vess should proceed to Shimotsu for health clearance. Immigratio authorities attend from Komatsushima if required.

**TUGS:** One tug of 2,000 h.p. available.

**BERTHING:** Nippon Denko Wharf, 12 metres depth alongsid Unloading capacity 500 tons per hour.

**FRESH WATER:** Available from shore hydrants only.

**FUEL:** By barge from Hanshin area only.

**AUTHORITY:** Port and Harbour Department.

## AOMORI: 40.52 N. 140.45 E.

**DOCUMENTS:** and all general information, refer to "Hachinohe".

**TUGS:** Two tugs available, up to 500 h.p.

**BERTHING:** No. 2 Wharf depth 9·0 metres
" 7·5 "
" 8·5 "
Tsutsumi Wharf " 8·0 "

**FUEL:** Can be supplied by barge from nearest stock port.

**FRESH WATER:** Available ex-wharf.

**AUTHORITY:** Port Administration Office.

**AGENTS:** Abeki Shokai, c/o Azuma Ryokan, 2–13, 2-chome Tsutsumi-cho. Cables: "Abe Aomori". Tel. (01772) 4–5481.

## ATSUMI: 34.40 N. 137.04 E.

**DOCUMENTS,** and all general information: refer to "Yokkaichi".

**PILOTAGE:** Not compulsory but Atsumi Berthing Master ma board vessel at Yokkaichi Quarantine Anchorage.

**RESTRICTIONS:** *Dolphin Pier:* 70,000 dwt, LOA 240 metres
Max. draft 10.00 metres.
*SBM:* 20,000 dwt, Max. draft 16.0
metres.

**CLEARANCE:** *Quarantine:* Quarantine Office opened at Atsumi.

*Immigration:* Immigration Officials attending from Gamagori.

**TUGS:** Minimum two tugs required for mooring/unmooring due t strong current.

**BERTHING:** *Dolphin Pier:* Lat 34° 38′ 36″ N. Lat 137° 04′ 54″ E 2.5 km from installation.

*SBM:* Lat 34° 39′ 47″ N. Long 137° 03′ 56″ E. 2 km from installatio

**FRESH WATER:** At Dolphin Pier ex pipeline (boiler water only) At SBM by barge.

**FUEL:** Bunkering permissible only at anchorage by barge.

**DENSITY:** 1025 at both berths.

**AGENT:** See "Yokkaichi".

## CHIBA (including Yahata): 35.36 N. 140.07 E.

**DOCUMENTS:**

Ship's Register. Last Port Clearance. 3 Crew Lists including Passport Nos. 3 Passenger Lists. 1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits camera, wrist-watch, radio, firearms/swords, etc., (only at firs port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration, 1 Carg Manifest and Cargo Manifest in transit using specific forms. Ther fore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** See "Tokyo".

**ANCHORAGES:** Quarantine anchorage on Northern part of Tokyo wan. Chart No. 1061. published by Maritime Safety Agency.

**RESTRICTIONS:** Following signals exhibited at Chiba Lt. and Chiba Signal Station.

| | *By Night* | *Remark* |
|---|---|---|
| Chiba Route | W. flash 2 secs. | Over 500 GT outwards — STOP. |
| | R. flash 2 secs. | Over 500 GT entering — STOP. |
| | R. and W. flash 3 secs. | Over 10,000 GT entering or outwards — STOP. |
| | 3R. and 3W. flash 6 secs. | Entering or outwards — STOP. |
| Ichihara Route | ○G.<br>○G. | Over 500 GT outwards — STOP. |
| | ○R.<br>○R. | Over 500 GT entering — STOP. |
| | ○G.<br>○G.<br>○R. | Over 10,000 GT entering or outwards — STOP. |
| | ○G.<br>○G.<br>○R.<br>○R. | Entering or outwards — STOP. |

**MAX. SIZE:** Keiyo Sea Berth can take 200,000 dwt vessel.
Chiba Harbour Route Depth of Water—14.0 m. Width 250.0 m. Length 7,200 m.
Ichihara route. Depth—12 m. Width 250 m. Length 2,350 m.
Anegasaki route. Depth—16 m. Width 350 m. Length 1,450 m.

**HEALTH:** Radio pratique available, requested through Agent. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**RADAR/VHF:** No radar service. VHF call sign "Chiba Port Radio" Channel No. 12 156·6 mc/s (Simplex), Channel 14 156·7 (Simplex), Channel 16 156·8 (Simplex), Channel 20 161·6 (Duplex)" Channel 22 161·7 (Duplex).

**TUGS:** Tugs join vessel at entrance of each waterway. Tug's line used.

**BERTHING:** Contact Agent for berthing arrangements on entry. No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

| *Name of Pier* | *Metres Depth* |
|---|---|
| *Chiba District* | |
| **Public Pier** | |
| Chuo Pier | 10·0 |
| Desu Pier | 7·5 |
| **Private Piers** | |
| Products Loading Pier A. | 9·5 |
| Products Loading Pier B. | 10·5 |
| Front Dolphin, No. 2 | 9·2 |
| Limestone Pier | 12·0 |
| Front Pier, No. 1 | 9·5 |
| Front Dolphin | 9·5 |
| Front Pier, No. 2 | 12·0 |
| Limestone Pier | 6·0 |
| Scrap Pier | 4·5 |
| Soga Scrap Pier | 6·0 |
| Soga Products Loading Pier | 6·0 |
| Soga Limestone Pier | 6·0 |
| Samukawa Pier | 5·0 |
| Samukawa Pier | 5·5 |
| Samukawa Pier | 5·5 |
| Samukawa Pier | 5·5 |
| Chiba Thermal Power Pier | 9·0 |
| Mobil Oil Dolphin | 5·0 |
| Kawasaki wharf | 16·0 |
| Nihon Silo Pier | 12·0 |
| Chiba Kyodo Silo Pier | 12·0 |
| Higashi Nihon Seito Pier | 12·0 |
| Keiyo Lumber Pier | 12·0 |
| Mitsubishi Lumber Pier | 12·0 |
| Toyo Seiyu Pier | 12·0 |
| *Ichihara District* | |
| **Public Piers** | |
| Ichihara Wharf | 7·5 |
| **Private Piers** | |
| Showa Electrification Dolphin | 9·5 |
| Showa Electrification Wharf | 9·5 |
| Showa Electrification Wharf | 5·0 |
| Showa Denko Pier | 4·5 |
| Fuji Electric Dolphin | 9·0 |
| Fujisatusi Pier | 6·0 |
| Yoneda Product Pier | 4·5 |
| Nippon Cement Pier | 9·0 |
| Goi Steam Power Pier | 9·0 |
| Goi Steam Power Loading place | 9·0 |
| Front Dolphin | 9·0 |
| Manufacture Wharf | 12·0 |
| Imodoko Terminal | 15·0 |
| Chisso Petroleum Loading place | 16·0 |
| Asahi Glass Pier | 12·0 |
| Ube Kosan Dolphin | 11·0 |
| Kyodo Pier | 10 |
| Denka Pier | 6·0 |
| Wharf No 1 | 15·5 |
| Wharf No. 2 | 16·0 |
| Wharf No. 3 | 16·0 |
| Wharf for Products | 16·0 |
| Fuji Electric Dolphin | 9·5 |
| Fuji Sogyo Dolphin | 9·0 |
| Maruzen Wharf | 5·0-14·0 |
| Idemitsu Pier | 16·0 |
| Sumitomo Chemical | 10·0 |
| Nihon Rinsan Pier | 10·5 |

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agents to arrange stevedores. Vessel must constantly keep her Agents advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage) 2100–0500 hours next morning (130% additional) Sundays/holidays (60% additional).

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** Ten tanker berths and max. permitted draft 20 metres. 200,000 dwt. at Keiyo Sea Berth.

**FRESH WATER:** Available by barge.

**FUEL:** All grades available.

**GANGWAY/DECK WATCHMEN:** Recommended.

**OPENING/CLOSING HATCHES:** Carried out by stevedores.

**SHIP CERTIFICATES:** See "Tokyo".

**CUSTOMS ALLOWANCES:** Tobacco – 200 cigarettes. Wine and/or spirits – one bottle.

**CONSULS:** None.

**REPAIRS:** All major repairs possible.

**DRY DOCK:** Mitsui Ship Building Yard 500,000 dwt and 300,000 dwt dry docks.

**REPATRIATION:** Possible.

**AIRPORT:** About 70 km. to Tokyo Airport.

**TIME:** Japan Standard Time (135° E) = GMT plus 9. Permanent.

**HOLIDAYS:** New Year's Day (January 1st); Attaining the Age of Maturity Day (January 15th); State Foundation Day (February 11th); Vernal Equinox Day (March 21st); Birthday of Emperor (April 29th); Constitution (May 3rd); Children's Day (May 5th); Respect Day for the aged (September 15th); Autumnal Equinox Day (September 24th); Gymnastic Day (October 10th); Civilisation Day (November 3rd); Labour Thanksgiving Day (November 23rd). Cargo work can be arranged at 50 – 100% extra on basic costs.

**POLICE/AMBULANCE/FIRE:** Police tel. 110, Fire and Ambulance 119.

**TELEPHONE:** Facilities for placing telephones on board only at Chuo Pier.

**SHORE LEAVE:** Local Immigration offices issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.

**AUTHORITY:** Chiba Port Control Office, Chuoke Chiba Japan. Tel. Chiba (42)–6201–4.

**AGENT:** Sub-Agent of Dodwell & Co. Tokyo. Chiba Kaiun Sangyo Co. Ltd., 1-20, 3-Chome, Suehiro, Chiba. Cable Chibamarine, Chiba. Tel. Chiba (0472) 61–3361.

## ETAJIMA: 34.11 N. 132.29 E. (See Plan)

**OPERATORS:** Ataka Sekyo Kichi.

**LOCATION:** Name of berth, Ataka Sekija. Position, Lat. 34° 11′ 30″ N., Long. 132° 29′ 00″ E.

**DOCUMENTS:**
- Certificate of Registry.
- Safety Equipment Certificate.
- Derating Exemption.
- Clearance from Last Port.
- 10 Crew Lists.
- 2 Crew Customs Declaration (Japanese Form).
- 4 Stores Lists.
- 5 Slop Chest Lists.
- 1 Quarantine Declaration.

**PILOTAGE:** Compulsory. Pilot boards in Bungo Channel 3 miles South Seki Saki Lighthouse. Pilot station (33.13 N. 131.54 E.) equipped with light signal – no VHF. Pilot remains on board during pratique operations – also see "Tankers".

**ANCHORAGE:** See "Restrictions".
**RESTRICTIONS:** Controlling depths (MLW) are as follows: entrance 20 m.; channel 17 m.; anchorage 17 m.; berth 15 m.; The mean tidal range is 3 metres. Nature of bottom is mud. Velocity of current: entrance 1 knot; channel 1½ knots; anchorage ½ knot; berth ½ knot. Vessels may berth at any stage of the tide during the day.
**MAX. SIZE:** 80,000 dwt. Length 260 m. Draft 14 m.–15·5 m. according to tidal conditions. Beam 40 m.
**PRATIQUE:** Available during daytime only in Kure or Iwakuna quarantine anchorage. Quarantine officers inspect galley, pantry and food stores. Pilot ladder used for boarding.
**RADIO:** Shimonoseki – Kobe.
**TUGS:** Two available and advised for berthing and unberthing. One forward and one aft. 3,000 h.p.
**MEDICAL:** Doctor available.
**TANKERS:** Pilot berths/unberths vessel.

It is dangerous to navigate at night.

*Moorings:*

| Forward 3 headlines | Aft 3 sternlines |
|---|---|
| 2 breast lines | 2 breast lines |
| 2 spring lines | 2 spring lines |

*Connections:* 2×12 in. connected and disconnected by shore gang booms not necessary. Max. pressure required by shore is 7 kg/cm².
*Pumping rate:* 5,000 k/l per hour expected.
*Pipeline:* Length 131·6 m.; 2×24 in.
*Gangway:* Pilot ladder used as not sufficient room for gangway.
*Pollution:* Berth is closed by floating pollution retain. Dimension 320×56 m.
*Ballast:* During ballast operations shore personnel remain on board to check for dirty ballast and a motor-boat watches for same purpose. There are no slop tanks or facilities for dirty ballast ashore.
*Storage capacity:* crude oil, 22,000 k/l×4 tanks; heavy oil, 22,000 k/l×2 tanks; refined oil, 22,000 k/l×2 tanks.
**DENSITY:** Summer 1020, Winter 1025 average.
**FRESH WATER:** Available, any quantity, by water barge from Kure, 4 days notice required.
**FUEL:** Available.
**FIRE PRECAUTION:** Standard regulations.
**REPAIRS:** Facilities available – shore steam and electricity available.
**DRY DOCKS:** Available, lifting capacity 500,000 tons.
**STORES:** Laundry and provisions available.
**CUSTOMS ALLOWANCES:** 200 cigarettes, 1 open bottle of spirits and some beer.

Customs officers inspect crew cabins.

## FUKUYAMA: 34.29 N. 133.21 E.

Located on central northern coast of Setonaikai (Inland Sea) and on border of Hiroshima Prefecture and Okayama Prefecture.
**DOCUMENTS:**
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agents should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 14″ N. 131° 03′ 12″ E.

**APPROACHES:** Approach channel: length: (from quarantine anchorage to "A" berth) 7,000 metres; depth: 16 metres below low water; width: 350 metres.

Branch channel: (leading to NKK loading berths) depth: 11 metres below low water; width: 200–300 metres.
**ANCHORAGES:** Quarantine anchorage position: 34° 22·5′ N. and 133° 26·3′ E., an area of 750 metres radius.
**MAX. SIZE:**
NKK's Private Berths.

| *Berth* | *Length and depth in meters* | *Max. vessels acceptable in dwt* | *Unloaders* | *Cargoes handled* |
|---|---|---|---|---|
| Raw Materials Berth | | | | |
| "A" | 300<br>17 | 150,000 | 4 gantry cranes each with 1,500 tons per hour discharging capacity | Iron ore and coal |
| "B" | 280<br>16 | 100,000 | | |
| "E" | | 90,000 | | |
| "F" | 180<br>11 | 20,000 | 2 level-luffing cranes each with 300 tons per hour discharging capacity | Coal and other raw materials except iron ore |
| Mooring buoy | —<br>11 | 25,000 | Ship's gear | Pig iron and scrap |
| Scrap berth | 180<br>13 | 35,000 | 2 level-luffing cranes each with 20 tons lifting capacity | Pig iron and scrap |
| Export Berths | | | | |
| Berth 1 | 234<br>11 | 30,000 | 2 level-luffing cranes each with 30 tons lifting capacity | Steel coil and plate |
| Berth 2 | 230<br>13 | 35,000 | 1 level-luffing crane with 30 tons lifting capacity and 1 gantry crane with 20 tons lifting capacity | Steel coil and plate |
| Pipe berth | 200<br>13 | 35,000 | 1 level-luffing crane with 20 tons lifting capacity | Steel pipe |

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards. Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
**TUGS:** "Nikko Maru" and "Kofuku Maru" (both 3,000 h.p.) are available in the Fukuyama Harbour. Additional tugs are available from other Inland Sea terminals.
**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the agents, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
**MEDICAL:** No advance notice required unless urgent.
**DENSITY:** Summer 1016–1022. Winter 1025. The density not much affected by tide, which is maximum 3·84 metres.
**FRESH WATER:** Available at any berth. Supply capacity 50 tons per hour. However, for a vessel moored to a buoy or at anchorage, water barge comes from Onomichi.
**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Bunkering barge comes usually from Mizushima (31 miles East of Fukuyama) or from Kobe (97 miles East of Fukuyama). Therefore, an advance order is required.
**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.
**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
**CERTIFICATES:** Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.
**CONSULS:** None.
**REPAIRS:** Only minor repairs.
**DRY DOCK:** None. Available at Innoshima or Mukaijima.
**REPATRIATION:** Possible.
**AIRPORT:** Okayama airport 70 kilometres from Fukuyama which takes about 2 hours by car. 2 flights daily.

**TIME:** GMT plus 9. No alterations made to clocks during year.
**POLICE/AMBULANCE/FIRE:** Report to Guardmen's office located at West Gate of Nippon Kokan.
**TELEPHONES:** No arrangements for placing telephone on board. Private telephones connecting with offices in the compound of the Fukuyama Works are placed at each of the raw material berths.

For vessels alongside export berths, private telephone available at foremen's office located on berth.
**GENERAL:** Fukuyama is a local and new port, developed along with the expansion of Nippon Kokan, Fukuyama Steel Works.

Ship repairs (except small ones) for machinery, radio, radar, etc., are all arranged by firms located in Tokyo, Osaka and Kobe.
**SERVICES:** Hold cleaning. Labour comes from Mizushima.
**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
**AUTHORITY:** Portland Harbour Dept.

**AGENTS:** Sub-agents of Dodwell & Co. Ltd., Tokyo. Nissan Shipping Co. Ltd., NKK Kaiji Bldg., 1, Kokan-machi, Fukuyama. Tel. Fukuyama (0849) 41–0535, 3210. Telegraphic Address "Sunsenpaku Fukuyama".

## FUSHIKI: 36.49 N. 137.03 E.

**DOCUMENTS:**
Ship's Register.
Last Port Clearance.
6 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 2 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** Pilot available any time during daylight. Not compulsory. No telegraphic address of pilot station, therefore, direct advice to local Agent always required. Pilot meets vessels 209 degrees 2 miles off leading light, thence takes vessel to Quarantine Anchorage ground. Due to many fish-nets on both sides of fairway if requiring to come into Quarantine Anchorage without taking Pilot, necessary to advise Agent in advance. In case of bad weather and need to await outside port, recommend cruising in Toyama Bay until sea abates. Bay area too deep to anchor and also danger of fish-nets. When approaching position for Pilot, give exact ETA to Agent by using Niigataradio and/or VHF to Fushiki Harbour Master. Small wooden pilot boat painted yellow. No particular light or sound signals required.
**ANCHORAGE:** Safe at all seasons with depth from 8 to 11 metres. Sand and clay bottom. Room at anchorage for at least six vessels over 5,000 gross tons.
**RESTRICTIONS:** Pilot not available during darkness. No restrictions on tide, because small tide in all seasons. If draft over port limitation, vessel enters port after making adjustment by lightening in Outer Harbour.
**MAX. SIZE:** Length 180 metres, draft 31 ft. in Summer and 30 ft. in Winter. However, depth of port not always definite, being a river port, and dredging operations always carried out to keep depth all year round. Tidal range is maximum 0·45 metres.
**PRATIQUE:** Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio, vessel will be required to submit the following documents to Quarantine Officer on arrival:
Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique.

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case, of infectious disease within 15 days of arrival.

If crew or passengers on board do not possess valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.
**RADIO:** (also see "Pilotage".) Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
**TUGS:** Tugs normally join vessel at port entrance, but sometimes in Outer Harbour for large vessels. Narita-Maru (2,060 h.p.) and Nihonkai-Maru (1,800 h.p.) provide lines, free of charge and Raicho-Maru (760 h.p.) uses ship's line. Used only when pilot on board.
**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agents mainly by radio.

| | | |
|---|---|---|
| Left No. 1 Wharf | depth | 9·5 metres |
| Left No. 2 Wharf | ,, | 9·5 ,, |
| Left No. 3 Wharf | ,, | 5·0 ,, |
| Right No. 1 Wharf | depth | 7·5 metres |
| Right No. 2 Wharf | ,, | 7·5 ,, |
| Right No. 3 Wharf | ,, | 10·0 ,, |
| Right No. 4 Wharf | ,, | 10·0 ,, |
| Right No. 5 Wharf | ,, | 7·0 ,, |

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agents, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
**MEDICAL:** No advance notice required unless urgent.
**DENSITY:** Average density between 1015 and 1019 in all seasons.
**FRESH WATER:** Available, from left wharf No. 1 and 2, average 45 tons per hour. In other berths, to be supplied by barge, average 50 tons per hour.
**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker ports at maximum 7 days prior notice.
**DEVELOPMENTS:** Right No. 4 wharf reconstructed, now 175 metres long, 10 meters deep, also Right No. 5 wharf, 130 metres long, 7 metres deep. Left No. 1 pier under reconstruction, when completed will be 185 metres length, 10 metres depth. Left No. 2 pier to be reconstructed and completed to same size as Left No. 1.
**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.
**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
**CERTIFICATES:** Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.
**CONSULS:** None.
**REPAIRS:** Minor repairs only.
**DRY DOCKS:** No dry docks. Nearest available in Toyama.
**REPATRIATION:** Possible.
**AIRPORT:** Toyama Airport about 35 kilometres distance. Two regular services a day. ANA only.
**TIME:** GMT plus 9. No alterations made to clocks during year.
**HOLIDAYS:** 1st May and New Years Day.
**POLICE/AMBULANCE/FIRE:** Police, Fushiki Police Station, Takaoka (0766) 44–1500; Ambulance, Fushiki Fire Station, Takaoka (0766) 44–1122; or 119; Fire, Fushiki Fire Station, Takaoka (0766) 44–1122.
**TELEPHONES:** No facilities for placing telephones on board.
**SERVICES:** Hold cleaning available.
**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
**AUTHORITY:** Port and Harbour Dept.

**AGENTS:** Sub-agents of Dodwell & Co. Ltd., Toyko. Fushiki Kairiku Unso K.K, 6–6, Fushiki-Minatomachi, Takaoka-shi. Tel. Takaoka (0766) 44–1300. Telegraphic address "Fushikikairiku Fushiki".

## HACHINOHE (Hachinoe): 40.32 N. 141.33 E.

**DOCUMENTS:**
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's agents should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** Pilot not compulsory, but arrangeable at Master's request. Pilot always arranged by Agent if Master requires, and vessel required radio Agent ETA 24 hours before arrival. Pilot boat has no facility to communicate with ship, but flies pilot flag "H". Pilot boards at Quarantine Anchorage (lat. 40° 32′ N. long. 141° 32′ E.).
**ANCHORAGE:** Open sea anchorage. Depth of water: 10–15 metres.
**RESTRICTIONS:** Pilot arrangeable only in daytime for entry.
**MAX. SIZE:** Draft: 9·00 m. (29 ft 8 in.). LOA: 160 metres (524 ft. 10 in.) Breadth: no restriction.
**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards. Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agents prior to arrival and close all soil pipes before entering port.
**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
**TUG:** Tug joins vessel inside breakwater.
**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

| | | | |
|---|---|---|---|
| Shirogane Wharf | depth | 9·0 | metres |
| Mitsubishi | ,, | 10·0 | ,, |
| Hachitaro No. 1 | ,, | 10·0 | ,, |

LPG handled at Shell (private) wharf, naphtha at Industrial Port No. 2 wharf, and chemicals at Nitto Chemical wharf.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**DENSITY:** 1025.

**FRESH WATER:** Available from wharf and barge. 20 tons/hour from barge (capacity: 60 tons). 30 tons/hour from wharf. Over-time service: plus 30% for 1700–2200 and Sunday/holiday. Plus 50% for 2200–0500.

**FUEL:** No bonded fuel oil, but domestic diesel oil.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** None.

**REPAIR:** Minor repairs such as welding, piping and lathing.

**REPATRIATION:** Possible.

**AIRPORT:** One flight per day by All Nippon Airlines (ANA). Distance: about half an hour by car from wharf to airport at Hachinohe City. Service area: Hachinohe/Tokyo. (2·5 hours required).

**TIME:** GMT plus 9. No alterations made to clocks during year.

**HOLIDAYS:** 1st May, 21st August.

**POLICE/AMBULANCE/FIRE:** Police 43–4141 (Heaqduarters); 33–0237 (Water Police Station); Ambulance 119; Fire 119.

**TELEPHONE:** No facilities for placing telephones on board.

**GENERAL:** 1. Discharging ex-gearless vessel not available at anchorage because of no facilities. 2. In case vessel is moored to buoy, vessel required to prepare anchor chain (port or starboard anchor chain) prior to ship's arrival.

**SERVICE:** Surveyor: Tally. Hold cleaning. Radar service by Nippon Radar Service Co. Notary public.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Port Administration Office.

**AGENTS:** Sub-agents of Dodwell & Co. Ltd., Tokyo. Abeki Shokai, c/o Marufuku Ryokan, Same-machi, Hachinoho. Tel. Hachinohe (0178) 33–0218. Telegraphic address "Abe Hachinohe".

## HAKATA: 33.37 N. 130.23 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Not compulsory, but necessary unless Master well acquainted with locality. Pilot embarks at quarantine anchorage; position 33° 38′ N. 130° 19′ 30″ E. Request for Pilot made through ship's Agent, Master reporting ship's ETA by radio giving accurate time of arrival at least 24 hours prior arrival, also any subsequent change. No VHF. In the event of rough sea, harbour tug-boat will be used.

**ANCHORAGE:** No anchorage in port.

**RESTRICTIONS:** No restrictions if vessel in free pratique and draft less than 10 metres. No tide.

**MAX. SIZE:** No restrictions of length, breadth. Draft 10·7 metres.

**PRATIQUE:** See "Moji".

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** normally join vessel when approaching wharf. Ship's lines used.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

*Centre Pier*

| | | | |
|---|---|---|---|
| No. 2 | depth | 7·5 | metres |
| No. 3 | ,, | 7·5 | ,, |
| No. 4 | ,, | 9·0 | ,, |
| No. 5 | ,, | 10·0 | ,, |
| No. 6 | ,, | 10·0 | ,, |
| No. 9, 10, 11 | ,, | 7·5 | ,, |

*Suzaki Pier*

| | | | |
|---|---|---|---|
| No. 1 | ,, | 7·5 | ,, |
| No. 2 | ,, | 11·0 | ,, |
| No. 3 | ,, | 11·0 | ,, |
| No. 4 | ,, | 11·0 | ,, |
| No. 5, 6 | ,, | 7·5 | ,, |
| No. 7–10 | ,, | 5·5 | ,, |

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–2100 hours 60% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 100% additional.

**MEDICAL:** No advance notice required unless urgent.

**DENSITY:** About 1024.

**FRESH WATER:** No water barge available. Hydrants: at Central and Suzaki Pier. Rate of delivery: 26/30 tons per hr.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**FIRE PRECAUTIONS:** Modern chemical fire service boat "Hiryu Maru" (30 tons).

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

**CUSTOMS ALLOWANCES:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** American Consul, Fukuoka, tel. 092–75–9331.

**REPAIRS:** Local workshop (fishing-boat repairs) available only for small repairs, so Agent for ocean-going vessel in Hakata arranges repairs from Moji or Tobata.

**REPATRIATION:** Possible.

**AIRPORT:** Fukuoka airport: Distance: about 20 minutes from Hakata port by car. JAL Domestic regular airline for Tokyo and Osaka. ANA Domestic regular airline for Tokyo, Osaka. Also, CATHAY and JAL airlines for Taipei, Hong Kong 4 times a week. KOREAN and JAL airlines for Soeul and Pusan daily except Sunday.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police/Ambulance tel. 110; Fire 119.

**TELEPHONES:** May be placed on board if 48 hours notice given.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**DEVELOPMENTS:** (Hakozaki wharves): Reclaiming land of 4,300,000 $m^2$ for the construction of Hakozaki and Kashii sea-front industrial area commenced at the end of 1969 and one berth for 45,000 dwt class vessel (—12·0 m.), one berth for 15,000 dwt (—10·0 m.) and seven berths for 5,000 dwt (—7·5 m.) will be completed and ready to use around April 1975 with lumber pool of 530,000 $m^2$ which already completed.

**AUTHORITY:** Port Harbour Bureau.

**AGENT:** Sub-agents of Dodwell & Co. Ltd., Tokyo. Holme Ringer & Co. Ltd., Fukuoka Branch, c/o Mitsubishi Warehouse Co. Ltd. 9, Okihama-che, Fukuoka. Telegraphic address "Ringer Fukuoka". Tel. 092–271 1292.

## HAKODATE: 41.47 N. 140.46 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Not compulsory, but in practice is necessary. Pilots available 24 hours a day and vessels able enter and leave port day and night. Pilots board about $1\frac{1}{2}$ miles S.W. of Breakwater Lt. Ho. Pilot-boat is small boat carrying flag "H".

The limit of Hakodate piloting district is the sea area surrounded by a line drawn from Obana Misaki to Kattoshi Misaki and the coastline.

**ANCHORAGES:** Quarantine anchorage outside Breakwater and care should be taken not to foul fishing nets. Good anchorage inside breakwater at East side of section 3 – depth 11 to 13 metres.

**RESTRICTIONS:** Quarantine and Customs business between 0800 and 1700 hours only.

**MAX. SIZE:** Tankers up to 72,000 dwt. at S.B.M.

| *(a) Buoy* | | |
|---|---|---|
| No. 1 Buoy | 6,000 tons g.t. | |
| No. 2 | ,, | 8,000 ,, |
| No. 3 & No. 4 | ,, | 10,000 ,, |

| *(b) Pier & Wharf* | *Depth* | *Length* | *Capacity* |
|---|---|---|---|
| Central Pier (South side) | 8m | 133 m. | 6,000 g.t (1) |
| (North side) | 9m | 171 m. | 8,000 ,, (1) |

**PRATIQUE:** Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio, vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case of infectious disease, within 15 days of arrival.

If crew or passengers on board do not possess Valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Two tug-boats available for big ships: m.s. "Hakodate Maru" 107 g.t. 800 h.p. (Hakodate Municipal); m.s. "Soryu Maru" 150 g.t. 1,100 h.p. (Kyodo-Office) Ferry Boat Co. Tug-boat waits and joins vessel near the appointed berth. Tug line generally used.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's agents mainly by radio.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional. Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**SINGLE-BUOY MOORING:** Asia Oil Company, sea berth suitable for up to 72,000 dwt. at Imodco Buoy.

*Position:* 41° 48′ 08″ N. 140° 40′ 57″ E.

*Soundings:* At site 15·5 metres. In approaches to site, more than 15·5 metres. The approach to terminal is free from obstructions.

There is one 20-in. crude line running 2,000 metres from shore to the buoy, and about 500 metres from shore line to the storage tanks.

*Mooring:* There is no night mooring. Unmooring is carried out from 0600 till 2400 hours, and may be done by the Master of the ship without a Pilot.

A mooring/unmooring gang is provided for by Agent. Two launches and one tug are in attendance at the mooring. One launch will keep the hose clear while the other handles the lines. The tug is standing by and only pushes against bow or near the stern to keep the head of the vessel in position whilst mooring.

At least six good mooring lines are required, preferably each line to its own bollard. The lines are run single to the buoy. The position of the ship's bow from the buoy is about 40 metres, when the distance from the buoy to ship's manifold is about 360 ft.

When mooring, it is requested that the propeller is completely stopped or otherwise turned astern.

Both bow anchors are to be hove well up in the hawse pipe and properly secured before reaching the buoy. Anchors are never to be used while on the buoy. They may foul the buoy's mooring cables and pipe-line on the bottom if released.

*Floating Hose:* There is one set of 12-in. floating hose for the discharge of crude only. The floating hose is about 600 ft. long from the buoy's manifold. The last two lengths are floating in doughnut-shaped plastic floats. The end is marked with an unlit marker buoy.

The hose connections are always made to the port manifold and are lifted with ship's gear. The hose when full of cargo and equipment weighs over one and a half tons. Information is required of the distance from ship's bow to ship's manifold, and the distance from ship's side to ship's manifold prior to arrival.

Standard flanges are used on the hose. OD 19 in. diameter of bolt-circle 17 in. with 12 bolt-holes size $\frac{7}{8}$ in.

*Discharging:* The discharging should be arranged in such a way as to be able to take sufficient ballast into ship's tanks, when about half way during discharge; to be able to get the ship's head down to prevent the vessel from veering too widely, and run over the hose near the buoy, in case of unfavourable conditions.

Maximum allowed backpressure by shore is about 10 kg/cm². During the discharge the main engine must not be immobilised as it may be used to keep the vessel clear of the buoy.

*Stand-by Men:* While on the buoy, the vessel will be required to provide sleeping quarters for four men, this includes the foreman who will remain on board throughout the entire operation. It is requested that the discharge officer be provided with meals. The other men are supplied with food from shore.

**DENSITY:** Average 1025.

**FRESH WATER:** Available at piers ex-hydrants and by barge at anchorage. Supplier, Hakodate Municipal Office.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

Fuel supplies for Hakodate are generally lightered from Tokyo Bay area and delays can be caused by weather conditions.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's register to show Customs inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** None.

**REPAIRS:** Hakodate Dockyard Co., undertakes hull and engine repairs.

**DRY DOCKS:** No. 1. Capacity 15,000 g.t., length 180 m., breadth 22·45 m. depth 6 m. No. 2. Capacity 9,000 g.t., length 140 m., breadth 8 m., depth 6 m.

**AIRPORT:** Distant 20 min. by car.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance 119; Fire 119.

**TELEPHONES:** Arrangeable on board.

**SHORE LEAVE:** Local Immigration officers issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Port Administration Office.

**AGENT:** Sub-agents of Dodwell & Co., Tokyo. Narasaki Sangyo Co., Ltd. c/o Hakodate Kaiun K.K. 21–15, Suehiro-cho Hakodate-shi, Hokkaido (040). Cable address: "Narasaki Hakodate". Domestic Telex: 992551 Kaiun J. Tel. Hakodate (0138) 22–1237.

## HIMEJI (including Hirohata, Shikama, Mega and Aboshi): 34.47 N. 134.41 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** See "Kobe". Vessels take Inland sea Pilot off Wada, Hesaki or Sekisaki; or from ports of Inland sea. No exact pilot station and no checking point at port of Himeji (Nega, Shikama, Hirohata and Aboshi) but Agents arrange pilot when vessel approaches upon receiving cable giving 24 hours advance notice. Pilot boarding positions as follows: Mega 34° 44′ N. 134° 42′ 15″ E. Shikama 34° 45′ N. 134° 39′ E. Hirohata 34° 44′ N. 134° 37′ E. Aboshi 34° 44′ N. 134° 34′ 10″ E.

No strict location of anchorage for vessel awaiting a Pilot in Himeji area, but should be as close as possible to port according to draft and communication.

**ANCHORAGE:** No strict boundary areas for anchorages. Anchor as close as possible to the port according to draft.

**RESTRICTIONS:** At ports of Mega, Shikama and Aboshi, no pilot boarding between sunset to sunrise. Hirohata pilot will board from sunrise to 2200 hours for vessels less than 10,000 dwt for entry, and less than 15,000 for departure, for piers No. 4, 5, 6, 7, 9 and 10 but other berths only from sunrise to sunset.

**MAX. SIZE:** Draft restrictions as follows:

Mega 11·80 m. Shikama 8·80 m. Hirohata 13·0 m. for central pier, 7·50 m. for Kamota pier (Pier No. 1–7), 9·45 m. for Tsuruta pier (Pier No. 10–14). Aboshi 9·0 m.

Sea buoy mooring, max. draft 20 m.

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards. Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Tug(s) normally join vessel when approaching, or at anchorage. Always use tug's lines without charges.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

| *Berth* | *Wharf length* | *Max LOA* | *Max. Draft* |
|---|---|---|---|
| *Shikama* | | | |
| Public pier No. 2 | 130 m. | | 7·5 m. |
| Public pier No. 3 | 170 m. | | 10·0 m. |
| Public pier No. 4 | 170 m. | | 10·0 m. |
| Public pier No. 5 | 170 m. | | 10·0 m. |
| Satetsu pier | 200 m. | 160 m. | 9·0 m. |
| Buoy No. 1 | 160 m. | 130 m. | 9·0 m. |
| Buoy No. 2 | 220 m. | 160 m. | 9·0 m. |
| *Mega* | | | |
| Idemitsu Oil Jetty | | | 12·0 m. |
| *Aboshi* | | | |
| Buoy No. 1 | | 160 m. | 9·0 m. |
| Buoy No. 2 | | 180 m. | 9·0 m. |
| *Hirohata* | | | |
| Yumesaki Wharf (Pier No. 1–2) | 280 m. | | 7·5 m. |
| Kamoda Wharf (Pier No. 3–7) | 722 m. | | 7·5 m. |
| Central Wharf (Pier No. 9) | 315 m. | 265 m. | 13·0 m. |
| Tsuruta Wharf (Pier No. 10–12) | 503 m. | | 9·45 m. |
| Shioiri Wharf (Pier No. 13–14) | 320 m. | | 9·45 m. |
| Oil Berth | 140 m. | | 7·5 m. |
| Buoys | | | 9·5 m. |

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
**MEDICAL:** No advance notice required unless urgent.
**TANKERS:** Idemitsu Kosan Kaisha Ltd., Himeji oil jetty where one berth only and max. 11·8 metres draft allowed. Shore discharging facilities two 12 in. diameter hose connections which connect to 18 in. diameter line for tank hoses. Acceptable max. 5 kg/cm² on hose gauge, discharge rate abt. 2,000 l/t per hour.

*Note:* Idemitsu Kosan Kaisha Ltd., Himeji, require following information prior arrival for smooth berthing and connecting hoses: Height from sea to deck; Length from vessel's side to underneath of hose connections; Height from deck to connection of line; Diameter of connection.
**DENSITY:** Average density between 1025 and 1026 in Winter season and 1018 and 1020 in Summer season.
**FRESH WATER:** Idemitsu Oil Jetty, Shikama public pier and Hirohata pier able to supply fresh water from shore, but *No Water Barge available at Port of Himeji* therefore not able to supply fresh water at Satetsu pier (Shikama), Shikama buoy, Aboshi buoy or outside anchorage.

| *Port* | *Average rate of delivery* |
|---|---|
| Mega | 20–30 m/t per hour |
| Shikama | 15–20 m/t per hour |
| Hirohata | 15–20 m/t per hour |

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
**GANGWAY/DECK WATCHMEN:** Not specially required unless passenger or valuable cargo on board.
**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
**CERTIFICATES:** Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.
**CARGO GEAR:** See "Certificates" but no special requirements.
**CONSULS:** No consuls at Himeji, Shikama or Hirohata.
**REPAIRS:** Most minor deck and engine repairs available at port of Himeji; in case special technician required, should be called from Kobe.
**DRY DOCKS:** No dry dock available at port of Himeji, Nearest dry dock Ishikawajima-Harima Heavy Industries Co. Ltd., Aioi, who have following dry docks. Also see Aioi.

| | *LOA* | *LBP* | *Breadth* | *Depth* | *Capacity* |
|---|---|---|---|---|---|
| Dock No. 1 | 238 m.<br>(780′9″) | 230 m.<br>(754′7″) | 33 m.<br>(108′3″) | 5·5 m.<br>(18′) | 73,000 dwt (LT) |
| Dock No. 2 | 156·1 m.<br>(512′1″) | 145 m.<br>(475′8″) | 19·5 m.<br>(63′11″) | 4·5 m.<br>(14′9″) | 14,000 dwt (LT) |
| Dock No. 3 | 341 m.<br>(1,118′9″) | 328 m.<br>(1,076′1″) | 54 m.<br>(177′1″) | 6 m.<br>(19′8″) | 300,000 dwt (LT) |

**REPATRIATION:** Possible.
**AIRPORT:** About 60 km. to Irami airport. Regular services.
**TIME:** GMT plus 9. No alterations made to clocks during year.
**HOLIDAYS:** At Aboshi, no work on 1st and 3rd Sunday. At Shikama, shore crane, no work on 1st and 3rd Sunday but gangs available for discharging and loading.
**POLICE/AMBULANCE/FIRE:** Police (Shikama) tel. 35–1441; Ambulance (Shikama) 119 or 35–0119; Fire (Shikama) 119 or 35–0119.
**TELEPHONE:** No facilities for placing telephones on board.

**GENERAL:** No quarantine available at port of Himeji, therefore pratique to be obtained at other ports.
**SERVICES:** Tally, laundry, daily provisions by ship chandler available locally. All other service from Kobe or Osaka.
**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
**AUTHORITY:** See "Amagasaki".

**AGENTS:** Sub-agents of Dodwell & Co., Tokyo. Shikama Kaiun K.K., Minatomachi, Shikania-Ku, Himeji. Tel. Himeji (0792) 35–0912. Telegraphic address "Shikamakaiun Himeji".

## HIROSHIMA: 34.20 N. 132.25 E.

**DOCUMENTS:** See "Yokohama".
**PILOTAGE:** Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot-station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessel's last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".
2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.
3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

**ANCHORAGES:**

| *Anchorage* | *Location* | *From Ujina lighthouse Radius* | *m.* | *Conditions* | *Note* |
|---|---|---|---|---|---|
| "A" | N. 34.20′59.5″<br>E. 132.29′17″ | 56° | 2,510<br>180 | Draft – below 6 m.<br>Length – below 120 m.<br>Necessary P & S Anchor | |
| "B" | N. 34.20′57″<br>E. 132.29′02.5″ | 52° | 2,200<br>180 | Draft – below 7 m.<br>Length – below 120 m.<br>Same as "A" | |
| "C" | N. 34.20′45″<br>E. 132.29′24″ | 67° | 2,467<br>180 | Draft – below 8 m.<br>Length – below 150 m.<br>Same as "A" | |
| "D" | N. 34.20′35.5″<br>E. 132.28′28″ | 53° | 1,070<br>180 | Draft – below 10 m.<br>Length – below 150 m.<br>Same as "A" | Load & unload Logs. |
| "E" | N. 34.20′22.5″<br>E. 132.28′29″ | 73° | 910<br>200 | Draft – below 12 m.<br>Length – below 150 m.<br>Same as "A" | Load & unload Logs. |
| "F" | N. 34.20′09″<br>E. 132.28′29″ | 100° | 890<br>200 | Draft – below 12 m.<br>Length – below 150 m.<br>Same as "A" | Load & unload Logs. |
| "G" | N. 34.19′57″<br>E. 132.28′36″ | 116½° | 1,190<br>200 | Draft – below 12 m.<br>Length – below 150 m.<br>Same as "A" | Load & unload Logs. |
| "H" | N. 34.19′45″<br>E. 132.28′44″ | 125½° | 1,150<br>200 | Draft – below 12 m.<br>Length – below 150 m.<br>Same as "A" | Load & unload Logs. |
| "I" | N. 34.19′47″<br>E. 132.28′08″ | 158° | 900<br>300 | | |
| "J" | N. 34.19′28″<br>E. 132.28′18″ | 162° | 1,500<br>300 | | |
| "K" | N. 34.19′17″<br>E. 132.29′43″ | 122° | 3,280<br>700 | | Ship repairs. |
| "L" | N. 34.18′58″<br>E. 132.29′34″ | 132° | 3,430<br>300 | | Ship repairs. |
| "M" | N. 34.20′14″<br>E. 132.25′35″ | 230° | 3,550<br>300 | | Ship repairs. |
| "N" | N. 34.19′56″<br>E. 132.25′26″ | 262° | 3,820<br>300 | | Ship repairs. |

Ujina Lighthouse is at South of Ujina-islet 34° 20′ 14″ N.: 132° 27 55″ E.
**RESTRICTIONS:** Depth of approach to berth about 10 m.
**MAX. SIZE:** Wharf (Hiroshima Prefecture Public Berth) No. 1, length 166 m., draft 9·7 m, (10,000 g/t vessel). No. 2, length 166 m.

Gaibo-Ganpeki (wharf for ocean-going vessel) length 337 m., depth alongside about 10 m., maximum draft acceptable 9·70 m.
**PRATIQUE:** See "Kobe".
**TUGS:** Join vessel at quarantine anchorages. Tug's lines used.
**TIDES:** Maximum (Spring Tide) 3·9 m. Minimum (Neaps) 0·57 m.

Rate of current at flood tide generally ¼ knot to North-east; ½ knot at ebb tide to South-west. South area of Togeshima and Kannonsaki ¼ knot at flood to South-south-east, and ½ knot at ebb tide to North-north-west.
**FRESH WATER:** By water barge (capacity: 330 m/t available). Additional charges made for overtime i.e. after 5 p.m., and Sunday, holidays, and Saturday afternoon.
**CONSULS:** No consul in Hiroshima. Nearest Osaka or Kobe. Marine note of protest can be attested by local notary public.
**REPAIRS:** All types of deck, electrical and engine repairs.
**DRY DOCKS:** Largest dry dock Taibi dry dock, Mitsubishi-Hiroshima Works, L 154 m. B 22·00 m. 10,300 g/t. Kanawa dry dock and Ujina dry dock available for 3,500 g/t and 1,500 g/t respectively.
**AIRPORT:** Hiroshima airport. Only domestic airlines every hour to Osaka and Tokyo.

**POLICE/AMBULANCE/FIRE:** Police (for emergency) 110; Ambulance 119; Fire 119.
**TELEPHONE:** No arrangements for placing telephones on board.
**SERVICES:** Any navigational apparatus can be serviced on request, Cargo holds cleaning services can also be carried out, but tank-cleaning and other services are to be arranged from Kobe.
**REGULATIONS:** Many seaweed and oyster beds near anchorages, therefore oil pollution precautions strictly observed.
**AUTHORITY:** Hiroshima-Kencho, 10–52 Motomachi, Hiroshima City.

**AGENTS:** Sub-agents of Dodwell & Co. Ltd., Tokyo. Naigai Unyu Co. Ltd., 36–23, 2-chome, Ujina Kaigan, Hiroshima. Tel. Hiroshima (0822) 51–2421. Telegraphic address "Naigai Hiroshima".

## HITACHI: 36.30 N. 140.37 E.

**DOCUMENTS:** and all general information, refer to "Onahama".
**PILOTAGE:** Not compulsory. Pilot boards in approximate position 36° 28′ 39″ N. 140° 38′ 40″ E.
**MAX. SIZE:** Draft, 8·50 metres limited by channel depth.
**PRATIQUE:** If arriving from abroad, vessel should obtain pratique at Onahama.
**TUGS:** One tug of 180 h.p. available.
**BERTHING:**

| | |
|---|---|
| Hitachi Pier (A) | depth 7·5 metres |
| Hitachi Pier (B) | ,, 7·5 ,, |
| 10,000 tons Wharf | ,, 7·5 ,, |
| 10,000 tons Wharf | ,, 9·0 ,, |

**AUTHORITY:** Port Administration Office.

**AGENTS:** Abeki Shokai, c/o Sukaya Ryokan, Kuji-cho, Hitachi-shi. Cables "Abe Hitachi Kujihama". Tel. Hitachikujihama 2008.

## HOSOSHIMA: 32.25 N. 131.41 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** Telegraphic address of pilot station "Pilot Hososhima". 48 and 24 hours advance notice of ETA required, and any change in ETA. Pilot boards at Hososhima Quarantine anchorage location, Hososhima lighthouse N.E. one mile off, position 32° 25′ 50″ N. 131° 41′ 53″ E.
**ANCHORAGE:** Refer Japanese chart No. 1223 (Ozue-wan and Hososhima-Ko).
**RESTRICTIONS:** Strictly no entry after sunset.
**MAX. SIZE:** Max. permissible LOA 170 m. and draft 31 ft. 6 in.
**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
**TUGS:** Join vessel in position 32° 26·5′ N. 131° 39·5′ E. Tug's lines to be used.
**BERTHING:**

| | |
|---|---|
| *Industrial Port* | |
| Wharf No. 1 | depth 10·0 metres |
| Wharf No. 2 | ,, 10·0 ,, |
| Wharf No. 3 | ,, 5·7 ,, |
| Wharf No. 4 | ,, 5·7 ,, |
| Wharf No. 5 | ,, 10·0 ,, |
| *Hyuga Refinery's Wharf* | ,, 11·0 ,, |
| *Sugar Plant Wharf* (Dolphin) | ,, 11·0 ,, |
| *Commercial Port* | |
| Wharf No. 1 | ,, 7·5 ,, |
| Wharf No. 2 | ,, 7·5 ,, |

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
**MEDICAL:** No advance notice required unless urgent.
**DENSITY:** Average 1025 in Winter, 1020 in Summer, subject to weather and tide current.
**FRESH WATER:** Available from dock, 20/30 tons per hour.
**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest stock ports at maximum 7 days prior notice.
**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.
**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
**CERTIFICATES:** Ship's register to show Customs Inspector ship's registered gross and net tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.
**CONSULS:** No local representatives.
**REPAIRS:** None.
**REPATRIATION:** Possible.
**AIRPORT:** Nearest, Miyazaki airport about 2 hours drive from Hososhima. JAL and ANA lines.
**TIME:** GMT plus 9. No alterations made to clocks during year.
**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance 119; Fire 119. Public telephone booth available near by the berth.
**TELEPHONES:** No facilities for placing telephones on board.
**SHORE LEAVE:** Local Immigration Officers issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
**AUTHORITY:** Port Administration Office.

**AGENTS:** Sub-Agents of Dodwell & Co. Ltd., Tokyo. Hakko Unyu Co. Ltd., No. 731, Kaigan-dori, Hososhima Hyuga-shi, Miyazaki-ken (883). Cable Address: "Ringer Hyuga". Domestic Telex: 776677 Hakko Hyuga. Tel.: Hyuga (09825)2–2185.

## IHO: 34.45 N. 134.46 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agents should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to Pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessel's last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobee".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 14″ N. 131° 03′ 12″ E.

**ANCHORAGE:** Closed Port. Agent will arrange Anchorage position for discharging, with Authorities, but usual position Iho signal station, bearing 215° distant 3,000 m. (signal stn. 34° 44′ 58″ N. 134° 46′ 12″ E.).
**HEALTH:** Pratique must be obtained at another Port before calling Iho.

At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective quarantine Office through ship's agent prior to arrival and close all soil pipes before entering port.
**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
**TUGS:** Not required. Discharging at Outer Anchorage.
**TANKERS:** Port is operated for oil discharging only. Discharge is into barges through 6 in. hoses at either side of vessel.
**DENSITY:** Average density is between 1025 and 1026 in Winter season and between 1018 and 1020 in Summer season.
**FRESH WATER:** Not available.
**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise

Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest stock ports at maximum 7 days prior notice.

**REPAIRS:** Not available.

**DRY DOCK:** Nearest dockyard at Aioi.

**AIRPORT:** Nearest airport at Osaka.

**TIME:** GMT plus 9 hours, no alterations.

**POLICE/AMBULANCE/FIRE:** Police tel. 07944/2–3377; Ambulance, 119 or 2–2101; Fire 119 or 2–2101.

**SERVICES:** None. Nearest services available at Kobe/Osaka area.

**AGENTS:** Sub-agents of Dodwell & Co. Tokyo. Shikama Kaiun K.K., Minatomachi, Shikama-Ku, Himeji. Tel. Himiji (0792) 35–0912. Telegraphic "Shikamakaiun Himeji."

## IMABARI (Imahuru): 34.04 N. 133.00 E. (incl. Mategata).

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transiting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel), Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″E.

**ANCHORAGE:** Anchorage outside breakwater, sufficient water, but on account fast current deemed not safe anchorage. Anchorage inside breakwater generally shallow, and sea area narrow for large vessels. To discharge/load only Temposan wharf available for vessels alongside berth where holding ground is good and depth of water is 7·50 metres.

Vessels drawing over 7 metres: vessel can enter Mategata (open road) deemed to be most fitted place for vessels entry to discharge/load. Port of Mategata faces Aki-Nada and located near West entrance of Kurushima channel; 132 degrees 55 minutes East, 36 degrees 06 minutes North, where holding ground good and depth of water 12–20 metres is kept.

**RESTRICTIONS:** No entry after dark.

**MAX. SIZE:** Temposan Wharf length 110 metres, breadth no limit draft 7 metres. Mategata (open road) length no limit, breadth no limit, draft 10 metres.

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Temposan wharf: join vessel at sea anchorage, using tug's line without charge. Mategata (Open road): no tug required in normal conditions.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio. Also see "Max. Size".

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**DENSITY:** Temposan wharf 1015. Mategata 1015.

**FRESH WATER:** Fresh water not available but usually brought by barge from Onomichi (about 4 hrs. run to Imabari/Mategata). Rate of delivery 80 tons to 200 tons per hour dependent on barge.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's register to show Customs Inspector ship's registered gross and net tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** See "Kobe".

**REPAIRS:** Only minor repairs.

**DRY DOCKS:** Not available at this port, the nearest ones are Kawasaki Heavy Industries Ltd., Sakaide; Hitachi Shipbuilding & Engineering Co. Ltd., Innoshima; and Mukaishima; dimensions of these docks as follows:

Kawasaki Heavy Industries Ltd., Sakaide. Dock No. 2 for 500,000 dwt vessel. 450 m.× 72 m.× 12·3 m. It is not in action yet for ships to repair. Only used presently for shipbuilding and after services.

Hitachi Shipbuilding & Engineering Co. Ltd., Innoshima Dock, Dock No. 1 for 20,000 dwt vessel. 175 m.× 25·62 m.× 9·10 m. Dock No. 3 for 130,000 dwt vessel. 282·50 m.× 47 m.× 11·33 m

Hitachi Shipbuilding & Engineering Co. Ltd., Mukaishima Dockyard, Dock No. 1 for 3,000 dwt vessel. 86·18 m.× 13·60 m. × 6·80 m. Dock No. 2 for 8,500 dwt vessel. 125 m.× 18 m.× 7·40 m. Dock No. 3 for 25,000 dwt vessel. 175 m.× 29 m.× 9 m.

**REPATRIATION:** Possible.

**AIRPORT:** No airport. Nearest airports are Matsuyama and Takamatsu where are All Nippon Airways.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police tel. 110; Ambulance 119; Fire 119.

**TELEPHONES:** No facilities for placing telephones on board.

**GENERAL:** Mategata is a closed port. To conform with regulations, vessel obtains permission from Shikoku Maritime Bureau to enter.

Customs request vessels calling Mategata to obtain permission to enter at preceding port of call by paying charge at same rate of tonnage dues prior to arrival of vessel. Application undertaken by Agent.

No quarantine available. Nearest station Matsuyama. No immigration. Officer comes from Niihama.

**SERVICES:** None.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Port Administration Office.

**AGENT:** See "Matsuyama".

## INNOSHIMA: 34.17 N. 133.11 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords etc. (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in Transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessel's last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication with Inland Sea pilot stations.

Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N., 135° 11′ E. Telegraphic address "Anjin Kobe".

Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo channel). Position 33° 13′ N., 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

Kanmon Pilot boards at Mutsure (33° 58′ 15″ N., 130° 53′ 43″ E.) for passing Shimonoseki Strait to Hesaki where Pilot will be changed to Inland Sea Pilot.

Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N., 131° 03′ 12″ E.

**ANCHORAGE:** No. 1. 14 metres deep, 1.4 miles off Hyakkan Island 180°. No. 2. 9 metres deep, 1.5 miles off Hyakkan Island 290°.
**RESTRICTIONS:** In general, mooring/unmooring and/or dry-docking in-and-out carried out in daytime only.
**MAX. SIZE:**

| | *Length* | *Breadth* | *Draft* |
|---|---|---|---|
| (1) For mooring only | 320 m. × | 50 m. | × 7 m. |

(2) Max. draft for entering port: 9 m.
(3) Max. draft for mooring: 5–7 m. according to quay.
Current is North-east at high tide, and South-west at low tide at max. 2·5 knots.
**HEALTH:** In event vessel proceeding Innoshima direct from foreign port, vessel to receive pratique at Quarantine anchorage Kobe or Saganoseki (33.15′ N; 131.52 E.) or Mutsure (33° 59′ N. 130° 53′ E.).

At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.
**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi, and North bound to Nagasaki Radio respectively.
**TUGS:** Ship taken into port by Dock Master who joins ship at anchorage with tug-boat. Usually, tug's lines used.
**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
**TANKERS:** Tank cleaning station operated by Setonaijai Tank Cleaning Company, can receive slops up to rate of 250 tons per hour.
**MEDICAL:** No advance notice required unless urgent. Hospital facilities available.
**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.
**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.
**CONSULS:** None.
**REPAIRS:** All facilities for major repairs.
**DRY DOCKS:**
**Hitachi Zosen:**

| | *Length* (m.) | *Width* (m.) | *Depth* (m.) | *Capacity* (dwt) |
|---|---|---|---|---|
| Dock No. 1 | 175 | 25·60 | 9·10 | 21,000 |
| „ No. 2 | 282·50 | 47·00 | 11·30 | 130,000 |
| „ No. 3 | 260·00 | 57·00 | 11·10 | 100,000 |

**AIRPORT:** Hiroshima Airport or Okayama Airport (domestic only) About 2 hours by car from both airports.
**TIME:** GMT plus 9 hours. Permanent.
**TELEPHONES:** Telephone is available: Shipyard installs one telephone in accommodation and another one in engine room.
**SHORE LEAVE:** Local immigration offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
**SERVICES:** The following services are available: Tank cleaning, Discharge of tank washings, Compass adjustment, Ship's chandler.
**AUTHORITY:** Mihara Doboku (Public Works) Office.

**AGENT:** Sub-agent of Dodwell & Co., Tokyo. Hamaoka Shoten, 2207, Habu-cho, Innoshima. Cables: "Hamaoka Innoshima". Tel. Innoshima (08452) 2–1340.

## ISHINOMAKI: 38.23 N. 141.16 E.

**DOCUMENTS:** and all general information, refer to "Ofunato".
**RESTRICTIONS:** Channel depth 9 metres LW.
**TUGS:** Available from Shiogama.
**BERTHING:**

| | | | |
|---|---|---|---|
| Minami Hama Wharf | depth | 10·0 | metres |
| Hiyori Wharf | „ | 9·0 | „ |
| Nakajima Wharf | „ | 10·0 | „ |
| Shiomi Wharf | „ | 4·5 | „ |
| Hiyori Wharf | „ | 4·5 | „ |
| Minami Hama Wharf | „ | 4·5 | „ |
| Jyujyo Wharf | „ | 6·5 | „ |
| Tekkosha Wharf | „ | 4·5 | „ |

**FRESH WATER:** Available ex-wharf.
**FUEL:** To be barged from Yokohama.
**AUTHORITY:** Port Administration Office.

**AGENTS:** Abeki Shokai, c/o Fukushimaya Ryokan, 12–4, 2-chome Chuo. Cables: "Abe Ishinomaki." Tel. (02252) 2–1121.

## IWAKUNI, Hiroshima Bay: 34.10 N. 132.11 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilotstation. Cable address "Ansin Moji". Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki)). In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.
**ANCHORAGES:** Two anchorages, one for "Quarantine" and repairing, etc., other for discharging logs.
(*a*) Quarantine 34° 10′ 28″ N., 132° 16′ 43″ E. minimum depth 27 m.
(*b*) Discharging area 34° 11′ 12″ N., 132° 14′ 21″ E. minimum depth 10 m.
Nature of bottom mud. Minimum bottom width no limit.
**HEALTH:** At first port of call in Japan vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
**TUGS:** Tugs normally join vessel at Quarantine area. Tug's lines to be used free of charge. Two tugs available of 3,800 h.p.
**BERTHING:** No berthing from sunset to sunrise. At least 2·0 hours notice arrival necessary to reach berth, in event of direct arrival from foreign country.
**MEDICAL:** No advance notice required unless urgent.
**TANKERS:** Maximum about 150,000 dwt; slop discharge pipelines. Koa Oil Co. Ltd., Marifu refinery.

| | *Max. G/T* | *Max. safe draft* | *Type and diameter hoses* |
|---|---|---|---|
| Koa Oil Crude Pier | 90,000 | 17·00 m. | 12″×3 |
| North No. 3 Pier | 9,000 | 10·00 m. | 8″×1 |
| Kenei No. 3 Pier | 28,000 | 9·00 m. | 10″×2 |

Kenei No. 3 pier used by Messrs. Union Sekiyu Kogyo K.K. jointly.
**DENSITY:** 1020.
**FRESH WATER:** Alongside Koa Oil Pier, possible to take fresh water ex. shore.

| *Berth* | *Capacity* |
|---|---|
| Koa Oil Crude Pier | 5 tons/hour |
| Kenei No. 3 pier | 3 tons/hour |
| Sanyo Pupl Pier | 5 tons/hour |

**FUEL:** Available ex-wharf, but not ex-barge. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
**DEVELOPMENTS:** New berth named "Muronoki Pier" under construction.
**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.
**CERTIFICATES:** Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.
**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.
**CARGO GEAR:** See "Certificates" but no special requirements.
**CONSULS:** No consul but marine note of protest can be attended by local notary public.
**REPAIRS:** None. For heavy repairs from Hiroshima.
**REPATRIATION:** Possible.
**AIRPORT:** Hiroshima airport 45 kilometres (Abt. 2 hours).
*For Osaka* (TOA Airline) 0900, 1415, 1725, 2000
*For Tokyo* 0750, 1100, 1355, 1510, 1755, 1905
**TIME:** GMT plus 9. No alterations made to clocks during year.
**POLICE/AMBULANCE/FIRE:** Police 110 (just dial); Ambulance 119 (just dial); Fire 119 (just dial).
**TELEPHONES:** No arrangements available except Koa Oil.
**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
**AUTHORITY:** Port Administration Office.
**AGENTS:** Sub-agents of Dodwell & Co. Tokyo. Naigai Unyu Co. Ltd., 35–7, 4-chome, Shinko-cho Iwakuni. Tel. Iwakuni (0827) 21–7115/6. Telegraphic address "Naigai Iwakuni".

## KAGOSHIMA: 31.35 N. 130.33 E.

**DESCRIPTION:** Port situated in Kagoshima Bay, the southern part of Kyushu and consists of 3 sections as follows:

Main Harbour: divided into Inner Harbour sheltered by breakwaters which can accommodate up to 3,000 tonners, and Outer Harbour, (open roads) where large size vessels lie at anchor.

New Harbour: adjacent to Main Harbour on the South. This section also sheltered by breakwaters and a 10,000 tonner can be accommodated.

South Harbour: located about 6 kilometres away from main harbour on South and used for small coasters.

**DOCUMENTS:**

*Customs:* When vessel arrives direct from foreign port, customs officials board for search. Following documents to be submitted:

Crew List.
Passenger List.
Manifest of crew personal effects (must be signed by individual crew member).
Store List.
Arms and Ammunition List.
Narcotics List.
List of ports of Call on current voyage.
Discharging Cargo Manifest.
Through cargo Manifest.
Declaration inward/outward.

Following will be checked on board: Ship's Registry; Last Port Clearance.

When vessel comes from Japanese port, Customs officials will not attend on board, except special case. Master or Agents to attend Custom House for entry formalities with following documents:

Discharging Cargo Manifest.
Through Cargo Manifest.
Declaration inward/outward.
Ship's Registry.
Last Port Clearance.
Documents entrusted with the Master by Customs at previous port.

On vessel's departure, a clearance is issued by Customs, after confirming payment of tonnage dues.

**PILOTAGE:** Not compulsory, but necessary unless Master well acquainted with locality. Pilot embarks at quarantine anchorage, (see "Health"). Request for pilot made through Agent. Master report by radio accurate ETA at least 24 hours prior to arrival.

**ANCHORAGE:** Ample good holding anchorage available in Outer Harbour. Depth: Over 9 m.

**RESTRICTIONS:** Berthing/unberthing during day only.

| *Wharf* | *Location* | *Length* | *Depth* |
|---|---|---|---|
| 7·9 m. wharf | Main harbour | 110 m. | 7·9 m. |
| 7·5 m. wharf | ,, | 220 m. | 7·5 m. |
| North | New harbour | 125 m. | 7·5 m. |
| North | ,, | 160 m. | 5·5 m. |
| South | ,, | 165 m. | 9·0 m. |
| South | ,, | 260 m. | 7·5 m. |

**PRATIQUE:** Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique.

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case of infectious disease, within 15 days of arrival.

If crew or passengers on board do not possess Valid Smallpox Vaccination Certificate.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

Quarantine:

(*a*) Quarantine station: Sea area within radius of 1,000 metres from centre, position 31° 33′ 25″ N. 130° 35′ 33″ E.

(*b*) Quarantine service rendered from sunrise to one hour before sunset.

(*c*) "Q" flag should be hoisted until free pratique granted.

(*d*) When vessel arrives from plague-infected or suspected area within 10 days after she left such place, 24-hour special quarantine required.

All sanitary scuppers must be closed and garbage not thrown overboard after reaching 60 miles off Japanese coast.

**RADIO:** Recommended Captain contacts Agent through Choshi radio or Nagasaki Radio which covers all ports in Japan. If West bound vessel to Choshi, and North bound to Nagasaki radio respectively.

**TUGS:** "Wakashio Maru" twin diesel vessel, 1000 h.p.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by Agent mainly by radio.

*New Port* (*Kagoshima-Shinko*). Sheltered harbour with main entrance 150 m. wide between S. breakwater (350 m.) and N. breakwater (150 m.). Sheltered anchorage in depth of 5·5– 9·0 m. No mooring buoy. Berthage outside breakwater in depth of 9·0 m. and inside breakwater in depth of 5·5–9·0 m.

Piers: South pier (in foreign trade zone, for outbound vessels only):

165 m. long with 9·0 m. alongside, will take one vessel of about 10,000 grt.
260 m. long with 7·5 m. alongside, two vessels less than 5,000 grt.
120 m. long with 4·5 m. alongside, two vessels less than 500 grt.

North pier (for inbound vessels):

125 m. long with 7·5 m. alongside will take one vessel of about 3,000 grt.
160 m. long with 5·5 m. alongside two vessels less than 1,000 grt.
60 m. long with 4·0 m. alongside one vessel less than 500 grt.
160 m. long with 5·5 m. alongside two vessels less than 1,000 grt.

*Taniyama Harbour:* South pier has been constructed, located about 10 kilometres from main harbour on South and used for large coasters.

Berthing: Sheltered harbour with main entrance 200 m. wide between S. breakwater (780 m.) and N. breakwater (650 m.). Sheltered anchorage in depth of 5·5–13 m. No mooring buoy. Berthage inside breakwater in depth of 5·5–12·5 m. South pier (in foreign trade zone, for outbound vessels only).

| *Pier* | *Length* | *Depth alongside* | |
|---|---|---|---|
| S–1 | 250 m. | 12 m. | one vessel of 50,000 g/t |
| S–2 | 260 m. | 7·5 m. | two vessels less than 10,000 g/t |
| S–3 | 270 m. | 5·5 m. | two vessels less than 1,000 g/t |

North pier: now under construction.

**STEVEDORES:** Maximum 10 gangs available. Working hours: One labour shift. Normal working hour: 0800 to 1700 hrs. Overtime work possible until about 2000 hrs. by applying to Customs at following fees: 1700–2200, 0500–0830 also Sundays and holidays 2200–0500. All night work is impractable. No work can be arranged for on 31st December and during New Year holidays (1st to 3rd January).

**MEDICAL:** Hattanmaru Hospital; Fukusaki Hospital; Nagata Dental Plant. No advance notice required unless urgent.

**TANKERS:** No tanker berths at Kagoshima, but Central Terminal Station (C.T.S.) in Kagoshima Bay. See "Kiire".

**FRESH WATER:** One 150-ton water barge available. Hydrants at wharves in main harbour. Rate of delivery: 50 tons/hour from barge; 15–20 tons/hour from hydrants.

**FUEL:** None available. Lightered from another port. Ample notice so that necessary lighterage can be arranged.

**GANGWAY/DECK WATCHMEN:** Not specifically required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores open/close hatches. Cost per hour depending on type of cargo. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete before berthing.

**CERTIFICATES:** Ship's register to show Customs Inspector registered gross and nett tonnages. Valid Cargo gear Certificates sometimes required by stevedores when cargo gear's maintenance appears poor.

**CUSTOMS ALLOWANCES:** Only 50 cigarettes to take ashore but no spirits.

**REPAIRS:** Only minor repairs – Kikukawa Iron Works and Kagoshima Dockyard Co.

**REPATRIATION:** Possible. Also see "Regulations".

**AIRPORT:** Kagoshima Airport. Short distance from town.

**TIME:** GMT plus 9 hours. No alterations to clocks during year.

**HOLIDAYS:** See "Tokyo" (Also see "Stevedores").

**SERVICES:** Cargo Survey. Provisions and Stores. Fumigation - Toyo Fumigation attend from Moji on request.

**WIND/TIDE:** North-westerly wind prevails in winter season and Easterly wind in summer. Wet seasons in April and July. Average tidal range 2·74 metres. In the outer harbour, flood tide sets to North and ebb to South. Maximum speed of current 2 knots. Current in inner harbour is less than 0·25 knots.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 day extension possible if vessel stays longer. Also see "Regulations".

**REGULATIONS:** Immigration officials board vessel on arrival to examine passports, discharge-books and/or other equivalent travel documents and provide 72-hour landing passes for crew members and passengers. One copy each of crew list and passenger list required by them. Providing ship's Agent with a crew list beforehand will be a great help in expediting immigration business on vessel's arrival. When vessel stays in port more then 72 hours, the landing passes may be extended 72 hours on application. In the event that crew members, without entry visas, are to be landed for repatriation or transfer, Immigration will not permit their landing unless passage by either sea or air, ensuring the prompt departure from Japan (within 72 hours) of these men has been booked, or unless vessels to which they are to be transferred, arrive in Japan within 5 days.

**AUTHORITY:** Kagoshima Kencho.

**AGENTS:** Sub-agents of Dodwell & Co. Tokyo. Kyoshingumi Co. Ltd., Zisaki, Zyonan-cho, Kagoshima. Tel. Kagoshima (0992) 26–7123. Telegraphic – "Kyoshingumico Kagoshima". Telex 7825–12.

## KAKOGAWA: 34.42 N. 134.50 E.

Port is for sole use of the Kobe Steel Co. Ltd. Declared open port as of 1st May 1970, but vessels should first call off Kobe to obtain free pratique, Customs clearance and Pilot.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.

3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Pilot will board off Kobe when calling for free pratique and Customs clearance. Pilot will be arranged by Agent subject advance request and usual ETA advices.

**HEALTH:** Vessel must call off Kobe for free pratique. At first port call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**RESTRICTIONS:** Mooring/unmooring conducted daylight hours only.

**BERTHING:**

| | *Length* | *Depth* |
|---|---|---|
| Pier E–1 | 200 m. | 15 m. |
| Pier E–2 | 200 m. | 14 m. |
| Pier E–3 | 300 m. | 14·5 m. |
| Pier E–4 | 400 m. | 17 m. |

3 unloaders are presently available. 2 have capacity of discharging 1,500 tons per hour and the third 700 tons.

Depth at low water is 17 metres in the fairway which is 400 metres wide.

**MEDICAL:** Treatment has to be arranged from Kobe.

**FRESH WATER:** Available from quay. Rate 50–80 tons per hour.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.

**REPAIRS:** Arranged from Kobe.

**REPATRIATION:** Possible, through Kobe.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**SHORE LEAVE:** Local Immigration offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**SHIPMASTER'S REPORT:**

When the vessel anchors off Kobe in the roads, "Kobe Harbour Control" will call on VHF Channel 16 and ask for anchoring time and position from Kobe headlight.

The maximum draft at Higashi Harima is 15·5 meters.

Vessels always berth port side alongside. The gangway should be lowered as soon as possible to let the officials aboard.

The vessel loaded 112,000 metric tons in 60 hours, previously the same amount had been loaded a little quicker.

Bilge water, oil or garbage should never be thrown overboard because owners have to pay compensation to the Fishermen's Union.

Berthing takes place two hours before high water.

**AUTHORITY:** Kakogawa Doboku (Public Works) Office.

**AGENT:** See "Kobe".

## KAMAISHI: 39.16 N. 141.55 E.

**DOCUMENTS:**

Ship's Register. Last Port Clearance. 3 Crew Lists including Passport Nos. 3 Passenger Lists. 1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Pilot not compulsory, but arrangeable at Master's request. Pilot arranged by Agent and vessel required to radio Agent ETA 24 hours before ship's arrival. Pilot boat has no facility to communicate, nor particular light or sound signals, but flies pilot flag "H". Pilot boards at 39° 16′ N. 141° 59′ E. 1 mile off Osaki Point. No alternative area in event bad weather.

**ANCHORAGE:** Up to four 30,000 dw tonners can safely anchor. Depth of water: 31–43 metres at Quarantine anchorage. 20–27 metres at discharging anchorage.

**RESTRICTIONS:** Vessel free in and out anytime, but no Pilot available after dark for entry.

**MAX. SIZE:** Draft 12 metres and LOA, 200 metres (656 ft.) Breadth no restriction. Vessels with draft exceeding 9 metres required to berth on high water.

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Tugs (2) join vessel at anchorage and tugs' lines used free of charge.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio. Max. depth alongside, 13 metres.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for agents to arrange stevedores. Vessel must constantly keep Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**DENSITY:** Winter 1026–1027. Summer 1023–1024.

**FRESH WATER:** Available from wharf by hose. Rate of delivery: about 10–15 tons per hour. No water barge, but in case vessel requires water at anchorage, tugboat arrangeable for that purpose.

**FUEL:** Domestic diesel oil. No bonded fuel oil. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** None.

**REPAIRS:** Minor repairs such as welding, piping, lathing works etc. only.

**DRY DOCKS:** None.

**REPATRIATION:** Possible.

**AIRPORT:** Hanamaki, distant 100 km. (2 hours by car). One flight between Hanamaki/Tokyo on Tuesday/Thursday/Saturday and two flights on Sunday/Monday/Friday by All Nippon Airline (ANA).

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police 2–4536 (Headquarter) and 2–3828 (Water Police Station); Ambulance 119; Fire 119.

**TELEPHONES:** No facilities for placing telephones on board.

**SERVICES:** Surveyor, Tally, Hold cleaning, Tank cleaning.

**GENERAL:** Discharging ex-gearless vessel not possible at anchorage.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Port and Harbour Dept.

**AGENTS:** Sub-agents of Dodwell & Co. Ltd. Tokyo. Abeki Shokai, 210-go, 1-ban, 1-chome, Hama-cho Kamaishi. Tel. Kamaishi (01932) 2–4583/4. Telegraphic address – "Abe Kamaishi."

## KANDA: 33.47 N. 131.00 E.

**RESTRICTIONS:** Main channel length 11,080 metres, width 200 metres, depth 9 metres.

Tidal range 3·2 to 3·3 metres.

**BERTHING:** Main berths dredged to 9 metres alongside. Berths mostly used for importing lumber.

## KANMON-KO (Kanmon Harbour).

According to Japanese Harbour Area Regulations, Moji, Shimonoseki, Kokura, Tobata, Wakamatsu and Yawata are respective sections included in one port namely Kanmon Harbour. The expression of the port as "Kanmon" has been used in charter parties, where these six ports are considered to be one port. Vessel's movements within these ports is treated as shifting berth in the same port. Therefore, if vessel calls at more than two ports within this area, such calls are covered by one payment of tonnage dues. However, at Tobata, Wakamatsu and Yawata, port dues are levied in addition to tonnage dues.

Entry/departure procedures to Customs, Immigration and/or Harbour Master should be effected at each port, as those officials stationed individually at each port.

## KANOKAWA: 34.11.15 N. 132.26.10 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF Communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".
2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel.) Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Moji". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.
3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

Inland Sea Pilots also attend Harbour Pilotage but if specifically required Harbour Pilot boards at Port entrance South side of Ohkurokamishima, Position 34° 10′ N. 132° 26′ E.

**ANCHORAGES:** Good holding ground. Entrance channel and Harbour Channels. Depths 18 m. minimum. Bottom mud and sand. Difference between quoted datum and chart datum about two metres (to be added). Harbour anchorage about 2 miles South of "T" head berth where vessel remains if waiting berth.

**MAX. SIZE:** Length 260 m., beam 30 m., draft 12·5 m., deadweight 60,000. See "Tankers".

**HEALTH:** Closed port. Vessel must call at another port (Suchas, Matsuyama, Iwakuni) for Customs and Health clearance before entering Kanokawa. At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

N.B. Vessels destined to Kanokawa have called at Kure Quarantine Anchorage for free pratique and customs' clearance before proceeding to Kanokawa. The above practice is not only a loss of time (50 miles deviation) but dangerous for vessels to transit in a congested traffic area. In view of the above, the practice was amended and vessels from now on must call at Matsuyama or Iwakuni instead of Kure for Customs and Quarantine clearance.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Arranged from Kure. Normally join at Kanokawa Port entrance. Usually tug's lines used without extra charge.

**TANKERS:** "T" head jetty with 4 buoys. Depth alongside 13 metres. Two hoses with 12 in. connections, max. 8 kgs/sq. cm. Grades handled: molasses, crude and fuel oil.

A new berth is expected to be opened in 1974, the particulars are as follows.

Berth: Mitsubishi Corp. Kanokawa oil pier No. 3, being extension of the old berth Nos. 1 and 2. Depth alongside, 15·4 m. Nature of bottom, sand with shell. Average density, 1020 (Summer), 1025 (Winter). Max. size, length 300 m., beam 40 m., draft 14·0 m. dwt. about 80,000 L.T.

Type and size of manifold: 2×12 in. and Chikusan arm.

**DENSITY:** 1023–1025 alongside berth. Rise of tide: Springs 3·4 m. Neaps 2·6 m.

**FRESH WATER:** Available at berth, ex-pipeline. Average delivery rate – 20 ton/hour.

**CONSULS:** None.

**REPAIRS:** See "Kure".

**AIRPORT:** Kure.

**TIME:** GMT plus 9 hours. Permanent.

**POLICE/AMBULANCE/FIRE:** Police 2005; Ambulance 2711; Fire 2711.

**TELEPHONES:** No arrangements available for placing telephones on board.

**AUTHORITY:** Ohgaki Doboku (Public Works) Office.

**AGENTS:** See "Kure."

## KASHIMA: 35.54 N. 140.42 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Pilot called through Agent. Pilot boards about 2 miles to North east from the end of breakwater, in position 35° 57′ 5″ N. 140° 43′ 5″ E.

**ANCHORAGE:** No suitable anchorage at present Quarantine Anchorage located at section between 183° and 279° from the undermentioned centre within a circle of radius of 1,300 metres centreing the position of 35° 57′ 19″ and 140° 42′ 30″ E., where depth of water, 18 metres.

**RESTRICTIONS:** Pilot does not board vessel after dark. Depth of water in fairway said to be 16 metres, but not officially confirmed, therefore Oil Companies presently restricting ship's draft to 10·80 metres. (35 ft. 7 in.).

**MAX. SIZE:** Bulk carriers have entered with draft up to 44 ft.

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Usually joins vessel at anchorage where Pilot boards; ship's lines used.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

| | | | |
|---|---|---|---|
| Sumitomo Metal | depth | 16·0 | metres |
| " | " | 12·0 | " |
| Kashima Denkai | " | 16·0 | " |
| Kashima Sekiyu | " | 16·0 | " |

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** Requirements prior to arrival: Manifold: position, number and external and internal diameters. Reducer: type (ASA or JIS etc.) and external and internal diameters. Bolt: diameter and number, also diameter of pitch circle. Pumping capacity. Ship's draft and ETA, to be received by 0900 hrs. every morning continued three days prior to day of arrival. Water requirement (because of necessity of pumping-up tank for preparation).

There are two dolphins for vessels of 100,000-ton class and 70,000-ton class. Draft restricted to 10·80 metres (35 ft. 7 in.).

**DENSITY:** 1025.

**FRESH WATER:** 50 metric tons per hour from shore pipe, 50% additional for service between 0600–0800 hrs. 1700–2200 hrs. and during rainy and rough weather, also on Sundays and holiday. 100% additional for service between 2200–0600 hrs.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**FIRE PRECAUTIONS:** No special precautions, but water curtain made alongside dolphin in case, and there is an extinguisher-boat (15 gross tons, and airfoam system).

**DEVELOPMENT:** Port under construction. When completed, total length of wharf will be about 17 kilometres for about thirty big industries such as iron and steel works, oil refinery and chemical works, foodstuff and feedstuff industries, etc.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**CERTIFICATES:** Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** None.

**REPAIRS:** Arranged from Tokyo/Yokohama.

**AIRPORT:** Presently under construction, about 60 kilometres away.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police tel. 110; Ambulance/Fire tel. 119.

**TELEPHONES:** Not available for placing on board.

**SERVICES:** No equipment nor facilities, but compass adjusting and others arrangeable from Yokohama.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Kashima Port Development Office.

**AGENTS:** Sub-agents of Dodwell & Co. Ltd. Tokyo. Keiyo Shipping Agency Ltd., Kashima Office, c/o Kashima Minato Sangyo

K.K., 23–2406, Aza Shinwake, Kizaki, Kamisu-Machi, Kashima-gun, Ibaraki Pref. Tel. Kashima (02999) 2–1331. Telegraphic – "Keiyo-shipkasima Itakoibaraki".

## KAWASAKI: 35.32 N. 139.42 E.

Also refer to Yokohama.

**PORT LIMITS:** Consists of sea and rivers below the most downstream bridges bordered by the coastline, the line drawn between the administrative areas of Tokyo and Yokohama and the point 143° 30′, 2950 metres from the Hane-da light buoy, the line drawn 233° from the above-mentioned point, the line drawn 151° 30′ from the end point of Sakai Channel which divides Yokohama City administrative section from Kawasaki City. (The river of Tama is not included.)

**DOCUMENTS:** *Quarantine Station*

Quarantine Declaration.
Crew List.
Passenger List.
Fumigation Certificate.
Cargo Manifest.

*Immigration Office*

Declaration Inward Outward of Vessel.
Crew List.
Passenger List.
Application for shore pass.

*Custom House.*

Declaration Inward Outward of Vessel.
Crew List.
List of Ship's Stores.
Cargo Manifest.
Passenger List.
List of Crew's Baggages or List of Personal Effects.
List of Tobacco.
Through Cargo Manifest.

**PILOTAGE:** See "Yokohama".

**RESTRICTIONS:** Tsurumi passage 11·70 m. (high water); Kawasaki passage 12 m. (high water). At night except in an emergency, vessels over 500 g.t. shall not enter port between hours of sunset and sunrise unless permission previously obtained from Captain of the port. Vessels over 500 g.t. may enter without prior notice in order avert sea disaster or other unavoidable circumstance.

*Note:* No vessel of more than 1,000 g.t. permitted enter through Kawasaki Passage from 0630 to 0900. No vessel of more than 1,000 g.t. permitted depart through Tsurumi Passage from 0630 to 0900 hrs.

**MAX. SIZE:**

| *Passage* | *G.R.T.* | *LOA* | *Draft* | *Remark* |
|---|---|---|---|---|
| Kawasaki | — | up to 245 m. | 12 m. | high water |
| Tsurumi | up to 50,000 | — | 11·7 m. | ,, |
|  | — | up to 225 m. | 11·7 m. | ,, |
|  | over 50,000 | up to 260 m. | 11 m. | ,, |
| Tonen Ukishima Sea Berth |  |  | 16·2 m. | ,, |
| Keihin Kawasaki Sea Berth |  |  | 20 m. | ,, |
| Tonen Ohgishima Sea Berth |  |  | 20·5 m. | ,, |

**PRATIQUE:** See "Yokohama".

**RADIO:** See "Yokohama".

**VHF:** VHF radio telephone station under joint control of Tokyo, Kawasaki, Yokohama and Chiba Port and Harbour Bureau. Call Sign. "Kawasaki Port Radio." This station covers all Tokyo Bay with radius 50 kilometres from location of transmitting antenna (Yokohama). Station keeps in touch with ships crossing in vicinity of Nojimasaki Point and is able to communicate with a ship that is a fairly long distance South of Jyogashima Island.

*Channels, Class, Frequencies.*

|  | *Channel* | *Class* | *Frequencies used by ship* | *Frequencies used by coast* |
|---|---|---|---|---|
| Calling | 16 | F3 | 156·80 Mc/s. | 156·80 Mc/s. |
| Working | 12 | F3 | 156·60 Mc/s. | 156·60 Mc/s. |
|  | 14 | F3 | 156·70 Mc/s. | 156·70 Mc/s. |
|  | 20 | F3 | sending<br>157·00 Mc/s.<br>receiving<br>161·60 Mc/s. | sending<br>161·60 Mc/s.<br>receiving<br>157·00 Mc/s. |
|  | 22 | F3 | sending<br>157·10 Mc/s.<br>receiving<br>161·70 Mc/s. | sending<br>161·70 Mc/s.<br>receiving<br>157·10 Mc/s. |

Port official in charge of Marine Operation Section, Port and Harbour Bureau, City of Yokohama or Kawasaki or Tokyo Metropolis or Chiba Prefecture will give ships necessary instruction relating to Port Operations Services. No charge for communication in regard to Port Operations Services.

**TUGS:** Normally join vessel at anchoring position. Ship's lines used.

**BERTHING:** Vessels of more than 1,000 grt having explosive or other dangerous cargo on board desiring to enter First Section of Kawasaki, and Fourth Section, Yokohama Quarter, shall report expected time of arrival off Tsurumi Passage in advance to Captain of Port. When intending shift berths within First Section of Kawasaki and Fourth Section, Yokohama or to depart, the estimated time of getting under way shall also be reported in advance to Captain of port. Report shall be made by noon of day before estimated date of entry or getting under way.

| *Municipal Piers* | *Depth* |
|---|---|
| 1 | 7·3 m. |
| 2 | 9·0 m. |
| 3 | 10·0 m. |
| 4 | 10·0 m. |
| 5 | 10·0 m. |
| 6 | 10·0 m. |
| 7 | 10·0 m. |

Besides above-listed piers, harbour has private piers with 70 berths capable of mooring vessels of up to 250,000 dwt.

| *Private Berths* |  |  |  |
|---|---|---|---|
| Tsurumi Steam Power Station Wharf | depth | 9·1 | metres |
| Idemitsu Oil Company Wharf | ,, | 8·6 | ,, |
| Mitsubishi Oil Company Wharf | ,, | 11·9 | ,, |
| Showa Oil Company Wharf | ,, | 8·3 | ,, |
| Kyodo Oil Company Wharf | ,, | 10·0 | ,, |
| Toa Oil Company Wharf | ,, | 11·7 | ,, |
| Nissho Wharf | ,, | 12·1 | ,, |
| Mitsubishi Corp. Wharf | ,, | 12·0 | ,, |
| Nippon Oil & Gas Wharf (LPG) | ,, | 12·0 | ,, |
| Bridgestone LG Co. Wharf | ,, | 10·7 | ,, |
| General Oil Co. Wharf | ,, | 12·2 | ,, |
| Toa Fuel Industry Wharf | ,, | 16·0 | ,, |
| Nippon Kokan Company Wharf (Ohgishima) | ,, | 12·5 | ,, |
| Keihin Sea Berth Kawasaki | ,, | 24·0 | ,, |
| Nichimo Oil Co. 1 | ,, | 11·1 | ,, |
| Toyo Futo | ,, | 9·0 | ,, |

**STEVEDORES:** Ordering of labour gangs is by 1600 hours of previous day.

**MEDICAL:** Contact Agent to arrange medical attention. Agent must present Arrival Notice to Quarantine Station in advance of vessels arrival. Hospital facilities available.

**TANKERS:** 13 tanker berths (over 10,000 g.t.).

| *Berth* | *Maximum draft* |
|---|---|
| Keihin-Kawasaki Sea Berth | 20·5 m. |
| Tonen Ukishima Sea Berth | 16·2 m. |
| General Oil | 12 m. |
| Nippon Petroleum Gas | 12 m. |
| Mitsubishi Oil | 11·70 m. |
| Nissho | 12 m. |
| Bridgestone Liquid Gas | 10·50 m. |
| Idemitsu Kosan | 9·50 m. |
| Kyodo Oil | 12 m. |
| Mitsubishi Shoji | 12 m. |
| Toanenryo Kogyo | 12 m. |
| Toa Oil | 11·50 m. |
| Tonen Ohgishima Sea Berth |  |

**TIDAL CURRENT:** The littoral current running Westward along reclaimed industrial area of city is very slow and has rate of about 0·3 metres around the head of municipal wharf when tide is on the ebb.

**FRESH WATER:** Supplied at piers. Water supplied by water barge, overtime, Sundays and legal holidays.

| *Item* | *Available at* | *Number of Hydrants* | *Capacity (ton) per hour* |
|---|---|---|---|
| Pier | Nissin Seifun K.K. | 1 | 25 |
|  | Hitachi Zosen K.K. | 7 | 140 |
|  | Toyo Wharf Co. Ltd. | 9 | 180 |
|  | Nippon Kokan K.K. Ogimachi | 11 | 330 |
|  | Nippon Kokan K.K. Ogijima | 2 | 20 |
|  | Bridgestone Gas Co. Ltd. | 2 | 40 |
|  | Nippon Kokan K.K. Oshima | 9 | 270 |
|  | Mitsui Wharf Co. Ltd. | 9 | 180 |
|  | Idemitsu Kosan Co. Ltd. | 1 | 30 |
|  | Municipal Berth | 37 | 1,850 |
|  | General Oil Co. Ltd. | 1 | 40 |
|  | Nippon Oil Gas Co. Ltd. | 1 | 50 |

|  | *Barge* | *Loading Capacity (ton)* | *Remarks* |
|---|---|---|---|
| Water | Tamagawa Maru | 130 | Operated by |
| Barge | Washin Maru | 168 | Water Bureau |
|  | Geiyo Maru No. 2 | 200 | of Kawasaki |
|  | Hoei Maru No. 12 | 285 | City |

**FUEL:** All grades available.

**DEVELOPMENTS:** Plans for commercial wharf at Ohgishima. Ohgishima East Island will be reclaimed and wharf constructed with 20 berths for 15,000–ton vessels for international trade and eleven berths for 5,000-ton vessels for domestic trade.

**GANGWAY/DECK WATCHMEN:** Watchmen not necessary and not recommended.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**CERTIFICATES:** See "Yokohama".

**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes. Wines/spirits, 6 bottles.

**IDENTITY CARDS:** Needed to get shore-pass.

**CONSULS:** See "Yokohama."

**REPAIRS:** All repairs possible.

**DRY DOCKS:** Hitachi Dockyard.

| *Dock Number* | *Length* | *Breadth* | *Depth* | *Capacity* |
|---|---|---|---|---|
| No. 1 | 164m | 22m | 6m | 7,000 g.t. |
| No. 2 | 220m | 30m | 10m | 25,000 g.t. |

**AIRPORT:** Distance from airport (Tokyo International Airport) 5 miles. Airport served by regular airlines.
**TIME:** Akashi standard time 135° GMT plus 9 hours. Permanent.
**HOLIDAYS:** National holidays, Sundays. National holidays January 1, 2, 3, 15; February 11; March 21; April 29; May 3, 5; September 15, 23; October 10; November 3, 23; December 28, 29, 30, 31. Cargo work cannot be arranged on following days: December 31st; January 1st, 2nd, 3rd.
**POLICE/FIRE/AMBULANCE:** Police Kawasaki 26 – 9161; Ambulance Kawasaki 28 – 0963; Fire Kawasaki 28 – 5521.
**TELEPHONES:** Connection to ship. Charge for use.
**SERVICES:** Tank-cleaning. Compass adjusting.
**SHORE LEAVE:** Crew members allowed ashore.
**DELAYS:** Awaiting favourable tide. Delay of Quarantine inspection.
**SHIPMASTER'S REPORT:** *The Tonen Ohgishima Sea Berth:*

1. Suggest Mikimoto Lighthouse used for end of passage as from there inwards to Uraga Channel (58 miles) heavy concentrations of traffic frequently experienced.
2. Entry to Uraga channel for VLCCs permitted only during daylight (i.e. sunrise to sunset).
3. Pilot boards in vicinity Uraga No. 1 buoy from one of the two tugs which escort the vessel to Yokohama.
4. Deep draft signal to be displayed including the red flashing light and Code "First Substitute over Flag 'B'" (refer Maritime Traffic Safety Law).
5. ETAs (No. 1 Buoy Uraga) should be updated as promptly as possible. Considerable importance attached to the vessel's arrival time by Yokohama Port Authorities.
6. Vessel must anchor at Yokohama Quarantine Anchorage where Port Health boards (pilot hoist used).
7. Berthing/Unberthing Ohgishima Sea – berth during daylight only (sunrise to sunset).
8. Berthing pilots (2) embark at Quarantine Anchorage, six tugs all using nylon tow ropes with eye on bitts. Always port side alongside. Refer mooring diagram for details. No additional mooring ropes available on loan or hire from berth. Shore gangway, Chiksan arms 4×16 in. connections.
9. A spill boom completely surrounds the vessel on the berth. A comprehensive book (in English) of the Terminal Regulations placed on board on arrival. Tonen Company require a tape recording concerning oil pollution to be broadcast throughout the vessel's p/a system before cargo discharge commences.
10. Ullaging is witnessed by Oil Co. representative. Samples taken from all tanks necessitating the opening of tank hatches. All tanks dipped after discharging completed.
11. The loading of stores, provisions, etc. (either by crane or derrick) is not permitted on this berth. No restrictions on items being *carried* on board via the gangway, e.g. laundry. Necessary to anchor after discharging/ballasting to take on stores.
12. During severe weather conditions tug assistance was requested to stand by the vessel on the berth. Tugs cannot approach unless the spill boom is removed and this will only be removed if cargo discharge ceases and Chiksan arms disconnected.
13. A shore liberty boat was arranged through Agent. This service is to Yokohama, approx. one hour journey. A boat service to nearby Kawasaki is not permitted due to Customs difficulties. All boat services suspended when weather deteriorates. Shore passes issued by Immigration Authorities on board and must be collected in before vessel leaves berth.

**AUTHORITY:** Port & Harbour Bureau of Kawasaki Municipality,

**AGENTS:** See "Yokohama".

## KIIRE: 31.23 N. 130.32 E. (See Plan)

**DOCUMENTS:**
- Ship's Register.
- Last Port Clearance.
- 5 Crew Lists including Passport Nos.
- 5 Passenger Lists.
- 1 Store List.
- 1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** No particular regulations for navigating in Kagoshima Bay. Suggest enter Bay on course close to Osumi Peninsula. Three Light Beacons South of oil piers for Ship's approaching and manoeuvring. Bay pilots not provided but mooring master provided for assistance to Master for berthing without charge. No VHF available for ship–shore communication.
**ANCHORAGES:** Anchorage area ranges in depth from 30 to 60 metres. Holding ground in these areas only fair; recommended vessels lie to long scope of chain. Locally tide rise approximately 3 metres in springs and 1·5 metres neaps. Maximum tide currents Northerly 0·32 knot, Southerly 0·47 knot. Ample anchorage and manoeuvring area North-east of terminal.
**RESTRICTIONS:** Night entry and departure permitted subject to weather conditions. However, Harbour Master will not permit vessels loaded with oil cargoes to berth between sunset and sunrise.
**MAX. SIZE:** Max. draft at Nos. 1 and 2 berths – 18 m. acceptable 30,000–1[illegible]0,000 dwt vessels. Max. draft at No. 3 berth – 28 m. acceptable 30,000–450,000 dwt vessels.

Max. depth at No. 4 berth 34 m. suitable for up to 700,000 dwt.
**PRATIQUE:** See "Kagoshima".
**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
**TUGS:** Mooring and unmooring assistance provided by two 4,200 h.p. CPP tugs and two 3,000 h.p. VSP tugs regularly stationed.
**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
**MEDICAL:** Advance notice required if arriving at weekend.
**TANKERS:** Central Terminal Station (C.T.S.) No. 2 berth used for loading only. Loading capacity 10,000 kl/h. Depth at berth 18 m. Loading arms ASA, 12 in. 5 series. Combination use with unloading dirty ballast. Maximum pressure 15 kg/cm².

No. 3 berth used for loading and unloading. Unloading capacity 20,000 Kl/H. Loading capacity 10,000 kl/h. Depth at berth 28 m. Loading arms ASA, 16 in. 6 series. Combination use with unloading dirty ballast. Maximum pressure 15 Kg/cm².
**DENSITY:** 1025.
**FRESH WATER:** Water obtainable at berth on oil piers at rate of 40 tons per hour.
**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
**FIRE PRECAUTIONS:** Very strict Safety Regulations.

Disregard of regulations will result in stopping all loading or unloading operations and the vessel being ordered off berth for appropriate action to be taken.
**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.
**CONSULS:** None.
**REPAIRS:** Available Moji, Sasebo & Nagasaki.
**DRY DOCKS:** None.
**REPATRIATION:** Possible.
**AIRPORT:** Distance from airport about two hours by car. ANA and Towa airlines serve daily.
**TIME:** GMT plus 9. No alterations made to clocks during year.
**POLICE/AMBULANCE/FIRE:** Police station tel. 110; Fire brigade station is located at terminal and Ambulance available at that station.
**TELEPHONE:** Telephone placed on board at Terminal free of charge for inter-office communication.
**SERVICES:** All services available.
**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.
**AUTHORITY:** Nippon Oil Staging Terminal Co., Ltd.

**AGENT:** Sub-agents of Dodwell & Co. Ltd. Tokyo. Tokyo Tanker Marine Service Co. Ltd. 2856–5, Uenohama, Nakamyo, Kiire, Ibusuki, Kagoshima 891–02, Japan. Tel. Kiire (09934) 5–1131. Cables "Tokservmarine". Telex 7867–22.

## KIKUMA: 34.02 N. 132.50 E.

**DOCUMENTS:**
- Ship's Register.
- Last Port Clearance.
- 3 Crew Lists including Passport Nos.
- 3 Passenger Lists.
- 1 Store List.
- 1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".
2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ E. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.
3. Mesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N., 131° 03′ 12″ E.

**ANCHORAGE:** Lat. 34° 03′ N. Long. 132° 51′ E. Depth of water: 15–30 metres. Anchorage located about 350 metres off beach. Holding ground good and Port faces Iyo-Nada and located Bungo channel. Current at berth and off shore very strong. During winter months strong North-westerly wind prevails.

**RESTRICTIONS:** Mooring and unmooring daytime only and to be carried out on flood tide.

**MAX. SIZE:** See "Tankers".

**PRATIQUE:** Closed port. Vessels should obtain pratique at Matsuyama. If Kikuma is first port of call in Japan, customs formalities will be carried out by Imabari Branch Customs Kikuma Port Guard Office.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Join vessel at sea anchorage, always using tugs line without charge. Two to four tugs are required for berthing, depending on size of vessel. Three tugs are normally used for unberthing.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** *Taiyo Oil Co. Terminal.* Two tanker berths available in approximate position 34° 03′ N. 132° 51′ E.

1. 50,000 dwt berth. Tankers moor to four buoys, two forward, two aft, also using starboard anchor. Depth of water 49 ft. Maximum draft allowed 43 ft. salt water.

2. 100,000 dwt berth. Tankers moor to five buoys, two forward, three aft, also using starboard anchor. Depth of water 59 ft. Maximum draft allowed 51 ft. salt water.

**DENSITY:** Anchorage 1015. Berth 1015.

**FRESH WATER:** Fresh water not available but usually brought by barge from Onomichi (about 4 hrs. run to Kikuma). Rate of delivery 80 tons to 200 tons per hour dependent on barge.

**FUEL:** Can only be supplied by barge from Hanshin and Kanmon area, provided five days notice is given. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from nearest bunker stock ports at maximum 7 days prior notice.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** No consuls. The nearest Consulates in Kobe.

**REPAIRS:** Only minor repairs.

**REPATRIATION:** Possible. Nearest Immigration office situated at Matsuyama.

**AIRPORT:** Nearest Matsuyama and Takamatsu.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance 119; Fire 119.

**TELEPHONES:** No facilities for placing telephones on board.

**GENERAL:** As this port is a closed port, the undermentioned procedures required: In conformity with regulations vessel required to obtain special permission to enter from Shikoku Maritime Bureau.

Customs request vessel call at Kikuma to obtain special permission for entering at preceding port, by paying the charge at the same rate of tonnage dues prior to arrival; the above procedures will be taken by Agent.

No quarantine available, the nearest quarantine station is located at Matsuyama.

No Immigration office at this port (coming from Matsuyama).

**SERVICES:** See "Kobe".

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**DEVELOPMENTS:** A Taiyo Oil Co. Ltd. dolphin sea berth is under construction, to be suitable for up to 70,000 dwt. and will replace the existing 50,000 dwt. berth. Completion expected 1974.

**AGENT:** See "Matsuyama".

## KIMITSU (Kisarazu): 35.23 N. 139.55 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
4 Crew Lists including Passport Nos.
4 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Not compulsory but necessary. Application to be made to Yokohama Pilot Office through Agent. Pilot boards at Kisarazu Port Quarantine Anchorage; available only daytime. If vessel requires Pilot at Kannon Saki through to Kimitsu (Kisarazu Port) 24 hours previous notice required. In this case. Pilot boards at Kannon Saki position only during day and weather permitting. Conditionally, pratique to be obtained at Kisarazu Port in day-time.

*Yokosuka Pilot.* For vessel taking Pilot at entrance of Tokyo Bay through Kimitsu (Kisarazu Port), apply to Yokosuka Pilot Office (Yokosuka Licensed Pilot Association, tel. Yokosuka (068)–61–6181) whose Pilot boards at position Uraga Channel No. 1 light buoy (Kannon Saki Lighthouse 150 degrees 3·5 miles).

Yokosuka Pilot service available 24 hours day and night. Application required 24 hours prior to arrival, and notify any change one and half hours before arrival (Pilot leaves Yokosuka one and half hours before vessel's arrival).

**ANCHORAGE:** Refer to Japanese Chart No. 1062 (middle part of Tokyo Bay). Kisarazu Quarantine Anchorage boundary:

Point A 35° 24′ 6″ N. 139° 49′ 30″ E.
Point B, 85° direction from A, 3,500 metres.
Point C, 355° direction from B, 1,500 metres.
Point D, 265° direction from C, 3,500 metres.
Position usually used: 35° 24·5′ N. 139° 50·5′ E.

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers. health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** 2 Tug-boats belonging to Kimitsu Tug Boat Station: "Kimitsu Maru" 2,400 h.p. "Kiyomi Maru" 2,300 h.p. 11 Tug Boats listed belonging to Yokohama Tug Boat Station: "Asama Maru" 3,450 h.p. "Fuji Maru" 2,350 h.p. "Akagi Maru" 2,300 h.p. "Katsura Maru" 2,300 h.p. "Haruna Maru" 2,200 h.p. "Hakone Maru" 2,070 h.p. "Hitach Maru" 2,300 h.p. "Kongo Maru" 1,800 h.p. "Sugita Maru" 1,440 h.p. "Honmoko Maru" 1,440 h.p. "Sanyo Maru" 900 h.p. Tug boats lines used free of charge.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Discharging Wharf, iron ore, coal:

No. 22 Maximum draft 16 metres. Length of wharf 304 metres.

No. 21 Maximum draft 16 metres. Length of wharf 350 metres. Unloaders at No. 22 and No. 21 3 units each capacity 1,500 tons per hour. 1 unit, capacity 1800 tons per hour.

Loading Wharf, Steel Products:

No. 7 Maximum safe draft 11 metres. Length of Wharf 240 metres. Loaders: 1 unit 30 tons 1 unit 20 tons.

No. 8 Length of Wharf 260 metres. Loaders: 2 units each capacity 30 tons.

(Nippon Steel Corporation Kimitsu Works). One berth for discharging iron ore and coal capable for larger type vessels. One Berth for discharging lime stone planned, suitable for 10,000 dwt. Three Berths (No. 9, No. 10 and No. 11) for 30,000 dwt. Length of wharf 280 metres; maximum safe draft 11 metres. Two Berths loading spiral pipe. Length of wharf each 240 metres. Maximum safe draft 11 metres. Capable for 30,000 dwt.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** Only coastal tankers.

**DENSITY:** 1020.

**FRESH WATER:** Available from shore line. Rate of delivery 40–50 per hour.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry our opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** None.

**REPAIRS:** Minor repairs only.

**REPATRIATION:** Possible.

**AIRPORT:** Haneda, Tokyo.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Kisarazu Police Station tel. 0478–22–2151; Kisarazu Fire Brigade and Fire Station tel. 0478–22–2281.

**TELEPHONES:** No telephone installation direct to vessels alongside wharf.

**SERVICES:** None. Special services are called from Yokohama and Toyko.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AGENT:** Sub-agents of Dodwell & Co. Ltd. Tokyo. Chiba Kaiun Sangyo Co. Ltd., Kimitsu Office, c/o Kaiun Centre Kimitsu Works of Nippon Steel Corporation, No. 1, Kimitsu, Kimitsu-shi, Chiba-ken. Tel. Kimitsu (04785) 2–0800. Telegraphic "Chibamarine Kisarazu".

## KINUURA: 34.50 N. 136.56 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** When Pilot required, cable Agent at least one day before arrival with ETA. Pilot station located 34° 40′ N. 136° 58′ E. If ETA changes cable "Handakoun Handa Aichi" who pass messages to Pilot. Vessels anchor to await Pilot at above position. No VHF communication available. Pilot boats have no communication system.

**ANCHORAGE:** Kinuura anchorage located 34° 49′ N. 136° 57′ E. Depth of anchorage: Outside high tide bank about 38–39 ft., inside high tide bank about 32–33 ft.

**RESTRICTIONS:** Entry restricted only by draft; no other restrictions.

**MAX. SIZE:** Depth at Chubu Nihon Grain Centre, 12 metres. At other berths, 10 metres.

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** No tug required when vessels enter anchorage, only alongside wharves.

Pilot Boats – "Yahagi Maru" 1,600 h.p., "Shiomi Maru" 1,300 h.p. Tugs standby near wharves.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**DENSITY:** About 1023–1027.

**FRESH WATER:** Available, but only one water barge – capacity 50 tons. When vessels alongside Public Wharves, water can be taken from shore. Delivery rate: 50 tons per hour but if more than 50 tons reqd. barge returns to shore to load, therefore 1 trip takes about 3 hours.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** None.

**REPAIRS:** None.

**AIRPORT:** None.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**HOLIDAYS:** 20th July.

**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance/Fire 109.

**TELEPHONES:** No telephones available to place on board.

**SERVICES:** None.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Kinuvra Port Office.

**AGENT:** Dodwell & Co., c/o Sowa Shipping Co. Ltd., 32/87 Nunoike-cho, Higashi-ku, Nagoya-shi, Aichi-ken. Cables: "Sowaship Nagoya". Tel. Nagoya (052) 935–9561/6. Domestic Telex: 444–3656 Sowa J.

## KIN WAN (Okinawa): 26.22 N. 127.58 E. (See Plan)

Kin Wan Port Services Company, Heianza Island.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport numbers.
3 Passenger Lists.
1 Stores List.
1 Declaration of crew baggage, i.e. tobacco, wines/spirits, camer wrist-watch, radio, fire arms/swords, etc. (only at first port of ca in Japan).

Ship's Agent will prepare inward/outward Declaration, 1 Carg Manifest, Cargo Manifest in Transit using specific forms. Therefor ship's agents should be provided with necessary information abou details of cargoes in advance.

**APPROACHES:** For those vessels which may not be provide with a large-scale chart the following suggestions are given as guide to approaching the pilot station:

Vessels should make for the position 26° 26′ N., 128° 04′ E. (off th East coast of Okinawa) and from there should steer due Wes passing No. 1 Buoy (fl. 4 sec., Ra. Refl.) abeam to port, distan about 1¼ miles. The Berthing Master will board VLCC's (150,000 dw plus) or any vessel which is a stranger to the port, when they a abeam of the buoy, but if circumstances should prevent this th vessel should continue on the Westerly course for a mile past th buoy and then alter course to 233 (T). About 3¼ miles on this ne course brings the essel approximately to the inner pilot station i 26° 24′ N., 127° 58′ E.

For the purpose of Traffic Separation and Control, the approac to Kin Wan Port is divided by a centre line joining the followin positions:

1. 26° 26′ 00″ N., 128° 02′ 00″ E.
2. 26° 25′ 20″ N., 128° 00′ 00″ E.
3. 26° 23′ 30″ N., 127° 58′ 00″ E.

Vessels entering or leaving the port should keep to their ow starboard side of this line.

**PILOTAGE:** Also see "Approaches".

Berthing Masters will normally board from a tug having a blue hu and cream upperworks, with a tall lattice mast bearing a numbe (1, 2, 3 or 4). Since the tugs have a fairly high freeboard, pilot ladder should be rigged with the bottom step about 6 ft. (2 metres) abov the water-level, otherwise the lower steps may be crushed o damaged. Vessels with a freeboard exceeding 30 ft. are requeste to rig the pilot ladder in conjunction with an accommodation ladde in the approved manner.

Masters of calling vessels are reminded of their obligation t comply with statutory rules and are requested to comply wit International recommendations concerning pilot ladders. If th ladder is not safe, the Berthing Master may refuse to board and thu cause unnecessary delay to the ship.

**ANCHORAGES:** For the purpose of traffic separation and contro the approach to Kin Wan is divided by a centre line joining th following positions:

(1) 26° 26′ 00″ N., 128° 02′ 00″ E.
(2) 26° 25′ 20″ N., 128° 00′ 00″ E.
(3) 26° 23′ 30″ N., 127° 58′ 00″ E.

Vessels entering or leaving the port should keep to their ow starboard side of this line.

Recommended anchorages:

For mammoths in order of arrival:

| | | |
|---|---|---|
| M1: | Lat. 26° 24′ 09″ N. | Long. 127° 57′ 41″ E. |
| M2: | Lat. 26° 24′ 49″ N. | Long. 127° 58′ 15″ E. |
| M3: | Lat. 26° 25′ 29″ N. | Long. 127° 58′ 40″ E. |
| M4: | Lat. 26° 26′ 08″ N. | Long. 127° 59′ 05″ E. |

(Subject Japanese Coastguard M.S.A. approval is obtained b Agent.)

For vessels 50,000 dwt–150,000 dwt.

| | | |
|---|---|---|
| S1: | Lat. 26° 23′ 38″ N. | Long. 127° 57′ 29″ E. |
| S2: | Lat. 26° 23′ 14″ N. | Long. 127° 57′ 14″ E. |
| S3: | Lat. 26° 22′ 50″ N. | Long. 127° 56′ 59″ E. |

Products anchorage: The area bounded by a line joining the following positions:

| | | |
|---|---|---|
| (1) | 26° 22′ 00″ N. | 127° 56′ 29″ E. |
| (2) | 26° 22′ 13″ N. | 127° 56′ 33″ E. |
| (3) | 26° 22′ 00″ N. | 127° 57′ 19″ E. |
| (4) | 26° 21′ 51″ N. | 127° 57′ 05″ E. |

The holding ground is good in anchorages, but depths in the firs groups between 22 and 25 fathoms; it is therefore recommende that at least one shackle of chain be walked back on the windlass before letting go the anchor.

Depths in the product anchorage vary between 10 and 14 fathoms.

*Prohibited Anchorage:* Owing to the existence of underwate pipe-lines, telephone cables and obstructions, anchoring is prohibited anywhere South-east of a line joining the following two positions:

(1) 26° 22′ 31″ N., 127° 58′ 08″ E. (i.e. the North-east dolphin of the Sea Island)
(2) 26° 21′ 37″ N., 127° 56′ 44″ E. (i.e. the North-east dolphin o No. 3 berth on the Products Pier)

For berthing, Masters of vessels are requested to have the propeller submerged and vessel in a reasonable trim for ship-handling purposes (not exceeding 3·5 m.).

**RESTRICTIONS:** Berthing and sailing operations take place 24 hours a day with the exception that vessels do not berth on Nos. 4 and 5 between sunset and sunrise. However, the island of Okinawa recently reverted to Japanese control and it is possible that movements after sunset may be restricted in the future, especially if the anticipated increase in traffic takes place.

There are no specific restrictions on draft, but in order to ensure safe handling characteristics it is recommended that vessels arriving in ballast arrange that the propeller is fully submerged, with a stern trim not exceeding about 10 ft. Vessels which do not meet this requirement may be delayed in berthing until additional ballast has been run in.

**MAX. SIZE:** Five berths are available for calling tankers. No. 1 berth can accommodate vessels up to 500,000 dwt., and No. 2 berth vessels up to 150,000 dwt. These two berths are situated at the offshore platform. Berths No. 3, No. 4, No. 5 are situated at the product dock. Also see "Berthing".

| *Berth No.* | *Max. dwt.* | *Least depth of water below datum* | *Remarks* |
|---|---|---|---|
| Sea Berth 1 | 500,000 | 102 ft. | |
| " " 2 | 150,000 | 90 ft. | |
| Prod. Pier 3 | 60,000 | 50 ft. | Max. dist. stern to manifold 320 ft. |
| " " 4 | 20,000 | 36 ft. | |
| " " 5 | 10,000 | 30 ft. | |

In addition to the above tanker berths a dry-cargo berth is also available. This berth is 110 metres in length and has a least depth of 22 ft. below Okinawa Datum.

**HEALTH:** At first port of call in Japan, vessel may obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset, and Captain to show all vaccination cards and Derating Exemption Certificate. In case vessel arrives from cholera-infected zone within 10 days, Captain must advise crew and passengers' health condition to Quarantine Officer through ship's Agent prior to arrival, and close all soil pipes before entering port.

No person other than port health and customs officer is allowed to board or disembark from a vessel until clearance has been obtained from Government Authorities.

Radio pratique is available to vessels in possession of valid certificates issued by the Japanese Government. For radio pratique procedures Owners are advised to consult with their Agents for details.

**RADIO:** When en route to the Kin Wan Port at Okinawa a vessel's ETA must be communicated to his Agent, 72, 48 and 24 hours prior to arrival. If VHF is not available arrival information can also be passed to your Agent by "Ship Telephone Service". Naha: 098854–5155.

It is important that ETAs are confirmed 12 hours before expected arrivals and amendments communicated when known.

VHF station "Kin Wan Tug" located on Heianza Island keeps a 24 hour listening watch on Channel 16 (156·800 mc/s) and Channel 13 (156·650 mc/s). Tel. 098967–8131 is also manned 24 hours per day.

**RADAR:** The port is not equipped with radar. Poor visibility may occur in heavy rain, but fog is rare. Coastlines and buoys within the bay give good echo returns on ships' radar. All tugs are fitted with radar, and on occasions vessels have been guided into the port by them in heavy rainstorms, the tug keeping close alongside within sight of the bridge, and communicating by VHF.

**TUGS:** Four tugboats are stationed at the Terminal. The Berthing Master in consultation with the Master will decide the number of tugs required for each berthing operation and as stand-by tugs during the vessel's stay in port.

Vessels are berthed with the assistance of up to four tugs according to the vessel's size and weather conditions. Such tugs will either secure alongside, "American style", or will secure forward or aft by their towing hooks. Tugs' lines are always used. The tugs are of 2,400 h.p. and have twin C.P. propellers with independent Kort-nozzle rudders, and are manned by highly skilled crews. It should be noted that the port charges for vessels are a fixed amount based on deadweight tonnage, and this charge is not affected by the number of tugs used or not used. Masters may thus follow the Berthing Master's recommendations regarding tug requirements without having to consider what may well be dangerous economies.

**READINESS:** A vessel is "arrived" for notice of readiness purposes, when the Berthing Master boards or, if vessel proceeds to anchorage without a Berthing Master, when she drops her anchor.

**BERTHING:** In normal circumstances no lines are run out until the vessel is alongside the berth and in position. Tugs will hold her there whilst the mooring takes place, springs usually being run first, followed by breastlines, then head- and stern-lines. On the larger berths all lines except springs are lowered to the water and taken to the dolphins by line-handling boats, where they are secured to quick-release hooks. Nothing is required in the way of pennants, tails or shackles. Springs are passed direct to the dolphins by heaving-lines.

Owing to the depth of water, anchors are not normally used when berthing at the sea-berth. However, the outboard anchor should in all cases be ready for emergency use.

Weather permitting, vessels secure starboard side alongside at No. 3 Berth. At Nos. 4 and 5 vessels can only berth starboard side to the pier, owing to the construction of the berths. Therefore if wind conditions do not permit of berthing in this way, the berthing will be delayed until the wind is suitable. At the sea-berth, mammoth vessels normally berth port side to the pier, but this is only to reduce the time taken for the operation, and they can be berthed starboard side to if conditions require it. Smaller vessels are berthed either way according to requirements and conditions.

The Marine Office is equipped with a Weather Facsimile Recorder, and Masters can obtain the latest information regarding possible storm conditions by contacting the Harbour Master on VHF Channel 14 or by calling 214 on the internal telephone system from the berths. When typhoons are imminent all cargo operations cease and vessels are required to vacate the berths and are recommended to proceed to sea.

*Berth No. 1*

*Owners:* Okinawa Terminal Company Ltd.

*Position:* 26° 22′ 25″ N., 127° 58′ 01″ E.

*Depth:* 30 m. (MLWS).

*Max. Size:* 385 m. LOA, 55 m. beam, 28 m. draft. 500,000 dwt.

*Services:* Fuel oil (bunkers), loading rate 2,800 kl/h, chicksan used. No fresh water.

*Loading Rates:* Bunkers/HFO 3,000 kl/h, product 2,000 kl/h. All other products 4,000 kl/h. Max. pressure 250 p.s.i.

*Berth No. 2*

*Owners:* Okinawa Terminal Company Ltd.

*Position:* 26° 22′ 25″ N., 127° 58′ 01″ E.

*Depth:* 30 m. (MLWS).

*Max. Size:* 315 m. LOA, 45 m. beam, 20 m. draft.

*Services:* See Berth No. 1.

*Loading Rates:* See Berth No. 1.

*Berth No. 3*

*Owners:* Okinawa Sekiyu Seisei K.K.

*Position:* 26° 21′ 34″ N., 127° 56′ 40″ E.

*Depth:* 15·5 m. (MLWS).

*Max. Size:* 240 m. LOA, 35 m. beam, 13·5 m. draft.

*Services:* Fuel oil (bunkers) available, 70 kl/h. 6 in. hoses used. No fresh water.

*Loading Rates:* Aviation, JP4 and Naphtha, 500 kl/h×2 low sulphur FO 1,000 kl/h×3. Fuel oil and diesel 1,000 kl/h. Max. pressure 15 kg/cm$^2$.

Vessels normally berth starboard side to.

*Berth No. 4*

*Owners:* Okinawa Sekiyu Seisei K.K.

*Position:* 26° 21′ 29″ N., 127° 56′ 48″ E.

*Depth:* 11·5 m. (MLWS).

*Max. Size:* 175 m. LOA, 22 m. beam, 10 m. draft limiting condition 90 m. stern to manifold.

*Services:* Fuel oil available, rate 70 kl/h. Chiksan used. No fresh water.

*Loading Rates:* Aviation, JP4, JP1, kerosene 500 kl/h×2. Low sulphur F.O. 600 kl/h. diesel 1,000 kl/h, fuel oil "A" 1,000 kl/h. Maximum pressure 15 kg/cm$^2$.

Vessels berth starboard side to.

*Berth No. 5*

*Owners:* Okinawa Sekiyu Seisei K.K.

*Position:* 26° 21′ 28″ N., 127° 56′ 58″ E.

*Depth:* 10 m. (MLWS).

*Max. Size:* 110 m. LOA, 17 m. beam, 8·5 m. draft limiting condition 10,000 dwt.

*Services:* Fuel oil, 6 in. hose, 70 kl/h diesel, 6 in hose, 700 kl/h.

*Loading Rates:* JP4, JP1, kerosene, diesel and fuel oil "A" 700 kl/h. Max. pressure 20 kg/cm$^2$ sulphur, 120 kl/h, max. pressure 15 kg/cm$^2$ low sulphur fuel, 600 kl/h max. pressure 20 kg/cm$^2$ LPG 200 kl/h max. pressure 27 kg/cm$^2$.

Vessels berth port to.

**LOADING:** Loading lines at the berths are as follows: (*Note:* Hoses are listed from N.E. to S.W.)

| *Berth No.* | *Dia. (in.)* | *To handle* | *Type* |
|---|---|---|---|
| 1 | 12 | Bunker/HFO | Chiksan arm with Q/C |
| | 16 | Products | " " |
| | 16 | Crude/HFO | " " |
| | 16 | Crude/ballast | " " |
| | 16 | Crude/ballast | " " |
| | 16 | Crude | " " |
| | 16 | Ballast | " " |
| 2 | 12 | Bunker/HFO | " " |
| | 16 | Product | " " |
| | 16 | Crude/HFO | " " |
| | 16 | Crude/ballast | " " |
| | 16 | Crude/ballast | " " |
| | 16 | Crude | " " |
| 3 | 4 | Bunkers (DO, FO) | Flexible hose |
| | 10 | Ballast | Mechanical arm |
| | 10 | Naphtha/JP4/kero. | " " |
| | 10 | Naphtha/JP4/kero. | " " |
| | 12 | Ballast/LSFO | " " |
| | 12 | Low sulphur fuel | " " |
| | 12 | Low sulphur fuel | " " |
| | 6 | Bunkers (DO, FO) | Flexible hose |
| 4 | 10 | Ballast | Mechanical arm |
| | 10 | JP4, Jet A1, kero., naph. | " " |
| | 10 | JP4, Jet A1, kero., naph. | " " |
| | 10 | Automotive or marine diesel | " " |
| | 10 | Low Sulphur (FO) | |
| | 6 | Bunkers (DO, FO) | Flexible hose |
| 5 | 6 | Auto/marine diesel, kero. | " " |
| | 4 | LPG vapour return | " " |
| | 6 | LPG/propane/butane | " " |
| | 6 | Liquid sulphur | Mechanical arm |
| | 6 | Bunkers (FO, DO) | Flexible hose |

During cargo transfer or ballast operation all vessels shall show signal flag "B" during the day, and a red light during the night.

Transfer operation shall not be started, or if started shall be discontinued by either the duty officer of the vessel or the Terminal supervisor, when any of the following conditions come to his attention:

(*a*) During severe electrical storms.
(*b*) If a fire occurs on the pier or on the vessel.
(*c*) If there is not sufficient competent personnel aboard the vessel or on the pier to safely handle cargo operation in progress.
(*d*) Should any condition develop which represents a hazard to the vessel or Terminal installation.

**MEDICAL:** Agents should be given advance notice of medical or dental attention required. Clinic and hospital facilities are available, and in emergencies helicopter evacuation is possible. There is also a Company ambulance on Heianza Island, for emergencies only. Telephone 319. If no answer, or at night, telephone 300. Or contact C.C.D. (Central Control Desk) on VHF Channel 16 or telephone 211.

**DENSITY:** The bay is open to the sea, and normal density is 1025.

**FRESH WATER:** Not available.

**FUEL:** Heavy fuel is available at Nos. 1 and 2 Berths. All grades of bunkers are available at Nos. 3, 4 and 5.

**CONSULS:** At present the only Consulates on Okinawa are those of U.S.A. and Taiwan, but it is expected that Consular Officers for Norway and Greece will be established.

**REPAIRS:** Only minor repair facilities are available in Kin Wan, for such small components as can be sent ashore, e.g. repairing of valves or piping, re-winding of electric motors.

**DRY DOCKS:** None.

**GANGWAYS, WATCHMEN:** Shore gangways are fitted at Nos. 1, 2 and 3, and are supplied free of charge. Ship's gangways must be provided at Nos. 4 and 5. Watchmen are not required since access to the berths is controlled by the Company's security guards at the installation gates.

**REPATRIATION:** Crew changes and/or repatriation can be arranged by the Agent.

**AIRPORT:** Kin Wan Port is about two hours by car from Naha airport (depending on traffic conditions) from where there are frequent services by several major airlines to all parts of the world via Tokyo, Honolulu, Taipeh or Hong Kong.

**TIME:** Local time is nine hours ahead of GMT, unchanged throughout the year.

**HOLIDAYS:** Local holidays do not normally affect operations in the port. Bank Holidays are now basically the same as those in other Japanese ports.

**POLICE/AMBULANCE/FIRE:** Ambulance 319 or 300 after hours or 211 (C.C.D.) or VHF 16; Fire 319 or 300 after hours or 211 (C.C.D.) or VHF 16; Police inform C.C.D. by VHF Ch. 16 or tel. 211, or Harbour Master tel. 214.

**TELEPHONES:** Telephones are not placed on board, but for urgent ship's business arrangements can be made for calls to be placed through the Company switchboard.

**SERVICES:** Tank-cleaning alongside is prohibited, but facilities for discharge of tank washings are available. See "Pollution Control".

**SHORE LEAVE:** For reason of safety the Terminal and the Off-Shore Platform are restricted areas. However, ship's personnel and visitors to ships are permitted to disembark and embark via the dolphins, which are also the personnel landing areas. Loitering at the loading platform will not be permitted.

Unauthorized or apparently intoxicated or disorderly persons shall be prohibited from entering the pier and the Terminal.

Shore passes will be issued by the Agent. These passes must be surrendered to the Agent prior to the ship's departure, unless the vessel is bound for another port in Japan when they can, after stamping, be used in the second port. The pass is sufficient, and no other means of identification need be carried when ashore.

**POLLUTION CONTROL:** Gas-freeing is not allowed on tankships alongside the pier.

To minimise the chances of pollution *all* ballast, whether clean or dirty, *must* be discharged ashore, except that which is contained in independent "permanent" ballast tanks. Also all ballast loaded into cargo tanks must be taken from ashore, and not from the bay. The shore ballast tank has a capacity of 550,000 barrels and is connected to all tanker berths.

*Caution:* The sea berth is surrounded by a new type of sink/float oil fence to contain any oil that may be spilled on the sea. This fence is moored in place by 36 anchors and ropes. Vessels are therefore warned against approaching this fence or using any anchors in the vicinity of the sea berth. Nor should they throw overboard any old wires, ropes or other rubbish which may foul or damage the fence or its moorings.

The Terminal will, in case of an oil spill, take such steps as may be deemed necessary to fight the pollution before it spreads. If the spill is due to faulty equipment or materials on the vessel or to negligency on the part of ship's personnel, the Terminal shall be indemnified for any expenses incurred in connection with the preventive action taken.

No ballast is to be taken from the Bay unless required for the ship's clean permanent ballast system. Ballast for cargo tanks will be supplied by the terminal.

**FIRE PRECAUTIONS:** Smoking and use of naked lights is strictly prohibited on board vessels alongside the berths, except in those enclosed spaces aboard ship specifically designated by the Master as "Smoking Areas".

Fire wires of steel must be hanging over the side of the offside bow and quarter whilst alongside to enable tugs to connect readily in an emergency situation. The towing eyes should be maintained at water level.

Boiler tubes must not be blown whilst vessel is alongside and every precaution must be taken to prevent sparks and soot particles escaping from the funnel.

Mooring of boats or craft with mechanical propulsion alongside a vessel loading/discharging crude oil or in the process of ballast is not allowed, unless special permission has been given by t Terminal.

In case of a fire aboard a vessel alongside the pier the follow sequence of procedure should be adhered to:
(*a*) "Kin Wan Tug" to be informed immediately.
(*b*) All cargo operations to cease forthwith.
(*c*) MOVs and gate valves on loading arms, nitrogen and ba limit valves to be closed as soon as possible.
(*d*) Dock personnel to stand-by for disconnecting loading ar unberthing or fire-fighting in accordance with instructio issued by the Berthing Master or "Kin Wan Tug".

During an emergency situation on board a vessel alongside, t Berthing Master will be in charge of organising the preliminary fi fighting assisted by "Kin Wan Tug". He is to make use of available means at his disposal, such as tugboats, launches, pe sonnel. Terminal equipment and other facilities to assist the ves and protest lives and Terminal installations. Should the Berthi Master be unavailable or unable to communicate, "Kin Wan Tu will direct the preliminary fire-fighting.

Kin Bay area comes under the jurisdiction of the 11th District the Japanese Coastguard and lies in Kin Nakagusuku Port. T telephone number of the Captain of the Port-Coastguard offic 11th District is 098892–4874.

**AUTHORITY:** Maritime Safety Agency, 11th Maritime District.

**AGENTS:** Connell Bros. Co. Ltd., GPO Box 57, Naha, Okinaw Tel. 098868–4145. Cables: Seabsea, Okinawa. Telex: Seabse OKI 49.

## KOBE: 34.41 N. 135.10 E. (See Plan)

**DOCUMENTS:**

| *Documents* | *Quarantine* | *Immigration* | *Customs* | *Agen* |
|---|---|---|---|---|
| Crew Lists (*a*) | 1 | 1 | 1 | 2 (e |
| *Passenger Lists* | | | | |
| Disembarking passengers (passengers leavving the vessel at Kobe) | 1 | 2 | 1 | 2 (e |
| Through passengers (passengers disembarking at ports beyond Kobe) | 1 | 2 | 1 | 2 (e |
| Overland passengers (R/T leaving the vessel at Kobe and rejoining the vessel in other ports in Japan) | 1 | 2 | 1 | 2 (e |
| Discharging Cargo Manifests | 1 set | — | 2 sets (*b*) | 1 se |
| Through Cargo Manifests | — | — | 1 set (*b*) | 1 se |
| Maritime Declaration of Health (International Form) (*f*) *Plus* Deratisation Certificate | 1 | — | — | – |
| Application for permission to land upon arrival in Japan (*f*) | — | 1 | — | – |
| List of Ports of Call | — | 1 | 1 | – |
| List of ship's stores | — | — | 1 (*c*) | – |
| List of Personnal effects (duly signed by each person) | — | — | 1 (*g*) | – |
| Narcotics List | — | — | 1 | – |
| List of Arms and Ammunition | — | — | 1 | – |
| Declaration inward/outward of vessel, to be signed by the Master | — | 1 (*d*) | 1 (*d*) | – |
| Ship's Certificate of Nationality | — | — | 1 | – |
| Berthing List | — | — | — | 1 se |
| Address List of landing passengers (separate list for round trip passengers) | — | — | — | 1 |
| Free pratique from previous port | 1 | — | — | – |
| Port Clearance (previous port) | — | — | 1 | – |

(*a*) The following particulars should be mentioned in the Crew Li 1. Number, 2. Name, 3. Rank, 4. Age, 5. Nationality, 6. Number Seaman's Book.
(*b*) Customs Form C.2039 Official forms to be supplied by Kobe HK.
(*c*) Customs Form C.2060 Official forms to be supplied by Kobe HK.
(*d*) Customs Form C.2000 Official forms to be supplied by Kobe HK.
(*e*) Of which 1 copy to be airmailed from previous port.
(*f*) Form supplied by the Authorities.
(*g*) For first port of call in Japan only, to be completed on Custo Form C.2050 (Declaration of Crew's Baggage) which form supplied by Kobe or HK.

**PILOTAGE:** The Hanshin Pilot Association, Umetate-chisaki, Kaigan-dori, Ikuta-ku, Kobe. Tel. 39–5032. Telegraphic address: "Pilot".

When ship arrives daylight, application should be made not later than 1800 of previous day. When application made on same day as ship arrives, ETA should be advised at least two hours earlier.

R/T used between pilot office and pilot boat. Frequency: 153·49 Mc. Output: Key station 50 W.; Mobile Station 5–10 W. As neither pilot office nor pilot boat equipped with International VHF apparatus, no arriving ship can exchange direct communication with them.

Six pilot boats available. Gross tonnage 15 tons, speed 15 knots. (maximum 20 knots). Ship requiring Pilot makes request to signal station by flying International flat "G" in day-time, or sending by lamp at night. Pilot taken at quarantine anchorage at Wada-misaki Point. Pilot boats usually located at pier in front of pilot's office. Special point fixed for Pilot to board in bad weather. The ship awaits a pilot either at or near quarantine anchorage at Wada-misaki Point or outside breakwater.

When moored to a mooring buoy, chain cable should be used. Chain shackles must be ready. Pilot boards vessel for mooring if ship arrives before 2230 hours and for unmooring any time except following berths:

| | *Mooring* | *Unmooring* |
|---|---|---|
| Kobe Seiko Pier (Steel Mill) | before sunset | Up to 2000 hours |
| Toyo Menka Pier (Silo Berth) | ,, ,, | No restriction |
| Showa Sangyo Pier (Silo Berth) | ,, ,, | ,, ,, |
| Mitsubishi Shoji Pier (Tanker Berth) | ,, ,, | ,, ,, |
| Shell Buoy (Tanker Berth) | ,, ,, but subject to tide being available. | Before sunset as a rule but possibly up to 2200 hrs. depending on weather, congestion etc. |
| MKS Buoy (Tanker berth) | ,, ,, | ,, |
| Nissho Buoy (Tanker berth) | ,, ,, | ,, |

**ANCHORAGES:** Quarantine anchorage: Latitude 34° 38′ N; 34° 38.6′ N. Longitude 135° 10′ E; 135° 11′ E.

| *Section of Port* | *Number of Anchorages* | *Depth of Water* |
|---|---|---|
| 3rd | 8 berths | 12 m.–15 m. |
| 4th | 4 berths | 11 m.–15 m. |
| 5th | 28 berths | 11 m.–15 m. |
| 6th | 6 berths | 13 m.–15 m. |

All vessels requiring anchorage for awaiting berth, repairs, bunkering etc., must obtain anchoring position from Harbour Master except following cases: 1. Vessels coming from foreign ports and anchoring at Quarantine Anchorage for inspection. 2. Vessels staying in Quarantine Anchorage not longer than 24 hours after obtaining pratique.

**RESTRICTIONS:** Quarantine. When ship arrives outside breakwater after sunset, it is inspected for quarantine purposes next day.

Entry at night. When ship arrives outside breakwater after 2130 it is not permitted to enter.

Hazardous cargo. Depending on kind and quantity of hazardous cargo carried, ship is ordered to berth alongside a pier, at a buoy or outside breakwaters.

Tide. 3 sea berths in the 3rd section can be used only when tide running towards the West.

Draft. Each berth limited for draft.

**MAX. SIZE:** (Dry Cargoes)

| *Berth* | *Permissible LOA* | *Safe Draft* | *Cargo Handled* | *Remarks* |
|---|---|---|---|---|
| Buoy 12 (Public) | 210 m. | 10.3 m. | Any cargo | |
| Pier 7-B (Public) | 192 m. | 9.9 m. | Grain | Vessel with Government cargo has priority to use this berth. |
| M'bishi D Buoy (Private) | 190 m. | 10.3 m. | Grain/ Scrap/ general | This buoy can be used only when there is no repair vessel. |
| Tomen Silo Berth (Private) | 208 m. | 11.3 m. | Grain | |
| Showa Sangyo Silo Berth (Private) | 200 m. | 11.3 m. | Grain | |
| Kobe Seiko Pier-3 (Private) | 300 m. | 11.0 m. | Coal/ iron ore | |

(Tankers)

| *Name of Berth* | *d.w.t. (approx.)* | *Overall length* | *Depth of water* | *Mooring – Pipeline – discharging rate* |
|---|---|---|---|---|
| Shell. Bunkers ex-barge only. No slop discharge facilities. | 70,000 | 250 m. | 15 m. (48′03″) | To 4 buoys. Two 16-in. submarine pipes – deck hose 10 in. and 12 in. Capacity 2,000 kl/h. (mooring possible when tide runs towards West) |
| MKS. Bunkers ex-barge only. | 55,000 | 235 m. (breadth 33 m). | 13.5 m. | To 3 buoys. One 12-in. submarine pipe. 7 joints (10 in.) Capacity 1,000 kl/h (mooring possible when tide runs towards West) |
| Nissho. Bunkers ex-barge | 45,000 | 230 m. | 11.5 m. | To 2 buoys. One 12-in. pipe. Capacity 600 kl/h. (mooring possible when tide runs towards West) |
| Mitsubishi Shoji (for L.P.G. tankers). Bunkers available ex-wharf; ex-barge at anchorage. No slop discharge facilities. | 50,000 | 240 m. | 12 m. | Alongside Pier. 1,000 ton/h. (regardless of tide) 14 in. pipe. Deck hose 2×6 in. |

**PRATIQUE:** Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case of infectious disease, within 15 days of arrival.

If crew or passengers on board do not possess Valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

**RADIO:** Recommend Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West-bound vessel to Choshi, and North-bound to Nagasaki Radios respectively.

Kobe-Radio details.

| | *Security and Port message* | *Port message* | *Public message* |
|---|---|---|---|
| Call sign | JGD | Kobe Port Radio | JCK |
| Name of Station | Coast Station or Special Service Station | Kobe Port Radio | Kobe Radio |
| Station Owner | 5th Regional Maritime Safety Headquarters | Kobe Municipality (its Port & Harbour Bureau) | Kobe Central Telegraph Office |
| | 444 kc/s.<br>500 kc/s.<br>500 kc/s. | International VHF<br>Channels 16, 12, 11, 18, 20. | 134·9 kc. 143 kc.<br>416·5 kc. 487·5kc |
| Frequency | 512 kc/s. | 24-hour service. | 500 kc. 512 kc. 425 kc. |
| | International VHF Channels 12, 16 | | |

**TUGS:** Meet vessel at entrance of fairway but if Master/Pilot so requests, service commences from anchorage. Tug's lines used without extra charge.

**BERTHING:** Chains must be used in mooring to a buoy. Ship must not drop anchor near a buoy when it is moored to one. Ship brought head in alongside pier except in special cases. Some berths impossible to reach after sunset. Example: dolphin berths. This is why ships need to arrive outside breakwater before sunset.

*Berths Alongside and Mooring Dolphins for Large Vessels* (*public*)
E = East side, W = West side, S = South side.

| *Name* | | *Length* | *Fixed depth of Water* |
|---|---|---|---|
| Shinko Pier 1 | W. | 349 m. | 9.1 m. |
| | S. | 102 m. | 9.1 m. |
| | E. | 251 m. | 9.1 m. |
| Shinko Pier 2 | W. | 351 m. | 9.1 m. |
| | S. | 102 m. | 9.1 m. |
| | E. | 351 m. | 9.1 m. |
| Shinko Pier 3 | W. | 343 m. | 9.1 m. |
| | S. | 102 m. | 9.1 m. |
| | E. | 354 m. | 10–10.9 m. |
| Shinko Pier 4 | W. | 576 m. | 10.0–12.0 m. |
| | E. | 644 m. | 10.0–12.0 m. |
| Shinko Pier 5 | W. | 457 m. | 10.0–12.0 m. |
| | E. | 444 m. | 10.0 m. |
| Shinko Pier 6 | W. | 445 m. | 10.0 m. |
| | S. | 441 m. | 10.0 m. |
| Shinko Pier 7 | A. | 200 m. | 10.0 m. |
| | B. | 200 m. | 10.0 m. |

| *Name* | | *Length* | *Fixed depth of Water* |
|---|---|---|---|
| Shinko Pier 8 | W. | 400 m. | 10.0 m. |
| | E. | 400 m. | 10.0–12.0 m. |
| Maya Pier 1 | W. | 588 m. | 10.0–12.0 m. |
| | E. | 400 m. | 10.0–12.0 m. |
| Maya Pier 2 | W. | 400 m. | 10.0–12.0 m. |
| | S. | 192 m. | 12.0 m. |
| | E. | 400 m. | 10.0–12.0 m. |
| Maya Pier 3 | W. | 400 m. | 10.0–12.0 m. |
| | S. | 192 m. | 12.0 m. |
| | E. | 400 m. | 10.0–12.0 m. |
| Maya Pier 4 | W. | 400 m. | 10.0–12.0 m. |
| | S. | 192 m. | 12.0 m. |
| | E. | 580 m. | 10.0–12.0 m. |
| Naka Pier | W. | 637 m. | 5.5–9.0 m. |
| | E. | 215 m. | 9.0 m. |
| Hyogo Pier 1 | E. | 632 m. | 7.2 m. |
| | S. | 127 m. | 7.2–9.0 m. |
| | W. | 436 m. | 7.2–9.0 m. |
| Hyogo Pier 2 | E. | 436 m. | 7.2–9.0 m. |
| | S. | 127 m. | 9.0 m. |
| | W. | 436 m. | 7.2–9.0 m. |
| Hyogo Pier 3 | W. | 250 m. | 7.5 m. |
| | S. | 170 m. | 9.0 m. |
| Nada Wharf (South side) | (W.) | 135 m. | 6.3 m. |
| | (E.) | 510 m. | 4·5 m. |
| Port Island | C 1–6 | 1,750 m. | 12.0 m. |
| | L 1–3 | 600 m. | 10.0 m. |
| Mooring Dolphins | | 1,800 m. | 10.0–12.0 m. |

*Mooring Buoys*

The whole sea surface within the Port limits is divided into 6 sections.

| *Section* | *Owner of Buoys* | *No. of Buoys* | *Buoy Numbers or designations* |
|---|---|---|---|
| No. 1 | Kobe City Government | 4 | Nos. 31, 34 |
| | Kobe City Government | 12 | Nos. 1–12 |
| No. 2 | Kobe Shipyard & Engine Works, Mitsubishi Heavy-Industries, Ltd. | 2 | C,D, |
| | Kawasaki Dockyard Co. Ltd. | 2 | A,B |
| No. 3 | Shell Sekiyu Kaisha Ltd. | 3 | Shell Buoy |
| | Nissho Company Ltd. | 2 | Nissho Buoy |
| | Maruzen Kanematsu and Esso Cos. | 3 | MKS Buoy |
| No. 5 | Kobe City Government | 2 | Nos. 21, 22 |
| | | 2 | Nos. 31, 34 |

**BULK HANDLING FACILITIES:** Hanshin Silo Company Berth, 12·50 metres depth alongside available for vessels up to 50,000 tons dwt. Discharge effected by two pneumatic unloaders with capacity 400 tons per hour per unit.

Kobe Silo Berth, length 752 ft., depth alongside 41 ft. Two mobile discharging units each with capacity of 500 tons per hour.

Kohan Silo Berth, length 214 metres, depth alongside 12·5 metres, equipped with two discharging units which can be used for grain, sugar, or general cargo, also one pneumatic unloader, with capacity 1,500 tons per hour/per unit.

In the current development programme a total of seven container berths are to be provided at Kobe.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep Agent advised ETA. If stevedores cannot commence loading/unloading at time notified by Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** Agent required give information when patient to be hospitalised or needs medical attention. All medical facilities in port (Kobe City) can be used. When report made by means of VHF or wireless, necessary arrangements are made at once for urgent treatment of patient.

**TANKERS:** See "Max. Size".

The Port Island receives bunker oil from tankers into the terminal and delivers Intermediate 15 and MDO by pipe-line to vessels moored at Kobe Port Island. KPS bunker facilities include a dolphin berth capable of handling discharging tankers up to 385 metres (1,263 ft.) in length at 13 metres (42·6 ft.) maximum draft. This berth is equipped with loading arms and utilises a boom completely surrounding the discharging tanker to prevent the spread of any oil spill.

Storage facilities consist of three tanks of 36,000 kl (226 mb) for Intermediate 15 and two tanks of 5,000 kl (31 mb) for MDO.

Pumping facilities consist of three pumps of 700 kl/hour (4,400 b.p.h.) capacity for Intermediate 15 and two pumps of 200 kl/hour (1,258 b.p.h.) capacity for MDO.

Special features include an automatic control system from a central control board, remote valve operation, remote tank gauges, communication equipment at each bunkering berth, flow meters for all deliveries, a chemical fire engine, a crane and a lorry for recovery of waste oil.

The terminal is open between 0900 and 1700 hours and availability at other times involves overtime.

**TIDE:** Mean height of tide 1·030 metres. Some of tanker berth West part of port affected by tide. Currents less than one inside harbour.

**DENSITY:** Winter: 1023–1026. Summer: 1018–1022.

**FRESH WATER:** Supplied from the quays at rates of 40 to 50 per hour. Four water barges available, largest with capacity cubic metres, can supply vessels at rates up to 300 tons per ho

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Bay, Osaka Bay and Kanmon Port. At all other ports bunkers wil lightered from the nearest bunker stock ports at maximum 7 prior notice. See also "Max. Size – Tankers".

**FIRE PRECAUTIONS:** LPG tankers instructed by Maritime Sa Headquarters to strictly observe safety rules. Example: checking what is carried by those who go aboard; banning ship's stores to loaded on to ship which is working.

**DEVELOPMENTS:** *Port Island:* Expected to be complete in 19 when nine container berths (depth 12 metres, length 2,600 met and 21 liner berths (depth 12 metres, length 4,200 metres) will available.

*Rokko Island:* Further development planned providing a furt 31 berths. Expected to be completed in 1975.

**WATCHMEN:** Not specially required unless passengers or va able cargo aboard.

**OPENING/CLOSING HATCHES:** By Stevedores. Charges assistance.

**CERTIFICATES:** Ship's Register to show Customs Inspec ship's registered gross and nett tonnage. Valid Cargo Gear Cert cates sometimes required by stevedores when cargo gear ma tenance appears to be poor.

**CUSTOMS ALLOWANCES:** Tobacco (per passenger or cr member). Temporary shore-leave up to 50 cigarettes (duty fre Disembarkation up to 200 cigarettes (duty free). Maximum allowa (only in case of disembarkation) up to 800 cigarettes duty (however, 600 cigarettes – taxable).

Wines and/or Spirits: Crew member: When the ship at sea more than one month, up to 6 bottles (one bottle – duty free); le than one month up to 6 bottles (no duty free). Passengers: Whe passenger travels for less than a fortnight up to 12 bottles ( bottle – duty free); more than a fortnight up to 12 bottles (up bottles – duty free).

**CONSULS:** The following countries are represented by Cons at Kobe:

Argentina
Austria
Brazil
Britain
Belgium
Central Africa
Chile
China
Costa Rica
Denmark
El Salvador
Ecuador
Ethiopia
France
Finland
Germany
Greece
India
Indonesia
Korea
Malta
Mexico
Netherlands
Norway
Panama
Pakistan
Philippilnes
Portuga
Sweden
Spain
Thailand
Turkey
Uruguay
U.S.A.

**REPAIRS:** All repairs possible.

**DRY DOCKS:**

| *Owner* | *Name* | *Overall length* m. | *Width* m. | *Depth* m. | *Remarks* |
|---|---|---|---|---|---|
| Mitsubishi Heavy Industry Ltd. | Dock No. 4 | 253·25 | 41·2 | 13·0 | To be len thened 45 m. |
| Kawasaki Heavy Industry Ltd. | Dock No. 1 | 160·0 | 22·0 | 8·83 | The larg ship dock 215 m.×3 m.×6·8 m. |
| | Dock No. 2 | 94·0 | 15·4 | 14·8 | |
| | Dock No. 3 | 172·8 | 26·0 | 13·0 | |
| | Dock No. 4 | 215·0 | 33·5 | 11·0 | |

(Number of docks in Kobe)

| | |
|---|---|
| Kobe Dockyard Engine Works Co. Ltd. | 3 floating docks |
| Ishihara Shipyard Co. Ltd. | 1 ,, dock |
| Arata Dockyard & Engine Works Co. Ltd. | 1 ,, ,, |
| Shikase Dockyard Ltd. | 1 ,, ,, |
| Mitsubishi Heavy Industries Ltd. | 3 floating docks<br>1 dry dock |
| Kawasaki Heavy Industries Ltd. | 2 floating docks<br>2 dry docks |

**AIRPORT:** Osaka International Airport. Distance from Air about 1·5 hours by car.

*Domestic:* Following regular airlines, Japan Air Lines, All Nipp Air Lines, Nihon Kokunai Koku, Toa Koku.

*International:* For Far East: Japan Air Lines 31 flights per a we Thai International Air Lines 10 flights per a week, Cathay Pac Air Lines 8 flights per a week, China Air Lines 11 flights per a we Korean Air Lines 12 flights per a week, North-West Air Lines flights per a week, Air Vietnam 2 flights per a week.

For Europe: Lufthansa 1 flight per a week, BOAC 3 flights pe week, Air France 2 flights per a week.

For United States: Japan Air Lines 12 flights per week, Pan A erican 3 flights per week.

**TIME:** Japan Standard Time set at the 135th degree of East lon tude GMT plus 9 hours. No alteration to clocks throughout ye

**HOLIDAYS:** On two Sundays of each month, no cargo work arra ged. In special cases, daytime cargo handling operation possible Sundays and holidays.

**POLICE/AMBULANCE/FIRE:** *Police* 110 Water Police Stat tel. 33–2351, 33–2354, Ikuta Police Station 33–0044, Fukiai Po Station 23–4441, Hyogo Police Station 55–0051.

*Ambulance:* 119 Ikuta Fire Department 39–4994.

*Fire*: 119 Water Fire Department 33–9951, Ikuta Fire Department 33–4994, Fukaia Fire Department 29–0401, Hyogo Fire Department 56–6141.

**TELEPHONES:** Installation charge on board vessel lying alongside pier. Installation on board vessel which is lying at buoy or anchorage.

**GENERAL:** When typhoon approaching, Port Captain requires ships to proceed outside breakwater.

**SHORE LEAVE:** Crew members free to go ashore.

**DELAYS:** 1. Weather condition (where strong wind prevents ships entering port). 2. Tide (berths in West part of port). 3. Berths where no ships permitted berth alongside at night. 4. Where a quarantine officer or Pilot being awaited. 5. Shortage of gangs, weather.

**AUTHORITY:** Port Management Body: City Government of Kobe, Tel. 331–8181.

**AGENT:** Dodwell Tramp Agencies, PO Box 557 Kobe Port, Kobe Meiji Seimei Building 3–7, Isogami-dori 8-chome Fukiai-ku, Kobe Tel. (078) 39–8031. Telegraphic "Dodwell Kobe". International Telex KB-8826.

## KOKURA: 33.54 N. 130.53 E. (See "Kanmon-Ko")

Kokura situated between Moji and Tobata. On the East is contiguous to Moji port, on the West to Tobata port and on the North it opens to the Kanmon Straits.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

**ANCHORAGE:** Anchorage not in use as the area is being dredged for the purpose of navigation fairway.

**RESTRICTIONS:** Vessel enters port only within one hour before and after slack tide in day-time. No night departure.

**MAX. SIZE:** 18,000 tons gross, 10 metres draft.

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** See "Moji".

**BERTHING:**

| *Name of berth* | *Length* m. | *Depth* m. | *Permissible draft and length overall* m. | *Capacity* |
|---|---|---|---|---|
| Murasaki Kawajiri Wharf | 190 | 10.0 | 10.0 | 20,000 |
| Sunatsu West Wharf | 366 | 8·4 | 8·4 | 10,000 |
| Hiagari Wharf No. 3 | OA 180 | 10 | 10 | 20,000 |
| 4 | OA 180 | 10 | 10 | 20,000 |
| 5 | OA 180 | 10 | 10 | 30,000 |
| Ferry | 270 | 5·5 | 5·5 | 5,000 |
| No. 6 | OA 200 | 10 | 10 | 20,000 |
| 7 | OA 200 | 10 | 10 | 20,000 |
| Kanematsu Oil Pier | OA 170 | 6·5 | 6·5 | DW 18,000 |

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

(*a*) Maximum 6 gangs are available.

Stevedores, regular employees 116, temporary labourers 109. Longshoremen 459.

(*b*) Lighters: Kokura Marine Transportation Co., lighters 25, tonnage 8,900 tons.

(*c*) Shore crane:

| *No.* | *Capacity* | *Location* | *Owners* |
|---|---|---|---|
| 2 | 10 tons | Sunatsu wharf | Sumitomo Metal |
| 1 | 6 tons | ,, | Kokura Marine |
| 3 | 12 tons outreach 18 m. | Sumitomo Metal Wharf | Sumitomo Metal |
| 3 | 35 tons | Hiagari Wharves Nos. 6 and 7 | Shin Nihon Steel Corp. |

(*d*) Floating crane: arrangeable from Moji.

(*e*) Average performance of loading/discharging:

Discharging: Iron ore 40/50 tons per hr./gang/hatch (by ship's gears). 200 tons per hr./gang/hatch (by shore crane). Coal 40/50 tons per hr./gang/hatch (by ship's gears). 100/150 tons per hr./gang/hatch (by shore cranes). Scrap steel, pressed 20 tons per hr./gang/hatch (by ship's gears). Ordinary 10 tons per hr./gang/hatch (by ship's gears). Bulky 5 tons per hr./gang/hatch (by ship's gears). Loading: Steel under 20 ft. long 25–30 tons per hr./gang/hatch, over 20 ft. long 15–20 tons per hr./gang/hatch.

(*f*) 2 shifts: 0800 to 1700 hrs. and 1700 to 0700 hrs. Normal working hours: 0800 to 1700 hrs. Refer to Moji for further information.

**TANKERS:** Also see "Berthing". At Kanematsu-Goshi Oil Refinery 1×8 in. and 1×10 in. diameter shore pipe-line. No slop facilities available.

**DENSITY:** 1025.

**FRESH WATER:** From hydrants at Sunatsu and Sumitomo Metal wharves, the rate of delivery per hour: 30 tons per hydrant. Also delivered by barge.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's register to Show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** See "Moji".

**REPAIRS:** See "Moji".

**AIRPORT:** All Nippon Airways, Kitakyushu, about 30 minutes by taxi from Kokura station to airport. Japan Air Lines, Fukuoka, and Cathay Pacific Air Lines, Fukuoka, about 1 and half hours by train and taxi from Kokura station to airport.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police 56–7171; Ambulance 119; Fire 92–4831.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Kita Kyushu Port Authority.

**AGENT:** Sub-agents of Dodwell & Co. Ltd., Holme Ringer & Co. Ltd., PO Box 72, 9–9, Mirato-medii, Moji-Ku, Kitakyushu. Tel. Moji (093) 331311. Telegraphic "Ringer Moji".

## KOMATSUSHIMA: 34.00 N. 134.36 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Not compulsory. No authorised licensed Pilot available but non-licensed Pilot available when required.

**ANCHORAGES:** Situated at Western corner of Komatsushima bay and port protected by three breakwaters, North, East and South covering 396,700 sq. metres. Depths of water at anchorages as follows:

(*a*) Inside breakwater 8/10 metres, (*b*) Outside breakwater 9/10 metres, (*c*) Wharf 9·50 metres.

**RESTRICTIONS:** Vessel must get permission and instructions where to anchor from Port Captain before arrival. Wharf and Inner harbour: entering and sailing usually only during day-time regardless tide and current. Outer harbour: Entry and sailing anytime.

**MAX. SIZE:** Anchorage inside breakwater: length no limit, breadth no limit, draft 8·60 metres.

Anchorage outside breakwater: length no limit, breadth no limit, draft 8·60 metres.

Wharf. (Suitable 10,000 dwt). length 170 metres, breadth no limit, depth 9 metres.

**HEALTH:** Pratique to be obtained at Shimotsu prior arrival Komatsushima. At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Wharf and inner harbour: join vessel at sea anchorage, always using tug's line without charge. Outer harbour: no tug required in normal conditions.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**DENSITY:** 1015.

**FRESH WATER:** Alongside berth: Can be supplied by shore line with capacity of 25 tons per hour.

Anchorage: Can be supplied by 50-ton barge with capacity of 50 tons per hours (but as strong winds prevail during winter months no water supplied at anchorage outside breakwater).

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock at maximum 7 days prior notice.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** None. Nearest consulates in Osaka.

**REPAIRS:** Only minor repairs.

**DRY DOCKS:** No dry dock. Nearest at Hitachi Shipbuilding & Engineering Co. Ltd., Chikko works, Osaka; Kawasaki Heavy Industries Ltd., Kobe and Mitsubishi Heavy-Industries Reorganised Ltd., Kobe Shipyard & Engine Works.

**AIRPORT:** No airport. Nearest airport Tokushima where All Nippon Airways, 9 flights to Osaka, 2 to Tokyo, and 1 each to Kagoshima and Sochi.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police tel. 110; Ambulance 119; Fire 119.

**TELEPHONES:** No facilities for placing telephones on board.

**SERVICES:** None.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Port Administration Office.

**AGENT:** See "Niihama".

## KUDAMATSU: 34.00 N. 131.52 E.

**DOCUMENTS:**

- Ship's Register.
- Last Port Clearance.
- 3 Crew Lists including Passport Nos.
- 3 Passenger Lists.
- 1 Store List.
- 1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inla Sea ports. Pilotage not compulsory but recommended in view great number of islands causing navigational hazards. Pilots tained from one of three pilot-stations dependent upon vessels port of departure and at Master's discretion. Pilotage availa throughout 24 hours and 72 hours advance notice preferred, the after advising any alterations. Most Inland Sea pilots also act harbour pilots up to berth or anchorage at destination. *Note:* VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "An Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels tra sitting Bungo Channel). Position 33° 13′ N. 131°5 4′ E. Telegrap address "Anjin Saganoseki". In event bad weather, recommend vessels proceed for shelter as near as possible having due rega to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Posit 33° 56′ 24″ N. 131° 03′ 12″ E.

**ANCHORAGE:** Kudamatsu loading anchorage lat. 33° 59′ 40″ long 131° 51′ 20″ E.

**RESTRICTIONS:** No restriction for entry into and/or depart from anchorage during night and day time. But berthing/unberthi effected during daytime only.

**MAX. SIZE:** No restriction on length, breadth, and draft for a vessel entering port, but maximum draft for Nippon Oil Refine Wharf 13 metres, and for Toyo Kohan Wharf 11 metres.

**HEALTH:** Radio Agent for free pratique not less than 12 hours a not more than 36 hours before arrival, advising full details of vess and health condition on board. When free pratique is granted radio vessel will be required to submit the following documents Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a su pected infected area within 15 days of arrival.

If a vessel has on board any case, or suspected case, of infectio disease within 15 days of arrival.

If crew or passengers on board do not possess valid Smallp Vaccination Certificate.

If a vessel does not possess a valid Derat or Derat Exempti Certificate.

**RADIO:** Recommended Captain communicates with Agent throu Choshi Radio or Nagasaki Radio which cover all ports in Japan. specifically West bound vessel to Choshi and North bound to Nag saki Radio respectively.

**TUGS:** Tugs normally join vessel proceeding to Nippon Oil Refi ery Wharf at lat. 33° 58′ 20″ N., long 131° 53′ 30″ E., and proceeding Toyo Kohan Wharf at lat. 33° 59′ 40″ N., long. 131° 51′ 20″ E. Tug line used and charges for lines use is included in tug-boat operati charge.

**BERTHING:** No specific requirements. Pilot boarding time will notified by ship's Agent mainly by radio.

**STEVEDORES:** At least 24 hours prior notice excluding Sunda and holidays required in order for Agent to arrange stevedore Vessel must constantly keep her Agent advised of ETA. If ste dores cannot commence loading/unloading at time notified by th Agent, the orderers must pay for waiting time. If cargo gears n rigged on berthing, stevedores will do same for ship's crew at add tional cost. Overtime surcharges 1700–1900 hours 50% additional basic stevedorage; 2100–0500 hours next morning 130% additiona Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** At Nippon Oil Refinery 12 in. diameter floating d charging pipe line is connected to vessel. Maximum permitted dra 13 metres. Toyo Kohan Wharf, maximum draft 11 metres.

**DENSITY:** 1025.

**FRESH WATER:** At anchorage, section II Kudamatsu; wat barges available from Tokuama. Rate of delivery 50 tons per hou At Nippon Oil Refinery and Toyo Kohan Wharf, hydrants are avai able. Rate of delivery 20 tons per hour.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Is Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will b lightered from the nearest bunker stock ports at maximum 7 day prior notice. Also see "Moji, Fuel".

**GANGWAY/DECK WATCHMEN:** Not specially required unles passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out openin and closing hatches. Cost per hour per gang depending on type o cargoes. If any time lost by ship's crew doing this work, stevedore charge ship for waiting. Recommend request stevedores for thi work unless crew can complete if before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspect ship's registered gross and nett tonnages. Valid Cargo Gear Certi cates sometimes required by stevedores when cargo gears main tenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to tak ashore but no spirits.

**CONSULS:** None.

**REPAIRS:** All types possible.

**DRY DOCKS:** Kasado Dockyard Co. Ltd.

| *Dry dock* | *Length* | *Breadth* | *Depth* | *Docking capacity* (g |
|---|---|---|---|---|
| No. 1 | 152·10 metres | 22·71 | 8·90 | 10,884 |
| No. 2 | 107·71 metres | 16·46 | 7·48 | 3,600 |
| No. 3 | 220·00 metres | 37·00 | 11·00 | 34,497 |

**REPATRIATION:** Possible.
**AIRPORT:** Ube and Hiroshima airports: distance about 2 hours by train, and from Ube to Tokyo one flight per day and from Hiroshima four flights per day.
**TIME:** GMT plus 9. No alterations made to clocks during year.
**POLICE/AMBULANCE/FIRE:** Police 41–0615, emergency 110; Ambulance 41–2840, emergency 119; Fire 41–2840, emergency 119.
**TELEPHONES:** No arrangements exist for placing telephones on board.
**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
**AUTHORITY:** Port and Harbour Dept.

**AGENT:** Sub-agents of Dodwell & Co. Ltd., Sankyu Unyo Kiko K.K., 1379–14 Aza Yamzakiya, Kudamatsu-shi. Tel. Kudamatsu (0833) 43-0390. Telegraphic Address "Sankyuunyu Kudamatsu".

## KURE: 34.15 N. 132.32 E.

**DOCUMENTS:**
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to Pilot Station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".
2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.
3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N., 131° 03′ 12″ E.

| **ANCHORAGES:** | *Minimum Depth* | *Minimum bottom width* | *Density of water* | *Nature of bottom* |
|---|---|---|---|---|
| Entrance Channel | 20 m. | No limit | Summer Av. 1020 | |
| Harbour Channel(s) | 20 m. | No limit | Winter Av. 1025 | Mud and sand |

Depths refer to M.W.L. Difference between datum quoted and chart datum: abt. 2 m. (to be added) Rise of tide: Springs 3·4 m. Neaps 2·6 m.
Also Mooring buoys and Harbour Anchorage. (See "Berthing").
**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from Cholera infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
**TUGS:** Tugs normally join vessel at quarantine anchorage area. Tug's lines free of charge.
**BERTHING:** Pilots do not agree to berth or unberth outside period from sunrise to sunset. For berthing, at least 1·5 hours advance arrival necessary to reach berth before sunset. Mooring buoys: three buoys available in harbour for vessels less than 15,000 dwt. Harbour anchorage: Three anchorages with good ground (mud) and suitable vessels up to 80,000 dwt. LOA 300 m.

Nissin Steel Works Ore berth
*No. 2 Berth*
Depth of approaches 17 – 18 m.
Length of Berth 190 m.
Depth of alongside berth 13 m.
Maximum draft acceptable 12 m.
Maximum length acceptable 224 m.
Maximum width acceptable 31·8 m.
*No. 3 Berth*
Suitable 150,000 dwt.
Depth of approaches 19 – 20 m.
Length of Berth 275 m.
Depth of alongside berth 18 m.
Maximum draft acceptable 18 m.
Maximum length acceptable 295 m.
Maximum width acceptable 45 m. (abt.)
**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
**MEDICAL:** No advance notice required unless urgent.
**TANKERS:** No facilities.
**FRESH WATER:** For domestic and boiler, 330 k/tons per barge (one barge available from Kure City office), delivering rate about 100 k/tons per hour (50% additional for overtime, Sundays/holidays and Saturday afternoon also additional to basic rate for outside harbour limit).
**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.
**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.
**CONSULS:** No consul available, but marine note of protest can be attested by the local notary public.
**REPAIRS:** All types of deck and engine repairs are possible.
**DRY DOCKS:** (Ihi-Kure). Dimensions of No. 4 Dry Dock (length 338·3 m., width 43 m., depth 17 m.) – 160,000 dwt. No. 3 dry dock, for up to 800,000 dwt. (length 510 m., width 80 m., depth 13·5 m.).
**REPATRIATION:** Possible.
**AIRPORT:** Hiroshima airport, distance approximately 35 km. – 40 km. and about 60–90 minutes by car. Only domestic regular airlines available. 4 flights to Osaka and 6 to Tokyo, daily.
**TIME:** GMT plus 9. No alterations made to clocks during year.
**POLICE/AMBULANCE/FIRE:** Police (for emergency) 110; Ambulance 119; Fire 119.
**TELEPHONES:** No arrangements available for placing telephones aboard.
**GENERAL:** Kure is a local port which makes it difficult to arrange all requirements. At least three days notice helpful.
**SERVICES:** All navigational apparatus can be served as required. Cargo holds cleaning service can also be carried out, but tank-cleaning equipment and services to be arranged from Kobe area, otherwise through IHI Kure Shipyards.
**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
**AUTHORITY:** Port and Harbour Dept.

**AGENT:** Sub-agents of Dodwell & Co, Tokyo. Naigai Unyu Co. Ltd., 7–1, 1-chome, Naka-dori, Kure. Tel. Kure 0823 21–5181/5. Telegraphic "Naigai Kure". Telex: 662340.

## KUSHIRO: 42.58 N. 144.21 E.

**DOCUMENTS:** Ship's Register. Last Port Clearance. 3 Crew Lists including Passport Nos. 3 Passenger Lists. 1 Store List. 1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** No telegraphic address. Previous advance notice, minimum 8 hours advance notice ETA and any alterations. Contact pilot boat through Harbour office/tug boats with wireless telephones. Pilot boat has no radio telephone. Pilot boat waits at Quarantine anchorage (1,000 metres off and 280 degrees from North Breakwater white Light), and entrance of Breakwater during winter period (December-March).
**ANCHORAGE:** Bottom sand and mud. Minimum depth 9 metres in passage and 7·5 metres in anchorage. Depth over 29½ ft. 162,075 sq. metres, Section 2; Depth over 24½ ft. 690,000 sq. metres, Section 2 and 3; Depth under 24½ ft. 393,600 sq. metres, Section 3. Tidal range, average high-tide plus 1·533 metres, average low-tide plus 0·154 metres, average tidal difference plus 0·953 metres.
**RESTRICTIONS:** Vessel allowed enter and sail day and night. Pilot assistance officially not compulsory but in practice necessary, and pilot service available for 24 hours subject 8 hours advance notice.
**MAX. SIZE:** Pilot agrees take in 25,000 dwt vessels (LOA about 185 metres). However, depth maximum 9·5 metres.
**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Ex-

emption Certificate. In case vessel arrives from cholera-infected area within 10 days. Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
**TUGS:** Usually join vessel at entrance of breakwater and ship's line to be used.
**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio. All berths limited by depth in entrance channel.
**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ships' crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
**MEDICAL:** No advance notice required unless urgent.
**TANKERS:** North Pier – 3 berths for 20,000 dwt×2 and 18,000 dwt×1. Hose-diameters 10″×1, 8″×3, 6″×3. South New Pier – 1 berth for 3,000 dwt. Hose-diameters 10″×1.
**DENSITY:** Average 1025 inner breakwater high-tide, and average 1022 low-tide.
**FRESH WATER:** Direct supply from the wharves at 30 tons per hour. Barge supply and capacity 3 hours round per barge.
**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
**DEVELOPMENT:** Total of 21 berths including 4 for up to 40,000 dwt. Industrial raw materials carriers will be built and port breakwater will be lengthened by 3,940 metres.
**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.
**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.
**CONSULS:** None. US Consul located in Sapporo city.
**REPAIRS:** Ordinary deck, engine and electrical repairs arrangeable by the local factory.
**DRY DOCKS:** None; nearest located in Hakodate and Muroran ports.
**REPATRIATION:** Possible.
**AIRPORT:** Kushiro air port about 40 minutes taxi or direct connection bus from port area. Flight service daily, 2 flights for Tokyo and 1 flight for Sapporo.
**TIME:** GMT plus 9. No alterations made to clocks during year.
**HOLIDAYS:** 1st May.
**POLICE/AMBULANCE/FIRE:** Police HQ 23–7111 or emergency 110; Hospitals Kushiro Grand Hospital 41–6121, Kushiro Red-Cross Hospital 22–7171; Fire HQ 22–2156 or emergency 119.
**TELEPHONES:** No systems for arranging on board.
**GENERAL:** All port facilities services except wharfage applicable. Winter period additional charges 30%–50% while 1st December and 31st March (all Hokkaido ports same).
**SERVICES:** Arrangeable from Muroran.
**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
**AUTHORITY:** Kushiro-Shiyakusho, 7–5, Kurogane-cho, Kushiro City.

**AGENT:** Sub-agents of Dodwell & Co. Ltd., Tokyo. Narasaki Sangyo Co. Ltd., c/o Mitsuwa Transport Co. Ltd., Attn. Shipping Agency Dept., Minami Hama-cho, Kushiro. Tel. Kushiro (0154) 22–3030, 22–0903. Telegraphic "Narasaki Kushiro".

## MAIZURU: 35.27 N. 135.19 E.

**DOCUMENTS:**
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's agents should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** Pilot boats "Koun Maru No. 2" 130 h.p. "Koun Maru No. 1" 60 h.p. Channel between Kanagasaki and Bakuchi Cape. Pilot station lat. 35° 32′ 00″ N., long. 135° 18′ 30″ E. Anchorage position for vessel waiting Pilot, lat. 35° 32′ 00″ N. long. 135° 18′ 30″ E. Pilot day-time only.
**ANCHORAGE:** Section 2, Depth 9 m. Section 3, 17 m.
**RESTRICTIONS:** Entry during day only. Channel depth metres.
**MAX. SIZE:** Length 182 m., draft 10 metres.
**HEALTH:** At first port of call in Japan, vessel must obtain pratique. Quarantine officers will attend vessel only from day-lig to sunset and Captain to show all Vaccination Cards, Derat Exemption Certificate. In case vessel arrives from cholera-infec area within 10 days, Captain must advise crew and passenge health condition to respective Quarantine Office through shi Agent prior to arrival and close all soil pipes before entering port
**RADIO:** Recommended Captain communicates with Agent throu Choshi Radio or Nagasaki Radio which cover all ports in Japan specifically West bound vessel to Choshi and North bound Nagasaki Radio respectively.
**TUGS:** Position: No. 2 Q-anchorage (35° 29·2′ N.; 135° 20·5′ Both ship's and tug's lines used. Five tugs available, 1×1,000 h 2×800 h.p., 1×300 h.p. and 1×100 h.p.
**BERTHING:** No specific requirements. Pilot boarding time will notified by ship's Agent mainly by radio.

| *Berth* | | *Length* (m.) | *Depth* (m.) | *Permissible draft* (m.) | *Capacity* (g.r.t.) |
|---|---|---|---|---|---|
| No. 2 pier | No. 1 | 110 | 7·3 | 6·6 | 3,000 |
| | No. 2 | 120 | 7·3 | 6·6 | 5,000 |
| | No. 3 | 185 | 9·0 | 8·2 | 10,000 |
| | No. 4 | 105 | | | 3,000 |
| No. 4 pier | | 180 | 10·0 | 9·1 | 15,000 |
| Kita Buoy | | | 8·0 | 7·2 | |
| Ohgimi Buoy | | | 12·0 | 11·0 | |
| Katsura Buoy | | | 12·0 | 11·0 | |
| Nagahama Buoy | | | 8·0 | 7·2 | |
| Taira 8 Buoy | | | 8·0 | 7·2 | |
| Taira 14 Buoy | | | 10·0 | 9·2 | |

**STEVEDORES:** At least 24 hours prior notice excluding Sunda and holidays required in order for Agent to arrange stevedore Vessel must constantly keep her Agent advised of ETA. If stevedore cannot commence loading/unloading at time notified by the Age the orderers must pay for waiting time. If cargo gears not rigged berthing, stevedores will do same for ship's crew at additional co Overtime surcharges 1700–1900 hours (50% additional of bas stevedorage; 2100–0500 hours next morning 130% additional; Su days/holidays 60% additional.
**MEDICAL:** No advance notice required unless urgent.
**DENSITY:** 1025.
**FRESH WATER:** Available from wharf, and delivered by barge. In rough, snow, rainy weather 50% extra. Overtime 1600–2300 50 extra; 2300–0500 100% extra, 0500–0800 50% extra. Holidays 30 extra. Distance addition.
**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, I Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will lightered from the nearest bunker stock ports at maximum 7 da prior notice.
**GANGWAY/DECK WATCHMEN:** Not specially required unles passengers or valuable cargo on board.
**OPENING/CLOSING HATCHES:** Stevedores carry out openi and closing hatches. Cost per hour per gang depending on type cargoes. If any time lost by ship's crew doing this work, stevedore charge ship for waiting. Recommend request stevedores for th work unless crew can complete it before berthing.
**CERTIFICATES:** Ship's Register to show Customs Inspect ship's registered gross and nett tonnages. Valid Cargo Gear Certi cates sometimes required by stevedores when cargo gears' mai tenance appears to be poor.
**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to ta ashore but no spirits.
**CONSULS:** None.
**REPAIRS:** Possible.
**DRY DOCKS:** 246 m.×33·5 m.×12·5 m. Two others.
**REPATRIATION:** Possible.
**AIRPORT:** None.
**TIME:** GMT plus 9. No alterations made to clocks during year.
**POLICE/AMBULANCE/FIRE:** Police 07736–5–0810; Ambulanc 07736–5–2174; Fire 07736–5–2174.
**TELEPHONES:** Not possible to place telephones on board.
**SERVICES:** None.
**SHORE LEAVE:** Local Immigration Offices issue shore pass val for only 3 days, but 3 days extension possible if ship stays longer.
**AUTHORITY:** Port and Harbour Dept.

**AGENTS:** Sub-agents of Dodwell & Co. Ltd. Tokyo. Iino Kau Kaisha Ltd., No. 2 Pier, Maizuru Port, 5, 18-banchi, Koaza Shimaza Oaza Shoin, Maizuru. Tel. Maizuru (07736) 5–2112/7. Telegraph "Iino Maizuru".

## MATSUYAMA: 33.52 N. 132.42 E.

**DOCUMENTS:**
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirit camera, wrist-watch, radio, firearms/swords, etc. (only at firs port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Carg

Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38 N., 135° 11′ E. Telegraphic address "Anjin Kobe".
2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N., 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.
3. Hosaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N., 131° 03′ 12″ E.

**ANCHORAGE:** The port faces Iyo-Nada and located near Bungo Straits. Entrance open to Iyo-Nada towards West, but port protected by West breakwater and small island off Northern part of approaches where holding ground good. During winter months strong North-westerly wind prevails causing heavy swell at anchorage. Depth of water 17–25 metres.

**RESTRICTIONS:** *Oil tanker berth.* Vessel drawing less than 12 metres can moor and unmoor at half-flood during day-time but vessels drawing 12 metres or more advised to await high water.

*Dry cargo vessels berth.* Dry cargo is logs and cargo working carried out at anchorage of Horie, Umaiso and Yura Bay.

*Horie Bay.* Vessels no longer than 160 metres can berth. Vs. enter day-time only regardless of tide and current.

*Umaiso Bay.* As Horie Bay.

*Yura Bay.* Vessels no longer than 110 metres berth. Day-time entry only regardless of tide and current.

**MAX. SIZE:** *Maruzen Oil Co. Ltd., Matsuyama refinery, Genyu Sambashi.* Length of vessel, no limit; breadth, no limit; draft, 12 metres.

*Horie and Umaiso Bay.* Length of vessel 160 metres; breadth no limit; draft 15 metres.

*Yura Bay.* Length 110 metres; breadth no limit; draft 10 metres.

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** For tankers: join vessel at Quarantine anchorage, using Tug's lines without charge. For dry cargo vessel, no tug required for berthing and unberthing in normal conditions.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** No advance notice of dia. of load/discharge lines required. See "Max. Size".

**DENSITY:** Anchorage 1015. Berth 1015.

**FRESH WATER:** *Maruzen Oil Co. Ltd., Matsuyama refinery, Genyu Sambashi.* Can be supplied by shore line with capacity 25 tons per hour.

*Anchorage:* Can be supplied by 30 ton barge with capacity 30 tons per hour. Strong winds prevail during winter months, when no water can be supplied.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Also see "Moji, Fuel".

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears' maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** Consulates in Kobe.

**REPAIRS:** Only minor repairs.

**DRY DOCKS:** None. Nearest at Kawasaki Heavy Industries Ltd., Sakaide; Hitachi Shipbuilding & Engineering Co. Ltd., Innoshima and Mukaishima, dimensions of those docks as follows:

*Kawasaki Heavy Industries Ltd., Sakaide.* Dock No. 2 for 500,000 dwt vessel 450 m.× 72 m.×12·3 m. Only used presently for shipbuilding and after services.

*Hitachi Shipbuilding & Engineering Co. Ltd., Innoshima Dockyard.* Dock No. 1 for 20,000 dwt vessel 175 m.×25 m.×25·62 m.×9·10 m. Dock No. 3 for 130,000 dwt vessel 282·50 m.×47 m.×11·33 m.

*Hitachi Shipbuilding & Engineering Co. Ltd., Mukaishima Dockyard.* Dock No. 1 for 3,000 dwt vessel 86·18 m.×13·60 m.×6·80 m. Dock No. 2 for 8,500 dwt vessel 125 m.×18 m.×7·40 m. Dock No. 3 for 25,000 dwt vessel 175 m.×29 m.×9 m.

**REPATRIATION:** Possible.

**AIRPORT:** Domestic airport situated South of harbour. All Nippon Airways flights to Osaka and Tokyo.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance 119; Fire 119.

**TELEPHONES:** No facilities for placing telephones on board.

**SERVICES:** Only at Kobe.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days. 3 days extension possible if ship stays longer.

**AUTHORITY:** Port Administration Office.

**AGENTS:** Sub-agents of Dodwell & Co. Ltd., Tokyo. Sumitomo Warehouse Co. Ltd., c/o Taisei Kaiun K.K. 1594 Sobiraki-cho, Niihama Tel. Niihama (0897) 37–1101. Telegraphic "Sumitosoko Niihama".

## MIIKE: 33.00 N. 130.23 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** 24 hours notice required. Vessel entering dock will receive necessary assistance from dock master for berthing, and for departing. Sea pilot from Kuchinotsu to Miike will be arranged if required. Request for Pilot should be given a.m. previous day, through Agent or direct to Pilot Miike Harbour, c/o Miike Port Management Co. Harbour Pilot boards two miles off the Light House.

**ANCHORAGES:** Lat. 33° 0′ 08″ N. Long. 130° 23′ 50″ E. Harbour limit within circle of 2,700 metres radius centreing on lighthouse at West end of Northern breakwater. Roadstead affords safe anchorage, mud and sand.

**RESTRICTIONS:** Vessel shall dock or depart on high water. Ebb stream begins about half an hour before high water and runs to South for 6 hours. Maximum current 3 knots at entrance of channel. Flood stream begins at about low water time and runs to North for 6 hours maximum 3 knots at lighthouse. Channel 1800 metres long, 137 metres broad from jetty to jetty, 45·7 metres width at bottom.

**MAX. SIZE:** No limitation for breadth and length, but maximum drafts are as follows: 30 ft. 6 in. up to 20,000 dwt; 28 ft. 10 in. up to 25,000 dwt; 25 ft. 7 in. up to 30,000 dwt.

**HEALTH:** Officials board at anchorage. At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** 6 available: "Suwa maru" 131 g/t 1,100 h.p. "Minato maru" 131 g/t 1,100 h.p. "Miike maru" 146 g/t 570 h.p. "Suehiro maru" 25 g/t 166 h.p. "Wakashio maru" 19 g/t 120 h.p. "Asahi maru" 5 g/t 60 h.p.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

| | | |
|---|---|---|
| North Quay | depth 10·7 | metres |
| Dock Pier | ,, 8·5 | ,, |
| Dock Quay | ,, 8·5 | ,, |
| Quay No. 5 | ,, 10·7 | ,, |
| New Quay No. 5 | ,, 10·7 | ,, |

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.
**DENSITY:** 1025.
**FRESH WATER:** Available at wharf only. Delivery 20–25 tons per hour.
**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.
**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears' maintenance appears to be poor.
**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.
**CONSULS:** Consuls at Moji.
**REPAIRS:** Minor repairs only.
**DRY DOCKS:** See "Moji".
**REPATRIATION:** Possible.
**AIRPORT:** See "Moji".
**TIME:** GMT plus 9. No alterations made to clocks during year.
**HOLIDAY:** 15th August.
**POLICE/AMBULANCE/FIRE:** Tel. 110 and 119.
**TELEPHONES:** Available at stevedores' office at the wharf.
**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
**AUTHORITY:** Port Administration Office.

**AGENTS:** Sub-agent of Dodwell & Co. Ltd., Tokyo. Kanbayashi Shaten, 3–74, Mikawa-Cho, Omuta. Tel. Omuta (09445) 3–61000. Telegraphic "Ringer Omuta".

## MISUMI: 32.38 N. 130.27 E. (See Plan)

**DOCUMENTS:** and all general information, refer to "Miike".
**PILOTAGE:** Not compulsory. Pilot boards at quarantine anchorage if required.
**ANCHORAGE:** North of port entrance. Quarantine anchorage where officials board to clear vessel.
**RESTRICTIONS:** Minimum depth 20 metres in channel.
**TUGS:** Three tugs available, largest 300 h.p.
**BERTHING:**

| | | |
|---|---|---|
| Pier No. 1 | depth | 9·0 metres |
| Pier No. 2 | ,, | 8·0 ,, |
| Pier No. 3 | ,, | 9·0 ,, |
| Buoy No. 1 | ,, | 11·0 ,, |
| Buoy No. 2 | ,, | 9·0 ,, |

**FRESH WATER:** Available from shore hydrants at the piers.
**AUTHORITY:** Misumi Port Office.
**AGENT:** Holme Ringer & Co. Ltd., c/o Misumi Kaian KK, 3–1159 Oaza Misumiura. Cables: "Ringer Misumi." Tel. (096452) 3130.

## MIYAKO: 39.39 N. 141.58 E.

**DOCUMENTS:**
*For Quarantine*
1 Statement by Ship's Master.
1 Crew List.
1 Passenger List (if any).
Yellow cards for all.
1 Derating Certificate.
*For Immigration*
1 Declaration of Inward Vessel.
Passport of Seamen's Book of all.
1 Crew List.
1 Application for shore pass.
*For Customs*
1 Last Port Clearance.
1 Declaration of Inward Vessel.
1 Crew List.
1 List of Crew's Baggage.
1 List of Ship's Store.
2 Cargo Manifest (Discharging).
1 Cargo Manifest (Through).
1 Certificate of Ship's Registry.
*For Port Management Office*
1 Declaration of Inward Vessel.
*For Maritime Safety Base*
1 Declaration of Inward Vessel.
1 Crew List.
1 Cargo Manifest (Discharging).
1 Cargo Manifest (Through).
Above documents to be prepared by Master before arrival.
Master to telegraph ETA and crew's health condition directly to Quarantine Miyako before arrival.
**PILOTAGE:** Pilot not compulsory but arrangeable at Master's request. Pilot boards about 1,200 metres from Miyako breakwater light 130 degrees. Master must radio vessel's Agent of ETA 24 hours in advance, becaue neither telegraphic address of pilot station nor VHF available. In bad weather, wait instructions from Agent.
**ANCHORAGE:** Quarantine anchorage located at 39° 37′ 9″ 141° 59′ 35″ E. outside breakwater and care should be taken not foul fishing nets.
**RESTRICTIONS:** Night entry and departure permitted subject weather conditions.
**MAX. SIZE:** Draft 9 metres and LOA 175 m., breadth no restrictio New pier "Fujiwara-futo" now under construction, draft 12 metr and LOA 240 m., breadth no restrictions.
**PRATIQUE:** Radio Agent for free pratique not less than 12 hou and not more than 36 hours before arrival, advising full details vessel and health condition on board. When free pratique is grant by radio, vessel will be required to submit the following documen to Quarantine officers on arrival:
Maritime declaration of Health.
Crew List.
Passenger List.
The following vessels will not be able to get radio pratique: A vess that has been in contact with an infected area or a suspect infectious disease, within 15 days of arrival. If crew or passenge on board do not possess valid Smallpox Vaccination Certificat If a vessel does not possess a valid Derat or Derat Exempti Certificate.
**RADIO:** Recommended Master communicates with Agent throu Choshi radio or Nagasaki radio which cover all ports in Japa West-bound vessel via Choshi radio and North-bound via Nagasa radio.
**TUGS:** Normally join vessel on passage from anchorage. Tug line used. *Yokohama Maru* 1,800 h.p. If Pilot requires 2 tugs, one t available from Kamaishi.
**BERTHING:** No specific requirements. Pilot boarding time will b notified by ship's Agent mainly by radio.

| *Berth* | *Max. LOA* m. | *Max. draft* m. | *No. of wharf* | *Max. dwt* |
|---|---|---|---|---|
| Desaki wharf | 214 | 7·3 | 2 | 3,000 |
| ,, ,, | 175 | 9·0 | 1 | 10,000 |
| Lumber port buoy | | 8·0 | 1 | |
| Fujiwara wharf | 260 | 7·5 | 2 | 5,000 |
| ,, ,, | 240 | 12·0 | 1 | 40,000 |

**STEVEDORES:** At least 24 hours prior notice excluding Sunda and holidays required in order for Agent to arrange stevedore Vessel must constantly keep her Agent advised of ETA. If stev dores cannot commence loading/unloading at time notified by t Agent, the orderers must pay for waiting time. If cargo gear n rigged on berthing, stevedores will do same for ship's crew additional cost. Overtime surcharges 1700–1900 hours 50% additio of basic stevedorage; 2100–0500 hours next morning 130% addition Sundays/holidays 60% additional.
**MEDICAL:** No advance notice required unless urgent.
**TANKERS:** No facilities.
**DENSITY:** Average 1019.
**FRESH WATER:** Available from wharf about 50 tons per hou but no water barge. In case vessel urgently requires water anchorage, tug-boat arrangeable for this purpose.
**FUEL:** Domestic diesel oil. No bonded fuel oil. All grades of bonde bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmo Port. At all other ports bunkers will be lightered from the neares bunker stock ports at maximum 7 days prior notice.
**DEVELOPMENT:** New berth named "Fujiwara Pier" unde construction.
**GANGWAY/DECK WATCHMEN:** Not especially required unles passengers or valuable cargo on board.
**OPENING/CLOSING HATCHES:** Stevedores carry out openin and closing hatches. Cost per hour per gang depends on type cargoes. If any time lost by ship's crew doing this work, stevedore charge ship for waiting. Recommended request stevedores for th work unless crew can complete it before berthing.
**CERTIFICATES:** Ship's Register, Valid Cargo Gear Certificate sometimes required by stevedores when cargo gear maintenanc appears to be poor.
**CUSTOMS ALLOWANCE:** 60 cigarettes to take ashore but n spirits.
**CONSULS:** None.
**REPAIRS:** Minor deck and engine repairs available.
**DRY DOCKS:** None.
**REPATRIATION:** Possible.
**AIRPORT:** Hanamaki Airport distant about 150 km. from Miyak (2·5 hours by car). One flight between Hanamaki/Tokyo Monda Thursday/Friday and Saturday and two flights Tuesday/Wednesda and Sunday by Toa Domestic Air Lines (TDA).
**TIME:** GMT plus 9 hours. No alterations made to clocks during yea
**POLICE/AMBULANCE/FIRE:** Police 2–5011 (Headquarters) an 2–6037 (Water Police Station); Ambulance 119; Fire 119.
**TELEPHONES:** No facilities for placing telephones on board.
**SERVICES:** Surveyor, Tally, Hold cleaning, Tank cleaning.
**GENERAL:** Discharging ex-gearless vessel at wharf unavailab because no shore crane for discharge.
**SHORE LEAVE:** Local Immigration Office issues shore pass vali for only 3 days; 3 days extension possible if ship stays longe If vessel advises longer stay in port on arrival, Immigration can issu shore pass for 9 days.
**AUTHORITY:** Miyako Port Management Office, 4–8 Rinko-do Miyako-shi, Iwate-pref., Japan. Tel. (01936) 2–1471.

**AGENT:** Sub-agents of Dodwell & Co. Ltd., Tokyo. Abeki Shok 210-go, 1–1, Hamacho, Kamaishi.

## MIZUSHIMA: 34.31 N. 133.44½ E.

**DOCUMENTS:**
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** (*a*) Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transiting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transiting Bungo channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12 ″ E.

(*b*) Vessels over 50,000 dwt or of draft of more than 12·5 metres are unable to pass through Kurushima Strait and required to transit Wadamisaki.

There are very narrow and crooked channels, such as the Kurushima Strait, maximum tidal current amounting to 10 knots; the Bisan Strait maximum tidal current amounting to 4 knots, and the Akashi Strait, maximum tidal current amounting to 6 knots.

(c) Harbour pilot: Pilots of the Inland Sea Pilots Associations are also employed for this pilotage if required, and Pilot boards at Mizushima quarantine anchorage (34° 26′ 30″ N. 133° 34′ 30″ E. approximate centre position of quarantine area). However, if an Inland Sea pilot is employed at the above-mentioned pilot stations, the same Pilot acts for harbour pilotage.

**ANCHORAGES:** Anchorages available for small size vessels only, and not for large vessels. In case of large vessels waiting for berthing, these vessels shall wait at Quarantine anchorage, at around Nabeshima, at nearby Sakatewan or off Kobe.

| | | |
|---|---|---|
| Around "Q" Anchorage | Depth | 15–18 metres |
| Around Nabeshima | ,, | 32–40 metres (temporarily suspended.) |
| Nearby Sakatewan | ,, | 32–41 metres |
| Off Kobe | ,, | 43–47 metres |

**RESTRICTIONS:** (*a*) Entering and departing from port shall be in accordance with instructions to be given by Signal Station.

(*b*) No restriction imposed upon entering or leaving port during night time, nevertheless such movements are next to impossible in consideration of the nature of the structures of the port. In addition Pilots refuse to board during night-time.

(c) Super-sized vessels, unable enter except at high tide.

Pilots should be consulted in advance for draft exceeding 14·80 metres.

**BERTHING:** Max. size:

| *Max. Dwt* | *Max. LOA* | *Max. safe draft* | *Discharging Facilities* | *Discharge rate per hour/gang or unit* |
|---|---|---|---|---|
| *Coal, Iron Ore and Scrap* | | | | |
| (A) *Tokyo Seitetsu* | | | | |
| (I) A berth = 215 metres | | | | |
| 35,000 | 190 m. | at high tide 12·0 m. | Ship's gear only | Scrap 20 tons<br>Pig iron 30 tons |
| (II) B and C berths = 300 metres | | | | |
| 20,000 | 150 m.×2 | 9·0 m. | Crane 6 tons×2<br>Ship's gear | Scrap 30 tons<br>Pig iron 40 tons |
| (B) *Kawasaki Steel Corp , Mizushima Works* | | | | |
| C Berth | | | | |
| 45,000 | 445 m. | 11.0 m. | 28 Tns. Crane×2<br>22 Tns. Crane×1 | |
| Takahashi-gawa Berth | | | | |
| 45,000 | 250 m. | 11.0 m. | 30 Tns. Crane×2 | |
| D berth = 400 m. | | | | |
| 35,000 | No limit | 11·0 m. | Ship's gear<br>Shore crane 16 tons×1 17 tons×1 | Scrap 15 tons<br>Pig iron 25 tons |
| E berth = 976 m. | | | | |
| 0 m.–656 m. 110,000 | No limit | 14·80 m. | Unloader 1,500 tons×3 | Coal 30,000 tons |
| 657 m.–976 m. 200,000 | No limit | 14·80 m. = at high tide | | Iron ore 40,000 tons |
| *Grain* | | | | |
| (A) *Nishi Nihon Grain Centre Mizushima Works* | | | | |
| Nishinihon Wharf (Dolphin) | | | | |
| 60,000 | 230 m. | 12·0 m. | Pneumatic unloader×2 | 400 tons per unit |
| (B) *Nishi-Futo* | | | | |
| (i) 1 berth | | | | |
| 25,000 | 180 m. | 10·0 m. | Ship's gear | Wheat 80 tons<br>Soybean 70 tons |
| (ii) 2 berth | | | | |
| 15,000 | 130 m. | 9·0 m. | Ship's gear | Wheat 80 tons<br>Soybean70 tons |
| (C) *Seto Futo Co. Ltd.* | | | | |
| Seto Futo | | | | |
| 55,000 | No limit | 14·0 m. | Pneumatic unloader×1<br>Level luffing crane×2<br>Silo capacity 21,000 tons | 400 tons per unit<br>500 tons per unit |
| *Oil* | | | | |
| (A) *Mitsubishi Oil Co. Ltd., Mizushima Refinery* | | | | |
| (i) 5 Pier (Dolphin) | | | | |
| 40,000 (g/t) | No limit | 12·3 | Crude oil 12 in.×2<br>Fuel oil 12 in.×2<br>Diesel oil 6 in.×1 | 5,000 tons<br>1,000 tons<br>800 tons |
| (ii) 6 Pier (Dolphin) at high tide 15 m. | | | (170,000 dwt) | |
| 70,000 (g/t) | No limit | 15 m. | Crude oil 12 in.×3<br>Fuel oil 8 in.×1 | 7,000 tons<br>400 tons |
| (B) *Nippon Mining Co. Ltd., Mizushima Refinery* | | | | |
| (I) 1 Pier (Dolphin) | | | | |
| 40,000 (g/t) | No limit | 12·5 m. | Crude oil 12 in.×2<br>Fuel oil 12 in.×2<br>Diesel oil 6 in.×1 | 5,000 tons<br>1,000 tons<br>800 tons |
| (I)) 2 Pier (Dolphin) at high tide 15 m. | | | (170,000 dwt) | |
| 70,000 (g/t) | No limit | 15 m. | Crude oil 12 in.×4 | 7,000 tons |
| (C) *Asahi Kasei K.K. Mizushima Works* | | | | |
| C–8 Pier (Dolphin) | | | | |
| 10,000 (g/t) | No limit | 8·3 m. | Chemical (vapour line 4 in.×1) (cargo line 6 in.×1) | 100/200 tons |

**PRATIQUE:** Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days fo arrival.

If a vessel has on board any case, or any suspected case, of infectious disease within 15 days of arrival.

If crew or passengers on board do not possess valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Tugs normally join the vessel at the Quarantine anchorage area. Usually tug's lines used free of charge.

**TANKERS:** See "Berthing".

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–2100 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**DENSITY:** Entrance channel Summer av. 1020, Winter av. 1023. Harbour channel Summer av. 1019, Winter av. 1025.

**FRESH WATER:** Available at berth, ex-pipe-line. Average delivery rate 20 k/t/hour. Water barges available, sent from Onomichi. Delivery rate approximately 50 k/tons per hour.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. All grades available by pipeline at Refinery berths.

**FIRE PRECAUTIONS:** (*a*) Whenever necessary to repair vessel, the rule of "Strictly and Completely No Fire" is to be observed. (*b*) To keep sufficiently powered tugboat alongside vessel at all times when engine is under repair. (*c*) A written pledge to be submitted to Oil Company, promising to take full responsibility and to pay full indemnity by ship's Owners (in case of repairing vessel) if any accident has occurred by fault of the vessel.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores

charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
**CERTIFICATES:** Ship's Register to show Customs inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.
**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.
**CONSULS:** No consul available, but marine note of protest can be attested by the local notary public.
**REPAIRS:** All types of deck and engine repairs possible by Mitsui Shipbuilding and Engineering Co. Ltd., Tamano Works. Minor repairs possible by Nojima Senpaku Co. Ltd., Mizushima Works, Sonkyo Nainenki Seisakusho Co.
**DRY DOCKS:** No dry docks at Mizushima, but Mitsui Shipbuilding and Engineering Co. Ltd. Tamano Dock is the nearest from Mizushima, distance approximately 20 miles and navigation about 2 hours.
*Mitsui Shipbuilding and Engineering Co. Ltd., Tamano Dock*
(*a*) Dimensions of largest dry dock No. 3 D. Dock (length 672 ft. × width 103 ft. 3 in. × depth 32 ft). (*b*) Number of small docks: 2.
**AIRPORT:** Okayama airport is the nearest from Mizushima, distance approximately 40 km. and takes about 40 minutes by car. Only domestic regular airlines available. 3 flights to Tokyo, daily.
**TIME:** GMT plus 9. No alterations made to clocks during year.
**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance 119; Fire 119.
**TELEPHONES:** No telephone installation service on board.
**SHORE LEAVE:** Local Immigration offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
**SERVICES:** All navigational apparatus can be served, as requested, but technicians are to be sent from Kobe.
**REGULATIONS:** Quarantine anchorage is outside harbour limits therefore (i) no persons allowed ashore from this anchorage, (ii) No supplies permitted to vessels and, (iii) No Agency services available.
**AUTHORITY:** Okayama-Kencho, 81–1, Uchisange, Okayama City.

**AGENT:** Sub-agent of Dodwell & Co., Tokyo. Naigai Unyu Co. Ltd., 2, 1-chome, Kaigan-Dori Mizushima, Kurashiki-Shi. Cables Naigai Kurashikimizushima. Tel. Kurashiki (0864) 44–5211.

## MOJI (Kitakyushu): 33.54 N. 130.58 E.

(See Kanmon-Ko)

**DOCUMENTS:** When ship arrives direct from foreign port, customs officials will board vessel for search. Following documents to be submitted:

Crew List.
Passenger List.
Store List.
Manifest of crew personal effects (must be signed by individual crew member).
Arms and ammunition list.
Narcotics List.
List of ports of call on current voyage.
Discharging Cargo Manifest.
Through Cargo Manifest.
Declaration inward/outward (Form No. C2000).

The following will be checked on board:

Ship's Registry.
Last Port Clearance.

When ship comes from Japanese port, Customs Officials will not attend on board, except special case. Master or Agent to attend Custom House for entry formalities with following documents:

Discharging Cargo Manifest.
Through Cargo Manifest.
Declaration inward/outward.
Ship's Registry.
Last Port Clearance.
Documents entrusted with the Master by Customs at previous port.

On ship's departure, clearance issued by Customs, after confirming payment of tonnage dues.
**PILOTAGE:** (1) *Harbour pilotage* compulsory for entry and departure, but not when vessel passing through Straits. Pilots embark East-bound vessels at Mutsure Quarantine Anchorage position half mile East Mutsure L.H. 33° 58′ 15″ N. 130° 53′ 43″ E. and West-bound vessels at Hesaki Quarantine Anchorage position 125 degrees, 1,500 metres from Hesaki L.H. 33° 56′ 24″ N. 131° 03′ 12″ E. Two Pilots embark vessels exceeding 30,000 gross tons for entry and departure charging double pilotage.
(2) *Sea pilotage:* Vessels approaching from East can obtain Pilots by radio request made at least 24 hours in advance. Pilot embarks at position 3 miles South from Sekisaki L.H. 33° 13′ 00″ N. 131° 54′ 00″ E.
(3) Pilots should be kept closely advised of vessel's accurate ETA at pilot station. If any change in vessel's movements, Master requested to immediately communicate by radio or VHF to pilot offices directly or through Agent reporting revised ETA. Cable addresses of pilot offices are: Harbour pilot "Kanmonpilot Moji", Inland Sea Pilot "Anjin Moji".
(4) *VHF:* Vessels keep in direct contact with port authorities with regard to arrival, berthing instructions and Pilot's requirements through VHF as follows:
(*a*) Call sign: Kitakyushu Port Radio (or Shimonoseki Port radio).
(*b*) Location of Radio facilities: Transmitting and receiving station located at the top of Mt. Hinoyama, Shimonoseki.
(c) Type of wave: Channel: Simplex 16 (calling, responding); Simplex 12 (communicating); Simplex 14 (communicating); Duplex 20 (communicating). Output 50 W.
(*d*) Operating hours: 0000–2400 hrs.
(*e*) Communicating range: within a radius of 50 miles from t Hinoyama Station.
(*f*) Communicating language: Japanese/English.
**ANCHORAGE:**

| | *Depth* | *Capacity (g/t)* |
|---|---|---|
| Tanoura | 9·1 m. | 20,000 tons × 2 |

(No. 2 anchorage: 83 degrees from Mojisaki light buoy, 1,770 m
(No. 3 anchorage: 80 degrees from Mojisaki light buoy, 2,300 m
**WIND, TIDE:** Easterly winds prevail in warm seasons. Nor westerly winds prevail in winter season. Dense fog frequently pr vails in spring and autumn.
Tidal range 3·07 metres. Current near entrance of port ru Westward at flood and Eastward at ebb. Speed of current in vicin of narrowest section of Straits sometimes reaches 7–8 knots. I stream of port, it is about 3–5 knots.
**RESTRICTIONS:** (*a*) Berthing: During day-time only. Swift tid current prevails at buoy berths necessitating strong moorings, a in accordance with harbour rules, ships moor with anchor chai to buoy. Requisite chain preparations should be completed befo ship leaving pilot station. Occasionally large vessels drawing dee draft made to await high water and/or suitable current to ber alongside wharves.
(*b*) Departure: with adequate notice, no restrictions from ancho age and/or buoys. Night departure from wharves generally pra ticable, except when Pilot disagrees to ship-out; this will depe upon conditions of weather, tide, etc.
(*c*) Tug assistance may be required at Pilot's discretion for lar vessel mooring to and/or unmooring from buoy, depending upo efficiency of engine and conditions of weather, tidal current, etc.
(*d*) Maximum draft to enter and passing through Kanmon Strai limited to 10 metres.
**MAX. SIZE:** (Also see "Tankers").

| *Name of berth* | *Length* m. | *Depth* m. | *Permissible draft and length overall* m. | *Capacity* g.t | |
|---|---|---|---|---|---|
| Moji Wharf (public) | | | | | |
| No. 1 (No. 1–2) | 450 | 8·7 | 8·5 | 15,000 | |
| 2 | | 8·1 | 8·0 | 15,000 | |
| 3 (No. 3–7) | 877 | 9·3 | 9·3 | 15,000 | |
| 4 | | 9·3 | 9·3 | 15,000 | |
| 5 | | 9·1 | 9·0 | 15,000 | 1 × crane for grain cargo |
| 6 | | 9·3 | 9·3 | 15,000 | |
| 7 | | 9·1 | 9·0 | 15,000 | |
| 8 (No. 8–9) | 390 | 9·2 | | 12,000 | |
| 9 | | 9·2 | | 12,000 | |
| 10 | 220 | 9·1 | 9·0 | 9,000 | |
| 11 | 195<br>(180) | 9·0 | 9·0 | | |
| 12 (No. 12–13) | 345 | 8·6 | 8·5 | 15,000 | 2 × pneumatic suckers |
| 13 | | 9·4 | 9·3 | 15,000 | 2 × pneumatic suckers |
| Moji Buoy | | | | | |
| No. 1 | | 10·1 | 9·6 | 15,000 | |
| 2 | | 10·1 | 9·6 | 15,000 | |
| 3 | | 9·4 | 9·3 | 15,000 | |
| 4 | | 9·6 | 9·0 | 15,000 | |
| 5 | | — | — | — | |
| 6 | (160) | 13·0 | 10·0 | 15,000 | |
| 7 | (160) | 13·0 | 10·0 | 15,000 | |
| 8 | | 9·7 | 9·0 | 15,000 | |
| 9 | | 9·5 | 9·3 | 10,000 | Only usable when tidal current is under 5 kno |
| 10 | | 9·5 | 9·3 | 10,000 | |
| Tanoura Wharf | | | | | |
| No. 1 | 105 | 9·0 | 9·0 | | Banana centre |
| 2 | 105 | 9·0 | 9·0 | | |
| 3 | 185 | 9·0 | 9·0 | | Container berth |
| 4 | 220 | 9·0 | 9·0 | | |
| 5 | 170·4 | | 7·9 | 10,000 | |
| 6 | 170·3 | | 7·9 | 10,000 | |
| 7 | 181·1 | 9·0 | 9·0 | 10,000 | |
| 8 | 185 | 9·0 | 9·0 | 10,000 | |
| Tanoura Anchorage | | | | | |
| No. 2 and 3 | | 9·1 | 9·1 | 20,000 | |
| Tanoura Buoy No. 1 | | 9·1 | 9·1 | | |
| Tanoura Oil Berth (dolphin) (Mitsui Bussan and M-Iida Wharf) | | 9·1 | 9·1 | 33,000 | |

Tachinoura Wharf (public). Approximately 7 berths with depth o water between 10 and 12 m. now under construction and are expecte to be ready for use towards end of 1974.
**PRATIQUE:** Radio Agent for free pratique not less than 12 hou and not more than 36 hours before arrival, advising full details o vessel and health conditions on board. When free pratique is grante by radio vessel will be required to submit the following documents Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:
A vessel that has been in contact with an infected area or a sus pected infected area within 15 days of arrival.
If a vessel has on board any case, or any suspected case o infectious disease, within 15 days of arrival.
If crew or passengers on board do not possess Valid Smallpo Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

(a) Quarantine Station at Western entrance: Half mile East from Mutsure lighthouse 33° 58′ 15″ N., 130° 53′ 43″ E.

(b) Quarantine station at Eastern entrance: 125 degrees, 1,500 metres from Hesaki lighthouse 33° 56′ 24″ N., 131° 30′ 12″ E.

(c) Quarantine inspection not allowed inside port except when weather or other special reasons prevent quarantine boat from approaching ship at anchorage.

(d) "Q" flag should be hoisted until ship is in free pratique.

(e) Vessels exceeding 20,000 gross tonnage may undergo quarantine on application when they berth inside port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Normally join vessel at adequate position in judgment of pilot and tug for mooring. In operation, tug's line to be used for mooring and unmooring without any charge.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Average loading/discharging:

| | | | | |
|---|---|---|---|---|
| Bulk cargo: | Coal | 50 | tons per hr./gang/hatch | (dis.) |
| | Iron ore | 45–50 | ,, ,, / ,, / ,, | (dis.) |
| | Grain | 50 | ,, ,, / ,, / ,, | (dis.) |
| Baled cargo: | Cement | 50 | ,, ,, / ,, / ,, | (load.) |
| | Fertilisers | 40 | ,, ,, / ,, / ,, | (load.) |
| | Grain | 30–50 | ,, ,, / ,, / ,, | (dis.) |
| | General | 40 | ,, ,, / ,, / ,, | (load.) |
| Steel cargo: | Under 20 ft. long | 25–30 | ,, ,, / ,, / ,, | (load.) |
| | Over 20 ft. | 15–20 | ,, ,, / ,, / ,, | (load.) |
| Scrap steel: | Pressed | 20 | ,, ,, / ,, / ,, | (dis.) |
| | Ordinary | 10 | ,, ,, / ,, / ,, | (dis.) |
| | Bulky and awkward | 5 | ,, ,, / ,, / ,, | (dis.) |
| Lumber/logs: | Lumber | 15–20 | ,, ,, / ,, / ,, | (dis.) |
| | Logs | 30 | ,, ,, / ,, / ,, | (dis.) |

2 shifts: 0800 to 1700 hrs. and 1800 to 0500 hrs. Normal working hours 0800 to 1700 hrs. Overtime work is possible by applying to Customs. No work can be arranged on 31st December and during New Year holidays (1st to 3rd Jan.). No work on 1st and 3rd Sunday of each month.

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** No slop discharge facilities. Mobil Oil berth situated at Okubo, near Tanoura. At vicinity of berth, the current runs towards West nearly all the time. Maximum rate of current 3 knots. Vessels berthed during period that tide sets to West, in day-time only. Mooring berth consists of one oil pier (length 80 m. width 5 m.) and two dolphins. Two 10-in pipes connected to vessel; discharge efficiency 1,500 tons per hour.

Maximum size of vessel which can be accommodated at this berth is 33,000 tons dw on 9·1 metres draft.

**FRESH WATER:** Good fresh water supplied from water barges to vessels lying at buoys and/or anchorage; from hydrants to those alongside wharves. The rate of delivery per hour is 20–40 tons from hydrant and 50 tons from barge.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

Bonded bunker oil is supplied by oil barges. The rate of delivery: 80–100 tons per hour.

| *Suppliers* | *Delivery agents* | *Installation* | *Required notice days* |
|---|---|---|---|
| Shell Sekiyu K.K. | Uyeno Unyu | Shimonoseki | 1 |
| Esso Oil Co. | General Bussan | Mutsure | 1 |
| | | Sakai | 4 |
| Mobil Oil Co. | Nisshin Tanker | Kokura/Moji | 1 |
| | | Oita | 2–3 |
| Caltex Oil Co. | Shimazu Kaiun | Shimonoseki | 1 |
| | | Kudamatsu | 2 |
| Mitsubishi Shoji Kaisha | Nisshin Tanker | Mutsure | 1 |
| | Asahi Tanker | Iwakuni | 3 |
| | Tsurumi Yuso | Kanokawa | 3 |
| C. Itoh & Co. | Asahi Tanker | Matsuyama | 3 |
| | Chikko Kogyo | Mizushima | 3 |
| Nissho Co. | Nisshin Tanker | Mutsure | 1 |
| | Tsurumi Yuso | Matsuyama | 3 |
| Mitsui & Co. | Chikko Kogyo | Oita | 2–3 |
| Nippon Mining Co. | Nippon Tanker | Mizushima | 3 |
| Idemitsu & Co. | Nagai Kaiun | Tokuyama | 2 |
| Sumitomo Shoji Kaisha | Asahi Tanker | | |
| Marubeni-Iida Co. | | | |
| Kanematsu-Gosho Co. | Nagai Kaiun | Kokura | 1 |
| | Asahi Tanker | Tokuyama | 2 |

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore, but no spirits.

**CONSULS:** Honorary British Consulate concurrent with Honorary Swedish Consulate.

**REPAIRS:** Mitsubishi Heavy Industries, Ltd. Shimonoseki; Sasebo Heavy Industries Co., Ltd. Moji; Kitakyushu Iron Works, Tobata.

**DRY DOCKS:** Refer "Shimonoseki".

**REPATRIATION:** Possible.

**AIRPORT:** Distance to Kitakyushu airport: 30 minutes by taxi and to Fukuoka airport; 2 hours by train and taxi.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police station (tel. 110) and Fire/Ambulance (tel. 119).

**TELEPHONE:** Telephone placed on board.

**SERVICES:** All services available including hold cleaning and grain fitting.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days; but 3 days extension possible if ship stays longer. Immigration Officials board vessel on her arrival in port to examine passports, discharge books and/or other equivalent travel documents and provide 72-hour landing passes for crew members and passengers. One copy each of crew list and passenger list are required by them. Providing ship's Agent with a crew list beforehand will be a great help in expediting immigration business on ship's arrival. When ship stays in port more than 72 hours, the landing passes may be extended every 72 hours on application. In the event that crew members, without entry visas, are to be landed for repatriation or transfer, Immigration will not permit their landing unless passage, by either sea or air, ensuring the prompt departure from Japan (within 72 hours) of these men have been booked, or unless the ships to which they are to be transferred, arrive in Japan within 5 days.

**AUTHORITY:** Kita-Kyushu Port Authority.

**AGENT:** Sub-agents of Dodwell & Co. Ltd., Tokyo. Holme Ringer & Co. Ltd., PO Box 72, 9–9, Minato-merchi, Moji-Ku, Kitakyushu. Tel. Moji (093) 331–1311. Telegraphic "Ringer Moji".

## MURORAN: 42.20 N. 140.58 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare 2 Inward/Outward Declarations, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Arranged by Agent subject receipt of ETA advice at least 24 hours prior arrival. Pilot boards vessel about one mile outside breakwater.

**ANCHORAGE:** Outside harbour limits: Subject notice having been given to Authorities prior arrival. Inside harbour limits: Permitted in any part.

**MAX. SIZE:** Ore carriers, length 300 metres, draft 16 metres. Oil tankers, draft 10·8 metres. Channel depth 40 ft. Depth at Refinery berth 35·5 ft.

**PRATIQUE:** See "Hakodate."

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi, and North bound to Nagasaki Radio respectively.

**TUGS:** Six tugs, up to 2,000 h.p. Usually meet vessel near Inner Harbour breakwater. 10% additional charge if tug's lines used.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

| | | | |
|---|---|---|---|
| Nippon Petroleum Wharf | depth | 11·0 | metres |
| Motowanishi Wharf | ,, | 9·5 | ,, |
| Nippon Steel Wharves | ,, | 9·0 | ,, |
| Nippon Steel (iron ore) | ,, | 14·0 | ,, |
| Nittsu Pier | ,, | 9·0 | ,, |
| Centre Pier | ,, | 9·0 | ,, |
| West Pier | ,, | 9·0 | ,, |
| Nikko Pier | ,, | 8·0 | ,, |

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent. Hospital facilities available.
**TANKERS:** See "Max. Size". N.P.R.C. Muroran Refinery. Discharge berth. About 25% of deadweight required in ballast.
**DENSITY/TIDE:** Denisity 1025. Rise and fall of tide about 4 ft.
**FRESH WATER:** Delivery at piers: Average rate about 40 tons/hour. Delivery by barge: Rate about 60 tons/hour.
**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.
**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
**CERTIFICATES:** Ship's Register to show Customs inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.
**CONSULS:** None.
**REPAIRS:** Only minor repairs available, but Hakodate dockyard able undertake all grades repairs.
**AIRPORT:** Domestic flights only from Chitose Airport – 100 km. from Muroran.
**TIME:** GMT plus 9 hours. Permanent.
**POLICE/FIRE:** Police Muroran 2–5191; Fire Muroran 2–2111.
**TELEPHONES:** May only be connected on board at No. 2–2 West Pier.
**SHORE LEAVE:** Local Immigration offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
**AUTHORITY:** Port and Harbour Bureau.

**AGENT:** Sub-agents of Dodwell & Co., Tokyo. Narasaki Sangyo Co. Ltd. 3–3–2, Kaigan-Cho, Muroran. Tel. Muroran (0143) 2–1171. Telegraphic "Narasaki Muroran".

## NAGASAKI: 32.45 N. 129.52 E.

**DOCUMENTS:**
- Ship's Register.
- Last Port Clearance.
- 3 Crew Lists including Passport Nos.
- 3 Passenger Lists.
- 1 Store List.
- 1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** Not compulsory, but necessary unless Master well acquainted with locality. Pilot embarks in vicinity of Ioshima lighthouse, lat. 32° 43′ 20″ N., 129° 46′ 43″ E. Pilot available any time, subject to adequate notice (no VHF system). All communication with Pilot through Agent. Pilot boat carries International signals. "G" flag in day-time and "Morse" signals at night to call Pilot. In event bad weather Pilot boards at anchorage off Megami.
**ANCHORAGE:** Megami anchorage located in Harbour Division No. 3 (within line between Kagenoo lighthouse and West end of Shirogashima) 60 ft. depth and capacity of 3 vessels of 20,000 dwt. Safe anchorage.
**RESTRICTIONS:** Berthing: During day-time only, except for emergency purposes. Entering into anchorage at Megami is generally permitted during day-time only except with Harbour Master's permit. Departure: No restriction from buoy or wharf with adequate notice, but no night departure from Oil Terminal.
**MAX. SIZE:** Max. permissible length 1,200 ft., breadth 120 ft., draft 15·0 metres.
**PRATIQUE:** See "Moji."
**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
**TUGS:** Tugs normally join vessel at anchorage for swinging and/or at berth for assisting vessel. Tugs arrangeable at outer harbour at vessel's special request.
**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.
**TANKERS:**

| *Oil installation* | *Diameter of discharge line* | *Max. permitted dra* |
|---|---|---|
| Nippon Oil (Kogakura) | 10 in. | 15 metres |
| Hayashikane Oil (Doinokubi) | 8 in. | 10–15 metres |
| Mobil Oil (Kibachi) | 8 in. | 11 metres |
| Idemitsu (Kibachi) | 8 in. | 11 metres |
| General Sekiyu (Ohtao) | 8 in. | 15 metres |

A slop discharge station operated by Nishi Nippon Tanker Servi located at Io-Jima with facilities for tankers up to 500,000 dw mooring to three 20-ton bollards. Receiving capacity 1,500 cub metres per hour. The tank cleaning facilities can accept ten vesse of 200,000 dwt. per month.
**DENSITY:** 1.025.
**FRESH WATER:** Capacity of water barges: 150 tons, 60 tons a 34 tons. 3 barges in total. Rate of delivery: 100 tons per hour.
**FUEL:** Available ex-barge only. All grades of bonded bunkers a stocked in Nagasaki. One day notice sufficient.
**FIRE PRECAUTIONS:** No specific precautions.
**DEVELOPMENTS:** A tanker berth suitable for up to 200,000 dw expected to be in operation 1975.
**GANGWAY/DECK WATCHMEN:** Not specially required unles passengers or valuable cargo on board.
**OPENING/CLOSING HATCHES:** Stevedores carry out openin and closing hatches. If any time lost by ship's crew doing this wor stevedores charge ship for waiting. Recommend request stevedore for this work unless crew can complete it before berthing.
**CERTIFICATES:** Ship's Register to show Customs Inspect ship's registered gross and nett tonnages. Valid Cargo Gear Certi cates sometimes required by stevedores when cargo gear mai tenance appears to be poor.
**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to ta ashore, but no spirits.
**CONSULS:**
French Consul Agency, tel. 23–1221
Portuguese Honorary Consul Agency, tel. 26–2311
**REPAIRS:** All types of repair can be carried out.
**DRY DOCKS:**

| | *Length* | *Width* | *Depth* | *Capacity (g.t)* |
|---|---|---|---|---|
| No. 2 | 350 m. | 56 m. | 14 m. | 150,000 tons |
| No. 3 | 276 m. | 41 m. | 9·3 m. | 57,500 tons |
| No. 4 | 118·8 m. | 19·1 m. | 6·9 m. | 4,000 tons |

**REPATRIATION:** Possible.
**AIRPORT:** Distance 54 km. (centre of town to Omura airpor Time 1·5 hrs. by car. All Nippon Airway have regular daily servic with 8 flights (Omura/Osaka/Tokyo) and vice versa.
**TIME:** GMT plus 9. No alterations made to clocks during year.
**POLICE/AMBULANCE/FIRE:** Police 22–2141; Ambulance/Fi 22–3211 (Fire station).
**TELEPHONE:** Shore telephone can be installed on board vesse at Dejima wharf. Vessels at Mitsubishi Yards can communicate w shipyards' switchboard with town.
**SHORE LEAVE:** Local Immigration Offices issue shore pass val for only 3 days, but 3 days extension possible if ship stays longer.
**AUTHORITY:** Nagasaki-Kencho, 2–13, Edo-machi, Nagasaki Ci

**AGENT:** Sub-agents of Dodwell & Co. Ltd., Tokyo, Nagasa Warehouse Co. Ltd., 2–13, Dejima-Machi, PO Box 6, Nagasak Tel. Nagasaki (0958) 24–1261. Telegraphic "Ringer Nagasaki".

## NAGOYA: 35.05N. 136.53 E.

Situated at northern head of Ise Bay. Harbour protected by brea water 8,250 meters in length stretching from Chita peninsula t bank of Kiso River at opposite side of harbour.
**DOCUMENTS:** (*a*) Quarantine (only when arriving from a foreig port); 1 Maritime Declaration of Health, 1 Crew List, 1 Cargo Manifes 1 List of Passengers (if any on board), Log Book and Registry shoul be readily available. (*b*) Customs: 1 Declaration Inward/Outwar with ports of Call, 1 Ship's Registry, 1 Last Port Clearance, 1 Sto List including arms and narcotics, 2 Manifests of Cargo for di charge (prepared by Agents), 1 Manifest of Through Cargo, 1 Cre List, 1 List of Passengers, 1 List of Crew's Baggage (only necessa if crew-members have to land personal effects ashore). (*c*) Immigr tion: 1 Crew List, 1 Notification of Arrival, 1 Application for Shor passes, 1 List of Passengers, 1 Notification of Departure (to b returned through Agents after sailing). (*d*) Harbour Master: 1 Cre List, 1 Declaration Inward/Outward with ports of Call. (*e*) Po Authority: 1 Declaration Inward/Outward with ports of Call.
**PILOTAGE:** Request Pilot and other services to JHY (Nago Port Radio Station) at least 10 hours prior arrival on frequen 500 kc/s. JHY keeps watch also on 480 kc/s. Pilot station near No. and No. 2 channel buoys at entrance of harbour channel. When wi over 15 m/sec. pilot boards inside High tide Breakwater. When ve rough, Pilot taken on board east side of Kinjo Signal Station. Pi not compulsory but desired. Pilot boat white painted with whi and red funnel and letters "Pilot" on hull.
**ANCHORAGE:** The port boundary indicated by line connecti Oono Lighthouse (34° 55′ 49″ N., 136° 49′ 28″ E.), Ise Bay Light Bu (34° 56′ 05″ N., 136° 47′ 44″ E.), southwest corner of Nagoya Hi tide Breakwater (35° 00′ 54″ N., 136° 47′ 04″ E.) and the base point northwest of the same Breakwater (35° 1′ 54″ N., 136° 46′ 09″ E. Quarantine Anchorage, located outside High tide Breakwater offer safe anchorage for vessels awaiting Pilot or quarantine servic Depth this anchorage area ranges from 10 to 20 metres. Sea be silty clay.

**MAX. SIZE:** Tankers: 34,000 dwt. Other vessels: 160,000 dwt. Draft: 14 metres.

**PRATIQUE:** Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case, of infectious disease within 15 days of arrival.

If crew or passengers on board do not possess valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

**RADIO:**

*JHY (Nagoya Port Radio Station).* Service area: 100 miles. Frequency: 500 k/cs. (also 480 kc/s.). Working frequency: 486 kc/s.

*International VHF (Nagoya Port Radio).* Service area: 36 miles. Frequency: Simplex working frequency Channel 12. Duplex working frequency Channel 16.

To be given prior arrival: Name; Capacity; draught and length; Port of departure; Last port; Time arrival outer port; Time passing Kamishima Signal Station; Grade of cargo; Grade of dangerous cargo (if any); Health of crew.

**TUGS:** Usually join at point where vessel directs course toward allocated berth. Tug's lines normally used without charge.

**MEDICAL:** Hospitals conveniently located near port.

**BULK HANDLING FACILITIES:** Kinjo Container Terminal has two berths with a depth of water 10·5 metres, overall berth length]of 470 metres. Coal pier can accommodate ships up to 10,000 tons. Depth of water 9 metres.

Nippon Steel Corp., has one berth for handling of iron ore with 350-metre long wharf and a depth of water 14 metres, two berths for ore and/or coal with a 500-metre long wharf and a depth of 13 metres, one berth for scrap iron with 140-metre wharf and a depth of water 13 metres.

Grain handling facilities include Wharf No. 8, 173 metres long and 10 metres deep. Tohama Wharf 135 metres long and 10 metres deep. Nisshin Wharf 150 metres long and 12 metres deep. Tokai Silo Wharf 190 metres long and 14 metres deep. Toyo Grain Wharf 170 metres long and 13 metres deep. Chita Futo Wharf 160 metres long and 12 metres deep.

**TANKERS:** Seven oil tanker berths for up to 34,000 dwt tankers. Draft 10 metres.

**DENSITY:** 1020.

**WATER:** Water supplied direct from pier.

**FUEL:** All grades fuel available. Notice 2 days in advance desired. Delivered by barge only.

**DEVELOPMENTS:** Main Channel 14 metres deep and 300 metres wide will be enlarged to 17·5 metres deep and 350 metres wide. Secondary Channel 10 metres deep and 400 metres wide will be dredged to 12 metres deep and 300 metres wide.

Anchorage area 9 metres deep at present will be deepened to 10 metres.

Kinjo Pier Development: 19 berths with 10 metres and 3 berths with 12 metres will be constructed.

West-4 Section Container Terminal with projected four berths will be put into service with initial two berths in 1973.

**CONSULS:** The following countries are represented in Nagoya: Ecuador, France, Great Britain, Korea, Mexico, Portugal, Sweden, Thailand.

**GANGWAY/DECK WATCHMAN:** Not compulsory but recommended.

**OPENING/CLOSING HATCHES:** Normally carried out by crew. When stevedores do this work charges are made.

**CUSTOMS ALLOWANCES:** 200 cigarettes and 1 bottle spirits per week.

**CREW IDENTIFICATION CARDS:** Required.

**REPAIRS:** All types repairs possible. Repairs by Ishikawajima-Harima Heavy Industries Co. Ltd., Nagoya Shipyard.

**DRYDOCKS:** 1 Drydock. Ishikawajima-Harima Heavy Industries Co. Ltd., Nagoya Shipyard. Length 150 metres, width 20 metres, depth 6·81 metres, capacity 10,500 g.r.t.

**AIRPORT:** Nagoya Airport, 20 kilometers from Port. (Three JAL (Japan Air Lines) flights weekly for Hong Kong.)

**TIME:** JST (Japan Standard Time), 9 hours ahead of GMT.

**HOLIDAYS:** National Holidays – New Year's Day (Jan. 1st), Adults Day (Jan. 15th), Foundation Day (Feb. 11th), Vernal Equinox Day (Mar. 21st), Emperor's Birthday (Apr. 29th), Constitution Day (May 3rd), Children's Day (May 5th), Respect for The Aged Day (Sept. 15th), Autumnal Equinox Day (Sept. 23rd), Health Promotion Day (Oct. 10th), Culture Day (Nov. 3rd), Labour Thanksgiving Day (Nov. 23rd). Cargo handling not arranged on December 31st, January 1st, 2nd and 3rd, and July 20th (Maritime Day).

**POLICE/AMBULANCE/FIRE:** Police 110, Ambulance 119, Fire 119.

**TELEPHONES:** Telephone can be arranged on board ships berthed at most wharves. For application call 652–7581. Telegram 941–6042, Time 117, Weather 177.

**PORT AUTHORITY:** Nagoya Port Authority, Address: 7, 6-chome, Minatohonmachi, Minato-ku, Nagoya. Phone: 661–4111.

**AGENT:** Sub-agent of Dodwell & Co., Goya Kaiun Kaisha Ltd. 3–4, Irifune 2-chome Minato-ku, Nagoya-shi Aichi-ken. Cable Address: "Shipgosah Nagoya". Domestic Telex: 446–3113 SPGOYO J. Telephone No.: (052) 651–5171.

## NAHA, Okinawa: 26.12 N. 127.40 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport numbers.
3 Passenger Lists.
1 Stores List.
1 Declaration of crew baggage, i.e. tobacco, wines/spirits, camera, wrist-watch, radio, fire arms/swords, etc. (Only at first port of call in Japan.)

Ship's Agent will prepare Inward/outward Declaration, 1 Cargo Manifest, Cargo Manifest in transit using specific forms. Therefore Ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Pilot services compulsory. Pilot boards in position 26° 13′ 49″ N. 127° 38′ 20″ E. International Pilot signals used.

**RESTRICTIONS:** Vessels entering Naha Port are controlled by the limiting depth in the entrance channel of 9·6 metres.

**MAX. SIZE:** Length and beam not limited. Maximum draft 9 metres.

**HEALTH:** At first port of call in Japan, vessel may obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards and Derating Exemption Certificate. In case vessel arrives from cholera-infected zone within 10 days, Captain must advise crew and passengers' health condition to Quarantine Officer through Ship's Agent, prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended communicate with Agent through Choshi Radio or Nagasaki Radio, which cover all ports in Japan. If specifically West-bound vessel to Choshi, and North-bound to Nagasaki Radio, respectively.

**TUGS:** Two U.S. Army tugs of 1,530 h.p. and 1,200 h.p. One harbour tug of 750 h.p. available.

**BERTHING:**

| *Berth* | *Length* | *Depth* |
|---|---|---|
| North Side | | |
| A | 33·5 m. | 4·5 m. |
| B | 152·5 m. | 4·5 m. |
| D | 121·5 m. | 4·5 m. (Tanker & barge bunkering) |
| F | 198·0 m. | 7·5 m. (Gen. cargo/black oil) |
| G | 193·0 m. | 8·5 m. (Gen. cargo/black oil) |
| | 68·5 m. | 9·0 m. |
| South Side | | |
| No. 1 | 175·0 m. | 9·5 m. |
| No. 2 | 152·5 m. | 9·5 m. |
| No. 3 | 152·5 m. | 9·5 m. |
| No. 4 | 152·5 m. | 9·0 m. |
| No. 5 | 152·5 m. | 9·5 m. |
| No. 6 | 152·5 m. | 9·5 m. |
| No. 7 | 183·0 m. | 9·5 m. |
| No. 8 | 61·0 m. | |
| No. 9 | 152·5 m. | |
| No. 10 | 152·5 m. | 4·4 m. |

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores.

**MEDICAL:** All medical and hospital facilities available.

**TANKERS:** Two berths for tankers at North side of commercial port.

Berth F—7·5 metres depth alongside
Berth G—8·5 metres depth alongside

**FRESH WATER:** Available at the berths at a rate of 20 tons per hour.

**FUEL:** Fuel oil no. 5 and diesel oil are available ex-wharf at a rate of 2,000 bbls. per hour.

**OPENING/CLOSING HATCHES:** Stevedores will carry out this work. Cost per gang according to type of cargo. Recommend stevedores for this work unless crew can complete it before berthing.

**CUSTOMS ALLOWANCES:** Each man allowed take 50 cigarettes ashore, but no spirits.

**REPAIRS:** Facilities available for minor repairs. One 100 ton floating crane owned by U.S. Army.

**TIME:** GMT plus 9 hours all year round.

**SHORE LEAVE:** Local immigration office issues shore pass valid for three days, but extension possible if ship stays longer.

**AUTHORITY:** Naha Trade & Commerce Bureau, 1 Miebashi-cho, 1 chome, Naha City, Okinawa. Tel. 33–1121 or 2121.

**AGENT:** Sub-agent for Dodwell & Co., Connell Bros. Company, Ltd., PO Box 57, Naha, Okinawa. Cable address "Seabsea Naha". Telex J 79822. Telephone (0988) 57–0391–95.

## NAOETSU: 37.11 N. 138.14 E.

**DOCUMENTS:**

1 Inward Declaration of Vessel.
1 Cargo Manifest.
1 Through Cargo Manifest.
1 List of Provisions and Stores.
1 List of Tobacco and Personal Effects.
7 Crew Lists (preferably airmailed in advance).
2 Passenger Lists.

**PILOTAGE:** Pilot embarks at quarantine anchorage to take vessel directly to berth during day-time. All transmitting and receiving through Niigata Radio Station (call sign JCF, Type of Wave: 438454) or Choshi Radio Station and/or Nagasaki Radio Station. Cable Agent one weeks notice of ETA and accurate ETA 24 hours before arrival, thereafter advising any change in arrival time. No pilot boat. Pilot uses tug-boat.

**ANCHORAGE:** Half-circle drawn at a point of 37° 11′ 31″ N., 138° 13′ 59″ E. (lighthouse) with radius 1,600 metres. Quarantine anchorage: circle 700 metres radius drawn from point 1,600 metres off lighthouse at 335 degrees.

**RESTRICTIONS:** Berthing and unberthing day-time only.

**MAX. SIZE:** LOA 160 m. draft 9·50 m. in summer, and 9·00 m. in winter.

**HEALTH:** Pratique obtainable during day-time. Detailed information to be promptly given to Quarantine Authorities. Instruction from Authorities given by return.

**RADIO:** Niigata Radio Station: JCF. Nagasaki Radio Station: JOS. Choshi Radio Station: JCS.

**VHF:** Channel 16.

**TUG:** Normally joins vessel at entrance of port. Ship's lines used.

**BERTHING:**
West Wharf, depth alongside 10·0 metres.
Centre Pier „ „ 7·5 to 10·0 metres.
South Pier „ „ 5·0 to 6·0 metres.

**STEVEDORES:** ETA, draft and hatch cargo quantities to be advised before arrival. Main bulk commodities: unloader crane (1) 150 tons per hour; tower cranes (3) 120–130 tons per hour and equipment.

**MEDICAL:** No notice required except in emergency, and attendance on Sundays/holidays.

**DENSITY:** 1023–1025.

**FRESH WATER:** Available from shore. 30 tons per hour.

**FUEL:** Can be brought in coastal barge from Kanmon; 10 days advance notice.

**GANGWAY/DECK WATCHMEN:** No professional watchmen available.

**OPENING/CLOSING HATCHES:** Longshoremen if shipowner guarantees payment of operation charges.

**CUSTOMS ALLOWANCES:** Tobacco: Each crew member allowed to retain for his private use 200 cigarettes, 50 cigars, 250 grams of tobacco, etc. Wine/and/or Spirit: 1 bottle of liquor, to last one week.

**IDENTIFICATION CARD:** Passport and/or seaman book required.

**CONSULS:** Nil.

**REPAIRS:** Minor repairs only.

**REPATRIATION:** Necessary documents to be submitted to Immigration and Customs Authorities in Naoetsu.

**AIRPORT:** Niigata. 2½ hours by train. One flight per day to Tokyo.

**TIME:** GMT plus 9 hours. Permanent.

**HOLIDAY:** No work 31st December and 1st, 2nd and 3rd January. Subject to gang's on other holidays.

**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance/Fire 119.

**TELEPHONE:** No facilities for placing telephones on board.

**GENERAL:** During winter and bad weather, hire of nylon rope (100 mm.) desirable in order to avoid hull damage. Rope owned by Naoetsu Agency Association. Charge made for use.

**SERVICE:** Technicians for repair and/or adjustment of radar or wireless despatched from Niigata or Tokyo. Hold and/or tank cleaning operations by shorehands available, however gangs are from Niigata.

**SHORE LEAVE:** Crews allowed ashore within limit of Joetsu City.

**DELAYS:** Due to port congestion.

**AUTHORITY:** Port Administration Office.

**AGENTS:** Sub-agents of Dodwell & Co. Ltd., Tokyo. Niligata Rinko Kairiku Unso K.K. Niigata, Jigyo Bldg. 4–40, 2-Chome, Minato-cho, Joetsu. Tel. Naoetsu (02554) 2–0417, 2–4207. Telegraphic "Rinko Naoetsu". Telex 3252–468 Naoetsu Kaiun Unso.

## NAOSHIMA: 34.28 N. 133.58 E.

**RESTRICTIONS:** *Mitsubishi Naoshima Pier* (Private) depth of approaches 14–20 m., length of berth 160 m., depth of alongside berth 9·5 m., maximum draft acceptable 9·5 m., maximum length acceptable 200 m., maximum width acceptable about 45 m.

For other details see "UNO".

**AGENTS:** See "UNO".

## NIIGATA: 37.54 N. 139.04 E.

**DOCUMENTS:**
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Pilot embarks at quarantine anchorage to take ves directly to berth during day-time. All transmitting and receiv normally effected through Niigata Radio Station (call sign: JC Wave: 438454), or Choshi Radio Station and/or Nagasaki Rad Station. Radio ETA one weeks notice and accurate ETA at lea 24 hrs. before arrival. Notify any changes to ETA.

**ANCHORAGE:** Anchorage is a rectangle located North-west lighthouse at West breakwater in a distance of 1,600 metres cover an area of about 160,000 square metres. North 37° 57′ 37″ Ea 139° 04′ 00″. Depth: 18–24 metres. Bottom: fine sand.

*Safe Anchoring:* Warning and instructions have been given Niigata Harbour Master to secure safety of vessels anchoring Niigata Port especially in winter season, when the port is grea affected by N.W. gale.

1. Vessels anchoring outside the breakwater within the Harbo limit must maintain their positions Westside of N.W.N. line dra from Niigata Lighthouse (Fl. r. sec. 13 m. 12 m.) and must avoid vicinity of the mouth of the Shinano River or Showa Oil Co.'s Se berth (which is connected with shore facilities by submerged pipe

2. Vessels anchoring outside the breakwater must maintain the positions at sea area at depth of water being 25 m. or more. But th rule does not apply to vessels waiting for quarantine inspecti and/or Pilot. Vessels under 10,000 gross tons should also keep sufficient distance from shore.

3. Vessels over 10,000 gross tons with dangerous objects or anchoring outside the breakwater must advise of their positions the Harbour Master by radio.

4. Vessels anchoring outside the breakwater, operator must ke watch same as during navigation, unless they are equipped wi radio (according to the governing law, vessel staying outside brea water is treated as navigating vessel even if she is within the harbo limit).

5. Vessels waiting at anchorage must keep watching weath forecast. In case bad weather is reported, the necessary actio should be taken; namely, enforcement of officers on duty, confirm tion of ship's position, preparation for engine, making more ancho sheltering, etc.

6. In case a vessel shelters from N.W. wind in winter, it is su gested that such vessel proceed to Sado Island and anchor Morotsu Port, Akadomari Port, Sado Island South Coast or Sa Channel.

7. When approaching to the entrance of the port, a vessel is fea to be drawn too close to the East Breakwater or the shallows existi East of the port entrance by force of N.W. gale, N.E. current and riv flow. Therefore, vessel must enter from N.W.N. of Niigata Ligh house, approaching from Quarantine Anchorage and change cour as West Breakwater Lighthouse and Niigata Port Light Beacon a seen in a line. It is dangerous for vessel to anchor at any areas Ea of Shinano River.

8. Prior to arrival, Japanese Charts No. 1155A, 122 and 1197 substitutes should be provided on board. Charts 1181, 1198 may b also needed.

**RESTRICTIONS:** Berthing and unberthing day-time only. Ent and/or departure at time authorised by Port Authority. Shinan fairway from port entrance to Rinko wharves, depth 11 m. to 12 m.

**MAX. SIZE:**

| *Description* | *LOA* | *Breadth* | *Draft* |
|---|---|---|---|
| Bulk Carrier | 230 m. | 32 m. | 11·0 m. |
| Oil Carrier | 230 m. | 32 m. | 10·8 m. |

At tanker sealine, draft over 20 metres. Tidal range about 30 c Speed of river flow 40 cm./sec. No influence on manoeuvring vess

**PRATIQUE:** Radio Agent for free pratique not less than 12 hou and not more than 36 hours before arrival, advising full details vessel and health conditions on board. When free pratique is grant by radio vessel will be required to submit the following documents Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a su pected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case, infectious disease within 15 days of arrival.

If crew or passengers on board do not possess valid Smallpo Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemptio Certificate.

**RADIO:** Recommended Captain communicates with Agent throu Choshi Radio or Nagasaki Radio which cover all ports in Japa West bound vessel to Choshi, and North bound to Nagasaki Radi respectively. (Also see "Pilotage".)

**TUGS:** Tugs normally join vessel at position of fairway. Towi operations are done by ship's lines.

**BERTHING:** No specific requirements. Pilot boarding time will b notified by ship's Agent mainly by radio.

*Higashi:* West Pier, depth alongside 12 metres.

**STEVEDORES:** At least 24 hours prior notice excluding Sunda and holidays required in order for Agent to arrange stevedore Vessel must constantly keep her Agent advised of ETA. If steve dores cannot commence loading/unloading at time notified by Agen the orderers must pay for waiting time. If cargo gears not rigged o berthing, stevedores will do same for ship's crew at additio cost. Overtime surcharges 1700–1900 hours 50% additional of bas stevedorage; 2100–0500 hours next morning 130% additional; Su days/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**TANKER:** Slop (residues): No discharge facilities.

| *Description* | *LOA (wharf)* | *Acceptable draft* |
|---|---|---|
| Nisseki Dolphin | 88·30 m. | 10·50 m. |
| Rinko "C" (Showa) | 243·50 m. | 10·80 m. |
| Rinko "E" Dolphin (Showa) | 165·00 m. | 9·80 m. |
| Sealine Buoy (Showa) | | 21·80 m. |

**DENSITY:** Average in Rinko wharves approx. 1006. Average in Municipal wharves approx. 1005.

**FRESH WATER:** Available from all wharves. Cannot be supplied at anchorage during the winter season.

**FUEL:** Seven days notice usually required. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. (Also see "Regulations".)

**DEVELOPMENTS:** The reclamation of land for Niigata East Port will be completed in 1975. One public berth is ready for about 15,000 dwt class vessel. One shore crane with about 570 M/T discharging capacity for ore in bulk per hour.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

**CUSTOMS ALLOWANCES:** Only allowed 50 cigarettes to take ashore, but no spirits.

**CONSULS:** None.

**DRY DOCKS:** No facilities for ocean going vessel.

**REPATRIATION:** Possible.

**AIRPORT:** 5 kilometres. Round service Japan Domestic Air Line.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**HOLIDAY:** 22nd August.

**POLICE/AMBULANCE/FIRE:** Water Police Station 44–2269; Ambulance Station 119; Fire Station 119; Main Police Station 110.

**TELEPHONES:** No facilities for telephones on board available.

**SERVICES:** Hold cleaning by longshoremen available.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**REGULATIONS:** Oil carriers can receive bunker by oil barge and/or shore line except when discharging cargo.

**AUTHORITY:** Port and Harbour Bureau.

**AGENTS:** Sub-agents of Dodwell & Co. Ltd., Tokyo. Niigata Rinko Kairiku Unso K.K., 11–20, 2-Chome, Rinko-cho, Niigata. Tel. Niigata (0252) 74–5181. Domestic Telex 3122–310. Telegraphic "Rinko Kairiku Niigata".

## NIIHAMA: 33.58 N. 133.16 E.

| **DOCUMENTS:** | *No. of copies* |
|---|---|
| *For Quarantine* | |
| *1. Statement by Ship's Master | 1 |
| *2. Crew List | 1 |
| *3. Passenger List (if any) | 1 |
| *4. Yellow Cards for All | |
| *5. Derating Certificate | |
| *For Immigration* | |
| 1. Declaration of Inward Vessel | 1 |
| *2. Passport or Seamen's Book for All | |
| 3. Crew List | 1 |
| 4. Application for Shore Pass. | 1 |
| *For Customs* | |
| 1. Declaration of Inward Vessel | 1 |
| *2. Crew List | 1 |
| *3. List of Tobacco | 1 |
| *4. List of Crew's Baggages | 1 |
| *5. List of Ship's Stores | 1 |
| 6. Cargo Manifest (Discharging) | 1 |
| *7. Cargo Manifest (Through) | 1 |
| *8. Certificate of Ship's Registry | 1 |
| *For Harbour Master* | |
| 1. Declaration of Inward Vessel | 1 |
| *2. Crew List. | 1 |
| *For Harbour Office* | |
| 1. Declaration of Inward Vessel | 1 |

1. Master to telegraph ETA and Crew's Health Condition directly to Quarantine Niihima before arrival.

2. * To be prepared by Master before arrival. Others to be made up by Agent with assistance of Master on arrival.

**PILOTAGE:** Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to Pilot Station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N., 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N., 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N., 131° 03′ 12″ E.

**ANCHORAGES:** Approved anchorage area just inside harbour limit. A circle drawn at a point 33° 59′ 18″ N., 133° 16′ 31″ E. with radius of 430 m. where holding ground good and depth of water 12–15 m. No buoy moorings. Harbour protected by breakwater.

**TIDE:** (Springs) Max. 263 cm; min.: —9 cm. (Neaps) max. 182 cm; min.: 136 cm.

**RESTRICTIONS:** Pilot does not take vessel in during darkness. Vessel has to wait if depth during low water 8·50 m. is insufficient to pass channel.

**MAX. SIZE:** Pier No. 4 (Sumitomo Chemical Co. Ltd., Kikumoto Wharf). Length of vessel 160 m. Breadth (range of cranes, reaching 12 m. from the pier), draft, 9·50 m.

Berth B (Anchorage. Stern moored to Sumitomo Chemical Co. Ltd., Niihama Works). Length of vessel, 170 m. Breadth, no restriction. Draft, 9 m.

**HEALTH:** Quarantine Inspectors go aboard during day. Master to keep waste until Quarantine inspected in event of any suspected disease or fever on board after entered Japan.

**RADIO:** Choshi Radio, Nagasaki Radio.

**TUG:** Joins vessel at Quarantine anchorage or Section II, always using tug's lines without charge. "Niihama Maru" 700 h.p. If more powerful tugs required, can be obtained from Matsuyama or Mizushima.

**BERTHING:** Harbour Pilot operates during day.

| *Berth* | *Length* | *Depth* |
|---|---|---|
| Berth No. 1 | 80 m. | 7·5 m. |
| Berth No. 2 | 130 m. | 9·50 m. |
| Berth No. 3 | Dolphin | 6·5 m. |
| Berth No. 4 | 120 m. | 9·80 m. |
| Berth A | anchorage | 8·0 m. |
| Berth B | anchorage | 9·0 m. |
| Berth C | anchorage | 9·0 m. |
| Berth D | anchorage | 8·0 m. |

Remarks: Berth No. 1: Owned by Sumitomo Chemical Co. Ltd., Miihama Works and used for loading fertiliser, nitric acid, ammonium nitrate by ship's gear.

Berth No. 2: Owned by Sumitomo Metal Mining Co. Ltd., equipped with two 5 ton luffing cranes with maximum reach 22 m. and maximum height 20 m.; used for discharging of Nickel Ore, copper concentrates, Nickel copper concentrates and maize and also by ship's gear.

Berth No. 3: Owned by Sumitomo Chemical Co. Ltd., Oh-e Works and used for loading and discharging of clean oil only.

Berth No. 4: Owned by Sumitomo Chemical Co. Ltd., Kikumoto Works and used for discharging of Bauxite, anthracite, salt, fluorspar and loading of alumina. Three 5 ton level mobile cranes, maximum reach 22 m. and maximum height 20 m.

Berth A: Public berth for general purposes, no buoy, just anchorage. However, vessel anchoring at this berth sometimes ordered by port authority to shift order vessel approaching or leaving berth no. 4 may pass.

Berth B: Owned by Sumitomo Chemical Co. Ltd., Niihama Works and used for loading of fertiliser and discharge of phosphate and muriate of potash. Possible to use for general purposes with permission by Sumitomo Chemical Co. Ltd., Niihama Works through Agent. Vessel moors stern to wharf with two anchors about 4 shackles each.

Berths C and D: as above.

| *Average Rate of Discharge* | |
|---|---|
| Phosphate | 70–90 tons by ship's gear |
| Potash | 40–60 tons by ship's gear |
| Copper Conc. | 70–90 tons by ship's gear and 130–150 by cranes |
| Nickel Copper Conc. | 70–90 tons by ship's gear and 130–150 by cranes |
| Nickel Ore | 40–70 tons by ship's gear and 40–70 by cranes |
| Bauxite | 140–160 tons by cranes |
| Anthracite | 60 tons by ship's gear and 80–100 by cranes |
| Salt | 120–140 tons by cranes |
| Lumbers | 13,000–15,000 BFM |
| *Average Rate of Loading* | |
| Fertiliser in bags | 30–65 tons per hour by ship's gear |
| Alumina | 100 tons per hour by two pneumatic loaders |

**MEDICAL:** Hospitals and medical facilities available week-days only.

**TANKERS:** No facilities for oil carriers.

**DENSITY:** Entrance 1023 (rate of tide, 1 knot); channel 1022; anchorage 1021.

**FUEL:** Available but not in bond. Bunkers in bond available from main ports or oil stations in tranship. 2 days notice.

**FRESH WATER:** By barge which needs about one hour to supply after being alongside vessel. 4 trips daily available. By shore line, rate 10 tons per hour.

**DEVELOPMENTS:** Sumitomo Chemical Co. Ltd., Kikumoto Works, intend to make another Bauxite berth available for large size vessel (suitable for vessels up to 50,000 dwt).

Sumitomo Metal Mining Co. Ltd., Niihama reclaiming land adjacent to Western harbour limit of port of Niihama to construct additional refinery for producing copper with a berth for 25,000 ton vessel to discharge copper concentrate. Final date of completion unknown.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Stevedores.
**CUSTOMS ALLOWANCES:** Only 50 cigarettes to take ashore. No spirits.
**CARGO GEAR:** Valid Cargo Gear Certificate sometimes required by stevedores when cargo gear maintenance appears to be poor.
**CONSULS:** None. Nearest in Kobe.
**REPAIRS:** Minor repairs only. Main engine piston overhauling possible.
**DRY DOCKS:** None. For nearest see "Matsuyama".
**REPATRIATION:** Arranged by Agent.
**AIRPORT:** None. Nearest at Matsuyama and Takamatsu. All Nippon Airways – 11 flights per day to Osaka and one to Tokyo.
**TIME:** GMT plus 9 hours. Permanent.
**HOLIDAYS:** National Holidays: New Year's Day, January 1st; Adult's Day, January 15th; Foundation Day, February 15th; Vernal Equinox Day, March 20th; Emperor's Birthday, April 29th; Constitution Memorial Day, May 3rd; Children's Day, May 5th; Respect-for-age Day, September 15th; Autumnal Equinox Day, September 23rd; Physical Culture Day, October 10th; Culture Day, November 3rd; Labour Thanksgiving Day, November 23rd.

Local Holidays: New Year's Day (Lunar Calendar), January 30th; May Day, May 1st; Memorial Day of the Sea, July 20th; Bon Festival (Lunar Calendar), August 8th; Autumnal Festival, October 17th–18th.

Vessels may enter/leave *except* January 1st, and cargo work can be done as usual at overtime rates on above national/local holidays *except* for *Niihama* December 31, January 1, 2, 3, and October 17, 18.

Vessels may enter/leave port at overtime rates and cargo work will be done up to 1700 hours (day-time) against surcharges.

No cargo will be handled: *Niihama* December 31, January 1, 2, 3, and October 17, 18. No ship's movement (as well as cargo handling) can be done on January 1st.
**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance/Fire 119.
**TELEPHONES:** No facilities for placing telephones on board.
**GENERAL:** *Quarantine:* Hiroshima Quarantine Office, Niihama Detached Office, Nishibara-cho, Niihama, tel. Niihama 2–3966.

*Customs:* Kobe Customs, Niihama Branch Customs, Nishibara-cho, Niihama, tel. Niihama 2–3405.

*Immigration:* Niihama Port Station, Takamatsu Immigration Office, Nishibara-cho, Niihama, tel. Niihama 2–2672.

*Maritime Bureau:* Sanbashi-dori, Niihama, tel. Niihama 2–2855.

*Maritime Safety Agency:* Nishibara-cho, Niihama, tel. Niihama 2–3879.

*Emergency Procedure:* No Harbour Master radio available, therefore cable Agent. Telephone sub-agent since one person will be in attendance even during night, who in turn will contact person in charge.

*Salvage:* No salvage tug stationed, nearest from Kure.
**SHORE LEAVE:** Crew allowed ashore with pass.
**AUTHORITY:** Port and Harbour Bureau.
**AGENT:** Sub-agents of Dodwell & Co. Ltd., Tokyo. Sumitomo Warehouse Co. Ltd., c/o Taisei Kaiun K.K., 1594, Sobiraki-cho, Niihama. Tel. Niihama (0897) 37–1101. Telegraphic "Sumitomosoko Niihama". Telex 584–4432.

## NISHIHARA (Buckner Bay), Okinawa: 26.14 N. 127.50 E.

**LOCATION:** The Esso Standard (Okinawa) Ltd. refinery is located in Nishihara village on the East coast of Okinawa, towards the Southern end of Nakagusuku Bay (Buckner Bay). Also see "Max. Size". There is also a Shell Terminal-SBM about 1 mile North of the Esso SALM.
**DOCUMENTS:**
Ship's Register.
6 Crew Lists.
List of Valid Smallpox/Cholera Certificates.
Cargo Manifest.
Bill of Lading.
1 Stores List.
1 Personal Effects List.
Health Declaration.
Each crew member will be issued with an Official Pass, which must be returned prior vessel sailing.
**PILOTAGE:** Normally vessels will be expected to enter Nakagusuku Bay through entrance marked Tatsu Kuchi, and pick up Berthing Master inside bay—South of TsukenJima. Inside bay Berthing Master requests that vessel keeps South of buoy marking Chikunigaa Shoal. No vessels should enter bay without first establishing communications with "Esso Control"—or without berthing instructions by W/T from Agent. Berthing may be carried out at any time or day or night—depending on weather conditions.

A safe convenient pilot ladder is to be provided for the Berthing Master. Berthing Master stays aboard vessel throughout discharge.
**MAX. SIZE:** For crude vessels a single point mooring (SALM—Single Anchor Leg Type Mooring), capable of handling vessels from 90,000 dwt. to 250,000 dwt. is established in approximate position lat. 26° 14′ N. long 127° 49.7′ E. about 2½ miles offshore.

Products are shipped from a pier connected to the shore—the pier has two berths, one for vessels up to 65,000 dwt. and one for small vessels up to 3,500 dwt.
**PRATIQUE:** Port Officials will board vessel after berthing.
**RADIO:** Crude vessels discharging at Nishihara should report ETA Fairway Buoy, 72, 48, 24, 12 hours prior arrival. Berthing instructions and time of Pilot boarding will be relayed by W/T. "Esso Control" use 5 watt VHF on frequency 154·25 Mz.

Weather reports essential—particularly during typhoon season. Naha Radio – JCX medium wave 500 kHz. Traffic lists broadcast at odd hours GMT. Short wave 6470 kHz, traffic lists broadcast even hours GMT.
**ANCHORAGE:** Navigation and anchorage in the waters near th Esso product pier and crude berth will in so far as possible b restricted to those ships directed into these waters by station "Es Control". In the interest of safety, ships will not enter the restricte area unless so directed by "Esso Control". The restricted area i within the following boundaries:

Beginning at a point described as 26° 13′ 33.88″ N. lat. and 12 47′ 30.24″ E. long. (N. 25,074.89, E. 29,145.48); thence running S. 6 00′ 00″ E. a distance of 200 metres to an angle point described a lat. 26° 13′ 30.62″ N., long. 127° 47′ 36.48″ E. (24,974.89, N. 29,318.69 E. thence running S. 35° 40′ 45″ E. a distance of 1,170 metres to an ang point described as 26° 12′ 59.69″ N. lat., 127° 48′ 00″.98″ E. lon (N. 24,024.88, E. 30,000.82); thence running N. 45° E. a distance o 3,350 metres to a point on the circumference of a circle describe as 26° 14′ 20″ N. lat., 127° 49′ 30″ E. long.; thence running to the rig a distance of 3,710 metres along said circumference, which i described by a radius of 1,060 metres with its centre located a 26° 13′ 56.18″ N. lat. 127° 50′ 00.00″ E. long. (N. 25,771, E. 33,300) to point on the circumference described as 26° 13′ 30″ N. lat., 12 50′ 22″ E. long. thence running S. 48° W. a distance of 1,780 metre to the Naka Sone buoy located at 26° 12′ 54.2″ N. lat., 127° 49′ 37.5″ E long. thence running S. 53° W. a distance of 1,940 metres to th Wara reef located at 26° 12′ 17.7″ N. Lat., 127° 48′ 45.0″ E. long., thenc running W. 18° N. a distance of 2,810 metres to a buoy located a 26° 12′ 44″ N. lat., 127° 47′ 07″ E. long., thence running N. 17° W. distance of 710 metres to a point at 26° 12′ 46.42″ N. lat., 127° 4 56.61″ E. long., (23, 616.16, N. 29,880.55 E.).
**TUGS:** Two tug boats and a launch are available for assistance i mooring or departing. The Berthing Master in consultation with th Master will decide the number of tugs required for the berthin operation and for standby during the time at berth.
**CRUDE BERTH:** Single buoy mooring with vessel secured by tw heavy polypropylene lines from buoy. Lines connected to chain through Bow Mooring Pipe and secured inboard. Chains secure direct to Brega Pin or by double polypropylene lines to bollards, po and starboard side of forecastle head. There is 85 ft. of water at buo position. Vessels may remain in berth in winds of up to 50 m.p.h.

Floating hoses, two by 24 in. to two by 20 in. connected to two b 16 in. is connected on vessel's port side. There is a 42-in. line fro buoy to shore. The maximum pumping rate is 75,000 barrels per hou
**PRODUCT PIER:** A 290° orientation of the pier allows tankers t approach the berth in a ballasted condition in either of two opposit directions. Vessels of 5 mdwt. size and above will be handled a Berth No. 1 and smaller vessels at Berth No. 2.

The water depth at the pier is approximately 47 ft. The extreme tidal variation is +7·9 ft. to —1·0 ft. and maximum storm tide will ad approximately 3 ft. The maximum current is less than 1 knot.

Berth No. 1 is equipped with 1–16 in. loading arm for clean product and 2–16 in. loading arms for dark products. Each of these all-meta hydraulically controlled loading arms is fitted with a remotel operated coupling device to connect to a nominal 10 in. ASA, DI or BS flanged connection without bolting.

Berth No. 2 is equipped with 1–6 in. loading arm for dark products These arms are part metal, part hose and are fitted with flanges t be bolted to a nominal 6 in. ASA, DIN or BS flanged connection.

Bunker fuel is available at both berths through metres and 4 in. hose connections.

Each berth is provided with a gangway.

Vessels will deballast through the loading arms into a 24 in ballast water line leading to refinery tankage. Under no circumstances should a vessel discharge any ballast water directly to the bay.

Fire protection at the pier consists of a foam concentrate tank and proportioning pump, a fire water pump and distribution system fixed combination water–foam monitors and air–foam play-pipes.
**TIME:** GMT plus nine hours.
**SHORE LEAVE:** Shore leave is permitted—launch service may be arranged but is at vessel's expense.
**AUTHORITY:** Nansei Sekiyo Limited, Nishihara Refinery, Okinawa

## OFUNATO: 39.03 N. 141.44 E.

**DOCUMENTS:**
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits camera, wrist-watch, radio, firearms/swords, etc. (only at first po of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Carg Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary informatio about details of cargoes in advance.
**PILOTAGE:** Not compulsory. Pilot boards about two miles fro entrance of Ofunato bay, at 38° 59′ N. and 141° 48′ E., where dept 35 metres (but not after dark). Master must radio vessel's Agent o ETA 24 hours in advance, because neither telegraphic address o pilot station nor VHF available.
**ANCHORAGE:** Not suitable in stormy weather. Depth of water a anchorage 30 to 40 metres. Quarantine anchorage located betwee radius 500 metres of 38° 59′ N. 141° 48′ E.
**RESTRICTIONS:** Depth of water at entrance of passage 14 metres

oil tanker's draft restricted to 13 metres (42 ft. 6 in.), and draft of log and coke carriers restricted to 8 metres (26 ft. 2 in). Depth of water alongside wharf 9 metres (29 ft. 5 in.) at mean level.

**MAX. SIZE:** (*a*) Tankers: 35,000 g/t. (*b*) Log and Coke carriers: 8,000 g/t. Length (*a*) 250 metres (968 ft.) (*b*) 200 metres (774 ft. 4 in.); breadth (*a* and *b*) No limitation; draft (*a*) 13 metres (42 ft. 6 in.); (*b*) 8 metres (26 ft. 2 in). Tide range: 1–1·4 metres (3 ft. 3 in.–4 ft. 7 in.).

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** One tug 250 h.p., but assistance from three or four others available, and they usually join vessel about 400 metres in front of jetty and discharging wharf. Ship's lines used if necessary.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** No special requirements at present. Only one berth, and maximum draft 13 metres (42 ft. 6 in.).

**DENSITY:** Average density 1020.

**FRESH WATER:** Available from shore installation. Supply 10–15 tons per hour.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore, but no spirits.

**CONSULS:** None.

**REPAIRS:** Minor deck and engine repairs available.

**DRY DOCKS:** None.

**REPATRIATION:** Possible.

**AIRPORT:** Hanamaki Airport about 17 km. from Ofunato. All Nippon Air Lines; two flights between Hanamaki/Tokyo every day.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**TELEPHONES:** No facilities for placing telephones on board.

**GENERAL:** Discharging ex-gearless vessel at wharf unavailable, because no shore crane for discharge.

**SERVICES:** Surveyor: NKKK and Kentei Shin Nihonsha. Hold and tank cleaning. Provisions/Laundry/Water. Bunker: Domestic diesel oil available.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days; 3 days extension possible if ship stays longer.

**AUTHORITY:** Ofunato Port Office.

**AGENT:** Sub-agents of Dodwell & Co., Tokyo, Abeki Shokai, c/o Fujisawaya Shoken, 10–12 Suzaki, Ofunato. Tel. Ofunato (019222) 2753. Telegraphic "Abe Ofunato".

## OITA: 33.15 N. 131.35 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera. wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** If arranged at Sekisaki Pilot Station 33° 13′ N. 131° 54′ E. or Saganoseki Quarantine Station, usually use pilot boat; but Kyushu Oil Co. Ltd., Dolphin and Sumiyoshi Public Wharf, pilot boards by tug boat. At least one days notice for Pilot, as he comes from Moji.

**ANCHORAGES:** Waiting for berth or arrival at night: Kyushu Oil Co. Ltd., Dolphin 33° 17′ 14″ N. 131° 42′ 00″ E. Symiyoshi Public Wharf 33° 15′ 43″ N. 131° 35′ 52″ E. If anchorages full, Agent arranges with Harbour Master, and notifies Master.

**RESTRICTIONS:** No berthing at night.

**MAX. SIZE:** Kyushu Oil Co. Ltd., Dolphin alongside capacity: Max. d/w 200,000 tons. Length and breadth – no restrictions, dw 220,000 tons have entered. Draft 20·10 metres.

Sumiyoshi Public Wharf: Anchorage breadth 260 metres; jetty length 184 metres; 185·92 metre length ship has berthed. Draft 9 metres. Vessels have berthed at high water with 9·3 metres draft. Ore Carriers up to 20 m. draft.

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Tug's lines used. 5 tugs available, up to 4,000 h.p.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

**STEVEDORES:** At last 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** Kyushu Oil Co. Ltd. (Dolphin). For discharging: type, Chikusan Arm; pieces, 4 pieces and bunker line 1 piece (ASA 6 in.); joint type, ASA; size 12 in.; discharging maximum, 10,000 k/l per one hour.

Refinery has reducers as follows: ASA 16 in. 4 pieces, 14 in. 2 pieces; JIS 14 in. 2 pieces; ASA 10 in. 4 pieces, 8 in. 4 pieces; JIS 10 in. 2 pieces, 8 in. 2 pieces.

Following information required 3 days before arrival: Manifolds, type, size, number and distance between, also pump capacity.

**DENSITY:** 1024/1025.

**FRESH WATER:** Kyushu Oil Co. Ltd., Dolphin: Capacity: 30–50 tons per hour, by hose.

Sumiyoshi Public wharf: Capacity 30 tons per hour, by hose.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Also see "Moji – Fuel".

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore, but no spirits.

**CONSULS:** None.

**REPAIRS:** Dockyard service-engineer available.

**DRY DOCKS:** None.

**REPATRIATION:** Possible.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police tel. 110; Ambulance and Fire 119.

**TELEPHONES:** No telephones can be placed on board.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Port and Harbour Bureau.

**AGENTS:** Sub-agents of Dodwell & Co. Ltd., Tokyo. Holme Ringer & Co., Ltd. Oita Tekko Bldg. 6th Floor 1–11 3-chome Matsubara-cho, Oita-shi Oita-ken. Cable Address: Ringer Oita. Tel. Oita (0975) 58–8266/7.

## OMISHIMA (Ohmishima) Inokuchi Port: 34.16 N. 133.00 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transmitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".
2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo channel). Position 33° 13′ N. 131° 54 E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.
3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

**ANCHORAGE:** Omishima Island located at centre of the Inland Sea and lies between Ehime and Hiroshima prefectures. Eastern part of island, Inokuchi surrounded by deep water where holding ground good. Oil company located at Inokuchi. No strong winds.

**RESTRICTIONS:** No restriction on entry; however mooring and unmooring to be carried out during day-time, regardless of tide and current.

**MAX. SIZE:** Maruzen pier, length of vessel 200 metres, breadth no limit, draft 9·40 metres.

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Join vessel at sea anchorage, always using tug's line without charge.

**TANKERS:** No advance information of loading/discharge lines required. No loading facility. Only one berth available for discharge. See "Max. Size".

**DENSITY:** Anchorage 1025. Berth 1025.

**FRESH WATER:** Not available but usually brought by barge from Onomichi (abour 3 hrs. run to Omishima). Rate of delivery 80 tons to 200 tons per hour which depends on barge.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore, but no spirits.

**CONSULS:** No consuls. Nearest Consulates are in Kobe.

**REPAIRS:** Minor repairs only.

**REPATRIATION:** Possible.

**AIRPORT:** Nearest at Matsuyama and Takamatsu.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance 119; Fire 119.

**TELEPHONES:** Not available.

**GENERAL:** Closed port. To conform with regulations vessel obtains special permission from Shikoku Maritime Bureau to enter.

Customs request vessels calling Omishima to obtain permission to enter at preceding port of call by paying charge at same rate of tonnage dues prior to arrival. This procedure undertaken by Agent. No quarantine station, nearest at Matsuyama. Immigration officer comes from Niihama.

**SHORE LEAVE:** Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AGENT:** See "Matsuyama".

## ONAHAMA (Iwaki City): 36.56 N. 140.55 E.

The port is protected by breakwater, 8,200 ft. long and is open to the South.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Before ship's Agent should be provided with necessary informat about details of cargoes in advance.

**PILOTAGE:** No means of communication with Pilots and vesse should arrange pilotage by advising Agent of ETA. Vessels awaiti Pilot should anchor in position 36° 55′ N. 140° 54′ E. Pilot-boat carri flag "H".

**ANCHORAGE:** Just outside No. 1 West breakwater. Depth water 14–22 metres.

**RESTRICTION:** Restriction only by ship's draft. Depths of wa alongside wharves 9 and 10 metres at low tide, and rise of tide about 1·40 metres highest.

**MAX. SIZE:** (Also see "Berthing").

| | *Length of Wharf* | *Depth of Water* |
|---|---|---|
| No. 2 | 350 metres | 9 m. for 165 m. and<br>10 m. for 185 m. |
| No. 3 | 350 metres | 10 metres |
| | 350 metres | 10 metres |

Each wharf used for 2 vessels, and view depths, Pilot requir restrict draft within 32 ft. 2 in.

**HEALTH:** At first port of call in Japan, vessel must obtain fre pratique. Quarantine Officers will attend vessel only from day-lig to sunset and Captain to show all Vaccination cards, Derati Exemption Certificate. In case vessel arrives from cholera-infecte area within 10 days, Captain must advise crew and passenge health condition to respective Quarantine office through ship Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent throug Choshi Radio or Nagasaki Radio which covers all ports in Japan. specifically West bound vessel to Choshi and North bound t Nagasaki Radio respectively.

**TUGS:** Normally join vessel on passage from anchorage. Vessel lines used.

| | |
|---|---|
| "Bandai Maru" | 800 h.p. |
| "No. 2. Shukutsu Maru" | 675 h.p. |
| "Katori Maru" | 675 h.p. |
| "Iwaki Maru" | 300 h.p. |
| "Abukuma Maru" | 1,300 h.p. × 2 |

**BERTHING:** (Also see "Developments"). No specific requirements Pilot boarding time will be notified by ship's Agent mainly by radi

| *Wharf* | *Name* | *Length* m. | *Depth* m. | *Size* dwt | *Number* |
|---|---|---|---|---|---|
| No. 1 | 10,000 ton berth | 123 | 9 | 10,000 | 1 |
| | 5,000 ton berth | 240 | 7·5 | 5,000 | 2 |
| | Coal berth | 130 | 7·5 | 5,000 | 1 |
| | 1,000 ton berth | 200 | 5 | 1,000 | 2 |
| No. 2 | 10,000 ton berth | 165 | 9 | 10,000 | 1 |
| | 15,000 ton berth | 185 | 10 | 15,000 | 1 |
| | 3,000 ton dangerous cargo pier | dolphin | 7 | 3,000 | 1 |
| | 500 ton dangerous cargo pier | dolphin | 7 | 500 | 1 |
| | 700 ton berth | 219 | 4·5 | 700 | 3 |
| No. 3 | 15,000 ton berth | 700 | 10 | 15,000 | 4 |
| | 700 ton berth | 184 | 4·5 | 700 | 2 |
| No. 4 | 15,000 ton berth | 400 | 10 | 15,000 | 2 |
| | 3,000 ton berth | 250 | 6 | 3,000 | 2 |
| | 700 ton berth | 90 | 4·5 | 700 | 1 |

**STEVEDORES:** At least 24 hours prior notice excluding Sunday and holidays required in order for Agent to arrange stevedores Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** No facilities for ocean-going tankers.

**DENSITY:** 1025.

**FRESH WATER:** Available from shore lines, at about 30 tons per hour. Additional 30% for overtime service; 1700–0800 hrs., Saturday afternoon, Sunday and holiday.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**DEVELOPMENTS:** Wharves No. 5 and 6 constructed in 1973. Length of wharf: 500 metres. Depth of water alongside: 12 metres

**GANWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing

**CERTIFICATES:** Ship's Register to show Customs inspector ship's registered gross and nett tonnage. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** None.

**REPAIRS:** Minor repairs only.

**DRY DOCKS:** None.

**AIRPORTS:** None.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Iwaki (02465); Police 3–3141; Ambulance and Fire, 119.
**TELEPHONES:** No facilities for connecting on board.
**AUTHORITY:** Onahama Port Administration and Harbour Construction Office, Fukushima Prefecture. Tatsumicho 38, Onahama, Iwaki, Fukushima Prefecture, Japan. Iwaki (02465) 2–4121.

**AGENT:** Sub-agent of Dodwell & Co., Tokyo. Abeki Shokai, c/o Minato Ryokan, 14, Onahama, Iwaki. Cables "Abe Iwaki". Tel. Iwaki (02465) 2–3712.

## ONOMICHI–ITOZAKI (incl. Mihara, Matsunaga): 34.20 N. 133.16 E.

**DOCUMENTS:**
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declarations, 1 Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea Ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".
2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.
3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

Inland Sea Pilot also berths vessels at anchorage berth (if Matsunaga Bay – logs), or pier in Itozaki district (Mihara section).
**ANCHORAGES:** Draft limitations: Itozaki-Mihara 7·5 m. Matsunaga bay 8·5 m. Tidal range: Maximum (+) 3·91 m. Minimum (−) 0·09 m. Capacity for 3×20,000 ton vessels.
**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

| *Name of Berth* | *Length* | *Depth* | *Permissible draft and length overall* | *Capacity* | *Shore crane and pipe-line* |
|---|---|---|---|---|---|
| Municipal Wharf | 135 m. | 7·5 m. | 7 m.×130 m. | 15,000 | Nil |
| Anchorage | | 8·5 m.<br>7·5 m. | 7·5 m. | 3×20,000 | Nil |

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
**MEDICAL:** No advance notice required unless urgent.
**TANKERS:** No facilities.
**FRESH WATER:** Available. Method of delivery (1) Barge. (2) Pier. Additional charge for overtime work and in event of bad weather.
**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
**CUSTOMS ALLOWANCE:** Only allowed 40 cigarettes to take ashore but no spirits.
**CONSULS:** None.
**REPATRIATION:** Possible.
**AIRPORT:** Nearest, Tokyo International Airport.
**TIME:** GMT plus nine hours. Permanent.
**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance/Fire 119.
**TELEPHONES:** No arrangements for placing telephones on board.
**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.
**AUTHORITY:** Port and Harbour Dept.

**AGENT:** See "Kure".

## OSAKA: 34.41 N. 135.28 E.

**DOCUMENTS:**
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** 24 hours notice required. Telegraphic address: "Hanshinpilot Osaka". VHF contact on Channels 12, 16, 19, 20. Agents operate Channel 26. Three 15-ton pilot boats with radio equipment to pilot office. Pilot boards anywhere within harbour limits. In event bad weather Pilot boards just inside breakwater when acknowledgement obtainable from Master. If awaiting Pilot, anchor inside harbour limits as near as possible to breakwater.
**ANCHORAGES:** Sections Nos. 7 and 8. Section 7 is quarantine anchorage. Section 8 for other vessels. Harbour Master allocates anchorage position prior vessel's arrival which radioed to Master by Agent. Max. draft about 42 ft.
**RESTRICTIONS:** Vessels only permitted enter from sunrise to 2000 hrs. However, order avoid danger, some wharves (oil wharf, Nakayama wharf and various shipyards where there is not enough space to conduct berthing operation), accept vessel only until sunset. Maximum depth 39 ft. 4 in., wharf no. 49.

Depth restrictions at other berths depend upon berth allocated. But less than 39 ft. 4 in.
**MAX. SIZE:** Maximum permissible length, 750 ft., draft 34 ft. 6 in.
**PRATIQUE:** Vessel requiring free pratique requested cable directly to "Quarantine Station", Osaka informing ETA, date of departure from last port, name of last port, number of crew and health condition. At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

Radio Pratique is available only for a vessel which possess Valid Sanitary Inspection Certificate issued by the Japanese Government.
**RADIO:** Osaka Port Radio, 24-hour VHF service on Channels 16, 12, 19 and 20. Osaka Harbour Radar has 24-hour navigation aid and weather information service. Contact by VHF Channels 16, 14 and 22.
**TUGS:** Tugs join vessel just before harbour entrance. Tug's lines used, no extra charge.
**BERTHING:** No specific requirements. Pilot boarding time will be notified by VHF or radio.
**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
**MEDICAL:** No advance notice required unless urgent.
**TANKERS:** No slop discharge facilities.

Wharf No. 49, Sakurajima Oil Wharf, depth 39 ft. 4 in.
Wharf No. 47, Imemachi Nishi Wharf, depth 33 ft. 6 in.
**DENSITY:** Outside anchorage: 1023–1025. Near breakwater: 1020–1022. Average density inside breakwater 1020. Wharves near estuaries (Aji river, Shirinashi river, Kizu river and etc.): 1016–1020.
**FRESH WATER:** Methods of delivery: by barges or pipe-line. Rate of delivery: 200 ton barges – 4; 160 ton barges – 1; 60 ton barges – 1; Total – 6.
**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
**DEVELOPMENTS:** 6 container berths (2 already completed); 18 foreign trade berths (Liners and Tramps); 52 home-trade berths; completion of new berths by 1975.
**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.
**OPENING/CLOSING HATCHES:** Stevedores carry out opening

and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore, but no spirits.

**CARGO GEAR:** See "Certificates", but no special requirements.

**CONSULS:** The following consulates available in Osaka:

| | | |
|---|---|---|
| Great Britain | Denmark | Mexico |
| Spain | Korea | |

**REPAIRS:** All grades repairs possible.

**DRY DOCKS:** Mitsui Shipbuilding & Engineering Co. Ltd., Fujinagata Works, No. 1 dock size 446 ft. 2 in.×55 ft. 2 in., depth 17 ft. No. 2 dock size 541 ft. 2 in.×66 ft. 2 in., depth 23 ft. 5 in.

Hitachi Shipbuilding & Engineering Co. Ltd., No. dock size 653 ft. 5 in.×88 ft., depth 34 ft. 3 in. No. 2 dock size 547 ft. 6 in.×75 ft. 3 in., depth 28 ft. 3 in.

Namura Shipyard Co. Ltd., No. 1 dock size 590 ft. 3 in.×90 ft. 1 in., depth 29 ft. 4 in. No. 2 dock size 478 ft. 7 in.×72 ft. 1 in., depth 29 ft. 1 in.

Sanoyasu Dockyard Co. Ltd., No. 1 dock size 508 ft. 3 in.×71 ft. 1 in., depth 24 ft. 2 in. No. 2 dock size 367 ft. 3 in.×55 ft. 6 in., depth 22 ft. 8 in.

**AIRPORT:** One hour required from Osaka Port to Osaka International Airport by car (about 25 km. distance). Regular airlines:

Overseas Lines, Japan Airlines, Cathay Pacific Airlines, China Airlines, Thai International Airlines, North West Airlines, Pan American Airlines, BOAC, Korean Airlines, Air Vietnam, Luft Hansa Airlines, Scandinavian Airlines.

Domestic Lines, Japan Airlines, All Nippon Airways, Toa Airways.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**HOLIDAYS:** Public 20 July; Sakurajima Nil; Silo Wharf 20 July; Nakayama Steel Nil.

**POLICE/AMBULANCE/FIRE:** Police tel. 110; Ambulance tel. 119; Fire tel. 119.

**SERVICES:** All services available.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Port and Harbour Bureau.

**AGENT:** Dodwell Tramp Agencies, CPO Box 455, Osaka Kagatu-Seni Kaikan, 39, 5-chome, Kawara-machi, Higashi-Ku, Osaka. Tel. (06) 203–5151. Telegraphic "Dodship Osaka". Telex, OS 3250.

## OTARU: 43.12 N. 141.01 E.

**DOCUMENTS:**

- Ship's Register.
- Last Port Clearance.
- 3 Crew Lists including Passport Nos.
- 3 Passenger Lists.
- 1 Store List.
- 1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Pilot district fixed by Ministry of Transport. Limit of Otaru piloting district is sea area surrounded by line drawn from Kayashiba-misaki to Horaiso-misaki and coast line. Licensed pilots stationed in office from 0900 to 1700 hrs. When Pilot observes pilot signal or is requested by any other means he comes out to ship at once. Boarding place about one mile from North B.W. Lt. H. 70 degrees. Pilot boat painted white and carries International Code flag "H" at forecastle deck. "Otaru Pilot" registered cable address for Otaru Pilot Association.

**ANCHORAGE:** Depth of water inside breakwater is 3·6 to 17·0 metres (average 9·4 metres) and nearly everywhere, except some Southern parts, good anchorage. Sea area, outside breakwater, also good holding for anchors, but be careful not to foul fishing nets. Around quarantine anchorage is best anchorage of ship staying outside breakwater.

**RESTRICTIONS:** Quarantine and Customs business between 0800 hrs. and 1700 hrs. Pilot: Vessel allowed to enter and leave day and night. Pilot assistance officially not compulsory but in practice necessary, and Pilots available 24 hours.

**MAX. SIZE:** *Buoys:* Four mooring buoys available for large vessels.

*Pier and wharves:* Three piers, two wharves, and one coal pier. Also No. 4 pier now under construction.

*Mooring Buoys*

| *Buoy Nos.* | *3* | *4* | *5* | *6* |
|---|---|---|---|---|
| Position from North B.W. Lt. | 307′ 1/3<br>1,065 m. | 298′<br>752 m. | 279′ 3/1<br>494 m. | 218′<br>650 m. |
| Buoyance (ton) | 8 | 12 | 15 | 15 |
| Available capacity (g/t) | 10,000 | 10,000 | 10,000 | 12,000 |

Cargo handled: grain, soyabeans, timber, fertiliser, foodstuffs.

*Piers and Quays*

| | | *Length* (metres) | *Depth of water* (metres) | *Capacity* (g/t) | *Main usage* |
|---|---|---|---|---|---|
| *Pier No. 1:* | | | | | |
| Berth No. | 1–2 | 339 | 8·7–10·0 | 10,000×1<br>6,000×1 | General carg |
| | 3 | 127 | 7·5–9·0 | 3,000×1 | Ore |
| | 4–5 | 293 | 8·1–9·4 | 6,000×2 | Grain |
| *Pier No. 2:* | | | | | |
| Berth No. | 7–8 | 293 | 8·7–9·8 | 6,000×2 | Banana and G |
| | 9 | 126 | 7·9–8·5 | 3,000×1 | GC |
| | 10–11 | 293 | 8·0–9·5 | 6,000×2 | GC and grain |
| *Pier No. 3:* | | | | | |
| Berth No. | 13–14 | 343 | 8·3–10·0 | 8,000×1<br>10,000×1 | GC, grain and<br>Lumber |
| | 15 | 127 | 8·3–10·0 | 3,000×1 | GC, grain and |
| | 16–17 | 361 | 8·3–10·0 | 10,000×2 | Lumber |
| *Wharf A:* | | | | | |
| Berth No. | 6 | 128 | 5·3–7·3 | 1,000×1 | GC |
| | 18 | 129 | 5·2–5·7 | 1,000×1 | GC |
| *Sakai-machi Quay* | | | | | |
| Berth No. | 1–2–3 | 352 | 6·2–7·3 | 2,000×3 | GC |
| *Umaya-machi Quay* | | | | | |
| Berth No. | 1–2–3 | 392 | 6·6–7·5 | 3,000×2 | Oil, cement, G |

**PRATIQUE:** See Hakodate.

**RADIO:** Recommended Captain communicates with Agent throu Choshi Radio or Nagasaki Radio which cover all ports in Japan. I specifically West bound vessel to Choshi and North bound t Nagasaki Radio respectively.

**TUGS:** Two tugs available for large vessels. Tugs M/S "Saku Maru" 147 g/t 1,000 h.p. M/S "Tatwiea Maru" 38 g/t 180 h.p. Bot belong to city's Harbour Bureau.

Position: Tug boat waits and joins vessel near appointed ber according to Agents' request. Tug's line in general use.

**BERTHING:** No specific requirements. Pilot boarding time will b notified by ship's Agent mainly by radio.

**STEVEDORES:** At least 24 hours prior notice excluding Sunday and holidays required in order for Agent to arrange stevedores Vessel must constantly keep her Agent advised of ETA. If steve dores cannot commence loading/unloading at time notified by th Agent, the orderers must pay for waiting time. If cargo gears no rigged on berthing, stevedores will do same for ship's crew at add tional cost. Overtime surcharges 1700–1900 hours 50% additional o basic stevedorage; 2100–0500 hours next morning 130% additiona Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** Available berthing for small vessels only, 1,000 g/t an usual berthing 300–500 g/t. Japanese tankers only. Draft: maximum permitted 7·2 m. Discharging: about 100 k/t per 1 hr.

**DENSITY:** Average 1025.

**FRESH WATER:** Good drinking-water at all piers and wharves Two water barges (both 150 tons) available when off shore in harbou International code flag "YJ" used as "I want fresh water".

Remarks: Charges for water supply outside office hours (1700–0830 increased by 50% of basic. Very bad weather add 50%.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Ba Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunker will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**FIRE PRECAUTIONS:** No smoking at tanker berth, Umaya Mach Ganpeki No. 1 and No. 3 berth.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type o cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

**CUSTOMS ALLOWANCES:** Only allowed 50 cigarettes to take ashore, but no spirits.

**CONSULS:**

American Consulate, Sapporo in Sapporo city only. Tel. 0122-2 5121.

U.S.S.R. Consulate, Sapporo in Sapporo city only. Tel. 0122-56- 3171.

Korean Consulate, Sapporo in Sapporo city only. Tel. 0122–62–0288

**REPAIRS:** All type of deck and engine repair are possible.

**DRY DOCKS:** None.

**REPATRIATION:** Possible.

**AIRPORT:** Distance from airport to Agent's office at Otaru about 80 km. Service bus air station in Sapporo to airport by each airline Charge: Y200.– Flights: JAL (from Chitose airport to Haneda airport 19 times per day. ANA (from Chitose airport to Haneda airport 15 times per day. Kokunai Koku twice per day.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**HOLIDAYS:** Stevedores do not work on 1st May.

**POLICE/AMBULANCE/FIRE:** Tel. Police 110; Ambulance and Fire 119.

**TELEPHONES:** Arrangeable on board.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Port and Harbour Bureau.

**AGENT:** Sub-agents of Dodwell & Co., Tokyo. Narasaki Sangyo Co. Ltd., 1-9, 1-chome, Ironai-cho, Otaru. Tel. Otaru (0134) 3-3281. Telegraphic "Narasaki Otaru".

## OWASE: 34.04 N. 136.15 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare 2 Inward/outward Declarations, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Ocean-going vessels calling at Owase have cargo destined to Toho Oil, Owase Refinery only. There is no local pilot association in this port and the Oil Refinery's Dock Master boards all vessels as a Pilot. Pilot boarding time is passed to ship by ship's Agents after consulting with pilot (Dock Master) and he boards vessel 1 mile East of Toto Island.

**ANCHORAGE:** Quarantine Anchorage position is 34° 4′ 13″ North 136° 16′ 43″ East. Depth Water 60–80 m. Radius 500 m. However, it is not advisable for vessels to stay there for a long time as there are many fishing boats nearby.

**RESTRICTIONS:** According to Agreement between Fishery Association and Oil Refinery, ship's movement is prohibited at night.

**MAX. SIZE:** Depth water alongside pier is 17·00 m. ship's maximum permissible draft is 16·20 m. at high tide. LOA limited to 300 m. No restrictions as to breadth.

**HEALTH:** At first port of call in Japan vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi, and North bound to Nagasaki Radio respectively.

**TUGS:** Tugs usually join vessel at Harbour Limit (near Sabaru Island) and tug's line is used.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

**MEDICAL:** No advance notice required unless urgent. Hospital facilities available.

**TANKERS:** One berth available – see "Max. Size".

**FRESH WATER:** Fresh water can be supplied to the vessel from pipe at Quay. Supply Capacity 30 tons per hour.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**DEVELOPMENT:** Toho Oil have plan to construct New Dolphin Berth, 150 m. offshore where depth of water 21.00 m.

**CERTIFICATES:** Ship's Register to show Customs inspector ship's registered gross and nett tonnages.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS/REPAIRS/AIRPORT:** None.

**TIME:** GMT plus 9 hours. Permanent.

**TELEPHONES:** Emergency numbers, Owase Police Office (05972); 2-0004; Owase Fire Station (05972) 2-2020; Owase Hospital (05972) 2-2118. No facilities for placing telephones on board.

**SHORE LEAVE:** Local Immigration offices issue shore pass valid for only 3 days, but extension possible if ship stays longer.

**AUTHORITY:** Port and Harbour Dept.

**AGENT:** Sub-agents of Dodwell & Co., Tokyo. Uyeno Unyu Shokai, c/o Showa Yokkaichi Sekiyu Bldg., Building No. 40, 1, Shiohama-cho, Yokkaichi. Cables "Uyenoshell Yokkaichi;" Tel. (0593) 45-2271.

## SAKAI: 34.34 N. 135.27 E. (See Plan)

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
7 Crew Lists including Passport Nos.
2 Passenger Lists.
1 Store List
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, fire arms/swords, etc. (if first port of call in Japan).

Ship's Agent will prepare inwards/outward Declaration, 1 Cargo Manifest in transit using specific form. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Cable address "Hanshinpilot Osaka". 24 hours notice required. VHF (Osaka Port Radio, Channel 16, JBD Osaka Radio, Channels 25, 26 and 27. 3 boats capacity 15 tons, 147 h.p. Pilot boards anywhere within harbour area, but preferably at quarantine anchorage – sector No. 7. Bad weather: unable to take pilot. Boarding measures: safe pilot ladder. Anchorage for vessel waiting pilot: as Pilot boarding area.

Inland sea Pilot cable address: "Anjin Kobe" can also be used for following wharves: Kansai Oil Co. Ltd., Sakai Wharf; Koa Oil Co. Ltd., Sakai Wharf.

**ANCHORAGE:** Quarantine inspection carried out at quarantine anchorage Sect. no. 7 where maximum draft 12·5 m. Vessels with draft over 12·5 m. have to obtain free pratique at other ports.

**RESTRICTIONS:** (*a*) Arrival notice for ships over 500 tons gross must be given to Harbour Master 48 hrs. prior to arrival.

(*b*) Entrance passage draft limitation: 11·20 m.

**MAX. SIZE:**

| *Name of Wharf (Jetty)* | *Max. draft*<br>m. | *Max. LOA*<br>m. |
|---|---|---|
| Nippon Steel Wharf 3–A/3–B | 14·0 | 255 |
| ,, ,, ,, 2–H | 10·2 | 181 |
| Osaka Gas Wharf | 14·0 | 255 |
| Mitsui Taotsu Wharf | 16·0 | 230 |
| Ube Kosan Wharf (Export) | 9·0 | 130 |
| ,, (Import) | 10·2 | 174 |
| Public Wharf 3 & 6 | 9·0 | 160 |
| ,, ,, 1, 2, 4, 5 only for vessel less than 500 tons | | |
| Osaka Seiyosho Wharf | 9·0 | 144 |
| Kansai Oil Jetty | 15·8 | 263 |
| Maruzen Oil Jetty | 15·8 | 263 |
| Koa Oil Jetty | 15·8 | 263 |
| General Oil Jetty | 16·0 | 290 |
| Marubeni Oil Jetty | 12·5 | 320 |
| Osaka Gas Semboku Jetty | 11·0 | 230 |

**PRATIQUE:** See "Osaka."

Radio Pratique is available only for vessels which possess Valid Sanitary Inspection Certificate issued by the Japanese Government.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Join vessel at anchorage under instruction or attending Pilot. Tug lines used, cost in tug hire.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for agents to arrange stevedores. Vessel must constantly keep her agents advised of ETA. If stevedores cannot commence loading/unloading at time notified by the agents, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** See "Max. Size".

**DENSITY:** Osaka Gas Wharf and Nippon Steel Corporation Wharves 1020 to 1025.

All other wharves, 1010 to 1025.

**FRESH WATER:** Minami Hakuchi anchorage by barges. All other wharves by shore line.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stocks ports at maximum 7 days prior notice. Also see "Moji-Fuel".

**GANGWAY/DECK WATCHMEN:** Recommended and compulsory for tankers working cargo.

**OPENING/CLOSING HATCHES:** Stevedores open and close hatches with terms subject to charter party.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Each man allowed 200 cigarettes to take ashore but no spirits.

**CARGO GEAR:** See "Certificates" but no special requirements.

**CONSULS:** None.

**REPAIRS:** See "Osaka".

**DRY DOCK:** Hitachi Shipbuilding & Engineering Co. Ltd., Sakai Shipyard, Dock No. 2, length 455 m., width 63 m., depth 11 m. capacity 400,000 dwt.

**REPATRIATION:** Possible.

**AIRPORT:** International Airport Osaka, 45 km. distant.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** See "Osaka".

**TELEPHONES:** Available except Nippon Steel Wharf and Public Wharf.

**SHORE LEAVE:** Local Immigration Officers issue shore-leave pass valid for 3 days, but a 9-day pass is obtainable in case where a vessel stays in port for longer period.

**AUTHORITY:** Port Administration Office.

**AGENTS:** Dodwell Tramp Agencies, CPO Box 455, Osaka Kagaku Seni Kaikan, 39, 5-Chome, Kawara-machi, Higashi-ku. Osaka. Tel. (06) 203 5151, Telegraphic "Dodship Osaka". International Telex Os 3250.

## SAKAIDE: 34.19 N. 133.51 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in vew of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour Pilots up to berth or anchorage at destination.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N.; 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

**ANCHORAGE:** Port located on North coast at East part of Shikoku Island in Inland Sea.

Boundaries and Areas. Area bounded by line joined with three points, East corner of Sosha river mouth, Mamako-Hana of Semi Jima and Tako-Saki of Shotsuji-Yama.

Depth of water inside harbour limit: 11 metres, outside harbour limit: 13 metres.

**RESTRICTIONS:** Vessels entering and/or leaving during daytime only at wharves; but done day and night at sea anchorage provided favourable weather conditions prevail.

**MAX. SIZE:** East section of Centre pier, length 160 metres, breadth no limit, depth 9 metres.

West section of Centre pier, length 110 metres, breadth no limit, depth 7·50 metres.

Mitsubishi Chemical Industries wharf, length 250 metres, breadth no limit, depth 12·metres.

Anchorage inside breakwater, length no limit, breadth no limit, depth 7–9 metres.

Anchorage outside breakwater, length no limit, breadth no limit, depth 10 metres.

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from Cholera infected area within 10 days, Captain must advise crew and passengers health condition prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**VHF:** *Shipmaster's Report:* There is a VHF radio station at Sakaide in position 34° 21′ 00″ N. 133° 51′ 00″ E. Watch is kept from 0600 to 2000 each day, using Channel 16. The radio station will indicate where to anchor if there is a delay in berthing.

**TUGS:** Wharves. Join vessel at sea anchorage, using tug's line without charge. Sea anchorage. No tug required in normal conditions.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's agents mainly by radio.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for agents to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** There is an oil tanker berth for the Asia Kyoseki refinery at No. 2 pier. Depth 13 metres.

**DENSITY:** Inside harbour limit 1025. Outside harbour limit 1025.

**FRESH WATER:** Sea anchorage. No water barge available but usually brought from Onomichi (about 4 hours run to Sakaide). Rate of delivery 80 tons to 200 tons per hour dependant on barge.

Centre pier: Can be supplied by shore line with capacity 25 tons per hour.

Mitsubishi Chemical Industries wharf: Can be supplied by shore line with capacity 60 tons per hour.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo, Ise Bay, Osaka and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**FIRE PRECAUTIONS:** No specific precaution.

**DEVELOPMENTS:** There is a Sea-Berth under construction.

**GANGWAY/DECK WATCHMEN:** Not specially required unles passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out openi and closing hatches. Cost per hour per gang depending on type cargoes. If any time lost by ship's crew doing this work, stevedor charge ship for waiting. Recommend request stevedores for th work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspect ship's registered gross and nett tonnages. Valid Cargo Gear Certif cate sometimes required by stevedores when cargo gear mainte ance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to tak ashore, but no spirits.

**CARGO GEAR:** See "Certificates", but no special requirements.

**CONSULS:** None. See "Kobe".

**REPAIRS:** Only minor repairs.

**DRY DOCKS:** Kawasaki Heavy Industries Ltd., Sakaide, which i suitable to dry dock. Dock No. 2 for 500,000 dwt vessel. 450 m. × 72 m × 12·3 m. Not yet in action for ship repairs. Only used at present fo ship building and after services.

**REPATRIATION:** Possible.

**AIRPORT:** No airport. Nearest Takamatsu, All Nippon Airway 11 flights to Osaka and 1 to Tokyo.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**HOLIDAYS:** National Holidays – see "Niihama". Local Holidays New Year's Day (Lunar Calendar) January 30th; May Day May 1st Memorial Day of the Sea July 20th; Bon Festival August 8th.

No ship's movement can be effected on January 1st. No carg handling on December 31st, January 1st, 2nd and 3rd, August 8t and October 15th.

**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance 119; Fire 119 Sakaide Maritime Safety Base, 6–2858.

**TELEPHONES:** No facilities for placing telephones on board.

**GENERAL:** Mitsubishi Chemical Industries Co. Ltd., Sakaide Works. As wharf of above works located outer harbour limit o Sakaide port, the undermentioned procedures required: In conformity with regulations, vessel required to get special permissio for entering into closed port, which will be given from Shikok Maritime Bureau.

Customs request vessel calls Mitsubishi Chemicals wharf to obtain special permission for entering. If tonnage dues paid prio arrival, this procedure will be attended to by Agent.

Waiting anchorage: Avoid Bisan Seto Boundary according to special water zone navigation order. Imperative to exclude wate surfaces with established Fishery Privilege.

Vessels waiting to berth at centre pier are lightened at anchor.

**SHORE LEAVE:** Local Immigration Offices issue shore pass vali for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Port Administration Office.

**AGENTS:** Sub agents of Dodwell & Co., Tokyo. Sumitomo Warehouse Co. Ltd., c/o Taisei Kaiun K.K., 1594, Sobiraki-Cho, Niihama Tel. Niihama (0897) 37–1101. Telegraphic – "Sumitomosoko Niihama."

## SAKATA: 38.57 N. 139.48 E.

Located at mouth of Mogami River. Strong wind blows from Japan Sea November to March.

In winter season, wave height between 3 to 5 metres, length 70 to 80 metres and period 7 to 10 seconds. Current South to North alon coastline at 0·15 m. sec.

**TIDAL RANGE:**

| | |
|---|---|
| Higher high water | +40 cm. |
| Spring tide high water | +28 cm. |
| Neap tide high water | +24 cm. |
| Mean sea level | +20 cm. |
| Neap tide low water | +16 cm. |
| Spring tide low water | +12 cm. |

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco Wine/spirits, camera, wrist-watch, radio, firearms/swords, etc., (only at first port of call in Japan).

Ship's agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Not compulsory but required. Order Pilot through Agent. Pilot boards about 600 metres off port entrance. In bad weather, wait instructions from Agent.

**ANCHORAGE:** All sea area available for anchorage. No prohibited anchorage areas. Pilot station and quarantine anchorage position 38° 56.5′ N., 139° 48.0′ E.

**RESTRICTIONS:** Ship movements in daytime only.

**MAX. SIZE:** Restricted by depth alongside West Pier, 10 metres.

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Niigata. Call sign JCF. Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** One of 800 h.p.

**BERTHING:**

| *Name* | *Depth* | *Length* | *No. Berths* |
|---|---|---|---|
| East Pier | 7·5 metres | 260 metres | 2 |
| Nishi Pier | 10 metres | 185 metres | |
| West Pier | 10 metres | 185 metres | 1 |
| Ohama Pier | 4·5 metres | 260 metres | 3 |
| Ohama Pier | 9 metres | 330 metres | 2 |
| Sodeoka Pier | 7·5 metres | 390 metres | 3 |
| Buoy (Logs only) | 11 metres | 230 metres | 1 |

**STEVEDORES:** Working hours: 0800 to 1700.

Phosphate rock in bulk handled at a rate of 200 to 250 tons per hour by shore crane.

Logs, 1,400 cubic metres per day are handled by ship's gear.

Rice, 900 to 1,000 tons per day loaded by ship's gear.

Manganese ore in bulk, 150 tons per hour by shore crane, 120 per hour by truck crane, 60 tons per hour by ship's gear.

**MEDICAL:** No advance notice required unless urgent. Medical facilities available at Sakata City Hospital.

**TANKERS:** Draft not to exceed 8·5 metres.

**FRESH WATER:** Available only from wharf at a rate of 25 tons per hour.

**FUEL:** Bunkers lightered from Hakodate provided at least 7 days' notice given.

**GANGWAY/DECK WATCHMEN:** Not specially required, unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

**CUSTOMS ALLOWANCES:** 200 cigarettes and three bottles of spirits per man.

**CONSULS:** Korean Consulate Tel. 0222–21–2751. Consul: Mr Cho Kian.

**REPAIRS:** Minor repairs only.

**REPATRIATION:** Crew replacement conducted basis "landing for transfer to another vessel."

**AIRPORT:** Yamagata Airport, situated 105 km. from Sakata. Two flights per day.

**TIME:** GMT plus 9 hours. No alterations.

**HOLIDAYS:** Public offices closed on Sundays and National holidays. Cargo work every day except 1st, 2nd and 3rd January.

**POLICE/AMBULANCE/FIRE:** Police (urgent) 110; (usual) 2–6611; Ambulance (urgent) 119; Fire (urgent) 119; (usual) 2–3214.

**TELEPHONES:** No facilities for placing on board.

**SERVICES:** Compass adjustment.

**SHORE LEAVE:** Local Immigration offices issue shore pass valid for only 3 days, but 3 day extensions possible if ship stays longer.

**AUTHORITY:** Sakata Port Management Body. 5–15, 2-chome, Funaba-cho, Sakata. Tel. 3–5444.

**AGENT:** Sub-Agent of Dodwell & Co., Tokyo. Sakata Kairiku Unso K.K., 6–19, 2-Chome, Funaba-Cho, Tel. (02342) 2–1801. Cables: "Sakatakairiku".

## SASEBO: 33.10 N. 129.43 E.

**DOCUMENTS:** See "General – Customs and Immigration".

**PILOTAGE:** Compulsory. Vessel should keep Pilot closely advised through Agent, of ETA pilot station at least 24 hours prior arrival and any subsequent change. Pilot boards vessel one mile Northwest Kogosaki lighthouse. (33° 06′ N. 129° 38′ E.). In bad weather, Pilot will board at 33° 05′ 48″ N. 129° 40′ 24″ E.

Telegraphic address of Port Captain "JNK" 500 kc/s (Sasebo Maritime Safety Office).

**ANCHORAGE:** Ample good holding ground in inner harbour, but is controlled by U.S. Navy and only following anchorage available for commercial vessels: No. 3 Section, Depth 10 m.–37 m. Capacity (g/t) 20,000 tons and over × 20.

**RESTRICTIONS:** Entry and departure from sunset to sunrise only allowed under extenuating circumstances subject to Port Captain's special permission. (MSTS chartered vessels excepted). No particular restrictions upon draft or tide conditions. Berthing during day only. Controlling depth of water – in the passage 23–54 m., at anchorage 10–37 m.

**WEATHER:** South-westerly winds prevail in summer, while Northerly blows frequently in other seasons. Maximum wind velocity recorded 26·1 m/sec. In early spring dense fog prevails, but renders navigation impossible only for 7 days or so.

Tidal range 2·6 metres. Current rate maximum 1·5 knots in vicinity of harbour entrance at rising tide. At ebb tide, it flows in opposite direction and is faster than during flood, but not so strong as to hinder navigation.

**MAX. SIZE:** "See Berthing". No particular limitation for entering port. For berthing however, acceptable length, draft and breadth will be decided case by case in accordance with conditions of each berth consulting with pilots, U.S. Navy and Port Captain. No tanker installations outside port.

**PRATIQUE:** See "Moji". Quarantine station: 33° 05′ 30″ N., 129° 42′ 00″ E.) 1½ mile East of Kogosaki lighthouse. Quarantine service from sunrise to one hour before sunset. "Q" flag should be hoisted untli free pratique granted. When vessel arrives from plague and cholera infected or suspected area within 10 days (plague) and 5 days (cholera). 24-hour special quarantine required. All sanitary scuppers must be closed and garbage not thrown overboard after vessel reaches 60 miles off Japanese coast. Vessel chartered by MSTS or USN (GAA, T/C, CVC, V/C) shall be cleared by U.S. Navy Quarantine and service available after sunset also.

**RADIO:** See "Yokohama".

**TUGS:** Normally join vessel about ½–1 hour prior berthing and tug's lines used. Charge for use of lines included in tug hire.

**BERTHING:**

| *Wharf* | *Length* m. | *Depth* | *Capacity* (g/t) | *Cargo* | *Remarks* |
|---|---|---|---|---|---|
| Iorizaki | 80·5 | 32′ | 20,000 × 1 | Oil | Under U.S. Navy's control |
| Motofune No. 1 | 79·5 | 32′ | 20,000 × 1 | ,, | ,, ,, ,, |
| Motofune No. 2 | 79·5 | 32′ | 20,000 × 1 | ,, | ,, ,, ,, |
| Akasaki No. 1 & 2 | 298·0 | 40′ | 20,000 × 2 | ,, | ,, ,, ,, |
| Akasaki No. 3 | 219·0 | 40′ | 20,000 × 1 | ,, | ,, ,, ,, |
| Yokose | 88·0 | 45′ | 20,000 × 1 | ,, | ,, ,, ,, |
| India Berth No. 1 | 254·4 | 31′ | 20,000 × 1 | | For repairs |
| ,, ,, No. 2–3 | 363·5 | 31′ | 20,000 × 2 | Repairs | |
| ,, ,, No. 4–6 | 575·5 | 31′ | 20,000 × 3 | Repairs and general cargo | |
| ,, ,, No. 7–8 | 363·5 | 31′ | 20,000 × 2 | General cargo | |
| ,, ,, No. 9 | 151·5 | 31′ | 20,000 × 1 | General cargo | |

No. 1–5: Exclusive use of SSK (Shipyard)

No. 6–9: Under control of the U.S. Navy. No. 6 and 7 berths can be used for commercial vessels, subject to the U.S. Navy's permission.

| *Wharf* | *Length* m. | *Depth* | *Capacity* (g/t) | *Cargo* |
|---|---|---|---|---|
| Maehata Gaibo No. 1 | 185·0 | 33′ | 20,000 × 1 | Grain and general cargo |
| Ekiura Wharf | 150·0 | 16′ | 1,000 × 2 | General cargo |
| Hizukushi Wharf | 103·0 | 15′ | 500 × 2 | ,, ,, |
| Maehata Wharf | 143·0 | 15′ | 500 × 3 | ,, ,, |
| Machata Gaibo No. 2 | 190.0 | 36′ | 25,000 × 1 | Grain and general cargo |

| *No. of Buoy* | *Depth* | *Capacity (g/t)* |
|---|---|---|
| 10 | | Over 10,000 |
| 23 | 9–23 m. | 5,000 to 10,000 |
| 7 | | Under 5,000 |

These buoys also controlled by U.S. Navy and their use for commercial purposes subject to U.S. Navy's permission, except following buoy which is free for commercial vessels:

| | *Depth* | *Capacity (g/t)* |
|---|---|---|
| No. 9 | 27 ft. | 5,000 × 1 |

**STEVEDORES:** Maximum 10 gangs available.

| *Classification* | *Regular employees* | *Temporary labourers* |
|---|---|---|
| Stevedores | 100 | 150 |
| Longshoremen/Warehousemen | 100 | 200 |

2 shifts: 0800–1700 and 1800–0700 hrs. Normal working hours: 0800–1700 hrs. Overtime work possible by applying to Customs. No work can be arranged during New Year holidays (1st to 3rd Jan.), 31 Dec. and 1 May.

**TANKERS:** Diameter of lines: 8 in. No slop (Residue) discharge facilities. Number of tanker berth as follows:

| *Number* | *Length* | *Depth* | *Remarks* |
|---|---|---|---|
| Akasaki No. 1, 2, 3. | 517 m. | 40′ | under U.S. Navy's control |
| Motofune No. 1 & 2. | 159 m. | 32′ | under U.S. Navy's control |
| Iorizaki | 80·5 m. | 32′ | under U.S. Navy's control |
| Yokose | 88 m. | 45′ | under U.S. Navy's control |

**DENSITY:** 1025.

**FRESH WATER:** Available by barge one each of 200 and 100 tons. Rate of delivery 30–60 tons per hr/barge. Water from hydrant at India Berth Nos. 6, 7, 8 & 9. Rate of delivery 25 tons per hr/hydrant.

**FUEL:** No stock of bonded oil, but lightered from other ports. Adequate notice required order avoid delay. Rate of delivery from barges 100/200 tons per hour.

| *Suppliers* | *Installation* | *Notice required* days |
|---|---|---|
| Shell Sekiyu K.K. | Nagasaki | 3 |
| | Shimonoseki | 4 |
| Esso Oil Co. | Shimonoseki | 4 |
| | Sakai | 6 |
| Mobil Oil Co. | Kokura/Moji | 4 |
| | Oita | 5 |
| Caltex Oil Co. | Shimonoseki | 4 |
| | Kudamatsu | 5 |
| Mitsubishi Shoji Kaisha | Shimonoseki | 4 |
| | Kanokawa | 5 |
| C. Itoh & Co. | Matsuyama | 5 |
| | Mizushima | 5 |
| Nissho-Iwai Co. | Shimonoseki | 4 |
| | Matsuyama | 5 |
| Mitsui Bussan Kaisha. | Oita | 5 |
| Kanematsu-Gosho Co. | Kokura | 4 |
| | Tokuyama | 5 |
| Idemitsu Kosan Kaisha.<br>Marubeni-Iida Co.<br>Sumitomo Shoji Kaisha. | Tokuyama | 5 |

**DEVELOPMENTS:** Berth under construction and expected complete 1975.

| *Wharf* | *Length* | *Depth* | *Capacity* |
|---|---|---|---|
| Uragashira | 260 m. | 24 ft. | 5,000 × 2 |

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore but no spirits.

**CARGO GEAR:** Shore cranes:

| *No.* | *Capacity* | *Location* | *Owners* |
|---|---|---|---|
| 1 | 250 tons | India Berth No. 5 | S.S.K. |
| 2 | 15 tons | ,, ,, No. 3 & 4 | ,, |
| 1 | 15 tons | ,, ,, No. 7 & 8 | U.S. Navy |
| 2 | 10 tons | ,, ,, No. 1 & 4 | S.S.K. |
| 1 | 1 tons | Hizukushi Wharf | Nishi Kyushu Whse. Co. |
| 1 | 4 tons | Maehata Wharf | Sasebo City |

Floating cranes:

| *No.* | *Capacity* | *Owners* | |
|---|---|---|---|
| 3 | 30 tons | U.S. Navy | Their use for commercial purposes is subject to U.S. Navy's permission. |
| 1 | 150 tons | U.S. Navy | |
| 1 | 15 tons | S.S.K. | |
| 1 | 12 tons | ,, | |

**IDENTIFICATION CARDS:** See "General – Immigration".

**CONSULS:** None

**REPAIRS:** All deck and engine repairs possible.

**DRY DOCKS:** Sasebo Heavy Industries Co. Ltd. No. 3 dry dock: Length 370·0 m. Width 70·0 m. Depth 15·0 m. Max. ship (dwt) 300,000. Another 5 dry docks available.

**AIRPORT:** Itazuke Airport, Fukuoka, about 120 kilometres (about 220 min. by taxi). Served by regular airlines. Omura Airport, Nagasaki, about 50 kilometres (about 70 min. by taxi). 7 flights daily. (All Nippon Airways).

**TIME:** GMT plus 9 hours. No alterations to clocks throughout year.

**POLICE/AMBULANCE/FIRE:** Police Station: Sasebo 3–7161 (if emergency: 110). Ambulance Sasebo 3–5121 (Sasebo Fire Station). Fire Sasebo 119 (Sasebo Fire Station).

**TELEPHONES:** No facilities exist for placing telephones on board.

**GENERAL:** *Customs:* When vessel arrives direct from foreign port, Customs officials board for search. Following documents to be submitted. Crew List, Passenger List, Store List, Manifest of crew personal effects (must be signed by individual crew member). Arms and ammunition List, Narcotics List, List of Port of call on current voyage, Discharging cargo Manifest, Through cargo manifest, Declaration inward/outward (Form No. C2000). Following will be checked on board. Ship's Registry, Last port clearance.

When vessel comes from Japanese port, Customs officials will not attend on board, except special case. Master or agents to attend at Customs House for entry formalities with following documents. Discharging cargo Manifest, Through cargo Manifest, Declaration inward/outward, Ship's Registry, Last Port Clearance, documents entrusted with the Master by Customs at previous port.

On vessel's departure, clearance issued by Customs after confirming payment of tonnage dues.

*Immigration:* Immigration officials board vessel on arrival to examine passports, discharge books and/or other equivalent travel documents and provide a 72-hour landing pass for crew members and passengers. Two copies each of crew list and passenger list are required by them. Providing vessel's Agent with these documents beforehand will help in expediting immigration business on arrival. When vessel in port more than 72 hours, landing passes will be extended every 72 hours on application.

In event that crew members, without entry visas, to be landed for repatriation or transfer, Immigration will not permit their landing unless passage, by either sea or air, ensuring prompt departure from Japan (within 72 hours) of these men has been booked, or unless vessels to which they are to be transferred, arrive in Japan within 5 days. Services are rendered from 0900 hours to 1700 hours.

**MEDICAL:** Hospital: U.S. Station Hospital (for U.S. military personnel only). Sasebo Dojinkai Hospital. Bussaka Dental Hospital. Tanaka Dental Hospital.

**SERVICES:** Hold cleaning. Compass adjusting. Fumigation.

**AUTHORITY:** Sasebo Harbour Administration, 3–1, Yorozu-cho, Sasebo City.

**AGENTS:** Sub-agents of Dodwell & Co., Tokyo. Nishikyushu Warehouse Co. Ltd., Tategami-cho, Sasebo. Tel. Sasebo (09562) 4–6161. Telegraphic "Ringer Sasebo".

## SHIMIZU: 35.01 N. 138.30 E.

**DOCUMENTS:** *Quarantine* (only when arriving from a foreign port):
1 Maritime Declaration of Health.
1 Crew List.
1 Cargo Manifest.
1 List of Passengers (if any on board).
Log Book and Registry should be readily available.

*Customs:*
1 Declaration Inward/Outward with Ports of Call.
1 Ship's Registry
1 Last Port Clearance.
1 Store List including arms and narcotics.
2 Manifests of Cargo for discharge (prepared by Agents).
1 Manifest of Through Cargo.
1 Crew List.
1 List of Passengers.
1 List of Crew's Baggage (only necessary if crew-members have to land personal effects ashore).

*Immigration:*
2 Crew Lists.
1 Application for Shore-passes.
2 Lists of Passengers.
Notification of Departure, (to be returned through Agents af sailing).

*Harbour Master:*
1 Declaration Inward/Outward with Ports of Call.

*Port Authority:*
1 Declaration Inward/Outward with Ports of Call.

**PILOTAGE:** Pilot boats: black hulls and white house with H fl at bow. G flag: when requiring a Pilot. Pilot Station: 35° 01′ 30″ 138° 31′ 30″ E. (to be altered at a later date to the point 80 degre 2600 metres distant from Masaki Lighthouse 35° 01′ 02″ N., 138° 3 06″ E. Night Pilotage: charge – 50% extra applicable from one ho before sunset to one hour after sunrise.

**ANCHORAGES:** See Section 3 on Chart of Shimizu.

**MAX. SIZE:** See "Developments" Dry-cargo max. draft 11 metres Length and breadth no restriction. Tankers, up to 16.50 m. draft.

**HEALTH:** Free pratique automatic calling at another Japanes port. Radio Pratique available.

**RADIO:** Cable Agent giving ETA, draft and any other informatio via Shimizu Radio. Call sign: JGQ. Transmitting frequency 500, 51 486 kc/s. Receiving frequency 500, 480 kc/s. Area within 200 km.

**VHF:** Call sign: Shimizu Port Radio. Channels 16, 12, 14 Simple 20 Duplex. Power 50 w. Area 50 km.

**TUGS:** Normally join in-coming vessels near pilot station. Tugs' lines usually used no extra charge. Up to 2,000 h.p. available.

**BERTHING:**

| *Berth* | *Length* | *Depth* |
|---|---|---|
| Hinode Wharf | 820 metres | 7·3–10·6 metres |
| Fujimi Wharf | 360 metres | 9.5 metres |
| Fujimi Wharf | 515 metres | 9–11 metres |
| Okitsu Wharf | 899 metres | 5·5–11 metres |
| Railway Wharf | 266 metres | 7·3 metres |
| Japan Light Metal Wharf | 276 metres | 9 metres |
| Orido Buoys No. 1/3 | Max. size 20,000 tons | 11 metres |

**SPECIALISED CARGO HANDLING FACILITIES:**

*Container Berth:* Okitsu Wharf No. 00, 11,200 metres, 11·5 metres 35-ton gantry crane.

*Grain Berth:* Fujimi Wharf No. 00, depth 11·0 metres, two suckers Hounen Wharf, 255 metres, 11·0 metres, three suckers.

*Wood Chip Berth:* Sodeshi Pier No. 00, depth 12·0 metres, tw unloaders.

Fujimi Wharf No. 3/4, depth 9·0 metres, four unloaders.

*Bauxite Berth:* Nippon Light Metal Wharf, depth 11·0 metres, tw unloaders.

**TANKERS:** Honen Oil Refinery Company Wharf 180 metres lon with 11 metres depth alongside at low water.

Toa Petroleum Refinery Company operate a buoy mooring suitab for tankers up to 100,000 dwt. in depth of 15 metres at low water.

**DEVELOPMENTS:** Sodeshi Wharf construction to be complete end 1975.

**STEVEDORES:** Enable Agents order gangs important obtai accurate ETA in good time. Latest time to order gangs 1600 o previous day. Gang shifts: Normal and deferred shift 0830 every da Night shift 1700 every day except last Sunday in month. Any reques for attendance preceding 0830 non-acceptable.

**MEDICAL:** Masters to advise by radio prior arrival if medical attendance required.

**DENSITY:** 1023–1024.

**FRESH WATER:** Most berths supply by shore installations, otherwise barge. Minimum quantity of oil 20 tons.

**FUEL:** All grades of oil delivered by barge only.

**FIRE PRECAUTIONS:** Harbour fire-fighting corps with a fire fighting boat.

**GANGWAY/DECK WATCHMEN:** Available for gangway, hol checking hawsers, bridge, telephone, etc.

**OPENING/CLOSING HATCHES:** On liners normally by stevedores with assistance of crews, otherwise according Charter Part

**CERTIFICATES:** Ship Registry, Radio and Safety equipment Certificate, Derating Exemption Certificate, etc.

**CUSTOMS ALLOWANCES:** Tobacco: 50 packets permitted pe each crew per day. Wine 6 bottles per crew member.

**IDENTIFICATION CARDS:** Passport or Seaman's Book.

**CONSULS:** None.

**REPAIRS:** Most repairs and overhauls possible.

**DRY DOCKS:** NKK Shimizu yard (largest dock 210 × 24·6 metres).

**AIRPORT:** 180 km. distant from Haneda International Airport.

**TIME:** GMT plus nine hours. Permanent.

**HOLIDAYS:** No work on from December 31 to January 3 an Shimizu Port Festival Day (Aug. 5).

**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance 119; Fir 119; Water Police (52) 0200.

**TELEPHONE:** Available on board.

**SHORE LEAVE:** Normally allowed.

**AUTHORITY:** Shimizu Port Administration Office, 2–9, Hinide-ch Shimizu City, Shizouka Pref., Japan. Tel. (53)2201.

**AGENT:** Shimizu Shipping K.K. Kashiwa Building, 3, 4-chom Minato-cho. Cables: "Shiship Shimizu." Tel. (0543) 53–3301.

## SHIMONOSEKI (including Mutsure): 33.57 N. 130.58 E. (See Kanmon-Ko). **(See Plan)**

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's agents should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** See "Moji".

**ANCHORAGE:** Nishiyama anchorage located off Hikoshima Island, on Western end of Honshu Island. Max. draft 9·5 m. capacity 10,000 × 2.

Mutsure anchorage: undermentioned area is open port. The sea area surrounded by:

(*a*) Line connecting Daibahana on Takenoko Island and top of Wagora Island.
(*b*) Line connecting top of Wagora Island and Udonohama on Mutsure Island.
(*c*) Coastline between Udonohama and Unoishibana on Mutsure Island.
(*d*) Line connecting Unoishibana and Anse-no-Shiri in Shimonoseki.
(*e*) Line connecting Anse-no-Shiri and point at 370 metres from Daibahana on the line connecting Daibahana and top of Wagora Island.
(*f*) Line long. 130° 54′ E.

Anchorage includes a part of quarantine anchorage and Mutsure oil berth; depth 10–25 metres.

**RESTRICTIONS:** See "Moji".

**MAX. SIZE:**

| *Wharf* | | *Length* | *Depth* | *Capacity (g/t)* |
|---|---|---|---|---|
| Western wharf | (Nos. 3–4) | 340 m. | 6·5 m. | 15,000 × 1 |
| Daiichi Pier | (Nos. 9–10) | 330 m. | 8·5 m. | 24,000 × 1 |
| | (Nos. 12) | 330 m. | 8·0 m. | 13,000 × 1 |
| Daini Pier | (Nos. 15–16) | 340 m. | 8·5 m. | 15,000 × 1 |
| | (Nos. 17) | 210 m. | 9·1 m. | 25,000 × 1 |

For tank installations, see "Tankers".

**PRATIQUE:** See "Moji."

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**VHF:** See "Yawata".

**TUGS:** See "Moji".

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

**BRIDGES:** No bridges at present, but construction begun on suspension bridge, across Kanmon Strait.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for agents to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** Shell oil berth situated at Hikoshima, on Southwestern end of Honshu, facing Moji across Kanmon Strait. In vicinity of berth, flood tide sets to East, ebb tide to West, current about 5–6 knots. Mooring berth consists of 4 buoys, approximately 140 metres offshore, space between buoys being approx. 270 metres.

Maximum dimensions of vessel which can be safely accommodated are gross tonnage 18,000 tons, length OA 170 metres, breadth unlimited, draft 9 metres.

Vessels only berthed or unberthed when tide sets to West during daytime only. In approaching berth, as vessel comes against tide, full engine power and tug assistance required. One 10 in. pipe connected to vessel; discharge efficiency per hour 500–600 kl.

Taiyo Gyosho Installation located about 610 metres South of Mutsure lighthouse. At this berth, West-going current stronger than East-going and ship taken to berth only on Westerly current, with stern towards South. Most suitable berthing time is 2–3 hours after commencement of West-going current. Maximum dimension of vessel which can be accommodated at this berth is gross tonnage 37,000 tons, dead weight 60,000 tons, length OA 270 metres, draft 11 metres.

One 8 in pipe is connected to vessel. Speed of discharge is an average 1,000 kl per hour.

**DENSITY:** 1025.

**FRESH WATER:** Good fresh water supplied either from water barge or from hydrants alongside wharves. Rate of delivery from water barge 50 tons per hour and from hydrants 40–50 tons.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Also see "Moji, Fuel".

**DEVELOPMENTS:** At present, No. 18 wharf, mostly reclaimed land, used for ferry boat service linking Shimonoseki to Pusan, which opened service June 1970. After completion of reclamation, further three berths (Nos. 19, 20 & 21) will be equipped for larger vessels, where maximum draft planned 10 metres.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore, but no spirits.

**CARGO GEAR:** See "Certificates", but no special requirements.

**CONSULS:** Korean Consul, tel. (66) 5341.

**REPAIRS:** All types of repairs possible.

**DRY DOCKS:** Mitsubishi Heavy Industries Ltd. 4 dockyards (Nos. 3 & 4 for smaller vessels).

Hayashikane Shipbuilding K.K. 3 dockyards (Max. 1,100 gt).
Towa Shipbuilding K.K. 1 dockyard (Max. 1,000 gt).
Mitsubishi Heavy Industries Ltd.

*Dimensions of dock*

| | *Length* metres | *Breadth* metres | *Draft* metres |
|---|---|---|---|
| No. 1 Dock | 164·13 | 25·0 | 7·04 |
| No. 2 Dock | 150·10 | 20·0 | 6·88 |

*Max. size of vessel for docking*

| | *Length* metres | *Breadth* metres | *Draft* metres |
|---|---|---|---|
| No. 1 Dock | 160·00 | 22·50 | 5·50 |
| No. 2 Dock | 143·00 | 19·30 | 5·00 |

**REPATRIATION:** Possible.

**AIRPORT:** Approx. 80 km. to Fukuoka airport; about 1½ hours by train. Approx. 18 km. to Kitakyushu airport; 40 minutes by taxi.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police station 110; Ambulance/Fire station 119.

**TELEPHONE:** Possible to place telephone on board.

**SERVICES:** All services available.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Port and Harbour Bureau.

**AGENTS:** Subagents of Dodwell & Co. Ltd., Tokyo. Holme Ringer & Co. Ltd., PO Box 72, 9–9, Minato-machin, Moji-ku, Kitakyushu. Tel. Moji (093) 331–1311/8. Telegraphic "Ringer Moji".

## SHIMOTSU (including Kainan): 34.06 N. 135.08 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List,
1 Declaration of Crew's Baggage. i.e. tobacco wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's agents should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Pilot request to be given to pilot station through Agent. Advance notice of ETA: 72 hours and 24 hours before arrival. No VHF available. Pilot usually attends by tug boat. No special pilot boat. Pilot boards 34° 07′ 25″ N. and 13°5 06′ 45″ E. No alternative area in event of bad weather. Location of anchorage for awaiting pilot – 34° 07′ 25″ N. and 135° 06′ 45″ E., as pilot station.

**ANCHORAGES:** Quarantine anchorage, 20 metres depth.

**RESTRICTIONS:** Entry day-time only.

*Yura Bay:* Vessels no longer than 110 metres berth. Day-time entrance only regardless of tide and current.

**MAX. SIZE:**

| | *Length* | *Draft* |
|---|---|---|
| Tonen O–1 (Shimotsu) | No limit | 20·00 m. |
| Tonen E–1 (Shimotsu) | No limit | 14·50 m. |
| Maruzen Buoy Berth (Shimotsu) | 179 m. | 10·50 m. |
| Maruzen Jetty 5 (Shimotsu) | 230 m. | 11·60 m. |
| Fuji Kosan Jetty 9 (Kainan) | 245 m. | 11·80 m. |

*Yura Bay:* Length 110 metres; breadth no limit; draft 10 metres.

**PRATIQUE:** Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case, of infectious disease within 15 days of arrival.

If crew or passengers on board do not possess valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

**RADIO:** Recommended Captain communicates with agents through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Tugs join at Quarantine anchorage, tug lines used.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's agents mainly by radio.

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:**

| | | *Diameter of shore pipes* | *Slop facilities* | *Max. Draft* |
|---|---|---|---|---|
| Tonen O–1 Jetty | – Shimotsu | 16″×3, 12×2 | None | 20.00 m. |
| Tonen E–1 Jetty | – Shimotsu | 12″×2 | ,, | 14·50 m. |
| Maruzen No. 5 Jetty | – Shimotsu | 14″×2 | ,, | 11·60 m. |
| Maruzen Buoy Berth | – Shimotsu | 10″×1, 6″×1 | ,, | 9·50 m. |
| Fuji Kosan Jetty 9 | – Kainan | 12″×1, 20″×1,<br>12″×1 (fuel) | ,, | 11·80 m. |

**DENSITY:** Average density 1012.

**FRESH WATER:** Available at every berth by shore lines, rate about 25 metric tons per hour.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Some grades available in Shimotsu/Kainan subject to enquiry.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore, but no spirits.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** None.

**REPAIRS:** Only minor deck and engine repairs.

**DRY DOCKS:**

*Yura Dockyard:* Mitsui Shipping & Engineering Co. Ltd. have constructed a 350,000 dwt new dockyard in Yura, 50 nautical miles South of Kobe 33° 57′ 30″ N. 135° 07′ 00″ E. Vessels calling at Yura port are requested to note the following information:

Tonnage dues should be paid at Wakayama since Yura is closed port.

Dock Master boards at position 280 degrees 2,000 metres from Arijima lighthouse for entering Yura and Pilot is not required.

Vessel is requested to wait at Wakayama Anchorage if dry dock or wet basin is not available.

Vessel is requested to call at Shimotsu for free pratique if necessary.

**REPATRIATION:** Possible.

**AIRPORT:** Osaka International Airport.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police 110 and Ambulance/Fire 119 (in case of emergency).

**TELEPHONES:** No facilities for placing telephones on board.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Port Administration Office.

**AGENTS:** Sub agents of Dodwell & Co. Ltd., Tokyo. Shimamoto Kaiun K.K., 5–7 Chikko, Wakayama. Tel. Wakayama (0734) 22–5111 Kainan (07348) 2–5463. Telegraphic "Shimamoto Wakayama" "Shimamoto Kainan."

## SHIOGAMA: 38.20 N. 141.03 E.

*Tohoku Oil Co. Refinery Terminal, Sendai.*

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including passport numbers.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Personal Effects.

Agent should be provided with necessary information to prepare Inward/Outward Declarations and Cargo Manifests.

**PILOTAGE:** Pilot boarding area in vicinity of position 38° 18′ N. 141° 11′ E. International Code signals used.

**ANCHORAGE:** Vessels waiting quarantine clearance or Pilot, anchor in vicinity of pilot boarding position given above.

**RESTRICTIONS:** Depth in approach channel, 12 metres at low water, with some shallow spots of 11·40 metres depth. Tidal range 1·10 to 1·30 metres.

**MAX. SIZE:** No restriction of vessel's length and beam. Draft controlled by depth in approach channel. Up to 50,000 dwt. tankers.

**HEALTH:** At first port of call in Japan vessel must obtain free pratique. Quarantine Officers attend only from daylight to sunset. Master required to produce all vaccination cards and Derat. Exemption Certificate.

If vessel arriving from cholera-infected area within ten days, Master must report crew and passengers' health condition to respective Quarantine office through Agent prior to arrival, and close all soil pipes before entering port.

**RADIO:** Choshi Radio or Nagasaki Radio.

**TANKER BERTH:** Dolphin berth situated in 14 metres depth water. Length between dolphins, 125 metres.

Vessel discharges through two 16 in. shore lines each capable receiving 4,000 t.p.h.

**FRESH WATER:** Supplied by shore line at 50 tons per hour.

**FUEL:** Nearest bunker stock port Tokyo Bay. Lightered subject 7 days' prior notice. Local supply may be possible.

**TIME:** GMT plus 9 hours. No alterations during the year.

**AUTHORITY:** Port Administration Office.

**AGENT:** Abeki Shokai, c/o Sendaiwan Marine Service Co., Lt 7–16, Teizan–dori 1-chome, Shiogama–shi Miyagi–ken. Tel.: Shi gama (02236) 4–2301. Cables ABE Shiogama.

## TANABE: 33.44 N. 135.21 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spiri camera, wrist-watch, radio, firearms/swords, etc. (only at fir port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Carg Manifest and Cargo Manifest in transit using specific forms. There fore ship's Agent should be provided with necessary informatio about details of cargoes in advance.

**PILOTAGE:** Not compulsory, but if required Agent to be advise 72 hours prior arrival. No pilotage sunset to sunrise. Anchorag waiting for Pilot 33° 42′ N.; 135° 19′ E. Pilot station 2,200 metre 315 degrees from Banshono-hana lighthouse. Depth, 38 metres.

**ANCHORAGE:** Waiting anchorage, 1,900 metres 40 degrees fro Banshono-hana lighthouse. Depth, 19 metres. Bottom, sand an mud.

**RESTRICTIONS:** Maximum draft, 9·5 metres (31 ft.), high tid Usual draft, under 8·5 metres (28 ft.).

**HEALTH:** At first port of call in Japan, vessel must obtain fre pratique. Quarantine officers will attend vessel only from dayligh to sunset and Captain to show all vaccination cards, Deratin Exemption Certificate. In case vessel arrives from cholera-infecte area within 10 days, Captain must advise crew and passengers healt condition to respective Quarantine Office through ship's Agen prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent throug Choshi Radio or Nagasaki Radio which cover all ports in Japan. I specifically West bound vessel to Choshi and North bound t Nagasaki Radio respectively.

**TUGS:** If required, ordered from Wakayama subject three day advance notice. Tug's line used, no extra charge.

**BERTHING:** Two buoy-berths, depth 10 metres and 7·5 metres.

**STEVEDORES:** At least 24 hours prior notice excluding Sunday and holidays required in order for Agent to arrange stevedore Vessel must constantly keep her Agent advised of ETA. If steve dores cannot commence loading/unloading at time notified by th Agent, the orderers must pay for waiting time. If cargo gears no rigged on berthing, stevedores will do same for ship's crew. Ove time surcharges 1700–1900 hours (50% additional of basic stevedor age), 2100–0500 hours next morning (130% additional), Sunday holidays (60% additional).

**MEDICAL:** No advance notice required unless urgent.

**DENSITY:** About 1.03.

**TIDE:** Tidal range. Maximum plus 2·13 metres. Minimum minu 0·21 metres.

**FRESH WATER:** Available by water-barge, capacity 30 tons Day-time delivery only to buoy berths. 48 hours notice require

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Ba Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunker will be lightered from the nearest bunker stock ports at maximu 7 days prior notice.

**GANGWAY/DECK WATCHMEN:** Not specially required unles passengers or valuable cargo aboard.

**OPENING/CLOSING HATCHES:** Stevedores carry out openin and closing hatches. Cost per hour per gang depending on type o cargoes. If any time lost by ship's crew doing this work, stevedore charge ship for waiting. Recommend request stevedores for thi work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspecto ship's registered gross and nett tonnages. Valid Cargo Gear Certif cates sometimes required by stevedores when cargo gear's main tenance appears to be poor.

**CUSTOMS ALLOWANCES:** Only allowed 50 cigarettes to tak ashore but no spirits.

**CONSULS:** None.

**REPAIRS:** Minor repairs only.

**AIRPORT:** Shirahama Airport about 25 km. distant. Domesti flights only, daily to Tokyo, Osaka, and Nagoya.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Tanabe police office, tel. 0739–2 1226; Ambulance, Chu-o Hospital, tel. 0739–22–8383; Fire departmen tel. 0739–22–0931.

**SERVICES:** None available locally but obtainable from Osaka.

**SHORE LEAVE:** Local Immigration Offices issue shore pass vali for only 3 days, but 3 days extension possible if ship stays longe

**AUTHORITY:** Port Administration Office.

**AGENTS:** Sub-Agents of Dodwell & Co. Ltd., Tokyo. Shimamoto Kaiun K.K., 193 Kamiyashiki, Tanabe-shi. Tel. Tanabe (0739) 24–2424. Telegraphic, Shimamoto Tanabe. Telex 5562–103.

## TOBATA 33.55 N. 130.51 E.

(See Kanmon-Ko).

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using spedific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** See "Yawata".

**ANCHORAGES:** No. 5 section, Wakamatsu. Depth: 9–11 m. Capacity (g/t) 15,000×2. Quarantine anchorages also used when necessary.

**WIND/TIDE:** South-easterly winds prevail in the warm seasons and North-westerly winds in the winter season. The maximum velocity recorded in the past being 18 m./sec. The tidal range is 2·145 metres. The current at the channel leading to new port runs Southward at the flood and Northward at the ebb. The maximum speed of the current is about 3 knots. There is no current in the dock.

**RESTRICTIONS:**

(a) Vessels exceeding 20,000 tons gross may berth only within one hour before and/or after slack tide. Vessel's under 20,000 tons gross may berth regardless of current, if it does not exceed 5 knots.

(b) Night entry: Vessels under 10,000 gross tons may berth at Nos. 1, 2, 3 and 8 wharves until 2200 hrs. in summer season and 2100 hrs. in winter season, subject to Harbour Master's permission and Pilot's agreement.

(c) Night departure: Vessels under 20,000 gross tons allowed to sail from Nos. 1, 2, 3, 8 wharves and Nos. "A", "B", "C" buoys until 2200 hrs., regardless of current, provided they are moored with bow outward.

(d) Least depth in channel, 14·0 m.

**MAX. SIZE:**

(a)

| *Wharf* | *Length* (m.) | *LOA* (m.) | *Depth* (m.) |
|---|---|---|---|
| 1 | 200 | 180 | 11·0 |
| 2 | 200 | 180 | 12·0 |
| 3 | 250 | 220 | 13·0 |
| 4 | | | 17.0 |
| 8 | 316 | 250 | 12·0 |
| 9 | 280 | 170 | 10·0 |
| Uchiura No. 5 | 221 | 175 | 8·5 |
| Shoko wharf | 165 | 150 | 8·5 |

(b)

| *Buoy* | *Ship's LOA* (m.) | *Depth* (m.) |
|---|---|---|
| A | 180 | 12·5 |
| B | 200 | 12·5 |
| C | 180 | 12·5 |

**PRATIQUE:** See "Moji."

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Two tugs join vessel at entrance of harbour (in front of harbour signal station). Vessels exceeding 20,000 tons gross require 3 tugs. One of them will join vessel at Mutsure leading into main harbour and 2 join vessel at entrance of port (in front of harbour signal station).

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio. See "Max. Size".

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

**MEDICAL:** Kinjyo Hospital, Yawata; Shimada Surgical Hospital, Yawata. No advance notice required unless urgent.

**DENSITY:** Average density in the port is about 1019–1021 in summer season, 1025–1026 in winter season.

**FRESH WATER:** Available in connecting lines from shore side at wharves Nos. 1, 2, 3, 8, 9. No. of hydrant 5 4 5 5 5. At buoys: from barges, arranged from Wakamatsu. Rate of delivery: 55–70 tons per hr. ex-hydrant, 60 tons per hr. barge. Overtime (0500–0800) (1700–2200), 50% add.; (2200–0500), 100% add.; bad weather, 50% add.; Sundays and holidays, 50% add.; minimum quantity at Tobata, 30 tons; minimum quantity at Mutsure, 50 tons.

**FUEL:** Available ex-barge. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**FIRE PRECAUTIONS:** No tanker berth. Each tugboat equipped with fire extinguishing system for attending emergencies on request.

**DEVELOPMENTS:** No. 4 wharf completed. Depth of water about 17 metres, but also 2nd plan for 19 metres. Berthing capacity, over 150,000 dwt.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo aboard.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

**CUSTOMS ALLOWANCES:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** See "Yawata".

**REPAIRS:** All types of deck and engine repairs possible afloat.

**DRY DOCK:** No dry dock.

**REPATRIATION:** Possible.

**AIRPORT:** See "Yawata".

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Tobata police office, tel. 093–87–4321; Wakamatsu Water Police, Tobata Branch, tel. 093–87–1561; Ambulance/Fire: Tobata fire department, tel. 093–87–2621.

**TELEPHONES:** See "Yawata".

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Kitakyushuko Kanti-Kumiai, Nishikaigan-Dori, Moji-ku, Kitakyushu City.

**AGENTS:** Sub-agents of Dodwell & Co. Tokyo. Holme Ringer & Co. Ltd., c/o Tobata Works of Yawata Iron and Steel Co. Ltd., Motomiya-cho, Tobata-ku, Kitakyushu. Tel. Tobata (093) 87–1561 (ext. 5528). Telegraphic, Ringer Yawata.

## TOKUYAMA: 33.59 N. 131.45 E.

Port situated in Yamaguchi Prefecture on Western part of mainland, facing Seto Inland Sea. Surrounded by Oshima peninsula on the East, by Otsu-Shima and Uma-Shima (islands) on the South-west, and by the land on the North. Forms a grand bay with deep water suitable for shelter. Sen-Shima and Kurokami-Shima (islands) lying in harbour, divide it into Tokuyama section and Tonda section.

**DOCUMENTS:**

(a) *Customs*. When vessel arrives direct from foreign port, Customs officials will board her for search. The following documents are to be submitted:

Crew List.
Passenger List.
Store List.
Manifest of Crew Personal Effects (must be signed by individual crew member).
Arms and Ammunition List.
Narcotics List.
List of Ports of Call on current voyage.
Discharging Cargo Manifest.
Through Cargo Manifest.
Declaration Inward/Outward (form No. 02000).

The following will be checked on board: Ship's Registry, Last Port Clearance. When vessel comes from Japanese port, Customs officials will not attend on board, except special case. Master or Agent are to attend at Custom House for entry formalities with the following documents:

Discharging Cargo Manifest.
Through Cargo Manifest.
Declaration Inward/Outward.
Ship's Registry.
Last Port Clearance.
Documents entrusted with Master by Customs at previous port.

On vessels' departure a clearance is issued by Customs, after confirming payment of tonnage dues. Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

(b) *Immigration*. Immigration officials attend from Tokuyama. They board vessel on arrival to examine passports, discharge books and/or other equivalent travel documents, and provide 72-hour landing passes for crew members and passengers. One copy each of Crew List and Passenger List are required by them. Providing ship's Agent with a Crew List beforehand will be a great help in expediting immigration business on vessel's arrival. When vessel stays in port more than 72 hours, the landing passes will be extended every 72 hours on application. In event that crew members, without entry visas, are to be landed for repatriation or transfer, Immigration will not permit their landing unless passage, by either sea or air, ensuring the prompt departure from Japan (within 72 hours) of these men has been booked, or unless vessels to which they are to be transferred, arrive in Japan within 5 days.

**PILOTAGE:**

*Inland Sea Pilot (Sekisaki/Tokuyama):* Not compulsory. Agent gives 24 hrs. notice to Pilot Association, Moji, and advice if ETA changed. (Master to cable "Anjin Moji" in case ETA changed and believes that his advice, if relayed by Agent, will not reach in good time; for example, at night before date of arrival at Sekisaki). Location: 3 miles South of Sekisaki lighthouse (33° 13′ N., 131° 54′ E.). Pilot boards on vessel's arrival at pilot station day and night. No alternative area in event of bad weather. No VHF.

*Harbour Pilot* (*Tokuyama Harbour or Tokuyama-wan*): Not compulsory. Pilot boards in Tokuyama-wan at quarantine anchorage, or other anchorage to pilot to berth. Master who has not taken Pilot at Sekisaki should enter harbour without Pilot (no pilot station at entrance). Master to inquire position for anchoring from Agent prior arrival. Agent will advise Master in consideration of vessel's size, draft or nos. of other vessels, especially supertankers, in port.

**ANCHORAGE:** Quarantine anchorage, 34° 01′ N. 131° 46′ E., depth water 36 ft. Deeper water of more than 60 ft. about 2 miles S.W. of quarantine anchorage where quarantine board supertankers. If harbour congested, vessels, especially supertankers, anchor outer harbour. In this case quarantine go to outer harbour if advised by Master or Agent. In emergency or unable contact Agent, vessel can talk with Harbour Master by VHF, Channel 16, calling "Tokuyama Hoan". No restriction for entry into and/or departure from the anchorages after nightfall.

**MAX. SIZE:** Biggest recorded vessel to enter, 215,000 tons dwt, 64 ft. draft.

**HEALTH:** Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case of infectious disease, within 15 days of arrival.

If crew or passengers on board do not possess Valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Join inside harbour. For supertankers outer harbour if requested. Tugs' lines used. Eight tugs available, up to 4000, h.p.

**BERTHING:** Also see "Tankers". No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

| (*a*) *Wharf* | *Length* (m.) | *Depth* (m.) | *Capacity* (g/t) | *Cargo* |
|---|---|---|---|---|
| Tokuyama Soda Salt pier | 117 | 10·5 | 15,000×1 | Salt |
| Tokuyama Soda Cement pier | 162 | 10 | 2,500×1 | Cement |
| Toyo Soda Fertiliser pier | 160 | 9·5 | 10,000×1 | Fertiliser |
| Toyo Soda Salt pier | 110 | 10 | 15,000×1 | Salt |
| Toyo Soda Salt pier | 60 | 8 | 4,000×1 | Salt |
| Toyo Soda Cement pier | 125 | 10 | 10,000×1 | Cement |
| Nisshin Seiko pier | 66 | 5 | 1,000×1 | Steel |
| Public Chikko wharf | 200 | 6 | 3,500×1 | General |
| Public Harumi wharf | 140 | 7·5 | 7,000×1 | General |

| (*b*) *Buoy* | *Depth* (m.) | *Capacity* (g/t) | *Cargo* |
|---|---|---|---|
| Sea berth | 20·0 | 100,000 | Oil |
| Nippon Seiro berth | 12 | 20,000 | ,, |

(Refer to Oil Terminals)

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ships crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

**Loading/Unloading facilities**

(*a*) Gangs: Maximum 20 gangs are available.

| *Classification* | *Regular employees* | *Temporary labourers* |
|---|---|---|
| Stevedores | 160 | 180 |
| Longshoremen | 80 | 60 |

Tokuyama Kairiku Unso Kabushiki Kaisha; Kamigumi & Co. Ltd.; Toyo Koun Co., Ltd.; Sankyu Transportation & Engineering Co., Ltd.

(*b*) Lighters: No lighter is available, but semi-motor schooners are arrangeable in case of need.

(*c*) Shore crane: None.

(*d*) Floating crane: No. 1. Capacity, 100 tons. Owners, Maruike Kaiun (from Kudamatsu).

(*e*) Average performance of loading/unloading: Loading: Cement in bags, 55–65 tons per hr./gang; Soda ash in bags, 40–50 tons per hr./gang; Fertilisers in bags, 55–65 tons per hr./gang. Discharging: Salt in bulk, 65–75 tons per hr./gang.

**Working hours:** One labour shift. Normal working hours: 0800 to 1700 hours. Overtime is possible by applying to Customs. No work can be arranged for during New Year holidays (1st to 3rd January).

**MEDICAL:** No advance notice required unless urgent. Hospital: Asanoumi Hospital, Asami Hospital, Ono Dental Plant.

**TANKERS:** No slop facilities.

(*a*) Idemitsu Oil installation.

| *Berth* | *Length* (m.) | *Depth* (m.) | *Mooring capacity* (g/t) | *Discharge efficiency per hr.* | |
|---|---|---|---|---|---|
| Ohura No. 3 Jetty | 250 | 13 | 50,000×1 | Crude oil | 5,000 |
| | | | | Fuel oil | 4,000 |
| | | | | Diesel oil | 4,000 |
| Ohura No. 5 Jetty | 300 | 13 | 70,000×1 | Crude oil | 5,000 |
| | | | | Fuel oil | 4,000 |
| | | | | Naphtha | 3,000 |
| Centre Pier | 220 | 12 | 35,000×1 | Crude oil | 2,000 |
| | | | | Fuel oil | 1,500 |
| | | | | Diesel oil | 1,500 |
| | | | | Kerosene | 800 |
| | | | | Naphtha | 1,000 |

Sea berth: is located in Tokuyama Bay at the position of 33° 59·5′ N 131° 46·1′ E., consisting of seven mooring buoys. 130,000 tons deadweight tanker can be accommodated at this berth, being moored to buoys fore and aft. Four powerful tug boats and two line boats are engaged in berthing/unberthing. The depth of water is 20 metres. The 30-in. or 36-in. submarine oil-pipe is connected to vessel; discharge efficiency of crude oil per hour is 10,000 tons. Vessel should have derricks of more than 10 tons capacity.

(*b*) Nippon Seiro Refinery: The mooring berth consists of one oil pier and two mooring buoys, to which vessel is moored fore and aft, keeping about 15 metres off the pier. The depth of water is 12 metres. The maximum size of vessel which can be accommodated is 25,000 gross tonnage. A 10-in. floating oil-pipe, which joins with the shore pipe-line at the end of the oil pier, is connected to vessel; discharge efficiency per hour is 600 tons.

Nippon Geon Wharf (25 ft.) (for LPG).

**DENSITY:** Salt. 1025.

**FRESH WATER:** Water barges available, one each of 450 tons, 350 tons and 160 tons. Hydrants at Idemitsu Central pier, Toyo Soda wharf. The rate of delivery: 50 tons per hour from barge, 20 tons per hour from hydrant.

**FUEL:** Ex-barge. Delivery rate 80–100 tons/hour. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Bunkering alongside Refinery berths not permitted.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo aboard.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

**CUSTOMS ALLOWANCES:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** None.

**REPAIRS:** Minor repairs only.

**DRY DOCKS:** Kasado Dockyard in Kudamatsu-wan, entrance 3 miles East of Tokuyama-wan entrance. Largest dry dock for 50,000 tonners and 4 other dry docks/building docks.

**AIRPORT:** Hiroshima (about 2·5 hours by taxi/train), Ube (2 hours by taxi/train) (two flights a day).

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police, tel. 110; Ambulance and Fire, tel. 119.

**TELEPHONES:** No facilities for placing on board.

**SERVICES:** From Moji, Kobe or Osaka.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Port and Harbour Bureau.

**AGENT:** Sub-agents of Dodwell & Co., Ltd., Tokyo. Holme Ringer & Co., Ltd., c/o Sankyu Transportation & Engineering Co. Ltd., Shunan Branch, 12–7 Chikko-cho, Tokuyama-shi, Yamaguchi-ken. Cable address: "Ringer Tokuyama". Domestic Telex: 6765–93 Sankyu J. Tel.: Tokuyama (0834) 22–0039.

## TOKYO: 35.43 N. 139.45 E. (See Plan)

**DOCUMENTS:**

3 copies Inward/Outward Declaration – (Form C.2000).
1 copy Berth Application (normally prepared by Agent).
1 Cargo Manifest (Form C.2030).
1 List Ship's Stores (Form C.2060).
1 Parcel List.
1 Passenger Manifest (Form C.2070).
1 Crew Manifest (Form C.2080).
1 Statement by Master (Form C.2020).
1 Declaration for Payment Tonnage Dues.
1 Maritime Declaration of Health.
1 Application for Shore Passes.

**PILOTAGE:** 12 hours advance notice of ETA required. Pilot boats named Musashi, Takao, Tsukuba and Asuka. No light or sound signals, use ship's radio in case necessity arises. Address: Tokyo Pilot Union, 3–26–82 Kaigan, Minato-ku, Tokyo (at the Southern tip of the Shibaura Wharf). Tel. (453) 1691.

Pilot boards vessel outside harbour. Vessel awaits Pilot around "Quarantine Anchorage".

Vessels requiring a Pilot for the Uraga Channel should radio request to Anjin Yokosuka advising ship's details and arriving time at No. 1 Uraga Channel light buoy. Uraga channel Pilot embarks three/five miles S.S.E. of Kannonsaki lighthouse, and will disembark on arrival at destination port limits. Applications for Uraga channel Pilot should reach pilot office 24 hours before vessels arrival at No. 1 Uraga channel light buoy.

**ADVANCE APPLICATIONS:** Passenger ships and large vessels using mooring facilities must submit applications for use of facilities to port managers (the Port and Harbour Bureau of Tokyo Metropolitan Government) through shipping firms or Agents 24 hours before entry into port so that they may have berths designated.

When they want to use anchorage facilities, they must submit applications for use of anchorage areas to Tokyo–Yokohama Port Director (the Port and Harbour Section of the Tokyo Maritime Safety Agency) to have anchorage sites designated. Small vessels of less than 300 gross tons do not need to submit anchorage application.

When ships of over 500 gross tons want to enter port at night (from sunset to sunrise), must submit applications in advance to port director and receive permission. Copy of written permission given to captain of ship when ship has entered port.

A ship carrying explosives or any other dangerous cargo must submit two copies of application in advance for permission to use port to Port Director. Such ships required to stay outside port in No. 3 Area. However, they will be allowed to enter port when port director considers it allowable.

**RESTRICTIONS:** No. 1 fairway is long and narrow (5,400 metres × 300 metres) and carries considerable traffic. Vessels under 500 tons not permitted use fairway when vessel over 5,000 tons is in transit. Depth in channel 90 m.

**DEPARTURE PROCEDURE:** Ship over 300 tons departing must hoist signal in daytime and two white lamps at night and make two prolonged blasts of whistles or siren 30 minutes before starts to move and then act according to signals given by signal station on Shibaura Quay. Departure notice must be submitted to Maritime Safety Agency and port managers (Operations Section of Port and Harbour Bureau). Foreign ships must submit required documents in addition to above notice to Tokyo Custom House, Immigration Control Office and Tokyo Medical Inspection Station to receive permission from these quarters.

**ANCHORAGES:** See "Advance Applications".

Quarantine anchorage on starboard hand of No. 1 fairway.

Sector A triangular sea area formed by line passing through point 180° and 400 metres from light buoy No. 16 and point 105° and 240 metres from same light buoy. Accommodates one 1,000-ton class ship or two ships of 500-ton class or smaller.

Sector B circular area with radius 120 metres from point 295° and 380 metres from tide signal post of No. 3 Daiba. Accommodates one 1,000-ton class ship.

Sector C (263,330 square metres) is a space between Harumi Wharf and Toyosu Wharf. Accommodates five 2,000 ton class vessels.

Sector D (141,350 square metres) sea area enclosed by line drawn from point 217° and 400 metres from North-western tip of Tsukishima Fishery Base through No. 8 mooring buoy. No. 15 buoy and Southern tip of Tsukishima Fishery Base. Accommodates five vessels smaller than 1,000 tons, but two if vessels larger than 700 tons.

**MAX. SIZE:** (Draft). Tanker, 9·5 m. or less; bulk carrier, 9·3 m. or less; general cargo, 9·3 m. or less. (Quay and Pier capacity). Passenger vessels up to 20,000 gross tons or cargo vessels up to 15,000 dead weight tons.

(Tide). Vessels of said size will not be affected by tide. Largest vessels to enter: tanker, 29,060 dwt.; bulk carrier, 19,947 dwt.; general cargo vessel, 19,599 dwt.

**PRATIQUE:** Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health condition on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or suspected case, of infectious disease within 15 days of arrival.

If crew or passengers on board do not possess valid Smallpox Vaccination Certificate.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

Medical inspection of plants: When a report is received in advance from a ship by telegraph or other means of communication, Tokyo Office of the Yokohama Plant Disease Prevention Station must be notified by telephone or verbally in request for an on-the-spot inspection of plant in question.

Medical inspection of animals: When a report is received from a ship in advance by telegraph or other means of communication, the Tokyo Branch or the Haneda Branch of Animal Disease Prevention Station must be notified by telephone or verbally in request for an on-the-spot inspection of the animals.

**RADIO:** Vessels entering are watched at all times at Torigasaki, the entrance gate to Tokyo Bay, and record of passing the point is taken. As each ship passes point, this is immediately communicated by VHF radio telephone to head office of Toyo Signal Communications Company. From here news communicated on normal telephone or on exclusive direct call telephone to interested parties. (Also see "VHF".)

Recommended Captain communicates with Agents through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Chosi and North bound to Nagasaki Radio respectively.

**VHF:**

| | | |
|---|---|---|
| A. | Transmitting antenna: | Located 39°26′ N. 139°39′ E. |
| B. | Type: | Single communication – Yagi type.<br>Plural communication – corner reflector type. |
| C. | Direction: | Southern part of entrance to Tokyo Bay and Port of Tokyo. |
| D. | Frequency class: | F3 |
| E. | Frequency: | Single communication –<br>156·6 mc/s., CH 12<br>156·7 mc/s., CH 14<br>156·8 mc/s., CH 16<br>(for calling, answering and safety)<br>Plural communication –<br>161·6 mc/s., CH 20<br>161·7 mc/s., CH 22 |
| F. | Antenna power: | 50 W. |
| G. | Call sign: | Tokyo Port Radio. |
| H. | Range: | Approx. 1,000 km (straight range)<br>South-east side – About 20 nautical miles South of Mojimazaki<br>South-west side – about 5 nautical miles North of Oshima Island.<br>North side – Tokyo Port and Chiba Port. |
| I. | Operating time: | All times. |

**Ship telephone:** Uses VHF and is a service between navigating or anchored ships and subscriber telephones on land, and between ships connected via base station on land. Communicating sphere approximately 50 to 100 kilometres from base station. Base stations located so as to allow communication with any ship sailing along Japanese coasts.

Charges for device: Y1,000 for one telephone set and actual cost for use by ship.

Service charges: (in case Japan Telegraph and Telephone Public Corporation installed the unit) Y22,000 a month for long term, Y1,100 a day for short term.

Call charges: Within specified call area for ship telephone in general – Y90 up to 3 minutes and additional Y30 per minute after the 3 minutes.

**TUGS:** The port has two tug companies: (i) Toko Service Co., Ltd., 3–25–8, Kaigan, Minato-ku, Tokyo. Tel. (452) 4781. (ii) Shibaura Tsusen Co., Ltd., 3–1–3, Kaigan, Minato-ku, Tokyo. Tel. (451) 3871. Upon notification to either, tugs will be waiting in neighbourhood of scheduled berth. Ship's lines to be used.

**BERTHING:** Any vessel entering port required to:

(1) Submit one each of "Declarations Inward/Outward of Vessels" to TMG and TMSA. See "Documents". (2) Submit "Application for Berth" to TMG. See "Documents". (3) Submit "Application for Designation of Anchoring Site" to TMSA (Form No. 13) regarding anchoring area. Berthing will be in order of arrival, passenger and special cargo vessels excepted.

| *Name of Wharf* | *Length (m.)* | *Depth (m.)* | *No. of Berths* |
|---|---|---|---|
| Shinagawa | 1,143 | 10·0 | 6 |
| Shinagawa | 476 | 8·0 | 3 |
| Shibaura | 910 | 7·5 | 6 |
| Hinode | 564 | 6·7 | 6 |
| Takeshiba | 103 | 6·7 | 1 |
| Takeshiba | 206 | 6·7 | 2 |
| Harumi | Dolphin-3 (24 m.) | 9·0 | 1 |
| Harumi | 132 | 9·5 | 1 |
| Harumi | 132 | 10·0 | 1 |
| Harumi | 797 | 9·0 | 5 |
| Harumi | 190 | 10·0 | 1 |
| Harumi | 456 | 10·0 | 2 |
| Toyosu | 140 | 7·3 | 1 |
| Toyosu | 210 | 8·5 | 1 |
| Toyosu | 200 | 7·5 | 1 |
| Toyosu | Dolphin-7 (250 m.) | 10·0 | 1 |
| No. 10 | 1,500 | 7·5 | 11 |
| Oi No. 1 | 2,300 | 12·0 | 8 (four completed) |
| | 675 | 12·0 | 3 |
| | 740 | 10·0 | 4 |
| Land Lot No. 13–2 | 600 | 12·0 | 2 |
| | 1,800 | 10·0 | 9 (four completed) |

There are many private wharves and other smaller public wharves in use and under construction.

**BULK HANDLING FACILITIES:** Containers handled at two berths at Shinagawa Wharf equipped with gantry cranes lifting capacity 30 tons and 37·5 tons.

At the present time four container berths have been completed at Oi Wharf. On completion another four container berths will be available.

There are also two container berths under construction at Land Lot No. 13.

**STEVEDORES:** Advance advices should be made 24 hours at latest before vessel's arrival order arrange necessary gangs.

Discharge rates (approx.):

(*a*) Iron, steel and scrap, using crane or magnet, about 1,000 tons/day.

(*b*) Coal, crane and bucket, 1500/2,000 tons/day.

(*c*) Ores, grabs and bulldozers, 1,000 tons/day.

(*d*) Timber, 1,000 tons/day.

(*e*) Grain, crane with bucket or suction, 1,000 tons/day.

**MEDICAL:** Hospitals, clinics and all specified facilities. Advance notice not necessary.

**TANKERS:** No slop discharge facilities, (but see "Services"). One tanker berth only, max. permitted draft 9·5 metres.

**FRESH WATER:** Water supply from hydrant by Tokyo Metropolis, and waterboat by private management.

| | | |
|---|---|---|
| (*a*) Water supply on wharves | | |
| Application | Bureau of Port and Harbour Offices in charge of each wharf. | |
| Work of water supply | Tokyo Port Service Association. | |
| (*b*) Water supply by water boat | | |
| Extra charge | Overtime from 1700 to 2300 | 50% |
| | from 2300 to ·700 | 100% |
| | Special district | 50% |
| | Festal day | 50% |

In the case of less than 15 tons per time, it will be considered 15 tons supply.

**FUEL:** All grades available. 24 hours notice required.

**FIRE PRECAUTIONS:** (Tankers).

1. Must enter port at dead slow speed preceeded by patrol boat of TMSA, one tug boat each side of vessel and followed by fire patrol boat.
2. Engine to be kept ready for immediate use in case of emergency.
3. Tow lines to be placed over bow and stern with eyes close to water surface.

*Note:* No vessels allowed alongside a tanker during loading or discharging.

**DEVELOPMENTS:** Port and Harbour programme for Tokyo, completion date target 1975.

1. Major reclamation and development of land.
2. Expansion of anchorage for discharging timber. Timber yards to be expanded.
3. No. 10 sector to be equipped to meet increasing internal trade.
4. Specialised wharves for iron, steel, timber and containers will be constructed.
5. No. 15 and Keihin No. 6 sections constructed to handle dangerous cargoes, mainly petroleum products.
6. Basin facilities and canals to be improved.
7. Dredging work in progress on 2nd fairway. When completed this fairway will be 300 m. wide and about 9 m. deep to be increased to 10 m. at a later date. A third fairway is also programmed.

**GANGWAY/DECK WATCHMEN:** Necessary only in the case of valuable cargo.

**OPENING/CLOSING HATCHES:** Normally by crew.

**CUSTOMS ALLOWANCES:** (Tobacco) 200 cigarettes a week. (Wine and/or spirits) 760 cc's per crew member per week.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** No consulates. But most countries have embassies in Tokyo.

**REPAIRS:** All grades of repairs available.

**DRY DOCKS:** Largest dry dock: length 180 m.; width 24 m.; depth, 7·27 m. Capable of accommodating vessel of 16,750 gross tons.

Also one other dry dock for ocean-going vessels.

**REPATRIATION:** All facilities. Crew accommodation:

(1) Tokyo Seamen's Club, 1–4–9 Kaigan, Minato-ku, Tokyo, Tel. (433) 5688.

(2) Tokyo Shibaura Seamen's Home, 1–11–8, Shibaura, Minato-ku, Tokyo. Tel. (451) 3249.

(3) Kaiko-ryo, c/o Tokyo Central Wholesale Market, 5–2–1, Tsukiji, Chuo-ku, Tokyo. Tel. (541) 0934.

**AIRPORT:** Distance to Tokyo International Airport, approx. 18 km.

**TIME:** GMT plus 9 hours. Permanent.

**HOLIDAYS:** National Holidays: New Year Holidays (Dec. 31st–Jan. 3rd); New Year's Day (Jan 1st.); Adult Day (Jan. 15th.); Foundation Day (Feb. 11th.); Vernal Equinox Day (around Mar. 21st.); Emperor's Birthday (Apr. 29th.); Constitution Commemoration Day (May 3rd.); Children's Day (May 5th.); Respect-for-Age Day (Sept. 15th.); Autumnal Equinox Day (around Sept. 23rd.); Tokyo Festival (Oct. 1st.); Physical Education Day (Oct. 10th.); Culture Day (Nov. 3rd.); Labour Thanksgiving Day (Nov. 23rd.).

No cargo work on 1st or 3rd Sundays of each month, and no work from 31st December to 3rd January inclusive. Cargo work can be arranged on all other days including National Holidays.

**POLICE/AMBULANCE/FIRE:** Tokyo Water Police, 1–11–12, Kaigan, Minato-ku, Tokyo. Tel. (433) 2411. Call Fire Stations for ambulances. Tokyo Water Fire Station, 5–1–23, Kachidoki, Chuo-ku, Tokyo. Tel. (531) 3121–3.

**TELEPHONES:** (also see "VHF")

Installed on ships moored at piers or jetties to allow telephone communications between ships and subscriber telephones on land and between ships.

**SERVICES:** Two tank cleaning companies available with barges of capacity 100 tons for disposal of residues. All other usual services available.

**SHORE LEAVE:** Crew members allowed ashore upon ship Master's request to Tokyo Immigration Office if have valid passports seaman's pocket ledgers. In case a crew member has a crimin record or has been expelled from Japan, he will not be allow ashore.

**PORT REGULATIONS:** Maintenance of order in Port of Tokyo under the responsibility of TMSA in accordance Port Regulati Law. In case of an occurrence of disaster, TMSA and the To Water Fire Station will take charge of refuge, rescue and fire fig ing.

**DELAYS:** Congestion in the port. Bad weather.

**AUTHORITY:** Bureau of Port and Harbour, Tokyo Metropolit Government, 5, Marunouchi 3, Chiyoda-ku, Tokyo. Tel. (212) 5111.

**AGENTS:** Dodwell Tramp Agencies, CPO Box 297, Togin Buildin 4–2, 1-chome, Marunouchi, Chiyoda-ku, Tokyo. Tel. (03) 211–21 Telegraphic: Dodwell Tokyo. International Telex: TK 2274, TK 25

## TOYAMA: 36.46 N. 137.13 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
6 Crew Lists, including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spir camera, wrist-watch, radio, firearms/swords, etc. (only at fi port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Carg Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary informati about details of cargoes in advance.

**PILOTAGE:** Not compulsory. No telegraphic address for pi station. but Pilot arranged through Agent whom keep advised ET which may be sent through Niigata Radio. Pilot boards one mile East breakwater from small tug. In event bad weather recomme remain outside port until weather clears. Pilot available day-time on

**ANCHORAGE:** The harbour at the Jintsu river mouth is alwa calm. Covers about 125 acres, with depths of from 16½ to 33 ft. o mud and sand. Room at anchorage for at least four vessels o 5,000 gross tons. Anchoring position for ocean tankers is 36° 48′ 137° 14′ E.

**MAX. SIZE:** Length 170 metres. Draft 9·5 metres (Summer) a 9·10 metres (Winter). Tidal range max. 0·45 metres. Also s "Tankers".

**PRATIQUE:** See "Fushiki."

**RADIO** (Also see "Pilotage"): Recommended Captain commu cates with Agent through Choshi Radio or Nagasaki Radio wh cover all ports in Japan. If specifically West bound vessel to Chos and North bound to Nagasaki Radio respectively.

**TUGS:** Usually join vessel at port entrance but can join outsi harbour for large vessels. Used only when pilot aboard.

"Narita Maru" – 2,060 h.p. uses own lines free of charge.
"Nihonkai Maru" – 1,800 h.p. uses own lines free of charge.
"Raicho Maru" – uses ship's lines.

**BERTHING:** No specific requirements. Pilot boarding time will notified by ship's Agent mainly by radio.

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** Maximum size: 80,000 gross and 150,000 deadweig Max. Length overall 300 metres, and Safety Draft 19 metres for S Berth of Nihonkai Sekiyu K.K., Toyama. Two lines, diameters 16 Reducing pieces supplied as necessary. Discharging of Arab cru and Sumatra crude. Average discharge rates: Under 50,000 dw 2,000 tons/hour; above 50,000 dwt – 2,500 tons/hour.

**DENSITY:** 1015–1019 min./max.

**FRESH WATER:** Available ex-wharf at Nos. 1, 2, 3, 4 and 5 wharve average 40 tons/hour. Other berthing positions supplied by bar which ordered from Fushiki and is filled up at Toyama.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will lightered from the nearest bunker stock ports at maximum 7 da prior notice.

**FIRE PRECAUTIONS:** Nihonkai Oil Co., Toyama, issue Saf Regulations to Master on arrival tanker sea-berth.

**GANGWAY/DECK WATCHMEN:** Not specially required unle passengers or valuable cargo aboard.

**OPENING/CLOSING HATCHES:** Stevedores carry out openi and closing hatches. Cost per hour per gang depending on type cargoes. If any time lost by ship's crew doing this work, stevedor charge ship for waiting. Recommend request stevedores for t work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspec ship's registered gross and nett tonnages. Valid Cargo Ge Certificates sometimes required by stevedores when cargo gea maintenance appears to be poor.

**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to ta ashore but no spirits.

**CONSULS:** Nil.

**REPAIRS:** Minor repairs only.

**DRY DOCKS:** Nihonkai Juko Co. Ltd., Toyama. No. 1 dock, us for construction. No. 2 dock, ship-building capacity: length, metres; width, 15 metres; depth, 1·8 metres. Size of dock: leng 112 metres; width, 14·6 metres. depth, 4 metres. Maximum buildi capacity, 4,000 gross tons. No. 3 dock, ship-building capaci length, 150 metres; width, 20·8 metres; depth, 5 metres. Size of do length, 168·2 metres; width, 21·88 metres; depth, 9·2 metres. Maxim building capacity, 10,750 gross tons.

**AIRPORT:** Toyama airport, distance about 10 kilometres. Two daily flights.
**TIME:** GMT plus 9 hours. Permanent.
**POLICE/AMBULANCE/FIRE:** Police, Toyama North Police Station, Toyama (0764) 37–7171; Ambulance, Toyama Iwase Fire Station, Toyama (0764) 37–7141 or 119; Fire, Toyama Fire Station, Toyama (0764) 37–7141.
**TELEPHONES:** No facilities for placing on board.
**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
**AUTHORITY:** Toyama-Kencho, 1–7, Shinsomagatiwa, Toyama City.
**AGENTS:** Sub-agents of Dodwell & Co. Tokyo. Fushiki Kairiku Unso K.K., c/o Toyama Kowan Unso K.K., 100 Higashi-Iwase-cho, Toyama-shi. Telegraphic, Fushiki-kairiku Fushiki. Tel. (0764) 38–1100.

## TOYAMA SHINKO: 36·47 N. 137 10 E.

**DOCUMENTS:**
Ship's Register.
Last Port Clearance.
6 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration, 2 Cargo Manifest and 1 Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** Pilot available any time during daylight. Not compulsory. No telegraphic address of pilot station, therefore, direct advice to local Agent always required. Pilot meets vessels 209 degrees 2 miles off leading light of Fushiki Port, thence takes vessel to Fushiki Quarantine Anchorage ground, due to many fish-nets on both sides of fairway. No Quarantine Anchorage ground established presently at Toyama-Shinko, therefore, every vessel obtains Free pratique at Fushiki. If requiring to come into Quarantine Anchorage without taking Pilot, necessary to advise Agent in advance. In case of bad weather and need to await outside port, recommend cruising in Toyama Bay until sea abates. Bay area too deep to anchor and also danger of fish-nets. When approaching position for Pilot, give exact ETA to Agent by using Niigata Radio and/or VHF to Fushiki Harbour Master. Small wooden pilot-boat painted yellow. No particular light or sound signals required. Even if the vessel already obtained free pratique in other port, need to approach the aforesaid position for Pilot, because of no pilot position located in Toyama-Shinko.
**ANCHORAGE:** No anchorage at Toyama-Shinko, therefore, if vessel required to await for berth or some other reason, use Fushiki Outer Anchorage ground where safe at all seasons with depth from 8 to 11 metres. Sand and clay bottom. Room at anchorage for at least six vessels over 5,000 gross tons.
**RESTRICTIONS:** Pilot not available during darkness. No restrictions on tide, because small tide in all seasons. If draft over port limitation, vessel enters port after making adjustment by lightening in Outer Harbour in Fushiki.
**MAX. SIZE:** Length 200 metres, draft 34 feet. Tidal range is maximum 0·45 metres.
**PRATIQUE:** See "Fushiki."
**RADIO:** (also see "Pilotage"). Recommend Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
**TUGS:** Tugs normally join vessel at port entrance, but sometimes in Fushiki Outer Harbour for larger vessels. Marita-Maru (2,060 h.p.) and Nihonkai-Maru (1,800 h.p.) provide lines, free of charge and Raicho-Maru (760 h.p.) uses ship's line. In case public tug, i.e. Nihonkai-Maru and Raicho-Maru used, always require Pilot on board.
**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must contantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
**MEDICAL:** No advance notice required unless urgent.
**DENSITY:** Average density between 1015 and 1019 in all seasons.
**FRESH WATER:** Available, from wharves No. 1, 2, 3 & 4, average 10 tons per hour. In other berths, to be supplied by barge, average 50 tons per hour.
**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker ports at maximum 7 days prior notice.
**DEVELOPMENTS:** (*a*) Planning to make one berth for 80,000 tons dwt. vessel, 280 metres long, 14 metres deep. However, the berth already constructed, and necessary to dredge to make deeper than present depths of 10·5 metres, together with making channel from 200 metres to 300 metres wide with 14 metres deep. (*b*) Planning to make 3 berths for 15,000 tons dwt., and 2 berths for 5,000 tons dwt.
**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.
**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
**CERTIFICATES:** Ship's register to show Customs Inspector ship's registered gross and net tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
**CUSTOMS ALLOWANCE:** Only allowed 50 cigarettes to take ashore, but no spirits.
**CONSULS:** None.
**REPAIRS:** Minor repairs only.
**DRY DOCKS:** No dry docks. Nearest available in Toyama.
**REPATRIATION:** Possible.
**AIRPORT:** Toyama Airport about 25 kilometres distance. Two regular services a day. ANA only.
**TIME:** GMT plus 9. No alterations made to clocks during year.
**HOLIDAYS:** 1st May and New Year's day, most probably from 31st Dec. to 3rd Jan.
**POLICE/AMBULANCE/FIRE:** Police, Shinminato Police Station, Shinminato (07668) 2–3141; Ambulance, Shinminato Fire Station, Shinminato (07668) 2–3175; Fire, Shinminato Fire Station, Shinminato (07668) 2–3175.
**TELEPHONES:** No facilities for placing telephones on board.
**SERVICES:** Hold cleaning available.
**SHORE LEAVE:** Local Immigration Officers issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer. Attending from Fushiki Immigration Office, Fushiki, due to no office in Toyama-Shinko.
**AUTHORITY:** Toyama-Kencho, 1–7 Shinsomagatiwa, Toyama City.
**AGENTS:** Sub-agents of Dodwell & Co. Ltd., Tokyo, Fushiki Kairiku Unso Co. Ltd., 6–6 Fushiki-Minatomachi, Takaoka-Shi, Toyama-ken, and/or Toyama-Shinko Branch; 3-go ganpeki haigo-chi, Toyama-Shinko, Kataguchi, Shinminato-shi, Toyama-ken. Tel. Head Office in Fushiki; Takaoka (0766) 44–1300/9 and Toyama-Shinko Branch; Shinminato (07668) 4–3330. Telegraphic address: Fushikikairiku Fushiki, only to Fushiki Head Office.

## TSUKUMI: 33.05 N. 131.52 E.

**DOCUMENTS:**
Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
**PILOTAGE:** Not compulsory, but recommended unless Master well acquainted with locality. Pilot embarks vessel at anchorage, position 33° 05′ 30″ N. 131° 54′ 00″ E. Request for Pilot made through Agent; Master to report ETA 24 hours prior arrival.
**ANCHORAGE:** Good holding anchorage available; depth of water about 25 m. Loading and/or unloading of cargo usually effected alongside wharves and in event of loading/unloading at anchorage, when rough weather prevails, difficulty sometimes experienced on account of swell from open sea. Therefore suggested that vessel anchor as close to shore as possible consistent with safety.
**RESTRICTIONS:**
(*a*) Berthing: Night entry or berthing after nightfall, though not impractical (depending on weather) is not recommended unless special arrangements (stevedores, etc.) necessitate vessel's immediate berthing.
(*b*) Departure: Night departure allowed, weather permitting, and subject Pilot's agreement.

**MAX. SIZE:**

| *Wharf* | *Length* | *Depth* | *Capacity* (g/t) |
|---|---|---|---|
| Noshima Pier | 168 m. | 16.0 m. | 60,000 |
| Prefectual W. (Noshima W.) | 164 m. | 9·0 m. | 10,000×1 |
| Onoda Cement No. 1 W. | 82 m. | 8·0 m. | 3,500×1 |
| Onoda Cement No. 2 W. | 185 m. | 8·0 m. | 10,000×1 |
| Nittetsu Pier | 155 m. | 10·5 m. | 18,000×1 |
| Todaka Pier | 120 m. | 9·0 m. | 15,000×1 |

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

Quarantine Office was closed on 1st October 1972 therefore vessels are required to obtain free pratique at Mutsure/Hesaki, Oita, Saganoseki or Saiki.
**RADIO:** Recommended Captain communicates with Agents through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If

specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** One tugboat named "Bungo" 1,600 h.p., 150 g/t.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agents mainly by radio.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

**MEDICAL:** No advance notice required unless urgent.

**DENSITY:** Average density about 1024.

**FRESH WATER:** Available. On prefectual wharf and Onoda No. 2 wharf, on Nittetsu Pier, and by barge on anchorage.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**FIRE PRECAUTIONS:** By Marine Security Guards.

**DEVELOPMENTS:** New prefectural wharf. Now under construction. Length, 200 m.; depth, 15 m.; capacity 20,000 g/t×1, 3,000 g/t×1.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo aboard.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

**CUSTOMS ALLOWANCES:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** Nil.

**REPAIRS:** Local workshop available only for minor repairs.

**REPATRIATION:** Possible.

**AIRPORT:** Oita airport; one hour from Tsukumi by train. Regular airlines: ANA, JDA, TAW.

**TIME:** GMT plus 9 hours. No alterations to clocks during year.

**HOLIDAYS:** 14th–16th August.

**POLICE/AMBULANCE/FIRE:** Police, 110; Ambulance/Fire, 119.

**TELEPHONES:** No facilities for placing telephones on board.

**SERVICES:** No special services available, but if required will be arranged by Agent who calls from another port.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.

**AUTHORITY:** Usuki Doboku (Public Works) Office.

**AGENT:** Sub-agents of Dodwell & Co. Tokyo. Azuma Shipping Co. Ltd., 344–53, Shimoaoe, Tsukumi. Tel. Tsukumi (09728) 2–2144. Telegraphic, Ringer Tsukumi. Telex 7755–77.

## TSURUGA: 35.40 N. 136.03 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Daylight hours only. Pilot arranged through Agent. Await Pilot at quarantine anchorage (see "Anchorages").

**ANCHORAGES:** Quarantine anchorage is best area for anchoring to avoid heavy weather (being protected from the North by mountains). Position 35° 40′ 08″ N.; 136° 02′ 55″ E.

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Join ship inside breakwater and use tug's line.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio. Depths alongside up to 12·0 metres.

New wharf depth 10 metres.
Kanegasaki Wharf, depth 9·5 metres.
Railway Wharf, depth 8·5 metres.
Horai Wharf, depth 7·3 metres.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If ste dores cannot commence loading/unloading at time notified by t Agent, the orderers must pay for waiting time. If cargo gears n rigged on berthing, stevedores will do same for ship's crew. Ov time surcharges 1700–1900 hours (50% additional of basic stevedo age), 2100–0500 hours next morning (130% additional), Sunday holidays (60% additional).

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** No facilities for big tankers.

**DENSITY:** Average density through year 1023.

**FRESH WATER:** Available from wharf, and by barge.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Ba Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunke will be lightered from the nearest bunker stock ports at maximu 7 days prior notice.

**GANGWAY/DECK WATCHMEN:** Not specially required unle passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out openi and closing hatches. If any time lost by ship's crew doing this wo stevedores charge ship for waiting. Recommend request stevedo for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspecto ship's registered gross and nett tonnages. Valid Cargo Gear Certi cates sometimes required by stevedores when cargo gear's ma tenance appears to be poor.

**CUSTOMS ALLOWANCES:** Only allowed 50 cigarettes to ta ashore but no spirits.

**CONSULS:** None.

**REPAIRS:** Minor repairs only.

**AIRPORT:** Distant one hour by train. Two flights daily to Tokyo

**TIME:** GMT plus 9 hours. Permanent.

**POLICE/AMBULANCE/FIRE:** Police, 2–4000; Ambulance a Fire, 119.

**TELEPHONES:** Not available for placing on board.

**SHORE LEAVE:** Local Immigration offices issue shore pass va for only 3 days, but 3 days extension possible if ship stays longer

**SERVICES:** Hold cleaning.

**AUTHORITY:** Tsuruga Port Office.

**AGENT:** Sub-agents of Dodwell & Co., Tokyo. Tsuruga Kai K.K., 2–10, Sakura-cho, Tsuruga. Tel. (07702) 2–3111. Cab "Kairiku". Telex 5176–693.

## UBE: 33.56 N. 131.15 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport numbers.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spir camera, wrist-watch, radio firearms/swords, etc. (only at f port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Car Manifest and Cargo Manifest in transit using specific forms. The fore ship's Agents should be provided with necessary informat about details of cargoes in advance.

**PILOTAGE:** Not compulsory but recommended unless Mas well acquainted with area. No harbour Pilot stationed at Ube Inland Sea pilot will attend.

Inland Sea pilotage should preferably be arranged through Age by cable via Nagasaki Radio giving 72 hours notice. Urgent corre tion of ETA outside business hours should be cabled direct pilot station. Inland sea Pilot Association covers all inland sea por Pilotage not compulsory but recommended in view of great numb of islands causing navigational hazards. Pilots obtained from one three pilot stations dependent upon vessel's last port of depart and at Master's discretion. Pilotage available throughout 24 hou and 72 hours advance notice preferred, thereafter advising alterations. Most Inland Sea Pilots also act as harbour Pilots up berth or anchorage at destination. *Note:* No VHF communica available with inland sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Ar Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels tra sitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegrap address "Anjin Saganoseki". In event bad weather, recommend vessels proceed for shelter as near as possible having due regard safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Posit 33° 56′ 24″ N. 131° 03′ 12″ E.

**ANCHORAGE:** Sea bottom is mud.

| | *Depth* | |
|---|---|---|
| | *4–7·5 m.* | *7·5–10 m.* |
| Sheltered | 73,000 | 233,100 sq. m. |
| Unsheltered | 12,175,500 | 680,000 |

**RESTRICTIONS:**

(*a*) Outer harbour: No restriction.

(*b*) Inner harbour: Berthing/unberthing is practicable only du daytime.

(c) Deep draft vessels may berth at high water only.

**MAX. SIZE:** See "Berthing" and "Tankers".

**HEALTH:** At first port of call in Japan, vessel must obtain pratique. Quarantine officers will attend vessel only from dayligh sunset and Captain to show all Vaccination Cards, Derating emption Certificate. In case vessel arrives from cholera infected area whithin 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agents prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agents through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West-bound vessel to Choshi and North-bound to Nagasaki Radio respectively.

**TUGS:** "Naruto Maru" 2,800 h.p. stationed at Ube. Other tugs available from Moji or Tokuyama. Tug's lines used at no extra charge.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agents mainly by radio.

| *Wharf* | *Length* | *Depth* |
|---|---|---|
| Ube Cement wharf | 247 m. | 9 m. |
| Ube Kosan Chisso wharf | 188 | 9 |
| Ube Kosan Urea wharf | 223 | 9 |
| Ube Kosan No. 2 pier | 131 | 9 |
| Central Glass wharf | 162 | 10 |

*Wharf for Limestone:*

Name of wharf: Okinoyama Limestone Wharf (Ube Kosen No. 5 Wharf). Length of wharf 165m. Maximum safe draft 11·00 m. Maximum dw tonnage 30,000 tons. Fairway 300 m. wide, 2·25 m. long, 8·80 m. deep, with shallow spot 8·40 m. at low water. Accessible max. draft 10·50 m. Facilities Loaders × 2; 1,500 tons per unit/hour. Entry and Departure Berthing/unberthing is practicable only during daytime. Deep draft vessel may unberth at high tide only.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agents advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agents, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50 % additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** Seibu Sekiyu Co. Refinery.

(*a*) Geographical Location: 33° 49′ 48″ North. 131° 13′ East. 163 degrees. 11,400 metres from Motoyama Misaki.

(*b*) Entry Permission: Sea berth located outside harbour limit of Ube port and treated as a closed port. Vessels therefore required to obtain special permission for entry from Customs at any open port prior to arrival.

(*c*) Restrictions: Max. 200,000 dwt. Max. safe draft 19 metres.

(*d*) Diameter/No. of shore pipes: Float-sink hose: 16 in × 2 lines connecting to manifold; sub-marine hose: 20 in × 2 lines; sub-marine pipe-line: 48 in. × 1 line.

(*e*) Discharging Rate: 10,000 k.l per hour.

**DENSITY:** 1025.

**FRESH WATER:** (*a*) Water barges available from Moji and supply about 50 tons per hour. (*b*) Water from wharf supply at Central Glass Ube Cement and Ube Chisso wharves.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

**CUSTOMS ALLOWANCES:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** None.

**REPAIRS:** Sasebo Heavy Industries Co., Ltd., Moji; Kitakyushu Iron Works, Tobata; Ube Dockyard Co., Ltd.

**DRY DOCKS:** None.

**AIRPORT:** 30 mins. by road.

**TIME:** GMT plus 9 hours. Permanent.

**POLICE/AMBULANCE/FIRE:** Police 110; Ambulance/Fire 119.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.

**SERVICES:** All services available.

**AUTHORITY:** Yamaguchi-Kencho 1–1, Takimachi Yamaguchi City.

**AGENTS:** Sub-agents of Dodwell & Co. Ltd., Tokyo.

*Tankers:* Uyeno Unyo Shokai, Yamaguchi Branch Office, Oaza Nishioki, Onada City, Yamaguchi Pref. Cable address: Uyenoshell Ube, Domestic Telex: 6845–42, Tel. Ube (08368) 8–1171.

*Dry Cargo Vessels:* Holme Ringe & Co. Ltd., P.O. Box 72, 9–9 Minato-machi, Moji-ku, Kitakyushu-shi, Fukuoka-ken. Cable address: "Ringer Moji", Domestic Telex: 7134–03 Ringer Kik. Tel. Moji (093) 331–1311.

## UNO: 34.29 N. 133.57 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all inland sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N.; 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel.) Position 33° 13′ N.; 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N.; 131° 03′ 12″ E.

**ANCHORAGE:**

| *Harbour anchorage* | *Bottom* | *Depth* | *Position from Tobisu Beacon* |
|---|---|---|---|
| No. 1 anchorage | Sand and/ | 18·0 m. | 320°–800 m. |
| No. 2 ,, | or Sand/Shell | 14·0 m. | 300°–750 m. |
| No. 3 ,, | | 21·0 m. | 40°–1,200 m. |
| No. 4 ,, | | 18·0 m. | 150°–500 m. |
| No. 5 ,, | | 29·0 m. | 23°–850 m. |
| No. 6 ,, | | 18·0 m. | 25°–1,300 m. |
| Mitsui | | | |
| No. 1 anchorage | | Same No. 1 anchorage | 328°–700 m. |
| No. 2 ,, | | ,, | 293°–600 m. |
| No. 3 ,, | | ,, | 252°–600 m. |

**MAX. SIZE:**

*No. 1 Pier:* 150 m. from South end, draft limit 8·5 m.; 120 m. from above to North end, draft limit 7·5 m.

*No. 3 Pier:* Depth of approaches, 15–20 m.; length of berth, 150 m.; depth alongside berth, 13 m.; maximum draft acceptable, 10 m.; maximum length acceptable, 150 m.; maximum width acceptable, 20 m.

*Mitsui Kindoku (HIBI), Private Pier:* Depth of approaches, 16–20 m.; length of berth, 176 m., dwt. 30,000 tons; maximum draft acceptable, 12 m.; maximum length acceptable, 176 m.

**HEALTH:** At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Tugs join vessel at out-harbour area. Tug's lines used.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** None.

**DENSITY:** Winter 22·7; summer 23·98.

**FRESH WATER:** Available at pier (40 tons per hour) ex-shore pipe. Available by water barge, 50 tons capacity from Okayama.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

**CUSTOMS ALLOWANCES:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** No consuls available, but marine note of protest can be attested by local notary public at Okayama.

**REPAIRS:** All types of deck and engine repairs possible.

**DRY DOCKS:**

| *Dry dock* | *Length* | *Width* | *Depth* | *Dwt. tons* |
|---|---|---|---|---|
| No. 1 | 545 ft. 6 in. | 76 ft. 1 in. | 26 ft. 9 in. | 20,500 |
| No. 2 | 560 ft. | 74 ft. 1 in. | 26 ft. 9 in. | 19,000 |
| No. 3 | 670 ft. | 103 ft. 3 in. | 32 ft. | 46,000 |

*Tamano:* Mitsui floating dock, max. size 150,000 dwt.

**REPATRIATION:** Possible.

**AIRPORT:** Okayama airport 25 km. Only domestic airlines; 3 flights to Osaka, via Tokyo, daily.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police (for emergency), 110; Ambulance, 119; Fire, 119.

**TELEPHONES:** No arrangements for placing telephones on board.

**GENERAL:** 3 days notice of special requirements essential.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Tamano Port Administration Office.

**AGENTS:** Sub-agent of Dodwell & Co. Ltd., Tokyo. Naigai Unyu Co. Ltd., 3rd Floor Shokokaikan Bldg., Chikko Kaigan-dori, Tamano-shi. Tel. Tamano (0863) 2–5241. Telegraphic, "Naigai Tamano".

## WAKAMATSU: 33.54 N. 130.48 E.

(See "Kanmon-Ko").

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all inland sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N.; 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ N.; 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N.; 131° 03′ 12″ E.

**ANCHORAGES:** No. 5 section, Wakamatsu. Depth 9–11 m. Capacity (g/t), 15,000×2. Also quarantine anchorage.

**RESTRICTIONS:** Easterly winds prevail in warm season, dense fog prevails sometimes in spring and winter, but generally clears in a few hours in the morning. Tidal range about 1½ metres and current in leading channel about 1½–2½ knots, but no current in port. Due to narrow channel leading to main harbour and shallow water at entrance of channel, length and draft of vessels are generally limited as follows:

*Buoy:* Ship's length overall, 165 metres; draft, 8·5 metres; gross tons, 11,000 tons.

Fairway leading into main harbour about 200 metres wide and 2 miles long, running parallel to a breakwater and reclaimed land. In this channel, as in main harbour and fairway, vessels observe only one-way traffic and on an outgoing signal from the shore, wait outside for outgoing vessel until channel is cleared. Vessels with draft of more than 7 metres can enter/depart only at high tide. Entry permitted only from sunrise and vessel to be berthed before sunset. Night departure prohibited.

**MAX. SIZE:**

| *Buoy* | *Ship's LOA* | *Draft* | *Capacity* |
|---|---|---|---|
| | m. | m. | |
| "B" | 165 | 8·5 | 11,000×1 |
| "C" | 165 | 8·4 | 11,000×1 |
| "E" | 160 | 8·1 | 10,000×1 |
| "N" | 147 | 6·7 | 7,000×1 |
| "O" | 147 | 7·3 | 5,000×1 |
| "L" | 165 | 8·5 | 10,000×1 |

**PRATIQUE:** See "Moji".

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Two tugs join vessel under Wakato bridge at corne fairway leading to main harbour.

**BERTHING:** No specific requirements. Pilot boarding time wil notified by ship's Agent mainly by radio.

**BRIDGES:** Wakato bridge. Height of mast limited to 38 me for passing under bridge.

**STEVEDORES:** At least 24 hours prior notice excluding Sund and holidays required in order for Agent to arrange stevedo Vessel must constantly keep her Agent advised of ETA. If ste dores cannot commence loading/unloading at time notified by Agent, the orderers must pay for waiting time. If cargo gears rigged on berthing, stevedores will do same for ship's crew. O time surcharges 1700–1900 hours (50% additional of basic steve age), 2100–0500 hours next morning (130% additional), Sunda holidays (60% additional).

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** No tanker berths.

**DENSITY:** Average density in port about 1019–1021 in sum season; 1025/1026 in winter season.

**FRESH WATER:** Available. Rate of delivery: 50–60 tons per ex-barge. Minimum quantity at buoy, 10 tons; minimum quanti No. 5 sec., 30 tons.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunk will be lightered from the nearest bunker stock ports at maxim 7 days prior notice.

**FIRE PRECAUTIONS:** No tanker berth. Each tugboat is equip with fire extinguisher system for attending emergency case request.

**DEVELOPMENTS:** Land reclamation N.E. Wakamatsu for charge wharves (coal/iron ore). Depth to be 12 metres.

**GANGWAY/DECK WATCHMEN:** Not specially required un passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out open and closing hatches. If any time lost by ship's crew doing this w stevedores charge ship for waiting. Recommend request stevedo for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspe ship's registered gross and nett tonnages. Valid Cargo G Certificates sometimes required by stevedores when cargo ge maintenance appears to be poor.

**CUSTOMS ALLOWANCES:** Only allowed 50 cigarettes to t ashore but no spirits.

**CONSULS:** See "Yawata".

**REPAIRS:** All grades deck and engine repairs afloat.

**DRY DOCKS:** None.

**AIRPORT:** See "Yawata".

**TIME:** GMT plus 9 hours. Permanent.

**POLICE/AMBULANCE/FIRE:** Wakamatsu Water Police, 093–76–2731; Wakamatsu Police Office, tel. 093–97–2731; Ambulan Fire: Wakamatsu Fire department, tel. 093–76–4031; Defence/res department, tel. 093–76–4353).

**SHORE LEAVE:** Local Immigration Offices issue shore pass v for only 3 days, but 3 days extension possible if ship stays longe

**AUTHORITY:** Kitakyushuko Kanti-Kumiai, Nishikaigan-dori, M ku, Kitakyushu City.

**AGENT:** See "Yawata".

## WAKAYAMA: 34.14 N. 135.10 E.

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spi camera, wrist-watch, radio, firearms/swords, etc. (only at f port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Ca Manifest and Cargo Manifest in transit using specific forms. The fore ship's Agent should be provided with necessary informa about details of cargoes in advance.

**PILOTAGE:** Wakayama-Shimotsu licensed Pilots. ETA advi to Agent. Pilot boards 1,500–2,500 metres off Wakayama break-wa Chart Nos. 1150 and 1143 (Japanese Maritime Safety Board). pilot boat. Pilot boards from tug.

**ANCHORAGE:** For waiting Pilot and/or berth. (Nature of bott sand mixed with mud.) 1,500 metres 220 degrees from Red li house; 1,500 metres 270 degrees from White lighthouse; 1,500 me 235 degrees from Red lighthouse; depth about 11 metres.

**RESTRICTIONS:** Pilot available day-time only. Channel de 14·0 metres.

**MAX. SIZE:** (Wakayama Log Carrier): Section No. 1, LOA metres, g/t 11,000 tons, draft 8·2 metres; South Section, LOA metres, g/t 15,000 tons, draft 9·0 metres. (Sumitomo Metal Pi LOA 250 metres, g/t 80,000 tons, draft 14·0 metres.

**PRATIQUE:** Radio Agent for free pratique not less than 12 ho and not more than 36 hours before arrival, advising full detai vessel and health condition on board. When free pratique is gra by radio vessel will be required to submit the following docume Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or suspected case, of infectious disease within 15 days of arrival.

If crew or passengers on board do not possess valid Smallpox Vaccination Certificate.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** Tug assistance normally commences from outer harbour. Tug lines used and charge included in towage. Three tugs available, up to 3,000 h.p.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** No tanker berth.

**DENSITY:** 1025–1030.

**FRESH WATER:** Available, Water boat, capacity 60 tons.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo on board.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

**CUSTOMS ALLOWANCES:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** None.

**REPAIRS:** Minor repairs only. Wakayama-Sakai Co., tel. 0734–55–4147.

**DRY DOCK:** One small dock, Wakayama Zosen K.K.

**REPATRIATION:** Possible.

**AIRPORT:** Itami, Osaka, about 3 hours by car.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Police, 110; Ambulance/Fire, 119.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

**AUTHORITY:** Wakayama-kencho, 1–1, Komatsubara-dori, Wakayama City.

**AGENTS:** Sub-Agents of Dodwell & Co. Ltd., Tokyo.

*Wakayama North Port* (Sumitomo Steel Mills), Sumikin Kaiun Co. Ltd., c/o Sumitomo Kinzoku K.K., 1850, Minato, Wakayama. Tel. Wakayama (0734) 55–5151. Telegraphic, "Shipsumikin Wakayama".

*Wakayama South Port* (Lumber/log discharge), Shimamoto Kaiun K.K., 5–7, Chikko, Wakayama. Tel. Wakayama (0734) 22–3600. Telegraphic, "Shimamoto Wakayama".

## YAWATA: 33.52 N. 130.49 E.

(See "Kanmon-Ko").

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** *Harbour pilotage:* Compulsory for entry and departure, but not when passing through straits. Pilots embark East-bound vessels at Mutsure quarantine anchorage (see "Moji"), West-bound vessels at Hesaki quarantine anchorage (see "Moji"). Two Pilots embark vessels exceeding 20,000 gross tons, charging 180% pilotage.

*Sea pilotage:* Vessel approaching from East obtain Pilot by radio request made at least 24 hours in advance. Pilot embarks 3 miles South from Sekisaki lighthouse; 33° 13′ N.; 131° 54′ E.

Pilots should be kept closely advised of accurate ETA pilot station. If any changes, Masters requested radio immediately to pilot offices direct or through Agent reporting revised ETA. Cable addresses of pilot offices: Harbour Pilot, "Kanmonpilot Moji". Inland Sea Pilot, "Anjin Moji". Require 24 hours notice of ETA, but can attend with 2–3 hours notice in emergency cases.

**ANCHORAGES:** No anchorage at Yawata, but quarantine anchorage used in essential cases. See "Quarantine".

**RESTRICTIONS:**

(*a*) Because of narrow channel leading to Yawata and shallow water at entrance of channel, length and draft of vessel limited, except for berthing at Nishi-Yawata wharf, where 20,000 gross tonnage with 200 metres length overall and 8·3 metres draft may be accommodated. Limits:

| | *Wharf* | *Buoy* |
|---|---|---|
| Length (overall) | 166 m. | 155 m. |
| Draft | 8·5 m. | 8·5 m. |
| Gross tonnage | 10,000 tons | 10,000 tons |

Vessel slightly exceeding above may be berthed at the Pilot's discretion, subject weather conditions and efficiency of engine, steering, etc.

(*b*) Fairway leading into main harbour about 200 metres wide and 2 miles long, running parallel to breakwater and reclaimed land. In this channel, as in main harbour and fairway to Yawata, vessels observe one-way traffic and, on a "not-clear" signal from shore, wait outside for outgoing vessels to clear channel. Vessels with draft of more than 7 metres can enter/depart only at high tide.

(*c*) Entry permitted only from sunrise and vessels to be berthed before sunset. Night departure prohibited.

(*d*) Wakato Suspension bridge crosses channel between Tobata and Wakamatsu. Height of bridge from water line at fairway 42·675 metres at spring high tide; height of mast of vessels passing under bridge limited to 38 metres.

(*e*) Easterly winds prevail in warm season. North-westerly winds in winter. Dense fog sometimes in spring and winter, but generally clear in morning. Tidal range about 1·2 metres. Tidal current in channel about 1½ to 2½ knots, but no current in port.

(*f*) Port privately owned and controlled by Nippon Steel Corp.

**MAX. SIZE:**

(*a*)

| *Wharf* No. | *Length* m. | *Depth* m. |
|---|---|---|
| 15 | 150 | 9·0 |
| 16 | 150 | 9·0 |
| 17 | 150 | 9·0 |
| 18 | 179 | 9·0 |
| 19 | 185 | 9·0 |
| 20 | 185 | 9·0 |
| Nishi-Yawata | 320 | 9·0 |
| Makiyama | 160 | 8·5 |

(*a*)

| *Buoy No.* | *Depth* m. |
|---|---|
| 4 berth (F–G buoys) | 9·0 |
| 5 ,, (G–H ,, ) | 9·0 |
| 6 ,, (H–I ,, ) | 9·0 |
| 7 ,, (I buoy–anchor) | 9·0 |
| 10 ,, (F ,, ) | 9·0 |
| 12 ,, (G ,, ) | 9·0 |
| 14 ,, (H ,, ) | 9·0 |
| 16 ,, (I ,, ) | 9·0 |

**PRATIQUE:** See "Moji".

**QUARANTINE:**

(*a*) Quarantine station at Western entrance: Half-mile East of Mutsure lighthouse 33° 58′ 15″ N., 130° 53′ 43″ E.

(*b*) Quarantine station at Eastern entrance: 125 degrees, 1,500 metres from Hesaki lighthouse 33° 56′ 24″ N., 131° 30′ 12″ E.

(*c*) Quarantine inspection not allowed inside port except when weather or other special reasons prevent quarantine boat from approaching ship at anchorage.

(*d*) Quarantine service is rendered from sunrise to one hour before sunset.

(*e*) "Q" flag should be hoisted until ship in free pratique.

(*f*) Vessels exceeding 20,000 gross tonnage may undergo quarantine on application when they berth inside port.

(*g*) When ship arrives from plague-infected or suspected area within 10 days after she left such place, 24 hours special quarantine required. All sanitary scuppers must be closed and garbage must not be thrown overboard after ship reaches 60 miles off Japanese coast.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**VHF:** Vessel can keep in direct contact with port authorities in regard to arrival, berthing instruction, etc. through VHF, details as follows:

| | *Kitakyushu* (*Moji*) | *Shimonoseki* |
|---|---|---|
| (*a*) Call sign: | "Kitakyushu port radio" | "Shimonoseki port radio". |

(*b*) Location of radio facilities: The transmitting and receiving station located at top of Mt. Hinoyama, Shimonoseki, for the above both radio.

(*c*) Type of wave:

| | | |
|---|---|---|
| Channel: Simplex | 16 (Calling, responding) | 16 (Calling, responding) |
| ,, | 12 (Communication) | 12 (Communication) |
| ,, | 14 ( ,, ) | 14 ( ,, ) |
| Duplex | 20 ( ,, ) | 20 ( ,, ) |
| Outport: | 50 W. | 50 W. |

(*d*) Operating hours: 0600–2000.

(*e*) Communicating range: Within a radius of 50 miles from the station.

(*f*) Communicating language: English and Japanese.

**TUGS:** Two tugs join vessel at corner of fairway leading into main harbour. Ship's lines used when vessel berths.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

**BRIDGE:** See "Restrictions".

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** No tanker berth.

**DENSITY:** Average density in port about 1020–1022 in Summer season, 1024–1025 in Winter season.

**FRESH WATER:** At buoys: Water barges available from Wakamatsu, rate of delivery about 50 tons per hour. At wharves: (Nos. 16, 17, 18, 19, 20 and Nishi-Yawata wharf.) From hydrants: 25–40 tons per hour. For supply at Nishi-Yawata wharf, one day prior notice required. Overtime charge: (0500–0800) (1700–2200), 50% add.; (2200–0500), 100% add.; bad weather 50% add.; Sundays and holidays, 50% add. Minimum quantity at Yawata, 10 tons. Minimum quantity at Mutsure anchorage, 50 tons.

**FUEL:** All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**FIRE PRECAUTIONS:** No tanker berth. Each tugboat is equipped with fire extinguisher system for attending emergency cases.

**DEVELOPMENTS:** All the present discharging berths (wharves) for coal, ore (including Nishi-Yawata scrap wharf) converted to loading berths.

**GANGWAY/DECK WATCHMEN:** Not specially required unless passengers or valuable cargo aboard.

**OPENING/CLOSING HATCHES:** Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedore's when cargo gears maintenance appears to be poor.

**CUSTOMS ALLOWANCES:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:** British Consul, who is also acting Swedish Consul, is stationed with Holme Ringer, Moji (tel. 093–33–1311). American Consul stationed at Fukuoka (tel. 092–75–9331). Korean Consul stationed at Fukuoka (tel. 092–77–0461).

**REPAIRS:** All types of deck and engine repairs possible.

**DRY DOCKS:** No dry dock available.

**REPATRIATION:** Possible.

**AIRPORT:** Fukuoka airport; approx. 70 kilometres.

(*a*) International line:

JAL, for Pusan (Tuesday and Thursday);
for Taipei–Hongkong (Monday and Thursday).
CPA, for Taipei–Hong Kong (Wednesday and Saturday).
KAL, for Pusan-Seoul (Mon., Tues., Wed., Fri., and Sat.).

(*b*) Domestic line:

JAL and ANA, regular service.

Kitakyushu airport; approx. 20 kilometres. Flights often suspended by heavy rain and fog.

(*c*) Domestic line:

ANA, regular service.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**POLICE/AMBULANCE/FIRE:** Yawata Police Station, tel. 093–67–6631; Wakamatsu Water Police, Yawata Port branch, tel. 093–67–0611; Ambulance/Fire, Yawata Fire Department, tel. 093–67–4831.

**TELEPHONES:** Nippon Senpaku Tsushin K.K. available at Moji (tel. 093–33–1089). In case of Mutsure anchorage, extra boat charge and personnel expenses will be incurred. Due to insufficient number of telephones require adequate advance notice for installation. Suitable ship's electrical voltage; DC–22/28 v. AC–100 v. 110 v. 120 v. (to keep at least within 10 v.).

**GENERAL:** Whenever vessel takes bunkers in port, advisable to close deck scuppers' holes before pumping in order to avoid overflow oil into sea.

**SERVICES:** Tank cleaning, sand blasting (Fuji Co., Tobata), chemical cleaning (Fuji Co., Tobata). Hold cleaning (Tsuyama Kosan K.K., Yawata; Fuji Co., Tobata). Compass adjusting (Kajiwara Koki, Shimonoseki). DF calibration (Nippon Radio Co., Tobata). Life-raft servicing and inspection (Kikutani Sengu, Shimonoseki; Marinair International, Kobe; International Marine, Kobe; Marine International; Yokohama and Tokyo); this service requires name of maker in advance. Radio and radar repairs available, but requires name of makers/type of the machine in advance. Laundry (Sunrise Cleaning, Tobata; Moji Dry Cleaning, Moji). Watchmen service available. Charts: only Japanese charts available locally; BA and HO charts can be obtained from Kobe and Yokohama respectively, with adequate notice. Grain fitting (Ushio Co., Moji; Fuji Sobi, Moji); this work is usually carried out at Moji (public port). Fumigation (Toyo Fumigation Co., Moji), this work is not permitted at Yawata but at Moji. Floating crane, capacity 200 tons (Kondo Kaiji, Wakama Nichibei Kosan). Diver (Nippon Salvage Co., Moji; Tsuyama Ko Wakamatsu). Salvage service (Nippon Salvage, Moji) Pai service (Fuji Co.).

**SHORE LEAVE:** Local Immigration Offices issue shore pass for only 3 days, but 3 days extension possible if ship stays longe

**AUTHORITY:** Kitakyushuko Kauti-Kumiai, Nishikaigan-dori, M ku, Kitakyushu City.

**AGENTS:** Sub-Agents of Dodwell & Co., Tokyo. Holme Ring Co. Ltd., c/o Yawata Works of Yawata Iron and Steel Co. L Edamitsu, Yawata-ku, Kitakyushu. Tel. Yawata (093) 67–0611. ext. Telegraphic, Ringer Yawata.

## YOKKAICHI: 34.57 N. 136.38 E.

**DOCUMENTS:** See "Yokohama".

**PILOTAGE:** Not compulsory; Pilot available at 34° 56′ 15″ 136° 40′ 40″ E. Vessels requiring Pilot cable Agent at least a ahead advising exact ETA pilot station. Wireless station for c municating with entering ships and for other port business, signal JCZ. Radio wave in use is A1.A2 500 kc/s. and A1.A2 486 k output A1 50 w. and A2 110 w. Zone of communication about 100 Yokkaichi signal station also equipped for assigning berths entering ships and for other port business. VHF communica available, call signal Yokkaichi Port Radio, Channel 16. Wor Channel 14, hours 0600 to 2000 any day.

**ANCHORAGE:** Vessels anchor 34° 56′ 15″ N., 136° 40′ 40″ E. wh authorities board and grant free pratique; maximum depth 13 m.

**RESTRICTIONS:** Entry restricted by vessel's draft and prati Maximum draft inside port 12 m. Quarantine authority attend ve usually from dawn to sundown on any day. Berthing day-time o Unberthing any time except tankers day-time only.

**MAX. SIZE:** Maximum permissible draft *inside port* 12 me Installations outside main port: Shoseki No. 1 sea berth (inn depth 62 ft. Shoseki No. 2 sea berth (outer), depth 69 ft. Daikyo berth, depth 72 ft. No limitation on length.

**HEALTH:** Request for radio pratique to be addressed to agents less than 12 hours before arrival.

**TIDE:** Tidal current of Ise bay runs Northward along East sid Mie Pref. and turns round at mouth of Kiso River and runs Southw for Chita peninsula.

Tidal level: High tide Tidal level (average) +7·74 ft.
Mean tide +4·30 ft.
Low tide ±0·00 ft.

**TUGS:** Normally stand-by to assist vessel inside breakwate entrance to fairway; tug's lines used.

**BERTHING:** *Depths alongside:*

| *Berth No.* | *Depth* |
|---|---|
| 1 | 8 metres |
| 2–3 | 8·5 metres |
| 4–5 | 8·5 metres |
| 8 | 10 metres |
| 9 | 10 metres |
| 11 | 10 metres |
| 13 | 11 metres |
| 14 | 10 metres |
| 15 | 10 metres |

**SPECIALISED CARGO HANDLING FACILITIES:** *Bulk Carg*

No special berth for this. No. 2 wharf has a cereal silo which store 30,000 tons of imported grain. Two pneumatic unloaders unloading capacity of 300 tons per hour, per machine, at the no ern berth of the pier to connect the silo with conveyors.

*Containers:* One container berth, depth 36 ft. with a conta crane of 37·5 tons capacity.

*Liquid Chemicals/LPG Carriers:* Private berth.

**TANKERS:** Showa Oil Pier "SD" – 11·5 metres depth
,, ,, ,, "SE" – 11·4 metres depth
Saikyo Oil Pier "Shiohama" – 12 metres depth
,, ,, ,, "Umaokoshi" – 12 metres depth
Mooring Buoy No 1 – 12 metres depth
Mooring Buoy No 2 – 10 metres depth

*Diameter of discharge lines:*

| | | |
|---|---|---|
| Sea berth No 1: | 14·5 ins. (two lines) | |
| Sea berth No 2: | 14·5 ins. | ,, |
| Daikyo Sea Berth: | 18 ins. | ,, |
| Daikyo "Shiohama": | 12 ins. | ,, |
| Daikyo "Umaokoshi" | 10 ins. | ,, |
| Showa Oil Pier "SE" | 10 ins. | ,, |

**DENSITY:** Average 1025.

**FRESH WATER:** Available, rate of delivery 50 tons per hour shore pipes at Government wharves; 100 tons from barge; b 22.00 hours additional cost 50%; after 22.00 hours additional 100%.

**FUEL:** Most domestic and bonded oil available, ex-barge. Mini 5 days notice required.

**CONSULS:** None.

**REPAIRS:** Minor repairs only.

**AIRPORT:** No airport.

**POLICE/AMBULANCE/FIRE:** Police, tel. 110; Ambulance tel. 119.

**TELEPHONES:** Telephone can be arranged from shore co tion at Government wharves. No connections at tanker berths.

**GENERAL:** Lightening: Not allowed, except a cargo of o chemicals.

**SERVICES:** Technicians for vessel's instruments can be arranged from other ports.

**REGULATIONS:** Under adverse weather conditions:

1. If a typhoon is reported approaching, and upon advice from refinery representative, loading or unloading operation will be suspended and vessel will leave berth to a designated area for refuge.
2. During a violent thunderstorm, cargo work will be stopped upon receiving order from refinery, and vent-line valves securely closed.
3. During stormy weather, with gusty winds condition, Master shall follow weather reports closely and shall endeavour to prevent any accidents by taking all possible precautions, such as reinforcing mooring ropes and arranging adequate emergency personnel to stand-by for any emergency.

*Liability for Accidents:* If accident is judged by Maritime Safety Office and Port Captain to be ship's fault, either through negligence of these Safety Regulations or otherwise, Master shall immediately cease operations, if necessary, and simultaneously follow in good faith the instructions of refinery and Port Captain, and take all necessary actions. Master shall inspect and verify cause of accident in the presence of refinery representative and ship's Agent, and shall be held responsible for reporting the accident, in writing, to the parties concerned. Until this is completed and full agreement reached with refinery representatives, the vessel shall not leave the jetty, unless otherwise requested. For actual confirmation of the accident, and damage liability, Public Surveyor (Messrs. Japan Marine Inspections Co. Ltd.) is fully entitled to inspect the accident.

**AUTHORITY:** Yokkaichi Port Authority.

**AGENTS:** Sub-agents of Dodwell & Co. Ltd., Tokyo.

*Dry Cargo Vessels:* Yokkaichi Warehouse Co. Ltd., 6, Chitose-cho, Yokkaichi Mie-ken. Cable address: "Soko Yokkaichi". Domestic Telex: 4948-179 Yonso J. Tel. Yokkaichi (0593) 53-5211.

*Tankers:* Uyeno Unyu Shokai Yokkaichi Office c/o Showa Yokkaichi Sekiyu K.K. 1, Shiohama-cho, Yokkaichi-shi Mie-ken. Cable Address "Uyenoshell Yokkaichi". Domestic Telex 494-8276. Tel. Yokkaichi (0593) 45-2271/8.

## YOKOHAMA (incl. Negishi and Tsurumi): 35.27 N. 139.38 E. (See Plan)

**DOCUMENTS:**

Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

**PILOTAGE:** As Yokohama/Kawasaki a busy port, all movements – entering, leaving port and shifting within port – regulated by Harbour Authorities, and Agent has to make application for movement one day before, also tugboat(s) arranged through Agent. If any change necessary to arrangement already made, two hours notice sufficient to make rearrangement with Pilot. If Pilot required at area off Ashika Shima Lt. Bn. in Tokyo Bay for passing Uraga Strait, 24 hours prior notice required for dispatching Pilot. (In rough sea Pilot cannot be obtained in that area.) No station pilot boat; Pilots use small launches and often make use of tugboat when it is employed at same time, for embarking and disembarking especially when sea rough. In either case, launch or tugboat with Pilot on board displays "H" flag or lights prescribed in International Regulations. Pilot for Yokohama/Kawasaki port picked-up off Yokohama fairway entrance buoys No. 1 and No. 2, but in case ship has to wait for berth, usually does not take Pilot and proceeds to anchorage shown on chart as "Quarantine Anchorage" or as near as safety permits, and anchors. In this case Pilot boards at anchorage. If anchor or picks-up Pilot inside harbour limit, pilotage cheaper because assessed on two stages; "From Bay to Sea" and "From Sea to Berth", but Master requested to anchor outside fairway. Vessel to provide properly approved pilot ladder.

*Uraga Channel:*

Vessels requiring a Pilot for the Uraga Channel should radio request to Anjin Yokosuka, advising ship's details and arriving time at No. 1 Uraga Channel light buoy. Uraga Channel Pilot embarks 3 to 5 miles S.S.E. of Kannonsaki lighthouse, and will disembark on arrival at destination port limits. Applications for Uraga Channel Pilot should reach pilot office 24 hours before vessels arrival at No. 1 Uraga Channel light buoy.

Recommendations: To be followed by tankers of 100,000 dwt. tons or more when they navigate through the Uraga Channel with cargo loaded:

1. Twelve hours and three hours, respectively, before such a vessel expects to pass the Uraga Channel No. 1 light buoy, it should report the following items to the Yokohama Maritime Safety Division. Also, after the three-hours-in-advance report, it should keep its radio station open. This, however, is not required if the vessel is south bound:

(*a*) Name of vessel.
(*b*) Signal letters, dwt. tonnage, type and quantity of cargo, name of port intended to enter (not required in a three-hours-in-advance report).
(*c*) Availability of international VHF transmitter-receiver equipment aboard.
(*d*) Time at which the vessel expects to pass the Uraga Channel No. 1 light buoy.

2. Refrain from sailing through the Channel when visibility is poor (less than about one nautical mile).

3. Avoid sailing through the Channel at night unless it is essential to do so.

Follow any instruction that may be issued from the Director of the Yokohama Maritime Safety Division as to the time for sailing through the Channel.

4. Maintain look-out at stem.

5. Between the neighbourhood of the Uraga Channel No. 2 light buoy and that of the Uraga Channel No. 5 light buoy, avoid overtaking other vessels (weighing about 500 gross tons or more) unless it is essential to do so.

**ANCHORAGES:** 12–26 m. in quarantine anchorage, and 26–34 m. in other areas. For details refer to chart published by Hydrographic Division of Japan MSA.

**RESTRICTIONS:** Entry or departure or movement inside port not allowed from sunset to sunrise, but ships less than 15,000 g/t without dangerous cargo can be given special permission to enter, leave port and move inside the port (only in Yokohama). In Kawasaki, which is very narrow and long, no special permission given. Depths of shallows in Yokohama, Tsurumi and Kawasaki fairways 11·6, 11·2 and 12·0 metres, and Pilot Association make these the maximum drafts accessible to the berths inside the respective fairways. Ship with max. draft of 11·6 metres, when entering Yokohama through Yokohama fairway, has to wait for tide.

**MAX. SIZE:** Maximum permissible size of tankers for proceeding to installations in Yokohama:

| *Name of Berth* | *Max. g/t* | *Max. LOA* | *Max. safe draft* |
|---|---|---|---|
| Keihin Yokohama (sea berth) | No limit | No limit | 23·00 m. |
| Shell Oil | No limit | 175 m. | 10·50 m. |
| General Sekiyu | No limit | 180 m. | 9·30 m. |
| Mobil Oil | No limit | 210 m. | 9·30 m. |
| Asia Oil No. 5 | 50,000 | 270 m. | 12·00 m. |
| Nisseki Yokohama | No limit | 250 m. | 12·00 m. |
| Nisseki Negishi A | No limit | No limit | 16·50 m. |
| Nisseki Negishi B | 70,000 | No limit | 12·50 m. |
| New Shell | No limit | 265 m. | 11·70 m. |

**PRATIQUE:** Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case of infectious disease, within 15 days of arrival.

If crew or passengers on board do not possess Valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

**RADIO:** Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

**TUGS:** under control of Pilot, compulsory in Yokohama/Kawasaki for foreign ships, and normally join ships in fairway between outer breakwater and Lt. Hos. and Entrance Lt. Buoys. If ship is at anchor in quarantine area or near to it, tug(s) joins ship at anchor. Usually two tugs used for mooring and/or unmooring, but depends largely upon special conditions of berth and weather conditions. Tug's lines used and charge included in towage.

**BERTHING:** No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

*Mooring Buoys:*

| *District* | *Mooring capacity* (g.t.) | *No. of berths* | *Buoys* |
|---|---|---|---|
| 1st District | 1,000 | 2 | A, B, C, D |
| | 1,500 | 2 | H1, H2 |
| | 2,000 | 1 | H3 |
| | 7,000 | 2 | Nos. 12–13 |
| | 12,000 | 1 | No. 11 |
| | 15,000 | 7 | Nos. 1–10 |
| 2nd District | 12,000 | 1 | Nos. 20, 21 |
| | 15,000 | 2 | Nos. 22–25 |
| | 30,000 | 1 | D6 |
| 3rd District | 12,000 | 2 | Nos. 36–38 |
| | 15,000 | 2 | Nos. 32, 42, 43, 44 |
| | 20,000 | | |

*Private Piers*

| *Piers and Wharves* | *Length (m.)* | *Depth (m.)* | *Mooring capacity (g/t)* | *Number of berths* | *Kind of Cargo* |
|---|---|---|---|---|---|
| Shell Sekiyu Co. Main Jetty | 106 | 10·0 | 20,000 | 1 | Mineral oil |
| Ogishima Pier | 87 | 12·0 | 80,000 | 1 | Crude petroleum |
| General Sekiyu Co. Ltd. Pier |  | 9·0 | 15,000 | 1 | Refined oil |
| Mobil Sekiyu Co. Main Pier | 103 | 9·0 | 15,000 | 1 | Mineral oil |
| Nippon Petroleum Refining Co. Ltd. Pier | 10 | 9·0 | 15,000 | 1 | " |
| Tokyo Gas Co. Tsurumi Wharf | 225 | 5·5 | 1,000 | 1 | Coal |
| Suehiro Wharf | 140 | 6·0 | 3,000 | 1 | " |
| Tokyo Shibaura Electric Co. Ltd. Pier | 30 | 5·0 | 3,000 | 1 | Electrical machine |
| IHI Co. Ltd. Tsurumi Wharf | 36 | 6·0 | 1,500 | 1 | Machinery |
| Nippon Kokan Co. Ltd. Tsurumi Iron Works, Wharf | 130 | 9·0 | 7,000 | 1 | Iron materials |
| Nippon Futo Warehouse Co. Ltd. Pier |  | 6·0 | 1,500 | 1 | Chemical |
| Asahi Glass Co. Ltd. Tsurumi Pier | 104 | 5·5 | 1,000 | 1 | Glass |
| Naigai Yuso Co. Ltd. Tsurumi Pier | 40 | 5·0 | 1,000 | 1 | Theriac |
| Daikoku Warehouse Co. Ltd. Pier | 87 | 6·0 | 1,000 | 1 | Steel |
| Maruzen Sekiyu Co. Ltd. Pier | 20 | 5·5 | 1,000 | 1 | Theriac |
| Nitto Kagaku Ltd. Yokohama Pier No. 1–4 | 35×4 | 5·0 | 1,000 | 4 | Crude petroleum |
| Tokyo Electric Power Co. Ltd. |  |  |  |  | " |
| Yokohama Power Plant Pier No. 1 | 84 | 9·0 | 10,000 | 1 | Heavy oil |
| No. 2 | 49 | 9·0 | 3,000 | 1 | " |
| Daito Tsusho Yokohama Pier | 81 | 6·0 | 3,000 | 1 | " |
| Ensuiko Co. Ltd. Yokohama Pier | 100 | 9·5 | 15,000 | 1 | Sugar |
| Asia Sekiyu Wharf No. 3 | 100 | 7·0 | 2,000 | 1 | Crude petroleum |
| No. 4 | 28 | 5·0 | 1,500 | 1 | " |
| No. 5 | 60 | 12·0 | 40,000 | 1 | " |
| No. 6 | 140 | 6·0 | 2,000 | 1 | " |
| Kobe Seikojo Co Ltd. Yokohama Pier |  | 5·0 | 1,000 | 1 | Steel materials |
| Osaka Cement Co. Ltd. Pier | 96 | 7·0 | 1,000 | 1 | Cement |
| Mitsubishi Cement Co. Ltd. Pier | 122 | 6·0 | 3,000 | 1 | " |
| Ajinomoto Co. Ltd. Pier | 113 | 9·0 | 10,000 | 1 | Grain |
| Showa sangyo Co. Yokohama Pier |  | 9·0 | 10,000 | 1 | " |
| Nippon Petroleum Refining Co. Ltd. |  |  |  |  |  |
| Yokohama Refinery Pier A | 30 | 12·0 | 90,000 | 1 | Mineral oil |
| B | 15 | 7·0 | 2,000 | 1 | " |
| C | 18 | 9·0 | 18,000 | 1 | " |
| C | 18 | 9·0 | 2,000 | 1 | " |
| D | 14 | 7·0 | 3,000 | 1 | " |
| E–F | 20 | 6·0 | 1,500 | 2 | " |
| Showa Denko Co. Ltd. Yokohama Work Pier | 235 | 9·0 | 10,000 | 1 | Ore |
| Sangyo shinko Co. Yokohama Pier | 70 | 6·0 | 1,000 | 1 | Scrap |
| Nisshin Warehouse Co. Ltd. Pier | 244 | 9·0 | 13,000 | 1 | Grain |
| Government Silo Pier | 130 | 9·0 | 18,000 | 1 | " |
| Nippon Seifun Co. Ltd. Pier | 13·2 | 9·0 | 20,000 | 1 | " |
| Asahi Kigyo Pier | 12 | 6·0 | 3,000 | 1 | Cement |
| Nippon Submarine Cable Co. Pier | 35 | 6·9 | 2,000 | 1 | " |
| Nissan Motor Co. Ltd. Honmoku Wharf No. 1, 2 | 180×2 | 10 0 | 18,000 | 2 | Car |
| No. 3 | 150 | 4·5 | 3,000 | 1 | " |
| Mitsui & Co. Ltd. Honmoku Wharf | 207 | 11·0 | 21,000 | 1 | Grain |
| Nippon Express Co. Ltd. Honmoku Wharf | 207 | 11·0 | 14,000 | 1 | Steel |
| Kokusai Futo Co. Ltd. Pier | 348 | 17·5 | 150,000 | 1 | Bulk, corn |
| Sumitomo Metal Industry Co. Ltd. Yokohama Pier | 189 | 7·5 | 1,600 | 2 | Steel materials |
| Nippon Petroleum Refining Co. Ltd. |  |  |  |  |  |
| Negishi Refinery Pier A | 420 | 17·0 | 150,000 | 2 | Crude petroleum |
| B | 104 | 13·0 | 50,000 | 1 | Heavy oil |
| C2–4 | 99×3 | 7·0 | 3,000 | 6 | Refined oil |
| D1–4 | 90×4 | 4·5 | 500 | 8 | " |
| H1–3 | 105×3 | 7·0 | 3,500 | 6 | " |
| Lubricating Oil Shipping Pier | 90 | 5·0 | 700 | 2 | Lubricating oil |
| L.P.G. Shipping Pier | 20 | 4·5 | 500 | 1 | L.P.G. |
| Sulfur Shipping Pier | 30 | 6·0 | 1,000 | 1 | Sulfur |
| Asphalt Shipping Pier |  | 6·2 | 1,500 | 1 | Asphalt |
| Tokyo Bay Concrete Co. Ltd. Pier | 12·5 | 5·0 | 1,000 | 1 | Cement |
| River Steel Co. Ltd Pier | 20 | 5·0 | 1,000 | 1 | Steel materials |
| Ube Kosan Co. Ltd. Yokohama Pier | 43·2 | 7·5 | 3,000 | 1 | Cement |
| Suisan Kosha Pier | 45 | 6·0 | 700 | 1 | Fishery products |
| Electric Power Development Co. Ltd. |  |  |  |  |  |
| Isogo Coal Wharf | 140 | 7·5 | 8,000 | 1 | Coal |
| Tokyo Gas Co. Ltd. Negishi Pier | 100 | 12·5 | 50,000 | 1 | Heavy oil, L.P.G. |
| Nisshin Oil Mills Ltd. Isogo Pier |  | 10·8 | 50,000 | 1 | Soyabean |
| " | 5 | 5·0 | 500 | 1 | Heavy oil |
| Yokohama Maritime Safety Office Pier | 85 | 10·0 | 1,800 | 1 |  |
| S.S. "KDD Maru" Pier |  | 7·5 | 4,500 | 1 |  |
| The others |  |  |  | 35 |  |

*Tables continued opposite*

**STEVEDORES:** At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional). Sundays/holidays (60% additional).

**VHF:** Call sign Yokohama Port Radio. (See details under "Kawasaki/VHF".)

**MEDICAL:** No advance notice required unless urgent.

**TANKERS:** Masters of tankers seldom requested to fit reducing pieces before arrival for connection of shore lines since oil installation have own appliances. Two slop disposal facilities, one in district No. 5 in Yokohama which is private enterprise and can dispose of dense residues, and one in District No. 1 in Kawasaki which is by Kawasaki city and can dispose of diluted slop or oily ba (Also see "Max. Size".)

**DENSITY:** Average approx. 1023.

**FRESH WATER:** Can be taken either at wharf ex-pipe or at bu or anchorage by barge:

| *Place* | *Rate of delivery* |
|---|---|
| South Pier | 70 tons per hour |
| Government Silo | 70 tons per hour |
| Nippon Petroleum Refinery, Negishi | 70 tons per hour |
| Buoy or anchorage | 100 tons per hour (subject to ship's condition) |

**FUEL:** All grades of bonded bunkers are stocked in Tokyo B Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunk

*Public Piers*

| *Piers* | *Length (m.)* | *Depth (m.)* | *Mooring capacity (g/t)* | *Number of berths* | *Remarks* |
|---|---|---|---|---|---|
| Yamashita Pier | 1,860 | | 20,000 | 1 | |
| | | | 15,000 | 9 | |
| Osambashi Pier | 966 | 10·0–12·0 | 10,000 | 6 | Alternative mooring |
| | | | | | 45,000 ton class one berth |
| | | | | | 25,000 ton class two berths |
| | | | | | 10,000 ton class one berth |
| Shinko Pier | 1,783 | 7·2–10·2 | 20,000 | 1 | Berth No. 7 is used by U.S. Army |
| | | | 15,000 | 1 | |
| | | | 10,000 | 6 | |
| | | | 4,000 | 2 | |
| | | | 3,000 | 1 | |
| Takashima Pier | 888 | 7·3–10·0 | 15,000 | 2 | |
| | | | 6,000 | 2 | |
| | | | 3,000 | 2 | |
| Yamanouchi Pier | 402 | 8·0 | 6,000 | 3 | |
| Detamachi Pier | 520 | 7·5 | 5,000 | 4 | |
| Mizuho Pier | 1,259 | 9·0–10·0 | 15,000 | 5 | This pier is used by U.S. Army |
| | | | 8,000 | 2 | |
| Honmoku Pier | 5,435 | | 2,000 | 1 | |
| | | | 15,000 | 26 | |
| Honmoku Container Terminal | 1,100 | 12 | 25,000 | 2 | Container Berth |
| | | | 35,000 | 2 | |

will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

**FIRE PRECAUTIONS:** Oil installations in Yokohama/Kawasaki generally do not allow bunker barge to come alongside ships moored to their berth.

**CERTIFICATES:** Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

**CUSTOMS ALLOWANCES:** Only allowed 50 cigarettes to take ashore but no spirits.

**CONSULS:**

| | | |
|---|---|---|
| American Consulate-General | tel. | 681–0841/2 |
| Her Britannic Majesty's Consulate | ,, | 201–1540/2 |
| Consulate of France | ,, | 201–1840 |
| Consulate-General of Argentine Republic | ,, | 7410–4194 |
| Consulate–General of the Republic of China | ,, | 641–3641/5 |
| Consulate of Brazil | ,, | 641–0097 |
| Consulate-General of the Republic of Panama | ,, | 641–8549 |
| Consulate-General of Peru | ,, | 641–0022 |
| Consulate of the Republic of Korea | ,, | 201–4531 |
| Honorary Consulate of Paraguay | ,, | 401–6343 |
| Honorary Consulate of the Netherlands | ,, | 651–1661/9 |
| Honorary-Consulate-General of El Salvador | ,, | 211–1371 |
| Royal Swedish Honorary Consulate | ,, | 201–4171 |
| Royal Thai Honorary Consulate | ,, | 641–1361 |
| Royal Norwegian Honorary Consulate | ,, | 641–7361 |
| | ,, | 691–6583 |
| Royal Greek Honorary Consulate-General | ,, | 681–1713 |

**REPAIRS:** Any kind of repairs can be effected at this port.

**DRY DOCKS:** The largest dry dock, owned by Ishikawajima-Harima Heavy Industries Ltd. (and another 6 smaller dry docks owned by Mitsubishi Heavy Industries Ltd., Nippon Kokan K.K.). Max. length, 1,161 ft 5 in.; breadth at entrance, 183 ft. 8 in.; height of sill above bottom dock, 5 ft. 3 in.; depth on sill at high water, ordinary spring tides, 20 ft. 3 in.

**REPATRIATION:** Possible.

**AIRPORT:** Haneda International Airport 25 km. and served by many regular airlines.

**TIME:** GMT plus 9. No alterations made to clocks during year.

**HOLIDAYS:** Only observed at Public terminals.

**POLICE/AMBULANCE/FIRE:** Police, 110; Ambulance, 119; Fire, 119.

**TELEPHONES:** Telephones can be placed on board.

**SERVICES:** Almost all requirements by ships could be met, if time permits.

**SHORE LEAVE:** Local Immigration Offices issue shore pass valid for only 3 days; but 3 days extension possible if ship stays longer.

**DEVELOPMENTS:**

*Honmoku Pier construction plan:* A 26-berth pier of 5,200 m. with a water depth of 10 m. for ships of 15,000 tons and a three-berth container pier 750 m. long and with a water depth of 12 m. for 25,000-ton ships has been completed. Under construction are a one-berth container pier 350 m. long and a one-berth dangerous cargo pier 230 m. long. These will have a water depth of 12 m. and are intended for vessels of 30,000 tons.

*Daikoku Pier construction plan:* A 1,826,000 sq. m. land reclamation plan is being carried out in front of Daikoku-cho in order to build an 11-berth pier, 2,200 m. long with a water depth of 10 m. for vessels of 15,000 tons and a two-berth container pier 600 m. long with a water depth of 12 m. for ships of 30,000 tons.

*Shinko Pier remodelling plan:* Stage I. Existing pier space of 244,000 sq. m. to be extended to 419,000 sq. m.

Stage II. Existing berths Nos. 9 to 12 to be converted to a berth 240 m. long with a water depth of 4·5 m. and an 800 m.-long four-berth pier with a water depth of 10 m.

Stage III. Road and rail links and bridges to be improved.

*Ferryboat Pier construction plan:* This pier has an area of 37,500 sq. m and is designed for handling medium and long-distance ferries. The plan calls for a 600 sq. m. passenger terminal building, a 17,500 sq. m. parking lot for 340 lorries, two berths for 8,000-ton ships and one berth for a 1,000-ton ship.

**AUTHORITY:** Port and Harbour Bureau, Yokohama.

**AGENTS:** Dodwell Tramp Agencies, PO Box 271, Yokohama Port, 5th Floor, Minato Bldg., 33, 3-chome, Honcho, Naka-ku, Yokohama. Tel. (045) 201–6991. Telegraphic, Dodwell Yokohama. International Telex. YH 7721.

## YOKOSUKA (including Uraga): 35.17 N. 139.40 E.

**DOCUMENTS:**

*Customs:*
- Port Call Notification.
- Cargo List.
- List of Crews dutiable possessions.
- Passenger List.
- Crew List.
- Ship's Nationality Certificate.
- Port Departure permission paper.

*Immigration:*
- Crew List.
- Port Call Notification.
- Passport or Crew Pocket Book.

*Quarantine:*
- Declaration of Health.
- Crew List.
- Passenger List.

*Plant Protection Station:*
- Plant Importation Inspection Application.

*Maritime Safety Agency:*
- Port Call Notification.
- Application for Loading, Transfer and Unloading of Explosives and Combustibles.
- Application for Transport of Explosives and Combustibles.

*Port Authority:*
- Port Call Notification.

**PILOTAGE:** Pilot station in U.S. Naval Base, Yokosuka. In applying for Pilot at time of entry and departure, pilot station should be contacted 20 hours in advance of beginning of pilotage through Agent. 6 Pilots available. Pilot boat has telephone. (No. 3–1994).

**ANCHORAGES:** At 4th District of Yokosuka Port. Depths 10–30 m.

**RESTRICTIONS:** The 1st, 2nd and 3rd District of Yokosuka Port under compulsory pilotage districts. No restrictions on time of entry. No tidal restrictions.

**MAX. SIZE:** At buoys: length 200 metres, draft 11·7 metres. At wharves: length 180 metres, draft 9·6 metres.

**HEALTH:** Quarantine Station to be informed in advance name of last port, ship's name, tonnage, number of crew, number of passengers, ship's nationality etc. In event any suspected disease, Agent should be advised. When isolation of ship needed, it will be transferred to Nagahama Quarantine Station in Yokohama.

**RADIO:** No local radio station. (See "Yokohama".)

**TUGS:** Can be arranged through Agent. Tugs normally join vessel in 3rd District when vessel enters Nagaura, and in 7th District when it enters Kurihama. Tug's lines to be used. Charge for tug's lines included in charge for tug.

**BERTHING:** Agent submits application for berth to Port Authority (Nagaura and Kurihama port offices).

Nagoura Pier No. 1, depth 9 metres
,, ,, No. 2, ,, 10 ,,
,, ,, No. 3, ,, 6 ,,
Kurihama Wharf ,, 7·5 ,,

Six buoy berths in depths of 9·5 to 13 metres.

**STEVEDORES:** Agent will arrange stevedores by request latest 1500 hours of previous day to ship's arrival.

**MEDICAL:** Agent can arrange doctor who understands foreign languages.
**TANKERS:** No berthing facility for commercial tankers. Only U.S. Naval Base, Yokosuka, has berthing facilities.
**FRESH WATER:** Available by barge or ex wharf. Additional charge for work and in case of bad weather.
**FUEL:** Available ex-lighter.
**DEVELOPMENTS:** Plan to build new berths, expected complete 1973. 15,000 dw×2, 5,000 dw×1, 2,000 dw×2.
**GANGWAY/DECK WATCHMEN:** Agent arranges watchmen.
**OPENING/CLOSING HATCHES:** Stevedores carry out this work.
**CUSTOMS ALLOWANCES:** Tobacco: 2 packets per day. Spirits: 1 bottle when more than one month voyage; 2 bottles when more than 6 months voyage.
**CONSULS:** None.
**REPAIRS:** Dockyards available for all repairs.
**DRY DOCKS:** 1 - 475×19½ ft.; 1 - 352×15¾ ft. 5 large-size slips; 1 rigging wharf.
**REPATRIATION:** No facilities exist. If necessity occurs, Yokohama Immigration Office will attend.
**AIRPORT:** 40 km. to Tokyo International Airport.
**TIME:** GMT plus nine hours. No alterations during year.
**HOLIDAYS:** Day-time cargo work on Saturday afternoon and Sunday, National holidays, and Dec. 31; Jan. 1, 2 and 3 no cargo work.
**POLICE/AMBULANCE/FIRE:** Police, 110; Ambulance/Fire, 119.
**TELEPHONES:** Agent arranges on board upon request.
**GENERAL:** Port situated in city confines and main part is for use of U.S. Naval Forces.
**SHORE LEAVE:** Crew allowed ashore.
**AUTHORITY:** Yokosuka City, No. 11, Ogawa-cho, Yokosuka. Tel. 22–4000. No telex.

**AGENT:** Sub-agent of Dodwell & Co., Tokyo. Sagami Unyu Kabushiki Kaisha, Taura Minato-Machi, Yokosuka. Cables: Sagami Yokosuka Taura. Tel. Yokosuka (0468) 61–3111. Telex 3852–5280.

# Jordan

## AQABA: 29.31 N. 35.01 E.

**DOCUMENTS:**
1 copy Freighted Manifest, stating all details.
6 copies Unfreighted Manifest.
2 copies of Unfreighted Manifest not showing shippers nor consignees but weights and measurements.
1 set of non-negotiable Bills of Lading.
All Manifests should bear the following clause: "This is to certify that the above vessel has not called and is also not scheduled to call at any Israeli ports nor is owned by any Israeli Company, also it is not included in the Black List." All the above documents are to be airmailed to the Agent's Head Office in Amman and not Aqaba.
Documents required by the authorities for free pratique:
7 copies Crew List.
7 copies Passenger List.
1 copy Stores List.
1 copy Crew Declaration List.
1 copy Vaccination List.
The following forms to be filled:
2 copies of Maritime Declaration Form.
1 Customs Declaration Form.
2 copies Vessel's Specification Form.
1 copy Pilotage Form.
The following documents to be produced for checking:
(*a*) Log Book.
(*b*) Ship's Registry Certificate.
(*c*) Derating Certificate.
**PILOTAGE:** Compulsory pilotage in that area of Aqaba Bay North of an imaginary line 270 degrees from Al-Breij point. Ships in harbour requiring a Pilot should by day hoist "G" flag below a ball or shape, one hour before ship is ready to move; and "B" flag by night with a red over white. The sound signal is four long blasts. Advance notice of the ship's requirement of pilot service should be given to the Agent who will advise the Harbour Master or his representative. It should be noted that vessels may proceed to sea from the anchorage without taking a Pilot, but for ships leaving the berths alongside, pilotage is compulsory, and the signals described above should be made.
**ANCHORAGE:** About ½ mile from shore in depths of 15 to 30 fathoms. Ships awaiting discharge can easily anchor in deep water anchorage which can accommodate 25 ships or more.
**MAX. SIZE:** Up to 20,000 deadweight. Max. draft 32 ft. Phosphate loading berth: up to 50 ft. draft.
**TUGS:** The tugs available at Aqaba are only for towing barges and handling ship's line during berthing but no salvage tugs are available.
**RADIO:** Aqaba Radio. Station call sign JYO. Watchkeeping hours GMT 0500 to 1700. Station has transmitting frequencies CW and R/T for: A. 2182 kc/s; B. 2612·5 kc/s; C. 4326·5 kc/s; D. 6479 kc/s; E. 8723 kc/s. Station can receive on all M/F and H/F frequencies. Station listens: 2182 kc/s A3 continuous, 500 kc/s H plus 10 to H, 6,200 6,300 A1 H to H plus 10. Station answers on 6479 kc/s or 2182 kc
**HEALTH:** A ship arriving from sea should, in addition to the flag for Pilot, hoist its signal letters and "Q" flag to request pratique if it is healthy. If there are passengers to land, "I" flag sho be hoisted. The port doctor boards the vessel together with a r resentative of the Port Dept., Customs Dept., Passport Dept., a Police. If the vessel has to anchor first, boarding the vessel ta place at anchorage. If the vessel berths alongside, then the af mentioned representatives board the vessel. Health certificates crew and passengers are required.
**BERTHING:**
*General Cargo Berth:* Three medium-size ships or two large sh can berth alongside. The depth is 10 metres (32 ft.) at low tide.
*Phosphate Loading Berth:* The berth is 210 m. long and 32 ft. depth is situated South of the General Cargo Berth and is especially b to load phosphate. The berth is designed to accommodate ships up to 20,000 dwt. In addition, pipes have been laid to supply pe leum to a nearby tank farm for the occasional import of some p roleum products. There are two main berthing dolphins with a lo ing tower in between, and mooring dolphins at each end. The lo ing tower is connected with a conveyor belt feeding the tower fr two silos with a 20,000-ton capacity each. There is a short retr table boom and telescopic trunk which can be travelled forward to a distance of 9 metres from the berthing face to plumb the cen of the hold of a ship. The loading capacity is 500 tons per hour. T guaranteed loading rate by the Phosphate Company is 2,000 to per weather working day of 24 hours. Vessels should arrive at berth with as large an amount of water ballast as possible, both facilitate berthing (as there is no tug) and to reduce the height fr water-line to hatch coaming. This height should not exceed 30 f
*Bulk Export Berth "B":* Is 180 metres long with 15,5 metres (50 fe depth of water at low water spring tides and is designed for berth and loading 100,000 dwt bulk carriers. The travelling ship-loader h a capacity of 1,500 tons of phosphate per hour and provision is ma in the design for the installation in the future of a second sim shiploader to give a total loading capacity of 3,000 tons per ho Phosphate for loading into ship is weighed on a continuous cording belt weigher (accuracy +0.5% between 25% and 150% rated capacity) and is loaded through a telescopic pivoting fe chute. Clearance above high water level is 18 metres.
*Lighters Wharf:* The Lighters wharf has a length of 215 m. and width of 10 m. and a depth of about 9 ft. About 10 lighters can discharged alongside.
**STEVEDORES:** Stevedoring Company's working hours are fr 0800–1600. Work has to start at 0700 and end at 1600; therefore, the are 2 compulsory overtime hours in the morning, from 0600 to 0 and one hour in the afternoon, i.e. from 1600 to 1700.

Ships Working Hours: Ships can work round the clock, depe ing on Captains' option and the number of ships available in p Opening hatch of a ship is allowed up to 2200 hours and subject Port Authority agreement. Friday is the official weekly holid however, work is carried on, on the ships.
**TANKERS:** Berth in daylight hours only.
**MEDICAL:** The Health Section of Aqaba Port Department giv all medical services required and responds to any urgent call radio before arrival. A government hospital is available and is sat factorily staffed by doctors. A doctor may be called on board at a time day or night, to attend to sick crew or passengers by arrang ment with the Agent.
**FRESH WATER:** Can be supplied to ships berthed alongside.
**FUEL:** Bunkering is inadvisable. In case of necessity, fuel oil c be transported from the refinery in Zerka by tank lorries with a capa ity of 12 tons each. A 3 day's notice must be given in order to arran transport.
**GANGWAY/DECK WATCHMEN:** Customs provide a gua who has to be given full board and lodging. Ships are also suppl by local watchmen through Agents.
**HOLIDAYS:** Arbor Day (January 15th); Arab Summit Conferen Day (January 17th); *Thil-Hijja 10, Eid El Adha (January 14t Arab League Day (March 22nd); *Moharram 1, Islamic New Ye (March 3rd); Independence Day (National Day (May 25th); *Ra El Awal 12, Prophet's Birthday (April 13th); H.M.'s Accession to t Throne (August 11th); Birthday of Crown Prince Hassan (Septem 5th); *Rajab 27, Al-M'raj Al Sharif (May 24th); Birthday of H.M. t King (November 14th); Arab Renaissance Day (November 22n *Shawal 1, Eid El Fitr (November 26th).

* Dates fluctuate due months being lunar months.
**CONSULS:** No consul or vice-consul available at Aqaba. A Consular Offices in Amman, the Capital.
**TIME:** GMT plus two hours.
**REPAIRS:** A shipyard has been established to build fishing boa and trawlers, barges, tugboats and undertake minor repairs. We ing can also be carried out.
**DRY DOCKS:** No dry docks are available at Aqaba.
**AIRPORT:** From Aqaba Air communication: Alia (The Ro Jordanian Airlines (Fokker) to Amman twice weekly. Distance Amman International Airport, 355 kms.
**GENERAL:** Masters are warned that during the winter mon strong Southerly gales can develop within two hours followed swell. In such case it may be necessary to unberth the vessel, and should be noted that there is no tug available for this operat Vessels in the anchorage in such weather conditions should n hesitate to weigh anchor if there is a possibility of dragging, a proceed out of the bay until the weather moderates.
**AUTHORITY:** Aqaba Port Department, Ministry of Transp Ports, Railways and Airports in Amman.

**AGENT:** *Head Office:* Amin Kawar & Sons, POB 222, Phone 22324 (6 lines). Telex: 1212. Amman – Jordan. Cables: Orenco Amman.

*Port Office:* Amin Kawar & Sons, POB 22. Phone: 83. Telex: 0220 Aqaba – Jordan. (All correspondence to be addressed to Head Office at Amman).

# Kenya

## MOMBASA: 04.04. S. 39.40 E. (See Plan)

**DOCUMENTS:**
Health Certificates: forms obtainable from Pilot.
6 Crew Lists.
10 Passenger Lists.
Dangerous Cargo Lists.
Ship's Register.

**PILOTAGE:** ETA through ships' Agents, 48 hours' notice. VHF Channel 12 (Mombasa Radio VHF Ch. 16) Pilot boat 72 ft. ex-Admiralty launch, white. No signals for Pilot – call on VHF 12 (Mombasa Pilots) or by signal lamp to lighthouse. Pilot boat position one mile outside turning buoy on Ras Serani leads (301°) except for deep-load tankers (over 35 ft.) when pilot boat position one mile from turning buoy on Mackenzie leads (327°). No special bad weather regulations. Pilot ladder 6 ft. from water – must have manropes – light at night.

**ANCHORAGES:** No safe outer anchorage.

**RESTRICTIONS:** No tidal restrictions. Entry for dangerous cargo restricted to daylight. Entry for tankers over 650 ft. restricted to daylight.

**MAX. SIZE:** Length 820 ft. Draft 40 ft.

**HEALTH:** Radio Port Health Officer, Mombasa, giving last port of departure, ETA Mombasa, condition of crew, any sickness on board, passengers. Must have Q Flag until doctor visits vessel or until Pilot passes information to lower flag.

**RADIO:** Mombasa Radio Coast Station M/F, H/F, W/T & R/T and VHF R/T Services:

Station 5ZF (W/T) 500–524 kc/s.; traffic list 0100, 0500, 0900, 1300, 1700, 2100; Continuous watch; listening freqs. 500 kc/s.

Station 5ZF2 (W/T) 8710.4 kc/s.; traffic list 2018; schedules 2018–2030, OBS only 0000–0030, 0600–0630, 1200–1230, 1800–1830; listening freq. 8354–8374 kc/s.

Station 5ZF3 (W/T) 13065 kc/s.; traffic list 0448, 0830, 1518; schedules 0448–0530, 0830–0900, 1518–1545; listening freq. 12531–12561 kc/s.

Station 52F4 (W/T) 17175.2 kc/s.; traffic list 1248; 1248–1315; listening freq. 16708–16748 kc/s.

Station (R/T) 2595, 2181 kc/s.; traffic list 0603, 1203; schedules 0600–0630, 1200–1230; continuous listening watch outside Skeds 2182 kc/s.; listening freq. 2182 kc/s.

Station (R/T) 4409.4 kc/s.; trafficl ist 0533, 1303; schedules 0530–0600, 1300–1330; listening freq. 4104.4 kc/s.

(R/T) 8805.6 kc/s.; traffic list 0633, 1233; schedules 0630–0700 1230–1300; listening watch on 8255.6 kc/s 0330–1530 listening freq. 8255.6 kc/s.

Mombasa Radio also provides continuous R/T service on VHF for the benefit of ships in and around Mombasa within radius of 30 miles. Channel 16 for calling and Channels 26 and 27 for working. All times in GMT.

**TUGS:** Tugs join vessel inside harbour between Ferry and Kilindini reef. Tug lines no additional charge.

**BERTHING:** All berths fendered. Nos. 89 and 10 and Shimanzi Oil Terminal berths, no berthing on ebb tide, with range of 6 ft. or more. Kipevu Oil Terminal berthing on first of ebb with tankers over 650 ft.

**CARGO HANDLING:** No. 9 berth has been arranged for bulk export of soda ash. No berths for roll-on/roll-off traffic but a site is being considered. No container berth is available, but certain facilities at berths No. 16 and 17 which are at present under construction will be available for containerised cargo probably in 1973/4.

Mbaraki cement berth for bulk export of cement clinker and automated loading of cement in bags is now in operation.

Shimanzi oil terminal now handles all imports of bulk vegetable oil as well as all other oil products except crude oil.

Bulk cargoes are at present handled by grabs, railway wagons, and lorries.

**STEVEDORES:** ETA preferably 48 hours in advance in order to arrange gangs. Advisable notify Harbour Master ETA and also give quantity of cargo to be loaded and/or discharged and other matters of importance.

**MEDICAL:** In emergencies necessary to receive advance notice. Hospital facilities available. Inoculations required – smallpox (compulsory), yellow fever (endemic zones in Africa and South America), cholera (all ships from Asia).

**TANKERS:** Discharge and load white oils at Shimanzi. Discharge and load Heavy oils at Kipevu.

*Shimanzi Oil Terminal:* T-head jetty with 200 ft. long berthing head. Depth alongside 32 ft. LWOST. Bunkers and fresh water available. Slop reception facilities for up to 6,000 tons.

*Kipevu Oil Terminal:* T-head jetty with 225 ft. long berthing head. Tankers up to 65,000 dwt. berth at dolphins alongside jetty head; depth alongside 44 ft. LWOST. Max. Length 820 ft. Max. draft 40 ft.

**DENSITY:** 1025.

**FRESH WATER:** Available at all berths in stream ex-tug at Harbour Master's discretion or barge of 140 tons capacity. 30 tons/hour on quay.

**FUEL:** (1) *Main Quay Berths:* Marine fuel oil, viscosity 1500 secs. Marine diesel fuel. Gas oil cannot be delivered by pipeline at these berths but delivery can be made up to only 10 tons by bulk lorries at extra delivery cost. Minimum 48 hours' notice required. Quantities of 10 to 30 tons can be made by rail tank wagon if 48 hours advance notice given. Thin fuel oil viscosity below 1500 seconds can be delivered at all berths through Fisher blender. Only one Fisher blender available and can deliver fuel tc only one vessel at a time.

(2) *Shimanzi Oil Terminal:* All grades, i.e. fuel oil, marine diesel, gas oil and thin fuel oil (through Fisher blender).

(3) *Cased Oil Jetty:* Only marine diesel and gas oil can be delivered at this jetty.

(4) *Kipevu Oil Terminal:* Only fuel oil of viscosity between 1500 secs. and 3500 secs available. Fuel oil viscosity below 1500 not available. At least three days clear notice required by EA Oil Refineries for arranging bunker delivery. Not possible to deliver any marine diesel or gas oil either ex pipeline or rail tank-wagons/bulk lorries at this berth.

**DEVELOPMENTS:** Two new deep-water berths Nos. 16 and 17 are now under construction and are due for completion by the end of 1974.

**GANGWAY/DECK WATCHMEN:** Watchmen available for gangway and deck and recommended.

**OPENING/CLOSING HATCHES:** Normally done by stevedores except Macgregor type hatches.

**CERTIFICATES:** Normal port requirements for safety cargo equipment.

**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes for each crew member for eight days. Wine and/or Spirit, eight small bottles of beer for each crew member for 4 days.

**CARGO GEAR:** All cargo gear supplied by Stevedores.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** The following countries are represented in Mombasa; Germany, British High Commission, India, Belgium, Denmark, France, Italy, Norway, Sweden, Netherlands, Greece.

**REPAIRS:** Normal Running repairs.

**DRY DOCKS:** Vessels up to 2,000 tons, length 320 ft., beam 50 ft.

**REPATRIATION:** Possible. Facilities available.

**AIRPORT:** About 7 miles from port. Served by regular airlines. Mombasa/Nairobi 4 flights a day. Mombasa/Dar-es-Salaam 4 flights a day. From Nairobi regular lines all over world.

**TIME:** GMT plus 3 hours.

**HOLIDAYS:** Weekdays: 3 shifts – 0700–1500 hours. 1500–2300 and 2300/0600 hours. Saturday: 2 shifts – 0700–1230 and 1230–1800 hours. Sundays: 1 shift – 0700–1500 hours. New Year's Day; Good Friday; Easter Monday; Labour Day (1st May); Madaraka Day (1st June); First Monday in August; Kenyatta Day (20th October); Independence Day (12th December); Christmas Day; Boxing Day (26th December).

Also for persons belonging to Islamic Faith: Idd ul Azha and Idd ul Fitr. 1st May (Labour Day) and Christmas Day are normally only holidays on which part closed except for necessary pilotage of ships in and out and for dealing with mails, passengers and their baggage, livestock and perishables. On other public holidays restricted working at Mombasa may be carried out at overtime rates. Overtime rates also apply on Saturdays after 1500 hours and on Sundays, and to third shift between 2300–0600 hours.

**POLICE/AMBULANCE/FIRE:** In Port Area—Police 567 444; Ambulance 333; Fire 333.

**TELEPHONES:** Telephones supplied on board. Charges include cost of local calls. Telephone essential per port regulations.

**SERVICES:** All solvents for tank cleaning available. Repairs to Gyro compass, radar and most other electronic aids to navigation. Compass adjusting by arrangement with port.

**SHORE LEAVE:** All crew members allowed ashore and to travel except those from Socialist countries who must stay on Mombasa island. This does not include Tanga and Dar-es-Salaam.

**PORT REGULATIONS:** White tankers and vessels carrying explosives enter port daylight only. No vessels carrying explosives or dangerous cargo allowed to berth at Main Quay.

**DELAYS:** Normally one or two days for loading and discharging and for bunkering. Usually no waiting days.

**SHIP'S OFFICER'S REPORT:** The Boarding Customs require crew declarations on their special form duly signed by each individual member of crew. The excess private property, or the items not required during the ship's stay in port, are to be collected and placed in a locker or room and sealed by the Customs. This seal has to be kept intact even in the case of the vessel sailing from Tanzania to Kenya or vice versa. On arrival at the next port, the previous Custom's seal is replaced by the local authorities. No new crew declaration is needed if once filed at first port. However, it is recommended that an extra copy of the crew declaration is kept on board as a record in case it is requested by the local authorities.

**AUTHORITY:** East African Harbours, P.O.B. 95009, Mombasa. Cables: "Harbours Mombasa." Tel. 21211.

**AGENT:** East African Commercial and Shipping Company, Kilindini Road, PO Box 95103. Tel. 26251/2. Telex 21151. Cables "Kenship, Mombasa".

# Khmer Republic (Cambodia)

## KOMPONGSOM 10.38 N. 103.29 E.

**PORT LIMITS:** The seaward boundaries are fixed by the buoys "KS" to the South and "A" to the East (for cargo ships) and 2 miles N.W. of Rocher Carré (for tankers).

**DOCUMENTS:**
Entry form to be completed on arrival.
23 Manifests of Cargo for Discharge.
2 Manifests of Cargo in Transit.
10 Crew Lists.
7 Passenger Lists.
7 Lists of Provisions.
7 Lists of Crew Personal Effects.
7 Lists of Arms and Ammunition.
7 Lists of Drugs and Narcotics.
Ship's Register.
Passenger Safety Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Safety Construction Certificate.
Load Line Certificate.
Derat Exemption Certificate.

**PILOTAGE:** Contact "Pilot Kompongsom" giving ETA 24 hours before arrival. Pilotage is compulsory for all vessels of more than 150 nrt. Pilot launch is a white motor boat carrying international pilot signals. Cargo Vessels: Pilot boards at buoy KS. Tankers: Pilot boards 2 miles N.W. of Rocher Carré. Pilot station equipped with VHF simplex channel only, Channel 16.

**ANCHORAGE:** Southern Anchorage: Centred on buoy KS at the entrance of the deep-water channel in depths of 10 to 12 metres.

Northern Anchorage: to the West of buoy A, in depths of 10 to 11 metres.

Tanker Anchorage: two miles N.W. of Rocher Carré in depths of 15 to 18 metres.

**RESTRICTIONS:** Entrance prohibited to Portuguese and South African vessels. Berthing daylight only, and unberthing day and night but delays may occur in bad weather during S.W. monsoon.

**MAX. SIZE:** Cargo vessels: draft 7·60 metres plus height of tide. Limited by entrance channel. Tankers: length 220 metres, and draft 11·50 metres.

**HEALTH:** Authorities board all vessels on arrival at the quay or in the outer harbour. Quarantine flag to be flown by all vessels even if coming from a Cambodian port. In case of suspected disease on board, contact "Sante Kompongsom" by radio before arrival.

**RADIO:** Kompongsom Radio; call sign XUK, operating 24 hours daily, medium wave: receiving on 500 kHz, transmitting on 500 and 458 kHz. short wave: receiving on 8364 and 4185 kHz. transmitting on 8480, 8680, and 4342 kHz.

**TUGS:** Available to assist berthing and unberthing. Join vessel in immediate vicinity of the berth. Vessel's lines used. Three tugs available, largest 1,500 h.p.

**BERTHING:** Commercial Dock: West side, 2 berths for vessels up to 9·50 metres draft. East side, 2 berths for vessels up to 7·50 metres draft.

New basin, for vessels up to 6·50 metres draft.

*Tankers:* Oil Refinery Terminal situated at Pointe du Depart. Two sea-line buoy berths in depths of 13 metres. No slop disposal facilities. Hoses are lifted and connected by ship's crew.

**STEVEDORES:** Working times from 0700–1130 a.m.; from 0200–0500 p.m.; from 0700–1000 at night, according to authorisation of Military.

**MEDICAL:** Advance notice required of serious cases to arrange transportation to Phnom Penh. Local doctors and hospital available for non-surgical cases. Crew require cholera and yellow fever certificates.

**DENSITY:** 1022 in February; 1012 in July.

**FRESH WATER:** Available at Commercial Dock at rate of 10 cu. metres per hour. Very small quantities may be supplied by tug.

**FUEL:** Only available supply by tanker-lorries in case of emergency.

**GANGWAY/DECK WATCHMEN:** Available but not compulsory.

**DEVELOPMENTS:** New wharves being built and access channels deepened.

**OPENING/CLOSING HATCHES:** Performed by stevedores.

**CUSTOMS ALLOWANCES:** Each crew member allowed one carton cigarettes and one bottle alcohol for five days. Master not included in this restriction.

**IDENTIFICATION CARDS:** Seamans passports or seamans books are taken by immigration in exchange for a shore pass to be surrendered when vessel departs.

**CONSULS:** France, tel. 2742. All other consuls at Phnom Penh.

**REPAIRS:** Small repairs can be undertaken on board.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Ream Airport, 18 km. from Kompongsom, domestic flights only. Pochentong Airport at Phnom Penh 226 km. from Kompongsom, with full international services.

**TIME:** GMT plus 7 hours all the year round.

**HOLIDAYS:** Work can usually be arranged on all days except at Cambodian New Year, 13th 14th and 15th April, and for two days near the end of September which is the Buddhist Festival of the Dead.

**POLICE/AMBULANCE/FIRE:** National Police tel. 2630; Police Aid 17; Fire 18; Ambulance 19.

**SHORE LEAVE:** Allowed. Permission of Immigration Dept. is required to travel outside of Kompongsom port area.

*Curfew:* In force from 2200–0600.

**AUTHORITY:** Direction du Port Autonome de Kompongsom. Tel. 2410. Cables: "Porsom".

# Korea (North)

## CHUNGJIN 41.43 N. 129. 42 E.

**DOCUMENTS:**
8 Crew Lists.
2 Vaccination Certificates.
2 Lists showing currency, gold and valuables in possessio crew members.

The following information should be radioed to port authori before arrival:

Number and nationality of crew.
Name of last port
Ports called at during last month

**PILOTAGE:** On reaching North Korean waters, vessels requ to give a position report every 3 hours to KCSA Chungjin. Pilot a Port Authorities board in position 41.30 N. 130.05 E. where vess should await Pilot. Water depth too deep to permit anchoring.

**ANCHORAGE:** No possibility of anchoring outside harbour lim

**CLEARANCE:** On arrival in port, the radar, echo sounder, m and emergency transmitters and all optical equipment is sea An inspection team board the vessel to verify currency and valuab declarations. Seamen's Books required to be stamped with land pass.

**BERTHING:** Berth No. 1 max. draft 24 ft. Berths 2 and 3 max. d 27 ft. Berth No. 4 and 5 max. draft 28 ft.

**CARGO GEAR:** Vessels loaded and unloaded by ship's g At berths 4 and 5 there is a conveyor belt facility for coal loadi

**SHORE LEAVE:** Seamen not allowed to visit other vessels, or le the harbour area.

Unauthorised money changing forbidden, and it is prohibited take away Korean currency.

No bathing in harbour area.

## NAMPO (Chinnampo): 38.43 N. 125.25 E. (See Pla

Shipmaster's Report No. 1

**DOCUMENTS:**
8 Crew Lists.
2 Vaccination Lists.
2 Lists showing currency, gold and valuables in possessio crew. Bonded stores must be declared but not sealed.

**ARRIVAL ADVICE:** The following information should radioed to KNSA Nampo before arrival:

(1) ETA Nampo station, lat. 38° 37′ 30″ N., long. 124° 49′ 30′ E
(2) Nationality.
(3) Gross Registered Tonnage.
(4) Net Registered Tonnage.
(5) Deadweight.
(6) Length overall.
(7) Height of Freeboard.
(8) Speed.
(9) Last Port of Call.
(10) Colour of ship's hull.
(11) Number of crew and passengers.
(12) Hatch Loading/Discharging cargo Plan.
(13) Draft.
(14) Ship's position together with ETA 24 hours before arr within area connected positions 37° 00′ N. 124° 30′ E., 38° 08′ 123° 35′ E., and 39° 50′ N., 124° 07′ E. Also vessel should adv position and time passing above connected lines.

**PILOTAGE/ANCHORAGE:** Pilot and Port Authorities (Quar tine Officer and Immigration Officers) board at position 38° 37′ 30″ 124° 49′ 30″ E. where vessels should anchor awaiting Pilot.

Night pilotage prohibited, according to port regulations.

**CLEARANCE:** After embarkation of Port Authorities at Nam Station the Radar, Echo sounder, VHF, DF, Radio Room and optical equipment is sealed. On arrival in Port, Customs Offic board the vessel and together with Immigration Officers search t whole ship.

Seamen's books required to be stamped with landing pass, a seamen's books are taken ashore by Immigration Authorities formalities.

**BERTHING:** Coal berth can accommodate vessels up to 20, dwt. There are two conveyor belts for coal loading but one only c work at a time. Conveyor belts are not movable, the vessel has shift. Vessels loaded and unloaded mostly in the roads by shi gear. There are three other berths but have no information.

**RADIO:** Nampo Radio. Call sign HML.

**FRESH WATER:** Only available by barge.

**TIME:** GMT plus 9 hours.

**SHORE LEAVE:** Seamen allowed to go ashore by boat or bus o Seamen are not allowed to leave harbour area. In order to visit ot vessels in port, application should be made to Immigration Autho ties.

**GENERAL:** *Currency:* It is prohibited to take Korean currency of the country.

*Bathing:* Prohibited.

*Fishing:* Prohibited.

*Provisions:* Limited quantities available at the Seamen's Club.

## Shipmaster's Report No. 2

Information covering Nampo, North Korea, previously known as Chinnampo. See in connection with this B.A. Chart 1257 and 1656, China Sea Pilot III.

The following general information was produced by the navigating officers of a vessel in 1974.

**NAVIGATIONAL INFORMATION:** Pilot boarding point now 38° 37′ 5″ N., 124° 49′ 5″ E. Wreck at 37° 38′ 2″ N., 124° 48′ 2″ E., 3 masts above water at all states of tide. Radar echo good at 6 miles. Buoy—old position 37° 37′ 4″ N., 124° 51′ 4″ E., moved to 37° 37′ 2″ N., 124° 50′ 7″ E.

Light Sei To—flash every 23 sec. Visible for 8 miles
Light buoy at 37° 37′ 4″ N., 124° 53′ 6″ E., flashes 18 sec.
Light Shimai To flashes 18 sec.
Light San extinguished
Light Chiri extinguished
Light Hi To extinguished
Light at 38° 41′ 7″ N., 125° 18′ 1″ E., (Bachishin) flashes 30 sec.
Light at Nanryoki extinguished
Light at 38° 43′ 3″ N., 125° 24′ 6″ E., extinguished.

**PILOTAGE, ANCHORAGES, INSPECTION AND CLEARANCE:** The pilot boarding point is at the same time the outer limit of Nampo Harbour and the clearing inwards point. To await pilot and further instructions before proceeding into Nampo, vessels must wait here. Information can be obtained via coastal radio Nampo (details in Nautical Wireless Service Standing instructions), VHF is not available.

The anchorage at the pilotage waiting point is good, and the bottom is a thin layer of grey mud with clay underneath it. With wind from the S.W., there is a slight swell. Depth of water between 25 m. and 26 m., vessels should anchor with a chain length of at least 100 m. on the capstan and calculate adequate room for swinging, since there is a very strong tidal flow at all states of the wind and weather, running up to 4 kn. according to our observations.

The pilot comes on board with clearance authorities. As pilot cutter (also no VHF) a normal tug is used, which in Winter is also used as an ice-breaker. The tug does not display a pilot's flag, only the national flag. On the engine skylight the protective shield of an anti-aircraft gun is mounted. The hull of the tug is black, superstructure white with large Korean characters on the front of the bridge. Pilotage only available during daylight hours.

At the clearance inwards point (pilotage boarding point) all binoculars, including bridge binoculars, and photographic equipment is gathered together and sealed for the total time in port. It is only released after the pilot leaves the vessel on departure from the port. Likewise all echo-sounding, radar, direction finding equipment is sealed. The use of such equipment and filming and photography in North Korean ports is completely forbidden.

From the clearance inwards point the journey to the anchorage in front of the town is usually at full speed for most of the way. The anchorage is selected by the pilot. The pilot gives a good impression and from our observations knows his job well. However, one can only expect very rudimentary English from him. The same applies to the clearance authorities who have only a very few words of English. Clearance proceeds slowly but is carried out very correctly.

**GENERAL INFORMATION:** When at anchor in front of the town, further official authorities come on board. These check the whole ship, and go through the deck and engine room areas accompanied by one chosen member of the crew. Whilst the ship is being examined, all other crew members must remain in their cabins. The crew member accompanying the authorities must have his seaman's book with him as identification. When the authorities leave the ship finally they take the log away, and bring it back after a few days. Going ashore is permitted, but normally only in the port area. There is a seaman's hostel there. Travel further inland is possible, but only by giving 24 hours prior notice to Immigration via the ship's Agent. Also from time to time it is possible for crew members to fly out, but this must be arranged via the state ship's agent. Visits to other ships is also possible, but only by giving 24 hours prior notice to Immigration. Radios and cassette recorders may not be taken on land or even on deck. Their use is only permitted within the ship and cabins. Fresh water and fresh food are available. In the roads water is delivered by water boats. Removal of rubbish is also possible by due notice through the Agent, and is even possible at the anchorage. Boat manoeuvring can likewise take place, but it must be reported, and may only take place in the vicinity of one's own ship.

For clearance inwards, the following documents are required:

7 crew lists.
1 list of items in possession of crew divided into gold, valuables, money, signature.
1 vaccination list.
1 maritime declaration of health.
1 passenger list, even if none on board.
1 narcotics list.
1 list of tobacco and personal goods.

The authorities bring a list of provisions with them and fill it out after declaration on board. Stores, such as alcohol and cigarettes are not sealed.

The health authorities place greatest score by cleanliness of toilets, refrigerators, food stores, kitchens, pantries, hospital and first-aid station.

Generally, it may be stated that the ship's broker and agent speak and understand good English, but from the authorities normally one can expect no knowledge of Western languages.

The port roads offer anchorages for at least 15 sea-going vessels and enough room for swinging. However, in each case at least 170 m. chain should be allowed so that the vessel lies securely. The tidal current, in accordance with our observations, runs at a good 4 kn. The anchorage bottom is good and comprises grey mud. The depths of water shown in the charts are, in accordance with our observations, roughly correct.

To the West of the port on the town shore there is a large shipyard with a mobile gantry crane over a slipway under construction. The slipway is about 150 m. long. Normally, the crane is at night directly on the bank (high water mark) is illuminated and thus constitutes a good bearing, particularly at night, since otherwise no long-range port lights are available.

The position of the crane is about 34°, 43′ 2″ N., 125° 24′ 1″ E. This area where the shipyard is located is designated as "Iron works" in chart 1656 map of Chinnampo Ko. The waterside there no longer has an inlet, but has been straightened out, and building work is still in progress. See plan section of "Guide".

Likewise building works are in progress along the whole shore line between the shipyard and Nampo Ki. The shore line is also straightened here, and to all appearances has been developed as anchorage and repair yard for the Korean Navy. The 2 red/black buoys to the South of the iron works in the chart are no longer there. In this area there is only a small fixed buoy for guard boats and fishing craft.

In the middle of Shienshin island there is a 9-storey white hotel, which is a good landmark by day.

The tidal pole in front of Nampo Ki is no longer available. On the Southern end of Nampo Ki is a bunker with a small house on top. The lower part of the house is pink and the upper part white. The west pier of Hibatsu To has 5 mobile port cranes, with lifting capacity up to 5 tons. At the Southern end of the pier are 2 new large warehouses. A floating crane is available, American type, and with a capacity of a good 160 tons. On the Western pier is likewise a small warehouse and 2 mobile port cranes (up to 5 tons). At the Southern end of the Western pier, are two berths for deep sea freighters with a good 9 m. water depth N.W. alongside. At the Southern part of the Western pier there is a good 8 m. of water along a length of some 210 m. At berth I (West pier, Southern berth), vessels up to 32 feet draught can go alongside in normal water conditions. The depth of water in the inner part of the port could not be exactly determined, but judging by the vessels there must be about 5 m.

The old coal pier has a berth with at least 10 m. depth of water. East of this pier is also a further coal pier, equipped also with conveyor belts and about 10 m. depth of water alongside.

For berthing and unberthing there are one large and three small tugs available. The large tug acts as pilot craft and for the authorities to visit for clearance. It has been previously described.

From our observations, in the inner roads loading and unloading rarely takes place. There are only a few lighters available. As the port is overloaded, a long waiting time must always be allowed for (at least 14 days).

Medical care for crew members here is somewhat difficult, since one tries with all means to avoid having to have the crew member transferred beyond the confines of the port. In this connection, the doctor comes only once on board and a decision is taken as to whether or not a visit to hospital is necessary. For such a hospital visit one has further to go through the Agent to the authorities to obtain permission to go beyond the port area.

Below are some soundings of the roads. The vessel's draught = 8·35 m. Times in GMT. Wind in degrees and knots. First bearing is Nampo Ki, second bearing is the pier light, fixed red, in front of the east pier:

| *Weather* | *Bearing* | *Time* | *Measured depth, taking into consideration vessel's draught* m. |
|---|---|---|---|
| 15° 8 kn. | 344°, 38° | 2330 | 21·15 |
| 100° 8 kn. | 355°, 42° | 0130 | 19·93 |
| 360° 5 kn. | 355°, 39° | 0715 | 15·97 |
| 340° 5 kn. | 343°, 37° | 0900 | 18·41 |
| 070° 9 kn. | 340·5°, 38·5° | 2330 | 21·15 |
| 060° 5 kn. | 343°, 39·5° | 0100 | 21·46 |
| Circulating 5 kn. | 324°, 41° | 0430 | 16·88 |
| 270° 13 kn. | 339°, 37° | 0000 | 21·46 |
| 300° 20 kn. | 357°, 40·5° | 0300 | 19·93 |
| 290° 10 kn. | 345°, 40° | 0840 | 18·43 |
| Circulating 5 kn. | 360°, 45° | 0640 | 16·58 |

The pier structures have shuttering walls at the bottom, and the upper part is composed of equal-shaped stone blocks. At the mooring points fenders are composed of car tyres strung together on wires. The pier itself is in a satisfactory condition. Rail connection is available, and lorries may run along it. Water connections are also available. As the two cranes on pier berth No. I have very large beams, they are often positioned between two hatches and then work the two hatches alternatively.

Loading and unloading is made difficult since it is not possible to obtain precise information as to the number of gangs, the time they will turn up for work, whether they will work with their own equipment or with cranes or with the mobile cranes available. It continually happens that suddenly port workers will appear or disappear, although shortly beforehand the Agent will inform to the contrary.

Telephone connections with Europe are possible. Connections can be obtained at the Seaman's Club in the port after 1600 hours. On average it takes an hour to get through. It is advisable always to try to get a line to Moscow, and then ask for the required connection oneself in English from the Moscow operator. This noticeably hastens the connection. Comprehension is at times very bad, calculation of charges is dreadful, and one must be prepared to pay three or four times the price as would appertain for a similar call in Europe.

The local currency is the Won. 1 US dollar = approx. 2·15 Won. In the Seaman's Club all customary Western currencies can be changed into Wons.

Loading rigging can be positioned from the ship. If for example this has to be done at night, it must be discussed in advance with the Agent as to whether this has to be done by the ship or the port personnel. If the rigging is done by the port personnel, it must be checked carefully.

Clearance outwards occurs in the harbour roads and not at the pier. It takes a good 3 to 4 hours. Here also, all crew members must be in their cabins for checking purposes, and if the authorities require it, personnel must be available to guide them around the ship. On leaving the port, yet another list must be presented of currency which each crew member has spent in Korea.

They are only interested in foreign currency which has been exchanged for wons in the Seaman's Club, since wons may not be exported.

On the journey out from the port, the pilot is accompanied by an assistant and a member of the coastguard. The latter, shortly after coming on board, removes all seals from apparatus sealed when coming into port. The pilot leaves the vessel at a position 38° 35′ 5″ N. and 124° 55′ 5″ E.

Herewith some soundings, taking into consideration draught of vessel. First bearing – pier light East side Hibatsu To – fixed red. Second bearing chimney at 38° 44′ 1″ N. and 125° 25′ 9″ E. (shown on the chart as Chy.)

| *GMT* | *Weather* | *Bearing* | *Line sounding* m. |
|---|---|---|---|
| 0030 | Calm | 338° | 21·78 |
|  | 1022 mb | 43° |  |
| 0130 | Calm | 338° |  |
|  | 1022 | 42° | 24·79 |
| 0430 | Changeable | 335·5° | 21·03 |
|  | 1022 | 40° |  |
| 0530 | 250° 14 kn. |  |  |
|  | 1022 | 312° |  |
|  |  | 38° | 24·18 |

# Korea (Republic of South)

**GENERAL:**

*Foreign flags:* Ministry of Transportation issued following instructions regarding entry and exit of foreign flag vessels in South Korea waters.

Item 1: Director, local Marine Bureau shall not grant permission on entry of foreign flag vessels under ownership of North Korea, North Vietnam and Red China.

Item 2: Director, local Marine Bureau shall not grant permission on entry of foreign flag vessel bound for North Korea or falling short of 90 days of departure from ports of North Korea.

Item 3: No restriction shall be applied on entry of foreign flag vessels unless same appertained to above clauses in accordance with internationally accepted practices.

## DAIPORI (Daepo): 38.10 N. 128.36 E.

Vessels bound for Daipori to load iron ore must first call at Mukho for quarantine and customs clearance.

Pilotage from Mukho to Daipori, distance of 50 miles, is not compulsory, but recommended.

## INCHON: 37.29 N. 126.38 E.

**DOCUMENTS:**

4 copies Report of Entrance.
4 Copies Crew List.
4 copies Cargo Manifest.
Stores List.
Crew Personal Effects List.
Currency List.
Passenger List.
Ammunition List.
Narcotics List.

Vessels with hazardous cargo must complete application to carry hazardous cargo and an application for anchorage of hazardous cargo vessel.

**CERTIFICATES:**

Derat. Certificate or exemption.
Inoculation and Vaccination Certificates for all crew members.

**PILOTAGE:** There are two pilot stations for entering Inchon:

*Ando* – At the Ando Light some 38 miles off Inchon, position 36° 58′ N. and 126° 10′ E. located in entrance to channel approaching Inchon from the Yellow Sea. 48 hours advance notice to Agent required for vessels requesting to meet Pilot at Ando. Customary boarding point for deep-draft vessels.

*Palmido* – Pilotage from Palmido to Inchon or Inchon to Palmido is compulsory. This pilot station is at Palmido Island and Light, some 8 miles off Inchon, position 37° 21′ N. and 126° 31′ E.

**ANCHORAGE:** *Anchorage A.* Commercial anchorages availa for nine vessels. The position of each anchorage is as follows:

| *Number* | *Position* | *Draft Acceptabl* |
|---|---|---|
| A–1 | 37° 29′ 56″ N. 126° 36′ 05″ E. | 42 ft. |
| A–2 | 37 29 32 N. 126 36 02 E. | 31 ,, |
| A–3 | 37 29 15 N. 126 35 44 E. | 39 ,, |
| A–4 | 37 28 56 N. 126 35 25 E. | 33 ,, |
| A–5 | 37 28 33 N. 126 35 20 E. | 29 ,, |
| A–6 | 37 28 11 N. 126 36 08 E. | 42 ,, |
| A–7 | 37 27 57 N. 126 35 30 E. | 28 ,, (Coaster onl |
| A–8 | 37 27 48 N. 126 35 04 E. | 42 ,, |
| A–0 | 37 27 23 N. 126 35 40 E. | 26 ,, (Coaster onl |

Only two anchorages, as specified below, are allocated for ves carrying logs to be discharged rafting in stream:

|  |  |  |
|---|---|---|
| A–2E | 37° 29′ 28″ N. 126° 36′ 08″ E. | 28 ft. |
| A–3E | 37 29 07 N. 126 36 02 E. | 32 ft. |

A sudden congestion of log vessels could cause undue dela waiting berth.

*Anchorage B.* Available for twelve vessels. This anchorage is u mostly for military cargoes, partly used as quarantine ancho and/or for commercial and Army vessels awaiting berth.

| *Number* | *Position* | *Draft* |
|---|---|---|
| B–1 | 37 27 22 N. 126 34 59 E. | 35 ft. |
| B–2 | 37 26 54 N. 126 34 45 E. | 39 ,, |
| B–3 | 37 26 24 N. 126 34 35 E. | 37 ,, |
| B–4 | 37 25 55 N. 126 34 24 E. | 37 ,, |
| B–5 | 37 25 27 N. 126 34 13 E. | 37 ,, |
| B–6 | 37 24 58 N. 126 33 58 E. | 40 ,, |
| B–7 | 37 28 00 N. 126 35 25 E. | 34 ,, |
| B–8 | 37 26 30 N. 126 35 11 E. | 35 ,, |
| B–9 | 37 26 01 N. 126 35 02 E. | 36 ,, |
| B–10 | 37 25 32 N. 126 34 51 E. | 40 ,, |
| B–11 | 37 25 08 N. 126 34 36 E. | 42 ,, |
| B–12 | 37 24 28 N. 126 33 50 E. | 44 ,, |

*Anchorage C.* Available for eight vessels. This anchorage is u either for quarantine, vessels waiting berth, or for vessels (milit discharging/loading dangerous cargoes.

| *Number* | *Position* | *Draft* |
|---|---|---|
| C–1 | 37° 24′ 29″ N. 126° 34′ 26″ E. | 26 ft. |
| C–2 | 37 24 07 N. 126 34 17 E. | 30 ,, |
| C–3 | 37 23 07 N. 126 34 08 E. | 35 ,, |
| C–4 | 37 21 21 N. 126 33 55 E. | 42 ,, |
| C–5 | 37 24 37 N. 126 34 52 E. | 42 ,, |
| C–6 | 37 24 10 N. 126 24 45 E. | 30 ,, |
| C–7 | 37 23 47 N. 126 34 36 E. | 42 ,, |
| C–8 | 37 23 25 N. 126 24 21 E. | 42 ,, |

**RADIO:** Address of Radio Station and call sign, Inchon Ra (HLC).

**RESTRICTIONS:** A peculiarity of Inchon port is the wide t range, i.e. max. 30 ft. difference between the low and high ti Because of the extreme tidal range in Inchon Harbour and the str tidal currents which result, the importance of maintaining st surveillance of the vessel's mooring lines is emphasised. In this gard, the ship's officers and crew must be diligent in the performa of their duties. All vessels to discharge or load commercial carg should invariably obtain prior permission for berthing/ancho from the Inchon District Marine Bureau at least 24 hours be arrival, then proceed to a nominated anchorage in the stream un direction of a compulsory Pilot.

**HEALTH:** The Quarantine Anchorage is located outside the h bour limit, at anchorages No. B–4, B–5, B–6, B–10, B–11, B-12 C–1 to C–8, the position and depth of which are noted above vessel which sailed from an "Affected Zone" and not passed days thereafter is compelled to receive 24 hours quarantine bef entering the discharging anchorage. Quarantine is available o for the period from sunrise to sunset.

**TUGS:** Tankers berthing at Kyung In Energy Co. Terminal norm require three tugs for berthing and two for unberthing. All tugs op ated by Korean Navy.

**BERTHING:** The port consists of the "Outer Harbour" and "In Harbour" which are separated by two islands called Wolmido a Sowolmido, which are connected by a bank. The Outer Harb comprising downstream of the Han River, is used as Stream Anch ages for commercial ocean steamers.

A new tidal basin constructed in the area of the present in harbour. The dock will include entire area of the present In Harbour which would provide a total 1,400,000 square metres of wa area; 3,820 metres of berthing pier including 1,160 metres of (co tainer Pier and max. 12 metres or 39 ft.) depth. This new doc directly connected with the terminal of the Seoul–Inchon High After completion the new dock would accommodate a total of 240, tons of vessels alongside the piers simultaneously, as follows:

|  |  |  |
|---|---|---|
| 50,000 | tonners | 1 ship |
| 20,000 | ,, | 3 ships |
| 10,000 | ,, | 6 ships |
| 8,000 | ,, | 8 ships |
| 5,000 | ,, | 1 ship |

**TANKERS:** *Kyung In Energy Co. Terminal*

Designed for 50,000 dwt. over 50 ft. depth at LW. The marine term is situated at 37° 30′ 12″ North 126° 36′ 19″ East. The face of the d phin fendering system is on a bearing of approximately 347 deg true.

The vessel will be berthed alongside the main and secon berthing dolphins with the vessel's hull against the fenders, wh are an integral part of the dolphins. All the dolphins are equipped w electric capstans and quick-release mooring hooks. A naviga light and fog horn is located on the Southern Exterior Mooring Dolphin (Exterior Mooring Dolphin No. 1). A navigation light is also located on Exterior Mooring Dolphin No. 2 on the North side of the terminal facilities. When a vessel of the 50,000 dwt. class is moored to the terminal, the bow and stern lines will perform the function of the breast lines. Therefore, the spring lines must be led out through the chocks on board which will provide sufficient leads ahead and astern to restrict the movement of the vessel along the face of the dolphins. In this regard, due consideration must be given to the rise and fall of the tide.

*Loading Arms:* There are three "Continental-Emsco" loading arms situated on the loading platform. The one to the extreme North and the middle one of the three are for the discharge of crude oil. Both are fitted with 16-in. swivel connections having 150 pound flanges. The loading arm to the extreme South is for the loading of naphtha and is fitted with a 12-in. 150 pound flange. The loading arms are designed for a working pressure of 100 psi.

During the connecting and disconnecting of the loading arms to the vessel, the loading arms will be manipulated and positioned by shore personnel. During the period of time when the loading arms are connected to the vessel's manifold, they will be in the "float" position and will be self-adjusting.

*General Information:*

Under no circumstances should any member of the ship's crew activate or operate the controls for the loading arms. Authorised shore personnel will perform this function.

The "Continental-Emsco" loading arms will tolerate only a minimum amount of transverse movement by the vessel in either direction. In other words, the movement of the vessel along the face of the dolphins is restricted. For this reason, it is mandatory that the vessel be kept in position, and that the mooring lines be properly tended. It is the responsibility of the vessel to maintain sufficient deck crew on duty to properly tend the mooring lines, and to ensure that the vessel maintains proper position relative to the loading arms.

*Discharging Crude Oil:*

The distance from the loading platform to the tanks is approximately 2·2 kilometres (1·4 miles). A 30-in. block valve is situated near the location where the trestle joins the island causeway. Block valves are also installed in the pipe-line system near the inlet to each of the crude oil storage tanks.

There are three crude oil storage tanks on Yul Do Island. Each has a capacity of 200,000 barrels. The tanks are 48 ft. in height with an overflow at 46 ft. There are no check valves in the crude oil pipe-line system. Thus, the vessel must take precautions against back-filling due to head pressure on the system.

It may be necessary to discontinue the discharge of crude oil when changing from one tank to another ashore. The vessel will be given adequate notice for the stoppage of the ship's cargo pumps.

*Ballast:*

It is unlawful to discharge dirty or oily ballast water into the waters of Inchon Harbour. Severe penalties may be invoked against the vessel by the Republic of Korea in the event of pollution of harbour waters.

The centre loading arm provides a dual function. It is used for discharging ballast from the vessel as well as for the discharge of crude. The ballast flows through a 12-in. pipe-line to the ballast storage tank on Yul Do Island. This tank has a capacity of 30,000 barrels, and is situated about 1·1 kilometres (0·68 miles) from the loading platform.

*Loading Naphtha:*

Naphtha is stored in two mainland storage tanks each of which has a capacity of 125,000 barrels. Three pumps provide the flow for shipping naphtha. Each pump has a capacity of 1,600 gpm (2285 BHP). The pumps are on independent circuits. Thus, the loading rate of the naphtha can be governed by the number of pumps used.

The pipe-line from the pumps to the loading platform is 18 in. and is reduced to 12 in. on the loading platform. A block valve is located in the 18-in. pipe-line near the point where the island causeway joins the trestle. Another block valve is provided in the 12-in. pipe-line on the loading platform.

The pumps which are used for shipping naphtha can be stopped from the Marine Terminal Loading Platform, but they must be started from the mainland. Under normal conditions the vessel's deck officer on watch should give the terminal personnel 10 minutes notice prior to requesting that the loading rate be reduced, and the same notification prior to the completion of loading. As previously stated, the pumps can be stopped from the loading platform in case of an emergency.

The approximate distance from the mainland naphtha storage tanks to the loading platform is 5·4 kilometres (3·35 miles).

*Regulations:*

1. Sufficient number of crew members are to be on duty at all times to properly tend the mooring lines and ensure that the position of the vessel is maintained alongside of the dolphins.
2. Except in the case of an emergency, the deck officer on duty shall give the terminal personnel at least 10 minutes notice prior to changing the loading rate of the naphtha, and at least 10 minutes notice prior to the completion of loading cargo.
3. Under no circumstances is the vessel's main propulsion engine to be disabled, or are any repairs to be undertaken while the vessel is moored to the marine terminal.
4. The vessel's fire-fighting equipment is to be kept ready for immediate use. A sufficient number of hoses shall be led out forward and aft to provide full deck coverage.
5. Lights must be provided by the vessel to illuminate the water area in the vicinity of the bow, stern and off-shore side.
6. Smoking will be permitted in such *Interior* spaces as may be designated by the vessel's Master. However, smoking will not be permitted on any open deck areas.
7. The loading of ship's stores and supplies will not be permitted during the time ballast is being discharged, or naphtha is being received by the vessel.
8. Ullage hole screens are to be used at all times while bulk oil transfer operations are in prcgress.
9. Galley ranges, unless electric, are not to be used while the vessel is loading naphtha.
10. Except for the period of time actually required for passengers to embark or disembark from a launch, no boats, launches or vessels will be permitted to moor alongside a vessel which is berthed at the marine terminal.
11. Safety practices which are common to marine terminals on a world-wide basis will apply.

Honam Buoys: Lat. 37° 29′ 00″ and Long. 126° 36′ 03″, draft acceptable 30 ft., at east side of A-3 anchorage. This berth is the private facility of the Honam Oil Refinery Co. (joint company with CALTEX) for discharge of their own petroleum products. Consisting of 4 mooring Buoys and sub-marine pipe lines.

Union Oil Terminal, 42 ft. depth alongside. Berthing/unberthing in daytime slackwater only.

**MEDICAL:** Launch is provided in emergency call to evacuate sick men. Modernised hospital is available. Provincial and Christian hospital.

**STEVEDORES:** There are 12 stevedoring companies with:

162 wooden barges (16,200 tons) – total capacity 34,200 tons.

60 steel barges (18,000 tons) – total capacity 34,200 tons.

**DENSITY:** Varies between 1022 and 1024.

**FRESH WATER:** Can be supplied by lighter, maximum quantity 250 tons in 10 hours. Earliest advance notice essential.

**FUEL:** Available by barge only.

**CUSTOMS ALLOWANCES:** One carton cigarettes or 1 lb. of tobacco, and one bottle wine or spirits allowed, each man.

**IDENTIFICATION CARDS:** Crew required to carry valid identification cards at all times.

**REPATRIATION:** No facilities for crew changes or repatriation.

**GANGWAY/DECK WATCHMEN:** Ship security guard is required. Stream charge 30% additional.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**CONSULS:** None.

**REPAIRS:** Deck and engine repairs possible. Floating cranes up to 60 tons capacity.

**AIRPORT:** 20 miles from port. Regular flights to Japan.

**POLICE/FIRE/AMBULANCE:** Police Officer (2) 0568; Fire Depot (2) 119; Medical Centre (2) 2535.

**TELEPHONES:** Portable communication facility is available.

**TIME:** Korean Standard Time. 9 hours ahead of GMT. No alterations during year.

**HOLIDAYS:** 1st January, 1st March, 5th April, 6th June, 17th July, 15th August, 3rd October, 9th October, 24th October, 25th December.

**GENERAL:** Tide condition is critical, swift currents (high tide: 9 to 10 m.) special attention is required.

**ACCOMMODATION LADDER:** Essential for Port Officials on entry. Also for tanker berth no access allowed through plant. Rig on port side.

**SHORE LEAVE:** Launch service required, also local curfew ashore 2400 to 0400, on launches and craft 1900 to 0600.

**DELAYS:** Can be caused by bad weather.

## SHIPMASTER'S REPORT

*Approaches:* Inchon, the port for Seoul, the capital of South Korea, is situated in Latitude 37° 28′ 20″ N., Longitude 126° 37′ 09″ E., and is approached from the South through the Yellow Sea. From Kyoknyolbi Do (Clifford Is.) LH. a course should be set to pass 1 mile North of An Do. LH., in the vicinity of which the pilot boat will be waiting. Pilotage is not compulsory from this point but is recommended and the pilot should be ordered at least 48 hours before arrival through the Agent, in Inchon.

From An Do vessels proceed via the Dong Soodo (East channel) which is very winding and narrow in places. All lighthouses on this part of the Korean coast appear to show lights of very low power, the range of visibility appears to be about one quarter of that shown on charts and in the Adm. Light List.

Pilotage is about 38 miles to the Inchon anchorage for deep-sea vessels, about three hours steaming. The Pilot was good even in thick fog, and all pilots seem to speak reasonable English. The pilot launch is fitted with VHF.

The anchorage is extensive, with room for about 30 ocean-going vessels, holding ground is good and no trouble was experienced in currents of 5 knots, although even stronger currents are experienced at Spring tides.

*The port:* Can be divided into three sections according to location and function; the inner dock, outer harbour and Northern shoreline.

The Inner Harbour basin is presently operated for the accommodation of cargo ships up to 50,000 dwt. The outer harbour, of new construction, is largely for coastal and fishing vessels of less than 500 tons, and is located just outside and to the Southwest of the inner basin.

The Northern shoreline, North of the closed basin has unloading facilities at many private plants. These are lighter berths.

With the completion, in May 1974, of the new lock system and second tidal basin, the berthing facilities in the port have changed the cargo handling capacity from 1,420,000 tons to 6,270,000 tons per year by providing 3,820 metres length of quay and container berths.

Within the inner harbour is the first tidal basin (the older lock system dating from 1923). This basin is accessible through the new lock system.

*Lock Particulars:*

| | *For 50,000 dwt. vessels* | *For 10,000 dwt. vessels* |
|---|---|---|
| Lock chamber | 1 base | 1 base |
| Total length | 381 m. | 288·25 m. |
| Usable length to | | |
| Inner gate | 280 m. | 183 m. |
| Outer gate | 310 m. | 208 m. |
| Width | 36 m. | 22·5 m. |
| Height | 18·5 m. from sill | 18·5 m. from sill |
| Height | 19·0 m. from bottom | 19·0 m. from bottom |
| Number of gates | 3 sets | 3 sets |
| Length of gates | 38 m. | 24·5 m. |
| Width of gates | 8.3 m. | 6·4 m. |
| Height of gate | 18·5 m. | 18·5 m. |
| Weight per gate | 1,050 tons | 590 tons |
| Time required for opening-closing | 5 min. | 3 min. |

The Inner Harbour has berths for 27 vessels as summarised below:

| *Pier* | *Length* m. | *Berthing capacity* dwt. | *Cargo type* |
|---|---|---|---|
| Pier No. 1 | 454 | 4,500 (3) vessels | Dry cargo |
| Pier No. 2 | 1,425 | 2,000 (4) ,, | Dry and bulk cargo |
| | | 20,000 (1) vessel | ,, ,, ,, ,, |
| | | 8,000 (5) vessels | ,, ,, ,, ,, |
| Pier No. 3 | 1,250 | 8,000 (4) ,, | Steel products |
| | | 10,000 (2) ,, | ,, ,, |
| | | 20,000 (1) vessel | Heavy cargo |
| Pier No. 4 | 1,160 | 10,000 (1) vessel | Dry cargo and containers |
| | | 20,000 (1) ,, | ,, ,, ,, ,, |
| | | 30,000 (1) ,, | ,, ,, ,, ,, |
| | | 40,000 (1) ,, | ,, ,, ,, ,, |
| | | 50,000 (1) ,, | ,, ,, ,, ,, |
| Pier No. 7 | 786 | 50,000 (2) vessels | Bulk grain |

*Equipment in use (August 1974):* Tug boats, 2 of 2,000 h.p.; 3 of 3,600 h.p.; Floating cranes, 1 of 75 tons capacity; 1 of 30 tons capacity; Container crane, 1 of 30 tons capacity. Bulk Grain: Pier 7 elevator with conveyor facilities; capacity 800 tph.

*Additional equipment planned:* Tug boats, 4 of 7,000 h.p. Floating cranes, 1 of 100 tons capacity; 1 of 70 tons capacity. Container cranes, 4 of 35 tons capacity.

Further expansion is planned for the Northern side of the inner harbour. When completed there will be an additional 800 metres of quay at Pier 6 and 780 metres at Pier 8. This will add a total of 10 new berths for vessels from 5,000 ton 50,000 dwt.

The Port of Inchon is administrated, managed and operated by the Government, represented by the Inchon District Marine Bureau (IDMB) in the Ministry of Transportation.

Decisions on administration and operation of the port, particularly to daily activities, are made by the Director, District Marine Bureau of the above-Ministry.

Port activities, such as cargo in transit sheds, or in storage and port facilities of Government property, are in the custody of the Association of Port Management. This Association is formed from members of the various port users associations and was formed in 1972, under the control of the Minister in charge of Port Operations.

Port service companies and Stevedoring companies are still privately owned.

Repatriation and relief of crewmembers was made without any apparent difficulty. Flights to and from the U.K. being routed through Tokyo.

**PORT AUTHORITY:** Inchon Marine Bureau MOT. 57 Sun Rin Dong Inchon, (2) 285, (w) 0044–47.

## KUNSAN (including Changhang): 35.55 N. 126.45 E.

The Port of Kunsan is situated on the Southern mouth of the Kum-River which flows into the Yellow Sea, and North Changhang.

**DOCUMENTS:**

6 copies Report (Ent/Departure).
6 copies Crew List.
6 copies Passenger List.
2 copies Crew Personal Effects List.
3 copies Passenger Luggage List.
2 copies Store List.
9 copies Manifest (dis./loading) only.

**NOTICES:** All vessels bound for Korean ports should give an ETA to the local Agents 27 hours prior arrival. This is essential to enable the Agents to notify the Port Authorities and arrange Pilot if necessary.

**RESTRICTIONS:** Vessels should enter during daylight hours only. Many small Korean fishing and cargo boats in this area display dim navigation lights or none at all at night. Pilot is not compulsory but all vessels calling at this port recommended employ a Pilot in view of the hazardous channel and tidal difficulties. Controlling depth 8 ft. at Bar. Keel clearance of 2 ft. required.

**PILOTAGE:** The pilot station is situated at the Southern side of Piun Do (Hiyo To) Island the correct position of which is at 35° 56′ N. and 126° 27′ E.

The boarding point near Piun Do is about 14 miles from Kunsan. Pilot to be ordered at least 24 hours in advance. Pilots cannot board in rough weather. Due to constantly changing bottom conditions, vessel should not attempt to enter without Pilot.

**ANCHORAGE:** Outer anchorage about 5½ miles west of Kunsan for vessels drawing up to 28 ft.

Inner anchorage off Kunsan suitable for vessels of 21 ft. draft.

**RADIO:** Kunsan Radio, call sign HLN operating on 500 and 484 k

**MAX. SIZE:** Draft 18 ft. to 27 ft. dependent on height of tide.

**TUGS:** 5 tugs with respective capacity of 300 h.p. (1) 150 h.p. (2) a 80 h.p. (2) are available. One floating crane with capacity of 30 t owned and managed by the Korea Dredging Corp. is available.

**BERTHING:** The port is controlled by Kunsan District Ma Bureau and all vessels come under jurisdiction of Kunsan Cus House. The anchorages in stream inner harbour can accommod one or two vessels less than 1,000 gross tons, and outer anchor (Yubudo Anchorage) accommodates one ocean going vessel dr ing about 28 ft. There are 5 pontoon piers (3 for Kunsan and 2 Changhang) each of which can accommodate an ocean-going ves with maximum draft of 27 ft.

**STEVEDORES:** There is one stevedoring company with 14 woo barges, 3 steel barges and 3 tug boats. Discharging capaci average records per day of 24 hours: coal 1,500 tons; grain a wheat 1,600 tons; fertilizer 1,300–1,400 tons; cement 1,000–1,100 to lauan log 500,000 B/F. Daytime only.

**MEDICAL:** Crew members should be in possession of health ce ficate showing vaccinations for smallpox and typhoid. In case hea certificate has expired, the person(s) will be vaccinated/inocula by a quarantine doctor.

**CURFEW:** In Korea the curfew is still effective from 2400 to 0 every day.

**TIME:** Korean Standard Time, GMT plus 9 hours.

**HOLIDAYS:** Public Holidays – New Year (January 1–3); Indep dence Movement Day (March 1); Labour Day (March 10); Arbor D (April 5); Memorial Day (June 6); Constitution Day (July 17); Libe tion Day (August 15); Nation's Foundation Day (October 3); Natio Alphabet Day (October 9); United Nations Day (October 24); Chri mas Day (December 25). (Can be worked if requested.)

Local Holidays. Work cannot be carried out on Lunar New Yea Day and the Moon Festival, about 15th August.

**SHORE LEAVE:** Crew shore passes will be issued by Port Imm gration Office.

**AUTHORITY:** Kunsan Maritime Bureau.

## MASAN: 35.11 N. 128.33 E.

**DOCUMENTS:**

6 copies Report (Ent/Departure).
6 copies Crew List.
6 copies Passenger List.
2 copies Crew Personal Effects List.
2 copies Store List.
9 copies Manifest (dis./loading only).

**PILOTAGE:** Not compulsory, but inadvisable to enter with Pilot. Pilots available at Pusan, to be ordered by Agent at le 24 hours in advance. Pilot station at Kaduk Do. A berthing/unberth pilot available at Masan.

**NOTICES:** All vessels bound for Korean ports should give ETA the local Agents 27 hours prior arrival. This is essential to enable t Agents to notify the Port Authorities and arrange a Pilot if nece sary.

**MAX. SIZE:** The maximum draft admissible for entrance is 26 f

**TUGS:** 2 tug boats of 1,000 h.p. and 350 h.p. owned and managed Masan District Marine Bureau available.

**ANCHORAGE:** Mooring capacity at anchorages: A–1, A–2, A Depth 30 ft.; A–4, A–5, A–6 Depth 24 ft.; A–7, A–8 Depth 23 Quarantine Station A Depth 36 ft.

**BERTHING:** Pier No. 1 provides 2 berths for ocean-going vess and pier No. 2 only for vessels less than 800 gross tons due to i sufficient water. Wharf capacity: Pier berth No. 1 and 2, length ft. depth 24 ft. Pier berth No. 3 and 4 length 660 ft. depth 26 ft. Diffe ence between high water and low water at spring only 9 ft. Pier No berth length 180 ft., depth less than 12 ft. Warehouse belongs Masan Marine Bureau, capacity 10,000 cubic ft. located No. 1 pier front of the ship alongside.

**STEVEDORES:** Korea Express Co., 8 barges (1,000 tons), 1 t (145 h.p.); Hyopshin Stev. Co., 6 barges (1,000 tons), 1 tug 180 h.p

Discharging capacity – average records per day (24 hours).

| | | |
|---|---|---|
| Coal | in bulk | 1,000 tons |
| Cement | in bags | 1,000 tons |
| Grain & Wheat | in bulk | 1,000 tons |
| Fertiliser | in bags | 1,000 tons |
| Steel Scrap | in bulk | 750 tons |

**MEDICAL:** Crew members should be in possession of hea certificate showing vaccinations for smallpox and typhoid. If t health certificate has expired, the person(s) will be vaccinat inoculated by a quarantine doctor.

**CURFEW:** In Korea the curfew is still effective from 2400 to 0 every day.

**TIME:** Korean Standard Time GMT plus 9 hours.

**HOLIDAYS:** Public Holidays:
New Year (January 1–3); Independence Movement Day (March Labour Day (March 10); Arbor Day (April 5); Memorial Day (June Constitution Day (July 17); Liberation Day (August 15); Natio Foundation Day (October 3); National Alphabet Day (October United Nations' Day (October 24); Christmas Day (December

**SHORE LEAVE:** Crew shore passes will be issued by Port Imm gration Office. Extension of shore passes should be made every hours.

**AUTHORITY:** This port is controlled by Masan District Mar Bureau, under jurisdiction of Masan Custom House.

## MOKPO: 34.37 N. 126.23 E.

**DOCUMENTS:**

6 copies Report (Ent./Departure).
6 copies Crew List.
6 copies Passenger List.
2 copies Crew Personal Effects List.
3 copies Passenger Luggage List.
2 copies Stores List.
9 copies Manifest (Dis./Loading only).

**PILOTAGE:** Pilots stationed at Kasado Island, 34° 27′ N. 125° 02′ E. 30 miles from Mokpo. Twenty-four hours notice to Agent required to arrange Pilot. Although not compulsory, vessels strongly recommended not to enter without Pilot.

**NOTICES:** All vessels bound for Korean ports should give an ETA to the local Agents 27 hours prior to arrival. This is essential to enable the Agents to notify the Port Authorities and arrange a Pilot if necessary.

**RESTRICTIONS:** Mokpo is located at the South-western end of the Korean peninsula. The port is at the mouth of the Yungsan River which flows through the Yungsan peninsula. Kasako Island protects this port from heavy winds and swell. The Yungsan River provides 5 anchorages where 5 vessels of Liberty type can berth at a time. The port is 30 miles from the pilot station off Ksasdo Island, in position 34° 27′ 20″ N. and 125° 02′ 05″ E.

Tide Information: maximum tide level at high water 4·5 metres; minimum tide level at high water 2·8 metres; average tide level at high water 3·5; Maximum tide level at low water 0·5 metres; Minimum tide level at low water 1·3 metres; Average tide level at low water 0·7 metres.

**ANCHORAGE:** Five anchorages in depths from 11 metres to 20 metres. Anchorage Nos. 2, 3, and 4 are better than No. 1 and 5 for discharging cargo because No. 1 is sometimes very dangerous due to strong tidal currents.

**TUGS:** Three tugs available, up to 150 h.p.

**RADIO:** Mokpo Radio. Call sign HLM operating on 500 and 484 kc/s.

**BERTHING:** Sam Hak Do Pier, length 168 metres and width 18 metres, where only one 8,000 ton ocean-going vessel can operate in 13 metres depth.

**STEVEDORES:** There are 3 stevedores companies with 28 wooden barges (1,680 tons), 7 steel barges (1,200) tons and 3 tug-boats.

**MEDICAL:** Crew members should be in possession of Health Certificate showing vaccinations for smallpox and typhoid. In case the Health Certificate has expired, the person(s) will be vaccinated/ inoculated by a quarantine doctor.

**FRESH WATER:** Available at rate of 150 tons per day. Twenty-four hours notice required.

**CURFEW:** In Korea, the curfew is still effective from 2400 to 0400 every day.

**TIME:** Korean Standard Time, GMT plus 9 hours.

**HOLIDAYS:** Public Holidays: New Year (January 1st–3rd); Independence Movement Day (March 1st); Labour Day (March 10th); Arbor Day (April 5th); Memorial Day (June 6th); Constitution Day (July 17th); Liberation Day (August 15th); Nation's Foundation Day (October 3rd); National Alphabet Day (October 9th); United Nations Day (October 24th); Christmas (December 25th). Work can be arranged on all above holidays. Local Holidays: No work can be done on Lunar New Year or on the Moon Festival about August 15th.

**SHORE LEAVE:** Crew shore passes will be issued by Port Immigration Office. Extension of shore passes should be made every 72 hours.

**AUTHORITY:** Mokpo District Marine Bureau.

## MUKHO: 37.33 N. 129.27 E.

**DOCUMENTS:**

6 copies Report (ent/departure).
6 copies Crew List.
6 copies Passenger List.
2 copies Crew Personal Effects List.
3 Passenger Luggage Lists.
2 copies Store List.
9 copies Manifest (dis./loading only).

**PILOTAGE:** Compulsory. Pilotage area from quarantine station to inside boundary line of harbour limits.

**RESTRICTIONS:** Vessels bound for this port should anchor at the out-harbour awaiting for Quarantine Inspectors, and are required to radio the Harbour Master (6MF2/500 kc/s) the following, free of charge, at least 12 hours prior to the ship's arrival at the Quarantine Station, viz.: 1. Name and nationality of vessel; 2. Exact ETA at out-harbour (Quarantine or Pilot Station); 3. Maximum draft on arrival; 4. Description and quantity of cargo and the number of passengers, and so on.

**ANCHORAGE:** In Outer Harbour with max. draft 40 ft., 20,000 to 30,000 G/tonners, possible anchor near Quarantine Station, however, cargo work not possible due to no cargo gear and bad weather except under special circumstances.

**TUGS:** Two tugs available of 320 h.p. and 650 h.p.

**BERTHING:** Central Pier depth 18 ft. 05 in.; Coal Pier Conveyor A depth 21 ft. 00 in.; Conveyor B depth 21 ft. 09 in.; Stream berth depth, 21 ft. 00 in.; Ssangyong Pier depth 26 ft. 10 in; Ssangyong Pier depth 31 ft. 05 in.

Generally speaking, the loading berth at Coal Pier, Central Pier and Ssangyong Pier, is determined by ship's arrival order. However priority is often given to local vessels carrying domestic coal when domestic coal transportation is urgently required which could cause a rather prolonged wait. Therefore, all vessels bound for this port for coal/graphite/cement are recommended to contact Agents well in advance to ascertain the port conditions.

**STEVEDORES:** One stevedoring company: Korea Express Company Limited.

**MEDICAL:** Crew members should be in possession of health certificate showing vaccination for smallpox and typhoid. In case health certificate has expired, the person(s) will be vaccinated/ inoculated by a quarantine doctor.

**FUEL:** Nearest supply point is Ulsan, 140 miles away.

**CURFEW:** In Korea the curfew is still effective from 2400 to 0400 every day.

**TIME:** Korean Standard Time – GMT plus 9 hours.

**HOLIDAYS:** Public holidays:
New Year (January 1–3); Independence Movement Day (March 1); Labour Day (March 10); Arbor Day (April 5); Memorial Day (June 6); Constitution Day (July 17); Liberation Day (August 15); Naton's Foundation Day (October 3); National Alphabet Day (October 9) United Nations Day (October 24); Christmas Day (December 25) Work can be done.

Local Holidays: No work can be done on Lunar New Year's Day and on the Moon Festival about August 15th.

**SHORE LEAVE:** Crew shore passes will be issued by Port Immigration Office. Extension of shore passes should be made every 72 hours.

**AUTHORITY:** District Marine Bureau.

## POHANG: 36.02 N. 129.23 E.

**DOCUMENTS:** See "Pusan".

**PILOTAGE:** Compulsory, two licensed pilots available.

**ANCHORAGE:** In roadstead, open to N.W. in depth 36–40 ft. Good holding ground for cargo operations.

**TUGS:** Two tugs available of 250 h.p.

**BERTHING:** New pier for discharging iron ore cargoes. One berth for bulk carriers up to 50,000 dwt. and one berth for smaller vessels up to 5,000 dwt. Total length of pier 2,340 metres. Operated by Pohang Composite Iron and Steel Works.

**FRESH WATER:** Small amounts up to 50 tons, may be barged from Ulsan, 56 miles away.

**SHIPMASTERS REPORT:** *Pilot:* Usually boards the vessel after anchoring in position 36.03 N., 129.26 E.

*Anchorage Position for Quarantine Clearance:* Same as for Pilot.

*Berthing:* Entry and departure are only remissable during daylight hours, vessels are not allowed to berth at night.

*Fresh Water:* Available at all times ex wharf without limit on quantity taken.

**AUTHORITY:** Pohang District Marine Bureau.

## PUSAN: 35.07 N. 129.02 E.

**DOCUMENTS:**

9 Cargo Manifests.
3 Transit Cargo Manifests.
8 Crew Lists.
8 Passenger Lists.
4 Passenger Baggage Lists.
4 Mail Lists (forms supplied by Agent).
5 Parcels Lists (forms supplied by Agent).
2 Arms-Narcotics Lists.
2 Tobacco Lists.
2 Currency Lists.
4 Stores Lists.
4 Crew Personal Effects Lists.

Immigration: All Seamen's Books examined and shore passes made out. These passes to be carried at all times when ashore. Strict curfew from 0000 hours to 0400 hours.

**CERTIFICATES:**

Derat. Certificate or Exemption.
Inoculation and Vaccination Certificates for all crew members.

**PILOTAGE:** Professional pilot service is available at Pusan and contact can be made by telephone No. 6–1346 or 6–1743. Necessary for arriving vessel to notify Pilots of arrival 24 hours in advance. VHF unavailable. Formal address is: 73 2-Ka, Choong-Gu Taigyo-Ro, Pusan, Korea. Blast signal from vessel used to call Pilots. Pilot station position 35° 05′ 5″ N. 129° 05′ E.

Pilotage is compulsory and available day and night. Pilot boards off the entrance to the outer harbour. Pilot boat is white launch with pilot signals. Tugs cannot be employed unless Pilot is on board.

**PRATIQUE:** Pratique granted to vessels anchored in a circular quarantine anchorage located in outer harbour. Quarantine inspection can be arranged by day or night if sufficient advance notice given although regular hours are sunrise to sunset. Valid smallpox and cholera certificates required. Innoculations against typhoid and typhus may be required depending on prevalent conditions.

**ANCHORAGES:**

| *Designation* | *Depth* | *Capacity* |
|---|---|---|
| S-anchorage | 8–9 m. | 6 vessels of 300–2,000 t. |
| E-anchorage | 11–12 m. | 6 vessels of 8,000–12,000 t. |
| N-anchorage | 7–10 m. | 18 vessels of 500–6,000 t. |

**RESTRICTIONS:** Vessel having called at Communist ports within six months of contemplated entry of Pusan needs to obtain permission of authorities.

**MAX. SIZE:** No restrictions on length or breadth of a vessel. Draft should be less than 10 m. when vessel is alongside a pier, or 12 m. when anchored at an anchorage.

**RADIO:** Pusan Harbour Radio Station: call sign, HLP. Frequency, 500, 434 kc/s. operation round the clock.

Cable Harbour Master 12 hours in advance, advising ETA, last port and maximum draft. If name of Agent is included, the Harbour Office will inform Agents.

VHF is now available. Calling Channel 16. Working Channel 14. Call sign "Harbour Control". Range about 12 miles.

A radar has been sited at the Harbour Office to help vessels approaching in poor visibility.

**TUGS:** Tugs join an arriving vessel at immediate interior to breakwater, Pusan Harbour. Ship's own lines are used.

**BERTHING:** Normally in daylight only.

| | *Length* | *Beam* | *Draft* |
|---|---|---|---|
| Pier No. 1 | 407 m. | 115 m. | 28 ft. |
| Pier No. 2 | 407 m. | 116 m. | 28 ft. |
| Quay way No. 2 | 645 m. | — | 27 ft. |
| Pier No. 4 | 556 m. | 145 m. | 29 ft. |

**STEVEDORES:** On basis using full gangs per day, the capacity is: 1,000 L/tons on general cargo; 1,200 L/tons on grains; 1,500 L/tons on anthracite or coal.

**TANKERS:** A T-head oil pier extends about 700 ft. on the S.E. side of the north harbour. Least depth at pier head is 32 ft. Used by tankers servicing Korea Oil Corporation.

**DEVELOPMENTS:** Dredging of the approach channel to piers to about 36 ft. Dredging northern section of harbour to 29 ft.

**MEDICAL:** Service is available at short notice.

**FRESH WATER:** Available. Rate of water supply, 80 L/tons per hour. Supplied at pier, or by barge.

**FUEL:** Availability on Bunker "A", Bunker "C", LRFO, LO and diesel oil.

**FIRE PRECAUTIONS:** Port has separate anchorage for tankers. Port requests for compliance with regulation not to contaminate waters with inflammable substances, e.g. petroleum products. Tankers are prohibited to clean tanks in port.

**GANGWAY/DECK WATCHMEN:** This service is available.

**OPENING/CLOSING HATCHES:** Usually carried out by stevedores.

**CUSTOMS ALLOWANCES:** One carton cigarettes or 1 lb. of tobacco, and one bottle wine or spirits allowed, each man.

**IDENTIFICATION CARDS:** Crew required to carry valid identification cards at all times.

**CONSULS:**

| | |
|---|---|
| Consul, Republic of China (Formosa) | Tel. 4–0276 |
| Consul, Japan | 22–0135 |

**REPAIRS:** All repairs can be effected.

**DRY DOCKS:**

| *Name of facility* | *Capacity* | *Location* |
|---|---|---|
| Korea Ship Building Eng. Corp. No. 1 | 5,000 | Pusan |
| Korea Ship Building Eng. Corp. No. 2 | 10,000 | Pusan |
| Korea Ship Building Eng. Corp. No. 3 | 100,000 | Pusan |
| Dae Sun Ship Building Corp. | 4000 | Pusan |

**REPATRIATION:** No facilities.

**AIRPORT:** Airport is at Suyeng about 12 km. from Pusan. Japan-bound plane takes off once a day.

**TIME:** Korean Standard Time. 9 hours ahead of GMT. No alterations during year.

**HOLIDAYS:** 1st–3rd January; 1st March; 10th March; 5th April; 6th June; 17th July; 15th August; 3rd October; 9th October; 24th October; 25th December.

On above holidays vessels can be discharged and loaded with permission to work granted by the Customs Authority on request.

Local holidays when no work may be performed are: New Year's Day in Lunar Calendar, and the Moon Festival (15th August) in Lunar Calendar.

**POLICE/AMBULANCE/FIRE:** Police, 22–0863/2497; Ambulance, Pusan Quarantine Station, 6–1371, 4–5736.

**TELEPHONES:** "Port Telephone Service" operates for purpose of serving communication on board-shore.

**SERVICES:** Adjustment of compass, available.

**SHORE LEAVE:** Allowed.

**DELAYS:** Port congestion is experienced occasionally.

**AUTHORITY:** Pusan District Marine Bureau. Tel. 4–0041/0043 or 6–0357.

## ULSAN: 35.27 N. 129.23 E.

*Korea Oil Corp. Single Buoy Moorings.*

**DOCUMENTS:**

3 copies of Manifested Parcels on Board.
3 copies of the Store List.
3 copies of List of Narcotics on Board.
3 copies of List of Arms and Ammunition on Board.
3 copies of List of Vessel's Foreign Currency.
3 copies of List of Crew's Foreign Currency.
3 copies of List of Vessel's Tobacco, Cigarettes, Spirits, etc.
13 copies of the Crew List.
3 copies of List of Crew's Personal Effects, Tobacco, Cigarettes, Spirits, etc.
Crew's Vaccination Certificates.
Deratisation Exemption Certificates.
Clearance from Last Port.
10 copies of List of Landing Passengers, if any.
10 copies of List of Passengers in Transit, if any.
3 copies of List of Passengers' Baggage.

**PILOTAGE:** The seaward approaches to the Imodco Termin mooring site are free of underwater obstructions and existing lan marks and navigation aids are adequate. Depth of water not less tha 65 ft. in approaches. The Imodco Terminal can be approached wi the summit of Pongdae San bearing 333° true. When in position t following navigation fix will obtain at the mooring site:

| | | | | |
|---|---|---|---|---|
| Pongdae San (summit) | bearing | 333° true | distance | 2,915 yd. |
| Pongjin Hang Light (end of breakwater) | ,, | 053° true | ,, | 4,770 yd. |
| Chuck To (centre cut) | ,, | 255° true | ,, | 3,800 yd. |

A good radar echo will be obtained from the tanks ashore approximately 20 miles, the Imodco buoys at a distance of 8 miles and the small buoys, marking the floating hose heading off t Imodco buoy, at 1·5 miles.

Lights ashore, lights on the Imodco buoys and on the small buoy appear to be unreliable.

After clearing Customs a harbour Pilot will board the vessel direct it to the buoy and conduct the mooring operations if require There is no night mooring. However, unmooring is carried out durin darkness as well as in daylight.

**ANCHORAGE:** Anchor the vessel about 1 mile South-east of th buoy, if the weather permits. In this location it is less difficult t find vessel, when in fog. Do not anchor less than 1 mile from buo and under no circumstances can the anchors ever be used o approaching the buoy terminal, chain cables and pipe-lines a located at this site and anchoring is strictly prohibited.

**HEALTH:** Entry prediction to be supplied to quarantine authoritie by vessel's Agent 24 hours before arrival. Master required to com plete Health Declaration when officer boards on arrival. Free pratiqu is automatic when coming from another Korean port.

**RADIO:** There is no marine radio telephone at Ulsan to commun cate with on radio telephone frequency. A small transreceiver o shore can communicate with attendant launch.

**BERTH DESCRIPTION:** Two berths at single buoy moorings.

**No. 1 Imodco Buoy**

*Position:* Latitude 35° 27′ 15″ North, longitude 129° 23′ 30″ East.

*Description:* A 12·5 metres red and white vertically striped buoy.

*Lights:* On buoy; alternate flashing red and white every 12 seconds visibility 5 miles or more. Duration of each flash 4 seconds.

On hose; there are 3 red flashing marker lights equally spaced along 675 ft. hose, visible for 2 miles.

All of the above lights are activated by photoelectric cells.

*Radar Reflector:* On buoy's mast.

*Foghorn:* A two-second blast, period 20 seconds, range one mile Must be turned on at the buoy.

*Soundings:* Eleven fathoms in buoy area.

**No. 2 Imodco Buoy**

*Position:* Latitude 35° 26′ 44″ North, longitude 129° 23′ 20·5″ Eas

*Description:* A 12·5 metres red coloured buoy.

*Lights:* On buoy; has a range of at least 5 miles, on hose; as fo No. 1 Imodco buoy.

*Foghorn:* A battery powered foghorn with a range in excess o ½ mile.

**DRY CARGO BERTHS:**

Commercial harbour mainly serves export of chemicals, fertiliser and by-products of the refineries. The harbour lies about 4 miles i from the sea and there are four berths available with depths up t 33 ft.

Quarantine/Pilot station situated in position 35° 27′ 26″ N., 129 24′ 30″ E.

Entrance at night is not permitted. Only one tug is available. Wate is available. No VHF. Maximum tide in harbour is one foot.

**BERTHING:** Two launches are in attendance during mooring an unmooring operations. One launch will keep the hoses clear an the other handles the mooring rope. Both bow anchors are to b hove well up in the hawse pipes and properly secured before reaching the buoy. Anchors are never to be used while on the buoy, they can foul buoy cables and pipe-line on the bottom if released.

*No. 1 Buoy.* The vessel will be moored with 4 to 5 ropes off the bow No rope used from the well decks. One rope will be run single to th buoy to heave the vessel in proper position, all other lines will b used double by sending one end out through the port or starboar bow chock and hove back through the opposite side of the bow chock, sufficient slack is brought on board so that a complete set o turns can be securely placed on the bollard. A good messenge rope about 3½ in. to 4 in. circumference, at least 400 ft. in length will be required to heave the lines around the mooring arm on th mooring and back on the vessel. The first line used single will b doubled up last.

*No. 2 Buoy.* The vessel will be moored with two nylon lines, 250 f in length, floating off the buoy. Two of the ship's mooring ropes wi be run to the buoy to heave the vessel in proper position. At abou 40 yd. distance from the buoy a good messenger rope will be required to pick up the floating ropes one by one. When the floatin ropes are made fast on board, one of the two ship's ropes sent t the buoy will be doubled up.

**HOSES:** *No. 1 Buoy.* There are two sets of 12 in. hoses and one se of 8 in. hose. The two 12 in. hoses are for crude oil and the 8 in. hose for gas oil. The hoses are 675 ft. in length from the buoy manifol and are floating in plastic doughnut shaped floats. The hose connections are always made to the port manifold, and are lifted one a a time to the ship's manifold. Each hose, when full of cargo an equipment, is over 1½ tons in weight.

*No. 2 Buoy.* There are two strings of 16 in. hoses, each 945 ft. i length. The final 70 ft. of hose is reduced to 12 in. to permit lifting by the tanker's lifting gear. The hose connections are made to the starboard manifold of the vessel.

**BUNKERS AND WATER:** Available by barge only.

**BALLASTING:** After the vessel has been somewhat more than half discharged, the vessel should be ballasted to a safe margin, to draw not less than 12 to 13 ft. forward. This will avoid the vessel yawing widely on the buoy with strong winds and assist in avoiding contact with the buoy and hoses. Vessel will moor about 120 ft. from buoy.

**CUSTOMS ALLOWANCES:** One carton cigarettes or 1 lb. of tobacco, and one bottle wine or spirits allowed, each man.

**IDENTIFICATION CARDS:** Crew required to carry valid identification cards at all times.

**REPATRIATION:** Nearest facilities for crew change or repatriation are at Pusan.

**TIME:** Korean Standard Time, 9 hours ahead of GMT. No alterations during year.

**HOLIDAYS:** 1st January; 1st March; 5th April; 6th June; 17th July; 15th August; 3rd October; 9th October; 24th October; 25th December.

**SHORE LEAVE:** Allowed up to midnight.

**GENERAL:** Vessels arriving at Ulsan should radio to Agent at Pusan four days in advance information on size of vessel's manifold connections, as the adapters, if required, will have to be made by the Korea Oil Corp. This applies mainly to vessels arriving at Ulsan for the first time or in case there has been any alteration to the manifold since the last arrival.

While on the buoy the vessel will be required to provide sleeping quarters and linen for about eight to ten men; this includes the discharging Master and his apprentice. The standby men include launch-men and riggers; these men connect and disconnect hoses and are mainly kept on board for emergency.

The discharging Master will remain with the vessel during its entire operation on the buoy. Under certain conditions, should it become necessary, they may ask the vessel for meals; however, food for standby men is generally furnished from ashore.

The ship's engines must remain ready for immediate use.

**AUTHORITY:** Korea Oil Corporation, Ulsan.

## YOSU: 34.51 N. 127.47 E. (See Plan)

(a) *HONAM OIL REFINERY SINGLE BUOY MOORING.*
(b) *HONAM OIL REFINERY PRODUCT WHARF TERMINAL.*
(c) *DRY-CARGO PORT.*

**DOCUMENTS:**

Last Port Clearance.
Register.
12 copies of Crew List.
12 copies of Passenger Manifest.
3 copies of Store List.
3 copies of Bonded Store List.
3 copies of Arms and Ammunition List.
3 copies of Livestock List.
1 copy of Vaccination List showing dates of last smallpox and yellow fever vaccination, etc.

**PILOTAGE:** The approach to Yosu Gulf from the South is open and clear of dangers until vessel approaches "Tae Do" near which the pilot station is located. The depths of water vary from 40 metres off "Cah-To" to 20·5 metres in the vicinity of Tae Do.

From Tae Do the channel narrows and changes direction to the West North-west towards the town of Yosu. Off the South-west extremity of Namhae, where the channel is about 1·25 miles wide, course is altered to North by West into Yosu Gulf. The land on each side is mountainous and rises to an average height of 450 metres. The highest peak in the area is Mangun San, situated in the Northern part of Namhae and rises to an elevation of 785 metres.

In approximate latitude 34° 47′ N. are located 5 buoys and 1 lighthouse beacon to mark the narrowest part of the Channel. The buoys are numbered 1 to 5 with black buoys having even numbers. Vessels course is mid-way between the buoys. About ¾ mile from the Imodco Buoy a 13 metres patch is marked by a buoy.

There are numerous fishing nets at the approach and in the Gulf of Yosu, marked by wooden poles. Vessels should keep a sharp look out for these nets. Any damage sustained would result in a substantial fine to the vessel.

Pilotage is compulsory.

**NAVIGATIONAL AIDS:**

A. Lighthouse and Beacon

| | | |
|---|---|---|
| 1. Nakpo Gak. L.H. | | Fl. ev. 3 sec. |
| | Lat. N. | 34° 51.4′ |
| | Long. E. | 127° 46.5′ Sector of light 122°–340° |
| 2. Sang Tan L.H. | | Gp. Fl. (2) ev. 6 sec. |
| | | 34° 51.2′ |
| | | 127° 48.5′ Sector of light 346°–204° |
| 3. Samki L. Beacon | | Fl. ev. 6 sec. |
| | | 34° 47.7′ |
| | | 127° 49.1′ All round |
| 4. Pyongsan L.H. | | Fl. ev. 3 sec. |
| | | 34° 44.8′ |
| | | 127° 50.4′ Sector of light 328°–175° |
| 5. Kumsan L.H. | | Gp. Fl. (2) 6 sec. |
| | | 34° 42.4′ |
| | | 127° 59.0′ Sector of light 312°–086° |
| 6. Paekso L.H. | | Fl. ev. 3 sec. |
| | | 34° 37.7′ |
| | | 127° 59.8′ All round |
| 7. Daeto L.H. | | (Not fixed) |
| | | 34° 40.4′ |
| | | 127° 57.0′ |

B. Lighted Buoy

| | |
|---|---|
| 1. Light Buoy out-port (Black) Qk. Fl. | |
| | 34° 41.5′ |
| | 127° 53.2′ |
| 2. Lt. Buoy No. 1 (Black) Qk. Fl. | |
| | 34° 47.0′ |
| | 127° 48.8′ |
| 3. Lt. Buoy No. 3 (Black) Fl. (G) ev. 3 sec. | |
| | 34° 47.4′ |
| | 127° 48.7′ |
| 4. Lt. Buoy No. 2 (Red) Gp. Fl. (2) (R) ev. 6 sec. | |
| | 34° 47.4′ |
| | 127° 48.9′ |
| 5. Lt. Buoy No. 4 (Red) Fl. (R) ev. 6 sec. | |
| | 34° 48.2′ |
| | 127° 48.8′ |
| 6. Lt. Buoy No. 5 (Black) Fl. (G) ev. 3 sec. | |
| | 34° 48.0′ |
| | 127° 48.6′ |
| 7. Lt. Buoy Qk. Fl. | |
| | 34° 50.3′ |
| | 127° 47.9 |
| 8. Kangtan Lt. Buoy (Red) Gp. Fl. (3) ev. 6 sec. | |
| | 34° 51.5′ |
| | 127° 47.5′ |
| 9. Imodco Buoy Terminal. Fl. ev. 10 sec. | |
| | 34° 51′ 6.72″ |
| | 127° 47′ 29.43″ |

### (a) HONAM OIL REFINERY SINGLE BUOY MOORING.

**RESTRICTIONS:** Channel depth minimum 63 ft. The channel area to Yosu has been hydrographic surveyed and wire dragged North of latitude 34° 35′ 30″. A channel about 2½ miles wide and 15 miles long has been wire dragged South of latitude 34° 35′ 30″. The Western extremity of this channel is located about 3¼ miles East of Chock-To Island. Daylight berthing only at the buoy terminal.

**READINESS:** Honam Oil will make every effort to discharge vessels upon arrival, or as promptly as berth is available.

Notice of Readiness will be tendered and accepted as the time of the vessel is in all respects ready to discharge.

**MAX. SIZE:** The Terminal is designed and constructed to provide a safe mooring for tankers of up to 100,000 dwt. under the following environmental conditions:

| | |
|---|---|
| Wind velocity | 50 knots |
| Water depth (LLW) | 112 ft. |
| Average wave and swell height | 6·0 ft. |
| Tidal rise | 16·4 ft. |
| Current | 3·0 knots |

Although designed for 100,000 dwt. tankers to the above stated conditions, larger tankers can be accommodated as follows:

| *Ship size (dwt.)* | *Max. wind conditions* |
|---|---|
| 100,000 | 50 knots |
| 130,000 | 47 knots |
| 150,000 | 44 knots |
| 175,000 | 41 knots |
| 200,000 | 37 knots |
| 250,000 | 33 knots |
| 300,000 | 29 knots |

**ANCHORAGE:** Depth 14 fathoms. It is prohibited to anchor within 1 mile of buoy mooring.

**HEALTH:** Entry prediction to be supplied to quarantine authorities by vessel's Agent 24 hours before arrival. Master required to complete Health Declaration when officer boards on arrival. Free pratique is automatic when coming from another Korean port.

**RADIO:** Pusan Radio. There is at Yosu a non-commercial radio station with call signal 6 MY operating and listening on 500 kc/s. Manned by two operators with 24 hours service. The station is located at the Yosu Marine Bureau for the benefit of the port authorities, including the Pilot. The range of the station is about 100 nautical miles, and it is recommended that Masters communicate with this station giving their ETA at the pilot station. The communication from tanker to shore when moored at the Imodco buoy is by VHF transreceiver and is handled by refinery personnel on board. Messages should therefore be relayed to the refinery representatives.

**TUGS:** Two tugs available each of 1,000 h.p.

**BERTHING:** The approach to the buoy is made with minimum headway on the tanker and the first synthetic line to the buoy is supplied by the vessel, and by using this line the vessel is brought approximately 150 ft. from the buoy, when two 15-in. synthetic lines from the buoy are brought up to the ship and made fast. During the discharge operations engines must be ready on a moment's notice and sufficient officers on duty to man the bridge and the engine-room. In order to avoid riding up on the buoy and the cargo hoses stern movements with the engine may be required. On turbine vessels where the chief engineer is unable to completely stop his engines, the r.p.m. must be kept at a minimum. Vessels which are not able to conform with these regulations should advise Honam Oil representative in writing.

Honam Oil maintain a boat to bring the cargo hoses alongside and crew for connecting of same. The tanker's crew is, however, responsible for adjusting the boom and the gear necessary for this operation. The same procedure takes place upon completion of cargo.

The vessel is required to have two 12 in. ASA type flanges to her manifolds, rig starboard derrick in double before arrival at the buoy and a standby derrick operator and responsible ship's officer at her manifolds upon finishing the mooring.

A team will board the vessel from working boat with hose connection gear and the floating cargo hoses will be lifted by vessel's derrick.

**BALLAST:** There are no facilities for reception of dirty ballast. It is the ship Master's responsibility to see that no oil or oily ballast is spilled or pumped overboard from his ship. Drip-pans must be used at all times and all scuppers must be plugged. The waters in or adjacent to the terminal must not be polluted and only oil-free bilgewater may be discharged at the terminal. If, during inspection or during progress of discharging, it is revealed that the vessel's tanks are not oil-tight, she will be refused further discharging, if so determined by the refinery representative.

**SAFETY:** Sufficient officers and crew personnel must always be on board to attend to the vessel and to cargo. Power must be available at all times on deck winches and windlass while the vessel is in the moorings. The presence of unauthorised craft alongside is extremely hazardous, and Masters are requested to require all unauthorised craft to clear the vessel's side prior to commencement of cargo discharging. Master should shut down all cargo operations during severe electrical storms and under any circumstances which imperil the cargo operation.

**DISCHARGING:** SBM Terminal receiving facilities have a working pressure of 225 p.s.i. and a 7 : 1 safety factor, but on discharging pumping pressure will commence at 6 $kg/cm^2$ and then pressure should be raised up to 15 $kg/cm^2$ at ship's manifold.

**FUEL:** Marine fuels, such as bunker fuel, marine diesel and light residual fuel oil are available.

Deliveries are made by barges from *Bunkering Agent of Honamoil.* The Master should cable in advance his requirements to the Agent.

While bunkering barge is alongside the crude tanker, it is required that ship's Master shall check mooring lines, fenders or engines of bunkering barge.

**MEDICAL:** There are medical facilities in Yosu town. Inoculations and vaccinations can be arranged by the quarantine doctor.

**SHORE LEAVE:** Shore leave for ship's personnel is arranged through ship's Agent and local authorities. Nearest town is Yosu which is about 45 minutes journey by boat, which is arranged by ship's Agent.

**REPAIRS:** Minor facilities only available.

**FRESH WATER:** Not available.

**SUPPLIES/LAUNDRY:** Vegetables, fresh fruit, dry goods, etc., can be arranged through ship's Agent in conjunction with ship chandler at Yosu, subject to 48 hours' notice of requirements.

**AUTHORITY:** Yosu Office, Honam Oil Refinery Co. Ltd., Yosu Refinery, PO Box 7, Yosu Chollanamdo Korea.

Seoul Office, Honam Oil Refinery Co. Ltd., IPO Box 2467, Seoul, Korea. Cable address: "Honamoil Seoul".

### (b) HONAM OIL REFINERY – PRODUCT WHARF TERMINAL SAM IL PORT YOSU

**BERTHS:** The 4 products berths located in approximate position 34° 51′ 38″ North, 127° 44′ East, in East–West direction and is designed to accommodate 4 tankers simultaneously viz. No. 1 and No. 4 berths for about 5,000 dwt. tankers, No. 2 for 3,000 dwt. and No. 3 for 20,000 ton tankers respectively. The Honam Oil Product wharf is designed to moor and unmoor tankers on a 24-hour basis, depending on the condition prevailing at the time and the Master's judgement. The wharf is well and sufficiently illuminated for night work. A signal mast with yard-arm is under operation and situated on the end of the East mooring dolphin with the following signals to indicate ebb and flood tide, viz.

| | |
|---|---|
| 2 white lights indicate | Ebb tide |
| 1 white ball indicates | Ebb tide |
| 2 red lights indicate | Flood tide |
| 1 red ball indicates | Flood tide |
| No light or no ball indicates | Slack water |

International code flags 1–2–3–4 indicate what berth the tankers will occupy.

These signals are meant to assist vessels Master and or Pilots in determining what approach should be made to the various berths. However Honam Oil Refinery Co. Ltd. cannot assume any responsibilities or liabilities from negligence and fault of their employees or contractors in displaying wrong signals from the yard-arm. Masters and/or Pilots should in addition consult their tide tables and use their judgement.

Minimum mooring line requirements:

| Forward: | Aft: |
|---|---|
| 3 head lines | 3 stern lines |
| 1 spring line | 1 spring line |
| 1 breast line | 1 breast line |

In strong wind 1 more head and stern line.

The direction of the tidal stream in the vicinity of the products wharf is nearly rectilinear and parallel to the berths, the flood running in a 172° direction and the ebb in an 084° direction. The maximum velocity is $2\frac{1}{2}$ knots. The duration of the ebb stream is about $6\frac{3}{4}$ hrs., and the flood stream $5\frac{1}{2}$ hrs.

**CONNECTING HOSES:** It is the policy of the Honam Oil Refinery Co. Ltd. that the ship's crew shall be responsible for the connecting and disconnecting of the cargo hoses of the ships manifold. The wharf crew will operate the cargo hose winches.

**LOADING:** The refinery can furnish loading at 5,000 barrels an hour or more. The Chief Officer should, however, state the loading rate he requires which should be maximum consistent with safety at all times. A qualified deck officer should, however, be on deck during the entire loading operation. The international code flag "B" shall be displayed from the signal yard-arm during daylight hours. A red light shown during hours of darkness.

Lines loading and deballasting for each berth are as follows:

| *No. 3 Berth* | in. | *(East)* | *No. 4 Berth* | in. |
|---|---|---|---|---|
| Kero. | 8 | | Kero. | 6 |
| JP–4 | 8 | | JP–4 | 6 |
| Naph. | 8 | | Naph. | 6 |
| Pre-gas | 8 | | Pre-gas | 6 |
| Solvent | 8 | | Solvent | 6 |
| LRFO | 8 | | LRFO | 6 |
| Diesel | 4 | | Diesel | 4 |
| BFO | 4 | | BFO | 4 |
| Reg-gas | 8 | | Reg-gas | 6 |
| BFO | 8 | | BFO | 6 |
| Ballast | 8 | | Ballast | 6 |
| BFO | 8 | | BFO | 6 |
| Diesel | 8 | | Diesel | 6 |
| BFO | 8 | | LPG | 6 |

| *No. 1 Berth* | in. | *(East)* | *No. 2 Berth* | in. |
|---|---|---|---|---|
| BFO | 8 | | BFO | 6 |
| Solvent | 6 | | Solvent | 6 |
| BFO | 8 | | BFO | 6 |
| LRFO | 8 | | LRFO | 6 |
| Diesel | 4 | | Diesel | 4 |
| Ballast | 8 | | Ballast | 6 |
| BFO | 4 | | BFO | 4 |
| Reg-gas | 8 | | Reg-gas | 8 |
| Kero. | 4 | | Kero. | 4 |
| Diesel | 8 | | Diesel | 6 |
| Naph. | 8 | | Naph. | 6 |
| Kero. | 8 | | Kero. | 6 |
| JP–4 | 8 | | JP–4 | 6 |
| Pre-gas | 8 | | Pre-gas | 6 |

**FRESH WATER:** Every berth has fresh water supply line. Vessels requiring fresh water will request required amount of water to wharf operator. After completion of supply, ships have to sign to the form issued.

**REPAIRS:** There are no repair facilities and also repairs are not allowed on the product wharf. In the event of emergency cases, Honam Oil will assist in carrying out repairs under the supervision of refinery's safety personnel to expedite from the wharf and a quick turn around.

### (c) DRY CARGO PORT:

**PRATIQUE:** A quarantine anchorage has been designated within an area bounded by a circle having a radius of 750 yards centred at approximate lat. 34° 45′ 12″ N. long. 127° 46′ 15″ E.

**RESTRICTIONS:** Least depth in channel to Pier No. 3 is 24 ft. near the North Harbour entrance.

The South Harbour entrance has a depth exceeding 40 ft. gradually decreasing towards the head of the harbour.

**MAX. SIZE:** Alongside Pier No. 3. Max. draft 26 ft. At anchor draft up to 33 ft.

**ANCHORAGE:** Vessels can anchor as convenient in the North Harbour or in depths of $4\frac{1}{2}$–9 fathoms, mud bottom, in the sea southward of the breakwater, linking the mainland with Odong Do.

**TUGS:** Three tugs available, up to 655 h.p.

**BERTHING:**

South Harbour: used by fishing and coastal vessels only.
North Harbour: Pier No. 2 depth alongside 21 ft.
Pier No. 3 depth alongside 27 ft.

**MEDICAL:** There are Medical facilities in Yosu Town. Inoculation and vaccination can be arranged with quarantine doctor. Deratisation Certificates can be arranged. Vessels requiring emergency medical assistance should contact agent immediately.

**DENSITY:** 1025.

**FRESH WATER:** No fresh water is available for delivery to ships.

**FUEL:** Bunkers available by barge subject to advance notice being given.

**REPAIRS:** There are no repair facilities in Yosu, except for small jobs.

**CUSTOMS ALLOWANCES:** One carton cigarettes or 1 lb. of tobacco, and one bottle wine or spirits allowed, each man.

**IDENTIFICATION CARDS:** Crew required to carry valid identification cards at all times.

**REPATRIATION:** Crew changes or repatriation can be arranged.

**TIME:** Korean Standard Time, 9 hours ahead of GMT. No alterations during year.

**HOLIDAYS:** 1st January, 1st March, 5th April, 6th June, 17th July, 15th August, 3rd October, 9th October, 24th October, 25th December.

**SHORE LEAVE:** Shore leave for ship's personnel is arranged by ship's Agent and the local authorities. The nearest town is Yosu, 40 min. boat ride from the terminal, which should be arranged by the Agent. Caution: Sufficient personnel must be on board at all times for letting go lines and clear the buoy immediately.

**AUTHORITY:** Honam Oil Refinery Co. Ltd., Yosu Refinery, PO Box 7, Yosu Chollanamdo, Korea.

# Kuwait

## KHOR-el-MUFATTA: 28.39.17 N. 48.23.26 E.

**DOCUMENTS:** The only document required for this port is copy of the Cargo Manifest.
**PILOTAGE:** No pilotage available.
**ANCHORAGE:** Vessels anchor to seaward side of black and white conical shaped buoy which is situated 2 miles to the East of the Khor. Mufatta is some 55 miles by sea from the port of Kuwait. The flashing lights marked on the charts at the entrance to the Khor have been discontinued.
**HEALTH:** Before arrival vessels required pass following items to Agent (about three or four days prior to ETA). Name of vessel, Nationality, ETA, Last port of call, tonnage, quarantinable disease on board (if any) infectious disease (if any), sick persons, death, and any requirements.

ETA should be notified again 24 hours before arrival.

**RADIO:** No separate radio service for this port and all communication to Agent to be made through Kuwait Radio 9 KK.
**TUGS:** None.
**BERTHING:** Ship discharged in open roadstead.
**STEVEDORES:** Sent from Kuwait. At least 48 hours notice required.
**MEDICAL:** Facilities available only at Kuwait.
**DENSITY:** Salt water.
**FRESH WATER:** Not available.
**BUNKERS, LUBOIL ETC:** Can be arranged at Mina Abdulla. Mina-al-Ahmadi.
**FIRE PRECAUTIONS:** No equipment for fire-fighting.
**WATCHMEN:** Can be arranged through Agent.
**CERTIFICATES:** All usual documents such as Ship's Manifest, Bill of Health, Crew List, Clearance from last port, Store List, Bonded Store List, etc.
**CUSTOMS ALLOWANCE:** (Tobacco) No restrictions. (Wine and/or Spirits) Alcoholic beverage strictly prohibited to be held out of bond. Master allowed keep limited quantity in cabin.
**CARGO GEAR:** Ship's gear used for discharging.
**IDENTIFICATION CARDS:** Not needed.
**REPAIRS:** None.
**REPATRIATION:** Can be arranged via Kuwait.

Seamen arriving Kuwait Airport to join vessels at Partitioned Zone ports can obtain transit visa at airport, if Agents arrange to submit necessary guarantee to Immigration Authorities confirming that they are in transit and joining vessels calling at Kuwait and/or Partitioned Zone. In order to meet the crew at airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before arrival of crew.

Marine Superintendent of Owners, or Owners' representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.

**AIRPORT:** Kuwait Airport served by regular airlines.
**TIME:** GMT plus 3 hours.
**HOLIDAYS:** New Year's Day; Eid al Fitr; Accession to the Throne; Eid al Haj; 1st Muharram; Prophet's Birthday; Rajab.
**TELEPHONE:** Cannot be arranged on board.
**PROVISIONS:** Foodstuffs, beverages, tobaccos, etc., available from ships chandlers in Kuwait in limited kinds and quantities. Prices more expensive than town of Kuwait due to long transportation. Ships Agent should be advised by cable well in advance.
**SPECIAL SERVICES:** Swedish Welfare for Seamen, Lloyds Surveyor, Butterworth tank cleaning machines and equipment, and under-water cleaning.
**SHORE LEAVE:** Not limited.

**AGENT:** See "Shuwaikh."

## MINA ABDULLA:

**LOCATION:** Mina Abdulla bounded on South by parallel of latitude 28° 55′ N. on the East by longitude 48° 18′ E. and on North by a line joining following points:

| | | |
|---|---|---|
| (1) | 29° 01′ 45″ N. | 48° 09′ 25″ E. |
| (2) | 29° 01′ 45″ N. | 48° 10′ 06″ E. |
| (3) | 29° 02′ N. | 48° 10′ 18″ E. |
| (4) | 29° 02′ N. | 48° 18′ 00″ E. |

**FLAG:** Every merchant ship when entering or leaving port between sunrise and sunset shall fly her national flag and national flag of Kuwait and, when entering port, shall fly her signal letters. All vessels required to fly Kuwait flag on foremast during day-light hours. Flags may be obtained from Agent.
**APPROACHES:** Two oil-loading berths supplied by three pipelines are situated here. A number of large tanks define tank farm area. A refinery stands to South-west of tank farm. The flare is conspicuous. Other conspicuous objects in area are the radio tower, Mosque Minaret and the four leading beacons for two berths. These are lit for night berthing by three white lights on each beacon in the form of triangles, the beacon lights for Berth No. 1 are occulting every 5 seconds, the lights of No. 2 Berth are fixed.

When a vessel is ready to enter at the same time as another vessel is ready to leave the port, the outgoing vessel shall have priority over the incoming vessel, subject always to the provisions of the International Regulations for Preventing Collisions at Sea and to the requirements of safe navigation.

**DOCUMENTS:** Before leaving Kuwait the Master shall be responsible for obtaining a Port Clearance Certificate. The documents necessary for vessels to enter and leave Mina Abdulla are:

*Enter*
Ship's Manifest.
Bill of Health.
Crew List.
Clearance from Last Port.
Light Dues Certificate.
*Clear*
Register.
Load Line Certificate.
Radio Certificate.
Safety Certificate.
Last Port Clearance.

Masters and Agents of vessels shall, when called upon by a Customs Officer or Marine Officer, produce any documents relative to the landing or shipment of their vessel's cargo in the port. The Master or his representative is required to hand to the Company a written Notice of Readiness to load.

Discharging certificates of oil cargo loaded from Kuwait and Partitioned Zone ports are to be sent to vessels' local Agents immediately duly attested by the Customs Authorities and Arab Consulate covering full quantity as per Bill of Lading.

If a vessel, which has not submitted the certificate for the previous voyage, calls for the second time, she will be allowed to load and sail only after paying a cash deposit of KD 2,000.

In order to avoid delay in berthing, loading and outward clearance for vessels, all owners must give instructions to Agents at discharging ports to forward relevant cargo discharge certificates to Agents at loading ports without delay.

**PILOTAGE:** Mooring Master normally meets vessels within one-and-a-half-miles of terminal sea berths and will act as Pilot and as Company's Representative and remain on board during vessel's stay in port. Vessels requested to have pilot ladder of an approved pattern, safely and securely rigged, ready for immediate use, and long enough to reach Mooring Master's launch. When it is necessary for a vessel to anchor before being berthed she should do so in the recommended anchorage area. Two 45 ft. tugs painted blue with white superstructure assist berthing by running mooring lines to stern buoys. The pilot boat has a blue hull and white superstructure and is radar equipped. The name "Independent" is on each bow and stern.

Vessels with a Mooring Master on board shall display International Code Flag "H" in a prominent position whilst manoeuvring under his advice, and shall, if so instructed by Mooring Master, display a flag indicating berth to which vessel is proceeding.

**ANCHORAGES:** Vessels requiring anchor for any reason in port limits should do so within area enclosed between positions:

| | |
|---|---|
| 29° 02′ N. | 48° 14·3′ E. |
| 29° 02′ N. | 48° 15·1′ E. |
| 29° 01·2′ N. | 48° 15·1′ E. |
| 29° 01·2′ N. | 48° 14·1′ E. |

or within reasonable proximity to the East if congestion arises in anchorage area.

All vessels and craft within the port shall be navigated with care and caution at a speed and in a manner which shall not endanger the safety of other vessels or craft. In particular, special care and caution is to be observed in passing vessels or craft of the following category: weight-lifting or deeply-laden craft, vessels which are mooring or moored at terminal buoys, vessels or craft in tow and vessels or craft engaged on diving, dredging, grabbing, pile-driving or construction work, survey operations or the removal of obstructions.

All vessels within the port shall anchor, or moor and unmoor, when and where required by the Marine Officer, and shall be moved from place to place as required and by such means or appliances as may be ordered by the Marine Officer.

Vessels or craft shall not anchor near any submarine lines within the port limits, unless engaged on work which, in the opinion of the Marine Officer, necessitates their doing so.

**MAX. SIZE:** Vessels of unlimited length can be accommodated. Approximately 90,000 dwt. tankers fully loaded up to a maximum draft of 46 ft. on arrival, calling for bunkers only, can be accommodated. Vessels in the 200,000 dwt. class can be accommodated arriving in ballast condition for loading part cargoes up to a maximum sailing draft of 51 ft. or for normal bunkering requirements when remaining in ballast.
**HEALTH:** Quarantine regulations administered by Kuwait Government's Quarantine Medical Officer. Pratique granted at anchorage or berth.

Vessels calling at Mina Abdulla are requested to send following information to "Health Minahmadi Port":

(1) Name of vessel
(2) Last port of call
(3) Health condition of crew
(4) Validity of Smallpox and Cholera Certificates
(5) Request for Free Pratique

No craft, other than one having on board the Mooring Master or Port Health Officer, may approach any vessel entering the port and no other person may board any such vessel until free pratique has been granted.

Adequate covers shall be placed over all overside discharges.

Masters shall be responsible for ensuring that no unhealthy or offensive matter is deposited from their vessels on port premises. Any such matter so deposited that is, or becomes offensive, or, in the opinion of the Port Health Officer, injurious to health, may be removed, confiscated or destroyed and the place of deposit cleaned or disinfected on the direction of the Marine Officer at the expense of the Master responsible.

Any vessel, having on board offensive goods, or goods which, in the opinion of the Port Health Officer, are injurious to health, may be ordered to leave the port by the Marine Officer.

No ashes, refuse or other objectionable matter shall be thrown overboard from any vessel either on to any premises or into any waters of the port.

**TIDE:** The maximum tidal range is 10 ft. 6 in. and velocity of tide is from ½ to 2 knots.

**DENSITY:** Water density is 1025 oz.

**MOORING:** Mooring Masters may decline to moor any vessel if in his opinion it is not equipped with satisfactory mooring facilities, lines and gear, etc.

Vessels shall provide such tackle as may be required for loading or discharging cargo.

Vessels berthed at sea terminals shall provide not less than six good quality mooring ropes and/or wire hawsers aft, each not less than 120 fathoms in length. An eye shall be spliced in ends of ropes to secure lines to pelican hooks on buoys. Two insurance wires are provided in each berth. Ships must have both anchors ready for immediate use each with minimum of chain as follows:

Below 10,000 dwt, 8 shackles. Between: dwt. 10,000–20,000, 9 shackles; 20,000–30,000, 10 shackles. Above: dwt. 30,000, 11 shackles; 40,000, 12 shackles. Above 60,000, 13 shackles; and above 80,000, 16 shackles. The term shackles is to be interpreted as a length of 15 fathoms. Masters shall be responsible for seeing that a strict watch is kept on their vessel's moorings to prevent ranging.

**BALLAST:** As soon as practicable after arrival, all vessel's tanks will be inspected for evidence of oil in ballast. During discharge of ballast, similar inspections will continue. If evidence of oil appears at any of these inspections, the ship must return at once to a point not less than 100 miles from the coastline and there completely discharge all oily or dirty ballast.

Masters will be required to sign a declaration certifying that any water ballast intended for discharge from vessel is clean and free from oil. Arrangements are being made by the Company for dirty ballast disposal facilities to be supplied in the future, if and when required, by vessels in this port.

**POLLUTION:** Cases of discharging dirty ballast or oil spillages will be investigated and vessels are liable to fines and/or detention. Vessels shall not discharge into the water of the port any part of the content of their cargo, slop, or ballast tanks or bilges which is liable to pollute these waters. Masters shall ensure that pipe-line and equipment are clean before using them for discharging anything into the water of the port. Scuppers shall be plugged effectively and no leakage or spillage of petroleum on board shall be allowed to leak or be swept overboard.

The State of Kuwait has stringent laws in force concerning the pollution of the sea by oil. The following are two amended paragraphs of this law:

*Paragraph 1, Art.* 4. "A person responsible for any pollution as described in Articles 1 and 2 shall be punished by a fine of not less than one thousand and five hundred and not more than six thousand Dinars. In the event of his committing a similar crime within a period of one year from the date of his conviction, such a person shall be punished by a fine of not less than three thousand and not more than six thousand Kuwaiti Dinars, and in the event of his committing yet another crime within a year from this last conviction he shall be punished by a fine of six thousand Kuwaiti Dinars."

*Paragraph 3, Art. 6.* "The person responsible for pollution may suspend the detention order against the ship on payment, as a cash guarantee, of six thousand Kuwaiti Dinars to the official entrusted with the execution of such order."

**BERTHING:** Master shall, before berthing, advise Marine Officer of any special damage or disability to the vessel. No. 1 Berth lat 29° 01′ 16″ N. Long. 48° 11′ 52″ E. approximately, situated about 2 miles offshore in 43 ft. water LWOST over sand and coral with fair holding ground. A spar-buoy painted yellow with black bands marks end of submerged steel pipe-lines. A common bunker line to the berths, off-branches approximately 1,000 ft. South of Berth No. 1 and runs in to meet the direct line from shore to this berth. Ends of attached loading hoses marked by can-buoys on either side of the Spar. Four mooring buoys in Berth No. 1 and five in Berth No. 2 painted red and silver located in an arc, 1–2 cables approximately E.S.E. through South of S.S.W. from spar-buoys for vessel's stern moorings. Ship's anchors only are used forward No. 2 Berth (situated approximately half a cable South and nine cables East of Berth No. 1); Lat. 29° 01′ 0″ N. Long. 48° 12′ 51″ E. approximately. Depth of water in Berth No. 2 is 56 ft. LWOST over mud and clay which is excellent holding ground.

**LOADING:** Terminal has facilities to load at maximum rate of 1,500 tons per hour in Berth No. 1 and 2,800 tons per hour in Berth No. 2, but this loading rate can be achieved only when vessel is furnished with appropriate equipment.

*Caution:* The incoming oil stream is pumped from shore and it is extremely dangerous to close a ship's valve against the incoming oil stream. Such a procedure creates an excessive pressure, which may damage submarine lines, ship's pipe-lines or the terminal facilities. Vessels will be held liable for damages resulting from failure to observe this precaution.

Raising, connecting, disconnecting and lowering of submarine hoses will be performed by shore crew as advised by Mooring Master who will remain on board while ship is mooring, loading or discharging and unmooring. Vessels will provide winch drivers and remove such manifold blanking flanges and fit reducing pieces as required.

Deck hose connections from submarine lines as follows:

*Cargo:* 10 in. ID, working pressure 150 PSI, fitted with 150# ASA steel flanges. Bunker flanges 8 in. ID, working pressure 150 PSI fitted with 150# ASA steel flanges.

Loading and discharging of petroleum vessels shall not be undertaken without permission of Marine Officer.

Loading and discharging of petroleum vessels shall not commence until:

(1) Master or Chief Officer has certified to Marine Officer that all necessary valves are open and that vessel is in proper condition to receive or dischage cargo.

(2) Master or Chief Officer has certified to Marine Officer that all ship's sea valves are closed or blankflanged except those required for water circulation purposes, and that these regulations are being and will be observed.

(3) Ship's tanks have been inspected by an authorised inspector and passed as suitable for loading.

Throughout period of loading and discharging operations, following conditions shall be observed:

(1) A responsible ship's officer shall be on watch on board at a point near tanks which are receiving oil during process of loading. The company's staff have received instructions to stop loading immediately whenever this rule is disregarded.

(2) A capable member of ship's crew shall be stationed by ship's tank valves which are receiving oil during loading.

(3) All pipe-lines and hoses shall, while rigged for loading or discharging petroleum, be directly and continuously earthed and kept constantly under supervision.

(4) No petroleum shall be allowed to escape or overflow.

(5) The following signals will be observed, as well as the radio communications, between ship and shore:

| *Signal Flag*<br>*by Day* | *Starting* | *Light Signal*<br>*by Night* |
|---|---|---|
| 1 Red Flag | Slow Speed | 1 Red Light |
| 2 Red Flags | Full Speed | 2 Red Lights |
| | *Stopping* | |
| 1 Red Flag | Slow Speed | 1 Red Light |
| All Flags Down | Stop | No Lights |

(6) When normal ship-to-shore communication fails, the emergency signal to stop the oil flow will be a continuous blast on the ship's whistle until the oil ceases to flow. Steam or air should never be shut off from whistle during loading. When practical, means should be provided for blowing the whistle from the after section of the cat walk. Whenever an Emergency Whistle Signal is used, all loading operations in the berths will be shut down until normal communication is restored. For this reason it is requested that ships in the area refrain from using ship's whistle for other than essential purposes.

*Load Lines:* Masters are warned that their load lines are subject to scrutiny by the port officer from Mina-al-Ahmadi on completion of loading or bunkering. It is in their own interest therefore, to observe the regulations, as vessels are liable to be delayed and have to pump ashore or be fined if overloaded, and Port Clearance withheld.

**RADIO:** Master shall inform Marine Aminoil at least 72, 48 and [illegible] hours notice of time of arrival via Kuwait Government Coastal Radio Station, call sign "9KK".

**MEDICAL:** Patients will in normal course of events be treated by Quarantine Medical Officer on board. Neither medical nor hospital facilities are provided by the Company. However, in cases of emergency those requiring urgent hospitalisation may be taken by vessel's Agent.

**FUEL:** Fuel oil bunkers can be loaded in either berth at a maximum rate of 500 tons/hour, thus raising the maximum loading rate of either berth by 500 tons per hour for fuel oil cargoes only.

**FRESH WATER:** Cannot be supplied at Mina Abdulla. In case of utmost need Agent may hire a barge with a capacity of 100 tons of fresh water from Kuwait, and send to Mina Abdulla.

**CUSTOMS:** Import of firearms and ammunition is forbidden. Under Kuwait Law No. 46, it is an offence to sell or trade liquor within the State of Kuwait. Any person convicted for selling, purchasing, giving away, accepting or acquiring in any manner, liquor or any intoxicating drinks for the purpose of trading and marketing shall be punished by a maximum 3 years imprisonment and a maximum fine of KD 300 or by only one of the two aforesaid penalties. Alcoholic beverage is strictly prohibited to be held out of bond. Master allowed to keep limited quantity in his cabin.

**CONSULS:** See "Shuwaikh". The American Consulate is situated just outside Kuwait town, some 30 miles from the terminal.

**REPAIRS:** No facilities.

**REPATRIATION:** Seamen arriving Kuwait Airport to join vessels at Kuwait ports can obtain transit visa at airport, if Agents arrange to submit necessary guarantee to Immigration Authorities confirming that they are in transit and joining vessels calling at Kuwait. In order to meet the crew at airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before arrival of crew. Marine Superintendent of Owners, or Owners Representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.

**AIRPORT:** Kuwait.

**TIME:** GMT plus 3 hours.

**PROVISIONS:** Aminoil does not provide any chandling facilities. Masters of vessels calling at Mina Abdulla must arrange for supplies through ship's Agent. Foodstuffs, beverages, tobaccos, etc., are available from ship chandlers in Kuwait in limited kinds and quanties. Prices a little more expensive than in Kuwait due to long transportation. Ship's Agent should be advised by cable well in advance.

**CERTIFICATES:** See "Documents". There is no organisation for dealing with Deratisation Certificate at Mina Abdulla. Agents are responsible for presentation of oil-discharging certificate to Customs authorities as guaranteed by them. All cargo discharge certificates duly attested by the Arab Consulate are to be sent to Agents directly.

**SHORE LEAVE:** At present, crews not allowed ashore at Mina Abdulla, and this rule will be strictly adhered to.

**REGULATIONS:** Main engines shall always be kept ready for immediate use. Steam pressure shall be maintained at minimum necessary to operate auxiliaries and to manoeuvre in case of need. Deck steam is to be maintained at all times.

Engine repairs which may prevent working of main engines may only be undertaken with written permission of Marine Officer.

Master shall at all times retain on board sufficient crew to work vessels.

Vessels shall have both anchors ready for immediate use on arrival and departure.

Vessels berthed at sea terminals shall not carry out engine trials without permission of Marine Officer.

Vessels berthing during hours of darkness must if available provide a portable light of an approved gas-tight pattern capable of being placed on either quarter of vessel to illuminate vessel's mooring ropes sufficiently for mooring boat.

Vessels shall provide an efficient accommodation ladder and boat rope for port authorities and, during hours of darkness, shall install adequate approved lighting for same. Failure to comply with this may lead to inward clearance being delayed by authorities, thus incurring delays to vessel.

No swimming in vicinity of vessels or from vessels in berth is allowed.

**AUTHORITY:** American Independent Oil Company, Kuwait Office: Post Box No. 69, Kuwait, Arabian Gulf. Telegrams: Aminoil Kuwait. Tel. Kuwait 84201.

**AGENTS:** See "Shuwaikh".

## MINA-AL-AHMADI

**OPERATORS:** Kuwait Oil Company Ltd.

**LOCATION:** Port of Mina-al-Ahmadi is open roadstead situated on Western shore of Arabian Gulf.

**PORT LIMITS:** From the shore at lat. 29° 02′ 50″ N. Eastward to long. 48° 09′ 42″ E. Thence in a S.E. direction to position lat. 29° 02′ 45″ N. long. 48° 09′ 47″ E. then in an easterly direction towards long. 48° 11′ 30″ E. and the Northerly limit 29° 10′ 00″ N. from the shore to 48° 11′ 30″ E.

**FLAG:** National flag of Kuwait is to be flown at foremast head during vessel's stay in port.

**NAVIGATIONAL AIDS:**

Current hydrographic information may be obtained by radio from the "Middle East Navigation Aids Service, Bahrain".

*Lights and Fog Signals*

A fog signal on the extreme South end of South Pier with characteristics of one 3-second blast every minute. Approx. position Lat. 29° 04′ 05″ N. Long. 48° 10′ 00″ E.

A fog signal situated on the North Pier with a characteristic of 2·5-second blast, 3-second silence, 2·5-second blast, 3-second silence, 2·5-second blast, 46·5-second silence, Approximate position 29° 07′ 24″ N. 48° 09′ 00″ E.

A fog signal situated on the Sea Island with a characteristic of 2×3 second blasts every 90 seconds. Approximate position 29° 06′ 48″ N. 48° 17′ 29″ E.

**DOCUMENTS:**

1. To obtain clearance inwards, following documents required by Agents:
   - (i) Ship's Register.
   - (ii) Safety Equipment Certificate.
   - (iii) Safety Radio Certificate.
   - (iv) Load Line Certificate.
   - (v) Last Port Clearance.
   - (vi) Two copies of Crew List showing names, nationalities and passport/seamen's book numbers.

Items (i) to (v) are returned to Master together with Port Clearance (valid 24 hours only) prior to sailing.

2. Customs boarding officers require following:
   - (a) One Copy of Crew List.
   - (b) Log Books covering period from last visit.
   - (c) Completed Customs Declaration Form (supplied by boarding officer).
   - (d) List of Ports visited with arrival and departure dates since last visit (form also supplied by boarding officer.)
   - (e) Completed Ballast Form (form also supplied by boarding officer).
3. Immigration officials require the following:
   - (a) Valid Passport or Seamen's Book – the latter is preferable for landing.
   - (b) Letter of Guarantee from Agents (iv above).
   - (c) Two copies of Crew Lists.
4. Early Departure Procedure. KOC Documents Section are now operating an Early Departure Procedure to cut down delays in documentation. Masters may opt to use this scheme, full details of which can be obtained from KOTC.
5. Discharge Certificates: Discharging certificates of oil cargo loaded from Kuwait and neutral zone ports are to be sent to vessels' local Agent immediately, duly attested by Customs authorities and Arab Consulate covering full quantity as per Bill of Lading.

If a vessel, which has not submitted the certificate for the previous voyage, calls for the second time, she will be allowed to load and sail only after paying a cash deposit of KD 2,000.

In order to avoid delay in berthing, loading and outward clearance for vessels, all owners must give instructions to Agent at discharging ports to forward relevant cargo discharge certificates to Agent at loading ports without delay.

**PILOTAGE:** Vessels should arrive with sufficient clean ballast for safe manoeuvring under prevailing weather conditions. Under certain conditions the Pilot, after consulting the Harbour Master, may require additional ballast to be run in before berthing.

All berthing, unberthing and manoeuvring of vessels within the port limits, restricted area and prohibited anchorage must be done under the supervision of a KOC Pilot.

It is the duty of the Master to inform the Pilot of any special conditions, difficulties, or peculiarities whatsoever pertaining to his vessel which might impose hazards in connections with the handling, mooring, unmooring, loading or discharging of the vessel.

**ANCHORAGES:** The suggested anchorages in the port of Mina-al-Ahmadi have been laid out to facilitate shipping in general. These anchorage areas are outside of the port limits and clear of the prohibited anchorage and restricted areas. Depths in the anchorages range from 10 to 15 fathoms, the seabed is of sand and soft coral with mud patches and affords good holding ground.

Incoming vessels are assigned berths by the Harbour Master in accordance with time of arrival, type of cargo required, size of vessel and loaded draft. Endeavour is made to berth vessels on arrival and Masters will be advised prior to arrival of the pier at which they will berth. If a berth is not available, vessels will be requested to anchor in one of the three anchorages as follows:

1. To the North-east of the Sea Island and outside of the restricted area.
2. To the East of the North Pier, outside of the port limits and to the North of the prohibited anchorage.
3. To the East of the South Pier, outside of the port limits and between the Southern limit of the prohibited anchorage and the Northern port limit of Shuaiba Port.

To the East of the port limits exists a prohibited anchorage and a restricted area which embraces the Sea Island and submarine-feeder pipe-lines.

Positions of these areas are:

| | | | |
|---|---|---|---|
| Prohibited anchorage | 29° 05′ 00″ N.<br>48° 11′ 30″ E.<br>29° 07′ 00″ N.<br>48° 11′ 30″ E. | to | 29° 05′ 00″ N.<br>48° 15′ 00″ E.<br>29° 07′ 00″ N.<br>48° 15′ 00″ E. |
| Restricted area | 29° 05′ 00″ N.<br>48° 15′ 00″ E.<br>29° 09′ 00″ N.<br>48° 15′ 00″ E. | to | 29° 05′ 00″ N.<br>48° 20′ 00″ E.<br>29° 09′ 00″ N.<br>48° 20′ 00″ E. |

**HEALTH:**

Vessels calling at Mina-al-Ahmadi are requested to radio the following information to "Health Minahmadi Port":

(1) Name of vessel
(2) Last port of call
(3) Health condition of crew
(4) Validity of Smallpox and Cholera Certificates
(5) Request for Free Pratique

Free pratique will be considered at the discretion of the Quarantine Officer, and vessels must hoist the yellow flag unless they are informed by Agent or Harbour Control that free pratique has been granted.

*Regulations.*

- (i) All vessels must exhibit quarantine signals until quarantine formalities are completed or free pratique granted. By day, International Code Flag "Q"; by night, red light over white light. No person other than the Pilot is allowed to board any vessel either alongside pier or at anchorage until pratique has been granted.
- (ii) Valid smallpox Vaccination Certificates for all crew members and passengers are required. Valid Cholera Certificates will be required from travellers coming from infected areas with the exception of children under one year.
- (iii) Ratguards must be fitted to all moorings – this is being rigidly enforced.
- (iv) Maritime Declaration of Health Form (supplied by boarding quarantine officer) to be completed.
- (v) One copy of Crew List containing dates of vaccination and inoculation is required.
- (vi) International Certificates of Vaccination and Inoculation to be available for inspection if required.
- (vii) Details of air-conditioning available in vessel (form supplied by boarding officer).
- (viii) A valid Deratisation Certificate must be produced. Facilities are available locally for renewal.

**RADIO:**

1. *Station:* All radio communications to the Company should be quoted in Greenwich Mean Time and should be routed through Kuwait Coast Station 9KK, details of which are given below:

412G Al Kuwait (9KK) 29° 10′ 09″ N. 47° 45′ 42″ E.

| *Frequency* | | | *Hours* |
|---|---|---|---|
| (9KK) 430,* 450, 500 | A1, A2 | 2 kW. | 0300–2100 |
| (9KK2) 4,287 | A1 | 0·75 kW. | On request |
| (9KK3) 6,370 | A1 | 0·75 kW. | On request |
| (9KK4) 8,525 | A1 | 0·75 kW. | 0300–2100 |
| (9KK5) 12,895 | A1 | 0·75 kW. | 0300–2100 |
| 2,182, 2,200, 2,750 | A3 | 0·1 kW. | 0300–2100 |

* On request.

Procedure: Transmits traffic lists on 450 kc/s. each even hour; 8,525 and 12,895 kc/s. each odd hour plus 35, listens for 30 mins. thereafter: 2,750 kc/s. each odd hour plus 05.

2. *ETA:* 96 hours before arrival Masters should transmit to Kuoco through Al Kuwait Radio (9KK) the following information required by Kuwait Oil Company.

1. ETA.
2. Cargo and Bunkers required.
3. Notice of any repairs which may immobilise vessel.
4. Any special requirements regarding cargo documents.
5. Max. loading rate and ballast discharge time, special loading instructions if any.

The ETA should be confirmed 24 hours before arrival. The Master should also provide Agent with following information prior to arrival:

1. ETA.
2. Last port of call.
3. Any sickness on board.
4. Number of crew members unprotected against smallpox.
5. Number of crew to see doctor or dentist.
6. All requirements – provisions, supplies, lubricating oils, repairs, stores, machinery for landing, crew repatriation, etc.

3. *Radio Beacon:* A low power radio beacon call sign "9KU" frequency 312·6 kc/s. is situated at Lat. 29° 04′ 13·4″ N. Long. 48° 08′ 27·5″ E. Code transmissions are repeated every 20 minutes commencing on the hour throughout the 24 hours as follows: 9KU repeated 3 times for a period of 20 seconds followed by a dash for 20 seconds alternatively for a whole period of two minutes.

**VHF:** A short range VHF radio telephone Port Control system is in operation and continuous watch is maintained on International Channel 16. Port Working Channels are:

| *Channel* | *Function* |
|---|---|
| 11 | General Port Working |
| 12 | Pilot and Tugs North/South Pier/Sea Island |
| 13 | Sea Island Loading |
| 14 | Pilot and Tugs North/South Pier/Sea Island |
| 26 | Public Correspondence |
| 27 | ,, ,, |

Vessels bound for Mina-al-Ahmadi should contact Port Control calling "Mina South Pier signal" on Channel 16 a few hours before arrival.

N.B. As Channel 16 is reserved for Calling, Safety and Emergency, vessels should refrain from using this channel unnecessarily.

**NOTICE OF READINESS:** (*a*) *Vessels Berthing Direct from Sea:* The vessel will be advised by VHF or signal lamp. "Berthing on arrival" and the "Notice of readiness time" will be taken as the time the Pilot boards the vessel.

(*b*) *Vessels Anchoring and Awaiting Berth:* When a berth is not available, or in the absence of any communication from the shore the time of NOR is taken as the time the vessel anchors in the roads. Time of anchoring, together with position relative to South Pier Control, should be advised to the Harbour Master by VHF or through 9KK as soon as possible. All vessels at anchor are required to be ready to berth on receipt of one hour's notice from the shore; this notice will be given by VHF or lamp and vessels should ensure an efficient watch is maintained to receive this notice.

(*c*) *Cancellation of NOR:* If after receiving one hour's notice a vessel is not ready to berth when Pilot boards, at the expiry of that notice the original NOR will be cancelled and the Pilot withdrawn. The new NOR will be the time the vessel indicates to the shore that she has rectified the defect that originally prevented her from berthing. As vessels are normally berthed in strict order to NOR time a vessel could lose considerable time through not being ready, and Masters should ensure that delays of this nature do not occur.

**TUGS:** KOC maintain six diesel tugs for port use. Four of 1,500 h.p. with a bollard pull of 24 tons, and two of 2,500 h.p. with a bollard pull of 30 tons. Four tugs normally maintained on duty at all times. Hire charges for the services of Pilots, tugs and rope launches are covered by comprehensive port charges. Under normal operating conditions, no tug or other craft will come alongside the vessel before the Pilot boards; ship's personnel must not signal for tugs or other boats to come alongside.

**MOORINGS:** When at berth, vessels must be moored to entire satisfaction of Pilot. Vessels must be ready at all times to put out extra moorings as requested by pier personnel or dictated by weather changes.

Mina-al-Ahmadi is subject to sudden fierce squalls; winds of 70 knots have been recorded, therefore vessel's mooring lines must be checked frequently to prevent excessive movement of vessel in berth. Experience has shown that wholly synthetic moorings have too much elasticity and allow vessel to range or drift away from the berth during periods of adverse weather. Whilst these moorings are acceptable as head/stern ropes, it is felt that the ideal breast moorings should be of wire or a wire rope combination with the end being sent ashore fitted with a synthetic pennant or tail. This type of mooring provides the necessary elasticity while still being able to hold the vessel in position. All vessels moored with automatic tension winches must set the manual brakes on these winches.

**BERTHING:** Vessels can berth any time of the day and nigh Berths are allocated depending on shipping position and size vessel and the berthing position is advised by VHF. All vessels mu establish contact with Signal Station or Sea Island Control befo anchoring to ascertain position indicating the NOR time. Vesse should remain at one hour notice for berthing at all times a maintain an efficient watch on VHF.

There are two piers, 6 buoy moorings (seaberths) and a Sea Islan

*South Pier.* The South Pier is connected to the shore by an approa trestle, this trestle leaves the shore in position 29° 04′ North, 48° 09′ E and runs seaward in an 071° 26′ direction for a distance of 4,200 (1,280 m.). The "T" head is formed by the oil pier running Northwar in a 341° 26′ direction for 2,805 ft. (655 m.) and the general cargo pier running southwards in a 174° 26′ direction for 1,076 ft. (328 m The pier is a steel piled structure with a wooden deck, 24 ft. abo LWOST. The South Pier has 6 oil-loading berths, plus 2 berth which can be used for general cargo or L.P.G. loading; details these berths are as follows:

*Limiting Depths and Berth Lengths*

| *Berth* | *Depth at LWOST* | *Nominal length* |
|---|---|---|
| 1 | 48 ft. | 660 ft. |
| 2 | 47 ,, | 675 ,, |
| 3 | 47 ,, | 705,, |
| 4 | 50½ ,, | 765 ,, |
| 5 | 41½ ,, | 765 ,, |
| 6 | 43½ ,, | 705 ,, |
| 9 | 44 ,, | 615 ,, |
| 10 | 49 ,, | 1,050 ,, |

All berths except Nos. 1 and 10 are equipped with 10 in. car lines and 8 in. bunker lines. No. 1 and 10 berths are equipped loading LPG each comprising a 16 in. loading line and a 10 in. vapo return line and a 6 in. circulating line. No. 9 is only equipped bunkers and dry cargo.

*North Pier.* The North Pier is situated 3·5 nautical miles North the South Pier and connected to the shore by an approach trest which runs seaward from 29° 07′ 04″ N. 48° 08′ 10″ E. in a direction 071° for a distance of 4,754 ft. (1,449 m.); the head is formed by th oil pier which runs Northward in a direction of 341° for a distance 2,304 ft. (702 m.). The pier is a steel piled structure with a woode deck, 20 ft. above LWOST. The North Pier has 4 oil-loading berth details of which are:

*Limiting Depths and Berth Lengths*

| *Berth* | *Depth at LWOST* | *Nominal length* |
|---|---|---|
| 11 | 59 ft. | 1,008 ft. |
| 12 | 58 ,, | 1,296 ,, |
| 15 | 57 ,, | 792 ,, |
| 16 | 57 ,, | 740 ,, |

Berths 11 and 12 each have 4 × 12 in. cargo hoses, 1 × 12 in. Chiksa arm for naphtha loading and 2 × 8in. bunker hoses. Berths 15 and 1 each have a Chiksan loading unit consisting of 4 × 12 in. cargo arm and 2 × 8 in. bunker arms. To facilitate the connecting of hoses Berths 11 and 12, North Pier vessels are requested to retain sufficie ballast so that their manifold height above zero ft. tide does n exceed 60 ft.

*Sea Island Terminal.* The loading platform of this new terminal located in position 29° 06′ 48″ N. 48° 17′ 29″ E., approximately 7 miles East of the North and South Piers. This terminal is a ste piled structure in 94 ft. of water (LWOST). It consists primarily a central loading platform with control tower, six mooring and fo breasting dolphins, all interconnected by catwalks. The termina which lies in 330°–150° direction, is some 1,620 ft. in length. Th height above datum of the loading platform is 44 ft.

Control Room on this terminal is about 90 ft. above water level.

Two vessels can berth at the same time but loading is possib one at a time, and the crude oil is fed by a 48″ and heavy fuel o bunkers by a 20″ submarine pipe lines from shore. Navigation lighted buoys lettered A, B and C have been installed to mark th run of these pipelines. Other than heavy fuel oil no other bunke available. Light fuel, marine diesel are not available at the Sea Islan Terminal. Therefore vessels berthing at Sea Island requiring ligh fuel oil and marine diesel should inform Sea Island Control pri berthing to avoid any possibility of delays. Sea Island berths eac fitted with 4 × 16″ cargo lines and 2 × 12″ bunker lines.

*Sea Berths:* These berths are no longer in use and the buoys an moorings have been withdrawn.

*Manifold Loading Connection Sizes.* North Pier cargo flanges ar 12 in. and bunker flanges 8 in. standard 150#ASA. South Pier carg flanges are 10 in. and bunker flanges 8 in. standard 150#ASA. Se Island Terminal cargo flanges are 16 in. and bunker flanges 12 i standard 150#ASA.

*Reducers.* All vessels using the port of Mina-al-Ahmadi, shou be equipped with reducing spools to fit these loading connectio These fittings should be in place prior to berthing to help expedi the vessel's turn-around time.

*Slops.* A 6 in. slop-line is available on all berths on North and Sou Piers for reception of slops. For first 3 hours use of this facility free, for each additional hour or part thereof, a charge is made. Re ception of slops is necessarily slow and a vessel may be conside ably delayed in having to pump slops ashore. Vessels are therefo expected to arrive with clean ballast and Masters are asked to cert that all tanks and lines have been thoroughly washed unless "loa on top" techniques are being operated.

**CRUDE/PRODUCT LOADING RATES:** The following tab shows the crude products available at each berth and the nomin loading rates:

| Cargo | Available at berths | Nominal tons per hr. | Maximum potential |
|---|---|---|---|
| Crude Oil | Sea Island 20 and 21 | 15,000 | |
| Crude Oil | 11, 12, 15 and 16 | 7,200 | 12,000 |
| Crude Oil | 2, 4 and 5 | 3,800 | 7,000 |
| Crude Oil | 3 and 6 | 3,200 | 5,000 |
| Crude Oil | 1 and 10 | 2,800 | 2,800 |
| Heavy Fuel Oil | 11, 12, 15 and 16 | 2,000 | |
| Heavy Fuel Oil | 4, 5 and 6 | 2,700 | |
| Heavy Fuel Oil | 3 | 1,100 | |
| Heavy Fuel Oil | 1, 2, 9 and 10 | 500 | |
| Light Fuel Oil | 11, 12, 15 and 16 | 600 | |
| Light Fuel Oil | 3, 4, 5 and 6 | 1,100 | |
| Light Fuel Oil | 1, 2, 9 and 10 | 500 | |
| Admiralty FO | 3, 4, 5 and 6 | 1,200 | |
| Diesel Oil | 11, 12, 15 and 16 | 250 | |
| Diesel Oil | 1, 2, 3, 4, 5 and 6 | 500 | |
| Diesel Oil | 9 and 10 | 250 | |
| Gas Oil | 1, 3, 4, 5 and 6 | 1,500 | |
| KLD | 1, 2 and 4, 11 & 12 | 1,400 | |
| PPO | 1 and 2 | 300 | |
| KNG | 1, 2 and 4, 11 & 12 | 1,400 | |
| Bulk LPG | 1 and 10 | 1,000 | |

Note: All blended cargoes containing crude oil as one of the components can be loaded at any berth.

**FUEL:** Heavy, light and diesel fuel can be supplied on all berths except the Sea Island, where only heavy fuel is available. Approx. Specifications:

| | *API* | *Viscosity* | *Sulphur content* |
|---|---|---|---|
| Heavy Fuel | 15·2–15·8 | 2,900–3,400 | 4·0 or less |
| Light Fuel | 19·0–20·0 | 600 | 3·5 or less |
| Diesel Fuel | 35·5–36·5 | 36 | 1·5 or less |

**LUBRICATING OILS:** The stock of marine products of BP, Shell and Gulf Oil are maintained at Mina-al-Ahmadi and requests indicating the quantities are to be made in advance. All drums are to be handled during deballasting or before loading. Vessels will not be allowed to load more than 9 drums after loading unless under special circumstances and depending on shipping congestion. No bulk luboil delivery service available in Kuwait.

**DRY CARGOES:** Dry cargo vessels will either discharge into lighters in the anchorage or alongside South Pier at berths No. 9 or No. 10, subject availability of berths.

*Cargo Cranes.* Portal cranes of 5 tons capacity on berths 9 and 10, also a stiff-leg derrick with a lift of 54 tons on berth No. 10A. However, vessels are expected to have their own cargo equipment ready for use in case this gear is required.

*Explosives.* Cargo vessels carrying explosives are not allowed alongside piers.

*Barges.* Company barges available for use in discharging dangerous cargoes or other cargo in the anchorage.

*Stevedores.* Agents will arrange stevedores to work cargo whilst KOC will provide launch, barge and shore labour.

**MEDICAL:** Patients will normally be treated at State Quarantine Clinic, where doctors are on duty between 0800–1200 hours and 1500–2000 hours daily. In emergencies doctors are available any time. Patients requiring hospital treatment will be transported by Agents to either KOC hospital in Ahmadi or to State hospital in Kuwait. Dental treatment can be arranged by Agents.

**FRESH WATER:** Fresh water is not normally available except in emergency cases but in the summer it will be difficult to obtain. However, vessels must send in their requirements well in advance to ascertain possibility of supply from Shuwaikh anchorage. This will be subject to draft restrictions, deviation, delay depending on availability of suitable barges and previous port commitments to other shipping and additional port charges.

**DEEP WATER DEPARTURE CHANNEL:** A comprehensive survey was carried out to determine the route of the departure channel for the larger and deep draft vessels leaving the port of Mina-al-Ahmadi in a loaded condition. This channel is some 28 miles in length; it extends from the Sea Island Terminal to Madaira Reef and is marked by 21 light buoys and 2 light beacons, one established on Taylor Rock and the other on Madaira Reef. In addition to the above aids, Madaira Reef Light Vessel has been re-positioned further to the East and renamed Ahmadi to act as a fairway mark. Water depth in the departure channel is from 91 ft. to 100 ft. and above. Two shallow patches, one is about 9 miles from Sea Island with a minimum 91 ft. and the second is 14 miles from Sea Island with 92 ft. minimum water. Vessels which by reason of their draft are confined to this deep water channel and consequently hampered in their freedom to manoeuvre, will exhibit the following signals:

(i) *By day.* A black cylinder 4 ft. long by 2 ft. in diameter exhibited where it can best be seen.

(ii) *By night.* Four red lights vertically disposed spaced 3 ft. apart with an all round visibility of 4 miles exhibited where they can best be seen.

The exhibition of these signals in no way absolves any vessel from taking all appropriate action to avoid collision as required by the International Rules and Regulations for Preventing Collisions at Sea, but if a deep draft vessel is in doubt that an approaching vessel is not giving her sufficient room to manoeuvre she should indicate such doubt by giving at least five short and rapid blasts on her whistle.

Vessels having less draft should when able to do so give way to vessels exhibiting and sounding these signals and indicate this intention by giving one short blast followed immediately by one long blast on the whistle. Normal sound signals for vessels in sight of another should then follow.

Anchoring and fishing are forbidden within the deep water departure channel.

The departure channel is marked by the following buoys and beacons:

| Number/ letter | Type | Position | | Character | Port star-board/ middle ground | Vis. (0·85) (miles) |
|---|---|---|---|---|---|---|
| | | N/lat. | E/long. | | | |
| 1 | Buoy 200/3L | 28° 57′ 33″ | 48° 46′ 18″ | QK.FL.W | S | 6·2 |
| 2 | ,, | 28° 56′ 23″ | 48° 46′ 04″ | IQFI.R | P | 4·0 |
| 3 | ,, | 28° 57′ 23″ | 48° 41′ 52″ | FL.W.10 | S | 7·4 |
| 4 | ,, | 28° 56′ 41″ | 48° 41′ 12″ | FL.R.10 | P | 4·6 |
| 5 | ,, | 28° 58′ 23″ | 48° 39′ 00″ | FL.W.5 | S | 7·2 |
| 6 | ,, | 28° 57′ 38″ | 48° 37′ 49″ | FL.R. 5 | P | 4·4 |
| 7 | ,, | 29° 00′ 54″ | 48° 32′ 59″ | FL.W.10 | S | 7·4 |
| 8 | ,, | 29° 00′ 09″ | 48° 32′ 31″ | FL.R.10 | P | 4·6 |
| 9 | ,, | 29° 00′ 38″ | 48° 31′ 07″ | FL.W. 5 | S | 7·2 |
| 10 | ,, | 29° 00′ 27″ | 48° 31′ 53″ | IQFI.R | P | 4·0 |
| 11 | ,, | 29° 01′ 20″ | 48° 28′ 52″ | FL.W.10 | S | 7·4 |
| 12 | ,, | 29° 00′ 22″ | 48° 31′ 27″ | FL.R. 5 | P | 4·4 |
| 13 | ,, | 29° 02′ 18″ | 48° 25′ 34″ | FL.W. 5 | S | 7·2 |
| 14 | ,, | 29° 00′ 13″ | 48° 30′ 51″ | Gp. F.L.(3) R. 10 | P | 4·3 |
| 15 | ,, | 29° 05′ 27″ | 48° 21′ 25″ | QK.FL.W. | S | 6·2 |
| 16 | ,, | 29° 01′ 40″ | 48° 26′ 38″ | IQFI.R | P | 4·0 |
| 18 | ,, | 29° 01′ 46″ | 48° 25′ 44″ | FL.R. 5 | P | 4·4 |
| 20 | ,, | 29° 01′ 53″ | 48° 24′ 50″ | Gp.FL.(3) R.10 | P | 4·3 |
| 22 | ,, | 29° 03′ 18″ | 48° 22′ 53″ | FL.R. 5 | P | 4·4 |
| 24 | ,, | 29° 05′ 05″ | 48° 20′ 26″ | FL.R.15 | P | 4·75 |
| 26 | ,, | 29° 05′ 50″ | 48° 19′ 15″ | IQFI.R. | P | 4·0 |
| A | ,, | 29° 05′ 38″ | 48° 11′ 30″ | QK.FL.R. | MG | 3·6 |
| B | ,, | 29° 05′ 59″ | 48° 13′ 15″ | QK.FL.W | ,, | 6·2 |
| C | ,, | 29° 06′ 21″ | 48° 15′ 00″ | QK.FL. R. | ,, | 3·6 |
| Taylor Rock | Beacon | 29° 01′ 20″ | 48° 34′ 33″ | IQ FI.W | — | 7·3 |
| Madaira Reef | Beacon | 28° 56′ 03″ | 48° 46′ 22″ | FL.R. 5. | — | 11·2 |
| Ahmadi | Light vessel | 28° 56′ 00″ | 48° 53′ 00″ | FL.12Sec.40Ft. | | 11·0 |

**CUSTOMS:** Customs officials will board vessels to inspect log books to ascertain violation of Israeli Boycott Rules and seal the liquor bond during stay in berth. An accurate list of alcoholic drinks in *Bonded Store* only is to be presented to the officials sealing the bond and the seal is not to be broken until vessel leaves the port.

(i) Personal effects mainly required for personal use and not for re-sale or purpose of commercial gain are allowed free of duty. However, all other goods are subject to a 4% ad valorem duty (CIF value). Suppliers invoices and Certificate of Origin are required for clearance.

(ii) Importation and the sale of alcoholic beverages is strictly prohibited.

(iii) All goods for landing from tankers must be declared to boarding Customs Officer and necessary documentation completed.

(iv) Israeli goods, goods made by companies having interest or branches in Israel, Israeli vessels and vessels trading with Israel are boycotted and not allowed entry into Kuwait.

**IMMIGRATION:**

(i) Nationals of all friendly countries normally allowed to land. Israelis forbidden entry into Kuwait.

(ii) Transit visas should be obtained from Kuwait Embassies and Consulates abroad. However, in emergencies entry visas can be arranged at airport.

(iii) Transit passengers having valid connecting airline ticket to next port are allowed to land without visas up to 24 hours, extendable to 48 hours if required.

(iv) Seamen of all friendly countries normally allowed to land in transit to join vessels, without visas but on Agents guarantee. Advance information regarding names, nationalities, age, sex, etc. is required by Agents in order to facilitate reception and immigration clearance. *N.B.* Thursdays and Fridays are Company holidays.

(v) Seamen allowed to land for hospitalisation, repatriation, transfer, etc., on a written undertaking that all expenses are met by Agents on behalf of Owners.

(vi) Passports must be valid for Kuwait for citizens of all countries. Stateless persons are required to have a visa before arrival in Kuwait.

**CONSULS:** Most friendly countries maintain Embassies or Consulates in Kuwait Town.

**TIME:** Kuwait State bases local time on the 45th meridian (GMT plus 3 hours). This time is in force the whole year.

**SERVICES:** To avoid delay all vessels advised to cable Agent of all their requirements in advance, giving full details:

*Repairs*

(a) *Ship Repair.* All running repairs are undertaken through local contractors.

(b) *Radar/Radio and Electronic Equipment.* Maintenance service of this equipment is available through KOTC whose engineers/technicians are available for service on request.

*Supplies.* Supply of chemicals, paints, spare parts and provisions are available through local Agents.

*Laundry.* Laundry service is available on advance notice.

*Oil Inspection.* E. W. Saybolt & Co. maintain an independent inspection service.

*Seamen Centre.* This service is now centred only on South Pier, open to visiting seamen from 0700–2200 hours daily. Film exchange facilities are available at the South Pier.

*Classification Societies.* Lloyds Register of Shipping has a Resident Surveyor in Kuwait and maintains an office with Kuwait Maritime & Mercantile Co., who attend marine and non-marine work. Other societies have non-exclusive surveyors and their services can be obtained through KOTC.

*Divers.* Divers services are available, including underwater hull cleaning service, through KOTC.

**SHORE LEAVE:** Ship's personnel and passengers not permitted ashore for any purpose whatsoever until pratique granted. All shore leave is contingent upon compliance with quarantine regulations and, under limited conditions and hours, shore leave may be granted. Masters should consult Agents to obtain the necessary passes.

**REGULATIONS:**

(*a*) *Local laws.* The laws of Kuwait are in force at the port of Mina-al-Ahmadi. Masters and crew members are advised for their own protection to abide by them. Comprehensive regulations governing the use of the port are promulgated in Law No. 21 of 1961. Masters of visiting vessels should acquaint themselves with this law.

(*b*) *Pollution.* The State of Kuwait has stringent laws in force concerning the pollution of the sea by oil. The following are two amended paragraphs of this law:

Paragraph 1, Art. 4. "A person responsible for any pollution as described in Articles 1 and 2 shall be punished by a fine of not less than one thousand and five hundred and not more than six thousand Dinars. In the event of his committing a similar crime within a period of one year from the date of his conviction, such a person shall be punished by a fine of not less than three thousand and not more than six thousand Kuwaiti Dinars, and in the event of his committing yet another crime within a year from this last conviction he shall be punished by a fine of six thousand Kuwaiti Dinars".

Paragraph 3, Art. 6. "The person responsible for pollution may suspend the detention order against the ship on payment, as a cash guarantee, of six thousand Kuwaiti Dinars to the official entrusted with the execution of such order."

(*c*) *Certificates.* All vessels must comply with International Safety Regulations and ensure that ship's certificates, i.e. Safety Radio, Safety Equipment and Load Line are valid. Facilities are available for renewal or extension providing proper notice is given. At least 48 hours should be allowed *excluding* Thursday, Fridays or other local holidays.

(d) Load Line Regulations are strictly enforced, vessels overloaded will not be allowed to sail and subject to lengthy delay awaiting suitable facilities for pumping ashore. No facilities for pumping cargo ashore from Sea Island are available.

(e) A Cargo Discharge Certificate for cargo loaded from Kuwait each voyage is to be presented to the Customs and Ports in Kuwait through the agents within 4 months from sailing and these certificates are to be signed and stamped by local Customs officials and authenticated by an Arab Embassy or Consulate in the country of discharge.

**PORT TAX:** New tax introduced by the State of Kuwait at the rate of 45.25 fils (KD. 0.4525) calculated on ship's grt, and outward clearance is subject to payment of their dues before departure.

Declaration of grt. and nrt. details essential to avoid overcharge.

*Early Departure Procedure:*

EDP Cargo Documentation System is offered to all ships. Those vessels not accepting this system of documentation are unberthed to anchorage to await documentation and therefore subject to delay in sailing until documents are ready and delivered on board by launch. Weather conditions may prolong such delays on occasions.

**AGENT:** For all tankers loading/discharging or sundry errands on a sole agency basis. Address: Kuwait Oil Tanker S.A.K. (Agency Branch), P.O. Box Fahaheel No. 7055, Kuwait. Telex: 4201, 4202. A/B MINATANK KWT. Tel. 911753/5; 911758/9; 911811. Cables: "Minatank Kuwait."

KOTC Agency is also connected with direct short range telephone VHF system and continuous watch is maintained on Channel 16. Working channels are and can be reached by calling "Minatank". Channel 16, calling only. Channel 26, Agency working. Channel 27, Agency working.

## MINA SAUD: 28.45 N. 48.24E (See Plan)

**LOCATION:** Mina Saud located just South of Ras Az Zaur approximately 24 miles 244° from Madaira Light Vessel. Terminal connected to field and production centre at Wafra, 31 miles to NW, by 16-in, and 10-in. oil pipe-lines, and 8-in. gas line.

The most conspicuous object at the terminal is the refinery flare, in position 28° 44′ 13″ N. 48° 23′ 19″ E. Other objects conspicuous to the navigator are: Northern Radio Mast, Lat. 28° 44′ 32″ N. Long. 48° 23′ 38″ E. surmounted by a fixed red light at night; Az Zaur Beacon 28° 44′ 28″ N. 48° 23′ 40″ E. a 30 ft. high frame exhibiting flash every 5 seconds.

**OPERATORS:** Mina Saud Marine Terminal operated by Getty Oil Company (hereinafter referred to as the Company) seven days a week. Weather and other circumstances permitting, ships will be loaded, moored and unmoored at all hours of the day. Company representatives available at all times to discuss with Master any problems affecting vessel turnaround.

**FLAG:** All vessels required to fly Kuwait flag at foremast during daylight hours. Flags may be obtained from Agents.

**APPROACHES:** Vessels on passage direct to Mina Saud up Gulf should pass about one mile South of Madaira Reef light-vessel, thence make good a course of 242° to an anchorage off Mina Sau 9 fathoms.

**DOCUMENTS:**

Ship's Manifest.
Bill of Health.
Crew List.
Clearance from Last Port.
Passengers Manifest, if any.
Store List.
Bonded Store List.

Agents are responsible for presentation of oil discharging cer cate to Customs authorities as guaranteed by them. All cargo d charge certificates duly attested by Arab Consulate to be sent to Agents directly.

Cargo documentation carried out by Terminal. Masters will grea assist Terminal Staff by prompt provision of ship's tank ullages completion of loading.

**PILOTAGE:** Vessels boarded by Mooring Master either on a proach or at anchorage. Mooring Masters are Licensed Maste Foreign Going. They act in an advisory capacity to Master and ha expert knowledge of local conditions.

Mooring Master will pilot the vessel into the berth, supervise mooring and unmooring, and advise Master with respect connecting and disconnecting submarine hose. A ship's de officer must be on the bridge at all times while ship is manoeuvrin and deck officer must direct ship's crew in all hose handling. Duri loading operations Mooring Master will act as Company's represe tative.

**ANCHORAGE:** Centre of anchorage area recommended is position 090° from Flare 4·3 miles, which has good holding grou with mud and sand bottom.

Prohibited anchorage area defined as follows: beginning refinery flare 060° 3.5′ thence 180° 1.75′ thence 270° 3.0′ to refine flare.

**WEATHER:** In summer months of June, July and August light moderate Northerly and North-westerly winds are general rule Mina Saud. Occasional strong N.W. winds of force 5/6 Beaufo scale. Strength and duration governed by strength of S.W. monsoo blowing outside Gulf.

During autumn and early winter months fine weather is genera experienced associated with moderate N.E. monsoon prevailin outside Gulf. Occasional 'Shamals' (N.W. winds) occur.

In late winter period and spring, strong S.E. winds with moderate heavy seas frequently experienced at Mina Saud. These are due approach of low pressure systems from Atlantic and Mediterrane Sea spreading Eastwards across Levant and Iraq.

**TIDES:** Tide cycle is combination of diurnal and semi-diurnal tide giving a higher High, Lower High, Higher Low and Lower Low wate during a 24 hour period.

Range of tide is average 9 feet at Springs and 5 feet at Neaps.

Commencement of ebb stream (direction 190°) after Higher Hi water may be taken as 1 hour and 20 minutes before predicted time Higher High water at Mina-al-Ahmadi published in Admiralty Tid Tables. Chart datum and zero of Predictions at Mina Al Ahmadi ha been transferred to Mina Saud Tide Gauge datum.

Main direction of flood and ebb streams 010° and 190° is extreme variable between Lower High Water and Higher Low Water perio Average direction during this period about 045°.

Tides subject to meteorological conditions and may be affected height by plus or minus 2 feet. Times of High and Low water may b considerably affected.

The Mooring Masters have access to information from the Marin Meterological Station at Mina Saud.

**MAX. SIZE:** See "Berthing".

**HEALTH:** Vessels calling at Mina Saud requested send followin information to "Health Shuaiba Port":

(1) Name of vessel
(2) Last port of call
(3) Health condition of crew
(4) Validity of Smallpox and Cholera Certificates.
(5) Request for Free Pratique.

Free pratique will be considered at the discretion of the Quara tine Officer and vessel must hoist the yellow flag unless informe by Agent or Harbour Control that free pratique has been granted

**RADIO:** W/T messages routed via Kuwait Radio, call sign 9KK o 500 kHz. Kuwait Radio transmits traffic lists on 450 kHz at 25 minute past every even hour and on 8525 kHz and 12895 kHz at 35 minute past every odd hour.

Radio-telephone service also maintained by Mina Saud Radi from 0400 to 2000 GMT on following frequencies:

Listening watch on 2182 kHz, working frequency 2582 kHz. Add tional voice communications Channels 2192, 2638 and 2738 kHz.

VHF Service maintained by Mina Saud Marine. Listening o Channel 16 (156·8 mHz) working channels 10, 13, 14 and 22. Operatin hours: 0730 to 1130 and 1300 to 1630 local time.

Masters are requested to advise ETA 72 hours before arriva Mina Saud, and to confirm this when 24 hours distant from the Po

It will assist if the following information is passed to Gettyma Mina Saud before vessel's arrival at ETA Mina Saud:

Bunker fuel and cargo requirements in long tons or U.S. barre at 60° F.

Confirmation that only clean ballast is to be discharged.

Details of any cases or suspected cases of infectious diseases o board during the last four weeks.

ETA should be confirmed 24 hours before arrival.

When berthed at Mina Saud contact with the shore is maintaine by VHF R/T portable units supplied by the Company. Both batte and mains operated sets are provided to meet all emergencies.

**TUGS:** None.

**READINESS:** Notice of Readiness will be accepted by Company within terms of Charter Party or Contract when known, otherwise during ordinary business hours, which shall be between 0700 and 1800 local time except on Fridays and Public Holidays.

Laytime to commence six hours after time of acceptance or upon commencement of loading, whichever occurs first, except that when Notice of Readiness received before 1600 local time the six hours shall be continuous, but if received after 1600 then such six hours shall be daylight hours, daylight hours for such purpose being between 0600 and 1800 local time.

If after giving Notice of Readiness, vessel delayed in getting into berth or in loading, such delay shall not count as used laytime unless delay shall be due to default of Company. On completion of loading, laytime shall cease upon disconnecting cargo hoses.

Should Company Mooring Master be handed a Notice of Readiness out of business hours and before commencement of loading he will note it as "Received" at that time, for acceptance by the Company at earliest recommencement of business hours, or at time of commencement of loading, whichever shall be first.

If Notice of Readiness given after latest accepted nominated lifting date, laytime shall not commence before commencement of loading.

**BALLAST:** Vessels must have enough clean ballast to permit safe manoeuvring under any conditions. No shore tanks for disposal of dirty ballast.

Mooring Master will advise when ballast discharge may commence. Inspection of ship's tanks for suitability to receive cargo carried out by Mooring Master or by qualified petroleum inspectors if required.

**GEAR:** For handling 12 in. and 10 in. strings of hoses ship's derrick should have a minimum safe working load of at least 5 tons. Outreach overside should be at least 5 ft.

Two lengths of 3 in. or 3.5 in. circumference good quality manilla rope each of 50 fathoms in length should be available for use as guys to lead forward and aft for north and south flexible hoses.

Reducers should be available for connection of hoses to ship's manifold and to ship's bunker line connection.

Company provides snub lines of manilla and wire rope for hanging off hoses.

In the event that ship's derrick gear is inadequate for loads required, a work barge can be made available. Charge for this barge, including positioning and personnel, is equivalent of 150 U.S. Dollars per hour (approx.).

**BERTHING:** There are two loading berths with conventional sealine mooring which are connected by a common 20 in. submarine line for cargo and a separate 12 in. submarine line for bunker fuel. Each berth has one 12 in. and 10 in. cargo hose, and 8 in. hose for bunkers.

The outer berth, 073°-2·6 miles from refinery flare, is equipped to take vessels of up to 120,000 tons dwt or larger if part loaded and has a minimum depth of 55 ft. at the lowest low water. Maximum draft allowed is 52 ft. at LLW.

The inner berths, 073°-2·0 miles from refinery flare, has a minimum depth of 44 ft. at lowest low water and can accommodate vessels up to 800 ft. in length. Maximum draft allowed is 41 ft. at LLW.

Oil cannot be pumped from ship to shore under existing arrangements.

**MOORING:** (*a*) Port is an open roadstead and ships must be prepared to use main engines, unmoor and leave at any time.

(*b*) Mooring and unmooring carried out during day or night, as required. Except mooring at Berth 1, during daylight only.

(*c*) Vessels moored to ebb tide stream at both inner and outer berths.

(*d*) At outer berth latest resilient type mooring method is employed. Resilience in mooring achieved by weight of clump anchor and catenary of chain cable. A quick release hook of 65 tons capacity connects ship's ropes to the buoy.

(*e*) Both port and starboard anchors should be lowered clear of hawse pipes and ready for instant letting-go from brakes.

Spar buoys established to mark starboard and port anchor dropping positions.

(*f*) Six good quality natural or synthetic ropes should be flaked ready for running from the stern. After anchoring, as vessel proceeds astern in Berth, quarter lines are run by Company launch and secured to quick release hooks on quarter buoys. 5 in. circumference steel wire rope are run to ship from mooring buoys.

(*g*) When securely moored in correct position for handling hoses, each anchor should have about 8 shackles out and it is advisable that tankers using these submarine berths be provided with not less than ten 15- fathom lengths of cable on each anchor.

(*h*) Masters requested ensure that power to deck machinery and sufficient seamen to operate it are immediately available at all times when in berth.

**LOADING:** Submarine line marked by permanent buoy at each berth, and marker buoys fitted to all hoses.

Recovery of flexible hoses is by fleeting by ship's tackle making use of beckets fitted to recovery chain.

"Ship's Stop" is invariable rule except in an emergency. Ship must give reasonable stand-by time to Mooring Master, 15 to 20 minutes, to alert Terminal staff on shore for closing gauges.

Loading rate at present averages 1,500 tons per hour. Maximum 2,000 tons per hour.

**MEDICAL:** Medical attention to ship's crew members available from Company Medical Officer. Agent must invariably arrange for landing permit for any crew member visiting doctor on shore. When Medical Officer required to attend on board, an additional fee is charged. X-ray facilities available on shore. Cost of drugs and medicines supplied by the Company is also charged to vessel concerned.

**FRESH WATER:** Not available but in emergency can be arranged from Kuwait.

**FUEL:** Bunker fuel type "C" at loading berths through 12 in. submarine line with single 8 in. flexible hose, at berth 1, and 10 in. hose at Berth 2.

**FIRE PRECAUTIONS:** Masters are responsible for enforcing "No Smoking" regulations for their vessels and Mooring Master will stop loading if he considers them to be inadequate or if they are not being obeyed. Smoking in Company craft in the berths is forbidden.

**CUSTOMS:** Alcoholic beverages strictly prohibited to be held out of bond. Master allowed to keep limited quantity in his cabin.

Liquor must not be supplied to subjects of Saudi Arabia nor to any unauthorised persons.

It is important to remind owners and Masters that all goods, either landed or embarked, must be cleared by Agent through local Kuwait Government Customs.

Import of firearms and ammunition forbidden.

**CONSULS:** See "Kuwait."

**REPAIRS:** No regular repair facilities available. However, a fully qualified diver is available from Terminal. Underwater cutting gear and welding equipment available.

Services of diver who operates this equipment available at rates to be arranged for the job and agreed by Superintendent of Marine and Terminal Operations, Mina Saud.

Repairs to main engines must not be carried out in the berth without permission of Superintendent of Marine and Terminal Operations. Normally vessels requiring to immobilise engines will be anchored well clear of other ships.

**REPATRIATION:** Crew changes normally effected through Kuwait.

Seamen arriving at Kuwait Airport to join vessels at Partitioned Zone ports can obtain transit visa at the airport, if Agents arrange to submit the necessary guarantee to the immigration authorities confirming that they are in transit and joining vessels calling at Partitioned Zone. In order to meet the crew at airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before the arrival of the crew.

Marine Superintendent of Owners, or Owner's representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.

**TIME:** GMT plus 3 hours. Permanent.

**STORES:** Provisions and stores are available from Kuwait. Requirements should be arranged with Agents through Kuwait Radio prior to arrival at Mina Saud.

**SHORE LEAVE:** Not permitted.

**AUTHORITY:** Getty Oil Company, Saudi Arabian Division, Mina Saud, via Dhahran, Saudi Arabia.

Kuwait Office, PO Box 187, Kuwait, Arabian Gulf. Cable Address: "Gettymar – Kuwait".

**AGENTS:** See "Shuwaikh."

Communication is by road by personal visit of agency staff. Distance about 50 miles.

## SHUAIBA: 29.02 N. 48.08 E.

All vessels should hoist the Kuwait flag.

**PORT LIMITS:** Shuaiba port limits defined as follows:

*North:* This separates port of Shuaiba and Mina-al-Ahmadi and is defined by the point of intersection of the coast line with lat. 29° 02′ 50″ N. in an Easterly direction until it intersects long. 48° 09′ 42″ E. Thence in a South-easterly direction to the intersection of lat. 29° 02′ 45″ N. and long. 48° 09′ 47″ E. Thence in an Easterly direction along lat. 29° 02′ 45″ N. seawards to long. 48° 15′ 07″ E.

*East:* Long. 48° 15′ 07″ E.

*West:* Coast line.

*South:* This separates port of Shuaiba and Mina-al-Abdullah and is defined by the point of intersection of the coast line with lat. 29° 01′ 45″ N. Extends due East till long. 48° 09′ 59″ E. and runs on 45° direction to lat. 29° 02′ 00″ N. then due East on that line until long. 48° 15′ 07″ E.

**DOCUMENTS:** 10 copies of Cargo Manifest (3 copies duly signed by Agent at loading port) and one copy each of hatch list and stowage plan. Also 2 copies of Crew List to be presented to Customs Office.

N.B. A copy of complete set of Inward Manifests and a copy of the Stowage Plan covering cargo for discharge at Shuaiba has to be passed to Authorities by Agents at least 24 hours before vessels expected time of arrival, otherwise berthing likely to be delayed.

**PILOTAGE:** Pilotage compulsory and request for Pilot should be made to Port Signals Station, or to look-out Signal Station when in use.

**ANCHORAGE:** Lat. 29° 02′ 02″ N., long. 48° 12′ 15″ E. Depth is 18·5 metres with good holding ground.

**MAX. SIZE:** See "Berthing".

**HEALTH:** Vessels calling at Shuaiba are requested to send the following information to "Health Shuaiba Port".

(1) Name of vessel
(2) Last port of call
(3) Health condition of crew
(4) Validity of Smallpox and Cholera Certificates
(5) Request for Free Pratique

Free pratique will be considered at the discretion of the Quarantine

Officer, and vessels must hoist the yellow flag unless they are informed by harbour control that free pratique has been granted.

**RADIO:** Give ETA well in advance and confirm ETA 24 hours before arrival through Kuwait Coast Station 9KK. A shore station at Shuaiba has been established and operates on following frequencies: 156·80 mc/s. PS: Channel 16, int'l and safety channel. 156·65 mc/s. PS: Channel 13, port and operations channel. 156·45 mc/s. PS: Channel 9, berthing operations channel.

**TUGS:** Three tugs available, each of 2,100 h.p.

**BERTHING:** Vessel has to give arrival time and fore and aft draft to Harbour Master. Normal official hours for berthing and departure on Saturdays through Wednesdays, count from 0700 to 1600, on Thursdays from 0700 to 1200.

The port consists of 3 main parts as follows:

*Small Craft and Barge Harbour:* Situated at the South-west direction from the Main Quay; consists of 3 berths accommodating vessels of less than 4 metres draft:

| | | |
|---|---|---|
| (i) Berth No. 1 | length | 100 m. |
| (ii) Berth No. 2 | ,, | 200 m. |
| (iii) Berth No. 3 | ,, | 175 m. |

*Main Cargo Quay Mole:* Allows berthing of ships on both sides. The Eastern side consists of two berths Nos. 4 and 5 having a total length of 350 metres. The Western side consists of three berths: Nos. 1, 2 and 3 having a total length of 500 metres.

| | | |
|---|---|---|
| Berth No. 1 | Maximum allowable draft | 9·1 m. |
| Berth No. 2 | ,, ,, ,, | 10·3 m. |
| Berth No. 3 | ,, ,, ,, | 10·3 m. |
| Berths No. 4 and 5 | ,, ,, ,, | 6·7 m. |

Usage of berths 4 and 5 is restricted to good weather conditions only.

Harbour Control Offices (Harbour Master's building) and signal station are situated at the beginning of the main quay. Meteorological Centre, Passport and Immigration Office, Customs Office and Health Office are also at the beginning of the main quay.

*Oil Pier:* Situated in deep water due East from the main quay. Oil Pier is connected with the main quay by a causeway carrying pipes of 1,000 metres length. At present it consists of an Eastern-side berth (No. 1) with a length of 300 metres allowing tankers of maximum 13·7 metres draft and a Western-side (No. 2) berth with length of 270 metres allowing tankers of maximum 12·8 metres draft.

At a distance of 40 metres from the Northern end is a newly constructed dolphin to facilitate berthing of bigger tankers without any difficulty. Work is in progress for an extension of the oil pier from the southern side with two more berths and an additional dolphin south of them.

Oil loading connections are at the middle of each berth and comprise of: 3×16 in., 2×12 in. and 1×8 in. lines. The bunker line is 8 in. and fresh water line 4 in.

**SHORE FACILITIES:** Main cargo quay mole: Berths 1, 2 and 3 are equipped with 5 travelling electric cranes of 3 and 5 tons capacity. Services of 10 ton mobile cranes are also available on the main quay. All berths are fitted with bunker lines for fuel and fresh water.

*Allocation of Berths:*

| *Berth No.* | *Allocation* |
|---|---|
| 1 | Discharging |
| 2 | Loading |
| 3 | Optional – Discharge/Load |
| 4 | Optional – Discharge/Load |
| 5 | Optional – Discharge/Load |

The allocation of an optional berth is at the solediscrection of the Harbour Master and Traffic Manager.

A vessel arriving at the port to load may berth at No. 1 and similarly a vessel wishing to discharge may berth at No. 2, but it must be clearly understood that any vessel so doing is only berthed at that berth on sufferance and will be required to vacate the berth if a vessel arrives which has a claim to it.

**STEVEDORES:** Stevedores aboard ship will be provided by ship's Agent. Labourers in barges and ashore will be provided by port of Shuaiba but under ship's responsibility for breakage, pilferage, etc. Vessels will be required to maintain a minimum daily tonnage dependent on the type of cargo they are carrying. Ships failing to achieve the average daily rate laid down will be liable for a penalty charge, for every day or part thereof, they remain on the quay over the prescribed period.

*Minimum Daily Rates.* Cement, 1,700 tons; fertiliser, 1,700 tons; charcoal, 800 tons; general cargo, 400 tons.

Shore cranes are available for ships to enable them to achieve these rates and ships Agents, importers and exporters are expected to make use of them.

No cranes over 20 tons lifting capacity available. Regarding landing of heavy lifts on quay, permission has to be obtained from the Port Authorities each time in advance. On the quay pieces up to 300 tons have been discharged.

**MEDICAL:** Advance notice required if medical attendance needed on board.

**DENSITY:** 1025.

**FRESH WATER:** All berths fitted with fresh water connections. No water barge available. Vessels can obtain water according to requirement.

**FUEL:** The Kuwait National Petroleum Co. KSC, Kuwait, supply marine fuel and diesel oil at cargo wharf and oil jetty at Shuaiba. Specifications as under:

| | *FO 1500* | *MDO* |
|---|---|---|
| Ash % wt. max. | 0, 5 | 0, 01 |
| Pour point degs. C (degs. F.) max. | 10 (50) | 2 (35) |
| Specific Gravity 60/60 degs. F. max. | 0·99 | – |
| Sulphur % wt. max. | 3·7 | 1·8 |

Bunker nomination is to be arranged through Kuwait Nation Petroleum Co. (U.K.) Ltd., 25 St. James Street, London S.W. cables: "Kunpetco", London S.W.1. Telex: 261998. At least 3 da notice required.

Facilities on main quay mole for bunker fuel, gas oil and mari diesel oil in berths 1 through 5. No barges.

**DEVELOPMENTS:** The port of Shuaiba, mainly intended t exports, will be extended by adding another finger jetty able t accommodate 3 more ocean-going vessels. This is a 5-year plan.

Construction works are in progress for the extension of the existi Oil Pier at the Port of Shuaiba.

The existing Oil Pier will be extended Southwards along its li of direction of 153°/333° for a total distance of 446 metres.

The extension will consist of a piled trestle of 108 metres in lengt which will incorporate a mooring dolphin, a piled berthing structu of 282 metres in length providing one berth on its seaward side an one berth on its landward side and a piled trestle and moorin dolphin at the southern end of 56 metres in length.

These works will be in progress throughout 1974 until completi in 1975.

**GANGWAY/DECK WATCHMEN:** Not necessary in port area.

**OPENING/CLOSING HATCHES:** Opening and closing of hatche normally carried out by stevedores on liners, and by ship's crew o charter vessels.

**CERTIFICATES:** All usual documents such as:

Ship's Manifest.
Bill of Health.
Crew List.
Clearance from Last Port.
Passenger Manifest, if any.
Store List.
Bonded Store List.
Safety Radio Certificate.
Bill of Measurements, etc.

**CUSTOMS ALLOWANCES:** Tobacco. No restrictions. Win and/or spirit. Alcoholic beverage strictly prohibited to be held ou of bond. Master allowed to keep limited quantity in his cabin.

**CARGO GEAR:** Ship's gears and shore cranes used for dischar ing; slings and pallets can be hired from the port. Shore crane capacity 3–5 tons.

**IDENTIFICATION CARDS:** Passport or seamen's book neces sary.

**CONSULS:** See "Shuwaikh".

**REPAIRS:** Small repairs can be arranged if sufficient notice i given.

**DRY DOCK:** No dry dock available.

**REPATRIATION:** Can be arranged. Entry visa regulations hav been enforced in Kuwait, and the following is roughly the procedur in respect of crew changes:

1. Seamen arriving at Kuwait Airport to join vessels at Kuwait and Partitioned Zone ports can obtain transit visa at Airport, if Agent arrange to submit necessary guarantee to Immigration authoritie confirming that they are in transit and joining vessels calling at Kuwai and/or Partitioned Zone. Order meet crew at airport and arrang transit visa, cables confirming their arrivals and flight numbers an to be sent to Agents to reach them at least 24 hours before arrival o crew.

2. Marine superintendent of owners, or owners' representative and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.

**TIME:** GMT plus 3 hours.

**HOLIDAYS:** New Year's Day, Eid Al Fitr, Accession to the Throne Eid Al Haj, 1st Muharram, Prophet's Birthday, Rajab. Dates are subject to alteration.

**TELEPHONES:** Telephone sockets fitted on North side of Main Quay Mole for convenience of vessels requiring a telephone on board.

**SPECIAL SERVICES:** Swedish Welfare for Seamen; Lloyd's surveyor; Butterworth Tank Cleaning Machines and Equipment; and also underwater cleaning, compass adjusting, d/f calibration and adjusting services are available through the Port Authority.

**SHORE LEAVE:** Permitted.

**PORT REGULATIONS:** Masters are required to observe the following regulations:

Fire fighting appliances to be kept in readiness for immediate use.

Pumping or discharging in any way into the sea oil fuel tanks bilges, dirty ballasts, etc., is prohibited.

Disposal of garbage over the side of the ship into the harbour is prohibited.

The presence of a Pilot on board a vessel shall not relieve the Master of his reponsibility regarding the safety of the vessel. The harbour authority shall have the right to claim against a vessel for any damage caused by that vessel to berths, shore installations tugs, buoys, etc.

The Harbour Master or his deputy may order a vessel to leave the berth at short notice in the case of emergency, bad weather, etc.

Vessels carrying explosives or dangerous cargoes must declare quantities and categories or same when they report their ETA.

Crew members are prohibited from swimming within the harbour.

Lowering into the water of ship's life-boats, launches or life-rafts is prohibited without the written approval of the Harbour Master or his deputy.

Mooring of ships' life-boats, launches or life-rafts on navigational marks and buoys is prohibited.

Due regard shall be given to the safety of divers when they are working within the harbour area. Engines should be stopped when approaching their working area at a circle of 150 metres. The launch attending divers displays the International flag letter "ABLE" during diving operations.

**AGENT:** For dry cargo vessels only: International Shipping Agency Limited, POB Safat No. 20637, KIC Building, Safat Square, Kuwait. Tel. 205 07, 269 08, 228 41. Telex: 2208 (answer back "Isaship KWT"). Cables: "Shipagent, Kuwait".

## SHUWAIKH (Kuwait Harbour): 29.21 N. 47.55 E.

**DOCUMENTS:**

*Customs:*
2 Copies of Crew List and passengers, with their nationalities.
1 copy of Store List.
1 copy of Crew Personal Property List.
Deck Log Book (if vessel calling first time, then all the log books which are available on board).
1 copy of Customs form (which will be given by Customs).

*Immigration:*
2 copies of Crew List with their nationality.
2 copies of Passenger List (if passengers on board), with their nationality.
All seamen's books or Passports.
A certificate signed by the Master, stating that there are no stowaways on board.

*Quarantine:*
1 copy of Crew List.
1 Copy of Vaccination List.
All Vaccination Books.
1 set Quarantine Forms (which will be given by Quarantine Officer).

*Port Clearance:*
Ship's Registry.
Load Line.
Safety Equipment Certificate.
Safety Radio Certificate.
Last Port Clearance.

*Port Surveyor:*
Valid Liferaft Certificate (with annual renewal and survey).

*Cargo Dept.:* The listed documents below, should be handed to the cargo Department, at least 48 hours before the ship's arrival.
6 copies of the Cargo Manifest, three copies duly signed by the Agent at loading Port.
1 copy of the Cargo Stowage Plan.
1 copy of Cargo List, in detail.
2 copies of Dangerous Cargo List.

**PILOTAGE:** Pilotage service available and request for Pilot should be made to Port Signals Station, or to look-out Signal Station when in use. Ships proceeding through the dredged channel to Shuwaikh are boarded by the Pilot in the anchorage.

**ANCHORAGE:** Vessels anchor without Pilot in position 29° 25.6′ N., 47° 59.4′ E.

**MAX. SIZE:** Max. draft at berths nos. 1 to 8, 31 ft. 6 in. (32 ft. at Spring tides), and 27 ft. at dolphins. These drafts allow 2 ft. of water under the keel. Tidal range is about 2·8 metres (9 ft.). Berthing draft dependent upon tidal conditions at time of arrival, and vessels exceeding 27 ft. have to wait for tide.

**HEALTH:** Vessels calling at Kuwait Harbour must send the following information to "Health", Shuwaikh Port:
(1) Name of vessel
(2) Last port of call
(3) Health condition crew members
(4) Validity of Smallpox and Cholera Certificates
(5) Request for Free Pratique

Free pratique will be granted at the discretion of the Quarantine Officer, and vessels must hoist the yellow flag unless they are informed by Agent or Harbour Control that free pratique is granted.

**RADIO:** Kuwait Radio call sign 9KK. ETA messages and draft (fore and aft) should be sent via Kuwait Radio simultaneously to Harbour Master Port of Kuwait, and to Agent, at least 24 hours prior arrival. The cables should be received by the port at least 12 hours prior to arrival. Should the vessel fail to give this notice, the port will only decide on her turn of berth the following morning. Thus an unnecessary delay of 24 hours might occur.

Vessels arriving at Kuwait Anchorage must not use radio telephone or VHF for calling other vessels and/or any other destination. The equipment should be used only for calling Kuwait Port Control. It is also forbidden to use radio equipment when vessel is alongside.

All ships calling at Shuwaikh port must notify the Harbour Master by VHF as soon as they enter the Kuwait territorial waters.

Communications must be made via Kuwait Coast Station (9KK), which is now situated at a new combined lookout signal station at Ras-Ajuza (lat. 29° 23.40′ N., long. 47° 59.78′ E.), which operates a 24-hour basis.

All ships arriving should establish contact with the signal station as soon as possible, either by VHF or visual signals. The service, operating on Channel 16 for calling, and on Channel 12 for working; restricted to messages relating to the movements and safety of ships. You may call Coastal Station through Kuwait Radio (RT 2182).

All ships arriving or leaving Shuwaikh port may only anchor in the specified outer anchorage, the centre of the area is lat. 29° 25.6′ N., long. 47° 59.4′ E.

Masters are advised that it is forbidden to anchor in Kuwait territorial waters, other than in cases of emergency when they should inform the signal station/Kuwait Radio of the reason for stoppage.

Whilst at anchor, a proper watch must be maintained all the time and no unauthorised craft should be allowed alongside. The signal station will report to the Coast Guard all craft seen approaching or going alongside vessels in the anchorage.

**REGISTRATION PROCEDURE** (To register turn for berth before proceeding to another port).

1. Prior to arrival Master to telegraph Harbour Master, Kuwait, stating his wish to register, stating draft fore and aft, ETA, and that all Kuwait cargo is clear to discharge.
2. If Master does not request confirmation of registration, the signal station and the port takes it for granted that vessel awaits her turn staying in the anchorage, and will usually not confirm the registration for turn.
3. On arrival Kuwait anchorage Master to contact signal station by VHF or visual signals requesting confirmation of registration.
4. The vessel should not leave until such confirmation is received. Confirmation will only be given by the signal station, which accepts registrations during 24 hours.
5. Upon receipt of confirmation the vessel can leave at once. Agents will cable via Kuwait Radio the return date given by port, that is the time the vessel should be back in Kuwait.
6. A stowage plan must be shown to the port within 24 hours after registration.

**TUGS:** Join vessel entering dredged channel. Tug's lines used. The use of tugs by ships manoeuvring within Shuwaikh port limits under direction of Harbour Master or Pilots. Number of tugs used for each movement: (*a*) Two tugs for ships exceeding 400 ft. in length. (*b*) One tug for ships between 250 ft. and 400 ft. in length.

Five tugs available, two of 750 h.p., one of 1,000 h.p. and two of 1,140 h.p. Use of tugs is compulsory.

**BERTHING:** Eight deep-water berths available, plus two dolphin berths (also see "Developments"). The Grain Silo is at berth no. 2, capacity about 150 tons per hour, berth nos. 1 to 7 are general cargo berths, and no. 8 is the passenger berth.

Berth turn is decided at a port meeting, held in the morning on all port-working days. With the exception of the dolphin berths, berthing takes place any hour, day or night.

1. Notification of vessels arrival. According to port regulations a questionnaire issued by the Harbour Master, duly filled in and signed by the Captain of the vessel, is to be submitted to the port prior to berthing. In many cases vessels arrive and obtain berth immediately and thus there is no possibility of presenting the questionnaire to Authorities in time. In order avoid berthing delays Masters should cable following information to the Harbour Master directly, 48 hours before arrival:
   (*a*) ETA.
   (*b*) Total cargo for discharging Kuwait.
   (*c*) Distribution quantity each hatch.
   (*d*) Declaration hazardous, inflammable and explosives cargo, and guns and ammunition.
   (*e*) Declaration all vessels winches in good working condition and cargo clear for discharging at Kuwait.
   (*f*) Draft fore and aft.

   We quote below specimen cable covering the above:
   "Vessel XXX ETA Kuwait 21/8 0600 local quantity discharging 1,400 tons general hatch one 300 hatch two 300 hatch three 250 hatch four 300 hatch five 250 no hazardous, inflammable explosives guns ammunition stop All winches derricks good working condition draft fore 24 ft. Aft 27 ft.".
   The above cable sent to the Harbour Master will facilitate berthing vessel on time. ETA to be reconfirmed before 24 hours, if any change.
2. Vessels with a cargo of up to 400 measurement tons will be given priority alongside pier.
3. Vessels carrying up to 500 tons weight will be given priority to discharge at the buoys providing heavy lifts do not exceed 20 tons, or vessel does not carry reefer cargo.
4. A vessel that intends to stay in the anchorage in Kuwait until her turn will be allowed to shift over-stowed cargo while waiting.
5. Liners carrying cement in bags will still be considered as liner ships. Thus they will not be taken out to wait their turn at the cement berth.

**STEVEDORES:** Aboard ship will be provided by the Agent. Labourers in barges and ashore will be provided by the Port of Kuwait but under ship's responsibility as for breakage, pilferage, etc. Small number of mobile cranes with lifting capacity up to 90 tons. However mobile cranes can only be used in port area for discharging barges alongside. Cranes are too small to be used for discharging from liner vessels and therefore, pieces over 6 tons to be discharged by vessels own gear. One floating crane of 100 tons capacity available.

Other cranes available are as follows:

| | |
|---|---|
| Berth No. 1 | One 6-ton, three 3-ton |
| Berth Nos. 2 to 5 | Four 6-ton, twelve 3-ton |
| Berth Nos. 6 and 7 | Two 6-ton, seven 3-ton |
| Berth No. 8 | One 6-ton, three 3-ton |

*Working hours:* Summer 0600–1300, 1500–2230; Winter 0700–2130.

**DISCHARGE RATES:** Allowing for stoppages, non-working periods, etc. and, considering 4 or 5 gangs employed, the average discharging rates are as follows:

| | |
|---|---|
| Tanker cargo (fuel oil) | 300 tons/hour, 7,200 tons per day. |
| Bulk cargoes (grain) | 150 tons/hour. |
| General cargo | 300–400 tons per day. |
| Cement | 1,750–2,000 tons per day. |
| Bag cargoes | 800–1,000 ,, ,, ,, |
| Steel (bundles) | 600–750 ,, ,, ,, |
| Timber (soft wood) | 500 tons per day. |
| ,, (Teak wood) | 400 ,, ,, ,, |

**MEDICAL:** Masters to radio prior arrival if medical attendance required on board.

**DENSITY:** Salt water.

**FRESH WATER:** Berths Nos. 1–7 have fresh water connections and water can be supplied by pipe-line.

Berth No. 8, dolphins and anchorage – fresh water to be supplied by water barge. Capacity of barges 100 and 200 tons, 48 hours notice required.

**FUEL:** No coal bunkers are available.

In addition to the full facilities afforded at Mina-al-Ahmadi and Shuwaiba, light bunker fuel oil specific gravity 0.9339 – viscosity 570 sec. (300 tons/hr.), and marine diesel oil, specific gravity 0·8448 (200 tons/hr.), can be supplied alongside the deep water berths Nos. 1 to 7, while vessels are discharging, and provided nomination for supply has been made to K.N.P.C. London Office, B.P. Trading Ltd., or Gulf Eastern Co., London.

Gas oil, specific gravity 6·83, (25 tons/hr.) will be available on the No. 6 and No. 7 berths.

Small quantities of gas oil may be supplied by tanker truck to the berths and oubrication oils are available.

**FIRE PRECAUTIONS:** Kuwait Fire Brigade is responsible for all fire fighting in port areas and a new fire station is being built at Shuwaikh to cover the new port area and port storage areas. There is also a fire station situated in Kuwait Small Boat Harbour area. A salt water main for the fighting services is laid-on at the new deep water berths at Shuwaikh. The Kuwait fire service also maintain two 90 ft. fire fighting tenders each of which is capable of pumping 5,000 gallons of water per minute from four nozzles. In addition they can pump 900 gallons of foam per minute. These modern fire-fighting units are equipped with radio, radio telephone, radar and echo sounding.

**DEVELOPMENTS:** The Western extension of the port is under construction and berths Nos. 12 and 13 are almost completed – have now been used for berthing vessels carrying cargo for discharging direct into receiver's trucks (e.g. livestock, bananas, steel, etc.).

A further ten berths are to be constructed, with depths alongside up to 33 ft. These will be dry cargo, refrigerated cargo and container cargo berths.

**GANGWAY/DECK WATCHMEN:** Available, but not necessary in port area.

**OPENING/CLOSING HATCHES:** Opening and closing of hatches is normally carried out by the stevedores on liners, and by ship's crew on charter vessels.

**CUSTOMS ALLOWANCES:** Tobacco: No restrictions. Wine and/or spirit allowance: Alcoholic beverage is strictly prohibited to be held out of bond. Master allowed to keep limited quantity in his cabin.

**CERTIFICATES:** A survey of life rafts may be carried out unless vessel's safety certificates indicate that life rafts were surveyed less than 12 months previously.

**CARGO GEAR:** Ship's gear and cranes used for discharging. Slings can be hired from the port.

**IDENTIFICATION CARDS:** Passport or seaman's book necessary.

**CONSULS:**

*Embassies:*

| | | | |
|---|---|---|---|
| Algeria | 519987 | Oman | 514380 |
| Bulgaria | 531181 | Pakistan | 532100 |
| China | 423871 | Qatar | 513599 |
| Egypt | 519955 | Saudi Arabia | 531155 |
| France | 516144 | Spain | 512722 |
| Federal Republic of Germany | 423031 | Sudan | 519299 |
| India | 530612 | Syria | 530163 |
| Iran | 533220 | Tunisia | 817366 |
| Iraq | 533466 | Turkey | 530761 |
| Italy | 810514 | UAE | 518381 |
| Japan | 424051 | UK | 432040 |
| Jordan | 533500 | USA | 424156 |
| Republic of Lebanon | 519765 | USSR | 431422 |
| Libya | 518188 | Yemen Arab Republic | 518855 |
| Morocco | 813700 | Yugoslavia | 810821 |

*Consulates:*

| | | | |
|---|---|---|---|
| Austria | 333550 | Paraguay | 435147 |
| Costa Rica | 238048 | Sweden | 816583 |
| Cyprus | 433075 | Switzerland | 431142 |
| Denmark | 251397 | The People's Democratic Republic of Yemen | 517898 |
| Norway | 124912 | | |

*Chargé D'Affaires:*

| | | | |
|---|---|---|---|
| Belgium | 512440 | Netherland | 420268 |
| Czechoslovakia | 514451 | Norway | 433735 |
| German Democratic Republic | 817055 | Poland | 510355 |

*Commercial Attachés:*

| | | | |
|---|---|---|---|
| Hungary | 519615 | Rumania | 519640 |

**REPAIRS:** Small repairs can be arranged if sufficient notice is given. Repair facilities available for Gyro, Radar and electronics.

**DRY DOCK:** No dry docking facilities.

**SURVEYORS:** Lloyds Register of Shipping (Kuwait): American Bureau of Shipping (Bahrain); Bureau Veritas (Bahrain); Norske Veritas (Bahrain).

**REPATRIATION:** Can be arranged. Seamen arriving at Kuwait Airport to join vessels at Kuwait ports can obtain transit visa at the airport if Agents arrange to submit the necessary guarantee to the Immigration Authorities confirming that they are in-transit and joining vessels calling at Kuwait. In order to meet the crew at airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before arrival of crew. Marine Superintendent of Owners, or Owners Representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.

**AIRPORT:** Served by regular airlines. Airport 17 km. from town.

**HOLIDAYS:** New Year's day, Id AL Fitr, National Day (February 25), Mount Arafat Day (Wakfa), Id AL Adha, New Hijra Year, Birthday of Prophet Mohammad, Isra wa ALma'iraj. The above days are subject to alteration.

No overtime work allowed on holidays and Fridays.

**EMERGENCY CALLS:**

| | |
|---|---|
| Harbour Master | 810754/820220 |
| Berthing Master | 810439/820325 |
| Signal Station | 810446/820323 |
| Fire Station Shuwaikh | 813501/817573 |
| Fire Boats | 816777 |
| Quarantine Doctor | 820433/820432 |
| Hospital 'Sabah', exchange | 815000 |
| Hospital 'Sabah', emergency ward | 815000/424 |
| Police Station, Shuwaikh | 435042 |
| Immigration Shuwaikh | 813676 |
| Customs Shuwaikh | 810319 |

**TELEPHONES:** Cannot be arranged on board.

**PROVISIONS:** All kinds of food available at reasonable prices.

**SERVICES:** Swedish Welfare for Seamen. Lloyd's Surveyors Butterworth Tank Cleaning Machines and Equipments and also under water cleaning.

**SHORE LEAVE:** Permitted.

**REGULATIONS:** The State of Kuwait has stringent laws in force concerning the pollution of the sea by oil. The following are the amended paragraphs of this law:

Paragraph 1, Art. 4. "A person responsible for any pollution as described in Articles 1 and 2 shall be punished by a fine of not less than one thousand and five hundred and not more than six thousand Dinars. In the event of his committing a similar crime within a period of one year from the date of his conviction, such a person shall be punished by a fine of not less than three thousand and not more than six thousand Kuwaiti Dinars, and in the event of his committing yet another crime within a year from this last conviction he shall be punished by a fine of six thousand Kuwaiti Dinars".

Paragraph 3, Art. 6. "The person responsible for pollution may suspend the detention order against the ship on payment, as a cash guarantee, of six thousand Kuwaiti Dinars to the official entrusted with the execution of such order."

The Master shall advise the Harbour Master and/or Pilot of any special damage or disability to the ship under his command before berthing or unberthing.

A vessel in the outer anchorage receiving a Movement Order in writing, by signal or VHF, and awaiting the Pilot, shall carry:

*By day:* "G" Flag, over a black ball or shape.

*By night:* A white light over a red light.

Ships that receive instructions to berth at specified hours and not adhering to these instructions could lose their turn and be liable to pay charges for the time lost at the berth, and facilities arranged for and not used due to such delay.

Ships that receive instructions to unberth at specified hours and not adhering to these instructions, i.e. retarding the movement of incoming ship, will be liable to pay charges for time lost at the berth and the facilities for the incoming ship, and not used, due to such delay.

Ships unable to comply with the berthing or unberthing instructions should notify the Harbour Master in ample time of their inability to so do by VHF, visual signals, personally or through Agent.

A ship entering or navigating within the dredged channel or inner basin shall have at least one anchor ready for immediate use.

The Master of a ship alongside Shuwaikh wharf or dolphin berth shall ensure that:

(*a*) A safe and proper accommodation ladder to the quay is provided, adequately lit during the hours of darkness.

(*b*) A Quartermaster or watchman is stationed on deck, in charge of the ship's gangway, who shall inform the Master or the Duty Officer whenever required by the Port Authority Officials, and shall check that no authorised persons will enter the officer's or crew's accommodations.

(*c*) The crew or watchman to attend the mooring ropes and lines and shall cause their adjustment from time to time, as necessary on the rise and fall of the water.

(*d*) That no substance, matter or material is thrown overboard either into the water or on to the wharf.

(*e*) That no engine repairs are undertaken which would prevent the movement of the vessel under her own power, without first obtaining the permission of the Harbour Master.

(*f*) That all pipe discharges on that side of the ship nearest to the wharf are either adequately and properly covered to prevent their effluent falling on to the wharf, or their use discontinued while the ship remains alongside.

(*g*) It is forbidden to jettison or ballast other than clean water or pump out the bilges or oil of any description within the port limits.

(*h*) All ships loaded with petroleum or crude oil at the wharf shall have the end of a steel hawser of sufficient strength, paid out to the water edge, at the offshore bow and quarter, to enable tugs to take the vessel to place of safety with the least possible delay.

(*i*) The Master shall at all times retain on board sufficient crew to work his ship.

The Master shall not shift his vessel while alongside the wharf prior to receiving permission from the Harbour Master or Berthing Master.

The Master shall not connect water hoses to the water supply points and take water on board before receiving permission from the person in charge of water distribution.

The Master shall report to the Harbour Master or Berthing Master any incident, accident or unusual happening on board his ship.

The Master not complying with the above-stated Port Rules, shall be liable to suffer the penalties prescribed for contravention.

*Warning:* Port tugs are supplied with nylon and polypropeline hawsers, which require particular attention when securing to ship's bollards, in order that they do not slip. Extra turns than normal on the bollards are recommended.

**TIME:** GMT plus 3 hours.

**AUTHORITY:** Government of Kuwait, Ministry of Finance and Oil, Customs and Ports Affairs, P.O. Box 16, Tel. 812522/3.

**AGENT:** International Shipping Agency Limited, POB Safat No. 20637, KIC Building, Safat Square, Kuwait. Tel. 441860, 441861, 441862. AO 424807, 432663. Telex: 2208 (Answerback "ISASHIP KWT"). Cables: "Shipagent Kuwait".

## Lebanon

### BEIRUT (Beyrouth): 33.54 N. 35.30 E.

**DOCUMENTS:**
Manifests should be visaed by Lebanese Consul at ports of shipment, or at any port *en route* where there is a Lebanese Consul. If on account of non-existence of Lebanese Consul at ports of shipment or at any of these *en route* the manifests are not visaed, then such consular visa dues are collected at Beirut.

5 Copies of Cargo Manifests.
2 Store Lists.
5 Passenger Lists.
2 Lists of Cigarettes and Tobacco. (See "Customs Allowances").

**PILOTAGE:** Agent arranging Pilot via Harbour Master. Agent therefore to be kept well informed of ETA, 48 hours and 24 hours prior arrival. Pilot boat white with red funnel. Sound signals, two long and one short or via VHF to Harbour Master. Pilot boarding outside main breakwater. Assistance of Pilot outside daily normal hours, Sundays and official holidays, will be cost calculated at 100% more. Official normal working hours for pilotage station as follows: from 1st October up to 30th April, 0700 till 1700 hrs.; from 1st May up to 30th September, 0700 till 1800 hrs. For tankers outside harbour, the pilotage dues will be 100% more.

**ANCHORAGE:** In roads outside breakwater.

**RESTRICTIONS:** No particular restrictions. Pilot available between sunrise and sunset otherwise by special agreement with Pilot.

**MAX. SIZE:** Maximum draft in port 13 metres. No limitation to breadth or length.

**HEALTH:** Health authorities boarding in roads. Health form obtainable from Agent or doctor. Smallpox and yellow fever certificates for ships coming from Far East and Red Sea. Owners should check with Agents respecting any recent imposition of anti-epidemic regulations and requirements for additional injections for crew members.

**RADIO:** Cables via Beirut Radio to and from Agent.

**VHF:** VHF over Channels 13 and 16, Frequency 156·6 and 156·7.

**TUGS:** Tugs of 1,000 h.p. joining vessel inside port when necessary. Ship's lines to be used.

**BERTHING:** If port congested priority given to vessel already registered. Passenger-tourist vessel and cargo for army have priority. Harbour capable of berthing simultaneously 24 ships and three moored on buoys, discharging into barges. All discharging is by ship's gear.

*Dock No. 1.* Surrounded by quays nos. 1, 2, 3. Depth of water varies between 3 and 8 metres. Parts of quay no. 1 and quay no. 2 with 3 metres depth of water are reserved for floating units of port company and for launches of Harbour Master and pilotage service. Slipway of 1,000 tons capacity and workshops.

*Dock No. 2.* Surrounded by quays nos. 4, 5, 6, 7, with water depths varying between 8 and 10·5 metres. On quay no. 5 berthing priority is given to passenger ships, while the other quays are for cargo vessels.

*Dock No. 3.* Surrounded by quays nos. 8, 9, 10, 11, with depths varying between 10·5 and 13 metres. All these quays can berth ships bringing general cargo. At quay no. 8 of 13 metres depth, priority of berthing is given to grain ships.

*Grain Silo.* At the present time bulk grain ships are unloaded by means of removable suction machines, which can be installed on the ships and deliver the grain to lorries for direct transport. Under construction is a 60,000 metric tons capacity silo, expected ready 1973. Ships will be unloaded by means of two gantry type suction machines, mobile on rails with a capacity of 6×100 tons per hour. An eventual extension is already designed which would increase capacity of silo to 105,000 tons.

**STEVEDORES:** Ordered by Agent. No ETA to Stevedores necessary. Working hours, 0800–1200, 1300–1600. Otherwise overtime incl. on Sundays and on official holidays.

**MEDICAL:** Master to advise Agent by cable prior to arrival if medical attendance required.

**DENSITY:** 1025.

**FRESH WATER:** The port company has equipped all quays with hydrants. Berthed ship can be supplied with water while loading and unloading. Ships moored on buoys can also be supplied with water from cistern barge. By shore installation or by barge. Delivery rate 20/25 tons per hour. Outside harbour double price per barge.

**FUEL:** Fuel, gas oil, diesel obtainable. 48 hours notice required.

**FIRE PRECAUTIONS:** Special berths for tankers. No smoking.

**DEVELOPMENTS:** Discussions about a fourth basin.

**GANGWAY/DECK WATCHMEN:** Available and recommended.

**OPENING/CLOSING HATCHES:** For liners by stevedores, otherwise per agreement.

**CUSTOMS ALLOWANCES:** (Tobacco) 40 cigarettes per crew member. Customs very strict, checking crew cabins. Regulations are as follows:

1. That the quantity of tobacco to be allowed on board vessels upon their arrival at a Lebanese port, will be fixed on the basis of two packets per crew member, passenger per day and to be calculated on a maximum period of four months, if the vessel emanates from an American, Asian or African port – not central Africa; and for two months if the vessel last port of call is in Europe, Central Africa or Mediterranean, which will be deducted from the quantity, and, on the same basis the consumption by the crew members and passengers during their trip, and this to start from the last port of call until arrival at a Lebanese port. That the number of passengers to be taken into account on a tourist vessel, will be the number of berths the vessel can accommodate and not the number of passengers actually on board. As to cargo vessels, the actual number to be accounted for will only be the crew members and the Master of the vessel.

2. In the event that it is the first call of the vessel at a Lebanese port and not aware of such regulations, and it was found onboard her an excess quantity to the actual one allowed, as indicated above, a Proces Verbal will be established for the excess quantity found and the cigarettes placed under seal. An undertaking is also to be obtained from either the Owners and/or her Agents to the effect that they will submit a certificate, within one month, to be issued by the relevant Customs Authorities of the next port of call of the vessel after a Lebanese port. While the seizure on the vessel will be lifted when a Bank Guarantee equalling the amount of fine and dues is placed, or a personal guarantee from the Agent – if solvable – and in the event that the undertaking is not fulfilled the usual penalties will be inflicted according to the Law.

3. In the event the vessel is aware of such restriction, and for one reason or another, she is carrying an excess quantity, this excess must be, as per official regulations, shown on the manifest legalised and issued at the last port of call touched by the vessel prior to Beirut. Any excess found over and above such declaration will be considered as smuggling and the law will be applied.

Wine and/or Spirits: One bottle per crew member. Captain allowed 3/4 bottles.

**CARGO GEAR:** Ship's gear to be used but mobile cranes can be hired. Shore cranes except from mobile cranes only available at quay No. 9 and 11. Floating crane of 120 tons available.

**IDENTIFICATION CARDS:** Shore pass given to each crew member. Passport and seaman's book to remain in Captain's care.

**CONSULS:** Most countries have consulates.

**REPAIRS:** Most types of repairs carried out.

**DRY DOCKS:** None except for 500/1,000 tonner.

**REPATRIATION:** Very good facilities for repatriation.

**AIRPORT:** About 10 km. distant, served by regular airlines.

**TIME:** GMT plus 2 hours. Summertime, GMT plus 3 hours.

**HOLIDAYS:**

| *Holidays* | *Date* | *Days* |
|---|---|---|
| New Year's Day | January 1 | 1 |
| Al-Adha (Kurban Bairam) | Varies | 2 |
| Ashoura | ,, | 1 |
| New Year (Islamic) | ,, | 1 |
| Arab League Day | March 22 | 1 |
| Good Friday | Varies | 1 |
| Easter Monday | ,, | 1 |
| Good Friday (Orthodox) | ,, | 1 |
| Easter Monday (Orthodox) | ,, | 1 |
| Labour Day | May 1 | 1 |
| Martyr's Day | May 6 | 1 |
| Ascension Day | Varies | 1 |
| Mohamed's Birthday | ,, | 1 |
| Assumption Day | August 15 | 1 |
| All Saints' Day | November 1 | 1 |
| Independence Day | November 22 | 1 |
| Ramadan | Varies | 2 |
| Christmas Day | December 25 | 1 |

Port closes completely: New Year's Day, Al Adha, Easter Monday, Labour Day, Independence Day, 1st day of Ramadan and Christmas Day. On other holidays, day work in port carried out against overtime payment.

**POLICE/AMBULANCE/FIRE:** Telephone numbers: Police 16, Ambulance 18, Fire 17.

**TELEPHONES:** On request by shipping agency, berthed ships can be connected to telephonic network of city.

**SERVICES:** Tank-cleaning equipment. Facilities for discharge of tank-washings, compass adjusting, laundry, etc., available.

**SHORE LEAVE:** Crew allowed onshore.

**DELAYS:** 1. Unavailability of berth or barges due congestion mainly during winter months (December to April). 2. Vessel already registered will lose turn if not back to port in time. 3. Barge ordered for bunkering might be occupied if vessel's arrival delayed.

**AGENT:** Gulf Agency Co. (Lebanon) Ltd., PO Box 4392, Beirut, Lebanon. Cable address: "Gacship". Telex 20906 (answerback "GAC" 20906 LE). Telephones, 296733, 256516 AO 307802, 281095. Office in El Arz Street, Modern Building.

## CHEKAA: 34.20 N. 35.43 E.

Port is used for cement loading and discharge of sulphates.
**ANCHORAGE:** Safe anchorage in Chekaa Bay.
**MAX. SIZE:** Draft up to 26 ft. 6 ins. (in calm weather) alongside quay. In event of swell, vessel required to leave quay and anchor in bay.
**LOAD/DISCHARGE:** 800/1,000 metric tons per 24 hours.

**AGENT:** See "Beirut".

## RAS SELAATA: 34.16 N. 35.39 E.

Port is used for discharge of sulphates and sulphuric acid.
**MAX. SIZE:** Up to 21 ft. draft (in calm weather) alongside pier which has two cranes.
**AGENT:** See "Beirut".

## SIDON: 33.30.04 N. 35.20.31 E. (See Plan)

**OPERATORS:** Trans-Arabian Pipe-line Company, Sidon Terminal. The Company transports crude oil from Saudi Arabia via pipe-lines and exports from terminal South of Sidon (Saida). Terminal operates 24 hours a day, seven days a week.
**FLAG:** All vessels required fly Lebanese Ensign on foremast during daylight hours. Lebanese flags may be obtained from ship's Agent.
**LOCATION:** Sidon Terminal is open, unsheltered roadstead, situated immediately North of Zahrani River, about 5 miles South of city of Sidon (Saida), Lebanon. It is approximately 35 miles South of Beirut, and 17 miles North of Tyre.
**DESCRIPTION:** Terminal's Tank Farm consists of 23 storage tanks situated East of terminal at 360 ft. (average) above sea level. Marine and administrative offices, a laboratory for testing stocks, three large and three small storage tanks all located within area just above sea level. An "L"-shaped pier for harbouring Company's marine craft extends approximately 1,000 ft. from shore near Southern end of berthing area.
**NAVIGATIONAL AIDS:** Terminal sea buoy approximately one mile westward of mooring berths in 98 ft. of water. Position 33° 32′ 02″ N.; 35° 19′ 16″ E. Buoy painted white and exhibits flashing white light every four seconds (flash 0·3 seconds, eclipse 3·7 seconds). Lantern 11 ft. above water and visible 8 miles. Mooring Master will board vessels within two miles to Westward of this buoy. Vessels should not enter inside restricted area described by a line joining South-west buoy and North-west buoy with terminal sea buoy unless so directed by Mooring Master.

Radio beacon tower located 1,200 ft. back from beach, South-east of moorings. Occulting red light (about 30 flashes per minute) mounted on top, elevation 184 ft. above sea level; position 33° 30′ 04″ N.; 35° 20′ 31″ E. Tower also marked with two sets fixed red lights located respectively 45 and 90 ft. below occulting red light. Radio beacon is automatic and operates on 24 hour basis on frequency of 296·5 kc/s, with "SAD" as the identifying call sign. It will signal two times over a 10-second period and then give a constant 1,000 cycle tone for 72 seconds. Tower is of cage-type construction, painted red and white. About 2½ miles South-west of terminal sea buoy and approximately 2 miles offshore is rocky shoal with approximately 32 ft. of water over it. Outside this shoal is a lighted buoy, painted red, in 51 ft. of water, showing flashing red light every 4 seconds (flash 0·3 seconds, eclipse 3·7 seconds). This buoy moored in 33° 30′ 21″ N.; 35° 18′ 04″ E. Lantern 11 ft. above water and visible 5 miles. Vessels approaching from Southward should keep offshore until radio beacon tower bears 100° true before hauling-in.

"Sailing Directions for the Mediterranean" (U.S. Navy Hydrographic Office Publication No. 154A Vol. IV) reads in part:

"*Caution:* As the coast between Saida and Tyre, 20 miles South-South-westward, is bordered in places by rocks and shoal water extending as far as one mile offshore, it should not be approached closer than 1½ miles, nor within depths of less than 16 fathoms."

Unlighted, white painted spar buoys mark North-west and South-west corners of restricted area. North-west buoy in 78 ft. of water and located approximately 33° 33′ 35″ N.; 35° 21′ 13″ E. South-west buoy in 57 ft. of water and located approximately 33° 30′ 20″ N.; 35° 19′ 36·5″ E. During darkness terminal range lights and mooring buoy marker lights may be visible. These lights are located inside the restricted area.

A conspicuous water tank (painted in black and white vertical bands) on a tower located 33° 29′ 27″ N.; 35° 21′ 10″ E., the top of which has elevation of 460 ft. above sea level. Location is seaward of centre oil storage tanks.

There are a number of smaller radio towers to North-west and South-west of beacon tower. South of terminal, at Medreco Refinery, is a conspicuous black stack located 33° 29′ 31″ N.; 35° 20′ 08″ E. A little farther North-west from this stack is a tall pipe painted aluminium with a flare on top at 33° 29′ 35″ N.; 35° 20′ 03″ E.

**DOCUMENTS:**

Health Declaration: International Health Form to be filled out by Master on arrival.
Cargo Manifest: No cargo arrival manifest required, as same usually prepared by local Agent.
Clearance: No clearance required.
Crew List: 4 copies required on arrival.
Passenger Manifest: If any passengers on board.
Store List: 2 copies.
Bonded Store List: 2 copies. Present regulations at Sidon Terminal allow each seaman to retain in his possession a maximum of 40 cigarettes or the equivalent weight of tobacco or cigars. The balance of all smoking items must be collected and carefully listed prior arrival. This list will be checked by Customs bef sealing lockers. If any discrepancies, vessel subject to a fine.

**PILOTAGE:** Vessels to be moored at Sidon will be boarded Mooring Master of Company within 2 miles to seaward of termi sea buoy. Mooring Master will advise Ship's Master on approach to berth, mooring, unmooring, connecting and disconnecting s marine hoses and in all other operations within berthing area. A manoeuvring of ships within berthing area shall be done only accordance with advice of a Tap-line Mooring Master, subject to understanding that in all cases and circumstances Master of vessel being manoeuvred shall remain solely responsible, on beh of vessel's owner, for safety and proper manoeuvring of vess Ship's Master or qualified deck officer must be on bridge at all tim while ship is manoeuvring.

Vessels must have a pilot ladder safely and securely rigged, a all vessels over 45,000 dwt. should have an accommodation lad rigged in combination with pilot ladder for safe boarding of Moori Master and Government officials. Pilot ladder should be abaft a close to accommodation ladder so that Mooring Master, after clim ing a few steps, can use accommodation ladder for remaining clim Since hoses handled on port side at Sidon, it is advisable to ladders on starboard side. If at night, adequate lighting must rigged over-side for Mooring Master to approach side of ship a climb ladder safely.

*Note:* Vessels having special rigs, such as hoisting equipment short sections of pilot ladder, are not required to rig pilot/acco modation ladders per the above.

**ANCHORAGE:** For vessels awaiting berth, good anchorage j W.S.W. of terminal sea buoy in 16 to 20 fathoms, sandy botto Vessels should under no circumstances anchor North of termi sea buoy as depths are excessive for safe anchoring.

**MAX. SIZE:** Berths Nos. 1 and 4 depths 47 ft., and berths Nos. and 3 depths approximately 67 ft. Tankers up to 150,000 dwt. approximately 55 ft. draft are considered maximum size which shou be handled during winter months at Sidon, and then only if vess meets all of below recommended requirements. Otherwise, vesse of over 100,000 dwt. should not be nominated for liftings at Sid during period November–March.

Based on previous experience, sudden and severe storms of lo duration are not expected from April through October. Vessels o 150,000 dwt. may, therefore be accommodated during this perio However, prior to acceptance of nomination of vessels over 150,0 dwt. Tapline requires advance information regarding maximu draft, vessel's equipment and location of manifold in reference distance from stern of vessel which should not exceed 450 ft. Acce tance or rejection will be made after evaluation of above data Sidon Marine personnel.

*Summary of Recommendations for Vessels over 40,000 dwt.*:

1. Capable, efficient and reliable anchor windlass(es).
2. Fifteen shots on starboard chain – thirteen shots on port cha are satisfactory.
3. Mooring wire winches, one on aft well deck, three on poop dec 200 fathoms wire on each, with adequate number of manila synthetic ropes to double up as needed.
4. Capability of lifting 16 in. hose string – 6·5 tons static weight.
5. Suitably located hang-off bitts.
6. Capability of keeping vessel in a reasonably safe ballast conditi (November–March) by permanent ballast or loading while deba lasting, or a combination of both.
7. Ship's manifold located not more than 400 ft. from stern.

**HEALTH:** Rules governing quarantine of vessels are same as fou in other ports.

**RADIO:** (*a*) *Facilities.* Tapline has own ship-to-shore radio te graph, and VHF radio telephone station at terminal. This station not open to commercial traffic. Services limited to traffic betwe Tapline and tankers within three days' sailing time from termin Messages to or from tanker agents classed as "Commercial" a must be routed via Radio Orient, a commercial radio station. call sign is ODR.

Sidon Radio, call sign ODA 3, transmits (CW) on 8502·5 kHz 0700, 1100 GMT, the traffic list; 12840 kHz at 0730, 1130 GMT, the tra list; 424 kHz for traffic upon request. Listens on 8534–8374 kHz replies and calls and on 8374 for traffic. Will listen on 8476 kHz traffic upon request; 12531–12561 kHz for replies and calls; 425, 4 468 and 480 kHz upon request. Keeps watch only between 0500–13 GMT on 500 kHz.

Radio Orient Beirut, call sign ODR, transmits (CW) on 8702 k and 13101 kHz simultaneously half-past each hour beginning at 0 until 2130 GMT, the traffic list; 524 kHz each hour beginning at 0 until 2100 GMT, the traffic list. Listens on 8534–8374 kHz and 125 12561 kHz for replies and calls each hour from half-past the ho until the hour; 500 kHz 0600 to 2200 GMT and 425, 454, 468 and 4 kHz from the hour until half-past the hour for replies and calls. Kee watch only between 0600–2200 GMT on 500 kHz.

(*b*) *Advice of Arrival* It is important that ships establish radio co tact with Tapline Station ODA3 when three days distant from Sid and maintain this contact at regular intervals until just prior arrival at the terminal. All ships should send a 72-hour ETA messa to Tapline, giving the best estimate of ship's arrival time, a stateme of bunker requirements and other relevant information. Shor notice may result in berthing delay. Further ETA messages shou be sent when vessel is 24 hours and 12 hours distant and to co any other time changes occurring in the original ETA or those su sequent thereto. The 12-hour ETA should include a stateme regarding "ship's readiness to load" on arrival, and time required discharge clean ballast after ship is moored. A further contact wh 4 hours away is desirable for exchange of weather data and moor schedule. Vessels failing to give minimum of 12 hour arrival notice may be subject to delays in acceptance.

(c) *Ship-to-Shore Communications*. Ship-to-shore communications, while ships are in moorings, will be by portable VHF radio units used by the Mooring Master only. The use of the ship's radio station (except Channels 16–14) and/or battery charging equipment is prohibited for safety reasons during cargo transfer operations.

In the event of normal ship-to-shore communications failure, the (ship's) emergency whistle signal should be used.

(d) *Radio Message*. Upon first contact with inbound tanker, ODA3 will transmit a detailed message of advice.

It is important that a reply to this message be sent soonest after receipt. Also requested that all vessels forward their local weather observations to this station while approximately 100 miles and again 50 miles Westward of Sidon when approaching and also upon departure during period November 1 to March 31. This data is used to assist in preparation of terminal weather forecasts and radio contact may be useful in event Tapline needs to furnish any information to vessel after its departure.

**VHF:** Tapline VHF radio telephone system operates on international Channels 14 and 16, 156·7 mc/s and 156·8 mc/s respectively. Channel 16 used to establish contact while all traffic handled on Channel 14. Tapline guards these channels on a 24 hour basis, and contact can generally be made at distances up to 100 miles from terminal. Conversations on these channels will be carried out in English language only.

Mooring Master only will be in direct charge of portable VHF ship-to-shore radio communications.

**BERTHING:** Five buoys in berth No. 1 and seven buoys in each of berths No. 2, 3 and 4. During winter months vessels over 40,000 dwt. usually moored in berths No. 2 or No. 3. These berths approximately 1 mile to 1½ from shore. Berths numbered 1 to 4 from South to North. Vessels moored on one heading (West) basis using both bow anchors with maximum possible spread of anchors to increase ship's anchor beam holding components. Ship's stern moored to cylindrical buoys fitted with release hooks, using seven ropes (or wires) to respective mooring buoys. Permanent moorings consist of 7 steel cylindrical buoys in each berth. (Five buoys in No. 1 berth.)

Certain mooring buoys in all berths fitted with 1½ in. diameter preventer wires, one end of which is secured to mooring buoys. When required, other end is brought on board vessel by a messenger line after ship moored in position. Preventer wires supplemental to ship's regular moorings during adverse conditions. Ships should have chain stoppers for handling these wires.

**BALLAST:** Masters are warned that no dirty ballast or bilge water may be discharged within an area extending 100 nautical miles seaward of the Lebanese coastline. All pipe-lines, sea suctions, strainers and pumps that are to be used for the discharge of clean ballast must be flushed clean prior to entering the 100 mile zone. Except for oil retrieved under "load-on-top" procedures, Masters must assure themselves that all oil tanks, pipe-lines and pumps are free of all traces of oil.

The terminal has no facilities for receiving oily ballast. A vessel must have sufficient ballast for safe manoeuvring. However, by carefully watching the weather, especially in the Summer months, by frequent interchange of weather information and berthing instructions, and, by a knowledge of the behaviour of his own vessel, a Master may desire to arrive at the terminal with minimum ballast thereby lessening any possibility of infringement of the pollution restrictions of this section, and also reducing time in berth.

As soon as practicable after arrival and prior to acceptance, all the vessel's tanks will be inspected for evidence of oil in ballast tanks. Inspection will continue during discharge of ballast. If evidence of oil appears at either of these inspections, the ship must return at once to a point not less than 100 miles from the coastline and there accomplish the necessary tank cleaning. Any vessel required to return to a position at least 100 miles offshore for the purpose of discharging dirty ballast, cleaning tanks or for any similar reason, automatically nullifies any Notice of Readiness already tendered, and at the same time loses any priority held for loading. On return from sea, vessel will be entered for loading at the time of the second arrival, when a new Notice of Readiness will be tendered.

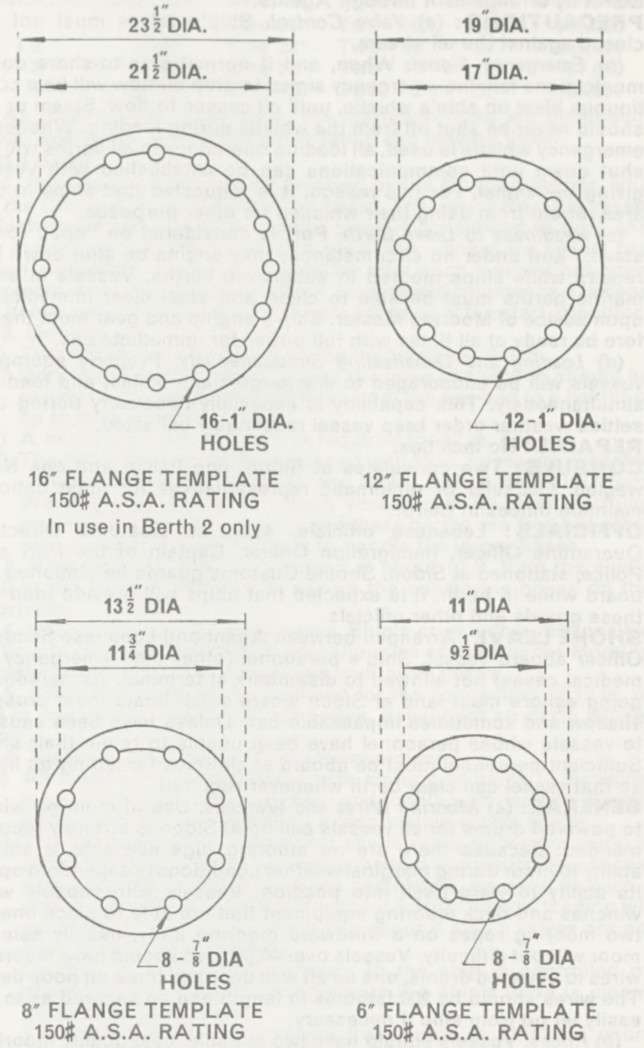
Vessels discharging dirty ballast within the prohibited 100 mile zone may be subjected to action by the Lebanese Government. In addition, ship's owners and charterers will be promptly notified of any violation.

Masters are also warned that ship's garbage or trash should not be dumped within 50 miles from the Lebanese coast.

**LOADING:** (a) *Readiness:* Tenders to load will normally be accepted and berths assigned to vessels in order of arrival, provided vessels have nominations for cargo valid at the time, carry clean ballast and in all respects equipped and ready to moor. In event berthing delayed on account weather, vessels will ordinarily keep their loading priority in order of arrival. Vessels required to leave port area on account of weather (port closed), should keep in contact with terminal via radio in order that they will be available when weather moderates. Company will make every effort to load vessels on arrival, or as promptly as berth is available, weather permitting. Notice of readiness will not be accepted unless vessel ready to load. Arrival time will be considered as time Mooring Master boards vessel underway or time vessel anchors, whichever occurs first.

(b) *Connecting-up*. Ships loaded by means of submarine pipe-lines. Weight of the 16 in. hose in No. 2 berth about 6·5 tons; weight of 12 in. hose in No. 3 berth about 5 tons; and weight of 12 in. hoses in No. 1 and No. 4 berths about 4 tons. Hoses lifted by ship's gear on port side. Detail of flange templates shown in drawings below. Ships should provide manifold fittings to allow connection of flanges shown.

DETAIL OF 16", 12", 8" & 6" HOSE CONNECTIONS FROM SUBMARINE HOSE TO SHIP



Mooring Master advises ship's personnel in lifting, connecting, disconnecting and lowering of hoses. A ship's deck officer must be present, and must direct ship's crew in all hose handling. There must be sufficient crew on deck to perform this work.

(c) *Rates:* Loading is by gravity flow from tank farm which is approximately 360 ft. above sea level. Loading rates as follows (approximate maximum):

| | *Rates (BPH* | |
|---|---|---|
| *Berth* | *With 1 Hose* | *With 2 Hoses* |
| 1 | 17,000 | 29,000 (12 in. hoses) |
| 2 | 40,000 | 70,000 (16 in. hoses) |
| 3 | 27,000 | 43,000 (12 in. hoses) |
| 4 | 25,000 | 37,000 (12 in. hoses) |

Order save ship's time and to ballast vessel as quickly as possible, as well as to make berth available for others, it is requested that ships receive oil as fast as it can be delivered, with due regard for safety. The removal of any restrictions, such as strainers, etc., is recommended.

**MEDICAL:** Neither medical nor hospital facilities provided byTapline. Private doctors and hospital facilities available at Sidon and Beirut. Agents acquainted with situation and can make necessary arrangements.

If unable make radio contact, then vessels requiring emergency medical assistance should hoist International Code Flag "W" in daylight, and at night, send "W" ( ·— — ) on blinker light to attract immediate attention, the same signal "W" ( ·— — ) should be given on ship's whistle in either day or night hours. Signal should be repeated until acknowledged visually by either another ship in berth; from shore station or from Company launch. As soon as signal is received, terminal officials will advise ship's Agent as soon as possible of the emergency medical aid required.

**DENSITY:** Salinity of the sea is same as open Atlantic Ocean. Temperature ranges from 60°F. to 85°F. (15·6°C to 29·4°C.) depending on season.

**FRESH WATER:** Not available.

**FUEL:** Bunker fuel loaded at rate of 3,000–5,000 bph through 8 in. deck hose. Bunker connection should be located near ship's cargo manifold. Ships calling at Sidon to load crude oil should arrange for bunker fuel nominations through one of the offtaker companies well in advance of arrival. Bunker fuel will not be delivered until Tapline has received a firm nomination. Bunker fuel will be loaded as promptly as circumstances permit, but Tapline assumes no liability for any delays incurred by a vessel in berthing or loading bunker fuel. Maritime lubricants available, through marketing representatives in Beirut by arrangement through Agents.

**PRECAUTIONS:** (a) *Valve Control.* Ship's valves must not be closed against the oil stream.

(b) *Emergency Signal.* When, and if normal ship-to-shore communications fail, the emergency signal to stop oil flow will be a continuous blast on ship's whistle, until oil ceases to flow. Steam or air should never be shut off from the whistle during loading. Whenever emergency whistle is used, all loading operations in all berths will be shut down until communications can be established with vessel giving the signal. For this reason, it is requested that ships in the area refrain from using their whistles for other purposes.

(c) *Readiness to Leave Berth.* Port is considered an "open roadstead," and under no circumstances may engine be shut down for repairs while ships moored in submarine berths. Vessels in submarine berths must be able to clear, and shall clear immediately upon advice of Mooring Master. Ship's engine and gear must therefore be ready at all times with full power for immediate use.

(d) *Loading and Deballasting Simultaneously.* Properly equipped vessels will be encouraged to discharge clean ballast and load oil simultaneously. This capability is especially necessary during unsettled weather order keep vessel reasonably ballasted.

**REPAIRS:** No facilities.

**CONSULS:** Two consulates at Sidon, one Italian and one Norwegian. Consular or diplomatic representatives for most nations maintain offices in Beirut.

**OFFICIALS:** Lebanese officials, such as Customs Director, Quarantine Officer, Immigration Officer, Captain of the Port and Police, stationed at Sidon. Should Customs guards be stationed on board while in berth, it is expected that ships will provide food for these guards and other officials.

**SHORE LEAVE:** Arranged between Agent and Lebanese Security Officer aboard vessel. Ship's personnel (other than emergency or medical cases) not allowed to disembark at terminal. All personnel going ashore must land at Sidon where small boats must cross a shallow and sometimes impassable bar. Delays have been caused to vessels whose personnel have been unable to rejoin their ship. Sufficient personnel must be aboard at all times for letting go lines so that vessel can clear berth whenever required.

**GENERAL:** (a) *Mooring Wires and Winches.* Use of mooring wires to powered drums for all vessels calling at Sidon is strongly recommended. Because there are no mooring tugs available, a ship's ability to moor during marginal weather conditions is dependent upon its ability to warp itself into position. Vessels with capable wire winches and deck mooring equipment that are able to place one or two mooring ropes on a windward mooring buoy, usually able to moor without difficulty. Vessels over 40,000 dwt should have mooring wires to powered drums, one on aft well deck and three on poop deck. The wires should be 200 fathoms in length and so secured as to be easily let go from ship if necessary.

(b) *Ropes.* Vessels should have two suitable, best quality mooring ropes of 200 fathoms each located on aft part of after well deck for use on either port or starboard side, three (minimum) suitable, best quality mooring ropes of 200 fathoms each and three additional ropes of 150 fathoms each on poop deck plus properly located warping winches and bitts. Vessels equipped with mooring wire winches on poop deck may reduce required "additional" ropes accordingly. Wires are not used on port side of aft well deck due to possible fouling of wire with hose or pipe-line underwater facilities. In this position a suitable, best quality mooring rope must be used. Two ropes of 200 fathoms each recommended, to be used on either side while mooring, and used on port side only for securing ship in berth.

**AUTHORITY:** Trans-Arabian Pipe-line Company. Company maintains offices at following addresses: (a) *Beirut Office:* PO Box 1348, Beirut, Lebanon. Cable Address: Tapline Beirut. (b) *Sidon Office:* PO Box 28, Sidon Lebanon. Cable Address: Tapline Beirut. (c) *New York Office:* 505 Park Avenue, New York, New York 10022, United States of America. Cable Address: Taplineco New York.

**AGENTS:** Gulf Agency Co. (Lebanon) Ltd., Sidon, Lebanon. Cables: "Gacship", Sidon. Tel. 720715. AO 720168, 281095, 307802. Telex: 20906 Beirut.

For communication and operational reasons address all your correspondence and cables to head-office in Lebanon: Gulf Agency Co. (Lebanon) Ltd., POB 4392, Beirut, Lebanon. Telephones: 256516, 296733. Cables: "Gacship", Beirut. Telex: 20906 (answer back: GAC 20906 LE.).

## TRIPOLI: 34.28 N. 35.49 E.

(a) DRY-CARGO PORT.

Manifests should be visaed by Lebanese Consul at ports of shipment, or at any port *en route* where there is a Lebanese Consul. If on account of non-existence of Lebanese Consul at ports of shipment or at any of these *en route* the manifests are not visaed, then such consular visa dues are collected at Beirut.

**DOCUMENTS:**

1 Legalised copy of Cargo Manifests.
5 copies of Cargo Manifests.
2 Store Lists.
5 Passenger Lists.
2 Lists of Cigarettes and Tobacco (see "Customs allowances").

**PILOTAGE:** Agent arranges with Harbour Master, therefore keep Agent closely advised ETA. Harbour Master may also be contacted on VHF Channels 13 (frequency 156·6) and 16 (frequency 156·7).

**ANCHORAGE:** Good anchorage.

**MAX. SIZE:** Depth at entrance 22·5 ft. Max. draft alongside b 22 ft. 6 in.

**HEALTH:** Health authorities boarding in roads. Health f obtainable from Agent or doctor. Smallpox and yellow fever ce cates for ships coming from Far East and Red Sea. Owners sh check with Agents respecting any recent imposition of anti-epide regulations and requirements for addition injections for crew me members.

**RADIO:** Cables via Beirut Radio to and from Agent.

**BERTHING:** New pier about 600 metres length. Two berths. 4 s cranes suitable for vessels up to about 7,000 tons only. Two he lift cranes, capacities 25 and 50 tons. Lighters available for discha ing alongside vessel. Ship's gear often used for discharging.

**STEVEDORES:** Ordered by Agent. No ETA to stevedores nec sary. Working hours, 0800–1200, 1300–1600, otherwise overt included on Sundays and on official holidays.

**MEDICAL:** Master to advise Agent by cable prior to arrival if me cal attendance required.

**DENSITY:** 1025.

**GANGWAY/DECK WATCHMEN:** Available and recommend

**OPENING/CLOSING HATCHES:** For liners by stevedores, ot wise per agreement.

**CUSTOMS ALLOWANCES:** Tobacco. 40 cigarettes per c member. Customs very strict, checking crew cabins. Regulati are as follows:

1. That the quantity of tobacco to be allowed on board vessels u their arrival at a Lebanese port will be fixed on the basis of packets per crew member, passenger per day, and to be calcula on a maximum period of four months, if the vessel emanates from American, Asian or African port – not central Africa; and for months if the vessel last port of call is in Europe, Central Africa Mediterranean, which will be deducted from the quantity, and on same basis the consumption by the crew members and passeng during their trip, and this to start from the last port of call until ar at a Lebanese port.

That the number of passengers to be taken into account o tourist vessel will be the number of berth the vessel can acco modate and not the number of passengers on board. As to ca vessels, the actual number to be accounted for will only be the c members and the Master of the vessel.

2. In the event that it is the first call of the vessel, at a Leban port and not aware of such regulations, and it was found on bo her an excess quantity to the actual one allowed, as indicated abo a Proces Verbal will be established for the excess quantity found the cigarettes placed under seal. An undertaking is also to obtained from either the Owners and/or her Agents to the effect they will submit a certificate, within one month, to be issued by relevant Customs Authorities of the next port of call of the ves after a Lebanese port. While the seizure of the vessel will be li when the Bank guarantee equalling the amount of fine and due placed, or a Personal Guarantee from the Agent – if solvable - in the event that the undertaking is not fulfilled, the usual penal will be inflicted according to the law.

3. In the event the vessel is aware of such restriction, and for reason or another she is carrying an excess quantity, this exc must be, as per official regulations, be shown on the manifest le ised and issued at the last port of call touched by the vessel prio Beirut.

Any excess found over and above such declaration will be c sidered as smuggling and the law will be applied.

Wine and/or spirits: One bottle per crew member; Cap allowed 3/4 bottles.

**CARGO GEAR:** Ship's gear to be used. A floating crane maxim lift 50 tons is available.

**IDENTIFICATION CARDS:** Shore pass given to each crew me ber. Passport and seaman's book to remain in Captain's care.

**CONSULS:** Most countries have consulates in Beirut.

**AIRPORT:** Beirut.

**TIME:** GMT plus 2 hours. Summertime, GMT plus 3 hours.

**HOLIDAYS:**

| *Holidays* | *Date* | *Days* |
|---|---|---|
| New Year's Day | January 1st | 1 |
| Al-Adha (Karban Bairam) | Varies | 2 |
| Ashoura | ,, | 1 |
| New Year (Islamic) | ,, | 1 |
| Arab League Day | March 22nd | 1 |
| Good Friday | Varies | 1 |
| Easter Monday | ,, | 1 |
| Good Friday (Oriental) | ,, | 1 |
| Easter Monday (Oriental) | ,, | 1 |
| Labour Day | May 1st | 1 |
| Martyr's Day | May 6th | 1 |
| Ascension Day | Varies | 1 |
| Mohamed's Birthday | Varies | 1 |
| Assumption Day | August 15th | 1 |
| All Saints' Day | November 1st | 1 |
| Independence Day | November 22nd | 1 |
| Ramadan | Varies | 2 |
| Christmas Day | December 25th | 1 |

**AGENT:** Gulf Agency Co. (Lebanon) Ltd., Customs Street, Tri Lebanon. Cables: "Gacship", Tripoli/Lebanon. Telephone: 625 Telex: 20906 Beirut. Head Office: Beirut (which see).

(b) OIL TERMINAL.

**OPERATORS:** Iraq Petroleum Company.

**DOCUMENTS:** See "Section A – Dry-cargo Port".

**PORT LIMITS:** Iraq Petroleum Company Limited have pla three spar-buoys to indicate the limits of the Company's Sea. Terminal boundaries.

The location of these buoys is as follows:

1st, Lat. 34° 30′ 03″ N. Long. 35° 52′ 30″ E.
2nd, Lat. 34° 29′ 42″ N. Long. 35° 52′ 26″ E.
3rd, Lat. 34° 29′ 03″ N. Long. 35° 51′ 04″ E.

**PILOTAGE:** The company's Mooring Masters will meet tankers two miles North-east of Tripoli Breakwater Head. Tankers of 40,000 dwt and over should have rigged, when in light condition, an accommodation ladder lowered to about 12 ft. above water. This can be adjusted to suit conditions. A pilot ladder should be rigged immediately abaft the accommodation ladder, to within 2 ft. above the water. This will enable Pilot to ascend pilot ladder clear of launch and then step on to the lower platform of the accommodation ladder. United Kingdom Merchant Shipping (Pilot Ladders) Rules are relevant.

**ANCHORAGE:** Good anchorage immediately West North-West of No. 4 sea berth buoys.

**MAX. SIZE:** Least depth of water available in berth, and swinging circle, after deducting 6 ft. for the height above sea bed of the sea line and cradle is as follows: No. 1 Berth, 62 ft.; No. 2 Berth, 66 ft.; No. 3 Berth, 53 ft.; No. 4 Berth, 38 ft. The swinging circle is defined as 1½ ship's lengths from dropping position of ship's inshore anchor. The approximate draft limits quoted are based on an underkeel clearance, in the berths, of 6 ft.

VLCC's will be handled in Berth No. 2 and loaded to a draft of 60 ft. During the period April to October, and subject to the Master and Mooring Master being satisfied that weather conditions permit loading to a reduced under-keel clearance of 4 ft., then the loaded draft may be increased to 62 ft.

**HEALTH:** See "Section A – Dry-cargo Port".

**RADIO:** The Iraq Petroleum Company Limited, must be informed 48 hours prior to arrival of a vessel's ETA, quantity of cargo required, maximum loading rate, SWL of derrick for lifting hoses and confirming that the ballast for discharge in port waters is clean. Communication with Iraq Petroleum Company, Limited, should be by cable addressed to "Petriraq, Tripoli, Lebanon", or direct to Tripoli Terminal Radio Station.

*Tripoli Terminal Radio Station.* Call Sign – ODC 8.

| *Waveband* | *Hours (GMT)* | *Watch Details* |
|---|---|---|
| High Frequency | 0800–0830 | ODC 8 Broadcast Traffic List and calls ships on 8514 kc/s. Listens on 8354–8374. |
|  | 1200–1230 | Will transmit on 12831 kc/s. on request. |
|  | 1600–1630 |  |
|  | 2230–2300 |  |
| Medium Frequency | 0000–2400 | Monitor 500 kc/s. for calls and answers only. |
|  | 0730 | Broadcast on 500 kc/s. QSW 442 kc/s. |
|  | 0732–0800 | Transmit Traffic List on 442 kc/s., receives ship frequencies – 425, 454, 468, 480 and 512 kc/s. |
|  | 1130 | Broadcast call on 500 kc/s., QSW 442 kc/s. |
|  | 1132–1200 | Transmit Traffic List on 442 kc/s., receives on normal ship frequencies – 425,454, 468, 480 and 512 kc/s. |
|  | 1530 | Broadcast call on 500 kc/s., QSW 442 kc/s. |
|  | 1532–1600 | Transmit Traffic List on 442 kc/s., receive on normal ship frequencies – 425, 454, 468, 480 and 512 kc/s. |
|  | 2200 | Broadcast call on 500 kc/s., QSW 442 kc/s. |
|  | 2202–2230 | Transmit Traffic List on 442 kc/s., receive on normal ship frequencies – 425, 454, 468, 480 and 512 kc/s. |
|  | 2232 | Broadcast call QSY QSX 500 kc/s. |

Cables to Agents may be routed through Beirut radio.

**VHF:** Tripoli:

*Equipment:* Fixed Station sited in Terminal Building and used by Control Room.
*Call sign:* Tripoli Control.
*Range:* Approximately 15 miles.
*Frequency:* Transmitting on 163·6 mc/s.
Receiving on 159·1 mc/s.
*Watches:* Continuous.

Mobile Station

*Equipment:* Portable, battery operated, carried aboard vessel with Mooring Master.
*Call sign:* Ship's name (before mooring). or Berth No. (after mooring).
*Range:* Approximately 8 miles.
*Frequency:* Transmitting on 159·1 mc/s.
Receiving on 163·6 Mc/s.
*Watches:* Continuous, whilst Mooring Master on board.

Notes

1. Tripoli also keeps a continuous watch on the international calling frequency of 158·8 Mc/s. This has a range of approximately 15 miles and its call sign is "Tripoli Control".
2. The VHF System is not connected to the main telephone switchboard and only selected shore stations have access to it.

**TUGS:** There is no tug at Tripoli.

**BERTHING:** *Sea Line Berths.* Four berths numbered from North-east to South-west. Specifications as follows:

| *Berth No.* | *Max. TPH* | *Fixed Sea Line* | *Strings of Flexible Hoses* |  | *Approximate Limits Draft* | *Approximate Limits Deadweight* |
|---|---|---|---|---|---|---|
| 1 | 5,000 | Two 24″ | Two | 16″ | 56′ | 140,000 |
| 2 | 7,000 | One 32″ | Two | 16″ | 60′ | 250,000 |
| 3 | 6,000 | One 32″ | Two | 16″ | 47′ | 87,000 |
| 4 | 1,500 | Two 12″ | Two | 12″ | 32′ | 25,000 |

As loading is by gravitation, the maximum rates are dependent upon availability of suitable shore tanks and loading lines.

**LOADING:**

1. *Readiness to Load*, will be received by the Mooring Master, who is the Company Representative on board. The advice from the vessel which states she is ready to receive cargo is considered as final, and as indicating that every operation necessary aboard the vessel has been completed. As soon as possible after such a signal has been received, and without further advice, loading will commence. Damage to hoses can occur if ship's valves are not open at the start of loading.

2. *Derricks*

(*a*) Two hoses are connected on the port-side amidship.
(*b*) Derricks or cranes reaching over the hose connection should be capable of lifting the flexible hose from the sea-bed to a height of up to 30 ft. above the deck.
(*c*) A minimum SWL of 5 tons is required for 12 in. hoses.
(*d*) The faster loading berths equipped with 16 in. hoses are available only to vessels with derricks and tackle with a minimum "Safe Working Load of 7 tons". Such vessels will be given berthing priority when queuing occurs and these berths are free but other vessels have not the capacity to handle the larger hoses.

3. *Hose Hang-off Bitts* are required at about 10 ft. from the ship's rail at the loading manifold to secure the submarine hoses on the portside.

4. *Hose Connection/Disconnection.* Ship's crew with a responsible officer in charge to perform all operations as advised by the Mooring Master, to lift, connect, disconnect and lower hoses.

5. *Ship's Manifold* – to be prepared for the connection of 12 in. or 16 in. hoses with flanges of 150 series, dependent on berth allocation.

6. *Loading – Supervision and Commencement*

(*a*) All operations in connection with starting of loading, discharging, switching of tanks on board and topping-off must be directly and personally supervised by a responsible ship's officer.
(*b*) The advice from the vessel that she is ready to receive cargo is considered as final, and as indicating that every operation necessary aboard the vessel has been completed. As soon as such a signal has been received, and without further advice, loading will commence. Damage to hoses can occur if ship's valves are not open at the start of loading.

*Caution:* The oil loading stream to the ship is controlled on shore and it is extremely dangerous if a ship's valve is closed against the flow of oil.

To prevent excessive pressure from surge in ship and shore lines, ship's valves must not be shut-off against the stream, and when switching tanks, ship's valves must be closed slowly. Vessels will be held liable for damages resulting from any maloperation of valves on board.

7. *Tank Dips.* During loading frequent checks should be made by the responsible ship's officer to ensure that cargo is entering the designated cargo tanks only and that there is no escape of oil into pump-rooms or through sea and overboard discharge valves. Particular care must be exercised by ship's personnel in "topping-off" tanks and towards completion of loading to ensure that the terminal is given timely advice of any decrease in loading rate required. Adequate "standby" notice must be given before the final "stop".

8. *Loading Operations*

(*a*) The Mooring Master will not transmit any loading instructions to the shore until the responsible ship's officer is satisfied that the hoses are connected correctly and that all valves have been set for receiving cargo.
(*b*) Loading rates requested by the vessel or quoted by the terminal will be the peak or maximum rate at any time during the loading period.
(*c*) While in berth, ships should be ready to move under their own power in the event of their breaking adrift, catching fire, fire in adjacent berths or other emergency. No repair should be carried out while in berth which would immobilize the ship or impair her fire-fighting efficiency.

Failure to vacate the berth on completion of loading may result in delays to other vessels, demurrage, and loss of throughput which shall be accountable to the vessel.

(*d*) The Mooring Master will advise the Master of the ship as to any signals needed for local requirements.
(*e*) The Mooring Master brings a portable radio on board for ship to shore communication.

**DENSITY:** 1025.

**FRESH WATER:** May be available at anchorage before berthing, but it is expensive.

**FUEL:** Fuel oil is available at Berths 2 and 3. The 12 in. bunker hose is raised on the port side of the vessel. Bunkering rates are 300 to 400 tph.

**CUSTOMS ALLOWANCES:** See "Section A – Dry-cargo Port".

**GENERAL:**

1. *Ballast*

(*a*) Vessels should arrive with sufficient clean ballast for safe handling of vessel under prevailing weather conditions.
(*b*) Ballast water must be clean and a declaration signed by the Master and delivered to the terminal to this effect. Vessel's

scuppers must be effectively plugged and leakage or spillage of oil aboard ship must not be swept or washed overboard.

(*c*) *Pollution of the sea – warning.* It is an offence to discharge dirty ballast or pump out bilges. The authorities are very strict and your attention is drawn to the Lebanese Notice to Mariners No. 23/1 of 29th July 1965, and to the volume entitled "International Conference on Prevention of Pollution of the Sea by Oil", issued by IMCO London.

In the event of your vessel discharging dirty ballast or spilling oil, cost for cleaning the pollution, third party claims and port fines shall be borne by the vessel.

It is recommended that vessels carry an adequate amount of dispersants with means of application in case of oil spills.

2. *Gear to be provided by the ship*

(*a*) Anchor to be fitted with marker buoys and 20 fathoms line.

(*b*) Four good mooring lines of not less that 150 fathoms each and of suitable size for the vessel. Two additional 150 fathoms lines securely tailed to the first lines for cases where 150 fathoms may not reach to the stern buoys initially.

(*c*) For vessels of 50,000 dwt. and larger, powered mooring winches with 200 fathoms of wire rope.

(*d*) Four suitable rope stoppers to be available aft.

(*e*) Two good chain stoppers for use on 5½ in. circumference wires (preferably carpenter's patent stoppers).

(*f*) Two good 4½ in. circ. boat ropes 200 ft. long placed one on each side of the vessel.

(*g*) Two good ropes, 15 fathoms × 3½ in. circ. and two heaving lines for lowering hoses.

3. *Lighting.* Manifold and poop mooring areas should be adequately lit to enable night mooring and loading operations to be carried out with safety. Sea area around the ship to be illuminated.

4. *Deck Watch.* A deck watch must be maintained at all times the vessel is in berth. In addition to its normal duties, the watch must inspect the hose connections and area around the ship against oil spillage, pollution, and prevent unauthorised persons from boarding your vessel.

5. *Boarding of vessel.* The control of persons boarding your vessel is the ship's responsibility. Boarding should be restricted to Company employees on duty and to persons authorised by the Port Authorities as advised by your Agents.

6. *Stores/Provisions* or other items should not be received or discharged whilst loading is in progress. Launches other than the Company's mooring launch, should not lie alongside the vessel.

7. *Tanker Safety.* Masters are at all times responsible for the application of all safety precautions as prescribed in the International Oil Tanker and Terminal Safety Guide.

8. *IOTTSG Safety Check List.* The Tanker Safety check list must be completed after inspection of each item prior to commencement of and during loading. The Mooring Master is authorised to stop all loading operations should he consider that the safety of lives and property is endangered by the infringement of safety rules.

9. *Action in case of Emergency.* In the event of a fire, oil spillage or other emergency on the vessel,

The Emergency Signal is:—

Three or more blasts of not less than ten seconds duration each on whistle or siren supplemented by a continuous ringing of the general alarm bells.

**AGENT:** Gulf Agency Co. (Lebanon) Ltd., Customs Street, Tripoli, Lebanon. Cables: "Gacship", Tripoli/Lebanon. Telephone: 62 52 54. Telex: 906 Beirut. Head Office: Beirut (which see).

# Leeward Islands

## BASSETERRE, St. Kitts: 17.18 N. 62.43 W.

**DOCUMENTS:**

3 copies of Crew List.
3 copies of Passenger List.
1 copy High Duty Cargo List.
1 copy Crews' Personal Effects List.
1 copy Clearance from last port.
1 copy Ship's Stores List.
7 copies Manifest.
2 copies Bills of Lading.

**PILOTAGE:** No pilotage required.

**ANCHORAGES:** Harbour at Basseterre is an open roadstead and safe anchorage will be found at a distance of ¼ to ½ mile from the shore opposite the piers in the centre of the town.

**RESTRICTIONS:** None.

**MAX. SIZE:** A vessel of any size may be admitted. Anchorage position will depend on the draught of the ship.

**HEALTH:** The Harbour Master boards all vessels on arrival at port and inspects the clearance from the last port. If there are no health problems the vessel is immediately granted pratique. If there is suspected disease or fever on board pre-notification is recommended. If this is done the Harbour Master will have a Medical Officer with him when he boards the ship on arrival.

**RADIO:** Contact is through Barbados Radio, call sign 8PO.

**TUGS:** Not needed.

**BERTHING:** Ships anchor off shore.

**STEVEDORES:** ETA should be advised 24 hours before arrival of vessel, also tonnage to be discharged and number of gangs required. Discharging rate: 15 tons per gang per hour on bags. 6 tons per gang per hour on general cargo.

**MEDICAL:** Advance notice if possible – hospital facilities avail Valid Vaccination Certificate for passengers disembarking bu for intransit or cruise ship passengers.

**DENSITY:** No tides. Density normal for a West Indian island

**FRESH WATER:** Not available.

**FUEL:** No bunkering facilities.

**GANGWAY/DECK WATCHMEN:** Not required.

**OPENING/CLOSING HATCHES:** Done by stevedores.

**CUSTOMS ALLOWANCES:** Tobacco, 1 carton of cigare Wine and/or Spirit, 1 bottle.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:** Netherlands, France, Dominican Republic.

**REPAIRS:** The sugar factory has well-equipped shops for mach welding and maintenance work. They can assist with most en repairs.

**DRY DOCKS:** None.

**REPATRIATION:** Crew changes and repatriation can be arran

**AIRPORT:** Two miles from town with regular daily connectio Antigua and Puerto Rico where onward passages to Canada U.S.A., Great Britain and Europe can be arranged.

**TIME:** GMT minus 4; no alteration.

**HOLIDAYS:** New Year's Day (January 1st); Statehood (February 27th); Good Friday; Easter Monday; Whit Monday; Que Birthday (date fixed by announcement annually); August Mon Prince Charles' Birthday (November 14th); Christmas Day (Dec ber 25th); Boxing Day (December 26th).

**POLICE/AMBULANCE/FIRE:** Police 999; Fire 999; Ambula (Hospital) 2551.

**TELEPHONES:** None available.

**DEVELOPMENTS:** A deep-water harbour and improved c handling facilities are being planned.

**AUTHORITY:** Comptroller of Customs.

**AGENT:** S. L. Horsford & Co. Ltd., PO Box 45, Basseterre, St. K BWI. Cable address: Horsford, St. Kitts. Tel. Shipping Mana Office 2616, Home 2101; Secretary, Office 2617, Home 2122.

## ST. JOHN'S, Antigua: 17.7 N. 61.52 W.

**DOCUMENTS:**

4 Crew Lists.
6 Passenger Lists.
1 Customs Declaration.
1 Declaration of Health.
6 Copies of Manifest.
Port clearance from previous port.
3 copies of B/L.
1 copy Crew Personnel Curio List.
Fumigation and Deratisation Exemption Certificate.

**PILOTAGE:** Compulsory. Messages should be received by Ag 48 hours in advance. Pilot boat may be identified by pilot flag.

Pilot boards at entrance of channel if vessel is proceeding to D Water Harbour. If vessel proceeding to Oil Berth, Pilot boar miles North of Sandy Island.

**PORT LIMITS AND COMPULSORY PILOTAGE AREA:** the waters enclosed by an imaginary straight line running due W from Weatherills Point forming the Northern boundary, by imaginary straight line running due North from Shipstern P forming the Western boundary and by the coastline running Weatherills Point to Shipstern Point forming an Eastern Southern boundary.

**ANCHORAGE:** Open seas just outside inner harbour. De exceeding 50 ft.

**RESTRICTIONS:** No restrictions on entry, difference in tid negligible. Channel is 8,000 ft. long and 300 ft. wide, dredged to

**MAX. SIZE:** At present vessels of any size can anchor in o harbour. The New Deep Water pier is 1,200 ft. long and depth al side is 35 ft., a turning basin of 1,200 ft. diameter is available carrier's berth at Oil Refinery Pier in 36 ft. of water or at "Sea Be in calm water exceeding 45 ft. High and low tide are negligible.

**HEALTH:** Pratique granted at berth. Suspected disease or f should be notified by cable in advance.

**RADIO:** Cable and Wireless (W.I.) Ltd. Barbados Radio 8PO.

Tugs fitted with VHF equipment. Harbour Master's office equi with VHF and HF equipment. West Indies Oil Company Ma Centre keeps constant watch on VHF Channel 16/6 and HF 21

**TUGS:** Two tugs of 1800 h.p. available.

**BERTHING:** No special requirements.

**STEVEDORES:** 48 hours notice required to arrange gangs.

**MEDICAL:** Required medical attention should be cabled in adv to Agents. Hospital facilities available, smallpox vaccinatio quired.

**TANKERS:** At Oil Refinery Pier several product pipe-lines 8, and 4 in., one 16-in. crude line, one 3-in. fresh-water line. 36 ft. low water, acceptable draft 32 ft. (deeper draft subject marine minal approval). At Seabuoy one 10 in. Bunker C line, one crude line; five mooring dolphins secure vessel in position. Acc able draft 45 ft. No slop residue discharge facilities available.

**DENSITY:** 1025.

**FRESH WATER:** Available from Deep Water Pier and by b in conjunction with bunker fuel deliveries.

**FUEL:** All grades marine fuel available; ex wharf at the oil ref pier, at the Sea Buoy, and by barges to vessels at St. John's Ha and adjacent offshore bunkering area.

Bunker nominations should be placed with Natomas Trading London. Cables: "Oilsuppli London EC4". Tel. 01-236 4326 New York, or San Francisco offices.

**FIRE PRECAUTIONS:** No smoking or cooking at docks.
**WATCHMEN:** Not necessary. Available on request.
**HATCHES:** No set custom for opening/closing.
**CERTIFICATES:** All certificates should be on board but it is required to show Deratisation Exemption Certificate, L.S.A., Load Line.
**CUSTOMS ALLOWANCES:** 1 carton cigarettes. 1 bottle (26 oz.) spirits.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Dutch, French, Danish and Swedish Consulates.
**REPAIRS:** No deck or engine repairs are possible.
**DRY DOCKS:** None.
**AIRPORT:** Airport is 4 miles from docks in city and served by international airlines such as BA, PAA, BWIA, Air Canada, ALM, Caribair, LIAT, Air France.
**TIME:** Local time is GMT minus 4. No alterations made to clocks during the year.
**HOLIDAYS:** 1st January; Good Friday; Easter Monday; Labour Day (1st Monday in May and no work is possible); Whit Monday; August Monday; Carnival Holiday (Tuesday following August Monday); State Day (1st November); Christmas Day; Boxing Day; H.M. Queen's Official Birthday observed either first or second Saturday in June.
**POLICE/AMBULANCE/FIRE:** Police 20045, Ambulance 20251, Fire 999.
**SHORE TELEPHONE CONNECTION:** Available.

**AGENT:** Geo. W. Bennett, Bryson & Co. Ltd., PO Box 162, St. John's, Antigua. Telegraphic address "Bennett". Tel. 21200. Estate & Shipping Agents, Liner Agents, General Commission Merchants, Insurance Agents, Travel Agents, Stevedores.

## Liberia

**COURTESY FLAG:** Masters of vessels should check with the Pilot the correct times for raising and lowering the courtesy flag as heavy fines are imposed if raising and lowering is carried out at the wrong time. It is also advisable to carry a spare courtesy flag aboard the vessel.

### BUCHANAN: 05.54 N. 10.04 W.

**DOCUMENTS:**
1 copy Clearance of last Port of Call.
1 copy Health Declaration.
6 copies Number of Passengers.
6 copies Cargo Manifest (even in ballast).
6 copies Crew List.
3 copies Store List (ship).
3 copies Personal Effects List.
1 copy Vaccination List.
**PILOTAGE:** The ship shall be considered to have arrived at Port of Buchanan when she cuts a circle with a three nautical miles radius from the beacon on the main breakwater head (Fl "G" 3-sec.). Lamco provides pilotage. Pilot boarding approximately 1½ miles off the main breakwater, bearing 095°/110°. Pilot ladder on port side.
**ANCHORAGE:** If waiting Pilot, anchor 2 miles off main breakwater.
**RESTRICTIONS:** Harbour traffic hours – towage and pilotage (ore ships), 0600–0100. General cargo ships (tankers), 0600–1630.
**MAX. SIZE:** Ore carriers up to 42 ft. draft.
**RADIO:** Dakar Radio, or when within 200 miles Buchanan Harbour Radio. Communications with ore ships per HF, call 2182 kc. Traffic, 2638 kc, 2738 kc. VHF, call Channel 16. Traffic, Channels 9, 11, 12 & 14.
**HEALTH:** Customs, health and passport inspection normally takes place at the berths. Quarantine signal must not be hauled down before "Free Pratique" is received. If diseases are suspected on board contact the Port Authorities or Agents by radio for instructions. After call at other Liberia ports where free pratique has been granted, Port Health will not board here.
**TUGS:** Lamco provides towage with two tugboats 1,640 h.p. and 3,300 h.p. Tugs join vessel about one mile N.W. of red buoy.
**STEVEDORES:** As early as possible advance notice of ETA required latest by 1500 hours on day preceding arrival if a weekday. Or Saturday before noon if arrival on Sunday. Shore working hours: Ore handling: 0700–2400 with two 1-hour mealbreaks; general cargo handling, 0700–1200, 1300–1500, and overtime 1500 to 2300.
**BERTHING:** Port provides nylon springs for mooring at $5 per day each. Number of berths for sea going vessels, 5. Length of quays, 2,800 ft. with 50–100 tons bollards and properly fendered. Depth conditions, 42 ft. at ore-loading quay (at MLWS), 33 ft. at commercial quay (at MLWS). Ore loading capacity, 6,000 tons per hour.
**MEDICAL:** Hospital and medical care is provided; advance notice should be given in serious cases. Smallpox, yellow fever inoculations are required to enter the Republic. Yellow Vaccination Book is required.
**TANKERS:** One tanker berth for discharging only. Hose connections are: 6 in. and 10 in. Max. draft 30 ft.
**DENSITY:** Varying but around 1020/25.
**FRESH WATER:** Fresh water is available, ex-quay only, rate is 20 tons/hour. Subject to availability, max. 100 tons per ship.
**FUEL:** No bunker facilities available.
**GANGWAY/DECK WATCHMEN:** Available.
**OPENING/CLOSING HATCHES:** Performed by stevedores.
**REPAIRS:** No commercial facilities available. In cases of emergency Lamco might assist with minor repairs.
**CUSTOMS ALLOWANCES:** Direct sales of Liquors, cigarettes, foodstuff, etc. from ships are strictly forbidden.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Swedish Vice-Consul only; however, most countries are represented either by Embassy or Consul at Monrovia.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Roberts International Airport about 1 hour ride by car; several connections to the rest of the world.
**TIME:** GMT; no alterations during the year.
**HOLIDAYS:** January 1st; January 7th; February 11th; Second Wednesday in March; March 15th; Second Friday in April; May 14th; July 26th; August 24th; First Thursday in November; November 29th; December 1st; December 25th. Special holidays as proclaimed from time to time by the Liberian Government. No work will be performed on January 1st, July 26th and December 25th.
**GENERAL:** Two Customs officers stay on board the ship during ship's entire stay and they should be given meals in the Officers' Mess and if necessary night quarters.
**POLICE/FIRE/AMBULANCE:** No phone available; however the Lamco Plant Protection Force should be contacted; one officer is normally assigned to each quay/gate.
**SHORE LEAVE:** Apart from South African, Portuguese and Rhodesian Citizens, who are not allowed ashore, no restrictions.
**DELAYS:** Generally, no major delays have occured. For ore loaders and tankers the tide may occasionally involve 24/36 hours waiting time depending on the size of ships expected to load; general cargo ships: no delay.
**AUTHORITY:** Port Operators: Lamco J. V. Operating Company, Buchanan, Roberts International Airport, Liberia. Telex: 203, Lamco Monrovia, Cable: Lamco Monrovia.

**AGENTS:** All ore carriers must employ LJVOC as their Agent.
*Other vessels;*
Scanship (Liberia) Inc., PO Box 168, Buchanan, Tel. 95.30/39. Telex via Monrovia.

### MONROVIA: 06.20 N. 10.50 W.

**DOCUMENTS:**
6 Crew Lists.
5 Passenger Lists or 5 Statements "Nil" if none aboard.
5 Manifests for Customs. This should state S.W. Ballast if no cargo aboard.
5 Lists of Ports of call from commencement of voyage with date of calls.
1 International Health Declaration.
1 List of Crew with dates of smallpox and yellow fever vaccination.
5 Store Lists.
2 Crew Custom Declarations.
Immigration now stamp all seamen's discharge books or passports.
**PILOTAGE:** Order Pilot through local Agents. Monrovia Freeport Pilot station equipped with R/T and VHF radio and on continuous listening watch from 0645 GMT to 2245 GMT. R/T 2182 kc/s, range 300–500 miles VHF Channel 16 range–30 miles.

Pilot comes out from inside breakwater by launch displaying H. flag. Vessels should approach to approx. 7 cables off entrance and should anchor clear of fairway channel as very large iron-ore carriers sail on deep draft. Anchorage lies S.W. of Leading Line from 7 cables to 10 cables from Southern breakwater end.
**ANCHORAGE:** Good unlimited anchorage space available on roadstead S.W. of Leading Line, depth 7 to 10 fathoms. Anchorage safe but subject to moderate South-westerly swell during rainy season, April to October.
**RESTRICTIONS:** Pilot service given day and night. Loaded oil tankers berth in daylight hours only. Only deep-loaded vessels restricted to tide for berthing or sailing.

Channel outside breakwater being dredged to 49 ft. MLW. Channel to iron-ore piers dredged to 45 ft. MLW.
**MAX. SIZE:** Vessels up to 850 ft. length and 45 ft. draft can be accommodated at iron-ore piers. No restrictions on beam except that carriers with a beam in excess of 126 ft. may experience difficulty in loading with present loading gantries. Maximum draft for berthing at Marginal General Cargo Wharf is 30 ft.

Tankers discharging at crude oil pier; maximum length 700 ft., maximum draft 40 ft. Maximum draft for berthing at Bunkering Pier is 35 ft.
**HEALTH:** Vessels entering must fly International Code flag "Q". Port Health Officials board upon berthing. Pratique automatic for vessels having cleared at other Liberian ports, but vessel must still clear Customs.
**RADIO:** ETA cables should be routed to Agents through Government radio station ELC or via land cable (French Cables) through Dakar or Abidjan. Pilot R/T station will pass on messages to Agents free of charge.
**TUGS:** 3 tugs of 1700 h.p. available. Join vessels just inside breakwater entrance. For berthing, tug lines used; for sailing, ships lines used; no charges for tug lines.
**BERTHING:** Day and night, except loaded tankers not berthed during hours of darkness. Tankers arriving must enter breakwater by 1730 hours. Fishing boats are moved to or from fishing pier situated on North Breakwater during darkness.
**STEVEDORES:** Engaged by Agent. Several stevedoring companies. Port Management handles all cargo on shore and accepts cargo ex-ship's hook only.
**MEDICAL:** Whenever possible Masters should cable Agents if require medical attention especially when arriving week-ends or

during night. Hospital facilities available. Port Health require smallpox and yellow fever vaccinations for crew members.

**TANKERS:** One bunkering and oil-loading pier, and one crude-oil discharge pier. At Crude Oil Pier discharge by means of floating 10 in. pipe-line.

**DENSITY:** Density varies with the tide. Also varies during rainy season as river flow increases. Varies from 1009 to 1024 oz. per cu. ft. with average of approx. 1019 oz. per cu. ft.

**FRESH WATER:** Available only on marginal wharf and three Iron-ore Piers by means of hoses from shore. Average rate of delivery approx. 20 tons per hour.

**FUEL:** Light diesel oil and heavy fuel oil available and these can be blended to specification by supplying oil company Diesel only available on bunkering pier. Fuel oil available by barge and on bunkering pier.

**GANGWAY/DECK WATCHMEN:** Supplied by Agent, and recommended. Customs also place one gangway officer aboard and this officer is supplied with food by ship.

**OPENING/CLOSING HATCHES:** Normally done by stevedores.

**CUSTOMS ALLOWANCES:** Tobacco, reasonable quantities for consumption while in port. Wine and/or Spirit, as tobacco.

**IDENTIFICATION CARDS:** Not required, but seamen's books are endorsed aboard by Immigration.

**CONSULS:** Majority of foreign countries have Consuls.

**REPAIRS:** Limited deck and engine repairs can be carried out by two private companies.

**DRY DOCKS:** One very small floating dock capable of lifting 300 tons with max. draft of 8 ft. This dock is used for small coastal craft and only accepts very limited outside work.

**REPATRIATION:** Repatriation of crews is possible.

**AIRPORT:** Roberts Field International Airport 45 miles distant. Served with daily international flights to Europe and America.

**TIME:** GMT.

**HOLIDAYS:** Many official holidays during year but cargo work carried out those days on overtime rates. Port closes three days per year: 26th July (Independence Day), Christmas Day and New Year's Day.

**POLICE/AMBULANCE/FIRE:** Port Management have own Security Force and Fire Service. Situated in port area.

**TELEPHONES:** There are no facilities for telephones on board.

**GENERAL:** Stevedores gangs have to be ordered the day before required, therefore essential for Agents to receive ETA messages in sufficient time.

**SERVICES:** Hull, deck and engine surveys can be obtained through Lloyd's, German Lloyds, B.V., Norske Veritas, America Bureau Agents.

**SHORE LEAVE:** No restriction on shore leave.

**AUTHORITY:** National Port Authority, POB 14, Monrovia. Cables: Naportauth Monrovia.

**AGENT:** Scanship (Liberia) Inc., PO Box 209. Tel. 22–832, 21–612. Telex 4281. Cables: "Scanship Monrovia".

# Libya

**GENERAL:** All ports:

Circular to all ships (Issued by the Libyan Port Authorities):

1. Hoist the Libyan national flag while sailing in Libyan territorial waters. Remain in contact with the Libyan radio station.

2. Give notice of ETA 24 hours before arrival, including all information about the ship, her cargo, and abnormal illness.

3. All ships, whilst in Libyan territorial waters or harbours, shall comply with the rules of road, lights and signals, suitable to her case.

4. Entering and sailing from the ports is forbidden without a Pilot. When the Pilot is staying on board for a reason the ship shall pay all the expenses for his residence, food and repatriation to his port, by air, sea or land (1st class) plus any extra expenses, in complying with the law.

5. Any movements inside the port (anchor area or for securing at the buoys) are forbidden without the permission of the Port Authorities – Master is responsible for any movements, even if Pilot is on board.

6. It is forbidden for any person to board or leave the ship before free pratique has been granted.

7. It is necessary to show the marine inspection department all ship certificates during the first 24 hours of arrival.

8. At all times, sufficient crew (watches) should be on board looking after the work and enforcing any constructions for movements at any time.

9. The following are forbidden whilst the vessel is in port:

(*a*) Moving the propellers for any reason without permission of the Port Authorities.
(*b*) Dismantling the engine for any repairs without permission of the Port Authorities.
(*c*) Lowering the life-boats for use in the port.
(*d*) Discharging overboard into the sea garbage, oil, oily mixtures and other substances.
(*e*) Any other scrapings or chippings.
(*f*) Using ship's radio in port.
(*g*) Presenting or offering alcoholic drinks to any person who is not a crew member, as per Custom's rules.
(*h*) Permitting any person to board the ship except for official work.
(*i*) Transferring of crew members between ships for visits wit permission.
(*j*) Swimming or diving in the port for any reason.
(*k*) Whistling without reason and without permission on special occasions.
(*l*) Making of thick smoke from the funnel.

10. All ships alongside the quay must be sure that the moo ropes and wires are suitable for the weather and ratguards mus placed.

11. All ships when entering or sailing have to show a list of ca quantity and destination to the Port Aurhorities.

12. All tankers:

(*a*) To comply with the International Oil Tanker and the Termi Safety Guide, or any book including the same instructions
(*b*) Gas-free all tanks before entering the port.
(*c*) Have ready the emergency fire wires for towing off (situ fore and aft with big shackles).
(*d*) Taking care to avoid fire for safety of ships.
(*e*) Smoking is strictly forbidden at all times on deck or on quay.
(*f*) Hoisting red flag during the daylight and red light at n whilst in the port and in the Libyan territorial waters.

*Notice:* All vessels proceeding to the Gulf of Sirte are reque to contact Tripoli Radio before entering. Entering Libyan territ waters without contacting Tripoli Radio is forbidden as permis to enter is required from Libyan Navy at Tripoli. Message to Navy should state name of vessel, flag, last port of call and desti tion.

## BENGHAZI: 32.06 N. 20.03 E.

**DOCUMENTS:**

Crew Lists, 7 copies.
Passenger Lists, 6 copies.
Crew Declaration including currency, cigarettes and gifts.
Stores List, in triplicate.
Health Declaration.
Cholera and Smallpox Certificate.
Manifests, 8 copies.
Bill of Lading – 8 copies for the Shipping Agent.
Registration Certificate, Log Book, Health Certificate.
All Certificates according to International Sea Conventions- record book.

N.B.: Port Authorities at Benghazi will insist upon the follo details to be inserted on Manifests:

(*a*) Bill of Lading number.
(*b*) Shipper's name.
(*c*) Receiver's name.
(*d*) Marks and Numbers.
(*e*) Quantity of Cargo and Kind.
(*f*) Description of Cargo.
(*g*) Weight of Cargo.
(*h*) Measurement of Cargo.

**PILOTAGE:** Compulsory. The Port Manager of Benghazi stro recommends all Agents operating in Benghazi to advise their pri pals that this port should never be entered without a Pilot on bo

In case there is any vessel entering the port without a Pilo board, the owners have to bear all responsibility for eventual dama and for settlement of these and consequent fines.

Harbour Pilots will not come out farther than one mile off-sh Vessels anchored outside this limit cannot expect to receive a P International code signals used to call Pilot.

**RESTRICTIONS:** Vessels are not permitted to enter harb between sunset and sunrise.

**MAX. SIZE:** Max. draft for entering harbour is 27 ft. in winter 28 ft. in summer time. Max. length 550 ft.

**HEALTH:** Quarantine Flag should be hoisted until doctor has b on board and free pratique granted, there is no automatic "F Pratique" for a vessel arriving from another port of Libya.

**RADIO:** Messages to Agents, Receivers, etc., normally thro Malta Radio. Due to difficulty of communications, Masters advised to maintain radio watches while anchored off port.

When sending ETA telegram include details of kind of carg each hatch and total tonnage in each hatch. R/T 2182 and Channel 16.

**TUGS:** Available, join immediately after Pilot boards.

**BERTHING:**

| | | |
|---|---|---|
| Berth No. 1 | length 1,050 ft. | draft 28 ft. |
| Berth No. 2 | length 920 ft. | draft 28 ft. |
| Berth No. 3 | length 550 ft. | draft 28 ft. |
| Berth of Libya No. 1 | length 150 ft. | draft 18 ft. |
| Berth of Libya No. 2 | length 420 ft. | draft 18 ft. |
| Berth of Libya No. 3 | length 450 ft. | draft 18 ft. |

**TANKERS:**

| | | |
|---|---|---|
| Oil berth | only for 1 tanker | draft 24 ft. |
| Floating berth | for 2 tankers | draft 18 ft. |

**MEDICAL:** Doctor available, also hospital facilities.

**FRESH WATER:** Available at anchorage and all berths.

**FUEL:** Suppliers need at least 48 hours' notice of bunker requ ments. Advisable for Chief Engineers to check what grades available before ordering.

**GANGWAY/DECK WATCHMAN:** Compulsory, provided Port Authority.

**OPENING/CLOSING HATCHES:** To be done by crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes for each crew m ber. Wines and Spirits – 1 litre for each crew member.

**IDENTIFICATION CARDS:** Identity cards, Passport, Discharge Book or Seaman's Book required.

**REPAIRS:** Minor repairs are possible.

**DRY DOCK:** There are no dry-docking facilities.

**REPATRIATION:** Facilities exist without difficulty.

**CONSULS:** Following countries are represented – France, Germany, Greece, Italy, Tunisia, United Kingdom, U.S.A., U.A.R., and Syrian Arab Republic.

**AIRPORT:** Benina Airport situated 29 km. away.

**TIME:** GMT plus 2 hours.

**HOLIDAYS:** 22nd February, 23rd July, 28th September, 25th May, 1st September, 21st November. Id Al Adha (4 days). Id Al Fitr (3 days). Cargo can be worked during holidays on an overtime basis except Id Al Adha, 1st September, 28th September and Id Al Fitr.

**POLICE/AMBULANCE/FIRE:** Police 99; Ambulance 2131/2132/2281; Fire 5555/5599.

**GENERAL:** Radio transmitters will be sealed by Port Authority whilst vessel in harbour. The bond seals must remain unbroken if vessel is proceeding to another Libyan port.

**SHORE LEAVE:** Allowed, alongside the quay and at anchor. Shore passes are delivered to vessel in exchange for the Discharge Books and Vaccination Certificates of the crew members.

**HEAVY LIFT CRANES:** 2 floating cranes, 100 tons each and several shore cranes, max. lift 27 tons.

**PORT REGULATIONS:** Ship's lifeboats not to be used without permission of the Port Authority. No engine repairs without permission of the Harbour Master.

Vessels should advise their ETA 24 hours before arrival.

**DELAYS:** Vessels usually have to wait 1 to 2 days for a berth.

**AUTHORITY:** The Port and Lights is a Department of the Ministry of Communications which controls the operations of all Ports of Libya. Tel.: 2983.

## DERNA: 32.45 N. 22.40 E.

**DOCUMENTS:**

7 Crew Lists.
6 Passenger Lists.
3 Crew Declaration of Bonded Stores.
3 Stores Lists.
3 Currency Lists.
Health Declaration.
Cholera and Smallpox Certificates.
8 Cargo Manifests.
2 Bills of Lading.
Registration Certificate.
Log Book.
Health Certificate.
Radio Certificate.

**PILOTAGE:** Compulsory.

**RESTRICTIONS:** Vessels are not permitted to enter harbour between 2100 and 0600 hours.

**MAX. SIZE:** Max. draft 12 ft.; max. permissible length 370 ft.

**HEALTH:** Quarantine flag should be hoisted until doctor has been on board and free pratique granted, there is no automatic free pratique for a vessel arriving from another Libyan port.

**RADIO:** Recommended that radio messages for Agent be sent via Malta Radio or Alexandria Radio.

**TUGS:** Normally join vessels in the roads.

**BERTHING:** One berth, length 415 ft., max. draft 11 ft. (forward), 12 ft. (aft).

**CRANES:** 2 shore cranes 10 tons each.

**MEDICAL:** Medical and hospital facilities available.

**FRESH WATER:** Can be obtained from Port Authority when alongside quay.

**FUEL:** Supplier needs at least 24 hours' notice of bunker requirements. Advisable for Chief Engineer to check what grades are available before ordering.

**GANGWAY/DECK WATCHMEN:** Compulsory. Provided by Port Authority.

**OPENING/CLOSING HATCHES:** To be performed by ship's crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes and one litre wine/spirits per man.

**REPAIRS:** Minor repairs are possible.

**REPATRIATION:** Facilities exist via Benghazi.

**GENERAL:** Radio transmitters will be sealed by port authority while vessel in harbour. Bond seals must remain unbroken if vessel is proceeding to another Libyan port.

**SHORE LEAVE:** Shore passes are delivered to vessel in exchange for the discharge book and vaccination certificates of crew members.

**REGULATIONS:** Ship's lifeboats not to be used within harbour limits. Wine and spirits not to be taken ashore. Foreign currency not to be taken ashore. No engine repairs to be carried out in port whilst alongside without prior authority of Harbour Master.

**AUTHORITY:** Ports and Light Department, Ministry of Communications.

## ES SIDER: 30.38 N. 18.22 E.

**DOCUMENTS:** The Libyan Federal Police require a list of the crew with a declaration on their personal belongings, a list of tankers stores and a list of passengers. Also 1 copy of the cargo manifest for cargo in transit, and six copies of a cargo manifest whenever discharging is performed.

A certificate attesting the discharging of her total cargo in the port of discharge duly signed and legalised by the customs is requested by the Libyan Authority.

**PILOTAGE:** 72 hours before the Master expects to arrive at Es Sider to receive a Mooring Master on board, he shall notify the terminal by cable addressed to Oasisoil Pipeline Tripolibya, providing the following information:

(*a*) Name of tanker.
(*b*) Precise estimated time of arrival at Es Sider.

This information is to be repeated 24, 12, and 4 hours before arrival. Coastal landmarks in the area are as follows:

(*a*) The most prominent landmark is a water tower in the terminal area which is painted white and is 180 ft. above sea level. This water tower is located at 30° 38′ 00″ North Latitude and 18° 21′ 01″ East Longitude.

(*b*) A radio antenna tower which is 624 ft. above sea level is located at 30° 35′ 48″ North Latitude and 18° 24′ 12″ East Longitude. At night the tower is lighted with five red lights, vertically arranged. The top light and the fouth from the top flash simultaneously every second. Lights two, three and five are fixed.

(*c*) A radio antenna tower which is 770 ft. above sea level is located at 30° 36′ 30·5″ North Latitude and 18° 17′ 24″ East Longitude. At night the tower is lighted with four red lights, vertically arranged. The top light and the third from the top flash alternately every second. Lights two and four are fixed.

(*d*) Marble Arch is an archway along the coastal highway. It rises approximately 100 ft. above the roadway and its highest elevation is 171 ft. above sea level. Marble Arch is located at 30° 27′ 42″ North Latitude and 18° 24′ 12″ East Longitude.

Vessels to be moored, anchored or manoeuvred at Es Sider will be boarded within the recommended anchorage area. The Mooring Master will advise the Master on approaches to berths, mooring, unmooring, connecting and disconnecting the hoses and in all operations within the anchorage or berthing area.

**ANCHORAGE:** Recommended anchorages at Es Sider within the seaward perimeter of a circle having a radius of 3,000 ft. centred at 30° 40′ 00″ North Latitude and 18° 24′ 00″ East Longitude. The anchorage area has a sandy bottom with a depth ranging from approximately 70 to 100 ft.

**MAX. SIZE:**

| | *Length* | *Beam* | *Draft* |
|---|---|---|---|
| No. 1 Berth | 900 ft. | None | 52 ft. |
| No. 2 Berth | 900 ft. | None | 54 ft. |
| No. 3 Berth | 1100 ft. | None | 62 ft. |

**RADIO:** Oasis maintains direct communication with Malta Radio, details of which are shown in publication 205 of the U.S. Hydrographic Office and are included in the Berne Lists. Oasis also maintains a VHF station at Es Sider Terminal.

Cables should be addressed to: Oasisoil Pipeline Tripolibya. Cables addressed in this manner will be received directly by the Oasis communications centre in Tripoli and relayed immediately by voice radio or teletypewriter to the terminal at Es Sider.

If the tanker is equipped with an FM radio-telephone in the 156–162 mc/s band, communications may be established with the Es Sider terminal dispatcher by calling on Channel 16, 156·8 mc/s. This frequency is monitored continuously. The range of the terminal station is approximately 100 miles. After initial contact, further conversation should be conducted on either Channel 12, 156·6 mc/s or on Channel 14, 156·7 mc.

**HEALTH:** Tankers shall fly "Q" on arrival by day and disolay a red light over a white light at night to indicate quarantine conditions.

**TUGS:** Not required. Oasis maintains launches to assist in berthing tankers. These are under the direct supervision and control of the Mooring Master.

**BERTHING:** Three open roadstead submarine sea loading berths are available for loading crude oil at flow rates up to 40,000 barrels per hour. These berths are of the seven-buoy type. The berth headings are North and ships should pick up hoses on the port side.

The central spar buoy of the Easternmost loading berth at Es Sider is located at 30° 38′ 58″ North Latitude and 18° 22′ 43″ East Longitude. The middle of the three loading berths at Es Sider is located at 30° 39′ 06″ North Latitude and 18° 22′ 06″ East Longitude. The Westernmost loading berth at Es Sider is located at 30° 39′ 35″ North Latitude and 18° 21′ 53″ East Longitude. All berths are approximately one mile from shore and in approximately 65 ft. of water.

After the tanker is securely berthed, the submarine hose shall be lifted amidships on the port side. The base lift may weigh up to five tons. Hoses shall be lifted and connected by the tanker crew. The Mooring Master shall advise the tanker's officer-in-charge concerning lifting techniques; however, the responsibility for all operations shall remain with the officer.

**BALLAST:** A tanker shall have sufficient ballast for safe handling. Careful watch of the weather, frequent interchange of information between the tanker and the terminal and the knowledge of the behaviour of his tanker may permit the Master to bring his tanker to the terminal with a minimum of ballast and thereby reduce the possibility of violating sea pollution requirements.

There are no facilities at the port of Es Sider for the discharge of dirty ballast, and vessels arriving with dirty ballast will not be authorised to de-ballast in the vicinity of the port. Any tanker rejected because of dirty ballast or sea pollution will automatically nullify its notice of readiness and thereby relinquish any right to priority of loading position.

**MEDICAL:** First aid only, available.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**REPATRIATION:** No facilities exist for crew change or repatriation.

**REPAIRS:** When a tanker is in or near the berth, its engines shall remain ready with full power for immediate use. Engine repairs shall not be performed near any berth.

**WATCHMEN:** Not less than one capable deck officer and three able seamen shall be available on the deck at all times. No person under the influence of alcohol shall be allowed on deck. The Mooring Master's opinion on the sobriety of an individual shall be final.

**CUSTOMS ALLOWANCES:** Cigarettes, cigars, tobacco,, spirits, wines, beers, perfume, arms, ammunition, saccharine, and certain other items shall be placed under Libyan Customs seal from the time of arrival in port until such time as the tanker has left territorial waters. Each officer and crewman is allowed the following ration for each day the tanker is in port: (*a*) 25 cigarettes per day, or 25 grammes of tobacco or 25 grammes of cigars. (*b*) One litre of beer or one-half litre of wine. (*c*) Special provisions are sometimes made for the Master.

**CONSULS:** Consulates are located in Tripoli, which is approximately 650 kilometres by road from Es Sider. Some countries having consulates are: Denmark, France, Germany, Greece, India, Italy, Netherlands, Norway, Russia, Spain, Turkey, United Arab Republic, United Kingdom, United States of America, and Yugoslavia.

**GENERAL:** When a Mooring Master and his assistants (launch crews and possibly apprentice Mooring Masters) are assigned to a tanker, the tanker shall supply them with meals at the same time and in the same manner as comparable personnel of the tanker. No special meals or special foods shall be required. The terminal will keep this item to a basic minimum. The intent is that the furnishing of meals to Oasis personnel be kept to the minimum.

**SHORE LEAVE:** None of the officers and none of the crew of any tanker shall be permitted shore leave at Es Sider.

**AUTHORITY:** The Port of Es Sider is the marine terminus of the Sidrah Pipe-line System, which is operated by Oasis Oil Company of Libya, Inc. The terminal and port facilities of the Sidrah Pipe-line System are owned by Ameradapetroleum Corporation of Libya, Continental Oil Company of Libya, Marathon Petroleum Libya, Ltd., Esso Sirte, Inc., Libyan-American Oil Company, and W. R. Grace & Company.

## MARSA AL HARIGA: 32.04 N. 24.00 E. (See Plan)

**LOCATION:** Marsa al Hariga Oil Terminal is located on the South side of the harbour of Tobruk, approximately one mile Eastward of Marsa al Hariga.

**OPERATORS:** Arabian Gulf Exploration Company.

**APPROACHES:** Vessels bound for the terminal should approach the harbour of Tobruk from the North-east with the lighthouse on Tobruk Point bearing 238° (true). In daylight this lighthouse should be kept in line with the conspicuous German War Memorial on the South side of the harbour.

When about four miles from Tobruk Point, course should be altered to 224½° (true) to bring the leading lights on Marsa Umm esc-Sciausc in line. This course should be maintained until the vessel is close to the outer buoy, where one of the company's Berthing Masters will board.

Deep-drafted vessels sailing from the terminal should avoid navigating North-westward of the leading line from Marsa Umm esc-Sciausc, owing to the presence of shoal water off Tobruk Point.

**DOCUMENTS:**

A. Customs' Requirements. On the arrival of a vessel, the Tobruk Customs Authorities will require from the Master of the vessel:

4 copies of a Crew List.
2 copies of a List of Ship's Stores.
2 copies of a Declaration of the Crew's Personal Belongings, including currency, cigarettes, gifts, etc.
4 copies of a Passenger List.

B. Harbour Master's Requirements. On the arrival of a vessel, the Tobruk Harbour Master will require from the Master of the vessel:

1 copy of a Crew List.
1 copy of a Passenger List.
1 copy of the Ship's Manifest.
1 copy of a Port Declaration (form will be made available to each vessel on arrival).

**PILOTAGE:** Vessels coming to and departing from the Terminal will be berthed and unberthed by Berthing Masters provided by the company, subject to the understanding that in all circumstances the Master shall remain solely responsible on behalf of his Owners for the safety and proper navigation of his vessel.

Berthing Masters will board at the Outer Buoy.

**ANCHORAGES:** If a berth is not immediately available on a vessel's arrival off the harbour of Tobruk, the vessel will be advised by the company where she is to anchor.

**MAX. SIZE:** Two berths are located at the end of a T-head jetty which extends some 700 ft. from the shore. There is a minimum depth alongside of 60 ft. and approach to and departure from the berth can be made in not less than this depth of water.

A buoy berth is situated some 1,200 ft. from the shore approximately 1,800 ft. West of the Jetty Berth No. 2. There is a minimum depth in the buoy berth and its approaches of 49 ft.

**PRATIQUE:** The Libyan Authorities will grant clearance by radio of a vessel coming to the terminal. Radio messages requesting clearance should be sent not earlier than 48 hours prior to vessels arrival off the harbour of Tobruk and should give the details required in the Maritime Declaration of Health which must also be completed.

**COURTESY FLAG:** On entering the territorial waters of the Libyan Arab Republic which commence six miles off the coast of Libya, vessels should if possible, hoist the Libyan flag, and in any event the Libyan Flag must be hoisted before entering the harbou Tobruk. Should a vessel arrive without a Libyan Flag on board, may be obtained from the Company's Berthing Master whe boards at the Outer Bay.

**ARRIVAL MESSAGES:** In addition to their arrival messag Agent, vessels must pass an arrival message to the terminal vi company's radio station giving at least 72 hours notice of ETA advising their estimates of:

(*a*) the quantity of cargo (in long tons) to be loaded at the term
(*b*) The cargo loading rate (in long tons) per hour.
(*c*) The quantity of ballast (in long tons) to be discharged at the terminal.
(*d*) The ballast discharge rate (in long tons).

If, subsequent to advice of their ETA there is any material cha a further ETA message must be passed via the company's station.

**RADIO:** Tobruk Radio 5 AL (MF & HF). Position: 32° 02′ N. 00′ E. Frequency: 420, 500 AI, A2, 0–5 kW. 4241, 8480, 16963 A1 kW.

*Note:* Station owned by Arabian Gulf Exploration Company. C pany telegraphic address: "Injaz Tobruk". All times given are G Station keeps watch on 500 kc/s during 24 hours.

**TUGS:** For berthing and unberthing at the terminal, vessels wi required to use the two diesel tugs which are available at the term Each of these diesel tugs has a bollard pull of approximately 25 t

**BERTHING:** *Jetty:* Vessels will berth on the jetty either alongside, depending on the prevailing weather conditions, tho starboard side alongside is preferred. Each berthing head is shaped and is protected by four breasting dolphins.

All moorings, except the backsprings to the outer breas dolphins at Jetty Berth No. 1, attached to quick release hooks addition to the vessel's moorings, the permanent mooring w provided by the company must, at the berthing master's discret be utilised and vessels must be moored to the satisfaction of company.

*Buoy Berthing:* Berthing/unberthing in daylight only.

Vessels will berth heading East or West depending on the vailing weather conditions, though head East is preferred. moorings consist of four buoys, one buoy being on each bow one buoy on each quarter.

In addition to the vessel's mooring of two ropes to each buoy mooring wires provided by the company to each buoy must utilised and vessels moored to the satisfaction of the company.

The company's Berthing Master will remain on board the ve whilst the vessel is in the buoy, to supervise and co-ordinate ballast discharging and loading operations.

**HOSES:** *Jetty:* Ship-shore connections, four flow booms suspended rubber hoses, diameter of hoses 12 in. Flange size rating 12 in. ASA 150, Full range of standard adapters available.

*Buoy Berth:* Ship-shore connections, three flexible hoses, crude oil loading, one ballast discharging, diameter of hoses 12 Max. lift from ship's equipment 5 tons. Flange size and rating 12 ASA 150.

**PNEUMATIC OIL BARRIER:** Although it is emphasised tha precautions must be taken by vessels to avoid any leakage or spill of oil into the harbour the berths are each protected by a pneum oil barrier to contain any oil which may, due to unavoidable circ stances, get into the harbour waters.

A pneumatic oil barrier consists of a pipe-line which is laid on harbour bed around the berth. Through this pipe-line is pum compressed air which escapes from the pipe-line via small holes it. As a result of this escape, the surface of the water above pipe-line is forced upward to form a "mound" of water which enclo the berth and prevents any spillage from spreading.

While vessels are berthing and unberthing the barrier will be in operation and the disturbance on the surface of the water indicate the position of the pipe-line. To avoid damage to the p line, it is essential that vessels do not drop their anchors in vicinity.

**BALLAST:** Vessels should make every effort to arrive at the term with clean ballast and with the minimum quantity for safe hand under prevailing weather conditions.

All ballast must be discharged into shore tanks provided by company, unless it is clean ballast, carried in tanks which completely isolated from the vessel's cargo system. However, discharge of such ballast into harbour waters must not be c menced until the ballast has been inspected by a company offi and he has certified that it is in order to commence discharge.

Ballast can be accepted into the company's store tanks at ra up to 6,000 tons per hour from the jetty berths and 1,500 tons hour from the buoy berth. Ballast is discharged ashore over the by way of a loading boom. Ballast is discharged ashore from buoy berth through a separate 24-in. ballast discharge line c nected to a 12-in. flexible hose. Maximum quantity 35,000 tons.

**LOADING:** Cargo loading at each jetty berth is by means of 16-in. flow booms to which 12-in. flexible hoses are attached. C loading at the buoy berth is by means of a 34-in. submarine lin which two 12-in. flexible hoses are attached.

This system permits a maximum loading rate of approxima 8,000 tons per hour over each jetty berth, and 4,000 tons per h through the buoy berth. The actual loading rate for a partic vessel will be determined prior to the commencement of load by agreement between the Master and the Company.

The following signals will be exhibited by a vessel whilst in buoy berth to indicate the nature of the operation taking place, to provide a second channel of communication should VHF com be broken between ship and shore.

| | Day | Night |
|---|---|---|
| Deballasting | Code Flag N | 1 green light |
| Slow Loading | 1 red flag | 1 red light |
| Full loading | 2 red flags | 2 red lights |
| Stop | flags lowered | lights out |
| Require launch | Code Flag L | signal lamp |
| Fire emergency | Continuous sounding of short blasts on whistle or siren | |

These signals will also be repeated ashore from a mast situated on top of the main administration office building, which is situated opposite the buoy berth.

*Jetty:* Method: gravity loading, maximum head 360 ft. rate regulated to requirements. Loading rates: two lines each 4,000 tons/hour. Two 8,000 tons/hour maximum.

*Buoy Berth:* Method: gravity loading, max. head 350ft. rate regulated to requirements. Loading rate: 4,000 t.p.h.

**SAFETY:** A copy of the Regulations will be given to Master when Company's Berthing Master boards at outer buoy. Masters should make themselves thoroughly acquainted with these Regulations, strict observance of which is required by the Company.

In the event of any infringement of the Regulations, operations may be stopped and, if so, will not be recommenced until the Company is satisfied that appropriate action has been taken by the Master to comply with all the Regulations. The Company also reserves the right to unberth a vessel in the event of a continued or blatant disregard of any of the Regulations. Any loss or expense to the Company resulting from an infringement of the Regulations and, in particular, in the event of an infringement leading to an interruption of operations and/or unberthing of a vessel, will be for the account of the Owners.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**REPAIRS:** No shore facilities for carrying out repairs to vessels either at the terminal or at Tobruk.

**CONSULS:** No Consulates at Tobruk and the nearest locations of Consular officials are as follows:

Benghazi – 445 kilometres from Tobruk: France, Germany, Greece, Italy, Saudi Arabia, Tunisia, United Arab Republic, United Kingdom of Great Britain and Northern Ireland, United States of America, U.S.S.R.

Derna – 175 kilometres from Tobruk: Turkey.

El Berda (Beida) – 260 kilometres from Tobruk: Belgium, United States of America.

**CUSTOMS ALLOWANCES:** Cigarettes, cigars, tobacco, matches, spirits, wines, beer, perfume, arms, ammunition and saccharine have to be locked up under Customs' seal from time of vessel's arrival in harbour of Tobruk until time of departure.

Whilst in harbour, each member of crew allowed following: 200 cigarettes (the Master will be allowed 400); ½ bottle spirits (the Master will be allowed 1 bottle); 4 bottles of beer or wine per man per day.

No fixed allowances for cigars and tobacco.

Libyan law prohibits vessels from having on board any goods or containers of Israeli origin. Any vessel having such goods or containers on board on arrival in the harbour of Tobruk will be liable to a heavy fine and confiscation of the goods or containers. The Libyan Authorities may, moreover, refuse to clear the vessel.

**REGULATIONS:**

1. *Ships' Garbage.* Whilst within limits of harbour of Tobruk the throwing overside of ships' garbage is prohibited.
2. *Ships' Radio.* Once vessel berthed at Terminal the use of her radio will not be permitted.
3. *Ships' Boats.* Use of ships' boats not permitted within limits of harbour of Tobruk.

## MARSA EL BREGA: 30.25 N. 19.34 E.

**DOCUMENTS:** Customs and Immigration officials may not always board the vessel. All relevant documents are supplied by the Mooring Master and on completion of mooring the Master will fill in, sign and stamp the papers. These will be dispatched ashore and clearance granted by the officials on sighting all documents.

A. 2 copies Port Declaration, Form PC7. B. 3 copies Inward Report (title in Arabic), Form CL128. C. 3 copies Cargo Manifest Inward, Form CL1. D. 3 copies Report Outwards, Form CL4. E. 2 copies Crew Manifest Inwards, Form CL31.

Required when ships clear inwards, lists each member of the crew and all goods held (e.g. liquor, cigarettes, cameras, money, etc.) with crew members' signature opposite name or rank. This form is ordinarily supplied in advance so that it may be completed prior to arrival at Brega.

F. Cargo ships also require Ship's Cargo Manifest Form (3) with same information as C.

*Ships' forms required by Customs*

A. 6 copies Crew List, ships' form. B. 2 copies Stores List, ships, form. C. 1 copy Clerarance from Last Port, port's form.

*Forms required of cargo ships*

A. Report of Cargo and Ship's Ullages (original). B. Tanker Time and Loading Report (original). C. 3 copies Certificate of Cargo Discharge.

Master signs and stamps one copy at bottom of form. Other two copies are completed by Master at port of discharge, stamped and signed by Customs authorities, and then are mailed to Controller of Customs, Benghazi, Libya.

*Information required by Esso Standard Libya Inc. prior arrival*

The Owner, Charterer or Agent should airmail or cable following to Esso Standard Libya Inc., PO Box 385 (Field), Tripoli, cable address Essoship Tripoli:

(1) Name and flag of vessel.

(2) Dimensional characteristics, e.g. overall length, beam and maximum draft.

(3) Total tonnage, number and type of products or cargo on board.

(4) Number and size cargo hose connections on either side and distance in feet of each from the bow.

(5) Safe working load of derricks in vicinity those connections.

(6) Number of shackles of chain (90 ft. shots) on each anchor.

Information concerning dimensional characteristics need not be included in letter or cable after first call.

**LOCATION:** Marsa el Brega is located in the South-Eastern part of the Gulf of Sirte in Lat. 30° 25′ 0″ N., Long. 19° 34′ 3″ E. It is an open bay contained between Ras Magdar and an unnamed headland some 3 miles to the West.

The Brega sea buoy is located in Lat. 30° 27.55′ N., and Long. 19° 35.1′ E. A bow mooring oil loading fixed structure is located in Lat. 30° 26.0′ N., and Long. 19° 33.9′ E., with a fixed red light exhibited at a height 93 ft. above mean sea level. In addition, the structure is lighted by floodlights. Brega is radar controlled with the shore installation scanner in position 30° 25′ 02.5″ N., and 19° 34′ 55.6″ E. The height of the scanner tower is 112.2 ft. The Radio Beacon is located in Lat. 30° 25′ 00″ N., and Long. 19° 34′ 14″ E. The call sign is "M.B." and it operates continuously on a frequency of 403 kc/s.

A single point mooring is located in position Lat. 30° 26′ 45.26 N., and Long. 19° 34′ 01.40″ E. A single flare is located in position 30° 24′ 31.9″ N., and 19° 35′ 49.7″ E. Two other flares are located approximately 700 ft. to the West and South-west. The flares when burning can be seen at extreme distances. Numerous lighted and unlighted navigational and mooring buoys are located within the restricted area shown on BA Chart.

**PILOTAGE:** The services of a Pilot/Mooring Master are provided without charge. He will normally board the vessel in the vicinity of the Brega buoy and will advise the Master on approaches to the berths, mooring and unmooring, connecting and disconnecting cargo hoses, and all other operations within the berthing area. Vessels are cautioned not to enter the restricted area mentioned above without the services of a Brega Pilot/Mooring Master. Pilot ladder must conform to international safety standards.

**PRATIQUE:** Quarantine signals must be displayed upon entering Brega port limits in accordance with international practice and shall be continuously displayed until pratique is granted. The Libyan flag must be flown from the foremast when inside territorial limits.

**ANCHORAGE:** Anchorages located ½ mile East or South-east of Brega buoy in 12 to 18 fathoms. *Vessels should not remain at anchor in bad weather.* Vessels not permitted to anchor within ½ mile of the channels into the bay and inner harbour.

**RADIO:** Vessels bound Marsa el Brega not required call Tripoli for inward or outward clearance. Radio messages should be sent through Tripoli (via Malta if beyond communication range of Tripoli) and ETAs should be sent at least 48 hours but preferably 72 hours in advance. Master should state whether ETA in GMT or local time.

As cable office closed between midnight and 0800, allowance for delays in receipt of radio messages due to this and other causes should be made when sending ETAs and other urgent traffic.

Ships can communicate direct with Brega via the tug Simpson, call sign PHMV, operating on 500 kHz, range 200 miles. Berthing instructions and information concerning facilities and customs documents is available from tug Simpson.

Esso Standard Libya Marine Terminal equipped with short-range Radio/VHF Telephone Port Control System. The following procedure should be adhered to: Vessels approaching Brega and equipped with VHF should call Port Captain's office on Channels 16 and 12. Channel 16 is reserved for "Calling,", "Safety", "Emergency". When contact made, vessel will be allocated one of the four working channels: Channel 13, Channel 12, Channel 9, Channel 6. Esso Libya's Pilot launch is equipped operate on these channels. Portable radio sets available for vessels not fitted with VHF.

**TUGS:** Esso Standard Libya Inc. maintains tugs and mooring launches to assist vessels to moor and unmoor.

**BERTHING:** Tankers calling at Brega to load at the crude sealine berths should be equipped with a minimum of eight 10 in. circ. fibre or synthetic mooring ropes in good condition, not less than 120 fathoms in length. Mooring wires or equivalent strength are acceptable. A fibre or synthetic mooring rope in good condition must be available for towing vessels into berths by tug.

*Crude Tanker Sealine Berths Nos. 1 and 4:*

Berths 1 and 4 are now out of service. Ground chains and clumps for the mooring buoys, and the loading lines are still in position.

*Crude Tanker Sealine Berth No. 2:*

The least depth of water in this berth is 44 ft. The 30″ crude line is approx. 8,000 ft. long with two hose strings. Crude oil is loaded by gravity or pumps and rates up to 39,000 bbls. per hour can be obtained. When berthed the tanker is heading 330° true with both anchors out forward, and 6–700 ft. of chain on each anchor. The stern is secured to 5 mooring buoys fitted with quick-release hooks. The submarine hoses are picked up amidships on the port side of the tanker and the vessel's derricks should have a safe working load of 5 tons.

A naphtha line with a single 12 in. connection will shortly be laid in this berth, the shore line being 24 in. In the event that a vessel loads naphtha, then both crude hoses will be taken on board first before connecting the naptha hose. In good weather, Berth No. 2 can safely accommodate a 65,000 dwt tanker with the following principal dimensions: 65,000 dwt; length, 800 ft.; beam unrestricted, up to 42 ft. draft in good weather. Gravity of sea water about 1030.

*Crude Tanker Sea-line Berth No. 3 – bow mooring*

The bow mooring is located in approximately 95 ft. of water, and consists of a fixed pylon surmounted by a revolving boom from which hangs a submerged oil-loading pipe arm. The main structure has a diameter of 130 ft. and is 97 ft. above mean sea level at its highest point. The pylon is surrounded by a fender ring which is mounted on vertical steel piles. The revolving boom is 76 ft. in length from the centre of the pylon to the end. The loading arm hangs from a ball joint at the end of the boom and is approximately 560 ft. in length, terminating in a hose handling platform on the outer end. The hose platform is kept at the level of the ship's deck by means of a compressed air ballasting and deballasting system. Four 12 in. hoses hang from the platform. Vessels are normally berthed port side to the platform. Derricks should have a safe working load of 5 tons. A maximum loading rate of 65,000 bbls. per hour may be realised with the loading pump in operation.

Vessels are moored in position using two head ropes to the bollards on the boom and with a 6 in. nylon back spring mooring line to the hose-handling platform. In addition, a 4½ in. nylon snubber line is used to keep the platform alongside the ship. Vessels with the following principal dimensions can be accepted: 100,000 dwt., overall 1,000 ft., beam unrestricted, draft 48–49 ft., bow to manifold not to exceed 434 ft. Larger vessels may be accepted with prior approval.

*Crude Tanker Sealine Berth No. 5 – Single Point Mooring:*

No. 5 SPM is located in approx. 140 ft. of water and is in position 30° 26′ 47″ N., 19° 34′ 01.4″ E. The mooring consists of a monobuoy to which are attached 2×15 in. synthetic lines. These are shackled to a single 3 in. chain partly around which is a flotation cover. On the end of the chain is a 9 in. polypropolene line.

Mooring is effected by heaving the polypropolene through the bow as near the centre lead as possible until the chain is on board, and then shackling two 12 in. perlon strops to open links in the chain. The strops and shackles will be placed on board with the Pilot and vessels are advised to have the port derrick ready to hoist the gear on board at that time. The vessel is also required to have a good 3½ in. to 4 in. messenger line of at least 75 fathoms in length, ready for use on the fo'c'sle head.

The 48 in. pipe-line is approx. 11,850 ft. long, terminating at the underbuoy structure on the seabed. Crude is loaded through one string of self-floating 24 in. hose with one 16 in. over-the-rail hose to the ship's manifold. Vessel's derricks should have SWL of 10 tons and if necessary be double rigged. The weight of a normal lift for connection to the ship's manifold amounts to less than 5 tons. This is for a hose free of oil, which is usually the case. Vessels with the following principal dimensions can be accepted in this berth: 300,000 dwt. Length beam and draft unrestricted. Flow rate 48,000 bbls/hr.

*Berths Nos. 3 and 5:*

Vessels entering the restricted area on the approach to, mooring and leaving, these two berths must at all times have their anchors firmly secured. No anchor work may be carried out at any time whilst a vessel is in this area.

*Product and Asphalt Tanker Berth*

Small tankers delivering refined petroleum products and asphalt to Marsa el Brega will be berthed at the product dock. Products will be discharged through a number of small pipe-lines approximately 2,000 ft. long. 3 in. or 6 in. hoses are provided according to the grades of oil being discharged. Asphalt will be discharged through one 10 in. pipe-line. Vessels assigned to discharge at this berth must be suitably equipped with mooring ropes and have derricks capable of lifting 2 tons.

Vessels cannot be berthed or remain alongside the breakwater except in fine weather. The breakwater is equipped with resilient fendering and ample mooring points. Tankers will be berthed by an Esso Standard Libya Pilot/Mooring Master. Two tugs are available, and a launch will run the mooring lines. In good weather vessel with the following principal dimensions can be accepted: Overall 500 ft., beam unrestricted, draft 26 ft. maximum.

*Dry Cargo Dock.*

Vessels assigned to discharge dry cargo at Marsa el Brega will be berthed alongside the dry cargo dock by an Esso Standard Libya Pilot/Mooring Master. The minimum depth alongside and in the approach is 30 ft. Two tugs are available. A mooring launch will be available to run mooring lines. The dry cargo dock is fitted with resilient fendering and ample mooring points. During winter it may be necessary to leave the berth during bad weather, and the Master is responsible for requesting the removal of the vessel under his command. He will also be held responsible for any damage sustained by the jetty and/or his vessel. A Pilot/Mooring Master will be standing by at all times.

All mooring ropes should be in good condition and none should have more than one short splice in the useable length. Crew shall keep the moorings tendered and properly lighted day and night.

Ships shall provide their own gangways and the crew shall keep them lighted and tendered, day and night. Ships must be equipped with adequate unloading gear. All cargo will be off-loaded with the use of ship's gear. When weather permits, derricks should be topped at sea prior to arrival.

The length of the dry cargo dock is 650 ft. The maximum size ship which can be accommodated is 500ft. overall, beam unrestricted, *maximum draft 26 ft.* Slightly deeper drafts may be acceptable depending on weather conditions.

**MEDICAL:** There are limited medical and no dental facilities at Marsa el Brega. Personnel requiring urgent medical treatment may obtain it, but this will only be undertaken in serious cases. Masters of vessels arriving at Marsa el Brega who require medical treatment should give advance notice of their requirements by radio.

**FRESH WATER:** No fresh water is available.

**FUEL:** No bunkers are available.

**REPAIRS:** No repairs are allowed to ship's engines while ve are moored in the berths. Ship's engines should be ready for us short notice in case the vessel has to vacate the berth sudd because of bad weather. There are no repair facilities for s available at Brega.

**REPATRIATION:** Crew members cannot pay off or leave vessel at Marsa el Brega except in cases of emergency. Even i emergency, it should be noted that seamen's Books are not under the Libyan law. A valid passport is required, and with quate notice by radio it is possible to obtain an exit visa for a member leaving in an emergency.

**SHORE LEAVE:** Passengers and crew members are not mitted to land for reasons other than emergencies.

**AUTHORITY:** Esso Standard Libya Inc.

## RAS LANUF: 30.31 N. 18.35 E.

### Sirtica Terminal

**DOCUMENTS:** Customs will require:

1 Crew List.
1 Crew Declaration of personal belongings (including cigare etc.)
1 Store List.
1 Passenger List.

Crew Lists and Crew Declaration of personal belongings must b the approved Libyan Government Documents. Vessels are adv on their initial visit to the port to obtain sufficient forms for fu visits. Also required are:

6 copies of Cargo Manifest for Ras Lanuf Discharge.
1 copy of Cargo Manifest for transit cargo with a summary.
1 Copy of Passenger Manifest.

Clearance from the last port of call will be required by the Gov ment authorities. The police will require 4 copies of a Crew List a Passenger Manifest if any passengers on board.

**PILOTAGE:** It is most important that ships establish commun tions with the terminal not less than 72 hours prior to arrival, gi estimated time of arrival. Further ETA signals should be sent w the vessel is 24 hours, 12 hours and 4 hours distant or any tim change of one hour in original ETA occurs. These messages sho state specifically whether ETA is given in GMT or local time. T 72-hour signal should include the following: ETA, last port of ca any sickness on board and if vessel has clean bill of health. Ca quantity and grades expected to be lifted in net long tons at 60°F. T 12-hour signal should include definite indication as to whether vessel is ready to load or not and should also include informa on the time she will require to discharge ballast after arrival. Prec time of arrival should be given when the ship is 4 hours distant fr the terminal.

Vessels to be moored, anchored or manoeuvred at Ras Lanuf be boarded by Mooring Master in the close vicinity of the sugges anchorage area mentioned below. The Mooring Master will adv the Ship's Master on approaches to berths, mooring, unmoor connecting and disconnecting the hoses and in all operations wi the anchorage or mooring area.

Terminal sea buoy, colour red with radar reflector and bel located in approximately Latitude 30° 32′ 40″ North, Longitude 34′ 38″ East. Vessels in the vicinity of the port should not navig or anchor inside of a bearing 120°–300° running through this bu position.

**ANCHORAGE:** Suggested anchorage area is within a 3,000 radius of position Latitude 30° 33′ 00″ North, Longitude 18° 35′ East in approximately 90 ft. of water.

**MAX. SIZE:** Conventional berths: up to 60 ft. draft; up to 130,0 tons dwt.

Single Point Mooring: up to 75 ft. draft, up to 265,000 tons dw

**HEALTH:** By day – fly flag "Q" and by night display red light o white light for Quarantine Service.

Libyan Customs, Federal Police and Immigration Officials w board the vessel as soon as possible after arrival to give inw clearance and "pratique" services. Libyan Government Regulatio are strictly enforced. The vessel should have a clean Bill of Health equivalent document from the last port of call. The vessel's Mas and all members of the crew shall possess International Certifica of Health showing valid smallpox Vaccination Certificates.

**RADIO:** Direct communication by radio between ship and shore by VHF International Maritime Mobile Radio-telephone Service Ras Lanuf Oil Movements Control Centre. All communica between ship and terminal should be by way of this station. ET messages to Mobilpro, Tripoli, Libya, via Malta Radio (call si VPT). Ras Lanuf Oil Movements Control Centre keeps continuo watch on VHF Radio-telephone Channel 16 (156·80 mc/s), Chan 14 (156·70 mc/s) and Channel 11 (156·55 mc/s). Vessels approach the port should make contact on Channel 16 when shore will requ her to switch to Channel 14. This channel will also be used by termi Marine Section for internal use and tanker mooring control. Chan 11 is reserved for communications between ships in mooring a Terminal Oil Movements Control Centre and should only be us for general purposes after obtaining clearance from Oil Movem Control on Channel 16. This is a safety measure since oil flow ships is controlled through Channel 11 and therefore it must be cl at all times in case of need to stop oil flow for any cause. Chan 16 is for calling and safety use only.

**TUGS:** Not required. The company maintain launches to assis mooring and unmooring vessels. These are under the direct supervision and control of the Mooring Master.

**BERTHING:** There are four submarine loading pipe-lines which terminate in the following approximate positions which are each marked by an unlit white spar buoy.

Berth No. 1: Latitude 30° 31′ 35″ North, Longitude 18° 34′ 37″ East, from which a submarine pipe-line runs to shore on a bearing of approximately 224°. Depth of water at spar buoy 70 ft.

Berth No. 2: Latitude 30° 31′ 55″ North, Longitude 18° 33′ 58″ East, from which a submarine pipe-line runs to shore on a bearing approximately 197°. Depth of water at spar buoy 70 ft.

Berth No. 3: Latitude 30° 32′ 18″ North, Longitude 18° 33′ 19″ East, from which a submarine pipe-line runs to shore on a bearing of approximately 198°. Depth of water at spar buoy 73 ft.

*Berth No. 4:* Lat. 30° 31′ 35″ N. Long. 18° 33′ 00″ E. – a Single Point Mooring buoy in 95 ft. of water.

Raising, lowering, connecting and disconnecting of submarine hoses, as well as all other labours and duties on shipboard, will be performed by the ship's crew under direction of the Mooring Master.

**LIFTING HOSES:** After the vessel is securely moored the submarine hose will be hoisted on the port side. Berths No. 1 and 2 are each equipped with 2×12 in. loading hoses, the weight of each hose lift being approximately five long tons. Berth No. 3 is equipped with 2×12 in. loading hoses the weight of each hose lift being approximately 5.75 long tons. Therefore, all lifting equipment and tackle should have a safe working load of at least 6 long tons. Hoses are lifted by ship's gear and crew, and all connecting of hoses will be done by them. The lifting derrick, equipment, tackle, etc., should be topped off and ready on arrival.

The SPM is equipped with two 16-in. loading hoses, ending in 12-in. reducers.

**MEDICAL:** No medical services (except in case of emergency and subject to a doctor being available) or other services are to be expected at Ras Lanuf.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**REPAIRS:** When a ship is in the moorings or vicinity, its engines must remain on standby with full power for immediate use. Deck machinery shall be kept in instant readiness. *Positively no repairs of any sort will be permitted in the moorings.*

**CUSTOMS ALLOWANCES:** Cigarettes, cigars, tobacco, matches, spirits, wines, beers, perfume, arms, ammunition, saccharin and possibly other items have to be locked up under Customs seal from time of arrival of ship in port until time of leaving territorial waters. Each person is allowed 25 cigarettes per day of stay or 25 grams of tobacco or cigars in lieu. Each man is allowed one litre of beer or half litre of wine per day. Special allowances are made for Master under special circumstances.

**CONSULS:** The only Consulates are located in Tripoli which is 670 kilometres by road from Ras Lanuf. These consist of U.S.A., British, Danish, Dutch, United Arab Republic, French, German, Greek, Indian, Italian, Norwegian, Spanish, Russian (U.S.S.R.), Turkish, Yugoslavian.

**REPATRIATION:** Crew members cannot pay off or leave the vessel at Ras Lanuf except in cases of extreme emergency. Even in an emergency it should be noted that Seamen's Books are not valid under the Libyan law. A valid passport is required.

**BALLAST:** Positively no provision is made for dirty ballast. Any ship arriving with dirty ballast will be rejected and all costs accruing therefrom will be to the ship's account. Notice of readiness shall not be accepted until vessel returns with clean ballast and tanks fit to receive cargo. She will on second arrival tender a new notice of readiness to load.

**TIME:** Libyan local time is GMT plus 2 hours.

**GENERAL:** No stores, foodstuffs or goods whatsoever of Israeli origin may be on board any ship calling at Ras Lanuf.

Penalties: Fine, confiscation of goods and possibly more. The Libyan Government strictly enforces this law.

Whilst arriving fly the Libyan Ensign (red side up).

Due to the existence in these waters of the fish commonly called "Weaver" fish, ship's crews are urged to exercise extreme caution in fishing whilst lying off the port area. There have been several cases of poisoning by these fish, all of which were distressingly painful, caused by contact with the fins.

When a Mooring Master and his shore crew, which includes launch crews, are assigned to a ship on business, it is expected that the ship will supply them with meals at the same time and in the same manner as comparable personnel of the ship. No special meals or special foods will be required. The terminal will keep this item to a basic minimum. The ship will also provide shelter and smoking facilities in the same manner as meals. All communications between shore personnel assigned to a ship and ship's personnel should be through the Mooring Master.

**SHORE LEAVE:** Not allowed.

**AUTHORITY:** Mobil Oil Libya Limited, Sciara Giama al Magarba, PO Box No. 690, Tripoli, Libya. Telephone: 30081. Cable address: Mobilpro, Tripoli.

## TOBRUK: 32.04 N. 24.00 E.

**DOCUMENTS:** A. Customs Requirements; on the arrival of a vessel, the Tobruk Customs Authorities will require from the Master of the vessel:

4 Crew Lists.
2 Ship's Stores Lists.
2 Declarations of Crew's Personal Effects, including currency, cigarettes, gifts, etc.
4 Passenger Lists.

B. Harbour Master's Requirements: on the arrival of a vessel, the Tobruk Harbour Master will require from the Master of the vessel:

1 Crew List.
1 Passenger List.
1 Ship's Manifest.
1 Port Declaration (form will be made available to each vessel on arrival).

**BERTHING:** Berths in Tobruk Harbour:

Quay No. 3: Length 82 ft. draft 11 ft.
Quay No. 4: Berth 1: Length 560 ft. draft 20 ft.
Berth 2: Length 395 ft. draft 28 ft.
Berth 3: Length 410 ft. draft 30 ft.

**TANKERS:** Refer to "Marsa Al Hariga".

**FRESH WATER:** Not available.

**FUEL:** Not available.

**REPAIRS:** No shore facilities for carrying out repairs.

**CONSULS:** No consulate at Tobruk and the nearest locations of consular officials are as follows:

Benghazi, 445 kilometres from Tobruk: France, Germany, Greece, Italy, Saudi Arabia, Tunisia, United Arab Republic, United Kingdom, United States of America, U.S.S.R.

Derna, 175 kilometres from Tobruk: Turkey.

El Berda (Beida), 260 kilometres from Tobruk: Belgium, U.S.A.

**CUSTOMS ALLOWANCES:** Cigarettes, cigars,tobacco,matches, spirits, wines, beer, perfume, arms, amunition and saccharine have to be locked up under Customs Seal from time of vessel's arrival in harbour of Tobruk until time of departure.

Whilst in harbour, each member of crew allowed following: 200 cigarettes (Master allowed 400), ½ bottle spirits (Master allowed 1 bottle), 4 bottles of beer or wine per man per day. No fixed allowance for cigars and tobacco.

Libyan law prohibits vessels from having on board any goods or containers of Israeli origin. Any vessel having such goods or containers on board, on arrival in the harbour of Tobruk, will be liable to heavy fine and confiscation of the goods or containers. The Libyan Authorities may, moreover, refuse to clear the vessel.

## TRIPOLI: 32.54 N. 13.13 E.

**PORT LIMITS:** The water area existing inside the actual breakwater and that which may fall within any new breakwaters eventually constructed in accordance with the Port Developments Project

The outer water area known as the navigational channel commencing as from the harbour entrance along the distinguishing marks of the channel for a distance of 2 kilometres.

**DOCUMENTS:**

7 copies, Crew Lists.
6 copies, Passenger Lists.
Documents required by Customs: Crew Declaration on Bonded Stores. Stores List. Provisions List. Currency List.
Health Documents required: Health Declaration. Cholera and Smallpox Certificates.
8 copies, Manifests.
Bill of Lading – only for the Shipping Agent.
Ship's papers – Registration Certificate, Log Book, Health Certificate, and all Certificates according to the International Sea Conventions – oil record book.

**PILOTAGE:** By cable or VHF or radio, half an hour notice of ETA required. Possible to contact by international radio frequency 500 kc. Harbour Master via (VHF) Channel 16 frequency 500 kc. Pilot boat flies "H" flag. Pilot boat could be requested by three continuous long whistles. Pilot boat will meet ships outside the harbour. Ships waiting Pilot anchor outside the harbour if weather is good. In case of bad weather ships could enter harbour at their own risk and anchor inside. After getting permission from Harbour Master by radio or any other way. In case Pilot could not board, vessel should contact Harbour Master via radio station for instructions.

Compulsory regardless of tonnage.

**RESTRICTIONS:** All ships can enter the harbour between sunrise and sunset, otherwise, special arrangements should be made with the Harbour Master after 2300 hrs.

Vessels built before 1950 will not be allowed to enter the port of Tripoli for the purpose of discharging cement cargoes. The draft for cement carriers should not exceed 22 ft.

**CLEARANCE:** Master required radio Agent/Port Authority before arrival advising the loading port, Master's name, vessel's net and gross registered tonnage, vessel's length and draft fore and aft, ETA, quantity and quality of any dangerous cargo on board, number of crew and passengers, and health situation.

**HEALTH:** Quarantine Flag should be hoisted until the doctor has been onboard. There is no automatic "free pratique" for a vessel arriving from another port of Libya.

**MAX. SIZE:** All types of ship of less than 27 ft. draft are safe in port. Tide does not exceed 2 ft.

**RADIO:** Tripoli Radio operates H/F, W/T and R/T service. Continuous watch from 0800 z to 1400 z daily. Traffic lists are transmitted every hour on the half hour on 8745 kHz during working periods. The station searches from 8350 to 8500 kHz during working periods and after traffic list. The station accepts traffic for Libya and abroad. R/T–H/F service on 4383·4 kHz but after prior request on H/F or M/F.

It is imperative that vessels contact the wireless station Tripoli port from a distance of 30 miles from the port. Giving the vessel's position. The wireless station operates from 0700 to 2000 on the following frequencies: 500 Mz., 2182 Mz. and Channel 16 VHF. Call sign "Tripoli Port Radio".

**TUGS:** Tugs are available immediately when the Pilot boards the ship.

**BERTHING:**

*Main Port:*

Quays no 6 to 14; depths alongside 22 ft.

*Karamanli:*

| | |
|---|---|
| Berth no. 1; | max. depth alongside 27 ft. 6 in. |
| " no. 2 and 3; | " " " 22 ft. |
| " no. 4; | " " " 15 ft. |

Buoy Berth no. 4; depth 27 ft. 6 in.

Other buoys: depth 23 ft.

**CARGO HANDLING:** No special equipment for handling bulk cargoes beside mobile elevators owned by a private mill company for the discharging of their own wheat consignments.

No special berths equipped for containers or roll-on/roll-off traffic which is handled on the usual available quays.

A floating crane is available and has lifting capacity of 100 tons.

**MEDICAL:** All facilities available. Doctors require 12 hours notice.

**TANKERS:** Berths at Karamanli Mole, 27 ft. draft.

**FRESH WATER:** Fresh water available. Should be obtained from the Port Authority.

Supplied alongside wharf, also supplied by barge.

**FUEL:** Suppliers need 24 hours notice of bunker requirements. Advisable for Chief Engineer to check what grades are available. before ordering.

**OPENING/CLOSING HATCHES:** This is required to be done by crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes for each crew member. Wines and spirits, 1 litre for each crew member.

Captains are requested to declare on arrival all quantity of alcohol, cigarettes and money in the possession of each crew member by filling in the Crew Declaration Form put forth for that purpose. The Master and his crew are strictly forbidden to offer alcoholic drinks to workers, employees and authorities having any business relation with the vessel.

No extra alcoholic drink is to be kept exceeding the quantity legally restricted to each crew member.

No crew member is allowed to take gifts out of his ship.

**IDENTIFICATION CARDS:** Identity cards, Passport, Discharge Book or Seaman's Book required.

**REPAIRS:** No repairs are possible in Tripoli.

**REPATRIATION:** Crew changes are possible as a number of major air lines operate to and from Tripoli.

**AIRPORT:** Tripoli Airport is about 27 km. from the city centre. There is a daily service to Europe.

**DEVELOPMENTS:** Expected draft increase up to 35 ft. Completion around 1975.

**WATCHMEN:** Available on request.

**CONSULS:**

| | | | |
|---|---|---|---|
| Algeria | tel. 34631 | Pakistan | tel. 40072 |
| Belgium | " 37797 | Poland | " 31768 |
| Bulgaria | " 35733 | Saudia Arabia | " 30486 |
| China | " 32300 | Spain | " 35463, 33275 |
| Denmark | " 39413 | Sudan | " 39181–39–82 |
| France | " 33526, 33527 | Sweden | " 32343 |
| Germany | " 33827, 30554 | Switzerland | " 32416 |
| Greece | " 36978, 36689 | Syria | " 31783 |
| India | " 41835 | Tunisia | " 31051/2 |
| Iraq | " 34235 | Turkey | " 37728 |
| Italy | " 34131 | U.S.S.R. | " 3054 |
| Jordan | " 32707 | United Arab Republic | " 33833, 33822 |
| Kuwait | " 40282, 40281 | | |
| Lebanon | " 33733, 32289 | U.K. | " 31191/5 |
| Malta | " 38081, 38082 | U.S.A. | " 34020 to 34029 |
| Morocco | " 34239, 40188 | Venezuela | " 36838 |
| Netherlands | " 41549, 41550 | Yugoslavia | " 34114, 33392 |

**TIME:** 2 hours ahead of GMT. No alterations.

**HOLIDAYS:** Revolution Day (1st September of each year); Evacuation Day (31st March of each year); Eid El-Fitr (3 days around January); Eid El-Adha (3 days around March); New Year (Heja) (1 day around April); Prophet's Birthday (1 day around June); Ashoura (½ day around April); Rajab (½ day around October); Shaban (½ day around November).

6th May, Sudan Revolution Day; 6th June, Libyan Evacuation Day (2nd Day); 23rd July, RAU Revolution Day.

**POLICE/AMBULANCE/FIRE:** Main Port call telephone 31808, 39111. Karamanli Wharf call telephone 30378.

**GENERAL:** Radio transmitters will be sealed by Port Authority whilst vessel in harbour. The Bond seals must remain unbroken if vessel is proceeding to another Libyan Port.

**SHORE LEAVE:** Allowed if ship berthed alongside a quay and after clearance from police. Shore passes delivered to vessel, in exchange for the Discharge Books and Vaccination Certificates of the crew members.

**REGULATIONS:** Ship lifeboats are not to be used within harbour limits.

Wines and /or Spirits are not be taken ashore.

Foreign currency not to be taken on shore.

No engine repairs to be carried out in port whilst alongside without the prior authority of the Harbour Master.

Every vessel calling at Libyan Ports, should have on board full sets of cargo documents, copies covering consignment, such as commercial invoice, certificate of origin, Bill of Lading, etc. This procedure will facilitate vessel's berthing, quick discharging and cargo withdrawal from the Customs Area, and in particular cargoes under direct delivery regime and heavy lift parcels. The dischar operations shall continue *until midnight*, and it is shortly expe that at a later date these operations will be performed during the 24 hours of the day. It is strictly prohibited to discharge heavy lifts on quays whatever the motive or the cause.

Vessels to contact Tripoli Port Radio when 30 miles from harbour.

**BERTHING PRIORITY:** The authorities have introduce berthing priority scheme as follows:

(*a*) Vessels carrying fruit, vegetables, trees and animals' feed
(*b*) Regular liner vessels carrying general cargo stowed prope
(*c*) Palletised cement vessels.
(*d*) Bundled timber vessels.
(*e*) Vessels provided with modern and working winches.

**DELAYS:** Vessels usually have to wait 1 to 2 days for a berth.

**AUTHORITY:** Directorate General of Ports, PO Box 648, Tri Libya. Telephone 33100.

## ZUEITINA: 30.51 N. 20.00 E.

**LOCATION:** The Terminal Light Float, moored in position 30° 00″ N. 20° 00′ 00″ E., has a red hull with a black and white vertic striped tower; it shows at night a white light flashing every seconds. A prominent landmark is the radio mast (height 451·5 above sea level) in position 30° 49′ 57.6″ N. 20° 03′ 05.5″ E.; it displ at night three red lights in a vertical line – the top light flashing, two lower fixed. The top light is on top of the mast (which is 40 above the base), the middle light is 226 ft. above the base, and lowest light is 133 ft. above the base. At night flares at the Liq Petroleum Gas Plant, in position 30° 54.2′ N. 20° 05.4′ E., can be se from a considerable distance; by day a column of smoke emanat from this position is also conspicuous. Fourteen large oil tan painted white, near the foot of the Radio mast, are prominent la marks.

**DOCUMENTS:** Soon after vessel's arrival, a Custom's official board, accompanied by a Company employee, who will act on beh of the ship and it's Agent, as well as on behalf of the Company, the execution of essential ship's business. The following documen signed by the Master and stamped with the ship's official stamp, required by the Customs official for the Customs and Immigrat Departments and for the Port and Lights Authority:

2 Entering and Leaving Territorial Waters Certificates.
2 Report Inwards Certificates.
2 Crew Declarations of Dutiable Goods.
2 Report Outwards.
3 Boycott Certificates.
2 Stores Lists.
5 Crew Lists.
1 Clearance from Last Port of Call.
2 Tanker Characteristics Certificates.

With the exception of the Crew Lists and the Stores Lists and clearance from the Last Port, the above forms will be provided by Company's representative.

**PILOTAGE:** Es Zueitina Terminal is situated on the Libyan coa in the Gulf of Sirte, 72 miles distant from Benghazi. The terminal s buoy, painted black and white vertical stripes and at night show one flash (white) every 10 seconds, is located in position Lat. 30° 39″ N. Long 19° 58′ 00″ E. A radio tower, in position Lat. 30° 49′ 5 N. Long. 20° 03′ 05·6″ E., the height of which is 451·5 ft. above sea lev is a prominent landmark. It displays at night three red lights in vertical line, the top light flashing, the lower two fixed.

A Mooring Master will board the vessel ½ to 1 mile W.N.W. terminal sea buoy and advise Master on all manoeuvres relative berthing, connecting and disconnecting the hoses.

Vessels of 40,000 tons or over are requested to have a pilot lad long enough to reach Mooring Master's launch rigged alongside accommodation ladder, in order that the Mooring Master may tran fer to it after 7 or 8 ft. Adequate lighting should be provided a vessels should make a lee.

Vessels of 40,000 tons dwt. and upwards which are not fitted w a mechanical pilot hoist should have a pilot ladder long enough reach the Mooring Master's launch rigged alongside the acco modation ladder, in such a manner that the Mooring Master c transfer to the accommodation ladder when about 10 ft. from s level. Ladders must be strong, clean, and in good state of repair a well secured. A good lee should be made, to allow the launch come alongside and the Mooring Master to board safely.

**ANCHORAGE:** Vessels awaiting the Mooring Master should hea to in the close vicinity of the terminal sea buoy. If they are obliged instructed to anchor, they should do so in the recommended anch age, which is within the radius of a circle centred in position La 30° 55′ N., Long 20° 01′ E. Under no circumstances should th anchor South of the 30° 54′ 00″ parallel.

**RADIO:** 72 hours prior to arrival at Es Zueitina, vessels should adv Occidental of their estimated times of arrival by cables sent Tripoli Radio (Cable address: "Oxyport", "Oxylibya" Tripolilib They should also confirm or amend them when they are 48 hours a again when 24 hours distant from the port.

In addition to cabling via Tripoli Radio, vessels may inform "O port Oxylibya" of their ETA by cables. Vessels equipped w VHF radio-telephone should contact "Zueitina Marine" on Chann 16 or 13 when they are within range and request berthing instructio

All vessels entering the Gulf of Sirte bound for Zueitina oilp must cable "Arkcomar Benghazi" at the earliest opportunity questing permission to enter Libyan territorial waters.

The cable must also show: Ship's name, flag, ETA Zueitina, last port, number of crew, health situation. This message will then be passed to the port and naval authorities at Zueitina. Vessels do not usually receive a reply.

**PRATIQUE:** Pratique will be granted by the Custom's official. He will examine the ship's logbook, and will inspect and seal the bonded stores rooms. Each member of the crew is allowed 25 cigarettes or 25 grammes of tobacco, one litre of beer or half a litre of wine for every day of the vessel's stay in port. Other tobacco and cigarettes, wines, beers and spirits, as well as matches, arms and ammunition and saccharine will be retained under seal whilst the ship is in Libyan waters.

**TUGS:** No tugs available to assist berthing.

**BERTHING:** The sea terminal consists of five berths, two of which – "Bravo" and "Delta" – are conventional buoy moorings, and the others – "Alpha" "Charlie" and "Echo" – are "single-point moorings", or "mono-buoys". Conventional buoy moorings "Bravo" and "Delta" are approximately 2½ miles off shore, with an average depth of 70 and 80 ft. respectively. 42 in. (ID) submarine lines connect the berths to the shore installations. Two 12 in. hoses connect the header at the end of the submarine line to the ship's manifold. They are taken up on the port side. The weight to be lifted on each string is approximately 6 tons.

Single-point Moorings "Alpha", "Charlie" and "Echo" are all approximately 3 miles off shore, in an average depth of 100 ft. of water. As in the conventional buoy berths, the hoses are always taken up on the port side, and the connection to the ship's manifold is by a 12 in. ASA flange. The weight of each string to be lifted is approximately 3 tons.

*Single-point Moorings.* The "Mono-buoy" is a large cylindrical buoy (weight 106 tons), divided by steel bulkheads into four watertight compartments, through the centre of which emerges the loading hose. The perimeter of the buoy, to which the buoy-to-ship moorings are attached, is a turntable which revolves on bogies round the centre – hose-supporting – section, in such a manner that the vessel berthed on the buoy will always lie head to wind. The minimum depth of water within the swinging radius of the largest ship envisaged at the buoy is approximately 95 ft.

The port approach rope, a 600 ft. length of 10 in. plaited polypropylene, is taken up first, and the ship is hove steadily towards the buoy. The starboard approach rope – 330 ft. of 10 in. plaited polypropylene – is also brought aboard when within range, and both lines are hove on until the chafing chains lie across the fairleads.

*Loading.* Rate of loading is between 32,000 and 50,000 bph.

*Conventional Buoy Moorings.* In berths "Delta" and "Bravo" the ship is berthed with two anchors ahead and seven mooring lines to buoys round the stern. As the mooring buoys are at distances of from 500 to 650 ft. when the ship is in position, vessels should have ropes of 200 fathoms ready for running out on each side of the after deck to warp ship into position. Where vessels are not so equipped, two ropes (of such length as to have the eye splice inboard when in position) should be married together and flaked out on deck clear of all obstructions and ready for running. Lifting, lowering, connecting and disconnecting hoses will be performed by ship's personnel under the direction of the Mooring Master.

In the conventional buoy moorings, in order that ships may be securely moored against beam winds and the chain sufficient leading ahead to ride out heavy swells, we recommend that they be equipped with ample chain on both bower anchors. Experience gained in sea berths suggests that the chain required should be more than the length of the ship. In vessels of 100,000 tons dwt., for which the berths were designed, we recommend that there should be 14 shackles (1,260 ft.) of chain on each anchor. A minimum acceptable amount of chain is 150 fathoms (10 shackles) for the safety of the ship and the company's installations. Anchor marker buoys should be used.

**HOSES:** Ship's derricks and deck winches should be capable of operating with a safe working load of 7½ tons and preferably 10 tons. Vessels with inadequate hose-lifting equipment will be rejected. All derricks should be fitted with "preventer-guys" in addition to normal guy tackles. The port derrick must be rigged and ready for use on arrival. In addition ships leaving SPM should have the starboard derrick ready, too, in order to facilitate the discharge of the mooring gear on the lee side.

**CARGO:** The principal cargo loaded at Es Zueitina Terminal is Occidental Field Blended Crude Oil, average API 40·0 – average loading temperature on board 108°F. Also loaded is Occidental Premium Crude Oil – average API 43·5, average loading temperature on board 108°F.

Care must be taken not to overload, as there is no provision whatsoever for cargo to be pumped back ashore.

*"Agip" Crude – Specifications and Characteristics:*

At 160° Fahr., API Gravity = 44·0; specific gravity = 0·8063. At 150° Fahr., API Gravity = 52·0; specific gravity = 0·7711. Pour Point = plus 104° Fahr. – could reach 115°. Cloud Point = 158° Fahr. Wax content = 37%.

If the temperature is allowed to fall below 130°F., it is anticipated that the wax will be deposited in the inner surfaces of pipes and tanks. Below 115° it will start to solidify, and below 100° F. it is solid.

**LPG MARINE FACILITIES:** *Arrival.*

The Mooring Master will board the LPG tanker in the vicinity of the Terminal Light Float. Pratique and Customs formalities will be completed prior to the vessel berthing.

The Mooring Master will leave the vessel when she is safely moored in the berth.

*Berth:* The LPG berth is S.S.W. of the Small Craft Harbour, inside the Tre Scogli reef. It is designed for vessels of approximately 550 ft. in length with a cargo capacity of 1,500 cubic metres; the maximum loaded draft permissible is 36 ft. Permissible draft at LW springs 28 ft. 6 in. Minimum depth alongside dock 36 ft.

The berth comprises of loading platform and control tower, with a breasting dolphin 125 ft. on each side of the loading point. There are four mooring buoys, one on each bow and one on each quarter; the length between them is 1,090 ft. and the thwartship distance is 315 ft. In addition, there are two mooring dolphins, 190 ft. on each side of the loading point and 135 ft. on the centre line of the berth.

The berth heading is 285° (T).

The loading platform is of structural steel, supported on concrete piles. From a control tower, two continental Emsco Cema type II loading arms are operated, one for liquid petroleum gas and one for vapour return. Connections to the ship's manifold are 12-in. ASA.

The maximum loading rate is 10,000 barrels per hour.

*Loading procedure:* "Occidental" will advise the ship on the characteristics of the cargo such as temperatures, loading rates, etc. The Master must advise in writing the loading rates that can be accepted.

Inert gas is not provided at Zueitina Terminal. The vessel must provide inert gas for purging previous cargoes other than propane or butane. The ship will not be loaded if the air has not been purged until a maximum oxygen content of 5% has been reached.

**MEDICAL:** Medical facilities are restricted to treatment of emergency cases only.

**FRESH WATER:** No fresh water available.

**FUEL:** No bunkers available.

**REPAIRS:** There are no engineering repair shops.

**REPATRIATION:** Only in an emergency can any crew member be paid off. Seamen's discharge books are not recognised in Libya. Crew members are advised to have a valid passport in their possession in case of emergency.

**CUSTOMS ALLOWANCES:** Each member of the crew is allowed 25 cigarettes, or 25 grammes of tobacco, one litre of beer, or half a litre of wine, for every day of the ship's stay in port. Other tobacco and cigarettes, wines, beers, and spirits, as well as matches, arms and ammunition, and saccharine, must be locked under seal from the time of arrival until the time of departure from territorial waters.

**CONSULS:** There are consulates in Benghazi for most of the maritime nations. Those nations not represented in Benghazi are represented in Tripoli.

**BALLAST:** As there are no ballast discharging facilities at Zueitina, vessels must arrive at the terminal with clean ballast ensuring that all pipelines, pumps and strainers have been flushed out prior to arriving and not within 100 miles of the Libyan coast.

**GENERAL:** Vessels are advised not to have on board any articles whatsoever of Israeli origin. All ships must fly the Libyan flag when inside Libyan territorial waters. Being an open roadstead, vessels must keep engines on stand-by during their stay in the moorings. No repairs to main engine may be undertaken in berth. Steam must be kept on deck in case adjustments to anchor cables or mooring lines are found necessary.

**SHORE LEAVE:** No shore leave is permitted.

**AUTHORITY:** Occidental of Libya Inc.

# Madeira

## FUNCHAL: 32.38 N. 16.55 W.

**DOCUMENTS:**

Maritime Declaration of Health Form.
5 Crew Lists.
12 Lists of Passengers finally landing.
5 Lists of Passengers in transit.
1 List of Stores and Provisions, including Deck and Engine Stores.
1 List of Contents of shops on board.
6 copies of Manifest of Cargo for discharge.
2 copies of each B/Lading of Cargo for discharge.
1 copy of Manifest of Cargo in Transit.
1 List of Passengers finally landing, visaed by Portuguese Consul at original port.

All other entry and clearance documents are arranged by the Agents.

**PILOTAGE:** Vessels should radio their ETA to Agents who order Pilot. 24 hours notice requested. Pilot launch flies "H" flag during day. Exhibits bright white light over red at night. To request Pilot on approach by day fly international "G" flag, or give 2 long and 1 short blast on whistle. At night flash 2 long 1 short. For vessels berthing alongside Pilot boards in bay; for vessels anchoring Pilot does not board but pilot launch indicates where vessel should anchor. Pilot boat equipped with radio telephone on 2182 and 2341 kHz.

Also VHF, Channel 16 (calling) and Channel 6 (working).

**ANCHORAGE:** Permitted anchorage within 800/900 metres East from end of breakwater or 300/350 metres South of breakwater within a limit of 400 metres from shore.

**RESTRICTIONS:** None.

**SIZE OF VESSEL:** No limit to size of vessels which can anchor, but all anchorage positions should be indicated by pilot launch. For vessels berthing alongside quay maximum permissible length 990 ft. maximum draft 36 ft. Oil carriers discharge at buoys at Praia Formosa 3 miles to West of Funchal. Maximum length of oil tankers that can berth at oil discharge buoys 665 ft. maximum draft 36 ft.

**HEALTH:** Free Pratique may be arranged by Master sending wireless message addressed "Port Doctor Funchal" – "Request free pratique arriving . . . from . . . sailing to . . . number passengers . . . landing . . . number passengers in transit . . . number of crew . . . all well. Master."

In event suspected disease or fever on board Master should wireless either Port Doctor direct or to ship's Agents, who will inform Port Doctor. The Master will then be instructed what further action he is to take.

When vessel other than of national flag arrives after calling at another port in same country usual procedure applies, i.e. Masters radio for free pratique or pratique granted by Doctor visiting in bay.

**RADIO:** Madeira Radio Station call sign CUB 500 k/cs. Same station normally used by Agent when communicating with vessel.

**TUGS:** Two tugs each of 1,000/1,100 h.p. – bollard pull 18 tons – are available.

N.B. Vessels up to 2,000 gross tons are not obliged to use tugs.

Vessels of between 2,000 and 15,000 gross tons are obliged to use one tug.

Vessels over 15,000 gross tons are obliged to use two tugs.

**BERTHING:**

| | |
|---|---|
| *Quay No. 1* | Length 139 metres, depth 6 metres. |
| | Length 41 metres, depth 7 metres. |
| | Length 19 metres, depth 8·5 metres. |
| *Quay No. 2* | Length 425 metres, depth 11 metres. |
| *Quay No. 3* | Length 347 metres, depth 11 metres. |

**STEVEDORES:** When ships require labour, Agents must be notified before 1600 on working days and on Sundays and holidays before 1100, after these hours labour not available for last minute engagement. On Christmas Eve works stops at noon even if ships loading or discharging. No labour available Christmas Day, New Year's Day or Easter Sunday.

Grain cargoes can only be worked from 0800 hrs. to 2000 hrs. daily including Sundays, and a maximum of 4 gangs only can be worked simultaneously.

Bulk cargoes such as potash and fertilizers need to be bagged on board. Receivers supplying the bags – and this generally applies to grain. Bulk cement, clinker and granulated plaster is discharged by grabs.

**MEDICAL:** Advance notice is required by Agents for any medical attention required. Hospital facilities available. No inoculations required.

**TANKERS:** Diameter of connection of discharge lines 8 in. into pipe-lines of 12 in. diameter for black fuel and 10 in. diameter for white fuel. 1 anchorage buoy berth with maximum draft of 36 ft.

**DENSITY:** Salt water.

**FRESH WATER:** Available at anchorage and ex quay.

Three barges available, with total capacity of 450 tons. Delivery hoses ex barge or ex quay are of 2½ in. diameter, and there are nozzles of various sizes. Rate of delivery ex barge – 50 tons per hour per barge. Delivery ex quay, said to be about 60 tons per lead per hour, but this can be slow, according to the number of ships being supplied, and the amount of water in the city storage tanks and may require to be supplemented ex barge in case of big quantities or supplies required within limited time.

**FUEL:** Fuel oil available from 3,500 seconds Redwood 1 to 200 seconds Redwood 1. Also marine diesel and gas oil. 12 hours (minimum notice) required.

**FIRE PRECAUTIONS:** At discharging buoys usual non-smoking precautions.

**GANGWAY/DECK WATCHMEN:** Gangway watchmen recommended.

**OPENING/CLOSING HATCHES:** Normally carried out by crew.

**CUSTOMS ALLOWANCES:** Tobacco, Wine and Spirits: Moderate supplies allowed for personal use during ship's stay.

**CARGO GEAR:** No specific local safety regulations. Vessels discharging must provide strops, slings and nets. Lifts over five tons must be effected by ships gear.

Six mobile cranes are available.

1 crane – 6 tons at 12 m., 3 tons at 24 m.

2 cranes – 5 tons at 20 m.

3 cranes – 3 tons at 12 m.

A floating crane is available which can lift up to 27 tons from the water line up to 8 m. This same crane can lift up to 20 tons from the water line to 12 m.

**IDENTIFICATION CARDS:** Required.

**CONSULS:**

| | | | | | |
|---|---|---|---|---|---|
| Austria | 21057 | W. Germany | 20338 | Peru | 21375 |
| Belgium | 20255 | Greece | 20824 | Spain | 20535 |
| Brazil | 20355 | Guatemala | 20824 | Sweden | 20121 |
| Costa Rica | 24888 | Holland | 20317 | Switzerland | 22101 |
| Denmark | 22031 | Italy | 23890 | United Kingdom | 21221 |
| Dominica | 21057 | Monaco | 20041 | United States | 23309 |
| Finland | 20596 | Norway | 20541 | Uruguay | 20535 |
| France | 21445 | Panama | 20091 | Venezuela | 24050 |

**REPAIRS:** Repair yard available which can carry out most engine repairs on board except removing or replacing main engines. Hull work limited to removing riveting or replacing hull plates above water line, electric and oxy-acetylene welding. Most electrical work can be effected but notice required in regard to materials necessary. Foundry where castings can be made up to one ton weight.

**DRY DOCKS:** None.

**REPATRIATION:** Limited facilities for crew changes. Necessary repatriations can be made.

**AIRPORT:** At Santa Cruz, 20 kilometres East of Funchal. Service between Funchal and Lisbon operated by national airline TAP, nineteen flights weekly Funchal/Lisbon/Funchal.

**TIME:** GMT maintained throughout year.

**HOLIDAYS:** New Year's Day (totally unworkable); Easter Sunday (totally unworkable); Municipal Holiday (local) (workable, 50% overtime); Camoes Day (workable, 50% overtime); Corpus Christi (workable, 50% overtime); The Assumption (workable, 50% overtime); Proclamation of the Republic (workable, 50% overtime); All Sa (workable, 50% overtime); Independence of Portugal (worka 50% overtime); The Immaculate Conception (workable, 50% o time); Christmas (totally unworkable).

Saturday is an ordinary working day. December 24 (workable to 1500 hours only).

**POLICE/AMBULANCE/FIRE:** Police 22022; Ambulance 22 Fire 21163.

**SHORE LEAVE:** All crew visiting shore must be in possessio special Landing Card, plus Identity Cards, Discharge Books or Pa ports, which must be shown to Immigration Officer at gangw Crew Landing Cards must be stamped by Immigration Officer be Crew can proceed ashore.

**AUTHORITY:** Capitania do Porto, Avenida do Mar, Funchal.

# Malagasy Republic

## FORT DAUPHIN: 25.02 S. 47.02 E.

**DOCUMENTS:**

Manifest of Cargo for discharge.
Manifest of Cargo in transit.
Ship's Stores List.
List of Passengers Landing.
Crew List.
Franchise Certificate (for mail-carrying vessels).

**PILOTAGE:** The port is an open roadstead and pilotage required.

**ANCHORAGE:** In depths of 8 metres. Vessels anchoring charged with port dues.

**RESTRICTIONS:** Port is normally used by coastal trading vess In case of liners handling cargo exceeding 150 tons, special perm sion required which is obtained by Agent.

**HEALTH:** Pratique should be requested from the Health Dep ment, tel. 36.

**RADIO:** Fort Dauphin Radio, call sign 5RD, between 0400 1630 hours GMT on following frequencies: 458, 500, 2182 and kHz.

**TUGS:** None available.

**BERTHING:** There are no berths alongside. Vessels work ca at anchorage.

**STEVEDORES:** Arranged by the Fort Dauphin Lighter Company. Advance notice of ETA required to arrange gan Average loading/discharging rate is 10 tons per hold per hour.

**MEDICAL:** 2 hospitals available in the town.

**TANKERS:** One buoy berth for tankers.

**FRESH WATER:** No water barge. Only small quantities can supplied in emergency.

**FUEL:** Not available.

**WATCHMEN:** Not necessary.

**HATCHES:** Opening and closing hatches carried out by stevedor

**CUSTOMS ALLOWANCES:** One carton of cigarettes per m No alcohol.

**CONSULS:** No local representatives.

**REPAIRS:** Only facilities available for repairing lighters.

**REPATRIATION:** No facilities for effecting crew changes.

**AIRPORT:** Situated 5 kilometres from the port, 4 regular flig per week.

**TIME:** GMT plus 3 hours all year round.

**HOLIDAYS:** Days on which work is normally carried out w overtime payment: Easter; Ascension Day; Whitsun; Assumptio Christmas.

Official holidays on which work can be arranged by special perm sion: 1st January; 1st May; 26th June (Independence Day); 14 October; Festival of the Republic.

**FIRE/POLICE/AMBULANCE:** Police Tel. 49; Fire 19; Ambulan 36.

**SHORE LEAVE:** Not permitted.

**AUTHORITY:** Service des Ports' Phares et Balises, Tananariv

**AGENT:** SCAC Madascar BP 425, Tananarive. Tel. 228–64. Cable "Freight Tananarive". Telex 22214.

## MAJUNGA: 15.44 S. 46.20 E.

**DOCUMENTS:**

List of Crew Members.
List of Passengers.
Customs Documents.
Health Documents.
Manifests.
Bills of Lading.
Ship's papers.

**PILOTAGE:** Vessels requiring Pilot must apply by cable Majunga Harbourmaster's office at least 24 hours before arrival. Pi embarks at Narcissus buoy.

**ANCHORAGES:** Indicated to ship's captain by cable from Majun Harbourmaster's office.

**RESTRICTIONS:** Ships can enter day and night. Maximum dr allowed 10 metres.

**MAX. SIZE:** No restriction except for maximum 10 metres draft.

**HEALTH:** Pratique automatic when vessel comes from a Madag car port. Pilot is health agent.

**RADIO:** Radio Majunga.

**STEVEDORES:** Vessel informs Agent by telegraph 24 hours in advance of number of gangs needed.
**MEDICAL:** Hospital available.
**TANKERS:** One berth, maximum draft 10 metres.
**FRESH WATER:** Unlimited drinking water.
**CERTIFICATES:** See "Tamatave".
**CUSTOMS ALLOWANCES:** See "Tamatave".
**CONSULS:** French and Greek consulates.
**REPAIRS:** Minor repairs only.
**REPATRIATION:** All facilities available.
**AIRPORT:** Served by regular airlines; 7 km. from town.
**TIME:** GMT plus 3 hours.
**HOLIDAYS:** Catholic and official holidays. Commercial transactions possible on public holidays.
**POLICE/FIRE/AMBULANCE:** Police 24–85; Fireman 13; Hospital 29-15.
**AUTHORITY:** Harbourmaster: PO Box 79, Majunga. Tel. 23–28.
**AGENT:** See "Tamatave".

## TAMATAVE: 18.08 S. 49.22 E.

**DOCUMENTS:**
*Health* International Maritime Certificate of Health.
List of Passengers disembarking.
Crew List.
*Police* List of Passengers disembarking.
Crew List.
*Customs* Ship's Register.
Three sets Cargo Manifests.
Crew List.
Two Stores Lists.
Two Lists of Crew disembarking.
Two Lists of Crew transitting.
Two Lists of Passengers disembarking.
*Port* Two sets Cargo Manifests.
*Agents* One set Cargo Manifests.
List of Passengers disembarking.
Crew List.

**PILOTAGE:** No telegraphic address. Ships advise Agents hour of ETA. Pilots informed by Agents. Due to the breakwater being extended the South Pass is temporarily closed to all traffic. When completed, the extension will render the Pass so narrow that only small coastal vessels can use it.

The East Pass is now permanently in use for large vessels. The pilot-boat waits on the East Pass range approximately 3·3 miles S.S.E. of Prunes Island Lighthouse. The pilot-boat is fitted with a small, portable VHF set (Channels 16 and 27) but its effective range is only about 5 miles.

**ANCHORAGES:** No special anchorage. If no berth available on ship's arrival, Pilots put ships at best anchorage, according to draft and length of ship, between Reef and shore.
**RESTRICTIONS:** No restrictions. Ships enter and sail day and night at any time. Maximum tide only 3 ft.
**MAX. SIZE:** For roads, max. length about 200 metres (concerns only passenger ships). For cargo vessels max. length 180 metres; max. draft 31 ft. 2 in. (9·5 metres).

For tankers, max. length 572 ft. (205 metres); max. draft 35 ft. (10·70 metres).

**HEALTH:** Quarantine message sent to Agents who inform health service. "Q" flag must be hoisted if health satisfactory. Captain presents maritime declaration of health.
**RADIO:** Tamatave Radio, call sign 5RS. VHF frequency (16) 156·80 – (26) 161·90 – 168·95.
**TUGS:** One tug of 1,750 h.p. and two tugs of 250 h.p. available to assist berthing.
**BERTHING:** Three berths for deep-sea ships and two berths for coastal ships. Ships moored at berth in order of arrival and according length and draft. Mooring has to be very strong, due to swell that may sometimes enter harbour when South-east trade winds are strong, or if cyclone in vicinity. Mooring by two chains and special nylon lines furnished by harbour. Swell is so dangerous that ships have to go to anchorage or put to sea until weather improves.
**STEVEDORES:** ETA to Agents must give hatches, tonnages, and all information about cargo.
**MEDICAL:** Preferable to inform Agents in advance. All hospital facilities available – smallpox vaccinations.
**TANKERS:** One refinery imports crude oil and exports fuel and refined oils. Tankers moored using anchors forward, and moorings aft.

Diameter of lines 12 inches. No slop discharge facilities. If tanks are to be washed, slops must be discharged outside harbour.

**DENSITY:** 1023·5.
**FRESH WATER:** Delivered by water-boats at rate of about 100 tons/hour.
**FUEL:** Available alongside. Gas oil and diesel oil at 70 tons per hour. Fuel oil at 110 tons per hour.

Vessels at anchorage may be serviced by fuel barge of 250 tons.

**FIRE PRECAUTIONS:** One fire-boat stationed near tankers.
**GANGWAY/DECK WATCHMEN:** Recommended. Very low cost.
**OPENING/CLOSING HATCHES:** Booms always operated by crew. If hatches are Macgregor type, by crew; otherwise by stevedores.
**CERTIFICATES:** Safety certificates (three), Derating or Exemption Certificate, Register, Load Line Certificate.
**CUSTOMS ALLOWANCES:** 200 cigarettes. Wine/Spirits. One opened bottle.
**IDENTIFICATION CARDS:** Only seaman's papers required.
**CONSULS:**

| | |
|---|---|
| France 2721 | Dutch 2632 |
| Great Britain 2680 | Swedish 2136 |
| Norway 2549 | Danish 2615 |

**REPAIRS:** Only small repairs possible.
**REPATRIATION:** Possible, arranged by Agents.
**AIRPORT:** Served by regular airlines. One flight a day by Air Madagascar to Tananarive and 4 to 6 flights a week from Tananarive to Africa and Europe.
**TIME:** Local time GMT plus 3 hours.
**HOLIDAYS:** 13 holidays per year. Cargo work cannot be arranged on holidays but can be on about every second Sunday.
**TELEPHONES:** Two connections at two berths used for passenger ships, but may be requested by other ships.
**GENERAL:** Fourteen cranes of three tons each. One floating crane for maximum 120 tons weight. Small tugs and lighers for ships operating on roads. One port launch and some private launches for crews of ships at anchor.
**SHORE LEAVE:** Permitted.
**DELAYS:** Not fixed. When all berths occupied, ships wait at anchorage.
**AUTHORITY:** Port Autonome de Tamatave, POB 492, Madagascar.

**AGENT:** SCAC Madagascar, Rue du Capitaine-Shoel, BP 411, Telex: 55610. Tel. 320–48; 320–49; 326–80; 326–81. Cables: "Freight Tamatave".

# Malaysia

## DUNGUN, Malaya: 04.47.30 N. 103.27 E.

**DOCUMENTS:**
Register.
Last Port Clearance.
10 copies Crew List.
6 ,, Passenger List (if any).
6 ,, Stowaway List (if any).
2 ,, Stores List (including Firearms and ammunitions).
2 ,, Dutiable Liquor and Tobacco List.
2 ,, Crews Declaration List (cameras, radios, etc.).
2 ,, Cargo Manifests.

**PILOTAGE:** Extra charge for pilotage outside normal office hours and holidays. Ocean vessels should anchor about 0·8 miles S.E. of Tg. Dungun Lighthouse.
**ANCHORAGE:** On arrival vessels required anchor about one mile outside berthed ships to obtain pratique. Accommodation ladder must be rigged on lee side to allow Port Authorities to board.
**CUSTOMS:** Customs Office hours 0830 to 1630 (Thursday afternoons, Fridays and holidays excepted).
**IDENTIFICATION CARDS:** Every member of crew must produce Identity Document or Shore Leave Pass at Customs House when landing and again when returning to vessel.
**SHORE LEAVE:** No seaman may proceed more than three miles from Dungun Customs House. The Officer in Charge Customs, as acting Immigration Officer, has authority to limit or prohibit Shore Leave in all cases.

## KOTA KINABALU, (Jesselton), Sabah: 06.00 N. 116.05 E. (See Plan)

**DOCUMENTS:**
Documents to be produced on arrival:
Port Clearance from Last Port.
6 copies Inward Cargo Manifests.
2 copies Hatch List, *or*
1 copy Stowage Plan.
9 copies Crew Lists.
9 copies Passenger Lists.
2 copies Bonded Store Lists (incl. Arms and Ammo Lists).

In addition, the Master has to complete a Shipping Arrival Report Form and a Maritime Declaration of Health Form.

*Notes:* (*a*) = If vessel arrives from any port outside those declared infected.
(*b*) = These 2 copies (Inward Cargo Manifests) must be certified by the Master as follows: "I hereby certify that to the best of my knowledge and belief this manifest is complete and correct. . . . Master".

To be Supplied to Ship before Departure:
1 set Agents Outward Manifests.
2 copies Passenger Lists for Immigration.*
1 copy Passenger Lists for Customs.*
1 set Manifests for Customs.*
* To be supplied by Agent.

If vessel departs to a port outside Sabah, 2 copies outward crew list are also required for Immigration.

**PILOTAGE:** Pilot normally available between 0600 and 1800 only, Written application must be submitted 12 hrs. in advance.
**ANCHORAGES** (Also see "Health"):
*Special Anchorages and Prohibited Areas*

(1) *Prohibited anchorage:* No vessels shall anchor as to swing within 3,000 ft. of the F.R.G. light on the N.N.E. end of the Authority wharf in approximate position Latitude 05° 59′ 51″ N. Longitude 116° 04′ 30″ E. Vessels under 150 ft. in length may anchor within this

area, East of a line joining the F.R.G. light and Gueritz shoal light beacon.

(2) *Prohibited Area:* Except with the previous permission in writing of the Authority, no logs or timber shall be allowed to lie afloat within the area – Eastward of a line drawn in a 172° direction from Grieve Reef Beacon.

(3) *Explosives and Dangerous Goods Anchorage:* Vessels having explosives and Dangerous Goods on board shall anchor within a line drawn from a position in Latitude 06° 01′ 21″ N. Longitude 116° 05′ 45″ E. thence in a 360° direction for 6·5 cables thence in a 270° direction for 10 cables thence in a 180° direction for 6·5 cables thence in a 090° direction for 10 cables to the starting point.

(4) *Dangerous Petroleum Anchorage:* A vessel having dangerous petroleum on board shall anchor within a line drawn from a position in Latitude 06° 00′ 42″ N., Longitude 116° 05′ 45″ E. thence in a 270° direction for 10 cables thence in a 360° direction for 6·5 cables thence in a 090° direction for 10 cables thence in a 180° direction for 6·5 cables to the starting-point.

(5) *Quarantine Anchorage:* A vessel which is required to proceed to a quarantine anchorage shall anchor within an area bounded by a radius of 3 cables from a position in Latitude 06° 01′ 34″ N. Longitude 116° 03′ 46″ E.

**RESTRICTIONS:**

1. Entering. Vessels with dangerous cargo such as benzene are not allowed to stay alongside wharf or to berth after 6 p.m. Vessels arriving from any port within hours of day-light not allowed to berth until they see the signals at the Customs House directing them. This applies equally to vessels arriving on schedule as well as unscheduled vessels and any infringement of these regulations can have very serious consequences.

Master of ship not sailing within 48 hours after port clearance to report to Harbour Master reason for not sailing, and, if so required obtain a fresh port clearance.

2. Shifting. The Authorities must be informed prior to shifting.

3. Immigration. No person may leave ship before clearance has been given by Customs/Immigration officers.

4. Currency. There is no restriction on amount of currency which can be brought into this State but maximum amount allowed to be taken out is Mal $100. Foreign exchange must be conducted through recognised banks.

**HEALTH:** (Also see "Regulations"). (*a*) Sabah Government are signatories to WHO convention on Quarantine regulations. Port Health Doctor will not board unless vessel comes from infected port. Instead, Maritime Declaration of Health to be filled-out and handed to Boarding Officer of Health Department who will require one copy of crew list and one copy of passenger list. Vessels should cable Agent prior arrival advising last port of call and whether vessel is healthy. Pratique normally cabled to ship but if unreceived, vessel need not proceed to Quarantine anchorage unless coming from infected port.

(*b*) Vessels arriving from ports outside the State will anchor until boarded by Authorities unless previously instructed by telegram to come alongside.

**RADIO:** (Also see "Health"). Information required before ship's arrival: Manifest, stowage plan, number of gangs required, amount of water required, pilot requirements. Local radio call sign "Control K.K.".

**TUGS:** Tug 280 h.p. available to assist vessels berthing and unberthing without a pilot at inner berth. Ship's lines used.

**BERTHING:** Wharf T-shaped; outer berth 647 ft. long with minimum depth of 25 ft. Inner berth 475 ft. long with minimum depth of 21 ft.; 2 go-downs 28,000 and 30,000 sq. ft. floor area respectively. Sabah Ports Authority operates one 10-ton crane, 12 towing tractors, 18 6,000-lb. forklifts, one 7-ton forklift, 46 trailers of capacity ranging from 3 to 6 tons. Heavy Lifts up to 6 tons received into Sabah Ports Authority trailers, up to 17 tons could be received into railway wagons, beyond 17 tons overside discharge into landing craft. Sabah Ports Authority landing ramp capable of accepting loads of up to 30 tons. Bulk handling limited to petroleum and bitumen into private installation by pipe-line.

**STEVEDORES:** Stevedores provided SPA; labour supplied for working in ships' holds and on ships' winches (if required). For cargo delivered direct ex-wharf consignee provides labour; cargo for Sabah Ports Authority godown labour provided by Sabah Ports Authority.

Working hours/days: Ships can be worked on all days except for 11 state and national holidays when port closed completely. Working hours 0730 to 1130; 1300 to 1700; 1800 to 2200 hours. Work beyond these hours possible by application. Additional charges payable.

Deliveries 0730 to 1630 hours except Sunday.

Loading/discharging rate: General cargo excluding vehicles and liquid cargo 17·60 B/L tons per gang hour. Palletised (unit-load) cargo 27·4 B/L tons per gang hour.

**CARGO:** (Also see "Berthing").

1. Tally: The Agent can provide tally clerks at ship's expense.

2. Inward cargo: Ship's responsibility ceases as soon as consignees take delivery ex-sling.

3. Transhipment cargo: Transhipment cargo is handled via Port Authority Godown.

4. Outward cargo: All cargo is brought to the ship alongside wharf either by tractors and trailers.

5. Special cargo regulations:

(*a*) *Dangerous cargo.* Vessels carrying explosives as cargo: All vessels arriving at, or remaining within the limits of, any port with explosives on board shall fly the gunpowder flag at the fore mast.

No vessel having explosives on board shall, without the permis in writing of the Harbour Master, come or remain within 500 yard the shore or of any other vessel:

Provided that such a vessel may, with the written permissio the Harbour Master, come and remain within such limit where:

(i) such explosives are wholly and exclusively of Class V ( minate) or Class VI (Ammunition) or both such classes in second schedule; and

(ii) the total quantity of such explosives does not exceed thousand pounds; and

(iii) such explosives are carried in a properly constructed magaz duly certified as such by a British Board of Trade Surve or by an officer fulfilling similar functions appointed b Government of any British possession or the vessel ha certificate from one of Her Majesty's Inspector of Explos or from an Officer fulfilling similar functions appointed by Governments of Singapore, the Federation of Malaysia Hong Kong and approved by the Governor that all the ex sives on board such vessel have been properly stored and Master of such vessel further certifies in writing that no ot dangerous cargo is carried by the vessel; or where:

(iv) such explosives are wholly and exclusively explosives of or any of Class III (Nitro-compound), Class IV (Chlo mixture) or Class VII (Firework); and

(v) the total quantity of such explosives does not exceed th thousand pounds.

No such explosive shall be landed, shipped or transhipped tween sunset and sunrise without the previous permission in wri of the Harbour Master. Any Master of a vessel offending against provisions of this section shall be liable to a fine of one thous dollars.

(*b*) *Livestock.* Pigs or cattle may not be loaded or discharged any wharf without permission of the S.P.A.

**MEDICAL:** Medical Officer of Health: Medical Services Dep ment, tel. 54303. Vaccination and inoculation (incl. Yellow Fever) be arranged via Agent at any time during working days. In case death on board, Agent and Harbour Master as well as the Police be informed.

**FRESH WATER:** Can be supplied from wharf. Supply rate is tons per hose per hour.

**FUEL:** Not available.

**CONSULS:** Consul of Indonesia.

**HOLIDAYS:** Working on Sundays/holidays is possible aga overtime payment. No work will be done on Chinese New Yea Day, Hari Raya Puasa and Christmas Day.

**POLICE:** OCPD (Police), tel. 52415.

**GENERAL:** Ship Chandlers: All kinds of stores and provisi available.

Recreation Facilities. Two cinemas in town which show Engl films frequently. Three tennis courts available and football matc may be arranged. Sports Club is next to town Padang, about ha mile from wharf and golf and yacht clubs situated on beach Tanjong Aru, 4 miles from town.

Surveyor: Harrisons & Crosfield (S) Ltd. are Lloyd's Sub-Age and can arrange a surveyor provided prior warning is given.

Fumigation. No facilities.

**SHORE LEAVE:** Crew members allowed ashore after inspec by Immigration Officer.

**REGULATIONS:** (*a*) Arrival and Departure. 1. The owner or Ag of every vessel other than a small ship intending to call at a port sh as soon as possible, and in any case not later than thirty-six ho prior to the estimated time of arrival of the vessel, give notice writing to the Authority of such arrival and, if so desired, the requ ment for a berth at a wharf.

2. The notice under this regulation shall be in a form prescri by the Authority and shall contain full particulars regarding the ca to be discharged and loaded, the embarkation and disembarkatio passengers, heavy lifts, special or perishable cargo, hazardous a dangerous goods (whether to be discharged at the port or not), any other matters of importance relating to the working or safety the vessel in the port.

3. The Master of every vessel entering or leaving a port betw sunrise and sunset shall cause to be hoisted the national colo and the signal letters, if any, of the vessel. The national colours sh be exhibited from 0800 to sunset whilst the vessel remains in po

4. The master of every vessel arriving from outside the Stat Sabah shall exhibit the Immigration and Quarantine signals co tained in the First Schedule and shall also at the request of a custo officer hoist the Customs signals. Such signals shall remain exhib until the appropriate officer has given permission for them to lowered.

5. No vessel shall approach within six hundred ft. of any ot vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from a vessel until the vessel is cleared inwards and the Immigrat Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficien secured to a wharf or buoy before commencing the loading or d charging of cargo and/or the embarkation or disembarkation passengers.

8. No vessel shall leave any port unless in possession of a va Port Clearance issued by or on behalf of the Director of Marine.

(*b*) Special signals

| *Significance* | *By Day* | *By Night* |
|---|---|---|
| Immigration (for ships not carrying passengers) | International Code Signal "2 5" | Two green lights, six ft. apart, hoisted vertically where best seen. |
| Immigration (for ships carrying passengers) | International Code Signal "3 4" | Two green lights, six ft. apart, hoisted vertically where best seen. |
| Quarantine (vessel is Healthy request pratique) | International Code Signal "Q" | Nil |
| Quarantine (vessel is suspect) | International Code Signal "Q Q" | A red light over a white light and a separate hoist of red light over a green light and hoisted vertically six ft. apart where best seen. |
| Quarantine (vessel is infected) | International Code Signal "Q L" | |
| Quarantine (not received pratique) | Nil | A red light over a white light six ft. apart hoisted vertically where best seen. |
| Request Police Assistance | International Code Signal "S T" | A green over a white light, six ft. apart hoisted vertically where best seen. |
| Request Medical Assistance | International Code Signal "W" | A red light over a green light, six ft. apart, hoisted vertically where best seen. |

(c) Priority. First come first served.

A new wharf is being built at a new location approximately a quarter of a mile Northward of the present wharf. The new facilities will include an island wharf containing 4 berths measuring a total of 1,720 ft. with 30 ft. of water alongside. The wharf will be connected to the shore by 2 access bridges. A transit shed with a storage area of 72,000 square ft. will be constructed on the structural deck of the wharf. A multi-storey Headquarters Building with training school and library will also be built at the same location. The whole project is expected to be completed by mid 1975.

**AUTHORITY:** Sabah Ports Authority, PO Box 1430, Kota Kinabalu. Tel. 55233.

**AGENT:** Harrisons & Crosfield (Sabah), Limited. Telegraphic address "Crosfield". Tel. Shipping Department 52876; Vessels at wharf 52300–54400.

## KUCHING, Sarawak: 01.34 N. 110.21 E.

**DOCUMENTS:**

Port Clearance to be surrendered to Customs when boarding.

Crew Lists and Passenger Lists, 2 copies for Immigration Department, 2 copies for Kuching Port Authority, 2 copies for Customs, 1 copy for Port Health Officer.

List of Ship's Stores (2 copies for Customs).

List of Ammunition (2 copies for Customs).

Health Documents (Vaccination Certificates and Cholera Inoculation Certificates to be examined by Health Inspector.

Manifests (2 sets for Customs, 3 sets for Kuching port Authority).

**PILOTAGE:** Pilot can be applied for through Agents or by direct cable Marine Dept. giving at least 24 hours notice of ship's arrival time at Tanjong Po. Telegraphic address, Shipping, Kuching. Location of anchorage for vessel awaiting Pilot at 045°, one mile from Tanjong Po. Pilot boat "Alor" equipped with VHF.

In rough weather it may be necessary for a ship to follow or meet the pilot launch at the junction of Embang and Senari leads. Pilots for the Batang Lupar, Triso or Lingga Anchorages are also normally embarked off Tanjong Po by arrangement.

**APPROACHES:** The seaward approach to Kuching port is restricted by the presence of two bars; Outer Bar at a depth of 16 ft. below datum, and the Inner Bar at 15 ft. below datum. The maximum depth of high water over the Bar, which occurs at springs, is about 31 ft., whilst at neap high waters this decreases to approximately 28 ft. The tidal range is 5 to 17 ft. There are also numerous rocks and shoals in the river.

**ANCHORAGES:** (*a*) Tanjong Po Anchorage: 045° one mile from Tanjong Po line. Area of safe anchorage is $\frac{1}{4}$ mile radius. Depth 6 fathoms. (*b*) Sijinkat Anchorage: For vessel up to 550 ft. long with maximum draft 25 ft. (*c*) Pending Anchorage: For vessel up to 350 ft. long with maximum draft 22 ft. See "Developments".

**RESTRICTIONS:** Tide restriction and maximum draft 17 ft. at high tide. Not advisable to enter port at Tanah Puteh at night.

**MAX. SIZE:** Maximum permissible length overall for vessel entering port at Tanah Puteh is 435 ft. and maximum draft 17 ft. Maximum overall length for oil carriers proceeding to oil installation at Biawak Wharf, Pending Point, is 435 ft., and maximum draft 22 ft.

**RADIO:** ETA cable to ship's Agent can be sent to Department of Communications, Kuching. Code words, Kuching Radio.

VHF direct communication with Port Authority, Channel 16, calling and safety, Channel 20 port operations, Channel 26 public correspondence. Pilot boat and Marine Department also equipped with VHF. Range 25 to 30 miles from Kuching port.

**TUGS:** Two 1000 h.p. tugs available.

**BERTHING:** Application for berth must be made by Agents at least 24 hours before berthing.

**STEVEDORES:** Gangs required for working vessel for weekdays must be ordered by Agents before 1530 prior to ship's working the following day. Gangs required for working vessel on Sundays or public holidays must be ordered before 1000 prior to ship's working on Sundays and public holiday.

**MEDICAL:** Necessary for Agents to receive advance notice of required medical attention at least 24 hours before arrival. Hospital facilities available. Crew should possess Cholera inoculation and Vaccination Certificates.

**TANKERS:** Tankers berth at Biawak Wharf, Pending Points, for discharge of their oil. Diameter of pipe line 6 in. Only one tanker can berth at a time and maximum draft is 25 ft.

**DENSITY:** 1008 oz. per cubic ft.

**FRESH WATER:** Available and can be supplied to vessel alongside Authority's Wharf by hose about 25 tons per hour.

**FUEL:** High-speed diesel fuel oil can be supplied to vessel by making arrangement with either Shell or Esso Oil installation at Biawak.

**DEVELOPMENTS:** Port expansion project at Pending Point, to accommodate vessels up to 25 ft. draft. Facilities include one wharf 860 ft. long, designed for mechanised systems of cargo handling. Containers on a feeder basis, ships provide own cargo working gears. Due for completion early 1975.

**GANGWAY/DECK WATCHMEN:** Not usually available. Ship should provide own watchmen.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**CERTIFICATES:** Ships should possess all relevant certificates on board in case required for reference.

**CUSTOMS ALLOWANCE:** Tobacco: 1 oz. tobacco or 25 cigarettes permitted for each crew member daily. Up to three days ration in port. Wines and/or Spirits, $\frac{1}{8}$ qt. bottle is permitted for each crew member daily. Up to three days ration in port.

**CARGO GEAR:** Ship provides own gear especially for handling heavy lifts, vehicles, etc. Rope slings, pallets and safety nets, etc., will be provided by the Authority at Tanah Puteh Wharf.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** British, American and Norwegian.

**REPAIRS:** Minor repairs to vessels only.

**DRY DOCKS:** Not suitable for sea-going vessels. Coastal vessels up to 220 ft. long.

**REPATRIATION:** Facilities available.

**AIRPORT:** Airport about 6$\frac{1}{2}$ miles from port at Tanah Puteh. It is served by regular airlines which operate two flights daily except on Tuesday, Thursday and Friday when one flight only.

**TIME:** Local time eight hours ahead of GMT.

**HOLIDAYS:** Port work can be arranged on all official holidays on overtime rates except Chinese New Year Day, Hari Raya Puasa Day, International Labour Day, (1st May), Dayak Festival Day (1st June), and Christmas Day, during which port at Tanah Puteh will be closed.

**POLICE/AMBULANCE/FIRE:** For emergency call, tel. 999 is applicable to all these three services. Individual call: Central Police Station, 21222; General Hospital, 23151; Fire Station, 21033.

**TELEPHONES:** Telephones can be provided free of charge on board vessel occupying Authority's berths at Tanah Puteh Wharf.

**SHORE LEAVE:** Crew members are allowed ashore provided permission is granted by Immigration Department.

**REGULATIONS:** Refer to Sarawak Merchant Shipping Ordinance and Kuching Port Authority's Ordinance and Bye-laws.

**DELAYS:** Waiting for wharf berths when Port is congested, up to 3 days.

**AUTHORITY:** Kuching Port Authority, Tanah Puteh, Kuching, Sarawak, East Malaysia. Tel. 22291 (five lines).
Cables: "Kuport Kuching."

## KUNAK, Sabah: 04.41 N. 118.15 E. (See Plan)

*Sabah Government Requirements*

(*a*) Customs will treat port as sufferance wharf as defined in Section 2 of Customs Ordinance (Cap. 33), with control from Lahad Datu. Agent will be required to make application to Customs for sufferance facilities in respect of each vessel, on appropriate form. Officer-in-Charge of Customs, Lahad Datu will arrange to send a supervising officer with ship; this officer will attend vessel's inward and outward Customs clearance. Transport, food and shelter of Customs officer are for vessel's account, though it is envisaged that his transport can be concurrent with boarding and departure of the Pilot, i.e. per Marine Department launch.

(*b*) Immigration requires that vessel shall be cleared inwards and outwards in Lahad Datu. As Marine Department launch will be required to run mooring lines at Kunak, it will not be available to transport Immigration Officer who will *not* accompany vessel. His transport will therefore be a matter for Agent to arrange.

(*c*) Medical will grant pratique by radio by Medical Officer, Lahad Datu: whose right to carry out full inspection is not affected thereby. This will only be exercised, it is anticipated, when vessel has called at an infected port within prescribed period. Radio messages should therefore give this information, e.g. "Malay Maru Hongkong Twentieth Tokyo Thirtieth Manila Second All Well Request Pratique Master".

(*d*) Marine Dept. in the case of a vessel arriving from foreign ports will ultimately place a Pilot on board in Lahad Datu, if requested.

(i) Pilot will receive vessel's arrival report and sight her last port clearance. Pilotage will commence at any such point on route as Master may request, at rates laid down in the Merchant Shipping (Fees) Regulations, 1961. The pilot launch carrying berthing crew will arrive in advance of vessel at Kunak and assist in making fast.

(ii) As there is no accommodation available at Kunak, the Pilot it is hoped, can be accommodated on board ship during her stay.

(iii) Return to Lahad Datu will follow as in sub-para (i) with the Pilot issuing Port Clearance on completion of Immigration formalities.

(iv) Requests for Pilot should be made *at least* 24 hours in advance to Marine Sandakan via Sandakan Radio, 9WHZ1. Initially this service will be offered from Sandakan, and ships proceeding Kunak from there will retain the Pilot on board. Ships from foreign ports will be served by air; charges to their account. There is now a Pilot based at Tawau, who will berth vessels at Kunak.

For information the port limits of Lahad Datu are "a line drawn from Tanjong Melandong on the South-west point of Darvel Peninsula to the most Westerly point of Sakar Island and thence to the mainland, etc." From this it can be seen that large vessels need not enter the narrow waters of the inner bay.

**BERTHING:** 1. Wharf consists of,
(*a*) A raised cement platform 30 ft. × 30 ft. on wooden piling.
(*b*) Three lazy piles with rubber fendering situated 20 ft. from the front edge of the platform and 125 ft. in each direction from the centre of the platform.
(*c*) Two cement mooring dolphins 20 ft. × 20 ft. situated 350 ft. each side of the platform and 50 ft. from the rear edge of the platform.
(*d*) A metal jetty approach 10 ft. wide × 350 ft. long.
(*e*) A coral bund 24 ft. wide at the base and approximately 16 ft. wide at the top.
(*f*) Mooring Buoy placed 600 ft. off head of jetty.

2. Depth of water alongside: Minimum depth of water outside the lazy piles is in excess of 35 ft. datum.

3. Bulk oil will be pumped from installation along a metal pipe via coral bund and metal jetty. At a point approximately 15 ft. before cement platform the pipe bifurcates and the two terminals are situated two-thirds the way along each side of platform. To these terminals will be attached a flexible steel hose for connection with ships. Hose will be provided by shippers, and is 400 ft. long if required.

4. Pumping capacity. Maximum overall rate of pumping palm oil will be 100 tons per hour. Palm oil pipe is of 6 in. diameter.

**AUTHORITY:** Port Manager, Tawau.

**AGENT:** Harrisons & Crosfield (Sabah) Ltd., PO Box 131, Sandakan, Sabah, Malaysia. Telegraphic address "Crosfield Sandakan". Tel. 2141. Code-Bentley's Second Phrase.

## **LABUAN**, Sabah: 05.17 N. 115.15 E.

Island of Labuan is 12 miles long and 7 miles wide lying off North-west coast of Borneo at entrance to Brunei Bay. It is part of State of Sabah and is only 4½ miles from mainland and some 77 miles from the State Capital of Kota Kinabalu.

**DOCUMENTS:**

(*a*) On arrival, when vessel has arrived from ports outside Sabah, Health Officer, Boarding Officer, Customs and Immigration or their representatives will board vessel. Agent cannot board until ship has been cleared.

(*b*) Health Officer will require Maritime Declaration of Health duly completed together with one copy of passenger list and one copy of crew list whenever vessel's last port or call has been outside State of Sabah.

(*c*) Boarding Officer will require one copy of Shipping Arrival Report, one copy of passenger list and one copy of crew list. He will also inspect various Certificates such as Load Line, Life Saving Equipment etc.

(*d*) Following is summary of documents required:

| | *Customs* | *Immi-gration* | *Boarding Officer* | *Agent* | *M.O.* |
|---|---|---|---|---|---|
| Passenger List | 2 | 2 | 1 | 1 | 1 |
| Crew List | 2 | 2 | 1 | 1 | 1 |
| Store List | 2 | — | — | 1 | — |
| Maritime Declaration of Health | — | — | — | — | 1 |

(*e*) To be supplied before Departure:
Manifests as necessary.
Captain's copies of Bills of Lading.
Port Clearance.
Customs Clearance.
Certificate of (*a*) Buoys and Lights Dues and (*b*) Port and Harbour Dues.

**PILOTAGE:** Pilot available if adequate notice given but pilotage not compulsory. Vessels normally berth between 0600 and 1800, unberthing at any hour, day or night, provided that notice of such movements received between 0800 and 1600.

**ANCHORAGES:** Good anchorage for large vessels in a least depth of five and three-quarters fathoms South and South-east of No. 6 Beacon.

*Quarantine.* Vessels arriving from an unhealthy port should proceed to quarantine anchorage for pratique. This anchorage is bounded on North by a line drawn 090° from Harbour Shoal Beacon to Eastern Harbour Limit; on South by a line drawn between South-west point of Papan Island and Enoe Beacon; on West by Eastern Boundary Limit of Explosives Anchorage (as under). If vessels arriving from healthy port and healthy themselves, they need not proceed to Quarantine Anchorage.

*Explosives.* No vessels having explosives on board may come or remain within 500 yards of shore or of any other vessel; such vessels shall fly Gunpowder Flag at foremast, and should anchor in Explosives Anchorage which is within a line drawn from Enoe Beacon to Harbour Shoal Beacon thence in 090° for 6 cables thence in 180 degrees direction until it joins line between South-west point of Papan Island and Enoe Beacon.

*Dangerous Petroleum.* A vessel having dangerous petroleum on board shall anchor within a line drawn from Harbour Shoal Light beacon in a 360° direction for 2,500 ft., thence in a 090° direction for 3,600 ft., thence in a 180° direction to join Northern boundary limit of Explosives Anchorage.

*Prohibited Anchorage.* No vessel shall anchor within 1,700 ft. fr F.R.G. Light – Liberty Pier.

**RESTRICTIONS:** Tides. Subject to diurnal inequalities b usually one high water and one low water a day. Average high wa is 6·5 ft. and low water 3 ft. above datum of soundings.

Clearance. Port is open from 0600 to 1800 although vessels can cleared later than 1800 on application provided they are sight from Papan Lighthouse at 1800.

**HEALTH:** See "Regulations" and "Anchorages".

**RADIO:** Information required before ship's arrival. ETA Labua with as much prior notice as possible. Number of gangs require Quantity of fresh water required. Whether Pilot required for berthin

Labuan has no radio facilities and messages are received Kota Kinabulu, Miri, Singapore, etc.

Port VHF Service operates on Channels 16 and 12, between 06 and 2000 hours.

**TUGS:** No tugs available.

**BERTHING:** 1. Wharves.
(*a*) Liberty Wharf – A wharf with wooden piles and concrete deckin measuring 400 ft. with dolphins 100 ft. off each end – least dep of water is 26 ft.
(*b*) Victoria or Small Ships' Wharf (marked on Chart as H. & C Wharf). A wooden structure – length 270 ft. with minimum dep of 12 ft. No longer usable except by kumpits. No vehicles allow on wharf.
(*c*) New Shell Installation Wharf. Concrete jetty 170 ft. long with tw dolphins at each end with a total length between of 700 ft., lea depth of water 31 ft.

2. Buoys: No mooring buoys in Labuan.

3. Monsoons. North-east monsoon prevails from December t April and South-west monsoon from middle of May to middle October. Harbour is well sheltered from both monsoons.

4. Flags and Berthing Signals:

(*a*) When entering port vessel should fly Signal Letters, Mail Fla if applicable, and "G" flag if requiring Pilot, and also Quarantine Fla

(*b*) Berthing Signals. Following berthing signals will be used Labuan and will be displayed from Flagstaff in Harbour Office vicinity of Liberty Wharf, Victoria Harbour. A red and white chequere flag and International Code numbered pendant will indicate ber number allocated. Berth numbers have been allocated as follows:

(*c*) Berth and Pendant No.
1. Liberty Wharf S.E. section of seaward frontage.
2. " " N.W. " " "
3. " " S.E. " inside frontage.
4. " " N.W. " " "
5. Repair and Slipway Wharf. (Marine jetty.)
6. Victoria Wharf (small ships) S.E. Section.
7. Landing Craft Hard (New Beach) (300 ft. N.W. of Victori Wharf).
8. Landing Steps Liberty Wharf.
9. Shell Installation Jetty.
0. Anchor.

On receipt of berthing signal, vessel should acknowledge in th usual manner with the answering pendant and proceed to berth.

(*d*) Tidal Signal. A tidal signal consisting of a cone and ball hoisted in conjunction with berthing signal showing state of tide berth indicated. A cone point down signifies flood tide (West-going a cone point up ebb tide (East-going), a ball slack water.

(*e*) Facilities. Maximum single load without special precautions o Liberty Wharf is 25 tons. Any load over this figure will require to b distributed over two or more panels of 10 ft. by 10 ft., each accordin to weight. However, special arrangements must be made prior t discharge, and Agent should be consulted in advance.

**STEVEDORES:** Supplied by Contractors as arranged by Agent Working hours 0800–noon, 1300–1700. Working outside these hour on Sundays and Public holidays is overtime.

**CARGO:** 1. Inward. Inward cargo is tallied out of ship on to wharf o into lighter. Damaged cargo is surveyed on the spot, otherwise n liability of the vessel is acknowledged. Discharge is carried out afte permission has been obtained from Customs after manifest o inward cargo has been deposited. Cargo is delivered to consignee against production of relative Bill of Lading. Ship's responsibili to consignees ceases at ship's side but, in the case of shortlande cargo, reasonable proof must be given to Customs that the carg has not been landed. A shortlanded Memo certified by the Chie Officer is usually accepted as proof.

2. Transhipment. After discharge of cargo from the 1st carrie transhipment cargo is placed under supervision of Customs, unless it is possible to arrange direct transhipment into small coastal vesse Customs do not accept responsibility for cargo in Customs Bond.

3. Refrigerated. Only small quantities of refrigerator cargo loade or discharged.

4. Explosives. Explosives must be discharged into lighters unde police escort and transported to an approved police store. A licence for their Importation must be obtained from the police prior to arriva of cargo, and harbour and police authorities must be informed o arrival of explosives in port either for discharge or as through carg

**MEDICAL:** Hospitals. Not possible for Government Medical Office to visit ships but patients can be sent to Cottage Hospital. 4 1st class beds, 10 2nd class beds, 46 3rd class beds.

Dentist. A Government Dental Clinic, located in town area. In addition, a Chinese dentist is available in town.

**TANKERS:** See "Berthing".

**FRESH WATER:** Only available in small quantities (usually 30 tons maximum) and at restricted hours.

**FUEL:** Bulk furnace oil and high speed diesel usually available but 48 hours notice of requirements must be given.

**FIRE PRECAUTIONS:** In case of fire, the Harbour Master, OCPD, and Agent should be telephoned immediately. A mobile gas turbine fire pump is available.

**CONSULS:** None.

**REPAIRS:** Slipways of up to 500 tons displacement, and Marine Department can undertake minor repairs.

**POLICE/AMBULANCE/FIRE:** Medical Officer 224; Asst. Commissioner of Customs 201; OCPD 400; Police Station 297; Hospital 222.

**GENERAL:** *Surveyors.* Harrisons & Crosfield are Lloyd's Sub-Agents in Labuan and may appoint a surveyor as necessary.

*Ship Chandlers.* Fresh fruits, vegetables and fish available and price list can be obtained from ship chandler through Agent. Cold storage with limited supplies.

*Recreation Facilities.* If owners pay a monthly subscription to the Labuan Recreation Club, ships crew are automatically members. Football and cricket, etc., can usually be arranged on application to Agent. Two cinemas in town which show American, English, Chinese, Malayan and Indian films.

Good beaches all round island, however, it is strongly recommended that bathers should remain in shallow water. It is not considered safe to bathe from the ship.

Victoria Hotel situated in town. All rooms air-conditioned and have private bathrooms or showers attached. Lodging house accommodation available in town for Chinese crew members.

**REGULATIONS:** (*a*) Arrival and departure. 1. The Owner or Agent of every vessel other than a small ship intending to call at a port shall, as soon as possible, and in any case not later than thirty-six hours prior to the estimated time of arrival of the vessel, give notice in writing to the Authority of such arrival and, if so desired, the requirement for a berth at a wharf.

2. The notice under this regulation shall be in a form prescribed by the Authority and shall contain full particulars regarding the cargo to be discharged and loaded, the embarkation and disembarkation of passengers, heavy lifts, special or perishable cargo, hazardous and dangerous goods (whether to be discharged at the port or not), and any other matters of importance relating to the working or safety of the vessel in the port.

3. The Master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted the national colours and the signal letters, if any, of the vessel. The national colours shall be exhibited from 0800 to sunset whilst the vessel remains in port.

4. The Master of every vessel arriving from outside the State of Sabah shall exhibit the Immigration and Quarantine signals contained in the First Schedule and shall also at the request of a customs officer hoist the Customs signals. Such signals shall remain exhibited until the appropriate officer has given permission for them to be lowered.

5. No vessel shall approach within six hundred ft. of any other vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from any vessel until the vessel is cleared inwards and the Immigration, Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficiently secured to a wharf or buoy before commencing the loading or discharging of cargo and/or the embarkation or disembarkation of passengers.

8. No vessels shall leave any port unless in possession of a valid Port Clearance issued by or on behalf of the Director of Marine.

(*b*) Special signals.

| *Significance* | *By Day* | *By Night* |
|---|---|---|
| Immigration (for ships not carrying passengers) | International Code Signal "2 5" | Two green lights, six ft. apart, hoisted vertically where best seen. |
| Immigration (for ships carrying passengers) | International Code Signal "3 4" | Two green lights, six ft. apart, hoisted vertically where best seen. |
| Quarantine (vessel is Healthy request pratique) | International Code Signal "Q" | Nil |
| Quarantine (vessel is suspect) | International Code Signal "Q Q" | A red light over a white light and a separate hoist of red light over a green light and hoisted vertically six ft. apart where best seen. |
| Quarantine (vessel is infected) | International Code Signal "Q L" | |
| Quarantine (not received pratique) | Nil | A red light over a white light six ft. apart hoisted vertically where best seen. |
| Request Police Assistance | International Code Signal "S T" | A green over a white light, six ft. apart hoisted vertically where best seen. |
| Request Medical Assistance | International Code Signal "W" | A red light over a green light, six ft. apart, hoisted vertically where best seen. |

**DEVELOPMENTS:** A replacement wharf, 800 ft. length is to be built close to the existing Liberty Wharf in 1974/1975.

**AUTHORITY:** Harbour Master, Tel. 251.

**AGENT:** Harrisons & Crosfield (Sabah) Limited, PO Box No. 7, Labuan, Sabah, Malaysia. Telegraphic Address "Crosfield". Tel. 218, 219.

## LIMBANG, Sarawak: 04.48 N. 115.05 E.

Limbang is the principal town of the Fifth Division and is situated eight miles above the entrance of the Limbang River. There is an anchorage for ocean-going steamers, five miles below the Limbang bar buoy with a least depth of 26 ft.

Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during day-light hours, for at least twelve hours before the vessel is due to sail, or if the vessel is in port for less than twelve hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the Port Clearance.

(2) The Port Clearance shall be in the form of an endorsement on the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any whilst under way.

## MALACCA, Malaya: 02.15 N. 102.15 E.

**DOCUMENTS:**

1. *Harbour Master's Office or Marine Department*

(*a*) "Report of Arrival of Vessel" on prescribed Form (Marine 28) obtainable from Harbour Master's Office on arrival.

(*b*) One copy Passenger List, specifying names and nationalities and required to report any casualties, accidents, births or deaths that have occurred during the voyage to the passengers, crew, ship or cargo.

(*c*) Port Clearance from last port and copy of Manifest of Cargo to be discharged.

(*d*) List of all arms and explosives on board.

(*e*) In the case of a British or Malaysian vessel and vessels belonging to a nation not having a Consular Officer at the port produce to Port Officer the Certificate of Registry and ship's Articles.

(*f*) All ship's certificates such as Safety Equipment Certificate, Radio Certificate, Load Line Certificate, Safety Construction Certificate, Ship's Registry, Passengers' Certificate, Derating Certificate and all Certificates of Competency of all Officers on board.

(*g*) Crew List.

2. *Immigration Authorities*

(*a*) Crew List (3 copies).
(*b*) Passenger List (3 copies).
(*c*) Produce all passengers passports/visas.
(*d*) Produce all seamens cards.
(*e*) Forms A and B – "Immigrant and Emigrant" obtainable from Immigration Department on arrival.

3. *Port Health*

(*a*) Crew List showing last date of vaccination.
(*b*) Passenger List, showing the last date of vaccination.
(*c*) Produce all seamen and passengers' vaccination cards.

4. *Customs Department*

(*a*) Crew List (2 copies).
(*b*) Passenger List (2 copies).
(*c*) Personnel Effects List (2 copies).
(*d*) Cargo Manifests (2 copies).
(*e*) Last Port Clearance.
(*f*) Bonded Stores List (2 copies).
(*g*) Full and correct statement of dutiable goods carried as ship's stores (2 copies).
(*h*) Customs Form CD 15 obtainable from Customs Department on arrival.

**APPROACHES:** No difficulty from North or South. No sand bar at river mouth. Harbour open all year round.

**PILOTAGE:** None.

**ANCHORAGES:** For ocean-going and costal vessels anchorage between 1–1½ miles off Malacca harbour. Between 3–6 fathoms depth. No specific prohibited anchorage.

**TUGS:** None.

**BERTHING:** None. Discharging into lighters at anchorage.

**STEVEDORES:** Discharging cargo capacity per day – 1,000 tons.

**MEDICAL:** Modern Government hospital. All surgical and medical facilities available.

**FRESH WATER:** None.

**FUEL:** None.

**DEVELOPMENTS:** Proposed provision of deepwater berths.

**CUSTOMS ALLOWANCES:** Tobacco, cigarettes 25 in number per man per day, or cigars, 8 in number per man per day, or Tobacco, 1 oz. per man per day, or snuff, 1 oz. per man per day.

Wine and/or Spirit, Spirit, $\frac{1}{8}$ qt. per man per day, or wines, 1 qt. per man per day, or beer or stout, $\frac{1}{8}$ qt. per man per day.

**REPAIRS/DRY DOCKS:** None.

**HOLIDAYS:** Official holidays in the state as follows: New Year's Day, 1 day; Chinese New Year's Day, 2 days; Muslim New Year's Day, 2 days; Wesak's Day, 1 day; His Majesty's Birthday, 1 day; Prophet Mohammad's Birthday, 1 day; His Excellency Governor's Birthday, 1 day; Malaysia Day, 1 day; Deepavali, 1 day; Hari Raya Huji, 2 days; Christmas Day, 1 day. No cargo is worked on any of the above gazetted public holidays – port closed.

**AIRPORT:** Batu Berendam, 6 miles from port – commercial airlines daily.

**AUTHORITY:** Marine Department, Office of the Harbour Master, Malacca and Port Dickson, Melaka, Malaya.

## MIRI, Sarawak (incl. Lutong): 04.26.30 N. 113.55.30 E.

Miri Roads is an open roadstead in a shallow bay, bounded at North by Tanjong Baram and at South by Tanjong Lobang.

**PORT LIMITS:** Outer: within an area to Northward of Lat. 04° 22′ N., Eastward of Long. 113° 55′ 30″ E. and Southward of Lat. 04° 31′ N.

**DOCUMENTS:** (*a*) *Health*. Vessels exempted from inspection (see "Health") should deliver to Berthing Master on arrival, a Declaration of Health, Last Port Clearance and 2 Crew and Passenger Lists.

(*b*) *Inward Clearance* (also see "Anchorage"). All vessels calling Miri Roads for passengers or cargo must be cleared by Immigration and Customs and, if necessary, by Port Health.

Inward clearance effected only between 0600 and 1800 and following signals must be shown: if passengers carried, flags "3" and "4"; if no passengers carried, flags "2" and "5"; if free pratique requested, flag "Q".

Following papers will be required on arrival for inward clearance:

*Port Health:*

Declaration of Health.

1 Crew List.

1 Passenger List, inward and through.

*Customs Boarding Officer:*

as above, if not boarded by Health Officer, and 2 Inward Cargo Manifests.

(*c*) *Outward Clearance*. For vessels that have called to lift bunkers only at Lutong Moorings, clearance will be issued by Berthing Master.

Other vessels will be issued a Port Clearance by Customs Officer on board who will require: 1 Outward Manifest and, if any embarked, 1 Outward passenger list.

**APPROACHES:** The loom of gas flares on Seria Oilfields thirty miles North-eastward of Miri are a general guide at night but should not be used as a bearing because flares movable within area of oilfield and liable to be extinguished at any time. Following bearings exist. By night, three lighthouses:

(*a*) *Tanjong Baram* 04° 35′ 47″ N. 113° 58′ 25″ E. white single light 680,000 candle power, visibility 17 miles, elevation 120 ft. in grey steel lattice tower, group flash three every twenty seconds.

(*b*) *Lutong* 04° 28′ 30″ N. 113° 59′ 46″ E. white single light, 13,500 candle power, visibility 10 miles, elevation 80 ft. in grey steel lattice tower, group flash two every ten seconds.

(*c*) *Tanjong Lobang* 04° 21′ 48″ N. 113° 57′ 36″ E. white single light 20,150 candle power, visibility 18 miles, elevation 155 ft. in grey steel lattice tower, 60 ft., flash one every ten seconds.

By day, above lighthouses difficult to distinguish and following may be used for day-time bearings:

(*a*) Lutong radio mast FR 210 ft., position 04° 26′ 25″ N. 113° 59′ 54″ E.

(*b*) Tanjong Lobang radio masts as marked on chart.

**PILOTAGE:** No official Pilot stationed at Miri but Shell Company provide Berthing Masters to moor vessels at their Lutong Moorings (see "Tankers").

**ANCHORAGE:** For cargo, passengers or clearance. It is recommended that vessels anchor close inshore directly opposite Miri River Mouth, but caution must be exercised as sudden squalls and swell up to 4 ft. can occur, for which allowance should be made.

Cargo usually worked into or from wooden lighters of 30 to 35 tons capacity. Swell often restricts work to landward side only and swell or wind often make it difficult to work Hatch No 1 in some vessels. Accommodation ladder should be lowered on landward side to enable shore personnel to board.

Prohibited Anchorage and Berthing Area. From (*a*) 4° 30′ 54″ N.; 113° 56′ 19″ E. in a 090° direction to the shore; and from (*a*) to (*b*) in 4° 27′ 30″ N.; 113° 47′ 01″ E., thence in a 090° direction to the shore.

**HEALTH:** Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

Free pratique granted without health inspection to vessels calling to lift bunkers only at Lutong Moorings, provided ship healthy. Vessels with unclean bill of health or vessels which have not declared themselves healthy in their arrival notice telegram are subject to normal Port Health inspection procedure. Therefore of utmost importance that arrival notice is sent not less than 24 hours before arrival and contains all information requested (see "Radio") in order to prevent unnecessary delay.

**RADIO:** Miri Radio call sign 9 WW21, frequency 500 kc/s., operates at following hours local time: 0900–0930, 1300–1330, 1700–1730, 2100–2130. Present station has a limited range and if difficulty is experienced making contact, vessels should pass messages through other stations, such as Singapore radio, or through other ships in close vicinity of Miri.

Arrival notice must be telegraphed at least 24 hours before arrival and should contain following information:

All vessels

(*a*) expected time of arrival (local time GMT plus 8 hours);

(*b*) name of last port of call and next port of call, if not previously advised;

(*c*) whether or not ship is healthy.

For bunkers

(*d*) quantity of bunkers required, in long tons at least 48 hours notice is required;

(*e*) provisions or medical attention required, if any.

For cargo

(*f*) tonnage to discharge, if any;

(*g*) number of gangs required to load;

(*h*) number of winchmen required to load.

Passengers

(*i*) number of passengers to disembark.

**BERTHING:** Cargo vessels – see "Anchorage", oil carriers – "Tankers".

**MEDICAL:** Treatment of urgent cases available on shore subj weather conditions. Early notice should be telegraphed of medi requirements.

**TANKERS:** Lutong Terminal position 04° 30′ N. 113° 57′ E. (appro Open sea berths lying about 3 miles offshore just Northward Lutong River mouth. Berthing any hour day or night. Await Berth Master in area bounded by lines joining following positions: 04° 25 113° 56¼′ E.; 04° 25′ N. 113° 55′ E.; 04° 26¼′ N. 113° 55′ E.; 04° 26½ 113° 56¼′ E.

Pilot ladder should be rigged for Berthing Master, and starbo derrick near fuelling connection should be topped-up and rigged lift heavy equipment required for mooring and connecting pipe-lin and which has to be taken on board before proceeding to moor berth.

Moorings are in a prohibited area which must not be entered wi out a Berthing Master of Sarawak Shell Oilfields Limited on board

| *Berth* | *Max. length* | *Max. draft* |
|---|---|---|
| SBM 1 | 600 ft. | 40 ft. |
| SBM 2 | 750 ft. | 40 ft. |
| SBM 4 | 820 ft. | 44 ft. |

No slop discharge facilities.

**FRESH WATER:** No fresh or boiler water available.

**FUEL:** No ex-barge facilities but bunkers obtainable from Luto Terminal.

*Nos. 1, 2 and 4 Sealines.* Available for bunkering dry-cargo vesse Ship's spring wire will be used to haul ends of mooring wires board and mooring winches should be double gear and in all respec ready for use. Both ship's anchors will be used. All other gear mooring and connecting pipes is brought on board with Berthin Master at Pilot Station. Bunkers will be supplied through 8- flexible hose brought up on starboard side amidships and appr priate flange on ship's connection should be removed in advanc Berthing Master will remain on board throughout bunkering ope tion and will leave after vessel has unberthed. Mooring and u mooring operations each require about 1½ hours and bunkering ra usually 45–75 tons per hour.

**CUSTOMS ALLOWANCES:** Bonded Store on vessels other tha those berthing at Lutong Moorings for bunkers only and exempt from formal clearance, sealed by Customs after allowing a dai ration for duration of stay in port.

One Customs Officer will remain on board all vessels anchored Miri Roads and accommodation, if necessary, should be arrange for them. The Agents' staff will remain on board throughout cargo operations and it would be highly appreciated if meals cou be supplied to them and to the Customs Officer in view of the lon time occupied travelling by launch between ship and shore.

**AIRPORT:** Distant 10 miles. Daily flights.

**TIME:** GMT plus 8 hours. Permanent.

**SHORE LEAVE:** It is regretted that both passengers and cre must be dissuaded from coming ashore other than for medic attention, owing to weather and tidal restrictions.

**REPAIRS:** No facilities for repairs.

**LUBRICANTS:** Generally, lubricants not available but in eme gency certain grades sometimes obtainable in very limited quantitie

**PROVISIONS:** Limited fresh provisions and ex-bond stor available for which vessels should give 72 hours notice of requir ments so that arrangements can be made to secure the requir supplies.

**REGULATIONS:** The Master of every vessel of over 15 tons abo to depart from a port for any place outside Sarawak shall cause th "Blue Peter" (International Code Flag "P") to be hoisted, durin day-light hours, for at least twelve hours before the vessel is due t sail, or if the vessel is in port for less than twelve hours, for th period of her stay in the port.

(i) The Master or the Agent of every vessel about to depart fro a port shall, on demand by the Port Officer, produce for inspectio the port clearance.

(2) The Port Clearance shall be in the form of an endorsement o the form of clearance prescribed under the Customs Ordinance o in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a po shall hoist her signal letters, if any whilst under way.

**POLICE/AMBULANCE/FIRE:** Tel. 999.

**AUTHORITY:** Marine Officer, Marine Dept., Miri.

**AGENT:** Lloyd's sub-agents in Miri. The Borneo Company (M Sdn. Bhd. Postal address PO Box No. 60, Miri, Sarawak. Tel. offic 3365, 3366, 3367; out of office hours: 3261, 3344. Telegraphic addres "Borneo Miri".

The Borneo Co. (M) Sdn. Bhd. operate their own launches and representative will board vessels as soon as possible after arriva

## PENANG, Malaya: 05.25 N. 100.21 E. (See Plan)

**DOCUMENTS:**

The report of arrival (provided in Marine Shipping Ordinance, 195

A copy of Passenger Statistics on prescribed forms.

A List of Crew Members.

A List of Passengers.

Evidence of last port clearance.

All Ship's Documents (safety equipment, deratisation, radi load line and register).

Maritime Declaration of Health.

International Health Certificate for passengers and crew.

Vaccination List, for Smallpox and Cholera, for passengers and crew.

*Departures:* Port Clearance Certificate signed by the Port Health Officer, to be shown to the Port Officer issuing clearance.

For oil tankers, a copy of Ship's Manifest to be submitted. Ship carrying explosives, Captain required to fill prescribed form "D" stating quantity of explosive cargo ship is carrying together with copy of Ship's Manifest.

**PILOTAGE:** Vessel approaching port has to send telegram to Pilot Office direct (cable address "Pilots Penang") or to ship's Agent stating "ETA North Channel Light Float" or in case of South Channel "ETA Pulau Rimau". Draft of vessel to be given. Pilot Office may be contacted through Penang Telephone Exchange on VHF Channel 16 to local telephone No. 63313. At least six hours' advance notice should be given before arrival at Pilot point.

Pilot boats have a blue hull varnished upperworks with "Pilot" written in bold letters on both sides of boat.

Pilot is usually taken on board, for North Channel, in vicinity of North Channel Light Float and for South Channel, in vicinity of Rimau Wreck Buoy one mile South of Pulau Rimau Lighthouse.

Vessels awaiting tide can anchor, in case of North Channel, in area shown by pecked lines marked anchorage area in Chart No. 1366. For South Channel ship can anchor in vicinity of Rimau Wreck Buoy. During bad weather, provided draft suitable, vessels sometimes requested enter and take on Pilot at Erskine Buoy.

Pilotage is compulsory for all vessels navigating in pilot district of Penang with the exception of fishing vessels and vessels of below 600 grt.

*Shipmaster's Report:* The KRA lightvessel, on the Outer Kra Bank to the South of the South Channel, is non-existent.

The pilot station is now equipped with VHF but operates on Channel 12 only. The Pilot Launch is also equipped likewise, as is a car that transports the pilots from their homes to Batu Maung Point where they board the launch. It takes them exactly one hour from their homes until they are aboard a vessel at Rimau Buoy, therefore a minimum 2 hour notice is adequate.

One pilot advised me not to approach the South Channel at any time if the vessel's draft is over 24 ft. He stated that the bar to the South-west of Rimau Buoy has not been surveyed for many years and that possible silting may leave it on a lesser depth than the chart suggests. The approach to the North Channel is safe.

**ANCHORAGES:** The anchorage for foreign going steamers (other than those carrying dangerous cargo or quarantine ships) is Southward of the South-western corner of the Man of War Anchorage (shown on Admiralty chart by pecked lines) and eastward of a line drawn from this pcint to the Northern white mark buoy and thence 180°. Vessels must moor so as to swing clear of these lines at all states of tide.

The anchorage for coasting power vessels is Southward of a line drawn 270° from the Northern white mark buoy and Westward of a line drawn 180° from this buoy. Vessels must swing clear of these lines at all states of the tide.

**RESTRICTIONS:** No entry restrictions imposed other than those dictated by state of tide and draft of vessel.

**MAX. SIZE:** No limitations of size of vessel except for draft. North Channel chart datum 26 ft. South Channel chart datum 22 ft. Vessels of up to 32 ft. can use port but must wait for high water.

**RADIO:** Penang Radio, call sign 9–MG.

**VHF:** Vessels can communicate direct to Pilot Office via VHF operated on Channel 12 VHF within a range of 15 miles. A separate VHF network links the tugs, launches and the Commission's personnel working on board vessels in the roads.

**TUGS:** May be required to berth vessel at Butterworth Wharves in Port Penang. Tug joins vessel when at close proximity to wharves. Usual for tug's lines to be used.

Two tugs available, 1,320 b.h.p. and 1,200 b.h.p. Also one small tug of 440 b.h.p. and one tow-boat of 174 b.h.p. available to tow lighters to and from vessels.

**BERTHING:** There are two wharves, viz. Swettenham Pier on the island of Penang and Butterworth Wharves on the Mainland.

*Swettenham Pier:* Two ocean berths of 1,200 ft. length with 32 ft. of water alongside. There is 168 sq. ft. of covered storage accommodation.

*Butterworth Wharves:* Five ocean berths of 2,928 ft. length with 32 ft. of water alongside. There are five transit sheds of 148,000 sq. ft., 5 storage godowns of 171,000 sq. ft. and a timber shed of 60,000 sq. ft. and 140,000 sq. ft. of open storage area. Seven godowns of 303,000 sq. ft. near the port area are leased to private companies.

**SPECIALISED CARGO-HANDLING FACILITIES:** No special berths for handling bulk cargo. Two of the berths at Butterworth Wharves are designed to handle containerised cargo when such facilities are required. At Swettenham Pier and Butterworth Wharves there are vegetable oil bulking installations. Pipe-lines are connected from the installations to the wharves.

**CARGO HANDLING EQUIPMENT:** At Butterworth Wharves 13 mobile cranes of 2- to 3-ton capacity, 62 fork-lift trucks of 6,000 lb. capacity, one forklift truck of 13,000 lb. capacity and 28 LPG forklift trucks for hatch work. In addition, one 30-ton mobile crane and one prime mover with four trailers for handling 20 ft. containers. At Swettenham Pier one mobile crane of 10 ton capacity, two electric cranes of 3-ton capacity, 11 fixed and mobile cranes and 25 fork-lift trucks. Scores of tractors and trailers make up the rest of the mechanised cargo-handling equipment of the Commission.

**LIGHTERAGE:** In the event of a vessel working in the roads, lighterage is available for the transport of goods to and from the vessel. There are about 242 lighters operated by private companies and twenty 150-ton lighters by the Commission for lightering of cargo in the Port. In the case of the Commission's lighters, lighterage is only undertaken for export cargo.

**STEVEDORES:** Stevedores can be provided by stevedore contractors at short notices but normally a minimum of 12 hours will be required. Shipping Agents normally make these arrangements with stevedoring contractors.

**MEDICAL:** Advance notice is necessary if medical attention is required so that arrangements can be made with Medical Department by Agents.

**TANKERS:** Two tanker berths. Esso Wharf, 27 ft. at low water. Caltex Wharf, 35 ft. at low water. Mud bar approach to Caltex Wharf is 29 ft. at low water. Tankers also occasionally call at Swettenham Pier to deliver oil to City Council Power Station.

**FRESH WATER:** Available at all times. Delivery can be by means of hydrants at berths or by water-boats to vessels anchored in Roads. Rate of delivery is approximately 40 tons per hour.

**FUEL:** Fuel available from private oil companies at 24 hours notice. Limited quantities of fuel can be supplied by barges to vessels in the roads.

**GANGWAY/DECK WATCHMEN:** Services of a watchman recommended.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**IDENTIFICATION CARDS:** Needed only when a crew member is discharged after hospitalisation or when he is repatriated.

**REPAIRS:** Minor repairs can be undertaken.

**DRY DOCKS:** Dry docks not available for ocean carriers. Slipways available for vessels of 700 tons nrt with dimensions of 190 ft. × 40 ft.

**REPATRIATION:** Facilities exist for effecting crew changes and arranging necessary repatriation.

**AIRPORT:** Distance from port to airport approximately 11 miles. Served by both international and local airlines.

**TIME:** 7½ hrs. ahead of GMT. No alteration to clocks during year.

**HOLIDAYS:** Three port holidays a year: Hari Raya Puasa, Hari Raya Haji and National Day.

**POLICE/AMBULANCE/FIRE:** Dial 999.

**TELEPHONES:** A telephone is placed on every ship that berths alongside. This is one of services provided under a common charge known as the wharf service charge.

**SERVICES:** All types of minor marine servicing is available. Provided by private firms. Some of the services are draft survey, general conditioning of ship, valuation of ship, accident survey, inspection of refrigeration, radar adjusting service, compass adjusting and tank-cleaning facilities.

**SHORE LEAVE:** Allowed.

**REGULATIONS:** Free port, and as such, when a vessel calls at port, Customs search party may go on board vessel to search for contraband goods.

**DEVELOPMENTS:** The Bulk Cargo Terminal project at Prai consists of the construction of a 460 ft. × 60 ft. wharf which will be connected to land by an approach bridge of 24 ft. in width and approximately 3,900 ft. in length, reclamation of 64 acres of land for use as stockpile sites and the installation of a mechanical loading and unloading system for both wet and dry bulk cargoes.

Although initially only one berth is constructed, the scheme provides for the ultimate development of three more berths – one for both wet and dry bulk cargoes, and two for liquid cargoes.

Loading and unloading of dry bulk cargoes will be fully mechanical. A system of conveyor belts will link the berths and the stockpile sites. At the berth, loading will be by means of a ship loading conveyor and unloading will be by ship bulk unloader. The design capacity for the loading equipment is 900 tons per hour and unloading 450 tons per hour. Liquid cargoes will be pumped through pipe-lines and stored in special tanks at sites set aside for this purpose.

Under the project of the construction of the sixth berth at Butterworth Wharves, a new berth with associated cargo handling facilities will be built at Butterworth as an extension of the existing berths.

The new berth will be 532 ft. by 190 ft. and will have a transit shed of 30,000 sq. ft. Although it is a general cargo berth, container crane tracks will be laid to make it a dual-purpose berth similar to berth Nos. 4 and 5. When completed in 1977, the berth will increase the cargo handling capacity of Butterworth Wharves by an additional 200,000 tons annually.

*Container Handling Facilities:* Plans have been finalised to develop improved container handling facilities at Butterworth Wharves to cater for the gradual increase in container traffic in the Port of Penang.

The facilities to be provided are geared to service feeder container vessels and conventional vessels transporting containers as draft restrictions prevent the use of the port of Penang for large cellular container vessels. The facilities which will be provided include:

1. A marshalling yard of 16·5 acres with storage space of 1,270 containers.
2. A container freight station of 42,000 sq. ft.
3. 20 power points for refrigerated containers.
4. 1 unit 40 tons prime-mover, 1 unit 20 tons prime-mover, 2 units 40 ft. trailers and 2 units 20 ft. trailers.
5. 2 units straddle carriers.

The whole scheme is expected to be completed by 1975. At full utilisation, the facilities will have the capacity to handle 23,000 containers a year.

At this stage it is not planned to provide container crane (portainers) to handle containers between ship and wharf and vessels calling at the wharves are expected to use their own lifting gears.

*Expansion of Dockyard Facilities:* The Commission has called for International tenders from Consultants to undertake a study of the Commission's Dockyard at Bagan Dalam. The study will look into the expansion, modernisation and reorganisation of the yard on a commercial basis.

**DELAYS:** Rain is only factor that may delay a ship's discharging or loading operations.

**AUTHORITY:** The Penang Port Commission, PO Box 143, Penang, Malaysia. Tel. 63571. Telegraphic Address, "Wharves, Penang".

## PORT DICKSON, Malaya: 02.31 N. 101.47 E.

**DOCUMENTS:**

1. *Harbour Master's Office or Marine Department*

(*a*) "Report of Arrival of Vessel" on prescribed Form (Marine 28) obtainable from Harbour Master's Office on arrival.

(*b*) One copy, Passenger List, specifying names and nationalities and required to report any casualties, accidents, births or deaths that have occurred during the voyage to the passengers, crew, ship or cargo.

(*c*) Port Clearance from last port and copy of Manifest of Cargo to be discharged.

(*d*) List of all arms and explosives on board.

(*e*) In the case of a British or Malaysian vessel and vessels belonging to a nation not having a Consular Officer at the port, produce to Port Officer the Certificate of Registry and ship's Articles.

(*f*) All ship's certificates such as Safety Equipment Certificate, Radio Certificate, Load-line Certificate, Safety Construction Certificate, Ship's Registry, Passengers' Certificate, Derating Certificate and all Certificates of Competency of all Officers on board.

(*g*) Crew List.

X. *Immigration Authorities*

(*a*) Crew List (3 copies).
(*b*) Passenger List (3 copies).
(*c*) Produce all passengers passports/visas.
(*d*) Produce all seamens' cards.
(*e*) Forms A and B – "Immigrant and Emigrant" obtainable from Immigration Department on arrival.

3. *Port Health*

(*a*) Crew List showing last date of vaccination.
(*b*) Passenger List showing the last date of vaccination.
(*c*) Produce all seamen and passengers' vaccination cards.

4. *Customs Department*

(*a*) Crew List (2 copies).
(*b*) Passenger List (2 copies).
(*c*) Personnel Effects List (2 copies).
(*d*) Cargo Manifests (2 copies).
(*e*) Last Port Clearance.
(*f*) Bonded Stores List (2 copies).
(*g*) Full and correct statement of dutiable goods carried as ship's stores (2 copies).
(*h*) Customs Form C.D.15 obtainable from Customs Department on arrival.

**APPROACHES:** Deep water approach channel from North-west, marked by four light buoys, presents no difficulties and is clear.

Leading lights also exhibited which when in line bearing 070°, lead up to harbour over a sand ridge in depths of about 3½ fathoms.

**PILOTAGE:** The Port Dickson area does not constitute a Compulsory Pilotage District under provisions of Merchant Shipping Ordinance, 1952. Private pilotage services are, however, operated by Shell and Esso for vessels making use of their respective marine installations. Mooring Master boards tankers at Banbeck Shoal Buoy.

**ANCHORAGES:** (*a*) Good anchorage may be obtained in depths from 15 to 20 fathoms, Westward and South-westward of Tanjong Kamunin. Small vessels may obtain anchorage in depths from 4 to 5 fathoms North-eastward of Pulau Arang Arang, but holding ground is poor.

(*b*) Quarantine Anchorage is Westward of 10 fathoms line with leading light beacons of Port Dickson in line, bearing 070°, and within 15 cables of front leading light beacon situated on Railway Jetty.

(*c*) Prohibited Anchorage Area indicated by pecked lines on chart and described under Port (Negeri Sembilan) (Amendment) Rules, 1963. This area contains a tanker mooring buoy, with extensive ground tackle and floating hose attachments, which is connected to the shore by a submarine pipe-line. Passage between the buoy and the shore is also prohibited.

**TUGS:** No tug-boats available.

**MAX. SIZE:** Up to 47 ft. draft at S.B.M. terminal.

**BERTHING:** Port installations at Port Dickson comprise the following:

A small boat harbour contained in the curve of the stone approach to the Railway Jetty which affords little shelter against Southerly winds and dries out at low water.

The Shell Jetty – property of the Shell Refining Co. (Malaysia) Ltd. (Private.) Reinforced concrete jetty 700 ft. with "T" head 170 ft.×36 ft.

The Esso Jetty – property of the Esso Standard Malaya Ltd. (Private). Reinforced concrete island jetty 200 ft.×24 ft.

The Railway Jetty – property of the Malayan Railway Administration. Stone pier 600 ft. length terminating in a crosshead 150 ft. long with steel piling and wooden deck.

The Joint Shell/Esso single-buoy Tanker Mooring and Crude Oil Discharging Terminal.

Stone ramp on foreshore usable by lighters at high water.

**MEDICAL:** District hospital with 150 beds.

**TANKERS:** Shell/Esso Single Buoy Mooring for crude discha into submarine pipe-line. Refineries produce petroleum product export. Deballasting facilities up to 35,000 barrels capacity.

*Esso Product Jetty:* Berth is constructed of reinforced conc The island jetty is 200 ft.×24 ft. with 4 off-lying mooring bu inshore for mooring purposes. Accommodation for one vesse outer face only.

Max. LOA 575 ft.; Max. draft 34 ft.; max. size 19,500 dwt.

Shore connections:

1×20 in. black oil/ballasting
1×16 in. white oil line
1×10 in. LPG line
1×4 in. inert gas line
1 crane to handle hose

**FRESH WATER:** Available at Shell and Railway jetties.

**FUEL:** Bunker fuel-oil available. No diesel.

**DEVELOPMENTS:** Proposal to enlarge facilities and to prov deep-water berths.

**CUSTOMS ALLOWANCES:** Tobacco, cigarettes 25 in num per man per day, or cigars 8 in number per man per day, or toba 1 oz. per man per day, or snuff 1 oz. per man per day. Wine and spirits, spirit ⅙ qt. per man per day, or wines 1 qt. per man per da beer or stout 1 qt. per man per day.

**REPAIRS/DRY DOCKS:** None.

**HOLIDAYS:** Official holidays in the state as follows: New Ye Day, 1 day; Chinese New Year's Day, 2 days; Muslim New Ye Day, 2 days; Wesak's Day, 1 day; His Majesty's Birthday, 1 d Prophet Mohammad's Birthday, 1 day; His Excellency Governo Birthday, 1 day; Malaysia Day, 1 day; Deepavali, 1 day; Hari Ra Huji, 2 days; Christmas Day, 1 day. No cargo is worked on an the above gazetted public holidays – port closed.

**AIRPORT:** None.

**AUTHORITY:** See "Malacca".

## PORT KELANG, formerly Port Swettenham, (See Pla Malaya: 03.00 N. 101.24 E.

**PORT LIMITS:** All the waters in the Klang Straits, Klang Riv Sungei Aur, Selat Lumut, Sungei Langat and other waterways co tained within the parallels 2° 58′ N. and 3° 05′ N. and the meridia 101° 20′ E. and that passing through Connaught Bridge i.e. 101° 30″ E. approximately including all piers, jetties, landing plac wharves, quays, docks and other similar works whether within without the line of high water mark, any position on the shore or ba within 50 yards of high water mark subject to any rights of priv property therein.

**APPROACHES:** Ships from and to Penang enter and leave t port by the North Klang Straits; and ships from and to Singapo enter and leave by the South Klang Straits. The entrance channe the North Klang Straits has a natural depth of 32 ft. below datu A very large deep water anchorage for ships is available at the Nor Klang Straits. For ships entering the Old Port, the permissible dr is 28 ft. and 22 ft. plus the height of tide through the North Kla Straits and South Klang Straits respectively.

**DOCUMENTS:** (*a*) *For Agent.* Vessels required to fill in arri report which may be obtained from Agent at Singapore or Pena or Boarding Agent on arrival. This should be completed and hand to Boarding Agent together with last Port Clearance and one co each of Crew List and Passenger Lists for submission to Mari Department.

Vessels should have ready and hand to Boarding Agent on arri the following:

Arrival Report.
Last Port Clearance.
Two copies of Crew List.
Two copies each of Disembarking and Transit Passenger Lis (if any).
List of Explosives, dangerous cargo on board.

Following documents should also be handed to Boarding Age on arrival and will be returned to vessel after perusal by Mari Department:

Malaysian Light Dues Receipt (if any).
Ship's Register.
Radio Safety Certificate.
Safety Equipment Certificate.
Load Line Certificate.
Deratisation Certificate.

Port Health Officer now requires all vessels arriving from forei ports to submit an "Entry Declaration" on form Health 43, on t International "Maritime Declaration of Health" form or on a simi copy, and this should be handed to Boarding Agent, together wi copy of crew list, in cases where vessels are not in Quarantine, which case doctor does not attend on board.

*Note:* Endorsement of Port Clearance must be obtained from Po Office at Marine Office before a fresh Port Clearance can be issu by local Customs Authorities and handed to vessel before sailing.

(*b*) *Immigration*

2 copies Crew List.
2 copies Passenger List (Disembarking and Transit).

(*c*) *Customs*

2 copies Customs List (CD.15).
1 Crew List.
1 Passenger List.

**FLAGS:** The Malaysian Flag. Flag "Q" meaning Health Cleara required. * Flag 2/5 meaning No passengers on board, or * Flag 3 meaning Passengers on board. Pennant Zero is not required since Boarding Officers do not board the ship on arrival. Flag H meaning Pilot on board. (* Applies only to vessels arriving from foreign ports, which now includes Singapore.)

*Note:* Except for vessels under way, no vessel in port may use its siren except in case of an emergency when no other means of communication is available. The Authorities strictly enforce this rule and vessels infringing it become liable to heavy fine.

**PILOTAGE:** Available 24 hours a day.

(*a*) Application. Piloting carried out by Kelang Port Authority. Masters to cable "Pilots Port Kelang" giving ETA and point of arrival, i.e. Pintu Gedong, Pulau Angsa, Kapar Buoy, Tanjong Bakau, or Deep Water Point, and draft at least 6 hours before arrival, as Pilots will not leave shore until confirmation received from vessel. Both North and South Channels are well marked and Pilots consider it quite safe to arrive and depart at any hour.

Vessels approaching this port normally apply through Agent, giving ETA Pintu Gedong, Pulau Angsa or Deep Water Point, together with draft and port of departure.

(*b*) VHF. If vessels wish to communicate direct all pilot boats are fitted with VHF for use between pilot office, pilot boats, pilot boat to pilot boat and where necessary to vessels arriving at this port. Operated on Channel 12 of International Maritime VHF radio telephone bands, and of a range of 20–25 miles.

(*c*) Recognition. Pilot boats painted black with white horizontal band all round and have white superstructure.

(*d*) Boarding. Unless advised otherwise Pilots will be ordered to board vessels at Pulau Angsa (North Channel), or Pintu Gedong South of the Seaward Bar Buoy, or, Deep Water Point between Tanjong Sarang Lang and Tanjong Bakau.

Pilot ladders should be of approved Standard pattern internationally used.

(*e*) Waiting a Pilot. Location for a vessel awaiting Pilot is at Pintu Gedong 5 cables South of Seaward Bar Buoy, at Pulau Angsa 1 mile East of Pulau Angsa Island, and at Deep Water Point where anchorage is available according to number of vessels already anchored.

(*f*) Regulations. Master may bring his vessel into Deep Water Point Anchorage without a Pilot and if this is the case the Pilots are to be informed accordingly. It is compulsory to take a Pilot when berthing or unberthing at a wharf and to take a Pilot to and from the buoys. Pilotage is not compulsory to the anchorages Nos. 6 and 7, to the North Shore Anchorage or to Deep Water Point. Vessels will be berthed port side to on ebb tide and starboard on flood.

**ANCHORAGES:** Per latest Admiralty charts. Vessels may load timber and ore from privately owned junks at Deep Water Point Anchorage. In exceptional cases and with permission of Port Authority it is also possible to work with Authority Lighters at Deep Water Point.

**RESTRICTIONS:** (See "Max. Size"). Pintu Gedong, the Southern Channel Pilot Station, there is a restriction, of which vessels will be advised when giving their ETA.

**MAX SIZE:** Max. length of vessels using South Port (old port) is: dry cargo vessels, 565 ft. LOA with draft of 32 ft.; tankers, up to 560 ft. LOA and draft 30 ft. Tidal conditions govern movements of all vessels over 500 ft. LOA in the South Port but not at the North Port (new port). Vessels of up to 621 ft. can be berthed under any conditions at the North Port but only under special tidal conditions at the South Port.

At the North Extension Wharves, container ships of 950 ft. can be berthed.

**HEALTH:** Port Health Officer will board vessels arriving from infected ports, or carrying deck passengers at Deep Water Point between 0700 and 1800 hours. All ships arriving from foreign ports should ensure that all on board hold valid smallpox vaccination documents.

All vessels should include in arrival cables confirmation that all well on board and also that all health papers in order. It should be understood that the health papers referred to include deratisation, or deratisation exemption Certificate.

**RADIO:** ETA cables normally routed via Singapore or Penang as no radio station in Port Kelang. Such messages when received are transmitted by telephone to Agents/and or Pilots at Port Kelang.

**VHF:** (See "Pilotage"). Ship to shore telephones available at all berths at North Klang Straits, and VHF sets available for ships in moorings. Klang Exchange keeps a 24-hour watch on Channel 16 and will connect the vessel to any telephone receiver ashore. For local calls the cost is $1.92 for 3 minutes (approx.).

**TUGS:** Supplied by Port Authority and normally "stand by" vessels berthing at wharves as and when required. Tugs towing use ships lines, tugs pushing use their own lines. 5 tugs available to assist in berthing and unberthing and are equipped with fire-fighting appliances and radio communications system. When vessels berth or unberth at wharf tugs ordered by Agent in consultation with Pilots and once in attendance are charged for whether used or not. Tugs also used to swing vessels in stream which are stemming ebb tide on departure. In addition 3 smaller tugs used to tow lighters to and from vessels.

**BERTHING:** There are two ports viz: the South Port or Old Port and the North Port. Vessels berthing in the South Port (Old Port) are governed by tidal conditions which vary considerably. Vessels over 525 ft. LOA are usually berthed port side to on the ebb and then only when tides are favourable. There is usually no objection to vessels unberthing from the wharf at night although generally speaking vessels will not be berthed at night. As a general rule discharging vessels will berth at North Port (North Klang Straits) and loading vessels in the stream in the South Port (Old Port).

(*a*) South Port. Three ocean wharves of 1,640 ft. length with 30 ft. of water alongside, two coastal shipping wharves of 950 ft. with 20 ft. of water alongside, 5 swinging buoys, and two anchorages. Three to four vessels of not more than 250 ft. in length and with drafts up 18 ft. can be accommodated at North Shore anchorage. Also two lighterage wharves of 350 ft. 550 ft. of wharves will be added once the joining of wharves No. 3 and No. 4 in South Port completed.

(*b*) North Port (North Klang Straits) Wharves. Four ocean wharves with total length 2,490 ft. Each berth 580 ft. long, width 202 ft. Concrete wharves with a safe working load of 4 cwt. per square foot and a maximum point load of 10 tons. Draft alongside all four wharves 30 ft. Rail track on wharf apron. In addition two container wharves, each 1,050 ft. long and one conventional cargo wharf 700 ft. long have been built and are now in operation. Two wharves are 260 ft. wide. Depth of water alongside is 45 ft. There are two container cranes on the container wharves. If there are no container ships in port, these wharves will be used by conventional vessels.

Depth of water alongside is 45 ft. Container stacking yard is 18 acres with room for future expansion. Freight station measures 600 ft. × 120 ft.

*Container Handling Equipment:* 2 container cranes of 35 tons capacity each (which can handle 800 containers a day).

2 straddle carriers of 30 tons capacity each.
12 prime movers.
9 twenty ft. and 6 forty ft. trailers.
10 forklifts.
2 tugs of 2,700 h.p. each.

(*c*) General.

| *Facility* | | | Depth (ft.) |
|---|---|---|---|
| North Klang Straits Approach | | | 30 |
| Pintu Gedong Bar | | | 20 |
| Labohan Garap Bar | | | 25 |
| No. 1 Wharf | | 400 ft. length | 20 |
| No. 2 Wharf | | 350 ,, ,, | 20 |
| No. 3 Wharf | | 480 ,, ,, | 30 |
| No. 4 Wharf | | 580 ,, ,, | 32–35 |
| No. 5 Wharf | | 580 ,, ,, | 32–35 |
| No. 6 Wharf | North Port | 580 ,, ,, | 30 |
| No. 7 Wharf | | 580 ,, ,, | 30 |
| No. 8 Wharf | | 580 ,, ,, | 30 |
| No. 9 Wharf | | 580 ,, ,, | 30 |
| No. 10 & 11 Wharf | | 1,050 ,, ,, | 45 |
| No. 12 & 13 Wharf | | 1,050 ,, ,, | 45 |
| No. 14 Wharf | | 700 ,, ,, | 45 |
| No. 1 Buoy on 600 ft. swing | | | 23 |
| on 500 ,, ,, | | | 32 |
| No. 2 Buoy on 600 ,, ,, | | | 23 |
| on 500 ,, ,, | | | 29 |
| No. 3 Buoy on 600 ,, ,, | | | 17 |
| on 500 ,, ,, | | | 26 |
| No. 4 Buoy on 600 ,, ,, | | | 20 |
| on 500 ,, ,, | | | 25 |
| No. 5 Buoy on 600 ,, ,, | | | 24 |
| on 500 ,, ,, | | | 24 |
| No. 6 Mark on 600 ,, ,, | | | 30 |
| on 500 ,, ,, | | | 30 |
| No. 7 Mark on 600 ,, ,, | | | 30 |
| on 500 ,, ,, | | | 40 |

Distance between buoys is as follows:

Distance between No. 1 buoy and No. 2 buoy 1,200 ft.
Distance between No. 2 buoy and No. 3 buoy 1,200 ,,
Distance between No. 3 buoy and No. 4 buoy 1,200 ,,
Distance between No. 4 buoy and No. 5 buoy 1,300 ,,

The above distances allow for slackness in pendants at low water. The depths listed combined with tidal predictions for current year give actual depth of water.

**STEVEDORES:** Almost all timber loaded from private junks for which no lighter gangs needed. Average working rate, subject to stow, for timber in loose pieces is 4–6 tons per hour, and in bundles 6–8 tons per hour. Not more than two lighters or "tongkangs" may lie alongside any vessel abreast of each other and not more than two lighters shall be moored astern of a vessel.

Rubber, latex in drums, etc., loaded by Port Authority and lighter/wharf gangs are required. Average working rate for these commodities is 14 tons per hour.

The average rate of discharge at North Port (North Klang Straits) wharves is 14–16 tons per hour.

On-board stevedores provided by the Port Authority. Requirements for the 1st shift should be made known by 1300 hours the previous day and for 2nd shift by 1000 hours same day and the 3rd shift not later than 1130 the same day.

Working hours throughout port: first shift 0700 to 1500 hrs. (meal break 1100–1200 hrs.). 2nd shift 1500 to 2300 hrs. (meal break 1900–2000). 3rd shift 2300 to 0700 hours (meal break 0300 to 0440).

**MEDICAL:** A number of private doctors in Port Kelang and it is often not necessary to give any advance notice of medical attention being required. In event of vessel requiring urgent medical attention on arrival, advisable for Master to cable Agent in advance. At present 2nd class medical facilities available in Kelang and 1st class facilities only available in Kuala Lumpur. As vessels arriving at Port Kelang normally do so after calling at Penang or Singapore no inoculation, vaccination or fever certificates are required unless either Singapore or Penang is declared an infected port.

**TANKERS:** Tankers always berth port side to on ebb and near slack water. Vessels with bulk liquid cargoes to load or discharge will berth at wharves 3, 4, or 5. When a number of pumping vessels in port, vessels will usually occupy these wharves only for the time it takes to complete pumping and may then have to shift to stream or another wharf. Three of the ocean wharves are provided with facilities for handling liquid cargo. Liquid cargoes now being handled are: latex, palm, coconut oil, petroleum products, alkane, tallow and fuel oil.

Shell Company has a private jetty on which vessels up to 420 ft. in length with drafts not exceeding 20 ft. can be berthed.

**DENSITY:** Varies considerably with state of tide and heavy monsoon rains.

**FRESH WATER:** Waterboat, capacity 200 tons, available to supply vessels in South Port (Old Port) and at Deep Water Point with fresh water. As much notice as possible should be given if waterboat required. At North Port (North Klang Straits) water available from wharf. Pumping rate about 20–25 tons per hour.

**FUEL:** Bunkers are available.

**FIRE PRECAUTIONS:** In respect of tankers loading or discharging inflammable cargo, necessary to have wharf cordoned off and "No Smoking" signs exhibited prominently. Port Fire Brigade required to be on stand-by at wharf whilst operation in progress. Vessel may not disable engines whilst alongside wharf and shall have axes ready in event has to leave wharf urgently and necessary to cut ship's lines. Port Fire Service on duty 24 hours a day throughout year. Service is capable of fighting all types of fire whether on land or on sea. Fire service has following equipment: 3 fire engines, 1 Land Rover fire engine, 2 trailer pumps, 3 fire fighting tugs.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**CUSTOMS/IMMIGRATION:** Customs Officer will board vessel soon after arrival to seal the "Bonded stores". For vessels staying in port some time it is usual to issue 3 days supply – a further issue may be made on request after 3 days.

Immigration Officer will clear vessels arriving from foreign ports on all days between 0700 and 2100 hours. No one may board or leave or approach within one cable length of such vessel without special permission until vessel has been cleared by Immigration Officer and Immigration Signal is hauled down. No Immigration formalities required for vessels arriving from or leaving for other West Malaysian ports (Malacca and Penang).

**IDENTIFICATION CARDS:** Advisable that members of crew carry identification cards when leaving ship.

**CONSULS:** Consulates/Embassies/High Commissions in Kuala Lumpur (28 miles from Port Kelang).

Embassy of the United States of America.
Australian High Commissioner's Office
Belgian Embassy
Consulate of Brazil
British High Commission
Burmese Embassy
Canadian High Commission
Consulate of the Republic of China
Royal Danish Embassy
Consulate of Finland
Embassy of France
West German Embassy
Indian High Commission
Embassy of the Republic of Italy
Embassy of Japan
Embassy of the Republic of Korea
Royal Embassy of Netherlands
New Zealand High Commission
Consulate of Norway (at Penang only)
Consulate of Panama (at Penang only)
Pakistan High Commission
Embassy of Philippines
Singapore High Commission
Royal Swedish Embassy

**REPAIRS:** Slipping facilities for repair of lighters and smaller tugs available. No facilities for major repairs to ships.

**DRY DOCKS:** None.

**REPATRIATION:** Crew changes and repatriation must be arranged by Agent. Harbour Master attends signing-on and signing-off of the crews on ship's articles.

**AIRPORT:** Subang International Airport approximately 20 miles from port on main trunk route to Malaysian capital of Kuala Lumpur and served by regular domestic flights and international flights.

**HOLIDAYS:** Port Closing Days. *Hari Raya Puasa; * Chinese New Year; Malaysia Day (31st August); * Deepavali; Christmas Day (25th December). * Dates subject to changes as festivals coincide with Mohammedan, Chinese and Hindu calendars.

**TELEPHONES:** At North Port (North Klang Straits) Wharves telephones installed on board if required. At wharves in South Port (Old Port) there is always a telephone within easy reach at Wharf Office.

**GENERAL:** (*a*) Ship-Shore Communication. When vessels are berthed in stream or at Deep Water Point a 24 hour launch service can be supplied. Arranged by Agent in consultation with Master to suit requirements of ship.

Vessels permitted use own boats with proper navigation lights at night.

(*b*) Seamen's Club. "Mariner's Club" for officers and seamen outside No. 3 Gate of South Port. Club has swimming pool and bar.

(*c*) Diving. Diving services available for salvaging lost cargoes, examining underside of ships, etc. Divers capable of deep-sea diving down to 120 ft.

**DEVELOPMENTS:** The North port is to be extended Northwards with wharves totalling 7,000 ft. in length. Phase I of the pro (construction of 3,500 ft. of wharves) is expected to be completed the end of 1976. Phase II involves construction of 2,100 ft. Phase III the final 1,400 ft. is expected to be ready by the end 1979 or 1980.

**AUTHORITY:** Lembaga Pelabohan Kelang, Port Kelang.

## ROMPIN (Kuala Rompin); inc. Pahang, Malaya: 02 N. 102.30 E.

**DOCUMENTS:**

Register.
Last Port Clearance.
7 copies Crew List and 4 for Agent.
5 copies Passenger List (if any).
5 copies Stowaway List (if any).
2 copies Stores List (including firearms and ammunition).
2 copies Dutiable Liquor and Tobacco List.
2 copies Crews Declaration List (cameras, radios, etc.).
1 copy Vaccination List.

Masters of vessels to fly the necessary following flags on arrival required under Section 448 of the Merchant Shipping Ordinance Sub-Section (9) of the Federation Port Rules, 1953.

(1) The Federation of Malaysia Flag.
(2) The Pennant "O" Flag (Request Port Officer).
(3) The "Q" Flag (Request Port Health Officer).
(4) The Pennant "2"; "5" Flags if no passengers and "3"; Flags if there are passengers on board (Immigration).

**PILOTAGE:** Compulsory to the loading berths. Extra charge pilotage outside normal office hours and holidays.

**ANCHORAGE:** On arrival, vessels required to anchor about mile outside berthed ships to obtain pratique. An accommoda ladder must be rigged on lee side to allow Port Authorities to boa

**READINESS:** Notice of readiness cannot be accepted until ves is in free pratique, Customs Inward Examination completed, and all respects ready to load.

**LOADING.** (*a*) Ladders. Masters particularly advised to see tha sound and adequate ladder provided at each lighter to allow labour engaged in loading to pass to and from ship with no undue ri Regulations are provided in the Merchant Shipping Ordinanc Section 445, Sub-Section (O) which takes care of this requireme and failure to take adequate precaution in seeing regulation observed may result in serious consequence to those responsible.

Masters requested to ensure that in addition to ladders labourers, an extra ladder, preferably a clean pilot ladder, be ma available at all times for the Agent for boarding. This ladder shou be made fast on lee side, just forward of any scuppers in vicin and a heaving line from ship's rail made fast to bottom rung. Wh ladder not in use, bottom of ladder can be pulled up a few feet w heaving line to prevent labourers from using it or damage fro lighters.

(*b*) Winches. All winches must be in single gear at all times.

(*c*) Derricks. Practice to work two sets of derricks to one ligh where practicable.

(*e*) Trimming. No manual trimming undertaken.

(*e*) Damages. In the event of your vessel sustaining damage stevedores during loading, you are requested to inform the clerk a foreman on board immediately and as soon as practicable conf same in writing to the Eastern Stevedoring Co. Ltd., Kuala Romp with copies to Hong Kong & Eastern Shipping Co. Ltd., Hong Kon and Malay States Shipping Ltd., Kuala Rompin. It is important th full details of damage are given, together with measurements whe ever possible.

Minor damage has occurred on vessels due to hatch beams n being bolted or lashed. Masters therefore requested ensure all bea adjoining working parts of hatches either bolted or lashed, otherwis stevedores will repudiate liability for any damage incurred.

**OPENING/CLOSING HATCHES:** Removal and replacement hatch beams and covers must be done by ship's crew. Shi Officers should see that any tween-deck beam removed is replac before ore reaches that height.

**CUSTOMS:** Customs office hours 0830 to 1630 Monday to Frid 0830 to 1300 Saturday.

**IDENTIFICATION CARDS:** Every member of crew must produ Identity Document or Shore Leave Pass at Customs House wh landing and again when returning to vessel.

**HOLIDAYS:** New Year's Day; Hari Raya Puasa, 2nd day; Chine New Year, 2nd day; Hari Raya Haji, 2nd day; First Day of Muharra Vesak Day; Birthday of Sultan of Pahang; Birthday of H.M. The Ya Di-Pertuan Agong; Birthday of Prophet Muhammad; Malaysia Da Deepavali; Christmas Day.

*Note:* Where a holiday falls on a Sunday, the following day w be observed as a holiday, and if such latter day is already a holida then the day following shall be a public holiday.

**GENERAL:** (*a*) *Scrap Iron*. Steel mills in Japan complain from ti to time of finding pieces of scrap iron in the iron ore cargoes. If th scrap is not found it will cause serious damage to the plant a occasion considerable delay to production; furthermore, sho scrap iron enter the machinery there is always the possibility of endangering life, and several fatal accidents have been attribu to this cause.

The assistance of officers and crew is requested in reporting a scrap iron they see being loaded, advising shippers into which ho it went and number of the lighter it came from to enable us to ta appropriate action.

*(b) Whistle, Radio.* Wireless Transmitters, Whistles and Sirens, etc., must not be used by vessels at anchor off Kuala Rompin.

*(c) Stores.* Bonded stores can be obtained from Kuala Lumpur and Kuantan at prices roughly same as Singapore. Essential, view Customs formalities, that Masters give Malay States Shipping Ltd., Kuala Rompin six days prior notice of requirements.

**SHORE LEAVE:** No seaman may proceed more than three miles from Kuala Rompin Customs House. The Officer in Charge Customs, as acting Immigrating Officer, has authority to limit or prohibit shore Leave in all cases.

**AGENT:** Malay States Shipping Sdn. Berhad, PO Box 2, Kuala Rompin, Pahang.

## SABAH, including Kudat, Lahad Datu and Semporna: (See Plan)

**DOCUMENTS:** Eight copies all usual documents.

**PILOTAGE:** Applications normally made by Shipping Agents with advance notice of 24 hours prior to actual time that Pilot services required. Pilot boats between 30–40 ft. length and equipped with VHF/AM Sets – 80·4 Mc/s. frequency. Pilot station at Port Office and location for vessel awaiting Pilot is within port limit.

**ANCHORAGE:** All ports within bays, therefore provide safe anchorages.

**RESTRICTIONS:** No restrictions for vessels entering port at night.

**MAX. SIZE:** All ports unlimited, cargo worked at anchor.

**HEALTH:** To obtain pratique, arrange with Shipping Agent. Pratique for vessel entering, after calling at another port in same state, is not required. Anchor in quarantine anchorage if vessel is suspect and display following signals: *By Day:* International Code Signal "QQ.". *By Night:* A Red light over a White light and a separate hoist of Red light over a Green light. Hoisted vertically 6 ft. apart where best seen.

**RADIO:** Singapore Radio recommended.

**BERTHING:** Application for berthing has to be made within 24 hours prior to actual time that berthing is required. *Details and Requirements:* Name of vessel, gross and net tonnage, length overall, draft (fore and aft), ETA at berth, ETD from berth, nature and tonnage of cargo to be discharged/loaded. No priority for berthing ships and the turn is, first come first served.

*Kudat:* L-shaped wharf with the two berths. Western berth – length 370 ft. minimum depth 21 ft. Eastern berth – length 300 ft. minimum depth 21 ft.

*Lahad Datu:* L-shaped wharf with two berths. Outer berth, length 200 ft. minimum depth 32 ft. Inner berth, length 130 ft. minimum depth 30 ft.

*Semporna:* T-shaped wooden wharf with two berths. Outer berth, length 150 ft. minimum depth 26 ft. Inner berth, length 127 ft. minimum depth 20 ft.

**STEVEDORES:** Arrangement of stevedores should be made with 48 hours notice to Shipping Agent. Average load/discharge rate: General cargo, 15–20 tons per hatch per hour; cement 20–30 tons per hatch per hour.

**MEDICAL:** Arranged on arrival by Shipping Agent.

**DENSITY:** Average density in the ports 1020.

**FRESH WATER:** Available at Government General Cargo Wharves at a rate of 20 tons per hour.

**DEVELOPMENTS:** Lahad Datu, having new port installation and wharves facilities.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Normally by stevedores.

**CERTIFICATES:** Registry, Load Line, Radio, Safety Equipment and Derating Exemption.

**CUSTOMS ALLOWANCE:** Tobacco, wine and/or spirits: no control and up to discretion of Officers of Customs and Excise.

**CARGO GEAR:** Ships gear used.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:**

| | | |
|---|---|---|
| British, | Kota Kinabalu (Jesselton), tel. | 4169 |
| Japanese | " " " | 4698 |
| Indonesian, | " " " | — |
| French, | " " " | 2008 |
| Norwegian, | Sandakan " | — |

**REPAIRS:** Marine Department operates engineering workshops at Labuan and Sandakan. Some private firms also undertake small engine and deck repairs.

**DRY DOCKS:** No dry docks available in the State. Marine Department has three slipways in Labuan which are capable of shipping vessels of 60 tons, 200 tons and 500 tons displacements. One in Sandakan for vessel up to 120 tons.

**REPATRIATION:** Normally arranged by Agents.

**AIRPORT:** Most airports in State between 2–5 miles from the town.

**TIME:** Local time is 8 hours ahead of GMT. No alteration to clocks.

**HOLIDAYS:** Cargo work can be arranged if necessary during official holidays, but not for Hari Raya Puasa, Chinese New Year and Christmas Day.

**POLICE/AMBULANCE/FIRE:**

| | Fire/Police | Hospital |
|---|---|---|
| Kudat | 333 | 335 |
| Lahad Datu | 599 | 522 |
| Semporna | 599 | |

**SERVICES:** No services available for cleaning tanks, but compass adjusting can be arranged with officers of Marine Department, Labuan.

**SHORE LEAVE:** Allowed.

**DELAYS:** Due to weather conditions only.

**AUTHORITIES:**

| | Telephone Numbers Kudat | L'Datu | Semporna |
|---|---|---|---|
| Port Officers (Marine Dept.) | 370 | 697 | 523 |
| Customs Officers (Customs & Excise) | 336 | 531 | 532 |
| Immigration Officers (Immigration Dept.) | 296 | 686 | 533 |
| P. Health Officers (Medical Dept.) | 373 | 693 | 511 |

## SANDAKAN, Sabah: 05.50 N. 118.07 E. (See Plan)

**FLAGS:** Signal letters, Mail flag (if any mail on board for discharge); "Q" flag is essential if Sandakan is the first Sabah port at which a vessel calls. If ship carrying passengers it should fly immigration signals Nos. 3 and 4; if no passengers Nos. 2 and 5.

**DOCUMENTS:** Five sets of Inward Manifest in the prescribed form to be airmailed to Agent to arrive at least 48 hours before the vessel.

(a) *To be Produced on Arrival:*

| | Total |
|---|---|
| Sabah Lights and Harbour Dues form | 1 |
| Manifest in the prescribed form | 2 |
| Crew List | 3 |
| Last Port Clearance | 1 |
| Stores List | 3 |
| Passenger List | 3 |
| Arms List | 2 |
| Narcotics List | 3 |
| Parcels List | 2 |

(b) *Required by Agent:*

2 sets of Inward Manifests for all inward cargo.

5 sets of Transhipment Manifests for all cargo to be transhipped at Sandakan.

2 copies of hatch list.

1 copy of Passenger List.

1 copy of Crew List.

1 copy of List of Arms and Ammunition.

1 copy Narcotics List.

1 copy Stores List.

(c) *To be Supplied to Ship before Departure:*

Manifests, as required by vessels.

Captain's copy of B's/Lading.

Port Clearance and Customs Clearance.

Sabah Lights and Harbour Dues form.

(d) *Immigration:* Immigration Officer will board vessel on arrival and clear her inwards. No restrictions on crew and/or passengers going ashore. Immigration require 2 copies of crew list and 2 copies of passenger list. Vessels cleared inward until 1800 hours only. If there are special circumstances arrangements can be made to clear vessels inward after this time.

(e) *Marine Department:* Shipping Arrival Report to be signed by Master of Vessel.

**PILOTAGE:** Pilotage not compulsory but if required the Harbour Master acts as Pilot. At least 24 hours notice should be given and position where Pilot is required to embark (i.e. the bar buoy or within harbour limits) should be included in the message. Pilot station tel. 3128.

**ANCHORAGES:** For loading timber: A black and white conical buoy situated 1·2 miles South-westwards from Government Wharf indicates the anchorage. It is important that vessels should anchor as close to this buoy as possible, when anchored further from shore it may take up to an hour longer for launches towing rafts of timber to reach ship and in addition there is less shelter from wind and weather and consequently raftsmen have to cease work earlier.

For discharging: Unless it is intended to come alongside the wharf, vessels discharging should anchor 4 cables due South of wharf. Wharf is 750 ft. long with dolphins placed 100 ft. from each end giving a total length of 950 ft. If discharging into lighters and loading log timber simultaneously vessels should proceed to Timber Anchorage.

**RESTRICTIONS:** (a) Shifting: Vessels may not berth alongside after dark without special permission, but they may leave the wharf, having given prior notice.

(*b*) Special Cargo Regulations: No vessel with dangerous cargo may be alongside after sunset, except at discretion of Harbour Master. No dangerous cargo may be discharged simultaneously with general cargo except with permission of the Harbour Master. Livestock: subject to approval of Veterinary Authority. Certain animals, including cattle, are prohibited imports and exports except under licence.

**MAX. SIZE:** Draft restriction is 25 ft. on the Bar plus the height of tide, mean high water being about 6 ft.

**HEALTH:** (Also see "Radio" and "Regulations"). If Sandakan is first port of entry into Sabah a vessel must proceed to quarantine anchorage until cleared by Health and Immigration Officials.

The Sabah Government are signatories to the WHO convention on quarantine regulations. If vessel comes from outside State of Sabah then Port Health Authority will require to board in quarantine anchorage before vessel can proceed to wharf or timber anchorage. If, however, vessel is not coming from an infected port pratique may be granted providing vessel cables Agent prior arrival advising last port of call and whether vessel healthy. Pratique normally cabled to ship but if unreceived, vessel must proceed to quarantine anchorage.

Port Health Authority require completed copy of Maritime Declaration of Health, and copies of Crew, Passenger and Narcotics Lists.

**RADIO:** (Information required before ship's arrival). ETA; number of passengers, health situation. Manifest, stowage plan, number of gangs required, (loading and discharging gangs to be specified separately). Amount of water required. Vessels not allowed to use their radio in port.

Marine signal station keeps watch on VHF Channel 16, from 0530 to 2000 hours.

**TUGS:** A tug of 337 b.h.p. stationed at Sandakan.

**BERTHING:** (Also see "Anchorages"). (*a*) Mooring: The numbers of a vessel which is berthing alongside will be shown from signal station on Eastern end of Customs House. In addition, a cone indicating tidal stream will be hoisted, pointed end of cone down indicates flood tide and pointed end up indicates ebb tide. Linesmen are on hand to receive a vessel's lines, a mooring boat will be provided by Marine Department if it is necessary to send lines to dolphins. Government Wharf, least depth 21 ft.

(*b*) Buoys: No mooring buoys.

(*c*) Lighters: No lighter fleet. The timber companies have their own lighters and scows which can sometimes be hired if not being used by these companies.

**STEVEDORES:** Stevedoring in hands of Port Authority who supply gangs as required.

(*a*) Working hours, 0730–1130 also 1130–1300 (overtime), 1300–1700 also 1700–2200 (overtime). Gangs ordered at least 12 hours before a vessel arrives.

(*b*) Overtime. When working in stream, overtime usually from 1100 to 1200 and 1800 to 2200. Application for permission to work overtime must be made to Customs not later than 1500 hours on the afternoon that overtime is to be worked or 1100 hours on Saturday for weekend overtime.

(*c*) Working Sundays and holidays. Work is normally carried out Sundays and it is sometimes possible to arrange for work on some public holidays, principal exception being Chinese New Year. Application must be made to Customs for permission to work Saturday afternoons, Sundays and public holidays.

(*d*) Rate. Log loading is good, comparing more than favourably with other Borneo ports. Rate of loading about 800 cu. ft. hoppus (20 B/L tons) per gang hour for logs, and 6 B/L tons per gang hour for sawn timber. Discharging general cargo about 10 tons per gang hour.

**CARGO:** (*a*) Tally: Tally clerks supplied by Agent if required. Sawn timber tallied on to scows by timber companies' clerks and tallied into ship by ship's tally clerks. Ship responsible for total number of pieces of timber shown on Mate's receipts. Letters of Credit do not allow the clause: "A quantity said to be" to be inserted on the B/Lading. Log timber tallied into ship by checking against specifications supplied by timber companies.

(*b*) Inward Cargo: Is tallied out of ship on to wharf or into lighter. Local watchmen can be supplied by Agent if necessary but it is generally found to be more satisfactory if these duties are carried out by crew. Damaged cargo is surveyed on the spot, otherwise no liability of vessel is acknowledged. Discharge carried out after permission has been obtained from Customs after manifest of inward cargo has been deposited. Cargo is delivered to consignees against production of relative Bill of Lading. Ship's responsibility to consignees ceases at ship's side but, in the case of short-landed cargo, reasonable proof must be given to Customs that cargo has not been landed. A short-landed Memo certified by Chief Officer is usually accepted as proof.

(*c*) Heavy Lifts: Usually landed overside on flat-top scows for delivery to private jetties, where they are man-handled to required site. Occasionally consignees provide low-loaders.

(*d*) Transhipment Cargo: After discharge of cargo from first carrier, transhipment cargo placed under supervision fo Ports Authority, unless it is possible to arrange direct transhipment into small coastal vessels.

(*e*) Outward Cargo: Main export is log timber and is towed out to loading vessels in rafts, each one accompanied by two raftsmen. Loading is on a single swinging derrick with gun tackle; the other derrick being used for pulling the logs into position in the holds. Vessels should have, if possible, two snatch blocks available at each hatch where log timber being loaded. Sawn timber loaded in normal manner from scows and lighters. Documents required are shipping order issued by Agent and list of specifications supplied by timber companies. Other exports are rubber, copra, coconuts, palm oil, jungle and sea produce.

(*f*) Refrigerator Cargo: Only small quantities of refrigerator cargo loaded or discharged. No formalities or certificates being required other than compliance with normal Customs regulations. Inward fridge cargo is confined to foodstuffs, meat, etc., and outward to frozen prawns.

(*g*) Explosives: Explosives must be discharged into lighters under police escort and transported to an approved police store. A licence for their importation must be obtained from police prior to arrival of cargo, and Harbour and Police authorities must be informed of arrival of explosives in port either for discharge or as through cargo.

(*h*) Damaged Cargo: Ship's survey should be carried out at ship's side on all cargo discharged in a damaged condition and Chief Officer should note extent of damage, and sign certifying same. Cargo coming alongside in a damaged condition should be noted and M/R claused accordingly. Chief Officers are reminded that it is most unwise to load any copra which is rain or salt water damaged.

**MEDICAL:** (*a*) Hospitals: Duchess of Kent Hospital will receive sick seamen or officers. Three classes of wards, also isolation wi Hospital equipped to carry out normal surgery.

(*b*) Inoculation: PHO will vaccinate or inoculate crew member Duchess of Kent Hospital.

(*c*) Death on Board: PHO and police to be informed immediat They will then make an investigation into cause of death. If satisf that death was due to natural causes, a certificate will be issued, a arrangements may then be made for interning the body. Harb Master must also be informed in the case of seamen.

**TANKERS:** Two bulk oil installations at Karimunting (Pavitt Poi Esso, with storage capacity of 2,080 tons and Shell, with stora capacity 15,730 tons.

Jetty extends 550 ft. from shore, is 128 ft. long with moori dolphins 125 ft. from each end. Minimum depth alongside 24 ft.

New oil berth, 1,000 ft. length between dolphins, with cen discharging pier. Least depth alongside 30 ft. This berth also us for loading palm oil in bulk.

**FRESH WATER:** Can normally be supplied from wharf at rate 20 tons per hour. No water boat. Occasionally water is not availa and, at such times, Agent warns Principals in advance.

**FUEL:** No facilities for supply of fuel oil bunkers. Limited quanti of lubricants can be obtained in drums and bulk diesoline availab at Shell jetty.

**FIRE PRECAUTIONS:** No fire-floats and in case of a vess alongside, fire brigade should be summoned by dialling 999. T OCPD should be informed also.

**WATCHMEN:** No regulations regarding use of watchmen, wh however, can be supplied if required. There have been only ve isolated reports of pilferage in Sandakan.

**CONSULS:** None.

**DRY DOCKS/REPAIRS:** No dry docks and very limited rep facilities. Marine Department slipway on Berhala Island is capab of taking ships up to 300 tons. Castings, forgings, welding, etc., c be done at this slipway. Permission to repair main engine of a vess alongside the wharf should be obtained from the Port Manag Sabah Ports Authority.

**POLICE/AMBULANCE/FIRE:** Ambulance: Duchess of Ke Hospital, tel. 2111; Police/Fire: Police Station Emergency, tel. 999.

**GENERAL:** (*a*) *Surveyors:* Harrisons & Crosfield (Sabah), Sdn. Bh are Lloyd's Agents, neither Bureau Veritas nor the American Burea of Shipping are represented.

(*b*) *Fumigation:* No facilities.

(*c*) *Ship Chandlers:* All kinds of stores and provisions can b supplied at reasonable prices.

(*d*) *Call Signals and Call Flags:* (i) Continuous watch kept by sign station during day-light hours. In emergency such as serious inju or fire a ship should hoist appropriate International Code signal an blow whistle or siren to attract attention. Apart from these circum stances and for purposes of navigation vessels are prohibited fro using sound signals for any other reason.

(ii) Signals for attracting Public Service Launch: By day: Inte national Code Pendant No. 8. By night: three red lights vertica Owing distance of anchorage from jetty these signals often i distinguishable by hire launches unless they are cruising in th harbour. Regular launch services can be arranged if required b Master. No restrictions against a vessel using its own launch o motor lifeboat but it must not land anywhere other than at Custom wharf.

(*e*) *Recreation Facilities:* Three cinemas in town which sho English-language films. Cricket, football, and hockey matches ca be arranged with local teams and several tennis courts availabl Only suitable swimming beaches at Berhala Island at mouth o harbour. Yacht Club and Golf Club for members only, but sever Shipping Companies pay Corporate Membership fee which enable all officers and first-class passengers to use club. Recreation Cl offers facilities for large variety of sports and entertainment; visitor must be accompanied by a member. Churches in town for Anglica Catholic and Lutheran worship.

**REGULATIONS:** 1. Arrival and Departure. The Owner or Age of every vessel other than a small ship intending to call at a port sha as soon as possible, and in any case not later than thirty-six hou prior to the estimated time of arrival of the vessel, give notice i writing to the Authority of such arrival and, if so desired, the requir ment for a berth at a wharf.

2. The notice under this regulation shall be in a form prescribe by the Authority and shall contain full particulars regarding the carg to be discharged and loaded, the embarkation and disembarkation o passengers, heavy lifts, special or perishable cargo, hazardous an dangerous goods (whether to be discharged at the port or not), an any other matters of importance relating to the working or safety o the vessel in the port.

3. The Master of every vessel entering or leaving a port betwe sunrise and sunset shall cause to be hoisted the national colours an the signal letters, if any, of the vessel. The national colours shall b exhibited from 0800 to sunset whilst the vessel remains in port.

4. The Master of every vessel arriving from outside the State s Sabah shall exhibit the Immigration and Quarantine signals contain in the First Schedule and shall also at the request of a custom officer hoist the Customs signals. Such signals shall rema exhibited until the appropriate officer has given permission for the to be lowered.

5. No vessel shall approach within six hundred ft. of any other vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from an vessel until the vessel is cleared inwards and the Immigratio Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficient

secured to a wharf or buoy before commencing the loading or discharging of cargo and/or the embarkation or disembarkation of passengers.

8. No vessel shall leave any port unless in possession of a valid Port Clearance issued by or on behalf of the Director of Marine.

2. Special signals.

| *Significance* | *By Day* | *By Night* |
|---|---|---|
| Immigration (for ships not carrying passengers) | International Code Signal "2 5" | Two green lights, six ft. apart, hoisted vertically where best seen. |
| Immigration (for ships carrying passengers) | International Code Signal "3 4" | Two green lights, six ft. apart, hoisted vertically where best seen. |
| Quarantine (vessel is Healthy request pratique) | International Code Signal "Q" | Nil |
| Quarantine (vessel is suspect) | International Code Signal "Q Q" | A red light over a white light and a separate hoist of red light over a green light and hoisted vertically six ft. apart where best seen. |
| Quarantine (vessel is infected) | International Code Signal "Q L" | |
| Quarantine (not received pratique) | Nil | A red light over a white light six ft. apart hoisted vertically where best seen. |
| Request Police Assistance | International Code Signal "S T" | A green over a white light, six ft. apart hoisted vertically where best seen. |
| Request Medical Assistance | International Code Signal "W" | A red light over a green light, six ft. apart, hoisted vertically where best seen. |

**DEVELOPMENTS:** A new port situated just East of the Bulk Oil Jetty is now under construction. This port will feature an island wharf connected to shore by 2 access bridges, with a transit shed of 90,000 sq.ft. constructed on the structural deck of the wharf. The total berthing space will be 1,890 ft. The minimum alongside depth will be 30 ft. This project is scheduled for completion in early 1975.

**AUTHORITY:** Sabah Ports Authority. Tel. 3255.

**AGENT:** Harrisons & Crosfield (Sabah), Sdn. Bhd. Telegraphic address "Crosfield". Tel. 2141 ext. 51–54 (Shipping Department). Code – Bentley's Second Phrase.

## SARAWAK COASTAL PORTS

Coastal anchorages at Sibuti, Niah and Suai, 28, 30 and 47 miles S.W. of Miri respectively are being used increasingly for the export or round logs, good holding ground is to be found approximately 3¼ miles offshore in 30 ft. of water. Caution should be observed in the event of sudden wind squalls from the West.

Vessels destined for coastal ports should report to Miri for Customs and Immigration Clearance.

Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during day-light hours, for at least twelve hours before the vessel is due to sail, or if the vessel is in port for less than twelve hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the port clearance.

(2) The Port Clearance shall be in the form of an endorsement on the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any, whilst under way.

## SEJINGKAT (Sungei Sarawak), Sarawak: 01.35.10 N. 110.26 E.

Anchorage off Kampong Sejingkat approximately 10 miles from mouth of river and three miles below Pending Point. (See "Kuching".)

Main timber loading point for the First Division of Sarawak. Loading used to be seasonal due to log rafts having to be towed from felling areas along coast. Since this is not possible during North-east monsoon season shippers now stockpile during favourable weather and loading continues throughout monsoon period.

Vessels up to 500 ft. length and 25 ft. draft regularly use anchorage. No facilities for obtaining fuel or fresh water.

Pilots may be picked up off Tanjong Po in the area marked "Pilots" on Admiralty Chart 1822 or at Pending. In rough weather it may be necessary for a ship to follow or meet the pilot launch at the junction of Embang and Senari leads. Pilots for the Batang Lupar, Triso or Lingga Anchorages are also normally embarked off Tanjong Po by arrangement. The Kuching Pilot launch "Alor" is fitted with "Hague Plan" VHF radio for ship to pilot communication.

Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during day-light hours, for at least twelve hours before the vessel is due to sail, or if the vessel is in port for less than twelve hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the port clearance.

(2) The port clearance shall be in the form of an endorsement on the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any, whilst under way.

## SIBU, Sarawak (incl. Binatang and Sarikei): 02.24 N. 111.56 E.

Sibu is the major town in the Third Division of Sarawak. There are two inward routes (*a*) via Paloh River and (*b*) via Rejang River. Sibu is 51 miles from the sea via Paloh, and 70 miles via Rejang.

(*a*) Paloh Entrance: This route to Sibu is almost exclusively used by overseas vessels and the use of a Pilot is recommended, they having knowledge of other ship movements in the river (see "Pilotage").

The Outer Bar limits the draft to 17 ft. during the Landas (N.E. monsoon) or to 20 ft. during the summer months. The depth on the axis of the channel is now 11·5 ft. chart datum. The two buoys are fitted with radar reflectors and the Fairway Buoy is visible for a distance of 10 miles. Care should be taken transiting the channel against being set to the Northward by the ebb tide as there is a 7 ft. patch in position 2° 29·2′ N. 111° 10·5′ E. The entrance to the Kuala is marked by a light beacon at Tanjong Sedi on the North bank of the river.

Strong cross currents and swell especially during the North-east monsoon period (November to March) necessitate caution when entering.

An inner bar with a least depth of 14 ft. exists where the Paloh joins the Seredeng at Tanjong Gelang. This crossing is marked by unlit transits and being sheltered no allowance is necessary for swell.

Vessels can cross the Outer Bar at night then anchor off Tanjong Sedi to await day-light.

(*b*) Rejang Entrance: Draft for crossing Outer Bar is governed by state of tide with an allowance for swell together with depth of 19 ft. below ACD. Vessels drawing 29½ ft. have successfully crossed this Bar. However, this draft will only give access to the Deep Water Anchorage at Tanjong Mani and vessels proceeding further up river are restricted as follows:

(i) Deep water anchorage in Rejang River situated at Tanjong Mani. Has a capacity for about 6 large ships (500 ft.) and 4 small ships (300 ft.), it is normally used for loading logs. (See separate information for "Tanjong Mani".)

(ii) From Tanjong Mani inwards there is a Bar situated about 3 miles below Sarikei with a least depth of 13 ft. below ACD thus limiting drafts to 23 ft.

(iii) From Sarikei to Binatang, the next port, the river is winding with some shallow patches with depths of 15 to 18 ft. below ACD.

(iv) Proceeding from Binatang towards Tanjong Pendam and thence to Sibu vessels are limited to 13 ft. draft and 200 ft. length.

(v) Leba'an corner, 15 miles below Sibu is the junction of the two routes used by sea-going vessels bound for Sibu. A certain amount of shoaling has taken place here at the approach from the Rejang channel and it has been found necessary to restrict the length of vessels using this route (Rejang) to 200 ft. with a draft of 13 ft. This route is generally used by the smaller overseas vessels trading from Singapore, etc. There is an obstruction off Tanjong Ensurai approximately six and a quarter miles up river from Leba'an bend which has a least depth over it of 15 ft. Caution should also be exercised when rounding Tanjong Bindje due to three shoals across the river, one of which has a least depth over it of 11 ft.

*Note:* River Igan and Sungei Kut. The River Igan affords access to Sibu from the North. It is approximately 60 miles long and depth over the bar is 4 ft. with an average rise of 5 ft. Ocean-going oil tankers of up to 2,000 tons displacement entering the river from the Sibu end discharge at Sungei Meral Oil Wharf about three miles from Sibu.

The largest vessel to use this wharf was the Japanese vessel *Nisso Maru* of 1,566 gross tonnage, 264 ft. overall length with a draft of 16 ft. Larger vessels using this wharf are not envisaged due to the wharf position and structure.

**DOCUMENTS:** Port Clearance to be surrendered to Customs when boarding.

Crew lists and passenger lists, 2 copies for Immigration Department, 2 copies for Rajang Port Authority, two copies for Customs, 1 copy for Port Health Officer.

List of ship's stores (2 copies for customs).

List of ammunition (2 copies for customs).

Health Documents (Vaccination Certificates and Cholera Inoculation Certificates to be examined by Health Inspector).

**PILOTAGE:** (*a*) Kuala Paloh. Pilots usually embarked off Tanjong Sedi, however, if Master requires a Pilot to board at Fairway Buoy he should indicate this in his ETA telegram.

Ship Masters wishing to use Paloh channel should state this clearly in their ETA messages.

(*b*) Rejang River (Tanjong Mani, Sarikei, Binatang and Sibu). Pilots normally embarked, weather permitting in buoyed channel

West of Jerijeh lighthouse but it may be necessary for a ship to follow the pilot launch to sheltered water inside turning buoy. This applies mainly to larger ocean ships calling at Tanjong Mani and smaller vessels on a first visit, but a Pilot may be picked up anywhere to suit provided clear and precise information is given in the arrival telegram. A few of the more frequently requested points are off South Jerijeh Beacon, Rejang Village and for upriver berths, Tanjong Mani itself, or even as far up as Tanjong Delima. The Rejang pilot launch Layang Laut, is fitted with "Hague Plan" VHF radio for ship to Pilot communication.

Application for Pilots should be made giving 24 hours' notice of arrival to "Shipping", Sibu or to "Shipping", Sarikei, for Sibu and Tanjong Mani ports respectively. Ships proceeding to Sibu and requiring a Pilot should indicate positively in their arrival telegram which channel they wish to use by adding "Paloh" or "Rejang" in the text, bearing in mind the maximum length via Rejang is 200 ft.

**ANCHORAGES:** (*a*) See "Tanjong Mani".

(*b*) Sibu Anchorage. Some foreign-going vessels load, with Customs permission, at the mid-stream anchorage when Customs wharf is congested.

(*c*) Restricted Anchorages.

(i) Abeam of Loba Selemit on the true right bank of the Rejang River in position 02° 08′ 22″ N.; 111° 16′ 35″ E. for loading and discharging dangerous goods.

(ii) The Anchorage defined by a line running 045 degrees 2·6 cables from position 02° 16·89′ N. 111° 49·28′ E. on Pulo Kerto, thence 135 degrees 8 cables to position 02° 16·5′ N. 111° 50·4′ E. thence 225 degrees 1·9 cables to shore on Pulo Kerto. For loading and discharging dangerous goods other than petroleum.

(iii) The berth alongside the Sungai Merah Wharf in position approximately two miles downstream from the junction of the Rejang/Igan River on the true right bank. For loading and discharging petroleum.

**MAX. SIZE:** Largest vessel to berth Sibu was 7,372 gross tons and overall length 450 ft.

Deepest drafted vessel to berth Sibu was 22 ft. 6 in.

**HEALTH:** Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

**BERTHING:** (*a*) Principal wharves at Sibu

1. Main wharf 486 ft. long with minimum depth alongside 20 ft.
2. Lighterage wharf 156 ft. by 24 ft.
3. Kubu wharf 83 ft. long. Dries at 1 ft. Used mainly for small passenger craft.
4. Burong Apu wharf 250 ft. long with a least depth of 17 ft. Used for larger coastal craft.
5. Floating landing stages 576 ft. long with least depth of 4 ft. Used for smaller coastal and river craft.
6. Upstream of the public wharves several private wharves are used for timber and general cargo.
7. Sibu-Sungei Merah oil wharf is "T"-shaped with a berthing face of 64 ft. and a least depth alongside of 15 ft. This is a "common user" wharf at present used by the Shell and Esso Oil Companies. It can accommodate vessels up to 245 ft. long and 15 ft. draft.

(*b*) Sarikei. Customs wharf consiting of 2×60 ft. long floating pontoons, can accommodate vessels up to 2,000 tons deadweight up to 23 ft. draft. There is a Customs Godown on shore.

(*c*) Binatang. Customs Wharf 179 ft. long by 20 ft. wide with a least depth alongside of 15 ft.

A signal mast has been erected near the wharf which shows tidal signals, i.e. "E" flag for Ebb, "F" for Flood, and "S" for slack water.

**STEVEDORES:** The Rejang Port Authority provide all labour necessary for loading and discharging.

**REPAIRS:** 5 shipbuilding (up to 100 gross tons in size) and repairing yards near Sibu. These deal mainly with repairs to wooden or steel coastal and river craft. One yard has a slipway capable of taking vessels up to 500 gross tons.

**DEVELOPMENT:** Construction of a further one thousand feet of concrete jetty, in a Westerly direction, following the river bank from the existing jetty. Completion by 1975. Also to be built are godowns and other buildings and ancillary services.

**GENERAL:** Small quantities of diesel oil bunkers available, also provisions and fresh water. Principal exports rubber, pepper, timber and sago. Average delay time per ship varies from 10 to 25 hours.

**REGULATIONS:** The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during day-light hours, for at least twelve hours before the vessel is due to sail, or if the vessel is in port for less than twelve hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the Port Clearance.

(2) The Port Clearance shall be in the form of an endorsement on the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any, whilst under way.

**AUTHORITY:** Rajang Port Authority, Sibu, Sarawak, East Malaysia. Cables: "Raport Sibu". Tel. 8898 and 8899.

## TANJONG MANI, Sarawak: 02.09 N. 111.21 E.

Rejang River entrance. The least depth on the bar remains at 1 The entrance is well lit by two lighthouses and one light beacon the bar is marked by two light buoys.

Tanjong Mani. This is a deep water anchorage 16 miles from river entrance, mainly used by vessels loading timber.

Size of vessels using Tanjong Mani limited only by depth on Ten ships can be safely accommodated at anchorage at any roughly six large (500 ft. length) and four small (300–400 ft.). So far ship has been delayed awaiting a berth though eight or nine anchored there at the same time is now a regular feature. Vess up to 29½ ft. draft have crossed the bar.

Pilots are normally embarked, weather permitting in the buoy channel West of Jerijeh lighthouse but it may be necessary ship to follow the pilot launch to sheltered water inside the turn buoy. This applies mainly to the larger ocean ships calling at Tanjo Mani and smaller vessels on a first visit but a Pilot may be picked anywhere to suit provided clear and precise information is given the arrival telegram. A few of the more frequently requested po are off South Jerijeh Beacon, Rejang Village and for upriver berth Tanjong Mani itself, or even as far up as Tanjong Delima. Rejang pilot launch Layang Laut, is fitted with "Hague Plan" radio for ship to Pilot communicaton.

Application for Pilots should be made giving 24 hours' notice arrival to "Shipping", Sarikei.

Anchorage. Abeam of Loba Selemit on the true right bank of Rejang River in position 2° 08′ 22″ N. 111° 16′ 35″ E. is restricted loading and discharging any dangerous goods.

## TAWAU, Sabah: 04.15 N. 117.53 E. **(See Plan)**

**PORT LIMITS:** A line drawn from Batu Tinagat on the Mainla to the boundary mark on Sebatik Island between Indonesian Born and Sabah (Malaysia) and thence through the island to Burs Po on the Mainland, and thence intersecting all waterways to the We of Burs Point, entering the Serudong River.

**DOCUMENTS:**

(*a*) *To be Produced on Arrival:*

| | |
|---|---|
| *Customs* | |
| Manifest in prescribed form | 2 |
| Crew List | 2 |
| Last Customs Clearance | 1 |
| Stores List | 2 |
| Passenger List | 2 |
| Arms List | 2 |
| *Marine* | |
| Marine Dept. Boarding Report, required to be completed | 1 |
| Last Port Clearance | 1 |
| Crew List | 1 |
| Passenger List | 1 |
| *Agent* | |
| Manifest in the prescribed form | 4 (2 for SPA) |
| Crew List | 1 |
| Passenger List | 1 |
| *Immigration* | |
| Crew List | 2 |
| Passenger List | 2 |
| *Travel Control Office* | |
| Crew Lists and Passenger Lists | 2 each. |

(*b*) *To be Supplied to Ship before Departure:*

Manifests, as required by vessel.

1 Port Clearance and 1 Customs Clearance.

3 copies of Passenger List.

**PILOTAGE:** A Pilot is available from 0600 to 1800 for berthin vessels given reasonable notice (48 hours). Not compulsory.

**ANCHORAGES:** Good anchorage in 8 fathoms 1,000 yd. to 1,300 W.N.W. of wharf; and 350 yd. South there is an anchorage in fathoms.

Petroleum Anchorage. An area bounded by parallels of 04° 15′ and 04° 16′ N. and meridians of 117° 15′ E. and 117° 52′ E. This are is to be marked "Petroleum Anchorage".

Explosives Anchorage. An area bounded by parallels of 04° 12′ and 04° 13′ N. and meridians of 117° 52′ E. This area is to be marke "Explosives Anchorage".

Quarantine Anchorage. An area bounded by parallels of 04° 12.5′ and 04° 13.5′ N. and meridians of 117° 54′ E. and 117° 55′ E. This are is to be marked "Quarantine Anchorage".

**RESTRICTIONS:** (*a*) Communication ship/shore when lying roads: Regular launch services difficult to arrange if required Master. No recognised signals for summoning a launch, as distanc between small boat jetty and anchorage is too great for flag signa to be recognised. No restrictions against a vessel using its ow launch or motor life-boat apart from fact that it must not land an where other than at Ports Authority Wharf.

(*b*) Explosives: No vessel carrying explosives shall come with 500 yards of shore or any other vessel except with written permissi of Port Manager which will be given provided that:

(*a*) quantity does not exceed 2,000 lb. of explosives of Class V and and are carried in a certified magazine, and there is no oth dangerous cargo on board as certified in writing by the Maste

(*b*) quantity does not exceed 3,000 lb. and are exclusively of one the following classes III, IV or VII.

Danger flag must be flown by day and a red light by night.

**HEALTH:** (*a*) Quarantine. The Sabah Government are signatori to WHO convention on Quarantine regulations. Port Health Doctor will not board, unless vessel comes from an infected port. Instead Maritime Declaration of Health is to be filled out and handed to Boarding Officer of Marine Department, who will require one copy of crew list and one copy of passenger list. Vessels should cable Agent prior arrival advising last port of call and whether vessel healthy.

(*b*) Immigration. Immigration officer will board vessel on arrival and clear her inwards. No restrictions on crew and/or passengers going ashore. Immigration will require 2 copies of crew list and 2 copies of passenger list. Vessels are cleared inward until 18.00 hours only. If there are special circumstances arrangements can be made to clear vessels inward after this time.

**RADIO:** Information required prior arrival, ETA Tawau with as much prior notice as possible. Number of gangs required. Quantity of fresh water required.

**VHF:** A Maritime VHF radio telephone service now operates in the Port of Tawau on Hague Plan channels 16 and 12.

Continuous listening watch is kept on Channel 16 and the station is operative between the hours of 0600 and 2000 daily.

Vessels are requested to make use of the above facility for notifying ETA, pilotage requirements etc. Berth availability will be notified on vessel's call.

**TUGS:** No tugs available.

**BERTHING:** (*a*) Wharf Light at Tawau in position on North-west end of wharf, 04° 14′ 32″ N. 117° 52′ 56″ E.

(*b*) Tides/Linesmen. The numbers of a vessel which is berthing alongside will be flown from signal station. In addition a cone, indicating tidal stream will be hoisted, pointed end of cone down indicates flood tide and pointed end up indicates ebb tide. Linesmen are on hand to receive a vessel's lines; a motor boat can be hired to assist in berthing if prior advice is given.

(*c*) New Wharf. Consists of a 300 ft. long approach causeway extending from a reclamation area and a 550 ft. long wharf, 50 ft. wide with a dolphin in line ±100 ft. off each end. Least depth 20 ft.

(*d*) Monsoon. During strong wind from S.E. and S.W. ships are liable to range alongside wharf, and during S.W. monsoon sea breeze may make it difficult for ships to leave wharf in the afternoon.

(*e*) Buoys: No mooring buoys in Tawau.

(*f*) Lighters: No lighters available except a few wooden and steel lighters owned by Bombay Burmah Trading Corpn. Ltd. and Borneo Abaca Limited. Hire of these lighters can be arranged when they are not being used by owners, which is seldom.

**SPECIALISED CARGO-HANDLING FACILITIES:** None. Can handle palletised cargo only.

**STEVEDORES:** (*a*) No stevedoring company in Tawau. Work is undertaken by stevedoring contractors. Stevedores in sufficient numbers usually available.

(*b*) Working hours 0730–1130 hours, 1300–1700 hours, 1800–2200 hours.

(*c*) Overtime: Overtime working hours are from 1800 to 2200 hours. Application must be made to Customs one day in advance; double rate charged.

(*d*) Sundays and holidays: Work normally carried out on Sundays and holidays, the only exception being Chinese New Year. Application must be made to Customs for permission to work Saturday afternoons, Sundays and public holidays.

(*e*) Rates: General cargo about 8 tons per gang/hour (loading/discharging).

**CARGO:** (*a*) Special Cargo Regulations: No vessel with dangerous cargo may be alongside after sunset except at discretion of Port Manager. No dangerous cargo may be discharged simultaneously with general cargo except with permission of Port Manager.

Heavy lifts usually landed overside on to flat-top scows. Customs bonded store is available with about 4,000 sq. ft. of space including Customs Liquor and tobacco store. There are no private bonded warehouses to date. There are no facilities for handling or storing bulk cargoes in any quantity.

Livestock: subject to approval of Veterinary Authority, certain animals including cattle are prohibited imports and exports except under licence.

(*b*) Damage. Ship's survey should be carried out on all cargo discharged in a damaged condition and Chief Officer should note extent of damage, and sign, certifying same. Cargo coming alongside in a damaged condition should be noted and M/R claused accordingly. Chief Officers are reminded that it is most unwise to load any copra which is rain or salt water damaged.

(*c*) Tally: Tally clerks can be supplied by Agent if required, on receiving advance notice.

(*d*) Inward. Inward cargo is tallied out of ship onto wharf or into lighter. Damaged cargo surveyed on the spot, otherwise no liability of the vessel is acknowledged. Discharge carried out after permission has been obtained from Customs after manifest of inward cargo has been deposited. Cargo delivered to consignees against production of relative Bill of Lading. Ship's responsibility to consignees ceases at ship's side, but, in the case of short-landed cargo, reasonable proof must be given to Customs that cargo has not been landed. A short-landed Memo certified by Chief Officer is usually accepted as proof.

(*e*) Transhipment. After discharge of cargo from first carrier, transhipment cargo is placed under the supervision of the Customs, unless it is possible to arrange direct transhipment into small coastal vessel.

(*f*) Outward. When vessels berth alongside, packages are brought by motor transport and lighters; when in roads, by lighters.

(*g*) Refrigerator. Only small quantities of refrigerator cargo loaded or discharged. No formalities or certificates being required other than compliance with normal Customs regulations. Inward refrigerator cargo is confined to foodstuffs, meat, etc., and outward to frozen fish.

(*h*) Explosives. Explosives must be discharged into lighters or immediately on arrival onto wharf under police escort and transported to an approved police store. A licence for their importation must be obtained from police prior arrival of cargo, and Harbour and Police authorities must be informed of arrival of explosives in port either for discharge, or as through cargo.

**TANKERS:** Shell jetty, least depth 14 ft.

**MEDICAL:** (*a*) Hospitals. Government General Hospital is only hospital in town, and will receive any sick seamen or officers. Three classes of wards, but first class ward can only accommodate two persons. Hospital is equipped to carry out normal surgery.

(*b*) Inoculation. Port Health Officer will vaccinate or inoculate crew members at General Hospital.

(*c*) Port Health Officer. General Hospital, General Office 2234; Medical Officer-in-Charge 2333; M.O.'s Residence 2239.

**FRESH WATER:** Can only be supplied at wharf. Twenty-four hours notice should be given of a vessel's water requirements. Usual rate of supply is about 15 tons per hour. A water barge is available but no guarantee of availability.

**FUEL:** Not available except diesoline in drums.

**FIRE PRECAUTIONS:** No fire floats and in the case of a vessel alongside catching fire, the fire brigade should be summoned by dialling 2999. The OCPD should also be informed.

**CONSULS:** None.

**REPAIRS:** No facilities.

**POLICE/AMBULANCE/FIRE:** (*a*) Police/Fire, tel. 2999; Hospital 2234.

(*b*) Accidents: Hoist a two-flag signal and give a blast of the whistle to call attention of signal station. Police and the hospital should be informed immediately of any untoward incident.

**GENERAL:** (*a*) *Surveyors:* Harrisons & Crosfield (S) Ltd., as Lloyd's sub-Agents, may appoint a Surveyor if a survey is requested.

(*b*) *Fumigation:* No facilities.

(*c*) *Ship Chandlers:* Fresh vegetables obtainable in limited quantities early every morning from vegetable market.

(*d*) *Priority:* Vessels are berthed on a "First come first served" basis. Vessels with palletised cargo get priority.

(*e*) *Watchmen:* These can be supplied if required.

**REGULATIONS:** (*a*) Arrival and Departure. The Owner or Agent of every vessel other than a small ship intending to call at a port shall, as soon as possible, and in any case not later than thirty-six hours prior to the estimated time of arrival of the vessel, give notice in writing to the Authority of such arrival and, if so desired, the requirement for a berth at a wharf.

2. The notice under this regulation shall be in a form prescribed by the Authority and shall contain full particulars regarding the cargo to be discharged and loaded, the embarkation and disembarkation of passengers, heavy lifts, special or perishable cargo, hazardous and dangerous goods (whether to be discharged at the port or not), and any other matters of importance relating to the working or safety of the vessel in the port.

3. The Master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted the national colours and the signal letters, if any, of the vessel. The national colours shall be exhibited from 0800 to sunset whilst the vessel remains in port.

4. The Master of every vessel arriving from outside the State of Sabah shall exhibit the Immigration and Quarantine signals contained in the First Schedule and shall also at the request of a customs officer hoist the Customs signals. Such signals shall remain exhibited until the appropriate officer has given permission for them to be lowered.

5. No vessel shall approach within six hundred ft. of any other vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from any vessel until the vessel is cleared inwards and the Immigration, Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficiently secured to a wharf or buoy before commencing the loading or discharging of cargo and/or the embarkation or disembarkation of passengers.

8. No vessel shall leave any port unless in possession of a valid Port Clearance issued by or on behalf of the Director of Marine.

(*b*) Special signals

| *Significance* | *By Day* | *By Night* |
|---|---|---|
| Immigration (for ships not carrying passengers) | International Code Signal "2 5" | Two green lights, six ft. apart, hoisted vertically where best seen. |
| Immigration (for ships carrying passengers) | International Code Signal "3 4" | Two green lights, six ft. apart, hoisted vertically where best seen. |
| Quarantine (vessel is Healthy request pratique) | International Code Signal "Q" | Nil |
| Quarantine (vessel is suspect) | International Code Signal "Q Q" | A red light over a white light and a separate hoist of red light over a green light and hoisted vertically six ft. apart where best seen. |
| Quarantine (vessel is infected) | International Code Signal "Q L" | |
| Quarantine (not received pratique) | Nil | A red light over a white light six ft. apart hoisted vertically where best seen. |
| Request Police Assistance | International Code Signal "S T" | A green over a white light, six ft. apart hoisted vertically where best seen. |
| Request Medical Assistance | International Code Signal "W" | A red light over a green light, six ft. apart, hoisted vertically where best seen. |

**AUTHORITY:** Port Manager, Sabah Ports Authority. Tel. 2852.
Customs. Assistant Commissioner tel. 2342 (Office); 2256 (House). Office hours 0800 to 1200 hours, 1330 to 1600 hours, week-days; 0800 to 1200 hours, Saturdays.

**AGENT:** Harrisons & Crosfield (Sabah) Ltd., Dunlop Street. Telegraphic address: "Crosfield". Tel. Manager 2624; Shipping 2262; Airways 2261. PO Box No. 5. Code – Bentley's Second Phrase.

# Malta

## VALLETTA: 35.54 N. 14.31 E.

**DOCUMENTS:** Pratique deposition to be filled by Master on arrival, form supplied by the boarding Customs Officer. 3 Crew Lists. 2 Bonded Store Lists and 1 list of dutiable items belonging to crew on arrival. 3 Passenger Lists.
**PILOTAGE:** Compulsory. Pilot boards at Fairway Buoy weather permitting. Pilot available at all hours for small ships, daylight hours for large vessels. Sea Pilot berths vessel for civil berths. Berthing Pilot boards in Bighi Bay for Malta Dry Docks or Buoy Berths. In bad weather Pilot boards inside entrance. Vessel's ETA should be given to Agent at least 12 hours' prior arrival to order Pilot. Pilot boat located near Customs House. Pilot boat not equipped with VHF.
**ANCHORAGES:** Sea anchorage off Grand Harbour. To East of line, Fairway Buoy to entrance, medium to poor holding ground. To West of line, holding ground excellent.
**RESTRICTIONS:** Minimum depth entrance channel (over wreck) 52 ft. Harbour channels – Bighi Bay 58 ft., French Creek 43 ft., Marsa 32 ft. Nature of bottom entrance channel rock and mud. Harbour channels mud. Harbour entrance and approaches affected by current – in North-west winds there is a set of up to ½ knot from North-west to North-east. Port is subject to closure in gregale (North-east gale) conditions – winter months occasionally, not more than 4 times a year.
**SIZE:** Discharging Berths – New Quay.
Berths 1, 2, 3. Min. water depth alongside berth 32 ft. Max. length acceptable 350/400 ft. Max. draught acceptable 32 ft.
Berth 4. Min. water depth alongside berth 32 ft. Max. length acceptable 550 ft. Max. draught readily acceptable 32 ft.
Maximum so far handled 1,000 ft. length, with draught 35 ft.
**HEALTH:** Port Medical Officer grants pratique when boarding on arrival. Accelerated pratique can be granted through Pilot provided crew all in good health and ship has not called any infected port during last 15 days, and is coming from a European port.
**RADIO:** Radio call sign 9HD. Radio telephony working frequency 2625 kHz. Listening watch 2182 kHz.
**RADAR/VHF:** No radar service available. VHF facilities available by Malta Dry Docks. Frequency 156·8/156·55/157·9 Mc/s. Call sign Malta Dry Docks. Range 10 miles. Master can call signal station on VHF Channels 16 or 12.
**TUGS:** Join vessel just inside harbour entrance. Lines at discretion of ship's Master.
**BERTHING:** No specific requirements necessary. Can berth at any time but subject size of vessel and weather conditions.
**STEVEDORES:** Ordered by Agents. At least 24 hours notice required.
**MEDICAL:** Notice must be given to Agent soon as possible to make necessary arrangements. Hospital facilities available. Crew must be in possession of inoculation/vaccination certificates, etc.
**TANKERS:** Vessels must be gas-free except at tank-cleaning berth, where ships with not more than 2 tanks gas free are allowed. Slop (residue) discharging facilities available. No. of tanker berths: Parlatorio Wharf (Navy) Max. draught 35 ft.; max. length 650 ft. Marsaxlokk – has Saptan Dolphin (Navy) max. draught 34 ft.; max. length 650 ft.
**FRESH WATER:** Unlimited amount ex barge between 20 to 80 tons per hour.
**FUEL:** Bunker Berth – Shell (Malta) Ltd. at new quay. Grades handled include MFO. MDO. TFO. GO. Max. draught 32 ft. 48 hours notice required. Bunkering berth also used for discharging cargo and available when not occupied by discharging vessel.
**FIRE PRECAUTIONS:** Precautions according to Petroleum Ships Regulations. Civil tugs partly equipped with fire fighting equipment but not well trained. Admiralty tugs and salvage tug well trained and well equipped.
**GANGWAY/DECK WATCHMEN:** Not compulsory but recommended.
**OPENING/CLOSING HATCHES:** Opening by stevedores. Closing of hatches by crew. Stevedores can close hatches at extra cost.
**CERTIFICATES:** Ship's Register; Load Line Certificate; Derat Certificate.
**CUSTOMS ALLOWANCES:** 200 cigarettes allowed for each crew member. Wine and/or Spirit, None to crew except Captain, at Customs' discretion.
**CARGO GEAR:** Factory Act Book for Cargo Gear. Cargo work cannot commence unless certificates valid.
**IDENTIFICATION CARDS:** Not needed.

**CONSULS:**

| | | | | | |
|---|---|---|---|---|---|
| American | Tel. | 36411 | Netherlands | Tel. | 2437 |
| Austrian | " | 26407 | Norwegian | " | 2548 |
| Belgium | " | 25071 | Panamanian | " | 2474 |
| " | " | 28180 | Peruvian | " | 2468 |
| Danish | " | 26429 | Polish | " | 2430 |
| Finnish | " | 21788 | Portugal | " | 2440 |
| French | " | 31107 | Principality of Monaco | " | 2548 |
| German Federal Republic | " | 25634 | Spain | " | 2507 |
| Greek | " | 25192 | " | " | 2818 |
| Haiti | " | 24713 | Swedish | " | 2642 |
| Imperial Ethiopian | " | 24713 | Switzerland | " | 2415 |
| Italian | " | 30068 | Turkish | " | 2437 |
| Liberian Republic | " | 25349 | | | |

**REPAIRS:** All types of deck and engine repairs possible.
**DRY DOCKS:** Malta Dry Docks Corp. operates five dry do up to 861 ft. length, 130 ft. 6 in. wide.
**SERVICES:** Tank clearing and underwater hull cleaning und taken by Malta Dry Docks Corp.
**REPATRIATION:** Facilities exist for crew changes and repa tion by air.
**AIRPORT:** Four miles from port. Served by BEA/Alitalia daily London and Rome.
**TIME:** GMT plus 1. No alterations made during year.
**HOLIDAYS:** New Year (1st January); Epiphany (6th January); Paul's Shipwreck (10th February); St. Joseph's Day (19th Marc Good Friday (no work performed at all on this holiday and in t afternoon of Tuesday Carnival); St. Joseph the Worker (1st Ma Ascension Day (date changes); St. Peter and St. Paul (29th Jun Assumption of B.V. Mary (15th August); National Day (8th Septe ber); All Saints Day (1st November); Immaculate Conception (8 December); Christmas Day (25th December) (no work perform at all).
**POLICE/AMBULANCE/FIRE:** Police 26934; Ambulance 212 Shore Fire Brigade 24001.
**TELEPHONES:** Can be arranged in Dry Docks berth, and buoys. Cost approx. £1 per week.
**GENERAL:** Important that tankers are gas-free before enter and that cargo vessels do not carry explosives.
**AUTHORITY:** Superintendent of Ports, Custom House, Valle
**AGENT:** Kirton & Co. Ltd., 38 Lascaris Wharf, Valletta, Mal Telegraphic address: "Lambert", Valletta, Malta. Tel. 24360. Af hours 32778. Telex 241.

# Marianas Islands

## GUAM, (Apra Harbour): 13.26 N. 144.39 E.

**DOCUMENTS:** Guam is part of the American Trust Territories the Western Pacific and official documentation is as for mainla U.S. ports, including visaed crewlist completed at port of departu prior to Guam. Vessels should have a stock of American Crew Lis Form 1-148 and Form I-95A. The American Alien Crewman Landi permit is acceptable and preferred. This is the plastic identificati card previously issued on the U.S. coast.
Required on arrival:
Vaccination Cards.
Visaed Immigration Crew List.
4 Crew Lists.
4 Passenger Lists.
1 Store List.
Clearance from last port.
Cargo papers.
Have ready Immigration Form I-94 for each passenger and For I-95A for each alien unless they have I-184 plastic Identification Car Shore Passes not required. Crew Customs Declaration not require
**RESTRICTIONS:** The U.S. Navy is in complete control of th approaches to Guam and it is essential to obtain clearance an permission to enter Guam from "Commanding Officer U.S. Nav Station Guam", call sign NRV (this is the U.S. Coast Guard Statio at least 24 hours prior to arrival. Permission is readily granted wi the condition to request permission again two hours prior to arri at Guam. This time from Guam control, same station NRV. Depth water not less than 100 ft. on the 084°. True range of the Leadi lights/beacons at the entrance to Apra and Outer harbour – 55 ft. the berth. In day time, the beacons on the 084° range are visible fro sea at a distance of at least ten miles.
**PILOTAGE:** It is advisable to have on board U.S. charts for Guam C & GS 4197 Apra Harbour. 4198 Guam Approaches.
Pilot usually boards at Quarantine anchorage, or just inside brea water. When requested will board outside, weather permitting. Pi mandatory in Inner Harbour. Pilot available at all times.
**ANCHORAGE:** Harbour – range 084° True, two green lights. Stro set across harbour entrance, Navy recommends 10 knots enteri Quarantine anchorage at Middle ground, Outer Harbour, depth 45
**RADIO:** No commercial ship/shore radio. Use USCG Stati "NRV" for best service, also U.S. Navy Station "NPN". If una reach Guam, route messages via San Francisco, Japan, Honol or Manila. Prior to arrival, call "Guam Control" on 2716 kc/s for en permission, advising ETA and any explosives aboard. Note distre frequency 2182 kc/s. not normally monitored on Guam. Within

hours of arrival contact "Guam Control" giving ETA (account harbour traffic).

**VHF:** Masters of vessels approaching should keep watch on Channels 16 and 13.

**HEALTH:** If from suspect port, Inspector boards at anchorage or at pier for thorough check. Grants Pratique.

**BERTHING:** Port side to, one large tug and one small tug normally used. Ship's gangway is required. Local information from pilots states that after completion of this oil berth a submerged wreck was discovered, said to be a five hundred foot long cargo vessel, and lies across and below the vessel in this berth, on the eastern side of the jetty. It is advisable not to drop anchors – should they have to be used – until vessel has passed over the wreck. There have been instances of forward springs or breastlines becoming fouled in this wreck during operations.

**HOSES:** Four 10 in. flexible hoses connected by ship's crew. Two 20 in. lines.

**IMMIGRATION:** 1. Prior to Departure for Guam:

A. Visaed Crew List: Prepare one Crew List on U.S. Form I-418 and have it visaed by a U.S. Consulate at a port prior to Guam. Without this, crew shore leave may be denied.

B. Passengers must have a valid passport and also must have an appropriate U.S. Visa whether landing or not on Guam.

C. Intransit passengers do not need U.S. Visa if the Owners of the vessel have signed a contract called "Immediate and Continuous Transit Agreement" with the Commissioner of Immigration at Washington, D.C.

D. Obtain a supply of U.S. Form I-84 for passengers and U.S. Form I-95 for Crew.

2. Prior to Arrival at Guam:

A. Passenger List, Form I-418 prepare 3 copies of passenger List on U.S. Form I-418 for Immigration, Customs and Agent.

B. Passenger Landing Card Form I-94 these to be presented by passenger with passport.

C. Crewmen's Landing Permit Form I-95A prepare or have on hand, one U.S. Form I-95A for each alien crew member. Not required if crew member is a permanent resident with U.S. I-184 laminated "*Crewmen's Landing Card*", not required of U.S.A. Citizens. Please present Form I-95A in appropriate Seaman's passport or identification book. Form I-95A can be used repeatedly for future arrivals of same crewman on same ship.

3. Upon Arrival at Guam:

A. U.S. Federal Immigration Inspector boards upon arrival at pier, must see all passengers with their passport and Form I-94 and all crew members with their passport or identification books and Form I-94A or Form I-184.

B. Passengers and crew are required to be ready for inspection immediately upon docking at Guam.

C. No shore leave and no mail distributing and no visitors or stevedores may board until this immigration inspection is complete. The inspector will advise Master when he has completed his inspection of passengers and of crew.

4. Prior to Departure from Guam:

A. *Intransit Passengers:* pick up from intransit passengers the Form I-94 and hand to Agent before departing from Guam. These must be returned by Agent to U.S. Immigration as passenger departure records.

B. Alien Crewmember joining at Guam pick up from them the Form I-94 which they used to enter the U.S.A. These must be returned to U.S. Immigration by Agent as permanent records.

**SECURITY:** Guam Government Official usually boards at pier, examines vaccination cards (smallpox vaccination required) and inspects Steward's stores and slop chest. Also represents U.S. Customs. Requires 1 Crew List, 1 Passenger List, 1 Store List, Clearance from last port, later issues new clearance from Guam which Agents bring to ship. Normally does not seal stores or slop chest.

**MARINE GUARD:** Required when docked at Ammo pier, requires 1 Crew List.

**U.S. COAST GUARD:** Marine Inspection and Shipping Commissioner Services. Requires 1 Crew List. Checks official log book and arrival draft.

**FUEL:** Mobil Petroleum can supply black oil or truck diesel, but no marine diesel. Requires ship move to their pier, no commercial fuel barge. Unable supply fuel while Ammo vessel or Bulk Cement vessel working. Possible to supply by truck/trailer to other piers. Navy special (Black Oil) and marine diesel available from Navy on emergency basis only, sufficient to reach next bunkering port. Cash payment required in advance of delivery. Will not normally supply commercial vessels. Navy barge available.

**FRESH WATER:** Very good, available any quantity, meter service. No water barge.

**STORES:** No ship chandler, order through Agent. Available but considered expensive. Produce from U.S.A., Milk is recombined in quart cartons, White, Chocolate or Buttermilk. Order milk day prior to delivery. Tropical fruits seldom available. Ice in blocks or cubes. Prices wholesale, except under one case lots when at retail. Delivered to ship's gangway or hook.

**LAUNDRY:** Also dry-cleaning available, U.S.A. prices. One-day service extra. Delivered to ship's gangway or hook.

**MEDICAL:** Foreign ships use Guam Memorial Hospital or Catholic Medical Centre or other clinics in town. American ships use U.S. Naval Dispensary in Harbour area, or in emergency U.S. Naval Hospital near Agana, 10 miles distant. Certificates required signed by Master. Patient returns to vessel by taxi at vessel's expense. Dispensary hours for merchant seamen Monday to Friday 1800–1500. At other times, if emergency, use the U.S. Navy Hospital. Doctors will not normally visit ships.

*Dentists:* Private dentists only. Usual hours 0900–1700, Saturday to 1200.

**REPAIRS:** Commercial Yard, Dillingham Maritime Services Yard available. Navy Yard, repairs by U.S. Naval Ship Repair Facility (SRF), subject to prior Navy commitments, and requires cash deposit in advance. Payment to be made for work done successfully or not. "No Cure No Pay" does not apply.

**TIME:** G.M.T. plus 10 hours. When on Daylight Saving Time, G.M.T. plus 11 hours.

**POLICE/FIRE/AMBULANCE:** Ambulance U.S. Naval Dispensary, Harbour Area, 339–4224/4227; Fire, 22222; Police – Naval Station Security, Harbour Area, 333–2968; Police – Guam Civilian Police, Agana 777–9611

# Martinique

## FORT DE FRANCE: 14.36 N. 61.04 W. (See Plan)

**PORT LIMITS:** The straight lines joining Pointe des Negres, the South extremity of Fort St. Louis and Pointe d'Alet.

**DOCUMENTS:**

Maritime Declaration of Health.
4 Crew Lists.
2 Provisions Lists.
2 Lists of Passengers in Transit.
5 Lists of Passengers Disembarking.
2 Lists of Crew Personal Effects.
2 Vessel's Particulars Declarations.
2 Cargo Manifests.

**PILOTAGE:** Call Pilot by International Code flag "G" or by sounding "G" on whistle. Pilot launches are painted black. The Pilot joins vessel on arrival at Pointe des Negres. If Pilot not available, vessel must anchor in the Baie des Flamands East of Point des Negres to await Pilot.

**ANCHORAGE:** In Baie des Flamands in front of the town. Depths of 10–40 metres.

**MAX. SIZE:** Length 190 metres. Draft 10 metres. See "Tankers".

**HEALTH:** Request free pratique by radio or can be obtained on arrival when Master completes Health Declaration and presents Health Certificates.

**RADIO:** Fort de France Radio, call sign FFP. ETA message to Agent required 24 hours before arrival on working days or 48 hours on holidays. Message to include number of crew on board.

**TUGS:** None available.

**BERTHING:** Alongside quay. Maximum depth 10 metres. Roll-on/roll-off berth operational.

**MEDICAL:** Doctor and hospital facilities available.

**TANKERS:** *Petrol Pier:* depth alongside 17 metres, can accommodate tankers up to 65,000 dwt. Crude discharge through two 12-in. Chiksan Arms, capacity 4,500 tons per hour.

Vessel's displacement is limited by strength of the dolphins.

*Refinery Berth:* depth alongside 7·50 metres, for loading products, fuel, gas oil, kerosine at a rate of 150 tons per hour.

**DENSITY:** About 1028.

**FRESH WATER:** Available from quay in unlimited quantity. Rate 50–80 tons per hour.

**FUEL:** All grades available subject tp 12 hours advance notice.

**GANGWAY/DECK WATCHMEN:** Recommended. Performed by crew members.

**OPENING/CLOSING HATCHES:** Can be performed by crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes per man. All alcohol to be declared.

**IDENTIFICATION CARDS:** Not necessary.

**CONSULS:**

Belgium
Colombia
Cuba
Denmark
Germany
Haiti
Italy
Netherlands
Norway
Panama
Portugal
Spain
Sweden
United Kingdom
U.S.A.
Venezuela

**REPAIRS:** Minor repairs possible.

**DRY DOCK:** One, 200 m. length, 21 m. wide. Equipment restricted.

**REPATRIATION:** Facilities for crew change and repatriation.

**AIRPORT:** 7 miles from the port, served by regular airlines.

**HOLIDAYS:** 1st January, Shrove Tuesday, Ash Wednesday, Easter Monday, 1st May, Ascension Day, Whit Monday, 14th July, 15th August, 1st November, 25th December.

**POLICE/FIRE/AMBULANCE:** Police, tel.: 17 and 43–06; Fire/Ambulance, tel. 18 and 22–64.

**AUTHORITY:** Capitainerie du Port, tel. 20–73.

# Mauritania

## NOUADHIBOU (Port Etienne):

### POINT CENTRAL: 20.49 N. 17.03 W.

**PILOTAGE:** Pilotage is compulsory only for vessels berthing. Pilots normally board vessel at No. 2 Channel Buoy. Pilots may be ordered by VHF before arrival through Agent.

**ANCHORAGE:** Ships waiting for a berth should anchor about ¾ mile to the South-east of wharf. North-east of wharf is a turning area in which ships are forbidden to anchor.

**RESTRICTIONS:** *Outer Channel:* Width 400 m., depth 17·5 m. below the lowest water levels of spring tides.

*Inner Channel:* Width varying between 400 and 250 m. minimum. Depth 17 m. below the lowest water level of spring tides.

*Manoeuvring Circle:* Diameter 1,000 m. Depth 17m. below the lowest water level of spring tides.

Depth alongside oil berth (south part of the wharf) 11·50 metres.

Water density is 1025. Loading is completed during flood tide, and vessels sail at high water.

**MAX. SIZE:** Max. length 310 m. Max. width 45 m. provided the captain does not require the mineral to be put into the vessel more than 5 m. from the vessel's axis on the opposite side to the loader. In all border-line cases, consult the DCFP with drawings.

*Max. Draft:* Arrival – preferred draft with ballast or part cargo: 12·50 m. with possibility of reballasting at the quay to reach the 14 m. height range.

Max. height range (loader arm lowered in the work position): 14 m. from sea level for longitudinally opening cargo hatches; 14 m. from sea level to above the hold hatches where the latter open transversally.

Departure – max. draft at all states of the tide: 52 ft, i.e. 15·85 m. with possibility of going up to 53 ft. (16·15 m.) and slightly more working on the tidal coefficient and the time of departure of the vessel.

*Essential:* All vessels greater than 100,000 tons dwt, which have never visited the port before must have prior approval of the DCFP.

**HEALTH:** Free pratique is given only after vessel has berthed.

**TUGS:** None available.

**BERTHING:** The ore-loading terminal of Société Nationale Industrielle et Miniere de Mauritanie (SNIM) is located in position 20° 49′ N,. 17° 02′ W. The terminal comprises a single pier on steel piles, the northern part of which is the ore-carrier berth. Vessels moor port side to pier. The starboard anchor may be required to assist in berthing. Ships are requested to berth with a quantity of ballast equal to half of their cargo capacity.

*Pier:* Length 245 m. depth 16 m. below the lowest water level at spring tides.

Tide: Highest level in spring tides plus 2·16 m. Lowest level in spring tides plus 0·34 m.

*Loading equipment:* Belt conveyor, one mobile single loader with raisable arm. Run of loader: 165 m.

Vessels whose hold hatches are more than 165 m. away have to shift. A mooring buoy placed to the North of the mineral quay and the oil berth moorings to the South of the mineral quay provide good mooring points.

Outreach from edge of quay wall 28·50 m.

Rate of loading: Nominal output: 5,000 tonnes/hour.

Practical output: 2,000 tonnes/hour for small vessels. 3,000 tonnes/hour for large vessels loading only one quality of mineral.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**MEDICAL:** There are hospital and medical facilities at the port. All officers and crew require valid smallpox and yellow fever inoculations.

**CUSTOMS ALLOWANCES:** All Bonded stores must be carefully declared. The vessel is liable to be fined if quantities are found to be more or less than those declared.

**GENERAL:**

(*a*) Direction of propeller rotation. It is of interest to know in advance whether vessels have a left-hand propeller, since this particularity complicates manoeuvring and is liable to delay positioning of the loading equipment.

(*b*) Vessels requiring several qualities of mineral: Advance warning prior to arrival at Nouadhibou must be given of the number of qualities, the tonnage per quality (and the maximum permissible differences) so as to be able to prepare a loading plan, and if possible this must be given prior to tying up at the quay so as to save time.

(*c*) For part loads to be shipped on vessels greater than 100,000 tons, the rules remain the same including advance acceptance of the vessel for loading by the DCFP.

**AUTHORITY:** Société Nationale Industrielle et Miniere de Manritanie (SNIM).

## NOUADHIBOU HARBOUR: 20.54 N. 17.03 W.

**PILOTAGE:** Not compulsory but recommended. Pilots are the same as for Point Central, and can be contacted by VHF Channel 16.

**RESTRICTIONS:** The main berth is available for ships of maximum 7·30 metres draft. Other berths are used for trawlers or small cargo vessels according to draft, length and Harbour Master's instructions.

**FRESH WATER:** Available for only small vessels.

**FUEL:** Available for only small vessels.

**AUTHORITY:** Capitainerie du Port.

## NOUAKCHOTT: 18.02 N. 16.02 W.

INFORMATION BASED ON REPORT DATED 1968, BUT ONLY RECENTLY RECEIVED.

**LOCATION:** Nouakchott Wharf is situated in position 18° 02′ 08″ N., 16° 01′ 43″ W., being about 7 km. S.S.W. of Nouakchott.

All vessels anchor off the port and movement of cargo is undertaken by barges and lighters.

**WIND:** The direction of the wind varies from N.N.W. – N.E predominant winds affecting navigation are from the N.N.W.

The rapid onset of bad weather should be noted. When cond are bad vessels should weigh anchor and proceed seaward a coast offers no natural shelter.

**CURRENTS:** There is an almost permanent N.–S. current ru at about 0·5 knots; it reverses S.–N. on a few days during the

**SWELL:** Two kinds of swell have been observed: Local swe to the coastal winds, varying from N. to N.W. in dry weather, turning between N.W. and S.W. during the wet season.

**ANCHORING ROADS CONDITIONS:** The periods during climatic conditions are liable to upset work are as follows: S swell, January/March; rain, July/August/September.

This virtually allows the port to be used during 200 days in the

**WORKING CONDITIONS:** Vessels must locate themselv closely as possible, where they can anchor without risk, to the within the limits of their drafts (generally between half and a qu of a mile), in line. At the lighterage quay there is a depth of wa 7 m.–8·5 m. It is preferable for a ring of lines to be placed in adv around the sides of the vessel to which barges may tie up.

Experience shows that the tonnage unloaded currently by the is 400 to 500 tons per day where goods in sacks are concerned possible to work two vessels at once, but each 4 will only wor of this tonnage.

Work is currently carried out on board by private companies on land, in the launches and lighters by the Wharf Organis personnel.

As far as wharf personnel are concerned, during working the normal working hours are from 0800 to 1600 hours.

Overtime day hours are from 1600 to 1900 hours.

Night time working is considered to apply between the hou 1900 and 0600 hours (currently impossible).

It should be noted that there is an overtime hour at the begi and end of work, which is the time required to launch or bring b on to the landing-stage.

**ANNUAL TONNAGE:** Total discharged in 1967, 33,000 tons; loaded in 1967, 600 tons.

**RECOMMENDATIONS TO CAPTAINS OF VESSELS:** sels must be at all times capable of gaining the open sea ra since bad weather comes up very quickly, and the coast affor natural protection.

**WHARF:** The working platform s 86 m.×21 m. and lies N.W.–S.E. direction it is connected to the shore by a gan 246·5 m. length and 7 m. wide.

The wharf is designed to take a load of 2 lorries of 25 tons (2 of 10 tons and 1 axle of 5 tons) or an overload of 1 ton/sq. m.

The wharf manager's office together with police, custom radio office are located on the shore.

**WHARF EQUIPMENT:** Three cranes with capacities of 20, 5 tons respectively.

**FLOATING EQUIPMENT:** One launch of 50 hp, two launch 100 hp. Ten steel barges, internal dimensions 10 m×3 m×1 with capacity for 20 tons cargo. One steel barge, internal dimen 13 m.×4 m.×1·35 m. with capacity for 30 tons cargo.

**LAND EQUIPMENT:** Goods are transported from the wh the storage area by 18 trailers each with a capacity of 8 tons port is also equipped with two tractors of 80 hp. and five fo trucks with capacity of 3·5 tons.

**TANKERS:** Dakar oil companies are presently building a h carbon oil depot about 400 m. North of the wharf.

The depot will be fed from tankers by means of 2 sea-lin 900 m. length.

# Mauritius

## PORT LOUIS: 20.09 S. 57.30 E. (See Plan)

**PORT LIMITS:** The commercial area of the port is the area the port bounded by the entrance buoys and the shore line inner harbour. Vessels at the outside anchorage lie within the of the port defined by an imaginary line joining Pointe Aux S and Pointe aux Pimentes. In this area commercial activitie restricted to bunkering, ship repair and the landing of passe or personnel.

**PILOTAGE:** Compulsory. Vessels are brought in or taken the harbour at any time before or after official hours by s arrangement with the Director of Marine.

**ANCHORAGE:** Open roadstead with anchorages for vess any draft.

**MAX. SIZE:** Harbour entrance depths from 42 ft. to 119 ft. Cha dredged to 32 ft.

**RADIO:** Port Authorities require to be notified of the date vessel's arrival by radio as soon as it is possible for Mas communicate with Harbour either:

1. By CW transmission through the Government Radio S (3 BA) at Vacoas on 500 kc/s.

2. By R/T transmission through Port Louis Harbour Radio S (3 BB 3) on 2182 kc/s.

**VHF:** Port Louis Harbour Radio Station is equipped with VH maintains 24-hour watch on Channel 16.

**TUGS:** One 2,300 h.p. deep-sea and salvage tug *Le Corsaire* 720 h.p. diesel-engine tugs, *Betty* and *Winnie*. These tugs are able for deep-sea towage and salvage and are fitted with fire-fighting equipment, R/T, W/T and VHF. Three smaller tugs of 320 h.p. are also available for harbour work.

**BERTHING:**

Quay D, length 485 ft., depth alongside 31 ft. 6 in. Can take one vessel up to 580 ft. overall, draft 30 ft. 6 in.

West Quay, length 400 ft., depth alongside 35 ft., designed for white oil and fertiliser discharge.

Quay C, length 396 ft., depth 18 ft. alongside for a length of 310 ft. Can take one vessel up to 300 ft. length, and 17 ft. draft.

*Buoys:* 6 berths capable of taking ships up to 31 ft. maximum draft; 3 berths capable of taking ships up to 29 ft. 6 in. maximum draft; 1 berth capable of taking ships up to 25 ft. maximum draft; 3 berths capable of taking ships up to 20 ft. maximum draft, maximum length 350 ft.; 2 berths capable of taking ships up to 16 ft. maximum draft; maximum length 225 ft. Vessels of 31 ft. are berthed in Quarantine Berth in No. 5E, No. 4E, No. 2E, No. 2W, and No. 5W. Distance between buoys at entrance 1½ cables.

**SPECIALISED CARGO-HANDLING FACILITIES:** LPG carriers berth at Quay D; there are no facilities for full containerisation and roll-on/roll-off traffic.

*Bulk Cargo:* Cement Discharging facilities. Rate of discharge 500 tons per hour. Maximum draft 20 ft., minimum 18 ft.; capacity of Silo: 7,400.

**STEVEDORING:** Undertaken by private contractors. Approximate rate of loading per day of eight hours: Sugar in bags, 200–250 t. per gang per day; sugar in bulk, 200–250 t. per gang per day; general cargo, 60 t. per gang per day; rum in drums, 100 t. per gang per day; bales hemp, 100 t. per gang per day.

Working hours: Mondays to Fridays from 0700 to 1600, Saturdays from 0700 to 1300. Overtime can be carried out on weekdays up to midnight and up to 1600 hours on Sundays and public holidays.

**MEDICAL:** Arrangements for medical attendance should be made through ship's Agent. Private clinics available.

**FRESH WATER:** Fresh water supplied by barges at any berth between 0700 and 1600. Arrangements can be made for supply before 0700 and after 1600 on payment of overtime. The rate is about 25 to 30 tons per hour. Four barges of 50, 75, 85 and 110 tons respectively are available.

**FUEL:** Gas oil, marine diesel and furnace oil obtainable. (Arrangements must be made in advance between Owners and the Shell Co., BP, or the Anglo-Iranian Oil Co.) The pumping capacity of the installations at Port Louis for furnace oil is between 150 and 200 tons per hour, and for marine diesel oil and gas oil 50 tons per hour. Marine diesel oil and furnace oil (35 secs. to 1,000 secs.) is supplied at Quay "D". Furnace oil 1,000 seconds only is supplied on No. 5 West berth.

A 400-ton bunkering barge available to supply vessels in harbour and outside anchorage.

**DEVELOPMENTS:** Planned to dredge harbour to 45 ft. and to reclaim approximately 200 acres of land for port installations.

**REPAIRS:** Almost any type of repair can be undertaken in Mauritius.

**DRY DOCK:** Stevenson dry dock. Largest vessel that can be docked: 326 ft.× 48 ft., with a maximum draft of 16 ft.; vessels of up to 358·5 ft.× 50 ft. can also be docked, but at least 15 days notice should be given.

**CONSULS:** *Consulates:* Belgian, Danish, Dutch, Finnish, German (Federal Republic), Norwegian, Portuguese, Spanish and Swedish. *Embassies:* French, Malagasy, American, Russian and Pakistan. *High Commission:* British and Indian.

**HOLIDAYS:** 1st January (New Year's Day), port closed; 22nd January (Cavadee); 6th February (Chinese Spring Festival); 18th February (Id-El-Adha); 6th March (Maha Shivaratree); 12th March (Independence Day); 1st May (Labour Day); 29th October (Divali); 1st November (All Saints' Day); 1st December (Id-El-Fitr); 25th December (Christmas Day).

**POLICE/FIRE:** Police, tel. 999; Fire, tel. 999.

**AUTHORITY:** Mauritius Marine Services Dept.

## Mexico

### ACAPULCO: 16.50 N. 100.00 W.

**DOCUMENTS:**

Health Clearance from previous port.
Health Pratique.
4 Stores Lists.
4 Lists of Crew's Personal Effects.
12 Crew Lists.*
2 Passenger Lists.*
12 Manifests of cargo for the port.*

* One copy to be visaed by Mexican consul.

**PILOTAGE:** Pilot is ordered by Agent on the basis of Master's ETA, which should be given accurately at least 24 hours before arrival. Pilot boards at the port limits, approximately one mile from the entrance.

**ANCHORAGE:** Vessels may anchor in the middle of the bay as indicated by the Pilot. Depths up to 150 ft.

**RESTRICTIONS:** The Bay of Acapulco is a natural harbour surrounded by mountains, approximately 4 miles across at its widest part and 2½ miles across at its narrowest. There are two entrances, one called Boca Grande and the other called Boca Chica.

Boca Grande is between Punta Siclata on Isla de la Roqueta and Punta Bruja. The channel is 3,000 m. wide with a depth of 31 fathoms in mid-channel.

Boca Chica channel, between Isla de la Roqueta and the Peninsula of Las Playas is 300 m. wide with a depth of 14 fathoms in mid-channel.

**MAX. SIZE:** For berthing alongside maximum draft 28 ft. 6 in.

**HEALTH:** When vessel arrives at the port the following Authorities will board: Port Health Authority, Customs and Immigration, accompanied by the ship's Agent.

**RADIO:** Coastal station of Acapulco receiving on 8374 kHz in day-time and on 4180 kHz at night. Transmitting on 8514 kHz in day-time and 4250 kHz at night. Radiotelephone receiving and transmitting on 2715 kHz during the day and on 2182 kHz from 2000–0600 hours local time. VHF service available from 0630 to 2300.

**TUGS:** One tug is required for berthing. Tug's line used.

**MEDICAL:** Agent should be advised by radio in advance if any medical assistance required. Hospital facilities available.

**TANKERS:** Tanker moorings operated by Petroleos Mexicanos situated on the Eastern side of the bay. It is strictly prohibited to discharge oily residues in the bay or within 40 miles of the port.

**FRESH WATER:** Can be supplied by hoses from the quays, rate about 15 tons per hour.

**OPENING/CLOSING HATCHES:** Is performed by stevedores.

**CUSTOMS ALLOWANCES:** Crew members are only allowed to retain cigarettes, tobacco and liquor sufficient for their own consumption while vessel is in port.

**IDENTIFICATION CARDS:** Crew members should carry a passport.

**CONSULS:**

| | | | |
|---|---|---|---|
| Denmark | Tel. 2.11.11 | Italy | Tel. 2.25.10 |
| France | ,, 2.43.83 | Norway | ,, 2.19.56 |
| Great Britain | ,, 2.29.21 | | |

**REPAIRS:** Minor engine repairs can be effected. No dry docks, only a slipway for vessels up to 100 tons.

**REPATRIATION:** Can be arranged.

**AIRPORT:** International Airport situated 22 km. from the port, daily flights to all parts of the world.

**TIME:** GMT minus 6 hours all through the year.

**HOLIDAYS:** The following holidays can only be worked in case of emergency: 1st January; 5th February; 21st March; 1st May; 5th May; 16th September; 12th October; 25th December; and in addition 23rd May, Anniversary of the Stevedores' Union.

**POLICE/FIRE/AMBULANCE:** Police tel. 2.00.40; Fire 2.00.42; Ambulance (Red Cross) 2.02.41. and/or 2.00.88.

**TELEPHONES:** Cannot be connected on board the ship but Master may make calls from the quay.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Capitania de Puerto, Av., Miguel Aleman, Palacio Federal – 2nd floor. Tel. 2.20.67.

**AGENT:** Representaciones Maritimas, S.A. c/o. Ricardo Careaga E Hijos, S. De R. L., C.M. Aleman No. 187–31 3er Piso, P.O. Box 256. Acapulco, Gro. Mexico. Tel.: 2 23 35. Telex 017 516 Cables: "Maritimex".

### COATZACOALCOS: 18.08 N. 94.25 W.

**PORT LIMITS:** From the centre of the channel at the bar with a radius of half a mile to seaward.

**DOCUMENTS:**

*Customs:*

Cargo manifest, original and four copies visaed by Mexican Consul at place of origin. If no cargo carried for this port a certificate and 2 copies stating the fact.
Stores List, original and one copy.
Personal Effects List, original and one copy if vessel is arriving from another Mexican port Customs release from that port must be produced.

*Port Captain:*

Clearance from last port.
2 copies Crew List.
3 copies Manifest of cargo for this port.

*Immigration:*

Crew List, original and one copy, bearing consular visa.
Passenger List, original and copy, visaed by consul.
All Crew Passports or I.D. Cards.

*Health:*

2 copies Crew List.
2 copies Passenger List.
Crew Vaccination Certificates.
Derat Certificate.
When vessels are anchored beyond the breakwater authorities board from the pilot launch.

**PILOTAGE:** Compulsory. Pilot meets vessel off the jetties at Coatzacoalcos Estuary. Master should give Agent information not less than 24 hours prior arrival stating vessels name, flag, and ETA as well as draft.

Pilot boat black hull, white housing and red deck. Two launches, *Alcion* and *Vencedora.* The sound signal for calling the Pilot is two long blasts and one short blast. The light signal is a blue Bengal light.

**ANCHORAGE:** Vessels may anchor between ½ mile and 1½ miles off the breakwater or at the Master's discretion.

**MAX. SIZE:** Max. draft crossing the bar is 34 ft. Max. LOA permitted:

Free Zone 187 m. Pajaritos 233 m. (day), 186 m. (night).
Hours of service: Day 0800–1800. Night 1801–0759.
Max. draft permitted at Pajaritos 32 ft. fresh water.
Max. draft permitted at Free Port 30 ft. fresh water.

**HEALTH:** Pratique never given by radio. Vessels granted free pratique when berthed alongside if no contagious illnesses aboard.

**RADIO:** Communication with local Agent by Coastal Radio XFF, located near the beach in the village of Allende on the right bank. Telegraphy transmitter with range of approx. 500 miles, frequency 512, 500, 432 and 419·5 kc/s. Speech transmission with range of approx. 50 kms. frequency 2182 and 2665 kc/s. Radio-beacon transmission with range of about 300 miles and frequency of 312 k/cs. VHF transmission with range of some 50 miles and frequency of 156·55, 156·60, 156·70 and 156·80 mc/s.

**TUGS:** Tugs join vessels in the river when entering. Tug's lines used. Towage is compulsory for docking, undocking and shifting berth in the harbour. For vessels up to 4,000 grt one tug, over 4,000 grt two tugs. Seven tugs available. The signal for calling tugs is two long blasts and two short blasts on the whistle and signal for dismissing tugs is one short, one long and three short blasts. Tugs will repeat signals to indicate acceptance.

**BERTHING:** Normally vessels docked starboard side alongside. When current and circumstances permit vessel docked port side alongside. When vessels berthing must prepare accommodation ladder to be boarded by Port Authorities. There are seven docks in the Free Port area numbered 2, 3, 4, 5, 6, 7 and 8. Nos. 2, 3 and 4 exclusively for general cargo. Depths alongside: No. 2, 25 ft.; No. 3, 27 ft.; No. 4, 30 ft. Nos. 5, 6 and 8 exclusively for loading sulphur in bulk (dry and liquid). Depths alongside these 3 berths of 32 ft. No. 7 for discharging bulk harmless fertilisers. Depth 28 ft. There is one berth at Pajaritos FFM private berth where bulk harmless fertiliser loaded or discharged. Depth of 33 ft. There are two small berths at Coatzacoalcos Fiscal Port used only for fishing-boats and tugs. No loading or discharging performed at these berths. Depths alongside of 18 ft. A crane capacity 300 tons expected shortly.

**STEVEDORES:** No ETA advice necessary. Free Port: Straight working hours: from 0800 to 1200 and from 1400 to 1800 hours Overtime 100% overcharged according Tariffs. Latest times to order gangs: 0730, 1330 and 1730 hours. Straight time above hours Monday through Saturday. Sunday and holidays allowed to work except "Legal Holidays". Loading and discharging rates: 25 tons gang/hour using ship's derricks. No shore cranes available. Loading sulphur by conveyor belts at 500 tons per hour, working around the clock.

Private FFM Berth: Loading or discharging operations performed by their own personnel working 24 hours per day. Rate of loading by conveyor belt: 500 tons per hour. Rate of discharging 1,100 tons per day with ships gear.

**MEDICAL:** Hospital facilities available. Inform Agent in advance if treatment required. Smallpox vaccination certificates inspected on arrival. If certificates expired crew members are revaccinated at Health Department.

**TANKERS:** Tankers regularly moor in the Pajaritos Roads. There are four large quays for mooring seven vessels up to 233 metres, with max. draft at the quay of 33 ft.

The Provisional Quay has two lines of operation of 24 in. with three points 8 in. for crude oil and one other of 8 in. for crude oil.

**DENSITY:** Averages 1012.

**FRESH WATER:** Available at berths in Free Port area, delivered by 1½ in. hose. Loading rate about 8 tons per hour.

**FUEL:** Fuel can be supplied at Coatzacoalcos port by tank-trucks when vessels need small quantities. Petroleos Mexicanos (PEMEX) has at Nanchital a loading terminal which is about 3 miles up-river from Coatzacoalcos (max. draft 27 ft. 6 in.) where Bunker C fuel available.

Diesel oil only available at Minatitlan, about 17½ miles up-river from Coatzacoalcos (max. draft 21 ft.). If vessel bunkers at Nanchital or Minatitlan there will be at least one delay day and heavy extra expenses.

**DEVELOPMENTS:** The channel and docks are being dredged in the free zone, and Pajaritos and the main channel buoys are being improved.

**CUSTOMS ALLOWANCES:** No restriction for free use on board.

**CONSULS:** Norway and Netherlands.

**REPAIRS:** Minor repairs may be effected. No dry dock available.

**AIRPORT:** At Minatitlan, about 40 minutes car drive away. 2 regular flights to Mexico City.

**TIME:** 6 hours behind GMT.

**HOLIDAYS:** No work performed on following legal holidays: January 1st; March 21st; May 1st; May 5th; September 16th; October 12th; November 20th; December 25th; and December 1st every six years when Federal Government changes President.

**TELEPHONES:** No facilities for placing telephones on ships.

**POLICE/AMBULANCE/HOSPITAL:** Police tel. 2 01 22, Red Cross 2 02 85; Hospital 2 00 30.

**SHORE LEAVE:** Possible. Crew must have I.D. cards or passports. Passengers must have passports.

**AUTHORITY:** Port Captain, Free Zone Building, 2nd Floor. Tel. Tel. 2-01-69.

**AGENT:** Representaciones Maritimas, S.A. Calle Juarez 320 Altos Coatzacoalcos, Ver. Tel. 2 01 71. Telex 078 822. Cable: "Maritimex", Coatzacoalcos.

## MANZANILLO: 19.03 N. 104.20 W.

**DOCUMENTS:**
14 Crew Lists.
20 Passenger Lists.
Derat Certificate.
Vaccination Certificate for each crew member.
Cargo Manifest and one copy to be visaed.
8 additional copies of Cargo Manifest, unvisaed.
10 Bills of Lading, one copy to be attached to each cargo mani

**PILOTAGE:** Pilot station cannot be contacted by radio, and Pi are ordered by Agents basis Master's ETA.

Pilot boat is black with white wheel-house on which is pai letter "H". International Code signals used. Pilot normally boa vessel about one or two miles from breakwater but if requeste advance the pilot boat will come out to five or six miles. Pilot ca board in rough weather. Vessels waiting for Pilot may anchor ab two or three miles N.W. of breakwater in depths of 12–15 fathom

**ANCHORAGE:** Vessels may anchor in the whole North part of Bay where depths are 12–15 fathoms at a distance of one to two m from the coast.

**RESTRICTIONS:** Vessels may enter at any time day or night.

**MAX. SIZE:** No limitation for anchoring in the bay. For moo alongside, maximum length 200 metres, maximum draft 32 ft.

Also see "Tankers".

**HEALTH:** Port Health Officer and Immigration Officers bo vessel at anchorage. Passengers and crew may be required inspection. All passengers and crew members must poss Smallpox Vaccination Certificates.

**RADIO:** Coastal station Manzanillo Radio, call sign XFM, opera 0600–1800 local time.

**TUGS:** One tug available, compulsory to use tug when moo alongside. Tug will join vessel as ordered by the Pilot.

**BERTHING:** Vessels may berth at both sides of the pier or a North end of the pier.

**STEVEDORES:** Advise Agent in advance number of gangs quired. Discharge rate approximately 20–25 tons per hour per ga

**MEDICAL:** Agent should be advised in advance if medical atte ance required on board. Hospital facilities available.

**TANKERS:** Two berths available, max. length 650 ft. No restric on beam. Max. draft: North-east side, 31 ft. (Forward) and 38 ft. (A South-east side 33 ft. (Forward) and 38 ft. (Aft).

**FRESH WATER:** Should be ordered in advance. Rate of 10 t per hour. Vessels must furnish own steam for pumping, 2 i coupling. No barges available for delivery at anchorage.

**FUEL:** Should be ordered in advance: All grades available. Ma expensive due customs fees.

**DEVELOPMENTS:** Improvements are in progress to accom date vessels up to 30,000 tons with a draft of 40 ft.

**GANGWAY/DECK WATCHMEN:** No shore service availabl

**OPENING/CLOSING HATCHES:** Normally performed by c members.

**CUSTOMS ALLOWANCES:** Each crew member may retain carton of cigarettes, and one bottle wine/spirits for his own No alcohol may be taken ashore.

**IDENTIFICATION CARDS:** Identification cards or shore pas are necessary for crew going ashore.

**CONSULS:** Nearest are at Colima and Guadalajara.

**REPAIRS:** Only repairs to auxiliary machinery can be effected Guadalajara hull repairs may be effected provided dry dock required.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Local airport only for internal traffic.

**TIME:** GMT minus 6 hours all the year round.

**HOLIDAYS:** The following holidays can only be worked in cas emergency: 1st January; 5th February; 21st March; 1st May; 5th M 16th September; 12th October; 25th December; and in addition May, Anniversary of the Stevedores' Union.

**POLICE/FIRE/AMBULANCE:** Police tel. 4; Fire 23; Ambulanc

**TELEPHONES:** Cannot be connected on board ships.

**SHORE LEAVE:** Permitted except for crews of Russian, Cuban Communist Chinese vessels.

Crew members required present their identity cards to Immi tion at the gangway. Crew members left behind by vessel must covered by 10,000 Pesos bond to guarantee repatriation expens

**AUTHORITY:** Capitania de Puerto Edificio Federal, Morelos y Mayo. Tel. 34.

## MINATITLAN: 17.54 N. 94.35 W.

**DOCUMENTS:** See "Coatzacoalcos."

**PILOTAGE:** See "Coatzacoalcos Pilotage." Port about 17½ m up-river from Coatzacoalcos. Vessels are piloted either up-rive down-river to and from Minatitlan.

**ANCHORAGE:** Only at Coatzacoalcos. At Minatitlan rive narrowed and anchorage not permitted.

**RESTRICTIONS:** Vessels may enter harbour only in dayl Latest time for entry and sailing to and from Minatitlan is 1500 ho

**HEALTH:** Pratique never given by radio. Vessels granted prat at anchor at Coatzacoalcos. Vessels must prepare accommod ladder, to be boarded by port authorities.

**MAX. SIZE:** Maximum LOA at Pemex berths: 475 ft. Maxi LOA at Fiscal berth: 440 ft. No breadth restrictions at both. Maxi draft permitted: 21 ft. in fresh water.

**TUGS:** One tug required to accompany vessels past the Coatz alcos Bridge. Tugs rejoin vessels in the river on arrival at b

Tug's lines used. For vessels over 2,000 grt one tug required, over 3,000 grt two tugs required.

**BERTHING:** Normally vessels dock starboard side to. Petroleos Mexicanos (Pemex) has 8 berths for tankers, where they can load crude, fuel oil, gasoline benzene, xylene, metaparaxylene, toluene and other petroleum derivates. Fiscal berth has a length of 80 metres depth alongside of 22 ft. Actually only used to discharge bulk harmless fertilisers. Discharge performed by elevator at a rate of 800 tons per 24 hours, also by ship's gear using buckets at a rate of 200 tons per day per hatch.

**TANKERS:** No ballast to be discharged in the river. All ballast to be discharged to shore tanks through two 6 in. pipe-lines.

**STEVEDORES:** No ETA advice necessary. Agent or Receivers of cargo order gangs to discharge. Straight working hours from 0700 to 1500 Mondays through Saturdays. Latest time to order gangs 0645 and 1445 hours.

**DENSITY:** Averages 1006.

**MEDICAL:** Hospital facilities available.

**FRESH WATER:** Available at all berths, but is not recommended.

**FUEL:** Marine diesel oil and Bunker "C" obtainable at Pemex berths. Bunker "C" also obtainable by barge, and diesel oil only by tank truck.

**CUSTOMS ALLOWANCES:** No restrictions. Free use on board. Two customs guards remain on vessel while alongside.

**DEVELOPMENTS:** Constant programmes for more berths, sheds, dredging and equipment are under way, but rather slow.

**REPAIRS:** No dry docks available, but small repairs can be done in shore repair shops.

**AIRPORT:** About 15 minutes car drive away. Regular flights to Mexico City.

**TIME:** 6 hours behind GMT.

**TELEPHONES:** No facilities for placing telephones on ships.

**AGENTS:** See "Coatzacoalcos".

## NANCHITAL: 18.00 N. 94.27 W.

**DOCUMENTS:** See "Coatzacoalcos."

**PILOTAGE:** See "Coatzacoalcos Pilotage." Port about 3 miles up-river from Coatzacoalcos.

**ANCHORAGE:** See "Coatzacoalcos Anchorage."

**RESTRICTIONS:** Vessels may enter Coatzacoalcos only with daylight. Navigation from Coatzacoalcos to Nanchital remains closed from 1630 to 0700 hours.

**MAXIMUM SIZE:** Maximum LOA 580 ft. No breadth restrictions. Maximum draft permitted 27 ft. 06 in.

**HEALTH:** See "Coatzacoalcos."

**TUGS:** When vessels proceed to Nanchital, 1 tug accompanies to pass the Coatzacoalcos bridge, according to Port Regulations. Tugs again join vessels when arriving at Nanchital berths. Tug's lines used. For vessels over 4,000 grt two tugs used.

**BERTHING:** Normally vessels dock port side alongside. When current and circumstances permit vessel is turned around and docked starboard side to. There are two docks at Nanchital, called Old Pier and New Pier. Both to load crude oil, No. 6 fuel oil by pipe line of 6 in. and up to 10 in. Mooring, unmooring, connecting and disconnecting hoses performed by Pemex own labourers.

**MEDICAL:** Hospital facilities available only at Coatzacoalcos.

**BALLAST:** Special regulation for tankers that no ballast water to be discharged in the river. Deballasting performed by two pipe-lines of 6 in. diameter to shore tanks.

**SALINITY:** Average 1006.

**FRESH WATER:** Available at both berths but is not recommended for drinking.

**FUEL:** Available only at the Pemex Oil Terminal at any time.

**DEVELOPMENTS:** Constant programmes for more berths, sheds, dredging and equipment are under way, but rather slow.

**CUSTOMS ALLOWANCES:** No restrictions. Free use on board. Two Customs guards stay on board. Vessel to provide them boarding and lodging.

**CONSULS:** None.

**REPAIRS/DRY DOCKS:** No dry docks available, but small repairs can be done in shore repair shops.

**AIRPORT:** At Minatitlan, about 1 hour car drive away. 2 regular flights to Mexico City.

**TIME:** 6 hours behind GMT.

**TELEPHONES:** No facilities for placing telephones on ships.

**AGENTS:** See "Coatzacoalcos".

## PROGRESO: 21.17 N. 89.39 W.

**DOCUMENTS:**

Crew List visaed by the Mexican Consul and 7 simple copies.
Derat Exemption Certificate.
Valid Smallpox Vaccination Certificates for all crew and passengers.
Passports or Seaman's Book for all crew.
Clearance from last Port of Call.
Passenger List visaed by Mexican Consul and 7 copies.
6 Stores Lists.
7 Manifests.
7 Bills of Lading (2 to be visaed).
Tonnage Certificate.
Certificate of Free Pratique.

**PILOTAGE:** Compulsory. Pilot boards about 3½ miles North of the lighthouse from a fast launch. International signals to be used to call Pilot day and night. ETA should be passed to Agent via radio station at least 24 hours before arrival.

**ANCHORAGE:** Vessels waiting for a berth anchor 3 miles off the Fiscal quay. The anchorage is marked on Chart H.O. 0966.

**RESTRICTIONS:** No night restrictions. Also see "Max. Size". No facilities for tankers.

**MAX. SIZE:** Max. LOA, 190 metres. Max. draft 16 ft. (arriving), 16 ft. 6 in. (sailing).

**HEALTH:** The doctor boards the vessel at the quay. Where illness or fever is suspected on board, international rules are followed. If the vessel is arriving from another Mexican port, there is no health inspection. Radio pratique is not obtainable.

Authorities require Smallpox Vaccination Certificates for all crew and passengers, and valid Derat Exemption Certificates. No radio pratique prior to arrival obtainable.

**RADIO:** Progreso Radio XFN works from 0600 to 1900 hours every day and listens on frequencies 2,182 kc/s. and Channel 16 VHF on radio-telephony and 500 kc/s. on radio-telegraphy. Working frequencies are 2,756 kc/s., Channel 14, Channel 13 and Channel 12 VHF for radio-telephony, and 420 and 429 kc/s. on radio-telegraphy. ETA can be passed through this station 24 hours in advance.

**TUGS:** No tugs available.

**BERTHING:** One pier heading 355° true. Berth available on both sides, East and West, with 204 metres length on each side, and both with 18 ft. depth alongside.

**STEVEDORES:** No ETA advice necessary if stowage plan received in advance by Agent. Otherwise, ETA advice for gangs required 6 hours prior to arrival. Stevedores' General Cargo discharging and loading rate about 12 tons per gang/per hour.

**MEDICAL:** Attention available. The port has a clinic. Hospitals are situated in Merida.

**TANKERS:** No facilities.

**DENSITY:** Average 1015.

**FRESH WATER:** Available from pier by hoses. Fresh water is treated in the plant.

**FUEL:** Bunkers are available. Delivery by tanker truck equipped with pumps. Diesel and fuel supplied. Agent requires 24 hours notice.

**FIRE PRECAUTIONS:** No smoking allowed aboard vessels.

**GANGWAY/DECK WATCHMEN:** It is not necessary. Sometimes Masters require them.

**OPENING/CLOSING HATCHES:** This work is normally carried out by stevedores, but sometimes is carried out by crew in order to save time in loading or unloading.

**CUSTOMS ALLOWANCES:** Any quantity to be used on board is permitted.

**IDENTIFICATION CARDS:** Not necessary, but crew must carry passport or Seamans I.D.

**CONSULS:** The Consular Offices are located in Merida, the capital of State of Yucatan (20 minutes from Progreso by taxi):

| | | | |
|---|---|---|---|
| Cuba | tel. 1 66 77 | Lebanon | tel. 1 77 76 |
| France | ,, 1 60 13 | Switzerland | ,, 1 75 00 |
| Germany | ,, 1 21 77 | USA | ,, 1 60 30 |
| Great Britain | ,, 1 67 99 | | |

**REPAIRS:** Small repairs can be carried out in shore shops. No dry docks available.

**REPATRIATION:** There are facilities for effecting crew changes and arranging necessary repatriation. All matters are handled by the Office of Immigration.

**AIRPORT:** International Airport in Merida, about 30 minutes from Progreso by taxi. Daily services to Miami, Fla., by Pan American World Airways and New Orleans La., every two days. Other flights to Central America, Jamaica, and Germany.

**POLICE/AMBULANCE/FIRE:** Police 5 00 26.

**HOLIDAYS:** January 1st; February 5th; March 21st; May 1st (Labour Day); September 16th (Independence Day); November 20th (Revolution Day); December 1st (every 6 years); December 25th; It is possible to work, paying 100% additional.

**TELEPHONE:** It is not possible to place telephones on board.

**SHORE LEAVE:** Crew members are allowed ashore.

**AUTHORITY:** Harbour Master (Captain of the Port), Fiscal Quay Building. Tel. 5 00 90.

**AGENT:** Representaciones Maritimas S.A., c/o Fernando Patron Nicoli, 27th Street No. 112, Progreso, Yucatan, Mexico. No Telex. Tel. 5 00 52.

## SAN CARLOS: 24.47 N. 112.08 W.

SHIPMASTER'S REPORT

**DOCUMENTS:**

Visaed Crew List by Mexican Consul and 9 copies.
Visaed Cargo Manifest from each loading port and 4 copies.
Derat Exemption Certificate.
Valid Smallpox Certificates for all on board.
Passports or Seamen's Books for all on board.
Clearance from last port of call.

**APPROACHES:** A very strong current was experienced running from S.E.–N.W. when entering Bahia Magdalena at Pta. Redondo. Caution should be exercised making this approach, because currents can be strong and unpredictable in this area.

**PILOTAGE:** Compulsory. Pilot boards in lat. 24.39 N. long. 112.05 W. from small boat with outboard engine.

Anchorage is also good in this position should it be necessary to await pilot or berth. The two buoys marking the entrance make good radar targets and are distinctive.

**RESTRICTIONS:** Channel must be navigated at suitable time of tide giving careful consideration to vessel's draft, in order to clear

numerous shallow patches. Maximum draft to date of vessel navigating channel was 30 ft 4 in. on top of high water.
**RADIO:** La Paz Radio (XFK) 500 kHz and 441 kHz. Working hours appear to be uncertain, but there is a working arrangement with Agent to transmit messages free of charge.
**CHARTS:** Chart used to navigate channel was Mexican No. FH. 614. Masters are strongly advised to obtain this chart.
**BERTHING:** One pier 420 ft. long.
**FRESH WATER:** Available at pier at 10 tons per hour.
**COMMUNICATIONS:** Very poor. No telex, no telephone and no cable service. Telephone available at Villa Constitucion 57 kilometres away by paved highway. Plans are in force to introduce a telephone service in the fairly near future.
**CONSUL:** If consular advice is required it is best to contact the British Embassy in Mexico City. Tel. 5 11 48 80.
**LAUNDRY SERVICE:** None.
**SHIP CHANDLER:** None. A pick-up wagon can be supplied by Agent to obtain essential stores from supermarket at Villa Constitucion.

## TAMPICO: 22.15 N. 96.51 W.

**PORT LIMITS:** Vessels in Mexican ports are considered to be arrived vessels as soon as permission to moor has been granted by the Port Authorities.

Permission to tie up will be granted on the quay or whilst in midstream, and occasionally during periods of very good weather a vessel is authorised to anchor in the port entrance.
**DOCUMENTS:**

1 Crew List visaed by Mexican Consul.
9 simple copies of Crew List.
1 Visaed Cargo Manifest from each loading port.
4 simple copies of Cargo Manifest.
1 Visaed Passenger List or visaed Statement to the effect of no passengers, and 5 simple copies.
2 copies of Store List.
2 copies of Personal Effects List.
Derat Exemption Certificate.
Valid Smallpox Vaccination Certificates for all crew and passengers.
Passports or Seaman's Books of all crew.
Clearance from Last Port of Call.
3 copies of lists of packages containing explosives, inflammable or corrosive materials.

**PILOTAGE:** Pilot ordered by Agent who needs 24 hours ETA prior to vessels arrival. Pilots board vessels two miles off the breakwater. Vessels may anchor about two miles off the breakwater waiting for Pilot. Pilots have radio-telephone, frequency 2182.
**ANCHORAGE:** About 2 miles East of breakwater in 40–60 fathoms of water.
**RESTRICTIONS:** There are no restrictions for movements at night. The drafts of the vessels will be governed by the mooring zones in which they are working. The depths at these berths are as follows:

| | |
|---|---|
| *Free Zone Quay | 30 ft. |
| Minera Autlan Quay | 32 ft. |
| Petroleos Mexicanos Quay | 30 ft. |
| Mexican Gypsum Quay | 26 ft. |
| Metals and Minerals Quay | 29 ft. |
| Anahuac Cement Quay | 23 ft. |

The navigation channel to the Mexican Petroleum Maritime Terminal has a depth of 38 ft. and that to the Free Zone 31 ft.
* This depth is subject to constant dredger maintenance, the draft being reported weekly to the Ship's Agents.
**MAX. SIZE:** The maximum length is 656 ft. There are no restrictions for beam. The drafts will be those admissible in the corresponding berth used.
**HEALTH:** No radio pratique. Pratique granted after docking and presentation of documents to Port Authorities. In case of disease or fever on board, Master to give notice to Agent before arrival.
**RADIO:** Tampico has a coastal station with frequency 2182, as have the Port Captain, the pilots' office and the Gulf Tugs' office. All have the same frequency.
**TUGS:** 3 tugs are available, intended solely for port manoeuvres, comprising *Guayalejo* 2,000 h.p., *Tamesi* 1,000 h.p., and *Panuco* 800 h.p. Also Petroleos Mexicanos have tugs whose power varies between 1,000 and 3,000 h.p.
**BERTHING:**

1 berth at the Minera Autlán quay where manganese is moved by moving belt at the rate of 1,200 tons per hour.

5 berths at the Pemex Quay, where oil and its derivates are moved at the rate of 600–800 tons per hour, by means of 4 in., 6 in., 8 in., and 10 in. pipes.

1 Berth at the Mexican Gypsum quay where calcium sulphate is moved by moving belt at the rate of 500 tons per hour.

2 berths at the Metals and Minerals Quay, where bulk minerals are moved by four moving belts at the rate of 125 tons per hour per belt.

7 berths at the Tampico Free Zone, where general cargo is moved at the rate of 20 tons per hour per gang.

1 berth at the Anahuae Cement quay, where bulk cement is moved by means of 10 in. pipes at the rate of 250 tons per pipe, there being 2 ducts.

All quays have lighting for night operation and telephone facilities.
**STEVEDORES:** No ETA advice necessary of Stowage Plans received in advance by Agent, otherwise ETA advice for gangs appreciated 48 hours prior to arrival. Stevedores general cargo discharging and loading rate about 20 tons per gang/hour. Mi loading at Metals Pier about 125 tons per belt/hour (2 conv belts available to service both berths).
**MEDICAL:** Hospital facilities available. No advance notice requ
**TANKERS:** See "Berthing". Dirty ballast is received ashore.
**SALINITY:** Average 1006.
**FRESH WATER:** Available on written request from ship's Ag Drinking water delivered by pump at the rate of 12 cubic metres hour.
**FUEL:** Available preferably at the Petroleos Mexicanos Q although with one week's advice prior to arrival this service ca provided at the public service quays.
**DEVELOPMENTS:** Constant programming for more spac wharves, sheds, warehouses, continuous dredging and increa capacity of operational equipment.
**CUSTOMS ALLOWANCES:** No allowances to be taken ash but reasonable amounts of tobacco and spirits are allowed t taken out of bond, but to be kept on board for use of crew and p sengers only.
**CONSULS:** Great Britain, Peru, Germany, Holland, Nor Sweden, Italy, Uruguay and Lebanon.
**REPAIRS/DRY DOCKS:** There is a floating dock with capa up to 4,000 gross tons, where hull repairs can be effected, as can w on steering system, machinery, marine auxiliaries and other eq ment of less importance.

There are specialist workshops attached to the dock.
**GANGWAY/DECK WATCHMEN:** No watchmen necess Customs guard keeps watch at gangway while vessel alongs
**REPATRIATION:** In the port there is an office of the Adminis tive Secretariat, where the repatriation of any crew member ca negotiated. This negotiation will be for the account of the sh Agent, who is required to deposit a bond of $10,000 per person.
**AIRPORT:** At a distance of 10 kilometres from the port, there regular flights to Monterrey, Nuevo Laredo, and Mexico City connections in any direction.
**TIME:** 6 hours behind GMT.
**HOLIDAYS:** January 1st; February 5th; March 21st; May September 16th; November 20th; December 25th; December every 6 years.
**FIRE/AMBULANCE/POLICE:** Fire Department 2 12 22; Red C 2 13 33; Police 2 11 57; Police (Jail) 2 10 32.
**AUTHORITY:** Superintendency of Port Operation, tel. 2 2 Port Captain tel. 2 20 29.

**AGENTS:** Representaciones Maritimas, S.A., Edificio Luz-P Despacho 523, Tampico, Tamps. Mexico. Tel. 2 34 77 and 2 4 Telex 01430. Cable: "Maritimex, Tampico."

## VERA CRUZ: 19.12 N. 96.08 W.

**PORT LIMITS:** Area bounded by the reef lighthouses outsid breakwater.
**DOCUMENTS:** See "Coatzacoaloos".
**PILOTAGE:** Compulsory, advise Agent 24 hours before ar giving name, flag, ETA and draft.

The Port Captain is to be given a minimum of 2 hours' notic the Agent. This to be done between 0800–1800 (pilot office hou Orders for Pilots between 1800–0800 to be made between 0800-

The Pilot normally boards within the port limits, but if his serv are requested outside such limits the Pilot will proceed to location, i.e. the anchorage.

The pilot launch leaves from a "T" shaped pier when expe vessel is sighted. The launch has a black hull with white su structure and false funnel painted black.
**ANCHORAGE:** In good weather, vessels may anchor in the o area off the port, in the case of bad weather, to the South of the of Sacrifices (Isla de Sacrificios). If the vessel prefers to anc within the port limits, it must request the services of the Pilot on anchoring for its own account within this sector must pay fees due to the pilotage service.
**RESTRICTIONS:** In normal weather conditions there are restrictions on entry and departure, the sole consideration being draft of the vessel, since if this exceeds 29 ft. the time of the must be taken into consideration, and also after a strong North a vessel drawing more than 24 ft. must wait for the tide.
**MAX. SIZE:** Length 200 m., at berth nos. 4 and 6 or the oil term
**HEALTH:** The International Health Office gives a 24-hour ser for the arrival and departure of vessels. To obtain free pratiqu arrival of vessels there is a medical inspection, with submissio the Maritime Health Declaration, signed by the Captain, and exam tion of documents of Derat Certificate, certificates of vaccin of the crew and passengers; smallpox, cholera, yellow f (dependent upon the location from which the ship has co Examination of crew members or passengers who might be dec as suffering from contagious illnesses. With these formalities filled, free pratique is granted. Free pratique can be granted radio, provided it is considered that the vessel's arrival will not rise to the introduction or propagation of illnesses covered by regulations, and that also the following requirements are fulfille

1. Exercise of greater epidemiological vigilance in respe illnesses covered by International Health Regulations.

2. The Captain's radiogram must be presented to the Interna Health Delegation eight hours in advance and must invariably all the stipulations as set out in the attached form.

3. Without prejudice to the foregoing, the Health Doctor whomsoever he may designate, and where it is considered ap priate, shall go on board for the purpose of receiving the Ma

Health Declaration so that enquiries and verifications as may be considered necessary may be carried out.

Once the vessel has called at a national port, in subsequent national ports the requirements for obtaining free pratique will not be required, provided there does not exist on board any alteration in the health conditions as established in the Maritime Health Declaration.

Medical service to crew members and passengers on board foreign flag vessels is provided by doctors and private hospital institutions, through the intermediary of the consignee ship's Agent.

For possible handling of diseases covered by the Health Regulations (smallpox, cholera, yellow fever, bubonic plague), there are isolation wards in the Official Hospitals "Aquiles Serdán" and "Regional de Veracruz".

The Office of International Health has immunisation services, required for the diseases covered by the Regulation, which are certified on special international forms, with any cost, to crew members and passengers.

**RADIO:** Radio station Vera Cruz Radio, call sign XFU. Works on 500, 451, 8514 and 4250 kHz. and others. Also VHF Channels 12, 16, 26 and 27.

**TUGS:** Two tugs available; tugs' lines used at no extra charge. Tugs join vessels inside breakwater.

**BERTHING:** Depths given for low water, tidal range 1 ft.

| | | |
|---|---|---|
| Pier No. 1 | N. and S. | 27 ft. |
| Pier No. 2 | S. | 23 ft. |
| | N. | 21 ft. |
| | Head | 26 ft. |
| Pier No. 4 | | 27 ft. |
| Pier No. 6 | S. corner | 29 ft. |
| | S. end | 29 ft. |
| | N. side | 27 ft. |
| | N. head | 27 ft. |

**MEDICAL:** Doctors, dentists and hospital facilities available (see "Health").

**TANKERS:** Petroleos Mexicanos berth located in Northern part of port. Max. draft 28 ft. Berthing for 2 vessels of 170 m. LOA. Berth provides 5×8 in. lines for discharge of refined product and 2×12 in. lines for fuel oil.

**DENSITY:** 1025.

**FRESH WATER/FUEL:** Available.

| *Berth* | *Location* | *Water connection* | *Diesel connection* |
|---|---|---|---|
| Pier No. 1 | North | 4 at 2½ in. | |
| | Head | | |
| | South | 3 at 2½ in. | |
| Pier No. 2 | North | 3 at 2½ in. | 3 at 6 in. |
| | Head | 2 at 2½ in. | 1 at 6 in. |
| | South | 3 at 2½ in. | 3 at 6 in. |
| Pier No. 4 | North | 7 at 2½ in. | 2 at 6 in. |
| | Head | 2 at 2½ in. | 3 at 6 in. |
| | South | 8 at 2½ in. | 4 at 6 in. |
| Pier No. 6 | North | 3 at 2½ in. | |
| | Head | 2 at 2½ in. | |
| | South | 6 at 2½ in. | 5 at 6 in. |
| Coasting | North | 6 at 2½ in. | |
| | Head | 1 at 2½ in. | |
| | South | 5 at 2½ in. | |
| Marginal | Single | 4 at 2 in. | 9 at 3 in.<br>1 at 2 in. |
| P. Mex. | Single | 7 at 2½ in. A.P. | 6 at 8 in.<br>refined |
| | | 1 at 4 in. C/l<br>2 at 3 in. C/l<br>4 at 2½ in. C/l | 10 at 12 in.<br>fuel-oil |

**CONSULS:**

Belgium
Brazil
Costa Rica
Cuba
Denmark
Dominican Republic
El Salvador
Finland
France
Guatemala
Great Britain
Honduras
Holland
Norway
Panama
Spain
Sweden
Switzerland
U.S.A.
West Germany

**REPAIRS:** Hull and machinery repairs can be effected by "Astilleros de Veracruz" (Vera Cruz Shipyard Company).

**DRY DOCKS:** "Astilleros de Veracruz S.A." has four docks, two floating and two dry docks. The largest of them is Floating Dock No. 4 with the following characteristics:

| | |
|---|---|
| Length onstocks | 169·210 metres |
| Internal useful beam | 30·400 metres |
| Height of keel stocks | 1·400 metres |
| Maximum draft on keel stocks | 8·200 metres |
| Lifting capacity | 12·800 tons |

*Dock No. 2:* with capacity for vessels up to 10·000 tons

| | |
|---|---|
| Useful length | 154·000 metres |
| Useful beam | 19·400 metres |
| Draft | 5·180 metres |

Served by a 45 ton capacity crane

*Floating Dock No. 3:* with 3,000 ton capacity lifting capacity

| | |
|---|---|
| Useful length | 25·900 metres |
| Useful beam | 13·550 metres |
| Draft | 5·800 metres |

Served by 2 (two) cranes of 10 ton capacity each.

*Dry Dock No. 1*

| | |
|---|---|
| Length | 45·720 metres |
| Useful beam | 7·920 metres |
| Draft | 2·130 metres |

**SURVEYORS:** Lloyds, Norska Veritas and Germanischer Lloyd.

**GANGWAY/DECK WATCHMEN:** Available if required.

**HATCHES:** Mechanical hatches usually opened by crew, otherwise by stevedores.

**CUSTOMS ALLOWANCES:** 200 cigarettes and 1 bottle of spirits per man and will attend as necessary for further issues.

**CARGO GEAR:** Piers 1 and 2, 4×20 tons, 6×10 ton, 3×5 ton and 10×4 ton mobile cranes. Various cranes at piers 4 and 6. 2 floating cranes available maximum lift 46 tons.

**REPATRIATION:** Possible, arranged by Agent.

**AIRPORT:** 8 km. from Vera Cruz, flights daily to Mexico City.

**TIME:** GMT minus 6 hours all year round.

**HOLIDAYS:** During the year the following holidays are observed: 1st January, 5th February, 21st March, 1st May, 5th May, 16th September, 12th October, 20th November and 25th December.

**POLICE/FIRE/AMBULANCE:** Police – 2.28.23, Fire Brigade 2.25.00, Red Cross – 2.01.40.

**TELEPHONES:** Available on most piers but not on vessels.

**SERVICES:** Provisions, laundries, and dunnage available. Garbage must be removed every 48 hours.

**SHORE LEAVE:** Possible.

**DEVELOPMENTS:** A new petroleum quay is to be constructed to take 2 tankers of 40,000 tons.

**GENERAL:**

*Government Secretariat – Local Administration Office*

In accordance with the stipulations of Article 75 of the General Local Administration Law, vigilance of foreign crew members in vessels of any nationality tied up in national ports, together with visits or stays by the said crew members will be subject to the following requirements:

I. Heads of Local Government will designate accordingly personnel who will carry out vigilance of the vessel, in accordance with the provisions of Section II of Article 29.

II. Crew members may visit ports during the stay of the vessel, provided they deposit at the Local Administration Office their identity documents which for such purpose may be issued to them and their passports and other documents, all of which will be returned to them on re-embarkation.

III. Shipping companies, their Agents or consignee firms, for all legal purposes shall be responsible for the complete embarkation of crew members and for the costs involved in repatriating any who may remain behind after the vessel sails. When a crew member wishes to stay in the country, he must obtain documentation in compliance with one of the categories as set out in the appropriate Law and Regulations.

**SHIPMASTER'S REPORT:**

*Documents:*

1 Visaed and 9 Plain Spanish Crew Lists.
1 Visaed and 5 Plain Passenger Lists.
1 Visaed and 2 Plain Spanish Stores Lists.
2 Crew Customs Declarations.
5 Cargo Manifests.
1 Arrival Form.

The customs require a complete list of all shop goods priced in U.S. Dollars, failure to produce this will cause confiscation and $10,000 fine. The Customs thoroughly check bond and beer locker and seal same. All storerooms are also checked.

The Agricultural Inspector insists that all dry stores are fumigated and kept under seal for 24 hours. All refrigerated stores – except U.S.A. meat is sealed up.

*Pilotage:* Pilot boards one mile W.N.W. of Aneguda de Adentro Light beacon from black boat flying pilot flag.

*Tugs:* Two tugs available for berthing.

*Restrictions:* Port open day and night. Prevailing Northerly winds are sometimes too strong to allow ships movement in harbour.

*Health:* Health authorities board after berthing.

*Radio:* ETA to be sent 48 hours in advance via XFB Cuidad de Carmen. Agent orders Pilot.

*Fuel:* Bunker C and Diesel are available. A mixing machine is being installed to supply intermediate. Bunkers are supplied from most quays and are expensive for foreign ships.

*Consul:* There is a British Consul.

*Repairs:* There are three drydocks and all repairs can be done.

*Surveyors:* There are Lloyds and N.B. Surveyors available.

*Airport:* The airport is six km. from Vera Cruz with twice daily flights to Mexico City.

**AUTHORITY:** Port Captain, "Venustiano Carranza" Building, tel. 2.22.48 and 2.36.40.

# Morocco

## AGADIR: 30.25 N. 09.38 W.

**DOCUMENTS:**

Health Declaration.
4 Cargo Manifests.
6 Stores Lists.
6 Crew Lists.
6 Passenger Lists.

**PILOTAGE:** Compulsory. Pilot boards at port entrance. International code signals used.

**ANCHORAGE:** Good anchorage in open roadstead.

**MAX. SIZE:** Up to 29 ft. draft.

**HEALTH:** Pratique given immediately after berthing when port doctor boards.
**TUGS:** Two tugs available, one of 350 h.p., one of 1,275 h.p.
**RADIO:** Agadir Radio operates 24 hours a day.
**BERTHING:** Alongside pier: berth 475 metres long, 9 metres depth; berth 380 metres long, 6 metres depth.
**MEDICAL:** Doctors and hospital facilities available.
**FRESH WATER:** Available from pipe-line at berths.
**FUEL:** Fuel and gas oil available from pipe-lines at berths.
**GANGWAY/DECK WATCHMEN:** Available but not compulsory.
**STEVEDORES:** ETA required 24 hours in advance to arrange gangs.
**OPENING/CLOSING HATCHES:** Performed by stevedores.
**CUSTOMS ALLOWANCES:** Crew allowed normal daily consumption of tobacco, wine and spirits.
**IDENTIFICATION CARDS:** Required.
**CONSULS:** France, Spain, Belgium and Portugal represented locally.
**REPAIRS:** Small machinery and electronic repairs can be effected.
**TIME:** GMT plus one hour permanently.
**POLICE/FIRE/AMBULANCE:** Police, tel. 23–49; Fire, tel. 22–43; Ambulance, tel. 19.
**HOLIDAYS:** 1st January, 6th January, 19th March, Maundy Thursday, Good Friday, 1st May, Ascension Day, Corpus Christi, 29th June, 18th July, 25th July, 5th August, 15th August, 12th October, 1st November, 8th December, Christmas Day. Work may be arranged on all holidays except Good Friday.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Director del Puerto.

**AGENT:** Ernest Corcos, PO Box 54, Agadir. Tel. 24–55 and 33–31. Telex 810–18. Cables: Ercos Agadir.

## CASABLANCA: 33.36 N. 07.37 W. (See Plan)

**PORT LIMITS:** Vessels considered as "arrived" when passing buoy CA 5 in position 33° 37′ 05″ N. 7° 35′ 02″ W.
**DOCUMENTS:**
Certificate of Registration.
Cargo Manifests.
Crew Lists.
Passenger Lists.
Customs Declaration.
Bill of Health.
Ship's Entry Declaration.
International Tonnage Certificate.
**PILOTAGE:** Compulsory for all merchant vessels of 100 tons and over, in the area between the meridians 7° 37′ 10″ W. (the root of jetée Moulay Youssef) and 7° 33′ 50″ W. (Table d'Oukacha) and South of the parallel 33° 37′ 40″ N. Pilotage is available day and night. The Pilot meets vessel at the CA5 buoy.

A red flag displayed at the signal station by day indicates that the Pilot cannot come out, on account of the sea, but vessels may enter the port at their own risk, and the Pilot will await them under the shelter of jetée Moulay Youssef. Should bad weather prevent the Pilot from coming out, a vessel should not attempt to enter the harbour at night. The Master may contact the pilot station for port radar service by VHF Channel 12.
**ANCHORAGE:** The anchorage outside Casablanca harbour is partially protected from winds between S. and W. but a Westerly swell finds its way into the bay. With a heavy Westerly or North-westerly swell the anchorage becomes dangerous.

The holding ground in most places outside the harbour is poor, but a berth with good holding ground may be obtained in a depth of 13 fathoms N. of jetée Moulay Youssef. There are numerous anchorage berths in the harbour, some at mooring buoys, in depths up to 12 m. 8 (42 ft.).
**MAX. SIZE:** Maximum length permissible, about 884 ft.; maximum breadth permissible, about 105 ft.; maximum draft permissible, about 32 ft., but normally 30 ft. for berthing alongside. Tankers: up to 34 ft. draft.
**HEALTH:** Masters must fill in the declaration of health and display the "Q" flag, to obtain pratique. In the event of any suspected disease or fever on board, Masters have to warn their Agent before the ship's arrival.
**RADIO:** The name of radio station for ETA cables to Agents, receivers, etc., is Casa Radio.
**TUGS:** There are 6 tugs of 800–1,500 h.p. 3 of them are sea-going tugs fitted with modern salvage apparatus. Normally tugs join the vessel at port entrance. To call them, 4 long blasts and 1 short for one tug, 4 long blasts and 2 short for 2 tugs, etc. Ship's lines are mostly used.
**BERTHING:** To arrange berth, ETA message should be given 24 hours before the ship's arrival.

Mooring. When making fast to the jetty by the stern, the anchor should be let go at a sufficient distance from the jetty to allow for a good scope of hawsers.

Vessels are recommended to secure with special 10-in. coir hawser tailed with wire. It is recommended to moor head to the swell, but in bad weather a vessel should be ready to leave at short notice.
**CARGO HANDLING:** Phosphate loading: up to 5,000 tons per hour. Depth alongside 32 to 26 ft.

Grain Handling: discharging 800 t.p.h., loading 400 t.p.h. Depth at silo berths 30 ft.

Containers: straddle carrier for handling up to 20 ft. containers.

Roll-on/roll-off: three berths for roll-on/roll-off vessels, depth 30 ft.

**STEVEDORES:** There are 13 stevedoring companies. No working days are in two shifts (from 0700 to 1500 and from 15 2300). Ship's Agents arrange gangs in connection with steved Two daily orders (at 1100 and 1600) are made to fix the numb gangs.
**MEDICAL:** It is necessary for Agent to receive advance noti required medical attention. Hospital facilities available. Only s pox vaccination certificates are required.
**TANKERS:** There are 4 tanker berths, (*a*) one for Import and E of white products and maximum permitted draft 34 ft. (Berth (*b*) three berths for Import and Export of black products. These b (No. 60, 61 and 62) are situated inside the harbour, vessel's should not exceed 30 ft.
**FIRE PRECAUTIONS:** Two firemen remain on board ta while vessel berthed alongside. One fireman is required for vessels carrying dangerous cargo.
**FRESH WATER:** Numerous feeders along berths. Also de by barges is possible.
**FUEL:** All grades available. Ex-wharf or by barge.
**CONSULS:** The following countries are represented by co in Casablanca:

Austria
Spain
Italy
Haiti
Finland
Great Britain
Greece
Germany
Norway
Sweden
Yugoslavia
Brazil
Netherlands
Algeria
Argentina
Belgium
Denmark
France
Poland
Panama
U.S.A.
Portugal

**DEVELOPMENTS:** New phosphate installations completed 1974.

New grain silo completed 1973.
**GANGWAY/DECK WATCHMEN:** It is necessary to have wa men on board. They are hired by the ship's Agent.
**OPENING/CLOSING HATCHES:** This work is normally ca out by stevedores.
**CUSTOMS ALLOWANCES:** 200 cigarettes are permitted each crew member to be held out of bond.
**IDENTIFICATION CARDS:** Needed.
**REPAIRS:** Only small repairs and dry docking works are carried
**DRY DOCKS:** One large dry dock, 152 metres long and 22 me wide (lifting power 10,000 tons). Three slips for ships up to 700 t
**REPATRIATION:** Facilities exist for effecting crew change arranging any necessary repatriations.
**AIRPORT:** Distance from airport, 25 miles. International nections.
**TIME:** GMT in Winter, GMT plus one hour in Summer.
**POLICE/AMBULANCE/FIRE:** Police, 2210–74 or 19; Ambula 15; Fire, 15.
**TELEPHONES:** Only arrangements for placing telephones board passenger ships are possible.
**SHORE LEAVE:** Crew members are allowed ashore.
**AUTHORITY:** Directeur du Port, Place Zallaga, Casabla Morocco. Tel. 2759–81.

**AGENT:** Lasry Maroc, 61, Avenue de l'Armée Royale, Casabla Telex: 21949 – 21092. Tel.: 2688–75 – 2669–46. Cables: "Jolasry".

## EL JADIDA (Mazagan): 33.15 N. 08.31 W.

**DOCUMENTS:** As for "Casablanca".
**PILOTAGE:** Arranged by Agent, basis vessels ETA give advance. Pilot boards about 2 miles from the port entrance.
**ANCHORAGE:** About half a mile from head of North jetty in de of 13 to 14 metres. Hard rock bottom covered in sand. Holding gr is fair only.
**RESTRICTIONS:** The port comprises an entrance channe metres wide and an outer harbour area 7 hectares, partially dre to 3 metres depth to make a waiting basin. In the Southern part o outer harbour is a quay, called the barge quay. 120 metres dredged to 6 metres depth.
**MAX. SIZE:** No limitations for vessels anchoring. For ente harbour, maximum length 80 metres, draft 5 metres, entering high water.
**RADIO:** No local radio station. Use Casa Radio for message Agent.
**TUGS:** Available. Normally join vessel 2 miles from port entra
**CRANES:** Two electric cranes and one diesel crane available.
**MEDICAL:** Hospital facilities available. Vaccinations can arranged.
**FRESH WATER:** Available at the quay.
**FUEL:** Can be supplied subject to 24 hours notice.
**WATCHMEN:** Recommended to employ watchmen.
**OPENING/CLOSING HATCHES:** Work performed by s crew.
**CONSULS:** The only consular representatives are those of Fr and Portugal.
**REPATRIATION:** Can be arranged via Casablanca.
**REPAIRS:** Small repairs can be done on board, or parts se Casablanca. One small dry dock reserved for Port Authority ves and fishing boats.
**AIRPORT:** Nearest commercial airport is Nouasseur. The ai at Camp Cazes, Casablanca, operates for internal flights only.
**TIME:** GMT in Winter, GMT plus one hour in Summer.
**HOLIDAYS:** Sundays and holidays, except for National holid can be worked on payment of overtime.

**POLICE/AMBULANCE/FIRE:** Police, tel. 19; Ambulance, tel. 15; Fire, tel. 15.
**TELEPHONES:** Cannot be connected to vessel, but telephone situated on the quay.
**AUTHORITY:** Ingenieur des Travaux Publics, Avenue Fquih M'Hamed Errafi. Tel. 23–11.

**AGENT:** A. Adigard des Gautries, BP 52, El Jadida.

## KENITRA: 34.17 N. 06.30 W.

Situated on the left bank of the Oued Sebou, 17 km. from the Atlantic.
**PILOTAGE:** Pilotage is compulsory for entering and leaving port. Vessels must wait outside the port entrance for the tide. It is possible to enter from two hours before until one hour after high water during the night, and from three hours before until two hours after high water during the day. The Pilot boards vessels at river mouth. The Pilot will be on station two hours before high water.
**RESTRICTIONS:** From the mouth of the river up to the port is a dredged channel. Depths are 4·20 m. during neap tides and 5·40 m. during spring tides. Height of tide during neap tide is 2·60 metres. Height of tide during spring tide is 3·80 metres. The constant is 1·60 metres.

During the winter it is recommended to stay outside the port in strong squalls. Ships are advised by Kenitra port radio of the possibilities for entering port.

Between November and April there is a total of 6 or 7 individual days when the port is closed to navigation, due to weather conditions.
**RADIO:** Messages to ship's Agent should be sent through Casablanca radio. In the ETA message to Agent, also advise vessels draft. There is a radio station at Kenitra for port use only. Watch-keeping hours are only during high water, on 2182 kHz.
**TUGS:** Two tugs of 250 h.p. and one of 130 h.p.
**BERTHING:** The outer port used only by trawlers, and a mooring quay of 360 m. length belonging to the Royal Moroccan Navy. The length of main quay is 870 metres and includes 10 berths. In addition to the above there is a jetty for wine vessels, and a jetty for oil tankers.
**FRESH WATER:** Supplied alongside the quays.
**FUEL:** There are supplies of diesel oil, gas oil and petrol in the port. These products supplied by tanker lorry along the quay.
**REPAIRS:** There are workshops for small running repairs in the port. There is a slipway for ships up to 400 tons.
**CONSULS:** The Consular representatives at Kenitra are those of Belgium, France, Portugal.
**AIRPORT:** The nearest commercial airport is that of Rabat-Sale and there is a small airfield at Kenitra.
**AUTHORITY:** Directeur du Port, Boite Postale 23, Kenitra. Tel. 20–58; 20–59 and 31–31.

**AGENT:** Consortium Industriel Commercial Maritime, 19 Boulevard Imam Ali, Kenitra. Tel. 21 39, 28, 37, 22 56. Telex: 31030 Boutrans 31966 Incomar. Cables: "Incomar Kenitra"

## MELILLA: 35.18 N. 02.57 W.

**DOCUMENTS:**
Health Declaration.
4 Cargo Manifests.
2 Stores Lists.
5 Crew Lists.
5 Passenger Lists.
**PILOTAGE:** Compulsory for vessels over 500 tons. ETA to Agent required at least 10 hours before arrival to arrange Pilot. Pilot boards at anchorage near port entrance. International code signals used.
**ANCHORAGE:** Half a mile East of port entrance, in depths of 14 to 20 metres.
**RESTRICTIONS:** Entrance normally in day-light only. In case of emergency vessel may enter at night.
**MAX. SIZE:** Up to 32 ft. draft.
**HEALTH:** Pratique obtained immediately after berthing when vessel boarded by health officials.
**TUGS:** One tug of 550 h.p. available.
**MEDICAL:** Doctors and hospital facilities available. Vaccinations can be arranged.
**TANKERS:** One oil berth for tankers up to 32 ft. draft.
**FRESH WATER:** Available at all quays.
**FUEL:** Available subject to advance notice.
**GANGWAY/DECK WATCHMEN:** Available. Consignee Agents have their own watchmen for goods on the quay.
**OPENING/CLOSING HATCHES:** This work is carried out by stevedores.
**CUSTOMS ALLOWANCES:** Crew allowed normal daily consumption of tobacco, wine and spirits.
**IDENTIFICATION CARDS:** Required.
**CONSULS:** France and Italy are represented locally.
**REPAIRS:** All types of engine and hull repairs can be effected for smaller vessels.
**REPATRIATION:** All facilities available.
**AIRPORT:** Situated 1 km. from the city. 3 daily flights to Malaga, except on Sundays.
**TIME:** GMT plus one hour in Winter. GMT plus two hours in Summer.
**HOLIDAYS:** 1st January, 6th January, 19th March, Maundy Thursday, Good Friday, 1st May, Ascension Day, Corpus Christi, 29th June, 17th July, 18th July, 25th July, 15th August, 12th October, 1st November, 8th December, Christmas Day. Work may be arranged on all holidays except Good Friday.
**POLICE/FIRE/AMBULANCE:** Police, tel. 1741 or 1744; Fire, tel. 1693; Ambulance, tel. 1441.
**TELEPHONES:** It is possible to arrange for a telephone to be placed on board.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Ingeniero Director del Puerto, Calle General Garcia Valino, 2. Tel 2396.

**AGENT:** Jose Salama & Co., BP 5, Melilla.

## MOHAMMEDIA: 33.45 N. 07.22 W.

**DOCUMENTS:**
Bill of Health.
3 Crew Lists.
3 Passenger Lists.
3 Provisions Lists.
Manifests and Ship's Papers for Agent.
**PILOTAGE:** Compulsory for vessels entering or leaving the harbour or shifting berth. Pilot available for vessels arriving during night and wishing enter the basin when conditions are possible.
**ANCHORAGE:** Three good anchorages in depths of 11 to 6½ fathoms about a mile N.E. of the entrance, and N.W. and S.E. of the pipe-line area.
**RESTRICTIONS:** Vessels with a draft over 15 ft. wishing to berth in the basin, are obliged to wait for tide.
**MAX. SIZE:** Sea line installation: tankers up to 45,000 tons dwt.

Imodco Buoy Berth: tankers up to 100 000 tons dwt.

For the basin: max. length 150 metres, max. draft 6·9 m. (22 ft. 8 in.)
**HEALTH:** Port sanitary control officer boards immediately after arrival for pratique delivery. In the event of any suspected disease or fever on board, it is necessary to advise by radio to Agent 24 hours before arrival. Pratique is automatic after calling at another port of Morocco.
**RADIO:** Casablanca radio station.
**TUGS:** There are no tugs but three pilot boats of 150 h.p. will assist vessels if necessary, or tugs can be ordered from Casablanca.
**BERTHING:** Vessels up to 150 metres in length and drawing up to 6·9 m. (22 ft. 8 in.) at Spring tides and 5·4 m. (18 ft.) at Neaps.

Quay No. 1 has a length of 70 metres with a depth of 8·50 m. (28 ft. alongside).

Quay No. 2 has a length of 170 metres with a depth of 5·50 m. (18 ft. alongside).

Quay No. 6 has a length of 60 metres with a depth of 6·00 m. (19 ft. 8 in. alongside).
**TANKER BERTHS:** Single buoy mooring located in position 33° 44′ 01″ North, 7° 23′ 02″ West in depth of water 70 ft. Diameter of swinging area: 850 metres. The buoy is marked by a white light flashing once every three seconds, also equipped with radar reflector and fog horn, which sounds once every twenty seconds.

Vessels may be berthed by day or night. Mooring is affected by two floating nylon ropes, each 40 metres long, made fast to the fore end of the vessel.

The buoy is connected to a floating crude oil line, 20 in. diameter, with two flexible hoses of 16 in. diameter. One flexible hose of 8 in. diameter is available for discharging refined products. There are no facilities for discharge of slops or dirty ballast.

There is also a conventional buoy berth, in depth of 50 ft. Diameter of discharge lines 14 in. No slop discharge facilities.

Smaller tankers may also berth at harbour quay No. 1.
**STEVEDORES:** The loading and discharging capacity of general cargo or timber is 300 tons per day. Gangs are arranged by the stevedore according to the cargo plan given by the consignee to the harbour authorities.
**MEDICAL:** There is the hospital in Mohammedia, and other hospitals and clinics in Casablanca (16 miles away). Vaccinations can be arranged.
**DENSITY:** 1025.
**FRESH WATER:** Water can be supplied at any time alongside the quays at the rate of 15 tons per hour. There is no fresh-water supply to the offshore tanker terminals.
**FUEL:** Available from Casablanca at 48 hours notice.
**FIRE PRECAUTIONS:** All tankers are confined by gates and watched over by special firemen.
**GANGWAY/DECK WATCHMEN:** Services of watchmen are recommended.
**OPENING/CLOSING HATCHES:** This work is normally carried out by crew. When carried out by stevedores the cost is charged.
**IDENTIFICATION CARDS:** Passport required and police permit for leaving the harbour.
**CONSULS:** There is no consul in Mohammedia. All are in Casablanca.
**AIRPORT:** The nearest airport for international flights is Nouasseur. Casablanca Airport operates internal flights only.
**TIME:** GMT in Winter. GMT plus one hour in Summer.
**HOLIDAYS:** 1st January; 1st May; 3rd March; 18th November; and any other religious holidays which are not at regular dates. Only on two days (1st January and 1st May) no cargo work can be arranged.
**POLICE/AMBULANCE/FIRE:** Police, 21.51; Ambulance/Fire, 15.
**SHORE LEAVE:** Allowed.
**DEVELOPMENTS:** A new refinery is to be built at Mohammedia and is due to start production in 1976.
**AUTHORITY:** RAPC, Port de Mohammedia, Maroc. Tel. 23.32 at Mohammedia.

**AGENT:** Marbar S.A., BP 169, 81 Ave. Houmane, Elfatouaki, Casablanca. Tel. 2607–21. Telex: 21 011, 21 012. Cables: "Barimer Casablanca".

## SAFI: 32.19 N. 09.12 W.

**DOCUMENTS:** Clearance procedure is very simple. 3 Crew Lists, 1 Personal Effects List, 3 Passenger Lists and 1 Stores List only are required. Other documents are presented on berthing.
**PILOTAGE:** Arranged by vessel's Agent, to whom a correct ETA should be given. There is VHF radio contact with the pilot station and Harbour Master's office. The pilot boat is located inside the harbour and the Pilot boards in the anchorage. Pilot ladder only is required.
**ANCHORAGE:** Recommended anchorage is S.W. of harbour entrance. Safe holding ground for 25,000 dwt. vessels. Vessels should keep port entrance clear.
**MAX. SIZE:** Vessels with a draft of more than 28 ft. and up to a maximum of 30 ft. enter and sail at high water.
**HEALTH:** Health Officer boards shortly after berthing but Agent must be advised before arrival if suspected disease or fever on board. Health clearance in one Moroccan port holds good for the next.
**RADIO:** Casablanca Radio for normal traffic or Safi Radio for local R/T traffic. Harbour Radio VHF channel 16.
**TUGS:** Tugs stand by vessel inside breakwater and, usually, ship's lines are used.
**BERTHING:** Vessels berth in order of arrival. Port used for export of manganese and barytes. No night entry after 1900.
**STEVEDORES:** Gangs are arranged by vessel's Agent. Night work is possible from 1800 to 2200 hrs. and, very exceptionally, until 2400 hrs.
**MEDICAL:** Advanced notice of required medical attendance is advisable but not essential. Modern hospital and clinic are available. Smallpox vaccination only is necessary except when vessels have called at cholera and yellow fever ports.
**TANKERS:** Only small tankers use this port. White products and gas oil imported; no export. Ammoniac tanker berth maximum draft high water 30 ft.
**DENSITY:** Density varies between 1024 and 1026.
**FRESH WATER:** Availability not limited, by hoses from quay.
**FUEL:** Limited supplies gas oil; diesel available but must be stemmed. Fuel oil and large quantities diesel, gas oil can be delivered by tanking lorry from Casablanca.
**GANGWAY/DECK WATCHMEN:** Watchmen necessary. One watchman day and night.
**OPENING/CLOSING HATCHES:** Normally done by crew but can be arranged by stevedores with advance notice.
**CUSTOMS ALLOWANCES:** 200 cigarettes, and one open bottle of spirits allowed each man. Bond is sealed and heavy fines are imposed by Customs for smuggling.
**IDENTIFICATION CARDS:** These are needed.
**CONSULS:**

| | | | |
|---|---|---|---|
| Denmark, | Tel. 30.39 | Portugal, | Tel. 23.58 |
| Finland | ,, 31.40 | San Salvador, | ,, 28.76 |
| France, | ,, 27.97 | Sweden, | ,, 29.06 |

**REPAIRS:** Major repairs not possible; small workshops only for repairing fishing boats.
**REPATRIATION:** Repatriation by air or sea through Casablanca, 150 miles away.
**AIRPORT:** Nearest at Novasseur, served by principal European airlines.
**TIME:** Local time is GMT in Winter and GMT plus one hour in Summer.
**HOLIDAYS:** On the following holidays no work is possible: 1st January (New Year's Day); 3rd March (Coronation Day); 1st May (Labour Day); 18th November (Independence Day). Other Moslem and Christian holidays are subject to last minute decisions as far as tariff is concerned, but work can be arranged.
**TELEPHONES:** No telephones can be placed on board. Public telephone available on the quay during working hours only.
**GENERAL:** Masters are strongly advised to take local currency from their Agent. Landing of foreign currency encourages black market transactions and incurs confiscation and heavy fines as well as delays by the Customs authorities.
**SHORE LEAVE:** Police permits are required by Liberty men and are delivered by Immigration Authorities.
**AUTHORITY:** Capitainerie de Port, Safi. Tel. 27 33 and 27 42.

**AGENT:** Marbar S.A. Branch Office of Marbar, Casablanca.

## TANGIER: 35.47 N. 05.48 W. (See Plan)

**PORT LIMITS:** Vessels considered to be an "arrived ship" subject to Charter Party terms, on passing the line joining Pointe de Malabata, 35° 48′ 53″ N. 05° 45′ 00″ W. and the mouth of l'Oued el Youd, 35° 47′ 26″ N. 05° 50′ 00″ W.
**DOCUMENTS:** Required on arrival:
Health Declaration.
2 Crew Lists.
7 Cargo Manifests.
5 Lists of Passengers Disembarking.
4 Lists of Passengers in Transit.
Required on departure:
5 Cargo Manifests.
5 Manifests of Passengers Embarking.
**PILOTAGE:** Pilotage is compulsory for ships of more than 50 grt for entering, leaving and shifting in harbour. Vessels arriving during the night must anchor outside the port, and are boarded by the Pilot after 0600 hours the following morning.
**ANCHORAGE:** There are good anchorages to the East and South-east of the breakwater head in depths of 10–16 m.
**RESTRICTIONS:** The harbour area between the breakwater the extremity of the main pier has a depth of 9 m. minimum. Maxim height of tide is 2·40 m., minimum height is 0·10 m. West to So west winds from October to May. North-east to Easterly winds May to October, often very strong (the Levante).
**TUGS:** The port owns three tugs, 500, 375 and 250 h.p. respecti Two of these tugs are equipped with fire-fighting equipment.
**BERTHING:** The port is protected by a breakwater 1,300 m. on which is a tanker terminal dredged to 9 m. depth, 290 m. of dredged to 9 m., 160 m. of quay dredged to 8·50 m. and 100 m quay dredged to 5 m. These last two berths, which are resen the first for large car ferries and the second for the Gibraltar Fer and are equipped with special ramps for disembarking vehicles.

In the South of the dock enclosed by the breakwater is a pie which are two berths, one of 330 m. length dredged to 9 m. 130 m. length and with 6 m. depth over 200 m. length. The other b is dredged to 4 m. depth over 100 m. length and to 3·50 m. de over 100 m. length.

In the Western part of the harbour there is a jetty of 100 m. le with berths on both sides each having depths of 6·50 m. This is used by passenger ferries and is equipped to serve vessels charging vehicles at the stern.

The port also includes a small jetty called the Yacht Jetty depths varying from 2 m. at its foot to 3·50 m. at the jetty head. small harbour inside the jetty includes the quays of the fishing the Yacht Club and barge berths.
**FRESH WATER:** Replenishment of fresh water can be made times alongside the quays at the rate of 30 tons per hour.
**FUEL:** There are no refuelling installations at the quays. Only small quantities can be supplied by tanker lorries belonging to oil companies.
**STEVEDORES:** Normal working hours are from 0800–1200 and 1400–1800 hours. Ships may be loaded and discharged outside hours on payment of overtime. Usual loading and discharging are as follows: 15–18 tons per hour goods in sacks; 12–15 tons hour for bales; 10 tons per hour for general cargo; 7–8 tons per for cork.
**REPAIRS:** There are no facilities for repairs in the port.
**AUTHORITY:** Regie d'Aconage du Port de Tanger, 6 Rue Portugal, BP 305, Tanger. Tel. 32400 and 37728 and 37681 and

**AGENT:** Lasry Maroc (Tangier), 4 rue de la Mediterrannée, Tan Telex: 33064. Tel. 335–75 – 325–76. Cables: "Jolasry".

# Mozambique

## BEIRA: 19.46 S. 34.50 E. (See Plan)

**PORT LIMITS:** Vessels are considered to be "arrived sh when they enter the pilotage area, i.e. when they enter to with radius of 5 miles from the pilot boat. The custom of the port is vessels are in "free pratique" only when they have entered port have been cleared by the Immigration Authorities. Immigration only clear vessels in port.
**DOCUMENTS:**
Customs Clearance from last port and Port Clearance if last was Portuguese.
Health Certificate.
6 Crew Lists.
6 Lists Passengers in Transit.
7 Lists Passengers Disembarking.
2 Stores Lists.
2 Lists Deck Stores.
2 Lists Cargo in Transit (main items of cargo only).
6 copies of Manifest of Beira Cargo.
**PILOTAGE:** Is compulsory for all ships other than naval vess and Portuguese coasters. Ship's name, ETA and draft should radioed via Beira Radio, call sign CRS, 24 hours in advance to Captain Beira and owner's Agent.

The pilot boat – black hull, grey upperworks, black funnel white "P" – is stationed 19° 52′ 47″ S., 34° 57′ 21″ E. Pilot boat sign CRL H – W/T: listens on 500 kc/s., replies on 480 kc/s. – listens on 2,182 kc/s., replies on 2,341 kc/s. – VHF: frequency Mc/s. (Channel 12).

Unless instructed to the contrary by the pilot boat, vessels draft under 25 ft. anchor by "P" buoy, 19° 52′ 47·3″ S., 34° 57′ 21·1″ and vessels with draft over 25 ft. anchor between "P" and "A" bu 19° 56′ 20·1″ S., 35° 02′ 44″ E.

In bad weather pilot boat may leave above position and enter In such cases vessels should anchor as indicated above, wea permitting.
**ANCHORAGES:** At bar, "P" and "A" buoys as indicated ab There is anchorage for 4–6 ships, depending on size, in inner harb off Cabedelo sand-pit.
**RESTRICTIONS:** Ships with draft 18 ft. and under can ente any time. Ships with draft over 18 ft. generally enter two hours side of high water.
**MAX. SIZE:** Maximum permissible length about 800 ft. Maxim permissible drafts between 35–37 ft. at springs, about 30 ft. at ne tides.
**HEALTH:** Vessel to radio "Sanidade Maritima", Beira, their and "All Well" (or otherwise) even when coming from ano Portuguese port. If "All Well", Health Certificate given by Pilot.
**RADIO:** Vessels to route messages through Beira Radio – call

CRS. Agents radio ships through same station. Naval Radio Station–call sign CRX 3 – available for distress signals.

**TUGS:** Join incoming vessels at inner anchorage, about 1 mile distant from quays. Ship's lines used. Four tugs available, up to 3,200 h.p.

**BERTHING:** No night berthing done unless with prior consent of Chief Pilot, otherwise no specific requirements.

Cais do Pungue: length, 1,679 m.; depth, max. 17 m., min. 10 m.

LW depths alongside wharf, berth nos. 1, 2 and 3, 27 ft.

| | | | |
|---|---|---|---|
| ,, | ,, | 6 and 7 | 25 ft. |
| ,, | ,, | 4 and 8 | 26 ft. |
| ,, | ,, | 5 | 29 ft. |
| ,, | ,, | 9 | 28 ft. |
| ,, | ,, | 10 | 30 ft. |

Chiveve Cais: length, 446 m.; depth, max. 10 m., min. 3 m.

**CARGO-HANDLING FACILITIES:** There is a mechanical ore appliance used mainly for minerals like chrome, etc. This appliance has an average loading rate of 400 tons per hour. It is equipped with only one spout.

*Mobile Cranes:* 25 cranes with capacity 1–10 tons.

*Electric Cranes:* 52 cranes at Pungoe Wharf with capacity 3–20 tons.

*Steam Cranes:* 19 cranes at Chiveve Wharf with capacity 3–20 tons.

*Molasses:* Two storage tanks, capacity 18,000 tons and 8,000 tons.

**STEVEDORES:** Ordered by Agent. Vessels should advise Agent their ETA at least 12 hours in advance (weekdays), 24 hours in advance (week-ends).

**MEDICAL:** No advance notice required for medical attention, unless urgent assistance necessary. Hospital facilities available. Crew members and passengers should be in possession of valid smallpox and yellow fever certificates (cholera certificate too if from cholera area) on international forms. Vaccination/fever inoculations and certificates may be obtained ashore if required.

**TANKERS:** Discharge lines white and black oils, 2×10-in. lines feeding into 12 and 14-in. lines leading to storage tanks. Also a 22-in. discharge line for crude oil. No slop discharge facilities. Two tanker berths, maximum permitted drafts about 32 ft.

**DENSITY:** In harbour area allow 3 to 4 in.

**FRESH WATER:** Available at all berths, pumping rate about 50 tons per hour. Also available from water barge.

**FUEL:** Fuel oil 1,000′ viscosity, marine diesel 43·1′, diesel 34·1′. 3–4 days advance notice required. Bunkers delivered when alongside, no bunkering barge available.

**GANGWAY/DECK WATCHMEN:** Compulsory to employ watchmen to prevent pilferage.

**OPENING/CLOSING HATCHES:** Can be done by either crew or stevedores. Often done by crew.

**SHIP CERTIFICATES:** Tonnage Certificate to be produced to Pilot, as certain port dues are based on vessel's registered tonnage.

**CARGO GEAR:** All gear supplied by stevedores except rope slings, rain tents, and spreaders for heavy lifts.

**IDENTIFICATION CARDS:** Required. Passport if possible, otherwise Seamen's Book.

**CONSULS:** British (Tel. 22032), Belgium (23284), France (24074), Greece (23898), Holland (23174), Italy (22197), Malawi (24312), Norway and Denmark (22091), Panama (271519), Rhodesia (24227), Swiss (23137), South Africa (271251).

**REPAIRS:** Most types of deck and engine repairs are possible, but major repair jobs are not undertaken.

**DRY DOCKS:** One dry dock 115×17×8·5 metres, suitable for ships up to 5,000 tons.

**REPATRIATION:** Facilities exist for nationals of those countries maintaining diplomatic relations with Portugal. A valid passport is necessary as immigration authorities do not recognise a Seamen's Book as being a valid travel document.

**AIRPORT:** Beira Airport situated 7 miles from sea port. Regular flights to all destinations.

**TIME:** Local time 2 hours ahead of GMT. No alterations made to clocks during year.

**HOLIDAYS:** New Year's Day (1st January); National Day of Portugal (10th June); Corpus Christi (variable date); Assumption (15th August); Beira City Holiday (20th August); Republic Day (5th October); All Saints' Day (1st November); Restoration of Republic (1st December); Immaculate Conception (8th December); Christmas Day (25th December). No cargo work on 1st January and 25th December; on other holidays work continues normally in the port.

**POLICE/AMBULANCE/FIRE:** Port Police (Tel. 22920); Ambulance (22442); Fire (22222).

**TELEPHONES:** Can be placed on board. These telephones must only be used for local calls, not trunk calls.

**GENERAL:** Beira port works 24 hours per day, 7 days a week (except 1st January and 25th December) and overtime working is compulsory.

**SERVICES:** Services available for tank cleaning, compass adjusting, minor repairs to radar and radio.

**SHORE LEAVE:** Crew members are allowed ashore, excepting nationals of those countries not maintaining diplomatic relations with Portugal.

**DELAYS:** Generally no delays, but sometimes 24–48 hours delay following rain or bunching of arrivals.

**AGENT:** Allen, Wack & Shepherd, Lda., PO Boxes 270, 280 and 290, Beira, Mozambique. Tel. 22091 (5 lines). Cables "Thaine" or "Allenwack". Telex: 7332 Thain Mo.

Activities: Steamship Agents, Clearing and Forwarding Agents, Travel Agents, Bonded Warehousemen. Insurance Agents.

## LOURENCO MARQUES: 25.59 S. 32.36 E.

**DOCUMENTS:**

6 Crew Lists.
1 Stores List.
6 Passenger Lists.
Last Port Customs and Port Clearance.
1 List of Ports of Call.
1 Health Declaration (given by Pilots on arrival).
1 Entrance Report (given by Pilot on arrival).
1 Customs Entrance (given by Agent on arrival).
1 Railway Statistics Form (given by Agent on arrival).

**PILOTAGE:** Compulsory. Channels in 24-hour use, but sailing after 2400 only by special arrangement with Immigration. Berthing only during day-light. Pilot station about 26 miles from Lourenco Marques wharf if South entrance used; 55 miles if North entrance used.

Pilot granted only if 16 hours' notice of ETA given.

On arrival vessels can contact Pilot on VHF Channel 16 (working on Channel 12).

The pilot ladder is used together with the accommodation ladder in order that the Pilot has a climb of 9 ft. on the pilot ladder.

**IMMIGRATION CLEARANCE:** Inwards: 0600–1800 only inside harbour proper. Outwards: 0600–2400 except in special circumstances.

N.B. Vessels at the pilot station cannot obtain pratique because this includes Immigration clearance and can therefore be considered as not having arrived or not being in all respects ready to load.

**ANCHORAGE:** Inside harbour: One each for vessels drawing 33, 31, 27 and 26 ft. respectively. Six for vessels between 17 and 19 ft. Vessels delayed in berthing are brought in from pilot station at port's convenience.

**RESTRICTIONS:** Berthing during day-light only. Unberthing 0600 hrs. to 2400 hrs. with exceptions of Matola piers where ships can only unberth during day-light. Ships over 650 ft. may not pass through dredged channels at night. Ships up to 23 ft. may sail at any time, any tide up till midnight. Thereafter arrangements to be made with the Pilot Department for ETD.

**MAX. SIZE:**

| | | | | |
|---|---|---|---|---|
| General Cargo Wharf | Length | 750 ft. | Draft | 34 ft.–37 ft.* |
| Matola Oil Pier | ,, | 750 ft. | ,, | 32 ft. 6 in. |
| Matola Ore Appliance | ,, | 820 ft. | ,, | 34 ft.–37 ft.* |

* Maximum drafts published by Port Authorities. Approximately 34 ft. to 37 ft. depending on tide.

**HEALTH:** Pratique granted by Pilot unless disease prevalent on board when Masters should telegraph "Saude" Lourenco Marques.

**RADIO:** Advice of arrival 16 hours before to the Port Captain or Chief Pilot and Port Health should be sent through the station CRX (Naval), operating 24 hours on 500 kc/s., replying on 437 kc/s., also 2000 to 0500 hours GMT on 8356 to 8376 kc/s. (replying 3642 kc/s.) and 0800 to 2000 GMT on 12534 and 12564 kc/s. (replying 1299 kc/s.). All other non-official messages through station CRL, operating 0200–1800 GMT on 6 Mc/s. at even hours, 0400 to 1800 GMT on 4 Mc/s. at even hours plus 30 minutes (answering on 4259 kc/s.). Continues watch 0200–0400 GMT on 4 Mc/s. Radio telephone through CRL on 2132 kc/s. at even hours plus 45 minutes 0600–1700 GMT answering on 4415 kc/s.

**VHF:** Pilot boat (Inhaca Station) and port radio operate on Channel 16 (calling) and Channel 12 (working) from 0530 to 1830 hours.

**TUGS:** Four tugs available, 3,200 hp, 3,200 hp, 1,500 hp and 1,200 hp.

**BERTHING:** Carried out at all times except between 0000–0600 at the Main wharves. At Matola Ore berth vessels must berth only at permissible times according to tides.

Main Wharf: All facilities owned and operated by Caminhos de Ferro de Mocambique (CFM), belonging to the Portuguese Government, except stevedoring.

Dimensions: Wharf is in one uninterrupted line running roughly N.E./S.W., accommodating 12–15 vessels. Length: 3,033 metres.

For loading or discharging bulk grain there are two Buhler machines at a berth with 33 ft. depth of water LWOST. About 120 tons per hour. A recent vessel averaged 2,900 tons per day. For loading bulk sugar, there is a spout installation at the last berth on the wharf 40 ft. LWOST. Theoretical rate 750 tons per hour. Recent example 12,400 tons in 29 hours. For coal there is a fixed mechanical installation with adjustable chute and capstans for warping ships. Depth about 24 ft. LWOST. Maximum height of chute above wharf 6·20 metres minimum 3·80 metres, maximum length of vessel 600 ft. Theoretical rate 800 tons per hour, actual average 300 tons depending on trimming required. Maximum permissible draft 28 ft.

*Depths alongside:*

| | | |
|---|---|---|
| Berth | A | 30 ft. |
| ,, | B | 32 ft. |
| ,, | C | 30 ft. |
| ,, | D | 31 ft. |
| ,, | D3 | 31 ft. |
| Coal Tip | | 33 ft. |
| Berth | Frigo | 30 ft. |
| ,, | G | 33 ft. |
| ,, | H | 33 ft. |
| Wharf extension | | 40 ft. |

*Coal Mechanical Installation:* depth about 33 ft. LWOST. Maximum height of chute above wharf 7·80 metres, minimum 4.80 metres; maximum permissible draft 33 ft.

*LPG Carriers:* berth at Matola Ore Berth.

**CRANES:** *Electric cranes:* 70 units with capacity 3 to 80 tons. *Mobile cranes:* 43 units with capacity 2 to 12 tons.

**STORAGE CAPACITIES:**
*Ore and Coal dumps:* Gorjao Wharf.

| | *tons* |
|---|---|
| Coal | 96,000 |
| Ores | 600,000 |
| Copper | 40,000 |
| Vermiculite | 4,000 |
| Steel, Beams and Billets | 46,000 |
| Vanadium | 7,000 |

*Oil:* Storage capacity 200,000 tons.
*Molasses:* Four tanks, capacities 6,000, 9,000, 11,000 and 7,000 tons.
*Fruit:* 7,500 tons (1·133 cu. m./ton) in 100 chambers.
*Fish:* 200 tons.
*Ore:* Matola. Capacity 1·3 million tons. Loading speed for iron ore 3,000 tph and chrome ore 2,400 tph.
*Sugar:* Storage capacity 80,000 tons. Loading speed 750 tph. Unloading speed 320 tph. See also "Berthing".
*Containers:* Terminal under construction.

**TANKERS:** Matola Mineral Wharf, 40 ft. LWOST, maximum length of vessel 820 ft. Matola Oil Jetty, 32 ft. 6 in. LWOST, maximum length of vessel 750 ft.

**FRESH WATER:** Available at all berths, Not available ex-barge.

**FUEL:** Vessels can be supplied from pipe-lines whilst working at all berths, including the Matola Appliance and Tanker Jetty, but excluding the new wharf extension, where pipes have been laid but the system is not yet ready for delivering bunkers. The rate of delivery varies between 300 to 500 tons per hour depending on the type of vessel taking bunkers. At present, supplies of gas oil and marine diesel oil are not in very plentiful supply, recommended to stem as far in advance as possible.

**MEDICAL:** No advance notice required for medical attention, unless urgent assistance necessary. Hospital facilities available. Crew members and passengers should be in possession of valid smallpox and yellow fever certificates (cholera certificate too if cholera area) on international forms. Vaccination/fever inoculations and certificates may be obtained ashore if required. Men for sick parade must first go through the port doctor whose hours are week-days 0800–1130 and 1400–1730; Saturdays 1000–1130, but always available on an emergency call.

**REPAIRS:** No dry dock except for small coasters. Facilities for most normal work, except underwater riveting, cutting and welding, and shaft balancing.

**DEVELOPMENTS:** Administration are considering the construction of a deep-sea port on the coast between Inhaca Island and the Natal border. This port will be mainly used by coal and iron-ore carriers and have a capacity of approximately 6 million tons per annum. Should this project materialise, the port will be operational by 1978.

**CONSULS:**

| | | |
|---|---|---|
| U.S.A. | Sweden | Rhodesia |
| U.K. | Switzerland | Brazil |
| France | Italy | Germany |
| Norway | South Africa | Spain |

**IDENTIFICATION CARDS:** Crew and passengers are issued with Immigration Boarding Permits and they must be carried at all times. (Such permits to be returned to Immigration Officer prior to sailing.)

**WATCHMEN:** Strongly recommend employing services of a local watchman, who will also control visitors and labour passes.

**OPENING/CLOSING HATCHES:** Can be done by either crew or stevedores. Often done by crew.

**CERTIFICATES:** Tonnage Certificate to be produced to Pilot, as certain port dues are based on vessel's registered tonnage.

**REPATRIATION:** Facilities exist for nationals of those countries maintaining diplomatic relations with Portugal. A valid passport is necessary as immigration authorities do not recognise a Seaman's Book as being a valid travel document.

**AIRPORT:** About 5 miles from centre of town.

**CUSTOMS ALLOWANCES:** Bonded stores are usually not sealed.

**HOLIDAYS:** New Year's Day (1st January); National Day of Portugal (10th June); Corpus Christi (variable date); City Day (24th July); Assumption (15th August); Republic Day (5th October); All Saints' Day (1st November); Restoration of Independence (1st December); Immaculate Conception (8th December); Christmas Day (25th December). No cargo work on 1st January and 25th December, on other holidays, work continues normally in the port.

**TIME:** Local time 2 hours ahead of GMT. No alterations made to clocks during the year.

**SHORE LEAVE:** Crew members are allowed ashore, excepting nationals of those countries not maintaining diplomatic relations with Portugal.

**TELEPHONES:** A telephone will be placed on board the vessel.

**GENERAL:** Crew and passengers not to take photographs in the dock area. Permission through Agent required to lower any boats or gear overside into the water or on to the wharf.

Do not immobilize main engines or carry out engine trials at the wharf until permission has been obtained by the Agent as the Authorities require vessels to maintain sufficient steam for main engines to be used at 2 hours notice.

Customs guards to be supplied with meals and accommodation whilst at inner anchorage and alongside the LM wharf otherwise cost per guard will have to be paid by Agent on Owner's behalf.

**AUTHORITY:** Capitania do Porto de Lourenco Marques.

**AGENTS:** Rennies' Consolidated (LM) Lda., Avenida 18 de Mayo 36, POB 351 or 292. Tel. 3021. Cables: "Reniform Lourenco Marques".

## MOZAMBIQUE: 14.58 S. 40.45 E.

**DOCUMENTS:**
Customs Clearance from last port.
Port Clearance if last port was Portuguese.
Health Certificate.
6 Crew Lists.
6 Passenger Lists in Transit.
7 Passenger Lists Disembarking.
2 Stores Lists.
2 Lists Deck Stores.
2 Lists Cargo in Transit (main items of cargo only).
6 copies of Manifest of Mozambique Cargo.

**PILOTAGE:** One Pilot available, 24 hours. Pilot boat is black grey, with two flags on the mast (Portuguese flag and a blue with a white "P"), and at night, with conventional lights. Ships Pilot near buoy No. 2 (Red Buoy) placed off Goa Island. At ships should send Morse signals with Aldis lamp to the midd Mozambique Island (location of Port Office). ETA should be as soon as possible to Pilot station off Mozambique Island and to ship's Agent.

**ANCHORAGES:** When waiting for Pilot, or in reason of draft (more than 30 ft.) ships may drop anchor off red buoy N (½ mile seawards). Depths between 60 and 90 ft. Bottom with and some broken coral; current from North to South, someti up to 4 knots.

**MAX. SIZE:** Only ships with drafts less than 30 ft. can cross bar and enter the Port.

**HEALTH:** Quarantine flag should be flown, even after calling other ports in this country. Health Certificate given by Pilot.

**RADIO:** Radio Mozambique call sign CRQ. Also available Louren Marques or Beira Radio Stations.

**TUGS:** Tugs are not necessary in this port.

**BERTHING:** No quay berths. Vessels work cargo at anchor.

**STEVEDORES:** All requirements on this purpose must be to the Agent.

**MEDICAL:** Medical assistance can be given at any time, to vessels unable to cross the bar because of draft. Hospital adequate facilities, and emergency services available.

**FRESH WATER:** Always available in any quantity. Supplied barge of 40 tons capacity.

**FUEL:** Small quantities available.

**OPENING/CLOSING HATCHES:** By stevedores.

**CARGO GEAR:** Vessels anchor in bay and load and dischar by lighters and barges.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** No local representatives.

**REPAIRS:** Light repairs can be effected.

**REPATRIATION:** All facilities available.

**AIRPORT:** Situated about 7 km. from Mozambique. Connectio to Beira and Lourenco Marques every day.

**HOLIDAYS:** 1st January; 2nd March; 1st and 10th June; 1 August; 5th October; 1st November; 1st December; 8th Decemb 25th December. Cargo handling can be arranged on these days.

**POLICE/AMBULANCE/FIRE:** Maritime Police, Customs Agents will always be on board during stay.

**TELEPHONES:** No telephones, but walkie-talkies are availab arrange with Agent.

**AUTHORITY:** Capitania do Porto de Mocambique. Tel. 22 and Cables "Capitaniamar Mocambique".

**AGENT:** Companhia Comercial Joao Ferreira dos Santos, SAR Caixa Postal No. 1, Moçambique. Cables "Jorreirantos Moçam que".

## NACALA: 14.32 S. 40.37 E.

**PORT LIMITS:** The line joining Ilha Gomen to Cabo Columulo Light at the entrance of Bay of Fernao Veloso.

**DOCUMENTS:**
Customs Clearance from last port.
Port Clearance if last port was Portuguese.
Health Certificate.
6 Crew Lists.
6 Lists Passengers in Transit.
7 Lists Passengers Disembarking.
2 Stores Lists.
2 Lists Deck Stores.
2 Lists Cargo in Transit (main items of cargo only)
6 copies of Manifests of Nacala Cargo.
2 Lists of Dangerous Cargo.

**PILOTAGE:** Permanent and compulsory for entering harbo Pilot boat situated at harbour entrance.

**ANCHORAGE:** Fine natural harbour. Entrance half a mile w depths up to 60 metres. Good anchorage for any size vessel. Sa and mud bottom.

**MAX. SIZE:** For anchoring, no restrictions. For berthing, up 31 ft. draft.

**RADIO:** Radio Naval Nacala operates permanently on 2182 kHz

**HEALTH:** Vessels to radio "Senidade Maritima", their ETA a "All Well" (or otherwise) even when coming from another Port guese port. If "All Well", Health Certificate given by Pilot.

**TUGS:** None available and not required.

**BERTHING:**

| | Length (m.) | Depth (m.) |
|---|---|---|
| New Wharf | 312 | 10·00 |
| " " | 111 | 7·50 |
| Wooden Jetty | 70 | 4·50 |

Also see "Developments".

**CRANES:** 12 Electric cranes with capacity 1 to 20 tons. 1 Floating crane with capacity of 25 tons. 16 Mobile cranes with capacity 2 to 7 tons.

**STEVEDORES:** Working hours 0700 to 1100, 1300 to 1700, 1900 to 0600. Two local stevedoring firms.

**FRESH WATER:** Available from hydrants on the quay.

**FUEL:** Available from connections on the quay.

**MEDICAL:** No advance notice required for medical attention, unless urgent assistance necessary. Hospital facilities available. Crew members and passengers should be in possession of valid smallpox and yellow-fever certificates (cholera certificate too if from cholera area) on international forms. Vaccination/fever inoculations and certificates may be obtained ashore if required.

**GANGWAY/DECK WATCHMEN:** Recommended to employ watchmen to prevent pilferage, but not compulsory.

**OPENING/CLOSING HATCHES:** Can be done by either crew or stevedores. Often done by crew.

**CERTIFICATES:** Tonnage Certificate to be produced to Pilot, as certain port dues are based on vessel's registered tonnage.

**REPATRIATION:** Facilities exist for nationals of those countries maintaining diplomatic relations with Portugal. A valid passport is necessary as immigration authorities do not recognise a Seaman's Book as being a valid travel document.

**TIME:** Local time 2 hours ahead of GMT. No alterations made to clocks during year.

**SHORE LEAVE:** Crew members are allowed ashore, excepting nationals of those countries not maintaining diplomatic relations with Portugal.

**HOLIDAYS:** New Year's Day (1st January); National Day of Portugal (10th June); Corpus Christi (variable date); Assumption (15th August); Nacala City Holiday (16th September); Republic Day (5th October); All Saints' Day (1st November); Restoration of Republic (1st December); Immaculate Conception (8th December); Christmas Day (25th December). No cargo work on 1st January and 25th December; on other holidays work continues normally in the port.

**DEVELOPMENTS:** Pier under construction, length 195 m., depth 8 m., ready 1974. One other pier under construction, length 408 m., depth 15 m. ready early 1975.

**AUTHORITY:** Capitão do Porto de Nacala.

**AGENT:** Companhia Transitaria Joao Ferreira dos Santos POB 45 Nacala. Cables: "Transan-Nacala".

### PORTO AMELIA: 13.00 S. 40.28 E.

**DOCUMENTS:**
- 6 Crew Lists.
- 6 Lists of Passengers Disembarking.
- 6 Lists of Passengers in Transit.
- 1 Master's Declaration.
- 1 Stores and Provisions List.
- 1 Health Declaration.
- 5 Sets Cargo Manifests.
- 2 Sets non-negotiable Bills of Lading.
- Clearance Documents from last port.

**PILOTAGE:** It is necessary to order by radio request to Agent 14 hours before arrival.

**ANCHORAGE:** Vessels may anchor South of the dock about 300 metres off. Other suitable anchorages will be indicated by the Pilot.

**RESTRICTIONS:** Vessels may enter with Pilot at any hour day or night.

**MAX. SIZE:** Draft up to 27 ft. 6 in. for berthing.

**HEALTH:** In case of contagious disease on board, the port Health Authorities must be advised in advance.

**RADIO:** Send messages through Beira Radio.

**TUGS:** None available.

**BERTHING:** One berth, length 182 metres, depth alongside 28 ft.

**STEVEDORES:** In ETA message to Agent, indicate number of gangs required and advise quantity and description of cargo for discharge.

**MEDICAL:** In case of urgency advise Agent by radio before arrival. Hospital facilities available. Vaccinations can be performed.

**FRESH WATER:** Available.

**FUEL:** Available.

**GANGWAY/DECK WATCHMEN:** Not necessary as there is a permanent guard on board.

**OPENING/CLOSING HATCHES:** Performed by stevedores.

**CUSTOMS ALLOWANCES:** Bond is not sealed and no restrictions made.

**IDENTIFICATION CARDS:** Required by police.

**CONSULS:** Only Germany is represented locally.

**REPAIRS:** Facilities available.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Situated 7 km. away. Flights to Beira and Lourenco Marques daily.

**TIME:** GMT plus 2 hours. No alterations during the year.

**HOLIDAYS:** No work performed from 1700 Christmas Eve until 0600 on 26th December; no work performed from 1700 New Year's Eve until 0600 on 2nd January. Work may be arranged on the following holidays: 10th June, 15th August, 5th October, 1st November, 1st December, 8th December.

**POLICE/FIRE/AMBULANCE:** Police, tel. 2828; Hospital, tel. 2211.

**SHORE LEAVE:** Allowed. Except for nationals of countries not maintaining diplomatic relations with Portugal.

**AUTHORITY:** Capitao do Porto de Porto Amelia.

**AGENT:** Companhia Comercial Joao Ferreira dos Santos, SARL, POB 13, Porto Amelia. Cables: "Jorreirantos-Porto Amelia".

## Nauru Island

### NAURU: 00.32 S. 166.56 E.

**DOCUMENTS:**
- International Declaration of Health, 1 copy.
- Clearance from last port.
- Crew Lists, 2 copies.
- Passenger Lists, if any, 2 copies.
- Manifest, 1 copy.

**PILOTAGE:** Pilotage is available on request without charge; Masters are advised to avail themselves of this service. It is necessary that Masters, through Radio Nauru, inform telegraphic address Nauruphos Nauru of ETA 48 hours before arrival, confirming or altering this 12 hours before arrival. Nauruphos will reply through Radio Nauru on receipt of second message giving time for the vessel to close in to half mile West of loading plants, where pilot will board. In case of adverse weather or congestion, Masters will be notified by radio, or by VHF Channel 16, 156·8 Mc/s with range of about 40 miles. Vessels are handled inwards in daylight only, and should fly flag when approaching island. A safe and clean pilot ladder should be provided, a good lee made for the pilot to embark.

**ANCHORAGES:** No anchorages are available owing to the extreme depths of water. Vessels waiting normally drift off and return at daybreak or when instructed to do so.

**RESTRICTIONS:** Tide and draft have no bearing on entry but it is normal not to handle vessels into berth in darkness. However, vessels are unmoored at all hours.

**MAX. SIZE:** Vessels have been handled up to an overall length of 630 ft. Beam should not exceed 90 ft., but there are no draft limitations.

**HEALTH:** Masters of vessels approaching Nauru are required to send a telegram addressed to the Quarantine Officer, Nauru within 24 hours of arrival. The telegram should state the name of last port, date, presence of any infectious disease. On receipt of telegram, the quarantine officer will send reply indicating whether or not pratique is granted. It is still necessary to fill out the International Declaration of Health and hand this to Boarding Officer after berthing.

**RADIO:** Nauru Radio station, call sign C2N. Should, through atmospheric conditions, difficulty be found in raising Nauru, it is suggested that the message be passed through Sydney or any other convenient coastal station. Port Radio VHF, calling Channel 16, working Channel 12, permanent service.

**TUGS:** No tugs available for berthing.

**BERTHING:** Such special requirements which relate to berthing in the port are contained in a Letter of Advice to Ship Masters issued by the BPC. Shore labour normally boards the vessel with the pilot to assist in mooring to the buoy system.

**STEVEDORES:** As stevedoring is carried out by Nauruphos, no separate advice is required. Loading rate of bulk phosphate is as high as 3,000 tons per hour.

**MEDICAL:** Medical treatment can be given on short notice. Limited hospital facilities are available, and emergency surgery can be carried out. Smallpox vaccination is required, and cholera if the vessel has come from an infected area.

**TANKERS:** Lengths and drafts as for bulk phosphate vessels. Eight inch discharge line to shore storage tanks.

**DENSITY:** Normal salt water all states of tide.

**FRESH WATER:** Island water is imported, and water will be supplied only in cases of emergency.

**FUEL:** Island stocks are imported for use in the phosphate industry, and only limited quantities of heavy fuel or diesel oil can be made available in cases of extreme urgency.

**WATCHMEN:** Not required.

**OPENING/CLOSING HATCHES:** Carried out by crew.

**SHIP CERTIFICATES:** Deratisation certificate only.

**CUSTOMS ALLOWANCE:** No restrictions apply.

**CARGO GEAR:** Cargo gear should be up to the standard demanded in Australian ports.

**CREW IDENTIFICATION CARDS:** Some form of identification, passport, discharge book, or identity card should be carried by crew members.

**CONSULS:** An Australian Representative is resident on the Island.

**REPAIRS:** The phosphate industry requires good workshop facilities of various kinds for maintenance of their own heavy plant and such workshops are kept busy at all times. Small repairs such as welding, brazing, lathe work, etc., can be carried out, but only when essential to allow the vessel to proceed on its voyage. Main engines cannot be immobilised whilst the vessel is moored to any section of the buoy system.

**REPATRIATION:** Repatriation can be arranged. No facilities for crew changes.

**AIRPORT:** Two weekly services operated by:

(1) Fiji Airways to Nauru via the Gilbert and Ellice Islands Group to Fiji.

(2) Air Nauru to and from Australia.

Air Nauru operates a fortnightly service from the Marshall Islands to Nauru.

**TIME:** Local time is GMT plus 11½ hours. No alterations during the year.

**HOLIDAYS:** Christmas Day, New Year's Day, and Good Friday are normally closed holidays. Other National holidays occur during the year but normally work carries on, on these days.

**POLICE/AMBULANCE/FIRE:** All emergencies are handled by the Harbour Masters, one of whom remains aboard the vessel throughout the time the vessel is attached to the mooring system.

**TELEPHONES:** Telephones are put aboard for the use of island staff working the vessel.

**SERVICES:** No special services available.

**SHORE LEAVE:** This may be granted at the discretion of the Master but should in all cases terminate at 1700.

**PORT REGULATIONS:** No vessel may immobilise main engines whilst moored to the buoy system. Main engines should be on instant readiness, deck power should be available at all times, and the vessel must proceed to sea when instructed to do so by the Harbour Master.

**DELAYS:** Normally no delays should be expected. Vessels could wait a day, or possibly two due to port congestion, but this seldom happens; delays can occur due to adverse weather, the duration of which is unpredictable.

**AUTHORITY:** The Harbour Master, appointed by The Nauru Phosphate Corporation, Nauru. Telegraphic address Nauruphos Nauru.

# Netherlands

## AMSTERDAM: 52.22 N. 4.54 E. (See Plan)

**PORT LIMITS:** Notices of Readiness will only be accepted (subject to C/P terms) if vessel has actually arrived at Amsterdam, which means that vessels have to enter from sea and pass the locks at Ijmuiden, proceeding through the North Sea Canal to Amsterdam. There are various buoys and quays available where vessels can be moored waiting for final discharging berth.

**DOCUMENTS:**

Health Certificate. Forms obtainable from sea pilot.

Crew List in triplicate.

2 copies of Crew Manifest for cigarettes, cigars, spirits, etc., belonging to crew.

Passenger List in triplicate.

1 copy of Manifest.

1 copy of Bills of Lading.

Dangerous Cargo List.

Ship's Register.

1 copy Stores List.

**PILOTAGE:** Pilotage is compulsory. A pilot vessel cruises at sea in the vicinity of Ijmuiden between the light whistle buoy and the moles.

In order to avoid delays, Masters who require a Pilot must advise their ETA not less than 4 hours in advance to "Pilotage Ijmuiden". This advice must be amended, if vessel's ETA changes more than 2 hours from the original advice.

The text of the message must contain: (*a*) the words "ETA-pilot", (*b*) expected time arrival (group of 4 figures) in middle European time, (*c*) draft with indication of unit applied, (*d*) port of destination.

"Pilotage Ijmuiden" can be informed via Scheveningen Radio or via VHF Channel 12. Pilotage and navigation is possible at night.

*Pilotage by Helicopter:* When the pilot service by pilot cutter has been suspended owing to weather conditions it is possible to take a Pilot on board vessels by helicopter. Helicopter pilotage is carried out for vessels which have an obstacle free hoisting area on deck of min. 15 ft. in diameter. Deck plans should be provided in advance.

Restrictions
1. Minimum visibility 800 metres at 150 ft. above sea level.
2. Maximum wind force 10 (55 kts).
3. Severe turbulence and icing conditions at or below 150 ft.

**ANCHORAGE:** Anchoring in Ijmuiden outer harbour, North Sea Canal and in harbour of Amsterdam is prohibited.

**RESTRICTIONS:** Entry possible at night. Official maximum draft is 43 ft. (salt water). By permission of Government Harbour Master at Ijmuiden it is possible to enter with maximum draft 45 ft. (s.w.). Such permission to be applied for at least 14 days prior to arrival.

**MAX. SIZE:** Vessels proceeding to Amsterdam have to pass locks at Ijmuiden, Dimensions of Northern lock (biggest): 1,312 ft. long, 164 ft. wide 49 ft. 2 in. deep.

**RADIO:** Cable Agents giving ETA draft, cash and other requirements via Scheveningen Radio/PCH.

**RADAR/VHF:** Harbour radar is installed at Ijmuiden. In bad visibility radar assistance will be given for incoming ships day and night. A radio portophone is provided by Pilot. Direct communication between incoming and outgoing ships and commanding post of locks is possible by means of VHF radio telephone, Channel 11. Government patrol boats are also equipped with VHF installations. The Radio-Radar Station (Redeplot) can also be contacted via VHF Channel 12 before approaching Ijmuiden.

**TUGS:** Sea-going tugs available between piers at Ijmuiden assisting vessels, into locks or outer harbour. Harbour tugs available in locks assisting vessels to Amsterdam. The rates include use of tug hawser.

**BERTHING:** Possible at night. If no berth available vessels may be moored on buoys.

**BRIDGES:** Vessels proceeding to Oil Harbour, Coen Harb Vlot Harbour and installations in Eastern part of port pass rai bridge over North Sea Canal at Zaandam. Notices indicating dista from bridge have been placed at 500 metres at either side and not to stop at 150 metres at West side and 225 metres at East side. W bridge closed Masters must stop their ships and must on no acco proceed unless signal is given that passage is allowed. Brid opened regularly in accordance with time-table of Netherla Railway.

**STEVEDORES:** In order to enable agents to order gangs in it is recommended to keep agents duly informed about ETA. No to stevedores necessary.

**MEDICAL:** If immediate medical assistance will be required in locks of Ijmuiden, Agents must receive advance notice.

**BULK HANDLING FACILITIES:** *Grain:* The Silo installatio IGMA at Vlothaven depth alongside 49 ft. 3 in. has main 1,200 ft. length to accommodate two vessels up to 80,000 tons Ships unloaded by four mobile pneumatic suckers, with capa 400 tons per hour, and three floating elevators. Daily discharge ca city about 17,000 tons.

On discharging side maximum gear height above water line On loading side maximum gear height above water line 36 ft.

*Ore, Coal, etc.:* NV Overslagbedrijf Amsterdam in West harb quay 2,600 ft. length, max. draft about 49 ft. 3 in.

Discharging rate of gear up to 60,000 tons per 24 hours. Load rate about 2,500 tons per hour.

Max. outreach of loading and discharging gear 137 ft.; max. he of loading discharging gear above water level 51 ft. Three high sp gantry cranes in use and a fourth to be constructed in 1975.

NV Havenbedrijf Rietlanden Quay length 2,500 ft. depth 3 Capacity about 8,000 tons per day.

*Phosphate:* Albatross Fertiliser Works Jetty, depth along 31 ft. Two grab cranes with daily capacity of 8,000 tons.

*Containers:* Length of quay 465 metres. Roll-on/roll-off be 140 metres, depth alongside quay 36 ft.

The berth is equipped with 2 gantry cranes with lifting capa of 50 tons and one multi-purpose crane with a capacity of 30 ton

A new roll-on/roll-off terminal will be in operation April 1975.

*Minerals:* Eggerding & Co. B.V. Length of quay 400 metres. De alongside 33 ft. Discharge is carried out by floating cranes.

**TANKERS:** *Mobil:* Two jetties, one for vessel of 30,000 tons another for vessel of 80,000 tons. Max. draft 44 ft. 6 in. pipe-line c nections 10 and 12 in.

One jetty for coast tankers or LPG tankers up to 2,500 tons.

The receiving rate for crude oil is 4,000 cu. metres/hour. T loading rate varies from 400–1,900 cu. metres/hour depending grade.

Fresh water available from jetty. Fuel available, pipe-line Facilities available for dirty ballast if vessel to load at berth. M capacity 10,000 tons.

*Amatex:* Five jetties, depth alongside 32–41 ft. Pipe-line conn tions 4 in. and 12 in.

Receiving rate, 400–1,200 t.p.h. depending on grade and b pressure, if any. The loading rate is about 1,000 t.p.h. depending grade.

Fresh water available by barge. Fuel available by barge or pi line. There are no facilities for dirty ballast.

*Comos:* Two jetties, depth alongside 42 ft. Pipe-line connectio 8 in. and 12 in. Four jetties available for seagoing vessels and barg up to a max. draft 14 ft. 9 in.

The receiving capacity is about 2,000 t.p.h. and loading rate up about 1,000 t.p.h.

Fresh water available by barge. Fuel available by barge or pipe-li There are no facilities for dirty ballast.

*Smid & Hollander:* One jetty for receiving crude oil, max. dr 36 ft. 2 in. Fresh water and fuel available by barge.

*Shell:* One jetty available for bunkering purposes. Max. draft 3

*Pakhoed:* One jetty, depth alongside 20 ft. Fresh water and f available by barge.

**DENSITY:** Amsterdam is not a tidal port. The water is brackish fresh.

**FRESH WATER:** Drinking and boiler water can be supplied barge, or if connection available, from shore. Price depends quantity ordered.

**FUEL:** All grades of fuel are available. Advance notice 48 hours

**FIRE PRECAUTIONS:** No repair work to be carried out to tank without permission of Harbour Authorities. Usual non-smok precautions, etc.

**GANGWAY/DECK WATCHMEN:** Not required. Dependent commodity of cargo.

**OPENING/CLOSING HATCHES:** Liner vessels by crew or stevedores, payable per man per hour. Tramp vessels as per Char Party.

**CERTIFICATES:**

Ship's Register.

Usual Cargo Certificate.

Safety Radio.

Safety Equipment Certificate.

Crew Roll.

All usual certificates required for navigation.

**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes per man equivalent of tobacco or cigars. Wine and or Spirits: 5 litre of wi per man. Spirits: total 5 litre for the whole ship.

**CARGO GEAR:** Usual cargo gear certificate.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:** Nearly all countries have established consulates Amsterdam.

**REPAIRS:** All types of deck and engine repairs are possible including gas-freeing and tank-cleaning.
**DRY DOCKS:** NDSM: Four dry docks, largest of which length 817 ft. breadth 120 ft., depth 28 ft.

ADM: Five floating docks largest of which length 677 ft. breadth 97 ft. 6 in., lifting capacity 40,000 tons dwt.

Other floating docks available for vessels up to 4,500 tons.
**REPATRIATION:** Facilities for repatriation of crew to any destination are available.
**AIRPORT:** Distance to Schiphol Airport (served by regular airlines) 15 km.
**TIME:** GMT plus 1 hour. No alterations during the year.
**HOLIDAYS:** New Year's Day; Easter Monday; Queen's Birthday (April 30th); Ascension Day; Whit Monday; Christmas Day and Boxing Day.

Cargo can be worked during these days subject to labour being available at premium rates.
**POLICE/AMBULANCE/FIRE:** Police 222222; Ambulance 355555; Fire 666666.
**TELEPHONES:** Telephone connections on board are only possible on certain quays (passenger ships). It is possible to rent portable mobilophones.
**SERVICES:** 2 Tank cleaning installations, compass adjusting/direction finder calibration, representatives of all leading radio installations, radar and other nautical instruments available.
**SHORE LEAVE:** Crew members allowed ashore.
**DELAYS:** Usually no congestion.
**AUTHORITY:** Dienst der Havens en Handelsinrichtingen, Havengebouw, 7, De Ruyterkade, Amsterdam.

**AGENT:** Wm. H. Müller & Co. Amsterdam B.V., "Havengebouw", 7 De Ruyterkade, P.O. Box 182, Amsterdam. Telegrams Mineral. Telex 12058. Tel. (020) 6 34 56.

## DELFZIJL: 53.20 N. 6.54 E. (See Plan)

**LOCATION:** On the estuary of the River Ems, opposite Emden.
**DOCUMENTS:** See "Rotterdam".
**PILOTAGE:** Pilot boats normally cruise at Wester-Ems buoy. During bad weather they withdraw into estuary, but never further than Borkum Roads. Pilot boats listen on Channel 6 and pilot office on Channel 14 VHF; distance from pilot station to Delfzijl 32 miles. Pilot service compulsory for all vessels drawing over 22 dm. Foreign vessels may call Pilot on 2182 kHz. and Netherlands vessels on 2391 kHz. Traffic between the cutter and the vessel will be held on 1657 kHz.

Approaching vessels from sea should inform the Pilot commissioner of their ETA in M.E.T. with a notice at least 4 hours in advance via Scheveningen – Radio (PCH); the pilot cutter may be informed via VHF.

The ETA message should contain the following details: (*a*) ETA Pilot Westereems (time in M.E.T. in a group of 4 figures); (*b*) Draft; (c) Port of destination.

Departing vessels should apply for a Pilot at least one hour before ETD; the request should be made to the office of the commissioner.

Pilotage from Delfzijl is not compulsory. On request however a Pilot may be put at the Master's disposal for a trip to Emden. This is not applicable for a trip from Emden to Delfzijl or Eemshaven.
**ANCHORAGE:** Anchoring in harbour area prohibited. On roads, ships up to 4,000 dwt. anchor near buoy B.W. 14. Larger vessels should anchor in Doekegat.
**ENTRANCE:** New harbour entrance lies opposite the village of Oterdum about 5·2 m. South-east of the old entrance. The new entrance extends to reach the deep water of the Bocht van Watum, and lies at a point about 600 m. West of the dredged channel between the Bocht van Watum and the Oostfriese Gaatje near Paapsand Sud.

New harbour entrance has an initial depth of NAP —10 m., and a bottom width of 200 m. The harbour channel has the same depth, and a width of 100 m. NAP=Normal Amsterdam Level.
**MAX. SIZE:** Port is now accessible to vessels with draft up to about 28 ft. (8·50 m.) which may arrive or sail without waiting for high water.
**TUGS:** 1 tug of 900 h.p., 2 tugs of 800 h.p. and 2 tugs of 175 h.p. available. Tugs use ship's lines.
**RADIO:** Cable to Agents via Radio Scheveningen. PCH.
**VHF:** The Harbourmaster's office is equipped with a VHF installation, Channel 14. During office-time the station is constantly manned (0800–1200 and 1300–1700 hrs.); during other hours the station is manned during the last quarter of every hour.
**BRIDGES:** Bridge to the 1st Inner Harbour may always be worked. Bridge to the Industrial Inner Harbour (Oosterhornkanaal) will be handled from Monday to Saturday. On Sunday bridge may be opened on special request.
**CARGO HANDLING:** Public quay is equipped with 14 cranes to work general cargo. Five of these may also be used to handle bulk cargoes (fertilisers, grain).

There is in the outer harbour a private facility to discharge alumina, a bulk salt-loading terminal and a deep sea berth to handle molasses.
**DENSITY:** Ranging between 1007 and 1020, depending on the tide.
**FRESH WATER:** Available along new quay in unlimited quantities.
**FUEL:** Fuels in limited quantities for coasters are always available. For bunkering of larger vessels, arrangements should be made in advance.
**GANGWAY/DECK WATCHMEN:** According to police regulations, Master has to keep watchmen on board.
**OPENING/CLOSING HATCHES:** Normally carried out by ship's crew.
**CONSULS:**

| *At Delfzijl* | | *At Groningen* | |
|---|---|---|---|
| Denmark | tel. 05960–16333 | Belgium | tel. 050–138222 |
| Finland | ,, 05960–16800 | Germany | ,, 050–139922 |
| France | ,, 05960–13778 | Norway | ,, 050–189444 |
| Sweden | ,, 05960–16333 | Spain | ,, 050–137879 |

**REPAIRS:** Most engine and deck repairs can be carried out by two local shipyards.
**DRY DOCKS:** Dry-docking is limited to ships up to 3,000 dwt. with a draft not exceeding 32 dm. For larger vessels, dry-docking facilities exist in the nearby port of Emden (Germany).
**CERTIFICATES:** The tonnage certificate should be shown to Harbour Master. on first call every year.
**HEALTH, MEDICAL ATTENDANCE, HOLIDAYS, LOCAL TIME, CUSTOMS ALLOWANCES:** see "Rotterdam".
**AUTHORITY:** Port of Delfzijl Authority, Handelskade W 10, Delfzijl. Tel.: 05960–14966. Telex: 53299.

**AGENTS:** Maritima Shipping & Trading Co. Ltd., De Vennen 52, PO Box 7, Delfzijl. Tel (05961) 13741. After office hours 13742, 13749, 14024. Cables "Maritima". Telex 53153.

## DORDRECHT: 51.49 N. 4.40 E.

**DOCUMENTS:** See "Rotterdam".
**PILOTAGE:** Vessels have to enter New Waterway at Hook of Holland and proceed to Dordrecht via this New Waterway and the River Oude Maas. Masters of vessels bound for Dordrecht should state destination in ETA message as Pilots for Dordrecht embark from pilot cutter at roads. Deep-draughted vessels may have to exchange Pilots just inside breakwaters at Hook of Holland. (See Rotterdam "Ordering a Pilot").
**ANCHORAGE:** At sea off Hook of Holland (see "Rotterdam"). No anchorage between entrance to New Waterway and Dordrecht.
**RADIO/RADAR/VHF:** No radar service on river Oude Maas or Dordrecht.
**RESTRICTIONS:** Max. LOA 175 metres. Max. breadth 23 metres. Max. draft 26 ft. 6 in. Max. breadth is discussable as 25·90 metres could be allowed. For tankers minimum visibility 500 metres (1,640 ft.). For dangerous cargoes, see "Rotterdam". The Pilot will decide the number of tugs required for passage on the Oude Maas, usually a minimum of 3–4.
**TUGS:** Tugboats ordered by Pilot when entering New Waterway. Tugs normally meet vessels at Dordrecht.
**BRIDGES:** Bridges across the River Oude Maas are opened day and night. Sea traffic has preference above shore traffic.
**TANKERS:** Oil installation of Gebr. Broere N.V. has seven tanker berths. There are other tanker berths for small tankers. No slop (residue) storage facilities.
**REPAIRS:** Yards of various capacities available for all types of repairs.
**FRESH WATER:** At oil installations fresh water can be supplied from shore. Or supply by waterboat.
**CONSULS:**
Denmark tel. 32177 Norway tel. 32177 France tel. 33231

Other consulates at Rotterdam at 20 km. distance.
**POLICE/AMBULANCE/FIRE:** Tel. Police 30333; Ambulance 32555; Fire 33333.
**AIRPORT:** Rotterdam and Amsterdam airports at a distance of 30 and 90 km. respectively served by regular airlines.
**PILOT CUTTERS, HEALTH, MEDICAL ATTENDANCE, BUNKERS, CUSTOMS ALLOWANCES, HOLIDAYS:** see "Rotterdam".
**TIME:** GMT plus one hour.

**AGENTS:** Wm. H. Muller & Co. Scheepvaartagenturen (Rotterdam) N.V. Westerlaan 1, Tel. 010–36.43.00. Rotterdam. Telegr. Mineral. Telex. 21245, 46, 48, 32124. Shipbrokers. Liner Agents.

## EEMSHAVEN: 53.27 N. 06.50 E. (See Plan)

New port under construction.
**LOCATION:** About 15 km. North-west of Delfzijl, on the bank of the River Ems.
**DEVELOPMENTS:** Harbour became operational in 1973. Initially harbour accessible for vessels up to 36 ft. (10·97 m.) draft and about 40,000 tons dwt. Eventually port is expected to be suitable for vessels of up to 42 ft. draft (12·80 m.).

Ample facilities for the handling of unit loads and roll-on/roll-off traffic will be offered. A bulk cargo terminal is planned, and a separate basin is projected where vessels loaded with highly inflammable cargo may be discharged safely, unhindered by passing vessels.

The depth of the bar to be passed in the Oude Westereems–Doekegat is about NAP —11 m. Therefore the harbour entrance, keel and turning have a depth of NAP —12 m. However, the ringdike of the port entrance has been laid so wide, that when the bar is deepened, to NAP 14 m., it will be also possible to dredge the harbour (entrance, keel and turning basin) 2 metres deeper without much difficulty.

The bottom width of the entrance is 250 m., measured sheer at the entrance-axis. This measure is equal to the length of the biggest ship to be expected. The bottom distance between both piers is about 320 m.

**AGENT:** See "Delfzijl". Eemshaven (05954) 62 52.

## FLUSHING: 51.27 N. 03.35 E. (See Plan)

**DOCUMENTS:**

2 Crew Lists.
2 Passenger Lists.
1 Store List.
1 Personal Effect List.
Ship's Register.
1 Manifest or Bill of Lading.

**PILOTAGE:** Position of pilot cutters in the Scheldt Estuary: Pilotage is compulsory.

*Wielingen (Southern approach) or via Scheur:* Vessels approaching the Scheldt estuary from the English Channel pass the lightvessels Sandettie Banks and Westhinder. The Belgian pilot cutter *Wandelaar* is stationed near Buoy A1 at 51° 22′ N. and 02° 53′ E. This cutter has a black hull with a white number on her bow, a yellow funnel with black top and flies a red flag with the letter "P" in white.

A vessel bound for Flushing to discharge, bunker, load, to embark or disembark passengers or for repairs will be provided with a Dutch Pilot, who will take the vessel into harbour. Other vessels for Flushing (sheltering, awaiting orders, unplanned repairs, etc.) will be provided with a Belgian Pilot to Flushing-Roads, where a Dutch Pilot comes on board to take the ship into harbour.

*Oostgat (Northern approach):* Vessels approaching the Scheldt estuary from the North can take a Pilot in the vicinity of the S.D. lightbuoy (51° 43′ N. and 03° 20′ E.) where a Dutch pilot cutter is stationed, flying a blue flag with the letter "L" in white. As a rule vessels bound for Flushing are provided with a Dutch Pilot.

*ETA Messages:* Masters' telegrams via Scheveningen Radio, call-sign P.C.H., are passed on to Agents 24 hours a day, week-ends inclusive.

For this reason it is advisible that Masters communicate with Agents via Scheveningen Radio, via which station Agents also route their messages to vessels.

Vessels bound for the river Scheldt should cable, at least four hours in advance, their

1. ETA "Wandelaar" (Southern Approach) to: "Pilotage Ostend", via Ostend-Radio (OST).
2. ETA "Steenbank" (Northern Approach) to: "Pilotage Flushing", via Scheveningen Radio (PCH).

The ETA message should contain the following details: (*a*) the words "ETA pilct Wandelaar or Steenbank". (*b*) ETA central European time shown in a group of 4 figures. (*c*) draft (S.W. or FW) with indication of unit applied. (*d*) port of destination and berth.

Pilot cutters may be contacted on VHF Channel 6.

During bad weather both pilot cutters shift to Flushing roads.

**ANCHORAGE:** Flushing roads at not less than ¾ of mile from Northern Coast. Depths vary quickly from 33 to 85 ft.

**MAX. SIZE:** *Flushing East Harbour:* Entrance 34 ft. 4 in. at MLWS. A depth of 38 ft. planned alongside the quay.

Max. draft at Buoys at entrance 43 ft.

*Outer Harbour:* West side, max. draft 33 ft.

*Inner docks:* Max. depth 24 ft.

*Total:* Max. length 280 m., max. draft 49 ft. (S.W.), max. dwt., 100,000 tons. However, draft is controlled by the depth in the approach channels.

**HEALTH:** No certificates required. In event of any disease or fever contact agents.

**RADIO:** All messages to Agents via Scheveningen Radio.

Flushing Radio can be reached by VHF Channel 14. Harbour tugboats and pilot cutters operate on VHF Channel 6.

**RADAR/VHF:** Port radar service, none. River service under consideration. Flushing Radio Channel 14. Every 5 min. each hour this station transmits information regarding visibility, water-level, hindrances, anchorages, etc. Harbour tugs Channel 6.

**TUGS:** Join vessels in Flushing roads. Vessel's lines usually used. No extra for tug lines. For contract holders 5% reduction.

**BERTHING:** *Outer Harbour:* West side, quay of 1,150 ft. long, depth of water 33 ft. LWOST. Quay height above sea level 2 metres at high tide and 7 metres at low tide. In Northern part of Outer Harbour a landing stage with length of 360 ft. Depth at low tide 20 ft.

*Flushing East Harbour:* Quay length 1,300 ft. Depth 36 ft. LWOST.

*Inner docks:* A double lock and sluice give access from Outer Harbour to inner docks and canal through Walcheren. Largest lock 455 ft. wide, depth on still LWOST of 17½ ft. The other lock is 213 ft. long, 26 ft. wide, and 10 ft. deep. Sluice 113 ft. wide, 28 ft. deep. Constant depth of water at quay 24 ft.

**STEVEDORES:** Provided by N. V. Haven Van Vlissingen (Port of Flushing Limited). Tel.: 01184–5070. Telex: 55137.

**MECHANISED CARGO HANDLING:** Quay length 1,300 ft. equipped with two portainers suitable for handling 20 up to 40 ft. containers.

Roll-on/Roll-off service between Flushing and Ramsgate. Daily service, later on probably twice a day. Vessels berth in the Inner Docks. At Flushing-East, Ro-Ro facilities for deep sea vessels.

**TANKERS:** Vessels carrying over 4,400 gallons of combustible liquids with a flash point up to 21° C., or over 22,000 gallons with flash point up to 55° C require Harbour Master's permission for entry.

Two discharging berths alongside the quay. Discharge lines three of 8 in. diameter with capacity of about 2,000 tons per hour.

*Total:* See "Max. Size".

One jetty for tankers up to 100,000 dwt and three jetties for ba and coasters.

*Connections*

| Commodity | Loading arms |
|---|---|
| Fuel oil | 2×12 in. |
| Clean products | 2×10 in. |
| Bunkers (fuel oil only) | 1× 8 in. |

The two fuel oil loading arms can also be used for the disch of crude oil. The loading arms are hydraulically operated.

*Deballasting:* One 12 in. and one 10 in. loading arm can als used for the discharge of dirty ballast water in unlimited quant at the rate of about 1,800 tons per hour.

*Capacities:* Discharging rate of crude oil and the loading ra fuel oil amount to about 2,000 tons per hour.

*Supplies:* Bunkers and fresh water can be supplied from the and by barge. The jetty is not accessible to trucks, therefore s supplies can be arranged by barge only.

**MEDICAL:** Two hospitals available.

**DENSITY:** About 1024.

**FRESH WATER:** Can be supplied either alongside the qua by water boat. Possible to supply fresh water in Flushing ro weather permitting.

**FUEL:** All grades obtainable from major oil companies and supp by barge only.

Economical bunkering arrangements can be made at the shelte anchorage Schaar van Everingen, a few miles up river from Flush No port expenses are incurred.

**DEVELOPMENTS:** In Flushing East the quay of 1,300 ft. lengt be extended by 140 m. with depth alongside 38 ft. LWOST.

**GANGWAY/DECK WATCHMEN:** Available but not compuls or necessary.

**OPENING/CLOSING HATCHES:** On liners by crew or ste dores, ship's option.

**CERTIFICATES:** On arrival, ship's register only.

**CUSTOMS ALLOWANCES:** 200 cigarettes for each membe crew and total on board out of bond 5 litres spirits and 100 li wine.

**CARGO GEAR:** The port is equipped with modern mobile cra which can be used both in the outer harbour and in the inner doc with the following capacities:

| | |
|---|---|
| 2 cranes – 25 tons | 2 cranes – 10 tons |
| 3 cranes – 12 tons | 1 crane – 8 tons |

Floating cranes are available with capacities of 225, 75, 40 8 tons.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

| | | | |
|---|---|---|---|
| Belgium | tel. 5151 | Germany | tel. 01188–1764 |
| Denmark | ,, 4520 | Norway | ,, 2272 |
| France | ,, 2373 | Sweden | ,, 6828 |

**REPAIRS:** All repairs possible.

**DRY DOCKS:** Largest 705 ft. 5 in., width 98 ft. 4 in. and 4 sma docks.

**REPATRIATION:** All facilities available for crew changes; g railway connections.

**AIRPORT:** Rotterdam (Zestienhoven) 125 km.; Brussels (M broek) 150 km.; Amsterdam (Schiphol) 180 km.

**TIME:** GMT plus one hour.

**HOLIDAYS:** New Year's Day (January 1st); Easter Mond Queen's Birthday (April 30); Ascension Day (May 15th); Whit M day; Christmas Day (December 25th); Boxing Day (December 2

Work can be arranged on above days, however dependent u permission of the Docker's Inspection.

**POLICE/AMBULANCE/FIRE:** Police 3333; Ambulance and F 2323.

**TELEPHONES:** Not possible to place telephones on board exc for vessels berthing at the shipyard "De Schelde".

**SERVICES:** Compass Adjuster; Radio/radar services also cali tion of the Direction Finder, Seamen's Home (Mission to Seame Lloyd's Sub-agents; Ship's Laundries.

**SHORE LEAVE:** After clearing inwards, crew members are allow to go ashore without special permission.

**AUTHORITY:** *Outer Harbour:* N.V. Haven van Vlissingen, Bu haven, Vlissingen. Tel. 5070.

*East Harbour:* The Port Authority of Flushing, Badhuisstraat Flushing. Tel. 5045.

**AGENT:** Wm. H. Muller & Co. Shipping Agencies (Rotterdam) N Flushing. PO Box 81. Tel. 2171 (day and night). Telex 55068. Ca "Mineral".

## IJMUIDEN (YMUIDEN): 52.28 N. 04.34 E. (See Pl

Also refer to "Amsterdam".

**DOCUMENTS:**

2 Personal Effects Lists.
2 Stores Lists.
3 Crew Lists.
3 Passenger Lists.
Declaration of Health.

**PILOTAGE:** Compulsory. Pilot boat stationed off entrance Ijmuiden. Vessels required to give 4 hours advance notice to "Lo swezen" Ijmuiden. The advice to be amended if vessel chang ETA more than 2 hours from the original message.

Notice can be given via Scheveningen Radio or by VHF Channel

Harbour Master's office can be contacted by VHF Channel to obtain information for safe navigation and rapid locking adverse weather vessels may receive radar assistance from P Operations for entering harbour.

**ANCHORAGE:** Vessels may anchor off Ijmuiden outside the breakwaters.

**MAX. SIZE:** For North Sea Canal, entrance lock 1312 ft. long, 164 ft. wide, 49 ft. depth. Density: 1016.

Maximum permitted draft is 43 ft. in salt water, only after consultation and with permission of Government Harbourmaster at Ijmuiden may the maximum draft be extended to 45 ft.

**HEALTH:** Pratique granted automatically on arrival after completion of Maritime Declaration of Health. In case of suspected disease on board notify Agent by radio before arrival advising full details.

**TUGS:** Available. Meet vessel in harbour entrance if required.

**BERTHING:** Coal and ore cargoes discharged to Blast Furnace and Steel Works Company in Outer Harbour.

*Quay 1:* Length of quay: 1,360 ft. Depth alongside quay: east part 31 ft. at LLWS, west part 37 ft. at LLWS.

Opposite the quay there are 3 dolphins available where one vessel can wait for a loading/discharging berth (up to 34 ft. draft).

Equipment:
1 crane, lifting capacity 15 tons, max. outreach 57 ft.
2 cranes, lifting capacity 30 tons, max, outreach 57 ft.
1 crane, lifting capacity 30 tons, max. outreach 63 ft.

Finished products such as rolling mill products, pig-iron, cast iron, steel ingots, slabs and coils are handled.

*Quay 2:* Length of quay: 1,800 ft. Depth alongside quay: 48 ft. at LLWS. Maximum draft; the entrance to Outer harbour is accessible to vessels up to 43 ft. draft and with special permission of the harbour authorities up to 45 ft. draft.

Equipment:
3 bridgecranes, lifting capacity 40 tons each, max. outreach 115 ft.
2 conveyor belt systems (capacity 6,000 tons per hour).

Despatch:
About 45,000 tons iron ore per 24 hours. About 30,000 tons coal per 24 hours.

*Quay 3:* Length of quay: 825 ft. Depth alongside quay: 37 ft. LLWS. On this quay exclusively steel products will be loaded.

Equipment:
2 cranes with a capacity of 60 tons each. Outreach 70 ft.

*Inner harbours:* These harbours are mainly used for loading or discharging smaller vessels having drafts between 13 ft. and 21 ft. 6 in.

Finished products such as rolling mill products, pig-iron, cast iron, steel ingots, slabs, coils but also fertilisers are handled.

**DEVELOPMENTS:** Proposed new outer port to be built South of South Harbour Entrance Mole to accommodate vessels up to 62 ft. draft.

**STEVEDORES:** *Working Hours:* In the Outer harbours round the clock, also on Sundays and holidays.

In the Inner harbour round the clock except from 2200 hours on Saturdays until 0600 hours on Monday.

**FRESH WATER:** Available from quay.

**FUEL:** Available by barge.

**MEDICAL:** Doctors, hospital and all services available.

**CUSTOMS ALLOWANCES:** 200 cigarettes for each crew member; 5 litres spirits for whole ship.

**CONSULS, REPAIRS:** and all general information; refer to "Amsterdam".

**AUTHORITY:** Rijkshavendienst Ijmuiden.

**AGENT:** See "Amsterdam".

## ROTTERDAM: 51.55 N. 4.24 E. (See Plan)

**DOCUMENTS:** Maritime Declaration of Health, obtainable from River Pilot. Crew list in duplicate on special Dutch forms, obtainable from agents. Ship's Register. Store list. Crew custom declaration showing quantity cigars, cigarettes, tobacco, spirits, wine, radios, cameras, etc., and souvenirs for each crew member.

Crew and passenger lists to show date of last vaccination against smallpox, for vessel coming from suspect zone within last 14 days.

**DEEP SEA PILOTAGE:** See "Brixham" or "Cherbourg".

**PILOTAGE:** River pilotage compulsory from sea to harbour area and vice versa, except vessels in ballast drawing less than 7 ft. 3 in.

Harbour pilotage compulsory from fairway to berth in harbour area and vice versa, except for vessels under 475 grt.

*Pilot Cutters:* Cruising continuously, day and night, off entrance to New Rotterdam Waterway, one North of line North Mole/Maasbuoy and one near Maasbuoy. Characteristic signals:

1. By day pilot flag, being a blue flag with white letter "L", displayed from main top mast.
2. At night, lights as prescribed by Regulations for Preventing Collisions at Sea.
3. During bad visibility the fog signal prescribed by rule 15 of these Regulations.

*Ordering a Pilot:*

1. Vessels bound for New Rotterdam Waterway should cable, at least four hours in advance, ETA pilot station and draft to:
   (a) Pilotage Hook of Holland via Coastal Station Scheveningen Radio (PCH) or
   (b) Coastal Station Maassluis Radio (Radio Dirkzwager) by VHF Channel 12 (Port operations) or
   (c) Pilot Station Maas at Hook of Holland by VHF Channel 20 and 18.
2. Vessels bound for Port of Dordrecht should also state their destination, as pilots for Dordrecht embark from pilot cutter on roads.
3. Vessels bound for Europoort should also adopt following procedure:
   (a) Vessels equipped with VHF should notify via Channel 12 or 14 their ETA pilot station at least 1 hour in advance to Maassluis Radio Dirkzwager.
   (b) Vessels not equipped with VHF should cable same information to Europoort Rotterdam via Scheveningen Radio (PCH).

On arrival at pilot station vessels requiring Pilot are to display following signals, separately or together:

1. *By day,* International code signal "G". Pilot flag, viz., vessel's National Flag with white border from foremast.
2. *By night,* Morse signal "G" by flash light. Blue lights at intervals of 15 minutes. A bright white light shown just above bulwark for one minute at short intervals.
3. *During bad visibility.* At least 3 seconds after the normal fog signal the international code signal "G". Pilot vessel will answer: the normal fog signals, followed after at least 3 seconds by international code signal "H" (I have pilot on board).

*Pilotage for deep draft vessels and helicopter Service*

Vessels drawing 57 ft. SW and over must make use of the "Eurochannel" between the "Euro One Buoy" and the "Centre Maas Buoy". Pilots are embarked as follows:
up to 57 ft. SW – at the pilot station near the Centre Maas buoy
57 ft.–65 ft. SW – by helicopter:
(a) in rendezvous position 52° N. 03° E.
(b) at the VLCC anchorage off Hook of Holland.

For vessels drawing over 57 ft. SW 1½ times the pilotage tariff Sea – Hook of Holland is applicable.

Helicopter pilotage is regularly carried out for vessels which have an obstacle-free hoisting area on deck of min. 15 ft. in diameter. Deckplans should be provided in advance.

Restrictions:
1. Minimum visibility 800 metres at 150 ft. above sea level.
2. Maximum wind force 10 (55 kts.).
3. Severe turbulence and icing conditions at or below 150 ft.

Pilot ladders: Whenever the distance from sea level to the point of access to the ship is more than 30 ft (9 metres), access from the pilot ladder to the ship shall be by means of an accommodation ladder or by other equally safe and convenient means.

**ANCHORAGES:** Recommended anchorages:
51° 57′ N. 3° 53′ E. } max. draft
51° 59′ N. 3° 58′ E. } 52 ft.
for vessels with a deeper draft:
52° 01′ N. 3° 00′ E.
52° 05′ N. 3° 08′ E.

**RESTRICTIONS:** *Dangerous Cargoes:* (a) explosive cargoes in quantities of over 1,000 kgs.; (*b*) gas in bulk; (c) poisonous liquids; (*d*) inflammable liquid with a flash point of less than 56° C., and of which the gas may form an explosive mixture with air.

Masters of vessels carrying dangerous cargoes have to report 4 hours before arrival at pilot station to "Pilot, Hook of Holland", via Scheveningen Radio, or to "Maassluis Radio Dirkzwager" on VHF Channel 12, stating draft, ETA and the code word "Imco".

*Fog:* Tankers will not be allowed to manoeuvre in fog, i.e. in visibility of less than 500 metres (1,640 ft.).

*Entry times:* Depend on prevailing circumstances, as follows:

Europoort:
Ore carriers – Any time.
Tankers:
50 ft. – 57 ft. SW draft – Any time except for Shell 102 and 103 for which see 57 ft. – 62 ft.
57 ft. – 62 ft. SW draft – Any time except between
5–2 hr. (Calandcanal) } before high tide at
5–1 hr. (Beercanal) } Hook of Holland
62 ft. – 65 ft. SW draft – 2 hours before until 2 hours after high water at Hook of Holland.

Vulcaanhaven Vlaardingen: Between 33 and 39 ft. at slack high tide only.

Botlek:
(a) Between 31 ft. and 37 ft. any time except between 4 hr. and 1 hr. before high water at Rotterdam.
(*b*) 38 ft. and 39 ft. at slack low or at slack high water, depending on circumstances.
(c) 39 ft. to 45 ft. only at slack high water.

Waalhaven:
Same as Botlek, but vessels with a draft of 39 ft. fresh water, which are over 800 ft. in length, must first discharge part cargo in Botlek from where, after draft has been reduced to 37 ft. fresh water, they can be shifted to Waalhaven.

Other basins: Any time.

**MAX. SIZE:**

| | *Max. draft (SW) at HW* | *Keel clearance* |
|---|---|---|
| Euro 1 Buoy – Maas Buoy | 65 ft. | 20% |
| Maas Buoy – Entrance | 65 ft. | 15% |
| Entrance – Europoort | 65 ft. | 10% |
| Entrance – Botlek | 44 ft. | 10% |
| Botlek – Waalhaven | 40 ft. | 10% |
| Waalhaven – Rijnhaven | 34 ft. | 10% |

*Shifting:* Vessels which have been partly discharged at Europoort/Maasvlakte terminals should arrive at the Botlek entrance half an hour before high tide at Rotterdam. The following rules in view of length and draft apply:

| *Max. length overall* | *Max. draft allowed* |
|---|---|
| up to 259 m. (up to 850 ft.) | 44 ft. SW |
| 259–266 m. (850 ft.– 875 ft.) | 42 ft. SW |
| 266–274 m. (875 ft.– 900 ft.) | 41 ft. SW |
| 274–305 m. (900 ft.–1,000 ft.) | 39 ft. SW |

**HEALTH:** Master has to fill in and sign Maritime Declaration of

Health which is handed to him by Pilot. Vessels subject to medical inspection have to hoist flag signal ZV (at night two white lights horizontally placed).

**RADIO:** Recommended radio station: Scheveningen Radio, call sign PCH, via which station also Agents send messages to vessels.

**RADAR/VHF:** Chain of seven shore-based radar stations permits navigation during all weather conditions. Radio and radar station Pilot Maas, at Hook of Holland, communicates via Channel 20 of Hague Band or VHF Channel 20.

VHF range = about 15 miles.

Radar range = about 14 miles in S.W. to W. direction, and 10 miles in N. direction.

Captains are requested to call this station, especially during bad visibility, well in advance of arrival at pilot station. Pilot Maas provides vessels within range with nautical information and acts as a link with pilot cutters.

Radio and radar station, now known as "Rijkshavendienst Waterway", located in Europoort now operates a 24-hour service. It acts as communication post for safety of shipping outside entrance to New Waterway and on Waterway. The station can be contacted by inward bound vessels, but must be contacted by vessels before departure from Europoort by VHF Channel 14, call-sign "RHD Waterway". Station also gives nautical information on situation on New Waterway every half hour via VHF Channel 14 in English.

**MEDICAL:** All medical facilities available. Advance notice only in emergency or if attendance required during week-end.

**TUGBOATS:** Tugs normally join vessel on river when nearing the basin where vessel will be accommodated. Vessel's towing lines used. On departure from Europoort the tow ropes, fastened to the stern, must be supplied by the tugs.

**BRIDGES:** New Waterway connects port of Rotterdam with North Sea, without any locks or bridges. Only to reach some shipyards, situated East of Rotterdam, vessels have to pass the "Maas-Bridges" (Koningshaven), which are on working days opened at regular times.

**GENERAL CARGO FACILITIES:**

| | *Maximum FW draft at low water* | *Cranes No.* | *Cranes Capacity* |
|---|---|---|---|
| Schiehaven | 9 m. = 29 ft. 6 in. | 9 | 5–17½ tons |
| Lekhaven | 10 m. = 32 ft. 10 in. | 8 | 5–25 tons |
| Merwehaven I | 10 m. = 32 ft. 10 in. | 8 | 5–17½ tons |
| Merwehaven II | 10 m. = 32 ft. 10 in. | 5 | 3–25 tons |
| Maashaven | 9 m. = 29 ft. 6 in. | 10 | 5–20 tons |
| Waalhaven, Pier 1 | 10½ m. = 34 ft. 6 in. | 13 | 5–25 tons |
| Prinses Beatrixhaven | 10 m. = 33 ft. | 9 | 3–25 tons<br>4 banana-elevators 80,000–100,000 cartons of 20 kg. per 8 hours. |
| Waalhaven, Pier 6 | 11 m. = 36 ft. | 8 | 10–30 tons |

The 17½-ton cranes are mainly used for the handling of containers and steel. In combination these cranes can lift 28 tons. Two floating cranes – max. capacity 5 tons each.

| | | | |
|---|---|---|---|
| Parkhaven | 8 m. = 26 ft. 3 in. | 10 | 15 tons |
| Jobskade | 8½ m. = 28 ft. | | |
| Jobshaven | 8 m. = 26 ft. 3 in. | | |
| Merwehaven II | 6 m. = 19 ft. 8 in. | 5 | 5 tons |
| | 10 m. = 32 ft. 10 in. | | |
| | 8 m. = 26 ft. 3 in. | | |

**BULK HANDLING FACILITIES:**

Key to table.

1. Berth.
2. Length of quay in metres and feet.
3. Maximum draft at MLW (S) salt water, (F) fresh.
4. Equipment.
5. Max. height of discharging-gear above high water-level.

| 1 | 2 | 3 | | 4 | 5 |
|---|---|---|---|---|---|
| Europoort C.V. | 645 m. = 2,116′<br>(disch. section)<br>550 m. = 1,804′<br>(loading section) | 59′ | S | 3 unloading towers<br>conveyor belts<br>3 stacker/reclaimers<br>2 loading machines | 24 m. = 78′ 8″ |
| Europoort Silo B.V.<br>(Bunge) | 230 m. = 755′ | 52′ 6″ | S | 2 unloading towers<br>conveyor belts, silos,<br>barge loading<br>installation | 32 m. = 105′ |
| "Botlek" B.V. | 250 m. = 820′ | 42′ 8″ | S* | 2 unloading bridges | 18·3 m. = 60′ |
| | 250 m. = 820′<br>(disch. section) | 38′ | S | conveyor belt<br>1 stacker | |
| | 200 m. = 656′<br>(loading section) | 29′ | S | 1 reclaimer<br>2 loading machines | |
| Frans Swarttcuw | 548 m. = 1,800′ | 42′ 8″ | S | 2 level luffing cranes | 29·6 m. = 97′ |
| St. Laurenshaven<br>Botlek | 345 m. = 925′<br>(disch. section) | 38′ 4″ | S | 1 transporter bridge<br>1 transporter brdige | 25·2 m. = 82′ 10<br>16·5 m. = 54′ 3″ |
| | 180 m. = 591′<br>(loading section) | 23′ | S | 2 transporter bridges<br>conveyor belts<br>2 loading machines | 15·2 m. = 49′ 10″ |
| Frans Swarttouw<br>Vulcaanhaven<br>Vlaardingen | 640 m. = 2,100′ | 37′ | F | 3 transporter bridges<br>4 el. cranes<br>conveyor belt<br>1 phosphate loading mac | 16 m. = 52′ 6″ |
| G.E.M. Botlek | 2 × (245 m. = 803′)<br>Discharging section | 42′ 8″ | S* | 5 shore elevators<br>conveyor belts and silos | 21 m. = 69′ |
| | 2 × (142 m. = 465′)<br>Loading section | 32′ | S | 5 floating elevators | |
| Chemiehaven<br>(derivatives) | 220 m. = 722′<br>(vessels length) | 32′ 6″ | S | 2 chain transporter<br>machines | |
| S.H.V. Waalhaven | 345 m. = 1,322′ (5)<br>400 m. = 1,312′ (7) | 36′ 1″<br>37′ 3″ | F<br>F: | 4 unloading bridges<br>3 unloading bridges | 16·9 m. = 54′<br>18·9 m. = 62′ |

*Max. draft allowed at high water in Botlek = 44′ S.W.
Vulcaanhaven = 39′ F.W.

Discharge/Loading Rates: Maximum unless stated.

| *Installation* | *Discharge Rate* (t.p.h.) | *Loading Rate* (t.p.h.) |
|---|---|---|
| Europoort C.V. | 6,900<br>4,500 (Av.) | 6,000 |
| Europoort Silo B.V. | 2,400 | 1,200 |
| Botlek B.V. | 2,000 | 4,400 |
| | 1,600 (Av.) | 1,000 (Av.) for vessel's up to 15,000 dwt. |
| Frans Swarttouw | 400/650 | Dependent on |
| St. Laurenshaven | 1,400 and 650 | size of barge. |
| Botlek | 450 each | 8,000 |
| Frans Swarttouw | 1,950 | Phosphates |
| Vulcaanhaven<br>Vlaardingen | 500 | 600 |
| G.E.M. Botlek | 2,100<br>2,400 | 2,000 for vessels<br>up to 25,000 dw |
| Chemiehaven | 500 | Dependent on size of barge. |
| S.H.V. Waalhaven Pier 7 | 1,400/1,600 | " |
| S.H.V. Waalhaven Pier 5 | 1,400/1,600 | " |

(*V.O.M. Maasvlakte:* A new bulk-cargo transhipment installa is in operation.)

| | *Quay length* | *Max. draft* |
|---|---|---|
| seagoing vessels | 600 m. = 1,968 ft. | 69 ft. (SW) |
| | 675 m. = 2,214 ft. | 53 ft. " |
| barges | 500 m. = 1,640 ft. | 17 ft. " |

However, it must be borne in mind that the maximum draft at river entrance and Europoort is 65 ft. SW.

| | | |
|---|---|---|
| Two cranes: | Total max. capacity | 6,000 tons of ore per hour. |
| | Total average capacity | 3,000 tons of ore per hour. |
| | Maximum outreach | 45 metres = 148 ft. |
| | Lifting capacity | 50 tons. |
| | Grab weight | 20 tons. |
| | Storage capacity | 1·7 million tons. |
| | Max. gear height above high water | 27·5 metres = 90 ft. |

Two mobile barge loading machines:

| | |
|---|---|
| Maximum outreach | 20 metres = 65 ft. 8 in. |
| Total maximum capacity | 12,000 tons per hour. |

Two Stacker/reclaimer combinations:

| | |
|---|---|
| Total maximum capacity | 6,000 tons per hour. |

Conveyor belt system between the discharging section in Beercanal and the loading section in the Hartelcanal, also stacking and reclaiming.

**SPECIALISED CARGO-HANDLING FACILITIES:**

Container vessels:

1. *Prinses Beatrixhaven:* Max. draft 33 ft. (FW).
2. *Prinses Margriethaven:* Max. draft 42 ft. (FW).
3. *Prins Willem Alexanderhaven:* Max. draft 40 ft. (SW). 2 and are operated by E.C.T., capacity 500,000 containers. Length quay, 3,000 m. Operates 11 container cranes, 4 used exclusively Sea/land. Also handles roll-on/roll-off vessels.
4. *Waalhaven* (Pier 7): Max. draft 41 ft. (FW). Operated by Unitcen B.V. operates 4 container cranes. Length of quay 500 m., 800 in near future.

L.A.S.H.: Vessels discharge and load at buoys in Waalhave Average permissible draft at buoys 35 ft. (SW). Maximum draft buoys 6 and 12 40 ft. (SW).

Esso Chemie N.V.: The fertiliser plant in Europoort produc ammonia, urea, nitric acid, calcium ammonium nitrate.

*Max. size:* 15,000 dwt., length 650 ft., draft 34 ft. in S.W. Can accom modate one vessel 15,000 dwt. and three 4,000 dwt.

**TANKER BERTHS:**

**Europoort**

| *Installation* | *Basin* | *No. of berths* | *Max. S.W. draft* | *Hoses* |
|---|---|---|---|---|
| Shell (No. 104) | Beneluxhaven | 1 | 65 ft. | 4 at 16 in. |
| (No. 103) | 4th Petr. haven | 1 | 57 ft. | 4 at 16 in. |
| (No. 102) | 4th Petr. haven | 1 | 52 ft. | 4 at 12 in. |
| (No. 101) | 4th Petr. haven | 1 | 46 ft. | 4 at 12 in. |
| Maatschap | 4th Petr. haven | 2 | 48 ft. | 3 at 12 in. |
| (Chevron/Esso) | 5th Petr. haven | 2 | 65 ft. | 3 at 16 in. |
| Gulf | 5th Petr. haven | 1 | 53 ft. | 4 at 12 in. |
| | | 1 | 47 ft. | 5 at 10 in. |
| | | 1 | 42 ft. | |
| B.P. | 6th Petr. haven | 2 | 65 ft. | 4 at 12 in. |
| | | 1 | 43 ft. | 4 at 10 in. |
| | | 1 | 40 ft. | 4 at 10 in. |
| | | 2 | 36 ft. and 32 ft. | |
| Maatschap Europoort Terminal | 7th Petr. haven | 2 | 65 ft. | 4 at 16 in. |
| Europak | 7th Petr. haven | 2 | 65 ft. | 4 at 16 in. |
| Matex Europoort | 7th Petr. haven | 1 | 65 ft. | |
| | | 1 | 39 ft. | |
| **Botlek** | | | | |
| Esso | 3rd Petr. haven | 2 | 38 ft. SW | 2 at 10 in. |
| | | 1 | 38 ft. SW | |
| Nieuwe Matex | 3rd Petr. haven | 6 | 39 ft. SW | 4, 6, 8, 12 and 16 in. |
| Paktank | 3rd Petr. haven | 3 | 39 ft. SW | 4, 8 and 14 in. |

**Pernis**

| Installation | Basin | No. of berths | Maximum draft | Hoses |
|---|---|---|---|---|
| Paktank | 2nd Petr. haven | 2 | 36 ft. SW | 10 and 14 in. |
| | 1st Petr. haven | 2 | 32 ft. 8 in. FW | 8 and 10 in. |
| Shell | 1st Petr. haven | 7 | 39 ft. 6 in. FW | 4 at 8 in. |
| | 2nd Petr. haven | 7 | 35 ft. FW | 4 at 8 in. |
| Chevron/Texaco | 2nd Petr. haven | 1 | 32 ft. FW | 3 at 12 in. |
| | | 1 | 35 ft. FW | 3 at 12 in. |
| Mobiloil | 2nd Petr. haven | 1 | 33 ft. FW | 6 in. and 8 in. |

No facilities for discharging dirty ballast at Mobiloil.

No bunkers (ex-installation) at Mobiloil, Paktank 1st Petr. Haven and Matex Europoort.

**DENSITY:** *Europoort* – At high water 1022; at low water 1010.

*Botlek* – At high water 1014; at low water 1001.

Waalhaven and other basins in the Rotterdam port area: At high water 1004; at low water 1000. All depending upon amount of fresh water carried down river.

**STEVEDORES:** Normal working hours:

1. *Bulk cargoes except grain:* Monday 0730 – Saturday 1400 hours uninterruptedly.

2. *Bulk grain:* Monday–Saturday dayshifts: 0745–1600 hours. Monday–Friday night shifts 1645–0100 hours.

3. *General cargo:* Monday–Friday dayshifts 0730–1600 hours. Nightshifts: 1630–0045 hours.

4. *Oil:* Continuously, including week-ends, except the oil storage companies Pakhoed and Nieuwe Matex, which work from Monday till Friday during daytime only, unless overtime arrangements are made.

Agents should be kept closely advised of vessel's position. In view of ordering gangs for next morning/evening master's final ETA message is required before 1400 hours. For work on Monday mornings a final ETA is required before Friday 1400 hours.

**OPENING/CLOSING HATCHES:** On liners by stevedores. On tramp vessels by crew; stevedores lifting beams.

**FRESH WATER:** Can be supplied ex quay at many berths. Where no shore connections are available and at buoys: by waterboat.

**BUNKERS:** All types of oil bunkers can be supplied by means of barges or ex shore installations for tankers. Coasters can take bunkers ex installation during their inward or outward passage. Advance notice is required for vessels which are only 24 hours or less in port and for bunkering during week-ends.

**FIRE PRECAUTIONS:** No floating objects are allowed alongside tankers during discharge or loading of dangerous cargoes and during ballasting.

**CUSTOMS ALLOWANCES:** Spirits: first arrival each month, 5 litres per vessel plus one bottle per man. Otherwise, ¾ litre per man with a max. of 5 litres per vessel. Wine: 5 litres per man.

Each crew member permitted out of bond 200 cigarettes, or 25 cigars, or 500 gm. tobacco.

**DEVELOPMENTS:** Maasvlakte: An oil terminal is under construction and expected to be partly operational in July 1975. The first phase of construction consists of 25 tanks, capacity of 120,000 cbm each, a jetty for tankers up to 400,000 dwt. and a jetty for tankers up to 600,000 dwt.

The breakwater is being lengthened by 3 km. at the entrance to the new waterway. Expected to be completed in 1975.

A L.N.G.-installation is expected to be operational in 1974; storage capacity 75 million cbm.

Future plans to accommodate container and roll-on/roll-off vessels in new basin "Rijnpoort", which will be situated between Hook of Holland and Maassluis, 5 miles from the entrance to the New Waterway.

During 1974 it is expected that vessels with a draft of 68 ft. (SW) will be able to enter Europoort and Maasvlakte.

The expected future draft for Maasvlakte is 72 ft. (SW).

The Grain Elevator Company (G.E.M.) plans to start the construction of a transhipment installation in Europoort for bulk carriers of up to 100,000 tons dwt.

**GANGWAY/DECK WATCHMEN:** Recommended.

**CERTIFICATES:** Ship's Register and Derating Exemption Certificate.

**CONSULS:**

Austria
Belgium
Bolivia
Brazil
Chile
Costa Rica
Cuba
Denmark
Dominican Rep.
Ecuador
El Salvador
Finland
France
Germany
Great Britain
Greece
Haiti
Lebanon
Liberia
Luxembourg
Mexico
Monaco
Morocco
Nicaragua
Norway
Pakistan
Panama
Paraguay
Peru
Philippines
Portugal
Spain
Sweden
Switzerland
Honduras
Iceland
Ireland
Italy
Japan
Tunisia
Turkey
Uruguay
U.S.A.

**REPAIRS:** Yards of various capacities are available for new building, engineering and all types of repairs.

**DRY DOCKS:** Largest dry dock for vessels up to 500,000 tons dw. with tank cleaning installation for largest vessels.

**REPATRIATION:** All arrangements for crew changes and repatriation can be made.

**AIRPORT:** Rotterdam airport Zestienhoven (distance 6 km.) and Amsterdam airport Schiphol (distance 70 km.) are served by regular airlines.

**TIME:** During the whole year GMT plus one hour.

**HOLIDAYS:** New Year's Day; Easter Monday; Queen's Birthday (30th April); Ascension Day; Whit Monday; Christmas Day (25th December) no work; Boxing Day (26th December).

**POLICE/AMBULANCE/FIRE:** Police Head office tel. 14.31.44; Alarm and accidents tel. 94; Ambulance tel. 13.50.00; Fire tel. 99.

**TELEPHONES:** At major shipyards, oil and grain terminals telephone is placed on board without extra charge.

**DEGASSING/CLEANING:** Free translation of circular issued 17th April 1973 by the Docks Industry of the Municipality of Rotterdam, reads: Safety requirements in regard to degassing/cleaning of tanks and/or holds on board ocean tanker vessels.

A recent accident during cleaning activities of tanks having contained combustible gases or liquids, poisonous or not, has resulted in the following directives to maintain the safety and to protect the environment in the dock area.

The Articles 55 and 56 of the Port Regulations Rotterdam (Municipal Gazette 1971, No. 3) prescribe a written consent of the Port Superintendent for degassing/cleaning. To obtain such a written consent on behalf of an ocean tanker vessel, the Captain should apply to the Office of the Port Superintendent, Department of Dangerous Substances, at least 24 hours before the actual cleaning. Conditions may be made in respect of, and amongst other things:

(*a*) safe cleaning procedure, and

(*b*) presence of an expert.

To that effect an investigation may be held on board as to a safe rinsing procedure, and relevant subjects, in consultation with the ship's management.

A statement may be demanded from the Captain stating whom he charges with the supervision of the activities. From this person expertise is demanded, to the satisfaction of the Port Superintendent. This "Expert" may be a member of the ship's crew, respectively a person to be designated by the Owner (e.g. a laboratory expert). Without the express consent of the Port Superintendent cleaning must not be started.

These measures have become effective at once and are applicable to all ocean tanker vessels, of which the tanks to be cleaned have contained a combustible liquid as its last contents with a flash-point lower than, or equal to, 55° Centigrade.

For ships berthed at a shore tank-cleaning station and handled by that company, the cleaning-company concerned shall be liable for a safe treatment and consequently no separate consent shall be required.

In the following summary, the ship's data necessary to obtain a consent has been stated.

The cleaning of tanks, as indicated in this circular, is not permitted without the consent of the Port Superintendent of Rotterdam. Concerning stench-causing substances further directives will be issued.

It will be tried to restrict the delays possibly occurring as a result of this new regulation to a minimum.

*Summary:* By "degassing" to be understood: Degassing or ventilating a tankage, steaming or cleaning and the activities related thereto.

Reporting: At least 24 hours before commencement of the cleaning activities the ship (ship's Agent) should make a request by Telex to the Port Superintendent of Rotterdam (Port co-ordinating centre) to obtain a consent pursuant to Art. 55 or 56 Port Regulations Rotterdam. 35 Lloydstraat, Rotterdam. Telex: GEVST 25720.

The following data should be stated when making the application: (1) name ship; (2) nationality; (3) tonnage in g.r.t.; (4) name Agent; (5) berth where cleaning is to be carried out; (6) indication of tanks to be cleaned; (7) correct technical denomination of the last 2 products carried in these tanks; (8) expected time of commencement cleaning; (9) cargo still on board; (10) by whom cleaning will be carried out (ship's own crew respectively name cleaning company); (11) destination slush (remaining on board respectively discharge to . . .).

**AUTHORITY:** Havenbedrifj der Gemeente, Rotterdam. Tel. Rotterdam 049133. Telex 23077.

**AGENT:** Wm. H. Muller & Co's Scheepvaartagenturen. (Rotterdam) B.V., Rotterdam-2. Westerlaan 1.

Shipbrokers – Liner Agents. Tel. 010–36.43.00. Telegrams: Mineral. Telex 21245.

## TERNEUZEN: 51.20 N. 03.49 E. (See Plan)

**DOCUMENTS:** Also see "Rotterdam". Customs clearance takes place in the outer harbour or in the locks, by permission of the lock master. Clearing of ships comprises the production of a document signed by the Master, accompanied by the following documents in triplicate: Cargo and Crew Manifest, and Stores List. Masters are

requested to have Crew List completed beforehand to avoid delay in the lock.
**PILOTAGE:** Compulsory for all vessels entering, leaving, and navigating inland waterways. Sea Pilot meets inward vessels at buoy A1, 51° 22.00′ N. 2° 53.24′ E. for ships entering by Wielingen channel; or at Middensteen Bank buoy, 51° 39.30′ N. 3° 19.00′ E. for ships entering by the Oostgat channel.

In Wielingen channel Belgian and Dutch Pilots available. In Oostgat channel a Dutch pilot cutter is stationed. Belgian pilot boat carries at the masthead a red flag with a white letter P, the Dutch pilot boat has a blue flag with a white letter L. Communicate with pilot cutter by VHF Channel 6.

*Warning:* In approaches Masters may encounter fishing boats steaming a parallel course about 300 ft. apart. The net is being towed between the two vessels. If there is danger of fouling the net, the fishing vessels will display by day International Code flag D, or by night a searchlight from each vessel.
**ANCHORAGE:** Vessels anchor outside fairway where depth is at least 49 ft. Mud bottom and good holding ground.
**RESTRICTIONS:** No restrictions on night entry.
**MAX. SIZE:** Controlling depth 31 ft. 4 in. Keel clearance 3 ft. 0 in. Height of tide 12 ft. to 15 ft. A vessel of maximum draft 40 ft. 6 in. can reach Terneuzen in most circumstances.

Ships not exceeding the following dimensions are allowed to pass through west lock and canal: length 230 m., breadth 31 m., draft in fresh water (canal) 11·75 m.

With special permission: length 245 m., breadth 32 m., draft in fresh water (canal) 12·25 m.
**HEALTH:** Arriving vessels are only subject to medical examination when arriving from countries where contagious diseases reported or when such cases suspected on board. Medical Officer will board in Terneuzen roads or Outer Harbour.
**RADIO:** Communicate via Flushing radio Channel 14, 156.70 mHz. 24-hour watch kept. From five minutes past every hour to ten minutes past the hour switch to Channel 16 for traffic list and navigation reports.

Communicate before entering the West outer harbour Terneuzen by VHF Channel 11 (156·55 kHz), 24 hours watch kept.

Each hour a weather bulletin, navigation reports and warnings are given.
**TUGS:** Towage not compulsory. Tugs can be ordered from Terneuzen tugboat company or Towage and Salvage Union Ltd. respectively by Channel 13, 156.65 mHz, and Channel 3, 156.15 mHz. Stations manned continuously for ordering tugs and general information.
**MEDICAL:** Two modern hospitals available.
**FRESH WATER:** Available from water barge.
**FUEL:** Fuel oil and lubricating oil available from lighter or tanker barge. Bunker coal not available.
**GANGWAY/DECK WATCHMEN:** Available. Tariff increase 100% on Sundays and holidays.
**OPENING/CLOSING HATCHES:** Can be effected by crew or stevedores.
**CUSTOMS ALLOWANCES:** See "Rotterdam".
**IDENTIFICATION CARDS:** Not required.
**REPAIRS:** Terneuzen Shipbuilding Yard situated at junction of East and West Canal branches. Able carry out hull and engine repairs. Floating cranes and diving equipment available.
**DRY DOCKS:** Dry-docking only possible for coasters, length 345 ft. width 39 ft. 6 in., draft 11 ft. 6 in.
**TIME:** GMT plus one hour.
**HOLIDAYS:** See "Rotterdam".
**SERVICES:** Repairs of radio radar, etc., can be effected.
**SHORE LEAVE:** Allowed.
**DEVELOPMENTS:** Plans made to widen and deepen Outer Harbour, also extension to southern Canal Harbour and Zevenaardok Harbour.
**AGENT:** Wm H. Müller & Co's Shipping Agencies (Rotterdam) N.V. – FLUSHING. P.O. Box 81 – Telephone 2171 – Telex 55068 Cables Mineral.

# Netherlands Antilles

## BARCADERA, Aruba: (See Plan)

The industrial harbour of Aruba, situated three miles South-east of Oranjestad.
**DOCUMENTS:** Documents and all general information, refer to "Oranjestad".
**PILOTAGE:** Compulsory.
**RESTRICTIONS:** Harbour open day and night. Depth of water in entrance and throughout harbour is 36 ft. Swinging basin width 1,000 ft.
**MAX. SIZE:** Up to 12,000 grt.
**TUGS:** Available.
**BERTHING:** 1,150 ft. of dockside accommodation.
**FRESH WATER:** Not available.
**FUEL:** Can be supplied.
**AUTHORITY:** See "Oranjestad".

## BULLEN BAY, Curacao: 12.11 N. 69.01 W. (See P

Bullenbay is an open bay on the South coast of Curaçao, 9 North-west of Willemstad.
**DOCUMENTS:** Documents and all General information, refe "Willemstad".
**PILOTAGE:** There is a resident Pilot at the bay. Pilotage is com sory and is rendered day and night.
**ANCHORAGE:** There is no anchorage in the bay.
**MAX. SIZE:** Length 800 ft., draft 36 ft. See "Berthing".
**TUGS:** One tug available to handle VLCC's, second tug avai mid-1975.
**BERTHING:** There are two piers at the East side of the naturally protected from prevailing wind and sea, T-shaped mooring dolphins fore and aft. Vessels moor port-side along these piers. Pier No. 1, a wooden superstructure on iron piles depth alongside of 36 ft. Pier No. 2 is of concrete construction a depth alongside of 38 ft. As the slope is steep, vessels held of piers can load deeper.

*Curacao Oil Terminal:* Curacao Oil Terminal (COT) locate Bullenbay facilitates economical trans-shipment of Eastern he phere crude arriving in very large crude carriers (VLCC's) for sto and on-carriage in smaller ships to draft restricted U.S. ports.

The terminal is owned and operated by Curacao Oil Terminal a company incorporated under Netherlands Antilles law. It wi able to handle about 200,000 barrels per day of crude oil in th segregated grades for trans-shipment by July 1974 and 825,000 ba per day by mid 1975. Initial (1974) facilities will include a T-head suitable for discharging VLCC's up to 500,000 dwt on full draft vessels with a draft of 95 ft. and OAL of 1,350 ft. For loading tra shipment vessels the jetty will be suitable for vessels down to ab 20,000 dwt (draft 32 ft.). (Pier Bullenbay II down to about 45,000 d 38 ft.). The piping systems allows a discharge capacity of 15 barrels per hour at a head of about 450 ft. at ship's rail for 500,000 tankers, and over 100,000 barrels per hour at a head of 275 ft. 200,000 dwt tankers. Later facilities (1975) will include a sec identical VLCC Jetty (350,000 dwt), 2 LR Jetties (100,000 dwt) 1 GP Jetty (20,000 dwt).

Loading will be by gravity up to a rate of 75,000 barrels per ho Volume measurement will be by calibrated tank gauging with accuracy of better than 0·1 per cent.

Tankage of at least 3,000,000 barrels will be available, inclu 4 tanks of 750,000 barrels each and smaller tanks ranging from 85 to 170,000 barrels. Tankage will increase to over 16,000,000 barre 1975.

Deballasting facilities suitable for LR/MR/GP vessels arriving ballast, will include tankage of 185,000 barrels able to receive about 25,000 barrels per hour and corrugated plate type oil separato

Bunker facilities for all grades are available at a rate of 3,800 bar per hour.

*Operators:* Curacao Oil Terminal NV, PO Box 660, Willemst Curacao, Netherlands Antilles. Telex No. Curacao 1096.
**FRESH WATER:** Fresh water available at the piers.
**FUEL:** Bunker oil is available and can be taken simultaneous w loading cargo.
**AUTHORITY:** Harbour Master of Curaçao.

## CARACASBAY, Curacao: 12.04 N. 68.52 W.

Caracasbay is an open bay on the South coast of Curaçao, 5 mi South-east of Willemstad. This port, mainly used by tankers, bun ships and big passenger liners, is specially fitted as an oil termi
**DOCUMENTS:** Documents and all general informations, refer "Willemstad".
**PILOTAGE:** There is a resident Pilot at the bay. Pilot service compulsory and rendered day and night.
**ANCHORAGE:** There is no anchorage in the bay.
**MAX. SIZE:** Vessels with a maximum overall length of 1,050 ft. maximum draft of 47 ft. can be accommodated.
**TUGS:** Tugboats operate from Willemstad. A tug is automatic provided for vessels exceeding 16,000 grt or 700 ft. length. For sma vessels it is recommended that if a tug is required it be ordered advance from Willemstad, otherwise there will be a wait of abou hour.
**BERTHING:** Two piers owned by "Shell Curaçao Ltd." are b at the East side of the bay, naturally protected from prevailing w and sea, with depths up to 47 ft. alongside. Vessels dock direc with their port-side along the piers. Pier No. 2, with a depth alongs of 47 ft., and pier No. 3, with a depth alongside of 47 ft., are ne built concrete piers/quays, modern and equipped for handling oi bulk, with enough platform to serve also as passenger terminal. T biggest cruise ships moor along these piers regularly.

The oil is transported through pipe-lines from the refinery Willemstad to the storage tanks at Caracasbay. Three ships c bunker simultaneously. New electrically-driven centrifugal pum metering and blending equipment at the bay stand for efficie to reduce bunkering time. Subject only to the capacity of sh receiving connections, loading rates up to 2,000 tons per hour bunker oil can readily be achieved.
**FUEL:** The piers are built as oil piers, modern and equipped supply any kind of bunker or lubricating oil to any vessel.
**FRESH WATER:** Fresh water can be obtained via pipe-line on t wharves.
**STEVEDORES:** Lighters and longshoremen are supplied fr Willemstad.
**REPAIRS:** Small repairs can be done at the bay through work barges alongside.

**GENERAL:** Clearance, port administration, port charges and regulations are the same as at Willemstad.
**AUTHORITY:** Harbour Master, Curaçao.

## FUIKBAY, Curacao: 12.03 N. 68.50 W.

Fuikbay, on the South coast of Curaçao, 7 miles South-east of Willemstad, is an inland bay with a 147 ft. wide navigable entrance. The depth of this harbour is 26 ft.
**DOCUMENTS:** Documents and general information, refer to "Willemstad".
**PILOTAGE:** Pilotage is compulsory.
**RESTRICTIONS:** As a rule vessels only enter this port during daylight. Sailing can take place day and night.
**ANCHORAGE:** There is an anchorage area in the West side of the bay.
**MAX. SIZE:** Vessels can enter and leave with a maximum draft of 24 ft. and a maximum length of 360 ft.
**BERTHING:** This bay is mainly used as a loading terminal of the "Mining Company Curaçao" for export of phosphate rock mined out of the "Tafelberg". There is one berth under the conveyor which transports the phosphate rocks from shore into the holds of the vessel alongside. Depth alongside is 28 ft. There is also a 84 ft. berth available for handling explosives or other cargo, usually named Westwerf. Only small vessels with a maximum draft of 8¼ ft. can come alongside. Vessels with more draft can moor with the help of floats between ship and quay.

The piers are privately owned by "Mining Company Curaçao" situated on private territory of this company.
**FUEL:** This port has no bunker facilities, so vessels bound for this port must take bunkers in Caracasbay or Willemstad before or after calling at this port if bunkers are desired.
**GENERAL:** Other services such as tugboats, repairs, power, etc. are rendered from Willemstad. 5-ton mobile crane available.
**AUTHORITY:** Harbour Master, Curaçao.

## KRALENDIJK, Bonaire: 12.15 N. 68.20 W. (See Plan)

**DOCUMENTS:**

| | Customs | Immigration | Agent |
|---|---|---|---|
| Passenger list | 1 | 1 | 1 |
| Crew list | 1 | 1 | 1 |
| Personal effects list of crew | 1 | | |
| Store list | 1 | | |
| Cureo list | 1 | | |

**PILOTAGE:** Pilot service is available and mandatory in Bonaire. In case a Pilot is desired, the authorities should be notified in advance so that a qualified Pilot from Curacao can be called in at the expense of the ship.
**ANCHORAGES:** Unlimited. Depth 30 ft. and over.
**RESTRICTIONS:** Notify the Agent at least 24 hours in advance. No tide.
**MAX. SIZE:** Length 1,050 ft., also see "Berthing".
**INWARD CLEARANCE:** Inward clearance is effected on board immediately on docking. Immigration Officer arrives on board immediately after docking. Passengers disembarking at Bonaire must present themselves for document check.

Customs Officer boards immediately after docking and together with a representative of the Agency's Shipping Department the inward clearance document of the vessel (in ballast or with cargo in transit, as the case may be) is prepared and signed. This document must be signed by the Master. Occasionally the Customs Officer may insist that the Master sign in his presence. Only upon completion of the above formalities, usually carried out in a very short time, the vessel is declared free and passengers and crew may go ashore. It is recommended that one of the public rooms be made available for the purpose of inward clearance in order to avoid congestion in the purser's office.
**HEALTH:** No health formalities.
**RADIO STATION:** A Government Radio Station operates daily from 0700 to 2400. In case of emergency Bonaire Radio can be contacted by telephone. Vessels bound for Bonaire should route their messages for Bonaire through Curaçao Radio (PJC). The Government Radio and Telephone Station maintains daily telephonic communication with Curaçao, also with the United States, Europe, etc.
**TUGS:** None available.
**BERTHING:**
*North Pier:*

| | |
|---|---|
| Berthing space | 225 ft. |
| Depth | 34 ft. alongside at LW |
| Height | 6 ft. |

Maximum permitted load factor on pier is 2,000 kilos per sq. m.
Vessels of maximum 30,000 grt or a maximum length of 738 ft. are allowed to berth alongside.
*Southern pier:*

| | |
|---|---|
| Length | 394 ft. |
| Width | 46 ft. |
| Depth | 50 ft. alongside |
| Height | 6 ft. |
| Length of connecting bridge from shore to pier | 199 ft. |
| Width of connecting bridge from shore to pier | 68 ft. |

*Mooring facilities:*
A: Double Mampaey easy-release electrical capstans (100 tons each)
B: Two (2) bollards 50 tons each
C: Double Mampaey easy-release electrical capstans (100 tons each)
D: Bollards of 50; 25 and 10 tons (every 20 meters)

*Fendering:* Vredestein Gigant Fenders; Block Fenders and D-fenders (made of rubber).

*Roll-on/roll-off Facilities:* Vessels of maximum 66,000 grt or a maximum length of 1,050 ft. are allowed to berth alongside.

Maximum permitted load factor on pier is 2,000 kilos per sq. m.

For the mooring and unmooring at the pier shore labourers are engaged by Agents at the expense of the shipping line. Motor-boats are available for running lines.
**CARGO HANDLING:** About 5 miles South of Krelandijk there is a special pier for bulk handling of salt.
**STEVEDORES:** There are no regular stevedores (longshoremen) available in Bonaire. For cargo handling operations ordinary labourers are engaged by the Agent for account and risk of the ship.

*Working Hours:* Monday–Friday 0700–1200 and 1300–1600. Overtime possible.
**MEDICAL:** Modern facilities are available for medical and dental treatment. A "Medical Service Request" form must be signed by the Master or other authorised officer for crew members requiring medical or dental treatment. In case of crew members having to be left behind at Bonaire for hospitalisation or otherwise, Master must sign an authorisation guaranteeing expense of treatment and repatriation.
**FRESH WATER:** Limited quantities of fresh water from the Government Water distillation and power plant can be supplied at the pier.
**BUNKERS:** On advance request, bunkers are delivered by craft at rates comparable to those in Curaçao or Aruba.
**GANGWAY/DECK WATCHMEN:** Watchmen are not necessary but recommended; Overtime as usual.
**OPENING/CLOSING HATCHES:** This work is normally carried out by crew.
**IDENTIFICATION CARDS:** Passengers. No landing cards required, but some ships carrying a large number of passengers furnish landing cards to passengers for their own control of passengers returning on board. Crew. No landing cards required.
**REPAIRS:** There are no facilities for carrying out major repairs.
**HOLIDAYS:** The following are the official holidays observed in Bonaire: New Year's Day (Jan. 1st); Good Friday; Easter Monday; Queen's Birthday (April 30th); Labour Day (May 1st); Ascension Day; Whit Monday; Kingdom Day (December 15th); Christmas Day (December 25th); Second Christmas Day (December 26th). Religious holidays: August 15th (Assumption Day); November 1st (All Saint's Day).
**TIME:** 4 hours slow of GMT. No Summer time kept.
**AIR SERVICES:** There is a good daily airplane service between Bonaire and Curaçao. Three or four flights a day with good connections at Curaçao with the international services to and from many parts of the world.
**CUSTOM OFFICERS ON BOARD:** One or two Customs Officers will remain on board during the vessel's stay in port. Such officer(s) must be furnished meals at regular meal hours.
**TELEPHONES:** Telephone connection can be placed on board ships at the pier.
**POLICE/AMBULANCE/FIRE:** Police, tel. 8250; Ambulance, 8250; Fire, tel. 8222.
**GENERAL:**

*Live Animals:* The importation of dogs, cats, horses and certain other animals is permitted, provided these animals are accompanied by a certificate issued at place of origin by a licensed Veterinarian, stating that the animal in question is free from any contagious disease.

Dogs must have, in addition, a certificate of Rabies Inoculation. All animals imported (including birds) will moreover be examined on arrival.

*Prohibited Imports:* The importation of the following is strictly prohibited: Parrots and parakeets, absinth, explosives, firearms, ammunition and firework, except with prior permission from local authorities. All kinds of narcotics and drugs, the sale and use of which is regulated by International Conventions, except for legitimate use by and for sale to drugstores by duly accredited importers. Unauthorised reprints of copyrighted scientific and literary works of art. Copper, bronze and nickel coins, except for account of the Government of the Netherlands Antilles. Obscene printed matter.

*Immigration Law:* All passengers disembarking in Bonaire as temporary visitors, for business purposes, on vacation, or in transit to other destination, must be in possession of:
(a) Valid passport/birth certificate.
(b) One passport photograph.
(c) Smallpox vaccination certificate, not over 3 years old.
(d) A return ticket, through ticket or passenger-order to next destination outside of the territory of the Netherlands Antilles.
(e) All documents and visas necessary for continuing to next destination or return to place of origin.
(f) Sufficient means to be able to support themselves during their stay in the territory.

No visa is required from a Netherlands Consul on any of the aforementioned documents.
**AUTHORITY:** Harbour Master, appointed by the Island Government of Bonaire.

## ORANJESTAD, Aruba: 12.31 N. 70.02 W. (See Plan)

**DOCUMENTS:**

Clearance from last port.
Deratisation Exemption Certificate.
Ship's Register.
Manifest of Cargo (or ballast), or Bills of Lading for import goods and transit goods separately.
Crew List (four copies).
List of Stores on Board (two copies).
Consignee Mail (if cargo for discharge).
Passenger List (if any passengers).

The passenger list must carry full names, ages, sex, nationality and occupation of passengers landing at Aruba. The ultimate destination of in-transit passengers must also be shown on the passenger list.

Deratisation Exemption Certificates can be renewed at Oranjestad, Barcadera and St. Nicholas.

Outward clearance, cargo documents and list of outgoing passengers are delivered on board by the Agent's representative, thereby making it unnecessary for Masters to visit the Customs Office to obtain outward clearance.

**PILOTAGE:** Masters are requested to advise Agents of their expected time of arrival at least 48 hours in advance. Arrival messages should include advice regarding cash or other requirements. This information is particularly necessary in order to give prompt attention to vessel's requirements and to avoid delay after arrival.

Pilots are government employees and pilotage is compulsory for vessels from 50 grt upward entering or leaving the harbour. Pilots board inbound vessels within two miles of shore. The Agent's representative will arrange for Pilots to board vessels as necessary. Inbound vessels should close the West entrance of the harbour as near as prudently possible and make a lee to facilitate the Pilot's boarding.

Every vessel arriving or departing must provide and properly secure a pilot ladder which conforms with the standards of construction normally accepted by international safety standards. Failure to provide such a ladder may result in the Pilot's refusal to board a vessel.

**ANCHORAGE:** Anchorages, suitable even for deepest draft vessels, are located outside the protecting reef along the whole length of the Western and South-western coast. The depth of water ranges from 10 to 35 fathoms. Because of the sharply shelving nature of the bottom in this area, it is recommended that the services of a Pilot be obtained in taking up an anchorage. Ships are anchored only during daylight hours.

**TUGS:** A tugboat of 1,000 h.p. is available for assisting vessels to and from the docks. The tug-boat is fitted out with radio-telephone which is open on 2182 Mc. while tug is in operation.

**MINIMUM DRAFTS:** For tankers arriving or sailing in ballast the following minimum drafts are required for manoeuvring under normal weather conditions:

| *G.R.T.* | *Forward* | *Aft* |
|---|---|---|
| 16,600 (T-2) | 8 ft. | 18 ft. |
| 18,000 | 8 ft. | 18 ft. |
| 27,000–30,000 | 10 ft. | 20 ft. |
| 30,000–36,000 | 14 ft. | 22 ft. |
| 37,000 | 14 ft. | 24 ft. |
| 46,000 | 16 ft. | 26 ft. |

**MAX. SIZE:** The harbour itself has a depth of 36 ft. at MLW. The safe salt water draft approved for entering and leaving is 33 ft. Vessels normally enter via the West channel and depart via the East channel.

**HEALTH:** The port doctor will visit an arriving ship only if there is a case of quarantinable disease on board, if the ship has no clean bill of health or if one of the preceding ports of call has been declared to harbour a quarantinable disease. The Netherland Antilles bill of health is free of charge.

**RADIO:** Shore station for R/T communication with 24-hour service. VHF Channel 16, 156·80 mHz (calling); Channel 11, 156·55 kHz (working channel).

HF 2182 kHz, 2558 kHz (working frequency transmitter), 2158 kHz (receiving frequency SSB).

**BERTHING:** In total there are 4,070 ft. of dock length available to accommodate ocean-going vessels and 1,090 ft. of dock for small craft, of which:

1,720 ft. with 36 ft. of water alongside
2,350 „ „ 34 „ „ „ „
460 „ „ 16 „ „ „ „
230 „ „ 10 „ „ „ „
400 „ „ 6 „ „ „ „

**STEVEDORES:** Stevedoring is performed at a fairly fast rate compared with other ports in the Caribbean area. All cargo has to be handled with ship's tackle, while on the docks and in the warehouses fork-lift trucks are used for transportation of merchandise. General cargo is handled at an average of 8 tons per gang per hour.

**MEDICAL:** Excellent medical and dental attention is available at any hour of the day or night to crew members of all vessels.

**FRESH WATER:** Boiler and drinking water of purest quality is supplied by hose from the docks at a rate of 200 tons per hour (in special cases 400 tons per hour)

**FUEL:** The port of Oranjestad is an official Esso bunker station. All grades of bunker fuels can be supplied from shore tanks at a rate of 1,500 barrels an hour. A minimum of 48 hours advance notice is required.

**REPAIRS:** There are no facilities at Aruba for major ship repairs. Local workshops can do repairs of minor nature. Preliminary ad regarding such minor repairs should be included in ETA messa and work requisitions for repairs should be prepared for handlin the Agent's representative immediately upon arrival.

Radar, radio and gyro repairs can be carried out. However, important that Masters radio in their requirements as early as sible and give a brief reference as to the nature of the breakdow fault of the equipment concerned.

While alongside vessels must be prepared to move at one ho notice. Engine repairs to the effect of demobilizing the vessel only be carried out with special permission.

**SURVEYORS:** Representatives of the American Bureau of S ping, the Lloyd's Register of Shipping and the Norske Veritas resident in the area. Masters may request the surveyors' serv through the Agent.

**BALLAST:** Vessels must arrive with sufficient ballast to pe safe handling. All vessels should enter port with clean ballast can be pumped over board when alongside, as it is prohibited pump dirty ballast into the harbour.

**WATCHMEN:** An efficient and continuous watch must be ma tained on deck and in the engine-room of all ships while in port, a sufficient number of men must be on board at all times to m vessels either for harbour operations purposes or in emerge situations.

**OPENING/CLOSING HATCHES:** This work is normally ca out by the crew.

**AIRPORT:** The port of Oranjestad – the commercial and tou harbour of Aruba – is only 5 miles by road from the jet airport. T connection by air with the U.S.A. and Europe are very good rather frequent (TCA, KLM, VIASA); other airlines operating Aruba are: ALM, LAV, Aerocondor, and Caribbair.

**POLICE/AMBULANCE/FIRE:** Police, Oranjestad, tel. 1 Ambulance, Oranjestad, tel. 2010/1234; Fire Alarm, tel. 00.

**CONSULS:** The following countries have consular representati at Aruba:

Brazil
Chile
Colombia
Costa Rica
Denmark
Dominican Republic
Great Britain
Guatemala
Haiti
Italy
Lebanon
Liberia
Nicaragua
Norway
Panama
Peru
Portugal
San Salvador
Spain
Sweden
Switzerland
Venezuela
West Germany

Necessary for Masters of Panamanian and Italian flag vessels visit Consulates at Oranjestad to present documents and rece despatches. Other Consulates have similar requirements. Maste may check with Agent for clarification.

**DEVELOPMENTS:** Landing stage for roll-on/roll-off vessels w depth alongside 33 ft. under construction near Harbour Office.

**TIME:** Local time is four hours slow of GMT. Vessels are request to use local time in ETA messages and when dealing with th Agents.

**CUSTOMS GUARDS:** Local authorities assign one or more Cu toms guards to each vessel during its stay in port; the charges guarding are for the account of the vessel. These officials must provided with meals on board at regular meal hours.

**SHORE LEAVE:** Under normal circumstances no restrictions imposed by the Government Immigration Authorities on sho liberty. Masters are requested to endeavour to have all crew membe on board prior to departure time, so that the ship will have no delay sailing.

**AUTHORITY:** Eilandgebied Aruba, Haven en Loods Dienst.

## PHILIPSBURG, St. Maarten: 18.05 N. 63.10 W.

Philipsburg, capital of Netherlands St. Maarten, lies in a we protected bay in the South-eastern corner of the island. The on obstruction to the harbour is "Proselyte Reef" or "Man-of-Wa Shoals", located 17′ 56″ N. 63′ 04″ W., with a minimum depth of fathoms. Entrance to the harbour can be accomplished by passi either to the North or to the East of this reef.

**DOCUMENTS:**

Crew List: Immigration 1 copy.
Agent 1 copy.
Passenger List: Immigration 1 copy.
Agent 1 copy.
Store List: None required.
Ship's Register: Pilot will require to see this document for obtain ing the official tonnage.

*Note:* No special form is prescribed for the above docume consequently these may be made out in Company's regular for No consular visa required on any of the above documents.

*Immigration:* Immigration officer boards ship immediately aft docking. Passengers and crew are usually free to disembark imme ately after boarding.

*Agency Personnel:* Agency personnel boards immediately aft vessel is docked together with Immigration Officer.

**PILOTAGE:** Pilotage is compulsory and performed by Governme pilots. Ships bound for the pier at Philipsburg should await the Pil at a maximum distance of one mile from the line Point Blanche- Fort Amsterdam.

*Pilot Ladder:* Jacob's ladder, in clean and sound condition is sufficient.

*Time to Berth:* From pilot station to pier, about 15 to 30 minutes.

**ANCHORAGE:** Ample suitable anchorage area available with sufficient depths of water for several large ships simultaneously.

If and when the pier is already occupied by another cruise-ship, cruise-ships can proceed to anchorage, in which case communications between ship and shore to be by ship's own launches.

For ships proceeding to anchorage, pilotage is also compulsory.

**RADIO:** The Government radio and telegraph service operates daily from 0700 L.T. to 2400 L.T. worldwide.

*Radio Telephone:* VHF Channel 10 and 155,925 mHz.

*ETA Messages:* ETA messages should be sent to Agent preferably in local time at least 24 hours in advance and any changes occurring thereafter should be advised.

*Use of Ship's radio in port:* Prohibited.

**TUGS:** None available.

**BERTHING:** The new concrete pier at Philipsburg is located at Point Blanche in Great Bay and has a length of 210 metres, with an additional 60 metres of berthing space, located at a 60° angle to the finger pier. Minimum depth is 34 ft. of water. Four fenders of steel spring and rubber are located along the berthing space.

Height from sea-level to the deck of the pier at high tide is 4·02 metres, at low tide 4·48 metres. Ship will lie with port side to the pier.

*Mooring and Unmooring:* Three dolphins are located in an extended line of the berthing space for mooring. Minimum required size of openings in shackles is 40×50 cm. Mooring boat is available.

*Equipment:* Cranes are available with a capacity of 20 tons maximum. Forklifts up to 8 tons and sufficient flat-bed trailers and low-boys are also available.

**STEVEDORES:** There are three gangs available. Each gang has a total of 9 workers.

**MEDICAL:** Government physicians are available in Philipsburg and there is also a small, but up-to-date hospital operated by the Netherlands Antillean Government. A "Medical Service Request" form must be signed by the Master or other authorised officer for crew members requiring medical treatment.

Dental facilities available.

**FRESH WATER:** Available.

**FUEL:** Not available.

**REPAIRS:** No facilities for carrying out repairs except for radio and radar (Radio Holland).

**SURVEYORS:** There is a representative of Lloyds on the island.

**AIRPORT:** The island is served by A.L.M. (Dutch Antillean Airlines), Air France, Eastern Airlines, K.L.M. (Royal Dutch Airlines), L.I.A.T. (Leeward Island Air Transport), Prinair.

There are direct, almost daily flights, to and from New York and Miami connecting to other major places.

**TIME:** 4 hours slow of GMT.

**HOLIDAYS:** The following Official holidays are observed in St. Maarten: New Year's Day (January 1st); Good Friday (varies); Easter Monday (varies); Queen's Birthday (April 30th); Labour Day (May 1st); Ascension Day (varies); Whitmonday (varies); St. Maarten Day (November 11th); Kingdoms Day (December 15th); Christmas Day (December 25th); Boxing Day (December 26th).

**TELEPHONE:** Service from ship to shore is not available.

**GENERAL:**

*Ship's Bars and Shops:* No restrictions and these may remain open for business while in port.

*Laundry:* Available.

*Wind:* Prevailing winds on the island between the months of March and December are East to South, velocity 6 to 10 knots. Between December and March winds are generally North to East at a velocity of 8 to 15 knots.

*Tide:* The tidal range in Philipsburg is at most 2 ft., but regularly not more than 1 foot.

*Current:* The current outside Philipsburg harbour changes from Easterly to Westerly, with a maximum velocity of 2 knots. At the Pier the current generally runs from North to South, with an average velocity of ½ knot.

*Gangways:* No gangways are available from the pier and ship's gangways will have to be used.

*Ship's Launches:* There are no restrictions on the use of ship's launches.

*Stores:* Available.

*Garbage:* No disposal facilities available.

*Port Health:* No regulations or requirements.

*Customs:* None.

**AUTHORITY:** Harbour Master.

**AGENTS:** S.E.L. Maduro & Sons (Windward Islands) Inc., Emmaplein, PO Box 63, Philipsburg, St. Maarten N.A. Telegraphic Address: Maduroship Stmaarten. Tel. 2202/2207.

## ST. NICHOLAS, Aruba: 12.26 N. 69.55 W. (See Plan)

**DOCUMENTS/HEALTH** and all General Information, refer to "Oranjestad".

**PILOTAGE:** Pilotage is compulsory. Pilot boards off west Entrance within two miles of the shore. Inbound vessels are expected to approach the entrance as near as prudently possible and make a lee to assist Pilot boarding.

A pilot service for anchoring off Lago Aruba terminal during the hours of darkness is now available upon the Master's request, providing radar and echo sounder are functioning properly.

**RESTRICTIONS:** The port is open for day and night navigation, allowing vessels to enter and leave at any hour. The harbour has a depth of 42 ft., while the East and West channels are 45 ft. deep. The safe salt water draft approved for entering is 39 ft., for leaving – 41ft. Vessels normally enter via the West channel and depart via the East channel.

**RADIO:** A lookout tower and signal station is remotely controlled by close circuit TV and is operated by Lago. This tower is located immediately above the Marine Office building. The signal station maintains 24-hour service. Radio-telephonic communication is possible on wavelengths of 156.70 and 156.80 MC/VHF (Channels 14 and 16).

**TUGS:** Two diesel-powered tugs are used for berthing and unberthing.

**MAX. SIZE:** Tankers up to 400,000 dwt. at new Aruba Sea Berth, depth alongside, 80 ft. MLW.

**BERTHING:** All port facilities are controlled by Lago Oil and Transport Company.

The maximum limitations for vessels using San Nicolas facilities are:

| *Berths* | *Length* (ft.) | *Beam* (ft.) | *Salt water max. draft* (ft.) | *Bow to Manifold* (ft.) | *Deadweight* |
|---|---|---|---|---|---|
| 1 South | 745 | UNL | 39 | 376 | 50,000 |
| 1 North | 740 | 110 | 39 | 356 | 50,000 |
| 2 South | 800 | 110 | 40* | 400 | 50,000 |
| 2 North | 780 | 110 | 39 | 365 | 50,000 |
| 3 South | 900 | 130 | 41 | 440 | 90,000 |
| 3 North | 850 | 120 | 40 | 390 | 80,000 |
| West Pier | 650 | UNL | 34 | UNL | 25,000 |
| Reef Berth | 1,200 | UNL | 75 | UNL | 400,000 |
| HDS Pier | 700 | UNL | 30 ft. 6 in. | UNL | 14,000<br>(dry cargo only) |

*Note:* *2 South – 40 ft. mean draft with recommendation load with one foot trim by stern or 39 ft. 6 in. forward and 40 ft. 6 in. aft.

The maximum entering draft is 41 ft. even keel salt water. The following is the suggested ballast draft for vessels.

| *MDWT* | *Fore (ft.)* | *Aft (ft.)* |
|---|---|---|
| 10–20 | 8 | 18 |
| 20–30 | 10 | 20 |
| 30–40 | 14 | 22 |
| 40–50 | 14 | 24 |
| 50–90 | 16 | 26 |

*New Sea Berth:*

(*a*) Position: 12.26.1 N. 69. 55.6 W.

(*b*) Pilotage: Pilot will board 2 miles West of berth. Docking will be during daylight hours only during initial operations.

(*c*) Design Data: Pier heading is approx. 130° T. Wind is less than 20 knots 70 per cent of the time, and less than 25 knots 97 per cent of the time. Current is less than 0·2 of a knot 90 per cent of the time.

| *Wind* | | *Current* | |
|---|---|---|---|
| *True* | *% of time* | *True* | *% of time* |
| 20°–40° | 2 | 40°–70° | 24 |
| 50°–60° | 6 | 100°–110° | 17 |
| 70°–80° | 33 | 140°–240° | 10 |
| 90°–100° | 40 | 260°–290° | 24 |
| 110°–120° | 13 | 320°–340° | 25 |
| 140°–170° | 1 | | |
| 220° | 5 | | |

There are four breasting dolphins at 100 ft. intervals, each with double quick-release hooks, and four mooring dolphins with triple hooks, all interconnected by catwalks. Distance between mooring dolphins one and four is 1,300 ft. Vessels require twelve mooring lines, and Pilot may require one synthetic line to be run to a port bow buoy, depending upon environmental conditions.

There are two 3,000 h.p. tugs and one of 4,000 h.p. on stand-by for initial dockings.

Approach velocity is continuously measured by Radar Doppler mounted on No. 1 and No. 4 breasting dolphins.

There are four 16-in. cargo transfer arms and with 12-in. connections and one 8-in. bunker arm.

Crude discharge-loading line is 36 in. diameter, 3,000 ft. long.

(*d*) Mooring for VLCC's: Mooring arrangement and hawser loads were calculated using ER & E computer programmes taking into consideration vessels loaded condition, wind and current velocities and directions.

Mooring lines assumed to be 1½ in. diameter steel wire with a breaking strength of 90 to 100 tons.

Mooring winches assumed to have about 25 metric tons heave capacity and 55 metric tons brake holding capacity.

The combination of a wire and a synthetic line to a single dolphin will not be permitted.

Self-tensioning not permitted. Automatic tension winches should be used on manual brakes.

Synthetic tails on wire lines should have a higher braking strength than the wire to which they are connected to allow for in-service strength reductions. The eyes of tails should be protected from abrasion with suitable coverings, and tails should be connected to wires with suitably designed shackles.

The ship always docks port side to with, approximately 8 shackles out on the starboard anchor which will have been walked out in about 180 ft. of water.

A mooring launch may be used depending upon environmental conditions. Mooring capstans on dolphins have a 2·2 ton pull and a 100 ft. a minute line hauling capability.

Before arms are connected, the correct setting of winch brakes will be checked by ship/shore personnel as follows:

(1) Mechanical brakes by torque wrench.
(2) Hydraulic brakes. The settings as recommended by the manufacturer to be confirmed by mutual inspection.

A maximum of only two layers of line to be allowed on working or tension drum of split drum winches.

(*e*) Safety: A safety inspector will board the ship while vessel is moored alongside and will complete the IOTTSG safety check off list accompanied by the Master's Representative.

VHF communication between the vessel's cargo control room and the oil movements control room must be maintained as long as the vessel is alongside.

UHF communication between the cargo control room and the Berth Operator will be maintained as long as the vessel is alongside.

A high-level alarm will sound from the tower on the berth when the crude level in the shore tank is approaching maximum level. Vessel's pumps should be stopped or by-pass opened immediately on hearing the alarm or on being advised by the Berth Operator by voice radio.

For the security of the ship and terminal, the area between the Sea Berth and the gate to San Nicolas is closed to pedestrian traffic. Arrangements for crew transportation can be made by calling the Marine Agency Section.

*Wind Tolerance:* At 30 m.p.h. loading will be discontinued and loading arms will be drained. Tugs will be called out. Engine to be confirmed ready for use.

At more than 30 m.p.h. or gusting to more than 30 m.p.h. arms will be disconnected. The Senior Pilot and Marine Advisor, together with the ship's Captain, will decide whether to take the ship out of the berth.

**FRESH WATER:** Fresh water can be supplied ex-wharf.

**FUEL:** All grades of bunkers available.

*Sea Berth:* Vessels arriving for bunkers only with a draft greater than 41 ft. must use the Sea Berth (Reef Berth). As the berth is used for crude oil trans-shipment bunkering vessels can expect delays. Also the following considerations apply:

1. Vessels working cargo have priority over vessels bunkering.
2. In assigning tugs, vessels working cargo take priority. (3 to 4 hours tug service required at the sea berth.)
3. Mooring launches require 48 and 24 hours notice.
4. Vessels using the berth must have 12 good mooring lines. All mooring winches and equipment will be inspected and must be in good order. Vessels may not be docked if equipment is faulty.
5. In the event of marginal weather, deep draft vessels calling for bunkers may not be docked.

**REPAIRS:** A local workshop can do minor repairs.

**PORT FIRE PROTECTION:** The port of St. Nicolas is very well equipped with modern equipments for fire-fighting and fire prevention.

**BALLAST:** Tankers must arrive with clean ballast only. Clean ballast will be discharged overboard after docking. Only slops can be discharged to the disposal facilities ashore.

**SPECIAL REGULATIONS:** Strict compliance with Harbour Safety Regulations is mandatory. Stringent regulations prohibit the transportation of alcoholic beverages through Lago refinery and harbour area. No liquor or beer may be taken on board or removed from vessels except only bonded stores ordered by the Master.

**SHORE LEAVE:** As all ship's personnel when going ashore have to walk over the docks and the company's concession, nobody is allowed to leave the docks without a proper pass. Passes which are valid for the day of issue and the following day only, entitle personnel to proceed from the dock at which their ship is berthed to the main refinery gate and vice versa. Shore passes are not valid for the refinery area.

**POLICE/AMBULANCE/FIRE:** Police, 5000; Ambulance, 5050; Fire, 00.

**AUTHORITY:** Lago Oil and Transport Co.

## SINT MICHIELSBAY, Curacao:

Sint Michielsbay, on the South coast of Curacao, 5 miles North-west of Willemstad, is an open bay, naturally protected from prevailing winds and sea.

**PILOTAGE:** Compulsory.

**ANCHORAGE:** In the bay 650 ft. out of the coast in 130 ft. water is laid a mooring buoy, which gives a good anchorage to vessels which, because of dangerous cargo, quarantine or because of a defect cannot enter another port of Curaçao.

**BERTHING:** Vessels moored with their stern to the buoy and their bow anchors are heaved out to hold the foreship from the coast.

**REPAIRS:** Repairs or handling cargo can be carried out by way of barges. A landing jetty for barges is available.

**GENERAL:** Other services as tugboats, lighterage, stevedoring, etc. are rendered from Willemstad.

**AUTHORITY:** Harbour Master, Curaçao.

## WILLEMSTAD/EMMASTAD, Curacao: 12.06 N. 68.56 W. (See Plan)

**DOCUMENTS:**

For Immigration.

2 copies of Crew List.

2 copies of List of Passengers Landing at Curaçao (if any).

2 copies of List of Passengers in Transit (if any).

For Customs:

1 copy List of Stores (deck, engine and steward department).

Manifest of Cargo for Curaçao, if any, in duplicate, on special form called "Vrachtlist".

Manifest of Cargo for Curaçao, in transit, for trans-shipme other ports, if any, in duplicate.

Manifest of Cargo on Board, in transit, if any, in duplicate.

2 copies of Tally Books of Cargo for discharge at Curaçao, if

If the ship is in ballast only the store-list is required.

1 copy Crew List.

1 copy Passenger List landing at Curaçao.

**PILOTAGE:** Pilotage is compulsory. Rendered day and n Pilots are government officials and are stationed at Willem Caracasbay and Bullenbay. The Harbour Master is also the hea the Pilot Service.

Vessels bound for Curaçao should proceed to Willemstad har except when they have specified orders for another bay. Vesse sight of Willemstad will be contacted by the signal station at Nassau for further orders. From this same station lights are sh to direct the traffic in port. Vessels should stay ¾ miles off s West of the harbour entrance to await Pilot. The pilot motor bo identified by a blue flag with the letter "L" at daytime and a red above a white at night time.

**ANCHORAGE:** As a rule there is no anchorage area in the har of Willemstad, but in the Eastern part of the Schottegat there is pair of mooring buoys available to await berth or orders for lim time subject to permission and conditions from the Harbour Mas

Two vessels alongside each other can be safely moored at bu Depth: 38 ft.; distance between the buoys from 900 ft.

**RESTRICTIONS:** The harbour of Willemstad consists of a yd. long and minimum 270 ft. broad channel, the St. Annabay, depths from 49 to 79 ft. and an adjacent inner bay, the Schotteg 150-acre body of water with a depth of more than 10 ft. and a m mum of 79 ft.

The navigable portion of the entrance of the port is 865 ft. marked on either side by a light-buoy, and the minimum dept 49 ft.

**BRIDGES:** Santa Anna Bay is crossed by two bridges, the Qu Emma floating pontoon bridge, and the new, fixed bridge.

The pontoon bridge opens day and night for in and outgo vessels. There will no longer be any waiting period at the har entrance. Automobile traffic will be diverted to the new bridge those on foot will have continuous ferry service available. S will have overall preference for openings.

The new fixed bridge, dominating Willemstad's skyline and entrance to Schottegat Bay, is 185 ft. high, (clearance 180ft.) enab the biggest vessels to pass under. The bridge is of box girder c struction and is open to automobile traffic only. No smokin permitted by passing motorists, and glare-proof lights are insta to prevent interference with light signals that harbour pilots rel when bringing a ship through the channels.

**MAX. SIZE:** Length 1,000 ft., draft 45 ft.

**RADIO:** Port Operations Station (Operated by Harbour Auth ties): Location, Fort Nassau. Call sign, Fort Nassau. Frequenc International Channels 16 (156·80 Mc/s), calling and safety; 12 (15 Mc/s), working, first choice; 14 (156·70 Mc/s). Watchkeeping hours on Channel 16. Type of operation, Simplex, Frequency mo lated. Range, 20 to 25 miles.

Main Private Station (Operated by Shell Curaçao N.V.): Locat on the Zwarteberg. Call sign, Shell Curaçao. Frequency, internati Channel 25 (receiving, 157·25 Mc/s); transmitting, 161·85 Mc Type of operation, Duplex working, frequency modulated; oper by remote control from Shell's telephone exchange; ask operator connection with party desired. Range, 20 miles. Watch-keepi 24 hours on Channel 25; normal daily business, 0730 till 2400 hou urgent business only, 2400 till 0730 hours.

Tug Base Station: Location, on the Zwarteberg. Call sign, Ma Department – for tug movements only and in an emergency to di the tugs. Watchkeeping during office hours. Central Post – for t movements only. Watchkeeping 24 hours. Shell Curacao – for em gency calls to tugs only after having been alerted on Channel 25. watchkeeping. Frequency, International Channel 14 (156·70 Mc Operation, Simplex – frequency modulated. Operation by rem control from Shell's Marine Department, Central Post and teleph exchange.

Tug Mobile Stations: Location, one on each tug. Call sign, Kor Passaat or Karet. Frequency, International Channels 16, 12, 1 and 6. Watchkeeping, 24 hours on Channel 14. Operation, Simple frequency modulated.

**HEALTH:** The port doctor will visit only if there is a case of quar tinable disease on board. The Netherlands Antilles Bill of Heal free of charge.

**TUGS:** Compulsory for all tankers longer than 700 ft. and dry ca longer than 750 ft.

L. Smit & Co. International Tug Service has a permanent oce towage and salvage base in the port of Willemstad. There is alwa powerful salvage tug at the station which has been especially eq ped to deal with casualties and a harbour tug of 1,350 h.p.

Shell Curaçao has stationed here three sea-going motor-tu 1,250 h.p. and 2,250 h.p.

The Curaçao Dry Dock Company has a motor-tug of 350 h.p. one of 225 h.p.

There are a few harbour tugs available varying from 60 to h.p. and about 80 lighters to receive the cargo or to bring the ca alongside a vessel varying from 60 to 250 ton capacity.

**BERTHING:** There are berths on either side of the St. Anna North of the pontoon bridge, with depths varying from 18 to 3 alongside, generally used for bunker, cargo and passenger ship

On the Eastern side 4 wharves: the Handelskade, depth 18 ft.; Kleine wharf, depth 24 ft.; Grote wharf, depth 31 ft.; and Sala depth 24 ft.

On the Western side 6 wharves: the Matheywerf, depth 23 ft.; Westwerf South, 25 ft.; Westwerf North, 36 ft.; Nieuwe werf, 33 ft.; Motetwerf, 33 ft.; Oranjewerf, 19 ft.

In the Schottegat there are seven more berths, generally used for bunker, cargo or passenger ships.

Prins Hendrikwerf which closes the Western corner St. Annabay/Schottegat, has a depth of 35 ft.; however, ships with a draft of more than 35 ft. can be moored by way of placing rafts of 10 ft. width between vessel and the quay.

At the Eastern part of the Schottegat are the Admiraal Brionwerven, which has 3,000 ft. docking space available with 34 ft. depth alongside.

In the Schottegat on the peninsula of Asiento are situated the 14 piers owned by Shell Curaçao Ltd. which are mostly used by tankers; however, other vessels are enabled to use these wharves for bunker facilities. Valentijnpier No. 5 may be used for general cargo.

The names and the depths alongside these piers from West to East are: Pier I, 32 ft.; Piers II and III, 34 ft.; Pier IV, 40 ft.; Pier V, 46 ft.; Pier VI, 41 ft.; Pier VII, 34 ft.; A-pier, 34 ft.; Pier VIII, 46 ft.; Margrietpier (two berths), 35 ft.; Pier IX, 36 ft.; Pier X, 33 ft.; Pier XI, 19 ft.

The Schottegat also has about 4,000 ft. of quay available for repairs. The names of the wharves, lengths and depths alongside are: Beatrix I and II, 1,300 ft. – 21 ft.; Beatrix III, 400 ft. – fore 10 ft., aft 35 ft.; Beatrix IV, 350 ft. – 31 ft.; Beatrix V and VI, 1,000 ft. – 37 ft.; S.E. Quay, 750 ft. – 25 ft.

In the Schottegat is a special berth, Bernhardkraan, with fixed sheerlegs for the purpose to discharge or to load heavy lifts up to 150,000 k/gs. Depth alongside this berth is 30 ft.

Docking of cruise ships in Willemstad harbour: The following piers are regularly used by cruise ships and cargo ships:

Nieuwewerf, Motetwerf: West side St. Anna Bay. Type: quay. Construction: sheet piling, concrete top, stelcon plates floor. Length: 1,200 ft. Draft: 33 ft. Height above water: 4 ft. One transit shed each: Nieuwewerf, width 65 ft., length 216 ft., area 14,000 sq. ft. Motetwerf, width 65 ft., length 216 ft., area 14,000 sq. ft. Open space area 200,000 sq. ft. One warehouse facility 6,500 sq. ft.

Oranjewerf: On West corner St. Anna Bay/Schottegat. Type: quay. Construction: iron piles, concrete top, concrete floor. Length: 418 ft. Draft: 19 ft. Height above water: 6ft. Special bunker pier, cargo handling mostly via lighters alongside.

Prins Hendrikwerf: In the Schottegat near West corner St. Anna Bay. Type: quay. Construction: iron piles, concrete top, concrete floor. Length: 700 ft. Draft: 34 ft. Height above water: 5 ft. One transit shed: width 65 ft., length 385 ft., area 25,000 sq. ft. Open space area 100,000 sq. ft. No warehouse facilities.

Admiral Brion Wharves: Nos. 1, 2, 3, 4, 5 and 6 situated at the East side Schottegat. Type: quay. Construction: sheet iron cells with concrete top, asphalt floor. Total length: 3×1,000 ft. Depth: 34 ft. Height above water: 5 ft. Two transit sheds: one with width 65 ft., length 680 ft., area 44,000 sq. ft.; one with width 65 ft., length 330 ft., area 21,000 sq. ft. Open space area 510,000 sq. ft. A special platform for Ro/Ro ships has been constructed. Maximum draft: 33 ft.

Kleinewerf, Grotewerf, Salazarwerf: East side of St. Anna Bay. Type: quay. Construction: sheet piling, concrete top, asphalt floor. Total length wharf: 1,470 ft. Maximum draft alongside 24–31 ft. Height above water: 2 ft. One transit shed, width 65 ft., length 330 ft., area 21,500 sq. ft. Open space area 154,000 sq. ft.

**SLOP RECEPTION FACILITIES:** Available at all Shell Terminals.

**FRESH WATER:** Fresh water for drinking purposes and use in boilers is available day and night in sufficient quantities at all wharves. Fresh water is also delivered alongside by means of water barges.

**FUEL:** Besides the Shell piers there are two bunkering installations: namely, the "Admiral Brion Wharves" comprised of six berths and the "Motet" bunkering installation comprised of four berths.

The "Admiral Brion wharves" bunkering installation is directly supplied from the refinery by means of two pipelines with diameters of 12 and 8 inches. The pipelines run the full length of the piers, each with five bunkerpits, from which the oil can be delivered directly to the ships via a mobile blending unit if this is required. The capacity of the pipeline and the pumps is 600 tons per hour for fuel oil and 300 tons per hour for diesel oil. Gas oil is also available.

The bunkering facilities of the "Motet" installations in Otrabanda, which are comprised of seven storage tanks and pumping facilities, are supplied through two pipelines of twelve and six inches diameter from the refinery. The rate of delivery, by gravity and pumps, is 600 tons per hour for fuel oil and 500 tons per hour for diesel oil.

Modern fuel blending facilities are available at all installations in Willemstad.

**REPAIRS:** The Curacao Drydock Company Inc. has repair yards, two graving docks and one floating dock laid out in the Schottegat.

The largest graving dock is 919 ft. long, width of entrance between wheel fenders 152 ft. and a depth of water over sill of 27 ft. 10 in. Suitable for up to 120,000 dwt. Movable cranes of 25 and 75 tons lifting capacity are fitted alongside the dock.

The Curacao Drydock Company Inc. has 4,000 ft. of repair wharf with varying depths up to 40 ft. Cranes alongside up to 75 tons lifting capacity. A floating crane with capacity of 30 tons and a mobile truck crane of 140 tons also available.

Electric shore-power A.C., D.C. 110, 220 or 440 volts can be supplied directly from shore at wharves of Shell Curacao Ltd. and at other wharves from generators on barges. Shell can also supply steam directly from the shore at a pressure of 8–15 kg/cm.

**STEVEDORES:** Gangs must be engaged between 0600 and 0630 for the day, on week-days and Saturdays. For work on Sundays and holidays, gangs must be ordered between 0600 and 0630 on Saturday or the workday preceding the holiday. Masters of vessels carrying out cargo operations are consequently recommended to advise Agents their ETA well in advance of above deadlines.

**TIME:** Curaçao time 4 hours slow of Greenwich time.

**HOLIDAYS:** New Year's Day, Good Friday, Easter Monday, Queen's Birthday, Labour Day, Ascention Day, Whit Monday, Kingdom Day, Christmas Day, Second Christmas Day. "No work", holidays for cargo operations: New Year's Day, Good Friday, Labour Day and Christmas Day.

**GENERAL:** Customs Officers remain on board on duty during the vessel's stay in port. They must be fed by the ship and are entitled to the equivalent of officers mess or first-class dining saloon.

**REGULATIONS:** Both anchors should be ready for immediate use. Defects of engines, steering gear, anchor gear and other defects which influence manoeuvring abilities of the vessel should be reported before entering, to the Harbour Master. Vessels carrying explosives must obtain a permit from the Harbour Master before entering.

**DEVELOPMENTS:** During 1973 a new repair quay 2,500 ft. long and 41 ft. deep has been built, with a trial berth on the inner side for ships up to 1,000 ft. with a maximum draft of 40 ft.

**AIRPORT:** There are daily international flights from Dr Albert Plesman Airport.

ALM: Frequent daily trips to Aruba and Bonaire. Daily flights to Miami and New York. Regular air services to St. Maarten, Caracas, Maracaibo, Colombia, Haiti, Sto. Domingo, Puerto Rico, Trinidad and Paramaribo.

Eastern Airlines: Daily flights to Puerto Rico and transfers to all points.

American Airlines: Daily flights to New York and transfers to all points.

VIASA: Regular scheduled flights to Caracas, Sto. Domingo, Paris and Amsterdam.

Aerocondor: Daily flights to Colombia.

LAV: Many daily flights to Caracas.

KLM: Daily flights to Amsterdam, Lisbon, Madrid, Frankfurt and Zurich.

*Ferry:* Ferry's Del Caribe S.A. runs a regular service with a new modern ferry which carries 1,200 people and 120 automobiles. This ferry has regular service between Curacao and Coro, Venezuela on Monday, Tuesday, Wednesday and Thursday. On Thursday the ferry also goes to Aruba and Punto Fijo, Venezuela.

**AUTHORITY:** The Harbour Master.

**AGENT:** SEL Maduro & Sons Inc., Schouwburgweg 16, POB 304, Willemstad, Curaçao, Netherlands Antilles. Tel. 37900. Telex: 1092 Selms NA. Cables: "Maduroship".

# New Caledonia

## NOUMEA: 22.16 S. 166.27 E. (See Plan)

**DOCUMENTS:**

Ship's Register.
Safety Certificates.
Cargo Manifests.
List of Dangerous Cargo.
Passenger List.
Crew List.
Crew Personal Effects List.
Bonded Stores List.

**PILOTAGE:** Compulsory for vessels over 60 metres LOA. ETA to Port Captain and Pilots required 24 hours in advance. The two access channels to Noumea are Boulari channel (Amadée light) and Havannah channel. Pilot boats are wooden launches about 15 metres long equipped with VHF.

*Boulari Channel:* Pilot boards one mile off, on the alignment of the Amadée high and low lights.

*Havannah Channel:* Pilot boards off Goro light on the alignment of the leading lights on Cap N'Dua.

In bad weather, pilot launches will remain on these leading lines, but as close as possible to the channel entrances.

**ANCHORAGES:** Available in the outer and inner roads of Noumea, as indicated by the Pilot. Prohibited zones are marked on the chart.

**RESTRICTIONS:** Vessels may enter and anchor at any time, mooring may be effected at night.

**MAX. SIZE:** Tanker buoy berths designed for 20,000 dwt., and 45,000 dwt. Draft limited to 13 metres by a bar between the reef and the port.

**HEALTH:** Unless vessels have signalled that there is suspected disease or fever on board, free pratique is given automatically by radio request to the Capitaine du Port or by the Pilot.

**RADIO:** All messages by coast station Noumea, call sign FJP. Harbour Master's office equipped with VHF, Channels 16, 12 and 14, operated during normal working hours.

**TUGS:** Tug's service is compulsory. One tug of 1,200 h.p. and one of 500 h.p. available to assist.

**BERTHING:** At old Port Authority quay, draft limited to 7·50 metres. Quays under construction to accept vessels up to 10·0 metres draft and over 200 metres length. Private berths of Nickel Company are dredged to accommodate 9 metres draft.

**STEVEDORES:** Service provided by three private companies. Two or three days' notice required to arrange work.

**MEDICAL:** Doctors, hospital, and three private clinics available. Smallpox vaccinations are compulsory.

**TANKERS:** Buoy berth, max. draft 40 ft. Shell berth (at Nickel Company), max. draft 9 metres at HW.

**DENSITY:** 1026.

**FRESH WATER:** Supplied by pipe-line at the quays; rate, 40 tons per hour.

**FUEL:** Several grades available from Shell and Mobil.

**GANGWAY/DECK WATCHMEN:** Recommended, but not compulsory.

**OPENING/CLOSING HATCHES:** Can be performed by stevedores if required.

**CUSTOMS ALLOWANCES:** 200 cigarettes per man. Additional allowance can be made after 10 days. Max. 3 bottles spirits per man. Wines and beer not limited.

**IDENTIFICATION CARDS:** Recommended that crew carry Seamen's Books.

**CONSULS:** Australia, Belgium, Indonesia, Italy and Norway, are represented locally.

**REPAIRS:** Many engine, hull and electronic repairs can be effected. Slipway for small vessels.

**REPATRIATION:** All facilities available for crew change and repatriation.

**AIRPORT:** Tantouta Airport situated 50 km. from Noumea. Several connections a week to all parts of the world.

**TIME:** GMT plus 11 hours. No alterations during the year.

**HOLIDAYS:** 1st January, Easter Monday, 1st May, Ascension Day, Whit Monday, 14th July, 15th August, 1st November, 11th November, 25th December. Work may be arranged on Sundays and holidays.

**POLICE/AMBULANCE/FIRE:** Police, tel. 17; Fire, tel. 18; Ambulance, tel. 721.21.

**TELEPHONES:** Can be connected on board passenger vessels. The apparatus belongs to the Compagnie des Messageries Maritimes.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Port Autonome de Noumea, Quai des Volontaires, BP 14, Noumea. Tel. 759–66.

## New Zealand

### AUCKLAND: 36.52 S. 174.46 E.

**DOCUMENTS:**

3 copies Passenger List.
3 copies Crew List.
1 Copy Search List (Form 2).
1 Copy Stores List (Form 3).
1 Copy Prohibited and Restricted Immigrants.
1 Copy Poisons List.
1 Copy Animals and Birds List.
1 Copy List of Firemans (not cargo).
1 Copy Arrival Manifest (Form 1).
1 Copy of List showing the gross tonnage of cargo for discharge in New Zealand.

**PILOTAGE:** Vessel approaching port to give 24 hours notice by radio. A second notice confirming or amending first to be sent 4 hours before expected time. Signal Station on Mt. Victoria, call sign ZLEA, calling frequency 2182 kc/s, working frequency 2012 kc/s. VHF, call sign "Auckland Port Control", Channel 12 and 16. Continuous listening watch on Channel 16.

Pilot launch is 64 ft. long, single mast, painted white. Name is *Akarana*. Standard flag and lights are shown. Word "Pilot" painted in black on white above cabin. Pilots board one mile North of Rangitoto Beacon, but will proceed farther when necessity arises. Good pilot ladder with manrope required to within five ft. of waterline with proper lighting at night. Heaving lines will be needed for mail and for portable radio.

**ANCHORAGE:** For vessels waiting Pilot: Gulf Anchorage No. 1 bearing 000° distance two miles; No. 2 bearing 006° distance 2·5 miles; No. 3 bearing 012° distance 3 miles. Bearings and distances from Rangitoto Beacon.

All inner anchorages in pilotage area can be indicated by Pilot. All anchorages are in 6 to 15 fathoms with good holding ground.

**RESTRICTIONS:** Ships may enter harbour at any time of day or night. Main channel has least depth of 36 ft. chart datum. Vessels with greater draft must wait for tide to make and enter at Harbour Master's orders. Tankers not berthing immediately on arrival anchor as directed at one of gulf anchorages.

**MAX. SIZE:** No limits, within reason, on the length or breadth. Controlling depth at chart datum: entrance 36 ft.; Rangitoto Channel 36 ft.; anchorages 32 to 60 ft.; berths 20 to 40 ft.

**HEALTH:** 24 hours before arrival time, despatch message to Port Health, Auckland. Message to state ETA, last port, number of crew, number of passengers and state of health. 12 hours before arrival confirm ETA.

Doctor boards by way of vessel's shipside gangway (not pilot ladder) when in harbour. This gangway to be ready immediately on arrival in order to avoid any delay. A responsible person should meet doctor at head of gangway and conduct him to appropriate person.

*Papers required:*
Completed Maritime Declaration of Health.
Derating Certificate.
Complete Crew List with dates of last smallpox vaccination.
Complete Passenger List with dates of last smallpox vaccina
N.B. Crew and Passenger Lists to be certified as being corre the Master.
List of Addresses of Disembarking Passengers.
List of Dangerous Cargo on board.

Pratique is granted initially, and covers all subsequent co movements in New Zealand for that voyage. Radio pratique ca granted only after prior approval from New Zealand Health De ment.

Vessels requesting pratique should exhibit appropriate I national Code Signals by day and night until pratique is grant

**RADIO:** Station for routing traffic to the Auckland area is A land Radio. Call sign ZLD. Working both W/T and R/T on contin watches.

**RADAR:** Radar station with range of 45 miles located on Mt. toria 36° 49′ 42″ South, 174° 47′ 57″ E. Masters may call on radio phone and request particulars of their bearing and range as sh on radar screen. Responsibility for the use of this information r entirely with Master of vessel.

**TUGS:** Four tugs available. Tugs join vessel East of Eastern T Wall. Tugs supply lines at no extra charge.

**BERTHING:** Tankers berthing at Eastern Tide Wall, BP De must berth in accordance with weather and tidal conditions. T ers must arrive at Pilot station not later than half an hour be sunset, otherwise berthing will be postponed until following m ing.

Depth of water: Bledisloe, 31 ft./35 ft.; Captain Cook, 25 ft./3 Eastern Tide Wall, 33 ft./35 ft.; Hobson, 17 ft./22 ft.; Jellicoe, 2 35 ft.; Kings, 13 ft./30 ft.; Marsden, 9 ft./20 ft.; Princes, 25 ft./3 Queens, 30 ft./34 ft.; Wynyard, 25 ft./34 ft.; Freyberg, 32 ft./35 ft.

**BRIDGES:** No particular time to pass under Auckland Har Bridge. Navigation span is 138 ft. to 131 ft. above MHWS for 2 each side of centre.

**STEVEDORES:** Labour commences at 0730. In order to en labour for this time ETA should be received at Agent's office be 1500 previous day, or before 1500 previous Friday for a Mon start. Delays on radio messages may be up to 3 hours.

**MEDICAL:** In case of urgent medical attention being requ Agents can arrange for doctor to board in stream at any no Hospital and ambulance services available 24 hours. If any sma vaccinations have expired this must be included in ETA advice.

**TANKERS:** There are three tanker berths, two with 35 ft. de LWST suitable for tankers up to 600 ft. LOA. One berth in de 27 ft. LWST for vessels up to 560 ft. LOA.

Any size pipe-lines can be used, oil companies have all redu pieces needed.

No facilities for slop discharge.

**DENSITY:** Always 1025.

**FRESH WATER:** Fresh water always available. Delivery rate tons per hour, through canvas hoses. AHB supplies all equipm

**FUEL:** Light fuel oil, diesel, gas oil and heavy fuel are availa To be ordered in ETA notice.

**FIRE PRECAUTIONS:** In addition to usual precautions, Cle tankers are under extra security with a nightwatchman from Harb Master's staff in addition to the normal tanker guard.

**BULK HANDLING FACILITIES:** Fergusson Wharf Comple Eastern end of port includes roll-on/roll-off sections and 1,500 ft berthage for container vessels. Water depth maintained at 4 LWST.

**GANGWAY/DECK WATCHMEN:** Watchmen are necess Best to use crew.

**OPENING/CLOSING HATCHES:** Crew can open comple mechanical hatches only. All other hatches opened by waters workers.

**CERTIFICATES:** Register, Deratisation, Load Line, Safety Equ ment, Safety Radio, Articles of Agreement, are main Certifica required.

**CUSTOMS ALLOWANCES:** 1 bottle of spirit (in use) *or* 1 bo of wine (in use) *and* 12 quart bottles (or the equivalent) of be 200 cigarettes *or* ½ lb. of tobacco *or* 50 cigars.

**CARGO GEAR:** Preventer guys must be entirely wire. All blo and shackles must be moused. Safety strops on all heel blocks wires, ropes, chains and blocks to have Certificate of Test.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

Belgium
Denmark
France
West Germany
Greece
Italy
Japan
Netherlands
Norway
Panama
Philippines
Sweden
U.S.A.

**REPAIRS:** Any ship repairs can be carried out. A slipway can b vessels of 600 tons displacement and up to 211 ft. LOA.

**DRY DOCKS:** Maximum size of vessel that can be accommoda in Calliope dry dock is 595 ft. LOA and 65 ft. beam. Water on sl MHWS 33 ft.

**REPATRIATION:** All facilities exist for repatriation.

**AIRPORT:** 8 miles from harbour to airport. Served by all ma international airlines.

**TIME:** Local time is GMT plus 12 hours throughout the year.

**HOLIDAYS:** No work is done on these days: New Year's Day

January); Good Friday; Easter Monday; Anzac Day (25th April); Queen's Birthday (first Monday in June); Labour Day (fourth Monday in October); Christmas Day; Boxing Day. In addition, each Province has an Anniversary Day and a Waterside Workers' Picnic Day. In Auckland these are in last half January.

**POLICE/AMBULANCE/FIRE:** All emergency services are called through one telephone number. Dial 111 and state service required.

**TELEPHONES:** Telephones at all berths. Cost is $1.34 fee phone per day, plus the cost of any overtime incurred in connecting or disconnecting any such telephone.

**GENERAL:** *Refuse Disposal:*

It is important that no refuse be allowed to pass into tidal waters either directly or indirectly. This is covered by strict Government Regulation.

Masters should ensure that refuse is lowered into refuse boat "Manui" and not thrown into boat from any great height.

No refuse will be collected from stern of vessel as this is hazardous for collection craft. A suitable site in way of the flat side of the vessel on off shore side should be chosen.

**SERVICES:** Services include tank cleaning, compass adjusting, all cargo surveying, average adjusting, etc. Tank washings may be pumped to road tankers.

**SHORE LEAVE:** Crew members may go ashore.

**REGULATIONS:** All guests aboard vessel in the evening must have passes signed by the Master. All visitors' passes expire at 2300. All ships in port are subject to the Rules and Regulations contained in the Harbours Act 1950, and the By-laws of the Auckland Harbour Board.

**AUTHORITY:** Auckland Harbour Board, PO Box 1259, Auckland. Tel. 74-610. Cable address "Haboard N.Z."

## BLUFF: 46.37 S. 168.22 E.

**DOCUMENTS:** See "Auckland".

**PILOTAGE:** Pilotage is compulsory. Pilots board vessels from a launch within a 3-mile radius of signal station on Stirling Point, and always well to seaward of 6 fathom line. Arrangements regarding boarding will be made by radio-telephony, wireless-telegraphy, or visual signals from signal station.

Vessels, other than those which are exempt from pilotage, must not proceed inside Bluff Foreshore Light without a Pilot.

Pilots do not usually board vessels between sunset and sunrise, except in reasonable weather.

Caution: Vessels stopping to pick up a Pilot are particularly warned not to approach entrance shoal too closely, especially during flood stream as stream sets strongly on to entrance shoal, North-eastward.

*Coastal Pilots:* Coastal Pilots are available on 24 hours notice for piloting service from Tairoa Head to Milford Sound.

**ANCHORAGE:**

*Southward of Stirling Point:* In fine weather vessels missing tide may anchor in 10 to 12 fathoms with Stirling Point lighthouse bearing about 356° and Dog Island lighthouse bearing about 108°.

*Eastward of Dog Island:* A good anchorage for vessels delayed longer than six hours awaiting to enter Bluff is situated 5 miles East of Dog Island.

**RESTRICTIONS:** The safest time to enter the harbour is at slack water. Strict attention should be paid to signals passed from the signal station on Stirling Point. No vessel should attempt to enter without a Pilot, unless possessing local knowledge.

Least depth in fairway is 23 ft. on Northern edge of Channel Rocks; 24½ ft. on Mararoa Rock; also 25 ft. (about 1 cable West North-westward of the tidal stream indicator beacon).

Entering by North channel least depth is 20 ft. off Northern end of Davey Bank.

**MAX. SIZE:** Length, 620 ft., overall beam, no limit. Maximum draft permissible in approach channel: 30 ft. 0 in. at HW, 21 ft. 6 in. at LW. The Board has been carrying out extensive blasting and dredging in the entrance channel and it is anticipated that a further increase in the present port draft of 30 ft. in the entrance channel will be increased to 34 ft. but this will be publicised at the time when it can be confirmed without doubt what the new actual port draft will be.

**HEALTH:** Inspector boards in quarantine anchorage. In the open roadstead within navigable area enclosed by a circle having a radius of 3 nautical miles from the flagstaff on Stirling Point.

**RADIO:** A signal station is situated on Stirling Point and is connected by telephone with harbour officials. A continuous watch is maintained and vessels can communicate by the International Code of Signals or the Morse Code. There is a radio-telephone at signal station. Call sign is ZLRW, calling frequency is 2,182 kc/s, and the working frequency is 2,012 kc/s. VHF radio having Channels 16 and 12. Watches are maintained from 33 to 40 minutes past the hour, every hour. After radio-telephone contact has been established further listening watches can be made by mutual agreement.

**TUGS:** Two tugs are available. A twin-screw vessel of 1,500 i.h.p. and 14·7 tons static pull. A twin-propulsion Voith Schneider vessel of 1,200 i.h.p. and 15·3 tons static pull. Both vessels are equipped for fire fighting and deep sea salvage work.

**BERTHING:**

| Berth No. | Dredged depth l.w. (draft 2 ft. less or maximum) ft. | in. |
|---|---|---|
| *Island Harbour* | | |
| 1 | 26 | |
| 2 | 26 | |
| 3A | 30 | |
| 3 | 35 | |
| 4 | 35 | |
| 5 | 35 | |
| 6 | 30 | |
| *Old Main Wharves:* | | |
| 11 | 31 | 6 |
| 12 | 29 | |
| 14 | 26 | 6 |
| *Tiwai Wharf:* | 34 | |

**STEVEDORES:** Agents require ETA in advance to arrange labour for cargo handling.

**MEDICAL:** Port doctor available through Agents. Nearest hospital is at Invercargill City, 16 miles from Bluff. Medical service whilst at sea; through Awarua radio.

**TANKERS:** Tankers are berthed at No. 11 berth only, main wharf. Side connections are to be used. Only one pipe-line connection on wharf.

It is not permitted to commence the discharge of oil cargoes during the hours of darkness. No vessel carrying a cargo of motor spirit or having discharged such cargo will be handled during the hours of darkness.

**DENSITY:** 1025.

**FRESH WATER:** Available alongside all berths.

**FUEL:** Bunkering facilities are available. Boiler fuel is supplied by 8 in. diameter pipe-line located at No. 11 berth, old wharf. Delivery rate 240 tons per hour. Limited quantities of coal, light diesel oil and lubricating oil can be arranged for delivery by road or rail to the wharves.

**GANGWAY/DECK WATCHMEN:** Available.

**OPENING CLOSING HATCHES:** Usually carried out by stevedores, unless automatic then by crew.

**CUSTOMS ALLOWANCE:** See "Auckland".

**IDENTIFICATION CARDS:** Not required.

**REPAIRS:** Major repair work can be undertaken by the following: Two small machine shops at Bluff; a foundry at Invercargill; a slipway for vessels of up to 500 tons displacement at Bluff. A diver is available for underwater inspections.

**REPATRIATION:** Facilities exist.

**AIRPORT:** Internal air services from City Airport, Invercargill, 16, miles by road. Connecting with international airports of Christchurch Wellington and Auckland.

**TIME:** GMT plus 12 hours. No change.

**HOLIDAYS:** Christmas Day; Boxing Day; New Year's Day; Second of January; Watersiders' Picnic Day (4th Monday, January); Good Friday; Easter Saturday (except by special arrangement); Easter Monday; Easter Tuesday; Labour Day; Anzac Day; Reigning Sovereign's Birthday.

**POLICE/AMBULANCE/FIRE:**

| | Tel. (Emergency) | (Other) |
|---|---|---|
| Ambulance | Bluff 111 | Ingrill 4119 |
| Police | Bluff 111 | 8844 |
| Fire Brigade | Bluff 111 | |

**TELEPHONES:** By arrangement, all vessels can be connected with telephone system.

**SERVICES:** Compass adjusting, refuse collection daily.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Southland Harbour Board, the Secretary-Manager, PO Box 1, Bluff.

## GISBORNE: 38.42 S. 178.02 E.

**PORT LIMITS:** All of Poverty Bay within a line from the Northern point of Young Nick's Head to Tuaheni Point.

**DOCUMENTS:** See "Auckland".

**PILOTAGE:** Telegraphic address – Harbour Master, Gisborne. Advance notice – 24 hours of ETA and further confirmed at 4 hours of ETA. VHF Channel 12.

Pilot boat is painted white, 45 ft. in length; exhibits pilot flag or lights. Pilot boards on line of leads (332°) 2 miles from breakwater light.

**ANCHORAGE:** Vessels awaiting Pilot and berth anchor with Tuaheni Light bearing 084° 3·2 miles in 10 fms. of water.

**RESTRICTIONS:** Vessels may be berthed at night according to size, draft and weather conditions.

**MAX. SIZE:** Maximum length, 560 ft. OA. Beam, No restriction. Draft, 29 ft. at HW, 25 ft. at LW; there can be slight variations according to heights of tide and weather conditions.

**HEALTH:** Same procedure as "Auckland".

**RADIO:** Auckland Radio ZLD, Wellington ZLW.

**RADAR/VHF:** Radar service available – arrangements can be made through Signal Station by means of VHF Channel 12.

**TUGS:** Tug joins vessel in channel outside breakwater. Normally use ship's lines; if tug's lines used, no extra charge.

**BERTHING:** 700 ft. at 32 ft. depth LW; 1,400 ft. at 18 to 20 ft. depth LW.

**SPECIALISED CARGO FACILITIES:** Two 1,000 tons for bulk grain etc. silos behind No. 7 berth and a conveyor for loading grain etc. in ships.
**STEVEDORES:** Advice of ETA and particulars of stowage required in order that required number of gangs can be ordered. Hours of work, Monday to Friday, 0700–1200, 1300–1800; Saturday, 0700–1200.
**MEDICAL:** No advance advice required for medical attention. Full hospital facilities available.
**DENSITY:** 1025 at all stages of tide.
**FRESH WATER:** Available by 2½″ hoses at approximately 40 tons per hour per hose.
**FUEL:** Fuel is at present only available by rail tanker and should be ordered through ship's Agent in advance. It is expected that tankers should be discharging here in about 2 years.
**DEVELOPMENTS:** It is expected that present overseas berth will be increased from 700 ft. to 1,300 ft. within about 3 years.
**GANGWAY/DECK WATCHMEN:** Ships at present provide own watchmen.
**OPENING/CLOSING HATCHES:** Stevedores normally carry out this work.
**CUSTOMS ALLOWANCE:** See "Auckland".
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** None.
**REPAIRS:** Normal maintenance repairs.
**DRY DOCKS:** One 400 ton slipway.
**REPATRIATION:** Full facilities available for effecting crew changes and repatriation. However, no seaman's pool operating at Gisborne. Replacement crew must be obtained from either Auckland or Wellington.
**AIRPORT:** 3½ miles. Regular internal service.
**TIME:** Standard Time is related to the meridian of 180° *East,* i.e. 12 hours ahead of GMT.
**AUTHORITY:** Gisborne Harbour Board.

## LYTTELTON: 43.35 S. 172.42 E. (See Plan)

**PORT LIMITS:** All those tidal waters of the Port of Lyttelton comprised within the area enclosed by the arc of a circle having a radius of 3 nautical miles from the Northernmost point of Adderley Head.
**DOCUMENTS:** Customs procedure. Overseas vessels, on arrival in New Zealand, should have following papers ready to produce to Customs Officers:

Register.
Names of Owners and Agents.
Crew List.
Passenger List.
List of Prohibited or Restricted Immigrants.
Search List.
Stores List.
List of any stock or birds on board.
List of Poisons.
List of Firearms.
Statement of excess Tonnage of Cargo.
Statement of quantity of Fuel Oil in double bottoms.
Declarations by Passengers arriving in New Zealand.
Baggage Declarations by Passengers for duty purposes.

On departure for overseas, Master or his Agent is required to produce:

Manifest of Cargo.
Stores List.
Crew List.
Passenger List (if any).
Clearance from the Marine Department (if a British ship).

A home trade vessel under *transire* is required to produce her cargo book to Collector of Customs and such particulars as to passengers, crew, and cargo as the Collector may at any time demand. Cargo book shall contain name and port of registry of ship, Name of Master, and date of arrival at, and departure from each port. Particulars as to dates of arrival and departure must be entered not later than 24 hours after time of such arrivals and departures.
**PILOTAGE:** Masters requiring services of a Pilot must notify Harbour Master of their estimated time of arrival and maximum draft not later than 1600 hours on day prior to arrival (Monday to Friday). If estimated time of arrival is on a Saturday, Sunday or any public holiday which falls on a Monday, notification must be given before 1600 hours on previous Friday. International Code of Signals or Morse Code used for communicating with signal station. Station also equipped with radio telephone. Call sign is ZLHL, calling frequencies are 2182 and 2045 kc/s and working frequencies are 2012 and 2162 kc/s, a continuous listening watch being maintained. Radio telephone equipment also installed in the tug, pilot cutter and Harbour Master's office, and same call signs, frequencies and watches are employed. VHF in operation on International Channels 12, 14 and 16.

Pilot vessel is 54 ft. in length. Equipped with radar, radio telephone and echo sounder. The pilot vessel is located at the tug wharf in inner harbour and any vessel awaiting arrival of the Pilot, should anchor about 1½ miles to seaward of Godley Heads, in a depth of 9 to 10 fathoms and await instructions.

The limit of pilotage is a line joining Godley and Adderley Heads.

Every facility must be provided to ensure safe boarding of the Pilot.
**ANCHORAGES:** Anchoring in or near entrance of the dredged channel is not permitted. Vessels not awaiting pratique or a Pilot should anchor within navigable portion of water Westward of Camp Bay and within an area bounded by a line bearing 345° from anchorage beacon in Camp Bay and a line bearing 022° from staff on Ripapa Islet situated about 2 miles Westward of Camp and clear of dredged channel. Anchorage is prohibited in the vi of a telephone cable laid across the port about 4 cables w entrance. Inner limit of the position of this cable is marked by white patches painted on cliffs, one on the northern side and on the southern side of the port.
**RESTRICTIONS:** Cargo vessels not berthed during hou darkness, except at Cashin Quay and Gladstone Pier East.

Tankers are berthed during hours of darkness at the discretio the Harbour Master. All vessels can depart from their berths du hours of darkness. Vessels holding pilotage exemptions may enter or depart during the hours of darkness.

The following are the controlling depths at mean low water spri mud bottom in each case;

entrance to port 48 ft.
dredged channel 37 ft.
inside anchorage 36 ft. (Camp Bay)
approaches to berth 35 ft.
alongside berths 28 ft. to 40 ft.

**MAX. SIZE:** Max. draft permissible for entering or leaving: at high water and 32 ft. at low water. Vessels drawing less than can enter at any state of the tide. Max. size permissible for en length 850 ft. at Cashin Quay, any additional length contact Har Master, 750 ft. at Inner Harbour. No limit on vessel's beam.
**HEALTH:** Master of every ship about to enter a New Zealand shall, not later than 12 hours and not earlier than 24 hours be expected time of arrival at that port, inform Port Health Office radio of last port of call, date of departure therefrom, and sta health of vessel.

Arrival of vessels. On arrival, vessel showing International quarantine signal, should proceed to inspection to await arriva Port Health Officer. Inspections are normally carried out at berth

Radio pratique. Certain ships may be granted pratique by radio hence need not be visited by a Port Health Officer, provided medical officer carried as part of ship's complement.

Maritime Declaration of Health. Masters of all vessels arriving New Zealand from any port beyond New Zealand shall complete deliver to Port Health Officer a maritime declaration of health co tersigned by the ship's medical officer, if carried.

Crew List and Passenger List. Master of every ship liable quarantine should be prepared to furnish Port Health Officer a of all passengers, showing in respect of each passenger, name, race, age, and port of embarkation; and a list of crew giving the na race, and rating of each member.
**RADIO:** Wellington Radio, call sign ZLW; Awarua, call sign Z or Auckland, call sign ZLO.
**TUGS:** Normally join vessel at Parsons Rock Beacon. Tug lines used, charge for which is included in the overall hire rate for t Two tugs required for vessels over 20,000 tons.
**BERTHING:** Requirements for berthing at berths 2, 3, 4, 5, 6 an for vessels over 1,000 tons net are; bow out, the anchor to be us and gangway turned in.
**STEVEDORES:** Waterside labour can be ordered after arriva ship at 6.30 a.m. up to 9 a.m. For work on Saturdays orders must placed by 9 a.m. Friday. Saturday afternoon work to be ordered 10.30 a.m. Saturday.

For supplementary hours labour must be requisitioned by 3 p previous Friday and confirmed by 7 a.m. Monday and daily.
**SPECIALISED CARGO HANDLING FACILITIES:**

*No. 1 Breastwork, Inner Harbour:* Grain Silos. 2,000 tons capac 250 tons per hour loading rate for coastal shipments.

*No. 1 Cashin Quay:* Bulk Loading Facilities: Woodchips, grain, (under construction – due completion 1974).

*Gladstone Pier, East:* Bulk cargo discharges: 5, 5-ton elec cranes, 3, 100-ton mobile bulk hoppers.

*Gladstone Pier, West:* Roll-on/Roll-off Coastal and Trans-Tasm Cargo Terminal.

*No. 2 Jetty west, Inner Harbour:* Roll-on/Roll-off Inter-Isla Passenger and Cargo Terminal.
**MEDICAL:** Hospital facilities are available at Christchurch, 9 mi from port, and international regulations apply in regard to inocu tions, vaccinations, etc. Agents can be notified at any time of me cal allocation required, preferably with 24 hours notice.
**TANKERS:** All tankers berth alongside oil wharf in Inner Harbo One berth only is available with a max. draft of 33 ft. 6 in. A 10 line is used for discharging and loading with suitable fittings reduction to 8 in. Slop or oily residue facilities are not availab Lyttelton is considered to be a discharge port for fuel oils only.

Oil hoses can be connected and disconnected during hours darkness. Side connections are connected to discharging ar situated at the middle of the oil wharf.

Berthing is generally starboard to, head out.
**DENSITY:** 1025, salt water.
**FRESH WATER:** Available at all berths delivered by hose at a d charge rate of 20 tons per hour.
**FUEL:** Bunkering facilities available: Oiler fuel oil, supplied by 4 and 6 in. diameter bunker hose connected to an 8 in. diameter pi line, located on the oil wharf.
**FIRE PRECAUTIONS:** Tankers are not permitted to immobi engines at the oil wharf. Repairs may be carried out at other whar with Harbour Master's permission. Boiler and galley fires are required to be extinguished when loading or discharging. All sca pers are to be plugged and cemented in case of spillages.
**DEVELOPMENTS:** The new container berth at Cashin Quay N will be completed by the end of 1974.

Tender documents have been prepared for the purchase of the most modern single-lift container crane. It is expected that it will be in operation by 1976.

**GANGWAY/DECK WATCHMEN:** All ships must be provided with a watchman whilst at oil wharf; a shore watchman is also required. Watchmen can be ordered at any time by contacting Seamen's Union at Lyttelton

**OPENING/CLOSING HATCHES:** This work is carried out by waterside labour.

**CUSTOMS ALLOWANCES:** ½ lb. and/or 200 cigarettes per man. 1 bottle of wine and/or 1 bottle of spirits per man.

**IDENTIFICATION CARDS:** Passes are necessary at oil wharf but not required otherwise.

**CONSULS:** At Christchurch.

| | | | |
|---|---|---|---|
| Australia | 66–221 | Belgium | 77–905 |
| Denmark | 899–099 | France | 60–085 |
| Italy | 62–799 | Japan | 60–446 |
| Netherlands | 65–669 | Norway | 65–079 |
| Sweden | 65–179 | U.S.A. | 65–864 |

**REPAIRS:** Major work can be undertaken at Lyttelton where a machine shop and foundry are available.

**DRY DOCKS:** A graving dock is available for vessels up to 6,500 tons gross, and dimensions of dock are floor length 450 ft., top length 481 ft. 6 in., top width 82 ft., entrance width 62 ft., width in way of ships bilge 54 ft. 6in., sill depth at MHWS 23 ft. A patent slip is also available for vessels up to 240 tons gross.

**REPATRIATION:** Facilities are available.

**AIRPORT:** Distance from Christchurch – 6 miles, served by regular airlines.

**TIME:** Local time is 12 hours ahead of GMT, no alteration to clocks.

**HOLIDAYS:** Holidays throughout year shall be New Year's Day; Anzac Day; Provincial Anniversary Day; Good Friday; Easter Monday; Labour Day; Birthday of Reigning Sovereign; Christmas Day; Boxing Day; and the Harbour Board's employees picnic day (to be held on same day as the Waterside Workers' Union picnic day. No cargo work is carried out on these days.)

**POLICE/AMBULANCE/FIRE:** For emergency calls from ships telephones, dial 111 and ask the operator for service required. For other than emergency calls dial 8079 and ask for service you require.

**TELEPHONES:** Arrangements can be made with Harbour Master for telephones to be placed on board.

**SERVICES:** Tank-cleaning and tank-washing facilities are available as well as a compass adjuster.

**SHORE LEAVE:** Crew members are allowed ashore.

**AUTHORITY:** Lyttelton Harbour Board, Christchurch.

## MOUNT MAUNGANUI: 37.39 S. 176.11 E. (See Plan)

**PORT LIMITS:** The port of Tauranga outward sea limits are bounded by a right line bearing 093° from North Rock Light 2 nautical miles distant from Trig A Mount Maunganui, then by an arc of 2 nautical miles radius centred on Trig A extending in an anti-clockwise direction to MHW mark at Matakana Island.

**DOCUMENTS:** See "Auckland".

**PILOTAGE:** Pilotage is compulsory for merchant vessels of over 100 tons net tonnage; Pilot boards vessel about 1 mile North-eastward of North Rock light structure. If, due to adverse weather conditions, the Pilot is unable to embark, the pilot launch will lead the vessel into smoother waters and embark abreast No. 2 light buoy. All vessels inward bound must give 24 hours notice by radio of their expected time of arrival off the port limits. If bound from Auckland or near ports, vessels send their expected time of arrival immediately on departure from that port; a vessel requiring the services of a Pilot requests this in the same message.

A second message confirming or amending the first is sent four hours before the expected time of arrival as given in her first message. In the event of a vessel expecting to arrive earlier, the four-hour notice is sent four hours before the new expected time of arrival.

Communications are addressed "Harbour Master Tauranga" and are attended to at all hours of the day or night.

Pilot launch is 50 ft. long, is painted white and equipped with R/T, 2182 kc/s., 2162 kc/s. and 2012 kc/s.; VHF Channels 16, 12, 14, 8 and 6, and radar.

Vessels awaiting Pilots may anchor in pilot boarding position.

**ANCHORAGES:** Three sheltered anchorages are situated in Western channel of Tauranga Harbour and are available for vessels of up to 500 ft. long with a maximum draft of 22 ft. 6 in.

**RESTRICTIONS:** Vessels may enter, berth, unberth, or depart during hours of darkness in fine weather. Tankers are handled during daylight only except tankers in ballast and gas free which may sail at night. Vessels over 300 ft. generally enter or depart on HW or LW slack.

**MAX. SIZE:** Max. length permissible is 615 ft., no restrictions on beam. Max. arrival and departure draft at high water is 31 ft. and at low water 26 ft.

**HEALTH:** Radio notification to be sent to "Port Health Tauranga", regarding state of health of crew and ETA 24 hours before arrival.

Pratique is granted by Port Health Officer on arrival. Notification should be made by radio to Port Health in case of suspected disease or fever on board.

Pratique is automatic if vessel has been previously cleared at another New Zealand port. Radio pratique may be granted in case of passenger vessels or such vessels as carry a doctor on board.

**RADIO:** Nearest coastal radio station to Port of Tauranga is "Auckland Radio" – call sign ZLD.

**RADAR/VHF:** Radar is fitted to Harbour Board pilot launch and one tug. VHF is fitted to Harbour Board Watch Office, Main Office, both tugs, pilot launch and work launch. Channels 16, 14, 12, 8 and 6 available. Contact should be made through Channel 16 where continuous listening is maintained. Harbour Board Watch Office is also fitted with R/T, call sign ZLDQ Tauranga. A listening watch is kept on 2182 kc/s.

**TUGS:** Two tugs are available. Usually join vessels in vicinity of entrance. Tugs lines are normally used, for which there is no extra charge. A third tug planned for delivery in 1973.

**BERTHING:** Berthing normally takes place 30 minutes after negotiating harbour entrance at HW or LW slack. Wharves are quay type of concrete construction with wooden spring fendering and rubber buffers. At present 5,700 ft. of wharf is available, with a further 300 ft. under construction Southward due for completion 1974.

**STEVEDORES:** ETA to stevedoring companies is usually worked in conjunction with ETA to Harbour Master.

**MEDICAL:** Unless specifically required for arrival, Agents do not require advice. Local medical practioners are consulted and services of one public and one private hospital are utilised. Smallpox certificates are required.

**TANKERS:** Discharge of black and white products is done through a single 10 in. discharge line. Flexible connection between these lines and ship is 8 in. No slop facilities. Two tanker discharge points with a maximum permissible draft of 28 ft. 6 in. at No. 5 berth and 31 ft. at No. 9 berth. Chemical tankers are also loaded and discharged at No. 9 berth.

**DENSITY:** Salt water, 1025.

**FRESH WATER:** Unlimited supply by pipe-line. Good quality, 15 tons per hour.

**FUEL:** Light bunker fuel oil 200 secs. Redwood No. 1. Heavy bunker fuel oil 1,000 secs. Redwood No. 1. 24 hours – minimum notice. Availability up to 1,000 tons.

**FIRE PRECAUTIONS:** A fence is erected around tankers to prevent unauthorised access to berth. Both tugs are equipped for fire-fighting.

**DEVELOPMENTS:** An increase of draft to 32 ft. could be undertaken on completion of channel realignment.

**GANGWAY/DECK WATCHMEN:** Ship's watchmen are usually employed by overseas ships.

**OPENING/CLOSING HATCHES:** Usually performed by stevedores.

**CUSTOMS ALLOWANCES:** See "Auckland".

**IDENTIFICATION CARDS:** Not required.

**REPAIRS:** All types of engine and deck repairs are possible with exception of docking and associated bottom repairs.

**REPATRIATION:** Repatriation no problem.

**AIRPORT:** Airport is situated 1 mile from wharves and is served with regular flights from internal airlines to overseas airports at larger centres.

**TIME:** GMT plus 12 hours.

**HOLIDAYS:** New Year's Day (1st and 2nd January); Good Friday (end of March); Easter Monday (end of March); Anzac Day (25th April); Queen Elizabeth II Birthday (1st June); Labour Day (26th October); Christmas Day (25th December); Boxing Day (26th December); Port Picnic Day (end of January). Cargo work does not take place on public holidays, Saturday afternoon or Sunday.

**POLICE/AMBULANCE/FIRE:** All connected through automatic exchange, Emergency No. 111.

**TELEPHONES:** Telephones are placed on board all ships by Harbour Board.

**SERVICES:** No facilities for discharge of tank washings exist. Compass adjusters can be arranged from other ports. Local provendors cater for most domestic supplies. Fumigation can be arranged.

**SHORE LEAVE:** Crew are permitted ashore at Master's discretion.

**AUTHORITY:** Bay of Plenty Harbour Board, Private Bag, Mount Maunganui. Tel. 53–039. Telegram "Harboard".

**AGENT:** Russell & Somers (Bay of Plenty) Limited, 194 Maunganui Road, POB 5087, Mount Maunganui. Tel. 53059. Telex: 2942 "Lumberco". Cables: "Rusticated" Mount Maunganui.

## NAPIER: 39.29 S. 176. 54 E.

**DOCUMENTS:** See "Auckland".

**PILOTAGE:** Vessels should advise ETA and draft to Harbour Master Napier 24 hours prior to arrival, ETA to be confirmed or amended 4 hours before original ETA or 4 hours before arrival, whichever first.

VHF pilot boat and watchtower. Listen Channel 16. Work Channel 12.

Pilot boat 65 ft. long, painted white, funnel yellow with black top. Pilot boards inward vessels on main leads 1 mile East of roadstead buoy.

**ANCHORAGES:** Anchorage 1 mile East of roadstead buoy. 9 fathoms. Bottom sand and mud.

**RESTRICTIONS:** Vessels are berthed between 0500 and sunset. Vessels up to 25 ft. 6 in. draft may berth at any state of tide.

**MAX. SIZE:** Max. length OA 620 ft.; beam, no limit; draft, 28 ft. 7 in. with extension to 29 ft. Subject to beam of vessel and prevailing conditions.

Tanker and bulk carriers berthed at 29 ft. draft. Subject to prevailing swell conditions and being able to commence discharge immediately on arrival.

**HEALTH:** Cable port health Napier 24 hours before arrival. Doctor will board on arrival.

**RADIO:** Cables should be routed through Wellington Radio ZLW. Radio telephone – Napier Watchtower listens 2182 kc/s for 15 mins. at following times: 0400, 0800 1200, 1600, 2000, 2400 and by arrangement. Working frequency is 2162 kc/s. VHF listening watch as above for R/T and continuous during office hours.
**TUGS:** Two tugs take ship's line inside breakwater.
**BERTHING:** Vessels at max. draft limited to HW. Vessels normally berth "Port side to" all berths but will berth starboard side to on request. Notification must be received before 1600 hours on Friday for any shipping movement over weekend and 1600 hours on day preceeding public holidays.
**SPECIALISED CARGO FACILITIES:** Wood pulp store situated adjacent Higgins Wharf South, area 126,000 square feet with 27 ft. clear height.

Bulk fertiliser store adjacent Higgins Wharf, capacity 55,000 tons.
**STEVEDORES:** ETA required for discharge ships 24 hours before arrival. Loading ships 48 hours before arrival with proposed stowages and vacant spaces. Advice number of gangs able to work. All work done by ship's tackles.
**MEDICAL:** No prior notice required for medical attention. Hospital facilities available. Advice would be needed of any contagious disease on board in advance.
**TANKERS:** Standard size discharge lines. All connections supplied by oil companies. Five berths, max. draft 29 ft.
**DENSITY:** 1025.
**FRESH WATER:** Available all berths 20T per hour per hose.
**FUEL:** 220 and 1,000 p/sec. Oil available ex-pipe-line at 110 tons per hour L/Marine diesel and gas oil ex-road tanker. All at immediate notice. Lubricating oil available. 1 weeks notice. No residue service available.
**FIRE PRECAUTIONS:** Watchman supplied on wharf at ship's expense when tankers discharging.
**DEVELOPMENTS:** Container cleaning yard, completion 1974. Breakwater extension, commencing 1974. Kirkpatrick reclamation commencing 1974.
**GANGWAY/DECK WATCHMEN:** Cargo watchmen supplied on request at current award rates.
**OPENING/CLOSING HATCHES:** Hatches normally opened and closed by stevedores unless automatic type.
**CERTIFICATES:**

- Ship's Register
- Health Certificate
- Cargo Safety Certificate
- Radio Safety Certificate
- Load Line Certificate

**CUSTOMS ALLOWANCES:** See "Auckland".
**IDENTIFICATION CARDS:** Not required.
**REPAIRS:** First class service available.
**REPATRIATION:** On arrangement with Customs and vessel's Agents.
**AIRPORT:** Hawke's Bay Airport, served by internal airline 3 miles from port.
**TIME:** GMT plus 12 hours.
**HOLIDAYS:** New Year's Day; 2nd January; Picnic Day (last Wednesday in January) (vessels berthed but cargo not worked on any of these holidays); Good Friday; Easter Monday; Anzac Day (25th April); Queen's Birthday (1st Monday in June); Labour Day (nearest Monday 25th October); Christmas Day; Boxing Day.
**POLICE/AMBULANCE/FIRE:** Emergency telephone 111.
**TELEPHONES:** Connection all berths.
**GENERAL:** Due to open port and swell, ship's engines to be kept at 12 hours notice of readiness.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Napier Harbour Board, PO Box 166, Napier, New Zealand. Tel. 58684.

## NELSON: 41.17 S. 173.17 E. (See Plan)

**PORT LIMITS:** Within 3 miles radius of Nelson Lighthouse.
**DOCUMENTS:** See "Auckland".
**PILOTAGE:** Compulsory for vessels of 100 nrt and over. If possible 24 hours notice of ETA to Harbour Master. Confirm ETA before 1600 Friday if arriving during weekend or public holiday.

Radio telephone 2182 kc/s. and 2162 kc/s., call sign ZLED. Listening watch 10 minutes every 4 hours commencing at 0000 hrs. After contact has been establised a further listening schedule can be arranged.

VHF on Channel 16 listening and Channel 12 working. Pilots board inward-bound vessels about 1½ to 2 miles to seaward of main entrance.

Anchorage awaiting Pilot in depth about 30 ft., mud, with Boulder Bank lighthouse bearing 130° distance 8 cables. Pilot vessel 36 ft. double-ended flush-decked vessel painted orange.
**ANCHORAGES:** Anchorage as indicated in pilotage or further seaward according to weather conditions, draft and length of stay at anchor.
**RESTRICTIONS:** Vessels may enter, berth, unberth, or leave during hours of darkness. Overseas vessels (over approx. 380 ft.) enter port on flood tide and usually swing and berth port side to.
**MAX. SIZE:** Maximum permissible length 580 ft. Beam no limit. Draft limits 28 ft. Max. draft at Main Wharf is 26 ft.
**HEALTH:** Doctor clears vessel after berthing. Pratique automatic after clearance at first port. If suspected disease or fever on board advise Medical Officer of Health, Nelson, by radio and await instructions.

**RADIO:** ZLW Wellington Radio; ZLB Awarua Radio; ZLD A land Radio.
**TUGS:** Two tugs available, joins vessel inside harbour. Tug's line used on berthing. Tugs are equipped for fire-fighting.
**BERTHING:** Vessels should endeavour to make their arriva early on flood tide as possible.
**SPECIALISED CARGO-HANDLING FACILITIES:** Facil are available at one general cargo berth for discharging m spirits and oil. Another berth is used for loading wood chips p matically (the loading equipment is owned by Nelson Pine Fo Limited, Nelson).
**STEVEDORES:** Labour ordered 0700 for weekday work; 0900 day for Saturday work. ETA should be received by Agents be these times.
**MEDICAL:** Advise Agents of any medical attention required, g up to 24 hours notice. Hospital facilities are obtainable. Sma vaccination certificates are required.
**TANKERS:** Diameter of discharge pipe, 10 in. white produ 8 in. black oil. No slop discharge facilities. Oil tanker berth, one o Maximum draft at berth 26 ft.
**DENSITY:** Average sea water, 1025.
**FRESH WATER:** Obtainable at any time. Approximately 20 t per hour delivery rate.
**FUEL:** Marine fuel oil, gas oil. Notice required, 24 hours.
**GANGWAY/DECK WATCHMAN:** Watchman necessary usually provided by ship's crew. Shore watchman can be engage requested by vessel. Cost in accordance with national award.
**OPENING/CLOSING HATCHES:** By stevedores only.
**CUSTOMS ALLOWANCES:** See "Auckland".
**IDENTIFICATION CARDS:** Not required.
**REPAIRS:** Deck and engine repairs are possible. (No underwa damage repaired.)
**DRY DOCKS:** Slipway available for up to 1,500 ton vessels.
**REPATRIATION:** Facilities exist.
**AIRPORT:** Distance 3 miles. Served by internal airline only.
**TIME:** GMT plus 12 hours. No alteration made during year.
**HOLIDAYS:** New Year's Day (1st Jan.); 2nd Jan.; Picnic D (usually near end Jan.); Anniversary Day (1st Monday in Fe New Zealand Day (6th February); Good Friday; Easter Mond Queen Elizabeth II Day (1st Monday in June); Labour Day ( Monday in October); Christmas Day; Boxing Day. No cargo w on these days.
**POLICE/AMBULANCE/FIRE:** Police 88309; Ambulance 88 Fire 81589; Emergency calls, dial 111.
**TELEPHONES:** Can be connected on board.
**SHORE LEAVE:** Allowed.
**SHORE POWER:** 400 v., 3 h.p., 50 Hz, 60 amps max.
**DEVELOPMENTS:** A 450 ft. overseas berth with roll-on/roll- facilities available, expected to be ready November 1974.
**AUTHORITY:** The Nelson Harbour Board, PO Box 1003, P Nelson. Tel. 82099 Nelson. Telegram "Nelharbour".

## NEW PLYMOUTH, Port Taranaki: 39.03 S. 174.03 E (See Plan)

**PORT LIMITS:** All waters contained within the area of a cir with radius 2½ nautical miles whose centre is the trig station on Mo Moturoa in position 39° 03′ 56.8″ S. 174° 01′ 44.9″ E.
**DOCUMENTS:** *Customs:* See "Auckland".

*Agriculture:* Shipmaster's Bond List. Meal Locker Declarat Form AGL 36 (2 copies).

*Health:* Maritime Declaration of Health (issued by Port Hea Officer).
**PILOTAGE:** Compulsory. Telegraphic address "Harbour Mast New Plymouth". 3 days notice preferable with 1 day confirmatio VHF Channel 16. R/T 2182 kc/s.

Pilot boat white with buff deckhouse, either "Rawinia" or "Pil in black on side. Pilot taken on board about 1½ miles due North Main Breakwater Head.
**ANCHORAGE:** Vessels can anchor to the West of a line d North from the Main Breakwater head seaward of the 10 fathom li Good holding on sandy bottom. Not recommended in Norther weather conditions.
**RESTRICTIONS:** Ships not berthed during hours of darkne although permitted to sail. Draft maximum 30 ft. (9·15 m.) may exceeded after prior consultation with Harbour Master. Ships und 21 ft. not affected by state of tide. In range 21 ft. to 30 ft. (9·15 m.) ti of berthing relevant to high tide.
**MAX. SIZE:** Maximum size 700 ft. (213·4 m.) overall, breadth no lim
**HEALTH:** Port doctor boards on arrival at berth. In event of su pected disease on board, will board in pilotage area. Pratiq automatic if vessel has already called at another New Zealand po
**RADIO:** Radio telephone system operates watches for 15 minu every 4 hours from midnight. Call sign ZLNE, call frequency 2 kc/s. Working frequency 2012 and 2162 kc/s. VHF station opera on Channel 16 after notice given by telegraph or R/T. ETA cab generally received through Wellington Radio. All outward messag routed through Wellington Radio.
**TUGS:** One tug available. 700 hp.
**BERTHING:** In general all ships are swung in basin coming alo side berth stern first.

*Breakwater* (Under Construction): Length, 122 m.; width, 10 m depth alongside LWOST, 5·5 m. For use by oil field barges, sup vessels and fishing vessels. Road transport only.

*Moturoa Wharf:* Length, 335 m.; width, 27·4 m.

East side of wharf: 1 berth 260 m. long, depth alongside LWOS

10 m. Four 3 tonne portal cranes (5 tonne at reduced radius) 1 berth 76 m. long, depth alongside LWOST 4·9 m.

West side of wharf: 1 berth 137 m. long, depth alongside LWOST 7·9 m. Bunkering point on No. 2 berth. All classes of bulk oil may be discharged at No. 2 berth. Road and rail transport may be used to load and discharge dry cargo.

*Newton King Wharf:* Length, 366 m.; width, 22·9 m.

East side of wharf: 1 berth 244 m. long, depth alongside LWOST 10 m. 1 berth 50 m. long, depth alongside LWOST 7·6 m.

West side of wharf: 2 berths 366 m. overall, depth alongside LWOST 10 m. One 1·5 tonne and one 2 tonne portal cranes. Bunkering points in berths 2, 3 and 4. All classes of bulk oil may be discharged at berths 2 and 4, crudes may be loaded at berths 2 and 4. Road and rail transport may be used to load and discharge dry cargo.

*Blyde Wharf:* West side of the wharf: Length, 426 m., width of apron, 19 m.; width including open storage, 82 m.; depth alongside LWOST, 11 m. Two 2 tonne portal cranes. Rail and road transport may be used to load and discharge cargo. Open hard standings for transit cargo storage are available; a small container facility is provided.

East side of the wharf (under construction): Length, 80 m.; width, 5·5 m. and 13·4 m.; depth alongside LWOST, 5·5 m. Road transport only. For use by oil field supply vessels.

One mobile Lima heavy lift crane capacity 70 tons at 12 ft. from wharf edge to 25 tons at 40 ft. from wharf edge available at No. 2 berth.

**STEVEDORES:** Labour must be engaged between 0700–0900 Monday to Friday. Agents should be advised ETA at least 24 hours, preferably 72 hours, in order arrange cargo if vessel loading. Normal cargo working hours Monday–Friday 0700–1200, 1300–1700. Saturday 0700–1200. Supplementary hours may be worked Monday–Friday. 1700–2300 if labour available. No work on Sundays.

**MEDICAL:** Hospital services available.

**TANKERS:** Black oils 10 in. pipe-line; white oils 8 in. pipe-line. 3 of 4 berths available for tankers, maximum draft 30 ft. (9·15 m.). Small de-ballasting tank available.

**DENSITY:** Sea water.

**FRESH WATER:** Available all berths from main supply at about 100 tons per hour.

**FUEL:** Light fuel oil and gas oil pipe-line connected all berths, except Blyde Wharf. Gravity fed at about 100 tons per hour. Can be arranged at 24 hours notice.

**FIRE PRECAUTIONS:** Tanker berths closed to public with Harbour Board watchman in attendance.

**DEVELOPMENTS:** New reclamation of 23 acres providing berths for 2 overseas vessels. Is now fully operational. These berths are suitable for handling heavy lifts, PAD type roll-on/roll-off vessels, limited container use and a container cleaning installation is provided. A berth for oil rig tenders will be completed by late 1974.

**GANGWAY/DECK WATCHMEN:** Not available and not necessary.

**OPENING/CLOSING HATCHES:** Stevedores must carry out this work.

**CERTIFICATES:**
Normal Safety Certificates.
Ship's Register.

**CUSTOMS ALLOWANCES:** See "Auckland".

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** None available locally.

**REPAIRS:** All repairs except underwater work of a major nature.

**REPATRIATION:** Facilities exist.

**AIRPORT:** Is 7 miles from city, 10 miles from port. Served by domestic service only, 2 flights northbound and southbound each daily.

**TIME:** 12 hours ahead of GMT. No adjustment made.

**HOLIDAYS:** New Year's Day; Stevedores Picnic (4th Wednesday January); Provincial Anniversary Day (2nd Monday March); Good Friday; Easter Monday; Anzac Day (25th April); Queen's Birthday (1st Monday June); Labour Day (4th Monday October); Christmas Day; Boxing Day.

**POLICE/FIRE/AMBULANCE:** Telephone numbers respectively, 75449, 75505, 75439.

**TELEPHONES:** Can be connected on board.

**GENERAL:** Ship's garbage must be in covered containers supplied by Harbour Board and removed daily. Any meats on board vessel on arrival which have been supplied from other than Australia or New Zealand will be sealed off and fresh supplies obtained.

**SHORE LEAVE:** No restriction.

**AUTHORITY:** Harbour Master, Taranaki Harbours Board, PO Box 348, New Plymouth, Tel. 75672. Cables "Taragate".

**AGENT:** Newton King Ltd., Shipping Department, 15–17 Currie Street, (PO Box 244), New Plymouth, New Zealand. Telegrams, "Kingship". Tel. 5719 (10 lines) Business, 83174 Residence. Telex, N.Z. 3275, Answerback "Newking".

## OTAGO, (includes Dunedin, Port Chalmers and Ravensbourne): 45.46 S. 170.43 E.

**DOCUMENTS:** See "Auckland".

**PILOTAGE:** Address "Harbour Master, Dunedin. Through coastal radio stations ZLW (Wellington) or ZLB (Awarua) giving ship's name, draft, and ETA. First message 72 hours out, revise 24 hours out: if from another New Zealand port (coastwise) similar message as soon as possible after leaving that port. Subsequent contact with port private radio station ZLES Taiaroa Heads on 2182 kc/s. or VHF Channel 16. Pilot boat is 55 ft., white launch, also fitted with same frequencies, which meets vessels as required but does not remain on station otherwise. Boarding position is with Taiaroa Head Lighthouse bearing 170° distant 2 miles; good anchorage in same position, depth 12 fathoms. Pilots can always board in this vicinity provided Master has ship under way at slow speed and obeys Pilot's instructions. Vessels arriving to work general cargo should endeavour to embark Pilot by 0500 in order to be alongside berth ready to take labour on board at normal commencing hour of 0700.

**ANCHORAGES:** With Taiaroa Heads Lighthouse bearing 170° distant 2 miles, good holding ground in all weathers, safe except in very strong Easterly gales which are extremely rare. If this position is already occupied by another vessel, there is ample room close Westward, Northwestward, and Northward. Depths 12 to 16 fathoms.

**RESTRICTIONS:** Tankers proceeding to or from the oil jetty at Dunedin make passage of the upper harbour in daylight hours only. Otherwise ships are not boarded between midnight and 0500 as no working time is gained by so doing.

**MAX. SIZE:** For berthing at *Port Chalmers:* Maximum draft 34 ft. at high water, 29 ft. at low tide. Channel is worked as required by circumstances; it is not restricted to slackwater. Maximum size of ship dependent on displacement; largest to date, length 702 ft. but vessels with displacement up to 35,000 tons may safely berth and larger vessels will be considered individually. For berthing in the upper harbour at *Dunedin* or *Ravensbourne,* maximum draft 26 ft. high water, 21 ft. zero tide; maximum length 585 ft.

**HEALTH:** Master to radio to Port Health Officer (entry port in N.Z. only) 24 hours before ETA requesting free pratique or declaring adverse state of health. Agents will advise Port Health Officer and Health Department inspectors who will board vessel on arrival, alongside actual wharf if free pratique requested. N.Z. regulations will require sealing of domestic meat chambers and purchase of local meats for use coastwise.

**RADIO:** Through Awarua Radio ZLB or Wellington Radio ZLW.

**RADAR/VHF:** Port radio station at entrance Taiaroa Head (ZLES) maintains 24-hour watch on R/T 2182 kc/s. and VHF Channel 16. Radar operated at station on request has range in excess of 20 miles to North and East.

**TUGS:** Tug used in vicinity of wharves turning, berthing and unberthing, etc. Tug's lines used without charge.

**BERTHING:** Some restrictions for larger vessels berthing with flood tide at Beach St. Wharf Port Chalmers.

**STEVEDORES:** Labour for Saturday work must be ordered by 0830 Fridays, otherwise by 1430 for following day. Advise Agents of firm ETA in time to judge this. Evening shift work to 2300 can be arranged when labour available.

**MEDICAL:** Emergency medical services and full hospital services always available at short notice. Emergency advice by radio available. Top priority given to arrangements for landing urgent cases for medical treatment.

**TANKERS:** Diameter of lines 8 in.; minor slop facilities only; one tanker discharge berth 700 ft. long, 28 ft. depth alongside at low water. Maximum size ship 585 ft. long; draft for channel transit 26 ft.

**DENSITY:** Harbour density 1024 all states of tide.

**FRESH WATER:** Fresh water available all berths, approx. delivery rate 20 tons per hour.

**FUEL:** Bunkers available at oil berth; all grades up to 1,000 secs. Redwood.

**DEVELOPMENTS:** New Beach St. Wharf Port Chalmers 1200 ft. long, 35 ft. depth at low water alongside, for container ships.

**GANGWAY/DECK WATCHMEN:** Shore watchman not normally required except at entry to oil jetty, such watchman arranged for by oil company. Ships required to maintain own gangway surveillance.

**OPENING/CLOSING HATCHES:** Automatic hatch gear may be operated by ship's personnel. Manual hatches by shore labour only.

**CERTIFICATES:** Normal cargo gear and equipment certificates as required for British ports; also Fumigation (Rats) or Exemption Certificate.

**CUSTOMS ALLOWANCES:** See "Auckland".

**IDENTIFICATION CARDS:** Not required for British subjects. Alien identification cards to be retained on board in case of need.

**CONSULS:** Consular agencies France, Norway, Denmark, Sweden, Germany, Italy, Netherlands, Portugal.

**REPAIRS:** All types deck and engine repairs possible; good machine shops, etc.

**DRY DOCKS:** Otago dock takes ships up to 520 ft. but beam limit 65 to 66 ft.; maximum draft entry 19 ft.

**REPATRIATION:** Repatriation arrangements can be made.

**AIRPORT:** Dunedin is served by all internal main airlines with connections to overseas via Christchurch, Wellington and Auckland. Airport 35 minutes from Dunedin City by car.

**TIME:** N.Z. Standard Time throughout year is GMT plus 12 hours.

**HOLIDAYS:** As for all N.Z. ports, i.e. January 1st and 2nd; Good Friday and Easter Monday; Anzac Day (April 25th); 1st Monday in June; Labour Day (Monday, nearest October 24th); Christmas Day and Boxing Day; Waterside Picnic day (Wednesday at end January). Where New Year and Christmas holidays coincide with Saturdays and/or Sundays, holidays are taken following Monday and/or Tuesday. General cargo not worked on these days nor on Sundays: tankers discharge 365 days: ships arrive and depart regardless of holidays. Container ships worked all days except Good Friday and Anzac Day.

**POLICE/AMBULANCE/FIRE:** Police 76012; Ambulance 77111; Fire Brigade 79111; Hospital 76740; Emergency (serious) dial 111 and ask for any service needed.

**TELEPHONES:** Slot telephones can be put on board with all local calls free, others by cash in slot.

**GENERAL:** No special moorings are required. Harbour, though tidal, is landlocked and there is no surge at any berth. Tide rise averages 6 ft. above datum (extremes 5 ft. and 8 ft.).
**SERVICES:** Radar and gyro compass technicians available. Good shop and providore facilities. Compass adjuster usually available.
**SHORE LEAVE:** Crew members not restricted ashore.
**REGULATIONS:** No special local regulations, but all N.Z. ports have very strict rules for garbage collection and disposal, etc. and against oil spillage.
**DELAYS:** Ample berths normally available. Occasional delays for labour shortage or wet weather (rainfall average 30 in. per year). Small quantities bunkers available ex-tank wagons at any berth. Larger quantities obtainable by shifting to oil jetty outside cargo work hours or as otherwise convenient.
**AUTHORITY:** Otago Harbour Board, PO Box 1, Dunedin, New Zealand. Tel. 77881. Telegraphic address "Koputai", Dunedin.

## PICTON: 41.17 S. 174.02 E.

**PORT LIMITS:** A straight line drawn in a 303° direction from Paparoa Point on Arapawa Island to the opposite shore of the mainland. A straight line drawn between East Head and West Head, Tory Channel Entrance.
**DOCUMENTS:** See "Auckland".
**PILOTAGE:** Compulsory. Pilot will board vessels between Long Island and Motuara Island or one mile radius seaward from West Head, Tory Channel Entrance, provided he is notified at least four hours before estimated time of arrival of a vessel off these islands.

Pilot boat 48 ft. in length equipped with VHF radio Channel 16, call sign "Picton Harbour".
**ANCHORAGE:** Except during strong North-west winds, there is a good anchorage Northward of Mabel Island in 16 fathoms for vessels of all sizes.

*Quarantine Anchorage.* Within the navigable area to Westward of Mable Island enclosed between the foreshore and a line from Kaipupu Point 047° to the Western extremity of Mabel Island, thence 349° to Wedge Point. Vessels not in quarantine can use this anchorage.
**RESTRICTIONS:** Controlling depth in approaches to anchorage is 44 ft. MLWOS.
**MAX. SIZE:** Max. length 620 ft. Draft, fore 30 ft., aft 36 ft. Vessels of this size can berth at any state of the tide. Longer vessels may be accommodated by arrangement with the Harbour Master.
**HEALTH:** First entry at a New Zealand port pratique is granted after vessel berths provided she has a clean bill of health from her last port, otherwise vessel would anchor in the quarantine anchorage, where port Health Officer would board. Once clear at the first port in New Zealand no further pratique is required.
**RADIO:** Port is equipped with medium frequency and VHF, call sign ZLVH, calling frequency 2182 kilocycles. Watch is maintained Monday to Friday, 0900 to 0933,11140 to 1203, 1540 to 1603 daily and at other times by arrangement. In addition the following schedule is maintained for communication with the road/rail ferries: 0103, 1140, 1640, 2020, 2050. Sundays only: 1603.
**BERTHING:** One overseas wharf 700 ft. length with accommodation for two vessels. Depth at wharf up to 38 ft.

2 road/rail ferry berths 500 ft. long with modern terminal facilities for roll-on/roll-off traffic.
**TUGS:** None.
**STEVEDORES:** Agents will provide gangs and other facilities provided Master gives prior notice of his requirements.
**MEDICAL:** It is necessary for Master to give his Agent as much advance notice as possible. Two doctors reside in the port. Hospital at the port and the main hospital at Blenheim, 17 miles by road. Ambulance service available.
**DENSITY:** 1025.
**FRESH WATER:** Supplies available at 30 t.p.h. Cost 75 cents/ 1,000 gals.
**FUEL:** By tank wagon only.
**GANGWAY/DECK WATCHMEN:** Required by general harbour regulations and is generally carried out by ship's deck hands.
**OPENING/CLOSING HATCHES:** Performed by stevedores.
**CUSTOMS ALLOWANCES:** See "Auckland".
**CARGO GEAR:** Marine Department control this and regulations are issued accordingly. These regulations are very similar to those in the United Kingdom.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** These are stationed at Wellington. (See "Wellington".)
**REPAIRS:** Small repairs undertaken by three companies.
**REPATRIATION:** Crew changes can be made.
**AIRPORT:** Woodbourne – 22 miles by road from Picton, served by feeder services to Wellington – Christchurch.
**TIME:** GMT plus 12 hours, no change.
**HOLIDAYS:** New Year's Day, Anniversary Day, Good Friday, Easter Monday, Labour Day, Sovereign's Birthday, Christmas Day, Boxing Day, Anzac Day, Watersiders' Workers Picnic Day.
**POLICE/AMBULANCE/FIRE:** Police, tel. 439; Ambulance, through doctor or in case of emergency tel. 207; Fire, ring exchange operator.
**TELEPHONE:** Facilities exist to place telephones on board.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Marlborough Harbour Board, PO Box 84, Picton. Tel. 270.

## TIMARU: 44.24 S. 171.19 E. (See Plan)

**DOCUMENTS:** See "Auckland".
**PILOTAGE:** Pilotage is compulsory, and Pilots are availabl
and night. A vessel requiring a Pilot should remain 1 mile sea
of Eastern Extension Mole, and should not proceed Northwar
line of leading lights on Benvenue Cliff.
**ANCHORAGES:** A vessel should anchor in a depth of not
than 7 fathoms, sand, and Eastward of harbour light structure,
not within 1 mile of Eastern Extension Mole.
**RESTRICTIONS:** Tidal conditions may affect the time of en
ing harbour.
**MAX. SIZE:** Length, 700 ft.; beam, 90 ft.; draft 27 ft. 6 ins. Tim
berthing vessels of over 21 ft. draft. will be dependent on tidal
ditions at Harbour Master's discretion.
**HEALTH:** Due to exposed nature of anchorage, incoming ves
are examined and pratique is granted after a vessel berths. In e
that vessel is quarantined, she will be required to return to ancho
without any contact being made with shore.
**RADIO:** Timaru Harbour Board has a radio telephone sta
equipped with both medium frequency and VHF installations.

Call sign ZLSD, calling frequency 2182 kc/s., working freque
2162 kc/s. Fixed watches maintained for a period of 15 minutes e
4 hours, e.g.: 0345–0400, 0745–0800, 1145–1200, 1545–1600, 1945–2
2345–2400 (New Zealand Standard Time) and at other times mutu
arranged. VHF call sign is Timaru Harbour, Channels 6, 12, 16.
**RADAR/VHF:** Port radar set is located at the Old Lightho
immediately behind harbour, and is available to assist vessels ar
ing and entering port in poor visibility.
**TUGS:** One tug, 1100 h.p. and pilot launch/tug, 200 h.p. availab
**BERTHING:** Moorings supplied at all berths.
**SPECIALISED CARGO-HANDLING FACILITIES:** *All wea
mechanical loaders:* Four all-weather mechanical meat loaders. E
machine is capable of loading 720 units per hour, to a maximu
2,500 units per hour. Also butter, cheese, frozen vegetables ca
handled.

*Bulk Handling:* A modern bulk-handling installation capable
handling grain, lucerne and certain types of minerals. Intake ra
grain 120 tons per hour; lucerne 100 tons per hour. Ship's load
rate: grain 800 tons per hour; lucerne 680 tons per hour. Ship loa
equipped with belt weigher. Wharf conveyor has maximum belt r
of 1,000 tons per hour. Total silo storage at present available 6
tons grain. Inert gas protection provided for lucerne.
**STEVEDORES:** Gangs must be ordered before 0700 weekda
and before 0900 Friday for Saturday work.
**MEDICAL:** Full medical facilities are available as required, inclu
ing an excellent public hospital.
**TANKERS:** One tanker berth, discharge through 8-in. hoses.
**DENSITY:** Specific gravity 1025 at all states of tide.
**FRESH WATER:** Available at all berths, delivered at up to
ton/hour.
**FUEL:** Bunkers available, heavy and medium fuel oil. 24 hours a
vance notice required.
**FIRE PRECAUTIONS:** When tankers are discharging, access
wharf is prohibited except to those holding passes. Fire-fight
equipment is placed in readiness on wharf.
**DEVELOPMENT:** Main consideration in future planning is i
creasing the depth of water in the entrance channel and in the p
**GANGWAY/DECK WATCHMEN:** Available if required.
**OPENING/CLOSING HATCHES:** Carried out by stevedores.
**CUSTOMS ALLOWANCES:** See "Auckland".
**IDENTIFICATION CARDS:** Not required.
**REPAIRS:** Most deck and engine repairs can be undertaken.
**REPATRIATION:** Facilities exist for effecting crew changes a
arranging necessary repatriations.
**AIRPORT:** Situated about 7 miles from city, and there is o
flight per day to and from Christchurch International Airport.
**TIME:** New Zealand Standard Time (GMT plus 12).
**HOLIDAYS:** New Year's Day; 2nd January; Picnic Day (p
holiday, last Wednesday in January); Good Friday; Easter Monda
Anzac Day (25th April); Queen's Birthday (first Monday in Jun
Dominion Day (third Monday in September); Labour Day (l
Monday in October); Christmas Eve (work ceases midday); Chri
mas Day; Boxing Day. Work can be arranged only by private neg
tiation on a voluntary basis.
**POLICE/AMBULANCE/FIRE:** Emergency No. 111 and ask oper
tor for service required. Other than emergency calls: Police, 84-
Timaru; Ambulance, 5253 Timaru; Fire Brigade, 7089 Timaru.
**TELEPHONES:** Can be supplied to vessels at all berths.
**SHORE LEAVE:** Alowed.
**PORT AUTHORITY:** Timaru Harbour Board, PO Box 76, Tima
Tel. 4199

## WANGANUI: 39.56 S. 175.04 E.

**PORT LIMITS:** Arc of a circle of 3 nautical miles radius cent
at the flagstaff at Castlecliff, sited 39° 56′ 49″ S. 174° 59′ 23″ E.
**DOCUMENTS:** See "Auckland".
**PILOTAGE:** If Wanganui is first N.Z. port, initial application f
Pilot and vessel's ETA should be passed to local Agent by rad
through one of three Post Office radio stations. If not first N.Z. po
this information should be given to local Agent by Agent at p
vious port. Final details settled when R/T contact made betw
pilot station and ship.

Pilot launch "Karere", LOA, 41 ft. painted white, high midsh wheelhouse. Pilot boards at anchorage position. International signals for Pilot should be used if no R/T contact made.

**ANCHORAGES:** One anchorage for vessels awaiting to enter.

**RESTRICTIONS:** Port worked day or night at high water when bar conditions are suitable.

**MAX. SIZE:** Length 350 ft., beam no limit, draft dependent on bar depths at particular time but usually 15 ft. maximum at high water springs. No installations outside main port area.

**HEALTH:** See "Auckland".

**RADIO:** Wellington Radio ZLW. No radar or VHF. R/T frequencies 2182, 2162, 2012.

**TUGS:** No tug available. Pilot launch used for swinging.

**BERTHING:** Berthing takes place at high water slack.

**SPECIALISED CARGO-HANDLING FACILITIES:** *No. 6 Berth:* pipe-line for bulk cement connecting wharf with adjacent silos.

*No. 1 Wharf:* direct handling into cool store for fruit.

Portable hoppers used for bulk cargoes to load directly into railway wagons.

There are no facilities for containers, roll-on/roll-off traffic, liquid chemicals or LPG carriers.

**STEVEDORES:** Requirements for labour should be given with ETA and request for Pilot. At least 24 hours notice required.

**MEDICAL:** 24 hours notice required if possible. Hospital facilities available. Inoculations, certificates, etc.

**DENSITY:** 1020 at HW. 1005 at LW. These figures vary greatly according to amount of freshwater in river.

**FRESH WATER:** Plentiful supply through wharf hose connections. Rate of delivery depends on height of ship's filling pipe above wharf level.

**FUEL:** All grades available but ship has to pump out of road tankers. Amount of notice depends on grade required.

**DEVELOPMENTS:** Development plan in course of preparation but as yet no details of size of any possible new installations or draft increases.

**GANGWAY/DECK WATCHMEN:** Watchman necessary, either crew member or shore watchman.

**OPENING/CLOSING HATCHES:** Carried out by stevedores.

**CUSTOMS ALLOWANCES:** See "Auckland".

**IDENTIFICATION CARDS:** Not required.

**REPAIRS:** Minor deck and engine repairs possible.

**REPATRIATION:** Facilities exist but more easily accomplished at a main port.

**AIRPORT:** About 6 miles. Airport caters for internal services only.

**TIME:** N.Z. Standard Time (12 hours in advance of GMT) is kept throughout year.

**HOLIDAYS:** As Auckland, except Anniversary Day holiday which is that held in Wellington Province. No cargo is worked on these days.

**POLICE/AMBULANCE/FIRE:** Ambulance, 8909; Police, 4488; Fire Brigade, Wanganui, 8185; Fire Brigade, Emergency 111.

**TELEPHONES:** Arrangements can be made for placing telephones on board.

**SHORE LEAVE:** Allowed.

**DELAYS:** Fresh onshore winds could make entrance unworkable for a vessel waiting to enter. Cargo work stops in rain and in unusually strong wind. Bunkering would be slow if large amount of bunkers required.

**AUTHORITY:** Wanganui Harbour Board, Box 8001, Castlecliff, Wanganui, N.Z. Tel. 35137 Wanganui. Telegraph Harborbord, Wanganui.

## WAVERLEY HARBOUR, North Island: 39.50 S. 174.37 E.

**LOCATION:** Waverley Harbour is located on the West coast of the North Island of New Zealand in the Northern end of the South Taranaki Bight.

**PORT LIMITS:** Waverley harbour is defined as being all that area of water bounded by the line of mean high water spring tides, and having as its seaward limit the arc of a circle of 2 nautical miles radius centred at 39° 49·6 S. 174° 36·5 E, near the mouth of the Wairoa Stream.

**DOCUMENTS:** Besides the Port Health Doctor, other Government personnel boarding the vessel by helicopter for inward clearance are: 1 Port Health Officer, 1 Customs Department Officer, 1 Agriculture Department Officer.

Port Health Officer will inspect Deratisation Certificate and (possibly with Agriculture Officer) inspect food store rooms, refrigerated spaces, galley, pantry, etc.

Customs Officer: The Customs Boarding Officer acts for the Immigration Department and the Marine Department and will inspect the following ship's documents: Register, Loadline Certificates, Safety Equipment Certificates, Radio Certificates.

The following documentation is required on Inward Clearance:

List of Prohibited Immigrants (Form Lab. Imm. 290).
4 Crew Lists.
Inward Manifest/Nil Declaration.
Search List (Reg. Form 2) Crew.
Stores List.
Poisons Lists.
Firearms List.
2 copies of List covering birds, animals, and fish on board (certified by Master).
Passenger List (if any).

For Outward Clearance (Customs):

2 copies of Special Red Printed Outward Manifest (front page) with attached Ship Printed Manifest.
2 copies of Stores List.
2 copies of Crew List.
5 copies of Embarking Passenger List.
2 copies of Transit Passenger List.
1 Passenger Arrival Card (Lab. Imm. 290) for any crew of passenger leaving vessel.

Agriculture Officer: on arrival:

2 copies of Ship's Meat Locker.
Reg. 1966 Agl. 36.

The Boarding Officer will inspect the vessel's meat locker and inspect the garbage containers.

Australia, United States, Canada and New Zealand meat not loaded in the place of origin, and Japanese meat will be sealed up on vessel's arrival by the Agriculture Officer.

At sailing time, the Agriculture Officer may attend to check on garbage, sealed lockers, etc., together with the Customs Officer, who issues the Port Clearance, to check if all crew are aboard, and that the Bonded Stores Seal is intact.

**NAVIGATION AIDS:** SBM – radar reflector, white flashing light, one flash every 9 second, range 6 miles.

*Leading Lights:* In transit bearing 355° 33′.

*Range Lights:* In line bearing 312° 03′.

All four light towers are of louvred timber construction, painted white with vertical centre line painted red.

The pumphouse building immediately to the West of the two leading lights is prominent with a radar visibility to 15 miles.

**PILOTAGE:** Pilotage is compulsory for Waverley Harbour and under control of the Waverley Harbour Master.

It has become customary for vessels to await the Pilot in a position 2 miles South of the SBM. Vessels equipped with VHF will be contacted accordingly when within range. Information on weather conditions and time of Pilot boarding will be advised through this media.

Due to the nature of the coastline adjacent to Waverley Harbour and the weather conditions experienced, the transportation of the Pilot (and other port official personnel) is effected by helicopter, from a pad adjacent to the Administration Building. It must be ensured that radio antennas running respectively from foremast to bridge and bridge to aft, as the case may be, are lowered clear in good time prior to the arrival of the helicopter, and the landing area cleared of loose gear and portable foam fire equipment properly charged, available for immediate use at the landing area.

Berthing to the SBM is effected day and night but dependent on weather conditions being favourable for placing the floating mooring hawsers on the buoy, and visibility and flying conditions being acceptable to the helicopter pilot and in concurrence with the Master of the vessel.

For night flying a wind sock will be erected for the helicopter pilot's observation of wind direction, and vessel is to be floodlit overall.

**ANCHORAGE:** The recommended anchorage off the port is a rectangular area 0·75 miles East and West, and 1 mile North and South of a position 3 miles South of the SBM. The bottom is sandy in 11 to 12 fathoms and the holding ground is reported fair.

A safe anchorage for vessels having to leave the buoy and/or to await suitable weather to moor to the buoy is recommended in Golden Bay. Distance is approximately 90 miles S.W. of Waverley, the approaches are clear and the lights on Farewell Spit and Separation Point, of 15 miles and 12 miles respectively, most reliable. The holding ground is good and depth of water 15 to 16 fathoms.

**WEATHER:** The Harbour and SBM is exposed to the West through South to South-east. The swell conditions caused by Westerley and South-westerly weather are considerably reduced by the shallow ground to the Westward, but Southerly swell rolls in unhindered. Very sudden changes of weather are experienced on this coast with the rapid movements Eastward of cold fronts over the Tasman Sea.

**PRATIQUE:** Vessels arriving at Waverley on consecutive voyages Japan/New Zealand and with all personnel holding valid International Certificates for smallpox should radio to "Health, Wanganui" 24 hours before arrival Waverley, advising number of passengers and crew, and "All Healthy" in which case pratique is automatically granted without any acknowledgement to the vessel.

If a vessel has any suspected diseases on board and if any crew member does not hold a valid International Certificate for smallpox, this information should be stated in the radio message to "Health, Wanganui". The Port Health Doctor will then attend on board on arrival for inspection of all International Health Certificates, and carry out vaccinations as required.

The doctor will supply on arrival N.Z. Maritime Declaration of Health Form H-Q2 for completion by the vessel. It is customary to procure an additional form for the following voyage to facilitate easy inward health clearance thereafter.

**RADIO:** There is no Government Radio Station at Waverley. Vessels trading to Waverley use ZLD Auckland Radio, ZDB Awarua Radio, or ZLW Wellington Radio.

Advice of Arrival: Vessels to radio ETA to "Wavemarine" Waverley on departure from last port, and 48 hours and 24 hours prior to arrival.

In addition to the vessel's ETA to "Wavemarine", arrival draft and details of the hatch loading plans should be advised.

Vessels equipped with VHF should listen in on Channel 14 (156·7 mHz) when in range of Waverley Harbour.

Base Station is at the Shiploading Pump Station, on board the tender vessel *Wairoa* and a remote control unit is fitted in the main administration building. Mobile units are also employed during the loading operation.

Base Station Channels are:
Channel 6 – 156·3 mHz Intership.
Channel 9 – 156·45 mHz Private and Loading
Channel 14 – 156·7 mHz Port Operations/Docking.
Channel 16 – 156·8 mHz Safety.

Meteorological information for shipping is broadcast by the Coast Radio Stations ZLW, ZLB and ZLD at frequent scheduled times. ZLW broadcast by radio telegraph on 417·5 kHz, ZLD 487·5 kHz.

**BERTH DESCRIPTION:** The single point mooring buoy of 11 metres diameter is moored in 64 ft. at low water, 1·5 miles from the shore in position 39° 51′ 02.2″ S. 174° 35′ 52.14″ E.

**BERTHING:** The tender vessel *Wairoa* when the carrier approaches the buoy will receive a 50 m.m. messenger rope with suitable shackle from the vessel and run out and shackle to a small strop on the eye of the first 18-in. floating mooring hawser. When fast, the vessels will heave all aboard, and when the spliced eye is at a suitable distance inside the bull nose a bight of the vessels 9-in. or similar mooring rope will be passed through the eye of the 18-in. hawser and brought back to the bitts and the working end turned up on said bitts. This will give four parts of the vessels mooring ropes to one 18-in. floating hawser.

Alternatively, two ends of a vessels mooring rope could be used to one hawser and turned up to two sets of bitts, also giving four parts of mooring rope to each hawser. Similar method to be used for the second 18-in. hawser from the other side and both 18-in. hawsers to be set up with equal tension on each. Conveyor belt rubber is employed on each hawser where it passes through the bull nose. A good supply of heavy grease should be available for application to the rubber belt to reduce chafing.

It is essential that two or three good heaving lines be available with the messenger rope in the first instance to pass to the tender vessel, to avoid any delays in mooring.

**HOSES:** The floating loading hose string comprises ten 35-ft. lengths of hose, with the shipboard end supported by a steel buoy. After mooring is completed the tender vessel will tow around the floating hose underneath the pick-up derrick, plumbed over the manifold connection on the port side of the foredeck abaft the forecastle head. The pick-up buoy of the hose-end will have shackled into it a 30-ft. length of polypropylene, of 7 in. circumference, to which is attached a 100-ft. length of 2¼ in. circumference for passing to the vessel. The 7-in. polyprop is hove up to the rail and hooked into the vessel's cargo hook. The flange elbow with attached camlock coupling is then hove up and connected to the vessel's deck hose manifold. The hose is presently supported on the ship's derrick and stayed fore and aft after coupling up has been completed.

It has been estimated that after the iron sand slurry has been loaded, and the excess water decanted from the surface of the cargo, that the bulk density of the iron sand should be 190 lb. to the cubic foot.

**LOADING:** All compartments to be loaded should be clean with all drain sumps and double bottom butterworth hole filter places clear.

If weather conditions permit, the vessel should arrive with the after hatch lid of each hold open to facilitate visual inspections of the hold decanting eductors.

**FRESH WATER/FUEL:** Not available.

**REPAIRS:** Emergency repairs can be arranged, including radio.

**MEDICAL:** The Port Health Doctor is a qualified doctor of medicine and can be acquainted of any medical problems affecting any crew member; the necessary arrangements can then be made for treatment aboard or ashore, as convenient.

**CUSTOMS ALLOWANCES:** See "Auckland".

**CONSULS:** There are no consular representatives at the port of Waverley.

**REPATRIATION:** Lists of personal effects, accounts of wages, etc., of any vessels' personnel left ashore, hospitalised or deserted, should be available to Agent as early as possible.

A letter of authorisation is required if the Agent is to provide accommodation, meals, medical attention, transportation or travel expenses, and/or cash advances for account of vessel.

**SHORE LEAVE:** Shore leave for vessel's personnel is not practicable.

**GENERAL:** No Port Authority personnel remain on the vessel during the loading period at the SPM Buoy.

The Marine Department require that all vessels, while moored, "shall at times be kept in readiness to proceed to sea".

The Pilot who is the loading master for Waipipi Iron Sands Limited will accept the Notice of Readiness for the vessel, and acts as Agent for all the vessels requirements. It is customary for the Pilot/Loading Master/Agent to be accommodated on board the vessel during her period on the buoy.

Whistle signals in an emergency may be used for medical, police, etc., as required.

Due to limited means of communicating with vessels while at the loading facilities, Masters are advised that no storing will be accomplished at this port.

No garbage is to be thrown over the side of the vessel whilst she is on the New Zealand coast and moored to the buoy. Garbage must be retained on board and not dumped until the vessel is one day's steaming clear of the Northern point of New Zealand.

**AUTHORITY:** Waipipi Iron Sands Limited, POB 143, Waverley, North Island, New Zealand.

## WELLINGTON: 41.18 S. 174.46 E. (See Plan)

**PORT LIMITS:** All the waters comprised within the harbo Wellington having as their outward seaward limit the arc of a c running from the land ward boundary of the foreshore at Fitzro and thence into Cook Strait and thence to the landward bou of the foreshore at Island Bay, such arc being an arc of a c 3 nautical miles radius and having its centre at a point on the Rock in the harbour of Wellington.

**DOCUMENTS:**

*Port Health Authorities.*

Maritime Declaration of Health (1 copy).

Crew List, stating name, rank, sex, nationality and date of sma vaccination (1 copy).

Port Health Officer will also wish to sight each member of cr smallpox Vaccination Certificate.

Current International Derating Exemption Certificate.

*Customs Authorities*. See "Auckland".

*Agent*.

Crew List, stating name, occupation, rank, sex and natio (1 copy).

Freight Manifest (3 copies).

*Note:* Manifests should be airmailed by loading port to arr New Zealand at least one week prior to vessels arrival.

Stowage Plan, airmailed same as Manifest (2 copies).

*Agricultural Authorities.*

Port Agriculture Inspection Instructions – Ship's Meat L Regulations 1966.

**PILOTAGE:** Compulsory. Pilot vessel is not normally on st outside entrance, and all vessels requiring a Pilot are requir give 24 hours notice by radio of their expected time of arrival of limits. A second notice confirming or amending the first is sent 4 hours before expected time of arrival. In event of a ship pecting to arrive earlier than the time given in 24-hour mess 4-hour message shall be sent 4 hours before the new expe time of arrival. Should vessel expect to arrive later than her 24- message, her 4-hour message shall be sent 4 hours before expe time of arrival given in her original 24-hour message. All commu tions which should be addressed "Harbour Master, Welling will be attended to at all hours of the day or night.

Should it not be possible to give previous notice of arrival it be up to 1½ hours after a vessel is sighted by signal statio Beacon Hill before a Pilot can board.

Pilots normally embark or disembark South of Pencarrow H but in the event of heavy Southerly weather, it may be necessa embark or disembark Pilot in smooth water at or near the com sory limit.

**ANCHORAGES:** Depth in anchorages up to 60 ft.

*Fairway*. Within portion of harbour lying inshore and to West of a line drawn from Easternmost point of Oriental Bay, in a direction, to Kaiwharawhara Shore.

*Inner Anchorage*. Within portion of harbour laying betwee Eastern boundary of fairway anchorage and a line drawn from P Jerningham, in a 354° direction to Kaiwharawhara Shore.

*Outer Anchorage*. Within portion of harbour Eastward of i anchorage.

*Note:* Vessels anchoring in outer anchorage should take a position well up towards Kaiwharawhara.

*Explosives Anchorage*. Within portion of harbour contained i area 4 cables square with sides 000°, 090°, 180°, and 270°. Cent area lies approximately 1·45 miles due North of Point Halswell beacon.

Caution: It is advisable when anchoring (especially when in l draft) to drop two anchors in an Easterly and Westerly direc veering from 75 to 90 fathoms of cable, as it frequently blows with heavy gusts of wind off the high land that surrounds har causing a vessel to sheer about. In very strong winds a ship wi much easier by having both anchors down. A strict watch shou kept.

*Prohibited Anchorages*. Anchorage is prohibited within 500 f the jetty situated on the North-eastern side of Somes Island.

**RESTRICTIONS:** Controlling channel depth is 37 ft. below c datum. All vessels may enter, berth, unberth, or depart during hours of darkness. Tankers do not usually berth or depart du hours of darkness. Berthing is carried out at any state of the

**MAX. SIZE:** Maximum draft 35 ft. LW with no swell. Size no

**HEALTH:** *Health Officer's Examination Ground*. Within portio harbour contained in an area 3 cables square, North-western co of which is at the intersection of a line drawn from Point Jerning in a 354° direction, towards Kaiwharawhara shore, and with a drawn from tower on the Government Life Insurance Building jacent to the General Post Office) in a 055° direction, which line is Northern boundary of the examination ground. Until pratique been granted vessels arriving from ports beyond New Zealand m not proceed inwards beyond the limits of this area.

**RADIO:** Medium frequency: Call sign is ZLEG, calling frequ only 2182 kHz, working frequency 2012 kHz. Vessels working the port and calling 2182 kHz should listen for reply on 2012 A continuous watch is maintained on 2182 kHz.

VHF: Call sign "Wellington Harbour Control", on Channe Working Channel 12 and Channel 14. A continuous watch is m tained on Channel 16.

Port operations. Vessels equipped with radio-telephone w within harbour limits must maintain a listening watch on 2182 or Channel 16 to ensure immediate contact if required. Only for information on harbour conditions, berthing or safety of na tion will be accepted.

When a vessel is notified by radio-telephone or Morse lamp of berth alotted she must confirm this with Pipitea Wharf signal station prior to berthing.

*Note:* Pipitea Wharf signal station and pilot launches are equipped with both medium frequency and VHF radio-telephone. Harbour Master's Office and Union Steam Ship Co. of New Zealand Ltd. tugs are equipped with VHF radio-telephone.

**TUGS:** The Harbour Master may direct the Master of any vessel to engage the services of a tug, and also direct the manner in which the tug shall be used. Two 2,700 b.h.p. Voith Schneider tugs, guaranteed bollard pull 28/31 tons, speed 12 knots, also equipped for fire fighting and salvage duties. Both tugs owned by Wellington Harbour Board.

One tug, 850 i.h.p., owned by Union Steam Ship Co. of N.Z. Ltd. available within port limits.

**BERTHING:**

|  | *Berth No.* | *Length of wharf metres* | *Maximum length of vessel metres* | *Maximum draft metres* |
|---|---|---|---|---|
| Overseas Passenger Terminal | 2 | 238 | 213 | 10·4 |
| Overseas Passenger Terminal | 3 | 255 | 244 | 10·4 |
| Taranaki Street Breastwork | — | 235 | 152 | 7·3 |
| *Taranaki Street Terminal | — | 152 | 152 | 8·2 |
| Queen's | 1 | 226 | 213 | 8·2 |
| " | 2 | 94 | 85 | 7·3 |
| " | 3 | 96 | 85 | 5·8 |
| " | 4 | 114 | 122 | 7·0 |
| " | 5 | 81 | 76 | 5·5 |
| Waterloo | 1 | 114 | 107 | 6·7 |
| " | 2 | 151 | 143 | 6·7 |
| " | 3 | 107 | 122 | 6·7 |
| †Inter Island | 2 | 149 | 143 | 7·9 |
| " " | 3 | 214 | 183 | 8·5 |
| Glasgow | 1 | 83 | 67 | 4·9 |
| " | 2 | 219 | 213 | 9·8 |
| " | 3 | 232 | 229 | 10·1 |
| King's | 1 | 86 | 67 | 4·9 |
| " | 2 | 269 | 244 | 10·1 |
| " | 3 | 240 | 229 | 10·1 |
| Pipitea | 1 | 92 | 85 | 5·5 |
| " | 2 | 233 | 229 | 10·4 |
| Thorndon Container | Wharf | 580 | No limit | 11·9 |
| Aotea Quay | — | 1,122 | No limit | 10·7 |
| ‡Rail/Road Ferry Terminal | 1 | 125 | 128 | 9·8 |
| Rail/Road Jetty | — | 67 | 61 | 6·4 |
| ‡2nd Rail/Road Ferry Terminal | 1 | 146 | 146 | 10·1 |
| Petone | — | 111 | 107 | 4·3 |
| Point Howard | — | 158 | 183 | 10·4 |
| Burnham | — | 256 | 236 | 10·1 |
| Miramar East | — | 128 | 122 | 7·0 |
| Miramar West | — | 171 | 171 | 8·2 |

* Linkspan variable width 5 flaps to 20 ft. max.

† Linkspan.

‡ Linkspan facilities served by rail.

**CONTAINERS:** Thorndon Container Wharf, situated South of the Aotea Quay breastwork, consists of a pre-stressed pile and reinforced concrete structure 84 ft. wide extending for 1,900 ft. which provides two container berths each 950 ft. in length, with a depth of water alongside of 40 to 45 ft.

The Board operates a 45-ton twin-lift quayside container crane with 115 ft. waterside outreach and 35 ft. landside outreach to serve the 1,900 ft. quay frontage.

The northern and Southern berths have back-up working areas of 13 acres and 21 acres respectively. A total of 50 acres can be made available, as trade demands.

Berth II or Common User Terminal has been leased to a terminal operating consortium on behalf of certain shipping lines.

The thirteen-acre container park has ground-level outlets for 338 clip-on refrigerated containers and space for over 1,500 general cargo containers in a two-high stack. Five straddle carriers, several forklifts and Drott travel-lift are used for the movement of containers. Two break bulk depots totalling 59,000 sq. ft., one with rail access, also provide packing and handling space under cover for loading or unloading less than container-loads. Office space has been made available for the administration of the Terminal. This Terminal is capable of a throughput of 26,000 containers each way per year, i.e. equivalent to half a million tons of cargo.

Berth 1 back-up area will be developed as trade increases. This area will be capable of a throughput of 42,000 containers each way per year.

Adjacent to the Terminals, the New Zealand Government Railways are providing a 32½-ton rail/road Goliath transfer crane, together with six rail tracks, 700 ft. in length, and will control the transfer of all refrigerated and general containers between rail and road, or terminal transport.

**DEVELOPMENTS:** Progressive development of Thorndon Container Wharf back-up area with associated facilities and break bulk depots, a 32·5 single lift quayside container with telescopic spreaders to handle 20, 30, and 40 ft. ISO containers will be in operation within 18 months. (This crane will assist the twin-lift crane operations.)

Seaview Wharf; the construction of a two-berth tanker terminal is under way.

**TANKERS:** Tankers can berth alongside Point Howard Wharf, Aotea Quay and Miramar Wharves. Side connections are to be used at all wharves. During hours of darkness pipe-line must not be disconnected without first obtaining permission from Harbour Master. All precautions must be taken to avoid oil pollution of Harbour. Scuppers must be plugged and sawdust kept at hand in case of spillage.

Point Howard Wharf is exposed to weather and in the event of a Southerly gale special attention must be paid to vessel's moorings.

No facilities are provided for discharge of tank washings other than when a vessel is on the floating dock.

**DENSITY:** 1025.

**FUEL:** Available at tanker discharging wharves.

**FRESH WATER:** Available at all wharves, delivered by hose (4 hoses per vessel max.), 50 tons per hour.

**DRY DOCKS:** *Floating Dock.* A floating dock capable of lifting vessel of 17,000 tons displacement is available.

*Floating Crane.* Harbour board has an 80-ton revolving and self-propelling floating steam crane of sufficient radius and height to serve the largest vessels when floating in light draft conditions.

**REPAIRS:** Major repairs can be undertaken. There are machine shops and foundries. Diving equipment and the services of trained divers are available for underwater inspections and repairs.

**GANGWAY/DECK WATCHMEN:** Shore watchmen available.

**OPENING/CLOSING HATCHES:** Work normally carried out by stevedores. Only time crew are to open and close top hatches is when advised by stevedore. In case of hydraulic hatches in tween-decks, crew are to open and close, not stevedores.

**STEVEDORES:** Available. No particular ETA advice required except as normally sent by Master.

**CERTIFICATES:** Customs Department require Ship's Register on arrival. Marine Department require:

- Load Line Certificate.
- Tonage Certificate.
- Certificate of Registry.
- Convention Certificates, i.e.
  - Safety Equipment Certificate.
  - Safety Radio-telegraphy Certificate.
  - Safety Construction Certificate.
  - Exemption Certificate (if any).
  - If passenger ship, Passenger and Safety Certificate.
  - Cargo Gear Register.
  - Certificates for all Cargo Gear, i.e. runners, spans, shackels, swivels, etc.
- Deratification Certificate.

**CUSTOMS ALLOWANCES:** See "Auckland".

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** United Kingdom and the Commonwealth Countries of Canada, Australia, India, Singapore and Malaysia have High Commissioners in New Zealand with Headquarters in Wellington.

Foreign Representatives: Argentina, Austria, Belgium, Bulgaria, Chile, China, Czechoslovakia, Denmark, Ecuador, Finland, France, Germany, Greece, Indonesia, Ireland, Italy, Japan, Republic of Korea, Netherlands, Norway, Philippines, Poland, Portugal, Roumania, South Africa, Sri Lanka, Sweden, Switzerland, Thailand, U.S.A., U.S.S.R., Republic of Vietnam, Yugoslavia.

**REPATRIATION:** Facilities are available for crew changes and arranging any necessary repatriations.

**SHORE LEAVE:** Crew members are allowed shore leave at all times.

**AIRPORT:** Situated 4½ miles South-east of City Wharves by road; regular internal and Australian services.

**TIME:** Local time is GMT plus 12 hours throughout the year.

**HOLIDAYS:** New Year's Day (1st January); 2nd January; Wellington Province Anniversary Day (22nd January); Waterside Workers Union Picnic Day (generally observed on Monday of the week 29th January falls); Good Friday; Easter Monday; Anzac Day (25th April); Sovereign's Birthday Observance (first Monday in June); Labour Day (fourth Monday in October); Christmas Day (25th December); Boxing Day (26th December).

**MEDICAL:** Four hour's notice is sufficient for Agent to mobilise the service concerned. For minor attention it is sufficient that Master advises Agent on arrival. Hospital facilities are available. Current International Certificates of Vaccination against smallpox are required by the Authorities.

**POLICE/AMBULANCE/FIRE:**

|  | *Routine* | *Emergency* |
|---|---|---|
| Wharf Police | 47–000 | Dial 111 and ask operator for service required |
| Ambulance | 555–999 |  |
| Fire Brigade | 50–188 |  |

**TELEPHONES:** Vessels may be connected to telephone system at city berths by application to the Harbour Master.

**AUTHORITY:** Wellington Harbour Board, PO Box 893, Wellington, Queen's Wharf, Jervois Quay, Wellington.

## WHANGAREI: 35.45 S. 174.21 E.

**PORT LIMITS:** From a point due South of the summit of Sentinel Rock to a point 5 cables due East of Sentinel Rock, thence to a point 5 cables East of Bream Head.

**DOCUMENTS:** See "Auckland".

**PILOTAGE:** Compulsory. Pilots embark on the line of leads 141°/321° at the seaward extremity of Pilotage District, i.e. up to 1½ miles South-eastward of the Fairway Buoy. In heavy Easterly weather, it may be necessary for pilot vessel to lead ship in through the Outer Channel and embark in the lee of Frenchman Island.

Pilots are available all hours day and night subject to prior minimum notice of 24 hours being received during normal week-day working hours. Second notice confirming or amending first to be sent four hours before expected arrival. The Pilot supplies a set of Harbour bylaws. Pratique, agriculture and customs clearance is normally undertaken on arrival at berth.

Pilot boat is equipped with VHF. Working frequency is Channel 12, but Channels 6, 8 and 16 are also fitted. Pilot vessel *Manaia* – call sign ZM3830; pilot vessel *Ngapuhi* – call sign ZM2146. Range approximately 20 miles. *Manaia* painted blue, varnished housing, yellow funnel; *Ngapuhi* painted blue, white housing, yellow capping rails – pilot ladder with manropes required.

**ANCHORAGE:** Is situated 5 to 10 cables Eastward of the Fairway Buoy in 12 to 20 fathoms of water in the section enclosed by the Fairway Buoy bearing 225° T to 315° T. Holding ground good in fine sand, but exposed to Easterly weather.

*Harbour Anchorage.* At Marsden Point, 2 cables West of Passage Island light, in 5 fathoms of water. Max. draft 24 ft. Good holding ground, sand and shell bottom.

**RESTRICTIONS:** Controlling depth in entrance channel 50 ft. MLWS. Depth in upper harbour channel maintained at 28 ft. MLWS.

**MAX. SIZE:** Marsden Point: Oil Refinery dolphin berths, LOA 1,000 ft., draft 50 ft., Cargo berth LOA 600 ft., draft 28 ft.

Port Whangarei: LOA 600 ft., draft 31 ft.

**HEALTH:** All vessels examined by Health Officer on arrival.

**RADIO:** The station is Marsden Point, Whangarei. Call sign ZLKW Continuous 24-hour watch is maintained on VHF Channels 16 and 12, range 40 miles. Medium frequency, listening watch on 2182 kc/s., working frequency 2012 kc/s., range 200 miles.

**RADAR:** Tugs and pilot boat *Manaia* fitted with radar.

**TUGS:** Available. Tugs equipped with VHF. Tugs usually secure to vessels entering in vicinity of Frenchman Island. Numbers of tugs normally used are 1 tug for vessels up to 25,000 tons dwt., 2 tugs for vessels up to 45,000 tons dwt., 3 tugs for vessels up to 65,000 dwt. 4 tugs over 65,000 dwt. Unberthing: one tug is normally required for vessels under 25,000 dwt., and two tugs for all other vessels, subject weather conditions.

**BERTHING:** Marsden Point Oil Berths (2) – operated by the New Zealand Refining Company, Marsden Point. LOA 1,000 ft., maximum draft 50 ft.

Marsden Point Cargo Berth (1), LOA 600 ft., maximum draft 28 ft.
Port Whangarei berths (3), LOA 600 ft., maximum draft 31 ft.

Portland berths (3), bulk cement berth LOA 270 ft., maximum draft 18½ ft.; bagged cement berth LOA 210 ft., maximum draft 12½ ft.; cargo berth LOA 350 ft., maximum draft 18½ ft.

**SPECIALISED CARGO HANDLING FACILITIES:** Portland bulk cement loading jetty. Port Whangarei, 7 portable hoppers for use discharge of bulk cargoes. Cargon system of butter loading.

**STEVEDORES:** Confirmation of arrival time four hours before ETA or revised ETA, whichever is earlier is required. Notice of arrival during a week-end or public holiday must be given not later than 1400 hours on the last working day preceding arrival.

**MEDICAL:** Hospital and dental services available.

**TANKERS:** Are berthed at all hours day and night. Vessels of 30,000 tons dwt. and upwards are usually berthed portside to berth at slack water, and should position ship's gangway 20 ft. upstream of hose connections prior to arrival.

Slop reception facilities are available. Diameter of load and discharge line 10 in. ASA.

**DENSITY:** 1025.

**FRESH WATER:** At Northland Harbour Board wharves by hose 20 tons per hour at $1.00 per 1,000 gallons. Refinery jetties limited and arranged by refinery.

**FUEL:** Available from berths (viscosities 3,500 secs. red 1. 1,500 secs. red 1 and MDO).

**OPENING/CLOSING HATCHES:** Usually carried out by stevedores.

**CUSTOMS ALLOWANCE:** Tobacco: 200 cigarettes or ½ lb. tobacco or 50 cigars permitted each crew member. Wine/spirit: one opened bottle wine/spirits for each crew member.

**IDENTIFICATION CARDS:** Refinery passes are required when berthed at the Refinery wharves. Passes are brought on board by Agent.

**CONSULS:** None.

**REPAIRS:** Most repairs undertaken.

**DRY DOCKS:** None. One slipway capable of receiving vessels up to 1,500 tons dwt.

**REPATRIATION:** Facilities exist.

**TIME:** GMT plus 12 hours. No change.

**HOLIDAYS:** As for Wellington except Waitangi Day (February 6th), instead of Anniversary Day and Waterside Workers' Picnic Day (second Statutory in December).

**POLICE/AMBULANCE/FIRE:** Telephone 111 for emergency, and ask for service required.

**TELEPHONES:** Available at wharves.

**SHORE LEAVE:** Allowed.

**FIRE PRECAUTIONS:** Fire fighting tug on duty 24 hours a day. Tankers to have fire wires fore and aft.

**SURVEYORS:** Lloyds – New Zealand Government, Marine Division of the Ministry of Transport.

**AIRPORT:** 8 miles from Port Whangarei; regular daily internal flights.

**SERVICES:** Tank cleaning, compass adjuster, radio and radar repairs.

**REGULATIONS:** Issued by Pilot on arrival.

**DELAYS:** Tidal delays and berth vacancies.

**AUTHORITY:** Northland Harbour Board, PO Box 141 and 269, Whangarei.

# Nicaragua

## CORINTO: 12.28 N. 87.11 W. (See Plan)

**ARRIVED SHIP:** Vessels are considered as arrived only having negotiated the entrance channel and are safely inside proper harbour; vessels at the pilot station are not considere having arrived.

**DOCUMENTS:**

| | | | | |
|---|---|---|---|---|
| Clearance | 1 visaed | | | |
| Crew List | 3 | ,, | 6 unvisaed | |
| Store List | 3 | ,, | 6 | ,, |
| Passenger List | 3 | ,, | 6 | ,, |
| Cargo Manifest | 3 | ,, | 17 | ,, |
| Ballast Manifest | 2 | ,, | 6 | ,, |
| Health Declaration | — | — | 1 | ,, |
| Passenger in Transit | — | — | 8 | ,, |
| Mail List | — | — | 9 | ,, |
| Bills of Ladings | | | 1 complete set | |
| Voyage Memorandum | — | — | 9 | ,, sets |
| No Passenger List | — | — | 9 | ,, ,, |
| Cargo Tally Books | | | 18 books | |

Note: Documents must be legalised at the last port of call b proceeding to Corinto.

**PILOTAGE:** The Port Authority must receive in writing Agents advice regarding vessels ETA 72 hours prior to ve arrival and a confirmation 12 hours. There is no VHF apparatus i therefore all advice must be sent through Agents by cabl Balboa or Limon station. Pilotage is compulsory on all vesse ceeding 500 gross registered tons or exceeding 7 ft. draft. boards 1 mile off Isla de El Cardon.

**ANCHORAGE:** The anchorage inside the harbour can accon date 6–10 vessels, depending on size and draft.

**RESTRICTIONS:** The port is open 24 hrs.; however, en restricted in accordance with tide and vessels draft. If draft ex 24 ft. entry has to be with the high tide. Due allowance shou made for heavy swell if necessary. Speed limit 8 knots in Co Bay, and 5 knots in the vicinity of berths or other craft.

**MAX. SIZE:** Maximum permissible length 650 ft., 80 ft. beam. controlled by depth of water in approach channel and state of up to maximum of 29 ft.

The maximum permissible draft at low water through the ch is 20·6 ft.

**HEALTH:** After entry and vessel has berthed or anchored, long blasts are given requesting free pratique; after these blas Authorities board the vessel together with the Agent's repres tive and proceed with distribution of the documentation. In the of any suspected disease on board, the action to be taken w given by the Representative of the Health Department. There automatic pratique even though vessel is proceeding from an port in the same country.

Although the port is open 24 hours, vessels arriving after hrs. are not boarded by the authorities until 0600 the following unless the vessel will berth and commence operations immed This being the case, free pratique is granted regardless of the This arrangement is restricted to 0100 hrs. as gangs are not al to commence operations after that hour.

**RADIO:** ETA cables are generally routed via NBA Balboa S or TIM Limon Station, and received through Tropical Ra Telegraph or All America Cable.

**TUGS:** Compulsory for berthing and unberthing. The tug vessel just after vessel passes Buoy No. 7. Tug's lines are ge used: however, at times ship's lines are used. There is no char use of tug's lines. One tug of 1,100 h.p. and one launch of 1 available.

**BERTHING:** There is no preferential berthing, and berth indicated by the Port Authority. Vessels are attended to in the ner "first come first served".

There are three piers available:

1 A concrete pier, length 370 m., depth 35 ft. at low water.
2 A wooden pier, length 160 m., depth 24½ ft. at low water.
3 A special berth with conveyor-belt system for loading of boxes such as bananas, frozen meat, as well as the hand inbound and outbound cargoes such as fertiliser and cott meal. Bananas can be loaded into four hatches at one tim rate of 4,500 boxes per hatch per hour. Depth alongside water is 35 ft.

**STEVEDORES:** Gangs work in shifts of 8 hours, commen 0700 and ceasing at 2330 hrs. Meal hours are 1200–1300 and 180 Work from 1900 Saturday to 0600 Monday, and on holidays double time.

**MEDICAL:** There are several doctors in the port and most Agents have a particular doctor to their service. Hospital fa are also available. No particular inoculation is required.

**TANKERS:** The only tankers which frequent this port are th Esso Standard, Parcel Tankers and the Athel Line. There i one tanker berth and each of the above-mentioned companie their particular load/discharge lines.

The Esso tankers only discharge oils, the Athel tankers lo molasses, the Parcel tankers discharge solvents and occas others load out cotton seed oil.

There are 9 lines belonging to the consignees ranging 4 in. to 12 in.

*Exports:* Molasses is loaded at 180 tons per hour with a 12 and peanut oil with portable pumps at a rate of 60 tons/ho pump.

*Imports*: Discharge rates.

| | | |
|---|---|---|
| Aviation gasoline | 300 t.p.h. | 8 in. pipe |
| Solvents | 100 ,, | 6 ,, ,, |
| Diesel | 100 ,, | 6 ,, ,, |
| Asphalt | 100 ,, | 6 ,, ,, |
| Tallow | 80 ,, | 4 ,, ,, |

Pumping is done by the vessel in each case.

**DENSITY**: 1025.

**FRESH WATER**: Fresh water is available and is supplied from connections on the pier, by gravity at a rate of approximately 10 tons per hour.

**FUEL**: The only fuel available at this port is diesel.

**DEVELOPMENTS**: Projected installation of bulk handling plant, additional warehouses and extension of pier 1,500 ft. with 2 transit sheds, new administration building, stevedores shed, equipment shed and repair shops; redesigning of range lights and buoys and increasing amount of same, also area for Industrial Park.

**GANGWAY/DECK WATCHMEN**: After entering, 2 Custom Officers are placed on board all vessels and their meals must be furnished on board.

**OPENING/CLOSING HATCHES**: If vessel is equipped with regular hatch boards or pontoons, stevedores open and close hatches as well as swing out booms. However, if covers are of the McGregor type or mechanical, the crew has to do the job.

**CERTIFICATES**: Ship's Registry Certificate is required from ships making their first call at the port.

**CUSTOMS ALLOWANCE**: There is no limit on tobacco allowance to be held out of Bond but crew members are only permitted to take two packages of 20 cigarettes ashore. Crew not permitted to take any alcohol ashore. Anyone trying to do so will be subjected to heavy fines.

**IDENTIFICATION CARDS**: All crew members except Officers are requested to submit to the gangway watchman, proper identification with a photograph such as seaman book or passport.

**CONSULS**:

Colombia
Costa Rica
Denmark
Ecuador
El Salvador
France
Guatemala
Honduras
Mexico
Panama
Sweden
Venezuela

**REPAIRS**: There are no repair shops available only for minor welding jobs.

**AIRPORT**: The airport is approximately 160 kilometres from the port and served by regular airlines with daily flights.

**REPATRIATION**: Can be effected.

**TIME**: Local time is Central Standard Time, GMT minus 6 hours. There are no alterations during the year.

**HOLIDAYS**: January 1st; Holy Thursday; Good Friday; 1st & 3rd May; 14th & 15th September; October 12th; December 25th. As a rule, no labour is available on these holidays. However, it is known with the exception of Labour Day and Good Friday, work can be arranged if said arrangements are made in due time prior to arrival of the vessel.

**POLICE/AMBULANCE/FIRE**: Police 269; Ambulance 313; Fire 421.

**SHORE LEAVE**: Crew members are allowed shore leave.

**AUTHORITY**: Autoridad Portuaria de Corinto, Apartado Postal No. 11, Corinto, Nicaragua, C.A. Tel. 211/215. Telex 27. Cable Address: Portuaria.

## PUERTO CABEZAS: 14.01 N. 83.23 W.

**DOCUMENTS**:

1 Clearance from Last Port.
10 Voyage Memorandums.
11 Crew Lists.
10 Passenger Lists.
10 Stores Lists.
1 Bill of Health.
12 Ballast Manifests.
13 Manifests of Cargo.
4 Bills of Lading.
10 sets Tally Books.

**PILOTAGE**: ETA required 24 hours before arrival at the port. The Pilot uses a boat with an outboard motor and boards about one mile off the port. Agent advises the Pilot the date of arrival, he goes out when he sees vessel.

**ANCHORAGE**: Vessels can anchor about half mile South of the wharf. Depths in anchorage 20–22 ft.

**MAX. SIZE**: Maximum length, 400 ft. Draft 19 ft. 6 in. Difference between high and low tide is 18 in.

**HEALTH**: The inspection takes place on arrival. It is not necessary when the vessel comes from some other port in Nicaragua.

**RADIO**: The Nipco has a radiophone for personal use, but they make contacts with vessels. The frequency is 2738. It is better to use or send radiogram via Radio Tropical in Managua.

**TUGS**: There is no tug service.

**BERTHING**: There is wreck in front of the wharf. The location is: 14° 0′ 57″ North, 82° 22′ 4″ West, 1,200 yd. from wharf end.

**STEVEDORES**: The Agent advises stevedores arrival of vessel. They discharge 8 tons of general cargo each hatch (one gang) per hour.

**MEDICAL**: Not necessary to advise the need of a doctor, only for emergencies. One hospital and two other doctors, apart from the official doctor of the port.

**TANKERS**: There are two pipes of 6 in. diameter on the wharf. There is no special berth for oil tankers.

**DENSITY**: 1025.

**FRESH WATER**: The fresh water is carried to the wharf by truck or from one pipe on the wharf. The boiler water gets to the vessel by the pipe on the wharf.

**FUEL**: Gasoline, diesel oil and lubricants are supplied by Texaco. Arrangements are made at the arrival of the vessel.

**DEVELOPMENTS**: A hydrographic survey has been completed in the port zone and surrounding area to establish the best place for future port facilities or whether expansion should be made to the existing port. This survey is being effected in view of projected installation of paper and pulp industry and forthcoming development of agricultural and mineral products which could be exported through the port.

The Port Authority is taking the necessary steps to get technical and financial help to make a general survey of the zone in order to find an adequate and/or protected site to place the new port installations. Port plans are combined with the paper and pulp industry, which is supposed to be installed in the next six years.

**WATCHMEN**: It is not obligatory. It is customary to have two custom guards in the gangway.

**OPENING/CLOSING HATCHES**: The opening and closing of hatches is done together by the crew of the vessel and the stevedores.

**CUSTOMS ALLOWANCES**: Each of the crew can take 2 packs of cigarettes with the seal broken, and one bottle of wine or liquor opened.

**IDENTIFICATION CARDS**: Not needed, just passport or seaman's book.

**CONSULS**: Only consul of Panama available locally.

**REPAIRS**: Minor repairs only can be effected.

**REPATRIATION**: It is possible and only a passport needed. Necessary to go to the capital by air, thence to any part of the world.

**AIRPORT**: Distance of airport from wharf is about 2 kilometres. Service every day to the capital except Sundays and holidays. The name of the only airline is Lineas Aereas de Nicaragua (Lanica).

**TIME**: Local time is Central Standard Time, GMT minus 6 hours.

**HOLIDAYS**: Holidays are 1st January; Holy Thursday; Good Friday; 1st May; 14th July; 14th and 15th of September; 12th October and the 25th December.

**SHORE LEAVES**: The crew is allowed to go ashore after the vessel is received by the Authorities.

**DELAYS**: Delays in berthing can be expected from bad weather.

**AUTHORITY**: Autoridad Portuaria de Puerto Cabezas.

## PUERTO SOMOZA: 12.12 N. 86.46 W.

**DOCUMENTS**:

Clearance from previous Port.
6 copies Voyage Memorandum.
6 Stores Lists.
6 Passenger Lists or negative declaration, 3 to be visaed.
6 Crew Lists.
8 Cargo Manifests, 3 to be visaed.
8 Tally books.
6 Lists of Mail, Explosives or Drugs if carried.

Nine crew lists and six store lists should be despatched by the Nicaragua Consul at loading port if possible, otherwise they are forwarded by Agents from the Panama Canal.

**PILOTAGE**: Optional by local Pilots. Leading lights are installed, at the entrance to the port, prominently sited on a hill. Several buoys indicate exact anchorage positions.

*Tankers:* A Pilot is provided by the oil company in agreement with the Panama Canal Authority. Pilot boards about half a mile West of the sea berth.

**ANCHORAGE**: About one and three quarter miles off port entrance, depth is 30 ft. at low water, and about 45 ft. at high water.

**RESTRICTIONS**: Port is open day and night without exception.

**MAX SIZE**: Tankers at Sea Line Terminal up to 850 ft. length and 41 ft. draft.

**HEALTH**: Port Health inspector boards all vessels on arrival.

**RADIO**: There is a radiotelephone installation at the Customs office. No VHF.

**TUGS**: Not available for manoeuvring vessels. Five small tugs employed for shifting lighters.

**BERTHING**: No quays for ocean-going vessels. Vessels work cargo to lighters at the anchorage.

**STEVEDORES**: Port has four gangs of forty men each for boarding vessels.

**TANKERS**: *Sealine Terminal.* The sea berth is situated in approximate location 12° 10′ N. 86° 49′ W., about two miles off shore in a depth of 47 ft. There are five mooring buoys, two at the bows and three at the stern of the vessel. The first lines to the buoys should each consist of two good ropes lashed end to end to effect the length required. Five lines are normally used at each end of the vessel.

Strong winds may delay berthing or cause vessel to vacate the berth once moored. Sailing at night is not recommended for safety reasons. The discharge hose is lifted on the port side by ship's crew.

**MEDICAL**: Doctor available in case of emergency. Nearest hospital at Leon, 35 km. away.

**FRESH WATER**: Not available for supply to ships.

**FUEL**: Not available for supply to ships.

**OPENING/CLOSING HATCHES**: Normally performed by stevedores. Mechanically operated hatches are opened by ship's crew.

**CUSTOMS ALLOWANCES:** Each crewman allowed two packets of cigarettes. No wine/spirits allowed to be taken ashore.
**IDENTIFICATION CARDS:** Seaman's Book required for going ashore.
**CONSULS:** Nearest at Leon, 35 km. distant.
**REPAIRS:** Small items for repair can be sent to Leon, 35 km. away.
**REPATRIATION:** No facilities for crew changes. If crew member left behind, Agents are responsible for his repatriation at vessel's expense.
**AIRPORT:** Las Mercedes international airport at Managua, 75 km. away.
**TIME:** Central standard time, GMT minus 6 hours. No alterations.
**HOLIDAYS:** All holidays can be worked.
**POLICE/FIRE/AMBULANCE:** Police available locally. Nearest fire and ambulance stations are at Leon, 35 km. away.
**SHIPMASTER'S REPORT:** Port authorities board the vessel at 0600 in the morning, either at outer anchorage or at discharging anchorage. There is no night work performed unless the vessel reaches discharging anchorage with last daylight.

In general, stevedores are well acquainted with handling cars. Vessels carrying cars for Pto. Somoza should avoid loading No. 1 hatch for this port. As there is a permanent swell at anchorage, barges cannot lie safely under No. 1 hatch.

There is a Pilot available, on request, who also acts as stevedore-foreman.
**AUTHORITY:** Administracion de Aduana. Puerto Somoza.

# Nigeria

## BONNY: 04.26 N. 07.09 E. (Inshore Terminal) (See 04.11 N. 07.14 E. (Offshore Terminal) Plan)

**OPERATORS:** The Shell-B.P. Development Company of Nigeria Ltd.
**DOCUMENTS:**
7 Crew Lists.
3 Vaccination Lists.
3 Maritime Declaration of Health.
8 List of Last Port of Call (6 weeks).
6 Lists of Birds & Animals.
7 Passenger Lists.
1 Stores List.
1 Personal Effects List.
2 Arms & Ammunition Lists.
1 Clearance Last Port.
*Agent:* Requires NPA lights and buoy dues form.
**PILOTAGE:** *Inshore berths:* Pilotage is compulsory. Pilots board off Fairway Buoy; incoming ships must *not* enter Bonny Channel without a pilot on board.

*Offshore berths (SBMs):* Berthing Master will board vessel on arrival or at anchorage, and remains on board throughout and acts as loading master. On arrival at anchorage contact berthing master on VHF Channel 14 call sign "Ocean berthing master".

*N.B.* also contact Bonny Terminal on Channel 14 on arrival at Offshore anchorage to ensure vessels arrival etc. is recorded.
**ANCHORAGES:** *Inner Berths:* West of Fairway Buoy in 8–9 fathoms.

*Outer Berths:* 3 miles South of manifold platform in position 4° 11.2′ N. 7° 14.2′ E.

Vessels must not proceed inshore of this position without a Pilot. When at anchor listening watch must be kept on VHF Channel 14 and this Channel must not be used for intership communication.
**RESTRICTIONS:** The maximum draft to which a vessel can load at Bonny is governed by three factors viz..
1. Datum Depth in Bonny Channel.
2. Height of the tide.
3. The underkeel clearance allowed.

Datum depth of the Bonny Channel is dependent on the amount of dredging; at the present time Datum depth is 38 ft. 6 in.

Tide is variable but the relevant factor is the height of the tide at the time the vessel will transit the Channel. The underkeel clearance allowed is dependent on the time of the year and is related to the height of the swell expected to be encountered in the Bonny Channel.

The present allowances are as follows.

| | | ft. | ins. |
|---|---|---|---|
| 1/1–15/2 | = | 2 | 6 |
| 16/2–15/3 | = | 2 | 9 |
| 16/3–31/3 | = | 3 | 0 |
| 1/4–30/4 | = | 3 | 3 |
| 1/5–15/5 | = | 3 | 6 |
| 16/5–31/5 | = | 3 | 9 |
| 1/6–31/8 | = | 4 | 0 |
| 1/9–15/9 | = | 3 | 9 |
| 16/9–30/9 | = | 3 | 6 |
| 1/10–15/12 | = | 3 | 3 |
| 16/10–31/10 | = | 3 | 0 |
| 1/11–15/12 | = | 2 | 9 |
| 16/12–31/12 | = | 2 | 6 |

Thus it can be seen that the maximum draft at any particular time s equal to:

Datum Depth plus Height of Tide minus Underkeel Clearance Allowance.

A typical calculation would be as follows:

| | | ft. | in. |
|---|---|---|---|
| Datum Depth | = | 38 | 6 |
| Height of Tide | = | +7 | 0 |
| Underkeel | | 45 | 6 |
| Clearance Allowance | | 3 | 9 |
| Maximum Draft | = | 41 | 9 |

**MAX. SIZE:** *Inshore Terminal:* Minimum size approximately 1 tonnes or 161 m. (530 ft.). Maximum length 269 m. (850 ft.). Maxi beam no restriction. Maximum draft, see "Restrictions".

*Offshore Terminal:* Minimum size 45,000 tonnes sdwt. Maxi size 300,000 tonnes sdwt. Maximum length no restriction. Maxi beam no restriction. Maximum Draft 22·8 m. (75 ft.).
**HEALTH:** Q-flag to be shown on arrival, except if from an Nigerian port, yellow fever and small-pox inoculations compul In case of suspected disease on board, advance notice to A advisable. Valid Yellow Fever and Smallpox Certificates t produced for all crew members. Also Deratisation Exem Certificate.
**RADIO:** Original ETA message should be sent via Lagos R to the Lagos Agents at least 72 hours before arrival. 48 hours be arrival at the Fairway Buoy a further ETA message should be to Lagos Agents. When anchored at the Fairway Buoy co Bonny Terminal on Channel 14, passing date and time of a (same for Harbour Master Bonny), keeping watch on VHF Chan 14 and 16. Failure to comply with the requirements for ETA mess may result in delays in berthing the ship.
**BERTHING:** *Inshore Terminal:* There are 4 berths (CBMs) de nated A, B, C and D, from upstream. A, C and D consistin 5 buoys (1 astern, 1 on each quarter, 1 ahead and 1 on the ins bow). A, C, D are flood tide berths. B is ebb and flood tide b consisting of 6 buoys, the sixth buoy is on the offshore bo quarter depending on which direction the ship is berthed.

Tankers berth on the flood tide (or ebb at berth B) using the shore ships anchor as an additional mooring point. Ships moo means of 40 mm. wires (provided by the Terminal) one 40 mm. is picked up from each of the buoys and ship's ropes are normally used. Mooring is carried out by ship's crew; and care be taken to ensure that the mooring wires are laid out in a seama manner to prevent runs and kinks forming in the wires. Moo wires must not be kept on tension winches, but stoppered means of Carpenter's stoppers provided by the Terminal, and "turned up" on the bitts. Two men from the Terminal are pu board the vessel to assist the ship's crews position and set up Carpenter's stoppers.

Vessels must be equipped with hose-handling derricks w SWL lifting capacity of not less than 5 tonnes.

Vessels must arrive with clean ballast.

Load-on-top system operates at Bonny, but slops cannot be cepted ashore. Maximum loading rate: 5,000 t.p.h. (1/1/74).

Grades handled: both light and medium crudes.

*Offshore Terminal:* Two SBMs fitted with two 16-inch do nylon mooring lines and one hose string terminating in two 16- diameter end hoses.

No. 1 SBM is S.S.W. of the Platform. No. 2 SBM is S.S.E. o Platform and they are designated Bonny West and Bonny respectively.

Berthing effected under guidance of berthing master and assistant who both remain on board throughout loading opera Accommodation for both to be provided. Whilst berthed a moo rope must be ready on the poop deck so that the mooring la (line boat) may, in the event of the vessel riding up on the S make fast and tow to re-align vessel.

Vessels must be equipped with hose handling derricks w capacity of not less than 7 tonnes.

Vessels must arrive with clean ballast.

Load-on-top system operates at Bonny but slops canno accepted ashore. Maximum loading rate 8,000 t.p.h. (1/1/74).

Grades handled Bonny light crude only (1/1/74), the maxi lifting is restricted to 150,000 tons as at 1/1/74.
**HOSES:** *Inshore Terminal:* Vessels should endeavour to pro two 12-inch diameter 150 ASA connections on the port side o vessel when berthing at A, C, D, berths. On B berth two 16 150 ASA connections should be provided on the port or star sides of the vessel – dependent on whether the vessel is ber on ebb or flood tides. Vessel's hose handling derrick to be ri and plumbed overside. Hoses will be connected by shore la but winchmen must be supplied to operate the ship's lifting The derrick runner must be equipped with a suitable hook estimated weight of each hose string at berths A, C and D, lifting with the ship in light condition is between 3 and 5 ton Ships fitted with only 5 tonne derricks should exercise care lifting to avoid shock loads. On "B" the estimated lifting wei between 5 and 7 tons.

*Weight of Hoses:* Indication only of approximate weights of strings in tonnes (including fittings, floats, and pick-up b Assumed total lift of 7·6 metres (25 ft.) above deck level and w in light draft condition with hoses full of crude oil SG 0850.

| | *16 inch I.D. Hoses* | *12 inch I.D. Hoses* |
|---|---|---|
| dwt | tonnes | tonnes |
| 100,000 | 8·3 | 4·9 |
| 70,000 | 7·5 | 4·5 |
| 50,000 | 7·3 | 4·4 |
| 35,000 | 7·1 | 4·2 |
| 18,000 | 6·3 | 3·7 |

*Offshore Terminal:* Port or starboard side amidships (dependent on which SBM is used). Vessels should endeavour to present two 16-inch standard 150 ASA connections on arrival. Ships crew are required to connect and disconnect the hoses under the advice of the berthing master and/or his assistant. A derrick SWL at least 7 tonnes must be rigged ready on both port and starboard sides and plumbed clear of this side. Derrick runner must be equipped with suitable hook.

*Weight of Hoses:* Indication only of approximate weights 16 inch I.D. hose strings in tonnes (including fittings, floats, and pick-up buoys with all hoses full of crude oil SG 850. Assumed lift is 7·6 metres (25 ft.) above deck level, with vessel in light draft condition.

| dwt | tonnes |
|---|---|
| 200,000 | 8·9 |
| 100,000 | 8·1 |
| 70,000 | 7·3 |
| 50,000 | 7·0 |
| 35,000 | 6·9 |

**SHORE LINE SYSTEM:** *Inshore Terminal:* Crude oil is loaded at berths A, C, D via 32 in. submarine lines and 2 strings of flexible hoses each consisting of 3 lengths of 16 in. hose and 3 lengths of 12 in. hose at the ship end, and via a 28 in. submarine line and 2 strings of 16 in. flexible hose at berth B. Reducers are made available by Terminal on request.

*Offshore Terminal:* Vessels load through SBM from shore through a 48 in. diameter line, thence through a 24 in. diameter floating hose which is terminated by a "Y" piece and two 16 in. diameter hose tails which connect to the ships manifold. Loading rates up to 8,000 tph may be expected. The 48 in. submarine loading line from the Terminal is some 20 miles in length, therefore great care must be exercised during loading when ships valves are manipulated to avoid pressure surges. Pressure recorders are normally fitted at the spool piece between ships manifold and tail end of the hose string to monitor pressure changes generated on board the vessel.

**MEDICAL:** No hospital at Bonny, nearest at Port Harcourt.

**DENSITY:** *Inshore Terminal:* 1015 at Low Water particularly during rainy season.

*Offshore Terminal:* Salt.

**FRESH WATER:** Available by barge at rate of 15 tons per hour. 48 hours advance notice required as barge comes from Port Harcourt.

**FUEL:** Available only by barge from Port Harcourt.

**CUSTOMS ALLOWANCES:** 200 cigarettes per man per 7 days. 1 wine or 1 btl spirit per officer per 7 days.

**IDENTIFICATION CARDS:** Crew to carry passport or seaman's book whilst ashore.

**CONSULS:** Nil.

**REPAIRS:** Nil.

**REPATRIATION:** Possible via Port Harcourt and Lagos.

**AIRPORT:** 28 miles by river, to Port Harcourt, then 7 miles by road, twice daily to Lagos, no international flights.

**TIME:** GMT plus 1, no change.

**POLICE/AMBULANCE/FIRE:** Contact Via Harbour Master or Shell/BP, VHF 14 or 16.

**SHORE LEAVE:** Not permitted.

**GENERAL:** *Delays:* Inshore berths: None.

Offshore berths: Worst weather period June–September when heavy swell may be encountered.

*Immobilisation of engines:* Not permitted at the berth. Not permitted at SBMs. Not advised at sea anchorage due to indifferent holding ground and the existence of obstructions and foul ground in the vicinity.

*Loading:* Ships are required to load cargo as rapidly as possible by day and night in accordance with the terms of their charter parties. This means that ships are expected to load as fast as Shell-BP can supply or they can safely receive. The question of how fast a ship can load is the responsibility of the Master having regard to his Owner's instructions, the charter party and the experience of ship's personnel. However, as further guidance and in absence of any instructions to the contrary, ships are expected and nominations of vessels are accepted by Shell-BP on the understanding that ships will be able to accept a bulk loading rate per hour of not less than ten per cent of the summer deadweight of the vessel.

At offshore berth the Berthing Master acts as Loading Master during loading operations and is provided with walkie-talkie radios to ensure adequate ship/shore communication.

Loading Masters visit each vessel, and Masters are requested to co-operate in the completion of the Shell-BP Tanker Port Performance Time Sheet by ship and shore personnel at all terminals. Only crude oil is handled at Shell-BP terminals, loading temperatures and specific gravities of the two grades of crude, Bonny Light and Bonny Medium are reasonably constant and are approximately:

| | |
|---|---|
| Bonny Light | 0.823 at loading temperature |
| Bonny Medium | 0.890 at loading temperature |

*Early Departure Procedure:* A modified early departure procedure is in operation at Bonny Offshore Terminal. Masters are requested to sign all documents in blank, retaining in their possession Masters' consignee copies. On completion of loading, the berthing master will supply masters with a copy of the figures required for the completion of the retained documents. Masters are requested to complete these before the departure of the vessel. Customs and agency representatives will normally board vessels during the daylight hours. Depending on other commitments of the offshore launch, it may be necessary to request masters to provide temporary accommodation for these officials.

**AUTHORITY:** Nigerian Ports Authority.

**AGENT:** Alraine (Nigeria) Ltd., 26 Creek Road Apapa. POB 265, Apapa. Tel. 47770. Telex 21 244. Cables: "Freight Lagos".

## BURUTU (incl. Warri): 05.21 N. 05.31 E.

**DOCUMENTS:**
7 Ports of Call Lists.
5 Crew Lists.
5 Kroo boy Lists.
2 Animal Lists.
2 Arms and Ammunition Lists.
9 Manifests.
2 Summaries.
1 extra Manifest for transshipment cargo.
3 Stores Lists.
2 Crew Declarations.
2 Inward Reports.
2 NPA Master's Declaration.
2 NPA ship's particulars.
1 Customs Clearance.
1 Declaration of Health.
1 Vaccination List.

**PILOTAGE:** No compulsory pilotage, local pilots or rather river guides, available at Escravos. No communication is possible with these guides from Burutu.

**ANCHORAGES:** One anchorage known as "the pool", opposite Okorodudu Town; maximum draft for pool anchorage 14 ft. MLWS. Further anchorage at Forcados for vessels waiting to proceed to Burutu or Warri.

**MAX. SIZE:** Restricted only by draft. Official depth 21 ft. MLWS, governed by actual depth on Escravos bar which does vary from time to time and being dredged for increased draft. Latest information always available from Nigerian Ports Authority, Lagos.

**HEALTH:** International pratique regulations prevail. Pratique *not* necessary when coming from another port in Nigeria.

**RADIO:** Station, Port Burutu. Watch kept from 0730–1200, 1400–1700 on week-days and 0730–1200 on Saturdays on 2182 kc/s R/T and Channel 16 VHF.

**TUGS:** No tugs available.

**BERTHING:** No specific requirements to berthing. Berth number is hoisted on flagpole situated on No 4 berth. Ships berthed in order of arrival.

| Warri | | length | draft |
|---|---|---|---|
| 1 | Buoys Fore and Aft | 525 ft. | 21 ft. |
| 2 | Buoys Fore and Aft | 525 ft. | 21 ft. |
| 3 | Single Buoy | No limit | 21 ft. |
| 4 | Main Wharf | 525 ft. | 21 ft. |
| 5 | Canal Berth | 1055 ft. | 20 ft. |

**Burutu**

Two vessels normally berth alongside the wharves. The main wharf being some 750 feet in length and a smaller wharf of some 300 feet. There is plenty of water alongside these berths and the depth that a vessel can load to is controlled by the Burutu flats which is 13 feet.

**STEVEDORES:** Advice given on radio during transit Escravos–Burutu is quite adequate. Normal rates approximately 13/15 ton per hook hour.

**MEDICAL:** Fully equipped hospital under supervision of resident medical officer situated at Burutu.

**TANKERS:** Only small coastal tankers use Burutu to periodically replenish bulk tanks, which have capacity for 1,800 tons gas oil and 900 tons fuel oil, used primarily for consumption by local vessels.

**DENSITY:** Fresh water.

**FRESH WATER:** Limited amount available in wet season from shore line at rate of 4 tons per hour.

**FUEL:** No fuel available.

**FIRE PRECAUTIONS:** Small fire station situated in port area. No specific fire precautions required.

**GANGWAY/DECK WATCHMEN:** Considered advisable have gangway/deck watchmen.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores, except in ships fitted with Mcgregor hatches.

**TOBACCO/WINE ALLOWANCE:** 200 cigarettes; part bottle.

**IDENTIFICATION CARDS:** Either discharge books, or passports advisable.

**CONSULS:** No consulates at Burutu.

**REPAIRS:** Dockyard has four slipways which can accommodate most creek and river vessels up to tonnage of 600 tons. Management of dockyard in hands of qualified engineers who are able carry out afloat, hull and/or machinery surveys as required. Limited deck, hull and engine repairs can be carried out.

**REPATRIATION:** Facilities exist for individuals but not for crew changes.

**AIRPORT:** Small airstrip one and a half hours away by launch, where daily scheduled flights by small twin-engined aircraft operate to Lagos.

**TIME:** GMT plus 1.

**HOLIDAYS:** January 1/2, March 9/10, April 12/15, June 8, October 1, December 25/26. Cargo may be worked on all these holidays except Christmas Day, Good Friday and Republic Day.

**POLICE/AMBULANCE/FIRE:** No telephone numbers – all these services available in port area.

**TELEPHONES:** Facility available for connecting telephones on board.

**SHORE LEAVE:** Crew members allowed ashore.
**AUTHORITY:** Nigerian Ports Authority, Burutu.

**AGENT:** Alraine (Nigeria) Ltd., 4 Khalil Road, POB 374, Warri. Tel. Warri 341. Telex via Lagos 21.244.

## CALABAR: 04.57 N. 08.27 E.

Situated on right bank of Calabar River, 42 miles from sea.
**DOCUMENTS**, and all general information, refer to "Lagos".
**PILOTAGE:** Not compulsory, but the services of the Harbour Master can be requested for pilotage duties.
**MAX. SIZE:** The maximum recommended draft for vessels using the port of Calabar is 19 ft. 6 in., which is, at present, governed by a depth of water on Duke Town Crossing of 12 ft.
**BERTHING:**
(*a*) Pool Anchorage, 3 ocean going vessels.
(*b*) Millerio Wharf, 1 ocean going vessel.
(*c*) Cement Wharf, 1 ocean going vessel.
(*d*) Ivy Wharf, 1 coaster vessel. This wharf has been damaged seriously and is not in use at present.

*Moorings:* One mooring berth is available for main line ships Pilot Service.
**AIRPORT:** At Calabar.
**AUTHORITY:** Nigerian Ports Authority.

## ESCRAVOS: 05.30 N. 05.00 E. (See Plan)

**DOCUMENTS:** Required and brought out by Pilot:
4 Nigerian Ports Authority/Masters Declaration.
2 Customs and Excise (Form C 13).
4 Ship's Report (Gulf) } on behalf of Agent.
2 Requests for Service }

The sailing clearance will be completed after B/L figure of cargo loaded is available, and will be delivered to the ship before sailing.
**PILOTAGE:** Compulsory. Boarding area is in a position 3 miles West-north-west of the berth operation platform.
**NAVIGATION AIDS:** Berth Operations Platform is a conspicuous steel structure 85 ft. high and is approx. 1 mile from Berth No. 2, between the berth and the shore. On top of this structure is a heliport, which at night is surrounded by red lights. In the event of a power failure a green intermittent light will be shown from one corner of the seaward side of the platform.

A RACON reflector is mounted on this platform for easy identification of the Gulf Sea loading area. Radar transmission from the incoming vessel triggers the RACON Unit which responds with the Morse Code letter "G" (– – ·), followed by a solid tail. This signal is observed visually on the ship's radar screen and appears very close to the point where the radar echo of the berth operations platform itself should appear.
**ANCHORAGE:** Vessels required to anchor on arrival will anchor in position approx. 3 miles West-north-westward of the berth operations platform, i.e. in a position Lat. 05° 31′ 00″ N., Long. 04° 57′ 30″ E., or as otherwise instructed.

On approaching the terminal, VHF contact can be established with the Mooring Master on Channel 16 and the vessel will be advised of which berth has been nominated for her cargo. At the same time, the vessel will be advised where the Mooring Master will board. In cases where VHF contact is not made, the vessels will remain in the anchorage area until such time as contact is made by radio or the pilot boat. Vessels are advised to anchor only in the stated area due to the existence of submarine pipe-lines in other areas.

Anchorage is forbidden in the mooring area.
**RESTRICTIONS:** Mooring and unmooring operations will be undertaken by day and by night under normal weather conditions.

Notice of Readiness will be accepted by the Company representative on arrival providing that the ship is in all respects ready to load.
**MAX. SIZE:** The Escravos Terminal consists of two Single Buoy Mooring Berths Nos. 2 and 3 only, the conventional Sea Berth (Berth No. 1) having now been de-commissioned.

The location of the Sea Terminal Berth No. 2 (SBM) for vessels up to 100,000 dwt is off the North of the Escravos River in a position Lat. 5° 30′ 37″ N., Long. 4° 59′ 25″ E., and has a minimum depth of water of 72 ft. at LWS.

Berth No. 3 (SBM) for 350,000 dwt, vessels is situated 4·25 miles West-South-Westward of No. 2 berth in a position Lat. 5° 29′ 29″ N., Long. 4° 55′ 54″ E., and has a minimum depth of 105 ft. at LWS.
**RADIO:** Vessels bound for Escravos must advise their ETA to Gocon, Lagos, 72 hours and 24 hours before arrival – the message to contain the vessel's name, ETA, Master's name. A 24-hour watch is maintained on VHF Channel 16, in the Senior Mooring Master's Office, and ships are usually able to make contact on this Channel at a distance of 20 to 30 miles on the seaward side of the Berth Operations Platform. Channel 10 is used for internal traffic and ship berthing operations.
**MOORING:** Before arrival at the pilot boarding area, it will be necessary to ensure that the following moorings are ready for use on arrival at the berths:

Four mooring ropes – buoyant lines if possible, e.g. polypropylene, on the forecastle head.

When the vessel is within reasonable distance of the buoy, two ship's lines will be carried by the mooring launch to the floating buoy lines and secured to same, these lines will then be heaved aboard. As the buoy ropes come clear of the water it will be noted that chains are attached to them. These chains are to be secured to the bitts in such a manner that the nylon is outside of the ex length of the ship; i.e. so that the chains will absorb any cha if the buoy line crosses the bow. There are two buoy lines.

Power must be available at all times on all deck winches windlass while vessel is at the berth.

A mooring line must be available aft, secured to the bitts an sufficient length to enable a tug-boat to pick up the eye and tw it to realign the vessel if necessary. If available, a buoyant line is preferred in this position.
**CARGO:** Nigerian Light Crude – API 36° approx. Temper 85° F. (fairly steady throughout the year).
**HOSES:** Lifting, connecting, disconnecting, lowering and handling of hoses will be performed by the ship's crew, as ad by the Company representative, and where possible the Com will provide a pipe-line gang to assist the ship's crew. At all t handling of hoses will be performed by the ship's crew, as ad a deck officer must be in attendance.

Both derricks must be rigged and ready for use on arrival vessels are cautioned that the weight of each hose is at least 3 under favourable conditions. Where possible, it is requested the derrick runner is on one winch and the topping lift on ano as this will make the hose-handling operation much smoother faster. In any case, members of the ship's crew will be require operate the winch or winches.

*Berth No. 2:* Loading is through an SBM which is approx. in diameter and held in position by 4 chains secured to piles into the seabed. 1×16 in. floating hose is secured to buoy and 12 in. tailing piece attached to it with 12 bolt holes ASA 150 flan they are also fitted with Camlock connections. It is proposed another 12 in. tailing piece to this buoy at some future date.

*Berth No. 3:* Is a larger version of No. 2 and more heavily mo with 8 chains secured to piles sunk into the seabed. There is 1× floating hose with 2×12 in. tailing pieces. These are ASA fla with Camlock connections, similar to those at Berth No. 2.
**BALLAST:** *Deballasting and Loading Procedures:* Vessels proc ing to Escravos to load must arrive with sufficient clean ballas safe manoeuvring. A vessel arriving with dirty ballast will costly delays as it is not permitted to discharge dirty ballast to sea. The "Load on top" system is accepted at this port and ves are requested to arrive with the slop tank "settled out" as far possible and so avoid any chance of pollution of the Terminal wa from this particular tank.

The Nigerian Government has very strong views on pollution vessels are warned that a very careful watch is kept at all time ensure that pollution does not take place, or that if pollution sh occur it is controlled as quickly as possible.

All vessels are cautioned to keep a close watch on the flo hose (or hoses) towards the end of deballasting, as it is poss under certain conditions of weather and tide for the hose to bec trapped under the fore-foot of the vessel. Should this situation ap likely to arise vessels are requested to attempt to keep the fore submerged by transfer of water or bunkers, etc. If the hose beco foul, it must be disconnected and towed clear causing conside delay to the vessel.

During the hours of darkness it is requested that searchli from bridgewings and approved floodlights to be used to illum the surrounding waters to facilitate detection of oil and a generally in loading operations. Vessels are advised that fa to supply sufficient lighting could result in cargo operations being allowed during the hours of darkness. Such delay wou for the ship's accounts.

After the ballast tanks have been inspected and found t satisfactory, deballasting will commence on the advice of Company Representative. When all the ballast has been dischar the tanks will again be inspected and if ready for cargo a dry ce cate, if presented, will be signed by the Company representa In any case, cargo will be loaded when both ship and shore are to commence operations. In no circumstances will the vesse expected to load at a faster rate than that requested by the Ma It is the ship's responsibility to check that the requested loading is not being exceeded. The Company for their part will make e effort to maintain the requested rate and will advise of any altera of loading rate immediately; prior warning being given if circ stances permit.

*Simultaneous Deballasting and Loading:* In order to reduce the around time at this Terminal, but with close attention to sa vessels will be permitted to load cargo and discharge ba simultaneously, provided that no contamination of cargo or poll of the Terminal waters can occur. Vessels desirous of adopting method of loading can do so, but will be required to advise Company in writing, stating the that vessel accepts full responsi if this method of loading results in contamination of cargo an pollution of the Terminal waters.

Throughout the deballasting and cargo operations, a deck of must be on deck with sufficient crew members to safely handle operation. Company representatives will be on board throug to co-ordinate terminal and marine operations and will be in cons communication with the terminal by portable and/or ship's VHF Before loading commences, the amount of cargo required mus given to the Company Representative in writing and the Term will, in conjunction with the vessel, arrange to stop the flow of c at this predetermined figure.

*THERE ARE NO FACILITIES AVAILABLE TO DISCHARGE EXC CARGO SHOULD THE VESSEL OVERLOAD.*

The Company Representative will advise on the detailed proce for shutting down and disconnecting, but briefly, after car completed and oil has ceased to flow, loading valves on the s and Berth Operation Platform (BOP) will be closed. Then and not before, the vessel's manifold valves may be closed.

Do not close ship's valves against incoming oil as such procedure creates excessive pressure which may damage hoses, terminal facilities, or ship's piping.

Figures taken after completion will be passed to the shore by VHF and a ship/shore difference obtained. On request, full sets of cargo papers will be prepared and delivered to the Master as speedily as possible. However the briefer form of documentation is used at this terminal, and the remainder of the documents will be forwarded by airmail. At the same time the Company will arrange clearance for the vessel.

Loading signal to be displayed is the International Code flag "B" from a conspicuous halyard during the hours of daylight. During the hours of darkness a red light visible all around the horizon at a distance of at least one mile is to be exhibited.

**REPAIRS:** No facilities of any kind are available at this port.

Under no circumstances are engine repairs or the immobilisation of main engines permitted within the port limits.

**REPATRIATION:** Not permitted except in grave emergency and then only if the person concerned holds all the necessary valid certificates and documents, e.g. valid Smallpox, Cholera and Yellow Fever Certificates.

**WEATHER AND CURRENTS:** Wind and swell are mostly from a South-westerly direction. The weather is generally good from November to May, but is unfavourable during the wet season, i.e. May to November. For approximately 75% of the year the current sets in a North-north-westerly direction and for the remainder of the year it is reversed, i.e. South-south-easterly. The strength of the current varies from ½ to 1½ knots, and the currents frequently reverse direction very quickly causing the vessel to yaw (swing) heavily at the berth.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**MEDICAL:** Not available except in an emergency.

**STORES:** Stores are not available at this Terminal and urgent spares/equipment forwarded by air can take up to three (3) weeks to clear formalities. In view of this it is essential that Gulf be advised of the airway bill number at the earliest opportunity to avoid further delays.

**NATIONAL FLAG:** Available from the company.

**GENERAL:** In view of the exposed location of the berths, the Mooring Master and pipe-line gang will have to remain on board throughout the vessel's stay at the berth and, therefore, it will be necessary for the vessel to arrange food and accommodation for this period. A pipe-line gang will usually consist of four men, but this number may be varied at the discretion of the Company.

It is assumed that the Mooring Master will be accommodated in the Pilot Room; but where such a room does not exist on board, then accommodation equivalent to a minimum standard required for a Senior Officer is to be provided. In the case of meals, due allowance and provision is to be made for the fact that irregular hours of work by day and night may be involved.

**TIME:** Local time is GMT plus one hour throughout the year.

**SHORE LEAVE:** In view of the isolated positions of the buoy moorings (approx. 15 and 19 miles from the shore) Masters are strongly advised not to grant shore leave. The weather and swell conditions could result in persons being injured either embarking or disembarking from the vessel, and in addition the boat journey will take approx. 2–2½ hours. Should the weather deteriorate, it could mean delay to the vessel as outward clearance would not be granted until all the crew were on board the vessel. As the terminal does not own any suitable boats, it would be necessary for the vessel to charter one for shore leave purposes.

In view of the foregoing, the terminal does not recommend shore leave being granted.

**AUTHORITY:** Gulf Oil Company (Nigeria) Limited, Private Mail Bag 2469, Lagos, Nigeria. Cables: Gocon – Lagos.

## FORCADOS (Offshore Terminal): 05.10 N. 05.10 E.

**DOCUMENTS:** **(See Plan)**

*Port Health:*

4 copies Crew List.
3 copies Vaccination List.
3 copies Maritime Declaration of Health.
5 copies List of Last Ports of Call (6 weeks).
4 copies List of Animals and Birds.
4 copies Passenger List.

*Customs:*

1 copy Crew List.
1 copy List of Last Ports of Call (6 weeks).
2 copies List of Animals and Birds.
1 copy of Passenger List.
1 copy Stores List.
1 copy Personal Effects List.
2 copies Arms and Ammunition List.
1 copy Clearance Last Port.

*Agent*

2 copies Crew List.
2 copies List of Last Ports of Call (6 weeks).
2 copies Passenger List.

Vaccination booklets for all crew members to be produced.

Deratisation Exemption Certificate to be produced.

**APPROACHES:** An efficient sounding machine and a high definition radar will assist in making the terminal for the first time. A heavy cluster of radar echoes from the Escravos area may be recorded on passing the 100-fathom line. On making the 20-fathom line, it is reported that the coastline from North Point to Moore Point and from South Point to Ajamabri shows on the radar screen with good chart comparison.

Once the vessel's position is ascertained and the course for Forcados adopted, the first and most obvious sighting, at night, will be that of the control tower, which is marked with numerous fixed lights at several levels. The control tower, which also serves as a helicopter platform, is in close proximity to the two SBM's.

**PILOTAGE:** Berthing master will board vessel on arrival or at anchorage, and remains on board throughout. Contact berthing master on VHF Channel 14. Call sign "Forcados Berthing Master". *N.B.:* Also contact "Forcados Terminal" on Channel 14 immediately on anchoring to ensure that vessels arrival is recorded and that berthing turn will be in correct sequence.

**ANCHORAGE:** 3 miles West of or 2 miles N.W. of Production Platform in position 5° 10′ 17″ N. 5° 10′ 42″ E.

Vessels must not proceed inshore from these positions without a Pilot. When at anchor a listening watch is to be maintained on Channel 14 and this Channel must not be used for ship-to-ship exchanges.

*Note:* A 14-mile 48 in. pipe-line extends from the coast at South Point near Forcados to the manifold Platform and hence to the SBMs. Vessels are warned not to anchor in the vicinity of the pipeline.

**RESTRICTIONS:** Vessels berth at any state of tide, night or day.

**MAX. SIZE:** Min. size 45,000 tonnes. Max. size 254,000 tonnes. No restriction on length and beam. Max. draft 65 ft.

**PRATIQUE:** Health and Customs Officers board at a convenient hour and come from Forcados, 20 miles distant from the buoys. Normally travel by high-speed launch, but may occasionally use helicopter.

**RADIO:** ETA to be given via Lagos Radio, 72 hours before arrival and re-confirm 48 hours before vessels ETA at the terminal anchorage.

**TUGS:** No tugs required and none available.

**BERTHING:** Effected under guidance of Berthing Master and/or local assistant who both remain on board throughout loading operations. Accommodation for both to be provided. Whilst berthed a mooring rope must be ready on the poop deck so that the mooring launch (line boat) may, in the event of the vessel riding up on the SBM, make fast and tow to realign vessel.

There are two SBMs each fitted with two 15 in. nylon moorings and one hose string 840 ft. long with 2×16 in. end hoses. No. 1 SBM is South of platform and No. 2 is West.

Position of hose connections: Amidships ports or starboard side depending on seasonal conditions. Vessels should endeavour to present 2×16 in. (400 mm.) (150 ASA) connections on arrival. Ship's crew are required to connect and disconnect the hoses under the advice of the Berthing Master and/or his assistant. A derrick, SWL at least 7 tonnes, must be rigged ready on both sides and plumbed clear of ship's side. Derrick runner must be equipped with suitable hook.

*Weight of Hoses:* Indication only of approximate weights 16 in. I.D. hose strings in tonnes (including fittings, floats, and pick-up buoys) with all hoses full of crude oil SG 850. Assumed lift is 7·6 m. (25 ft.) above deck level, with vessel in light draft condition.

| dwt | tonnes |
|---|---|
| 200,000 | 8·9 |
| 100,000 | 8·1 |
| 70,000 | 7·3 |
| 50,000 | 7·0 |
| 35,000 | 6·9 |

*Loading:* Load-on-top system operates at Forcados but slops cannot be accepted ashore. Maximum loading rates 11,000 t.p.h. (1/1/74).

A single grade of crude oil is handled which is known as "Forcados Blend".

*Shore Line System:* Vessels load through SBM from shore through 48 in. line to SBM. The 48 in. submarine line to the SBM is some 14 miles in length, therefore great care must be exercised during loading when ships valves are manipulated to avoid pressure surges. Pressure recorders are normally fitted at the spool piece between ships manifold and tail end of the hose string to monitor pressure changes generated on board the vessel.

**MEDICAL:** No facilities for medical attendance but assistance may be given only on an emergency basis.

**FUEL:** Not available.

**FRESH WATER:** Not available.

**DENSITY:** Approximately 1025.

**REPATRIATION:** No crew changes possible.

**SHORE LEAVE:** Not permitted.

**GENERAL:**

*Loading:* Ships are required to load cargo as rapidly as possible by day and night in accordance with the terms of their charter parties.

This means that ships are expected to load as fast as Shell-BP can supply or they can safely receive. The question of how fast a ship can load is the responsibility of the Master having regard to his Owner's instructions the charter party and the experience of ships' personnel. However, as further guidance, and in absence of any instructions to the contrary, ships are expected and nominations of vessels are accepted by Shell-BP on the understanding that ships will be able to accept a bulk loading rate per hour of not less than ten per cent of the summer deadweight of the vessel.

At offshore berth the Berthing Master acts as Loading Master during Loading Operations and is provided with "walkie-talkie" radios to ensure adequate ship/shore communication.

Loading Masters visit each vessel, and Masters are requested to co-operate in the completion of the Shell-BP Tanker Port Performance Time Sheet by ship and shore personnel at all Terminals. Only crude oil is handled at Shell-BP terminal, loading temperature and specific gravity of the grade of crude. Forcados Blend is reasonably constant and is approximately: 0.856 at loading temperature.

*Immobilization of engines:* Not permitted at SBMs. Not advisable at sea anchorages as many obstructions if vessel drags anchor.

*Restrictions which may cause delays:* Weather. Worst period June–September when heavy swell may be encountered.

*Early departure procedure:* A modified early departure procedure is in operation at Forcados offshore terminal. Masters are requested to sign all documents in blank, retaining in their possession master's consignees copies. On completion of loading, the Berthing Master will supply Masters with a copy of the figures required for the completion of the retained documents. Masters are requested to complete these before the departure of the vessel. Customs and agency representatives will normally board vessels during daylight hours. Depending on other commitments of the offshore launch, it may be necessary to request masters to provide temporary accommodation for these officials.

**WATCHMEN:** Whilst berthed at an SBM, a security watch must be kept on the forecastle head by member(s) of the ship's crew throughout the hours of darkness.

**SHIPMASTER'S REPORT:** The SBM's are situated about 11 miles offshore.

*Moorings:* Starboard derrick topped and doubled up. If accommodation ladder rigged then on port-side. Not necessary for vessels up to 50,000 dwt.

*Hoses:* All sizes of reducers available.

**TERMINAL OPERATOR:** The Shell-B.P. Development Co. of Nigeria Ltd.

## LAGOS (including Apapa): 06.27 N. 03.25 E.

**DOCUMENTS:** See Burutu.

**PILOTAGE:** Compulsory. Hoist "G" flag. Agent to give notice of ETA to Harbour Master as early as possible. Contact Pilot by VHF Channel 16. No pilot boat stationed outside.

**ANCHORAGES:**

| | *Length* | *Draft* |
|---|---|---|
| Pool 1 | 480 ft. | 24 ft. |
| Pool 2 | 600 ft. | 28 ft. |
| Pool 3 | 450 ft. | 26 ft. |
| Pool 4 | 450 ft. | 26 ft. |
| Pool Buoy 5 | 320 ft. | 18 ft. |
| Badagry Creek | 380 ft. | 16 ft. |

**RESTRICTIONS:** Draft only.

**MAX. SIZE:**

| | *Length* | *Draft* |
|---|---|---|
| Marina Buoys | 750 ft. | 24 ft. |
| Container Berth | 720 ft. | 27 ft. |
| Pool | 600 ft. | 28 ft. |
| APQs | 600 ft. | 27 ft. |
| Customs | 520 ft. | 23 ft. |
| PWA | 580 ft. | 25 ft. |
| BOP | 500 ft. | 26 ft. |
| Ijora | 420 ft. | 19 ft. 6 in. |

**HEALTH:** Port Health Officer boards vessel on arrival. ETAs must be advised by ship or Agent direct to Port Health. Pratique automatic when from Nigerian port.

**RADIO:** Messages routed through Lagos Radio.

Continuous VHF watch on Channel 16 maintained in Harbour Master's office. Contact Signal Station by VHF Channel 16.

**TUGS:** No specific joining position, depending on tide and on Pilot's request, otherwise close to berth. Normally ship's line used. 2 tugs available 1,280 HP. 24 hour service available.

**BERTHING:** Cargo for Apapa and Lagos should be stowed separately on all liner ships as the Apapa wharves have rail connections to the North, and the customs wharf only receives cargo for Lagos locally.

No specific arrival time is required for berths, except for Petroleum Wharf where tankers need high water. Berthing on ebb tide required for Fish Wharf and Ikjora Wharf.

There are three berths at the Customs Jetty, 1, 2 and 3. The depths alongside are 22 ft. 6 in.; 21 ft. 6 in.; 19 ft. 6 in. respectively. Each berth can accommodate a vessel of maximum 500 ft. in length.

Lighter Berth, length 380 ft., draft 16 ft.
Fish Wharf, length 280 ft., draft 19 ft.
Marina Dolphin, length 250 ft., draft 19 ft.

| | |
|---|---|
| Iddo Pool Buoy No. 1 | Reserved for Naval vessels |
| Iddo Pool Buoy No. 2 | |
| Iddo Pool Buoy No. 3 | |
| Iddo Pool Buoy No. 4 | |

**STEVEDORES:** Available.

**MEDICAL:** Agents to be given advance notice of medical attention required as early as possible. Hospital facilities available. International Certificates of smallpox and yellow fever required.

**TANKERS:** Length 580 ft. Draft 25 ft. (FW).

**DENSITY:** 1012.

**FRESH WATER:** Delivery by barges at between 20 to 40 tons per hour. Advance notification needed.

**FUEL:** Fuel oil available, coal bunkers obtained from Ijora Wharf.

**FIRE PRECAUTIONS:** Tankers and vessels with explosives: fire-boat always in attendance with fire-control depot ashore working in conjunction with the Harbour Master on VHF Channel 16. Port area tugboats also equipped for fire fighting.

**GANGWAY/DECK WATCHMEN:** Advisable, available if required.

**OPENING/CLOSING HATCHES:** Stevedores/crew.

**CUSTOMS ALLOWANCES:** Tobacco allowance: 200 ciga per person reissue after 8 days. Wine/Spirit: One part bottle re to officers after 4 days.

**IDENTIFICATION CARDS:** Passports or identity cards.

**CONSULS:** Most countries maintain Embassies/High Com sions or Consuls.

**REPAIRS:** Major repairs available.

**DRY DOCKS:** Authority maintains large well-equipped doc which primarily for maintenance of Authority's own fleet, pro facilities to commercial interest. In installation is modern flo dock which has lifting capacity of 4,000 tons. Max. draft 18 ft. Slip also available for use of small craft.

In addition to facilities offered by Authority's dockyard, m shipping agencies in port maintain dockyard installations, inclu slipways for raking smaller vessels and lighters; can provide aid repair for main line vessels.

**REPATRIATION:** Facilities available for effecting crew cha and arranging any necessary repatriations.

**AIRPORT:** 8 miles from harbour, served by regular airlines.

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** Fixed: New Year Day (1st January); National (1st October); Christmas Day (25th December); Boxing Day December). Variable: Good Friday; Easter Monday; Eid-El- Festival; Eid-El-Kebir Festival; Maolud Nabiyyi (Mohamm Birthday). Port closed on Republic Day, Good Friday and Christ Day.

**POLICE/AMBULANCE/FIRE:** Police Apapa 45798, Lagos tom 20030; Ambulance Apapa 41341/227; Fire Apapa 41741, L Custom 20777, General Emergencies 199.

**TELEPHONES:** No arrangements for telephones on board.

**GENERAL:** 2 floating cranes 1 × 40 ton capacity, 1 × 100 ton capa

**SERVICES:** Small services available.

**SHORE LEAVE:** Crew members allowed ashore after clearanc Port Health and Immigration Authorities.

**AUTHORITY:** Nigerian Ports Authority, 26–28 Marina, PMB 1 Lagos. Tel. 26471.

**AGENT:** Alraine (Nigeria) Ltd., 26 Creek Road, Apapa, La P.O. Box 2206. Tel. 47 770. Cables "Freight Lagos". Telex 2124

## PENNINGTON TERMINAL: 04.37 N. 05.26 E. (Se
P

All vessels required fly Nigerian Ensign on foremast during day hours.

**OPERATORS:** Texaco Overseas (Nigeria) Petroleum Comp

**LOCATION:** Pennington Marine Terminal located in 65 ft. of w in latitude 4° 37′ 20″ N., longitude 5° 26′ 10″ E., bearing approxim 210°, distance 5,300 ft. from "Special Purpose Vessel 367001" (w has been fabricated from the forebodies of two tank vessels, a approximately 740 ft. in length).

**APPROACHES:** The berth should be approached from a Wes direction to a point not less than 2 miles seaward of "Special pose Vessel". At this location, Mooring Master will board vessel.

**DOCUMENTS:** Following documents required on arrival:

Last Port Clearance.
Register.
4 copies Passenger Manifests.
4 copies Crew Lists.
2 copies Stores Lists.
2 copies Bonded Stores Lists.
2 copies Arms and Ammunition List.
2 copies Livestock List.
1 copy Vaccination List, showing date of last smallpox and ye fever inoculations of all crew members.
2 copies of Master's Declaration to Nigerian Ports Autho

These forms will be supplied when Authorities board the sh

**PILOTAGE** (see "Approaches"): Mooring Master, together Custom Officials will board incoming vessel about two miles ward of the "SPV 367001". Vessel's Master will be advise approach to the berth details in respect of mooring, unmoo connecting and disconnecting hoses, and all other operations w the berthing area.

Vessels requested to have pilot ladder safely and securely ri for immediate use, and long enough to reach Mooring Mas launch. A light line should be ready to take on board the Moo Master's radio and/or briefcase.

Mooring Master will remain on board during loading opera and he will be in direct control of all ship communications wh Terminal area.

**TUGS:** 3,200 h.p. tugboat and a mooring launch to assist in m ing and unmooring. A flat charge is made for use of tugboat mooring launch.

**MAX. SIZE:** Maximum draft approximately 45 ft. depending on conditions. Maximum capacity 50,000 dwt.

**RADIO:** All vessels to be loaded at the Terminal must cable to "Topcon, Lagos", 96 hours and 24 hours prior arrival. The C pany, Lagos, will then notify Senior Mooring Master on board Sp Purpose Vessel.

Ship to "SPV 367001" communication, while ships are in moo will be by portable VHF radio-telephone units, provided by Term Mooring Master will advise ship's Master regarding emerg whistle signals set up for use in event radio-telephone units bec inoperative. Use of ship's radio station and/or battery chargi prohibited while loading is in progress.

**READINESS:** The Company will make every effort to load ves upon arrival, or as promptly as berth is available, weather perm

"Notice of Readiness" will be accepted as at time of arrival, provided vessel is in all respects ready to load. Arrival time will be considered as at time Mooring Master boards vessel, or time vessel anchors off the terminal, which ever occurs first.

Mooring Master may reject a vessel if in his judgment she is not properly equipped or suitably manned, or if, upon inspection, he deems her to have dirty ballast or tanks unsuitable for cargo. However, Company will not issue any certificate or representation purporting to state that vessel's tanks, pipes and pumps and appurtenances are clean or acceptable for receiving cargo nor will the company assume any responsibility for "contamination of cargo aboard ship caused by condition of ship's tanks, pipes, pumps or appurtenances."

Vessels shall have in readiness:

1. Windlass and both bower anchors, each with not less than 150 fathoms of chain.
2. At least 14 good mooring lines, each no less than 120 fathoms in length, with eyes and tailropes spliced into each end.
3. Suitable stoppers for all manila lines and chain stoppers for use with wires.

Vessels must be adequately equipped with blocks, tackle and booms to hoist submarine hoses, a 5-ton lift from seabed to ship's rail, in a safe, efficient and expeditious manner. Vessels must also have an adequate supply of nuts, bolts, gaskets and wrenches to connect cargo hoses.

**BALLAST:** ABSOLUTELY NO PROVISION IS MADE FOR DIRTY BALLAST. VESSELS WITH DIRTY BALLAST WILL BE REJECTED AND ALL COSTS THEREFROM WILL BE TO THE VESSEL'S ACCOUNT.

As soon as practicable after arrival, and prior acceptance for loading, all vessel's tanks will be inspected for evidence of oil in ballast, and during discharge of ballast, similar inspections will continue. If evidence of oil appears at these inspections, the vessel may have to vacate berth and proceed to sea to dispose of oil ballast. Upon return, vessel will be obliged to tender new "Notice of Readiness".

If, during first inspection or during process of loading it is revealed that vessel's tanks are not oil-tight, she will be rejected, or refused further loading.

In addition to lights usually displayed, vessels discharging ballast or loading cargo during darkness will illuminate area around the ship to satisfaction of Mooring Master, in order that any oil on the surface of sea may readily be detected and appropriate action taken. Vessels unable to illuminate sea satisfactorily may not discharge ballast during darkness. Vessels should provide suitable floodlights for working on deck during night operations.

Vessels properly equipped will be encouraged to discharge clean ballast and load simultaneously.

**MOORING:** Weather and other circumstances permitting, vessels are moored, loaded and unmoored during daylight hours only.

Signals displayed on Special Purpose Vessel:

(*a*) By day, on offshore end of vessel, three shapes in vertical line; the upper and lower shapes globular and red; the middle shape diamond and white.

(*b*) By night, three lights in vertical line; the upper and lower in red; the middle white.

The permanent mooring consists of 7 steel buoys. All buoys fitted with quick-release hook to which vessel's mooring lines are attached by Company Mooring launch. Berth is laid out so that vessels will head 210° true when moored. Vessels mooring use both bower anchors and 14 ropes to respective mooring buoys.

Each buoy is fitted with $1\frac{3}{4}$-in. diameter preventer wire, one end of which is secured to mooring buoy. When Mooring Master considers it required, the other end is brought on board vessel after moored in position. Preventer wires are supplemental to vessel's regular mooring lines and intended assist holding vessel in moorings during adverse conditions. Vessels should have chain stoppers for handling these wires.

All manoeuvring within loading berth area is to be done only in accordance with advice of Company Mooring Masters, subject to understanding that in all cases and circumstances Master of vessel being manoeuvred shall remain solely responsible for safety and proper manoeuvring. Vessel's Master or a qualified Deck Officer must be on bridge at all times during manoeuvring.

Winds and swells mostly from South-westerly direction. From March through November, the unfavourable weather period, extra mooring lines will be required. Currents are irregular and at times strong, and Mooring Master will provide Master with this information when boarding.

**LOADING:** During loading, the International Code Flag "B" shall be displayed from top-mast signal halyard during daylight hours. During hours of darkness, a red light shall be displayed, visible at a distance of at least one mile, and showing unbroken light all around the horizon.

Raising, connecting, disconnecting and lowering of submarine hoses will be performed by vessel's crew under direction and supervision of an appropriate vessel's Officer as advised by the Mooring Master, who will remain on board while the vessel is in moorings.

After vessel securely moored, two 12-in. submarine loading hoses will be lifted to rail amidships. Weight of each lift approximately 5 tons. Hoses lifted with vessel's gear on port side. Mooring Master advises vessel's personnel in the lifting, connecting, disconnecting and also when lowering the hoses, when mooring launch may be used to avoid bends or kinks in the hoses. A vessel's Deck Officer must be present, and direct the crew in all hose handling. There must be sufficient crew on deck to perform this work.

Master is responsible for own vessel at all times. The maximum loading rate is about 20,000 bbls. per hour and Company Mooring Master will advise in respect to loading pressures and hazards, but will not direct loading except as may be necessary to protect Terminal facilities. Manipulation of vessel's valves is direct responsibility of vessel's personnel.

Prior commencement loading, Chief Officer will assure Mooring Master that sea suction valves are *closed* and he will make note to that effect in Mooring Master's log before cargo loading started. Final ullaging and computation of cargo will be done by an Officer of the vessel who will hand this information to Mooring Master for transmittal to officer in charge on board "SPV 367001" for use in comparing metred-out cargo.

*Caution.*—The incoming oil stream is controlled on board the "SPV 367001" and it is extremely dangerous to close a cargo valve against the incoming stream. Such a procedure creates excessive pressure, which may damage hoses, piping or Terminal facilities. Vessels will be held liable for damages resulting from failure to observe this precaution.

*Emergency Signal.*—When normal ship-to-shore communications fail, the emergency signal to stop the flow of oil will be a continuous blast on the whistle until oil ceases to flow. Steam or air should never be shut off from the whistle during loading. Whenever emergency whistle signal is used, all loading operations will be shut down until communications can be re-established.

*Shore Stops.*—Request for Terminal to stop the flow of cargo at a predetermined tonnage must be made in writing. Requests must include statements that the Company will not be held responsible for any error and in case of overloading, the excess cargo cannot be pumped back to the "SPV 367001". Some delays are always incurred when such a shore stop request is made.

**SAFETY:** Pennington Terminal considered an open roadstead, and under no circumstances may engines be shut down for repairs while a vessel is moored in the submarine berth. Vessel must be able to depart from berth immediately on instructions to do so.

Vessel's personnel responsible for safety of vessel, and must take all necessary precautions whether or not so advised by Mooring Master. Any safety precautions imposed by Company Mooring Master and so disregarded by ship's Officers or crew, will be considered just cause for rejection of vessel and all expenses and liabilities related thereto will be for account of the tanker.

Not less than one Deck Officer and three seamen shall be available on deck at all times while vessel in moorings.

Power must be available at all times on deck winches and windlass while vessel in moorings.

Presence of unauthorized craft alongside is extremely hazardous and Masters are requested to require all unauthorized craft to clear vessel's side prior ballast pumping and cargo loading.

Mooring Masters are authorized to shut down loading operations during severe electrical storms, if another vessel or craft of any description comes alongside the loading vessel, and under any other circumstance which imperil loading operations.

**MEDICAL:** Medical assistance on an emergency basis only.

**FRESH WATER/FUEL:** Not available.

**AGENCY:** General Agency functions to perform services necessary to document and clear vessel and export cargo will be handled at Pennington Terminal by Palm Line Agencies. The Company will provide transportation of Customs and Agency personnel to and from the S.P.V. where they will be available to assist vessels in such Customs and Agency requirements as necessary.

## PORT HARCOURT (incl. Okrika): 04.46 N. 07.01 E.

**DOCUMENTS:**

9 Crew Lists.
9 Passengers Lists.
6 Arms and Ammunition Lists.
6 Livestock Lists.
7 Ports of Call Lists.
2 Bonded Store List.
3 Vaccination Lists.
10 Manifests.
2 Bills of Lading.
2 Crew Declaration (Special Lists).

**PILOTAGE:** The Pilot Station for Port Harcourt is at Bonny, 15 miles from Fairway Buoy, 28 miles from Port Harcourt. The Harbour Master keeps watch on VHF Channels 16 and 14 and on 2182 from 0700 to 1800. As there presently is no radio station at Port Harcourt Masters should cable their Lagos Agent with a 48 hours ETA asking the Lagos Agent to pass the information to Port Harcourt. Pilot boards at Fairway Buoy from pilot-cutter green hull, stone colour superstructure.

Position of Fairway Buoy: 4° 12′ 56″ N., 7° 00′ 28″ E.

It should be noted that Bonny is an Oil Terminal and as such heavy traffic of tankers is continuous. In extreme circumstances vessels may be requested by Harbour Master to pass the channel from Fairway Buoy at Bonny, and anchor at Bonny without a Pilot, in which case latest Notices to Mariners should be studied in order not to damage oil pipe-lines in prohibited anchorage areas.

**ANCHORAGES:** Position West of Fairway Buoy, depths 8–9 fathoms.

**RESTRICTIONS:** Night pilotage available for tankers at Bonny only. Vessels for Okrika and Port Harcourt can only navigate during daylight.

**MAX. SIZE:** Maximum draft is 25 ft. at high water, minimum depth in approaches 18 ft. datum. Max. length 600 ft. no restrictions on beam. Ebb tide reaches a max. of 3 knots off the berths and 2½ knots in the river, flood tide 2½ knots off berths and in the river.

**HEALTH:** Q-flag to be shown on arrival, except if from another Nigerian port, Yellow fever and small-pox inoculations compulsory. In case of suspected disease on board, advance notice to Agent advisory.

**TUGS:** One tug available, 1,490 h.p.

**BERTHING:** *Main Quay:* The main Quay is 3,459 ft. long and capable of berthing seven vessels, with drafts from 24 ft. to 26 ft.

The old quays at Port Harcourt have been completely reconditioned to enable them handle bigger ships. Dredging in front of these quays is in progress and when completed ships with drafts of up to 29 ft. will be able to use these berths.

*B.O.P. Berth.* This berth lies outside the Quay area, and is for the loading of palm oil by means of a direct pipe line from the installation of Bulk Oil Plants (Nigeria) Limited. It consists of a central "T" jetty with dolphins and is capable of berthing vessels up to 480 ft. in length. It is also used for the discharge of explosives as such cargo is not permitted to be handled across the general cargo Quay.

Oil is supplied by a 6-in. diameter pipe at a maximum rate of 250 tons per hour.

*Okrika Oil Refinery:* Okrika lies on the Bonny River, some 35 miles from Bonny Fairway Buoy. The approach is by a buoyed channel some 8 miles in length, dredged to a depth of 38 ft. chart datum. The river from Bonny to Okrika has been dredged as necessary and least depths are 29 ft. chart datum. Jetty at the oil refinery suitable for berthing coastal and ocean tankers up to 33,000 tons deadweight. The jetty is "L" shaped with a square dolphin at the end of the arm. Ocean tankers secure on the outside of the jetty making fast to two sets of mooring dolphins each end. The coastal vessels and barges are berthed on the inside of the jetty. Oil is supplied via gantry hoses on either side.

*Coal handling facilities:* Facilities for loading coal have been completed and a conveyor capable of loading about 60 tons per hour is working. Maximum draft at the coal berth is 24 ft. This berth is situated at the Northern end of the port, berth No. 8.

**STEVEDORES:** Gang requirements and hatch distribution should be included in 48-hours ETA cable to Agent. Discharging general cargo 8 tons per gang/hour, cement 15 tons per gang/hour, bagged cargo 20 tons per gang/hour, loading produce 15–20 tons gang/hour.

**MEDICAL:** Doctors available 24 hours, but limited supply of medicaments. Yellow fever, cholera and smallpox vaccination required.

**DENSITY:** Appx. 1015 oz.

**FRESH WATER:** No restriction, from barge (15 ton/hour). From quay low pressure, max. 8 ton/hour.

**FUEL:** Most standard lubricants available, fuel available by barge only. Requirements by 48-hours ETA cable.

**GANGWAY/DECK WATCHMEN:** Recommended.

**OPENING/CLOSING HATCHES:** Normally by crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes per man per 7 days. 1 wine or 1 btl spirits per officer per 7 days.

**IDENTIFICATION CARDS:** Crew to carry passport or seaman's book whilst ashore.

**REPAIRS:** Only very minor repairs available, no spares.

**REPATRIATION:** Possible via Lagos.

**AIRPORT:** 7 miles away, twice daily flights to Lagos, no international flights.

**TIME:** GMT plus 1 hour, no changes during the year.

**HOLIDAYS:** New Year (Jan. 1st); Id-El-Kabir (Feb. 16–17th); Good Friday and Easter Monday; National Day (Oct. 1st); Fasting Period (October 31st); Id-El-Fitri (Nov. 29–30th); Christmas Day (Dec. 25th); Boxing Day (Dec. 26th). The Muhamadan holidays are subject to changes. The port does not work on Good Friday, Christmas Day and Republic Day.

**POLICE/AMBULANCE/FIRE:** All can be contacted by tel. 999.

**SHORE LEAVE:** Allowed provided crew carry passport or seaman's book.

**AUTHORITY:** Nigerian Ports Authority.

**AGENT:** Alraine (Nigeria) Limited, PO Box 622, Port Harcourt, tel. 8059, 8062, 8053. Telex Freight Lagos 21244 attention – Port Harcourt.

### QUE IBOE: 04.20 N. 07.59 E.

**DOCUMENTS:**

Port of Call List and clearance from previous port.
Crew Lists with passports and Certificates of Vaccinations available for inspection.
Stores List.
Crew Personal Effects List.
Manifest of Cargo.
Arms and Ammunition List.

**PILOTAGE:** An 80,000 dwt. storage tanker *Mobil Japan* is moored in position 4° 20′ N. 7° 59·5′ E. Notice of arrival should be given five, three and one days before arrival to "Mobiloil Lagos" and to the storage tanker, call sign 62JG. A company mooring master will board approximately 2 miles South of the storage tanker.

**RADIO:** Storage tanker, call sign 62JG keeps 24-hour watch on VHF Channel 16. Listens on MW 425 kHz between 1600 and 1700 GMT, and on HF 12350 to 12710 kHz between 1730 and 1800 GMT.

**BERTHING:** Loading berth is seven point conventional buoy mooring. Sea-line hoses are lifted on the starboard side, total weight of lift, 6 tons.

**BALLAST:** No facilities for reception of dirty ballast. Tankers must arrive with clean ballast only.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**REPATRIATION:** There are no facilities for repatriation or c changes.

**SHORE LEAVE:** Not possible.

**AUTHORITY:** Mobiloil Lagos.

### SAPELE (incl. Koko): 05.55 N. 05.42 E.

**DOCUMENTS:**

Crew List.
Port of Call List.
Passenger List.
List of Arms and Ammunition.

These documents required by following Government Departme Collector of Customs, Customs Preventive Service, Ports He Authority, Police Authority/Immigration, Nigerian Produce Ma ing Co., Nigerian Ports Authority NPA also require Inward and ward Masters Declarations and all other documents such as M fests and Bill of Lading, etc.

**PILOTAGE:** Not compulsory, but local river guides availab Escravos on request.

**ANCHORAGES:** No laid-down areas.

**RESTRICTIONS:** None under normal conditions.

**MAX. SIZE:** Average length 400/450 ft., draft 16½ ft. plus tide fo day, minus Master's underkeel clearance.

**HEALTH:** Normal International Regulations, but between por Nigeria nothing required.

**RADIO:** ETA and ETD best passed via Lagos Radio to La Agents who in turn advise local Agents. Port Authority ope VHF Channels 16, 14, 13, 12, 11 and 9.

**TUGS:** None available.

**BERTHING:** Berthing/unberthing normally done in daylight ho

*Sapele:*

| *Berths* | *Type* | *Berth length* | De |
|---|---|---|---|
| 1 | Anchorage and stern to buoy | No limit | 21 |
| 2 | Buoys fore and aft | 550 ft. | 22 |
| 3 | do. | 800 ft. | 21 |
| 4 | do. | 675 ft. | 20 |
| 5 | Anchorage and stern to buoy | No limit | 16 |
| 6 | Buoys fore and aft | 675 ft. | 20 |
| 7 | do. | 700 ft. | 25 |
| 8 | do. | 675 ft. | 21 |
| 9 | do. | 620 ft. | 18 |
| 9a | Anchorage and stern to buoy | 620 ft. | 16 |
| 10 | A. T. & P. Wharf | 400 ft. | 16 |
| 11 | do. | 475 ft. | 15 |

N.B.: Berth 9a only used if port is full in emergency.

*Koko:* One wharf 450 ft. 24 ft.

**STEVEDORES:** Handled by Shipping Agents.

**MEDICAL:** Local general hospital.

**TANKERS:** Only small coastal tankers.

**DENSITY:** River water almost fresh at all states of tide.

**FRESH WATER:** None available.

**FUEL:** None.

**GANGWAY/DECK WATCHMEN:** Supplied by Shipping Age

**OPENING/CLOSING HATCHES:** Either by crew or stevedor

**TOBACCO/WINE ALLOWANCE:** 200 cigarettes per person week. 1 bottle per officer per week.

**CARGO GEAR:** No extra requirements.

**IDENTIFICATION CARDS:** Seaman's identity card.

**CONSULS:** None.

**REPAIRS:** No facilities.

**DRY DOCKS:** None.

**REPATRIATION:** By road to Lagos and international airwa by road to Benin/Lagos.

**AIRPORT:** Benin 37 miles, internal only.

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** Port closed only Christmas Day, Good Friday Republic Day.

**POLICE/FIRE:** Police Sapele 19. No fire service.

**TELEPHONES:** No facilities exist for placing on board.

**SERVICES:** None.

**SHORE LEAVE:** Allowed.

**PORT AUTHORITY:** Nigerian Ports Authority, Sapele Genports Sapele.

**AGENT:** Alraine (Nigeria) Ltd. Private Mail Bag 4030, Sa Tel. 177. Telex: Lagos 21244.

N.B. Correspondence should be addressed to Warri office Burutu.

## Norway

### ÅLESUND: 62.27 N. 06.09 E. (See Plan)

**DOCUMENTS:**

1 Crew List.
Passenger List.
1 Customs Documents.
1 Health Documents.
3 Manifests.
3 Bills of Lading.

1 Ship's Papers.
1 Stores Lists (provisions).

**PILOTAGE:** From open sea, Pilot is taken on board at Rundo pilot station. Watch 24 hours a day. To be called 3–4 hours before ETA by VHF 16, or radio.

**ANCHORAGE:** On the North side of the town in Valderhaugfjorden in depths of 20 m. to 60 m.; bottom, sand and mud.

On the South side of the town in Aspövågen in depths of 20 m, to 40 m., bottom mud.

**RADIO:** Alesund Radio 2182. VHF 16. Harbour Office is manned 24 hours. Tel. 21425.

**TUGS:** Meet vessel normally before entering the harbour, or by order.

**BERTHING:** At the Southern Harbour there are the following commercial quays:

*Storneskaia:* East side, length 85 m., depth 13 m. to 7 m. On this side Ro/Ro berth available. South side, length 150 m., depth 13 m. Warehouse cap. 1,600 sq. m.

*Prestekaia:* South side, length 220 m., depth 13 m. West side, length 43 m., depth 5 m. min. Warehouse cap. 1,100 sq. m.

*Skutevika:* Sp. quay for fishing vessel, length 300 m., depth 6 m. Only mooring on N.E. side. Quay, length 40 m., depth 7 m.

*Sjögata:* Mooring quay, length 200 m., depth 9 m. At Northern Harbour there is one commercial quay.

*Skansekaia:* North side, length 190 m., depth 9 m. South side, length 150 m., depth 5 m. This quay forms protection for a small inner harbour with several smaller quays.

**STEVEDORES:** Obtained by Agent who requires ETA 12 hours before ships arrival.

**CRANES:** Mobile crane to lift 18 tons available. Floating to lift maximum 1,000 tons available.

**CONTAINERS:** Depot for *C.T.I.* containers.

**FRESH WATER:** Available.

**FUEL:** Bunkering facilities from all major oil companies. Loading by barge or pipeline at berth.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** This work is normally carried out by crew.

**CUSTOMS ALLOWANCE:** Tobacco: 200 cigarettes. Wine/Spirit: 1 bottle of spirits.

**IDENTIFICATION CARDS:** Not required.

**REPAIRS:** Available. Floating dock 380 ft. by 50 ft. to lift 3,000 tons. Three patent slips for vessels up to 700 tons.

**AIRPORT:** Alesund airport, Vigra. Passenger flights (three times a day) to and from Oslo. Trondheim, Bergen.

**TIME:** GMT plus 1 hr.

**HOLIDAYS:** 1st May; 17th May.

**POLICE/AMBULANCE/FIRE:** Police 21321; Ambulance 23348; Fire 014.

**TELEPHONES:** No arrangements for placing telephones on board.

**AUTHORITY:** Havnefogden. Alesund Havnevesen, Alesund, Norway.

## ÅLVIK: 60.26 N. 06.24 E.

Ålvik located in inner part of Hardangerfiord. Ferrosilisium works. Vessels from abroad may call Haugesund for inward Customs' clearance.

**DOCUMENTS:** See "Bergen".

**PILOTAGE:** Compulsory. Belonging to Bergen Customs' district.

**LENGTH OF QUAY:** 80 metres. 2 cranes, each 7·5 tons.

**AUTHORITY:** See "Bergen".

**AGENT:** Joachim Grieg & Co., Bergen.

## ÅRDALSTANGEN: 61.14 N. 07.42 E.

Årdalstangen: Aluminium works. Located in innermost part of Sognefiord. 61° 14′ 03″ N. 7° 42′ 28″ E.

**DOCUMENTS:** See "Bergen".

**PILOTAGE:** Compulsory. Belonging to Bergen Customs' district and unless otherwise arranged beforehand vessels from abroad must call at Bergen for inward clearance.

**BERTHING:** 1 quay 600 ft., 29 ft. depth alongside; 1 quay 210 ft., 18 ft. depth alongside.

Cranes up to 50 tons capacity. Ice free.

**TRAFFIC:** about 500 ships loading and discharging.

**AUTHORITY:** See "Bergen".

**AGENT:** Joachim Grieg & Co., Bergen. (See "Bergen".)

## ARENDAL: 58.28 N. 08.46 E. (See Plan)

**DOCUMENTS:** See "Bergen".

**PILOTAGE:** The pilot boat *Merdoy* is stationed at Arendal. Contact may be made on VHF/RT or telephone 21347–23668 or out of office hours via Kristiandsand or Tjöme Radio.

**ANCHORAGE:** Safe anchorage ground is readily available and there are numerous mooring places for vessels not docking alongside the quays.

**MAX. SIZE:**

| | Depth<br>Feet | Length<br>Metres |
|---|---|---|
| Nye Tollbodkaien | 33 | 165 |
| Batterikaien | 33 | 110 |
| Hotellbryggen | 30 | 77 |
| Malmkaien | 28 | 30 |
| Stenkaien | 26 | 110 |
| Utstikkerkaien Barbu | 24 | 58 |
| Fryselagerkaien | 22 | 76 |
| Jaktekaien | 20 | 50 |
| Gamle Tollbodkaien | 20 | 45 |
| Kallevigs Brygge | 20 | 43 |
| Jernbanekaien | 18 | 75 |
| Langbryggen | 15 | 120 |
| Ferjekaien | 26 | 30 |

No tide even in exceptional weather conditions, increase in water level never exceeds 3 ft.

**TUGS:** Two small tugs.

**RADAR/VHF:** Radar at pilot station. VHF see "Pilotage".

**CRANES:** 2×3 ton electric cranes on rails at Nye Tollbodkaien.

**MEDICAL:** Advance notice required for medical attention.

**FRESH WATER:** Available all quays.

**FUEL:** Advance notice required.

**GANGWAY/DECK WATCHMEN:** Necessary and recommended.

**OPENING/CLOSING HATCHES:** Crew or stevedores.

**CERTIFICATES:** Normal International Certificates required.

**CUSTOMS ALLOWANCE:** 200 cigarettes, 1 bottle spirits.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Sweden, Denmark, Finland.

**REPAIRS:** Port has well-equipped workshop to carry out engine repairs as well as hull work above water line.

**AIRPORT:** Kjevik 60 km.

**TIME:** GMT plus 1 hour.

**POLICE/AMBULANCE/FIRE:** Police 22030; Fire Station 22255.

**TELEPHONES:** Can be placed aboard.

**AUTHORITY:** Harbour Master, tel. 21071–23668.

## BERGEN: 60.24 N. 05.19 E. (See Plan)

**DOCUMENTS:**

1 Provision List.
1 List of Bonded Stores.
1 Health Declaration.
2 Manifests.
2 Crew Lists.
2 Passenger Lists.
Certificate of Tonnage.
Dangerous Cargo List.

**PILOTAGE:** Compulsory. Main entrance to port at Marsteinen Lighthouse (pilot station) 60° 24′ N. 5° 18′ 50″ E. 24 nautical miles from town, but vessels from South may enter at Skudesnes (88 nautical miles) and from North at Fedje pilot station (32 nautical miles). VHF Channel 16. Practically no tide. Port free of ice throughout whole winter and well sheltered from all winds. Sound signals for pilot, three long and one short. Harbour pilotage not compulsory but advisable.

**ANCHORAGE:** Puddefiord. Good holding grounds. Depth 10 to 50 fathoms of water.

**RESTRICTIONS:** Vessels can enter day and night.

**MAX. SIZE:** Max. draft 35 ft. Vessels up to 50,000 tons have been berthed at Dokkeskyærsquay. Oil installation up to 30,000 tons d.w.

**HEALTH:** See "Documents". If vessel carries quarantine flag on contagious diseases, radio communication should be sent to Agents for instructions, otherwise no special regulation.

**RADIO:** Communication to Agent should be sent through Rogaland Radio or Bergen Radio.

**TUGS:** Two tugs, each 1,000 h.p. available. Ship's lines to be used, contractors Bergen Steamship Co. Tugs normally join vessel at Puddefiord or subject to requirements.

**BERTHING:** Berthing instructions from Harbour authorities through Agent's office.

**BRIDGES:** A bridge between Knarrevik and Drotningvik is completed. Height of bridge from the water will be 50 metres at mean water level. Bridge position will be 5 miles from harbour in the entrance to port from South.

**STEVEDORES:** Stevedoring arranged by Agents subject to requirements. 24 hours notice, important obtain in good time accurate ETA. Ordinary working hours at port 0730–1600. Saturdays until 1300.

**MEDICAL:** Masters to advise by radio prior arrival if medical attendance required on board. Hospital facilities available.

**TANKERS:** Discharge lines usually 6 and 8 in. No slop (residues) discharge facilities. Numbers of tanker berths 5: Shell, Esso, Fina, Mobil Oil, and BP. Max. drafts 30 ft.

**DENSITY:** Salt water.

**FRESH WATER:** From all quays and wharves with exception of some oil berths where water barge necessary.

**FUEL:** All grades of diesel, fuel and gas oil including lubricating oil available at all wharves in main entrance. Supplies also from barge subject reasonable notice.

**FIRE PRECAUTIONS:** No special precautions. Special harbour fire-fighting boat. As usual no smoking permitted during discharge operation.

**GANGWAY/DECK WATCHMEN:** Obtainable subject inquiry for 12 hours watch from 1900 to 0700 hours.

**OPENING/CLOSING HATCHES:** Crew allowed to open and close hatches.

**SHIP'S CERTIFICATES:** All certificates to be on board. Ship's tonnage certificate to be produced to Custom authorities upon arrival.
**CUSTOMS ALLOWANCE:** Tobacco, 20 cigarettes per day or 20 gramme tobacco per crew member. Wine and/or Spirit, 1 bottle spirit or wine for consumption on board allowed per crew member.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:**

| | | | |
|---|---|---|---|
| Belgian | 233 873 | Panama | 200 011 |
| British | 210 990 | Peruvian | 218 028 |
| Danish | 215 000 | Portuguese | 218 140 |
| Finnish | 230 700 | Spanish | 214 192 |
| French | 230 050 | Swiss | 215 115 |
| Guatemala | 214 493 | Swedish | 219 760 |
| Greek | 215 090 | Turkey | 210 105 |
| Icelandic | 219 680 | German | 219 984 |
| Italian | 218 135 | Uruguay | 213 307 |
| Dutch | 256 000 | Austrian | 210 173 |

**REPAIRS:** All repairs possible.
**DRY DOCKS:** Major: Bergens Mekaniske Verksteder. Minor: Mjellem & Karlsen Verksted A/S, Bergen. 6 patent slips and 1 dry dock, 365 ft. long. Floating dock for vessels up to 20,000 tons d.w.
**REPATRIATION:** All facilities available.
**AIRPORT:** Flesland Airport, 12 miles outside Bergen. Bus service from town, daily connections with Europe and U.S.A.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** General holidays 1970. New Year's Day (January 1); Maundy Thursday Good Friday Easter Monday; Labour Day (May 1); Ascension Day (May 7); National Holiday (Sunday) (May 17); Christmas Eve (December 24); Christmas Day (December 25); Boxing Day (December 26); New Year's Eve (December 31).
**POLICE/AMBULANCE/FIRE:** Police 002; Ambulance 10 185; Fire 001.
**TELEPHONES:** Telephones may be installed on board during ship's stay at Dokkeskjæsquay or Skoltegrunnsquay if required.
**SERVICES:** Compass adjusting, laundry, ship chandlers for delivery of provisions and bonded stores. Radar servicing for following types: Decca, Nera, RCA, AEI, Raytheon, Kelvin Hughes, Therma Sperry. Service arranged through port agent.
**SHORE LEAVE:** No restrictions.
**DELAYS:** Under normal conditions, no special delay should be expected.
**DEVELOPMENTS:** Container handling facility for roll-on/roll-off ships is under construction at Dokkeskjaersquay. Depth alongside at mean water 9 m.
**AUTHORITY:** Bergen Havnevesen.

**AGENT:** Messrs. Joachim Grieg & Co., Raadstuplass 2–3, PO Box 234–237, N-5001 Bergen. Tel. 18 140, after office hours: 80 835 and 56 302. Telegraphic address "Expeditor". Telex 42 700.

## BODO: 67.17 N. 14.24 E.

**DOCUMENTS:**
2 Store Lists.
2 Crew Lists.
2 lists Crew's Personal Effects.
**PILOTAGE:** Sea pilot North of Fleinvær Island position 67° 12′, N. 13° 48′ E. White pilot boat with VHF Channel 16. Harbour Pilot outside breakwater head – 24 hours notice.
**ANCHORAGE:** Outside breakwater. According instructions from Sea or Harbour Pilot. No draft limitation.
**RESTRICTIONS:** None – weather permitting.
**MAX. SIZE:** Max. 18,000 dwt. for oil carriers with max. draft 32 ft. Otherwise max. draft 22 ft. along quays for coal, salt and warehouse goods.
**RADIO:** Bodö Radio/LGP. VHF Harbour office and Bodö Radio.
**TUGS:** Not available.
**BERTHING:** Usually on arrival – otherwise harbour pilot will bring instructions from Agent or Port Authorities.
**STEVEDORES:** Ordered by Agents – working day and night.
**MEDICAL:** 24 hours notice of medical attention required. Hospital facilities available.
**TANKERS:** Shore lines 6, 8 and 12 in., 2 berths, slop facilities not available, max. draft 32 ft. Fresh water available.
**DENSITY:** 1025.
**FRESH WATER:** Available all quays.
**FUEL:** All kinds bunkers and oil without notice from two installations.
**GANGWAY/DECK WATCHMAN:** Available, but not compulsory.
**OPENING/CLOSING HATCHES:** Normally by crew.
**CERTIFICATES:** Ship's Register Certificates.
**CUSTOMS ALLOWANCES:** 200 cigarettes or 150 gr. tobacco and ½ bottle of spirit.
**CARGO GEAR:** No additional requirements. Ships gear to be used except for discharging coal, coke and salt where special cranes used.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:**

| | | | |
|---|---|---|---|
| Sweden | 20115 | Finland | 20010 |
| France | 21000 | Germany | 20089 |
| Denmark | 21070 | | |

**REPAIRS:** Minor deck and engine repairs possible.
**DRY DOCKS** None.
**REPATRIATION:** Good facilities.
**AIRPORT:** 2 km. distant. Regular airlines.
**TIME:** GMT plus one hour. Permanent.
**HOLIDAYS:** 1st May and 17th May (national holiday) Cargo w
may be arranged.
**POLICE/AMBULANCE/FIRE:** Police 20020; Ambulance 22
Fire 22622.
**TELEPHONES:** No arrangements for placing telephones on bo
**GENERAL:** Imports oil, coal, coke and salt. Exports fish, her
meal, herring oil.
**SERVICES:** Compass adjusting, all kinds of nautical instrume
Ships chandler.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Bodo Havnevesen.

**AGENT:** Erling Sannes, Bodö. Tel 20010–21889 or 21457. Tele
phic address: Sannesbo. Telex. 64055–Sanbo. Code New
Agents, Brokers, Shipowners.

## BREVIK: 59.03 N. 09.43 E.

**PORT LIMITS:** Port limits begin in Langesundfjorden, 2 nau
miles South East of Brevik.
**DOCUMENTS:**
Crew List.
Tobacco and Spirit List.
Cargo and Stores List.
3 copies of Manifest.
Declaration of Health List.
**PILOTAGE:** Langesund Pilot Station—call sign LHXP. Twe
four hours prior notice and 2 hours before arrival. VHF Channel
radio telephone 2182. Pilot boat located 1 mile South-east of Lan
tangen Lighthouse (pos. 58° 59′ 30″ N., 9° 45′ 30″ E.).
**ANCHORAGE:** At Helgerofjorden, 2 miles East of Langoytan
Lighthouse. Depths 15–25 fathoms.
**RESTRICTIONS:** No entry restrictions, except in bad visib
**MAX. SIZE:** Tankers draft 31 ft. 6 in., length 600 ft.; others
32 ft. 6 in., length 550 ft.; recommended by Pilots.
**HEALTH:** Pratique obtained when alongside wharf; arranged
customs.
**RADIO:** Rogaland Radio, call sign LGQ.
**TUGS:** Tugs not normally used in Brevik. One tug, 1200 h.p.
for tankers.
**STEVEDORES:** 24 hours prior notice required for ordering ga
**BULK HANDLING:** One berth handling bulk cargo, situate
Norcem, half a mile North of Brevik. Cargo: Cement and cem
clinker. Length of berth: 200 metres. Depth alongside: 36 ft.
No other berths handling bulk cargoes.
**MEDICAL:** No advance notice required for medical attention.
**TANKERS:** Discharging hoses 8 in. diameter. No slop discha
facilities. 2 tanker berths draft 31 ft. 6 in.
**DENSITY:** Brackish water, density from 1012 to 1023.
**FRESH WATER:** Hoses from shore, capacity 10 tons per h
**FUEL:** All grades available.
**GANGWAY/DECK WATCHMEN:** Watchmen available but
compulsory.
**OPENING/CLOSING HATCHES:** Normally carried out by c
members.
**CERTIFICATES:** Ship's Register, and Derat. Certificate requi
**CUSTOMS ALLOWANCES:** 200 cigarettes per man. One bo
of spirit per man.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Swedish Vice-Consulate, tel. 70040.
**REPAIRS:** All types of repairs possible (deck and engine).
**REPATRIATION:** Can be arranged.
**AIRPORT:** Fornebu—Oslo Airport—100 miles, served by reg
airlines.
**TIME:** GMT plus 1 hour. No alterations during the year.
**HOLIDAYS:** New Year's Day; Day before Good Friday; G
Friday; Easter Monday; May 1st; Ascension Day; May 17th; 25th
26th December. No work done on these days.
**POLICE/AMBULANCE/FIRE:** Police 71123; Ambulance 7
Fire 71171.
**TELEPHONES:** Can be placed on board at no extra cost.
**SHORE LEAVE:** Crew members allowed ashore.

**AGENT:** S. Stiansen, Shipping Agents, Brevik, Norway. Tel. 70
private 64520. Telex 16388. Telegrams "Stiansen".

## BRONNOYSUND: 65.30 N. 12.13 E.

**DOCUMENTS:** See "Bergen".
**PILOTAGE:** Pilot ordered through Harbour office tel. 78. C
address "Losforman".
**ANCHORAGE:** Prestoytaren. 65° 29.0′ N. 12° 11.5′ E. Depth 2
to 180 ft.
**MAX. SIZE:** Largest ship approximately 5,000 grt. Depth at
Authorities quay 18 ft. to 24 ft. LWOST.

| | |
|---|---|
| At tanker installations: | |
| A/S Norwegian Esso | 16 ft. LWOST |
| A/S Norske Shell Central fishing port | 15 ft. LWOST |
| A/S Braendselolje, Salhus | 16 ft. LWOST |
| A/S Algea Produkter | 14 ft. LWOST |
| Central fishing port | 15 ft. LWOST. |

**RADIO:** Rorvik radio station call signal: "LGY". Hours of attend
0800 to 2100.
**TUGS:** None.
**STEVEDORES:** Bronnoysund Discharge and Loading Soc
tel. 301.
**MEDICAL:** Nearest hospital Sandnessjoen 67 kilometres.

**FRESH WATER:** Delivered by hose to all Port Authority Berths.
**FUEL:** Delivered to all berths. 24 hour service.
**GANGWAY/DECK WATCHMEN:** Watchmen at gangways and pilot ladders optional. Can be ordered through Bronnoysund Discharge and Loading Society.
**OPENING/CLOSING HATCHES:** Usually by port workers.
**CUSTOMS ALLOWANCES:** Master 400 cigarettes or 40 grams tobacco; all other crew 200 cigarettes or 20 grams tobacco. Wine/spirits; Master 2 litres; all other crew ¾ litre.
**IDENTIFICATION CARDS:** Crew to possess identification card with passport photo.
**CONSULS:** None.
**REPAIRS:** Limited deck and engine repairs. Turner's shop and welder's shop available.
**AIRPORT:** Regular traffic North and South daily.
**TIME:** GMT plus 1.
**HOLIDAYS:** During Sundays and holidays not permitted discharge/load between 1000 to 1300, but dispensation can be obtained.
**POLICE/AMBULANCE/FIRE:** Police 45 and 450; Ambulance 28; Fire 19 and 106.
**AUTHORITY:** Harbour Master, Torghattens Gate 30, tel. 200.

## DRAMMEN: 59.45 N. 10.13 E.

**DOCUMENTS:**
Bill of Health.
2 Crew Lists.
2 Passenger Lists.
2 Customs Lists for crew members and passengers.
Bills of Lading.
3 Manifests for every port of discharge.

**PILOTAGE:** Give 6 hours notice by R/T 2182 kc/s or VHF Channel 16 to "Færder Pilot". Coast stations "Tjøme Radio" LGT or "Farsund Radio" LGZ can also be used. Harbour Pilots ordered through ship's Agents. Harbour pilotage is not compulsory.
**ANCHORAGES:** Pilot service supplies information regarding anchorages.
**RESTRICTIONS:** Svelvikstrommen Channel, depth 10 metres, equipped with beacons and radar reflectors for safe navigation.

During ice-breaker season, which may last from end-December, to middle-March, ice breaker is in radio contact with port and with ships needing assistance.

**MAX. SIZE:** Max. draft for main harbour 26 ft. (7·92 metres), otherwise no restrictions.
**BERTHING:** *Main Harbour.*
*Tangen Quays*

| | | | | | |
|---|---|---|---|---|---|
| Tollbukaia | length | 100 m. | Langbrygga | length | 260 m. |
| Kranbrygga | ,, | 200 ,, | Tjomekaia | ,, | 165 ,, |
| Myrakaia | ,, | 155 ,, | | | |

Max. draught 26.2 ft./8 metres.
*Holmen Ost (Holmen East)*

Havnelagerkai, length 100 metres, max. draught 26·2 ft. (8 metres). Roll-on/roll-off quaylength 60 metres, max. draught 19.7 ft. (6 metres).

Roll-on/roll-off. Under construction. Max. draft 30 ft. (9½ metres). For stern and bow ramp.
*Holmen Syd (Holmen South)*

Quay length 421 metres. Max. draught 29·5 ft. (9 metres). Within port area are several private quays mostly used by coastal shipping.

Roll-on/roll-off. Max. draft. 22 ft. (7 metres). For stern and bow ramp.

For tanker berths, see "Tankers".

**HEALTH:** International procedure followed to obtain pratique. In case of suspected diseases or fever inform Port Authorities, tel. 831085. When arriving from a Norwegian port pratique automatic.
**RADIO:** Tjøme Radio, call sign "LGT" Farsund Radio, call sign "LGZ". Oslo Radio, call sign "LGO". R/T 2182 kc/s. or VHF Channel 16 can also be used.

Port Authority maintains VHF radio-telephone watch between 0630 to 2230 hours, call sign "Drammenhavne Radio". Not on holidays.

**TUGS:** Under normal conditions not necessary except for large vessels, but available on request. Normally ship's hawsers or lines used for towing. Tugs ordered through Agent.
**RADAR/VHF:** VHF Channel 16, 12 and 11 when communicating with Drammen Port Authorities. No port radar service.
**STEVEDORES:** Labour must be ordered latest 1530 hours day before arrival. Saturdays before 1230 hours. Working hours: Monday to Friday from 0700 to 1600 with breaks from 0900 to 0930 and 1300 to 1330.

Saturday from 0700 to 1300 with break from 0900 to 0930.

Overtime can be arranged through Agent.

**MEDICAL:** In case of emergency, notice regarding required medical treatment must be given as soon as possible. First class hospital facilities available. No special inoculation or fever certificates necessary, except those according to international health regulations.
**TANKERS:**
*Tronstad Berth*

Wooden quay 92 metres long, max. draught 32,81 ft. (10 metres). Fresh water available.

*Pipeline connections:* Gas oil 8 in.; light fuel oils 9 in.; asphalt 8 in.
*Holmen South Berth*

Concrete quay, max. draught 29·53 ft. (9 metres). Fresh water available.

*Pipeline connections:* Gas oil 8 in.; light fuel oils 8 in.; paraffin 6 in. heavy fuel oil 4 in.
*B.P. Berth, Solumstrand*

9 metres wide quay at end of pier, max. draught 16·4 ft. (5 metres).

*Pipeline connections:* Light gas oil 6 in.; petroleum 4 in.; white-spirit 3 in.; propane 2 in.
*Bakketomta Berth, Lierstranda*

Concrete quay, 23 metres long, max. draught 16 ft. (4·88 metres).

*Pipeline connections:* Super petroleum 8 in.; petroleum 8 in.; light fuel oil 8 in.; gas oil-paraffin 6 in.; white spirit 4 in.
*Esso Berth, Solumstrand*

Concrete quay, 23 metres long, max. draught 16 ft. (4·88 metres).

*Pipeline connections:* Light fuel oil 6 in. and 4 in.; gas oil 6 in.; Petroleum 6 in. and 4 in.

**DEPTHS:** Chart depths vary only slightly owing tidal fluctuations. Exceptional conditions, such as snow melting in spring, heavy rainfall and prevailing strong southerly or northerly winds will cause stronger currents and a variation in water levels.
**FRESH WATER:** Delivery by hose available anywhere at any time.
**FUEL:** Tronstad berth: gas oil 200 sec. Holmen S.: fuel 2000 sec., marine diesel 200 sec. Bakketomta Lierstrand: Bunkering by tank-lorry possible if necessary. Esso Solumstrand: gas oil visc. 1,2 at 20 degrees cel.; diesel visc. 1,7 at 20 degrees cel. Lubricating greases and oils available.
**FIRE PRECAUTIONS:** International danger signals and precautions practised. Wires for towing must be ready for immediate use. In case of fire on board or in vicinity, vessel must leave quay and harbour as soon as possible.
**DEVELOPMENTS:** Increase of max. draught in main harbour to 10 metres (32.8 ft.)

Planning of new roll-on/roll-off berths being carried out.

Latest developments in loading and discharging techniques under close observation.

**GANGWAY/DECK WATCHMEN:** Watchmen recommended.
**OPENING/CLOSING HATCHES:** If necessary hatches can be opened or closed by stevedores, but usually by crew.
**CERTIFICATES:** Usual ship's certificates according to international regulations.
**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes/100 grams of tobacco allowed weekly. Wine or Spirits, 1 bottle wine or spirits usual weekly allowance.
**CARGO GEAR:** International Safety Regulations followed.
**CRANES:** Twelve electric cranes 3–10 tons, two mobile cranes 10–50 tons, two electric cranes for discharging of coal, capacity 500 tons per day each.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:**

| | | | |
|---|---|---|---|
| Belgium | tel. 831485 | Germany | ,, 832480 |
| Denmark | ,, 833650 | Sweden | ,, 838670 |
| Finland | ,, 832985 | | |

All other consulates situated in Oslo.
**REPAIRS:** Shipyard facilities for all kinds of deck and engine repairs available.
**DRY DOCKS:** Two floating docks, 20,000 and 3000 tons cap. Nearest dry docks in Horten and Oslo. Distance by sea respectively 24 miles and 46 miles
**REPATRIATION:** All facilities available.
**AIRPORT:** Nearest airport Oslo Airport, Fornebu, situated 16 miles by road from Drammen. Regular services to all parts of the world.
**TIME:** GMT plus 1 hour. Permanent.
**HOLIDAYS:** On Saturdays work stops at 1230, but if ships can be finished, loading and discharging is continued to 2230 hours.

All Sundays; 1st January; Maundy Thursday; Good Friday; Easter Monday; 1st May; Ascension Day (17th May); Whit Monday; Christmas Day; 26th December.

On Easter, Whit, Christmas, and New Year's Eve work stops at 1400 hours.

**POLICE/AMBULANCE/FIRE:** Fire-alarm accidents 832020; First-aid station 831585; Hospital 834585; Police 838170; Taxi 835060.
**TELEPHONES:** Telephones can be connected if ordered.
**GENERAL:** Notice will be given to local Agents regarding changes or new developments which can affect usual procedure in port.
**SERVICES:** Ice-breaker assistance available during winter months.
**SHORE LEAVE:** No restrictions on shore leave when all formalities in order.
**DELAYS:** Delays may occur, when very heavy traffic cause shortage of labour.
**AUTHORITY:** General Port Manager, Drammen Havnevesen, Hans Kiærsgt. 1a, 3000 Drammen, Norway.

## EGERSUND: 58.27 N. 06.00 E.

**DOCUMENTS:** Health Certificate (forms obtainable from customs when entering harbour). Crew List, Dangerous Cargo List, Ship's Register. Vessels bound for Egersund must be provided with document signed by Master, setting out specification of cargo to be discharged Egersund, also quantities all provisions and stores on board. Document must include name, tonnage, port of registration, last port, next port, and number of crew and passengers on board.
**PILOTAGE:** Pilot – if necessary – to be ordered latest 3 hours prior arrival pilot station. Order to be given to Pilot office – telephone 91.328 or to ship's Agent, giving ETA, name of vessel, gross tons, where Pilot required, draft in feet, and discharging/loading place. Vessels entering Egersund liable to inward and outward pilotage dues, mileage money according distance piloted; and pilot dues,

whether services of Pilot used or not. Pilot station lying on Eigeroy – and Pilot available for Southern and Northern entrance, from pilot boat. Southern entrance mostly used, maximum draft 31 ft. In case of using Northern entrance, ship has to pass bridge between Eigeroy and the continent. Maximum height 23·5 m. Maximum draft 16 ft.

**ANCHORAGE:** Any place in harbour available for anchorage. Especially used is Hovlandsviken – 36 ft. draft.

**MAX SIZE:** Largest vessel which has entered Egersund – 25,000 dwt. Max. draft 31 ft. In harbour there are 2,000 ft. of quayage with 18–27 ft. alongside.

**RADIO:** Rogaland Radio and Farsund Radio.

**TUGS:** Not available in Egersund.

**STEVEDORES:** Ordered by Agent – no ETA to stevedores necessary. Time for ordering gangs for next morning must be given by 1300 hours day before.

**FRESH WATER:** Can be delivered at most discharging/loading places.

**FUEL:** Gas oil and Light Marine Diesel oil available.

**GANGWAY/DECK WATCHMEN:** Available – but not compulsory.

**OPENING/CLOSING HATCHES:** Crew allowed open and close.

**CERTIFICATES:** On first call Registered Tonnage Certificate necessary – thereafter not required unless gross/net tonnage changed.

**CUSTOM ALLOWANCE:** (Dependent size – destination, etc.) each crew member is allowed 100 cigarettes, 20 cigars or 100 grams tobacco and one bottle spirits.

**CARGO GEAR:** No additional requirements. One 150-ton crane, one 30 ton crane and some mobile cranes 5–15 tons available.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Denmark and Sweden.

**REPAIRS:** All minor repairs possible. Service station for electronic aids.

**HOLIDAYS:** Work can usually be arranged on all holidays.

**TELEPHONES:** Police 91.600; Fire 91.500; Hospital 91.338/91.940; Ambulance 91.325.

**AGENTS:** Messrs. Per Håland Jr. A/S, PO Box 115, 4371 Egersund, Norway. A.O. Tel. Per Håland Jr. 90.177; Per I. Leidland 92.783; Arne J Stapnes, 92.307. G.Bø 90217. Telex 33090. Telegraph "PER". Tel. 91.700.

## FLORO: 61.31 N. 05.02 E.

**DOCUMENTS:**
- 2 Manifests.
- Crew List.
- Provisions List.
- Health Document.
- Passenger List.

**PILOTAGE:** Nearest station Fedje (60′ 51′ N., 04′ 37′ E.). Distance to Florø harbour about 52 nautical miles. Pilotboat a white-painted cruiser-type marked "LOS" on both sides of bow.

Fixed watch on Fedje island covers both Holmengrå and Hellesøy. VHF Channels 8, 12 and 16 on M. wave. Listening first 10 minutes of every hour. ETA 24 hours before arrival. Telegram" Feielos". If bad weather, Pilot to be picked up on Eastern side of Fedje island.

**ANCHORAGE:** No anchorages close to pilot station. Florø harbour: space of about 1 square kilometre, depths from 15 to 30 fathoms.

**RESTRICTIONS:** Tide difference about 1·5 metres. Max. draft *entering* Florø harbour 36 ft.

**MAX. SIZE:** Entering Florø harbour: No restrictions in main harbour concerning length and breadth. Max. draft *berthing:* "Ankerløkken Ship Yard" 13 to 25 ft. in a length of 100 metres. "Fugleskjærkaia" 16 to 18 ft. in a length of 150 metres. "Gunhildvågen" (herring-factory) 25 ft. in a length of 120 metres.

NB. – "Gunhildvågen" lies outside main harbour, and has narrow entrance. Weather permitting, ships of 100 metres length and breadth 20 metres can pass.

**STEVEDORES:** ETA before 1600 for gangs required next morning.

**MEDICAL:** Hospital close to harbour, and available any time.

**TANKERS:** Harbour is only used by small tankers, about 500 to 1,000 reg. tons.

**FRESH WATER:** Only available alongside berth. Delivery 6 tons per hour.

**FUEL:** Ordinary fuel. Diesel and gas oil delivered by truck. Ships up to about 1,000 reg. tons receive oil-bunkers directly by berthing bunker station.

**DEVELOPMENTS:** In connection with harbour-works "Fugleskjærkai", to be built deep-sea pier (draft 30 ft.) length of about 105 metres and an area of about 9,000 square metres. Completion, earliest 1975.

**GANGWAY/DECK WATCHMEN:** Not required.

**OPENING/CLOSING HATCHES:** Mostly done by crew.

**CREW IDENTIFICATION CARDS:** Not required.

**CONSULS:** None.

**REPAIRS:** Most repairs possible.

**DRYDOCKS:** None.

**AIRPORT:** Harbour served by regular air transport (seaplanes twice a day).

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** Cargo work can be arranged any time, holidays included.

**POLICE/AMBULANCE/FIRE:** Police 2101; Ambulance 2521 Fire 2600.

**TELEPHONES:** Can be arranged on board alongside wharf.

**SHORE LEAVE:** Permitted.

**SERVICES:** Servicing for all kinds of ships navigation instrum can be arranged, except adjusting radio bearings.

**AUTHORITY:** Harbourmaster's office tel. 2438, priv. 2602.

**AGENT:** K. Jansen, Shipping Agent, Stevedore, Shipbr Telephones: 2580–2303 A.O. 2222. Cable: Shipping. PO Box 15

## FREDRIKSTAD 59.12 N. 10.57 E.

**DOCUMENTS:**
- Bill of Health.
- 2 Crew Lists.
- 2 Passenger Lists.
- 2 Custom Lists for Crew Members and Passengers.
- Bill of Lading.
- 3 Manifests for each port of discharge.

**PILOTAGE:** Compulsory. Pilot boarding at Faerder Lighthou 59.2 N. 10.32 E. Agents report vessel's ETA to pilot station vessel to give a couple of hours' notice by R/T 2182; kc/s. or V Channel 16 to Faerder Pilot. Coast station Tjome Radio LGT Farsund Radio LGZ can also be used. Harbour Pilot and t when necessary, will be arranged by Agents to meet at Belgen.

**ANCHORAGES:** Safe anchorage for larger vessels Belgen, E entrance. For smaller vessels anchorage to be pointed out by P or Harbour Master.

**RESTRICTIONS:** Maximum draft, East entrance 36 ft.; W entrance, 17 ft. Otherwise no restrictions.

**HEALTH:** See "Documents".

If vessel carries Quarantine Flag for contagious diseases, n communication should be sent to Agent for instructions, otherw no special regulations.

**RADIO:** Communication to Agent through Tjøme Radio or Ro land Radio.

**TUGS:** Three tugs, 750 h.p. and 1,200 h.p. Stronger tugs can ordered from Oslo if necessary.

**BERTHING:** As instructed by Harbour Master through Ag depending on vessel's draft and size.

**STEVEDORES:** To be arranged by Agent subject to requireme Twenty-hour hours notice important to obtain in good time accor ETA.

Ordinary working hours 0700 to 1530; Saturday until 1230. B cargoes are usually discharged in shifts until Saturday 2200, in extent stevedores available.

**MEDICAL:** Master to advise by radio prior arrival if medical atte ance required on board. Hospital facilities available.

**TANKERS:** Discharge pipe-lines usually 6 and 8 in. No s (residues) discharge facilities. Tanker berths are at BP and Den Lilleborg.

Sulphuric Acid is loaded at Oera Quay.

**BERTHS** (East River):

*Oera Quay:*
- Southern part, max. draft 36 ft.
- Northern part, max. draft 33 ft.

*Denofa Lilleborg Quay:*
- Max. draft 33 ft., 5 metres, off the quay.

**DENSITY:** Brackish water, 2·7% salt water.

**FRESH WATER:** From shore or by barge.

**FUEL:** All grades available. For larger quantities, delivery arran by barge.

**GANGWAY/DECK WATCHMEN:** Obtainable.

**OPENING/CLOSING HATCHES:** Crew members allowed open and close hatches.

**SHIP'S CERTIFICATES:** To be produced to Customs Auth ities on arrival.

**CUSTOMS ALLOWANCES:** *Tobacco:* Twenty cigarettes 20 grs. tobacco per man, per day. *Wines/Spirits:* One bottle of spi or wine for consumption on board per crew member.

**IDENTIFICATION CARDS:** Not required, except at the qua Defona/Lilleborg, when Master, upon arrival, will receive a suffic number of cards for filling-in for each crew member, to be sho when passing the gate.

**CONSULATES:** Danish, French, Finnish, Dutch, Swedish.

**REPAIRS:** All repairs possible.

**DRY/FLOATING DOCKS:**

*A/s Fredrikstad mek Verksted:* Dry dock, 945 ft. length, 126 breadth, 25 ft. draft when docking. Floating dock, 900 tons, 181 length, 52·6 ft. breadth, 14 ft. draft when docking.

*Sarpsborg mek Verksted:* Floating dock, 3,000 tons, 380 ft. leng 55 ft. breadth, 18 ft. draft when docking.

**REPATRIATION:** All facilities available.

**AIRPORT:** Fornebo, Oslo, 110 km. from Fredrikstad. Frequ connection by train.

**TIME:** GMT plus one hour.

**HOLIDAYS:** New Year's Day (1st January); Maundy Thursd Good Friday; Easter Monday; Labour Day (1st May); Ascension D (11th May); Constitution Day (17th May); Christmas Eve; Christm Day; New Year's Eve.

**POLICE/AMBULANCE/FIRE:** Police, tel. 17700; Doctor, tel. 13 Hospital, tel. 11080; Ambulance, tel. 13000; Fire, tel. 12345.

**TELEPHONES:** May be installed on board at the quay of Oer

**SERVICES:** Compass adjusting, laundry, ship chandler for deli of provisions and bond stores.

**SHORE LEAVE:** No restrictions.

**AGENT:** K. Andersen & Co A/S, Tordenskioldsgt, 6/8, POB 1 Fredrikstad. Tel. 15940. Telegraphic address: Andersco. Te 16516.

## GLOMFJORD: 66.50 N. 13.19 E.

**DOCUMENTS:**
3 Crew Lists.
Customs List.
Shipping Manifest.
Health Statement.
Bill of Lading.
Ship's Certificate of tonnage.

**PILOTAGE:** Pilot station, approach from South, is Aasvær, latitude 66° 17′ N. longitude 12° 18′ E., VHF/radio telephone, frequency 2182.

Pilot station, approach from North, is Fleinvær, latitude 67° 13′ N., longitude 13° 42′ E. Order Pilot over Bodø Radio, tel. Bodø 22115.

**ANCHORAGE:** No berth for anchoring in Glomfjord but possible anchor at Sandaabukten close to Glomfjord.

**MAX. SIZE:** Quay length 317 metres and depth 8 metres.

**HEALTH:** Health certificate—only for first port in Norway.

**RADIO:** Sandnessjøen or Bodø Radio station.

**TUGS:** None.

**BERTHING:** No specific requirements relating to berthing.

**STEVEDORES:** In accordance with Charter Party.

**MEDICAL:** Medical aid in Glomfjord, and hospital in Bodø.

**TIDE:** Difference between high and low water about 3 metres.

**FRESH WATER:** Alongside quay.

**FUEL:** None.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Normally carried out by crew.

**CERTIFICATES:** Usual certificates.

**CUSTOMS ALLOWANCES:** 200 gr. tobacco or 200 cigarettes per man. ¾ l. spirit or ¾ l. wine per man.

**CARGO GEAR:** Discharging by cranes on quay. Loading by conveyor.

**IDENTIFICATION CARDS:** Usual passport necessary.

**CONSULS/REPAIRS/REPATRIATION:** None.

**AIRPORT:** Airport in Bodø.

**TIME:** GMT plus one hour. Permanent.

**HOLIDAYS:** See "Drammen".

**POLICE/AMBULANCE/FIRE:** Police station 6147 Glomfjord.

**TELEPHONES:** No arrangements for placing on board.

**REGULATIONS:** No particular or unusual regulations. Control by passing gate between dock area and surrounding field.

**AUTHORITY:** Glomfjord Salpeterfabriker, 8160 Glomfjord. Tel. 6321. Telex 64061 Bodø.

## HALDEN: 59.08 N. 11.25 E.

**DOCUMENTS:** See "Bergen".

**PILOTAGE:** Pilot boat at Faerder light station. Pilot boat at Herføl Losstation – Hvaler. Ordering usually over Radio Land Station. Tjømø Radio = LGT (also VHF). Signals according to ordinary international requirements. Exact area for pilot boat: Faerder light station (Store Faerder); Herføl pilot station; Hvasser pilot station.

**ANCHORAGE:** At Faerder light station in Oslofiord – Singlefiorden West side.

**RESTRICTIONS:** No special restrictions but larger vessels have to take necessary care with passing Svinesund. The tide current altering according to high and low water time.

**MAX. SIZE:** For the harbour inside Svinesund (Main harbour) length 560 ft., beam 70 ft., draft 25 ft.

**HEALTH:** Pratique, ordinary.

**TUGS:** If wanted; outside Sponviksskansen light with the entrance to Svinesund. Usual, ship's lines.

**RADIO:** All radio services over Tjømø Radio – Land Station (use the ordinary international frequency (600–705–800 metres).

**TANKERS:** Maximum 20,000 dwt are received.

**FRESH WATER:** Available; good quality.

**FUEL:** Available.

**FIRE PRECAUTIONS:** According to Harbour regulations.

**GANGWAY/DECK WATCHMEN:** Not required.

**OPENING/CLOSING HATCHES:** Carried out by crew.

**IDENTIFICATION CARDS:** Required.

**REPAIRS:** Only small repairs carried out.

**DRY DOCKS:** None.

**REPATRIATION:** No facilities.

**AIRPORT:** Nearest Tombo (Islo).

**TIME:** 1 hour behind GMT.

**POLICE/AMBULANCE/FIRE:** Fire 81212; Police 82250.

**TELEPHONES:** None available for shipboard use.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Tel. 83200–81208–82104.

## HAMMERFEST: 70.40 N. 23.40 E.

**DOCUMENTS:** See "Bergen".

**PILOTAGE:** Entering from sea, a state Pilot is compulsory as one has to pass through prohibited sea area. Pilot should be ordered 24 hours in advance, and boards ship at Tarhalsen (situated at Easternmost tip of Soroy island). Harbour Pilot boards outside harbour breakwaters.

**ANCHORAGE:** Anchoring in harbour or as appointed by the state Pilot or harbour Pilot.

**MAX. SIZE:** Alongside quay passenger ships up to 26,000 grt, with draught maximum 30 ft. For anchorage no limitation.

**RADIO:** Hammerfest Radio, equipped with VHF.

**TUGS:** None available.

**MEDICAL:** Hospital facilities available at Hammerfest.

**TANKERS:** General regulations only.

**DENSITY:** Salt water.

**FRESH WATER:** Capacity 200 tons per hour at Harbour Board quay, no water barge.

**FUEL:** All grades, except heavy fuel oil, available.

**CUSTOMS ALLOWANCES:** See "Stavanger".

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:** French, Danish, Finnish, Icelandic and Swedish Vice-Consuls.

**REPAIRS:** Slipway for smaller ships, up to 200 ft. Only minor repairs and radar repairs available.

**DRY DOCKS:** None.

**REPATRIATION:** Daily connection by ship and air.

**AIRPORT:** Three hours by bus. Regular service several times a day.

**AUTHORITY:** Hammerfest Havnevesen, Postboks 123, Hammerfest.

## HARSTAD: 68.48 N. 16.39 E.

**PORT LIMITS:** Inside a straight line from Trondenes Church to Stangnes Light.

**DOCUMENTS:**
2 Crew Lists.
2 Passenger Lists.
Derat Certificate.

**PILOTAGE:** If entering via Andenes, 12 hours advance notice of ETA in order to arrange pilot. If entering via Lödingen, 2 hours notice. VHF Channel 16 both at Lödingen and on pilot-cutter at Andenes.

**ANCHORAGE:** Inside harbour limits, fairly good anchorages available, Pilot will assist.

**RESTRICTIONS:** No restrictions, only all foreign ships must have a coast-pilot on board in inland waters.

**MAX. SIZE:** Any sizes can anchor in harbour.

**HEALTH:** In case of suspected disease doctor has to be called by radio before entering. After calling at another Norwegian port and no disease, pratique is not necessary.

**RADIO:** Routing of ETA cables to Agents at Harstad is best over Harstad Radio. VHF installed at Harbour Office.

**TUGS:** Two small tugs available.

**MEDICAL:** No advance notice required. Hospital facilities available. No medical information required if no suspected disease on board.

**SPECIALISED CARGO-HANDLING FACILITIES:** Two coal bunkering stations; draft about 24 ft.; equipped with cranes running on rails. No other specialised docks.

**TANKERS:** Two berths. Esso 33 ft B.P. 24 ft.

**TIDE:** Rise in tide about 6 ft.

**FRESH WATER:** Available at most quays.

**FUEL:** All grades available. In the winter 3–4 hours notice required.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** By crew.

**CERTIFICATES:** Usual International certificates.

**CUSTOMS ALLOWANCE:** Tobacco: 200 cigarettes or equal amount of tobacco. Wine and/or Spirits: Spirit half a bottle per person.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:** Per Kind & Son – Iceland. O. Galschiödt – Finland. Kr. Holst – Denmark.

**REPAIRS:** All types of repairs possible.

**DRY DOCKS:** One dry dock 110 metres long, 17 metres wide.

**REPATRIATION:** Facilities available.

**AIRPORT:** From about July 1973, new airport in operation at Evenes, about one hour's drive from Harstad by road.

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** Cargo work can be arranged on holidays, except 1st and 17th May, Easter Day and Christmas Day.

**POLICE/AMBULANCE/FIRE:** Tel. 62010–62000–61122.

**TELEPHONES:** Available, can be arranged by Agent or Dockyard.

**SERVICES:** Harbour Office, Tel. 62880 62892. Compass adjusting.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Harstad Havnekontor, Postboks 193. Tel. 62880.

## HEROYA: 59.07 N. 09.38 E.

**DOCUMENTS:**
Clearance documents – forms obtainable from Custom officers on arrival.
Derating Certificate.
Bill of lading.
Manifest.
2 Crew Lists.
Ship's Register.

**PILOTAGE:** Ships Agent gives ETA pilot station 24 hours before arrival and direct to Pilots 2 hours before arrival. Telegraphic address: Pilotstation, Langesund. VHF Channel 16 to be used when contacting Pilots. Pilot boards at Steingrunnen light buoy Langesund bay, 58° 55′ N.; 09° 44′ E. Flag, sound and morse signal: G. Pilotage compulsory for all foreign vessels but dispensation can be obtained for smaller Scandinavian vessels.

**ANCHORAGES:** All anchoring at Frierfjorden.

**RESTRICTIONS:** No restriction on night entry except for large vessels when Pilots prefer daylight.
**MAX. SIZE:** Max. draft 32 ft. 6 in., max. length 600 ft. entering Kjörttingen between Langesund and Brevik.
**HEALTH:** See "Documents". Norwegian Health Certificate required on clearance inwards.
**RADIO:** Cable Agents giving ETA, draft and cash required via Tjøme Radio/LGT or Farsund Radio/LGZ.
**TUG:** Tugs join at berthing place. Ship's lines used.
**BERTHING:** No specific requirements relating to berth.
**CARGO-HANDLING FACILITIES:** On the East side of the river, a berth of 800 ft. length, 20 to 21 ft. alongside. A new quay for vessels up to 10,000 tons, 26 to 27 ft. depth, specially for handling bulk cargoes.

No berth equipped for handling roll-on/roll-off traffic, but berth available for liquid chemical and LPG carriers.
**BRIDGES:** Brevik bridge max. height 45 metres. Porsgrunn bridge only when proceeding to Menstad, Borgestad, Waterloo and Skien, liftbridge with breadth of 30 metres. Sound signals for passing bridge inward, one long and two short. Outward signals, one long and one short.
**STEVEDORES:** Ordered by Shippers/Receivers or Agents.
**MEDICAL:** All medical assistance to be arranged via Agents.
**TANKERS:** Discharge lines 4 in., 6 in., 8 in.
**DENSITY:** Brackish 4–6 in. allowance.
**FRESH WATER:** Obtainable various quays:
**FUEL:** All grades available.
**FIRE PRECAUTIONS:** Tankers discharging, smoking only by officers in saloon, crew in messroom.
**GANGWAY/DECK WATCHMEN:** Available but not compulsory.
**OPENING/CLOSING HATCHES:** Crew normally open and close Otherwise according Charter Party.
**CERTIFICATES:** Registered tonnage certificate; Deratting certificate. Otherwise normal international certificates.
**CUSTOMS ALLOWANCES:** 400 cigarettes for the Master and 200 for each crew member. *Wine and/or spirits*, 4 bottles spirit for Master and half bottle for each crew member.
**CARGO GEAR:** No additional requirements, but using vessel's rain tents.
**IDENTIFICATION CARDS:** Only necessary at quays belonging to Norsk Hydro. Special identification cards will be delivered to Master on arrival.
**CONSULS:** Belgium 20083 (Skien), Denmark 50069, Germany 25093 (Skien), Holland 22 742 (Skien), Finland 52620.
**REPAIRS:** Repairs possible.
**DRY DOCK:** Draft 14 ft., length 155 metres, breadth 20 metres, also 4 smaller docks.
**REPATRIATION:** Facilities exist for effecting crew changes and repatriation.
**TIME:** GMT plus one hour. Permanent.
**HOLIDAYS:** New Year's Day, Maundy Day, Good Friday, Easter Eve (half day), Easter Monday, Christmas Eve (half day), Christmas Day, 26th December, New Year's Eve (half day).
**POLICE/AMBULANCE/FIRE:** Police 51040; Ambulance 51070; Fire 51522. Other numbers: Pilot station 73135; Tug station 50844; Norsk Hydro Central 51120; Porsgrunn Bridge 52492; Custom House 54540; Taxi 54112; Harbour office: 52308.

**AGENT:** Messrs. Nils P. Höyer & Son A/S, Storgaten 107, PO Box 204, 3901 Porsgrunn, Norway. Office tel. 54088. Telex 18010. Telegr. address "Hoyership". After office numbers: 24424 (Skien). 20625 (Skien). 53546.

## HORTEN (on West Side Oslo Fjord): 59.24 N. 10.28 E.

**DOCUMENTS:** Health Certificate, Provision List, etc., all forms obtainable from Custom Officer boarding on arrival. Ship's International Register and 2 copies of Manifest (with or without freight).
**PILOTAGE:** Compulsory for foreign ships over 50 grt. Pilot station at Hvasser (Sandøsund) outer Oslofjord, tel. Hvasser 178 via Tjøme Radio, VHF Channel 16 and RT 2182 kc/s. Cutter or motorcruiser at Fæder lighthouse bearing 3 miles North-N.E. White hulls with word LOS in black letters. Pilot usually ordered through Agent. Inner Harbour, Horten, compulsory Harbour Pilot ordered through Agent.
**ANCHORAGE:** Langgrunn outside Horten. Up to any size vessel.
**RESTRICTIONS:** No restrictions night entry, but inner harbour at Horten only entered with Harbour Pilot on board.
**MAX. SIZE:** Tankers up to max. length 900 ft. (anchored moorings outside jetty). Deep-water Wharf, length of Quay N.E. side 530 ft. Draft 28 ft.
**HEALTH:** See "Documents". Advise Agent if suspect any disease or fever.
**RADIO:** Cable Agent giving ETA via Tjemeradio. Local Harbour Master's Office can be contacted by VHF Channels 14 or 16. Hortens Brygge's "Pilotboat" when in service VHF Channel 16.
**TUGS:** Tugs if required use ship's line. Tugs ordered through Agent.
**BERTHING:** Max. draft alongside quay 28 ft.
**STEVEDORES:** Ordered by Agents.
**MEDICAL:** No special notice required, but preferred if urgent. Local hospital—Horten Sykehus tel. 43191.
**TANKERS:** Tank Cleaning Installation for slop discharge. Draft 23/40 ft. at oil jetty.
**DENSITY:** About 1022.
**FRESH WATER:** Available at most berths and from lighter.
**FUEL:** All grades. Direct from Installation and also by lighter. If large quantities, give earliest possible notice.
**FIRE PRECAUTIONS:** Usual restrictions and No Smoking inside Cleaning Installation gate.
**DEVELOPMENTS:** Committee at present working with plans for building more berths for ferries and traffic.
**GANGWAY DECK WATCHMEN:** Available, not compulsory.
**OPENING/CLOSING HATCHES:** Usually opened/closed by vessel's crew.
**CERTIFICATES:** Ship's International Register and usual certificates.
**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes or 250 grammes tobacco 200 leaves cigarette paper for persons over 15 years only. Wine and/or Spirit, Spirit of max. 60% 1 bottle (¾ litre) and 1 litre wine (1¼ bottle) – 2 litres of wine if no spirits and 2 litres of beer (for persons over 21 years only).
**CARGO GEAR:** No additional requirements except when extra heavy lifts.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Only Finnish Consul in Horten tel. 42189, but most important consulates in Tønsberg – 18 kilometre distant. British Vice-Consul, Tønsberg tel. 11605, Dutch Vice-Consulate 13224.
**REPAIRS:** Any kind can be carried out.
**DRY DOCKS:** Dry docks for vessels up to about 60,000 dwt. at A/S Horten Verft.
**REPATRIATION:** Crew changes, etc., can be arranged.
**AIRPORT:** Nearest international Airport is Oslo Airport (Fornebu), but charter flights may be arranged to and from Sandefjord Airport–any size of plane, and small aircraft at Jarlsberg Airfield. Distance to Sandefjord about 30 kilometre, to Jarlsberg about 18 kilometre.
**TIME:** GMT plus 1 hour. No alterations during year.
**HOLIDAYS:** New Year's day; Thursday before Good Friday; Good Friday; Easter Monday; 1st May; 7th May (Ascension Day); 17th May; Whit Monday; Christmas Day; 26th December. 24th December is half holiday – work stops at noon or 1300.
**POLICE/AMBULANCE/FIRE:** Horten for immediate help phone 000 covering Police, Ambulance and Fire.
**TELEPHONES:** Can be placed on board at Deepwater Wharf, the Cleaning Installation and the Dockyard (A/S Horten Verft) at comparatively cheap rates.
**GENERAL:** A/S Horten Verft are licensed Sulzer builders. Important Electronic Industry.
**SERVICES:** Tank cleaning and facilities for discharge of tankwashings. Adjusting of all kinds of ship's instruments.
**SHORE LEAVE:** Crew members are allowed on shore.
**REGULATIONS:** Compulsory harbour Pilot when calling at Inner Harbour and yard (A/S Horten Verft.)
**AUTHORITY:** Harbour Master. Tel. 41021.

**AGENT:** Hortens Brygge A/S, PO Box 156, 3191 Horten, Telegraphic Address: "Bryggen". Tel. 41100, 41745 and 42078. Telex 16545. After Office Hours: Berntsen 43917, Kristensen 43719, Hansen 43517, Abrahamsen 43317.

Agents, Chartering, Tramp, and Liner, Insurance Agents, Stevedores, Travel, and Forwarding Agents. "Pilot-boat" and lorries.

## HOYANGER: 61.10 N. 06.04 E.

Høyanger – Aluminium Works – located North of Bergen in outer part of Sognefiord. 61° 10′ 18″ N. 6° 04′ 07″ E.
**DOCUMENTS:** See "Bergen".
**PILOTAGE:** Compulsory. Belonging to Bergen Customs district and unless otherwise arranged beforehand vessels from abroad must call Bergen for inward clearance.
**LENGTH OF QUAY:** 360 ft. Depth alongside: 27 ft. Cranes. Ice free.

**AGENT:** Joachim Grieg & Co., Bergen. Telegraphic address: 'Expeditør". Telex. 42700. Tel. 18140.

## HUSNES: 59.52 N. 05.46 E. (See Plan)

**DOCUMENTS:**
3 Crew Lists.
2 Passenger Lists.
2 Bills of Lading.
2 Manifests.
**PILOTAGE:** No pilotage in port. Sea Pilots in stations at Skudesnes, Kvitsoy (or Kopervik) and Utsira.
**ANCHORAGE:** 59° 53′ N. 05° 45′ E. in 20 metres.
**MAX. SIZE:** Limited to depth of water at quay.
**HEALTH:** Custom authorities to be advised on entrance.
**RADIO:** Best radio stations: Rogaland Radio. ETA to Receiver's cable address: "Søral" Uskedal.
**TUGS:** Normally not necessary. If wanted, can be ordered from Bergen or Haugesund.
**LENGTH OF QUAY:** 240 metres. Depth alongside: South 10 metres, North 17 metres. 2 cranes, on quay, each 8 tons.
**MAX. SIZE:** Limited to 50/60,000 tons.

Aluminium usually discharged from bulk vessels with self-unloader. Output usually 300/400 tons per hour.
**STEVEDORES:** Normal working time: Monday–Friday 0600–2200. Sunday 0600–1400.
**MEDICAL:** Hospital at Stord (about one hour by ferry and car).
**TANKERS:** Discharging line 9 in.
**FRESH WATER:** Available, direct from quay to ship. No charge.
**FUEL:** None available.

**GANGWAY/DECK WATCHMEN:** Crew.
**OPENING/CLOSING HATCHES:** To be carried out by crew.
**CARGO GEAR:** Per Norwegian safety regulations for loading and discharging.
**IDENTIFICATION CARDS:** Crew need cards signed by Master.
**CONSULS:** None.
**REPAIRS:** Only small workshops.
**DRY DOCKS:** None.
**REPATRIATION:** No facilities for obtaining new crew (Haugesund or Bergen).
**AIRPORT:** Bergen–Flesland. 2–2½ hours from Husnes to Bergen by hydrofoil, and ½ hour by plane.
**POLICE/AMBULANCE/FIRE:** Alarm telephone number 121 or 65.
**TELEPHONES:** Agent has one telephone, which can be placed on board. (No. Uskedal 5436.)
**SERVICES:** No services at quay. Tank cleaning at Bergen, compass adjusting at Haugesund.
**SHORE LEAVE:** Permitted. Crew required proceed direct from quay to gate of plant.
**AUTHORITY:** *Shippers/Receivers:* Sør-Norge Aluminium a/s, 5460 Husnes, Norway. Tel. Uskedal 5120. Telex 42420 "Soral".

**AGENTS:** Hagbart Thorsen, Tel. Uskedal 5247 (office); Uskedal 5266 (private). Telex 42516.

## KIRKENES in Bökfjord: 69.36 N. 30.03 E.

**DOCUMENTS:**
3 Crew Lists.
Bill of Health.
Bill of Lading.
Ship's Certificates.
**PILOTAGE:** Pilot to be notified 4 hours in advance, boards vessel at Oksebaasen, and to be contacted over Channel 16 VHF. Pilot vessel carries white flag "H".
**ANCHORAGE:** As directed by Pilot.
**MAX. SIZE:** Oil carriers 20,000 d.w., draft 24 ft. 6 in. Iron ore carriers 150,000 d.w. draft 54 ft.
**HEALTH:** If any contagious sickness quarantine to be informed by radio.
**RADIO:** Vardö Radio.
**TUGS:** Available 1300 h.p. Join vessel within harbour basin. Tugs' lines to be used.
**BERTHING:** Vessel to employ harbour Pilot.
**MEDICAL:** Agents to receive advance notice of required medical attention. Hospital facilities available.
**TANKERS:** Diameter of load/discharge lines 8 inches. Max. draft 24 ft. 6 in.
**DENSITY:** Specific weight of water at 17·5 centigrades = 1·02622 – 1·011 (varies very much with time of year).
**FRESH WATER:** Available, delivered through pipes from quay.
**FUEL:** None.
**WATCHMEN:** Not necessary.
**HATCHES:** Opening/closing hatches must be carried out by crew.
**CUSTOMS ALLOWANCES:** (Tobacco), 100 cigarettes or 100 gram tobacco for each crew member. (Wines/Spirits), 1 opened bottle of hard liquor, 1 opened bottle of wine, Reasonable amount of beer.
**CARGO GEAR:** No shore gear available.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Sweden, Finland, West Germany.
**REPAIRS:** No repairs possible.
**DRY DOCKS:** None.
**REPATRIATION:** Facilities exist for crew changing, but normally no crew available. Arranging repatriation possible.
**AIRPORT:** Distance to airport 10 kilometres. Airport served by regular airlines, 2 flights per day.
**TIME:** GMT plus 1. Permanent.
**HOLIDAYS:** 1st May, 17th May. Work carried out if permission given by the authorities.
**EMERGENCIES:** Fire alarm 91942; Ambulance 91701; Police 91151.
**TELEPHONES:** Ship's telephone connections available.
**SERVICES:** Compass adjusting.
**SHORE LEAVE:** Crew members allowed ashore.
**AUTHORITY:** Aktieselskabet Sydvaranger, 9900 Kirkenes. Tel. 91410 during office hours (0730–1500). Telex 64108.

## KRAGERO: 58.52 N. 09.25 E.

**DOCUMENTS:**
Ship's Register.
Passenger List.
Crew List.
1 List of Articles – radios cigarettes, tobacco, spirits, etc.
If on inspection, articles or quantities not in conformity or in excess, Master responsible, articles removed and heavy fine imposed.
**PILOT:** Has to be ordered by Agent on given ETA. The Pilot boat will be at the light buoy one hour ahead of time given. Listening on Radio 2182 kc/s or VHF Channel 16. Calling "Pilotboat Kragerø".
**ANCHORAGE:** Almost anywhere in the Fjord, watch out for sign of waterpipes and telephone cables.
**RESTRICTIONS:** Weather permitting draft up to 26 feet.
**RADIO:** Tjømo Radio station or Farsund Radio Station.
**TUGS:** Only small tugs in harbour, tugs available from nearby town order to be given 24 hours in advance.
**STEVEDORES:** To be ordered by Agent. Notice to be given before 1530 for next morning, or 3 hours before work to start.
**MEDICAL:** Doctor and hospital facilities available.
**FRESH WATER:** Available at centre quay.
**FUEL:** May be available with trucks ordered from nearby town.
**OPENING/CLOSING HATCHES:** To be carried out by crew.
**CUSTOMS ALLOWANCES:** 100 cigarettes or 50 cigars. One bottle wine or spirits per man.
**CONSULS:** France Tel: 81555. Denmark Tel: 81055. Netherlands Tel: 81020.
**REPAIRS:** Small repairs may be available.
**DRY DOCKS:** For ships up to 350 dwt.
**AIRPORT:** Kristiansand 170 Km. away. Oslo 200 Km.
**HOLIDAYS:** Work can be arranged on most Holidays, except New Year's Day, Easter Day, 1st and 17th May and Christmas Day.
**TELEPHONES:** Police, 81401. Ambulance, 81436. Fire and First Aid 81200. On most berths telephones are available.
**SHORE LEAVE:** No restrictions.

**AGENT:** N. P. Olsen & Son, owner Burton Lyng Olsen, Dampskibskaien nr. 40. Telephone 81020 (3 lines) Telegram address "Expeditionen". 18066 Olsen N – Telex.

## KRISTIANSAND S.: 58.09 N. 08.00 E.

**DOCUMENTS:**
3 Cargo Manifests for Customs
Tobacco/Spirits List
Bill of Health (if arriving from outside Scandinavia)
Passenger List for Immigration
No Crew List required
**PILOTAGE:** Oksøy Pilot Station. Compulsory pilotage for non-Norwegian ships, 2 hours notice minimum, contact on ordinary shipping channel, or VHF call channel 16, pilot boat marked "LOS" on each bow, international light or sound signals, pilot boarding between Oksøy and Grønningen Lighthouse, no special anchorage for vessel awaiting a pilot, but pilots available around clock.
**ANCHORAGE:** Several good and safe anchorages in inner and outer harbour for vessels of any size.
**MAX. SIZE:** Any size in harbour. Max. 25,000 dwt. at quay.
**RADIO:** Kristiansand Radio. Call sign LGR. Farsund Radio LGZ.
**RADAR/VHF:** Both at Oksøy Pilot Station.
**TUGS:** Lekterkompaniet. Signal: L, Tel. 21195. 3 tug-boats 700–180–180 h.p. A/S Sørslep. Tel. 22590. Night: 29521. 2 Tugs 725–325 h.p. 1 mooring boat.
**STEVEDORES:** ETA to Agent who arranges stevedoring.
**MEDICAL:** Hospital in Kristiansand. Doctor available around clock.
**TANKERS:** B.P. Bunker Station. one Berth depth 33 ft. Shell Bunker Station Odderøy, one Berth depth 31 ft.
**FRESH WATER:** Available from quays. No water barges.
**FUEL:** All grades up to 2000 sec. available at short notice.
**DEVELOPMENTS:** New roll on/roll off berth just finished, and another planned with areas for storing containers/flats etc.
**GANGWAY/DECK WATCHMEN:** Available if required.
**OPENING/CLOSING HATCHES:** Normally carried out by crew, but can be done by stevedores.
**CUSTOMS ALLOWANCES:** 200 cigarettes or equivalent tobacco or each member crew per 10 days and 1 bottle spirits.
**CONSULS:**

| | | | | | |
|---|---|---|---|---|---|
| Sweden | Tel. | 26160 | France | Tel. | 26210 |
| Denmark | ,, | 23097 | Netherlands | ,, | 26990 |
| Finland | ,, | 29596 | Greece | ,, | 24446 |
| Great Britain | ,, | 24452 | Iceland | ,, | 21068 |
| Germany | ,, | 22455 | Portugal | ,, | 29616 |
| Spain | ,, | 21040 | | | |

**REPAIRS:** All types of deck and engine repairs possible.
**DRY DOCKS:** Largest dry dock; length 689 ft. width, 100 ft. width at entrance, 95·9 ft. Depth 25 ft. for vessels up to 13,000 dwt.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Situated 17 km. from harbour, served by regular air lines.
**TIME:** GMT plus 1 hour, permanent.
**TELEPHONE:** Police, 29500; Ambulance, 26200; Fire, 21010. Possible to place telephone on board at some quays.
**AUTHORITY:** Board of Harbour Commissioners.

**AGENT:** Kristiansand Shipping and Terminal Service A/S and Co. Box 251, 4601 Kristiansand. Tel. 26160 (10 lines). Telex: 16563 KST. Cables: "Terminal Kristiansand".

## KRISTIANSUND N.: 63.07 N. 07.43 E.

**DOCUMENTS:**
1 Crew List.
1 Passenger List.
1 Customs Document.
1 Health Document.
1 Ship's Papers.
1 Stores List.
3 copies Manifest.
3 copies Bill of Lading.
**PILOTAGE:** From open sea. Pilot is taken on board at Grip Lighthouse. Watch 24 hours a day. Vessels approaching from the sea and desiring a Pilot should order the Pilot at 24 hours notice as far as possible.

**RADIO:** From ship at sea via Kristiansund Radio (LFK) or Alesund Radio (LGA) direct to the Sea Pilot. Watch calling frequency 2182 or by VHF radio-telephone, calling Channel 16. Harbour Office is manned day and night, telephone 71483.
**ANCHORAGE:** Several good and safe anchorages in inner and outer harbour for vessels of any size.
**MAX. SIZE:** Max. depth alongside quay 40 ft., length of all quays about 900 metres.
**TUGS:** None, but small motor vessels assist when required.
**BERTHING:**

Storkaia, length 330 metres, depth 19–40 ft.
Holmakaia, „ 100 „ „ 34 „ (East side).
„ „ 50 „ „ 24 „ (South side).

**BRIDGES:** Sorsund Bridge 140 m. wide, 38 m. high. Nordsund Bridge 50 m. wide, 28 m. high.
**STEVEDORES:** Obtained by Agents provided ETA given 12 hours before arrival.
**FRESH WATER:** Delivered from quay or from Water boat.
**FUEL:** All grades available.
**GANGWAY/DECK WATCHMEN:** Available but not necessary.
**HATCHES:** Opening/closing hatches – this work will normally be carried out by crew, but can be done by stevedores.
**CUSTOMS ALLOWANCES:** For each man – 200 cigarettes, 1 bottle of spirits for ten days.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Following countries are represented at Kristiansund N.:

Finland
France
Germany (FDR)
Great Britain
Italy
Netherlands
Portugal
Spain
Sweden
Uruguay

**REPAIRS:** All kinds of repairs may be effected, deck and engine. Patent-slips for vessels up to 250 ft. long, crane-lift up to 40 tons. Ice-free harbour.
**REPATRIATION:** All facilities available.
**AIRPORT:** Kristiansund Airport, Kvernberget. Passenger flights three times a day to Oslo. Two flights a day to Trondheim and Bergen. Situated about 4 miles from centre of Kristiansund N. (about 15 minutes by car).
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** 1st May and 17th May.
**POLICE/FIRE/AMBULANCE:** Police, tel. 75000; Ambulance, tel. 72011; Fire, tel. 71000.
**TELEPHONES:** May be installed during the ship's stay at the quay.
**SERVICES:** Laundry, ship-chandlers for delivery of provisions and bonded stores, and servicing for all kinds of ship's navigation instruments can be arranged.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Harbour Master, Kristiansund N. Havnevesen. Tel. 74333, Kristiansund N., Norway.

## LARVIK: 59.03 N. 10.02 E. (See Plan)

**PORT LIMITS:** The official port limits for the port of Larvik is a line from Stensnes in East to Rødbergodden in West. Notices of Readiness for loading or discharging, however, will be accepted when the vessel is anchored in any of the anchorages in inner Larvik Fjord.
**DOCUMENTS:**

Maritime Declaration of Health.
Tolliste i.e. tobacco & curio list for total number of crew.
1 "Varefortegnelse med proviantliste", i.e. cargo & provisions list (2 copies required for bulk cargoes).
"General-varefortegnelse", i.e. list of general cargo – 3 copies required.
3 Ship's Manifest.
3 Bills of Lading.
Custom Off. will accept tobacco & curio lists, also provision lists filled in on foreign forms, if all goods correctly stated.

**PILOTAGE:** Telegraphic address: Losstasjonen, Stavern. Pilot cutter can also be reached by VHF Channel 16. If possible 4 hours advance notice requested, minimum 2 hours required for pilot vessel to be on station. Pilot listening on 2182 kc. every hour from full hour to 10 min. past. Description of pilot boat: white painted, teak wheelhouse, 2 masts, "Los" on both sides of bow. Light and sound signals: international signal "G" with flag, sound or light. Exact area where pilot vessel situated when on station: "Rakke" sound and light buoy, 5 cables off. In poor weather pilot will board vessels off "Ramsholmflu" light and bell buoy. If Pilots not available, pilot vessel will conduct vessels to safe anchorage.
**ANCHORAGE:** Safe anchorages at end of fjord, West side. Masters should consult Pilots and/or charts before anchoring. Ample water and good holding ground for all sizes of vessels.
**MAX. SIZE:** Largest vessel berthed at Larvik Canal Quay, LOA 644 ft. 8 in., breadth 83 ft. 3 in., max. draught 32 ft. 6 in.
**HEALTH:** Advise Agents of any suspected disease or fever on board by radio or telephone before entering. Vessel will then anchor in anchorage and be boarded by state doctor. When vessel is healthy, Custom Officer will grant pratique.
**RADIO:** Tjømøe Radio LGT, Rogaland Radio LGQ.
**TUGS:** No tugs at Larvik. Tugs to be ordered via ship's Agents from Fredrikstad or Porsgrunn. If tugs required Agents should be given 12 to 24 hours notice. Tugs join vessel in fjord off harbour breakwater. Extra charges for use of tug's lines.
**BERTHING:**

*Revquay West* (*Vestre Revkai*): Length 118 m. Depth alongside 9 m. Newest quay for general and miscellaneous cargo. New warehouse, measuring 1600 sq. m. Asphalted area outside measuring 10,000 sq. m. Railway track.

Adjacent to this quay is the roll-on/roll-off berth. Maximum length vessels 120 m. Depth alongside 8 m.

*Kanalquay* (*Kanalkaia*): Kanalquay North—length 335 m. Depth 10 m. Kanalquay West—length 120 m. Depth 6 m. Kanalquay South—length 90 m. Depth 5 m.

Facilities available at Kanalquay and Revquay West: Railway tracks, 3 portable electric cranes, capacity 6–15 tons, 2 mobile cranes, capacity 14–30 tons. 3 forklift trucks, capacity 2–3 tons. Portable pneumatic grain discharging plant, capacity 57,000 tons. Warehouses measuring 4,000 sq. m.

Outdoor storage area: 20,000 sq. m.

*East Pier* (*Østre Brygge*): Length 130 m. Depth 8 m. New Ferry quay with roll-on/roll-off facilities. Car park for 560 cars or 52 lorries/trailers à 18 m.

*West Pier* (*Vestre Brygge*): Depth—east side 6 m. West side 7 m. Ferry quay with roll-on/roll-off facilities on both sides. Good parking. Passenger terminal. Customs.

*Private Wharves:* Treschow-Fritzøe Pulp Quays—West side: Length 50 m. Depth alongside 5 m. East side: Length 90 m. Depth alongside 6·3 m.

Norsk Soyamelfabrikks kai (Soy Meal Factory Quay). Shipping of Soy Meal. Length 50 m. Depth 3–11 m.

**STEVEDORES:** Gangs to be ordered before 1600 and cranes before 1500 for following day. During office hours 2 hours notice required.
**MEDICAL:** No advance notice required, unless in urgent medical cases and when ambulance needed. No particular inoculations required.
**TANKERS:** For larger oil-tankers for asphalt works, 8 in. connections required; for coasting vessels, 6 in. connections used. Fuel oil and diesel oil shipped in coastal vessels require 6 in. connections; kerosene, white spirit and gasoline, 4 in. connections. No slop tanks. Two berths for tankers, one for larger vessels and one for coasters. Max. draft in both berths 32 ft. 6 in.
**DENSITY:** Salt water, slightly brackish at times caused by South & South-east winds. Average density in port 1,20 approx.
**FRESH WATER:** Delivered by hose from wharf.
**FUEL:** Fuel oil, gas oil, diesel oil, delivery rate by tank lorry 20 t. per hour.
**FIRE PRECAUTIONS:** Any vessel discharging benzine must have city fireguard on watch. 30 m. clearance required to next vessel. Ships loading explosives require city fireguard on watch on board.
**DEVELOPMENTS:** A new ferry berth for the new ferry ordered at Le Havre for A/S Larvik Fredrikshavnferjen will be ready for the spring 1973, at the West side of the pier.

An area of about 10,000 sq. metres must be filled out, East of the pier, to give sufficient upstalling ground for vehicles to and from this ferry.

**GANGWAY/DECK WATCHMEN:** Not compulsory, but recommended for larger oversea vessels.
**OPENING/CLOSING HATCHES:** Usually done by ship's crew.
**CERTIFICATES:** Vessels must have all usual International Certificates, no special certificates required.
**CUSTOMS ALLOWANCES:** Every crew member allowed 1 bottle wine or spirits, and 200 cigarettes out of bond for use in port. This allowance is for 10 days. After this period new tobacco allowance is granted, but no new spirit issue.
**CARGO GEAR:** No additional requirements.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Danish, tel. 84040, French Vice-Consulate tel. 82 030, Swedish and Dutch Vice-Consulates tel. 82 090, Finnish Vice-Consulate tel. 81 000.
**REPAIRS:** Minor deck and engine repairs only.
**REPATRIATION:** Facilities for effecting crew changes and necessary repatriation by railway, continental ferry and by air.
**AIRPORT:** Distances from airport: Skien, regular service to Oslo 40 km. Torp, charter planes, 35 km. Fornebu, 130 km., world-wide service. Private airport open for small aircraft at Larvik.
**TIME:** Local time, GMT plus one hour. Permanent.
**HOLIDAYS:** New Years Day; Ash Thursday, Good Friday; Easter Monday; May 1st & 17th; Ascension Day; Whit Monday; Christmas Day; Boxing Day.
**POLICE/AMBULANCE/FIRE:** Tel. Police 82204, Ambulance 81234, Fire 81288.
**TELEPHONES:** Arrangements exist for placing telephones on board, Charges 40 kr. for one week's hire, plus cost of phone calls.
**AUTHORITY:** Captain of the Port, Havnefogden, Larvik Kommune.

## LILLESAND: 58.15 N. 08.23 E.

**DOCUMENTS:**

Health Certificate.
Crew List.
Cargo List.
Manifest.
Passenger List.
Bill of Measurement.
Derat Certificate.

**PILOTAGE:** Ships arriving from South and West cable: Oksø pilot station, VHF Channel 16. Pilot to be taken on board at Oksø pilot station or if bad weather, inside Oksø.

Ships arriving from East cable: Merdø pilot station, VHF Channel 16. Pilot to be taken on board at Torungen, or if bad weather, inside Merdø. Pilot boat is 45 ft. long and marked "Los".

**ANCHORAGE:** Tingsakerfjorden – depth 40 metres.

**MAX. SIZE:** See "Berthing".
**RADIO:** Cable Agent giving ETA via Farsund or Tjøme Radio.
**TUGS:** Normally join at Kristiansand. Tugs lines to be used.
**BERTHING:** The Kokkenesquay – Kokkeneskaia. Length 80 metres with free water at both ends. Depth 10 metres. There is one crane with a lifting maximum capacity of 30 tons. Petroleum-coke and sand discharged by crane and grab about 60 tons per hour.

The Langquay – Langbrygga. Length 70 metres with free water at the deepest end, depth 10 metres reducing at inner to 2 metres.

The Fosbaekquay – Fosbaekkaia. Messrs. H. Bjørum – Norfloat A/S quay. Length 50 metres with free water at both ends, depth 10 metres.
**STEVEDORES:** Gangs to be ordered before 1600 for the following day and day before holidays 1320. During office hours 3 hours' notice required.
**FRESH WATER:** Delivery by hose from quay.
**FUEL:** None available.
**GANGWAY/DECK WATCHMEN:** Available,
**OPENING/CLOSING HATCHES:** May be performed by ship's crew.
**CUSTOMS ALLOWANCE:** 200 cigarettes or 250 gram of tobacco, ¾ litre of spirits and 1 litre of wine.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Denmark telephone 262.
**REPAIRS:** Some small repairs possible and electrical repairs.
**DRY DOCKS:** None.
**AIRPORT:** About 30 kilometres to airport.
**HOLIDAYS:** New Year's Evening no work after 1230; New Year's Day no work; Maunday Thursday, Good Friday no work; Easter Evening no work after 1230; Easter Sunday no work; Easter Monday, May 1st and 17th no work; Ascension Day no work; Whitsun Evening no work after 1230; Whit Sunday 1st no work; Whit Sunday 2nd, Christmas Eve no work after 1230; Christmas Day no work, and December 26th no work.
**POLICE/AMBULANCE/FIRE:** Police 170; Ambulance 18; Fire Brigade call the switchboard.

**AGENT:** Hansen & Narvesen, Lillesand, Norway. Liner and Travel Agents, stevedoring. Tel. 11 and 411. Cables: "Expeditionen". Telex 18981.

## MAALOY: 61.55 N. 05.07 E. **(See Plan)**

**DOCUMENTS:**
2 Crew Lists.
2 Passenger Lists.
1 Health List.
3 Manifests.
1 Bill of Lading.
Goods Lists including Stores, 3 if general cargo and 1 if goods or oil in bulk.

**PILOTAGE:** Harbour Pilot available, ordered from Harbour Office, tel. 51278. No coastal pilots in harbour. Costal pilots ordered from Bergen through Maaloy Skipsekspedisjon, tel. 51303, and must be requested at least 24 hours before arrival.
**ANCHORAGE:** Good holding ground in about 17 fathoms of water 300 metres off-shore from middle of harbour.
**MAX. SIZE:** Entrance from South through main channel 33 ft. and entrance from North about 60 ft. The main quay 420 ft. long and from 24 to 36 ft. deep alongside. No cranes available at the dock.
**RADIO:** No radio or VHF stations. Nearest radio station, Aalesund Radio and Floro Radio.
**TUGS:** No tugs operate in Harbour.
**CARGO HANDLING:** Special berth equipped with a roll-on/roll-off berth in connection with quay 225 ft. long, from 18 to 36 ft. depth alongside.
**STEVEDORES:** From Maaloy Skipsekspedisjon.
**MEDICAL:** Nearest hospital Nordfijordeid Sykehus, 1 hour by car.
**FRESH WATER:** Available at main quay and delivered from a fresh-water line at quay.
**FUEL:** Bunkers available from Esso, Shell, B.P. and Mobil Oil. Three bunker barges available.
**GANGWAY/DECK WATCHMEN:** Available in the harbour.
**OPENING/CLOSING HATCHES:** Done by crew.
**CUSTOMS ALLOWANCE:** Tobacco: Wine/Spirits: 200 cigarettes or 100 gram tobacco. 1 bottle of spirit and 1 bottle of wine.
**CONSULS:** No consuls.
**REPAIRS:** Minor repairs only possible.
**AIRPORT:** Nearest airport Floro, 1 hour by boat, and Flesland Airport (Bergen) 8 hours night service by sea. Air route Bergen–Maaloy every day except holidays.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** 1st January; Easter Sunday; Easter Monday; Thursday and Friday before Easter; 1st May; 17th May; Whit Sunday and Whit Monday; Christmas Day and Boxing Day.
**POLICE/AMBULANCE/FIRE:** Police tel. 51–175; Fire and Ambulance contact telephone station.
**TELEPHONES:** Can be placed on board and cost same as on shore.
**SERVICES:** No tank cleaning service available. Compass adjusting.
**SHORE LEAVE:** No restrictions about shore leave.
**AUTHORITY:** Harbour Master, tel. 51–912.

## MANDAL: 58.02 N. 07.29 E.

**DOCUMENTS:**
Bill of Measurement.
General Cargo List (two copies).
Cargo and Provisions List (ship's stores).
Derating Certificate.
Maritime Declaration of Health.
Tobacco List.

**PILOTAGE:** Pilot station on Oksøy lighthouse outside Kristiansand. Telephone 32834 via Kristiansand radio.
**ANCHORAGE:** Mannefjorden. Depth approx. 30 ft. Bankefjorden, shallow entrance with approx. depth 15 ft.
**MAX. SIZE:** Ship up to approx. 12,000 br. reg. ton. No tide problems. Oil carriers to installations outside main port area up to 20,000 tons.
**HEALTH:** Contact Agent for pratique.
**RADIO:** Farsund Radio or Kristiansand Radio.
**TUGS:** No tugs available in harbour. Can be ordered from Kristiansand at 5 hours notice.
**BERTHING:** Mandal main harbour is Kleven, situated 1 km. East of Mandal town. There is also some kind of a harbour in Mandal River, running through town. River entrance is shallow, 12 ft. In Southeasterly strong winds it can be impossible to go up the river. Kleven harbour is a good harbour in all weather conditions. There is one 90 metre quay 30 ft. deep and one 45 metre quay 17 ft. deep.
**STEVEDORES:** 6 hours notice to Agent to arrange gangs.
**MEDICAL:** No advance notice required. Hospital facilities available.
**DENSITY:** 1026.
**FRESH WATER:** Delivered by local firemen. Rate of delivery 20 tons per hour.
**FUEL:** None.
**GANGWAY/DECK WATCHMEN:** Not required.
**OPENING/CLOSING HATCHES:** Normally carried out by crew.
**CERTIFICATES:** Certificate of Nationality.
**CUSTOMS ALLOWANCE:** Tobacco: 200 gr. Tobacco or 200 cigarettes. Wine and/or Spirits: 2 litre alcohol for ship's Master, ¾ litre for crew.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Sweden 62521; Finland 61288; Denmark 61799.
**REPAIRS:** All types of deck and engine repairs can be carried out.
**DRY DOCKS:** None.
**AIRPORT:** Kristiansand Airport at Kjevik. Distance from Mandal 64 km. Airport served by regular airlines.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** The only holidays that one cannot arrange cargo work Christmas Eve (after 1400), Christmas Day, Easter Day, 1st May, 17th May (Independence Day). The rest of the year cargo work can be carried out day and night.
**POLICE/AMBULANCE/FIRE:** Police 61211; Ambulance 61113; Fire 61112.
**TELEPHONES:** Telephones available at quay.
**SERVICES:** No services for tank cleaning. Compass adjusting and all kinds of electronic repairs.
**SHORE LEAVE:** No restrictions.

**AGENT:** T. Bessesen A/S, Rutebilstasjonen, Mandal, Bessesen, 62521–62511. After office hours: 62552 Director; 62268, 61227 quay-foreman.

## MO-I-RANA: 66.19 N. 14.08 E.

**PORT LIMITS:** The vessel is considered to be an "arrived vessel" when within the Haukneset port lighthouse – about 2 nautical miles from the port.
**DOCUMENTS:**
1 Cargo List.
1 Stores List.
1 Sealing Certificate.
1 Health Certificate.
2 Crew Lists.
2 Passenger Lists.
(All Forms obtainable from Customs by clearance on board).
**PILOTAGE:** Asvaer pilot station, 66° 17′ N. – 12° 09′ E. (lighthouse). Order preferably through Agent or direct to station 24 hours before arrival. Two boats: L/K "Asvaer" and L/K "Asvaer II" both painted white, two yellow masts and yellow funnel. "LOS" painted in black on both sides. Radio (frequency 2182) and VHF Ch. 16. Pilots embark at Asvaer Lighthouse. Pilots advise alternative place or anchorage if necessary. Pilot compulsory unless vessel ballasting for loading at another port in Norway.
**ANCHORAGE:** In the fjord at Utskarpen bay or in the inner harbour. To be advised by pilot.
**HEALTH:** See Documents. No animals allowed on shore.
**RADIO:** From south; Rogaland Radio/LGQ, LGW, LGB. Within 24 hours off; Rørvik Radio/LGD. From North; Vadso/LGV or Hammerfest/LGI or Tromsø/LGE or Bodoe Radios/LGP.
**TUGS:** Available and recommended for vessels above 13,000 dwt. 24 hours notice to be given. Ships' lines used.
**BERTHING:** Harbour pilot recommended but not compulsory for small vessels. Details given through pilot/harbour pilot.

| | |
|---|---|
| Koksverket Pier | 37 ft. depth alongside |
| Town Pier | 25 ft. ,, ,, |
| Jernverket Pier (Steel) | 26 ft. ,, ,, |
| Andfiskaa Pier | 23 ft. ,, ,, |

**CARGO-HANDLING FACILITIES:** The harbour has the following facilities for handling cargoes, Norsk Koksverk A/S pier depth 36 ft.;

length 427 ft. and 295 ft., North and South side handling following cargoes: ore, coal, coke, tar, bensol, ammonia and oil.

A/S Norsk Jernverk Quay: handling ore, coke, steel products and general cargoes. Length of quay, 823 ft.; depth 25 ft. A/S Bleivassli Gruber Pier, length 115 ft.; depth 23 ft. Has equipment and elevator for handling pyrites – fast loading. The Town Quay (Harbour Board Quay), length 823 ft. and depth 18 to 26 ft., handling general cargoes of all kind, with up to 15-ton lifts.

**STEVEDORES:** Ordered by Agents preferably in office hours 0900–1600. Exact time for commencement of work to be arranged with agent. By delays vessel to pay for waiting hours for workers if delay not reported. If such report after office hours, vessel to pay for 2 hours.
**VHF:** At harbour office 0700–2200 hrs. (Channel 16).
**MEDICAL:** If in need of doctor/dentist preferably inform Agent from sea if vessel stays only 1 day.
**FRESH WATER:** Available at all piers from shore installations.
**FUEL:** All types available.
**DEVELOPMENTS:** New deepwater pier in 37 ft. water at Town pier planned to be opened 1973–74.
**GANGWAY/DECK WATCHMAN:** Available but not compulsory.
**OPENING/CLOSING HATCHES:** Crew allowed to open/close.
**CUSTOMS ALLOWANCES:** Per 10 days in Norway per crew member – 200 cigarettes or 200 gr. tobacco and 2 packages cig. paper, and one bottle spirits.
**CARGO GEAR:** Winchmen from shore required acc. to local tariffs.
**REPAIRS:** Small damages can be repaired.
**AIRPORT:** 12 km. to local airport "Rana Airport" connection with Bodoe (North) twice per day and Trondheim (South) twice per day.
**TIME:** GMT plus 1 hour permanent.
**HOLIDAYS:** New Year's Day; Thursday before Good Friday; Good Friday; Easter Monday; Labour Day; National Day (17th May); Ascension Day; Whit Monday; Christmas Day and Second Christmas Day. No work can be arranged on any of these days.
**TELEPHONES:** Accidents/hospital: 51233; Ambulance: 51510; Fire: 51222 and Police: 51122.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Port Manager, Mo Havnevesen. Tel. 50866/50867.

**AGENT:** L. A. Meyers Skipsekspedisjon, Chartering, Tramp & Liner Agents, Forwarding Agents, PO Box 216, N–8600, Mo-i Rana. Cables: "Meyership". Telex: 55166. Telephones: 50161/50163.

### MOLDE: 62.44 N. 07.10 E.

**DOCUMENTS:**
- Health Certificate.
- Crew Lists.
- Passenger List.
- Dangerous Cargo List.
- Ship's Register.

**PILOTAGE:** Telegraphic address "Alesund Radio". Address of pilot station "Rundo".
**ANCHORAGE:** A well-protected harbour. Depth from 15 to 20 fathoms. Tide rises about 6 ft.
**RADIO:** Alesund Radio.
**TUGS:** None.
**BERTHING:** Depths alongside quay 25 to 32 ft. LW.
**STEVEDORES:** Available, ordered by Agents.
**FRESH WATER:** By shore installation.
**GANGWAY/DECK WATCHMEN:** Not required.
**OPENING/CLOSING HATCHES:** Normally by crew.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Denmark 51766; Sweden 53133.
**REPAIRS:** Most repairs possible.
**POLICE/AMBULANCE/FIRE:** Police 51111; Ambulance 52011; Fire 51100.
**AIRPORT:** Aard Airport, 4 km. from town.
**AUTHORITY:** Molde Havnevesen, Molde. Tel. 51860/51480.

### MOSJOEN: 65.51 N. 13.11 E.

**DOCUMENTS:**
- Health Certificate.
- Crew List.
- Passenger List.
- Ship's Register.
- Cargo List.
- Bonded Store List.

**PILOTAGE:** Pilot station at Asvaer, location 66° 15′ 9″ N. 12° 18′ 03″ E. Telegraphic address: Pilot Station, Asvaer. VHF Channel 16. Telegraph ETA 24 hours prior to arrival. Piloting around clock.
**ANCHORAGES:** Hellesvik. Location 66° 01′ 30″ N. 12° 54′ 20″ E.
**RESTRICTIONS:** No restrictions night entry. If draft above 33 ft. enter on high tide and commence discharging immediately.
**HEALTH:** Free pratique given automatically when "Q" flag not to be flown.
**MEDICAL:** Master to advise prior to arrival if medical attention required. Hospital facilities available.
**RADIO:** Rørvik Radio LGD.
**TUGS:** Stationed at Sandnessjøen. Have to be ordered through agents 24 hours prior to arrival. Normally used by vessels above 20,000 dwt.
**BERTHING:** Draft above 33 ft. berthed only on high tide and commence discharging immediately. No restrictions on length an breadth.

Crane for bulk cargo (alumina), capacity 300 tons per hour Mosjøe Aluminiumverk, private berth.

No other special facilities. roll-on/roll-off facilities may be con structed 1973/74.

**STEVEDORES:** Ordered through Agents. No ETA to stevedore necessary.
**DENSITY:** Brackish in port.
**FRESH WATER:** Supplied from installations at berth.
**FUEL:** Gas oil, delivered by lorries.
**GANGWAY/DECK WATCHMEN:** Available, but not compulsor
**OPENING/CLOSING HATCHES:** Performed by vessel's crew.
**CUSTOMS ALLOWANCE:** 1 bottle spirits, 200 cigarettes, 2 gr. tobacco.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** None.
**REPAIRS:** Minor repairs possible.
**TIME:** GMT plus 1 hour. No alterations during year.
**HOLIDAYS:** New Year's Day; Good Friday; Maunday Thursda Easter Monday; Workers' Day (1st May); 17th May; Ascension Da Whit Monday; Christmas Day; Boxing Day.
**POLICE/AMBULANCE/FIRE:** Fire 70222; First Aid 70800; Polic 71611.

**AGENT:** A. B. Jurgensen, PO. Box 243, Mosjoen. Tel. 70 490, 7152 A.O. 70 273 71109. Telex 55099 Cable: Megler.

### NAMSOS: 64.28 N. 11.30 E.

**DOCUMENTS:**
- Crew list.
- 2 Passenger lists.
- 2 Health Certificates.
- Manifests.
- Ship's papers.

**PILOTAGE:** Sea pilot stationed at Namsos. Contact throu Rørvik Radio. Pilot boat: white painted 46 ft. long. Usual signa Pilot boards at 64.38′ N. 10.51′ E. Pilot can be ordered by ship Agent.
**ANCHORAGE:** Good anchorage inside harbour.
**MAX. SIZE:** Vessels up to 15,000 tons dw. have entered harbou 3 small oil berths with depth 18 ft. LW.
**HEALTH:** Normal Norwegian regulations.
**RADIO:** Rørvik Radio. No radar or VHF service in the harbour.
**TUGS:** No tugs in Namsos. 1 tug stationed at Bangsund and ca be hired.
**STEVEDORES:** Notify day before arrival to arrange gangs.
**TANKER:** 3 tanker berths 18 ft. alongside L.W.
**DENSITY:** Average density 1020 in spring, and in summer 1015.
**FRESH WATER:** Available by hose. Capacity 10–15 tons/hour.
**FUEL:** All grades available.
**GANGWAY/DECK WATCHMEN:** Not necessary.
**OPENING/CLOSING HATCHES:** Stevedores operate hatches.
**CERTIFICATES:** Usual international certificates.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** None.
**REPAIRS:** Small repairs available.
**REPATRIATION:** Organized by seamen's office.
**AIRPORT:** 4 km. from town. Regular service twice a day South an North.
**TIME:** European standard time. GMT plus 1 hour.
**POLICE/AMBULANCE/FIRE:** Police 72151; Ambulance 7250 Fire 72000.
**TELEPHONES:** Can be placed on board.
**SHORE LEAVE:** Crew allowed ashore.
**DELAYS:** None expected.
**AUTHORITY:** Namsos Havnevesen Boks 107.7801 Namsos. Te office 42400. Harbourmaster 72401.

### NARVIK: 68.26 N. 17.25 E.

**DOCUMENTS:**
- Health Declaration in Norwegian form (if not available anothe form is possible.)
- 6 Crew Lists.
- 1 Provision List.
- 1 Private Customs List.
- Passenger List.

**PILOTAGE:** Tranoy Pilot station. Position 68.11 N. 15.34 E. Pilot request 24 hours notice. Cable address: Tranoy pilot station. Befor arrival pilot station Pilots should be called on VHF Channel 16.

Distance from Tranoy to Narvik is 46 miles. The harbour Pilo will board and assist during berthing.

**ANCHORAGE:** Narvik Harbour. Pilot will advise anchorage.
**RESTRICTIONS:** No restrictions on night entry.
**RADIO:** Cable Agents giving ETA, draft and cash required. Radi station: Rogaland Radio/LGB but other stations can be used.
**TUGS:** Must be employed for tankers. Two tugs available, capabl of assisting vessels up to 250,000 dwt.
**HEALTH:** Free pratique, otherwise see "Documents".
**BERTHING:** Max. depth alongside 13·5 m. at LWOST, max. dra on sailing 13 m. A deeper sailing draft may be permitted if tide an weather conditions are favourable but the Master will be liable fo any damage caused by a vessel with draft over 13 m.

Two boom-type shiploaders are available, on each side of the pie If two vessels are loading simultaneously, one on each side of th pier, then only one loader may be used by each vessel. The designed capacity of each loader is 4,500 tph but average capacity of each loader is 2,000/3,000 tph depending on quality and kind of ore to be loaded.

Maximum outreach from fender line is 15 m. The height from the water to the top of the vessel's coaming must not exceed 13 m. (Pier 3) and 11 m. (Pier 4).

The length of the ore pier is 250 m. on the outside (No. 3) and 220 m. on the inside (No. 4).

The shiploaders are able to travel over a distance of 145 m. so larger vessels (65,000 tons dwt) may have to shift during loading operations. The length of the vessel from the bow (or bulbous bow) to the aftermost loading point must not exceed 202 m.

The limit on beam is 37–38 m. for ore/bulk carriers and 39–40 m. for OBO vessels (approx.).

A stowage plan is to be handed to the Agent and foreman on arrival, stating the quantity in metric tons and loading rotation of the hatches, also the estimated draft on sailing.

*Weighing:* Electronic conveyor weighing with an average accuracy better than ± 0.15%.

**STEVEDORES:** Ordered by Agent. Not necessary to contact stevedores.

*Working hours:*

Ordinary working hours 24 running hours, except Saturday 2200 to Sunday 0600.

Loading does not take place on the following holidays:

| | | |
|---|---|---|
| December 24th | 1300 – December 26th | 2200 |
| December 31st | 1300 – January 1st | 2200 |
| Maundy Thursday | 1400 – Easter Monday | 2200 |
| Whitsun Eve | 1400 – Whit-Monday | 2200 |
| April 30th | 2200 – May 1st | 2200 |
| May 16th | 2200 – May 17th | 2200 |

**DENSITY:** 1020.

**FRESH WATER:** Ore berth has supply of fresh water. Otherwise delivery by tugs.

**FUEL:** Only clean oil (diesel) and lubricating oil available.

**GANGWAY/DECK WATCHMEN:** Available but not compulsory.

**OPENING/CLOSING HATCHES:** May be handled by ship's crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes or 250 grams tobacco and ¾ litre spirit or 2 bottles of wine. Must be declared on customs list together with radios, tape recorders, binoculars, etc.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Swedish, Danish, English, West German.

**REPAIRS:** Only small deck and engine repairs possible.

**DRY DOCKS:** None.

**AIRPORT:** Bardujoss 3 hours bus trip from port. South-bound planes twice a day.

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** New Year's Day; May 1st; May 17th; Easter; Christmas Day; December 26th.

**POLICE/AMBULANCE/FIRE:** Police 41060; Hospital 44044; Immediate help 4300 (only at night time); Ambulance 43600; Fire 41122.

**LAUNCHES** The Agent will supply a time table and tickets on arrival. If a launch is required the "B" flag or red light should be displayed from the signal mast.

**TELEPHONE:** Local and long-distance calls can be ordered via Harstad Radio on VHF (Channel 16).

Vessels alongside the piers may hire a telephone but continuous telephone watch should then be kept on board.

**SHORE LEAVE:** Allowed.

**AGENT:** E. F. Bjørnstad, PO Box 147, Narvik, Norway. Tel. 41100. Cables Bjørnstad. Telex 64095. Chartering, Tramp & Line Agents. Travel Agents.

## OSLO: 59.54 N. 10.43 E.

**DOCUMENTS:**

Maritime Declaration of Health.
Sealing Certificate.
2 Crew Lists.
2 Passenger Lists.
2 Lists Crew Personal Effects.
Provisions List.
3 Cargo Manifests.
Certificate of Tonnage.
Dangerous Cargo List.

**PILOTAGE:** Compulsory. Pilot boards at Faerder Lighthouse, 50 miles from docks. Give 6 hours notice by R/T 2182 kHz or VHF Channel 16 to "Faerder Pilot".

Harbour Pilots not compulsory except for vessels proceeding to tanker pier.

**ANCHORAGE:** Good sheltered anchorage in Western Harbour Basin, depths up to 20 metres.

**RESTRICTIONS:** Vessels may enter at any time. No tide or current.

**MAX. SIZE:** Vessels up to 34 ft. draft may berth at Filipstad Quay and Sjursoya Quay.

Tankers: up to 36 ft. draft at Oslo, or 38 ft. draft at Fagerstrand.

**HEALTH:** International procedure followed to obtain pratique. In case of suspected disease or fever on board, inform the Harbour Master's office in advance. When arriving from a Norwegian port, pratique is automatic.

**RADIO:** Communicate through Oslo Radio, call sign LGO. Harbour Master's Office equipped with VHF, Channel 16.

**TUGS:** Sufficient tugs available for all requirements.

**BERTHING:** Instructions given from Harbour Master. Masters of ships are requested to send their ETA to the Harbour Master's Office through Oslo Havne radio, VHF Channel 16.

*Filipstad Quay:* up to 11 metres depth alongside.
*Sjursoy Quays:* up to 11 metres depth alongside.
*Vippetangen:* up to 10 metres depth at Pier No. 1.
*Pipervika:* up to 8 metres depth at Akershus Pier.
*Bjorvika:* up to 7·30 metres depth at Lang Quay.
*Bispekaia:* up to 10 metres depth at Sorenga Pier.
*Gronlia:* up to 8·50 metres depth alongside.
*Bekkelaget:* up to 10·80 metres depth alongside.

**BULK CARGO FACILITIES:** Container traffic handled at Filipstad and Bekkelaget.

Sorenga Pier equipped for palletised cargo handling.

Four new berths for roll-on roll-off traffic. Cranes for ISO-container and other container handling equipment, quay cranes and mobile cranes of 30 tons capacity.

Sjursoya B North: cement, phosphate, grains and Molasses.
Sjursoya South: gasoline and oil, propane and gas.
Bekkelaget North: molasses.
Sorenga: coal, coke, sulphur, china clay and leca.
Pier 3: grains.

**STEVEDORES:** Arranged by Agents. Working hours 0700–1600, Saturdays 0700–1300 hours.

**TANKERS:** also see Slagen.

*Oslo:* Oil pier at Sjursoya, depth alongside 12 metres. A tug required to stand by during discharge.

*Fagerstrand:* Terminal operated by Norske Braendselolje A/S situated in Oslo fjord, 12 miles S. of Oslo. One berth for tankers up to 30 ft. draft.

One berth for tankers up to 38 ft. draft.

**MEDICAL:** All facilities available. Masters to advise by radio prior to arrival if medical attendance required on board.

**DENSITY:** Salt water, 1025.

**FRESH WATER:** Available by pipeline from all quays.

**FUEL:** All grades available, ex-wharf at many quays. Can be delivered by barge.

**FIRE PRECAUTIONS:** Two boats fully equipped with fire-fighting equipment.

**DEVELOPMENTS:** Extensions of the land areas in the port by approx. 200,000 sq. metres. Quay extensions of 1,000 metres. Storage halls in hills, 100,000 sq. metres or more, sheds and service buildings.

**CUSTOMS ALLOWANCES:** 200 cigarettes allowed weekly, 1 bottle spirit weekly, for each man.

**CARGO GEAR:** International Safety Regulations to be observed.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Following countries are represented at Oslo:

Bolivia
Chile
Costa Rica
Dominican Republic
Ecuador
Ethiopia
Finland
France
Guatemala
Greece
Honduras
Indonesia
Italy
Jordan
Korea
Cyprus
Lebanon
Liberia
Malta
Morocco
Mexico
Nicaragua
Pakistan
Panama
Paraguay
Peru
Philippines
Portugal
Salvador
Senegal
Spain
South Africa
Thailand
Tunisia
Turkey
Uruguay
Venezuela

**REPAIRS:** All types of hull and machinery repairs can be effected

**DRY DOCKS:** One ship repair yard managing a total of three floating docks with lifting capacity of up to 19,000 tons, maximum length 665 ft.

One graving dock; length 564 ft. depth 23 ft.

**REPATRIATION:** All facilities available without restrictions.

**AIRPORT:** Fornebu Airport situated 8 km. from city centre. Regular services to Europe and U.S.A.

**TIME:** Local time, GMT plus 1 hour all year round.

**HOLIDAYS:** January 1st; Good Thursday; Good Friday; Easter Monday; May 1st; May 17th; Whit Monday; Christmas Day; Boxing Day.

No cargo work normally on Sunday and Holidays.

**POLICE/FIRE/AMBULANCE:** Police, tel.: 33.12.90; Fire, tel.: 42.99.00; Ambulance, tel.: 20.10.90.

**TELEPHONES:** Can be placed on board vessels at most quays.

**SHORE LEAVE:** No restrictions.

**AUTHORITY:** Port Manager, Oslo Havnevesen, Prinsensgt 2, Oslo. Tel.: 41.68.60.

## RISOR: 58.43 N. 09.14 E.

**DOCUMENTS:**

3 Crew Lists.
3 Customs Lists.
Ship's Register.
Bill of Lading.

**PILOTAGE:** VHF Channel 16. 45 ft. long boat "Los" on both sides. Will be instructed by Pilot over VHF.

**ANCHORAGE:** In 15 fathoms depth.

**MAX. SIZE:** 10,000 dwt, draft 28 ft.

**RADIO:** Farsund and Tjomoy Radio. VHF Channel 16. No radar.

**TUGS:** No tugs for berthing.

**STEVEDORES:** Available 24 hours notice of ETA required.

**FRESH WATER:** Available by pipeline at berth.

**FUEL:** Small quantity gas oil only.

**GANGWAY/DECK WATCHMEN:** Not necessary.
**OPENING/CLOSING HATCHES:** May be performed by ship's crew.
**CUSTOMS ALLOWANCE:** Tobacco: Wine/Spirits: 200 cigarettes per crew member for 10 days. 3 bottles spirit for ship's Master only for 10 days.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** French and Swedish.
**REPAIRS:** All possible.
**AIRPORT:** 10 miles; every day service.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** Work can be arranged by 100% overtime.
**TELEPHONES:** Can be arranged on board.
**AUTHORITY:** Harbour Master, Risor Havnekontor. Tel. 473.

## SARPSBORG: 59.17 N. 11.07 E.

**DOCUMENTS:**
- 2 Crew Lists.
- 2 Passenger Lists.
- 1 Health Certificate.
- 3 Manifests.
- 1 Bill/Lading.
- 2 Tobacco/spirit Lists.

**PILOTAGE:** Pilot ordered by Faerder Losstasjon or Herfol Losstasjon via Tjome Radio. Harbour office can be contacted by VHF.
**ANCHORAGE:** Between Struten Light and Stromtangen Light.
**MAX. SIZE:** 24 ft. draft.
**HEALTH:** No particular action necessary, but Agent to be informed.
**RADIO:** Tjome Radio.
**TUGS:** Small harbour tug available.
**STEVEDORES:** Ordered through Agent.
**MEDICAL:** If medical attention necessary Agent must be informed in advance.
**FRESH WATER:** Only at Alvim Kai, average 15 tons per hour.
**FUEL:** Fuel obtained only with tank cars.
**GANGWAY/DECK WATCHMEN:** No gangways from shore. Watchman can be obtained.
**OPENING/CLOSING HATCHES:** Carried out by crew.
**CUSTOMS ALLOWANCES:** 100 gr. tobacco or 200 cigarettes per crew member. Wine 1 litre per member or 1 bottle of spirit.
**IDENTIFICATION CARDS:** Have to be used for Melloes Quai only.
**CONSULS:** Denmark, Finland, Iceland, Sweden, Greece, all have vice-consulates.
**REPAIRS:** Deck and engine repairs possible.
**DRY DOCKS:** One for 3,100 tons dwt.
**REPATRIATION:** No facilities.
**AIRPORT:** Fornebu Airport 110 km. from Sarpsborg. Served by regular airlines.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** 1st January; 1st May; 17th May; 25th/26th December. No work on these days.
**POLICE/AMBULANCE/FIRE:** Police 52000; Ambulance 52040; Fire 51234.
**TELEPHONES:** No arrangements exist for placing telephones on board.
**SHORE LEAVE:** No restriction.
**DEVELOPMENTS:** A roll-on/roll-off berth is to be built to handle vessels of up to 6,000 tons gross. Depth alongside 28 ft. Vessels will moor alongside the old Alvim pier enabling them to work through the side doors and stern doors.
**AUTHORITY:** Harbour Master, Sarpsborg Havnevesen, Post Box 538. Sarpsborg. Tel. 52.073.

**AGENTS:** N. K. Witnes A/S., Box 540, N–1701 Sarpsborg, Norway. Telex 16526. Wship n, tel. 53637, AO 54518, 55995.

## SAUDA: 59.40 N. 06.22 E.

**DOCUMENTS:**
- Health Certificate.
- Crew List.
- Derating Certificate.
- Ship's Register.

**PILOTAGE:** Skudefjorden Pilot Station, tel. 86 Kvitsøy, position 59° 05′ N., 05° 20′ E.
**ANCHORAGES:** Safe anchorages everywhere in Sauda Harbour area.
**ENTRY RESTRICTIONS:** No restrictions night entry – but sea Pilots usually refuse to take in vessels over 10,000 tons dw. between 1800 hours and 0600 hours during winter time, November–January.
**SIZE:** Draft 30 ft. – but vessels over 30 ft. are allowed to get alongside at owner's own risk. Length no restriction. Breadth, 75 ft.
**RADIO:** Cable Agents giving ETA, draft and cash requirement via Rogaland Radio. No VHF station at Sauda.
**TUGS:** Not necessary.
**BERTHING:** May take place at any time provided quay available.
(1) Import Quay: 250 metres long. Two unloading towers with a capacity of about 3,500 tons ore per day.
(2) Export Quay: 150 metres long. Two loading cranes with a capacity of about 600 tons ferro alloys per day.
**STEVEDORES:** Ordered by Agents.
**MEDICAL:** Masters to advise by radio prior arrival if medical attendance required aboard. Modern hospital.
**DENSITY:** Brackish in port area, average salinity 2·39%.
**FRESH WATER:** Good fresh water available, delivery irrespec of quantity.
**FUEL:** No fuel available at Sauda – must be ordered from Stavang
**WATCHMEN:** Available, but not compulsory.
**HATCHES:** Crew allowed open and close.
**CERTIFICATES:** Registered Tonnage Certificate required.
**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes per cr member (Captain double up). Wine/Spirit, 3 bottles for Captain a 1 bottle either spirit or wine for each crew member.
**CARGO GEAR:** No additional requirement.
**IDENTIFICATION CARDS:** Admittance cards to be filled in pass the gate.
**CONSULS:** No consulate at Sauda. Nearest in Stavanger.
**REPAIRS:** Minor repairs possible.
**DRY DOCKS:** No dry dock at Sauda. Nearest in Stavanger a Haugesund.
**REPATRIATION:** Any repatriation may take place.
**AIRPORT:** Nearest airport in Stavanger.
**TIME:** GMT. plus 1 hour.
**HOLIDAYS:** New Year's Day; Maundy Thursday; Good Frida Easter Monday; Labour Day (May 1st); National Day (May 17th Ascension Day; Whit Monday; Christmas Day; Second Christm Day (December 26th) (no work on these days).
**POLICE/AMBULANCE/FIRE:** Police 52300; Ambulance 528 Fire 52200.
**TELEPHONE:** If wanted, telephone may be placed on board (appa tus No. 52163) free of charge.
**REGULATIONS:** Strictly prohibited throw wastes or garbage in sea within port area.
**DELAYS:** All vessels loaded/unloaded in turn – very seldom a congestion in port.

**AGENT:** Electric Furnace Products Co. Ltd., 4201 Sauda, No way. Tel. 52561 or 52570. Telegram "Saudecia". Telex 33166 EFPCo

## SKIEN (incl. Menstad): 59.12 N. 09.38 E.

**DOCUMENTS:**
- Clearance documents, forms obtainable from Custom Officers o arrival.
- Deratisation Certificate.
- Bill of Lading.
- Manifests.
- 2 Crew lists.
- Ship's Register.

**PILOTAGE:** Ship's Agent gives ETA pilot station 24 hours befo arrival and direct to Pilots 2 hours before arrival. Telegraphic addres Pilot station, Langesund. VHF Channel 16 to be used when contac ing Pilots. Pilot boards at Steingrunnen light buoy, Langesund ba 58.55 N. 09.44 E. Flag, sound and morse signal "G". Pilotage com pulsory for all foreign vessels but dispensation can be obtained f smaller Scandinavian vessels.
**BRIDGES:** On passage from sea, vessels pass Porsgrunn whe there is a lifting bridge with breadth 30 metres. Signals for passi bridge inward: one long and two short sound signals. Outwar signals, one long and one short sound. There is also a bridge Brevik: Max. height 45 metres.
**TUGS:** One tug available.
**BERTHING:** Between Porsgrunn and Skien, Norsk Hydro ha loading place, Menstad, for vessels up to 425 ft. length and ma draft 18 ft. Between Menstad and Skien Grain Silo for vessels wi max. length 425 ft. and max. draft 18 ft. At Skien vessel's length mu not exceed 335 ft. and max. draft 18 ft.
**DENSITY:** At Menstad and Skien practically fresh water. In spri strong current in river might prevent entry to port of Skien.
**STEVEDORES:** Ordered by Agents.
**FRESH WATER:** Obtainable.
**WATCHMEN:** Available but not compulsory.
**RADIO:** Tjøme Radio/LGT or Farsund Radio/LGZ.
**OPENING/CLOSING HATCHES:** By crew or stevedores.
**CUSTOMS ALLOWANCES:** 400 cigarettes and 4 bottles spi for the Master. 200 cigarettes and half a bottle spirit for each cre member.
**CONSULS:** Belgium, Holland, Sweden, Germany, Finland.
**REPAIRS:** All repairs possible. Dry dock: Lifting capacity: 2,0 tons. Radar/radio services can be arranged through Agents.
**MEDICAL:** All medical assistance to be arranged via Agents.
**TIME:** GMT plus 1 hour. Permanent.
**HOLIDAYS:** New Year's Day; Maundy Thursday; Good Frida Easter Eve (half day); Easter Monday; Labour Day (1st May); Asce sion Day; National Holiday (17th May); Whit Monday; Christma Eve (half day); Christmas Day; (26th December), New Year's E (half day).
**REPATRIATION:** Facilities exist for effecting crew changes an repatriation.
**RESTRICTIONS:** No restrictions on night entry for vessels above mentioned sizes.
**AIRPORT:** International at Oslo.

**AGENT:** Nils P. Höyer & Son A/S., Skistredet 10, PO Box 60, 37 Skien, Norway. Office tel. 21020. Telex 11435. Cables "Hoyershi After office hours: Mr. Smith 25890.

## SLAGEN: 59.19 N. 10.32 E. (See Plan)

Oil refinery pier operated by A/S Norske Esso, Norge.

**DOCUMENTS:**

Four Crew Lists.
Manifest of Crew Personal Effects.
Stores List.
Cargo Papers.
Bill of Health.
Ship's Register.

**PILOTAGE:** All foreign ships must have Pilot. Pilot obtainable at Store Ferder, East. Boats are white with name "Los". Deep water available and no special anchorage place if waiting for Pilot. Call Pilot at least two hours in advance by VHF Channel 16 or radio telephone.

**ANCHORAGE:** North-north-west of pier head. Particulars regarding anchorage will be given by Pilot.

**MAX. SIZE:** Tankers up to 1,200 ft. length and 66 ft. draft can be berthed.

**HEALTH:** Clearance is effected on arrival. International procedure followed to obtain pratique. In case suspected disease or fever on board inform port authorities in advance.

**RADIO:** Cable Agent ETA, cash, bunkers, personnel, bonded stores, or other special requirements. Radio telephone contact should be established with Marine Office on VHF or via Tjøme Radio. Call name Marine Office "Slagen Havne radio" on VHF.

**TUGS:** Are available up to 3,200 i.h.p. Tankers over 20,000 dwt. required to have tug standing by throughout discharging operations. The charge for standby tug is to owner's account.

**BERTHING:** The East side of the pier (crude side) is used for loading and discharging. The West side (product side) is used for loading products only.

Berth No. 1 and crude berth – max. length 1,200 ft., max. draft 66 ft.
Berth No. 2 max. length 630 ft., max. draft 34 ft.
Berth No. 3 for coasters and barges.

**HOSES:** Crude oil berth: Four 12-in. lines, max. pressure 150 psig.

Berth No. 1: Four 10 in. lines for dirty oils
Two 10 in. ,, ,, clean products
Two 6 in. ,, ,, fuel
One 4 in. ,, ,, LPG
Three 3 in. ,, ,, ,,
Berth No. 2: One 10 in. line for dirty oils
Two 8 in. ,, ,, clean products
One 6 in. ,, ,, fuel

**BALLAST:** Shore ballast tanks capacity 100,000 bbls. All ballast to be discharged ashore.

**POLLUTION:** A submersible oil boom has been installed enclosing the oil pier. Normally, the boom rests on the sea-bed, but when needed it will be raised to the surface using compressed air.

The oil boom and its system of anchorage will be damaged by vessels' anchors. In order to ensure that the oil boom is operable at all times, and to avoid expensive repairs, which will be charged to the ship responsible for the damage, great care should be taken in connection with manoeuvres along the Slagen pier, which will require the use of anchors.

The drawing of the pier shows the position of the oil boom and the anchorage system. Except for emergency situations, anchors should not be used within the shaded area.

All manoeuvres to and from berths should be discussed with the Harbour office (Slagen Harbour Radio, Channel 14). The Harbour Office will give you information regarding current strength and setting.

Approach to Berth 2, and Berth 3 if Berth 2 is not occupied, is facilitated by the fendered sliding front.

**MEDICAL:** Medical attention and hospital facilities available.

**DENSITY:** Occasionally brackish.

**FRESH WATER:** Available from pier.

**FUEL:** All grades available.

**FIRE PRECAUTIONS:** Special safety regulation forms given when berthed.

**GANGWAY/DECK WATCHMEN:** Oil Pollution/Safety Inspector placed on board all vessels over 20,000 dwt.

**CUSTOMS ALLOWANCE:** 200 cigarettes/or 200 grammes tobacco and one bottle spirits for each man.

**IDENTIFICATION CARDS:** Gate pass delivered to ship when berthed.

**CONSULS:** Denmark, Finland, France, Great Britain, Netherlands, Spain, and Sweden have representatives in Tonsberg. W. German consul in Sandfjord. All countries represented in Oslo.

**REPAIRS:** Repair shops facilities ashore. Tankers alongside pier must not effect repairs to main engine which should be in constant readiness.

**DRY DOCKS:** Available at Sandefjord about 35 miles from Slagen.

**REPATRIATION:** Changes of crew are available. Transportation by train and plane from Oslo (about 100 kilometres from Slagen), passenger lines from Oslo. Hotel accommodation available at Tønsberg (10 kilometres from Slagen).

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** New Year's Day; Maunday Thursday; Good Friday; Easter Monday; Labour Day (1st May) 17th May; Ascension Day; Whit Sunday and Whit Monday; Christmas 25th and 26th: Discharging/loading all days.

**POLICE/AMBULANCE/FIRE:** Police Tønsberg 13355; Ambulance Fire local at the refinery.

**TELEPHONES:** Available at berth.

**SERVICES:** Tanker cleaning services available at Horten, about 15 miles from Slagen.

**GENERAL:** Ratguards are compulsory. Transportation of alcohol through refinery is prohibited.

**SHORE LEAVE:** Crew members allowed to go ashore.

**AGENT:** Sev. Dahl A/S, Storgt 15, PO Box 128, 3101 Tønsberg, Ship and Insurance brokers, Lloyd's Agent, Chartering, sale and purchase of tankers and motor ships. Tel. 14027 – 14028 – 14432 – 14194. Telex 11557, "Sdahl". Telegram: "Severin", Tønsberg.

## STAVANGER: 58.58 N. 05.44 E.

**DOCUMENTS:**

Declaration of Health, one copy.
List of Goods, including stores, one copy.
Crews List of Goods liable to duty, one copy.
List of Goods, two copies for each port of discharge. All bills of lading to be entered with marks, numbers, weight and quantity.
General List of Goods, one copy.
A form for entering ports of call where discharging will take place.

**PILOTAGE:** Vessels approaching from sea and desiring a Pilot should order at least 24 hours notice in so far as possible and confirm arrival at pilot station at 2 hours notice. Advance order can be sent in following manners:

(*a*) From ships at sea over radio direct to sea pilot watch (calling frequency 2182 kc/s, from two minutes past until ten minutes past each full hour, or over VHF radio-telephone calling, frequency 156.80 mc/s; Channel 16).
(*b*) From ships at sea over coastal radio station to pilot station or pilot office.
(*c*) From broker or shipowner over telephone to sea pilot station or to any pilot office which will immediately convey report to sea pilot station.

Vessels lying in port and desiring Pilot will order Pilot from nearest pilot office during its office hours and if possible at four hours notice.

Vessels approaching from sea as well as vessels lying in port shall when making an advance order state name and destination of vessel and whether one or two Pilots are desired.

Pilot will be despatched to ships in accordance with advance orders, and vessels are therefore requested to comply with foregoing rules as far as possible in order to avoid having to wait for Pilot.

International provisions for summoning Pilots by signal flags or blue lights, etc., are still in force, but should in future be used as a supplement to radio communications or as sole communication in emergencies.

Pilots are taken on board at:

*A Feistein Lighthouse,* 19 miles South of Stavanger, or in bad weather 6 miles North of lighthouse under the lee of Rott.

*B Skudefjorden,* 18 miles North-west of Stavanger. In bad weather under the lee of Karmøy or Kvitsøy, as weather permits.

Pilot boats are stationed at Tananger and Skudesneshavn. No boats are out cruising.

**RADAR/VHF:** Radar service for inner harbour. At Kvitsøy lopit station radar service may be obtained over VHF Channel 16.

**ANCHORAGE:** Found in the Byfjord, 3 nautical miles North of Stavanger. Harbour pilots recommended when anchoring.

**MAX. SIZE:** Largest depth alongside goods and passenger quays is 30 ft. Depth alongside oil refinery 16·5 metres. Maximum draft for tankers, 48 ft.

**TUGS:** Normally not used.

**BERTHING:** The coasting and the foreign trade is located in the Western harbour, comprising the two main quays, namely the Skagen Quay and the Strand Quay. These quays measure 1,600 m. with depths alongside 24 to 30 ft.

The quays are equipped with one 6-ton crane and eight 3-ton cranes. A floating crane with a lifting capacity of 65 tons available.

*Grain:* Rogaland Felleskjøp: Capacity for storing 72,000 tons, quay length 190 metres, depth alongside 48 ft. Discharging capacity 200 tons per hour. Stavanger Havnesilo: Storing capacity 140,000 tons, quay length 170 metres, depth alongside 51 ft. Discharging capacity 500 tons/hour.

*Roll-on/roll-off:* Traffic is offered by a ferry berth constructed for ships up to 5,000 g.r.t., depth alongside 26 ft.

Offshore oil-exploration bases: Aker-Norsco A/S at Risavik, Tananger North Sea Exploration Services A/S, Dusavik.

**STEVEDORES:** No particular ETA advices required.

**MEDICAL:** Agents should get advance notice to secure speedy service. Hospital facilities available.

**TANKERS:** Discharge at Sola refinery terminal where there are 3 berths, depth alongside up to 16,5 metres. It is intended to enlarge these facilities to accommodate 200,000 dwt. vessels with restricted draft.

*Esso Norske:* 3 nautical miles South of central harbour, depth alongside 45 ft.

*Norske Shell A/S:* 14 nautical miles South West of central harbour, depth alongside 38 ft.

*Norske Braendselolje A/S:* 7 nautical miles South of the central harbour.

*Texaco Oil:* 1 nautical mile from central harbour, depth alongside 25 ft.

*A/S Kulimport:* Coal and coke. Length of wharf 116 m., depth alongside 27 ft.

**DENSITY:** 1025, no change in relation to state of tide.

**FRESH WATER:** Delivered from quay or from water boat.

**FUEL:** Normal grades available without advance notice.

**GANGWAY/DECK WATCHMEN:** Not required.

**OPENING/CLOSING HATCHES:** Usually carried out by crew.

**CUSTOMS ALLOWANCE:** Tobacco: 20 cigarettes per day. Wine and/or Spirit: Two bottles of wine or one bottle of brandy.
**CONSULS:** Germany, C. Middelthon, tel. 21.040; Denmark, Leifbuch Hansen, tel. 27.575; U.K. Colin W. Peck, tel. 23.652; Sweden, Charles R. Bergesen, tel. 27.500.
**REPAIRS:** All kinds of repairs available.
**DRY DOCKS:** One, 545 by 75 by 24 ft. Marine slipway up to 1,500 tons dw.
**AIRPORT:** 10 km. from port. Airlines to Continent, U.S.A.
**TIMES:** GMT plus 1 hour. No alterations during year.
**HOLIDAYS:** 1st January; Maundy Thursday; Good Friday; Easter Monday; 1st May; 17th May; Whit Monday; Christmas Day and Boxing Day.
**POLICE/AMBULANCE/FIRE:** Police tel. 31.520; Ambulance 21.500; Fire 22111.
**TELEPHONES:** There are arrangements for placing telephones on board.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Stavanger havnevesen, Stavanger. Tel. 32.045.
**AGENT:** C. Middelthon's Dampskibsexpedition, Skansegt. 13–15, POB 27, 4001 Stavanger. Tel. 21040. After office hours: 24936; 32541. Telex: 33034 "Cmdex".

## SUNNDALSORA: 62.41 N. 08.36 E.

**DOCUMENTS:**
Crew List.
Passenger List.
Health Certificate.
Ship's Manifest, and one manifest with list of provisions.

**PILOTAGE:** Radio-telephone to pilot station at "Grip" in good time before arrival.
**ANCHORAGES:** Poor conditions in "Sunndalsfjord".
**MAX. SIZE:** Up to 25,000 tons deadweight.
**HEALTH:** No special requirements.
**RADIO:** Aalesund Radio; Kristiansund Radio.
**TUGS:** Not available and not required.
**BERTHING:** Notice should be given to Aardal & Sunndal Verk, tel. 91551, in good time before arrival.
Length of quay 1,007 ft. Depth of water alongside 36 ft.
**STEVEDORES:** No notice required.
**MEDICAL:** Doctor and hospital available in case of urgent need.
**TANKERS:** The usual rules for tankers to be complied with.
**FRESH WATER:** Available.
**FUEL:** Mobil Oil and BP supply.
**GANGWAY/DECK WATCHMEN:** Not required.
**OPENING/CLOSING HATCHES:** Carried out by crew.
**CERTIFICATES:** Health certificate. Deratisation certificate.
**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes per crew member/passenger allowed to be held out of Bond. Wine/Spirits, one bottle ($\frac{3}{4}$ l.) of each kind per person allowed to be held out of Bond.
**CARGO GEAR:** Ordinary rules apply.
**IDENTIFICATION CARDS:** Aardal & Sunndal Verk demands identification cards, obtained from Dockmaster.
**CONSULS/DRY DOCKS:** None.
**REPAIRS:** No facilities. Nearest Molde or Kristiansund.
**REPATRIATION:** Offices for effecting crew changes and repatriation available.
**AIRPORT:** Årø (Molde) and Kvernberget (Kristiansund), both at 60 miles distance and with regular air service.
**TIME:** GMT plus one hour. Permanent.
**HOLIDAYS:** Official holidays 1st May and 17th May. Extremely difficult to get any cargo work done on those days.
**POLICE/AMBULANCE/FIRE:** Police 91166; Ambulance (doctor) 91479; Fire 91122.
**TELEPHONE:** Telephone may be rented from Aardal & Sunndal Verk.
**SERVICES:** Not available. Nearest Kristiansund.
**SHORE LEAVE:** Crew members allowed ashore.
**REGULATIONS:** Forbidden to take photographs within boundaries of Aardal & Sunndal Verk.
**DELAYS:** Usually no delay if notice of arrival given to Agent in good time.
**AUTHORITY:** Sunndal havnevesen. Tel. 91241.

## SVOLVAER: 68.14 N. 14.35 E.

**DOCUMENTS:**
2 Crew Lists.
2 Passenger Lists.
Custom Documents.
Stores List.
Manifests.
Bill of Lading.
Ship's Papers.
Valid Deratisation Exemption Certificate.
Ships arriving from Finland, Denmark, and Sweden need customs permit from last port.

**PILOTAGE:** Vessel approaching Svolvaer may call Bodø Radio, 2182 kc/s. by radio asking for Svolvaer harbour pilot. Telegraph ETA Svolvaer 24 hours before arrival. All communication with harbour pilot boat is via Bodø Radio. No VHF. Exact position for pilot boat is 68° 11′ 30″ N. 14° 36′ 00″ E. In the event of bad weather call Lødinge Pilot station, position 68° 24′ 00″ N. 16° 02′ 00″ E., via Bodø Radio f further information. Different types of pilot boats are used, bu usually the pilot boat fly's pilot flag. No special requirements f boarding, except usual pilot ladder.
**ANCHORAGES:** Boundaries for safe anchorage 68° 13′ 36″ N 14° 37′ 00″ E., 68° 13′ 48″ N. 14° 36′ 12″ E. Depths in area about 2 fathoms.
**RESTRICTIONS:** Ships of 2,000 tons or more berthing at daylig only.
**MAX. SIZE:** Maximum permissible length 520 ft., draft 30 ft.
**HEALTH:** Pratique is automatic given by radio. Vessel only re quired fly yellow flag. In event of any suspected disease or fever o board call Svolvaer Harbour master by telephone via Bodø Radi (2182) kc/s.
**RADIO:** Call Bodø Radio by R/T 2182 kc/s. or VHF-Channel 1 Svolvaer Harbour office VHF-Channel 16.
**TUGS:** No tugs available.
**STEVEDORES:** All information regarding gangs, loading and di charging rates can be obtained by calling ship's Agent in Svolvae via Bodø Radio.
**MEDICAL:** Hospital facilities available.
**TANKERS:** There are two discharging berths for oil carriers i Svolvaer. Diameter of lines at B.P. berth 6 in. and 8 in., at Shell 8 in At the Shell berth tankers moor stern to and discharge throug stern lines.
**DENSITY:** Density in port is 1025.
**FRESH WATER:** Is delivered from piers by hose with a rate o about 20 tons per hour. Water is not available at B.P. berth.
**FUEL:** All kinds of fuel oil are available.
**GANGWAY/DECK WATCHMEN:** Not necessary.
**OPENING/CLOSING HATCHES:** Normally done by ship's crew but can also be done by stevedores.
**CERTIFICATES:** Ship's Register Certificates.
**CUSTOMS ALLOWANCE:** Tobacco: Quantity for each cre member is 20 cigarettes or 20 gr. tobacco and 20 leaves cigarett papers per day. Wine and/or Spirit: For crew members 1 bottl spirit or wine ($\frac{3}{4}$ litre) for each passenger $\frac{1}{4}$ litre.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Swedish and Italian consulates. Lloyd's sub agent.
**REPAIRS:** Nearly all types of engine and deck repairs. Both f internal combustion and turbine engines.
**DRY DOCKS:** No dry docks in port, only slipways for ships up t 160 ft.
**REPATRIATION:** Facilities for effecting crew changes are avai able.
**AIRPORT:** Four km. from town. Nearest main airport is Bodø.
**TIME:** Local time is GMT plus 1 hour.
**HOLIDAYS:** Official holidays stated by Norwegian Government.
**POLICE/AMBULANCE/FIRE:** Call telegraph station Svolvaer.
**TELEPHONES:** Phones on pier.
**GENERAL:** Svolvaer is the main port in Lofoten Island, and a typica fishing harbour. Radar-Decca-Radio and VHF service, and all othe electrical services can be executed.
**SERVICES:** Compass adjusting.
**AUTHORITY:** Harbour Master Svolvaer, tel. 143 or private 779.

## THAMSHAVN (Thamshamn): 63.20 N. 09.52 E.

**DOCUMENTS:**
Health Certificate.
Crew List.
Passenger List.
Store List.
Bill of Lading.
3 Manifests.

**PILOTAGE:** 24 hours prior arrival Grip Pilot-Station, Pilots can b ordered by cable to "Loskontoret, Kristiansund N." or by telephonin Kristiansund Pilot Office, tel. 74333 during office hours, and 714 private. Pilots can also be ordered by radio tel. No. 2182 direct t Grip Pilot Station or through Agents. Use Channel 16 for VHF. contact to Kristiansund Pilot Office, Grip Pilot-Station or pilot boa Pilot boat equipped with radio telephone 2182, carries red and whi flag during day and white and red light during night. Pilot bo located at Grip island where Pilot will be taken on board.
**ANCHORAGE:** Vessels should anchor 150 metres off piers whe depth between 26 and 30 metres. Anchoring between piers an buoys is not permitted.
**MAX. SIZE:** Depth at Import Quay 20 ft. MLW. Ships of 28 ft. dra can load at Pyrites Quay.
**RADIO:** Vessel should route ETA cables to Agent through Roga land Radio or Aalesund Radio.
**TUGS:** No tugs needed or available.
**BERTHING:** Berthing only between 07.00 and 24.00 hours.
**CARGO HANDLING:** One berth is specially equipped for handlin of pyrites in bulk. Ships of 28 ft. draft can load at the pyrites qua Loading by conveyor. There are no berths equipped for containe or roll-on/roll-off traffic, nor berths handling liquid chemicals o LPG carriers.
**STEVEDORES:** Arranged by Agent. No ETA to stevedores neces sary.
**MEDICAL:** Hospital facilities available.
**FRESH WATER:** Available, delivered from berth.
**FUEL:** No fuel supplies available. Nearest port for such suppli is Trondheim.

**GANGWAY/DECK WATCHMEN:** Not compulsory, and this service is left to the discretion of the Master.
**OPENING/CLOSING HATCHES:** By crew.
**CERTIFICATES:** Ship's Register.
**CUSTOMS ALLOWANCES:** Each crew member allowed 20 cigarettes on shore. When leaving ship, 200 cigarettes and 1 bottle of wine or 1 bottle of spirit permitted.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Nearest consul available in Trondheim.
**REPAIRS:** Only small repairs can be carried out.
**DRY DOCKS:** None.
**AIRPORT:** Nearest airport, Vaernes, 62 miles N.E. Served by regular airlines with several flights per day.
**TIME:** GMT plus 1 hour. Permanent.
**HOLIDAYS:** January 1st; Easter Holidays; Ascension Day; Whit Monday; 1st and 17th of May; December 25th and 26th.
**POLICE/AMBULANCE/FIRE:** All mentioned services obtained through Agent or by contacting local telephone exchange.
**TELEPHONES:** No facilities for placing telephones on board ships.
**SERVICES:** Provisions available.
**SHORE LEAVE:** Permitted.

**AGENT:** Rederi- A/S Orkla, 7340 Lökken Verk, Norway, tel. (074) 96700 Lökken Verk or Orkanger No. 80400. Telegrams "Transport", Lökken Verk. Telex 55109.

## TONSBERG: 59.16 N. 10.25 E.

**DOCUMENTS:**
Ship's Register.
Crew Lists.
Customs Manifest for each crew member (cigarettes, spirits, etc.).
Store List. Cargo Papers. Health Certificate.
**PILOTAGE:** Sea pilots obtainable from Ferder pilot station. Pilots normally take vessels to berth; also harbour pilot on the spot.
**ANCHORAGES:** Good anchorages at Byfjorden and Traela; anchorages for large vessels are found in Narverødbukten and Husøyflaker.
**MAX. SIZE:** 18 ft. draft for East entrance and 21 ft. draft for West entrance. Up to 30,000 tons in ballast.
**RADIO:** Cable ETA via Tjøme Radio prior arrival.
**TUGS:** Are available.
**BRIDGE:** One bascule bridge over East entrance. Working days open 0600 to 2200 hours, holidays 0900 to 1300 and 1400 to 1700 hours. Signal 1 long and 2 short to open bridge. Opening can also be arranged during night time. Horizontal clearance 88 ft., depth 22 ft.
**MEDICAL:** Medical, dental and hopital facilities available.
**DENSITY:** Occasionally brackish.
**FRESH WATER:** Available from hydrants at quays.
**FUEL:** Delivered by lorry.
**GANGWAY/DECK WATCHMEN:** Available on request.
**CUSTOMS ALLOWANCE:** 200 cigarettes or tobacco and one bottle spirits, for each man.
**CONSULS:** Britain, France, Netherlands, Finland, Denmark, Sweden and Spain. All vice-consuls.
**REPAIRS:** All types of repairs available.
**DRY DOCKS:** At Kaldnesmek, a shipyard for total length of 515 ft. The shipyard is building ships up to about 50,000 dwt.
**REPATRIATION:** Available by train from Tønsberg, plane and sassenger lines from Oslo (about 100 kilometres from Tønsberg). Fairly good hotel accommodation in Tønsberg).
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** New Year's Day; Maunday Thursday; Good Friday; Easter Monday; Labour Day (1st May); 17th Ascension Day; Whit Monday, Christmas (25th and 26th December). Mostly no working.
**POLICE/AMBULANCE/FIRE:** Police 13355; Ambulance 13370; Fire 11656.
**TELEPHONE:** No line available on board vessel.
**SERVICE:** Mostly all services or equipments available from Tønsberg or Oslo. Inform prior arrival.
**SHORE LEAVE:** Crew members allowed to go ashore.
**DELAYS:** Ice during January and February, but port kept open by ice breakers.
**AUTHORITY:** Harbour Master, Tonsberg Havnekontor.

**AGENT:** Sev. Dahl A/S, Storgt, 15, PO Box 128, 3101 Tønsberg. Ship & Insurance brokers. Lloyd's agent. Chartering, Sale & Purchase of tankers and motorships. Tel. 14027 – 14028 – 14194. Telex 11557, Backanswer "Sdahl".

## TROMSO: 69.39 N. 18.58 E.

**DOCUMENTS:**
Crew Lists.
Passenger Lists.
Ship's Register.
Stores Lists.
Health Certificates.
**PILOTAGE:** Telegraphic address of pilot station is "Tromso Pilot Station". Order latest 12 hours before arrival.
**ANCHORAGE:** Depth at anchorage is 15–25 metres.
**RESTRICTIONS:** No restrictions on night entry.
**RADIO:** Tromso Radio VHF Channel 16–26. Harbour Office Channel 16. 15–20 miles from town.
**TUGS:** If necessary, join vessel North or South end of harbour.
**BERTHING:** Ships 10,000 tons gross can berth at Town Quay, 24 ft. deep. Esso pier (20,000 brt.) 31 ft. deep. Town Quay, 1200 metres length, equipped for container handling.
2 new jetties in Breivika, North of the bridge are completed.
No. 1 length 90 metres, depth 8 m.
No. 2 length 120 metres, depth 10 m.
**BRIDGES:** Tromso Bridge. 60 m. wide, 36.5 m. high.
**STEVEDORES:** Ordered by Agent. No ETA to stevedores necessary.
**MEDICAL:** Master to advise by Radio prior to arrival if medical attention required aboard.
**TANKERS:** There are three oil berths:
B.P.–20 ft. depth.
Esso–31 ft. depth.
Shell–30 ft. depth.
**FRESH WATER:** Most berths supplied by pipeline.
**FUEL:** All grades available.
**FIRE PRECAUTIONS:** When tankers discharging, smoking allowed only in saloon, and messroom.
**GANGWAY/DECK WATCHMEN:** Available but not compulsory.
**OPENING/CLOSING HATCHES:** Crew allowed to open and close.
**CERTIFICATES:** Tonnage Certificate.
**CUSTOMS ALLOWANCE:** Crew members 100 cigarettes or 20 cigars or 100 grams tobacco, and 1 bottle spirits.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:**

| | | | |
|---|---|---|---|
| Belgium | 81074–82417 | Sweden | 85090–81336 |
| Denmark | 81148–82310 | Germany | 81088–85665 |
| France | 81044–85663 | Italy | 85040–82604 |
| Great Britain | 83701–81735 | Netherlands | 85040–82604 |

**REPAIRS:** All engine and instrument repairs.
**DRY DOCKS:** Four slip-ways 80–222 ft.
**AIRPORT:** 5 km. from town.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** No work on New Year's Day and Christmas Day.
**POLICE/AMBULANCE/FIRE:** Police 85080; Ambulance 81100; Fire 81122. Taxi 82020–82021. Port Pilot Station 81191–82537.
**DELAYS:** Minor delays only.
**SERVICES:** Compass adjusting.
**AUTHORITY:** Harbour Master, tel. number 81191–83146. Harbour assistant 81191–82698.

## TRONDHEIM: 63.25 N. 10.24 E.

**DOCUMENTS:** See "Bergen".
**PILOTAGE:** Harbour Pilot: Havne Kontoret, tel. 28015 or VHF Channel 16.
**RESTRICTIONS:** The fjord is very deep and easy to enter. The channel is clear and ice-free throughout the year.
**MAX. SIZE:** Controlled by depth at berth. See below.
**HEALTH:** Call "Havne Kontoret" by radio for free pratique.
**RADIO:** Orlandet Radio (also VHF).
**TUGS:** Arranged by Agent.
**BERTHING:**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| River Harbour | Quays | 1–10 | | Depth | alongside | up | to | 26 | ft. |
| Outer Harbour | ,, | 12–18 | | ,, | ,, | ,, | ,, | 18 | ,, |
| Inner Harbour | ,, | 19–24 | | ,, | ,, | ,, | ,, | 20 | ,, |
| Ilha Pier | ,, | 26–32 | | ,, | ,, | ,, | ,, | 29 | ,, |
| Pier II | ,, | A–D | | ,, | ,, | ,, | ,, | 33 | ,, |
| Rosenborg Quay | Length | 630 | ft. | ,, | ,, | ,, | ,, | 16.5 | ft. |
| Thaulow Quay | ,, | 187 | ,, | ,, | ,, | ,, | ,, | 15 | ,, |
| Transit Quay | ,, | 411 | ,, | ,, | ,, | ,, | ,, | 29 | ,, |
| Coal Crane Pier | ,, | 700 | ,, | ,, | ,, | ,, | ,, | 23 | ,, |

**BRIDGES:** Skansen Bridge, Jernbanebrua, and Brattor Bridge divide Inner Harbour.
**STEVEDORES:** Available.
**MEDICAL:** All facilities available.
**TANKERS:** Berth Depth 9–12 m. Total length of quays 270 m. easy access. Mobil, Esso and Shell installations.
**FRESH WATER:** By hose from quay.
**FUEL:** Available.
**DEVELOPMENTS:** Plans for reconstruction of outer Basin with new bridges also planned.
**CUSTOMS ALLOWANCES:** 200 cigarettes and 1 bottle spirit, one bottle wine allowed each man.
**IDENTIFICATION CARDS:** Required.
**CONSULS:**

| | | | |
|---|---|---|---|
| Belgium | Tel. 30 070 | Ireland | Tel. 22 861 |
| Costa Rica | ,, 30 000 | Italy | ,, 21 114 |
| Denmark | ,, 20 580 | Holland | ,, 21 174 |
| Finland | ,, 28 626 | Portugal | ,, 21 140 |
| France | ,, 28 526 | Great Britain | ,, 31 500 |
| Germany | ,, 21 767 | Spain | ,, 20 689 |
| Greece | ,, 29 771 | Sweden | ,, 31 000 |

**REPAIRS:** All types of deck and engine repairs are possible.
**DRY DOCKS:** One available with capacity of 3,600 tons deadweight and a floating dock for vessels of 8,000 dw.
**REPATRIATION:** Can be arranged.
**AIRPORT:** 35 km. away from port. Regular airlines.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** Holidays (1974): Christmas (2 days); Easter, 11th, 12th, 14th and 15th April; 17th May; Ascension Day, 23rd May; Whitsun, 2nd and 3rd June.
**POLICE/AMBULANCE/FIRE:** Police 27500; Ambulance 21–510; Fire 21–505.
**SHORE LEAVE:** Allowed.

**AUTHORITY**: Trondheim Havnekontor, tel. 28015–28016.
**AGENT**: Bachke & Company, Dronningensgt. 7, POB 609, 7001 Trondheim, Tel. (075) 20124. After office hours tel. (075) 59657. Telex: 55035. Cables: "Bacos".

### VADSO: 70.04 N. 29.45 E.

**DOCUMENTS**:
- Trade Certificate.
- Tonnage Certificate.
- Certificate of Nationality.
- Number of Crew and Passenger Lists.
- Customs and Health Documents.
- Manifests and Bills of Lading.

**PILOTAGE**: Vessels approaching from sea and desiring Pilot should order at 24 hours notice and confirm arrival at Pilot Office, Vadso, at 2 hours notice. The advance order can be sent over coastal radio station to Pilot Office, the Harbour Master, Vadso, tel. Vadso 51235 or 51143. Harbour Pilot has to be taken on board in position Lat. 70° 45′ N. Long. 29° 41′ E.
**ANCHORAGES**: Anchorage for vessels up to 400 tons in basin, with depths varying between 14 and 21 ft. Larger vessels anchor W. of the mole in 16 to 20 m. Outer harbour inside breakwater, inner harbour, further to East. Entrance to inner harbour is by buoyed and lighted channel 1,560 ft. long and 115 ft. wide, this has been extended by the addition of a fishery basin 750 ft. long 800 ft. wide. Outer harbour is 1,000 ft. long, 700 ft. wide, depths 15 to 30 ft.
**MAX. SIZE**: Maximum length of vessel 300 ft. and breadth 45 ft. Draft 16 ft. Ship about 3,000 gross reg. tons.
**HEALTH**: Health documents necessary.
**RADIO**: Call Vardo Coastal Radio Station, through which contact by telephone Agent or Harbour Master or Vadso Harbour.
**STEVEDORES**: Stevedores arranged. Agent telephone 51395 Vadso.
**TANKERS**: Only small tankers can discharge. Discharging berth only for 500 gross reg. tons tankers, draft 13 ft.
**FUEL**: Gas and diesel oil. Water available on all quays.
**GANGWAY/DECK WATCHMEN**: Watchmen necessary. Master can use ship's crew as gangway and deck watchmen. Not necessary to use watchmen from the Watchmen Service.
**CUSTOMS ALLOWANCE**: Tobacco: Wine/Spirit: For 10 days, each crew 200 cigarettes, or 200 grams tobacco. ½ litre spirit, for each crew member.
**CONSULS**: Finland, tel. 51225 Vadso.
**REPAIRS**: Only smaller types of deck and engine repairs are possible.
**AIRPORT**: Distance to airport by sea 24 miles. By bus 160 km. Airport served by regular airlines; SAS two flights per day.
**TIME**: Local time, GMT plus 1 hour.
**POLICE/AMBULANCE/FIRE**: Police 51271 or 51593 Vadso; Ambulance 51845 or 51691 Vadso; Fire 51122 or 51554 Vadso.
**AUTHORITY**: Harbour Authority, Harbour Master, tel. 51235 or 51143.

## Ocean Island

### OCEAN ISLAND: 00.52 S. 169.35 E.

**DOCUMENTS**:
- Clearance from last overseas port.
- 2 Crew Lists.
- 4 Passenger Lists.
  - Bonded Stores List including Narcotics List (in duplicate).
  - Crew Store List (sometimes called search list or curio list).
- 4 Manifests.
- 1 International Health Declaration.
- Documents to be completed when ship arrives Ocean Island:
  - List of unmanifested cargo; Passenger's Baggage Declaration, if any, 1 copy per passenger.

**PILOTAGE**: Pilotage available on request without charge and Masters advised avail themselves this service. Necessary that Masters, through Ocean Island Radio, inform telegraphic address "Phoscom Ocean" of ETA 48 hours before arrival, confirming or altering this 12 hours before arrival. Phoscom reply through Ocean Island Radio on receipt of second message giving time for vessel to close in to a half mile West of loading plants, where pilot will board. In case of adverse weather or congestion, Masters notified by radio or by VHF channel 16, 156·8 Mc/s, with range of about 40 miles. Vessels handled inwards in daylight only, and should fly "G" flag when approaching island. A safe and clean pilot ladder should be provided, and a good lee made for pilot to embark.
**ANCHORAGES**: No anchorages available owing to extreme depths of water. Vessels waiting normally drift off and return at daybreak or when instructed to do so.
**RESTRICTIONS**: Tide and draft have no bearing on entry but normal not to handle vessels into berth in darkness. However, vessels are unmoored at all hours.
**MAX. SIZE**: Vessels have been handled up to overall length of 575 ft. Beam should not exceed 75 ft., draft limitations 34 ft. 6 in.
**HEALTH**: Masters of vessels approaching Ocean Island required to send telegram addressed "Quarantine Officer, Ocean Island" within 24 hours of arrival. Telegrams should state name of last port, date, presence of any infectious disease. On receipt quarantine officer will send reply indicating whether or not pratique granted. It is still necessary to fill out International Declaration of Health and hand to Boarding Officer after berthing.
**RADIO**: Ocean Island Radio station call sign VQK. Daylight range not great but traffic may be passed through C2N Nauru. No radar at Ocean Island. VHF Channel 16 156·8 Mc/s.
**TUGS**: No tugs required for berthing.
**BERTHING**: Such special requirements which relate to berthing are contained in a Letter of Advice to Ship Masters issued by the BPC.
**STEVEDORES**: As stevedoring is carried out by Phoscom, no separate advice required. Loading rate of bulk phosphate is as high as 1,300 tons per hour.
**MEDICAL**: Medical treatment can be given on short notice. Limited hospital facilities available, and emergency surgery can be carried out. Smallpox vaccination required, and cholera if vessel from infected area.
**TANKERS**: Maximum length 600 ft., no draft restrictions. Eight-inch discharge line to shore storage tanks.
**DENSITY**: Normal salt water all states of tides.
**FRESH WATER**: Island water imported, and water will be supplied only in emergency.
**FUEL**: Island stocks are imported for use in phosphate industry and only limited quantities of heavy fuel or diesel oil available in extreme urgency.
**GANGWAY/DECK WATCHMEN**: Not required.
**OPENING/CLOSING HATCHES**: Carried out by crew.
**CERTIFICATES**: Deratisation certificate only.
**CUSTOMS ALLOWANCES**: Tobacco, 200 cigarettes or ½ lb. tobacco or 50 cigars for use on board; 25 cigarettes or 1 oz. of tobacco may be taken ashore for own personal consumption. Wine/Spirit, 1 bottle only for use on board; No bottles may be taken ashore.
**CARGO GEAR**: Cargo gear should be up to standard demanded in Australian ports.
**IDENTIFICATION CARDS**: Some form of identification, passport, discharge book, or identity card should be carried by crew members.
**CONSULS**: None.
**REPAIRS**: Small repairs such as welding, brazing, lathe work, etc. can be carried out, but only when essential to allow vessel to proceed on voyage. Main engines cannot be immobilised whilst the vessel moored to any section of buoy system.
**DRY DOCKS**: None.
**REPATRIATION**: Repatriation can be arranged. No facilities for crew changes.
**AIRPORT**: No airport at Ocean Island.
**TIME**: GMT plus 11½ hours.
**HOLIDAYS**: Christmas Day, New Year's Day, and Good Friday normally closed holidays. Other National holidays occur during year but normally work carries on, on these days.
**POLICE/AMBULANCE/FIRE**: All emergencies handled by Harbour Masters, one of whom remains aboard vessel throughout time vessel attached to mooring system.
**TELEPHONES**: Telephones are put aboard for use of island staff working vessel.
**GENERAL**: Shore labour normally boards vessel with pilot to assist in mooring to buoy system.
**SERVICES**: No special services available.
**SHORE LEAVE**: This may be granted at discretion of Master, but should in all cases terminate at 1700.
**REGULATIONS**: No vessel may immobilise main engines whilst moored to buoy system. Main engines should be on instant readiness, deck power should be available at all times, and vessel must proceed to sea when instructed to do so by Harbour Master.
**DELAYS**: Normally no delays expected. Vessels could wait a day or possibly two due to port congestion, but this seldom happens; delays can occur due to adverse weather, duration of which unpredictable.
**AUTHORITY**: The Harbour Master, appointed by The British Phosphate Commissioners, Ocean Island. Telegraphic address "Phoscom Ocean Island".

## Oman, (Sultanate of)

### MINA-AL-FAHAL: 23.39 N. 58.32 E. (See Plan)

**DOCUMENTS**:
- 2 copies Crew Lists.
- 2 copies Medical Attendance Forms required for ship's crew visiting doctor.
- 1 copy Arrival Report form (supplied by Berthing Master).
- 2 copies Maritime Declaration of Health.
- 3 copies Mail Lists.

**PILOTAGE**: The Berthing Master will board incoming tankers in position with Fahal Island lighthouse bearing 285° from seaward distance 2 miles. Tanker should arrive at this position, make a good port lee, and take way off.

Harbour steaming is deemed to start at this point. The port side derrick should be rigged and crew standing by at the derrick ready to lift the mooring equipment from the launch when the Berthing Master comes on board.

The pilot access should be in good condition, clean and ready on the port side. Tankers of 70,000 tons summer deadweight and above in ballast or partly loaded condition should have either a pilot ho or a combination of accommodation ladder and pilot ladder rigged.

**ANCHORAGE:** If a tanker is required to anchor this information will be passed on the VHF radio. The normal anchorage position for tankers is 1 mile E.S.E. of Fahal Island. A prohibited area is enclosed by the parallel, 23° 40′ N., and the coastline and the meridians 58° 30.8′ E., and 58° 32.2′ E. This area should not be entered unless a Berthing Master is on board.

**RESTRICTIONS:** Open sea approaches.

**MAX. SIZE:** No length limitation. Draft up to 80 ft. Tankers up to 500,000 dwt. can be accommodated.

**HEALTH:** When advising ETA, include in message whether any sickness on board.

**RADIO:** ETA messages should be sent to Petro Muscat via Muscat Radio (call sign A4M). If no contact can be established with Muscat Radio, the message should be sent through an alternative coast station such as Bahrain Radio.

The message should contain the following information.

(a) ETA in local time and date in plain language to avoid mutilation.
(b) Whether there is any sickness on board.
(c) Whether any crew require medical treatment and very briefly the nature of the complaint.

VHF communications should be established as early as possible with station, call sign Fahal Control on Channel 16. The range of the station is approximately 50 miles but may be reduced to 20 miles when approaching from the Eastwards, due to screening effect of the mountains. A 24-hour watch is maintained by this station which uses Channel 20 as a working frequency, which can also be used for telephone link calls.

The mooring launches are equipped with Channel 16 and a Working Channel 6, call sign Fahal Pilot.

**TUGS:** None available and not required.

**BERTH DESCRIPTION:** Three single buoy moorings with floating hose strings.

No. 1 SBM is for crude oil export, marine fuel import and export.

No. 2 SBM is for crude oil export and marine fuel oil export. No. 3 SBM is for marine fuel export only. The Western Coastal Tanker mooring is for the import of bitumen, the Eastern mooring for the import of white-oil products.

*SBM No. 1:* Two by 810 ft., 20-in. crude oil hoses, reduced to 16 in. at manifold connection; two by 840 ft., 8-in. bunker fuel hoses terminating in single hose for manifold connection.

*SBM No. 2:* The position of the new SBM is 23° 39.93′ N. 58° 32.15′ E.

SBM No. 2 can now accommodate tankers up to 500,000 dwt and allow a draft of up to 80 ft. A 40-in. crude oil pipe-line and two 10-in. bunker lines will provide the crude oil and the bunkers.

*SBM No. 3.* Two by 720 ft., 8-in. hoses terminating in a single hose for manifold connection.

*Loading Rates.* Crude oil loading is by gravity only. Bunker fuel delivered by pumps. Max. crude loading rates up to 9,000 t.p.h. Bunker fuel discharging rate up to 3,000 t.p.h. at Berth No. 1. Bunker fuel loading rate up to 500 t.p.h. at all berths.

**BERTHING:** Vessels berth head on to buoy. Two 12 in. 110 ft. (150 ft. at SBM No. 1) nylon lines from buoy are secured on forecastle head, using equipment provided by Terminal. A suitable messenger rope should be ready for use (provided by the ship). No moorings aft. Berthing Master will advise mooring procedure.

**HOSE CONNECTIONS:** Amidships. Derrick must plumb over manifold and have minimum SWL 5 tons with equipment in good condition. Any reducers required will be supplied by Terminal. Connecting and disconnecting by ship's personnel with advice from Berthing Master's Assistant.

**BALLAST:** No facilities for reception of dirty ballast.

Tankers should arrive with clean ballast, lines and pumps and no oil should be released into the sea.

**MEDICAL:** Medical treatment can be given by Petroleum Development (Oman) Ltd.'s medical staff to crews of ships on Time Charter to Shell International Marine on ships using P.D. (O) Ltd.'s tanker agency facilities. A charge of R.S. 25 is made per round trip for launch hire and transport facilities. No dentist is available. Emergency treatment only can be carried out at the P.D. (O) Ltd. Hospital.

**REPAIRS:** It is not permitted to immobilise main engines whilst moored to the SBM's; under no circumstances should the propeller be turned in the ahead direction.

**DENSITY:** Approximately 1026.

**FRESH WATER:** Not available.

**FUEL:** Fuel oil only available. Lubricants, quantity limited, supplied in drums only.

**REPATRIATION:** Crew changes are possible at Mina-al-Fahal provided the Agents receive 72 hours notice (excluding Fridays and holidays) giving full particulars of embarking/disembarking crew, such as full name, nationality, place and date of birth, passport/seaman's book number with date and place of issue and expiry date, and also destination for repatriation of disembarking crew members, to enable Agents to obtain necessary permits and arrange air passages.

*N.B.* If the information required as above is received on a Thursday or a day preceding a holiday, the time mentioned of 72 hours will not be sufficient as no permits can be obtained from the Authorities during holidays.

**TIME:** GMT plus 4 hours all year round.

**SHORE LEAVE:** Not possible.

**GENERAL:** *Liquor.* Trading in liquor strictly prohibited and no alcoholic drink should be offered to Arab nationals.

*Cargo Ships.* Will anchor in one of following positions: (*a*) Fahal Island bearing 340 degrees (True) distance two miles. Water depth 42 ft. (*b*) Fahal Island bearing 350 degrees (True) distance 1¾ miles. Water depth 42 ft. (*c*) Fahal Island bearing 340 degrees (True) distance 1½ miles. Water depth 57 ft. The Portmaster will allocate an anchorage to incoming vessels.

**DEVELOPMENTS:** From the 1st Ocober 1973 the prohibited area, within the Port Area of Mina-al-Fahal, will be extended northward to the parallel of latitude 23° 40.8′ N. The Eastern and Western extremities will remain as at present, viz. longitudes 58° 33.2′ E. and 58° 30.8′ E. respectively.

The new position of SBM 2 will be approximately 013° × 3,800 ft. from its present position, or with Fahal Island lighthouse 292° × 2·27 miles.

Tanker and cargo ship anchorage positions will be changed to the following bearings (from seaward) and distances from Fahal Island lighthouse:

| *Tankers* | | *Cargo Ships* | |
|---|---|---|---|
| A | 330° × 1·0 n.m. | I | 340° × 2·0 n.m. |
| B | 000° × 1·0 n.m. | II | 350° × 1·75 n.m. |
| C | 030° × 1·0 n.m. | III | 340° × 1·5 n.m. |
| D | 060° × 1·0 n.m. | IV | 010° × 1·5 n.m. |

Ships proceeding to an anchorage within the Port Area should pass North of Fahal Island and under no circumstances enter the prohibited area unless accompanied by a Mina-al-Fahal Berthing Master.

Ships arriving at Mina-al-Fahal should contact "Fahal Control" on VHF Channel 16 as early as possible, requesting instructions.

**AUTHORITY:** Petroleum Development (Oman) Limited, PO Box 81, Muscat, Sultanate of Oman. Cables: "Petro Muscat". Telex: Muscat Petro MB212.

**AGENT:** See Mutrah (Mina Qaboos). Petroleum Development (Oman) Ltd. can also act as Agent.

## MINA QABOOS (Mutrah): 23.37 N. 58.36 E. (See Plan)

Muscat has ceased to be a commercial port and instead vessels now call at Port Qaboos.

**PORT LIMITS:** From the level of high water springs at a point near Ras Kab at longitude 58° 33·2′ East on a line due North to latitude 23° 41′ North;
Thence due East to longitude 58° 35·6′ East;
Thence due South to Ras Muscat on Jazirat Muscat;
Thence in a generally Southerly direction by the line of high water on the Western side of jazirat Msucat to Pinnacle Rock;
Thence in a straight line approximately South—westerly to the easternmost point of Siraz al Gharbiyah;
Thence by the line of high water springs to the point of commencement.

**DOCUMENTS:**

*Required on Arrival:*
2 Copies Crew List.
1 Copy Maritime Health Declaration form with ports of call from commencement of voyage.
1 Copy Vaccination List.
3 Copies Passenger List.
3 Copies in transit Passenger List.
3 Copies Cargo Manifest.
3 Copies Hatch List.
4 Cargo Stowage Plans.
5 Hazardous Cargo Lists.
5 Heavy Lift Lists.

*To be airmailed in advance:*
7 Copies Cargo Manifest.
1 Copy Freight Manifest.

**PILOTAGE:** Available and compulsory.

**MAX. DRAFT:** 29 ft. at LW.

**TUGS:** Available.

**RADIO:** Muscat Radio (call sign A4M) keeps a listening watch on the international R/T call frequency of 2182 kHz. This service is available during the period 0800–1400 and 1530–1800 local time, Saturday/Thursday and 0800–1400 on Friday. Range 200 miles.

Ship-shore radio service: Hours of working to ships 0300–1700. Telex service (MB 209 a/B MCT RX) 24 hours. Range of station (H/F) 1,000 miles. Station will accept traffic for ships via telex from all countries.

**BERTHING:** *Small craft Pier:* For vessels drawing up to 14 ft. draft.

Berth No. 3. Depth 18 ft. at LW.
Berth No. 4. Depth 24 ft. at LW.
Berths Nos. 5–9. Depth alongside varies from 30 ft. to 36 ft.
Also see "Developments".

**CRANES:** Nine mobile cranes available from 2 tons to 35 tons.

**STEVEDORES:** The labour position is fair, except in the date-picking season June to August.

Total of 9 barges are available for landing cargo ex vessels. Landing rates: bagged cargo 4/600 tons per day; general: 200 tons per day; timber 100/150 tons per day during fair weather provided no congestion on jetty or in the bay and if cargo stowed in more than three hatches.

*Working Hours:* Saturday to Thursday inclusive. 1st shift 0700–1300, 2nd shift 1500–1900. Overtime work is possible.

**FRESH WATER:** Not available to vessels at anchor. Sometimes small quantities of fresh water are available at the berth. Delivery is by truck at a rate of 5/10 tons per day.

**FUEL:** Heavy fuel oil is available at Mina-al-Fahal but for tankers only, stem should be made through Shell London. However, this facility in emergency cases is made available to dry cargo vessels provided that the vessel is able to go alongside the buoy without assistant. Lub. oil and gas oil drums are available to all vessels.

**WATCHMEN:** A Customs watchman will be present on board throughout the stay of the vessel in port, and the vessel must provide him with food and accommodation during the stay. The same is applicable in the case of tally staff.

**REPATRIATION:** Is now possible if Masters give full particulars of the seamen to be repatriated by telegram at least 72 hours earlier. This also applies to embarking crew members. The 72 hours notice is not enough in the case of a Friday, or any other holiday falls in between.

See also "Mina-al-Fahal".

**DEVELOPMENTS:** The first stage provided for the construction of two lighter berths of 1,000 ft. total length, with 14 ft. depth at LWS; a rock armoured breakwater approximately 1,500 ft. long for the protection of the lighter berths two transit sheds 250 ft. × 80 ft. Administration Building, Passenger Building, Police and Dock Harbour Office and Ancillary Services. This is now complete.

The second stage will include the construction of a 2,300 ft. long rubble mound breakwater, armoured with 15-ton concrete armouring units on the seaward side; eight berths of a total length of 5,000 ft. with a water depth varying from 24 ft. (min) to 48 ft. (max), which includes a berth 750 ft. long with a 33 ft. average depth with open handling facilities suitable for large pipes and other bulk cargoes. This berth could also be developed for handling container traffic.

**DELAYS:** Every vessel should expect a delay of 3/4 days. Vessels berth in turn.

**GENERAL:**

*Ships arriving at Mina Qaboos:*

Ships may approach Mina Qaboos without a Pilot as far as the perimeter of the limits of the port. No ship shall proceed through the entrance to or from the port without the permission of the General Manager or the Harbour Master.

All ships, other than expected ships, shall be under the pilotage of a Pilot appointed by the Port Authority when under way within the limits of the port. The ship shall have rigged and ready for use a pilot ladder of modern pattern, in good repair and provided with reliable manropes. Such pilot ladder shall be well illuminated between dusk and daybreak. The ship shall have a boat-rope ready rigged from the break of the forecastle to abaft the pilot ladder.

No ship shall enter or leave Mina Qaboos unless her draft marks are correctly shown and clearly visible.

Every ship shall at all times when entering, navigating in or leaving the port have both anchors ready for immediate use.

Ships proceeding to berth at the port premises shall have no list and shall be trimmed upright.

Before entering Mina Qaboos every ship shall hoist the following flags: The ship's signal letters. The "Q" flag, International Code, unless the Port Health Officer has previously given pratique. The "H" flag, International Code, denoting that a pilot is onboard. The "I" flag, International Code, if the ship is carrying passengers.

Until pratique has been granted communication between ship and shore shall be by: Flag hoist, using the International Code of signals, Mose code, by signal light, or radio-telephone on approved frequencies, which will be promulgated for use for such purpose.

*Conduct:* The Master or Owner of every ship shall be held directly responsible for the proper conduct and behaviour of the crew of such ship while in the port and for strict observance of the laws of the Sultanate of Oman, particularly those laws concerning the sale, transference or consumption of any narcotic or of alcoholic or intoxicating drink of any kind.

*Flags:* Every merchant ship within Mina Qaboos between the hours of sunrise and sunset shall fly her national flag and the national flag of the Sultanate of Oman.

*Repairs:* The Master of any ship wishing to carry out major engine repairs or adjustments, which will affect the mobility of the ship whilst in the port shall make written application to the Harbour Master so to do. The Harbour Master shall give his permission or otherwise in writing.

*Safety of ships and persons:* The Master of every ship anchored or moored in the port or berthed at the port premises shall, unless the Harbour Master concede some relaxation in this port rule, at all times retain on board sufficient crew to work or move the ship.

*Ships berthing and unberthing at the port premises:* No person shall swim from any ship berthed at the port premises.

No person shall make fast or anchor any country craft or boat of any kind at any quay, wharf, pier or landing place or at any steps provided thereat in the port premises except with the prior permission of the Harbour Master.

*Pollution:* It shall be unlawful to throw, discharge or deposit, or cause, suffer, or procure to be thrown, discharged or deposited, either from or out of any ship, barge or other floating craft of any kind, or from the shore, wharf, manufacturing establishment or mill of any kind, any refuse matter or other substance of any kind or description whatever into the waters of the harbour; and it shall be unlawful to deposit, or cause, suffer or procure to be deposited, material or any kind in any place, or on the bank of any water, where the same shall be liable to be washed into such water, either ordinary or high tides, or by storms or floods or otherwise, whereby navigation within the corporate limits of the harbour shall or may be impeded or obstructed, provided that nothing herein contained shall extend to, or apply to, or prohibit operations in connection with the improvement of the port of Qaboos or the construction of public works considered necessary and proper by the Port Authority and provided further than nothing herein contained shall extend to, apply to, or prohibit the depositing of any material above mentioned in such navigable waters within such limits as may be defined, and under such conditions as may be prescribed by the proper office the Sultanate of Oman.

It shall be unlawful for any person, firm, or corporation to depo place, or discharge into the waterways of Port Qaboos, either dire or through private or public sewers, any sanitary sewage, butch offal, garbage, dead animals, gaseous liquid or solid matter gasoline, residium of gas, calcium chloride, trade waste, tar or ref or any other matter, which is capable of producing floating ma or scum on the surface of the water, sediment in the bottom of waterways, or the odours and gases of putrefaction.

Vessels discharging ballast, oil from bilges or tanks or s matter into the waters of Port Qaboos will be reported to the pollu control officer and be subject to a fine of R.O. 500.00 for each offer imposed by and payable to Port Qaboos. Such fine shall be in a tion to any other fines, which may be levied for the same offe by the Sultanate of Oman.

*Ships Leaving Mina Qaboos:* Port Rules applying to ships arri at Mina Qaboos apply equally, in so far as they are relevant, to sh leaving the port.

Merchant ships shall fly the "P" flag International Code, fo hours before sailing from the port.

The Port Authority may refuse to give the Master of any s outward clearance, unless and until all charges due in respec the ship and any penalties, to which the ship or her Master are have been paid or secured to the satisfaction of the Port Autho

*The Working of Cargo at Mina Qaboos:* Ships may be permitte discharge or load cargo in the anchorage if a berth is not avail at the port premises or if in the opinion of the Port Authority ship's cargo is more suitable for handling to or from barges or light

The Master or Owner of any ship shall be held responsible any loss or damage arising from careless or improper slingin cargo onboard such ship.

Any cargo, cargo-handling equipment or ship's gear, which be dropped overboard shall at once be reported by the Maste appointed officer to the Port Authority and shall be immedia recovered by the ship's personnel if it is reasonably possible so to Failing this, it may be recovered by the Port Authority at the sh expense. The Port Authority shall not be responsible for any dam to or loss of cargo, equipment or gear so recovered.

The Master of every ship discharging or loading cargo in the p whether at anchor or berthed alongside shall provide drinking w for all cargo handling labour and all other persons appointed directed to be on board such ship in connection with the discha or loading of cargo.

If the labour or transport allocated or engaged for the purpos landing, loading or transshipping cargo from or to any ship is fully continuously employed by reason of a fault or action attribut to such ship, the expenses incurred thereby shall be paid by s ship.

In the event of any accumulation of cargo or goods upon the q or jetty or in a lighter for any cause that may appear reasonabl them, the Port Authority may require the ship discharging s cargo or goods to suspend or reduce the rate of discharge of s cargo or goods.

The Port Authority may refuse to permit cargo to be landed from ship until suitable shed or open storage space or other accommo tion is or becomes available for such cargo.

Delivery of cargo or goods shall not be deemed to have been m to the Port Authority until such cargo or goods have been brou into the port premises and until the Port Authority accepted deli of such cargo or goods and have issued an official receipt ther to the Master of the ship discharging such cargo or goods or to ship's agent or to any other person duly authorised so to do, c veying such cargo or goods to the port premises.

**SHIPMASTER'S REPORT:**

The following information, obtained locally is given in good fa

The port is scheduled to become fully operational on 1st 1974, when Pilots and two large tugs will be available. The harb still under construction, is very modern in layout, and the jetties solid concrete, well fendered and spacious. There is no ca handling gear except mobile cranes and fork-lift trucks, on wh latter the port depends at the moment. There are ten berths, b have no information about depths except the berth occupied by vessel. I understand that it is hoped to make this a transhipm port, ocean-going vessels discharging cargo for transport into Gulf by coaster.

Bunkers will be available, but no details are yet known. Fresh w piping is laid to the jetties, but there is none yet available, excep emergency, when it can be supplied by hand pump from 250-ga trucks, at about £2·50 per ton. Shore leave is permitted. Repatria is possible, and presumably crew changes will be. There is a Bri Embassy.

Formalities are minimal, Port Health requiring only the usual he form and vaccination list, and Immigration require crew lists. Th are no Customs documents or formalities required at present, no doubt this will follow. There is no port VHF radio as yet; I presu that this will be established in due course, but VHF communica with Agents is good.

The berth occupied by the vessel was No. 5, 600 ft. long with 3 of water alongside. Entry and sailing is permitted during day only, the unlighted buoy off the breakwater end marking the chan

Berthing was carried out by turning short round on the starbo anchor, textbook fashion, between the entrance and the berth, then dropping alongside port side to, finishing with 3½ shackles cable out. Stern anchor was ready for dropping in case of emerge both entering and leaving. No tugs were available to assist in turn the only assistance provided being a launch to run mooring lines and an interpreter to shout at it.

Local Agents provided a launch so that I could at least view the harbour before berthing, and both berthing and unberthing were without incident.

**AUTHORITY:** General Manager, Qaboos Port Authority, P.O. Box 133, Muscat, Sultanate of Oman.

**AGENT:** Gulf Agency Co. (Oman) Ltd., PO Box 1033, Mutrah, Sultanate of Oman, Tel. 3165. Telex Muscat MB-284. Cables "Confidence", Muscat. VHF Channel 16. Call sign "Confidence Muscat".

## MINA RAYSUT (Salallah): 16.56 N. 54.01 E.

**PORT LIMITS:** The water limits of the port are bounded by the parallels of 16° 55′ 30″ N. and 16° 56′ 50″ N., and by the meridian 54° 01′ 30″ E. to the Eastward. To the West the limit follows the coastline from its Northern interception with the headland of Ras Raysut.

The land limit to the Port Area follows the line of the outer security fence across the neck of the Ras Raysut headland.

**DOCUMENTS:** See "Mina Qaboos".

**PILOTAGE:** Compulsory, except for vessels less than 100 n.r.t., Harbour Authority craft and vessels of the Oman navy.

**RADIO:** Masters of all vessels having business within the port shall whenever possible give to the Harbourmaster 24 hours' notice of the intended time of arrival.

Notice can be given either by cable via the Cable and Wireless Signal Station at Muscat, or by direct radio-telephone call to Raysut Harbour Control. Listening watch is kept on 2182 kilocycles during working hours.

**BERTHING:** Incoming vessels are assigned berths on a turn basis subject to operational requirements and the Harbour Master's discretion.

The berth is 350 ft. in length and depth alongside 15 ft. (19 ft. at HW). Vessels of 1,500 dwt have berthed. Larger vessels discharge into barges.

**BARGES:** The two 350-ton port barges used by ocean-going vessels in the deep water anchorage will be charged at the rate of: 500 Baizas per ton of cargo loaded, such charges to be paid by the ship or her Agent before the ship's departure.

**STEVEDORES:** The normal working hours both ashore and afloat from Saturday to Wednesday are 0700–1200 and 1300–1600. Thursday from 0700–1200.

Working hours are subject to change during the month of Ramadan.

Overtime will be charged for all hours worked outside normal working hours. Overtime is not normally worked on Friday afternoon or at night time.

**FRESH WATER:** Available.

**REGULATIONS:** No vessel shall enter the Port Area unless authorised by the Harbour Master. The Harbour Master may, at his discretion, refuse to allow vessels, with the exception of vessels in distress, to enter the Port, and may order from the Port any vessel, with the exception of vessels unfit for sea, which does not have business within the Port, or is in breach of these Regulations.

No vessel shall anchor, or weigh anchor or move within the Port Area except when and where required by the Harbour Master.

No water ballast which is not free from oil or other harmful contaminants, shall be discharged into the waters of the Port Area. In case of the pumping of bilges or pollution by oil or harmful contaminants, into the waters of the Port Area, the vessel will be responsible for any fines imposed by the Harbour Authority and any compensation or other damages.

Should fire break out aboard any vessel the Master should make an immediate signal either by a continuous sounding of long or short blasts on the ship's whistle or siren, or by ringing of a fire bell.

In cases of adverse weather it is the sole responsibility of the Harbour Master to decide whether the sea conditions are suitable for handling cargo with barges in the Anchorage, or whether the day will be declared a "weather non-working day".

Masters shall be responsible for the adequate provision of safety equipment and lights on board whilst cargo is being handled.

Conveyance of alcoholic liquor, other than manifested cargo under Customs supervision, from any vessel to the shore or from one vessel to another is prohibited.

No unauthorised person may enter the Port Area. Visitors to vessels are prohibited except by permission of the Harbourmaster.

Ship's personnel and passengers are not permitted ashore except by permission of the Immigration Authorities and the Harbour Master.

**FLAGS:** Every merchant vessel in port shall fly her national flag, and the national flag of Sultanate of Oman, between sunrise and sunset.

**AUTHORITY:** Raysut Harbour Authority.

**AGENT:** See "Mina Qaboos".

# Pakistan

## KARACHI: 24.52 N. 67.00 E.

**DOCUMENTS:** *Required before vessel's arrival:*

2 copies Freight Manifest.
2 sets Bills of Loading.
3 copies Stowage Plan.
2 copies Passenger manifests.
3 copies Cargo Manifest.
3 copies Hatch Lists.
1 copy Exception Lists.
6 copies Passenger Lists.

*With vessel:*

2 copies Cargo manifest.
Last Port Clearance Certificate.
6 copies each Passenger List, disembarking and transit.
2 copies List of favour parcels.

The following special Pakistan forms are brought on board by Agent for completion on arrival:

2 Customs Arrival Reports.
2 Opium and Dangerous Cargo Certificates.
2 Ship's Currency Lists.
6 Deck Cargo Certificates.
1 Company's Arrival Report.
1 Ship's Crew Advance (if required).
1 Expiry date of Ship's Certificate.
1 Same Bottom or Intransit Cargo.
1 Water Indent.
*10 Crew Lists.
3 Stores Lists.
3 Property Lists.
7 Cargo Gear Information Forms.

* If this is ready prior to arrival, please attach to this form.

**PILOTAGE:** Pilotage is compulsory for ship of 200 nrt and upwards. Pilot boards at the Outer Anchorage.

Vessels are piloted day and night, subject to tides, length and draft, to berths lying on the East and West of the fairway, which is 4·27 miles long. Pilotage distance is about 5 to 6 miles.

**ANCHORAGE:** Outer Anchorage where ships await berth safe except during the S.W. monsoon from mid-May to September. During monsoon no anchorage is recommended. Vessels should anchor a safe distance outside the breakwater within Lighthouse bearings 045 and 025. Depth of water at the anchorage is about 9 fathoms.

**RESTRICTIONS:** Datum depth is 27 ft. Vessels with a draft in excess of 32 ft. are not permitted to enter Karachi due to varying depths at berths, and silting in the ship channel.

Berthing at any time, except vessels with bridge aft which permitted daylight only.

Sailings permitted during flood tide only. Tankers with LOA over 525 ft. Permitted to sail on flood tide during daylight hours only. Vessels with bridge aft permitted to sail on flood tide during daylight hours only.

**MAX. SIZE:**

| | *Length* | *Draft* |
|---|---|---|
| Bulk carriers and general cargo (dry cargo) | 945 ft. | 32 ft. |
| Bulk oil tankers, white oil product | 550 ft. | 32 ft. |
| Bulk oil tankers, black oils. | 650 ft. | 32 ft. |

**PRATIQUE:** The Port Health Authorities give automatic clearance on receipt of a "clean" standard quarantine message and this will be conveyed by the Pilot. However, ships from Yellow Fever areas must be cleared during daylight hours by the Port Health Officer on arrival alongside. On sailing to ports outside India and Pakistan, a medical inspection takes place on the day before sailing. It is, in theory, necessary for a members of the crew to be present at this inspection, although usually the inspection is only a formality. All vessels required obtain Immigration Clearance on arrival.

All vessels which have touched any port or ports between Port Sudan and Durban, on the East Coast of Africa, including these ports, are considered "suspected" vessels on account of yellow fever and jigger and may not have communication with the shore till cleared at berth by the Port Health Office, who attends only between sunrise and sunset, except in special circumstances. The incubation period for yellow fever under the rules is given as 9 days, but vessels arriving later than 9 days are still not free from quarantine because there is no incubation period for jigger.

**RADIO:** Port Authorities equipped with VHF radio-telephone, calling Channel 16, working Channel 12. Control Station call sign "Manora Pilot Control".

Vessels should establish radio contact with control station as soon as they are within VHF range.

Use of Channel 12 is restricted to the following: Ships while entering harbour are to maintain watch on Channel 12 as soon as pilot boards. Ships in harbour scheduled to sail are to keep a listening watch half an hour before sailing till their clearance from the port.

**TUGS:** Towage is rendered by Port Trust tugs on signal from Pilot. Towage is not provided outside the breakwater except in very special circumstances at the direction of the Deputy Conservator. There are 7 diesel tugs, all owned by the Port Trust.

**BERTHING:** *East Wharf:* Seventeen berths, total quayage 8622 ft. Berth Nos. 5 to 17 are on a concrete quay wall of the latest type. All berths are rail-served. Berth lengths vary from 430 ft. to 550 ft. and depths from 26 ft. to 32 ft.

*West Wharf:* Seven berths on a concrete quay wall. There are three berths of 575 ft. and one of 600 ft. Depths vary from 31 ft. to 32 ft.

*Bulk Oil Pier and Extension:* Three berths, 403 ft., 664 ft. and 1,000 ft. with depths of 29 ft. 3 in., 31 ft. 0 in., and 36 ft. 0 in. respectively. Berths lie in a North-South direction on the Eastern edge of the channel.

*Lighterage Berths:* Two lighterage berths of 600 ft. length each. These berths have depths of 24 ft. alongside, and can easily accommodate small medium draft sea-going ships.

**STEVEDORES:** Working Hours: Monday through Thursday and Saturday, day shift: 0730–1130 and 1230–1630. On Fridays day shift: 0730–1230 and 1400–1630. Mondays through Saturday, night shift: 1900–2300 and 2300 to 0330 next day.

Overtime periods: 0330–0630, 1130–1230, 1630–1830.

**TANKERS:** Mineral oils discharged at the Bulk Oil Pier, three berths, and at West Wharf berth 20. Heavy grades may be discharged at the steamer wharves but dangerous petroleum only at the Oil Pier.

Vegetable oils are handled at both the terminals mentioned above, and at East Wharf berth 9.

*Slop reception facilities:* Not available.

**FRESH WATER:** Available ex-wharf or by barge.

**FUEL:** In addition to coal, three grades of petroleum are available-furnace oil, light diesel oil and high speed diesel oil. Furnace oil can be supplied by pipeline at all berths Light diesel only at berths 1 to 4 At other berths supply is made by tank wagons and lorries. Large quantities can be supplied by pipeline at the Bulk Oil Pier only.

**REPAIRS:** Repairs can be carried out at the anchorage except in the monsoon season. Two ship repair jetties are available in the port. In addition, Karachi Shipyard and Engineering Works Ltd. provide all kinds of repair and ship-building facilities.

**DEVELOPMENTS:** 1. Dredging and widening and deepening of channel to 34 ft. below datum.

The scheme for the provision of 4 medium draft berths in continuation of the lighterage berth and 4 more berths in line with the Oil Pier is under construction.

**HOLIDAYS:** Eid-ul-Azha; Muharram; Defence of Pakistan Day (23rd March); Eid e Miland un Nabi; Independence Day (14th August) Defense of Pakistan Day (6th September); Jamat-ul-Wida; Eid-ul-Fitr; Anniversary of Death of Quaid-e-Azam; Christmas Day (25th December).

**TIME:** GMT plus 5 hours all year round.

**AIRPORT:** Karachi Airport, seven miles from city. International connections to all parts of the world.

**SHORE LEAVE:** Shore passes are granted by Immigration Authorities when they first go on board and must be returned on departure of the vessel. These passes permit entry/exit to the docks until 11 pm. This latter regulation is not strictly enforced.

Indian crew are not allowed ashore except in emergency. An Immigration policeman will remain on board in port where Indian crew are carried. This policeman will ask for some sort of accommodation. This need only be given if it does not cause inconvenience to the ship.

**AUTHORITY:** Karachi Port Trust, POB 4725. Cables: "Porttrust Karachi".

# Panama

## ALMIRANTE (Chiriqui): 09.17 N. 82.23 W.

**DOCUMENTS:**

Clearance from Last Port.
Health Declaration.
1 Vaccination List.
10 Crew Lists.
6 Passengers Lists (or negative).
6 Ship's Provisions Lists.
6 Cargo Manifests (or Manifest of Ballast).
(Crew Personal Effects declaration is not required.)

**PILOTAGE:** Pilots are stationed at Boca del Toro town. There are three Pilots, working on daylight only. Pilotage service is compulsory, and arranged by the Agent. Three long blasts to call the Pilot on arrival. Pilot ladder on port side. The small pilot launch meets vessels off Cape Toro. This launch is white wooden hull, with a "P" on her bows. Speed limitations from Cape Toro to Mangrove Pt. due to depth. Pilot will remain on board until vessel leaves.

**ANCHORAGE:** It is recommended with Cape Toro bearing from 150 to 180 degrees and eight cables off.

**RESTRICTIONS:** Draft up to 22 ft. Minimum depths between buoys "A" and "B", 28 to 29 ft. Normal head swell about 5 ft.

*Shipmaster's Report:* The water depths on passing Bocas del Toro is above 30 ft., as long as you follow the charted courses lines.

Proceeding at a reduced speed consisting of "dead slow" and "stop", with enough manoeuvrability, to minimise the vessel's pitching, you can enter or leave the Bocas del Toro with a draft of 26 ft. without any difficulties.

On entering and leaving, I was forced by cargo circumstances to do it with a 26 ft. deepest draft, and never got less than 10 ft. below my vessel's keel (deepest section), in low water.

**HEALTH:** Pratique given by doctor who boards on arrival. In case suspected disease on board, radio Agent in advance, advising details.

**RADIO:** Cables to and from Agent, via stations operated by Tropical Radio Telegraph Co., preferably Ojus Radio/WAX or WNU. VHF – not available.

**TUGS:** Not available.

**BERTHING:** One banana pier, 650 ft., with four elevators. One general cargo pier, 350 ft. Starboard side alongside. Maximum draft alongside these piers 32 ft., but draft limited to 26 ft. at the entran (Boca del Toro).

**STEVEDORES:** Agent has responsibility of making all arran ments for loading and unloading, stevedores working around clock.

**FRESH WATER:** Fresh water is limited. It is restricted fr December to April. Loading rate from the quay 2 tons per hour.

**FUEL:** Not available.

**REPAIRS:** No repairs can be carried out.

**FRESH PROVISIONS:** It is almost impossible to get them.

**TIME:** GMT minus 5 hours.

**CONSULS:** The following countries are represented: Costa Ri El Salvador, Honduras and Nicaragua.

**MEDICAL:** All facilities available.

**CUSTOMS ALLOWANCES:** No restrictions as far as nothing taken out the vessel.

**TELEPHONES:** Not available.

**OPENING/CLOSING HATCHES:** Performed by ship's crew stevedores if required.

**GANGWAY/DECK WATCHMEN:** Available from shore required.

**DENSITY:** About 1005.

**SHORE LEAVE:** Allowed, no restrictions.

**POLICE/AMBULANCE/FIRE:** Telephone on the quay, connect to the exchange.

**REPATRIATION:** Can be arranged without difficulty.

**AIRPORT:** Domestic flights airport about 20 km. distance.

**AUTHORITY:** Capitania del Puerto.

## BALBOA: Canal Zone, 08.58 N. 79.34 W.

(N.B. For items not listed below, see "Panama Canal".)

**RESTRICTIONS:** Port open throughout 24 hours.

**MAX. SIZE:** Harbour limitations generally unrestricted as length and beam. Depth about 40 ft. low water. Vessels in exce of 38 ft. 6 in. draft not handled during period 2·5 hours before an 2 hours after low water.

Tankers working cargo restricted to 700 ft. length and 36 ft. s water draft.

**TUGS:** Available and assigned for berthing by Pilot. Tug's line used at no extra charge.

**BERTHING:** No specific requirements as to arrival times. Ni berths available.

(Pleasure yachts under 65 ft. length, may be permitted to dock Panama Canal Yacht Club or Balboa Yacht Club after clearance b boarding officer and after Master has received permission from Por Captain, Customs authorities and Yacht Club officials concerned Chief Customs Inspector shall have authority to grant or deny suc permission at his discretion.)

*Rodman Naval Station:* Piers can accommodate vessels of 700 length and up to 39 ft. draft for oil discharge, bunkers or stores.

*Panama Canal Co. Dock*

| *Dock* | *Usable length* | *Maximum S.W. draft* |
|---|---|---|
| 4 | 492 ft. | 30 ft. |
| 6 | 742 ft. | 36 ft. |
| 7 | 1,058 ft. | 34 ft. |
| 8 | 470 ft. | 26 ft. |
| 14 | 775 ft. | 36 ft. |
| 15 | 1,146 ft. | 40 ft. |
| 16 | 742 ft. | 38 ft. |
| 18 | 500 ft. | 39 ft. |
| 18 | 500 ft. | 35 ft. |
| 18 | 1,000 ft. | 40 ft. |

**STEVEDORES:** Endeavour arrange arrival to avoid cost of "stan by" as Agent arranges gangs for 0700 or 1700 commencement.

**TANKERS:** One berth for vessels up to 40 ft. draft.

**FRESH WATER:** Available.

**FUEL:** Bunker "C", diesel, light fuel and light diesel available Government wharves from commercial companies. Rate of deliver 2,000 bbls. per hour.

Vessel's personnel are to connect and disconnect all fuel lines aboard the vessel. The vessel is also to supply necessary fittings match U.S. standard 4 in. and 6 in. 150-pound flanges.

**REPAIRS:** Emergency repairs possible.

**DRY DOCK:** Length 1044 ft., generally reserved for Canal Compan vessels, but arrangements may be made for emergency dry-docking

**POLICE/AMBULANCE/FIRE:** Emergency tel. 110; routine Polic business 2–1277.

**TELEPHONES:** May be placed aboard through arrangement with Port Captain.

**SHORE LEAVE:** Generally permitted.

**CUSTOMS:** Customs and Immigration Inspection Service avai able Monday to Saturday from 0700 to 1700. Charges for suc service after hours and on Sundays and holidays set forth in Panam Canal Tariff. Number of inspectors required will be determined Chief Customs and Immigration Inspector of port.

**DELAYS:** Delays in berthing, load or discharge or bunkering minimal and infrequent. Eight hours is considered excessive.

**AUTHORITY:** Panama Canal Company, Balboa Hts., Cana Zone. Cable "Pancanco". Captain of the Port (Balboa): tel. 2-26

**AGENT:** C. Fernie & Co., Inc. PO Box 212. Cable Address: "Fernie Balboa". Also VHF. Telephone Nos.: Balboa 5657–5371. After offic hours telephone numbers: Panama 21–2629, Panama 22–1037.

All correspondence should be addressed to Cristobal, Canal Zon

## COLON: 09.21 N. 79.54 E.

**DOCUMENTS,** and all general information, refer to "Panama Canal".

**MAX. SIZE:** Colon Harbour restricted to vessels with draft of 31 ft. or less. Draft 30 ft. if vessel's LOA exceeds 650 ft.

**FUEL:** Delivered by barge from Refineria Panama.

## CRISTOBAL: Canal Zone, 09.21 N. 79.54 W.

(N.B. For items not listed below, see "Panama Canal".)

**PORT LIMITS:** Ship's arrival time is normally determined by their passage between the breakwater lights. Those that anchor outside the breakwater by arrangement with the Port Captain are timed as arrived when they drop anchor.

**PILOTAGE** (also see "Panama Canal"): Pilotage into Cristobal not compulsory, although services of Pilot outside breakwater are available on request.

Vessels arriving outside Cristobal Breakwater who have requested an outside Pilot are required to *heave to and make a good lee.*

A pilot ladder rigged with appropriate spreaders and well illuminated at night to be provided by vessel. Accommodation ladders not acceptable for embarking Pilots outside breakwater.

*Marine Director's Notice to Shipping Agents No. 8–74:*

1. A vessel shall, weather permitting, have both an accommodation ladder and a pilot ladder rigged and ready for use upon arrival in Canal Zone Waters.
2. The pilot ladder shall conform to Regulation 17, Chapter V of the International Convention for the Safety of Life at Sea 1960 (SOLAS) and to all additional recommendations of the International Maritime Consultative Organisation (IMCO).
3. The accommodation ladder may be turned in and secured after the Pilot has boarded the vessel in the anchorage, provided the freeboard does not exceed 9 m. (30 ft.). If the freeboard exceeds 9 m., the accommodation ladder may not be turned in until the last Panama Canal employee boards prior to arrival at the locks.
4. A pilot hoist may be used provided the design and construction of the hoist and ancillary equipment are of such a standard as to ensure an effective and safe means of embarkation and disembarkation. The pilot hoist should only be used when:
   (a) A conventional pilot ladder is rigged and ready for immediate use but triced up well clear of the hoist;
   (b) A lifeline attached to a safety stop and a lifebuoy fitted with a self-igniting light are ready for immediate use.

**ANCHORAGE:** Vessels will ordinarily proceed to anchorage area according to length and draft unless otherwise directed. Arriving vessels expected anchor as far to South and inward from main channel in their anchorage area as is consistent with safety. Vessels anchoring in non-designated areas may be required to move.

*Anchorage Area "A"*. For all ships with a deep salt-water draft of not less than 34 ft. and not in excess of 39 ft. Minimum charted depth is 40 ft.

This area starting at Lat. 9° 23′ 21″ N., Long. 79° 55′ 21″ W.,
thence to Lat. 9° 22′ 48″ N., Long. 79° 56′ 15″ W.,
thence to Lat. 9° 22′ 14″ N., Long. 79° 56′ 15″ W.,
thence to Lat. 9° 21′ 56″ N., Long. 79° 55′ 48″ W.,
thence to Lat. 9° 21′ 25″ N., Long. 79° 55′ 48″ W.,
thence to Lat. 9° 21′ 25″ N., Long. 79° 55′ 21″ W.,
thence due North to starting-point. However, restricted area North and East of Buoy 2, as charted, must be observed. Explosive sector charted in this area to be avoided whenever possible.

*Anchorage Area "B"*. For all ships with salt-water draft under 32 ft. Minimum depth is 29 ft. Explosive sector restricted to vessels carrying explosives or specially designated vessels. All ships of such length as to under no circumstances swing into Anchorage Area "A".

This area starting at Lat. 9° 22′ 48″ N., Long. 79° 56′ 15″ W.,
thence to Lat. 9° 22′ 32″ N., Long. 79° 56′ 41″ W.,
thence to Lat. 9° 21′ 42″ N., Long. 79° 56′ 41″ W.,
thence to Lat. 9° 21′ 52″ N., Long. 79° 56′ 00″ W.,
thence to Lat. 9° 21′ 25″ N., Long. 79° 56′ 00″ W.,
thence to Lat. 9° 21′ 25″ N., Long. 79° 55′ 48″ W.,
thence to Lat. 9° 21′ 56″ N., Long. 79° 55′ 48″ W.,
thence to Lat. 9° 22′ 14″ N., Long. 79° 56′ 15″ W.,
thence due North to starting-point.

*Anchorage Area "C"*. Required pilotage waters for inbound vessels.

This area starting at Lat. 9° 21′ 25″ N., Long. 79° 55′ 21″ W.,
thence to Lat. 9° 21′ 25″ N., Long. 79° 56′ 00″ W.,
thence to Lat. 9° 20′ 48″ N., Long. 79° 55′ 57″ W.,
thence to Lat. 9° 20′ 27″ N., Long. 79° 55′ 21″ W.,
thence due North to starting-point. Restricted area East and South of Buoy 2, as charted, must be observed.

*Anchorage Area "D"*. For all ships of over 350 ft. in length and a deep salt-water draft of less than 35 ft. except where minimum charted depth is 32 ft.

This area starting at Lat. 9° 23′ 19″ N., Long. 79° 55′ 15″ W.,
thence to Lat. 9° 22′ 55″ N., Long. 79° 54′ 21″ W.,
thence to Lat. 9° 22′ 22″ N., Long. 79° 54′ 21″ W.,
thence to Lat. 9° 22′ 02″ N., Long. 79° 54′ 55″ W.,
thence to Lat. 9° 22′ 02″ N., Long. 79° 55′ 15″ W.,
thence due North to starting-point.

*Anchorage Area "E"*. For all ships less than 350 ft. and small craft. Minimum charted depth of water is 24 ft.

This area starting at Lat. 9° 22′ 55″ N., Long. 79° 54′ 21″ W.,
thence to Lat. 9° 22′ 27″ N., Long. 79° 53′ 54″ W.,
thence to Lat. 9° 22′ 22″ N., Long. 79° 53′ 54″ W.,
thence to Lat. 9° 22′ 22″ N., Long. 79° 54′ 21″ W.,
thence due North to starting-point.

*Anchorage Area "F"*. For small craft and yachts. Pilotage for this area will be decided by Cristobal Port Captain, based on merit of each individual case. Under no circumstances may a vessel proceed to this area prior to being cleared by Boarding Officials. (Bounded by Channel Buoy "3" by a direct line through Buoys "A," "B," "C," "L4," "L2" and return to Buoy "3".)

Outer anchorage area. Established North-West of Cristobal breakwater have the following co-ordinates: Commencing at latitude 09° 23′ 14″ N. longitude 79° 55′ 21″ W. (West breakwater light); thence to 09° 24′ 40″ N. 79° 56′ 00″ W. (buoy "A", whistle sea buoy); thence to 09° 24′ 40″ N. 79° 57′ 00″ W.; thence to 09° 23′ 14″ N. 79° 57′ 00″ W.; thence due East to starting point.

During periods of harbour congestion, large, deep-draft vessels and/or any vessel so directed may anchor outside the breakwater in the approved area. Such vessels must advise Cristobal Signal Station, by VHF Channel 12, the time of passing sea buoy, in order to establish order of transit. Masters will be given a definite time to enter the breakwater, where the vessel will be met by transit Pilot(s) and boarding officials.

Vessels must strictly adhere to the breakwater entry times as given, in order that transit schedule can be maintained.

*Prohibited Anchorage.* Eastern side of channel, Canal Zone waters South of Lat. 9° 22′ 02″ N. to Mole Buoy in order to give clear access to Colon Harbor. Also, no vessel or craft may proceed south of Lat. 9° 21′ 25″ N. prior to being cleared by Boarding Officials. No vessel may anchor with any part of the vessel in the main channel or closer than 300 yards to either East or West breakwater lights.

In cases due to harbour congestion, any vessel may be directed to anchor to Westward outside breakwater entrance and given an order as to the time it is to pass through the breakwater entrance.

**RESTRICTIONS:** Port open throughout 24 hours.

**MAX. SIZE:** Harbour limitations generally unrestricted as to length and beam. Draft 40 ft.

**RADIO:** The Port Captain may be contacted via VHF Channel 12. Commercial telephone calls and messages to Agents may be made via Panama Radio, VHF Channel 16.

**TUGS:** Available and assigned for berthing by Pilot. Tug's lines used at no extra charge.

**BERTHING:** No specific requirements as to arrival times. Fifteen cargo and bunkering berths.

**STEVEDORES:** Endeavour arrange arrival to avoid cost of "stand by" as Agent arranges gangs for 07.00 or 17.00 commencement.

**TANKERS:** Four berths available.

**FRESH WATER:** Available from piers.

**FUEL:** Bunker "C", diesel, light fuel and light diesel available at Government wharves from commercial companies. Rate of delivery 2,000 bbls. per hour.

The Southern part of Anchorage C, Cristobal Harbour, has been designated a limited bunkering area for vessels whose draft is too great to use the East breakwater bunkering area.

A large mooring buoy has been placed there. Vessels will anchor and use the buoy as a stern mooring.

Pilotage is compulsory out and into this area for vessels and bunkering barges.

Also see "Balboa".

**REPAIRS:** Emergency repairs possible.

**DRY DOCK:** Length 386 ft., breadth 60 ft., depth over blocks 20 ft. 6 in. MLW.

**POLICE/AMBULANCE/FIRE:** Emergency number 110. Routine Police business 3–2111.

**TELEPHONES:** May be placed aboard through arrangement with Agent.

**SHORE LEAVE:** Generally permitted.

**CUSTOMS:** Customs and Immigration Inspection Service available Monday to Saturday from 0700 to 1700. Charges for such service after hours and on Sundays and holidays set forth in Panama Canal Tariff. Number of inspectors required will be determined by Chief Customs and Immigration Inspector of port.

**DELAYS:** Delays in berthing, load or discharge or bunkering are minimal and infrequent. Eight hours is considered excessive.

**AUTHORITY:** Panama Canal Company, Balboa Heights, Canal Zone. Captain of the Port (Cristobal), tel. 3–1639.

**AGENT:** C. Fernie & Co., Inc. PO Box 5042, Cable address: "Fernie–Cristobal". Telephone Nos.: Cristobal 1772–1295–2914–2128. Telex Nos.: ITT–3482020, TR–9211 "Fernie Pa". Also VHF. After office hours telephone numbers. Cristobal 2468, Cristobal 2568.

## PANAMA CANAL (entering Cristobal or Balboa) (See Plan)

**BOARDING OFFICER:** Arriving vessels will be boarded upon arrival inside the breakwater at the Atlantic entrance or off the seaward end of the dredged channel at the Pacific entrance by a Canal boarding officer in accordance with procedures and boarding hours established for the boarding of vessels at the respective ports by the Canal authorities.

Vessels shall be entered at Canal Zone port of arrival by boarding officer and it is not necessary for masters to come ashore for that purpose. A transiting vessel entered at Balboa is required to clear from Cristobal, and vice versa.

*Anchoring to await boarding officer:* When a vessel is not boarded immediately on arrival, it shall anchor in the appropriate, designated anchorage area and await the boarding officer. See "Anchorages".

**VESSEL'S IDENTIFICATION:** Every vessel shall hoist its signal letters when approaching and entering a terminal port, and those arriving at night shall promptly signal their names by flashing light to the signal station. This communication of the vessel's name by signal letters or flashing light is mandatory even though the vessel communicates by voice radio. (Also see "Radio".)

**OIL POLLUTION:** Every vessel subject to the Federal Maritime Commission's oil pollution financial responsibility requirements, must maintain on board and make available to Panama Canal Company boarding Officers the original or copy of its certificate. Any vessel that does not have the necessary certificate on board will not be permitted to transit the Panama Canal.

If pollution occurs the Master is liable to a heavy fine; an appearance in court may be required hence the vessel being delayed for some considerable time.

**ORDER OF TRANSIT:** Canal authorities may dispatch vessels through Canal in any order and at any time they may see fit. Priority of arrival at a terminal does not give any vessel the right to pass through the Canal ahead of another that may arrive later, although order of arrival will be a consideration in determining order of passage.

N.B. A vessel in excess of 150 ft. in length that is not equipped with properly operating rudder-angle and engine-revolution indicators, so located as to be readily visible to a pilot on the bridge, will be subject to delay in transiting to the extent the Canal authorities deem necessary or appropriate in order to minimize, in the light of the type and volume of Canal traffic and of other factors relating to the safety of Canal operations, the increased hazards of navigation resulting from failure of the vessel to be so equipped. (In practice this regulation is thought to require that the indicators should be located on wings of bridge as well as inside wheelhouse for vessels over 80 ft. beam.)

**DOCUMENTS:** All documents listed below shall be ready for immediate delivery to boarding officer when he boards vessel upon each arrival of vessel in Canal Zone:

| *Documents required* | *From ships which transit Canal but do not take on or discharge passengers or cargo at Canal Zone ports (number of sets)* | *From ships taking on or discharging passengers or cargo at Canal Zone ports (number of sets)* |
|---|---|---|
| (1) Ship's information and quarantine declaration (Panama Canal Form 4398) | 1 | 1 |
| (2) Clearance from last port | *1 | *1 |
| (3) All certificates of a sanitary nature | *1 | *1 |
| (4) Passenger list: Passengers transiting only (on Panama Canal Form 20) | **2 | **2 |
| (5) Passenger list: Passengers for discharge (on Panama Canal Form 18–9) | 0 | **4 |
| (6) Crew list (on Panama Canal Form 1509–10) | 2 | 2 |
| (7) Store list | †1 | †1 |
| (8) Cargo declaration (Panama Canal Form 4363) | 1 | ‡1 |
| (9) Manifest of local cargo | 0 | 4 |
| (10) Panama Canal tonnage certificate | 1 | ††1 |
| (11) National register | *1 | *1 |
| (12) General arrangement and engine room plans | ‡1 | ††1 |
| (13) Report of structural alterations and of changes in use of tanks or other spaces since last transit | 1 | ††1 |
| (14) Declaration by all vessels except ships of war of all arms and munitions of war aboard other than explosives declared separately | **2 | **2 |
| (15) Declaration as to vessel's port(s) of departure, destination, and ports of call, within the last three months, with the corresponding actual or approximate dates | 1 | 1 |

* For examination and possible retention.

** Not required unless such persons or cargo are carried.

† Required if ship during transit is laid up for repairs, regardless of whether passengers or cargo are taken on or discharged.

†† Not required unless ship transits Canal.

‡ For taking up and subsequent return through Agent or otherwise.

*Documents required at ports.* In case a vessel takes on or discharges passengers or cargo at only one Canal Zone port and does not transit Canal, documents indicated in column two are required. In case a ship docks or takes on or discharges passengers or cargo at both Cristobal and Balboa, or at a port other then port of entry, all documents in column two are required at first port and, in addition, four copies of document (9) required at second port.

*Crew list.* For purposes of additional identification of crew members, all copies of crew list shall include for each seaman the serial number of his certificate of identification, continuous discharge book, pass-port or other satisfactory identifying documentation. In addition, the given name and middle initial, as well as family name, shall be shown for all seamen.

*Passenger list.* All copies of passenger lists shall be accurate and legible and shall be delivered to boarding officer. The list shall sh passengers in alphabetical order. Passengers who are to be d charged at Canal Zone ports shall be listed separately from ot passengers aboard who are only to transit Canal. In event any pa senger listed for discharge fails to disembark, or any passen listed for transit disembarks, notice shall be given promptly Master through his ship's agent to Port Captain and a supplem tary passenger list (same number of copies as is required for original list of disembarking passengers) showing required inform tion concerning such passengers shall be furnished promptly Chief Customs Inspector prior to clearing Canal Zone waters.

(It is understood that "Advance Documents" are no longer quired by Authorities. However, Agents request copies of Crew a Passenger Lists in advance, which should, if possible, be airma from last Port.)

**PILOTAGE:** Pilot is mandatory entering either from Balboa Cristobal and is supplied without special request. Should ves desire Pilot to meet it outside Atlantic Breakwater, it should rem there and make signal to that effect. Vessels shall furnish a sa clean, well-lighted pilot ladder, and will be required to make a lee rough weather. Vessel normally boarded inside breakwater a point north of the Mole Beacon at the Atlantic Entrance, and Merchant Vessel Anchorage to seaward of Buoys 1 and 2 Pacific Entrance.

*Shelter for Pilots:* Purpose of platform is to provide a shelter fro sun and rain for pilots working near bow of vessel and to prov adequate visibility around the locks to reduce danger of damage.

Platforms are required on:

(*a*) All vessels that are 100-ft. or more in extreme beam w bridge aft; and

(*b*) All vessels that are 95-ft.to 99·9-ft. extreme beam with brid 600 ft. or more from the bow measured at the outside of t wheelhouse at the centreline.

Platform to be erected at position which is farthest forward extreme beam and not more than six inches inboard from the vertic plane of shell plating. One on each side of the vessel. Awning ma of suitable material. Deck of wood or other suitable material w non-skid surface.

Vessels equipped with previously approved design may contin to use platforms of that design until they require replacement.

Further inquiries on this subject should be directed to Chi Ports Division.

The vessels mentioned above require four Pilots, two forw and two aft, when transiting the locks of the canal.

**STEERING LIGHT:** All vessels with the bridge more than 250 f from the stem must have a steering light at or near the stem. Th light may be any colour except white, green or amber, must not b visible forward of the beam, and must be of such an intensity a so fixed as to be clearly visible from the navigation bridge.

**ANCHORAGES:** No vessel shall anchor within navigable water of Canal Zone in other than a designated anchorage.

1. *Merchant Vessel Anchorages.* (a) *Atlantic entrance merchan vessel anchorage.* An area to the west of the Canal channel bounde as follows: Starting at a point "A", located in position 9° 21′ 25″ N 79° 55′ 31″ W., and marked by gas buoy No. 2, thence 900 yd. 27 true to a point "B" located in position 9° 21′ 25″ N., 79° 55′ 58″ W thence to lighted buoy "I", thence to lighted buoy "H", thence du North to a point "C" located in position 9° 22′ 07″ N., 79° 56′ 41″ W thence 2,800 yd. 59° true to a point "D" located in position 9° 22′ 5 N., 79° 55′ 29″ W., and thence to the starting-point. The line extendin due West from the Cristobal Mole through lighted beacon No. 1 an lighted buoy No. 2 (9° 21′ 25″ North) marks the Southern limit of th anchorage area. No vessel shall pass this line without having bee passed by the boarding officer and without having a Canal pilot o board.

(*b*) *Gatun Lake anchorage basin.* An area immediately East of th Canal channel line, bounded by a line extending to a point 450 yd 120° true from the East wing-wall at the South end of Gatun Lock thence 690 yd., 148° true to flashing white lighted buoy "A" thenc 700 yards, 070° true to flashing white lighted buoy "1" thence 1,1 yards, 148° true to quick flashing white lighted buoy "3" thenc 2,800 yards, 224° true through fixed white lighted buoy "5" and blac can buoy "7" to the Canal channel line at flashing white lighted bu "9"; the channel prism line being the westerly boundary line of th anchorage area.

(c) *Pacific entrance merchant-vessel anchorage.* An area bounde as follows: beginning at a point in position 8° 51′ 50″ N., 79° 30′ W., marked by a lighted whistle buoy which is painted with alte nating black and white vertical stripes and which shows short-lon flashing white light every 8 seconds, i.e. light 0.4 second, eclipse 0 second, light 1.6 seconds, eclipse 5.6 seconds; thence due East t longitude 79° 28′ 00″ W.; thence due North to latitude 8° 54′ 31″ N thence due West toward Flamenco Island Light to a point 8° 54′ 3 N., 79° 30′ 46″ W.; thence South-westward touching the North-wes corner of San Jose Rock to position 8° 53′ 27″ N., 79° 31′ 23″ W marked by canal-entrance lighted buoy No. 2; thence South-eas ward to the point of beginning.

2. *Anchorage areas for ships loaded with hazardous cargoes.* (a *Atlantic end.* Area included in rectangle 1,000 yd. wide immediat South of West breakwater, starting at a point on West breakwa 1,000 yd. from West Breakwater Light and thence extending wes ward 2,000 yd. along breakwater.

(b) *Pacific end.* Area South of Naos Island bounded on the Ea by a line drawn South (true) from entrance gas buoy No. 1; on th South by a line drawn east (true) from Tortolita Island, and on th North and West by the curve of 30-ft. depth.

Vessels carrying explosive cargoes shall anchor in the explos anchorage areas, on arrival at the Canal Zone, and there await instructions.

**MAX. SIZE:** N.B. The following paragraphs serve as an approximate guide to permitted size of vessel in transmitting Canal, but Owners and Operators should always seek official clarification and ruling from: The Chief Navigation Division, Panama Canal Company, Box 5012, Balboa, Canal Zone.

1. *General*

(*a*) Based on experience to date, the Panama Canal Company has determined that 106·0 ft. is the widest extreme beam commercial vessel acceptable for regular transit. Wider vessels, not exceeding an extreme beam of 107·0 ft., may be permitted to transit on a delivery basis only. The max. length is limited to 900 ft. except that container or passenger vessels will be accepted up to a max. length of 950 ft.

(*b*) Vessels of 100 ft. beam and over, whose handling characteristics are such as to endanger herself, Panama Canal appurtenances and/or a third party, may have such further limitations of draft and trim placed on her as Canal Authorities deem necessary to ensure reasonable safety.

(*c*) Draft of non-self-propelled barges 550 ft. or more in length, and/or 100 ft. or more in beam, may be limited when in the opinion of Canal Authorities such limit is necessary to ensure reasonable safety.

(*d*) Because of the increasing need for despatching large vessels and tows as early as possible in the morning, consistent with safe practice, it is important that information provided in advance of initial transit of the vessel include capacity plans, general arrangement plans, engine-room plans and, whenever possible, photostatic copies of national register, load-line certificates and Panama Canal tonnage certificates. This advance information will minimise the time spent aboard the vessel by admeasurers before commencement of the initial transit.

2. *Initial Transit Draft*

The maximum draft (deepest point of immersion) allowed for initial transit of the Panama Canal (except for identical sister-ships) will be limited to 37 ft. Panama Canal fresh water. This max. draft will be further limited as necessitated by the draft limits established by bilge radius, the max. TFW draft allowed for the Panama Canal as promulgated periodically by the Marine Director because of Gatun Lake Level, or by limitations deemed necessary because of restrictions in the waterway. This will normally be:

| *Gatun Lake Level* | *Normal Panama Canal Draft Restriction* | *Maximum Panama Canal Fresh Water Draft For Initial Transits* |
|---|---|---|
| Over 86′ 6″ | 39′ 6″ | 37′ 0″ |
| 86′ 0″ to 86′ 6″ | 39′ 0″ | 37′ 0″ |
| 85′ 6″ to 86′ 6″ | 38′ 6″ | 37′ 0″ |
| 85′ 0″ to 85′ 6″ | 38′ 0″ | 37′ 0″ |
| 84′ 6″ to 85′ 0″ | 37′ 6″ | 37′ 0″ |
| 84′ 0″ to 84′ 6″ | 37′ 0″ | 37′ 0″ |
| 83′ 6″ to 84′ 0″ | 36′ 6″ | 36′ 6″ |
| 83′ 0″ to 83′ 6″ | 36′ 0″ | 33′ 0″ |

3. *Maximum transit draft*. After initial transit made at, or less than, authorised initial transit draft, maximum draft for succeeding transits will be maximum allowable Panama Canal fresh water draft for particular vessel, based on all relevant factors. After initial transit, Owners, Operators or Agents will request authorised maximum draft from the Chief, Navigation Division. This request will be returned with approved maximum Panama Canal fresh water draft stamped thereon.

4. *Transit drafts for sister-ships*. Identical sisters are not limited to initial transit draft established in paragraph 2. Transits of such vessels will be permitted at maximum Panama Canal fresh water draft authorised an identical sister, lake level permitting.

5. *Procedure to obtain initial transit draft allowances*. Shipowners, Operators or Agents who desire arrange initial transits in excess of 34 ft. Panama Canal fresh water draft must correspond with the Chief, Navigation Division, Panama Canal Company, Box 5012, Balboa, Canal Zone, not later than two weeks prior to loading vessel in order receive designated initial Panama Canal fresh water transit draft.

6. *Increased allowances for vessels with limited bilge radii*. A vessel whose Panama Canal fresh water transit draft allowance is restricted by her bilge radius, may install permanent fendering to keep vessel from touching lock-wall batters when alongside lock walls, providing maximum beam, including fendering, does not exceed 100 ft.

7. *Release from liability*. Masters of vessels will be required to execute a form, undertaking to release Panama Canal Company from liability in case of accident and to indemnify Company for damages sustained in following instances (because of additional draft allowances granted to transiting vessel, these releases are required, generally, on a one-time basis):

(a) When *maximum* tropical fresh water draft during an initial transit (not to exceed 37 ft.) is within 1 ft. 6 in. of authorised mean tropical fresh water load line of transiting vessel;

(b) When initial transit is being made by an identical sister ship at a maximum draft in excess of 37 ft.;

(c) When transiting vessel is equipped with permanent fenders to breast her off the lock-wall batters, until trial transits have proven permanent fenders satisfactory;

(d) When vessel permitted transit at draft greater than her allowed Panama Canal fresh water draft or her mean authorised TFW load line. Vessels over draft will be subject to denial of transit or delay to extent Panama Canal authorities deem necessary in light of traffic conditions and safety of Canal operations;

(e) When a vessel transits at less than the minimum drafts specified below:

| | |
|---|---|
| Over 425′ up to 475′ | 8′ fwd. 14′ aft |
| Over 475′ up to 525′ | 18′ fwd. 20′ aft |
| Over 525′ up to 580′ | 20′ fwd. 22′ aft |
| Over 580′ up to 625′ | 22′ fwd. 24′ aft |
| Over 625′ | 24′ fwd. 26′ aft |

**HEALTH:** Radio pratique is available to all vessels arriving in Canal Zone waters. Radio pratique is a quarantine clearance by radio, based upon information from the vessel prior to its arrival at Balboa or Cristobal and past experience with the vessel and its personnel. A limited number of vessels will be sampled for compliance with the required standards of health and sanitation on board. The sampling will generally be done on a random basis and will provide a measure of the success of the programme.

It should be emphasised that radio pratique applies only to the quarantine section of the required forms and documents for the Panama Canal. All vessels must still complete the required boarding forms, and in most cases, be prepared to receive the Panama Canal Boarding Inspector on arrival in Canal waters. Such forms as crew and passenger lists, ship's information forms, and the cargo declaration must always be completed for presentation to the Panama Canal officials.

Attached is a listing of the items to be reported prior to arrival in the Canal Zone. The information is similar to that now required of vessels requesting radio pratique in U.S. ports. In addition, there are some special circumstances in the Canal Zone that make additional information necessary.

The manner of reporting the information required should be clear and orderly as specified in 35 CFR, section 123.4, listing information required in advance. The request for radio pratique should originate from the Master and can be submitted directly by radio or through the vessel's local agent. The local agent should submit his request with all the required information to the Quarantine office at the port of arrival of the vessel. The local agent will be notified when radio pratique is granted or refused and the agent will communicate this information to the ship.

It is hoped that vessels will take advantage of radio pratique when arriving for transit or docking at the Canal Zone ports of Balboa and Cristobal, and that in as many instances as possible it may be able to grant this time saving privilege.

*Radio Pratique Programme*

1. *General*

(*a*) The granting of radio pratique is a Health Bureau responsibility designated to the Division of Preventive Medicine. (35 CFR 61.264)

(*b*) In order to process the details of this programme more expeditiously, communication may be held between the quarantine offices and the ship's Canal Zone Steamship Agent representing the vessel hereinafter called local Agent.

(*c*) All vessels coming to the Panama Canal may request radio pratique by means of the ETA radio message or through the ship's local Agent.

(*d*) Requests for radio pratique may be submitted to the quarantine office at the port of arrival at least 12 hours and not more than 48 hours before vessel is scheduled to arrive.

2. *Specific Requirement for Each Voyage*

(*a*) The vessel will be maintained free from rats and vermin.

(*b*) The Derating Certificate or Derating Exemption Certificate must be valid (i.e. date of issue not more than 180 days prior to date of arrival at the Panama Canal).

(*c*) Vessels arriving within 15 days from the ports designated in the Aedes Aegypti Indices Bulletins must be disinfected with the aerosol described in the Aedes Aegypti Indices Bulletin No. 8, 1970.

(*d*) The restrictions imposed in 61.281 through 61.302, "Importation of Certain Things", Title 35 CFR, must be strictly adhered to and followed.

3. *Action taken by the Quarantine Officer in Charge**

(*a*) Radio pratique *may* be granted by the quarantine office upon request from the vessel or through the ship's local Agent representing the vessel:

(1) if the information requested in the Appendix hereto is complete; *and,*

(2) if the quarantine officer in charge* is of the opinion that the vessel is reasonably free from any condition either from a health or sanitation standpoint that might introduce illness into the Canal Zone.

(*b*) Radio pratique may be denied by the quarantine officer in charge:

(1) if the requested information is incomplete; or,

(2) if the quarantine officer in charge* feels that medical or sanitary reasons prevail requiring careful inspection upon arrival of the vessel.

* Or designated representative.

4. *For Sampling and Surveillance of Compliance Purposes*

After the information supplied by the Shipmaster has been reviewed the quarantine officer in charge* will advise the ship's local Agent concerned whether radio pratique has been granted or denied and if any restrictions or limitations have been imposed. He will also inform the Marine Traffic Controller, and the Immigrations and Customs office whether radio pratique has been granted or denied.

* Or designated representative.

5. *Action taken by the Ship's Local Agent*

(*a*) The ship's local Agent may submit requests for radio pratique to the quarantine office if the vessel has not done so by radio. The information required is listed in the Appendix hereto. Such requests should be submitted not later than 12 hours before the vessel is scheduled to arrive nor earlier than 48 hours before the expected arrival of the vessel.

(*b*) The ship's local Agent will advise the vessel which he represents whether radio pratique has been granted or denied; and any restrictions or limitation imposed.

6. *Action taken by Panama Canal Company Boarding Inspectors*

On vessels that have been granted radio pratique, the Panama Canal Company Boarding Inspector will:

(*a*) Ascertain that the Shipmaster has completed the Ship's Information and Quarantine Declaration (Form 4398) *except* the "quarantine portion" at the bottom of the form; and,

(*b*) Otherwise process the vessel (e.g. for Immigration, Customs, Admeasurement, and any other non-quarantine requirements) without any further questioning on quarantine matters. This processing may be either in the bay or at the dockside at the discretion of the Admeasurer Watch Supervisor. By agreement with the Chief Immigration Service, passengers that are disembarking from vessels may be processed by the Immigration Service at the docks.

(*c*) Vessels that are denied radio pratique or have failed to request radio pratique, will be cleared through Quarantine by the Panama Canal Company Boarding Inspector in the prescribed routine manner.

7. *Action taken by Shipmasters*

(*a*) Shipmasters should request radio pratique directly by radio or through the agent representing them in the Panama Canal Zone and supply the information requested in the Appendix hereto.

(*b*) Shipmasters should take cognizance of the requirements listed in paragraph 2, "Specific requirement for each voyage", above.

(1) If granted radio pratique, they may enter the anchorage area or a Canal Zone port without flying the quarantine flag; they must however comply with any restrictions or limitations imposed by the Quarantine Officer in Charge.

(2) Unless the boarding of docking vessels is scheduled to take place at the pier, vessels *must* await boarding by a representative of the Panama Canal authority.

(3) If denied radio pratique, vessels must be cleared for Quarantine in the prescribed routine manner; that is enter the Canal Zone waters or a Canal Zone port flying the Quarantine Flag and must await processing by the Panama Canal Company Boarding Inspector.

(4) It is important that the Shipmasters remember that in all instances all forms regularly required are to be completed prior to arrival for presentation to the Boarding Inspector.

*Appendix*

Information required by Quarantine Officer in Charge from Shipmaster requesting radio pratique through ship Agency representing him at the Panama Canal.

Full name of vessel.
Country of registry.
International radio call letters.
Estimated date of arrival and port.
Whether docking at Balboa or Cristobal and reason therefor.
List of ports of call within past *15* days prior arrival.
Record any illness or communicable diseases on board.
Record any death occurring on board since departure from last port and cause, if known or suspected.
Report the number of smallpox vaccinations required.
Report the number of passengers to be disembarked and port of disembarking (e.g. Cristobal or Balboa).
Report the date of the Deratting Certificate or Deratting Exemption Certificate.
Record the number, kind, and origin of all animals aboard and if any are scheduled for disembarking.
Report the origin or source of the meat in the ship's stores.

Only vessels in the following categories need still be subject to "on board" public health clearance upon arrival at Canal Zone ports:

A. Vessels which, during the 15 days prior to arrival in the Canal Zone ports, have or have had on board passenger or crews with any of the following conditions or symptoms of illness:

1. Temperature of 100° F (38° C) or greater (*a*) which persisted for two days or more: or (*b*) which was accompanied or followed by any one or all of the following: rash, jaundice, glandular swelling; *or*
2. *Prolonged diarrhoea* (lasting 1 full day or more).

B. Occurrence of death on board for any reason.

C. Vessels which have been in a country infected with smallpox during the 15 days prior to arrival in the Canal Zone.

D. Vessels which have been in a country infected with plague in the 60 days prior to arrival in the Canal Zone.

**RADIO:** Balboa Naval Radio NBA.

1. *Signal stations.* (a) Visual-signal stations established for communication on arrival Canal approaches by International Code and/or flashing light, at seaward end of Pier 6 Cristobal, and on Flamenco Island at Pacific entrance.

(b) Flamenco Island also contactable on VHF Channel 12 frequency 156·6 Mgs., and R/T 2182, 2638 and 2846 kc/s. – call letters WHC.

(c) Vessels of 85 ft. beam and above awaiting transit at Balboa anchorage should keep VHF radio watch on Channel 12 for transit orders.

(d) Arriving ships may communicate with Port Captain's Office, Cristobal through Cristobal Signal Station Radio communication is maintained on international maritime VHF Channel 12 (156·6 Mc/s.) through "Cristobal Radio".

2. *Advance information required by radio from vessels approaching Canal.* Vessels approaching Canal shall communicate by radio to the Port Captain, through Balboa Radio Station, call letters NBA, at least 48 hours in advance of arrival in Canal Zone, the information required below. If radio communication can be established e than 48 hours in advance of arrival, required information shou furnished at time such communication is first practicable.

(*a*) All items of information listed below, unless previously municated through agents or otherwise to Canal authorities, sh transmitted to Port Captain using phonetic alphabet lette identify items, as follows:

ALFA – The Panama Canal Identification Number of the ves

BRAVO – Estimated date and time of arrival, port of arriva request for Canal transit if desired.

CHARLIE – Estimated draft upon arrival, in feet and inches and aft).

DELTA – Any changes in the vessel's name, country of reg structure, or use of tanks that have occurred since the vesse called in Canal Zone waters.

ECHO – Will the vessel dock at Balboa or Cristobal? What i reason for docking? If it is for cargo operations, fuel or water the tonnage involved in each case. Is there any other reason the v will not be ready to transit upon arrival? What is the reason?

FOXTROT – The nature and tonnage of any deck cargo.

GOLF – If the vessel is a tanker, state names and grades of carried. State names and grades of the cargo last carried in empty tank which is not gas free.

HOTEL – If the vessel is carrying explosives as cargo, stat grade of each explosive and the amount, in tons of each grade

INDIA – Quarantine and immigration information:

(1) Is radio pratique desired?

(2) State the ports at which the vessel has called within 15 proceeding its arrival at the Canal Zone.

(3) State all cases of communicable disease aboard an nature of the disease or diseases, if known.

(4) The number of deaths which have occurred since depa from the last port and the cause of each death, if known.

(5) The number of smallpox vaccinations required.

(6) The number of passengers disembarking and their po disembarkation.

(7) The number and ports of origin of any stowaway and a description of the identity papers of each stowaway.

(8) The number, kind and country of origin of any animals ab Are any animals to be landed?

(9) The country of origin of all meat, whether carried as car as ship's stores.

(10) Has the vessel called at a port in any country, infected foot-and-mouth disease or rinderpest during its present voy Countries considered to be infected are:

(*a*) All countries east of the 30th meridian West longitude West of the International Date Line except Australia, Ch Islands, Fiji, Greenland, Iceland, Japan, New Zealand, Nor Ireland, Norway, Republic of Ireland;

(*b*) All countries of South America;

(*c*) Curacao (the Leeward Islands of the Netherlands Antille

(*d*) Martinique;

(*e*) Cuba;

(*f*) Guadaloupe.

(11) Specify whether the vessel has a valid Derating Certi or a Derating Exemption Certificate issued 180 days prior to a

(*b*) The following additional information shall be transm via radio to the Port Captain from all vessels as applicable:

(1) Vessels approaching from the Pacific shall report actual of passing Cape Mala, or the latitude of Cape Mala, and the ves speed.

(2) Vessels approaching from the Atlantic shall report 12 h prior to arrival at Cristobal any change of one hour or more i expected time of arrival.

(3) Any other matters of importance and interest.

(*c*) Timely receipt of the above information will facilitate the tr or docking of arriving vessels. Failure to comply with these repo requirements may subject a vessel to delay since vessels whic comply will receive priority of service and handling over those w do not.

**DENSITY:** On several occasions vessels arriving for transit been found to be over authorised draft after entering Gatun Overdrafts in these instances have been caused, it is believe assuming fresh water densities different from what actually e in Canal.

Using distilled water as 1·000, water densities have been d mined to be as follows:

| | *Density* | |
|---|---|---|
| *Location* | *Gm./cc 85°F* | *Lbs./ft³ 85°F* |
| (*a*) Gatun Lake* | 0·9954 | 62·21 |
| (*b*) Miraflores Lake† | 0·9971 | 62·32 |
| (*c*) Balboa Anchorage‡ | 1·0219 | 63·87 |
| (*d*) Cristobal‡ | 1·0212 | 63·76 |

*Fresh water.
†Brackish water.
‡Salt water.

**BOILER WATER:** May be taken without charge from Gatun subject Pilot's Permission and draft.

**FRESH WATER:** Available Balboa on Cristobal cost abou cents per 100 cu.ft.

**CERTIFICATES:** see "Documents". (*a*) If a valid Derating C ficate or Derating Exemption Certificate is not produced respect to any arriving vessel the quarantine officer shall:

(1) If he is satisfied that vessel is free of rodents or is kept in a condition that number of rodents on board is negligible, iss Deratting Exemption Certificate; or

(2) If he is satisfied that a Deratting Exemption Certificate sh

not be issued with respect to such vessel, require derating of vessel.

(*b*) When, pursuant to paragraph (*a*) (2) of this section, deratting has been completed to satisfaction of quarantine officer, he shall issue a Derating Certificate.

**CUSTOMS:** *Hours.* The regular hours for the customs inspection of baggage of landing passengers and for the customs supervision of landing passengers are from 0700 to 1700 daily, excluding Sundays, and holidays. Such customs services may be furnished during other hours, or on Sundays and holidays, only upon the request of the Master or authorised agent.

2. *Marine Protests.* Marine notes of protest may be made and extended by Masters of American vessels before customs officers without charge.

3. *Allowances.* Tobacco, Wine and/or Spirits at Master's discretion sufficient for immdeiate consumption. Alcohol not permitted to be taken ashore.

**CONSULS:**

**Great Britain:** British Consulate, Colon Office 38–7–7060;

**Norway:** Royal Norwegian Consulate General: Consul General for Panama, R. P., Terence O. Ford, Office: 28–25–2347. Residence: 28–24–1884.

Norwegian Consul, Cristobal, G. R. Morland, Fenton Bldg. 3–2819.

Norwegian Consul for Pacific Side, Canal Zone, Arne Hauge, Office 2–1965.

**Republic of South Africa:** Consul for the Republic of South Africa, Henry I. Darlington, Office: 28–23–0834. Residence: 28–23–6779.

**Sweden:** Royal Swedish Consulate General, Edificio Melinda, Via Argentina, Panama 28–23–9694.

**Denmark:** Royal Danish Consulate General, Consul General for Panama and Canal Zone, W. Ishoy, Office: 28–25–0524. Residence: 28–24–1537.

Royal Danish Consulate for Colon and Canal Zone, George R. Downing, Office: 38–7–1870. Residence: 3–2361.

**Finland:** Finnish Vice-Consul, Cristobal/Colon, Donald Francey, Fenton Bldg. 3–1781.

**REPATRIATION:** Crew members, of vessels other than vessels of United States registry or enrolment signed on before a shipping commissioner, may be discharged in Canal Zone only with consent of the Immigration Service. Before such consent may be given, the Chief Immigration Inspector at port concerned shall be furnished a memorandum in triplicate showing name, age, nationality, and rating of the crew members proposed to be discharged.

When crew members are signed on a vessel, other than crew members signed on a vessel of United States registry or enrolment by a shipping commissioner in the Canal Zone, a memorandum in triplicate showing name, age, nationality, and rating of crew members signed on shall be furnished to Chief Immigration Inspector at the port concerned.

Arriving crew members and particularly visiting Superintendents should if possible possess Panamanian visas.

**AIRPORT:** Tocumen International Airport located outside Panama City, 18 miles from Balboa; 48 miles from Cristobal, served by all major scheduled international airlines operating in Southern hemisphere.

**HOLIDAYS:** Sunday, January 1; February 22, Good Friday; May 30; July 4; First Monday in September; November 3; November 11; Thanksgiving Day; December 25; and such other days as may, pursuant to law, be declared to be holidays.

**TIME:** EST. No alterations to clocks necessary throughout the year.

**LOCKS:** Gatun Locks (Atlantic side) raise and lower vessels 85 ft., Miraflores (nearest to Pacific) 54 ft. and Pedro Miguel (Pacific side) 31 ft.

**AUTHORITY:** Ports Division, Panama Canal Company, Box 5012, Balboa, Canal Zone.

**AGENT:** See "Cristobal".

### PUERTO LAS MINAS (Payardi): 09.24 N. 79.50 W.

**DOCUMENTS:**

5 Crew Lists.
5 Passenger Lists.
5 Stores Lists.

Vessels arriving at Las Minas Bay for cargo operations must have on board Panamanian Consular despatches, obtained at the previous port. Vessels arriving without despatches will be charged with twice the cost of these documents on arrival.

**PILOTAGE:** Refinery Pilot boards at the sea buoy in approximate position 9° 25′ 40″ N. 79° 49′ 42″ W.

**ANCHORAGE:** Vessels waiting for Pilot should anchor in the vicinity of the sea buoy in the approximate position given above.

**APPROACHES:** Las Minas Bay is situated approx. 6 miles East of Cristobal. The approach channel is 1 mile long, 1,000 ft. wide, with a minimum depth of 47 ft. Leading lights covering approach channel on bearing 171°.

The inner harbour channel is 1 mile long, 300 ft. wide, dredged to a depth of 40 ft. up to the tanker berth. Leading lights covering the inner harbour channel are on a bearing of 148° 45″.

**MAX. SIZE:** Length 800 ft. LOA, draft 37 ft. 6 in. at tanker berth.

**RADIO:** See Panama Canal.

**BERTHING FACILITIES:** One tanker berth with a depth of 40 ft. alongside. Dry cargo berth, depth of 28 ft. alongside. This berth can accommodate vessels up to 530 ft. LOA.

Barge Dock, with depth of 20 ft. alongside. Can accommodate vessels up to 250 ft. LOA.

**FRESH WATER:** Drinking water may be taken on directly from the tanker berth while discharging or loading cargo.

**FUEL:** Bunkering at the tanker berth is available only to vessels working cargo. Vessels under 250 ft. length can be bunkered at the barge dock. Vessels at the dry cargo pier are bunkered by barge. Vessels calling for bunkers only are refuelled by barge at the anchorage in vicinity of the Sea Buoy No. 1.

From the storage tanks of Refineria Panama, marine fuels are loaded on barges and transported to Cristobal and Balboa and also to Colon Harbour and Taboga Island for delivery to vessels by barge. The refinery produces all types of marine fuels, Bunker C, light and heavy diesel, kerosene, etc.

When a vessel is stemmed for bunkers and cannot be supplied by barge due to rough weather or technical difficulties, she is docked at Cristobal, where she bunkers for the account of the suppliers (Refineria/Golden Eagle). The supplier then absorbs any docking charges in excess of the barging fee, plus Panamanian Authorities usual fees.

**AUTHORITY:** Refineria Panama S.A.

## Papua and New Guinea

### KAVIENG: 02.34 S. 150.48 E.

**PORT LIMITS:** A line drawn from the South-western extremity of Cape Siwusat to the Southern extremity of Nago Island.

**DOCUMENTS:** See "Lae".

**PILOTAGE:** The Administration does not maintain a Pilot at Kavieng. Arrangements may be made with the Harbour Master at Rabaul; and a private Pilot can be contacted by the Agent.

**HEALTH:** See "Lae".

**RADIO:** Call through VJZ.

**TUGS:** None available.

**BERTHING:** Main Wharf. Length 308 ft.; width 40 ft. Minimum depth of water 23 ft. below LAT (due to debris which is being removed). (N.B. channel restriction 26 ft.)

**FRESH WATER:** None available.

**FUEL:** Diesel fuel and distillate are available. Supply is by road tanker.

**CUSTOMS ALLOWANCE:** Tobacco: 1 lb. per person, 400 cigarettes deemed equivalent to 1 lb. Wine/spirit: Not in excess of three quarts per person.

**REPAIRS:** No facilities.

**AIRPORT:** Distance from port 2 miles by road, served by regular airlines.

**TIME:** GMT plus 10 hours. No change.

**AUTHORITY:** Port Manager, PO Box 127, Kavieng. Tel. (office) 244. Telegraphic Address "Portman, Kavieng".

**AGENT:** See "Rabaul".

### KIETA: 06.13 S. 155.28 E.

**PORT LIMITS:** Marowa Point to Western end of Arovo Island; Eastern end of Arovo Island to beacon on Wogoromodo Reef to Kepotto Point; Southern tip of Bakawarri Island to Mission Point.

**PILOTAGE:** A Pilot is available on application to the Harbour Master.

**TUGS:** None available.

**BERTHING:** *Main Wharf:* Minimum depth at LAT 24·6 ft., length 208 ft., width 36 ft. Position 6° 13.27′ S., 155° 38.25′ E.

The wharf is situated in front of a steel sheet piling retaining wall which provides for coaster berths of 95 ft. and 190 ft. at the Western and Eastern ends respectively.

**FRESH WATER:** Not available.

**FUEL:** Distillate is available by road tanker.

**AUTHORITY:** Port Manager, PO Box 149, Kieta. Tel. office 956063, residence 956370. Telegraphic address, "Portman, Kieta".

**AGENT:** See "Port Moresby".

### KIMBE: 05.33 S. 150.09 E.

**PORT LIMITS:** Starting on the shore at a point 295° 260 m. from the North-west corner on the wharf face thence 044° 317 m. thence 132° 490 m. thence 216° to the shore.

**PILOTAGE:** The administration does not maintain a Pilot at Kimbe. Arrangements may, however, be made with the Harbour Master at Rabaul.

**TUGS:** Not available.

**BERTHING:** Position of wharf, 05° 32.93′ S. 150° 09.26′ E. Length of "T" head, 200 ft. width 40 ft. Height of wharf above LAT 10·2 ft. Minimum depths of water below LAT are as follows: outer face 35 ft., inner East 19·5 ft., inner West 18 ft.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**AUTHORITY:** Port Manager, PO Box 65, Kimbe. Tel. (office) 48. Telegraphic address, "Portman, Kimbe".

## LAE: 06.48 S. 147.11 E.

**PORT LIMITS:** From a position Lat. 6° 44′ 12″ S. Long. 146° 59′ 52″ E. 175° T. for 2·2 cables, thence 270° T for 9·3 cables, thence 017° T to the shore. Time of arrival at Sugarloaf Anchorage, if berth is not immediately available, is accepted as time of arrrival in port.

**DOCUMENTS:** First port of call in Papua New Guinea the following inward Customs documents are required to be handed to Customs Department within 24 hours of ship's arrival:

3 copies Inward Passenger List.
7 copies Inward Customs Manifest.
3 copies List of Crew.
3 copies Articles in Private Possession of Officers and Crew – Form 5.
3 copies Stores List.
2 copies Immigration Restriction Ordinance List (Form 6) being complete list of passengers disembarking and in transit.

If other than first port of call:

3 copies Inward Passenger List.
7 copies Inward Customs Manifest.
Outward Customs Clearance from last port of call.

**PILOTAGE:** The Administration's Harbour Master acts as Pilot if required. Pilot will board vessel 3 miles from Overseas wharf, from a 25 ft. fibreglass blue and white cabin cruiser.

Telegrams requesting a Pilot should be addressed to Lyle Lae through Lae Radio on 50 kc/s between 2200 GMT and 0830 GMT any day. VHF station, call sign Lae Harbour, Channel 16.

**ANCHORAGES:** Safe anchorage is available about 5 miles from main wharf, in the Huon Gulf area, called Sugarloaf Anchorage, at approximately one and a half miles offshore between beacons: Northern Beacon lat. 6 deg. 47′ 10″ S., long. 146 deg. 57′ 20″ E. Southern Beacon lat. 6 deg. 48′ 20″ S., long. 146 deg. 57′ 6″ E.

Holding ground is good and 11 fathoms is found just South of the line with Northern Beacon bearing West true one and a half miles distant. The depth varies within a fathom or two in seasons on account of the soft bottom.

Medium-sized vessels up to 450 ft. LOA may find safe anchorage 1½ cables from N.W. end of the Overseas wharf in position 6° 44′ 03″ S., 156° 48′ 48″ E. Depth of water 30 ft.

**RESTRICTIONS:** The port works 0600–2400, 7 days a week, except on Christmas Day and Good Friday.

Except for LPG and fuel, vessels berth and sail any time of the day or night, depending on availability of berths and number of vessels waiting for a berth.

**MAX. SIZE:** The Overseas wharf is 810 ft. long, with a minimum depth of water at LAT 36 ft. Normally two vessels, max. draft 30 ft., are berthed simultaneously, each overhanging the ends of the wharf.

**HEALTH:** (*a*) Vessels Arriving Directly from Australia. Pratique is given by radio to vessels which voyage directly from Australia to a Territory port. Master of vessel notifies Quarantine Officer at the port of entry to which he is proceeding of ETA, the number of passengers and crew and whether there is any sickness aboard. This notification from Master is sent not longer than 24 hours and not less than 12 hours of the ETA. If there is no sickness aboard a reply is sent stating that pratique is granted, and when a vessel arrives the actual pratique form is delivered to Master of vessel or to Collector of Customs to hand to Master. Full pratique is given.

(*b*) Vessels Arriving from a Foreign Port. All vessels which arrive from a foreign port must anchor in the designated position and await arrival of a Quarantine Officer who boards the vessel by himself – no other person (except a Pilot) is to be allowed on board vessel until pratique has been granted. If a Pilot is on board he must remain on board until pratique is granted.

*Smallpox.* All passengers and crew are required to be in possession of a valid International Certificate of Vaccination against smallpox on arrival in the Territory. *Cholera.* All passengers and crew are required to be inoculated against cholera if the vessel is expected to arrive at a port in the Territory within seven days of leaving an area where cholera is either endemic or is present.

**RADIO:** Radio contact is made through Lae Radio on 500 kc/s and station call sign is VIL. Telegraphic address for radio contact is Lyle Lae.

**TUGS:** None available. Two 21-ft. steel work-boats are available for running lines to wharf and shore bollards.

**BERTHING:** Vessels berth either port or starboard side to at the direction of the Port Manager. Provided anchorage in Milford Haven Bay is clear, ample swinging room is available off the North-western end of the wharf.

**STEVEDORES:** There are three stevedoring companies in port of Lae. Information required by the stevedores is approximately 72 hours' notice of the number of gangs required, hatch tonnages and information of any particular heavy lifts or awkward cargo.

**MEDICAL:** Maximum possible notice should be given so that full arrangements can be made with regard to hospitalisation, etc. Full hospital facilities are available approximately two and a half miles from the wharf.

**TANKERS:** Tankers berth on the wharf, maximum permissible draft 31 ft. and only one tanker can berth at a time. Tankers must be coupled up to the shore pipe-line and pumping commenced at least one hour before sunset.

**DENSITY:** Due to proximity of Markham River, fresh water extendding approximately one and a half miles from the wharf.

**FRESH WATER:** Fresh water is available in unlimited quantity at a rate of 30 tons per hour.

**FUEL:** Only light grade fuels are available such as dieseline and distillate.

**GANGWAY/DECK WATCHMEN:** Watchmen are not requir

**OPENING/CLOSING HATCHES:** Normally carried out by ste dores.

**CERTIFICATES:** Certificates of Registration, and Standa Articles. If a ship remains in port over 24 hrs., Articles must stamped by Harbour Master. Certificate of Registry and Port D Certificate must be produced to Port Manager if requested.

**CUSTOMS ALLOWANCES:** A duty-free issue of 200 cigare or the equivalent weight in tobacco is issued by Customs every days. No wines or spirits allowance to crew members.

**CARGO GEAR:** All cargo gear necessary for discharging and lo ing is carried by stevedoring company.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** No consular representatives at this port and immigration and migration matters are handled by the Collector Customs.

**REPAIRS:** Only minor repairs can be carried out.

**REPATRIATION:** Full repatriation facilities are available effecting any crew changes.

**AIRPORT:** Situated approximately 2 miles from Wharf area. Th is a daily connection to Australia with Trans-Australia Airlines Ansett Airlines of Australia.

**TIME:** Local time is 10 hours ahead of GMT, and does not during the year.

**HOLIDAYS:** New Year's Day (1st January); Australian Foun tion Day (26th January); Good Friday; Easter Saturday; Eas Sunday; Easter Monday; Anzac Day (25th April); Queen's Birth (June); Commemoration Day (Mid-September); Christmas D (25th December); Boxing Day (26th December). Cargo work carried on all through the year with the exception of Christmas D and Good Friday.

**POLICE/AMBULANCE/FIRE:** Police 2222; Ambulance 2 Fire 2255.

Fire alarms connected to Fire Station are situated outside No and No. 5 cargo sheds. A direct telephone line to the Police Stati is situated at No. 2 cargo shed.

**TELEPHONES:** No facilities available for connection of a te phone to vessels, but there is a public telephone installed in wharf area.

**SHORE LEAVE:** Allowed.

**DELAYS:** Whilst only 800 ft. of overseas wharfage is availa there is likely to be berthing delays of up to four days.

**AUTHORITY:** The Port Manager, Papua and New Guinea Ha bours Board, PO Box 563, Lae. Tel. 42650 and 42620. Telegraph address, "Portman Lae".

**AGENT:** See "Port Moresby".

## LORENGAU: 02.01 S. 147.16 E.

**PORT LIMITS:** From position 02° 00.78′ S. 147° 16.11′ E., 012° 2,040 m., thence 121° for 5,190 m. to the high water mark on Westernmost tip of Butjo Mokau Island thence 221° for 2,160 m.

**PILOTAGE:** No Pilot stationed at Lorengau.

**TUGS:** A workboat (90 b.h.p.) is available.

**BERTHING** Nabu Wharf (Parendo Point): Position 02° 00.81′ 147° 16.27′ E. Length 50 ft., width 30 ft. Minimum depth of water ISLW 17 ft. A berthing dolphin having a face length of 15 ft. is loca 85 ft. from the North end of the wharf.

There are also two wharves for small craft.

**FRESH WATER:** Available in limited quantities.

**FUEL:** Distillate is available by pipe-line at Nabu Wharf or by ro tankers.

**AUTHORITY:** District Commissioner, District Office, Loreng Tel. (office) 1. (residence) 34. Telegraphic address, "Disc Lorengau".

## MADANG: 05.12 S. 145.49 E.

**PORT LIMITS:** A line drawn from Cape Jantzen to Kalib Point.

**DOCUMENTS:** See "Lae".

**PILOTAGE:** One pilot is normally available on application Harbour Master. Boarding station is situated ½ to 1 mile off Coast Watcher's Light on Kalibobo Point.

**RESTRICTIONS:** Ships do not normally berth at East Wharf o the West Wharf after civil sunset.

**HEALTH:** See "Lae".

**RADIO:** Call through Lae Radio VIL.

**TUGS:** No tug is available but a 40-ft. work-boat may assist application to Harbour Master.

**BERTHING:** *West Wharf:* Length 450 ft.; width 42 ft. Minim depth at ISLW 33 ft.

*Small Ship's Wharf:* Length 75 ft.; width 30 ft. Minimum dept ISLW 21 ft.

*Concrete Quay:* Length 100 ft.; width 15 ft. Minimum depth at 5 ft. 9 in.

**FRESH WATER:** Available at wharves but supply is lim

**FUEL:** Fuel oil and distillate are available. Supply is by road ta

**CUSTOMS ALLOWANCE:** Tobacco: 1 lb per person, 400 ci ettes deemed to be equivalent of 1 lb. tobacco. Wine/spirit: No excess of three quarts per person.

**CONSULS:** None.

**REPAIRS:** All normal deck and engine repairs available. Slipw available up to 400 tons.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Distance from port 4 miles by road, served by regular airlines.
**TIME:** GMT plus 10 hours throughout the year.
**AUTHORITY:** Port Manager, postal address: Box 273, Madang. Tel. (office) 822351, (residence) 822731. Cables: "Portman Madang".

**AGENT:** See "Port Moresby".

## ORO BAY: 08.54 S. 148.29 E.

**PORT LIMITS:** From the Easterly tip of Cape Sinclair to the mouth of Namani Creek (lat. 8° 52.6′ S., long. 148° 29.25′ E.).
**PILOTAGE:** There is no Pilot at Oro Bay.
**TUGS:** None available.
**BERTHING:** Position of wharf, 08° 53.55′ S., 148° 29.37′ E. Length of "T" head 198 ft.; width 40 ft. Minimum depths of water below ISLW are as follows: at Outer Face 37.5 ft. at Inner West 34·5 ft.
**FRESH WATER:** Not available.
**FUEL:** Diesel fuel and distillate can be supplied by road tanker.
**AUTHORITY:** Port Manager, PO Box 160, Popondetta, telegraphic address, "Portman Popondetta".

**AGENT:** See "Port Moresby".

## PORT MORESBY: 09.26 S. 147.06 E.

**PORT LIMITS:** A line drawn from Bogirohodobi to the Southernmost tip of the South Lolurua Island.
**DOCUMENTS:**
4 Crew Lists.
4 Passenger Lists.
1 Customs List of Articles in possession of Crew.
3 Customs List showing Stores, fuel, etc. on board.
Normal International Health Papers.
7 Inward Manifest.
1 Copy of Bills of Lading.

**PILOTAGE:** Apply by radio through Agent or direct to "Harmas" 48 hours before arrival and up-date as necessary. Pilot vessel is fitted with VHF calling on Channel 16.

Pilotage is compulsory. Pilot vessel is 53 ft. long, white hull with word "Pilot" in large block letters each side. White superstructure, small buff-colour funnel, green awnings. White over red all-round lights at night. Pilot usually boards 1½–2 miles South-east of Basilisk Light Beacon. In heavy weather, ship may enter on leads and Pilot will board North-west of Basilisk Beacon. Usual safety precautions are expected. Vessels may anchor North-easterly of Basilisk Beacon clear of leads.
**ANCHORAGES:** If necessary to anchor prior Pilot boarding do so at Kila Leads. Pilot will then direct to suitable anchorage on boarding.
**RESTRICTIONS:** No restrictions after dark if conditions favourable.
**MAX. SIZE:** For Berthing 700 ft. length. Draft 27 ft. *Tankers:* 600 ft. length. Draft 40 ft.
**HEALTH:** Radio "Health Boroko" 24 hours prior to arrival. If from Australia or another T.P.N.G. port pratique will be granted by radio or advised by Agent on arrival. In other instances if a ship has been at sea more than 10 days from last port of call and no quarantine disease on board may also be given Radio Pratique, but this is up to Health Authorities.
**RADIO:** Port Moresby Radio, VIG.
**TUGS:** One tug of 560 h.p. and 7-ton bollard pull available through arrangement with Harbour Master direct.
**BERTHING:** Permission required to berth after dark which is normally automatic. Maximum draft 25 ft. but on inner North-east arm 320 ft. length, maximum draft 15 ft. Height of deck above LWOS 14·64 ft. Wharf length 700 ft.
**STEVEDORES:** ETA required 24 hours advising no. of gangs required.
**MEDICAL:** If serious notify any time. Hospital facilities available. Normal International Health Regulations required.
**TANKERS:** Two tanker discharge berths, one with depth of 45 ft., and one with depth of 48 ft.
**FRESH WATER:** Available at berth. Rate of delivery 20 tons per hr.
**FUEL:** Only gasoil and light marine diesel available. By road tanker to wharf. Deliveries normally limited to 100 tons.
**GANGWAY/DECK WATCHMEN:** Required: Ships crew.
**OPENING/CLOSING HATCHES:** Carried out by Stevedores.
**CUSTOMS ALLOWANCES:** 200 cigarettes each 10 days. No wines/spirits allowance.
**CARGO GEAR:** Normally supplied by stevedores unless special gear required.
**IDENTIFICATION CARDS:** Required.
**CONSULS:** French. Tel. 2033/34. British. Tel. 3095.
**REPAIRS:** Only very minor deck and engine repairs carried out.
**REPATRIATION:** If necessary crew changes could be effected though not recommended.
**AIRPORT:** Distance 6 miles from Wharf Area regular daily flights to Australia where overseas connection normally made. Also two flights a week via Manila and Hong Kong to Europe, and one flight a week to Singapore via Darwin.
**TIME:** Ten hours ahead of GMT. No change throughout the year.
**HOLIDAYS:** Only two days vessels do not work. Good Friday and Christmas Day.
**POLICE/AMBULANCE/FIRE:** Police 55555; Ambulance 58622; Fire 2255.
**TELEPHONES:** Can be placed on ship at berth local calls only.
**GENERAL:** If any tankers arrive for water or provisions and wish to berth they have to be gas free and tanks blown.
**SERVICES:** Very limited, compass adjusting can be done if necessary.
**SHORE LEAVE:** Crew members normally permitted ashore.
**DELAYS:** Port very busy, turn-around good, but delays can occur up to 48 hours at times.
**AUTHORITY:** The Port Manager, PO Box 384, Port Moresby. Telegraphic address "Portman, Port Moresby". Tel. (office) 2554, (residence) 53635.

**AGENT:** Burns, Philip (New Guinea) Ltd., PO Box 75, Port Moresby. Telex NE 22116. Cables: "Burphil Port Moresby".

Agents at all major Papua and New Guinea ports.

## RABAUL: 04.13 S. 152.12 E.

**PORT LIMITS:** The port limits are from Matupit Causeway – the connection (on Chart Aus 680) to Matupit Island, across to the Easternmost point of Vulcan.
**DOCUMENTS:** See "Lae".
**PILOTAGE:** Two pilots are normally available on application to Harbour Master. Boarding station is one mile South of Sulphur Point, off Matupi Harbour for vessel requiring full pilotage, or between the Beehives and the Wharves for vessels requiring berthing assistance only.
**HEALTH:** See "Lae".
**RADIO:** Call sign VJZ.
**TUGS:** No tug is available, but two 40-ft. work-boats of 165 h.p. may be hired to assist in manoeuvring.
**BERTHING:** *East Wharf:* Lat. 4° 12.1′ S. Long. 152° 10.5′ E. Length 400 ft., width 40 ft. Minimum depth at LAT 26 ft.

*New Wharf:* Length 500 ft. Minimum depth at LAT 33·5 ft.

*Kamaki Wharf:* Out of commission.

*Small Ships' Wharf:* Length 204 ft., width 22 ft. Minimum depth at LAT 9·5 ft.
**CARGO HANDLING:** A limited number of small containers are handled only by conventional methods. The ships concerned are unit loaders and carry containers, palletised, and wire caged cargoes. These are handled mainly by forklifts, from side ports.

The only roll-on/roll-off carriers are coastal barges, with bow doors.

LPG Carriers discharge at CPL Toboi Wharf, which is privately owned. This wharf also handled copra expeller and coconut oil. The expeller is loaded in bulk, but by conventional methods, i.e. bins hoisted on board by ship's gear, and then emptied over the hold.
**FRESH WATER:** Available at the wharves. The rate is 25 tons an hour depending on number of vessels taking water simultaneously.

Also obtainable at anchor by water barge, with a minimum of 100 tons. As a point of interest the water barges are old Japanese dumb submarines, used in the war to bring cargo from Kavieng and towed by a powered submarine submerged.
**FUEL:** Diesel and distillate are available, the former by pipeline, the latter by road tanker. Fuel available by barge if sufficient notice given.
**DEVELOPMENTS:** Design is being undertaken for expansion of coastal facilities to eastward of the small ships wharf.
**CUSTOMS ALLOWANCES:** Tobacco: 1 lb per person, 400 cigarettes deemed equivalent to 1 lb. tobacco. Wine/spirit: not in excess of three reputed quarts per person.
**CONSULS:** None.
**REPAIRS:** Small repairs undertaken.
**DRY-DOCKS:** None available. Slipway length 140 ft.
**AIRPORT:** Distance from port 3 miles by road. Served by regular airlines.
**TIME:** GMT plus 10 hours. No change throughout the year.
**AUTHORITY:** Port Manager, PO Box 592, Rabaul, Tel. (office) 922970, (residence) 922622. Telegraphic address, "Portman Rabaul".

**AGENT:** Burns, Philip (New Guinea) Limited, POB 87, Rabaul Tel. 92–2813. After hours tel. 92–2114. Cables: "Burphil Rabaul". Telex Burphil NE 92540.

## SAMARAI: 10.30 S. 151.00 E.

**PORT LIMITS:** From position lat. 10° 36.74′ S., long. 150° 39.6′ E., thence 270° for 5·46 cables, thence 000° for 5·46 cables, thence 090° for 7·1 cables, thence 180° to the shore.
**DOCUMENTS:** See "Lae".
**PILOTAGE:** For ships approaching from the Westward, boarding station is situated in the vicinity of Wekunna Light; for ships approaching from the Eastward, 1 mile South-east of Samarai Island; for ships approaching from the Northward via China Strait, off Isololi Point.
**RESTRICTIONS:** Ships, except under 50 tons nett, do not normally berth after dark.
**HEALTH:** See "Lae".
**RADIO:** Through Port Moresby Radio VIG.
**TUGS:** None available.
**BERTHING:** *Main Wharf:* Length 300 ft.; width 40 ft. Minimum depth at LW 25·6 ft.

*Small Ship's Wharf:* Length 100 ft.; width 15 ft. Minimum depth at LWOST 4·5 ft.

Two dolphins are located, one on each side of the main wharf.

Owing to the swift currents which pass through the China Straight, a flag is normally placed at one end of the wharf to indicate from which direction the current is running. (A flag on the North end of the main wharf indicates a current running from North to South. The flag when placed in the centre of the main wharf is for slack water.)

**FRESH WATER:** Available in very limited quantities, only during the wet season.

**FUEL:** Distillate available by pipeline.

**CUSTOMS ALLOWANCE:** Tobacco: 1 lb. per person, 400 cigarettes deemed to be equivalent to 1 lb. Wine/spirit: not in excess of three reputed quarts per person.

**REPAIRS:** Normal deck and engine repairs available. Slipways up to 9-ft. draft.

**AIRPORT:** Distance from port 35 miles by sea. Served by regular airlines.

**TIME:** GMT plus 10 hours. No change.

**AUTHORITY:** Port Manager, PO Box 6, Samarai, Tel. (office) 346; (residence) 351. Telegraphic address, "Portman Samarai".

**AGENT:** See "Port Moresby".

### WEWAK: 03.34 S. 143.37 E.

**PORT LIMITS:** From Wewak Point to Cape Boram.

**PILOTAGE:** There is no Pilot stationed at Wewak. Arrangements may, however be made with the Harbour Master at Madang.

**TUGS:** A workboat of 110 b.h.p. and two of 25 h.p. are available for hire.

**BERTHING:** Position of wharf 03° 34.21′ S., 143° 38.80′ E. Length 240 ft., width 40 ft. The wharf is connected by two approaches 10 ft. wide to a causeway 1,730 ft. in length from the shore. Minimum depth of water below chart datum 22 ft.

**FRESH WATER:** No fresh water available at the berths but private arrangement for supply by tankers is possible.

**FUEL:** Diesel fuel and distillate are available. Supply is by road tanker.

**AUTHORITY:** Port Manager, PO Box 270, Wewak. Tel. (office) 865269; (residence) 865041. Telegraphic address, "Portman Wewak".

**AGENT:** See "Port Moresby".

## Peru

### ATICO: 16.14 S. 73.43 W.

Atico is an open roadstead and unprotected. The main activity is the loading of fishmeal.

**PILOTAGE:** Not available.

**ANCHORAGE:** Vessels anchor in the open roads.

**TUGS:** One available.

**LIGHTERS:** 3 available, 100 tons each.

**CRANES:** None.

**STEVEDORES:** See "Pimentel" for working hours and overtime rates.

There are 2 gangs available.

**MEDICAL:** Available at Mollendo.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**GENERAL:** *Swell Period:* Heavy swell in the winter months, June–September.

**AGENT:** See "Callao".

### CALLAO: 12.03 S. 77.10 W. (See Plan)

**DOCUMENTS:**

*Airmail copies* must be presented to Port Authorities 72 hours before arrival of vessel as otherwise vessel will be fined. No docking is allowed until Cargo Manifests and Cargo Plan are presented.

*Vessel copies* to be delivered on Clearing vessel inbound on arrival when Health, Customs and other Authorities board.

| | *Airmail* | *Vessel* |
|---|---|---|
| Cargo Manifests, including additionals. Must be faithful copies of Bills of Lading descriptions | 5 | *7 |
| Same Manifests, but freighted | 5 | 2 |
| Cargo Manifests covering cargo shortshipped but manifested on previous vessels calling at Callao | 5 | *7 |
| (If Hectograph Masters are airmailed, we can print the required number of Manifests) | | |
| Transit Cargo Manifests | – | 3 |
| Freighted copy of each Bill of Lading | – | 4 |
| List of Containers with their numbers | 2 | 2 |
| Content List, each Container, properly identified with marks, numbers and Bills of Lading numbers | 2 | 2 |
| Dangerous Cargo Lists showing complete description of goods, Flash Point, IMCO Classification, Type of Label, marks, numbers and Bills of Lading numbers | 3 | 3 |
| Transit Dangerous Cargo Lists | 3 | 3 |
| Mail Manifests | 5 | 5 |
| Passenger Lists | 1 | *10 |
| Transit Passenger Lists | – | *10 |
| Tally Books | – | 16 |
| Stowage Plan | 3 | – |
| Consolidated Stowage Plan, prepared or checked on board | – | 3 |
| Visaed Tonnage Certificate or General Declaration from First Port receiving cargo for Perú and every port of call thereafter | – | 1 |
| Health Clearance, last port of call | – | 1 |
| Vaccination List | – | *1 |
| General Declaration | – | *7 |
| Crew List | – | *10 |
| Crew Personal Effects Declaration | – | *3 |
| Store List | – | *4 |
| Sealed Consular Documents addressed to Customs, Envelope | – | 1 |

* Must be made out on LAFTA Forms.

**PILOTAGE:** Pilots must be requested by Agent and board sh outside of port at anchorage. Various pilot launches painted wh black and red. Pilots will only board after free pratique granted Port Captain and doctor.

**ANCHORAGE:** Very large area West of entrance buoys north Naval anchorage.

**RESTRICTIONS:** Vessels of up to 32 ft. draft may enter at a time. Vessels of more than 32 ft. draft must enter at high wa Pilots available 24 hours.

**MAX. SIZE:** Length and breadth practically unlimited, draft 3 plus height of tide making allowance for keel clearance.

**HEALTH:** Cable Agent requesting free pratique. Agent must notified in advance if disease suspected on board.

**RADIO:** "Habla Naves", OAA, 500, 8605, 6430, 1300, 468 Kc/s.

*Arrival Advice:* 24 hours Notice of Arrival should be sent to Captain of the Port and the Agent.

**TUGS:** Port Authority Tugs join vessel once inside mole, one two as required, using vessel's lines, later passed to pier. Fo tugs available 2 at 175 h.p. one at 500 h.p. and one at 800 h.p.

**BERTHING:** There are nine piers with a total of 22 berths, 20 large vessels, and two for coasters.

| *Pier No.* | *Number of Berths* | *Cargo* |
|---|---|---|
| 1 | 2 | General cargo |
| 2 | 2 | General cargo |
| 3 | 2 | General cargo |
| 4 | 2 | General cargo |
| 5 | 3 | Minerals and grain and general ca |
| 7 | 2 | Petroleum products |
| 9 | 4 | Fish Meal, general cargo, vegetable |
| 10 | 2 | Coasters only |
| 11 | 3 | Wheat, vegetable oil, general carg |

All piers except the petrol pier are connected to railway syst for unloading and loading to railway wagons.

Within port limits there are two anchorages normally used discharge of livestock, scrap and occasionally for general cargo.

Piers equipped with conveyor belt for loading minerals and fi meal.

For discharge of grain there are two pneumatic suction pi and silos with capacity of 23,000 tons. There is a silo capacity 35,0 tons under construction.

The rate of discharge of the pneumatic discharging bridges 100/150 t.p.h. each. The port plans to have 3 more bridges.

There are four storage tanks for vegetable oil, total capac 500 tons.

**STEVEDORES:** No particular advice necessary but Agent mu receive Stowage Plan beforehand to advise Port Authority of plann operation.

*Working Hours:* 0700–1200, 1300–1600, 1700–2400. Labour will w from 0100–0700 to finish work at an additional charge of 25%.

*Lighters:* 10 with 50 tons capacity and 2 private with 60 and 70 to capacity.

**CRANES:** 18 with 4–5 ton capacity, 4 with 10 tons and 1 with 27 to capacity. The Peruvian Navy have a floating crane with lifting ca city of 80 tons.

**MEDICAL:** Advance information as to sick crew members required but helpful. Ample first class facilities in Lima area. Sm pox vaccination cards required.

**TANKERS:** *Petroleum Pier: Pier No. 7:* maximum depth 35 however, depth in approaches to berth is 33 ft. at HW and 31 ft LW, maximum length about 200 m.

*Discharge Pipelines:*

(1) Pipe-line of 14 in. for clean (white) products, kerosene, die 1 and 2, turbo A, benzol and eventually gasoline.
(2) 16 in. for discharge of gasoline, inclusive aviation gaso and solvents.
(3) 12 in. for LPG.
(4) 22 in. for dirty products, petroleum 4, 5, 6 and asphalt.
(5) 6 in. for chemical products, xylol, toluol, acrylonitril, etc.

These lines can be used simultaneously at the berth places A B, but also depending on store facilities on shore or delivery trucks.

*Discharging pressure of the Lines:* 100 lb. per square in. for the li with 12, 14, 16 and 22 in. On the pipe-line of 6 inches it is possible reach a pressure of 250 lb. per square in., for discharge of LPG.

*Connections:* There are connections from 4 to 10 in. for all k of flanges.

*Water:* Supply of water is possible, 40 tons per hour.

Discharge of ballast or slops inside mole prohibited. Tank loading Fishoil must arrive free of ballast.

**DENSITY:** Sea water.

**FRESH WATER:** All berths equipped with fresh water supply rate of 30 tons per hour.

**FUEL:** The following are available from Petroleos del Peru, Bu "C" 3,500 secs., Petroperu No. 5 (intermediate 4) 400 secs., d 2 (marine diesel) 100 secs.

**FIRE PRECAUTIONS:** Use of Port Authority Fire Equipment mandatory during discharge of petroleum products with charge for service.
**GANGWAY/DECK WATCHMAN:** Recommendable.
**SHIPS CERTIFICATES:** All may be required but normally only Deratisation. If Ratguards are not used on all lines, vessel liable to fines.
**CUSTOMS ALLOWANCES:** Any amount over normal consumption usually cause difficulties including searching.
**CARGO GEAR:** No additional requirements.
**IDENTIFICATION CARDS:** Supplied by Agent and stamped by Immigration Authority required for all crewmembers.
**CONSULS:**

Argentina
Austria
Belgium
Bolivia
Brazil
Canada
Chile
China
Colombia
Costa Rica
Denmark
Dominican Republic
Ecuador
El Salvador
Finland
France
Germany
Great Britain
Greece
Guatemala
Haiti
Holland
Honduras
India
Israel
Italy
Japan
Jordan
Lebanon
Mexico
Nicaragua
Norway
Panama
Paraguay
Poland
Portugal
Spain
Sweden
Switzerland
U.A.R.
Uruguay
U.S.A.
Venezuela
Yugoslavia

**REPAIRS:** Normal Deck and Engine repair facilities.
**DRY DOCKS:** The naval dry dock has the following facilities:
(a) Dry dock – length 632 ft., width 82 ft., depth 21 ft.
(b) Floating dock 107 – length 408 ft., width 48 ft., depth 20 ft.
(c) Floating dock 106 – length 288 ft., width 46 ft., depth 14 ft.
**SURVEYORS:** H. M. Beausire and Co. S.A. are Lloyd's Agents.
**REPATRIATION:** All foreign crewmembers who do not have Peruvian Visas which only obtainable abroad, must be repatriated by quickest means (Air) by Agent, paying all detention expenses. Peruvian and foreign crewmembers available.
**AIRPORT:** Lima/Callao within city limits has regular direct international service to North and South America, Europe and Far East.
**HOLIDAYS:** Only 1st May when work is not available.
**AUTHORITY:** Port Captain, Terminal Maritimo de Callao.

**AGENT:** La Hanseatica S.A. – General Agents, Ship Agents, Brokers, Stevedoring. Jr. A. Miro Quesada 260 – OF.406, PO Box 3049, Lima, Peru. Tel. 287850. Telex 3540029–PX5279, Cables "Hapag-lloyd".

## CHANCAY: 11.36 S. 77.17 W.

Chancay is an unprotected open roadstead about 31 miles North of Callao. The main activities are the loading of fishmeal and discharging of fertilisers.
**PILOTAGE:** Not available.
**ANCHORAGE:** Vessels anchor in open roads.
**RADIO:** *Arrival Advice:* 24 hours Notice of Arrival should be sent to the Captain of the Port and the Agent.
**TUGS:** 4 at 225 h.p.
**LIGHTERS:** 20 lighters with a total capacity of 800 tons.
**CRANES:** 4 with maximum capacity of 14 tons.
**STEVEDORES:** See "Pimentel" for working hours and overtime rates.
5 gangs available and 1 additional if necessary.
**MEDICAL:** Medical consultations possible.
**FRESH WATER:** Not available.
**FUEL:** Not available.
**GENERAL:** *Swell Period:* April/May and September/October.
**AGENT:** See "Callao".

## CHIMBOTE: 09.05 S. 78.35 W. (See Plan)

Chimbote is a berth port with possibilities to load and discharge from and into lighters if berths are not available. Main activity: Loading of fishmeal and minerals; discharging of iron, steel, and general cargo.
**DOCUMENTS:**
*For Entry*
2 Entry Declarations (Form No. 1).
1 Departure License of the last foreign port en route.
1 Maritime Health Declaration (Form No. 2).
2 Passenger Lists with entry baggage (Form No. 3).
1 Consular Roll of the last foreign port en route.
1 Consular Passenger List of the last foreign port.
*Customs Administration*
1 Original Cargo Manifest(s) with the Consular stamp. (Form No. 4).
The envelope(s) from the Consul, enclosing copies of the Consular invoices, bill of lading and cargo manifest for the port with the consular stamp.
1 Cargo Manifest (Form No. 4).
1 Cargo Manifest of cargo, but with further destination for another national or foreign port (Form No. 4).
1 Cargo Manifest in transit.
1 Gross or Net Tonnage Certificate, with Consular visa.
1 Not Accompany Baggage List (Form No. 5).
*Customs*
1 Entry Declaration (Form No. 1).
1 Cargo Manifest(s) for port without Consular visa (Form No. 4).
1 Manifest of Cargo for port, but with further destination for another national or foreign port, without Consular visa (Form No. 4).
2 Passenger Lists with entry baggage (Form No. 3).
2 Not Accompany Baggage Lists (Form No. 5).
1 Crew Personal Effect List.
1 Store List, food and spirits.
1 Mail List.
*Port Administration*
1 Entry Declaration (Form No.1).
1 Passenger List with entry baggage (Form No. 3).
1 Not Accompany Baggage List (Form No. 5).
3 Cargo Manifests for the port, without the Consular visa (Form No. 4).
3 Manifests of Cargo for port, but with further destination for another national or foreign port, without Consular visa (Form No. 4).
3 Sets of Bills of Lading.
Refer to "San Juan" for further information on Consular endorsement.
**PILOTAGE:** Compulsory. Official Pilot boards vessels at entrance to bay and leads ship to appropriate anchorage according to draft. Private Pilot to moor to the quays of the "Corporacion Peruana del Santa" and to "Sogesa". Vessels enter the inner roadstead, through southern side of each channel. Depart through Northern side of channel.
**ANCHORAGE:** Good anchorages in bay according to draught. Anchorages are of mud and sand. Best place to anchor ship of medium draught is inner side of Paso del Norte, 6 fathoms deep, near port and safe. Another good anchorage for ship of medium draught is with Island bearing 170° and Rosas Blancas bearing 275°, 6 fathoms deep.
**MAX. SIZE:** According to depth of anchorage.
**HEALTH:** Masters apply according to International Regulations through Agents to Maritime Health Department in the first Peruvian port of call for free pratique by radio, in which case it will not be necessary for Sanitary Doctor to board on arrival. Pratique only essential at first port of call unless requested by Captain, in case of suspected illness on board.
**RADIO:** "Hablanaves" Station del Callao a Talara.
*Arrival Advice:* 24 hours Notice of Arrival should be sent to the Captain of the Port and the Agent.
**TUGS:** 6 private, 3 of 80 h.p., 1 of 60 h.p., 1 of 165 h.p. and 1 of 180 h.p., The Port Authority has two tugs, 1 of 400 h.p. and 1 of 200 h.p.
**BERTHING:** 3 Piers available.
*No. 1 Pier:* Length 180 m., width 15·10 m., depth alongside 28 ft.
*No. 2 Pier:* Used only for the loading and discharge of lighters (fishmeal). Length 54 m., width 18·40 m.
*No. 3 Pier:* Operated by Siderperu. Length 264 m., width 25·6 m., depth alongside 30 ft. There are two bridges for discharging coke and minerals by clamp. (Total capacity 300 t.p.h.)
**LIGHTERS:** 12 for dry cargo; 2 at 150 tons and 10 at 50 tons. 10 tanklighters with a total capacity of 1,300 tons.
**CRANES:** 10 cranes: 4 at 3 tons, 3 at 13 tons, 2 at 15 tons and 1 at 35 tons.
**STEVEDORES:** Agent arranges stevedores. Normally done when ship has arrived.
See "Pimentel" for working hours and overtime rates. 30 gangs of 9 men each available also 6 carpenters.
**MEDICAL:** Agent arranges emergency attention. Hospital and private clinic available.
**TANKERS:** Three zones for load/discharge of fish-oil and lubricants. Ship loads fish-oil by barges being anchored. Discharge of fuel when ship anchored to buoys by means of submarine lines.
**FRESH WATER:** Two barges to supply fresh water to ships, one of 40 metric tons and the other one of 25 metric tons. Fresh water available at Pier No. 3.
**FUEL:** Available by tanker lorries if special arrangements are made.
**DEVELOPMENTS:** New quays to be built.
**GANGWAY/DECK WATCHMEN:** The services of watchmen are necessary.
**OPENING/CLOSING HATCHES:** This job is carried out by stevedores.
**CUSTOMS ALLOWANCES:** Tobacco: 10 packets per person per week. Wine and/or Spirits: With approval of customs, within normal consumption.
**CARGO GEAR:** Vessel's derricks used, the quay has fixed crane for 50 metric tons and three mobile cranes for 15 tons.
**IDENTIFICATION CARDS:** Needed for both crew and passengers.
**CONSULS:** Only the Vice-Consul of Spain and Panama.
**REPAIRS:** Only minor repairs are possible.
**REPATRIATION:** Facilities for crew changes and arranging any necessary repatriation.
**AIRPORT:** Port has landing place for planes, but it is only for national use, not for international flights.
**TIME:** GMT minus 5 hours, all year round.
**HOLIDAYS:** Cargo work can be arranged on holidays with an extra 100% charge over basic pay. The only exception is 1st of May, on which cargo work cannot be arranged.
**TELEPHONES:** No arrangements for placing telephones on board. They are about 50 metres from ship.
**SHORE LEAVE:** Crew members allowed ashore.
**REGULATIONS:** Not allowed to use wireless when ship is in port. Nor allowed to put any boat on the water without permission of

Capitania del Puerto. Not allowed to throw any waste or litter into bay. Not allowed to make unnecessary sound signals.
**GENERAL:** *Swell Period:* February/March and June/October.
**AUTHORITY:** The Port Authority is Capitan de Puerto – Direccion Capitania de Puerto Chimbote. Tel. 2301–2331.

**AGENT:** See "Callao".

## CONCHAN: 12.10 S. 77.00 W.

Tanker Buoy berth about 30 miles South of Callao.
**DOCUMENTS:** Tankers calling at Conchan must first call at Callao anchorage to be received and cleared by Authorities. Not necessary to call at Callao after discharge as clearance is simultaneous with reception. Pilot boards vessel at Callao anchorage and either remains on board or returns to take vessel out, as required by Master.
**BERTHING:** Vessels moor to buoys. One submarine line of 16 in. reducing to 12 in. at vessel's connection, running 1,000 metres from shore opposite Conchan refinery.
**LAUNCH:** Launch service between Conchan and Callao during vessel's stay in port.
**GENERAL:** Two customs police and two refinery employees board at Callao and remain in vessel during discharge.

**AGENT:** See "Callao".

## ETEN: 06.54 S. 79.48 W.

Eten is about 348 miles North of Callao. The port is an unprotected open road. All cargo operations are undertaken by lighters. The main activities are the export of sugar and import of fertiliser and general cargo.
**PILOTAGE:** Not available.
**ANCHORAGE:** Vessel anchor about ½ mile off the Mole Head in 7–8 fathoms, near the anchorage place of the lighters.
**RADIO:** *Arrival Notice:* 24 hours Notice of Arrival should be sent to the Captain of the Port and the Agent.
**TUGS:** 4 tugs of 80 h.p. each.
**LIGHTERS:** 13 lighters with a total capacity of 635 tons.
**CRANES:** 3 steam cranes, 2 at 2 tons and 1 at 15 tons. 1 diesel crane of 3 tons capacity.
**STEVEDORES:** See "Pimentel".
**FRESH WATER:** Not available.
**FUEL:** Not available.
**MEDICAL:** There is a hospital at Chiclayo 15 km. from the port.
**CONSULS:** Vice-consul of the Netherlands.
**GENERAL:** *Swell Periods:* Eten being an unprotected open road port it frequently occurs that the port has to be closed due to heavy swell. The swell comes up suddenly and is not subject to any specific period, but it occurs more frequently during June/September and the Easter week.

**AGENT:** See "Callao".

## GENERAL SAN MARTIN: 13.50 S. 76.16 W.

## PISCO: 13.43 S. 76.14 W.

**PILOTAGE:** Compulsory.
**RADIO:** *Arrival Advice:* 24 hours Notice of Arrival should be sent to the Captain of the Port and the Agent.
**TUGS:** 16 tugs available. 10–800 h.p.
**BERTHING:** One quay with four berths each 175 m. in length. Maximum draft 32 ft.
**LIGHTERS:** 28 wooden lighters for general cargo, total capacity 1,800 tons. 5 steel lighters (not immediately available), total capacity 600 tons. 3 lighters for liquid cargoes, total capacity 500 tons.
**CRANES:** 1 of 15 tons and 1 of 30 tons lifting capacity.
**STEVEDORES:** *Working Hours:* 0800–1200, 1300–1700, 1800–2400, 0100–0700.
109 stevedores available.
**MEDICAL:** There is a hospital available.
**TANKERS:** *Submarine Pipe-line:* The pipe-line belongs to "COPSA". Position 13° 36′ 20″ S., 76° 15′ 54″ W. Length of pipe-line 700 m., diameter 8 in. Pilotage is compulsory. Depth of water 7·5 fathoms. Pumping rate 70–75 t.p.h.
**FRESH WATER:** Available.
**FUEL:** Not available.

**AGENT:** See "Callao".

## HUACHO: 11.08 S. 77.37 W.

Huacho is an unprotected open roadstead about 69 miles North of Callao. The main activity is the loading of fishmeal and minerals and discharging of fertilisers.
**PILOTAGE:** Not available.
**ANCHORAGE:** Vessels anchor in open roads.
**RADIO:** *Arrival Advice:* 24 hours Notice of Arrival should be sent to the Captain of the Port and the Agent.
**TUGS:** 4 tugs available, 1 each at 50, 60, 72 and 180 h.p.
**LIGHTERS:** 29 lighters, total capacity 1,450 tons.
**CRANES:** 3 cranes at 7 tons each.
**STEVEDORES:** See "Pimentel" for working hours and overtime rates.
4 gangs of 9 men each available.
**MEDICAL:** Assistance available.
**FRESH WATER:** Not available.
**FUEL:** Not available.
**GENERAL:** *Swell Period:* Frequently during the winter months.

**AGENT:** See "Callao".

## HUARMEY: 10.05 S. 78.09 W.

Huarmey is an unprotected open roadstead for the loading of fi meal.
**PILOTAGE:** Not available.
**ANCHORAGE:** Vessels anchor in the open roads.
**RADIO:** *Arrival Notice:* 24 hours Notice of Arrival should be se to the Captain of the Port and the Agent.
**TUGS:** 4 tugs available, 2 at 145 h.p. and one each at 120 h.p. a 165 h.p.
**LIGHTERS:** 18 at 50 tons each.
**CRANES:** 1 of 2 tons capacity and 1 mobile crane.
**STEVEDORES:** See "Pimentel" for working hours and overti rates.
3 gangs of 9 men each available.
**MEDICAL:** Assistance available.
**FRESH WATER:** Not available.
**FUEL:** Not available.
**GENERAL:** *Swell Period:* June to August.

**AGENT:** See "Callao".

## ILO: 17.39 S. 71.22 W. (See Plan)

**DOCUMENTS:**
6 Entry Declarations.
4 Passenger Lists (disembarking).
4 Passenger Lists (in transit).
3 Personal Effects Lists.
3 Store Lists.
1 Maritime Health Declaration.
3 Sets Cargo Manifest.
10 Cargo Manifest.
Refer to "San Juan" for further information on Consular endorse ment.
**PILOTAGE:** No pilot station; there is a Pilot in the Capitania d Puerto, who should be notified in advance by Agents. Two hou notice of ETA required. Pilot boards at anchorage 800 metres fro extension of the SPCC quay.
**ANCHORAGES:** 400 metres to the North of the end of the SPC quay, in 15 fathoms depth.
**MAX. SIZE:** See "Berthing".
**HEALTH:** Pratique given by captain of port. In cases of suspecte illness a doctor should be requested in advance. When the sh arrives from another Peruvian port free pratique is automatic.
**RADIO:** Cables connect with National Communications netwo ETA sent to Port Authority and to Agencies.
**TUGS:** No large tugs; some small tugs operated by Agencies.
**BERTHING:** Berthing any time. There are two piers, one belongi to Southern Peru Copper Corp. and one to ENAPU.
*SPCC:* Two vessels are able to berth alongside. Length of pi 520 ft., width 60 ft. Depth alongside varies from 35 ft. to 50 ft.
*ENAPU:* Length of pier 300 m., width 20 m. Depth alongside varie from 18 ft. to 60 ft. Vessels able to berth both sides. South si depth 18 ft. at inner end, 54 ft. at outer end. North side depth 24 inner end, 60 ft. outer end.
**STEVEDORES:** Stevedores come under the Capitania del Puer and are ordered by Agents. *Loading Rates:* Copper sheets loade 65 metric ton per hour. Fish-flour loaded at 100 metric tons per ho in an 8-hour shift.
*Working Hours:* 0700–1200, 1300–1600, 1700–2400, 0100–0700, t gangs available of nine men each.
**MEDICAL:** Medical assistance ordered by Agents. Hospital " Centro de la Salud", and the Saint Geronimo Hospital.
**TANKERS:** *At Ilo:* Discharge line diameter 10 in., 2 lines, conne tion to the ship's manifold 8 in., connection and flexible line, worki pressure 100 lb. A buoy mooring berth.
Depth of water 40 ft. pumping rate 80–90 t.p.h. Vessels of Petr peru have preference.
*Punta Tablones:* Discharge line diameter 12 in., connection to th ship manifold 8 in. Flexible connection line, working pressure 100 l or 400 barrels per hour. A buoy mooring berth.
Max. length 750 ft. Depth of water 40 ft.
**DENSITY:** Salt water.
**FRESH WATER:** Available.
**FUEL:** None available.
**DEVELOPMENTS:** Terminal quay of 900 ft. long is now bei built.
**GANGWAY/DECK WATCHMEN:** Watchmen provided b Agents when necessary.
**OPENING/CLOSING HATCHES:** Strictly forbidden for the cre must be done by stevedores.
**CERTIFICATES:** When the ship comes from foreign port it compulsory to produce Certificate of Gross Tonnage.
**CUSTOMS ALLOWANCE:** Tobacco: 10 packets per perso Wine and/or Spirits: Sufficient for meal times. Normal crew co sumption only.
**IDENTIFICATION CARDS:** Agents arrange for cards to b signed by Port Authority for each crew member.
**CONSULS:** None.

**REPAIRS:** Some minor repairs.

**REPATRIATION:** There are facilities for effecting crew changes and arranging any necessary repatriation. Those who are going to be repatriated must have a permit from the Port Authority to be allowed ashore.

**AIRPORT:** Ilo Airport, 8 kms. Scheduled flights twice a week on Tuesdays and Saturdays and regular airport in Tacna at 1½ hours by taxi, scheduled flights twice daily to Lima.

**TIME:** GMT minus 5 hours. No alterations during the year.

**HOLIDAYS:** 1st January (New Year); Maundy Thursday and Good Friday (change every year); 1st May (Labour Day); 29th June (Saint Peter and Saint Paul); 28th and 29th July (Motherland Days); 30th August (Saint Rosa of Lima); 1st November (All Saints Day); 8th December (Our Lady); 25th December (Christmas).

*Holidays which are not in the Calendar but are considered Holidays with reference to payments to the workers:* 6th January (King's Day); 19th March (Saint Joseph); Corpus Christi (it varies every year); The evening of the 24th June (India man day); 30th July (Motherland Day); 15th August (Feast of the Assumption); 24th September (Las Mercedes); 12th October (Race Day); 27th November (Tarapaca Battle); 9th December (Ayacucho Battle).

**POLICE/AMBULANCE/FIRE:** Southern Copper Corporation operate fire service. Police, tel. No. 3; Ambulance, tel. No. 3.

**TELEPHONES:** No arrangements for placing telephones on board.

**SHORE LEAVE:** Crew members allowed ashore and identify themselves with cards signed by Capitania del Puerto given through ship's Agents.

**GENERAL:** Tank cleaning and well cleaning must be done 5 miles leeward of the port. Not allowed to unload explosive cargo.

**DELAYS:** Only delays when quay is occupied by two ships. In the load/unload operations the port can attend to 4 ships simultaneously and 4 more when new quay (that is now being built) is finished.

**AUTHORITY:** The Port Authority is Capitan del Puerto, who is a Navy Officer. Cable address: Capitania de Puerto. Tel. 79.

**AGENT:** See "Callao".

## LA PAMPILLA

Tanker Buoy Berth about 30 miles North of Callao.

**DOCUMENTS, ETC.:** As for Callao.

**PILOTAGE:** Tankers calling at La Pampilla must first call Callao anchorage to be received and cleared by Authorities. Not necessary to call Callao after discharge as clearance simultaneous with reception. Pilot boards vessel at Callao anchorage and either remains on board or returns by launch to take vessel out, as required by Master.

**BERTHING:** Vessels moor to buoys. One submarine line of 18 in. reduced to 10 in. at vessel's connection running 1,500 m. from shore opposite La Pampilla refinery.

**LAUNCH:** Launch service between La Pampilla and Callao during vessel's stay in berth.

**GENERAL:** Two customs police and two refinery employees board at Callao and remain in vessel during discharge.

**AGENT:** See "Callao".

## MATARANI: 16.59 S. 72.07 W. (See Plan)

Matarani is a berth port. Main activity: loading of minerals, wool, coffee, skins, tin-ingots, discharging general cargo. Matarani is an important transhipment port for cargo to and from Bolivia.

**PILOTAGE:** Compulsory.

**RADIO:** *Arrival Advice:* 24 hours Notice of Arrival should be sent to the Captain of the Port and the Agent.

**TUGS:** 4 tugs available, 2 at 75 h.p., 1 at 690 h.p. and 1 at 800 h.p.

**BERTHING:** One quay with three berths. Length 450 m., width 20·15 m. Vessels of 570 ft. length can berth. Depth alongside 30 ft.

**CRANES:** 7 cranes. 2 at 7 tons, 3 at 10 tons, 1 at 15 tons and 1 at 20 tons lifting capacity.

**MEDICAL:** A hospital is available.

**STEVEDORES:** *Working Hours:* 0800–1200, 1300–1700, 1700–2400, 0000–0600.

9 gangs available of 15 men each.

**FRESH WATER:** Available.

**FUEL:** Not available.

**GENERAL:** *Swell Period:* From June to August.

**AGENT:** See "Callao".

## PACASMAYO: 07.24 S. 79.33 W.

**DOCUMENTS:**

3 copies Voyage Log Extract.
2 originals and 5 copies of Entry/Exit Declaration, endorsed by Consul.
8 copies of Passenger Lists for the Port.
8 copies of Transit Passengers List.
4 copies of Store List.
4 copies of Personal Belongings Manifest.
13 copies of Cargo Manifest.
1 Maritime Health Declaration.
2 Crew Lists.
1 Vaccination List.
When this is the first Peruvian port, Gross Tonnage Certificates.
When having cargo for the port, Statement of Cargo, endorsed by Consul.
When Pacasmayo is the first or last port called, Lists or Manifests of cargo in transit (2 copies each).

Refer to "San Juan" for further information on Consular endorsement.

**PILOTAGE:** The port has no Pilots because it is an open bay. Vessels have free pratique after boarding by port officials.

**ANCHORAGE:** The most usual anchorage area is in position 7° 23′ 50″ S. 79° 35′ 10″ W. Bottom from 3¾ to 4½ fathoms deep.

**APPROACHES:** Reference points are the lighthouse of Cruz Punta Pacasmayo with a range of 12 miles, and during the day the cylindrical tower of cement factory with a height of 50 metres situated in the S.E. of the bay. On the head of the quay there is also a small iron tower of 9 metres height with a permanent red light of 2 miles visibility. The quay is very old and only flat boats can moor.

**MAX. SIZE:** Wide anchorage without problems concerning length or breadth. Recommended draught 4 fathoms, but it is possible to find 6, 8 or 10 fathoms towards the West. Current from South to North at an average of 6 knots.

**HEALTH:** Sanitary control is carried out by the health doctor who comes on board with port officials. Normally, captains notify any suspected illness or any other information by telegraph.

**RADIO:** There is only one radio station. It operates in the premises of the Agency Juan Dalmau, call sign OC155 and frequency 40.400 kc/s.

**TUGS:** They only operate to bring or take out flat bottomed barges once the vessel is moored.

**BERTHING:** Vessels anchor in open bay.

**LIGHTERS:** Nine lighters with a total capacity of 400 tons.

**CRANES:** One at 2 tons, 1 at 3 tons and 1 at 4 tons. Max. length of cases 7 m. Max. weight 6 tons.

**STEVEDORES:** Agents order the number of gangs required. These gangs work at a tariff hour/ton and the amount is controlled by the Port Captain. The number of gangs (9 men each) depends on loading/discharging speed required and on the number of holds and winches available. For overtime rates see "Pimentel."

**MEDICAL ATTENTION:** Can be provided by Centro Preventivo del Area de Salud or by Hospital Regional de Chepen, 35 km. from port (150 beds).

**DENSITY:** Salt water.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**DEVELOPMENTS:** When the mines of Micchiquillay (copper) start working, the embarking capacity of the port has to be 100,000 tons per month, consequently it is planned to build a quay for minerals or otherwise a floating island 6 miles from the port for embarking in gross raw materials by pipelines.

**OPENING/CLOSING HATCHES:** These operations are carried out by the stevedores.

**SHIP CERTIFICATES:** Deratisation or Fumigation Certificate; Vaccination Certificate for Crew and Passengers; Tonnage Certificate when coming from abroad.

**CUSTOMS ALLOWANCES:** Only tobacco, wines, spirits required for normal consumption, which must be included in vessel's stores list.

**CARGO GEAR:** Ships gear used.

**IDENTIFICATION CARDS:** Not required unless leaving the vessel.

**CONSULS:** There are no Consuls in the port.

**REPAIRS:** There is a small workshop in the port for minor repairs such as soldering, etc. There is no foundry.

**DRY DOCKS:** Nearest at Callao.

**REPATRIATION:** Members of crew or passengers can be repatriated subject to Port Authorities permission and passport control.

**AIRPORT:** There is a small emergency airport 2 km. from the port where biplanes can land.

**TIME:** GMT minus 5 hours. During the 3 months of summer clocks advance 1 hour.

**HOLIDAYS:** Holidays have been restricted. The national official holidays are: 27th and 28th July (National Independence Days); 1st January (New Year); 25th December (Religious Fete); Maundy Thursday and Good Friday; variable days and 1st May (Workers' Day).

**POLICE/AMBULANCE/FIRE:** Police 2126; Ambulance 2225; Fire 2081.

**TELEPHONES:** It is not possible to instal telephones on board. Communication by walkie-talkie radio.

**GENERAL:** Fresh and dry provisions can be supplied, such as meat, poultry, vegetables and fruits.

**SERVICES:** There is no tank-cleaning equipment and the discharge of tank washing and any other kind of garbage is forbidden, for the bay is a bathing area.

**SHORE LEAVE:** Allowed.

**DELAYS:** The vessel is moored on arrival. Delays can occur due to heavy sea or rain in case of cement loading.

**AUTHORITY:** Captain of the Port: Captain de Fragata, Rafael Diaz Zumaeta, Tel. 2202.

**AGENT:** See "Callao".

## PAITA: 05.05 S. 81.07 W. (See Plan)

**DOCUMENTS:**

5 copies Peruvian "Declaracion de Entrada".
13 Crew Lists.
5 Cargo Manifests, from each port where cargo loaded, or negative.
5 copies of each Bill of Lading.

3 Personal Effects Lists.
13 Stores Lists.
1 Tonnage Certificate from first and last port.
1 International Maritime Health Certificate.
13 Passenger Lists, disembarking, or negative.
13 Passenger Lists, in transit, or negative.
1 Clearance from last port.
1 Sealed envelope from Peruvian Consulate addressed to Customs.
(Documents should be visaed by Peruvian Consulate.)

**PILOTAGE:** Compulsory. There are two Pilots, on 24 hour service. Arranged by Agent. The boat is an old disembarking launch, hoisting blue flag with a white "P" Pilot will board after free pratique has been granted by Port Captain and Health authorities.
**ANCHORAGE:** Recommended 5.04 S. 81.07 W.
**RESTRICTIONS:** Draft restricted to 31 ft. at low water.
**MAX. SIZE:** Length and breadth practically unlimited.
**HEALTH:** Agent will notify Health Authorities about the vessel's arrival.
**RADIO:** Recommended Balboa Radio.
*Arrival Notice:* 24 hours Notice of Arrival should be sent to the Captain of the Port and Agent.
**TUGS:** 1 tug of 180 h.p. and one motor barge of 68 h.p. available.
**BERTHING:** One finger pier, length 365 m, width 36 ft. Four berths available, depths are as follows:

| | |
|---|---|
| No. 1A (North-west Berth) | 34·1 ft. |
| 1B (North-east Berth) | 34·4 ft. |
| 1C (South-west Berth) | 23·8 ft. |
| 1D (South-east Berth) | 22·9 ft. |

A safety margin of 3 ft. should be observed. It is advisable to request (from Pilot) berths "B" or "D", if empty, due to the prevailing winds. The berths have good fenders.
**STEVEDORES:** Arranged by Agent at 24 hrs. notice.
*Working Hours:* 0800–1200, 1300–1700, 1700–2400 and 0000–0700.
*Night work:* Possible, as long as it is ordered in plenty of time.
10 gangs of 9 men each available per shift.
**MEDICAL:** There is a local hospital with all facilities.
**DENSITY:** 1030.
**FRESH WATER:** Not available.
**FUEL:** Not available.
**FIRE PRECAUTIONS:** Port Authority fire equipment stationed at the end of the pier.
**STORES:** Fresh provisions available.
**GANGWAY/DECK WATCHMAN:** Available on request.
**SHIP'S CERTIFICATES:** Not requested.
**CUSTOMS ALLOWANCES:** Two cartons and one bottle per person.
**CARGO GEAR:** No additional requirements.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Ecuador.
**REPAIRS:** No facilities.
**REPATRIATION:** Allowed on request to the Port Captain.
**GENERAL:** Painting and chipping ship's side restricted. Very strict concerning rat-guards, throwing of garbage, etc.
**AIRPORT:** Piura, airport 55 km. with domestic flights to Lima International Airport.
**HOLIDAYS:** 1st May only.
**AUTHORITY:** Captain del Puerto.

**AGENT:** See "Callao".

## PIMENTEL: 06.50 S. 79.58 W.

Pimentel is an unprotected open road port, loading/discharging only from/into lighters. Clearance is possible day and night, including Sunday and holidays, but of course with overtime additionals. Main activity: Sugar export, import of fertilisers and general cargo.
**PILOTAGE:** Not available.
**ANCHORAGE:** Vessels usually anchor about 1½ miles off the Mole Head in 7–8 fathoms, near to the anchorage place of lighters.
**RADIO:** *Arrival Notice:* 24 hours Notice of Arrival should be sent to the Captain of the Port and the Agent.
**TUGS:** 2 at 82 h.p. 2 at 120 h.p. and 2 at 134 h.p.
**LIGHTERS:** 15 lighters with a total capacity of 1,170 tons.
**CRANES:** On the mole there are 3 diesel cranes each 3 ton capacity, 3 steam cranes with 4, 6 and 15 ton capacity. Maximum dimensions of Cargo 27 ft. (length) × 15 ft. (wide) × 21 ft. (height).
**STEVEDORES:** *Working Hours:* 0700–1100 and 1300–1700. Overtime (plus 100%) 1100–1300 and 1700–2400. Overtime (plus 200%) 0000–0700.
On Sundays and holidays an additional 100% to the abovementioned tariffs.
**MEDICAL:** There is a hospital at Chiclayo 15 km. from the port.
**TANKERS:** *Submarine Pipe-line:* Diameter 8 in. max. draft 18 ft. One pipe-line for clean products and one for dirty products.
**FRESH WATER:** Not available.
**FUEL:** Not available.
**CONSULS:** Vice-consul of the Netherlands.
**SURVEYOR:** Mr. Manuel S. Reyes H., sub-agent of Lloyd's of London.
**GENERAL:** *Swell Periods:* Pimentel being an unprotected open road port it frequently occurs that the port has to be closed due to heavy swell. The swell comes up suddenly and is not subject to any specific period, but it occurs more frequently during June–September and the Easter week.

**AGENT:** See "Callao".

## PUERTO CHICAMA: 07.50 S. 79.22 W.

Puerto Chicama is about 295 miles North of Callao. Fishmea
loaded from lighters in an open roadstead.
**PILOTAGE:** Not available.
**ANCHORAGE:** Vessels anchor about one mile from the Mole.
**RADIO:** *Arrival Advice:* Advise general Agents in Lima who
telephone Port Agents.
**TUGS:** 3 tugs available, 1 of 65 tons and 2 of 80 tons each.
**LIGHTERS:** 20 lighters with a total capacity of 900 tons.
**CRANES:** 4 cranes, 2 of 2 tons, 1 of 4 tons and 1 of 6 tons.
**STEVEDORES:** Working hours are from 0700–2400. These ho
may be exceeded to complete loading. Five gangs of 9 men
available.
**FRESH WATER:** Not available.
**FUEL:** Not available.
**GENERAL:** *Swell Period:* During the months of June, July a
August.

**AGENT:** See "Callao".

## SALAVERRY: 8.14 S. 78.57 W. (See Plan)

**DOCUMENTS:** See "Callao".
**PILOTAGE:** Compulsory.
**RESTRICTIONS:** Harbour entrance is sand and liable to silti
Advisable to check draft requirements in advance, as depths
subject to latest dredging.
**MAX. SIZE:** Approx. 25,000 dwt. with up to 29 ft. draft.
**PRATIQUE:** Cable Agent requesting free pratique. Agent m
be notified in advance if disease suspected on board.
**RADIO:** *Arrival Advice:* 24 hours Notice of Arrival should be s
to the Captain of the Port and the Agent.
**TUGS:** Four tugs available, 1 each at 720 h.p., 160 h.p., 85 h.p. a
40 h.p.
**BERTHING:** *No. 1 Pier:* Length 220 m. Vessels able to berth bo
sides. Max. draft 29 ft.
*No. 2 Pier:* Length 230 m. Vessels able to berth both sides. M
draft 29 ft. This pier is specially for the loading of sugar in bul
loading bridges available, loading rate 200 t.p.h. each.
**STEVEDORES:** *Working hours:* 0700–2300. Sugar and molass
in bulk loaded 24 hours a day. 10 gang available of 9 men each.
**CRANES:** 2 at 18 tons capacity.
**MEDICAL:** At Trujillo, 15 km. from the port.
**TANKERS:** *Submarine Pipe line:* Diameter of 10 in., depth 26 ft.
**FRESH WATER:** Available.
**FUEL:** Not available.
**GANGWAY/DECK WATCHMEN:** Recommended.
**CUSTOMS ALLOWANCES:** Any amount held over nom
consumption may result in customs search being imposed.
**IDENTIFICATION CARDS:** Supplied by Agent and stamped
Immigration. Required for all crew members.
**HOLIDAYS:** Only 1st May when work is not available.
**CONSULS:** Nearest at Callao/Lima.
**GENERAL:** *Swell Period:* June to September.

**AGENT:** See "Callao".

## SAN JUAN: 15.21 S. 75.11 W. (See Plan)
## SAN NICOLAS: 15.14 S. 75.14 W. (See Plan)

**DOCUMENTS**

| | |
|---|---|
| Clearance | 1 |
| General Declaration (Form ALALC/OEA 1) | 5 for arrival<br>5 for departu |
| Cargo Manifest. Only when authorities require it. | |
| (Form ALALV/OEA 2) | 4 for arrival |
| Crew List (Form ALALC/OEA 3) | 5 for arrival<br>5 for departu |
| Store List/Bazaar List (Form ALALC/OEA 5) | 5 for arrival |
| Personal Effects Declaration | 3 for arrival |
| Maritime Declaration of Health | 2 for arrival |
| *Passenger List (Form ALALC/OEA 4) | 6 |

* This document is not to be presented when vessel is not carryi
passengers or cargo.

*Note* 1. If no Peruvian Consul exists at port of departure or with
50 km/s. radius, then the documents which require Consular vis
should be signed by a Consul of a friendly nation stating that the
is no Peruvian Consul. If no Consul of any nation exists at the po
of departure, the documents above mentioned must bear a certi
cate signed by an official of the port stating that no Consul of an
nation exists at the port of departure or within 50 km/s. radius.

*Note* 2. In the case of a vessel merely transiting the Panam
Canal, no new Peruvian Consular clearance is required. The Co
sular despatch from port of departure will be accepted provided it
correct and no changes have taken place. If, however, vessel sto
for any business during the Canal passage, embarking or dise
barking passengers, crew changes, loading or discharging carg
or the conduct of any business which causes a change in the Pe
vian Consular documents, New Consular Dispatch must be obtaine
Panama or Balboa, which ever applies, becomes the port of depa
ture for Peru.

The following documents should be available for inspection:
Ship's Papers.
Valid Fumigation or Exemption Certificate.
Crew's Identity Documents.

International Vaccination Certificates of all persons aboard.

List with following data: date and port of issue of ship's register, date and port of issue of Health Certificate, date of vessels, building and yard, list of ports of call with dates during previous four months.

**PILOTAGE:** Pilotage is compulsory for berthing. No vessel may proceed to pier until permission to berth has been granted. No vessel is permitted to berth alongside Marcona Mining Company's pier without an authorised Docking Pilot on board. While loading, during periods of heavy swells and surge a Marcona Pilot will be on board permanently. Masters are requested to make arrangements and facilities available.

Upon arrival in port, vessels must anchor and wait for reception. Official time of arrival is the time of anchoring. The starboard accommodation ladder must be rigged for port Officials and Marcona representatives. Ships approaching San Nicolas must fly their national and quarantine flags. Vessels proceeding to San Nicolas to load iron ore will radio Marcona Mining Company, Lima, Peru, cable address Marminco Lima, their ETA five days – forty-eight hours and again at twenty-four hours prior to arrival; when vessels have direct contact with station "OAS", a prestowage hatch list must be radioed to Agent, giving tonnage per hatch and loading sequence. The coast radio station "OAS" located in San Juan Bay should be contacted as soon as vessel is within range. Berthing instructions and other messages from Agent at San Nicolas will be transmitted via this station. Radio contact must be made 48 hours prior to arrival, specially on week-ends and holidays.

**BREAKWATER:** A 2,653 ft. long breakwater has been built in order to reduce the effects of the swell alongside of the pier. The breakwater is at the West side of the pier 875 yards of distance on the South end, and does not run parallel to the pier, but at N. 36° 35′ 28″ E. angle. The North end of the breakwater is 1,430 ft. from the North end of the dolphin, but the perpendicular distance from the pier to the closest point of the breakwater is only 1,090 ft.

At the North end of the breakwater there is a lighthouse with the following characteristics: one green flash every 4 seconds, visibility 5 miles.

There are also three buoys indicating the end of the toe of the breakwater, and whose characteristics are as follows: one white flash every 4 seconds, visibility 3 miles.

**ANCHORAGE:** The anchorage recommended for vessels waiting for berth is in inner portion of the bay, East of meridian through San Nicolas point in depths of 15 to 20 fathoms. When anchoring, it is essential to leave sufficient sea room, about $\frac{3}{4}$ of a mile for ships to manoeuvre in and about the berh.

Wreck of M/S *Templar* lies in position: Lat. 15° 13′ 53″ S., Long. 75° 09′ 48″ W. The obstruction lies in approximately 150 ft. of water. Clearance above the obstruction is 60 ft. Do not anchor in the vicinity of the wreck.

**RADIO:** Coast Radio Station "OAS" is located in port of San Juan and serves both San Juan and San Nicolas. This station listens on 500 kc/s. 1200/1400 GMT, 4345 kHz 0130–0200 GMT, 6,510 kHz 0045–0100 GMT, 8,680 kHz 0000/0045 – 0100/0115 – 1200/1230 – 1600/1630 - 2000/2100 GMT, 16,968 kHz 0115/0130 – 1330/1400 – 1630/1655. It handles traffic on 410, 425, 444, 448, 454, 468, and 480 kc/s. Antenna output is 300 w.

There is a transmitter with the following frequencies schedule:

4,365 kHz – GMT 0045; 0100; 1000; 0200
8,680 kHz – GMT 0000/0045; 1200/1230; 1600/1630; 2000/2100
16,978 kHz – GMT 1330/1400; 1630/1700; 2100/2200 listening on 4, 8 and 16 M/rz.

**TUGS:** Two tugs available at 500 h.p.

**BERTHING:** *Pier and Mooring Facilities:* The pier is located at the South side of the bay and is built on a North–South direction. It is constructed of pre-stressed concrete and steel pipe-lines with deck 1,000 ft. long and 50 ft. wide. The deck is 11 ft. 3 in. above mean low water.

At the pier head, a mooring dolphin has been constructed to make fast the stern lines of any vessel bigger than 900 ft. overall length, the diameter 50 ft. Distance from Northern end of pier to Northern end of dolphin 198 ft.

There is a wooden retractile fender around the dolphin of 7·5 ft. wide. There are three big bollards, two pelican hooks and an electric winch to make fast the stern lines. There is also a connecting bridge from the pier to the dolphin, which is 148 ft. long.

There is a fendering system on both sides of the pier consisting of wood pilings and a continuous rail of laminated lumber and rubber cylinders which keep vessels five ft. from the concrete pier. On the West side of the pier (ore-loading side) there are 28 mooring cleats, 12 bollards and 3 double mooring bitts. At the centre of the pier-head there is one bollard. On the East side of the pier there are 23 cleats, 2 bollards and 1 double mooring bitt. The loading berth on the West side of the pier has been deepened.

The original depth in the berth was 42 ft. at the shore end and 59 ft. at the seaward end. The new depth is 62 ft. all alongside the pier and up to 300 ft. westward from the pier fender, except in the place known as anchor pocket which is located between the pier-head and the dolphin. The anchor pocket is 70 ft. deep, 250 ft. long and 300 ft. wide. When docking the 2 anchors are let go in that pocket where enough water exists to prevent any collision of the ship with her own anchors.

The East side of the pier still has the original depth.

The bottom alongside is mud and sand. The ore ship loader has a pier straddle clearance height of 14 ft. and width of 12 ft. thus restricting the size of cargo parcels placed on the pier when the gantry is positioned inshore.

*Berthing and Mooring:* Vessels calling at San Nicolas for the discharging of general cargo must berth on the East side of the pier with the starboard side of the ship to the pier. Such vessels use their own regular mooring lines. Only ore in slurry form is loaded at this side through 20 in. pipe-lines.

Ore vessels berth at the West side of the pier with the port side of the ship to the pier. In addition to the vessels own regular mooring lines, heavy surge lines are compulsory for all vessels loading iron ore. Wires are not permitted as moorings to the pier except when attached to tension winches.

*VERY IMPORTANT:* While vessels are alongside the pier, engines must be ready for immediate use. Sufficient crew must be on deck at all times to tend mooring lines and heave in the slack as loading progresses. Failure to do so may result in a discontinuance of loading and the vessel being moved out from the berth.

*Loading and Unloading:* Loading is generally carried out at the rate of about 4000 l.t.p.h. Vessels arriving with 50 tons of cargo or less may have a choice of barge rental while at anchor in the bay or have pier discharge subject to loading operation or other cargo vessels discharging at the pier.

*San Juan Bay:* One pier length 760 ft., width 50 ft., depth 36 ft.

*Loading:* Prior to commencement of loading the Master or Chief Officer will deliver to the port Agent a pre-stowage plan with the following information:

Total cargo required, calculated tonnage per hatch, sequence of loading, fuel on board, water and stores on board in long tons, and calculated draft and trim upon completion of loading.

Loading is generally carried out at the rate of about 4,000 l.t.p.h.

Tonnage on board at any stage of the loading is available from the loading Master, the Pilot on board, or at the scale house at the upper end of the pier. In order to avoid last minute delays, it is very important that a constant check be made of vessel's draft, ballast left to discharge and cargo on board during the entire loading. Any change in tonnage of cargo required must be reported to the Port Agent or Loading Master not later than when there is approximately 2,000 long tons remaining for completion of loading, and always in writing.

It is convenient to check drafts, ballast and tonnage of cargo on board each time the loading gantry shifts from one hatch to the next. While loading is actually in progress in a hatch, no loading interruptions are permitted except in case of emergency. At the termination of each pouring, a slip stating cargo loaded and drafts readings, will be delivered to the chief officer.

In calculating the tonnage required to fully stow a hold, it should be remembered that cargo is spout trimmed only. No trimmers are available at San Nicolas.

Vessels will depart from the pier immediately upon completion of loading. The Pilot will take the vessel out from the berth. If the Master wants to anchor in San Nicolas Bay prior to proceeding to sea, he must advise the Pilot who will in turn advise suitable anchorage. The Master will advise the Pilot of the estimated time of departure in order that this may be reported to the Port Captain.

Delays of port operations, as well as delays of other vessels waiting to berth, caused by a vessel which for any reason is not prepared and able to move from the pier when so ordered, are chargeable to the vessel which causes the delay.

Clearance papers, bills of lading, statement of facts and all necessary papers for clearance of the vessel will be delivered shortly after completion of loading. This can be accomplished while the vessel is being moved from the berth, or at anchor, but never alongside the pier when other vessels are waiting for loading turn.

*Slurry:* For the new Marcona flow system a 20 in. diameter pipeline has been installed and vessels adapted for slurry transportation can load either at the East or West side of the pier, depending on size and draft of the vessel. Hourly loading rate has not been determined so far but it is expected to make over 2,000 l.t.p.h.

**CRANES:** Two at 25 tons and 2 at 50 tons.

**MEDICAL:** All medical attention may be arranged.

**STEVEDORES:** *Working Hours:* 0800–1200, 1300–1700, 1800–2400, 0100–0700.

**TANKERS:** On the West and East side piers there are three raisers to which three eight-inch diameter hoses can be connected to a main pipe-line of 16 in. diameter for the discharging of bunkers C. Flanges are U.S. Standard (ASA). Location on the pier is for midship connection on vessels. Maximum pressure permissible is 125 lb. p.s.i. and maximum temperature 150° F. The length of the 16-in. pipeline from the manifold on the pier to the storage tanks is 4,840 ft. There are two storage tanks of 167,000 bbls. each and one storage of 252,000 bbls. Total capacity 386,000 bbls. The height of the tanks above MLW is 142 ft. to the bottom and 190 ft. to the top of the tanks. The intakes to the tanks are at the top.

Diesel oil discharged on the East side of the pier, using one hose to an 8-in. diameter pipe-line. Flanges are U.S. Standard (ASA) with 8 bolt holes. The length of the 8 in. pipe-line from the hose connection to the storage tanks is 3,706 ft. Maximum permissible pressure is 125 lb. p.s.i. There are two diesel oil storage tanks of 7,340 bbls each (total capacity 14,680 bbls).

The height of the tanks above M.L.W. sea level is 145 ft. to the bottom of the tanks and 177 ft. to the top of the tanks. Intakes to the tanks are at the top. There is no booster pump on the pipe-line.

There is a crew on the pier to sling the hoses; the vessel's crew is required to operate the winch, boom, hoist the hoses on board, and connect same to vessel's manifold.

**BALLAST:** Special attention is called to ballast requirements of vessels which do not need ballast in order to enter under the loading boom. Such vessels are required to carry sufficient ballast for safe handling during berthing. It is permissible to discharge clean ballast at the pier.

**FRESH WATER:** None available.

**FUEL:** None available.
**GANGWAY/DECK WATCHMEN:** Recommended by crewmen to prevent stowaways.
**OPENING/CLOSING HATCHES:** Stevedores/Crew.
**CARGO GEAR:** Ore-loading boom extends 60 ft. from face of pier fender, and can be retracted from this position to a minimum length of 29 ft. Gantry with loading boom is mobile. Range of its mobility is 900 ft. starting at a point 76 ft. from the head of the pier. Shifting of vessels during loading is therefore not required. Height from water to underside of boom is 41 ft. Vessels must be ballasted so that height of any coaming or any other objects in the vicinity of the hatch where loading is to start will not exceed 39 ft. above waterline.
**IDENTIFICATION CARDS:** Required.
**CONSULS:** At Lima.
**REPAIRS:** Except in extreme emergency, repairs cannot be effected at this port.
**TELEPHONES:** None available.
**REPATRIATION:** In cases where crew changes are to take place in San Nicolas, at least seven days advanced cable notice is required to obtain the necessary immigration authorities permission. The advanced cable must set forth name, nationality and passport number.
**HOLIDAYS:** See "Ilo".
**GENERAL:** Official hours for port officials are from 0700 to 1100 and 1300 to 1800 hours. Upon request, port officials will board vessels at any time day or night, Sundays and holidays included. Overtime or such service is for account of vessels.

*Emergency Signals:* A number of short blasts on the whistle indicates an emergency. The whistle will not be used except for emergency in accordance with Peruvian regulations.
**SHORE LEAVE:** Shore leave may be granted at the Master's discretion. All crew members must be issued ship's passes before proceeding ashore. These must be shown to the Immigration authorities when required. Peruvian laws and Immigration Regulations must be strictly adhered to in order to avoid unnecessary difficulties. Crew members are not permitted to travel 100 km. outside of San Nicolas – San Juan port areas without written authorisation or pass from the Master approved by Immigration authorities.
**REGULATIONS:** Cargo holds must be properly cleaned. In this respect special care must be taken where vessels prior to their arrival at San Nicolas have carried the following cargoes: Gypsum, Phosphate, Pyrite, Coal, Sulphur, Silica, Aluminium, Sand, Gravel, or Quartz, or any other ore containing Arsenic, Phosphorus, Sulphur, Silica, Aluminium, or Copper. Prior to commencement of loading, cargo holds will be inspected by a representative of the shippers. It is recommended that the Master or a ship's officer accompany the cargo hold inspector during the inspection.

**AGENT:** Agentes Navieros San Nicolas, S.A. P.O. Box 1229 Lima. Cables: "Agnav Sannicolas".

## SUPE: 10.50 S. 77.44 W.

Supe is about 84 miles North of Callao. Cargo operations are undertaken in an open unprotected roadstead. The main activities at the port are the loading of fishmeal and discharging of fertilisers, cellulose and chemical products.
**PILOTAGE:** Not available.
**ANCHORAGE:** Vessels anchor in the open roads.
**RADIO:** *Arrival Advice:* 24 hours Notice of Arrival should be sent to the Captain of the Port and the Agent.
**TUGS:** 8 tugs available, 1 of 65 h.p., 2 of 85 h.p., 4 of 134 h.p., and 1 of 165 h.p.
**LIGHTERS:** 32 (14 of wood and 18 of steel) for dry cargo only. The capacity of the lighters varies from 50 to 100 tons. Total capacity being 2,100 tons.
**CRANES:** 4 mobile cranes of 5 tons each.
**STEVEDORES:** See "Pimentel" for working hours and overtime rates.

5 gangs of 9 men each available.
**MEDICAL:** There is a hospital at Barranca.
**TANKERS:** *Submarine Pipe-line:* One line 10-in. diameter for dirty products and one line 8 in. diameter for clean products. Depth of water 48 ft. At Paramonga there is a 10-in. line, depth 36 ft.
**FRESH WATER:** Not available.
**FUEL:** Not available.
**GENERAL:** *Swell Period:* June/August.
**AGENT:** See "Callao".

## TALARA: 04.35 S. 81.17 W.

**DOCUMENTS,** and all general information, refer to "Callao".
**PILOTAGE:** Compulsory. In the vicinity of Talara there are several off-shore oil drilling platforms and near the entrance to the port there is a shallow of 24 ft.
**ANCHORAGE:**

| | | | |
|---|---|---|---|
| Summer | 04° 34′ 09″ S. | 81° 17′ 36″ W. | 9¼ fathoms |
| Winter | 04° 34′ 12″ S. | 81° 17′ 29″ W. | 10 Fathoms |
| 3rd Place | 04° 34′ 03″ S. | 81° 17′ 42″ W. | 6–10 Fathoms |

**RADIO:** Arrival Notice should be sent at least 24 hours before arrival to Captain of the Port and Agent via the government radio station OAH. Station on 500 kc/s. from 0800 to 2400 hrs.
**TUGS:** Three lighter tugs of 200 h.p., 1 at 160 h.p., 1 at 180 h.p. and 1 harbour tug of 600 h.p.
**BERTHING:** At Talara there are two berths for loading fuel and water; one is a regular quay, the other a petroleum berth in w vessels lie, moored to dolphins alongside hose platform.

Quay length 385 ft., depth alongside 18 ft. to 34 ft.

Petroleum berth, length 585 ft., depth alongside 34 ft.

Talara is mainly a bunkering port as it is the main port for Northern Peru Oilfields. The little general cargo discharged is d at the quay; bunkering being done at the quay and at the dolp berths.

Larger vessels load/discharge into lighters at anchorage. F lighters are available, total capacity 1,160 tons.
**CRANES:** One crane of 5 tons, one mobile crane of 10 tons. F heavy lifts a floating crane with 40-ton capacity may be hired fr Belco Petroleum Co.
**TANKERS:** See "Berthing".

*Submarine Pipe-lines:* 12-in. diameter. Vessels with a maxim draft of 36 ft. can moor to the pipe-line.
**STEVEDORES:** It is possible to work 24 hours a day with inter tions at meal hours. Three gangs of 16 men each available. Overti only charged for Sundays and holidays at 50%.
**FRESH WATER:** Available alongside berths.
**FUEL:** Available alongside berths. Bunker "C" 3,500 secon Petroperu No. 5 (Intermediate 4) 400 secs., Diesel 2 (marine diese
**MEDICAL:** A private clinic is available.
**CONSULS:** Panama and Nicaragua.
**GENERAL:** Smoking is prohibited on deck, at the piers and near refinery installation.

**AGENT:** See "Callao".

# Philippines

## BATAAN, Limay: 14.32 N. 120.36 E.

Esso Tanker Terminal.
**DOCUMENTS:**

Maritime Declaration of Health.
Crew List.
7 copies Cargo Manifest.
3 Stores Lists.
3 Personal Effects Lists.

**PILOTAGE:** Not compulsory but recommended. Pilot boards ve sel just off the berth.
**RESTRICTIONS:** Approaches are open deep water. Vessels m berth and unberth at any hour and any stage of the tide. M clearance of 10 ft. required.
**MAX. SIZE:** LOA 1,000 ft. Maximum draft 50 ft.
**RADIO:** Manila Radio. At the berth, shore communication w vocaline JRC 475 transceivers on 465 Mc/s.
**HEALTH:** Port health officials board with the Pilot. Radio requ for free pratique can be made prior arrival.
**TUGS:** Available.
**BERTHING:** *Crude berth:* Conventional buoy mooring, tank moor to eight buoys, in depth of 60 ft. Hoses may be connected either side. Four 12-inch hoses for crude oil discharge.

*Products Pier:* Inner berth depth 13 ft. Outer berth depth 32 ft. C accommodate vessel up to 530 ft. length. No slop discharge faci ties available.
**DENSITY:** 1025.
**MEDICAL:** Doctor and hospital facilities available. Advance not required of any medical attention needed.
**FRESH WATER:** Not available at berth. Can be supplied by barg
**FUEL:** Bunkers, fuel and diesel, obtainable from berth, advan notice required.
**REPAIRS:** No facilities available.
**CERTIFICATES:** Those required are.

Certificate of Registration.
Certificate to Operate.
Certificate of Officers and Engineers (Licenses).
Officers and Crew-Seaman's book.

**CUSTOMS ALLOWANCES:** 200 cigarettes for each crew me ber, and one bottle of liquor for each crew member.
**IDENTIFICATION CARDS:** Essential.
**REPATRIATION:** Effecting crew changes and arranging nece sary repatriation are carried out by the Immigration Office in the p with the assistance of the ship Agent and the Foreign Embas concerned.
**TIME:** Local Civil Time is 8 hours ahead of GMT. This time reck ing is constant throughout the year.
**HOLIDAYS:** New Year's Day (1st January); Bataan Day (9th Ap Holy Thursday (variable); Good Friday (variable); Labour Day ( May); Independence Day (12th June); Republic Day (4th July); A Saints' Day (1st November); National Heroes Day (30th Novemb Christmas Day (25th December); Rizal Day (30th December). Wh any holiday falls on a Sunday, the following day (Monday) is by l considered a public legal holiday. As a general rule, employees of t government in the Philippines do not work on Saturdays. Ca work on board vessels on these holidays can be arranged.
**SHORE LEAVE:** Crew of vessels who are nationals of countr with whom the Philippines maintains diplomatic relations can allowed ashore after securing a pass from the Immigration Office the port. Restricted aliens (citizens or nationals of Iron and Bamb Curtain countries) are not allowed on shore as a matter of polic
**GENERAL:** Customs Inspector and two guards accommodated board during vessels stay.
**AUTHORITY:** Private oil company terminal.

## BATANGAS, Luzon (including Tabangao): 13.43 N. 121.03 E.

**DOCUMENTS:** Upon arrival of the vessel, the following papers must be submitted to the boarding authorities:

Original and 1 copy Visaed Crew List.
Original and 2 copies List of Stores: Deck, Engine, Steward Dept.
Original and 2 copies List of Stores: Firearms, Medicines, including opium and the like, if any.
Original and 2 copies Personal Effects Declaration of Officers and Crew (include cigarettes, whiskey, etc.).
Original and 5 copies Inward Foreign Cargo Manifest.
8 copies Ordinary Crew List.
1 copy Clearance from previous port of call.

**PILOTAGE:** Pilotage for docking and undocking at government wharves and privately owned wharves in the Port of Batangas is compulsory for all vessels engaged in foreign trade. The vessel is met by the harbour Pilot approximately 2 miles South of the wharf. Pilotage for entering the Batangas Harbour and anchoring in the quarantine anchorage is optional but pilotage for shifting therefrom or changing in the stream is compulsory for vessel engaged in foreign trade.

**ANCHORAGES:** Bureau of Customs Administrative Order No. 191, dated January 13, 1955, defines the limits of Batangas Harbour for navigational and mooring purposes as follows:

"... a navigational and mooring area a depth of 1 mile measured from Hagony River (near West boundary of refinery compound) Eastward along the coast by ¾ mile seaward running perpendicularly from both points ..."

Within this navigational and mooring area a depth of 12 to 14 fathoms with good holding ground will be found at less than 400 yards from the beach. The bottom close to the beach is mainly sand and gravel. In the event of a strong South-west monsoon, vessels may resort to the protection afforded by the mountains of Maricaban Island by anchoring on the Northern side of the island along Maricaban Straight.

**MAX. SIZE:** Caltex Refinery: LOA 755 ft., draft 41 ft. Jetty designed for 45,000 dwt.

Tabangao Shell Refinery: LOA 900 ft., draft 48 ft.

**HEALTH:** Ships will clear for quarantine on arrival at the Batangas Harbour. Quarantine officers will normally board the vessel 2 miles South of the oil wharf.

**TUGS:** Tug service is not furnished by the two oil refineries. The use of a tug for berthing and unberthing is required. Although a tug is normally available at Batangas it may be necessary to dispatch a tug from Manila. Accordingly, it is important for Masters of vessels to provide at least 48 hours advance notice of ETA to ensure the availability of the tug boat.

**BERTHING:** Berthing may be done any time during the day or at night and Masters should exercise their own judgement in this respect. Vessels moor either port or starboard side to, depending on prevailing conditions.

**STEVEDORES:** All vessels proceeding to Batangas should radio either Caltex or Shell, whichever is their destination, their estimated time arrival at Batangas as early as possible, but not less than 96 hours before arrival, amending this ETA subsequently if it varies more than two hours from the original estimate in order to arrange towing gangs with the Luzon Stevedoring Corporation. Stevedoring is usually handled by Luzon Stevedoring Corporation.

**MEDICAL:** Both refineries have a small hospital for handling emergency cases. Should any ship's personnel need prolonged hospitalisation, arrangement will have to be made to transfer the patient to Manila or to the Provincial Hospital of Batangas where suitable medical attention is available. Dental treatment can be obtained from local dentists in the town of Batangas.

**TANKERS:** *Shell Refinery, Tabangao.* Jetty 1, two hoses of 10-in. diameter. Jetty 2, four arms of 12-in. diameter. Two berths of 50 ft. depth alongside. Slops acceptable at 500 t.p.h. up to limit of 3,000 tons.

*Caltex Refinery:* a T-head jetty. Berth No. 1 (depth alongside), 15 ft., No. 2, (depth alongside), 35 ft.; No. 3, (depth alongside), 42·4 ft.; No. 4, (depth alongside), 35 ft. Maximum distance between head and stern mooring buoys 1,040 ft.

**DENSITY:** 1.0261.

**FRESH WATER:** Fresh water is available to vessels loading, unloading or bunkering at Batangas Port. It is delivered to the vessel through hose connections. The water satisfies the physical and chemical requirements for drinking water.

**FUEL:** Bunkers are available from the two refineries. Prior advice should be given through the ship's Agent.

**FIRE PRECAUTIONS:** At both refineries smoking or open fires are prohibited on the wharves or on vessels alongside or within 100 yards of either wharf. Furthermore, each vessel's personnel is responsible for the safety of its own ships at all times.

**DEVELOPMENT:** The Government pier at present is under construction, with plans of constructing two other piers which will enable this port to accommodate more foreign vessels. The Caltex Refinery also has plans of pier improvements.

**GANGWAY/DECK WATCHMEN:** Not needed. The security guards in the gates of the two refineries serve the purpose.

**OPENING/CLOSING HATCHES:** This work is normally carried out by crew members of the vessel at the 2 refineries; off-loading hoses will be connected and disconnected on board by the vessel personnel under the direct supervision of a ship's officer with the assistance and advice of wharf personnel.

**CUSTOMS ALLOWANCES:** Sufficient amount for crew's consumption while in port.

**CARGO GEAR:** During berthing and unberthing, it is required that ship's engines, tackle and all other gear must be in operative condition and in a state of readiness for use at a moment's notice, as required.

After clearing with the Customs' representative, off-loading hoses will be connected and disconnected on board by the vessel personnel under the direct supervision of a ship's officer with the assistance and advice of wharf personnel. Wharf equipment will normally be used for handling hoses although vessel's gear may at times be required and must be made available for this purpose. A ship's officer must approve the hose connections on board before off-loading commences.

**IDENTIFICATION CARDS:** Not required in the Port of Batangas.

**CONSULS:** Consulates are stationed in Manila.

**REPATRIATION:** To expedite disembarkation and in order that proper arrangements can be made in case of repatriation, the Master should radio this matter to Caltex or Shell refineries or his Agents within 48 hours before arrival. The message should give the names of the crew to be repatriated and their destination.

**AIRPORT:** At Manila.

**TIME:** GMT plus 8 hours.

**HOLIDAYS:** New Year's Day (January 1st); Holy Thursday; Good Friday; Labour Day (May 1st); Independence Day (June 12th); P.I.U.S. Friendship Day (July 4th); Bonifacio Day (November 30th); Special holidays declared by the President of the Philippines are also included. If any other legal holiday falls on Sunday the following day is observed as a holiday. Cargo work can be arranged on any or all holidays with the vessel's agent.

**POLICE/AMBULANCE/FIRE:** Police, tel. 125–J; Ambulance, tel. 7–J; Fire Department, tel. 261.

**TELEPHONES:** At present placing telephones on board foreign vessels is not available; however, telephone service is available on the jetty of both refineries.

**GENERAL:** Discharge of ballast: No dirty ballast may be dumped into the territorial waters of the Republic of the Philippines. The refineries have provisions for off-loading a limited amount of oil water ballast. Rat Guards: Rat guards shall be placed on all mooring lines to the wharf.

**AUTHORITY:** Collector of Customs, Port of Batangas, Sta. Clara, Batangas. Tel. 162 R.

## BISLIG, Mindanao: 08.12 N. 126.19 E.

**DOCUMENTS:**

The original Manifest of all Cargo destined for the port, to be returned with the endorsement of the boarding official.
4 copies of the same Manifest, one of which, upon certification boarding official as to the correctness of the copy, shall be returned to the Master.
4 copies of Stores List.
4 copies of Passenger List.
4 copies of the Crew List.
The original of all through Cargo Manifest, for deposit, while in port, with Customs official in charge of the vessel.
A Passenger Manifest of all aliens.

**PILOTAGE:** Vessel should send direct advice to the Pilot or through its Agents 48 hours prior or at the very least 24 hours before ETA by commercial telegraphy.

There is no VHF operated by the Pilot.

Pilot boat is painted black (hull) and white (bridge and mast). International Code Signals used to call Pilot.

Pilot Station is located at Lat. 8 deg. 11.4 min. N., Long. 126 deg. 21.2 min. E.

Pilot boat will be located (if by prior advice/arrangement by Master requiring specific service of meeting vessel outside of entrance and conducting vessel through channel to inner harbour) at Lat. 8 deg. 16.85 min. N., Long. 126 deg. 26.50 min. E. or 340 degrees, 2·35 miles off Sanco Pt. lighthouse.

Pilot will always board a vessel (outside of entrance) via the pilot's or Jacob's ladder on the leeward side of the vessel.

**ANCHORAGE:** While waiting for a Pilot, the recommended anchorage (at entrance) is at Lat. 8 deg. 16.1 min. N., Long. 126 deg. 26.1 min. E. on or about this position and/or within an area of 0.5 mile radius from this point.

Quarantine anchorage or inner harbour is based on the point Lat. 8 deg. 12.9 N., Long. 126 deg. 22.0 E. to within a ¼ mile radius from this point as centre, otherwise 1 mile north of BBLCI Pier's end.

Working anchorage at stream. When vessel is through with all the port formalities, she has to go to a working area for loading/unloading operations, thus:

BBLCI. Vessels will anchor at least within a 0.5 mile radius from the tip of BBLCI pier.

PICOP. Is especially preferred during North-west monsoon at least within a ½ mile radius from the foot/base of PICOP breakwater.

Bisling Bay. In general is bounded by a line from (*a*) Sanco Pt. to (*b*) Mawes I. to the North-west, thence to (*c*) the town of Bislig to the South-west, thence to (*d*) the village of Mangagoy to the South-west, and back to (*a*) Sanco Pt.

**MAX. SIZE:** 30 ft. at PICOP Pier.

**HEALTH:** Any vessel can be given free pratique if upon inspection everybody is healthy, vessel is clean and all certificates of vaccination are complete. However, if there is a suspicious quarantineable disease, a probationary pratique should be issued and after six days, if it was found out that there was no quarantineable disease at all, free pratique will be issued.

**RADIO:** RCPI, Clavecella and CRC.

**TUGS:** Tugs normally meet vessel with Pilot at the five miles limit and assist Pilot in docking, using ship's lines. 5 available, 4 at 225 h.p., 1 at 112 h.p.

**BERTHING:** Berthing is on a first-come first serve basis. During the North-east monsoon berthing is in daylight only for precautionary measures.

BBLCI and PICOP maintain 2 piers and 1 marginal pier.

BBLCI: Pier. Position 8° 11′ 51″ N., 126° 21′ 55″ W. This is an all concrete pier 800 ft. long and 30 ft. wide with berthing space of 550 ft. on each side. Max. draft 28 ft. at seaward end, 22 ft. at shore end. Both sides are protected by dolphins constructed of pile fenders and large tyres as absorbers. Largest vessel to berth at pier at present is 18,500 tons gross. Lumber, veneer, plywood and logs are loaded at this pier.

BBLCI Marginal Pier. For vessels of less than 1,000 tons gross and 10 ft. draft.

PICOP Pier: This is an all concrete "L" shaped pier, length 426 ft. and width 58 ft. The berth for larger vessels is on the West side of the pier, max. draft 30 ft.

**CARGO HANDLING FACILITIES:** Both companies have ample equipment. Fork lifts, lighters, mobile cranes max. lift 50 ton (BBLCI), and 75 ton (PICOP), sideloaders, trucks and trailers.

**STEVEDORES:** ETA should be advised two days before ship's arrival stating workable hatches and gang requirement for berthing and gang arrangement.

Twenty gangs available, shifts change at 0600 and 1800 when port is full. If only few ships in port change at 0600, 1500 and 2300.

**MEDICAL:** It is necessary for the Agent to receive advance notice if there is serious medical attendance and hospitalisation. However, less serious medical attendance does not need notification. Port of Bislig has hospital facilities with complete smallpox, cholera, El Tor and typhoid vaccine available.

**DENSITY:** About 1.025 with tendency to become heavier during dry season and on flood tide.

**FRESH WATER:** Available at East end of BBCLI Pier. The connection is 2 in., situated 100 ft. from the approach, discharge rate 20 g.p.m.

**FUEL:** Small quantities available. BBLCI maintain 3 tanks for Caltex.

| | |
|---|---|
| 1. Bunker oil tank | 30,000 bbls |
| 2. Diesel oil tank | 11,300 bbls |
| 3. Gasoline tank | 5,100 bbls |

Tank trucks available to deliver oil and gasoline.

**DEVELOPMENTS:** More berthing facilities are on the programme for the next three to five years when the pulp and paper mill is in operation. Installation of more log-processing plants to increase shipments.

**GANGWAY/DECK WATCHMEN:** P1.00 per hour for at least 3 men.

**OPENING/CLOSING HATCHES:** Rigging of booms is done by ship's crew, while opening and closing of hatches is carried out by stevedores.

**CUSTOMS ALLOWANCES:** 200 cigarettes and one bottle liquor for each man.

**IDENTIFICATION CARDS:** Needed.

**REPAIRS:** May be made to ship's gear and equipment in arrangement with BBLCI. The company have an engine repair shop, machine shop and foundry.

**AIRPORT:** 5 kilometres distant; daily flights.

**TIME:** Local Standard Time is 8 hours ahead of GMT.

**HOLIDAYS:** On Christmas Day; New Year's Day and Good Friday. Cargo work may be arranged.

**GENERAL:** Engineering supplies available from BBCLI and PICOP. Dunnage available through BBCLI. Provisions available through chandler or market 1 km. from BBCLI Pier.

**AUTHORITY:** Collector of Customs, Port of Bislig.

## CEBU, Cebu Island: 10.18 N. 123.54 E.

**PORT LIMITS:** The seaward boundaries of the Port of Cebu within which a vessel is considered to be an "arrived vessel". North Entrance: between Pier No. 2 and Caltex Bunkering Station. South Entrance: between Shell Island and Kawit Island.

**DOCUMENTS:**

1 copy Letter to the Quarantine Officer.
1 copy Free Pratique issued by Quarantine Officer.
1 copy Oath of Master (ship coming from foreign port).
1 copy Oath of Master (ship coming from local port).
1 copy Clearance from last port.
6 copies List of Ports of call.
6 copies List of Passengers Manifest.
5 copies Baggage Declaration of disembarking passengers.
6 copies Crew's Manifest.
5 copies Personal Effects List of crews.
5 copies Bonded Store List/Ship's Store List, etc.
5 copies Parcel List.
1 copy Narcotics List.
1 copy Firearms and Ammo List.
1 copy Foreign Currency List.
6 copies Inward Foreign Cargo Manifest.

**PILOTAGE:** Advance notice 24 hours before arrival, giving draft, ETA pilot station, whether coming via North or South Entrance. Pilotage compulsory. Pilot boarding South Entrance at Lauis Ledge of Black Buoy No. 1; Pilot boarding North Entrance between Bagacay and Bontolinao lights.

**ANCHORAGE:** North Entrance between Pier No. 2 and Caltex Bunkering Station. South Entrance between Shell Island a Kawit Island, in front of Lu Do & Luym's private wharf.

**ENTRY RESTRICTIONS:** No restriction on night entry. If d above, North 26 ft. and South 30 ft. vessel cannot go alongside.

**MAX. SIZE:** Length 550 ft.; draft Shell Island 30 ft., Caltex 25 General Milling Corp. 28 ft., and Mobil 28 ft.

**HEALTH:** Pratique obtained after Quarantine personnel h boarded, mustered crew and passengers, and examined ship's hea documents. Pratique automatic if vessel coming from ano Philippine port.

**RADIO:** Globe Mackay Cable & Radio Corp.

*Call letters DZM.*
*Working frequencies:* 4328 kc, 6492 kc, 8656 kc, 1298 kc.
*Listening frequencies:* 425 kc and 500 kc; 6265·5–6258·5 kc; 83 8374 kc; 12531–12561 kc.
*Call letters: DZG.*
*Working frequencies:* 483 kc, 4308 kc, 6462 kc, 8616 kc, 1292 17232 kc.
*Listening frequencies:* 425 kc, 432 kc and 500 kc; 6265·5–62 kc; 8354–8374 kc; 12531–12461 kc; 16708–16748 kc.

Master may contact Cebu Stevedoring Company through Chan 1 (156·7 Megacycle) and Channel 2 (157·8 Megacycle) VHF.

**TUGS:** Tugs: 300 h.p. and 600 h.p. Tugs will assist berthing. Sh lines always used.

**BERTHING:** anytime except when current strong at a certain t on North side of Piers 1 and 2.

General Milling Corporation wharf, Port of Mactan, Cebu ha pneumatic suction pump for bulk cargoes like wheat and soybe meal.

Suction rate (wheat), about 85 tons per hour.
Suction rate (soybean), about 40 tons per hour.

All oil depot in Cebu (Shell, Caltex, Mobil, Esso and Filoil) facilities in handling liquid chemicals or LPG carriers.

**BRIDGES:** The Opon-Mandaue bridge crossing the North chan is completed and open to traffic. According to Cebu Pilots Asso tion, clearance is 76 ft. at high water and 80 ft. at low water.

**STEVEDORES:** Ordered by Agents, no ETA to stevedores nec sary from Master.

**MEDICAL:** No advance notice to Agents needed. Hospital facili available anytime.

**TANKERS:** See "Max Size".

**FRESH WATER:** Most berths supply by shore installation, oth wise by barge or trucks.

**FUEL:** All grades available.

**FIRE PRECAUTIONS:** Tankers discharging: smoking allowed in saloon (officers), crew in the messroom.

**DEVELOPMENTS:** Reclamation project at the North side Cebu.

**GANGWAY/DECK WATCHMEN:** Services of watchmen nec sary subject Master's recommendation.

**OPENING/CLOSING HATCHES:** Stevedores, with aid of sh crew.

**CUSTOMS ALLOWANCES:** (Tobacco) One carton a week each crew member. (Wine and/or Spirits) One bottle a week for e crew member.

**IDENTIFICATION CARDS:** Required by Immigration Authori

**CONSULS:** Norwegian 9–77–20; Chinese 7–45–85; American 7- 51.

**REPAIRS:** Minor repairs possible.

**DRY DOCK:** Cebu Shipyard – maximum 1,000 dwt only.

**REPATRIATION:** Facilities available.

**AIRPORT:** Distance 7 miles from port and regularly served by domestic airlines.

**TIME:** Local time based on the 120 East meridian. GMT plus 8 hou

**HOLIDAYS:** Cargo can be arranged during holidays, which are following: New Year (January 1st); Maundy Thursday; Go Friday; Bataan Day (April 9th); Labour Day (May 1st); Independe Day (June 12th); Republic Day (July 4th); Bonifacio Day (Novem 30th); Christmas Day (December 25th); Rizal Day (December 30

**SHORE LEAVE:** Crew members allowed ashore any time, exc Chinese nationals. In view of the Martial Law which is imposed f 0000–0400 hours.

**DELAYS:** Berthing on North side of piers depends upon tide current. South side of piers, vessel can dock any time.

**AUTHORITY:** Dept. of Finance, Bureau of Customs, Cebu.

**AGENT:** Smith, Bell & Co. (Phil.) Inc., Corner M.C. Briones P. Burgos Sts., Cebu City. Tel. 7–52–98, after office hours 7 9–70–14. Lloyds Agents. Cables: "Bell Cebu".

## CLAVERIA, Luzon: 18.37 N. 121.02 E.

**DOCUMENTS:** Required by Customs officers'.

2 copies Crew List.
2 copies Crew Manifest.
2 copies Bonded Store List.
2 Passenger List.
7 Inward Manifest.
2 Narcotic List.
2 copies Money List.
Clearance from Last Port.

**PILOTAGE:** There are no telegraphic addresses of pilot sta although Pilots could be contacted in the Port of Manila wi least 3 days advance notice.

**ANCHORAGE:** Very deep and wide, safe enough to accommo 6 ships at a time.

**RESTRICTION:** No restriction whatsoever is imposed upon entry day or night time.
**MAX. SIZE:** Maximum length permissible is around 300 metres.
**HEALTH:** Pratique is granted as soon as the ship's Master has presented all his crew for vaccination in case same has expired and/or verification of its crew's health record and the submission of the Maritime Declaration of Health of the ship duly signed by the Master.
**RADIO:** Cables could be routed through RCA or DZN Manila for ship's Agents.
**TUGS:** Only required for lighters. Upon anchorage tugs could be called by blowing the ship's whistle twice.
**STEVEDORES:** No particular ETA advice in order to arrange gangs.
**MEDICAL:** Not necessary for ship's Agents to receive advance notice of required medical attendance. Doctors available.
**FRESH WATER:** No fresh water available for ships in this port.
**FUEL:** Not available in this port.
**DEVELOPMENT:** The construction of a breakwater.
**GANGWAY/DECK WATCHMEN:** It is recommended that ships that call at this port employ watchmen.
**OPENING/CLOSING HATCHES:** Is carried out jointly by ship's crew and stevedores.
**CUSTOMS ALLOWANCES:** 200 cigarettes for each man a week, and one bottle wine/spirits.
**IDENTIFICATION CARDS:** Not needed in this port.
**CONSULS:** No Consuls could be contacted in this port, although they could be contacted in the City of Manila.
**REPAIRS:** Major repairs not advisable in this port.
**REPATRIATION:** Changing of crew can be carried out by ship's Agent in Manila, Cebu or in any other big ports in the Philippines.
**AIRPORT:** No government airport in this port, although there is one private but no regular flights.
**TIME:** GMT plus eight hours.
**GENERAL:** See "Manila" for general information.
**AUTHORITY:** Collector of Customs, Claveria.

### DADIANGAS: 06.27 N. 125.12 E.

**DOCUMENTS:**
4 Crew Lists.
3 Stores Lists.
3 Crew Personal Manifests.
Last Clearance.
Ship's Register, etc.
*Immigration:*
1 Visaed Philippine Crew List (and one copy).
*Port Health:*
Deratisation or Exemption Certificate.
International Health Form.
1 List of Vaccination Certificates – must be valid.
1 Crew List.
*Department of Agriculture:*
Certificate stating vessel free of Kaphra beetle.
**PILOTAGE:** Pilot boards about half a mile from the berth. Uses a white painted launch as a rule. If berth occupied, Pilot takes vessel to anchorage off the town.
**ANCHORAGE:** Very deep water. Vessel lowers seven or eight shackles on the port anchor as vessel approaches shoreline. Anchor then takes hold on reef. This is about 200 ft. from shore, when vessel has swung stern-to.
**RADIO:** Messages regarding ETA, etc. are sent through Manila Agent.
**TUGS:** Not available.
**BERTHING:** Private concrete finger pier. Well fendered. Berth on South side only in deep water. Pier width 24 ft. at shore end and about 60 ft. at seaward end. Depth alongside 40 ft.
**REPATRIATION:** Possible, but very difficult via Manila.
**MEDICAL:** Small hospital in town.
**STEVEDORES:** One company only. Ship's gear used and a loading rate of about 1,500 tons per day. Exports are: fresh fruit, canned pineapple and concentrated pineapple juice.
**CUSTOMS ALLOWANCES:** 200 cigarettes and one bottle of spirits per man.
**SHORE LEAVE:** Allowed.
**FUEL:** None available.
**GENERAL:** One Customs Inspector and two guards to be given accommodation and meals. When a vessel is expected, the Agent usually contacts VHF Channel 16 from a vessel alongside.
**AGENT:** See "Manila".

### DAVAO: 07.04 N. 125.38 E.

**DOCUMENTS:** The following documents are required of vessels entering port:
Clearance papers from last port of call.
8 Inward Cargo Manifests.
3 Crew Lists.
3 Passenger Lists.
3 Store Lists.
1 Vessel's information sheet of Ship's Registry.
1 List of Crew Personal Effects.
Officer's and Seaman's Passports (for Immigration Inspection).
**PILOTAGE:** Pilotage at Davao port is compulsory. When vessel is due to call at Davao port, the Master should cable Agents of the vessel's ETA at least 24 hours before arrival. Licensed Pilots are available 24 hours a day. The Master may, likewise, cable the Pilot's Station addressed "Davao Pilots" either through Globe-Mackay or RCA frequencies. There are two pilot boats servicing the port of Davao and they fly the usual "red and white" Pilot Flag, visible in daytime.
**ANCHORAGES:** Davao port harbour limits embraces all that portion of Davao Gulf bounded by an imaginary line drawn from Dumalag Point running East (true) to the Western shoreline of Samal Island; Thence by shoreline of Samal Island to Bassa Point; thence by an imaginary line running straight to the mouth of Lasang River, and thence by shoreline of the mainland (Mindanao Island) to Dumalag Point, the place of commencement. Vessels normally drop anchor approximately 1 mile off the pier area. (Note: Davao Pilots conduct vessels to safest anchorage, away from traffic obstructions.)
**RESTRICTIONS:** Vessels entering port should be prepared to present required documents upon boarding of the Customs Boarding Party. No unauthorised persons must be allowed to go onboard before the customary entrance formalities are effected by the Government authorities, i.e. Quarantine Officers, Customs Boarding Party, Immigration Officers and other Government representatives.
**MAX. SIZE:** For entrance formality purposes, Davao port can accommodate vessels with a length of 700 ft. with a maximum draft of 40 ft. However, if the vessel should proceed alongside the wharf, the maximum length allowable will be approximately 500 ft. with a draft of 20 ft. to avoid touching the bottom at low tide, which is approximately 23 ft. Oil docks can accommodate oil carriers with a maximum length of 500 ft. and a maximum draft of 25 ft. at low tide to avoid touching the bottom.
**HEALTH:** Vessels entering port should display International flag "Q" at fore. Masters are advised to make ready the health book of each officer and crew for submission to the Medical Quarantine Officer when he boards the vessel. In the event of any suspected disease or fever onboard, International Code flags "E Z Q" should be displayed conspicuously, and in the event of death, Customs and Quarantine calls, or International Code flags "E N L" should be displayed.

Pratique is automatic after a vessel has called at another port of entry in the same country.
**RADIO:** Radio messages can be routed through any big stations like RCA or Globe-Mackay. Masters are advised, however, not to send messages when vessel is within a 3-mile radius of the port as defined in the regulations.
**TUGS:** The only tugs available are those belonging to the stevedoring company, and in most cases are not used in assisting vessels when coming in for berth. The Pilot's boat usually assists in handling ship's lines when docking at the wharf. There is a two-line service at the wharf receiving ships' lines and letting-go lines.
**BERTHING:** Berthing facilities of Davao port are limited. The present length of the existing wharf is 1,550 ft. accommodating two overseas vessels and two coastal vessels at the same time. Berthing arrangements are by "first to arrive – first to berth", and vessels are required to work 24 hrs. a day during weather-working days to give way to other vessels awaiting berth. In most instances the wharf is congested and vessels should advise their ETA at least 48 hrs. in advance.
**STEVEDORES:** There are several stevedoring firms operating. The biggest, Luzon Stevedoring Corporation, is most reliable with adequate facilities in handling incoming and outgoing cargoes. Upon receipt of vessel's ETA, the Agents arrange the stevedore gangs required by the vessel and other requirements for discharging or loading operations.
**MEDICAL:** In any cases when vessels entering port requires immediate medical attention of her crew members, the Agents must be advised by cable and the Medical Quarantine Officer shall immediately arrange hospitalisation if necessary. Innoculations are performed by the Medical Quarantine Officers. There are first-class hospitals available with adequate facilities.
**TANKERS:** Only medium-sized tankers can dock at local oildocks, namely, Shell, Caltex and Esso. The lines are 3 and 4 in. Each oildock can accommodate one tanker at a time, and maximum permitted draft is 25 ft.
**FRESH WATER:** Davao port has no water connections at the wharf, and fresh water supply to the vessels is done by tank-trucks with average delivery of 15 tons per hour.
**FUEL:** Fuelling of vessels is done alongside, Shell or Caltex oildocks with average viscosities 750 SSU 100°F. Vessels scheduled for fuelling should make 24 hrs. notice at least.
**FIRE PRECAUTIONS:** No fire boats are available in the port. Vessels docked alongside wharf are assisted by the Davao Fire Department and other ships docked alongside, in case of fire onboard.
**DEVELOPMENTS:** Development programme for the lengthening of the existing wharf is at a slow place. The Government has on its blue-print the construction of the proposed "Free Zone" about 2 miles North of the existing wharf. This is called the Mindanao Development Authority Project. One of the proposed plans is to construct a marginal wharf which will accommodate five overseas vessels at a time, each average 500 ft. in length. Estimated completion within 2 years from start of actual construction.
**GANGWAY/DECK WATCHMEN:** There are numerous watchmen agencies operating in Davao port. Local shipping agents recommend only one agency at a time, and the rates are hourly for deck watchmen on patrol.
**OPENING/CLOSING HATCHES:** This is normally done by the stevedores.
**CUSTOMS ALLOWANCES:** Number of items allowed for the

crew while the vessel is in port depends on how long the vessel stays in port and this should be arranged with the Customs Boarding Officer.

**CARGO GEAR:** Stevedoring company provides cargo gear and vessel may supply additional gear upon request of the stevedores' boss.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Countries with consulates are Republic of China (Taiwan), Indonesia, U.S.A. (represented by the USIS).

**REPAIRS:** Only minor repairs are possible for deck and engines, and also refrigeration and electrical repairs.

**REPATRIATION:** There is an office of the Immigration Bureau which arranges repatriation and change of crew.

**AIRPORT:** Wharf is approximately 2 miles from airport with daily flights served by three domestic airlines. Average daily flights to Manila is five flights a day.

**HOLIDAYS:** There are a number of official holidays (same as in Manila) being observed. Stevedores do not work on 1st May, Labour Day, and work half-day During Christmas Day, New Year's Day and Good Friday.

**POLICE/FIRE/AMBULANCE:** Contact should be made through the Customs Office which is at the wharf-side. There is a police outpost near the wharf.

**TELEPHONES:** No telephone connection to vessels at present.

**GENERAL:** Shipmasters should advise their crew not to bring along with them valuables when on shore leave. No visitors are allowed onboard without prior permission by the Customs Inspector onboard.

**SERVICES:** Special services available, e.g. tank cleaning and discharge of tank washings done by Luzon Stevedoring Company.

**SHORE LEAVE:** Except for Chinese crew and other nationalities without diplomatic relations with the country, all other nationalities are allowed shore leave.

**REGULATIONS:** Local ship Agents will brief Shipmasters of the existing port regulations and also Customs Inspectors onboard will assist Shipmasters of these regulations when their assistance is sought.

**AGENTS:** Smith, Bell & Co. (Philippines) Inc., PO Box 146, Davao City, Philippines. Cable address: "Smithbell Davao". Telephone numbers: 7–23–86, 7–36–42, 7–51–02.

## ILOILO Panay: 10.42 N. 122.35 E.

**PORT LIMITS:** Iloilo Harbour is defined as that portion of Iloilo Strait within the following boundaries: an imaginary line extending from the Northern bank of Dumangas River, Island of Panay, across Iloilo Strait to Navalas Point on the Northern coast of Guimaras Island; thence along the North-west and West shore of Guimaras Island to Lusaran Point, thence along an imaginary line extending from Lusaran Point to the South bank at the mouth of Siuaragan River in the municipality of San Joaquin, Province of Iloilo, Island of Panay, to the North bank of Dumangas River.

**DOCUMENTS:**

6 Crew Lists.
1 Visaed Crew List.
2 Crew Personal Effects Lists.
3 Passenger Lists.
1 Health Declaration.
10 Cargo Manifests.
3 Cargo Stowage Plans.
1 Bill of Lading.
2 copies of Customs Documents.

**PILOTAGE:** All foreign-going vessels required advise ETA 24 hours before arrival. Telegraphic address Iloilo Pilots. Pilot station: South entrance at Sinapsan Point; North entrance at Navalas Point. Pilot boat painted white with name "Pilot" on top, carries flag "H". Sound signals for calling Pilot, two long blasts and one short.

Northern entrance: Pilot boards vessels at Northern entrance to Iloilo Strait 2 miles East of Navalas Point. Maximum draft 24 ft. Entry and departure in daytime only.

Southern entrance: Pilots board vessel 1 mile West of Sinapsan Point. Vessels can be brought in and out of the harbour at any time, maximum draft 30 ft. Vessels with more than 30 ft. draft must wait for high tide.

**RESTRICTIONS:** Iloilo Strait, separating Panay and Guimaras Islands, has a width of about 0·9 mile at its narrowest part. This important thoroughfare leads to the port of Iloilo. Its shorelines are very irregular, and the navigable channels are narrowed by Iguana bank and Siete Pecados Islands on the Northern entrance and by Oton bank on the Southern entrance. Ocean vessels use only the South entrance when entering Iloilo Strait. Incoming vessels are met and boarded by Iloilo Pilot at Sinapsapan Point. Pilotage is compulsory. Oton bank is of soft muddy sand, about 0·1 mile West South-west of the Southern extremity of the flat on which Iloilo City stands and extends about 8 miles in a West South-westerly direction. It is composed of shifting sand and said to be extending Westward; vessels should not attempt to cross it. There is a narrow channel between it and the Panay shore, used by coast-wise vessels, but the main channel into Iloilo is between the bank and Guimaras Island. It is the sand bar along this channel that limits the draft of ocean vessels, entering or leaving Iloilo Strait, to a maximum of 33 ft. on a 5.0 ft. tide.

**ANCHORAGE:** Vessels waiting for Pilot may anchor in vicinity of pilot boarding station. No specified quarantine or Customs anchorages. Ships may anchor at any place North or South of the mouth of the Iloilo River provided that they do not obstruct navi tion.

**MAX. SIZE:** No restrictions on length and breadth. Vessels o 30 ft. draft dependent on height of tide.

**HEALTH:** All overseas vessels calling first port of entry are subje to quarantine until free pratique granted. Quarantine doctor boa on arrival and issues Bill of Health subject to Master's Hea Declaration and clearance from last port. Agents must be advis by radio in advance if suspected disease or fever on board. Pratiq automatic for vessels coming from another port in the Philippin

**RADIO:** Sarmiento Radio via Phimacomi, call sign DZZ. Fr quencies 6 and 8 mhz.

**TUGS:** Berthing assistance by tugs available if requested. Shi lines used. Pilot boats normally assist berthing.

**BERTHING:** Limited berthing space at pier berths, accommoda tion for two vessels only. Advance information required for vesse loading bulk sugar or molasses, since only one vessel may ber at a time.

*Guimaras Island:* Molasses installation, the molasses loading pi owned and operated by the Luzon Stevedoring Co., is easily pick out and distinguished by the three steel tanks and one concre tank situated on a hill just above the pier and should not be confus with the Jordan municipal pier laying just south of it. The pier T-shaped, being 25 ft. at the face with a row of four pile clusters line with the face, with a total span of about 300 ft. and with amp mooring facilities. It is recommended that berthing be done at flo tide, with the assistance of a Pilot obtainable at Iloilo. Unberthin can be done at any time. The three steel and one concrete tan has an aggregate capacity to store 52,400 tons of molasses. Thr of these four tanks are provided with pneumercator scales. Th molasses outloading berth is located about 800 ft. North of the bu sugar outloading berth and its outloading capacity is about 5,5 tons of molasses per day. Tankers with as much as 12,000 to deadweight capacity have been handled here.

Bulk sugar installation. The berth has an average depth of wa alongside of 40 ft., the shallowest portion being 33 ft. at the Southe most part of the breakwater extending down to the inloading ber Maximum length of vessel so far accommodated is 633 ft. (witho utilising hatches 1 and 7). The outloading capacity for bulk sug is from 7,000 to 8,000 tons per day, while the capacity to inload fro barges into its three warehouses is about 4,000 tons per day. Th three warehouses have a total capacity of 60,000 tons. Outloadin of bulk sugar to ocean vessels is affected by means of conve system running from the warehouses to the outloading tower whi has two retractable boom bridges fitted with ship trimmers. Heig of boom bridge down to its base is 31 ft. with the water level duri high tide being one foot below this base. Carrier vessels comi alongside to load therefore should not exceed the height of 32 from waterline to hatch coaming in order to allow boom bridge the outloading tower clearance over the hatch opening.

**STEVEDORES:** Advise Agent before arrival details of cargo a number of gangs required.

**MEDICAL:** Agent should be advised 24 hours in advance of a medical requirements. Hospital facilities available. All crew requ valid vaccination certificates.

**FRESH WATER:** Delivered by barge, minimum charge for 4 metric tons. Available from Guimaras Shore Installation, minimu charge for 40 metric tons

**FUEL:** Bunker "C" available, subject to three days advance notic

**WATCHMEN:** Services of shore watchmen recommended.

**HATCHES:** Opening and closing hatches is normally done b stevedores except for McGregor or other automatic hatch cove which are operated by the crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes in an open cart allowed each man. No allowance for wine or spirits.

**CARGO GEAR:** Details of any heavy lifts should be advised t avoid delay.

**IDENTIFICATION CARDS:** Required for shore leave. Seame books or passports usually deposited with Immigration.

**CONSULS:** Great Britain, telephone 5086. All other Consuls Manila.

**REPAIRS:** Minor repairs can be effected. Dry docks for loc barges and launches only.

**REPATRIATION:** Can be arranged subject to Immigrati approval.

**AIRPORT:** Situated about 4 miles from the port with regular loc services.

**TIME:** GMT plus 8 hours all the year round.

**HOLIDAYS:** 1st January, Holy Thursday, Good Friday, 9th Ap 1st May, 12th June, 4th July, 25th December, 30th December. Cargo work may be arranged on these days.

**POLICE/FIRE/AMBULANCE:** Police, tel. 55–21; Fire, tel. 30- Ambulance, tel. 26–12 or 25–61.

**TELEPHONES:** No facilities for placing telephones on board.

**SHORE LEAVE:** Crew members are allowed ashore subject Immigration control.

**AGENTS:** Smith Bell & Co. (Philippines) Inc., tel. 28–51. Teleg phic Address: Bell Iloilo.

## JOLO: (Jolo Island) 06.03 N. 121.00 E.

**DOCUMENTS:**

1 copy of Clearance issued by the last Port of Call.
1 copy of Quarantine Clearance.
2 copies of Crew List.
2 copies of Crew Possessions' List.

2 copies of Stores List.
2 copies each of Narcotic, Firearm, Passenger, Mail, Parcel and Money Lists.
5 copies of Inward Foreign Manifest.

**PILOTAGE:** Telegraphic advice to pilot station required 48 hours in advance. Pilot boards in quarantine anchorage.

**ANCHORAGES:** 4 miles North-west of Piers I and II.

**RESTRICTIONS:** Entry permitted only before sunset and after sunrise. Vessel should wait 4 miles off Piers for quarantine or Pilot service.

**MAX. SIZE:** Up to 8,000 tons dwt.

**HEALTH:** Wait for quarantine doctor at quarantine anchorage. To obtain pratique, the ship's Master must advise the ship's Agent vessel's ETA in advance. The ship Agent must in turn advise the quarantine officer of the arrival of the vessel 2 to 3 hours before the vessel sails into port. When the vessel arrives at the quarantine anchorage, the quarantine officer boards and inspects the same and if the vessel is found to be free from all quarantinable diseases, pratique is granted.

Automatic pratique is granted only to naval vessels.

Pratique is no longer necessary when the vessel entering the port has called at another port in the Philippines immediately before.

**RADIO:** Radio Corporation of America or Mackay Radio.

**TUGS:** None available.

**BERTHING:** As may be directed by Wharfinger.

**STEVEDORES:** ETA advices required in order to arrange gangs.

**MEDICAL:** It is always necessary for ship Masters to notify their Agents of required medical attention at least two to three hours before arrival. Hospital facilities are available. Vaccination/Fever Certificates required, especially those against cholera, smallpox and yellow fever.

**DENSITY:** 1025.

**FRESH WATER:** Available, direct line to ship from all berths.

**FUEL:** Available. Delivery direct line to ship from pier.

**GANGWAY/DECK WATCHMEN:** Services of watchmen necessary.

**OPENING/CLOSING HATCHES:** This work is normally carried out by stevedores.

**CUSTOMS ALLOWANCES:** 200 cigarettes for each crew member, and one bottle of liquor for each crew member.

**IDENTIFICATION CARDS:** Essential.

**REPATRIATION:** Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the Foreign Embassy concerned.

**CONSULS:** None.

**REPAIRS:** No facilities.

**AIRPORT:** Plane flight twice a day to Manila for international connections.

**TIME:** Local Civil Time is 8 hours ahead of GMT. This time reckoning is constant throughout the year.

**HOLIDAYS:** New Year's Day (1st January); Bataan Day (9th April); Holy Thursday (variable); Good Friday (variable); Labour Day (1st May); Independence Day (12th June); Republic Day (4th July); All Saints' Day (1st November); National Heroes Day (30th November); Christmas Day (25th December); Rizal Day (30th December). When any holiday falls on a Sunday, the following day (Monday) is by law considered a legal public holiday. As a general rule, employees of the government in the Philippines do not work on Saturdays. Cargo work on board vessels on these holidays can be arranged.

**POLICE/AMBULANCE/FIRE:** Telephone numbers can be supplied by Agent.

**TELEPHONES:** Cannot be connected on board vessels.

**SHORE LEAVE:** Crew of vessels who are nationals of countries with whom the Philippines maintains diplomatic relations can be allowed ashore after securing a pass from the Immigration Officer in the port. Restricted aliens (citizens or nationals of Iron and Bamboo Curtain countries) are not allowed on shore as a matter of policy.

**DELAYS:** Availability of berthing space.

**AUTHORITY:** Collector of Customs, Jolo, Sulu.

## JOSE PANGANIBAN, Luzon: 14.17 N. 122.42 E.

**DOCUMENTS:**
5 copies Crew List.
3 copies Passenger List.
4 copies Inward Manifest.
4 copies Outward Manifest.
5 copies Stores List.
3 copies Personnel Effects List.
3 copies Narcotics List.
3 copies Tobacco List.
3 copies Ship's Particulars.
Ship's Registry and Quarantine Papers from last Port of Call.

**PILOTAGE:** Compulsory for entrance and for clearance. ETA must be forwarded to the Agency in Manila; the last telegram from the Master w/ETA will be transmitted by radio to Pilots at Jose Panganiban (mentioning Larap if the vessel goes direct to Larap, J.P., and also to the loader in Daet. (Daet is the Capital of North Camarines.) In case of change of time, the hour of expected arrival may be forwarded directly to the Harbour Pilot. Master to pilot his vessel 1·5 miles South of Tanao Island lighthouse and steer 180° at moderate speed to meet the Pilot.

**ANCHORAGE:** About 1 to 2 miles W. of Pinandugan Point; advisable to await Pilot; in 8 to 11 fathoms or proceed Southward at slow speed to meet Pilot.

**RESTRICTIONS:** Entrance can be at any time day or night, but during Northern monsoon advance notice should be given to consider the use of a motor-boat instead of small-motored *Banea;* in case of meeting outside harbour limits the request should be made to Pilot by the Master of vessel entering.

**MAX. SIZE:** Maximum draft not to exceed 30 ft.

**HEALTH:** To obtain pratique, the ship Master must advise Agent vessel's ETA in advance. The foregoing advice is very important because the ship Agent must in turn advise the quarantine officer of the arrival of the vessel 2 to 3 hours before the vessel sails into port. When the vessel arrives at the quarantine anchorage, the quarantine officer boards and inspects the same, and if the vessel is found to be free from all quarantinable diseases, pratique is granted. Automatic pratique is granted only to naval vessels. Pratique is no longer necessary when the vessel entering the port has called at another port in the Philippines.

**RADIO:** RCPI (Radio Communications of the Philippines, Inc.).

**TUGS:** A motor-boat is used by the PIM (Phil. Iron Mines) in Larap for vessels to load for them in that bay, but it is not needed for Panganiban Bay.

**MEDICAL:** Good hospital facilities in Larap and in Daet. There is also rural Medical Officer in this locality.

**FRESH WATER:** Insufficient fresh water on the pier to supply ships.

**WATCHMEN:** There is watchmen service in this port; number of watchmen at ship's convenience.

**OPENING/CLOSING HATCHES:** An additional charge for this job is imposed if carried out by stevedores. The crew can, however, do the job.

**CUSTOMS ALLOWANCES:** 200 cigarettes for each member of the crew.

**IDENTIFICATION CARDS:** Only those which have to be shown to Immigration Officer with booklet are necessary. Immigration Officer will board vessel after the doctor's clearance.

**REPATRIATION:** Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the Foreign Embassy concerned.

**AIRPORT:** In Larap and in Daet. Daily trips to Manila.

**TIME:** Local Civil Time is 8 hours ahead of GMT. This time reckoning is constant throughout the year.

**HOLIDAYS:** New Year's Day (1st January); Bataan Day (9th April); Holy Thursday (variable); Good Friday (variable); Labour Day (1st May); Independence Day (12th June); Republic Day (4th July); All Saints' Day (1st November); National Heroes Day (30th November); Christmas Day (25th December); Rizal Day (30th December).

**SHORE LEAVE:** Crew of vessels who are nationals of countries with whom the Philippines maintains diplomatic relations can be allowed ashore after securing a pass from the Immigration Officer in the port. Restricted aliens (citizens or nationals of Iron and Bamboo Curtain countries) are not allowed on shore as a matter of policy.

**AUTHORITY:** The Collector of Customs, J. Panganiban, Bureau of Customs.

## LEGASPI: 13.10 N. 123.45 E.

**DOCUMENTS:**
2 Crew Lists.
2 Passenger Lists.
2 Bills of Lading.
2 Fire Arms Lists.
2 Bonded Store Lists.
2 Narcotic Lists.
7 Inward Manifests from last port of call.
8 Outward Manifests from last port of call.
1 Vessel's Registration Certificate.
1 Certificate of Ownership.
1 International Loading-Line Certificate.
1 Safety Equipment Certificate.
1 Prevention of Life and Property at Sea Certificate.

**PILOTAGE:** Send advance notice telegram to Harbour Pilot, Legaspi City, 48 hrs. before arrival. ETA should be tendered 48 hrs. and 24 hrs. in advance. No VHF available. Pilot boat has letter "P" painted white above water line. International Code signals used.

Pilot area is within the 3-mile limit from the harbour, whereby no extra charges will be solicited. However, if vessel requires services outside the harbour limits, extra pay is solicited. During inclement weather, Masters of vessels should notify their arrival in order to be met within or outside the 3-mile limit.

During bad weather a jacob's ladder is more appropriate until vessel is at anchorage, thence accommodation ladder will be utilised for the purpose of Quarantine and Customs Officers.

No specific areas of anchorage in waiting for a Pilot; Master must use his discretion to drop anchor within the 3-mile limit with seven shackles in the water until Pilot arrives.

**ANCHORAGE:** After sunset and before no vessel is cleared by Customs.

Anchorage area is open to vessels of any draft.

**MAX. SIZE:** Length 600 ft. draft 32 ft. During spring and neap tides current is strong. At Pilot's discretion when to dock and undock.

**HEALTH:** All crew members and officers should possess valid vaccination certificates. In the event of suspected disease or fever onboard, Quarantine Officers should be notified at port of call.

Pratique could be served by boarding Quarantine Officers. Pratique is not needed if vessel already called at port of entry within the jurisdiction of the Philippines.

**RADIO:** Following stations are normally used:

| | |
|---|---|
| RCPI | FILTEL |
| TELEFAST | CLAVECILLA |
| CRC | |

**TUGS:** No tugs available. Motor launch is used to attend to mooring and unmooring.

**BERTHING:** At AIC Berth and Legaspi Berth. Mooring daytime only. Vessels moor stern to quay (Mediterranean mooring).

**STEVEDORES:** Stevedores are members of Union Oberara of Legaspi, Fraternal Obrara and Espinosa Estervering.

Bulk cargoes are handled and charged per ton. Hired shore personnel are paid per minimum wage rate daily as described by the Bureau of Labour Law.

**TANKERS:** Maximum draft 30 ft. Diameter of Load Discharge Line, 4 in.

**DENSITY:** Salt water density 1036.

**FRESH WATER:** Fresh water is available by tank-truck, containing 6 tons.

**FUEL:** Fuel available at any time.

**GANGWAY/DECK WATCHMEN:** Services of watchmen are available at the Master's discretion.

**OPENING/CLOSING HATCHES:** In the absence of sailors to open/close hatches, shore union personnel are available with a rate based on Union Rate Tariff.

**CUSTOMS ALLOWANCES:** 1 carton of cigarettes for each crew member. 1 bottle of wine and/or spirits for each officer.

**IDENTIFICATION CARDS:** Required, also Seaman's Book.

**REPATRIATION:** Allowed upon approval by Commissioner of Immigration at Manila.

**AIRPORT:** There is an airport about 2 km. away. 1 flight per day or 7 flights per week.

**TIME:** Standard time. GMT plus 8 hrs.

**HOLIDAYS:** 1st January (New Year's Day); 9th April (Bataan Day); Maundy Thursday; Good Friday; 1st May (Labour Day); 12th June (Independence Day); 4th July (Fil-American Friendship Day); 30th November (Bonifacio Day); 25th December (Christmas Day); 30th December (Rizal Day).

Cargo work can be arranged on these days with additional overtime charges covered by the Bureau of Labour Law.

**POLICE/AMBULANCE/FIRE:** There are telephones connected to the three mentioned services but they have no numbers. Only controlled by operator available for any call simultaneously.

**GENERAL:** Notice of vessel's should be sent 48 hours before the vessel's arrival.

**SHORE LEAVE:** Seamen who are restricted aliens are not allowed to leave the ship unless authorised by the Commissioner of Immigration.

**AGENTS:** Smith, Bell & Co. (Philippines) Inc., Legaspi City.

## MANILA, Luzon: 14.40 N. 121.00 E. (See Plan)

**DOCUMENTS:**

- 6 copies Inward Foreign Cargo Manifests:
  - 1 copy Customs Marine Division.
  - 1 copy File – Surveyor's Office.
  - 1 copy Customs Secret Service Division.
  - 1 copy Customs Auditor.
  - 1 copy Plant Quarantine Officer.
  - 1 copy Terminal Contractor (Arrastre).
- 3 copies Ship's Stores Lists:
  - 1 copy Customs Marine Division.
  - 1 copy Customs Inspector in charge of vessel.
  - 1 copy Customs Harbour Police.
- 3 copies Crew Personal Effects Lists:
  - 1 copy Customs Marine Division.
  - 1 copy Customs Inspector in charge of vessel.
  - 1 copy Customs Harbour.
- 2 copies Visaed Crew List: To be handed to Immigration Officer.
- 7 copies Crew Lists.
  - 2 copies Customs Marine Division.
  - 2 copies Immigration Officer.
  - 1 copy Customs Inspector in charge of vessel.
  - 1 copy Manila Police Department representative.
  - 1 copy Customs Secret Service Division.
- 5 copies Landing Passengers Manifests (BU of Immigration Form 15):
  - 4 copies Immigration Officer.
  - 1 copy Manila Police Department representative.
- 6 copies Landing Passengers Lists:
  - 2 copies Customs Marine Division.
  - 1 copy Customs Inspector in charge of vessel.
  - 1 copy Appraisers (Baggage Section) Division.
  - 1 copy Customs Secret Service Division.
  - 1 copy Manila Police Department representative.
- 7 copies in Transit Passengers Lists.
  - 2 copies Customs Marine Division.
  - 2 copies Immigration Officer.
  - 1 copy Customs Inspector in charge of vessel.
  - 1 copy Manila Police Department representative.
  - 1 copy Customs Secret Service Division.
- Baggage Declarations:
  - 1 copy per Landing Passenger or per Head of family.
- Other Papers:
  - Quarantine Pratique.
  - Ship's Register and clearance from Last Port called should a be handed to the Boarding Officer.

**PILOTAGE:** The Pilot will board vessels in the quarantine anch rage at the completion of the quarantine inspection if vessels a proceeding to one of the 26 anchorages within the breakwater or one of the piers.

Pilotage for anchoring or leaving anchorage within the brea water is compulsory, as well as when docking and undocking at a of the piers.

**ANCHORAGE:** The position and bounds of the quarantine anch rage may be determined as follows: From the Manila Outer Harbo light buoy No. 1, approximate position, Lat. 14° 33′ 09″ N., Lo 120° 54′ 00″ E., thence on a range of 76° 24′ true, Custom House C Hall Towers 4,000 yards to approximate position Lat. 14° 34′ 50″ Long. 120° 56′ 00″ E., thence 180° true 119 yards to approxima position Lat. 14° 34′ 14″ N., Long. 120° 50′ 00″ E., thence 242° 30′ t 4,440 yards to the Manila Outer Harbour lighted buoy No. 1 at po of commencement.

When approaching the quarantine anchorage during daytim the ship should fly her registered signal letters. When the ves arrives during night at the quarantine anchorage, vessel's c letters should be hoisted at daylight as well as the "Q" flag. If ves is carrying mail also the "Y" flag should be hoisted until deliv is effected.

**RESTRICTIONS:** Vessels entering Manila Bay through the Nor channel shall pass midway between La Monja Island and Guar Shoal and shall proceed directly through the middle of the chan between Corregidor Island and the mainland, steering 070° u 1 mile distance from the shore is cleared. The same route shall followed by vessels when leaving Manila Bay through the Nor channel.

Vessels entering Manila Bay through the South channel shou not approach any shore closer than 1 mile and shall keep South the restricted area, South of La Monja, Corregidor and Caba Islands, which is embraced within the North sector of the followi two bearings: 296° from El Fraile Island and 236° from Caballo Isla lighthouse; furthermore on the Southern side of the channel, th shall not approach the line joining El Fraile and the North-we point of Limbones Island closer than 1 mile. The same restrictio apply to vessels leaving Manila Bay through the South channel.

There are no uncharted obstructions between the entrance Manila Bay and the quarantine anchorage and vessels should ha no difficulty proceeding over this route. Frequent difficulty is exp rienced in picking up Sangley point light because of its low visibil and the background of shore lights.

**MAX. SIZE:** Pier 9, length 250 m., draft 20 ft. Pier 13, length 400 m draft 32 ft. Pier 15, length 380 m., draft 35 ft. Tankers: Up to 40 draft at Rosario Sea Berth.

**RADIO:** Weather information and Notices to Mariners are broa cast daily from the following local radio stations:

| | | | | |
|---|---|---|---|---|
| DZA | 2,598 kc | 8.30;<br>6.30 | 10.30 a.m.;<br>8.30 p.m. | 12.00 noon |
| DZRH | 650 kc | 5.20 | 5.25 a.m. | 4.20–4.25 p.m. |
| DZAQ | 620 kc | between | 5.00 to 5.30 a.m. | |
| DZBB | 580 kc | ,, | 5.00 to 5.30 a.m. | |
| DZBC | 1,000 kc<br>9,550 kc | ,, | 5.00 to 5.30 a.m. | |
| DZFM | 710 kc<br>6,170 kc<br>11,840 kc | ,, | 5.00 to 5.30 a.m.<br>10.00 to 10.30 a.m.<br>4.00 to 4.10 p.m. | |
| DZPI | 800 kc<br>9,500 kc | ,, | 5.00 to 5.30 p.m. | |
| DZRC | 950 kc | ,, | 4.30 to 4.35 p.m. | |

Station DUS of the Coast and Geodetic Survey may be contac for urgent nautical information at 0820 and 1350 hours weekda and 0820 and 1220 on Saturdays. DUS transmits on 8690 kc (C and receives on 8412 kc (CW).

**TUGS:** Available.

**BERTHING:** Vessels having 100 tons or more of general car for discharge (except those granted ship-side delivery permi must berth at piers for such discharge. Ship-side delivery permi are issued by the Bureau of Customs on certain merchandise co sidered as bulk cargo.

There are piers available for ocean going vessels with a total 14 berths and a total area covered of 376,955 sq. ft.

| | *Controlling Depths Alongside Piers* | *No. of Sheds per Pier* | *Total Covered Area per Pier* |
|---|---|---|---|
| PIER 13 | | | |
| Inner Berth, South side, | 23 ft. | 4 | 129,536 sq. ft. |
| Outer ,, ,, ,, | 32 ft. | | Capacity 12,900 tons |
| Inner ,, North ,, | 23 ft. | | |
| Outer ,, ,, ,, | 32 ft. | | |
| PIER 9 | | | |
| Inner Berth, South side, | 22 ft. | 4 | 156,000 sq. ft. |
| Outer ,, ,, ,, | 32 ft. | | Capacity 16,000 tons |
| Inner ,, North ,, | 22 ft. | | |
| Outer ,, ,, ,, | 32 ft. | | |
| PIER 7 | | | |
| North side | 24 ft. | 1 bulkhead | 44,449 sq. ft.<br>5,000 tons (Bulkhea<br>1,950 tons (Uncover |
| PIER 3 | | | |
| Inner Berth, South Side | 24 ft. | | |
| Outer ,, ,, ,, | 29 ft. | | |
| Inner ,, North ,, | 18 ft. | | |
| Outer ,, ,, ,, | 25 ft. | | |

**STEVEDORES:** Stevedoring is handled by Luzon Stevedoring Co. and the Delgado Stevedoring Co., supply ample labour, lighters and tugs. Cargo averages about 10 tons per hour and for the following bulk cargo: Copra, in bulk, 10/12 tons per gang hour. Copra cake and meal, 15/20 tons per gang hour. Desiccated coconut, 250–300 bags per hours. Hemp, 80/100 bales per gang hour. Sugar, 25 tons per gang hour. For the discharging of coal or gypsum, the rate is about 25 tons per hour.

**TANKERS:** Filoil refinery sea berth: Is located at the entrance to Manila Bay position: lat. 14° 26′ 30″, long. 126° 46′ 40″. This position is 2¼ miles off the shore of Rosario, Province of Cavite.

The mooring area is marked by 6 mooring buoys. A ship's guide buoy marks the point where the ship's starboard anchor will be dropped upon entry into the berth. 4 other buoys inside the berth at midport marked the end of the submarine pipe-line, centre of ship's manifold and the hose ends, respectively. The bearing of the centre line of the berth is N. 65° E. The depth is 50 ft. at high tide and 45 ft. at low tide approximately.

The weather is quite good during the dry season, but is unfavourable during monsoon season (May to November). Wind and swells are mostly from a South-westerly direction and usually prevalent during monsoon season.

It is emphasised that vessels moored at the berth must be in good condition to clear the berth immediately in case of an emergency. Ship's engines and gear must be ready with full power for immediate use. Ship's personnel should be at their stations at all times during mooring, unmooring and cargo unloading operations.

*Radio:* Filoil Makati office may be contacted by dialling telephone nos. 87–40–61 and 87–40–71. The Rosario refinery may be contacted by dialling telephone nos. 47–95–51 and 47–95–53.

Communication from the sea berth with the refinery, Filoil's launch and Filoil representative on board is through VHF radio. If VHF radio fails, the Filoil launch will be dispatched to bring the message either way.

Filoil representative on board maintains a radio watch and constant communication with the shore for general purposes and emergencies.

Luzon Stevedoring Company tugboats also maintain a constant radio communication with their representative at the shore. In case of emergency, messages can be relayed via these tugs.

*Ship's Agent:* All vessels carrying crude or other cargoes for discharge at Filoil refinery sea berth must appoint their local ship's Agent who will provide them with the necessary ship husbandry services.

*Notice of Arrival:* They must report their estimated time of arrival to Filoil Refinery Corporation, cable address: "Filoil", Manila, Philippines, 3 days after leaving port of loading and 72 hours before arrival at Manila.

*Pilot and Boarding Parties:* Pilots are arranged for by the ship's Agent. Generally, Pilots board the tanker at the Manila anchorage to assist the Master to moor in the berth and leaves at the sea berth after berthing.

Filoil representative boards the tanker one mile before the sea berth, but if it is the first voyage, he boards the tanker together with the Port and Government authorities at Manila anchorage.

*Tugs:* Tugboat service is arranged for by the ship's Agent. Tugs generally come from Manila. Give at least 48 hours notice when ordering tugs.

*Quarantine, Customs and Immigration:* Manila is the port of entry for the Rosario sea berth. Therefore, entry and clearance must be arranged by the ship's Agent at Manila. Boarding officers board the vessel in the Quarantine anchorage prior to arrival within the mooring area. Pertinent government officials should be given sufficient time, usually not less than 24 hours Monday to Friday, and 48 hours Saturday and Sunday. Generally, entry and clearance can be arranged by the Agent who should advise Customs well in advance of the vessel arrival.

*Ballast, Bilge and Garbage Disposal:* There are no ballast facilities at the refinery. Masters are advised that in Manila Bay, the Harbour-Pollution regulations are rigidly enforced. Therefore no bilge water, oil contaminated water, garbage or similar refuse which may pollute the sea water in any way, is to be discharged overboard while the vessel is within Manila Bay and approaches thereto. The staff at Rosario are required to report any violation of this Philippine Merchant Marine regulation.

*Launch Service:* Regular launch service for crew transportation is not available and has to be arranged through the ship's Agent. The Luzon stevedoring launch is used to run lines, assist in picking up cargo hoses, etc. Filoil's owned or hired launch is for the exclusive use of Filoil representative and personnel boarding the vessel; however, transportation may be arranged through Filoil representative in cases of emergency.

*Medical:* Medical attention can be arranged by the ship's Agent. There is a clinic at the refinery. The nearest hospital is ½ mile from the refinery.

*Heading for the Sea Berth:* As soon as government clearance (pratique) is granted, vessel lifts anchor and heads for Rosario sea berth, a distance of about 16 land miles from Manila anchorage.

*Vessel Mooring Gears and Facilities:* The vessel's bow is secured in the moorings by the use of both bower anchors. Therefore, ship must have both bower anchors ready for immediate use, each with a minimum of 150 fathoms of chain. Anchors, chains and anchor windlass must be in good condition and capable of heaving ship ahead with the chain or letting 1 chain go out on the run while heaving in on the other. Mooring bouy No. 6 can be used instead of port anchor if 3 mooring lines are hooked up.

Vessels must be equipped with 10 in. manila or better mooring lines of not less than 8 in. circumference and not less than 90 fathoms in length of each line. Two lines are required for each of 6 mooring buoys, 5 of which are aft to secure the ship's stern position. Therefore, 5 lines are to be available on the fantail for mooring to buoys nos. 1, 2, 3, 4 and 5.

Vessels having wire moorings secured on warping winches with surge valve and brake are acceptable. Warping winches must be adequate to handle mooring line under heavy strain. Efficient stopper lines must be readily available to "stop" mooring lines for transfer from winch to bitts without loss of tension.

All chocks other than roller (if free) shall be fitted with chafing gear to protect lines before berthing operation commences, endeavouring to install chafing gear after the ship has been moored has proven impracticable. Old fire hoses or substitute is suggested.

If in the opinion of the Pilot, the vessel's mooring facilities lines and/or gear are inadequate, he will inform the Master and Filoil representative, and in such event the vessel will not be allowed to enter the moorings until such conditions are deemed satisfactory.

*Docking Procedure:* To moor, the vessel approaches the mooring heading due South. When in proper position, the starboard anchor is dropped and the chain allowed to run until the vessel crosses the mooring area to a point where the port anchor is let go or where the mooring lines are dropped to buoy no. 6. Then the engines are backed and the vessel with the assistance of the tug, manoeuvred into the mooring area where after lines are run to the 5 mooring buoys and then the anchor chains are brought tight simultaneously with the securing of the stern to the mooring buoys. The vessel is then heading due West parallel with the tide current flow.

When secured in the berth, vessel should not be closer than 10 metres from the end of the submarine pipe-line. Bower anchor chains should have spread of not less than 30 degrees on either side of the ship's imaginary fore and aft line extended forward. Stern buoy moorings should be set as taut as possible and anchors form an approximate angle of 300 deg. with water line.

*Submarine Hose Lifting Gear and Manifold Connection:* The derrick on the port side in way of the hose connection must be rigged to lift not less than 5 tons. The topping lift shall be available to raise or lower the boom as required and the winch and whip shall be of a quality and nature to lift the hose exactly and evenly. The hose and fittings are considered to weigh 3 tons. The hose connecting gang and its supervisor are from Luzon Stevedoring Company and is under contract with Filoil. They will use the ship's machinery to raise the 2–10 in. hoses from the bottom and secure same to the ship's side. They will also disconnect the hoses and lower same to the bottom of the sea after completion of discharging of cargo. The ship's manifold must have 10 in. flanges for connection to 10 in. submarine hoses.

*Safety Rules and Regulations:*

Mooring lines must be in good condition and kept tight at all times.

Sparking smoke stacks must not be permitted. If for any reason a stack catches fire or emits live sparks, cargo operations must be stopped immediately on this and adjoining vessels.

Throw nothing overboard from deck or portholes while at sea berth.

During cargo and/or ballast operations, vessels shall show red flag by day and red light by night. No smoking amidships during cargo and/or ballast operations.

No chipping, repairs, welding or hot work is allowed on any vessel while at sea berth unless special permission is given and a safety permit obtained. The ship must always be ready to sail out at a moment's notice.

Pumping crude oils must be stopped during electrical storms or if lightning appears in close vicinity.

In case of fire, shut down all pumping and sound alarm. Disconnect hoses so as to be ready to shift from berth. All vessels at berth must have main engines ready for use. Water, foamite and steam are never to be used on electrical fires. Use dry chemical or Pyrene. Use foamite, water fog, steam $CO_2$ or dry chemical on oil fires.

Avoid spilling oil on deck. If any oil is spilled, it must be cleaned immediately. Gasoline or naphtha is not to be used for cleaning.

Only Underwriter's laboratory approved flashlights permissible use in methane and air mixtures by the U.S. Coast Guard are to be used for loading, discharging, ballasting and/or repair work on vessels.

Ullage screens are to be kept in place during cargo and/or ballast operations.

Tugboats are not to be allowed alongside while discharging cargo or ballast.

No extension cord or portable cables which are connected to an electric power source shall be used on deck in way of cargo or fuel tanks unless vessel is certified gas-free.

Fire hose shall be laid out and suitable fire extinguishers available. Failure to comply with any of the above rules will result in the vessel being shut down. Sufficient copies are to be presented to the Master so that they may be posted in various places about the vessel. It is the Master's responsibility to see that these rules and regulations are enforced.

*Discharge of Cargo:* After hoses are connected, the Filoil representative will, after communication with the refinery, advise commencement of pumping. In the beginning the rate is to be slow and the Filoil representative will advise when pumping rate is to be increased to the maximum. Discharge of cargo may be stopped due to adverse weather conditions. In which event, the hoses are disconnected and the submarine hose lowered to the sea bottom. Cargo discharge will be resumed when the adverse weather moderates.

Crude oil discharge through 2–10 in. hoses 255 ft. long through a 10 in. check valve and 10 in. gate valve then into the 24 in. pipe-line which is 2½ miles in length. The height of the shore tanks (foundation) above sea level is 15½ ft. Pressure at the ship's side must be not less than 60 lb. Maximum pressure allowed is 120 lb. at the ship's side.

*Stripping – Tank Draining:* To keep a discharge time to a minimum, tanks should be stripped into one of the ship's tanks and the final stripping shall be from only one tank.

*Board and Lodging Accommodation:* Sufficient accommodation and meals are requested to be available and prepared for the Filoil's representative in the officers' quarters. He will remain with the vessel until casting off or until relieved to be of assistance to the crew.

**FRESH WATER:** Available, either at berth or by barge.

**FUEL:** Fuel oil can be obtained from the Esso, Mobil, Getty, Fil-Oil, Caltex and Shell Oil Companies. Delivery by barge is made either at one of the anchorages within the breakwater or at the piers. Where possible, prior notice of 72 hours should be given the oil companies. Maximum rate of loading is 100 tons of bunker fuel and 125 tons of diesel fuel per hour.

**MEDICAL:** Complete hospital facilities are available in Manila.

**REPAIRS:** The Mariveles shipyard operated by the National Shipyard and Steel Corporation located at Mariveles Harbour have facilities for the dry docking and repairs of vessels up to 10,000 gross tons and of length and draft up to 500 ft. and 25 ft. respectively.

**SERVICES:** The Atlantic Gulf and Pacific Co. is equipped to undertake cleaning of tanks for receipt of coconut and vegetable oils. Where the tanks have contained coconut or vegetable oils previously, the time required for cleaning is from 18 to 30 hours; where tanks have previously held wood oils or fuel oils, the time required to prepare them is from 48 to 60 hours.

Vessel requiring the services of a launch at any time of the night should use the following signal to which the harbour transport launches will answer: Searchlight, signal lamp or open blinker light pointed straight up slightly inclined shoreward and left on until launch arrives alongside.

**DEVELOPMENTS:** A stern-loading ramp is being built for roll-on/roll-off vessels.

Plans are under way for the installation of a light gantry crane on pier 3 of the South harbour as an interim measure to handle containers.

*Manila International Port:* New terminal to be constructed at the South end of the North harbour. The first phase is to be completed and operational by mid-1976. The depth of the entrance channel and basin to be maintained at a minimum of 40 ft.

Phase 1. Container terminal – length 650 metres. One gantry crane, capacity 35 tons.

Phase 2. A second gantry crane, capacity 35 tons. A liquid tank farm for molasses, coconut oil and chemicals. A grain silo with conveyor and pneumatic systems. Length of berth 350 metres. Storage for coconut oil in tanks, total capacity 10,000 tons. Storage for grain in 20 concrete silos each with a capacity of 1,000 tons.

**AUTHORITY:** Head of Port Operations Service, Bureau of Customs.

**AGENT:** Smith, Bell & Co. Inc, POB 311, 5th Floor, Domestic Building, Bonifacio Drive, Port Area, Manila.
Tel: 49-21-11. Telex: RCA 722566. Cables: SHIPPING MANILA.

## MASAO: 09.00 N. 125.29 E.

**DOCUMENTS:**

7 copies of Inward Foreign Manifest.
2 copies of Crew List.
Passenger List.
Narcotics List.
Curio or Personal Effects List.
Stores List.
Vessels General Information List.
Money List.
Firearms List.
Parcel Lists

**PILOTAGE:** Pilotage is compulsory and appropriate notice should be sent to the Masao Pilots' Association at least 24 hours before the arrival of the vessel.

**ANCHORAGE:** The anchorage is wide and deep enough to accommodate as many as twenty vessels at one time.

**RADIO:** Any commercial radio systems would be sufficient, such as Globe, or Mackay or RCA.

**TUGS:** At Magallanes Bay, where majority of foreign vessels discharge, tugs are not needed, as anchorage is done along the stream. But at Nasipit, the pilot launch will handle the lines for mooring.

**BERTHING:** Vessels work cargo to lighters in Magellanes Bay. At Nasipit: Copra loading.

**STEVEDORES:** No particular ETA advices necessary; exporters will handle the advice of their stevedores.

**MEDICAL:** Necessary for Agents to receive advance notices for medical attention required; hospitals to handle major medical cases.

**FRESH WATER:** This is available at Nasipit, but notice should be given to the Agent who in turn will serve notice to Messrs. Nasipit Lumber Co. Water is delivered by truck.

**GANGWAY/DECK WATCHMEN:** Available and recommended.

**OPENING/CLOSING HATCHES:** This is normally carried out by members of the crew, but at Nasipit, in the case of American vessels, this is done by the stevedores, chargeable to the exporters.

**CUSTOMS ALLOWANCES:** 200 cigarettes and a bottle of wine for each crew member would be allowed during the duration of th vessel's stay in port. Request for additional needs could be arrange by the Master through the Customs Inspector on board.

**IDENTIFICATION CARDS:** Necessary.

**CONSULS:** None. Nearest at Cebu, and Manila.

**REPAIRS:** All types of repairs on deck require the permission o the Collector of Customs.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Distance to the airport is about 4 kilometres and fligh are daily to Manila. Philippine Airlines, Filipinas Orient Airways hav their regular flights for Manila, Cebu, Cagayan de Oro, and Dava

**HOLIDAYS:** Cargo can be worked on any day except New Yea Independence Day, 12th June, and Holy Week.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** The Collector of Customs, Port of Masao, Butua City.

## SAN FERNANDO, Luzon: 16.37 N. 120.17 E.

**DOCUMENTS:**

1 copy of Clearance issued by the last Port of Call.
1 copy of Quarantine Clearance.
2 copies of Crew List.
2 copies of Crew Possessions' List.
2 copies of Stores List.
2 copies each of Narcotic, Firearm, Passenger, Mail, Parcel, an Money Lists.
5 copies of Inward Foreign Manifest.

**PILOTAGE:** Send telegraphic message (through the ship Agen addressed to Port Pilot, San Fernando, La Union, Philippines, a least 24 hours before expected time of arrival. This is the only mean by which the Pilot can be contacted.

The moment the Pilot receives the 24-hour advance notice of ETA he is under constant watch for the vessel to appear outside the Harbour. When vessel appears, he meets the same in an ordinary outboard motor-boat, which is painted white and bearing Internationa Flag "H".

The vessel, when calling the Pilot, flies the International Flag "G" or sounds a signal of two long and one short blasts.

The Pilot boards within 3 miles of the lower beacon. In case of bad weather or when pilot boat cannot be seen, the vessel can proceed t the quarantine anchorage as there is no specific anchorage fo vessels awaiting a Pilot. The Pilot does not go out during storm weather. He requires a rope ladder for boarding or disembarkin when the sea is rough.

**ANCHORAGES:** The Port of San Fernando is one of the deepes in the Philippines, and the quarantine anchorage as well as the anchorage for vessels waiting to dock at the piers can accommoda vessels up to 30,000 deadweight tons.

**MAX. SIZE:** The maximum permissible tonnage of a vessel whic can be ordinarily accommodated at the piers is 10,000 tons irrespective of the length, breadth, draft, and kind of the vessel. The state o tide does not affect the dimensions of the vessels. However, vessels with a tonnage of more than 10,000 tons up to 30,000 tons need th aid of tug-boats so that they can be manoeuvred into the pier area.

**HEALTH:** To obtain pratique, the ship Master must advise the ship Agent vessel's ETA in advance. The foregoing advice is ver important because the ship Agent must in turn advise the quarantine officer of the arrival of the vessel 2 to 3 hours before the vesse sails into port. When the vessel arrives at the quarantine anchorage the quarantine officer boards and inspects the same, and if the vessel is found to be free from all quarantinable diseases, pratique is granted. Automatic pratique is granted only to naval vessels. Pratique is no longer necessary when the vessel entering the por has called at another port in the Philippines immediately befor proceeding to San Fernando.

**TUGS:** It is the ship Agent of the vessel who furnishes tugs. Whenever needed, the tug-boat normally joins the vessel near the pie while the vessel is docking and at the pier when the vessel is undocking.

**BERTHING:** All berths are alongside piers.

**STEVEDORES:** ETA advices are useful but gangs can be easil arranged even at short notice. The average load rate per gang (1 men) per hour is 20 tons, while the average discharge rate is 2 tons.

**MEDICAL:** It is always necessary for ship Masters to notify thei Agents of required medical attention at least 2 to 3 hours befor arrival. Hospital facilities are available. There are three hospitals i the town of San Fernando. Vaccination/Fever Certificates are required, especially those against cholera, smallpox, and yellow feve

**TANKERS:** There are no berths available for the exclusive use o tankers. Existing facilities for unloading oil have been installe alongside the piers by private oil companies for their own use.

**FRESH WATER:** Supply of fresh water is available at the government pier by pumping from shore-side to vessel at the rate of 1 tons per hour.

**FUEL:** All grades can be readily supplied by any of the oil companie with oil depots in the port area.

**DEVELOPMENTS:** There is an ambitious programme to improv the marine terminal of the port which, among other things, include reclamation and construction of additional storage facilities. Work on the breakwater, marginal wharf for fishing boats, and an industrial estate complete with a new pier, as well as the removal of wreck (parts of sunken ships) inside the harbour are expected.

**GANGWAY/DECK WATCHMEN:** The employment of gangwa deck watchmen though not compulsory is recommended.

**OPENING/CLOSING HATCHES:** An additional charge for this job is imposed if carried out by stevedores. The crew can, however, do the job.
**CERTIFICATES:** Those required are:
Certificate of Registration.
Certificate to Operate.
Certificate of Officers and Engineers (Licenses).
Officers and Crew-Seaman's Book.
**CUSTOMS ALLOWANCES:** 200 cigarettes for each crew member, and one bottle of liquor for each crew member.
**IDENTIFICATION CARDS:** Absolutely needed.
**CONSULS:** None at San Fernando.
**REPAIRS:** Deck and engine repairs are limited only to re-winding, welding, fixing electrical devices and connections, patching, and repainting.
**DRY DOCKS:** Except for the dry dock maintained and operated by the Atlantic Gulf and Pacific Company for the exclusive repair of U.S. Navy LCMs, no facilities of this nature in the port at present.
**REPATRIATION:** Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the Foreign Embassy concerned.
**AIRPORT:** An airport, which is served by the Philippine Air Lines on a daily schedule to and from Manila and other points in Northern Luzon, is located about 1 kilometre from the pier area.
**TIME:** Local Civil Time is 8 hours ahead of GMT. This time reckoning is constant throughout the year.
**HOLIDAYS:** New Year's Day (January 1st); Bataan Day (April 9th); Holy Thursday (variable); Good Friday (variable); Labour Day (May 1st); Independence Day (June 12th); Republic Day (July 4th); All Saints' Day (November 1st); National Heroes Day (November 30th); Christmas Day (December 25th); Rizal Day (December 30th). When any holiday falls on a Sunday, the following day (Monday) is by law considered a legal public holiday. As a general rule, employees of the government in the Philippines do not work on Saturdays.
**POLICE/AMBULANCE/FIRE:** For Police and Fire, either call No. 99 (Phil. long distance tel.) or No. 0 (Gov't tel. System). For Ambulance, call directly for Lorma Hospital, Bethany Hospital or La Union Provincial Hospital on any of the two telephone systems above said.
**TELEPHONE:** Facilities for placing telephones on board vessels are not available at present.
**SHORE LEAVE:** Crew of vessels who are nationals of countries with whom the Philippines maintains diplomatic relations can be allowed ashore after securing a pass from the Immigration Officer in the port. Restricted aliens (citizens or nationals of Iron and Bamboo Curtain countries) are not allowed on shore as a matter of policy.
**AUTHORITY:** San Fernando Port Authority, San Fernando, Philippines. Tel. 2557. Cable address: "Poroport".

## TACLOBAN: 11.15 N. 125.00 E.

**DOCUMENTS:** 3 copies of the following required:
Number of Crew Lists.
Passenger Lists.
Customs Documents.
Health Documents.
Manifests.
Bills of Lading.
Ship's Papers, etc.
**PILOTAGE:** Notice of ETA of vessel must be given at least 24 hours in advance and must be sent through cablegram direct to Collector of Customs, Tacloban City.
**ANCHORAGES:** Safe anchorage: low tide, 17 ft. draft; high tide, 19 ft. draft; area for anchorage, 300 ft. length.
**ENTRY RESTRICTIONS:** At the discretion of the Collector of Customs.
**MAX. SIZE:** Permissible length 300 ft. Draft low tide, 17 ft.; high tide, 19 ft.
**HEALTH:** Pratique is only necessary and required in the first port of entry; it is automatic when entering ports in the same country or state.
**RADIO:** Radio communication of the Philippines, Inc., Manila.
**TUGS:** Ship's Agent arranges tug's lines with watchmen.
**BERTHING:** Inform Customs Collector at least 24 hours before ETA of vessel so that berthing space can be reserved.
**STEVEDORES:** ETA advices should be furnished to stevedores through ship's Agent.
**MEDICAL:** Advance notice of required medical attention to ship's Agent essential.
**FRESH WATER:** Fresh water available delivered by water-tank truck.
**FUEL:** Not available.
**GANGWAY/DECK WATCHMEN:** Necessary for safety of vessel. Ship's Agent makes all necessary arrangements.
**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.
**SHIP CERTIFICATES:** All documents required by International Shipping Rules and Regulations.
**CUSTOMS ALLOWANCES:** One carton cigarettes per week for each man. Wines/spirits at the discretion of the Collector of Customs.
**IDENTIFICATION CARDS:** Needed for inspection by Immigration Officer.
**REPAIRS:** Not possible.
**REPATRIATION:** Immigration Officer effects crew exchanges and arranging necessary repatriations.
**AIRPORT:** Distance from airport, 9 kilometres, and is regularly served by airlines.
**TIME:** GMT plus 8 hours. No alterations during the year.
**HOLIDAYS:** Depending upon agreement with stevedores, work may be performed during holidays.
**POLICE/AMBULANCE/FIRE:** All departments are within one minute's call from the harbour.
**TELEPHONES:** Can be connected on board if required.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Collector of Customs, Port of Tacloban, Philippines.

## ZAMBOANGA: 06.54 N. 122.04 E.

**DOCUMENTS:**
1 copy of Clearance issued by the last Port of Call.
1 copy of Quarantine Clearance.
2 copies of Crew List.
2 copies of Crew Possessions' List.
2 copies of Stores List.
2 copies each of Narcotic, Firearm, Passenger, Mail, Parcel and Money lists.
5 copies of Inward Foreign Manifest.
**PILOTAGE:** Vessels approaching the port use International Code Signals for calling Pilot.

Pilot Station: Telegraphic address is Zamboanga Pilots, Zamboanga City. Estimate time of arrival (ETA) must be radioed 24 hours in advance. Pilots always on duty. Pilot boat is wooden launch painted white with red trimmings and displaying the pilot flag. The exact area where a Pilot will board vessel is in the vicinity of Little Sta., Cruz Island, for vessels coming from West, and near the vicinity of Rio Hondo for vessels coming from East. Alternative area in the event of bad weather is in the vicinity of Zamboanga Pier at a distance of at least 1 mile either way. Vessels awaiting Pilot should not necessarily drop anchor, provided 24 hours notice of their ETA is given by local Agents or the Master, to the Zamboanga Pilots, for a Pilot is *always* on duty.
**ANCHORAGES:** Owing to the steep bank, strong currents and hard, uneven bottom, there are no good anchorages off Zamboanga. However, anchorage may be made anywhere Southward of the wharf at a distance of about 3 cables from shore Eastward of an imaginary line from the Tide Indicator, at a depth of between 25 and 30 fathoms and giving 7 shackles of chain in the water. This will hold vessel even at strongest current of 6 knots. In the event of very bad weather the vessel should transfer her anchorage to Lamitan, a town 16 miles South-east of Zamboanga on the North coast of Basilan Island.
**MAX. SIZE:** No limits for anchoring. For berthing, up to 32 ft. draft.
**HEALTH:** Quarantine Officer will board the vessel for the necessary inspection of all crew on board. Thereafter he issues pratique, if and when he finds that there is no disease or fever on board. The pratique is valid until after the vessel departs to a foreign port.
**RADIO:** Universal Telecommunication Service, the Capitol Radio Telecommunication, the Telefast Radio Communication, the Radio Communications of the Philippines and the Telecom, operated by the National Government for receiving and transmitting radio messages night and day services.
**TUGS:** The position where tugs normally join the vessel is in the stream and the usual ship's lines or tug's lines are used. There is no charge collected for the use of the tug's lines.
**BERTHING:** The Zamboanga Government wharf is about 800 ft. long with a depth at the latest survey of the following: East end 30 ft.; mid-section 25 ft. and West end 21 ft. There is a private wharf at Baliwasan and vessels of 15,000 gross tons can dock there with the following limitations: Draft forward must not exceed 32 ft.; draft aft must not exceed 36 ft., upon completion of loading. Vessels docking at this wharf can only be docked at *flood* tide (current running East to West) and can only be undocked in the same manner.

Two anchors must be used in berthing and vessels lay alongside the concrete pier port-side-to. This wharf in Baliwasan is for loading coconut oil and copra pellets only.
**TANKERS:** There are four oil depots at Gavilan Pt. and at Baliwasan. (Shell, Mobil, Esso and Caltex.) Max. tonnage of 4,000 gross with a draft of not more than 18 ft. can be moored for discharge.
**STEVEDORES:** The Master of the vessel shall wire to the local Agents of the vessel so that a contract could be made with the shipper to arrange gangs.
**MEDICAL:** It is necessary for Agents to receive advance notice of required medical attention. Hospital facilities are available at all times. Inoculations are also required by the Quarantine Officer upon boarding a vessel.
**FRESH WATER:** Fresh water can be obtained only at night-time due to low pressure. If there is no available space at the Zamboanga Pier the vessel has to wait at the anchorage for a berthing space to get water supply.
**FUEL:** Fuel, diesel, and crude oil available.
**FIRE PRECAUTIONS:** Smoking is entirely prohibited on board a tanker entering this port. The Master must advise all persons boarding his vessel.
**DEVELOPMENTS:** Improvements are carried out every year to the local wharf adding additional berths and dredging to increase draft.
**GANGWAY/DECK WATCHMEN:** The services of watchmen are necessary to foil looters from boarding the vessel.

**OPENING/CLOSING HATCHES:** Normally opening and closing of the hatches are done by the crew, and if the job is done by stevedores the vessel has to pay.
**CUSTOMS ALLOWANCES:** 200 cigarettes per man. Upon arrival in port the cigarettes are sealed in a bonded store by the Customs authorities, and can be opened only upon permission granted by the Collector of Customs.
**IDENTIFICATION CARDS:** All crew members to have identification cards for immediate identification in case of trouble while the crews are on shore.
**CONSULS:** None available.
**REPATRIATION:** Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the Foreign Embassy concerned.
**AIRPORT:** Distance from Zamboanga Pier to the airport is three kilometres. Served by regular airlines. There is a daily flight from Zamboanga to Manila by Philippine airlines.
**TIME:** Local Civil Time is 8 hours ahead of GMT. This time reckoning is constant throughout the year.
**HOLIDAYS:** Cargo work can be arranged with the Stevedoring Company through the shipper to work during holidays, including Sundays.
**POLICE/AMBULANCE/FIRE:** Police Department, tel. 06; Ambulance, Zamboanga General Hospital, tel. 08; and Fire Department, tel. 00.
**TELEPHONES:** Telephones cannot be installed on board when docked at the pier as is not allowed by the City Government.
**SERVICES:** Special services may be available, e.g. tank-cleaning equipment, facilities for discharge of tank-washings, compass adjusting, through representations to be made with the shipper or local Agent of the vessel.
**SHORE LEAVE:** Crew members are allowed ashore upon permission granted by the local Immigration Officer.
**AUTHORITY:** The Collector of Customs, Port of Zamboanga, Zamboanga City, tel. 1103.

# Poland

## GDAŃSK: 54.20 N. 18.40 E.

**ICE:** Efforts made to keep port open all year round. Only in very severe winter are difficulties experienced.
**DOCUMENTS:**
- 12 copies Cargo Manifest.
- 2 copies Bills of Lading.
- Discharge Books to be collected for presentation.
- Ship's Register.
- Maritime Declaration of Health.
- Ship's Articles/Crew List.
- Deratisation Certificate or exemption from Sanitary Certificates, covering food cargoes and/or of animal origin, destined for discharge here.
- Specification of Dangerous Cargo even if in transit.
- 2 Stowage Plans.

**PILOTAGE:** Compulsory. Boarding in Gdańsk road. Gdańsk pilot station available on VHF, Channel No. 14.
**ANCHORAGE:** Gdańsk roads up to buoys NP1, NP2. No tides.
**RESTRICTIONS:** Approaches 36 to 40 ft. depth.
**MAX. SIZE:** Maximum size of vessels permitted to enter: draft, 33 ft. 6 in. brackish water; length, about 650 ft.
**HEALTH:** Maritime Declaration of Health to be presented on arrival. In the event of suspected disease, the vessel should wire to "Quarantine Gdańsk," or via Agents.
**RADIO:** Messages should be sent via Gdynia Radio.
**RADAR/VHF:** Port Radar Service acting with pilot station, contactable on VHF Channel No. 14.
**TUGS:** Join in Gdańsk roads. Vessel's lines must be used.
**BERTHING:**

| *Name of Berth* | *Length of Berth* | *Depth alongside* |
|---|---|---|
| Wladyskawa IV Basin | 1,190 metres | up to 31 ft. |
| Westerplatte Defenders Quay | 1,442 metres | up to 34 ft. |
| Oliva Quay | 1,278 metres | up to 31 ft. |
| Post Office Defenders Quay | 330 metres | 30 ft. |
| Iron Ore/Coal Quay | 1,612 metres | 29 ft.<br>(with pontoons, up to 38 ft. 8 in.) |
| Administration Quay | 80 metres | 19 ft. |
| Anniversary of Republic Quay | 1,076 metres | up to 32 ft. |
| Szczecinsie Quay | 250 metres | 27 ft. |
| Timber Quay | 510 metres | up to 25 ft. |
| Industrial Quay | 350 metres | up to 27 ft. 9 in. |
| Bytom Quay | 210 metres | up to 23 ft. |
| Chemists Quay | 250 metres | up to 36 ft. |

**BULK HANDLING FACILITIES:** Bulk and liquid sulphur handled at Post Office Defenders Quay.

Coal/Ore quays equipped with seven 10-ton cranes and ten ore bridges of 15 tons capacity, wagon tipper and coal belt conveyor with 380 tons per hour capacity. Grain elevator at Anniversary of the Republic Quay.

A conveyor system for fertilisers in bulk at Chemists Quay.

In the event of no accessible berth and/or grain elevator not being available, such bulk cargoes discharged by grabs. Vessels should be suitable for grab discharge.

*North Port Bulk Terminal:* Coal-handling facilities capable receiving vessels up to 100,000 dwt. Maximum daily loading ra 50,000 tons.
**STEVEDORES:** As gangs for the following day must be ordere before 1100, vessel's ETA should reach the Agents relevantly i advance.

Stevedores work 24 hours per day, which is considered to b between 2300 to 2300 following day. First shift from 2300 to 070 second shift from 0700 to 1500, third shift from 1500 to 2300. Po works Sundays and holidays at premium rates.
**MEDICAL:** No special notice required. Full hospital faciliti available.
**DENSITY:** Salt contents: 0.54%.
**FRESH WATER:** Available at hydrants.
**FUEL:** Heavy, intermediate and thin fuels, marine diesel oils an gas oils available ex-shore installation or lighter. 48 hours notic required.
**DEVELOPMENTS:** A new terminal for handling liquid cargo wi be operational during 1975. The terminal will be able to recei vessels up to 150,000 dwt.
**GANGWAY/DECK WATCHMEN:** Recommended.
**OPENING/CLOSING HATCHES:** Normally carried out by stev dores, crew allowed to handle.
**CERTIFICATES:**
- Load Line Certificate.
- Cargo Gear Certificates.

**CUSTOMS ALLOWANCES:** For 3 days – 160 cigarettes or 3 cigarettes or 30 cigars or 150 gm. tobacco per crew member. Maste is allowed double ration. 1 bottle wine and one bottle of spirits pe crew member for each three days. Master is allowed doub ration.
**IDENTIFICATION CARDS:** Each member must be in possessio of a valid Discharge Book/Sailors Book, and will receive a separat shore permit issued by the Immigration Authorities, entitling him t go ashore within the area of Gdynia/Sopot/Gdańsk.
**CONSULS:**
- Chinese Peoples Republic Consulate General, tel. 41–64–76.
- German Democratic Republic Consulate General, tel. 41–43–66.
- Soviet Consulate General, tel. 41–06–13.
- Swedish Consulate, tel. 41–05–15.

**REPAIRS:** All types of deck and engine repairs performed b specialised ship repair yard.

Floating docks: No. 1, 6,400 tons lifting capacity, dim. 135×25,0 m. No. 2, 8,000 tons lifting capacity, dim. 156×27,20 m. No. 3, 11,00 tons lifting capacity, dim. 176×28,00 m. One floating jack of 1,70 tons capacity and three minor docking pontoons.
**REPATRIATION:** Crew change and repatriation can be arranged.
**AIRPORT:** Gdańsk Airport.
**TIME:** Middle European Time, which is 1 hour ahead of GMT throughout the year.
**HOLIDAYS:** New Year's Day (January 1st); Easter Sunday (mov able); Easter Monday (movable); Labour Day (May 1st); Corpu Christi (movable); National Holiday (July 22nd); All Saints' Da (November 1st); St. Barbara, only for workers loading coal. (Decem ber 4th); Christmas Day (December 25th); Second Christmas Da (December 26th). On Christmas Eve and New Year's Eve, work i generally suspended at 1500. In justified and approved cases, ove time on Sundays and holidays is arrangeable.
**TELEPHONES:** Available on most general cargo quays.
**GENERAL:** Cargo is handled around the clock in 3 shifts of 8 hour each. Saturdays are full working days. Sunday and holiday inte ruptions last from 2300 on Saturdays or days before holidays, an terminate at 2300 on Sundays or holidays.
**POLICE/FIRE/AMBULANCE:** Police: Gdańsk-Nowy Port, Wlady slawa IV-3, tel. 31–48–61; Ambulance: Gdańsk-Wrzeszcs, Al. Zwy ciestwa 49, tel. 41–10–00; Fire: Gdańsk-Nowy Port, Na Zaspy 5 alarm phone tel. 41–22–22.
**AUTHORITY:** Harbour Masters Office, (Kapitanat Portu Gdańsk, Gdańsk-Nowy Port, Bugaj, tel. 430510. Cables: Kapitanat Port Gdańsk.

**AGENT:** Morska Agencja, Harbour Office Gdansk, Oliwska 35 - Gdansk-Nowy Port. Tel. 430–921 (day and night service). Telex 051–641.

## GDYNIA: 54.32 N. 18.34 E.

**ICE:** Efforts made to keep port open all year round. Only in ver severe winter are any difficulties experienced.
**DOCUMENTS:**
- 12 copies Cargo Manifest.
- 2 copies B/Lading.
- Discharge Books to be collected for presentation.
- Ship's Register.
- Ship's Articles/Crew List.
- Maritime Declaration of Health.
- Deratisation Certificate.
- Sanitary Certificates covering food cargoes and/or of anima origin, destined for discharge here.
- Specification of Dangerous Cargo (even if in transit).
- 2 Stowage Plans.

**PILOTAGE:** Compulsory. Boarding in Gdynia roads. Gdynia pil station available on VHF in Channel No. 12. Traffic around the cloc
**ANCHORAGE:** Gdynia roads at buoy GD, up to 200–500 m. off po entrance. No tides.
**RESTRICTIONS:** Depth in approaches 30 to 40 ft.
**MAX. SIZE:** Maximum size of vessels permitted to enter: dra

33 ft. 6 in., brackish water; in addition 1 lightening berth for 37 ft. draft available.

**HEALTH:** Maritime Declaration of Health to be presented on arrival. In the event of suspected disease the vessel should wire "Quarantine Gdynia" or via Agents.

**RADIO:** Message should be sent via Gdynia Radio. Port Radar Service acting with the pilot station, contactable on VHF, Channel No. 12, Gdynia. Contact Agent VHF Channel 8.

**TUGS:** Join vessel in Gdynia roads. Vessel's lines must be used.

**BERTHING:**

| *Name* | *Length* | *Depth alongside* |
|---|---|---|
| Pomeranian Quay | 629 metres | 17 ft. 9 in. |
| Silesian Quay | 434 metres | 27 ft. 7 in. |
| Swedish Quay | 715 metres | 28 ft. |
| Danish Quay | 562 metres | 26 ft. |
| Dutch Quay | 397 metres | 32 ft. |
| Finnish Quay | 190 metres | 26 ft. 7 in. |
| Polish Quay | 1,130 metres | 28 ft. |
| Rotterdam Quay | 310 metres | 23 ft. |
| Indian Quay | 1,018 metres | 28 ft. 6 in. |
| Peace Fighters Quay | 817 metres | 26 ft. |
| Czechoslovakian Quay | 214 metres | 26 ft. |
| Romanian Quay | 864 metres | 28 ft. |
| Hungarian Quay | 215 metres | 25 ft. |
| French Quay (passenger terminal) | 398 metres | 38 ft. |
| Belgian Quay | 125 metres | 26 ft. 6 in. |
| Harbour Quay | 173 metres | 28 ft. |
| Wenda Quay | 80 metres | 21 ft. |
| Norwegian Quay | 262 metres | 25 ft. |
| Yugoslavian Quay | 183 metres | 28 ft. |

**BULK HANDLING FACILITIES:** Coal conveyor at Danish Quay capacity 400 tons per hour.

Container terminal at Polish Quay equipped with 40-ton multi-purpose crane.

Grain elevator at Indian Quay. A special terminal at the same quay for handling aluminium oxide in bulk, through floating elevators.

Bulk cargoes handled by grabs at other quays.

**STEVEDORES:** As gangs for the proceeding day must be ordered by 1100, vessel's ETA should reach the Agents relevantly in advance.

**MEDICAL:** No special notice required. Full hospital facilities available.

**TANKERS:** Berth in No. 4 basin. Maximum draft 31 ft., brackish water.

**DENSITY:** Salt content: 0·73 per cent.

**FRESH WATER:** Available ex-hydrants.

**FUEL:** Heavy, intermediate and thin fuels, marine diesel oils and gas oils available ex-shore installation or lighter. 48 hrs. notice required.

**DEVELOPMENTS:** Dredging along various quays in progress to increase draft allowed.

**WATCHMEN:** Recommended.

**HATCHES:** Opening/closing hatches normally carried out by stevedores, but crew allowed to handle.

**CERTIFICATES:**

Load Line Certificate.

Cargo Gear Certificates.

**CUSTOMS ALLOWANCES:** For each three days – 160 cigarettes or 30 cigars or 150 g. of tobacco per crew member, Master is allowed double ration. 1 bottle wine and one bottle of spirits per crew member for each three days. Master is allowed double ration.

**IDENTIFICATION CARDS:** Each member must be in possession of a valid Discharge Book and will receive a separate shore permit issued by the Immigration Authorities entitling him to go ashore within the area of Gydnia–Sopot–Gdańsk.

**CONSULS:**

| | |
|---|---|
| Belgian V. Consulate | tel. 21–27–74 |
| Brazilian V. Consulate | ,, 21–61–31 |
| Dutch Consulate | ,, 21–13–14 |
| Finnish Consulate | ,, 51–50–52 |
| Italian V. Consulate | ,, 21–51–15 |
| Swedish & Norwegian Consulate General | ,, 21–11–36 |

**REPAIRS:** All types of deck and engine repairs performed by specialised ship repair yard.

**DRY DOCKS:** Two floating docks of a lifting capacity of 3,500 and 1,200 tons. 12 slipways of 150 tons lifting capacity each.

**REPATRIATION:** Crew change and repatriation arrangeable.

**AIRPORT:** Gdańsk Airport, situated 20 km. from Gdynia.

**TIME:** Middle European Time, which is 1 hour ahead of GMT, kept throughout the year.

**HOLIDAYS:** New Year's Day (January 1st); Easter Sunday (movable); Easter Monday (movable); Labour Day (May 1st); Corpus Christi (movable); National Holiday (July 22nd); All Saints Day (November 1st); St. Barbara (only for workers loading coal) (December 4th); Christmas Day (December 25th); Second Christmas Day (December 26th). On Christmas Eve and New Year's Eve work is generally suspended at 1500. In justified and approved cases overtime on Sundays and holidays is arrangeable.

**POLICE/FIRE/AMBULANCE:** Police: Gdynia, Chrzanowskiego 6, tel. 21–22–83; Ambulance: Gdynia, Zwirki i Wigury 14, tel. 21–10–00; Fire: Gdynia, Chrzanowskiego 17, Alarm 21–33–33.

**TELEPHONES:** Available on most general cargo quays.

**GENERAL:** Cargo is handled around the clock in 3 shifts of 8 hrs. each. Saturdays are full working days. Sunday and holiday interruptions last from 2300 on Saturdays or days before holidays and terminate at 2300 on Sundays or holidays.

**AUTHORITY:** Harbour Masters' Office. (Kapitanat Portu Gdynia), Polska 2. Tel. 21–65–51. Cables: Kapitana Portu Gdynia.

**AGENTS:** Morska Agencja, *Head Office,* Pulaskiego 8 – Gdynia. Tel. 21–49–51 (9 lines) – working from 0730 to 1530 hours. Telex: 054–301. Cables: "MAG Gydnia".

*Harbour Office Gdynia,* Rotterdamska 3 – Gdynia. Tel. 21–26–42 (day and night service). Telex: 054–376.

## SZCZECIN, including Swinoujscie: 53.25 N. 14.32 E.

**DOCUMENTS:**

12 copies of Cargo Manifests.

2 copies B/Lading.

Discharge Books to be collected for presentation.

Tonnage Certificate.

4 copies of Crew List.

Maritime Declaration of Health.

Provision List.

Deratisation Certificate.

Sanitary Certificate covering food cargoes and/or of animal origin destined for discharge here.

Specification of Dangerous Cargo (even if in transit).

2 copies Stowage Plans.

**PILOTAGE:** Contact pilot station, VHF Channel 12, Working. Channel 26 or 27, call sign Polbroker. Light and sound signals used according to international rules. The Pilot is taken on board at the anchorage. Pilot compulsory.

**MAX. SIZE:** Max. draft at Swinoujscie, 36 ft.; max. draft at Szczecin, 28 ft.; max. length at Swinoujscie, 210 m.; max. length at Szczecin, 180 m.

**HEALTH:** All ships arriving Szczecin from South of Cap Finistere are subject to sanitary inspection.

**RADIO:** Szczecin Radio, SPE 2182 Hc/s. Medium frequencies.

**TUGS:** For ships over 1,500 grt, one tug compulsory. Over 3,000 GRT, two tugs compulsory. Normally tugs join the vessel at the limits of the port of Szczecin to Kra quay.

**BERTHING:** **Swinoujscie:** Portowcow Quay: quay length 215 metres, depth alongside 36 ft.

Gornicow Quay: quay length 250 metres, depth alongside 36 ft.

Special coal handling installations with capacity up to 33,000 metric tons per day.

Wladyslawa IV Quay: 554 metres length, up to 31 ft. depth alongside.

**Szczecin:**

| *Name* | *Length* | *Depth alongside* |
|---|---|---|
| Katowickie Quay | 434 metres | up to 28 ft. |
| Chorzowskie Quay | 290 metres | up to 28 ft. |
| Gliwickie Quay | 263 metres | up to 27 ft. |
| Bytomskie Quay | 330 metres | up to 28 ft. |
| Coal Conveyors Jetty | 188 metres | up to 28 ft. |
| Walbrzyskie Quay | 263 metres | up to 28 ft. |
| Bydgoskie Quay | 110 metres | up to 16 ft. |
| Poznanskie Quay | 65 metres | up to 16 ft. |
| Gornoslaskie Quay | 330 metres | up to 28 ft. |
| Noteckie Quay | 315 metres | up to 20 ft. |
| Sosnowieckie Quay | 100 metres | up to 21 ft. |
| Parnica Quay | 300 metres | up to 20 ft. |
| Czechoslovackie Quay | 1,020 metres | up to 28 ft. |
| Grain Quay | 201 metres | up to 28 ft. |
| Romanian Quay | 1,212 metres | up to 26 ft. |
| Greek Quay | 630 metres | up to 19 ft. |
| Soviet Union Quay | 330 metres | up to 26 ft. |
| Turkish Quay | 104 metres | up to 13 ft. |
| Starowka Quay | 940 metres | up to 19 ft. |
| Huk Quay | 267 metres | up to 20 ft. |
| Regalica Quay | 210 metres | up to 18 ft. |

**BULK HANDLING FACILITIES:** Coal conveyor belts with loading capacity 800 tons per hour.

Two grain elevators capacity 50,000 tons.

At Swinoujscie, two automatic conveyors for coal capacity 2,000 tons per hour.

**STEVEDORES:** 24 hours ETA required to arrange gangs.

**MEDICAL:** Doctors and hospital facilities available.

**TANKERS:** Max. draft at Swinoujscie, 34 ft.; max. draft at Szczecin, 21 ft. All empty tankers have to give 24 hour ETA advice whether they are gasfree and name of last cargo carried. No residue discharge facilities.

**DENSITY:** 1000.

**FRESH WATER:** Available from water boat, or directly from a quay hydrant. For deliveries of less than 5 tons, the minimum charge is as for 5 tons of water. For the supply of water on Sundays and holidays a surcharge of 25% to be levied.

**FUEL:** All grades of Shell fuel oil and Castrol marine lubricants.

**GANGWAY/DECK WATCHMEN:** Available but not compulsory.

**OPENING/CLOSING HATCHES:** Normally opened by crew.

**SHIP'S CERTIFICATES:**

Health Certificate.

Tonnage Certificate.

Trimming Certificate (Polish form) – if vessel loads coal/coke.

**CUSTOMS ALLOWANCES:** Each man – 160 cigarettes and one bottle of spirit. Captain allowed double.

**CARGO GEAR:** No additional requirements; all gear supplied by stevedores except rain tents.

**IDENTIFICATION CARDS:** Each member must be in possession of a valid Discharge Book and will receive a separate shore permit issued by the Immigration Authorities entitling him to go ashore within the city area.

**CONSULS:** Swedish Consulate, Soviet Union V. Consulate, Czechoslovak Consulate.
**REPAIRS:** All types of deck and engine repairs. Two ship repair yards.
**DRY DOCKS:** Floating docks with lifting capacity of 8,200 tons, 5,500 tons 3×1700 tons, 900 tons, 650 tons.
**REPATRIATION:** Crew changes and arranging repatriation can be done.
**AIRPORT:** 45 km. from Szczecin. Regular lines to Warsaw and Kraków twice a day. From Warsaw communication between almost every main airport in Europe.
**TIME:** GMT plus one hour; no alterations.
**HOLIDAYS:** New Year's Day (January 1st); Easter Monday; Labour Day (May 1st); Corpus Christi; National Holiday (July 22nd); All Saint's Day (November 1st); St. Barbara (only for workers loading coal, December 4th); Christmas Day (December 25th); Boxing Day (December 26th).

On Christmas Eve and New Year's Eve work is generally suspended at 1500. In justified and approved cases overtime on Sundays and holidays is arrangeable.
**POLICE/FIRE/AMBULANCE:** Police, 997; Port Police, 8068; Ambulance, 999; Fire Brigade, 998.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Kapitanat Portu Szczecin, Jana z Kolna Street. Tel. 2 65 57.
**AGENT:** Morska Agencja w Szczecinie – Plac Batorego 4 PO Box 606. 70–207 Szczecin. Cable address "Polbroker". Telex 042247. Tel. 46948, 45235.

Harbour Office at Szczecin – day and night service: Telex 042335. Tel. 88067, 39113.

Harbour Office at Swinoujscie – Telex 042430. Tel. 3257.

Harbour Office at Kolobrzeg – Telex 05437. Tel. 2788.

# Portugal

## AVEIRO: 40.39 N. 08.45 W.

**PORT LIMITS:** A vessel is considered "arrived" when she arrives 2 miles from the roads entrance.
**DOCUMENTS:** Health Certificate.
5 Crew Lists.
4 Lists of Passengers Disembarked.
2 Lists of Passengers in Transit.
5 Cargo Manifests.
1 Manifest of Cargo in Transit.
1 Provision List and Spares.
**PILOTAGE:** Send ETA to Agent by cable, 24 hours before arrival. Enter port as from 3 hours before high tide until high tide time. Entrance depending on sea conditions and ship's draft. Contact Aveiro Pilots frequency 2182 and listen on frequency 2132 on the following periods: 09.05/09.15, 11.05/11.15, 15.05/15.15, 17.05/17.15 local hour.

Pilots can be contacted by VHF Channel 16 during the same periods.

Pilot boat displays white flag, surrounded by narrow blue stripe, with black "P" in the centre. Pilot to be taken on board about 1 mile West of harbour entrance; vessel awaiting pilot can anchor there, if weather permits.

Pilot station, located close to Aveiro lighthouse, hoists black cylinder on signal mast when entry not possible due to bad weather or any abnormal cause. Pilot station has radar that can assist vessels during approach to harbour entrance.
**ANCHORAGES:** Anchor W. of North Pier, at a distance of more than ¾ mile.
**RESTRICTIONS:** Subject tide and bar conditions. Entering and sailing only during daylight.
**MAX. SIZE:** Maximum draft between 16 to 18 ft. dependent on tide. Maximum length 85 metres.
**HEALTH:** Free pratique automatic for vessels coming from other Portuguese and Continental ports. Vessels coming from other countries; Health Certificate must be delivered to Agent.
**RADIO:** Call Aveiro Pilots during the hours above indicated, under "Pilotage". Radio station is Lisboa Radio.
**TUGS:** Two tugs. One of 200 h.p. and one of 500 h.p.
**SPECIALISED CARGO-HANDLING FACILITIES:** A terminal for handling wine; another for the handling of chemicals and a further one for handling liquid gas.
**STEVEDORES:** Advise Agent 24 hours before vessel's arrival.
**MEDICAL:** Hospital and clinics in town. Advance notice not required. Required vaccination certificate, and when ship comes from affected regions, also yellow fever certificate.
**TANKERS:** Private quay of SACOR used by small-sized tankers.
**DENSITY:** About 1028.
**FRESH WATER:** Supplied by barges or tank-car. 20 tons per hour.
**FUEL:** Only diesel available. Smaller quantities supplied from trucks. Otherwise, from SACOR's private quay (pipeline).
**DEVELOPMENTS:** Dredging harbour entrance.
**GANGWAY/DECK WATCHMAN:** Available but not compulsory.
**OPENING/CLOSING HATCHES:** Work usually done by crew.
**CUSTOMS ALLOWANCES:** 50 grams tobacco, and one bottle wine/spirits for each man.
**CREW IDENTIFICATION CARDS:** Crew members going ashore will need a special card issued by State Police. Ship's agent takes these cards aboard, where they are filled in accordance with c list. See "Lisbon".
**CONSULS:** Nearest Oporto, 60 km.
**REPAIRS:** Minor repairs can be carried out.
**DRYDOCKS:** One for vessels up to 1200 dw.
**REPATRIATION:** No difficulties for crew repatriations.
**AIRPORT:** Pedras Rubras (Oporto airport) at about 60 km., w 2 flights per day to Lisbon and 1 flight per week to London.

Lisbon airport at 250 km. is served by regular airlines covering the world.
**TIME:** Local time is GMT plus one hour all year round.
**HOLIDAYS:** New Year's Day; Portugal's day (10th June); 12 May (Municipal holiday); Corpus Christi (movable); Ascens Day; Proclamation of the Republic (Oct. 5th); All Saint's D (1st Nov.); Independence of Portugal (1st Dec.); Immaculate Co ception (8th Dec.); Christmas Day. No work allowed on Christm Day and New Year's Day.
**POLICE:** Police 22022; Ambulance 115; Fire 22333.
**TELEPHONES:** None available on board.
**SHORE-LEAVE:** Crew allowed ashore.
**DELAYS:** As a tidal port, arrivals respectively sailings subje tides. Delays may occur owing bad weather especially the win months.
**AUTHORITY:** Maritime, Capitania do porto de Aveiro, Aven Dr. Lourenço Peixinho, 2 – Aveiro. Tel. 23657.

Administrative, Junta Autónoma do Porto de Aveiro, Avenida D Peixinho, 110,2°, Aveiro. Tel. 24091.

**AGENTS:** A. J. Gonçalves de Moraes, Lda., Av. Dr. Louren Peixinho, 49 – Aveiro. Tel. 24550. Telex 2690. Agents, Charteri and Brokers, Insurance Agents, Travel Agents, Stevedores.

## FIGUEIRA DA FOZ: 40.09 N. 08.52 W.

**DOCUMENTS:**
Health Certificate (the Pilot supplies form).
5 Crew Lists.
4 Lists of Passengers Disembarking.
2 Lists of Passengers in Transit.
5 Cargo Manifests.
1 Manifest of Cargo in Transit.
Provision and Spares List.
2 copies each Bill of Lading.
**PILOTAGE:** Send ETA to Agent by cable 24 hours before arriv Convenient try arrive one hour before high tide. Call Figueira-Pesc frequency 2182 and listen on frequency 1785. Await Pilot ½ mile fro the piers.
**ANCHORAGES:** South of N.W. Azimuth of North Pier, at distance of more than ½ mile.
**RESTRICTIONS:** No services during night.
**SIZE OF VESSEL:** Maximum draft 12 ft. Maximum length 65 metre
**HEALTH:** Free pratique authorized for vessels coming from oth Portuguese Continental ports. For vessels coming from oth countries, Health Declaration supplied by the Pilot must be filled i
**TUGS:** Pilot boat serves as tug. Tug hawser must be used.
**STEVEDORES:** Advise agent 24 hours before arrival.
**MEDICAL:** No prior advice is necessary. All medical faciliti available.
**DENSITY:** About 1028.
**FRESH WATER:** Each quay has its own installations.
**FUEL:** Only diesel available.
**DEVELOPMENTS:** Dredging works are foreseen as well as th building of a new commercial quay.
**GANGWAY/DECK WATCHMEN:** Available but not compulsor
**OPENING/CLOSING HATCHES:** Work usually done by crew.
**CUSTOMS ALLOWANCES:** No limit, but must be declared.
**IDENTIFICATION CARDS:** See Lisbon.
**CONSULS:** France, Spain and Great Britain.
**REPAIRS:** Only minor repairs.
**REPATRIATION:** No difficulty in crew repatriations.
**TIME:** Local time is GMT plus one hour all year round.
**HOLIDAYS:** New Year's Day; Portugal's Day (10th June); Corp Christi (movable); Ascension Day; Proclamation of the Repub (5th Oct.); All Saints' Day (1st Nov.); Independence of Portu (Dec. 1st,); Immaculate Conception (8th Dec.); Christmas Day. N work allowed on New Year's Day and Christmas Day.
**POLICE:** Police 22022; Ambulance 22122; Fire 22122.
**SHORE LEAVE:** Crew allowed ashore.
**DELAYS:** As a tidal port, arrivals respectively sailings subje tides. Delays may occur owing bad weather especially during win months.

**AGENTS:** A. J. Gonçalves de Moraes, Lda., Rua da Republic 262 – Figueira da Foz – Portugal. Tel. 22584. Telex: 1707. Agen Chartering and Brokers, Insurance Agents, Travel Agents, Stev dores.

## LEIXOES and OPORTO (Douro River):

Leixoes: 41.11 N. 08.43 W. Oporto: 41.09 N. 08.37 W.

**DOCUMENTS:**
Health Certificate.
5 Crew Lists.
Provision List – ship and individual.
Tobacco Declaration and Entrance Forms supplied by Agent arrival.

5 Manifests and two copies of each B/L concerning cargo to be discharged.
1 Transit Manifest if cargo in transit exists.

**PILOTAGE:** Always compulsory for ships calling Oporto (Douro River) and Leixões. Approximate ETA should be given to Agent with ample notice. Contact radar station or pilot station VHF at any time, Channel 16. Boats black, white flag. Pilots to be taken on board in the roads. Entering or sailing Douro River only during daylight and subject to tide.

**ANCHORAGES:** Leixões in the roads or outer-harbour. Douro in the roads or river.

**RESTRICTIONS:** Douro: subject tide and bar conditions.

**MAX SIZE:** Douro River: Maximum draft 18 ft. on HWST and 16 ft. on HWNT. – 82 metres long.

*Leixoes:* Can accommodate tankers up to 50 ft. draft subject to tide.

**HEALTH:** Free pratique authorized for vessels coming from other Portuguese Continental ports. For vessels coming from other countries. Health Declaration supplied by the Pilot must be filled in, and delivered to the Agent.

**RADIO:** Within 50 miles Estação Radar Leixões, or through Lisbon Radio Station.

**TUGS:** Normally join the vessel: *At Leixoes:* in the outer harbour up to 800 grt; from 800 up to 2,000 grt 1 tug compulsory. Over 2,000 grt, 2 or more tugs required.

*At Douro River:* as a rule service necessary on arrival/sailings. Thus join the vessel after passing the bar.

**BERTHING:** Subject availability berth.

**CARGO HANDLING FACILITIES:** Container Terminal at Dock No. 1, North side, equipped with one crane of 45 tons. Berth for handling liquid chemicals – South mole in the outer harbour.

**BRIDGES:** Bridge at Leixões between Dock 1 and Dock 2 opening regularly.

**STEVEDORES:** Ordered by Agents according berth and cargo.

**RADAR/VHF:** Estação da Radar de Leixões, Contacts radar/VHF. Range 50 miles. Channel 16.

**MEDICAL:** Masters to advise by radio prior arrival if medical attendance required on board. Hospital facilities available.

**TANKERS:** New pier at Leixoes for tankers up to 100,000 dwt. depth alongside 54 ft. South pier at Leixoes (370 metres). Maximum draft 22 ft.

**DENSITY:** 1026.

**FRESH WATER:** Can be supplied by shore installations or barge, according to quay.

**FUEL:** All grades available. Supplied by trucks or pipeline.

**GANGWAY/DECK WATCHMEN:** Available but not compulsory.

**OPENING/CLOSING HATCHES:** Work always done by crew.

**CERTIFICATES:** Ship register.
Safety Radio.
Safety Equipment.
Load Line and Derating Certificates.

**IDENTIFICATION CARDS:** See Lisbon.

**CONSULS:**

| | | | |
|---|---|---|---|
| Austria | tel. 32328 | Ireland | tel. 681934 |
| Belgium | ,, 23508 | Italy | ,, 26243 |
| Bolivia | ,, 391111 | Japan | ,, 390092 |
| Brazil | ,, 24463 | Monaco | ,, 29026 |
| Chile | ,, 28421 | Norway | ,, 27243 |
| Colombia | ,, 40506 | Panama | ,, 22744 |
| Costa Rica | ,, 36773 | Peru | ,, 23435 |
| Denmark | ,, 933655 | Spain | ,, 25213 |
| Ecuador | ,, 36753 | Sweden | ,, 24867 |
| Finland | ,, 20827 | Switzerland | ,, 26742 |
| France | ,, 23349 | South Africa | ,, 22277 |
| Germany | ,, 29475 | U.S.A. | ,, 63094 |
| Great Britain | ,, 22442 | Thailand | ,, 24867 |
| Greece | ,, 22277 | Turkey | ,, 25150 |
| Guatemala | ,, 60292 | Uruguay | ,, 32668 |
| Holland | ,, 24867 | | |

**REPAIRS:** All types of deck engine and electrical repairs can be carried out.

**DRY DOCKS:** Only small dry docks available for fishing-boats.

**REPATRIATION:** No difficulties for crew changes or repatriations.

**AIRPORT:** Distances: Oporto 17 km., Leixões 7 km. Airport served twice a day through Lisbon Airport.

**TIME:** GMT plus one hour and no alterations during the year.

**HOLIDAYS:** New Year's day; Portugal's Day (10th June); Corpus Christi (movable); Ascension Day; Proclamation of the Republic (Oct. 5th); All Saints' Day (Nov. 1st); Independence of Portugal (Dec. 1st); Immaculate Conception (Dec. 8th); Christmas Day. No work allowed on Christmas Day and New Year's Day.

**POLICE/AMBULANCE/FIRE:** Leixões: Police 932032; Ambulance 115/930016; Fire 930016. Oporto: Police 26821; Ambulance 115/60720; Fire 44121.

**TELEPHONES:** Only available at certain quays.

**SERVICES:** Limited tank-cleaning may be performed. Discharge of tank washings subject port authorisation. Compass adjusting possible.

**SHORE LEAVE:** Crew allowed ashore.

**AUTHORITY:** Administracao dos Portos do Douro e Leixões. Tel. 932181.

**AGENTS:** A. J. Gonçalves de Moraes, Lda., Rua da Nova Alfandega, 18 – POB 185 – Porto, Portugal. Tel. 28741 (14 lines). Telex 2381–2382. After office hours: Hugo L. Myhre 690481; Jorge Barreira 492501. Agents, Chartering and Brokers, Insurance Agents, Travel Agents, Stevedores.

## LISBON: 38.43 N. 09.11 W. (See Plan)

**PORT LIMITS:** A vessel is considered to be an "arrived vessel" when, after entering the Tagus Estuary, she has left behind the alignment between the Torre of S. Juliao and the Torre of Bugio.

**DOCUMENTS:**
Health Certificate.
6 Crew Lists.
10 Passenger Lists.
2 Lists of Articles held by the crew: cameras, binoculars, radios, cigarettes, spirits, etc.
2 Stores Lists.
All to be signed by ship's Master.

Certificates for vessels up to 500 tons: – tonnage register, loading and navigability certificates. For vessels over 500 tons: – tonnage register; loadline; radio; safety equipment and navigability certificates.

**CARGO DOCUMENTS:**
10 Manifests.
3 sets of Bills of Lading.
For cargo in transit: 2 Manifests.

**PILOTAGE:** Compulsory. Pilot boat anchored outside the river at Cascais Bay, day and night, but Pilot can also board vessel inside the river at Belem Station.

Pilots are to be requested not less than 6 hours or more than 24 hours prior to the ship's arrival, by a radiogram addressed to "Pilotos Lisboa", or by a radio call direct to the pilot boat stating ship's name, estimated time of arrival at the pilotage area, the station where ship wants to take a Pilot, and vessel's draft. Any vessel failing to correct her ETA or arriving more than 2 hours after her ETA may have to wait at Cascais before a pilot is available to board.

Pilots can be contacted by VHF Channel 16, on permanent watch, and by radio-telephone 2182 kHz.

**MAX. SIZE:** Depth alongside piers varying between 15 and 34 ft.

**HEALTH:** Ordinary visit made at central area with vessel anchored, from 08.00 to sunset. Master may ask for free pratique to get ship moored immediately on arrival. For this, necessary to cable the Health Authorities, addressing cable as follows: Estação Marítima de Lisboa, Rocha do Conde de Obidos, max./min. respectively 15/6 hours prior to the ship's arrival. Text of cable: "ship's name, nationality, code (MIBDU), day and time of arrival" signed by the Master.

**RADIO:** ETA to be advised by Master, to Agent, 24 and 12 hours before ship's arrival. Lisboa Radio: call sign CUL, medium and short waves by code 720, 22, 24. By VHF Channels 5, 9, 21, 16 and 19.

**SPECIALISED CARGO-HANDLING FACILITIES:** *Container Terminal* at Santa Apolonia equipped with two portainers of 30 and 36 tons respectively, side loaders, semi trailers, tractors, etc., depth 8·5 metres.

*Roll-on/roll-off Terminal* at Alcantara for ferry boats and cargo.

*Grain Elevators and Silos* at Poco do Bispo operated by Federacao Nacional dos Produtores de Trigo. Unloading by elevator up to 400 tons per hour.

*Ore Terminal:* At Barreiro there is a terminal for unloading ore from railway wagons to lighters, intended for carrying ore, in particular, to the national steel works (Siderurgia Nacional).

*Cement Storage Terminal:* This is at Poco do Bispo and is operated by Secil.

**TANKERS:** Shell and Sonap berths exposed to 9 knot current. Essential to use good new mooring lines.

*Cabo Ruivo Terminal:* This is operated, on a concession basis, by Soponata and has depths of 11 metres, capable of mooring tankers up to 65,000 dwt. alongside its jetty.

*Fuel Oil Facilities:* The port of Lisbon fuel oil installations belong to private companies are concentrated along both banks of the Tagus at the following points:

Sacavem and Cabo Ruivo (with oil refinery facilities), Montijo, Barreiro, Santa Iria, Porto Brandao, Porto dos Buchos.

**FRESH WATER:** Usually supplied by barge unless vessel lying alongside a pier where water provided.

**FUEL:** Shell, Esso, Sonap. These companies can supply through their own barges or alongside their private bunkering stations on pier.

**DEVELOPMENTS:** In a second stage of the Santa Apolonia container terminal there will be a new wharf of 500 metres length, with water depths of 13·5 metres and a close levelled paved ground area of nearly 50,000 sq. metres will be prepared. This terminal will have, when completed, an 850 metres long wharf and a close paved area of 75,000 sq. metres.

This second stage will also include two roll-on/roll-off berths, as well as lift-on/lift-off equipment. It is operated by the Port Authority.

**IDENTIFICATION CARDS:** Crew members going ashore will need a special yellow card issued by Agent and stamped with police visa. The cards are supplied by Agent to be completed on board in accordance with crew list particulars. With these shore passes crew members may circulate between Lisbon and Cascais, and Lisbon and Sintra.

Master and/or Owners will be fined Esc. $10,000 for any crew member found ashore without that card. A double fine will be imposed in case of reincidence.

Similar cards, but white, are required for passengers in transit.

**CONSULS:** Practically all countries are represented in Lisbon.

**REPAIRS:** There are several repair workshops. The biggest is Lisnave Shipyard with several docks, one for vessels up to 300,000 tons and a new dock where vessels up to 1,000,000 tons can be repaired.

**AIRPORT:** Within the Lisbon area. Regular International services.
**TIME:** GMT. plus one hour No change during the year.
**HOLIDAYS:** 1st January; 1st June; 10th June; 15th August; 5th October; 1st November; 1st December; 8th December; 25th December.
**AUTHORITY:** Board of Administration.

**AGENTS:** A. J. Gonçalves de Moraes, Lda. Steamship and Forwarding Agents. Tourist Department. 22, Rua do Alecrim-Lisbon 2. PO Box 2772. Tel. 34943 (20 lines). Telex 1296, 1297 and 1298. Cables: Amoras. VHF Radio, Channel 16.

## SETUBAL: 38.30 N. 08.55 W.

**DOCUMENTS:**
5 Crew Lists.
5 Passenger Lists.
Personal belongings of the Crew (portable radio, binoculars, cameras, etc.).
Store List.
Health Declaration.
For cargo: Dangerous Cargo List. Cargo Manifest. Transit Cargo Manifest (if any). Copy of B/L.
**PILOTAGE:** 2 hours before ETA vessel should call Setubal Pilot Station which listens day and night from every 3 min. to 15 min. past the hour and from 33 min. to 45 min. past the hour, in 2·182 kc/s. answering in 2·132 kc/s. Also during these periods VHF can be called on Channel 16. Lightening buoy situated approx. 1·5 miles from the Pilot Station House and 3 miles from Otão lighthouse. There, the Pilot's boat will meet the vessel.
**ANCHORAGE:** Only inside harbour with a Pilot aboard.
**RESTRICTIONS:** No restrictions on night entry. At low tide vessels only up to 22 ft. draft. Max. draft 26 ft., length/breadth no restrictions.
**HEALTH:** Free pratique automatically given when ships come from other Portuguese port. Otherwise, Health Certificate is to be handed over to Health Authorities during clearance procedures.
**RADIO:** Call through Lisbon Radio.
**TUGS:** One available.
**STEVEDORES:** Ordered by the Agent some time in advance.
**MEDICAL:** Prior to arrival and in order not to delay ship's clearance, Master should inform by radio if medical assistance required, this only in case of contagious or epidemic diseases.
**TANKERS:** Shell Maritime installation with private pier. Discharge lines 4 in., 6 in. and 8 in.
**DENSITY:** About 1016.
**FRESH WATER:** Supplied from shore to all piers.
**FUEL:** Ordinary fuel available at Shell Installation to ships holding contract with Shell; or fuel supplied from lorry if ship holds contract with other company.
**FIRE PRECAUTIONS:** No smoking on deck or piers.
**GANGWAY/DECK/WATCHMEN:** Available but not compulsory.
**OPENING/CLOSING HATCHES:** By crew unless otherwise specified in C/P. Stevedores usually help.
**CUSTOMS ALLOWANCES:** About 200 cigarettes and 2 bottles of spirits per man.
**CARGO GEAR:** Supplied by stevedores.
**INDENTIFICATION CARDS:** Supplied and filled in by the Agent. Crew members cannot leave Three Castles area (Setubal-Palmela-Sesimbra) without a special permit from International Police obtained through Agency.
**CONSULS:**

| | | |
|---|---|---|
| Holland | tel. | 22379 |
| Spain | ,, | 22090 |
| Sweden | ,, | 22719 |

Others at Lisbon.
**REPAIRS:** Only small repairs. Lisnave shipyard and dry docks at Lisbon within about 50 miles.
**DEVELOPMENTS:** Setenave is presently building a Shipyard for new building and repairs for very large ships in the estuary of Setúbal.

The facilities will consist of: 1 repair dock for ships up to 700,000 dwt. 1 repair dock for ships up to 350,000 dwt. New building berth for ships up to 700,000 dwt.
**REPATRIATION:** All facilities.
**AIRPORT:** Nearest at Lisbon, about 50 miles away.
**TIME:** GMT plus one hour without any alteration throughout the year.
**AUTHORITY:** Junta Autonomo do Porto, Setubal.

**AGENT:** A. J. Gonçalves de Moraes, Lda., 281 Avenida Luisa Todi – Setubal. Tel. 2 23 99. Cable Amoras. Telex 1612. Agents, Charterings and Brokers, Insurance Agents, Travel Agents, Stevedores.

## VIANA DO CASTELO: 41.41 N. 08.50 W.

**DOCUMENTS:** Health Declaration.
3 Crew lists.
Provision list (ships and individual).
Tobacco Declaration and Entrance Forms supplied by Agents on arrival.
2 Manifests and 1 copy of each Bill of Lading concerning cargo to be discharged.
1 Transit Manifest if cargo in transit exists.
**PILOTAGE:** Always compulsory. ETA should be given to Agent with ample notice. Signals; during the day Flag "G" of International Code, and at night 3 long whistles. Boats black with white cabins. Pilots to be taken on board in outer or inner harbour respectiv with bad or good weather.
**ANCHORAGES:** Outer or inner harbour according to weat conditions.
**RESTRICTIONS:** Entering and sailing only during daylight unle exceptionally good weather.
**MAX. SIZE:** Maximum draft 17 ft. on HWST and 15 ft. on HWN with good sea conditions. Maximum breadth 12 metres.
**HEALTH:** Free pratique authorised for vessels coming from oth Portuguese Continental ports. For vessels coming from oth countries Health Declaration must be filled in and delivered to Agents.
**RADIO:** Call Viana do Castelo Pilots frequency 2182 kc/s a listen on 2132 kc/s.
**TUGS:** No tugs.
**BRIDGES:** One bridge which allows entrance/sailing at any ti
**STEVEDORES:** Ordered by Agents 8 hours in advance.
**MEDICAL:** No prior advice is necessary.
**FRESH WATER:** Supplied by shore installations.
**FUEL:** Only small quantities of gas-oil can be supplied.
**GANGWAY/DECK WATCHMEN:** Available but not compulso
**OPENING/CLOSING HATCHES:** Work usually done by crew
**CUSTOMS ALLOWANCES:** No limit, but must be declared.
**IDENTIFICATION CARDS:** Required.
**CONSULS:** France 22412. Spain 23018.
**REPAIRS:** All types of deck, engine and electrical repairs can carried out.
**DRY DOCKS:** Three dry docks available.

| | *length* | *breadth* | *draft* |
|---|---|---|---|
| Dock 1 | 156 m. | 24 m. | 18′ |
| Dock 2 | 127 m. | 18,5 m. | 18′ |
| Dock Eng. D. Pacheco | 104 m. | 11 m. | 16′ |

No special equipment for tank washing is available.
**REPATRIATION:** No difficulties for crew repatriation.
**AIRPORT:** Nearest Oporto airport at 55 km.
**TIME:** GMT plus one hour and no alteration during the year.
**HOLIDAYS:** New Year's Day; Portugal's Day (10th June); Corp Christi (movable); Ascension Day; Proclamation of the Repub (5th October); All Saints' Day (1st November); Independence Portugal (Dec. 1st); Immaculate Conception (8th Dec.); Christm Day; no work allowed on Christmas Day and New Year's Day.
**POLICE/AMBULANCE/FIRE:** Tel. 115.
**SHORE LEAVE:** Crew allowed ashore.
**AUTHORITY:** Junta Autonoma dos Partos do Norte.

**AGENTS:** Antonio C. Esperança, Largo 5 de Outubro, 32 - Via do Castelo. Tel. 22320 and 22100. Telegraphic address A. Esperan Agents, Stevedores, Insurance, Brokers.

## VILA REAL DE SANTO ANTONIO:
37·10 N. 07·26 W.

**DOCUMENTS:**
2 Health Certificates.
3 Crew Lists.
1 List of Passengers in Transit.
2 Lists of Passengers Disembarking.
2 Dangerous Cargo Lists.
1 Ship's Register.
1 Tonnage Certificate.
**PILOTAGE:** Black boat, wooden hull, white "P" at bow. Station near buoy No. 1 (harbour entrance). All sea-going vessels enter or leaving harbour are obliged to avail themselves of the services a Pilot. Latest 24 hours before prior arrival cable "Corporacao d Pilotos de Vila Real de Santo Antonio" or to Agent. Depar vessels should apply for their Pilots at least 6 hours before the ti of departure.
**MAX. SIZE:** Entrance channel 4,000 metres long, has a depth 4 metres (12 ft.) at LW. Vessels drawing up to 5·5 metres (16 can enter under normal circumstances 1 hour before HW, a le clearance about 1 ft. will be maintained.
**TUGS:** Tugs up to 105 h.p. available.
**BERTHING:** One pier of 300 metres long. Depth at pier 20 ft.
**STEVEDORES:** Ordered by Agents. ETA to stevedores is nece sary. No work allowed on Sundays.
**MEDICAL:** Inoculations in hospital Marquês Pombal – Vila R de Santo Antonio.
**FRESH WATER:** Obtainable alongside quay.
**FUEL:** Gas-oil can be supplied in small quantities.
**GANGWAY/DECK/WATCHMEN:** Compulsory.
**OPENING/CLOSING HATCHES:** Crew allowed open and clo
**TOBACCO/WINE/SPIRIT ALLOWANCE:** About 200 cigarett and 1 bottle of spirits per man.
**CONSULS:**
Britain, Falconer, Rua Dr. Oliveira Salazar, No. 4
Netherlands, Matias Gomes, Avenida da Republica, 73
France, Santiago Ponce Medeiros, Avenida da Republica, No.
Finland, Emilio Garcia Ramirez, Avenida da Republica, No. 13
Greece, José Rodrigues Marques, Avenida da Republica, No.
Italy, Mario Parodi, Avenida da Republica, No. 11
**REPAIRS:** There is one small ship-repair yard at Vila Real Santo Antonio.
**HOLIDAYS:** 1st January; 10th June; 15th August; 5th Octob 1st November; 1st December; 8th December; 25th December.
**POLICE/AMBULANCE/FIRE:** Police 66; Ambulance 202; F Brigade 202.

**AUTHORITY:** Junta Autonoma dos Portos and Delegacao Advaneira de Vila Real de Santo Antonio.
**AGENT:** See "Lisbon".

## Puerto Rico

### AGUADILLA: 18.22 N. 67.12 W.

**DOCUMENTS:**

1 copy of Inward Foreign Manifest (U.S. Customs Form 5727–A), Cargo for San Juan.
1 Stores List.
1 Crew Purchase List.
1 Passenger List (if any).
1 Crew List (U.S. Form I–418).
1 copy of Ships in Transit Cargo Manifest.
Clearance from Last Port.

**PILOTAGE:** Mayaguez's Pilots provide service in Aguadilla. Advise ETA in good time to Aguadilla Terminal.
**RESTRICTIONS:** Open port, very deep, safe in good weather. Cold fronts from North cause very heavy swells. Cannot berth during this kind of weather.
**MAX. SIZE:** 600 ft. long, 36 ft. draft.
**HEALTH:** Advise arrival to Aguadilla Terminal Inc. for free pratique.
**BERTHING:** The Aguadilla Shipping Terminal operates a bulk sugar-loading facility. Sugar-loading vessels tie-up on mooring buoys. There is 40 ft. or more depth at the outer end of the bulk sugar-loading berth. Ship ties up to 4 buoys and two bollards at main tower. Spring lines needed for shifting. Terminal boat handles lines, no charge; ship's lines not less than 600 ft. long.
**MEDICAL:** 24 hours notice preferred; 90 miles for nearest hospital except emergencies.
**TANKERS:** Molasses tankers – 10 in. connection (loading only). Only sugar and molasses loaded at the only loading facility available. Rate 66 tons/hr. sugar; 500 tons/hr. molasses.

There is also a mooring buoys and pile clusters berth for the tanker traffic that supply aviation gas for Ramey Air Force Base.
**FRESH WATER:** Available. 2 in. pipe-line with meter, 40c/ton.
**GANGWAY/DECK WATCHMEN:** Usually crew members are used.
**OPENING/CLOSING HATCHES:** Performed by stevedores.
**SHIP CERTIFICATES/CUSTOMS ALLOWANCES:** U.S. Customs regulations.
**IDENTIFICATION CARDS:** Required to go ashore.
**CONSULS:** No local representation.
**REPATRIATION:** Can be arranged.
**AIRPORT:** 20 min. drive. Regular airlines.
**TIME:** Atlantic Std. Time, 4 hours less than GMT. No alterations during year.
**HOLIDAYS:** Refer to "San Juan".
**SHORE LEAVE:** Allowed.
**DELAYS:** No delays unless another ship is already berthed.
**AUTHORITY:** Puerto Rico Ports Authority, Harbour Master.

### GUANICA: 17.57 N. 66.54 W.

**DOCUMENTS/GENERAL INFORMATION:** Refer to "Ponce".
**PILOTAGE:** Port operations are under the control of the Captain of the port. Pilot services are available day and night.
**ANCHORAGE:** Harbour is located 8 miles Westward of Guayanilla Bay. Though small, it is one of the best hurricane harbours in Puerto Rico.
**TUGS:** Available from Guayanilla.
**BERTHING:** Pier facilities are owned by the Guanica Central and used for bulk sugar shipments and limited general cargo operations. On the East side of the harbour entrance there is a reinforced concrete bulkhead wharf 440 ft. long with depths of 25 ft. alongside for the handling of bulk fertilisers. Small craft landings and facilities are along the boulevard fronting the beach.
**FRESH WATER:** Available in limited quantities for emergencies only.
**FUEL:** Available by trucks from Ponce.
**MEDICAL:** Medical assistance is available; if hospitalisation is required for any crew member, it will probably be necessary to arrange for admittance to a Ponce hospital.
**CONSULS:** None available locally, nearest at Ponce, Puerto Rico.
**AUTHORITY:** Port Captain, Puerto Rico Ports Authority.

### GUAYANILLA: 18.00 N. 66.47 W.

Oil Terminal owned by Commonwealth Oil Refining Co.
**DOCUMENTS/GENERAL INFORMATION:** Refer to "San Juan".
**PILOTAGE:** Port operations are under the control of the Captain of the port and pilot services are available day and night.
**ANCHORAGE:** It is the largest hurricane harbour and one of the best in Puerto Rico. Available for vessels of any draft. The harbour is protected at its entrance by extensive reefs which extend a mile or more offshore. The entrance channel between these reefs is about 1·5 miles long and about 0·4 mile wide.
**MAX. SIZE:** Tankers up to 680 ft. LOA, with maximum draft 35 ft. 6 in. forward and 38 ft. aft.
**TUGS:** Available 24 hrs. daily, as requested by vessel.
**BERTHING:** Fuel dock. Two 680 ft. berths with 365 ft. depth alongside. Mooring buoys placed to assist in clearing dock and mooring dolphins. No slop disposal facilities. The Union Carbide Company has berthing facilities for barge operations.

New port facilities for Commonwealth Oil Refining Co. and Pittsburgh Plate Glass are owned by the Puerto Rico Ports Authority.
**FRESH WATER:** Available whenever requested by the vessel.
**FUEL:** Available only whenever arranged by owners of the vessel and/or characters prior to arrival.
**MEDICAL:** Medical service is available; hospitalisation at Ponce, which is only 15 minutes distance.
**CONSULS:** None available locally; nearest at Ponce, Puerto Rico.
**AUTHORITY:** Commonwealth of Puerto Rico – Harbour Master. Port facilities are operated and owned by the oil refinery.

### JOBOS (Aguirre): 17.58 N. 66.39 W.

**DOCUMENTS/GENERAL INFORMATION:** Refer to "Ponce".
**PILOTAGE:** The Port of Jobos is served by the Pilots of Port Ponce. Services must be arranged in advance.
**ANCHORAGE:** A fine land-locked harbour, located on the South coast, approximately 42 nautical miles Eastward of Ponce and 20 miles West of Point Tuna. Anchorage inside the bay is Southward of the pier in depths of 19 to 24 ft. soft mud bottom.
**RESTRICTIONS:** The principal entrance is from Westward between Morrillo Cay and Ratones Cay, thence through buoyed channel to the bulk sugar-loading pier at Central Aguirre. Private range lights mark the dredged cuts. Controlling depth is 28.5 ft.
**TUGS:** No tug-boats available.
**BERTHING:** A 1,000 ft. finger pier at Central Aguirre, 29 ft. depth alongside. Pipe-lines for water and molasses, a conveyor belt for bulk sugar and a gantry crane are on the pier.
**FRESH WATER:** Fresh water is available at this dock.
**FUEL:** No bunkers are available at this dock.
**MEDICAL:** Medical assistance is available; if hospitalisation is required for any crew member, it will probably be necessary to arrange for admittance to a Ponce hospital.
**CONSULS:** None available locally; nearest available at Ponce.
**AUTHORITY:** Puerto Rico Ports Authority, port facilities owned and operated by Central Aguirre Sugar Company.

### LAS MAREAS: 17.55 N. 66.10 W.

The Puerto de la Mareas Terminal is located on the South side of the island of Puerto Rico. It is located approximately 26 nautical miles East of the port of Ponce. The nearest city is Guayama. All vessels calling at Phillips Puerto Rico Core Inc., Puerto de las Mareas Terminal should be consigned to Phillips Puerto Rico Core Inc., and all official documents for such ships should show them so consigned. In conformance with port regulations, no vessel will be allowed to tie up alongside a pier without having first obtained a berthing permit from the Ports Authority Captain of the port.
**DOCUMENTS:** The following documents are required by the Customs and Immigration Authorities for entry and clearance:

Master's Oath (Original and 1 copy).
Stores List (Original and 2 copies).
Crew Purchasing List (Curio List) (Original and 2 copies).
Inward Foreign Manifest (Original and 3 copies).
Quarantine Free Pratique (will be furnished by Doctor).
Deratisation Certificate (on date).
Crew List (1 certified and 2 not certified copies).
Clearance from Last Port (depends on sailing port).
Crewmen Landing Permits (for each crew member without the plastic Form I-189).
Passenger List (if any passengers).

The Passenger List must show full names, sex, age, nationality, and occupation of passengers landing at Puerto de las Mareas. The ultimate destination of in-transit passengers must also be shown in the passenger list.

Deratisation Certificates can be renewed at the port.

In most cases, outward clearance and cargo documents can be delivered on board by the Ship's Agent, making it unnecessary for Masters to obtain such clearance in person from the U.S. Customs Office.
**PILOTAGE:** The use of Pilots is compulsory for all vessels, with the exception of American Flag vessels bound to or arriving from a U.S. port which may dispense with Pilots provided the vessel has on board a deck officer qualified and licensed by the United States Coast Guard, as a harbour Pilot for Puerto de la Mareas. Vessel's

Agent will arrange for Pilot, upon notification in the arrival notice, who will board inbound vessels off the entrance to the harbour about one mile off-shore.

When approaching the dock and channel, vessels must have one anchor, to be designated by the Pilot, free of the hawse pipe and ready for quick release if necessary to stop the vessel.

Every vessel requiring a Pilot must provide, properly rigged and secured, a pilot ladder which conforms to international safety standards. When picking up or dismissing the Pilot, the vessel must heave-to and provide a lee with the pilot ladder rigged on the lee side.

**APPROACHES:** The harbour is entered through a channel 250 ft. in width and its narrowest portion, bearing N. 25° E. It is protected on the Eastern side by a rubble mound breakwater extending approximately 700 ft. from the shore line. The dredged channel extends out to the 40-ft. depth contour and has a width at this contour of approximately 900 ft., narrowing to 250 ft. approximately 2,100 ft. inshore from the 40-ft. contour. The 250-ft. wide portion of the channel is approximately 1,000 ft. long. At the inshore end of the 250-ft. wide channel, the harbour itself extends for a length of 2,300 ft. and a maximum width of 950 ft. The harbour has a depth of 38 ft. below mean low water. The above dimensions are given to the bottom of the channel; the sides of the channel and the harbour are sloped at 1 in 3.

**NAVIGATIONAL AIDS:** (A) Seabuoy: The Seabuoy is located 300 ft. West of the centre line of the channel 2 miles offshore from the end of the rubble mound breakwater. It displays a white light through 360° flashing 0·4 second on and 3·6 second off. The buoy is painted with black and white vertical stripes and is fitted with a radar reflector.

(B) Channel Marker Buoys: Two lighted channel marker buoys are provided, located 550 ft. on either side of the centre line of the channel, 2,024 ft. offshore from the end of the rubble mound breakwater. These are lighted and marked as follows:

(i) Port-to (inbound vessels): This buoy has a 360° green light, flashing 0·5 second on and 2·0 seconds off. It is equipped with day-boards 3 ft. by 3ft. square, and painted black with green reflective perimeter.

(ii) Starboard-to (inbound vessels): This buoy is a 360° red light, flashing 0·5 second on and 2·0 seconds off. It is equipped with triangular day-boards 4 ft. by 4ft., painted red.

(Both these buoys are located at the 40-ft. depth contour.)

(C) Channel Marker Navigation Lights: There are four channel marker navigation lights, three of which are located on piling, and one on the end of the rubble mound breakwater.

(i) Port-to (inbound vessels): This marker is located on piping 400 ft. from the centre line of the channel, 2,024 ft. inshore from the channel marker buoys. The light is located 20 ft. above MLW, and is displayed through 360°. It is a green light, flashing 0·5 second on, 2·0 seconds off. The marker is fitted with 3 ft. by 3 ft. square day-boards, painted black with reflecting green perimeter.

(ii) Starboard-to (inbound vessels): This marker is located on a tower at the end of the rubble mound breakwater, 50 ft. above MLW. The light is displayed through 360°, red, flashing 0·5 second on and 2·0 seconds off. The marker is equipped with 4 ft. by 4 ft. red triangular day-boards.

(iii) Port-to (inbound vessels): This marker is located 175 ft. from the centre line of the channel 1,000 ft. inshore from the end of the rubble mound breakwater. It is equipped with a green light showing through 360°, flashing 0·5 second on and 2·0 seconds off. The light is located 20 ft. above MLW. The marker is equipped with 3 ft. by 3 ft. square day-board, painted black with green reflective perimeter.

(iv) Starboard-to (inbound vessels): This marker is located 175 ft. from the centre line of the channel, 1,295 ft. from the end of the rubble mound breakwater, and is mounted on piling with the light 20 ft. above MLW. It is equipped with a 360° red light, flashing 0·5 second on and 2·0 seconds off. The marker is equipped with red day boards 4 ft. by 4 ft. triangular in shape.

(D) Obstruction Light: This light is mounted on the turning dolphin and displays a 360° steady red light.

(E) Range Lights: The front range light is mounted on a tower located on the centre line of the channel. It consists of a set of double red aircraft warning lights 75 ft. above MLW. It is fitted with 4 ft. by 8 ft. day-boards, painted with red–orange reflective coating. The light is located 3,500 ft. inshore from the end of the rubble mound breakwater.

The back range light is located on the centre line of the channel, 5,500 ft. inshore from the end of the rubble mound breakwater. The light consists of a set of double red aircraft warning lights, 110 ft. above MLW. The tower is fitted with 6 ft. by 12 ft. day-boards painted with red–orange reflective coating with a 3 ft. white stripe down the centre.

**RESTRICTIONS:** The entrance channel has a depth below MLW of 40 ft. and the harbour itself has a depth of 38 ft. below MLW. Shipmasters are cautioned that swells in the approach channel can increase the draft of their vessels, therefore caution must be exercised in entering the channel in periods of heavy weather.

**RADIO:** Agents of vessels or owners or its representatives should advise Phillips Puerto Rico Core Inc. by telex, cable or telephone, 72 hours, 48 hours, and again 24 hours before their expected arrival at the sea buoy.

ITT Telex no. 385347 "Philcorgya".

Puerto Rico Communication Authority-Telex no. 347.

Telephone (809) 864–1515.

Incoming vessels should advise the Agent by radio, 48 hours and again 24 hours before their expected arrival at the sea buoy. Co stations available for such advice are:

Lantana Radio (WOE) – Lake Worth, Florida. (Equipped with RC automatic land-line circuit direct to New York City, San Francis California and Washington, D.C.)

New York Radio (WNY) – New York City. (Equipped with RC automatic land-line circuit direct to New York City, San Francis California, Washington, D.C. Also equipped with teletypewri (TWX) for direct communication with steamship companies in th United States having this equipment.)

Chatham Radio (WCC) – Chatham, Massachusetts. (Equipped wi RCA automatic land-line circuit direct to New York City, S Francisco, California, Washington, D.C.)

San Juan Radio (WCT) – Radio Corporation of Puerto Rico Mari Station, Transmits at 2530 kc/s., receives at 2134 kc/s., watch at 2 kc/s.

In addition to the above commercial radio facilities, incomi vessels may contact the port through facilities on tug stationed the port. These facilities are as follows:

HF radio: range 2 to 300 miles. 2182 kc., working frequenc 2638 and 2738.

VHF radio: range 30 miles. Channel 16 (156·8 Mc/s), worki frequency channel 14 (156·7 Mc/s).

SSB radio: 12 Mc/s, 8 Mc/s, 4 Mc/s.

Vessels diverted to Puerto de Las Mareas must furnish the requir 48-hour and 24-hour notices of arrival, unless notice of diversion received when less than 48 hours before anticipated arrival, which case the notice of arrival will be given as soon as notice diversion is received. In such cases, however, Phillips Puerto Ri Core Inc. reserves the right to refuse to load or unload such vesse if tankage is not available for the cargo, or if cargo is not available loading.

**TUGS:** As a safety measure, Masters of vessels calling at La Mareas are advised to engage tugboat assistance on arrival, tu ship around, and tie up alongside the pier, heading bow out to se Arrangements for the use of tugboats should be made well i advance of vessel's arrival of the sea buoy.

**BERTHING:** The dock at the terminal consists of a finger pi approximately 1,122 ft. in length inside the harbour with a tank loading berth on each side. The finger pier consists of a car platform 45 ft. by 90 ft., with fitted fender piling and dolphins. Th cargo platform is connected to shore by a driveway 12 ft. 6 in. wid The mooring and breasting dolphins outboard of the cargo platfor are connected to each other and to the platform by a walkway. N launches are required to handle mooring lines. The top of the car platform is 12 ft. above MLW level. Water depth alongside the fing pier is 38 ft. at MLW. There is no current at the dock or in the harbo

The fender system and breasting dolphins are designed to wi stand the forces exerted by a vessel of 81,300 tons displacem approaching the dock with a velocity component perpendicular t the dock face of 0·30 ft. per second.

Bollards for mooring lines are provided on the breasting dolphin the mooring dolphins and the turning dolphins. Each of the bollar and their associated dolphins are designed to withstand 120,0 pounds of mooring line tension.

Vessels will be required to vacate berths promptly on completio of loading or discharging cargo. Permission to use a berth when no loading or discharging cargo may be granted under special circu stances, and must be requested in writing to captain of the port.

Vessels will be allowed one hour in which to vacate the berth af completion of cargo handling, to start when the last hose is dis connected.

Three hours will be allowed for ballasting at the berth after comp tion of discharging cargo. Vessels awaiting cargo papers and customs clearance must vacate the berth on expiration of allow time and move to anchorage to wait for delivery of the papers.

If the vessel fails to vacate the berth on the expiration of th allowed time, it will be held liable for payment of any demurrage an or damages incurred by Phillips Puerto Rico Core Inc., as a resu of delays to other vessels waiting berths, or for any other consequen of its failure promptly to vacate the berth.

Turning basin 1,100 ft. wide and 1,060 ft. long, outboard of th turning dolphin, is provided. The turning basin has a depth over t entire area of 38 ft. at MLW. The turning dolphin at the end of th finger pier is designed to assist vessels in turning in the basi Normal procedure will be for vessels to enter the harbour and tu prior to docking. In the case of loaded vessels entering the harbo they may, at the Master's discretion, wait until they have discharg and turn just prior to leaving the harbour.

**HURRICANES:** The south coast of Puerto Rico is subject t winds of hurricane force, accompanied by abnormally high tid during the late summer and fall. In the event of such abnorm conditions, vessels may be required to put out additional moorin or if necessary, to suspend all operations and put to sea until nor conditions prevail.

**MEDICAL:** U.S. Public Health Service doctors will be available f attendance on vessels at Puerto de las Mareas, upon receipt o notice 48 hours prior to arrival. If hospitalisation is required for an crew member, arrangement could be made through the shi Agent with hospitals located in the municipality of Guaya Ambulance service can be furnished through request to Agent.

**TANKERS:** The various cargoes available at the Puerto de la Mareas terminal include motor fuel, cyclohexane, benzene, pa xylene, orthoxylene, mixed xylenes, paraffinic naphtha, and oth special products. Feedstock for Phillips Puerto Rico Core In facilities is naphtha, and there is a fuel oil unloading line. Ca handling is accomplished through various sizes of lines, as follo

| *Product* | *Hose size (in.) (each side of dock)* | *Line size* | *Loading/ discharging rate with one pump* |
|---|---|---|---|
| Naphtha feedstock | 4–8 | 20 | 13,700 bph |
| Motor fuel | 3–8 | 20 | 12,000 bph |
| Motor fuel | 2–8 | 12 | 5,700 bph |
| Benzene | 1–8 | 12 | 2,000 bph |
| Cyclohexane | 1–8 | 10 | 3,000 bph |
| Mixed Xylene | 1–8 | 12 | 3,400 bph |
| Orthoxylene (high purity) | 1–6 | 8 | 800 bph |
| Orthoxylene (standard purity) | 1–6 | 8 | 2,600 bph |
| Paraffinic naphtha | 2–8 | 16 | 7,500 bph |
| Paraxylene | 1–6 | 8 | 2,000 bph |
| Toluene | 1–8 | 8 | 2,000 bph |
| Fuel oil | 1–8 | 12 | 2,000 bph |
| Ballast | 1–8 | 8 | 3,000 bph |
| Domestic water | 1–2 | 2 | 7 tph |

**CONNECTING/DISCONNECTING HOSES:** A crew will be provided by the terminal to connect and disconnect hoses on the ship. Vessels are requested to have blanks removed from the cargo lines and hose handling booms rigged on arrival at the dock.

**READINESS:** Notice of Readiness to load or discharge is warranty that the vessel is in all respects ready to receive or discharge cargo, and that the vessel's equipment is ready and capable of loading or discharging petroleum or petrochemical products. Phillips Puerto Rico Core Inc. reserves the right to refuse to accept such notice of readiness if, upon inspection, the vessel is found not to be ready to receive or discharge cargo. Vessels will be accepted loading or discharging on a "first come, first served" basis. Vessels may tender notice of readiness upon arrival, berth or no berth, according to the terms of the charter party or contract of affreightment under which they have been engaged.

**BALLAST:** Ship's Masters are reminded that they are prohibited by Puerto Rico law from pumping dirty ballast overboard when within the Puerto Rican limits. Facilities are provided for disposing of dirty ballast ashore at Puerto de las Mareas. Vessels provided with separate clean ballast systems completely segregated from the cargo system and reserved for clean ballast only, may pump ballast overboard from such systems while at the dock, provided the tanks are inspected and approved for such pumping by the Dockmaster. Heavy fines are enforced for any discharge of dirty ballast, and due to the limited area of harbour, any violations will be quickly detected and reported.

Ballast is pumped ashore through an 8-in. line, capable of receiving at a pressure at the ship's rail of 100 psi. The ballast facilities are sufficient to accommodate 30,000 barrels of dirty ballast. Vessels are requested to arrive with a minimum of dirty ballast.

**FRESH WATER:** Available at the dock in limited quantities.

**FUEL:** No bunkers available at Puerto de las Mareas. In an emergency, bunkers may be delivered by barge from Ponce. In such cases, however, special permission must be obtained from the Harbour Master to take bunkers from the barge while loading or discharging cargo. Lubricating oils may be obtained from Ponce.

**STORES:** May be ordered through the ship's Agent for delivery at the terminal, but must be ordered at least 48 hours prior to vessel's arrival.

**CONSULS:** Consular representatives of the following nations are available in Ponce:

Venezuela
France
Panama
Dominican Republic
Netherlands
Honduras
Spain
Sweden

Further information can be obtained through the Agent.

**REPAIRS:** Complete repair and dry dock facilities are available in San Juan. Limited facilities for emergency repairs are available at Ponce. Requests for such services should be made to the Agent 24 hours prior to arrival.

**SURVEYORS:** There are no classification society surveyors stationed at Puerto de las Mareas, but they are available on call from Ponce or San Juan. Requests for survey services should be made through the vessel's Agent at least 24 hours prior to arrival.

**CARGO INSPECTION:** Representatives of Chas. Martin Inspectors of Petroleum Inc. will be available for cargo quantity and quality inspection as required. Address: POB 1017, Guayama, Puerto Rico 00654. Telephone: (809) 864–0428, 864–1515.

**CUSTOMS:** U.S. Customs and Immigration Authorities will board vessels at the dock, except in unusual circumstances, in which case they will board the vessel at anchor outside the harbour. The vessels will be required to furnish an accommodation ladder.

American Flag vessels will not require Customs entry or clearance unless arriving or departing to a foreign port.

**HEALTH:** The usual regulations concerning sanitation apply to the Harbour of Puerto de Las Mareas. The use of rat guards on all lines is compulsory, under penalty of fines for failure to comply. Trash and galley refuse may not be dumped into the waters of the harbour and must be kept on board until the vessel has sailed. Discharge of toilets and bathrooms into waters of the harbour is prohibited. Sanitary facilities are provided on the dock for use by crew members while their vessels are at berth.

**FIREARMS:** All firearms and ammunition should be shown on the stores list and may not be removed from the vessel during its stay in Puerto Rican waters. Any violations of this regulation will result in fines and confiscation of firearms and ammunition.

**SAFETY:** The provisions of Part 35 "Operations" of the Rule and Regulations to Tankvessels, Subchapter D (CG-123) published by the U.S. Coast Guard are in force at Puerto de Las Mareas, and must be observed under penalty of fine and imprisonment as provided therein.

Particular attention is called to the following safety precautions:

(1) Vessels must be, and remain, in readiness to sail from the dock at any time. In the event of engine repairs, which might interfere with such readiness to sail, being required, written permission must be obtained from the Harbour Master before such repairs may be undertaken.

(2) Scuppers must be plugged during cargo-handling operations.

(3) Absolutely no smoking or open lights will be permitted on the dock or open decks.

(4) Screens in good condition must be used over gauging hatches when not actually gauging.

(5) Operations may be suspended at the discretion of the Master, or may be required to be suspended by the Harbour Master, during severe electrical storms.

(6) In the event of a breakdown of communications between dock and the shore terminal during loading operations, and the need to shut off the flow of cargo to the vessel, an emergency signal consisting of a continuous sounding of the ship's whistle shall be given. The signal shall not be discontinued until the flow of the cargo has been shut off.

(7) An electrical bonding cable will be provided from the dock to the ship. This bonding cable must be firmly secured to a clean metal surface of the vessel's hull or cargo piping before hoses are connected, and must remain in place until the hoses are disconnected.

Violations of these and other safety regulations, as described in Parts 35 of Subchapter D will result in the suspension of cargo-handling operations by the Harbour Master, or the PPRC dock personnel or safety inspectors, without recourse. Such suspension of cargo operations will continue until the violations are corrected or the safety hazzards removed.

**MAIL:** Official and personal mail may be addressed to the vessel in care of the Agent, and will be delivered to the vessel by the Agent on arrival. The Agent will accept official and personal mail from the vessel, and will ensure its delivery to the local U.S. Post Office, upon receipt of a mail transmittal slip to support disbursements.

**SHORE LEAVE:** Normally, there are no restrictions on shore leave. In order to avoid sailing delays, due to late return of crew members, Masters are requested to ensure that all crew members are aboard at sailing time.

Crew of foreign vessels must present valid passports, current individual International Vaccination Certificates, and a copy of Form I-95, properly filled out, in order to be passed through the terminal gates.

Taxi service is available from Guayama and may be called from the gate.

**AUTHORITY:** Puerto Rico Ports Authority; port facilities operated by Phillips, P.R. Core, Inc.

## MAYAGUEZ: 18.12 N. 67.09 W.

**DOCUMENTS:** If vessel staying less than 24 hours:

Crew List.
Stores List.
Cargo Manifest.
Crew Purchase List.
Valid Load-line Certificate.
Ship's Register.
Clearance from Previous Port.

Vessels working cargo. Two sets of documents to be prepared as follows:

Original:

1 copy of Inward Foreign Manifest (U.S. Customs Form 5727–A), Cargo for San Juan.
1 Stores List.
1 Crew Purchase List.
1 Passenger List (if any).
1 Crew List (U.S. Form I–418).
1 copy of Ship's in Transit Cargo Manifest.
Clearance from Last Port.

Duplicate:

Same as original except the in-transit Cargo Manifest.
If vessel has on board cargo for another American port, an extra copy of the original Cargo Manifest is required.
Crew members to declare individually all articles such as souvenirs, etc.

Agents require:

3 sets of Bills of Lading.
2 copies of Manifest (for San Juan only).
1 copy of Crew List.
1 copy of Stores List.
1 copy of Crew Purchases List.
1 copy of Narcotics List.
1 copy of Passengers List.

Certificates:

Valid Load Line Certificate.
Ship's Register.
U.S. Tonnage Tax Certificates (if any).

**PILOTAGE:** Ships Agents must make arrangements with Captain of the Port Office at Mayaguez Pier well in advance, not less than 24 hours, of arrival of vessel at harbour entrance. Pilot boats are painted black (hull) and white (topside) as required, showing the letter "P" on each bow. Pilots board 1 to 2 miles offshore of sea buoy depending on weather conditions.

**ANCHORAGES:** Close to the entrance channel and boundaries. Sufficient depths for large vessels.

**RESTRICTIONS:** The bay is easily entered day or night and is a good harbour in any weather, except in a hurricane. The harbour is 3·8 miles wide, and offshore is protected by shoals which extend across the harbour entrance in a general North by West direction.

The principal channel is about 0·4 mile wide, with depths at the entrance of about 47 to 120 ft. and it is marked by lighted buoys and the range. Depth in the inner channel is approximately 30 ft. and close alongside the pier from 28 to 29 ft.

**MAX. SIZE:** Cargo vessels 600 ft. or more in length call at the port. Safe draft for operations at the wharf is 27 ft.

**RADIO:** Communication to all points, including ships at sea, is available through commercial systems. Cables–Telex via RCA Communications, Inc., a global service of Radio Corporation of America. ITT World Communications, Inc., tel. 830–3316. Puerto Rico Telephone Company, local and overseas communications services, 129 and 128.

**TUGS:** Not used at Mayaguez Port.

**BERTHING:** Berthing permit required from the Ports Authority. The Puerto Rico Ports Authority operates the terminal facilities which consist of a bulkhead wharf approximately 1,200 ft. long, apron width, 30 ft., and transit sheds. There are other berthing facilities in the port which are owned by the tuna packing plants.

**STEVEDORES:** Arrangements are made by the ship's Agents or representatives.

**MEDICAL:** The Agent should know in advance any medical needs so that he can make the necessary arrangements with the U.S. Public Health Service. Good medical and hospital services available.

**TANKERS:** See "Port of Guayanilla". Regular calls from Esso and Texaco to unload fuel by means of barges in order to supply tanks on land by means of pipes located at berthing facilities.

**FRESH WATER:** Available at pier facilities alongside the berth in four outlets to supply any amount required at any time. Hose connections of 2½ in. or less, maximum pressure.

**FUEL:** All grades available.

**FIRE PRECAUTIONS:** Standard fire and safety precautions throughout. U.S. Coast Guard regulations.

**DEVELOPMENTS:** It is planned to locate a heavy lift crane on the berth facility.

**GANGWAY/DECK WATCHMEN:** Ship provides own gangway watchmen.

**OPENING/CLOSING HATCHES:** By stevedores.

**IDENTIFICATION CARDS:** Required to go ashore.

**CONSULS:** Dominican Republic, France, tel. 832–4322. Others at San Juan.

**REPAIRS:** Call San Juan facilities where complete salvage equipment is available. Service to other ports of the island.

**REPATRIATION:** Arranged by ship's Agents.

**AIRPORT:** Maní Airport, 15 minutes from pier, served by regular airlines daily from Mayaguez to San Juan.

**TIME:** GMT minus 4 hours all year round.

**HOLIDAYS:** Refer to "San Juan".

**POLICE/AMBULANCE/FIRE:** Telephone numbers: Police, 343–2020, 832–2300; Ambulance, 832–0496, 832–3212; Fire, 343–2330, 832–2330.

**TELEPHONES:** Can be arranged by Puerto Rico Telephone Company.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Puerto Rico Ports Authority, Post Office Box 3272, Mayaguez, Puerto Rico 00708. Autorip, Mayaguez, P.R. Tel. 832–3590, 832–3375.

## PONCE: 17.58 N. 66.39 W.

**DOCUMENTS:** If vessel staying less than 24 hours:
Crew List.
Stores List.
Cargo Manifests.
Crew Purchase List.
Valid Load Line Certificate.
Ship's Register.
Clearance from Previous Port.

Vessels working cargo: Two sets of documents to be prepared as follows:

Original:
1 copy of Inward Foreign Manifest (U.S. Customs Form 5727–A), Cargo for San Juan.
1 Stores List.
1 Crew Purchase List.
1 Passenger List (if any).
1 Crew List (U.S. Form I–418).
1 copy of Ship's in Transit Cargo Manifest.
Clearance from Last Port.

Duplicate:
Same as original except the in-transit Cargo Manifest.
If vessel has on board cargo for another American port, an extra copy of the original Cargo Manifest is required.
Crew members to declare individually all articles such as souvenirs, etc.

Agents require:
3 sets of Bills of Lading.
2 copies of Manifest (for San Juan only).
1 copy of Crew List.
1 copy of Stores List.
1 copy of Crew Purchases List.
1 copy of Narcotics List.
1 copy of Passengers List.

Certificates:
Valid Load Line Certificate.
Ship's Register.
U.S. Tonnage Tax Certificates (if any).

**PILOTAGE:** Port operations are under the supervision of t Captain of the Port and pilot services are available day and nigh

**ANCHORAGE:** Harbour is protected from the prevailing Easte trade winds by enclosing reefs. To the Southward the harbour exposed and for this reason is not safe in a hurricane.

**RESTRICTIONS:** Depths: Entrance channel 36 ft.; turning bas 31 ft.; anchorage, 40 ft.

**BERTHING:** The municipal pier is a concrete and steel constru tion 430 ft. long by 100 ft. wide, with a steel and cement transit sh The municipality has also built a concrete bulkhead wharf extendi East-west for 2,260 ft. from the pier. To the North of the bulkhe wharf there is a manoeuvring basin 30 ft. deep. Depth alongsid Pier 1A, 30 ft.; Pier 2, 29 ft. 6 in.; Pier 3, 30 ft.; Pier 4, 30 ft.; Pier East-side, 33 ft.; Pier 5, West side, 32 ft.

**FRESH WATER:** Water is available whenever ordered in advan for 24 hour daily service or at request during office hours.

**FUEL:** Available by pipe-line: (Texaco only) diesel, gas oil, No. fuel oil. By trucks (Chevron, Shell, Esso).

**MEDICAL:** Ambulance permanently available at dock area, hosp tal and doctors service available as requested to the Agent.

**CONSULS:**
Colombia
Denmark
Dominican Republic
France
Honduras
Holland
Panama
Spain
Sweden
Switzerland

**REPATRIATION:** Arranged by ship's Agents.

**TIME:** GMT minus 4 hours.

**HOLIDAYS:** Refer to "San Juan".

**DEVELOPMENTS:** Shed No. 1 has been dismantled to provi space for open space cargo operations.

The existing part of the bulkwharf running South–North which 260 ft. long is being reconstructed to increase its length to 600 in which a gantry crane will be erected to handle bulk cargo. Th crane will have capacity of 76 tons.

A trailer ship terminal is under construction, consisting of apron of 600 ft. long and 40 ft. wide and marshalling space for 4 vans.

These new facilities will be in operation by December 1974.

**AUTHORITY:** Muelle Municipal de Ponce, Apartado 125, Pla Ponce, Puerto Rico. Tel. No. 842–2145.

## SAN JUAN: 18.28 N. 66.07 W.

**DOCUMENTS:** Foreign vessel calling for fueling purposes a staying less than 24 hours:
Crew List.
Stores List.
Cargo Manifests.
Crew Purchase List.
Valid Load Line Certificate.
Ship's Register.
Clearance from Previous Port.

No customs formal entry or clearance is required if vessel depa before 24 hours and transacts no other business related to cargo passengers.

Vessels working cargo. Two sets of documents to be prepared follows:

Original:
1 copy of Inward Foreign Manifest (U.S. Customs Form 5727-A Cargo for San Juan.
1 Stores List.
1 Crew Purchase List.
1 Passenger List (if any).
1 Crew List (U.S. Form I–418).
1 copy of Ship's in Transit Cargo Manifest.
Clearance from Last Port.

Duplicate:
Same as original except the in-transit Cargo Manifest.
If vessel has on board cargo for another American port, an ext copy of the original Cargo Manifest is required.
Crew members to declare individually all articles such souvenirs, etc.

Agents require:
3 sets of Bills of Lading.
2 copies of Manifest (for San Juan only).
1 copy of Crew List.
1 copy of Stores List.
1 copy of Crew Purchases List.
1 copy of Narcotics List.
1 copy of Passengers List.

U.S. Customs clearances: Documents required:
Outward Foreign Manifest.
Crew List in duplicate (American vessels only).

(Functions of admeasurement and documentation of American sels are performed by the office of Marine Inspection, U.S. Co Guard, Post Office Building, San Juan, Puerto Rico).

Consular clearances for the Dominican Republic:
5 copies of Crew List.

5 copies of List of Weapons and Ammunitions on board.
5 Lists of Passengers.
Consular clearances for Venezuela:
6 copies of Store List.
8 copies of Crew List.
7 copies of Passengers List.

Purser shall supply the Agents with necessary information to fill the inward and out bound cargo reports which have to be filled at Customs House after departure of the vessel.

Customs Inspector requires:
Valid Load Line Certificate.
Ship's Register.
U.S. Tonnage Tax Certificates (if any).

**PILOTAGE:** Compulsory. Ships Agents must make arrangements with pilot station well in advance – not less than 24 hours – of arrival of vessel at harbour entrance. Pilot boats are painted black (hull) and white (topside). Show the letter "P" on each bow. Pilots board three miles offshore of sea buoy. Call pilot station on Channel 16 VHF. There is no inner anchorage for incoming vessels to wait for the Pilot.

**ANCHORAGES:** Deep draft anchorage "E", on the South-west shore of Isla Grande, is for vessels awaiting Customs or quarantine, and no vessel shall remain more than 24 hours without a permit from the Commonwealth and U.S. Coast Guard Captains of the Port. Restricted Anchorage "F" (Fox), shoreward of the West margin of Anegado Channel, is for vessels discharging explosives. No vessel shall anchor without a permit from the Captain of the Port. Anchorage "D", East end of San Antonio Channel, is for yachts, schooners and small craft.

**RESTRICTIONS:** Besides the harbour entrance channel (Bar Channel) and the main ship channel (Anegado Channel) with depths of 42 ft. and 36 ft., respectively, there are four other navigable channels in the inner harbour:

The Army Terminal Channel, which runs in a straight North to South direction is approximately one mile long and 300 ft. wide. Charted Depth in the Army Terminal Channel and alongside Piers 1 and 3 is 35 ft., safe draft 33 ft. Depth in other channels varies 30 to 32 ft. and alongside pier facilities 28–30 ft.

The Puerto Nuevo Channel, approximately 1 mile long and 300 ft. wide. with an average depth of 32 ft.

The Graving Dock Channel, approximately 1 mile long, 300 ft. wide, an average depth of 30 ft.

San Antonio Channel, approximately 1½ miles long, 300 yards wide, mid-channel average depth 35 ft.

**MAX. SIZE:** Cargo vessels 750 ft. in length call regularly at the Port of San Juan. Channel to tanker's berth, 36 ft.

**RADIO:** Radio communication to all points, including ships at sea, is available through commercial systems. Cables-Telex via RCA Communications, Inc., a global service of Radio Corporation of America, tel. 723–6170, San Juan, Puerto Rico.

The signal station at Fort San Cristobal in San Juan harbour is manned around the clock for radio-telephone communication with incoming and outgoing ships traffic. Transmitting vessels can communicate with the station through 156·8 mHz (Channel 16) for call and reply and working Channel 14, 156·7 mHz.

Vessels approaching to enter San Juan Harbour shall remain outside not less than 3 miles Northerly of the harbour entrance to pick up the Pilot, and vessels about ready to depart shall inform the signal station via radio-telephone of their intentions.

**TUGS:** The Puerto Rico Lighterage Company, tel. 723–6164, and Port San Juan Towing Company, tel. 724–2360, operate a fleet of tug-boats. Tugs join vessel just inside harbour entrance.

Use of tugboats compulsory for docking and undocking vessels 8,000 tons displacement and over unless equipped with bow or side thrusters.

**BERTHING:** All vessels must request and obtain well in advance before arrival a berthing permit from the Ports Authority.

*Pier 1:* North shore of the harbour, in the Old San Juan waterfront, East of Customs Building and next Westerly to the ferryboat landing. Modern twin berth, double deck cruise and passengers vessels terminal, pierside passenger and baggage gangways, elevators, parking and shopping. Water and light facilities available.

*Ferry Terminal:* Next Easterly to Pier 1. Ferry terminal for the San Juan-Cataño ferry fleet.

*Pier 3:* North shore of the harbour, Old San Juan waterfront next Easterly to the ferry terminal. Tourist ships terminal similar to Pier 1. Depths in the approaches and alongside tourist piers 35 ft.

*Wharf No. 6:* An extension of the open bulkhead easterly of Pier 3 marginal wharf, 940 ft. long being reconverted to accommodate cruise and passengers vessels. Water and light facilities available.

*Pier 7:* Northerly continuation of Pier no. 6; 472 ft. long, one berth, general cargo pier. Operated by the San Juan Dock Company.

*Pier 8:* East of Pier 7, finger pier, three berths, general cargo pier. Transit shed area and other covered storage 175,508 sq. ft. open area 40,000 sq. ft. Water and light facilities available.

*Pier 9:* East of Pier 8. Finger pier, three berths, general cargo pier. Net storage space pier shed 133,738 sq. ft. open area 40,000 sq. ft. Water and light facilities available.

*Pier 10:* North shore of San Antonio Channel. East of Pier 9. Finger pier, one berth, tug and barge terminal. No transit shed space. Department of Public Works' facility, leased to the Puerto Rico Ports Authority and sub-leased and operated by the Puerto Rico Lighterage Company. Water, fueling facilities and light available.

*Wharf No. 11:* East of Pier 10, marginal wharf, one berth, 580 ft. of bulkhead, general cargo pier. Transit shed area 100,000 sq. ft. ample back area. Gulf Puerto Rico Lines' pier. Water and light facilities available.

*Wharf No. 12:* An extension of Wharf No. 11. Bulkhead 550 ft. long, wide apron, 15,000 sq. ft. transit shed area, 37,000 sq. ft. open storage. General cargo wharves. Water and light facilities available.

*Wharf No. 13:* Prolongation of Wharf No. 12; 28,000 sq. ft. transit shed area, 55,000 ft. open storage area, general cargo wharf. Water and light facilities.

*Pier 14:* Extension of Piers 12–13 bulkhead; marginal wharf, general cargo pier, wide apron. 446 ft. long, 40,000 sq. ft. transit shed area, ample back area. Water and light facilities available.

*Pier 15:* General cargo pier. Dry dock, floating dock, ship repairs, foundry. One wooden floating dry dock of 1,000 tons capacity. Floating crane 25 tons lifting capacity. Four mobile cranes 45 tons capacity. Reinforced concrete graving dock. Fuel and water available. United States Navy installation under lease to Abarca Dry Dock and Marine Terminals for commercial ship repair and dry-docking operations. Bulkhead wharf and finger pier used by commercial vessels.

*Frontier Base Pier:* Navy facility operated by the Puerto Rico Ports Authority under contract. Two berths for sea-going vessels. Depth alongside 30 ft. Principally used for the handling of open storage cargo and the berthing of cruise vessels.

*Isla Grande Terminal:* South shore of San Antonio Channel. Marginal wharf. 1,500 ft. long bulkhead. Wide aprons. Transit shed 32,000 sq. ft. with 240,000 sq. ft. of paved open area. 30 ft. depth alongside Western section of bulkhead for shallow draft vessels. Container terminals:

(*a*) In a Westerly direction Seatrain Lines' lift-on-lift-off trailership terminal; bulkhead wharf 950 ft. long. Wide apron, ample trailers marshalling yards. Two 45 tons capacity pierside cranes.

(*b*) On the South shore, berthing facilities, 300 ft. bulkhead wharf with adjacent areas for TMT's roll-on/roll-off operations. Shoreside concrete ramp extending out seaward. Tug-barge operation, loading and unloading through bow and side ramps. Maximum draft approximately 18 ft.

(*c*) Berwind Lines' roll-on/roll-off shoreside ramp, barge-tug operation; loading and unloading at bow. Maximum draft 18 ft.

U.S. Navy property under lease and operated by the Puerto Rico Ports Authority.

*Puerto Nuevo Docks:* Terminals "A" and "B" marginal wharves. Two 500 ft. berths. 102,000 sq. ft. transit shed area. Two cargo sheds. Thirty ft. depth alongside. General cargo piers. Limited open storage area.

*Trailership Terminals:* (3 at Isla Grande port zone, above, 5 at Puerto Nuevo port zone. Berths C, E, F, G and H and West side Army Terminal).

*Berth "C":* TTT's roll-on/roll-off terminal. Shoreside movable ramps for side loading and unloading. Extra wide pier platform, ample trailer marshalling yards. 30 ft. depth alongside, approx.

*Berth "D":* 100,000 sq. ft. of transit shed space for break-bulk operations and cargo stripping. Marginal wharf 40 ft. wide, 600 ft. long. Ample cargo shed used for distributing cargo coming in trailers for different consignees. Ample trailer marshalling yard. Thirty ft. depth alongside, approx.

*Berths "E", "F", "G", and "H":* 600 ft. each, continuous bulkhead wharves, lift-on/lift-off operation. Maximum draft alongside 30 ft. Extra wide pier platforms. Ample trailer marshalling yards. Five 25-ton capacity pierside cranes are installed at Berth "F".

*Army Terminal Pier:* Finger pier; three berths. Approximately 50,000 sq. ft. transit shed area. East and West berths 600 ft. each. North berth 200 ft. Under the control of the Ports Authority. West side, ramp for roll-on/roll-off operation.

*Isla de Cabras Pier:* Explosives handling pier at Isla de Cabras. Ports Authority property.

*Bulk Grain Handling Facilities:* Berthing, silos and other shoreside installations for the receipt of shipments of bulk grains (Nebraska Mills, California Rice Mills, Red Seal, etc.).

**STEVEDORES:** Arranged by the ship's Agents.

**MEDICAL:** Medical attendance and services are available for seamen at the United States Marine Hospital in San Juan (out-patients). The Presbyterian Hospital handles internal cases.

**TANKERS:** Caribbean Oil Refinery pile clusters berth, maximum permitted draft, 33 ft.; Navy Oil Pier, maximum permitted draft, 29 ft.

**FRESH WATER:** Most of the piers have adequate installations to supply water.

**FUEL:** Served in barges either alongside the vessel at the pier or at anchor. Other combustible liquids are delivered in tank trucks by Shell, Esso and Texaco.

**REPAIRS:** Abarca Dry Dock and Marine Terminals handles dry docking and major vessel's repairs. Stateside Shipyard and Marina, at Isla Grande, and Vaello Shipyard at La Puntilla, Catano, operate marine railways for dry-docking and repairs of small vessels. The Puerto Rico Lighterage Company handles minor ship repairs.

**DEVELOPMENTS:** Two additional trailership berths are under construction at the Puerto Nuevo port sector.

**GANGWAY/DECK WATCHMEN:** Ship provides own gangway watchmen.

**OPENING/CLOSING HATCHES:** By stevedores.

**IDENTIFICATION CARDS:** Required to go ashore.

**CONSULS:**

| | | | |
|---|---|---|---|
| Belgium | tel. 725–3179 | Honduras | tel. 723–5230 |
| Bolivia | ,, 723–0180 | Italy | ,, 722–4344 |
| Colombia | ,, 722–3562 | Panama | ,, 767–2175 |
| Denmark | ,, 725–3885 | Holland | ,, 723–1442 |
| El Salvador | ,, 723–9160 | Mexico | ,, 724–7812 |
| Finland | ,, 722–0283 | Sweden | ,, 725–1842 |

| | | | | | |
|---|---|---|---|---|---|
| France | ,, | 722–3415,<br>725–4279 | Uruguay | ,, | 723–1787 |
| | | | Venezuela | ,, | 725–4055 |
| Great Britain | ,, | 767–4435 | Spain | ,, | 722–1045 |
| Dominican Rep. | ,, | 725–9550,<br>722–4422 | Germany | ,, | 725–5912,<br>722–2595 |

**REPATRIATION:** Arranged by ship's Agents.

**AIRPORT:** On outskirts of port area, served by regular airlines.

**TIME:** GMT minus 4 hours.

**HOLIDAYS:** *New Year's Day (January 1st); Three Kings' Day (January 6th); De Hostos Birthday (January 11th); Washington's Birthday (February, Third Monday); Emancipation Day (March 22nd); *Good Friday; De Diego's Birthday (April 16th); Memorial Day (May, Last Monday); *Independence Day (July 4th); Munoz Rivera's Birthday (July 17th); *Constitution Day (July 25th); Barbosa's Birthday (July 27th); *Labour Day (September, first Monday); Columbus Day (October 12th); Veteran's Day (November 11th); Discovery of Puerto Rico (November 19th); *Thanksgiving Day (November, last Thursday); Elections Day (November, 4 every years); *Christmas Day (December 25th). Any holiday falling on Sunday is observed on the following Monday.

* No cargo operations on these dates.

**POLICE/AMBULANCE/FIRE:** Police, 343–2020; Ambulance, 765–9700; Fire, 343–2330.

A Ports Authority ambulance stationed at Pier 14 is available for emergency service.

**AUTHORITY:** Puerto Rico Ports Authority, Post Office Box 2829, San Juan, Puerto Rico 00936. Autorip, San Juan, P.R. Tel. 723–2260.

**AGENT:** Continental Shipping, Inc. P.O. Box No. S-2467 San Juan, P.R. 00903. Cable: CONSHIP. Telex: R.C.A. (325) 2770. Tel. (809) 725-2532.

### YABUCOA: 18.03 N. 65.49 W.

Man-made harbour and channel located at the South East corner of Puerto Rico. Berthing facilities for deep draft tankers and a barge dock. Port and shoreside installations for the receipt and shipment of fuel oils and liquid chemicals for the Puerto Rico Sun Oil Company, a petro-chemical complex.

Facilities consist of the following: Ship channel 500 ft. wide, 40 ft. depth. Turning Basin. Dock and operating platform for a maximum of 100,000 tons dwt. tank vessels. Mooring, breasting and turning dolphins. Catwalks. Additional dock appurtenances (fire-fighting equipment, protective jetty, etc.). Pilot services and tugboats available.

**AUTHORITY:** Captain of the Port, Puerto Rico Ports Authority.

## Qatar

### DOHA: 25.17 N. 51.32 E.

**DOCUMENTS:** The following documents will be required at this port:

*Agents:*

1 copy of the Arrival Report (supplied by the Agent on boarding).
1 copy of the Crew List.
1 copy of the International Declaration of Health.
1 copy of the Passenger List (if applicable).

*Port Health:*

1 copy of Crew List.
1 copy of Dates and Types of Inoculations.
1 copy of the International Declaration of Health.

*Immigration:*

4 copies of Lists of Passengers Landing (if applicable).

*Customs:*

Bonded Store List (Bond will be sealed but issues are available).
Port Clearance Certificate should be procured before the vessel sails.

**PILOTAGE:** Application for a Pilot should be made through the Agent in Bahrain at least 24 hrs. before arrival.

Pilot station keeps a VHF watch 24 hrs. a day on Channel 16. Call sign DOHA PORT. Similar watch kept on R/T 2182 K/cs.

Pilot boat proceeds to the vicinity of the Doha Outer Buoy, position 25° 17′ 06″ N. 51° 41′ 26″ E. when the pilot is required. Pilot launches are painted white. When the vessel is underway the Pilot requires a pilot ladder complete with manropes. When the sea is calm and the vessel is at anchor the accommodation ladder may be used.

**ANCHORAGES:** Near the Outer Buoy and Southerly from it only. Minimum depth of water 5 fathoms.

**ENTRY RESTRICTIONS:** Compulsory pilotage for all vessels of 14 ft. draft or more. Naval vessels exempted. Depth of water in entrance is 27 ft. plus tide and the minimum depth of water required under the keel for manoeuvring in the channel is 3 ft.

Maximum draft for normal or average high waters is 28 ft. 9 in.

**MAX. SIZE:** Maximum length 525 ft., maximum breadth 75 ft., maximum draft 28 ft. 9 in. Vessels of 560 ft. have been accepted in favourable conditions.

**HEALTH:** The International Flag signals for pratique must be flown and remain up until the vessel is cleared by the Port Health Authorities. A Port Health Official will board the vessel in the anchorage or at the Deep Water Jetty when the vessel is alongside. There is no automatic or radio pratique available.

**RADIO:** ETA and Agents messages should be routed through Bahrain Radio. Radio-telephone communications through Doha Port signal station. Calling and listening 2182 kHz. Workin quencies, 2638 kHz, 2738 kHz, 2570 kHz.

**TUGS:** One Government tug M.T. *Raiyan* is normally availab assist in berthing operations. The only exception being when th is under repair.

**BERTHING:** Berthing alongside the Deep Water Jetty (30 ft.) 2,400 ft. in length and can accommodate four vessels at any one with drafts of up to 28 ft. A further two berths may be construct a later date.

Normally berthing and unberthing to and from the deep jetty is not at any time without certain reservations:

(*a*) Draft and trim of vessel.
(*b*) Height of tide.
(*c*) Visibility from Navigation Bridge.
(*d*) Prevailing weather conditions.

The duty Pilot has the option to berth or unberth a vessel a discretion after consultation with the Senior Pilot, when the a mentioned conditions are unfavourable.

**STEVEDORES:** ETA advice is required on the number of g workable. Advance notice is required for any heavy lifts (s excess of 10 tons dwt.) and the consignees name if possib special arrangements have to be made for handling. Average charge rate is 75 tons per hook day.

**MEDICAL:** Unless an emergency no advance notice is requ Hospital facilities do exist and a doctor will visit on request. Cu Vaccination and Cholera Certificates are required.

**DENSITY:** The density of the water is salt (1025) at all states o tide.

**FRESH WATER:** Fresh water is available in small quantitie tons) at the anchorage and larger quantities when alongside jetty and is supplied by motor tankers.

**FUEL:** At present time no fuelling facilities available.

**GANGWAY/DECK WATCHMEN:** The Public Security De ment (Police) post a guard at each gangway, but it is advisable ship also supplies a watchman. Before landing *every* crew me must lodge his passport or seamen's identity card with the g when alongside the jetty and at the dock Police Station whe the anchorage.

**OPENING/CLOSING HATCHES:** This work may be carried by either crew or stevedores, but usually by the latter.

**CUSTOMS ALLOWANCES:** Qatar is "dry" and no official a ance is made. The bond is sealed on the ship's arrival.

**CARGO GEAR:** No additional requirements apart from t required by International Law.

**CREW IDENTIFICATION CARDS:** Discharge Books or P ports are required to be handed to the Police before any member may proceed ashore.

**CONSULS:** The following countries maintain embassies in Q

| | | |
|---|---|---|
| Iran | U.S.A. | Jordan |
| Great Britain | Egypt | Yemen |
| Saudi Arabia | France | Netherlands |
| Kuwait | India | Tunisia |
| Iraq | | |

**REPAIRS:** Only minor repairs can be carried out. Metal-loc bottom brushing and underwater welding.

**REPATRIATION:** Crew changes can be carried out. The Ag will require to know the names, discharge book or passport num and necessary information of dates, etc. well in advance for authorities. Repatriation is normally by air, but Asian crews ca repatriated to Pakistan and India by sea.

**AIRPORT:** It is about 3 miles from the port to the airport. T are regular flights to Europe, U.K. and India by British Airw M.E.A., Air India, P.I.A. etc.

**TIME:** The standard time in Qatar is GMT plus 3 hours.

**HOLIDAYS:** The holidays in Qatar are usually religious therefore fall on moveable dates. As far as shipping is concer there are only two days when work is not possible under any circ stances.

**POLICE/AMBULANCE/FIRE:** Police 4646; Ambulance 5 Fire 5252.

**TELEPHONES:** Telephone available at the new Jetty. No. 257

**GENERAL:** Particular attention must be paid to:

(1) The Qatari flag must be flown at all times at the fore mast

(2) Liquor is not allowed ashore and it is a serious offenc offer alcohol to a Qatari.

(3) Smoking is not permitted in any public places during the mo of Ramadan.

**SHORE LEAVE:** Shore leave is permitted after the Immigra Authorities have cleared the ship and given permission, in wri on the Crew List. Seamens' documents or passports must be de sited with the police at the gangway and retrieved on retur aboard.

**DELAYS:** The only delays that can be expected for berthing on draft. No delay exists for vessels up to 22 ft. 6 in. Over this de may occur awaiting tides. Congestion delays for the discharg cargo do occur from time to time but the maximum that ca expected is 1/2 days.

**AUTHORITY:** Port Department, Ministry of Communication Transport, P.O. Box 313, Doha, Qatar.

**AGENTS:** The Qatar National Navigation & Transport Co. PO Box 153, Doha, Qatar, Qatar Arabian Gulf. Telex: DH 206. 23864. General Manager: 22245. Shipping Manager: 21138. Supervisor: 21213. Cable address: "Navigation Dohao".

## HALUL ISLAND: 25.38.55 N. 52.25.33 E. (See Plan)

Halul Terminal S.B.M.

Qatar national flag should be flown during hours of daylight.

**DOCUMENTS:** Master required provide 2 copies of crew list and show Light Dues receipt. All other necessary papers will be supplied on arrival, by Berthing Master.

**PILOTAGE:** Berthing Master will board incoming vessels in approximate position with Halul lighthouse bearing 270°×2·5 miles (that is to the Eastwards of the island) only. Vessels are requested not to pass to the Westwards or the Southwards of the island when approaching the anchorage or pilot cutter, as this is a hazardous area due to numerous underwater pipe-lines. Masters requested provide a good lee for the launch to facilitate boarding of Berthing Master and the lifting on board of equipment.

**ANCHORAGE:** To the Eastwards of Halul Island centred in a position with Halul lighthouse bearing 270°×2·3 miles. Depth about 80 ft. and bottom sand.

**MAX. SIZE:** SBM No. 1 up to 65 ft. draft (240,000 tons). SBM No. 2 up to 100 ft. draft (500,000 tons).

**HEALTH:** If sickness on board, details should be included in ETA message. No Doctor on Halul. In emergencies the services or advice of Company's Medical Officer based in Doha may be obtained. If Medical Officer or patient has to be flown to or from Doha, the tanker concerned will be charged for helicopter hire. Round trip is approx. £80.

**RADIO:** Vessels should establish communications with Shell Company of Qatar Ltd., Doha, at least 48 hours before arrival Halul Terminal, giving ETA local time and quantity of cargo required in long tons. Message to "Shell Qatar Doha" via Bahrain Radio. Any changes in ETA should be passed via Bahrain Radio, or if within range, through station 2AA (see below).

A private radio station, call sign "2AA", operated by Shell Company of Qatar Ltd., situated in position 25° 17′ 12″ N. 51° 34′ 39″ E. A continuous listening watch maintained on 500 kHz. Incoming tankers should listen for the 2AA traffic list which is transmitted on 438 kHz at 0400, 0800, 1200 and 1600 hours GMT after first calling on 500 kHz. Other details shown in Admiralty List of Radio Stations Volume 1.

A standard information cable is passed to all incoming tankers by station 2AA.

Ship's radio station must not be used while tanker moored to SBM.

**VHF:** A VHF station on Halul Island, call sign "Halul Control", maintains a continuous watch on the International Marine Band, Channel 6. The station has a range of approximately 50 miles and incoming tankers should establish communications with this station as soon as possible. Ship-to-shore communication during loading is by portable VHF Radio telephone provide by the terminal.

**TUGS:** Not available.

**BERTHING:** Approach is from the open sea, passing to the Eastwards of Halul. There are two single buoy moorings. Number one SBM in position 25° 39′ 00″ N, 52° 25′ 55″ E. fitted with two 810 ft.×16 in. floating hose strings and connected to one × 30 in. shore submarine and two 12 in.×150 ft. nylon floating mooring lines from the buoy. This berth will primarily accommodate vessels up to 120,000 tons dwt., but however, may be used for larger vessels if required. Loading rates of up to 8,000 m³ may be given. Number 2 SBM in position 25° 38′ 36″ N, 52° 27′ 35″ E. fitted with two 885 ft.×24/20 in. floating hose strings and connected to two double 15 in.×150 ft. nylon mooring lines from the buoy. This berth will accommodate vessels of over 120,000 tons dwt. with up to a draft of 100 ft. Loading rates of up to 15,000 m³ will be given. In both berths, mooring lines from the buoy are secured on the forecastle head using equipment provided by the terminal. A suitable messenger rope should be ready for use. No moorings are used aft. The Berthing Master will advise in detail the mooring procedure.

*Hose Connections:* No. 1 SBM amidships port side two 16 in. hoses. Hose derrick should be rigged to lift at least 5 tons and two 16-in. reducers should be fitted on the port side only.

No. 2 SBM amidships, starboard, side two 20-in. hoses. Hose derrick must be rigged to lift at least 10 tons and two 20-in. reducers should be fitted on starboard side only.

Hose connection carried out by ship's personnel with advice from Berthing Master. Tankers *not* permitted to immobilise main engines or auxiliaries whilst moored to SBMs.

**DENSITY:** At berth, 1028/1030 (approx.).

**CARGO:** Flash point below 32° Fahrenheit.

$H_2S$ content. Masters should refer to the International Oil Tanker and Terminal Safety Guide Section 1. 4. 2. on the subject quoted here for easy reference.

*1.4.2. Hydrogen Sulphide* – $H_2S$. Hydrogen sulphide has a disagreeable odour characteristic of rotten eggs which quickly deadens the sense of smell so that a dangerous concentration may be present which cannot be detected by odour.

If exposure to hazardous concentrations of this gas is likely to occur, appropriate safety precautions should be taken. Suitable respiratory protection should be available during ullaging and sampling.

The TLV is given as 10 p.p.m. but concentrations in enclosed spaces should be reduced as far below this level as practicable and if men are to work without breathing apparatus, a nil concentration should be achieved before entry is permitted and effective ventilation should be maintained.

On tankers regularly committed to the carriage of sour crude, $H_2S$ gas indicators should be provided.

It is important to realise that the concentration of $H_2S$ can be measured and expressed in two different ways.

the p.p.m. in the liquid, by weight;
the p.p.m. in the air, by volume.

Producing and processing departments at terminal often use the liquid measure for $H_2S$ content, and this could be confusing to tanker officers who usually think of $H_2S$ as expressed in air volume measure. There can be a vast difference between the two measures. The measure in air is higher and can be very much higher. For example, chemists have measured a concentration of 7,000 p.p.m. (deadly) in the vapour stream coming out of an ullage opening when a tank is being topped off with a crude oil containing only 70 p.p.m. $H_2S$ in the liquid. Therefore, it is of vital importance to appreciate that a sour crude can release a lethal concentration of $H_2S$ into the air.

The following guide to the effects on exposed persons of various atmospheric concentrations of $H_2S$ gives some indication of its dangers:

| Measured in air by volume | |
|---|---|
| 50 to 100 p.p.m. | Eye and respiratory tract irritation after exposure of one hour. |
| 200 to 300 p.p.m. | Marked eye and respiratory tract irritation after exposure of one hour. |
| 500 to 700 p.p.m. | Dizziness, headache, nausea, etc., within 15 minutes; loss of consciousness and possible death after 30 to 60 minutes exposure. |
| 700 to 900 p.p.m. | Rapidly produces unconsciousness and death occurs a few minutes later. |
| 1000 to 2000 p.p.m. | Death is apparently instantaneous. |

Apparent death from $H_2S$ is not irreversible as prompt and efficient artificial respiration may restore life.

The terminal should advise the Master if the cargo to be loaded contains $H_2S$ in concentrations which cause the gases vented during loading to be hazardous if inhaled. When handling cargo with a noticeable $H_2S$ content or when ballasting after discharge of such cargo, it is recommended that the following precautions should be taken.

The officer supervising the operations should keep a sharp watch on personnel for signs of fatigue or distress.

Lifelines, breathing apparatus and resuscitator should be readily available.

Loading through the pumproom should be avoided where possible to reduce the possibility of $H_2S$ contamination of the pumproom atmosphere.

Gas should be vented through the cargo tank venting system and, if open ullaging is necessary, the ullage plugs should be kept open only for a minimum period of time.

When ullaging tanks, personnel should work in pairs and stand at right angles to the wind direction in relation to the ullage opening.

Personnel should not enter a pumproom without first starting the ventilation, checking that there is no gas present, and without someone else standing by. If any gas concentration is recorded, a self-contained breathing apparatus should be worn.

Other spaces into which $H_2S$ may have been drawn should be ventilated and checked before entry.

Persons overcome by $H_2S$ should be moved to a gas free area immediately and artificial respiration should be administered at once.

Gas tests should be made on deck and in accommodations at regular intervals and particularly during the topping-off periods. If concentrations exceed 10 p.p.m. inside the accommodations, or 50 p.p.m. on deck more than 10 feet from a gas outlet, the loading rate should be adjusted and if this does not result in a decrease of the gas concentration, loading should be stopped until conditions have improved or other suitable measures are taken.

During discharge, the pumproom bilges should be kept dry.

During loading or ballasting operations, conspicuous notices warning of potential danger should be posted on deck and at pumproom entrance, and at the entrance to any other space which could be affected.

**TIME:** Local time is GMT plus 3 hrs.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**REPAIRS/STORES/LAUNDRY:** Not available.

**TANK CLEANING:** No facilities available and ships must arrive with clean ballast, lines and pumps.

**CUSTOMS:** Trading in liquor is *strictly* prohibited and no alcoholic drink should be offered to Arab nationals.

**TIME:** Local time GMT plus 4 hours.

**SHORE LEAVE:** Not Permitted.

**AGENT:** The Shell Company of Qatar Ltd., PO Box 47, Doha, Qatar, Arabian Gulf. Telegraphic address: "Shell Qatar Doha".

## UMM SAID: 24.54 N. 51.34 E. (See Plan)

When vessel enters port waters in ballast, the ballast water for overside discharge must be clean and a declaration signed by Master and delivered to representative of the terminal. Ashes, oil, oily water or other refuse must not be discharged overboard in port waters. Vessel's scuppers must be effectively plugged and leakage or spillage of oil aboard ship must not be swept or washed overboard whilst in port waters.

**DOCUMENTS:**
Health Declaration.
Crew Lists,
Light Dues Receipt.

Other necessary papers supplied on arrival.

**BUOYED CHANNEL:** All vessels wishing to navigate the Umm Said buoyed channel must obtain prior clearance from Umm Said Control who can be contacted on VHF Channels 14 or 16 or by Telex via Bahrain Radio, addressed to Petroqat Umm Said. This precaution is essential to avoid unexpected encounters with deep-laden oil tankers.

**APPROACHES:**

*Depths.* In Outer Channel there are at least depths of 37 ft. in vicinity of Nos. 1 and 2 buoys, 3 and 4 buoys and Nos. 9 and 10 buoys. Between Outer and Inner Channel, depth varies from 40 ft. at Nos. 11 and 12 Outer Channel buoys through 72 and 78 ft. between "S.E. Arrif" and "S. Arrif" buoys to 47 ft. close to No. 1 Inner Channel buoy. In Inner Channel, least depth is 38 ft. between Nos. 3 and 4 Inner Channel buoys.

From Inner Channel to anchorage, depths vary from 43 ft. between Channel and Turning buoy to 48 ft. at anchorage.

*Tides.* Tides in this area have large diurnal component and at times there is only one high water and one low water in twenty-four hours. This irregularity is more pronounced at Umm Said than at Outer Channel entrance for which predictions are made.

In December the higher high water, or the only high water during periods of single day tides, occurs between 0500 and 1400; in March between 2200 and 0900; in June between 1800 and 0100 and in September between 0900 and 2100.

At Umm Said there are a few days in the year when tide does not rise above 5 ft. and there are considerable periods each day when predicted height of tide is greater than 3 ft. In vicinity of Nos. 3 and 4 Inner Channel buoys, high water occurs about 1 hour after high water at Outer Channel entrance and rise of tide is slightly more than at Outer Channel entrance. Higher high water is normally 5 ft. or better, rising to 8 ft. at exceptional Springs.

Meteorological conditions may affect all the above tides by +2 ft.

*Tidal Streams.* In general, flood stream sets to South south west and ebb stream to North north-east, the rate being up to two knots at Springs.

Cross sets will consequently be experienced in the channel, more particularly in Northern part of Outer Channel, between Outer Channel and "S.E. Arrif" buoy and between "S. Arrif" buoy and the Turning buoy. Outer Channel entrance stream continues to set to Southward for some time after tide has started to fall.

**PILOTAGE:**

Inward: Except on special request Pilots are not provided for the inward passage. Tankers should proceed to Eastern Anchorage, having first received clearance from Umm Said Terminal to enter channel. This is to ensure that all outward bound vessels are aware of traffic movements in channel. Pilot will board incoming vessels at "H" Buoy, if requested.

Outward: Compulsory. Pilots will be disembarked off Hul (H) light buoy.

N.B. It is requested that tankers of 40,000 dwt and over should have rigged, when in light condition, an accommodation ladder lowered to about 12 ft. above the water. This can be adjusted to suit conditions. A pilot ladder should be rigged immediately abaft the accommodation ladder, to within 2 ft. above the water. This will enable Pilot to ascend pilot ladder clear of launch, and then step on to lower platform of accommodation ladder. Vessels should comply with the current U.K. Merchant Shipping (Pilot Ladders) Rules.

When automatic pilot hoists are used a responsible English-speaking officer must always be in attendance.

Pilotage is compulsory for dry cargo ships bound for Umm Said anchorage. Pilotage performed by Doha Pilots.

**ANCHORAGE:** Eastern Anchorage. Depth 48 ft.

**MAX. SIZE:** Draft of laden tankers leaving Umm Said controlled by depth at outer end of Outer Channel. This is 37 ft. below Chart Datum and Zero of Predictions. Tide rarely falls below 1 ft. above datum, so that there is always 38 ft. or more in the channel.

Even under worst weather conditions there is no appreciable movement on larger ships in Outer Channel. As deep-draft vessels always reduce speed between Nos. 3 and 4 Inner Buoys and in Outer Channel, there is very little "draw down" and an allowance of 3 ft. under the keel for safety is considered adequate. Deep-draft vessels should endeavour to pass between Nos. 1 and 2 Outer buoys at higher high water for the Outer Channel entrance.

In general, limitations are as follows:

(*a*) Ships drawing 35 ft. or less can sail at any time on any day.
(*b*) Ships drawing 36 ft. will rarely have to use tides.
(*c*) Ships drawing 37 ft. will usually have to use tides.
(*d*) Ships drawing 38 ft. always have to use tides.
(*e*) Ships drawing 39 ft. will occasionally be neaped.
(*f*) Ships drawing 40 ft. will be neaped 120 days+a year. The best months are April to August.
(*g*) Ships drawing 41 ft. can sail occasionally. The best months are June and July.
(*h*) Ships drawing 42 ft. are not worth programming as on the few days when predictions indicate they could sail, meteorological conditions may well cut the tides.

*Navigation in shallow waters:* The navigation of deep drafted vessels at high speeds in shallow waters introduces certain hazards. Pilot/Mooring Masters and Masters of ships should be guided by the following:

(*a*) Due consideration should be given to the effect of draw down at speed on vessel's draft in shallow water, bearing in mind vessel's trim.
(*b*) If possible, confirm actual height of tide against predictions and if not, bear in mind that after strong winds the actual height of tide may be reduced and extra caution must be exercised for a few days during and after bad weather.
(*c*) Ensure accuracy of vessel's draft reading, including the ship drafts, having in mind the tendency of vessels to sag the adverse effect of a small list.
(*d*) Reduce to a minimum safe speed to pass over and near areas.
(*e*) Reduce to a minimum safe speed when negotiating turn order to reduce heel under helm.
(*f*) Note that list can mean an appreciable increase in draft.
(*g*) When strong tidal streams are running across a channel, vigilance is required, and allowance made for set, particu at reduced speed, to ensure vessel proceeds along channel.

**HEALTH:** (Quarantine and Medical Clearance). The Med Officer of Qatar Petroleum Company Ltd. will carry out these du Medical attention to Masters and crews of ships arranged by Q Petroleum Company's Medical Officer when asked for by Maste

**RADIO:** Vessels are requested to inform QPC Limited by cabl ETA Hul (H) light buoy 48 hours prior to arrival. It should be cle indicated whether times quoted are Greenwich Mean Time Local Time (GMT plus 3 hours). Also state quantity of cargo, in tons, and maximum loading rate required. Cables should be addres "Petroqat, Umm Said", and passed via Bahrain Coast Radio Stat

When advising ETA ships must state last port of call and if th is any sickness on board. If last port of call Bahrain or Ras Tan the port previous to them must be stated.

**VHF:** Tanker VHF Radio Communications. Terminal equip operate on six channels of International Maritime Mobile R Telephone Service as follows:

| *Channel No.* | *Transmit frequency mc/s.* | *Receive frequency mc* |
|---|---|---|
| 1 | 156·05 | 156·05 |
| 9 | 156·45 | 156·45 |
| 11 | 156·55 | 156·55 |
| 12 | 156·60 | 156·60 |
| 14 | 156·70 | 156·70 |
| 16 | 156·80 | 156·80 |

Continuous listening maintained on Channels 16 and 14, call being "Umm Said" and range of station approximately 50 miles

**TUGS:** No tug available.

**BERTHING:** Pilots act in same capacity as Mooring Masters in berthing, after which they supervise raising of flexible hoses connection to ship's manifold. During loading operation they ac company's representatives.

Vessel's crew are expected to assist with hose connecting.

Mooring, loading and unmooring carried out night and day necessary standards of safety can only be maintained if ves have equipment suited to terminal requirements.

North Berth is a Single Buoy Mooring in Position 24° 53′ 3 51° 34′ 54″ E. Vessels are moored by a single hawser from bo buoy. (See Plan section.)

The following equipment should be carried by each vessel:

(*a*) An 8 in. circumference × 120 fathom nylon hawser trailed a similar hawser, ready to run out from the bow. Also spare 8 in. × 120 fathom nylon hawser.
(*b*) One good boat rope 4½ in. circumference at least 200 ft. at portside.
(*c*) Derrick or crane rigged over the starboard side manif should be capable of lifting 16 in. float hose to a height to 30 ft. above deck.
(*d*) Reducers or adaptors to be bolted to two ship's flanges to take 16 in. hoses.

*Warning:* Ship's anchors must never be used within half a mi this berth or the 36 in. submarine pipeline and must therefo well secured at all times. (See Plan section.)

Vessels moored at South Berth by ship's anchors and moo buoys. Following equipment should be carried:

(*a*) Port and starboard anchors to be fitted with marker buoys sufficient line.
(*b*) Two good boat ropes 4½ in. circ., at least 200 ft. long.
(*c*) A good line by the pilot ladder for hauling on board equip such as hose clamps, wrenches, reducers and elbows.
(*d*) Four good mooring lines aft of a suitable size for the vess which they are used. Each line should consist of 120 fat hawser, tailed by a similar hawser and ready to run o required.
(*e*) Two good mooring lines forward similar to the after line use on breast buoy if necessary.
(*f*) Two good rope stoppers to be available forward. Four rope stoppers to be available aft.
(*g*) Derricks or cranes reaching over hose connection shoul capable of lifting flexible hose from sea-bed to a heig up to 30 ft. above deck.
Derricks should have a safe working load of 10 tons in to lift 12 in. hose strings.
(*h*) Reducers or adaptors to be bolted to ship's flanges, so take 12 in. hose.
(*i*) Carpenters stoppers are provided on loan by Q.P.C. for with Company's 4¾in. wires and chain stoppers should n used.

*Note.* Where a vessel has two or more loading connections ship's flanges should not be less than 4 ft. apart.

**TERMINAL INFORMATION:**

| *Berth* | *Max. t.p.h.* | *Fixed sea-line* | *Strings of flexible hose* |
|---|---|---|---|
| North (SPM) | 5,000 | One – 36″ | Two – 16″ |
| South (CBM) | 4,000 | One – 24″ | Two – 12″ |

*Depth of water:* Available depth of water at seaward end of sea-line is as follows:

| | |
|---|---|
| North Berth (SPM) | 65 ft. (19·6 m.) |
| South Berth (CBM) | 44 ft. (13·41 m.) |

An allowance of 8 ft. for South Berth has been made for height of sea-line end cradle above the sea bed.

*Berth limitations:*

North Berth (SPM) – None.
South Berth (CBM) – Head North – All vessels under 900 ft.
Head South – All vessels under 1,100 ft.

After the vessel has been securely moored in berth, the hoses are lifted and connected to the ship's manifold.

The Mooring Master will not transmit any loading instructions to the shore until the officer-in-charge of the deck is satisfied that the hoses are connected correctly and that all valves have been set for receiving cargo.

While in berth, ships should be ready to move under their own power in the event of their breaking adrift, catching fire, fire in adjacent berths or other emergency. No repairs should be carried out while in berth which would immobilise the ship or impair her fire-fighting efficiency.

The Mooring Master will instruct the Master of the vessel as to any signals needed for local requirements.

The Mooring Master brings a portable radio to the ship.

The radio may not be used for private conversation. Use of the ship's radio while at the loading berth is strictly prohibited.

When loading is completed, hoses will be disconnected and lowered, under the supervision of the Mooring Master.

Ships will then proceed to an anchorage allocated by the Mooring Master or direct to sea.

**BULK HANDLING FACILITIES:** A Government Jetty has been constructed in Umm Said Bay connected to a Fertiliser Production Plant and grain mill. There are facilities alongside the quay for loading bulk urea and bagged urea; for loading refrigerated liquid ammonia; discharging bulk grain.

Vessels up to 60,000 dwt. may be accepted alongside.

The jetty is 700 ft. long, 100 ft. wide; the deck level being 20 ft. 3 in. above. Admiralty Chart datum. There is a least depth of 40 ft. alongside.

Government Pilots provide berthing assistance. See "Doha".

The Qatar Petroleum Company has started construction work for a liquid gas plant which will include a "T"-head jetty extending approximately 380 metres seaward from position 24° 54′ 15″ N. 51° 33′ 37″ E. due for completion in 1974.

*OPERATIONAL EQUIPMENT*

*Ammonia Arm:* One 10 in. liquid ammonia loading arm and one 6 in. vapour loading arm at a fixed point serving the North berths.

*Ship Loaders:* Two loading mobile machines (ship loaders) serving the whole of South side of the jetty, one of which is capable of loading bulk urea.

*Grain Unloading:* Six unloading points for connecting two mobile grain unloading machines.

*Conveyor:* System for export of bagged and bulk urea and import of grain.

*Crane:* 10-ton swl dockside mobile crane serving the whole of the North side of the jetty.

**CARGO:**

1. Flash Point. Flash point of Qatar crude is below 32 degrees Fahrenheit.

2. $H_2S$ Content. Qatar crude contains concentrations of $H_2S$ (sulphuretted hydrogen). This is an evil-smelling poisonous gas which can be lethal depending on concentration of gas in the air inhaled. It can be detected normally by smell, but unfortunately a high concentration of the gas rapidly paralyses sense of smell and may lead to a false sense of security. It is, therefore, important that when the presence of the gas is detected the area or compartment concerned must be left with all possible despatch until adequate ventilation can be carried out. *The explosimeter will not detect this type of gas.*

The under-noted precautions have been evolved as necessary to provide against a possible accident.

(a) During loading gas should only be allowed to escape via the agreed venting arrangements.
(b) When ullaging tanks, personnel should keep to windward of the tank opening and avoid breathing fumes as much as possible. If $H_2S$ is inadvertently inhaled the man should leave the area and not return until his sense of smell has been restored.
(c) No one should enter any pump room or any compartment when gas could collect unless another person is standing by.
(d) Lifelines, breathing apparatus and resuscitator should be readily available.
(e) As a precautionary measure, the gas ejector for the pump room should be put into operation at any time entry is made into this space whilst the possibility of $H_2S$ gas entering pump room from cargo or empty tanks exists.

**LOADING:**

(a) *Readiness.* Notice of Readiness will be received by Company Representative provided vessel ready to load. Lay time will commence six hours after receipt of Notice of Readiness, berth or no berth. The Company will make every effort to load tanker on arrival provided berth available and weather permitting.

Advice from vessel which states she is ready to receive cargo is considered as final, and as indicating that every operation necessary aboard vessel has been completed. As soon a possible after such a signal has been received, and without further advice, loading will commence. Damage to hoses can occur if ship's valves are not open at the start of loading.

(b) *Pipelines.* Each berth connected to shore installation by one or two submarine pipelines. The seaward ends of pipelines terminate in 12 in. flexible hoses, there being two such strings of hoses at each berth.

A mooring barge is available to assist ships to raise hoses from sea bed and connect up.

(c) *Tank Dips.* When loading, dips shall be taken frequently of vessel's tanks, thereby preventing loss of oil through a leaking hose. This particularly applies at night, as seepage of oil is practically invisible on the water during darkness. Inspection of vessel's tanks will be made before loading commences by a ship's officer and a representative of the Terminal. Opening dips and closing ullages will be taken and the quantity of cargo calculated. Particular care must be exercised by ship's personnel, towards completion of loading, in the "topping-off" of tanks to ensure that Terminal given timely advice of any decrease in pumping rate required. Adequate "Stand-by" notice should be given before the final "Stop".

(d) *Loading Pumps.* Cargo is loaded with two 1,200 h.p. pumps. Sudden shutting of valves or asking for pumps to be stopped whilst loading at full speed can cause pressure surges throughout pipe system. This has caused breakage in the lines and consequent loss of large quantities of oil with the serious risk of fire. Should a pressure surge occur causing damage to flexible hoses connected to vessel you can imagine the risk with large quantities of crude oil on the decks and in the surrounding sea. In order to avoid any possibility of this, please ensure that 15 minutes notice of requiring to stop pumping be given and that *slow speed* be asked for at this time.

(e) *Ballast.*
(1) Essential that vessel is adequately ballasted to ensure safe handling and manoeuvring. Please comply with Mooring Master's requests as to ballast quantity and disposition.
(2) Umm Said is an open roadstead and subject to sudden changes in weather. On occasions it is of great advantage to commence loading whilst discharging ballast or prior to completely deballasting to avoid having the vessel in a flying light condition.
(3) No cleaning of boiler tubes whilst ship is in port.
(4) All pump-room seacocks must be closed before commencement of loading.

**FUEL:** Bunkers not available. A vessel proceeding to a nearby bunkering port should repeat ETA to Qatar Petroleum Company Ltd. for information. If Qatar Petroleum Company Ltd. have sufficient information concerning expected arrivals, taking into consideration time taken to bunker, they will advise Masters when they consider that probable delay at Umm Said can be avoided by the vessel loading cargo before proceeding to the bunkering port. A similar request may be made in exceptional circumstances when there is a possibility that unduly large stocks of oil may necessitate shutting down the field.

**FRESH WATER:** Not available.

**CUSTOMS ALLOWANCES:** The State Laws of Qatar are very strict about import of liquor and its consumption both on mainland and on vessels in harbour. No employee, whether senior or junior, is permitted to import any liquor direct or to bring any liquor ashore from vessels, and under no circumstances should liquor be offered for consumption on vessel to any company employee unless he is of staff status. At the present time vessels enjoy the privilege of not having to seal liquor stocks whilst in port, but this privilege would be withdrawn if above rules not strictly observed.

**DERATISATION:** No facilities.

**DISCHARGE CERTIFICATE:** The Master of every vessel loading at Umm Said is handed a Discharge Certificate for completion by the Customs or Port Authority at port of discharge and return by air mail to the Director of Petroleum Affairs, Government of Qatar. Doha, c/o Q.P.C. Umm Said within 40 days of sailing from Umm Said. It must be emphasised that failure to comply with this requirement may result in delay or even boycott of the vessel upon return to Qatar. It is therefore in best interest to ensure that Agent at port of discharge attends to despatch of this certificate with least possible delay and by *airmail*.

**OUTWARD PASSAGE:** Same track is followed as for inward passage. Speed must be reduced before rounding the Turning buoy and passage of Inner Channel must be made at slow speed to avoid increase of draft due to "draw down" or "heel under helm". Outer Channel should also be taken at moderate speed to avoid "draw down" and "canal action" when passing close to shoal patches.

**AGENT:** Agency carried out by Qatar Petroleum Company Ltd. Telegraphic address, "Petroqat" Umm Said. Postal address, Qatar Petroleum Company Ltd., PO Umm Said, Qatar, Arabian Gulf.

# Reunion Island

## POINTE DES GALETS: 20.55 S. 55.18 E.

**PILOTAGE:** Pilot is normally ordered by the ship's Agent, or in particular cases by the Harbour Master if contacted by VHF beforehand. Pilot launch carries regulation pilot signals. Pilot boards at the entrance to the port about 1 mile from the breakwaters.

**ANCHORAGE:** There are 3 anchorages in the roads near the port.
(a) In Baie de St. Paul in depths of about 40 metres, well marked and safe except in very strong swell.
(b) South of the port entrance in the immediate approaches, depths of 40 metres, only used in fine weather and calm sea.
(c) In roads of La Possession unmarked anchorage and little used.

If vessel requires a Pilot for anchoring, then anchorage dues are incurred. Vessels anchoring by their own means do not incur charges.
**RESTRICTIONS:** Entering port in daylight only. Before berthing vessels swing in the outer port using starboard anchor.
**MAX. SIZE:** Length, 175 metres; draft, 9 metres.
**RADIO:** Saint Denis Radio. Harbour Master's Office equipped with VHF.
**TUGS:** Only used to assist vessel manoeuvring in the port. Tugs join vessel in outer harbour. Ship's lines always used.
**BERTHING:** Berth assigned by Harbour Master, basis vessel's length and draft. Tankers berth in the outer harbour at dolphin berth. No slop facilities.
**DENSITY:** 1025.
**FRESH WATER:** Available by pipe-line at the quays. Rate 10 tons per hour. Not available at tanker berth.
**FUEL:** Bunkers reported to be available.
**MEDICAL:** Doctor and hospital facilities available.
**WATCHMEN:** Not necessary.
**OPENING/CLOSING HATCHES:** Normally performed by ship's crew.
**REPAIRS:** Only minor repairs can be effected.
**REPATRIATION:** All facilities available for crew change and repatriation.
**AIRPORT:** 30 kilometres away, daily connections to Africa and Europe.
**TIME:** GMT plus 4 hours. No alterations during the year.
**HOLIDAYS:** Same as for "France".
**SHORE LEAVE:** Crew are allowed to go ashore.
**AUTHORITY:** Capitain du Port.

**AGENT** SCAC La Reunion P.O. Box 705, 97474 Saint Denis De La Reunion, Tel. 21.01.32., Telex 937.

# Romania

## CONSTANTZA: 44.12 N. 28.41 E. (See Plan)

**DOCUMENTS:** As soon as vessel is boarded by the border control commission, the Master fills in a form of declaration in 4 copies, which together with Stowage Plan, Cargo Manifests, Sanitary Certificates, is handed to representative of the Agency. Also following documents are to be handed over at Harbour Master's Office:

Derating Certificate.
Certificate of Nationality.
Tonnage Certificate.
Safety Equipment Certificate.
Load Line Certificate.
Safety Radio-telegraph Equipment Certificate.
Ship's Register.
Safety Construction Cert.

N.B. These documents will not be returned to the vessel until sufficient funds, in U.S. dollars, have been deposited by Owners to cover all vessel's disbursements.

Crew Lists and Passengers Lists must be typed in several copies (up to 7).
**PILOTAGE:** Upon arrival in roads, a cable must be sent through radio coast station to Agent, stating hour of arrival and asking for Pilot. If entrance is not possible immediately due congestion Agent will call back the vessel advising when Pilot may board near the port entrance in order to berth vessel.

A Pilot is required for shifting in port, even for warping along the quay. Pilot-boat has black hull with "Pilot" in white on sides, and white upperworks. Pilots operate 24 hours a day on VHF Channel 14 only.
**MINEFIELDS:** Danger Area No. 3B (Constantza South). The area enclosed by the coast and by lines joining the following positions:

| | | | | | |
|---|---|---|---|---|---|
| (*a*) | 44° 09.81′ N. | 28° 38.25′ E. | (*b*) | 44° 08.99′ N. | 28° 39.96′ E. |
| (*c*) | 44° 08.50′ N. | 28° 39.96′ E. | (*d*) | 44° 08.50′ N. | 28° 54.01′ E. |
| (*e*) | 44° 00.17′ N. | 28° 54.01′ E. | (*f*) | 44° 00.17′ N. | 28° 39.88′ E. |

Danger Area No. 3A (Constantza North). The area enclosed by the coast and by lines joining the following positions:

| | | | | | |
|---|---|---|---|---|---|
| (*a*) | 44° 21.79′ N. | 28° 41.10′ E. | (*b*) | 44° 21.79′ N. | 28° 52.69′ E. |
| (*c*) | 44° 21.14′ N. | 28° 54.01′ E. | (*d*) | 44° 10.19′ N. | 28° 54.01′ E. |
| (*e*) | 44° 10.19′ N. | 28° 42.18′ E. | (*f*) | 44° 10.48′ N. | 28° 42.16′ E. |
| (*g*) | 44° 10.99′ N. | 28° 40.76′ E. | (*h*) | 44° 09.77′ N. | 28° 39.55′ E. |

**ANCHORAGE:** Anchorage areas in Constantza roads are just near the new port works in an area up to 44 ft. depth. Length and breadth have no special restrictions. Actual official permitted draft for tankers 30·6 ft. will be soon improved in new tanker berths. Constantza anchorage – East approach Nr. 2. Approach is between limits of Danger Areas Nos. 3B and 3A. Width 1·7 miles, length 15·3 miles, direction 270°–90°. Centre line joins following positions.

C1: 44° 09.35′ N. 29° 02.20′ E. At 17·5 miles on bearing 91° 12′ from Constantza main lighthouse (nr. 1·5).

C2: 44° 09.35′ N. 28° 41.00′ E. At 2·25 miles on bearing 99° 12′ from Constantza main lighthouse (nr. 1·5).

On this approach non-degaussed vessels with max. draft 12 metres may navigate.
**MAX SIZE:** Vessels up to maximum draft 35 to 36 ft. may berth in Constantza. See "Tankers".
**TUGS:** Tugs normally join vessel near port entrance assisting them until berthing.
**RADIO:** Constantza coast radio station, call sign YQ1, freque 462 kc/s. Operation – daily starting at 0650, 1250 and 1850 GMT.
**TANKERS:** Five oil wharfs under construction capable of bert tankers up to 80,000 dwt.
**MEDICAL:** Crew members are offered medical assistance all working days between the hours of 0900–1200 and 1300–1700.
**WATCHMEN:** Watchmen recommended for special gen cargoes. Cost will be arranged through Agent.
**CUSTOMS ALLOWANCES:** Small quantity permitted for e crew member out of bond but may be renewed if vessel stays lon in port.
**REPAIRS:** Largest dry dock in Constantza has 15,000 tons lif capacity, second dock up to 8,000 tons.
**TIME:** Local time is GMT plus 2 hours.
**HOLIDAYS:** Officiai holidays in Romania: New Year's Days and 2nd January); Easter Orthodox Monday (April); Labour Days (1st and 2nd May); Liberation Days (23rd and 24th Augu Anniversary of Socialist Revolution (7th and 8th Novemb Christmas (25th and 26th December); Proclamation of the Repu (30th December).
**STEVEDORES:** Working hours 0800–1700 and 2000–0500. Satur afternoons, afternoon of days before holidays, Monday morni and days after holidays until 0800 usually exempted in C/P altho work may be effected. Loading and discharging are generally effec by shippers and receivers, respectively at their own expense and t may work also on holidays, Sunday and Saturday afternoons, overtime expenses being charged to the vessel for shore labou but without payment of overtime to vessel's crew and with counting the time.
**SHORE LEAVE:** On completion of border inspection, crew can ashore taking their Seaman's Books (or Passports) and the perm they receive from the soldier at the gangway. The permits must returned to soldier upon coming back on board. In the event t crew members desire to visit another place outside Constan they shall inform Agent.
**GENERAL:** From the time a vessel enters the territorial waters Romania until she leaves the respective zone, i.e. 12 miles, it is co pulsory to fly the Romanian flag. Ships that call at Constantza the first time and have not got the Romanian flag on board must ha it ordered through the Agent immediately upon berthing.
**SHIPMASTER'S REPORT:** Rate of exchange is "Tourist Ra which is approx. three times official rate. It is illegal to take Roman money into or out of the country, any money which has not be spent must be returned to Agent in front of Customs when clearan is being given.

Any stages, gantlines or painting scows must be taken inboard night. First opening and closing of hatches are for ship's accou Motor-boats operate a "taxi" service in harbour at a cost of 8 per person per trip.

Bunkering barge *nr Monteoru* delivers oil at approx. 60 metric t per hour. Control will only issue clearance after all cargo wo bunkering, etc., is completed.

At Mineral Berth iron ore is discharged by two large Gan Cranes operating grabs, each working at approx. 200 tons per ho Rate of discharge is frequently disrupted by shunting of railw trucks – two tracks serve five berths.

**AGENT:** Navlomar Shipping Agencies, Telex 014–259. Cab "Navlomar Constantza".

## SULINA (including Galatz and Braila): 45.09 N. 29.39

**DOCUMENTS:** Within maximum 1 hr. from fulfilment of arri formalities the Master or Chief Mate reports at the Harbour Maste Office where he hands the following documents:

Certificate of Nationality.
Tonnage Certificate.
Safety Equipment Certificate.
Load Line Certificate.
Safety Radio-telegraphy Equipment Certificate.
Safety Construction Certificate.
Cargo Gear Certificate.

The above certificates are to be valid and not to expire before shi sailing the port, Load Line Certificate and Cargo Gear Certific not to be older than 12 months, and same remain with the Harbo Master until ship's departure when returned through the represe ative of the Agency that accompanies the Control Commission departure.
**PILOTAGE:** Notice of arrival to pilot station at Sulina is to sent in due time through Navlomar Sulina.

Sulina – South-east approach nr. 5. Width 1·6 miles. Lengt miles. Direction 146°–326°. Centre line joins the following positio

S1: 45° 03.01′ N., 29° 53.4′ E. At 11·5 miles on bearing 124° 24′ fr Sulina Lighthouse (nr. 1·20).

S2: 45° 08.9′ N., 29° 47.9′ E. At 5·75 miles on bearing 95° 42′ fr Sulina lighthouse (nr. 1·20).

Thence on the No. 01 Sulina black light and whistle buoy, afterwards on the line of Sulina Entrance leading lights (301° into Sulina Channel and so to harbour. On this approach n degaussed vessels with maximum draft 7 metres may navigate.

The port of Galatz is situated on the left side of the Danube miles from the Black Sea.
**RESTRICTIONS:** Vessels calling at Danube ports are oblig to wait in roadstead of Sulina, at least one mile away from the bl buoy (a black floating cylinder marked 01 in white, which is ligh at night by green flashing light). All vessels both entering and go

out of Sulina channel as well as during navigation in the channel and Danube, are obliged to have on board a Danube Administration Pilot. As a rule, entering and leaving the Sulina channel, as well as navigation in the channel, is prohibited after night-fall.

**MAX. SIZE:** The draft at Sulina bar is 23 ft. passable. Any other changes of official draft are broadcast daily, at 1150 hours on 1935 metres, long wave. Galatz: Maximum passable draft River Danube is 23 ft. (7·01 m.) for vessels up to 180 metres LOA.

**MINEFIELD:** Danger Area nr. 7 A (Sulina). The area enclosed by the coast and by lines joining the following positions:

| | | | |
|---|---|---|---|
| (*a*) 45° 13.27′ N. | 29° 40.42′ E. | (*b*) 45° 11.77′ N. | 29° 41.42′ E. |
| (*c*) 45° 09.17′ N. | 29° 57.22′ E. | (*d*) 45° 07.37′ N. | 29° 57.22′ E. |
| (*e*) 40° 03.07′ N. | 29° 54.82′ E. | (*f*) 45° 03.07′ N. | 29° 39.34′ E. |

**CLEARANCE:** On arrival in Sulina harbour vessel has to stop to complete border and sanitary formalities and after vessel has completed same, with Danube Administration Pilot on board, proceed to destination. After the vessel has completed manoeuvring to come alongside berth, she is boarded by the sanitary commission. If the vessel has passed the sanitary inspection she is boarded by border control commission which includes a representative of the Agency, the latter assisting the Master in fulfilling arrival formalities and facilitating meeting of any requirements on ship's part. The Master fills in a form of declaration in 3 copies which together with the Stowage, Plan, Cargo Manifest, etc., are handed to representative of the Agency upon his leaving ship. A supplementary declaration is to be completed by the Master, stating: 1. Who supports disbursements expenses (name, mail address, telegraphic address, number of telex). 2. Who supports the supplies of bunkers, provisions other services, etc. (name, mail address, telegraphic address, number of telex).

**RADIO:** Constantza – coast radio station. Call signal YQ1, frequency 462 kc/s. Operation daily, starting with 0650, 1250 and 1850 GMT. Contents of transmission: meteorological and navigation notices. Weather forecasts are broadcast in clear English or codified; radio notices to mariners and navigation warnings are broadcast in Romanian, Russian, and English.

**BERTHING:** After arrival in Galatz roads and port Pilot boarded, the berthing of the vessel is done as ordered by the Port Authorities according to the possibilities of operation (loading/discharging) and to the availability of berths.

**MEDICAL:** Crew members are offered medical assistance if necessary when the Master requests, and they have to come to the Agency Office between 0800 and 0900 hrs. every day, except Sundays and holidays.

**STEVEDORES:** Working hours: 0700–1500 and 1500–2300 hours.

**CUSTOMS ALLOWANCES:** For releasing cigarettes from Customs seal it is necessary to notify the Agent who, in turn, will arrange with the Customs House. Attention is drawn to the fact that bringing into or taking Romanian currency out of the country is prohibited. According to requirements of crew, the Master gets from Agent any sum of Romanian currency. The respective sum is charged in the disbursements account at official exchange rate +200% premium granted to seamen. Before departure from port the Master is obliged to return to Agent the sums of Romanian currency unspent against receipt. The sums are returned in front of the representative of the Customs during the control for departure.

**HATCHES:** Opening and closing of the hatches is to be performed by crew whenever requested due to weather conditions.

**CARGO GEAR:** Rigging of derricks, the good working condition of the winches and derricks, are permanent obligations of the vessel according to requirements of working gangs, The hatch ways must be opened or closed to their full size. The removable beams or covers shall always be stowed on deck on the side where work is not being carried on, so that they may not hinder working gangs or cause accidents. During operations, the vessel is recommended to close the hatches with rain tents, ship's property, if bad weather. If cargo handling gear gets out of order during operations, the waiting time of workers is charged against vessel and such time lost for breakdown of winches not to count as laytime.

**SHORE LEAVE:** On completion of border inspection crew can go ashore taking their Seaman's Books (or Passports) and the permits they receive from the soldier at the gangway. The permits must be returned to the soldier upon coming back on board. In the event that crew members desire to visit another place out of Galatz they shall inform the Agent.

**GENERAL:** From the time a vessel enters the territorial waters of Romania until she leaves the respective zone, i.e. 12 miles, it is compulsory to fly the Romanian flag. Ships that call at Galatz for the first time and have not got the Romanian flag on board must have it ordered through the Agent immediately upon berthing at Sulina Harbour. Throwing garbage overboard or pumping out dirty ballast or bilge water is allowed only beyond the territorial waters of Romania. Non-observance of these rules may result in fines varying between 3,000 and 10,000 lei imposed by the Harbour Master.

**AGENT:** Navlomar Shipping Agency.
Galatz: 20, 13 Junie. Telex 225. Cables "Navlomar Galatz".
Braila: 2 Imparatul Traian. Telex 10. Cables "Navlomar Braila".

## St. Lawrence Seaway:

### ST. LAWRENCE SEAWAY (See Plan)

**DOCUMENTS:** For Agent in Montreal, three unfreighted copies of Complete Manifest for Seaway Toll purposes covering all cargo to be discharged in the Great Lakes.

The St. Lawrence Seaway Authority requires one unfreighted copy of the Complete Manifest, plus one Transit Declaration Form.

In first U.S. port, a "Traveller" is made up by the Customs Inspector with the following documents:
2 complete sets of U.S. Cargo Manifests, plus 6 copies for Agents.
1 set Manifest of Cargo for first U.S. port.
4 Stores Lists.
4 Personal Effects Lists.
4 Firearms and Ammunition Lists.
4 Crew Lists, Form I–418.
4 Narcotics Lists.
4 Vessel's Itinerary Lists.
Vessel's Registry and copies of Paid Tonnage Tax Certificates.
Health Pratique.
Clearance from previous port.
2 sets Bills of Lading.
3 copies Stowage Plan.

In subsequent U.S. ports the following are required:
5 sets Manifest of Cargo for that port.
The Traveller and Permit to Proceed issued in previous port.
2 Stores Lists.
2 Personal Effects Lists.
2 Firearms and Ammunition Lists.
2 Crew Lists.
2 Narcotics Lists.
2 sets Bills of Lading.
3 copies Stowage Plan.

Vessels navigating St. Lawrence Seaway are required to complete applications for:
(1) Certificate of financial responsibility,
(2) Certificate of Insurance, form FMC 225,
(3) Oil discharge assurity Bond, form FMC 226,
(4) Guarantee in respect of liability for discharging oil, form FMC 227.

These applications have to be filed with the Secretary of the Federal Maritime Commission before a certificate is issued. The oil pollution liability certificate should be retained aboard the vessel.

**ICE ADVISORY SERVICE:** Ships inbound from seaward between December 15th and April 15th should advise the Ice Information Officer, Sydney, 36 hours prior to entering Cabot Straight, stating their position, destination, whether loaded or in bulk. This procedure will facilitate the passing of ice information to the ship as necessary. Ice information is also available from radio stations at Halifax, Seven Islands, Wirringate and Grindstone. The Canadian Broadcasting Corporation Maritime Network also broadcasts ice information daily during the winter navigation season. Supplementary ice information may also be obtained from the Canadian Marine Service Icebreakers.

During the ice season, radio broadcasts of ice information are made twice daily from Marine radio stations as follows: Cape Race, Newfoundland; Fox River, Quebec; Mont-Joli, Quebec; Halifax, Nova Scotia.

**PILOTAGE:** The first pilot station when entering the St. Lawrence River is at Les Escoumins, 80 miles West of Father Point. This Pilot will take the ship to the Quebec pilot station 121 miles to the West. Off Quebec a new Pilot boards to take the ship to Trois Rivières, where there is another change of Pilot for the remaining trip to Montreal.

*Pre-clearance:* Vessels intending to transit the St. Lawrence Seaway must be pre-cleared by a representative who shall assume responsibility to the authority for payment of all tolls and charges to be incurred.

Application for pre-clearance Form SLS 429 may be obtained from the St. Lawrence Seaway Authority, Cornwall, Ontario, or from the St. Lawrence Seaway Development Corp., Massena, New York.

**RESTRICTIONS:** The average navigation season in the St. Lawrence River is from April 1st to December 16th.

*Locks Nos. 1 to 7:* length, 860 ft.; width, 80 ft.; depth, 30 ft.; channel depth, 27 ft.

*Welland Canal Locks:* No. 1: length, 865 ft.; width, 80 ft. Nos. 2 to 7: length 859 ft.; width, 80 ft. No. 8: length, 1,380 ft.; width, 80 ft.; channel depth, 27 ft.

*St. Mary's River Locks:* MacArthur: length, 800 ft.; width, 80 ft. Poe: length, 1,200 ft.; width, 110 ft.; depth, 32 ft. Davis: length, 1,350 ft.; width, 80 ft. Sabin: length, 1,350 ft.; width, 80 ft. Canadian: length, 900 ft.; width, 59 ft. The channel depth (lower end) to the Canadian Lock is 20 ft., with a normal depth of 18 ft. 3 in. over the sill. As Easterly gales raise, and Westerly gales lower the water levels below the Loch temporarily, it is recommended that Masters of larger vessel ascertain the available depth from the canal office prior to locking.

*Speed Limits:* 10 m.p.h. upbound, 12 m.p.h. downbound in the Beauharnois Canal; 9 m.p.h. Port Weller Harbour and 7 m.p.h. in all other canals. The speed limits vary from 10 m.p.h. to 18 m.p.h. in most remaining sections of the St. Lawrence River; Lower Detroit River 12 m.p.h.; St. Clare River 9 m.p.h. to 12 m.p.h.; St. Mary's River 10 to 15 m.p.h. Speed limits are detailed in a seaway notice issued early in the year.

**MAX. SIZE:** Length 730 ft., beam 75 ft. 6 in., draft 26 ft. Masts must not exceed 117 ft. above water level.

**HEALTH:** All ocean-going vessels must obtain a free pratique before entering the Seaway. Vessels entering the Seaway direct may receive quarantine inspection and clearance from the Canadian authorities at Montreal while at anchor awaiting entrance to the Seaway.

**RADIO:** *Notice of Arrival.* Master must give at least 24 hours notice to Commander, 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also at least 24 hours notice of ETA at first U.S. discharge port is required.

*Welland Canal:* A vessel arriving at either calling- in point will call the Welland Canal Traffic Control Centre on Channel 16 (156·8 Mc/s) giving (*a*) name of vessel, and (*b*) position. Seaway Welland will acknowledge the call and request the vessel to shift to Channel 14 (156·7 Mc/s). The vessel will then shift to Channel 14 and give: (*c*) destination, (*d*) draft, fore and aft, and (*e*) cargo. If the vessel is called directly into the canal, she will be told to remain on Channel 14. If the vessel is not to come into the canal, she will be ordered to anchor and instructed to guard Channel 16 until called in. Unless instructed otherwise, vessels will guard Channel 14 during their entire transit from calling-in point 15 to calling-in point 16, or vice versa, and all transmissions will take place on Channel 14.

*Great Lakes:* It is recommended that vessels within a radius of 35 miles of a shore station use their FM transmitting and receiving equipment to ensure better connections. This pertains especially to vessels at anchor or in the proximity of a port or berth.

*Radio Stations:* Buffalo, New York, marine operator. Port Burwell, Ontario, marine operator. Geneva, Ohio, marine operator. Loraine, Ohio, marine operator. Rogers City, Michigan, marine operator.

**IDENTIFICATION CARDS:** In the first U.S. port, the immigration officer requires an alphabetical crew list made up on Form I–418 and visaed by the American Consul in the last overseas port. This crew list should contain the name of every crew member on board. Also needed are three copies of this crew list on the same form. The Immigration Officer will require all seamen's books and passports, to issue the completed crew landing permits made out on Form I–95A. The Master will be given a crew list receipt which will indicate the names of crew members detained on board, if any. In case a crew member is detained on board, he cannot go ashore, and at irregular times an officer of the Immigration Service will check if the crew member is on board. A fine of $1,000.00 will be imposed on the vessel for each detained crew member who is not on board.

**TUGS:** Whistle signals differ from those in international usage and are as follows:

1. Ship to Tug: One Long and One Short (— . ) = ship ready to proceed, O.K. or all right. One Long and Two Short (— . . ) = let go the bow tow-line. One Long and Three Short (— . . . ) = let go the stern tow-line.
2. Both Ship to Tug and Tug to Ship: One Short ( . ) = work propeller ahead when stopped, *or*, stop propeller when working, either ahead or astern. Two Short ( . . ) = work propeller astern. Three Short ( . . . ) = slow down or check. Four Short ( . . . . ) = work propeller strong in the same direction it is working at the time the signal is blown. Five or more Short Blasts ( . . . . . ) = the standard danger signal.

**SEAWAY EQUIPMENT:** *Radio-telephone Equipment:* All vessels, other than pleasure craft of less than 65 ft. in overall length, must be equipped with VHF radio-telephone equipment, in addition to the FM equipment otherwise required. The radio transmitters must have sufficient power output to enable the vessels to communicate with Authority Stations from a distance of 30 miles and must be fitted to operate from the wheelhouse and to communicate on 156·6, 156·55, 156·7 and 156·8 Mc/s.

*Stern Anchors:* It is strongly recommended that vessels in excess of 350 ft. in overall length be equipped with a stern anchor rigged and ready for immediate use. All vessels in excess of 350 ft., whose keels are laid after 1st January 1975, shall be equipped with a stern anchor.

*Propeller Direction Alarms:* Vessels in excess of 260 ft. in overall length shall be equipped with propeller direction and shaft r.p.m. indicators or visible and audible wrong-way propeller direction alarms located in the wheelhouse and in the engine-room.

*Sewage and Galley Waste Disposal Systems:* Sewage retention tanks and galley waste grease traps are required for vessels not otherwise equipped with containers for ordures. At Montreal, or at Port Colborne, vessels without retention tanks intending to call at Chicago must put on board portable chemical toilets which are offered for rental by two chemical companies. Two to ten chemical toilets are required for each ship at $30.00 each per week rental charge.

*Oily water separators:* Vessels which cannot contain waste oil products are required to be equipped with oily water separators or other such equipment for the extraction of oil products or waste water discharge.

*Rudder Angle Indicators:* Vessels in excess of 260 ft. in overall length shall be equipped with rudder angle indicators located in the wheelhouse.

*Gyro Compass:* It is recommended that vessels be equipped with a gyro compass.

*Radar Equipment:* It is recommended that vessels be equipped with radar.

Vessels not fitted for the Seaway as prescribed above, will incur expenses for the rental, installation and removal of compulsory fittings.

**REGULATIONS:** For additional information on regulations and procedures, Masters and Owners are urged to refer to the Seaway Handbook and Seaway Notices.

**AUTHORITY:** The St. Lawrence Seaway Authority.

# St. Pierre and Miquelon

## ST. PIERRE: 46.47 N. 56.10 W. (See Plan)

**DOCUMENTS:** Formalities completed on arrival. Advise
Service beforehand of vessels ETA, length, tonnage and draft.

Declaration of Health.
Derat Certificate.
2 Crew Lists.
2 Passenger Lists.
2 Cargo Manifests of any cargo to be discharged.
2 Crew Declarations (tobacco, liquor, souvenirs).
Certificate of Registry.

**PILOTAGE:** Contact pilot one hour before arrival calling TF
radio telephone on 2182 kilocycles. Permanent watch kept.
boats equipped with VHF Channel 12, radar, and radio-teleph
Pilot launch available at entrance to North-east channel in pos
46° 48′ N. 56° 08′ W. in the vicinity of the Land Fall Buoy.

Pilot launch named *Radar*, length 45 ft. The hull is black
superstructure white with "Pilote" painted on each side.
launch carries the International Signals for pilot launch day
night.

When the weather is bad contact Pilot on Channel 12
instructions.

Pilot is compulsory for vessel of 150 gross tons and over.

**ANCHORAGE:** In the roads, depth 13 metres, not secure in st
East winds.

*Shipmaster's Report:* The anchorage in the roads where fis
loaded ex-trawlers is absolutely not secure, even with mode
winds from any direction, and engines should be on stan
continuously. Several ships have gone on the rocks in a matte
minutes.

**MAX. SIZE:** Maximum draft 8 metres. New Port: Max. le
110 metres. Old Port: max. length 70 metres. Channel depth 5 me
below chart datum.

**HEALTH:** If suspected disease on board contact St. Pierre He
Service, tel. 279.

Masters of vessels arriving at St. Pierre may obtain free pra
via TXU. Message to be sent to Harbour Master Saint Pierre 12 ho
before arrival.

In the message the Master has to specify name of vessel,
number of crew members, where ship coming from, and if everyb
on board healthy; in these conditions flag "Q" is not neces
on arrival, but if any suspected disease or fever on board, ad
Health authority as well as Agent, and stand by instructions
berthing. Flag "Q" has to be flown in arrival in the roads.

**RADIO:** St. Pierre Radio, call sign TXU, receiving on 2182 kilocy
transmitting on 2410 kilocycles.

Masters of vessels arriving are requested to send their ETA
Harbour Master Saint Pierre 12 hours before arrival and corre
by a further message if necessary. The ETA should be GMT.
advise maximum draft and length.

Saint Pierre Radio is equipped with VHF Channels 16, 24 and
and maintains permanent watch on Channel 16.

**TUGS:** No tugs available but the pilot launch (230 h.p.) will as
on Master's request.

**BERTHING:** Mole du Commerce; length 170 metres, depth alo
side 8·50 metres.

Quai de Peche: length 135 metres, depth alongside 6 to 7 me

Mole Frigorifique: Three berths, No. 1; 120 metres length, 7 me
depth. No. 2; 85 metres length, 6 metres depth. No. 3; 120 me
length, 5·5 metres depth.

*Old Port:* Quai de la Douane: length 123 metres, depth 6 me

Quai de l'Alysse: length 50 metres, depth, 6 metres.

Pilot will inform Master of berthing prospects and any sp
requirements.

**STEVEDORES:** ETA notices are to be sent to Agent 24 h
prior arrival. Stevedore in Saint Pierre is Paturel Frères (tel. 604
295). Cable Address "Reltupa Saint Pierre". Telex Reltupa 20

Approximately 100 men are available for working on board ves
when loading/discharging or transhipping in the port. Crew
allowed to work only when no gangs are available.

One normal shift 0730 to 1600 every week-day, Saturday 073
1200:

Day Overtime, Saturday 1200 to 1600
Night overtime, every day after 1600 until 2400
Extra overtime, night after 2400 until 0700, and Sundays and holi
Work done with ship's derricks.

It is requested that a net be put under the gangway before sta
work.

Pallets, slings, fork-lift and crane (5 tons) available at a char

**TANKERS:** One berth alongside dolphins in depth of 8·50 me

**MEDICAL:** All facilities available.

**FRESH WATER:** Available at berths. Supplied by hoses,
25 cubic metres per hour.

**FUEL:** Only diesel oil SG 825/840 at 15° C available at all bert

**IDENTIFICATION CARDS:** Each man to carry passpo
seamen's book.

**CONSULS:** Local representatives for Canada, Netherla
Norway, Portugal and Spain.

**REPAIRS:** Small repairs can be effected. Floating dock, cap
750 tons, for vessels up to 13 ft. 6 in. draft.

**REPATRIATION:** Can be arranged.

**TIME:** GMT minus 3 hours all the year round.

**AMBULANCE:** Telephone: 279.

**AIRPORTS:** Connections from St. Pierre to Sydney (Nova Scotia) International Airport.
**TELEPHONES:** Not possible to place telephones on board. It is possible to contact the shore on Channel 16 via Saint Pierre Radio.
**HATCHES:** Opening/closing is normally carried out by crew.
**SERVICES:** Compass adjusting, radar repairs, radio, Decca, Loran and gyro-compass repairs and maintenance possible.
**AUTHORITY:** Officier de Port, POB 24, St. Pierre. Tel. 008.

## Samoa

### APIA, Western Samoa: 13.50 S. 171.45 W.

**DOCUMENTS:**
1 Clearance from previous port of call.
3 Crew Lists.
3 Passenger Lists.
2 Health Documents.
1 Manifest.
Bills of Lading.
Ship's Papers (stores and poisons).

**PILOTAGE:** 24 hours ETA is required. Pilotage is compulsory for merchant vessels. Pilot boards 1½ miles outside harbour on line of leading beacons. Pilot boat painted white with red awning. "Pilot" written on both sides of wheelhouse in brass lettering.

By night, in addition to usual navigation lights, pilot boat carries standard identification, i.e. a red light on foremast with all-round visibility. Exemption from pilotage may be granted to Masters of vessels trading regularly to Apia, but pilotage dues are still payable.

Pilotage District: This is defined as being all navigable waters contained within the segment of a circle of 3·5 nautical miles radius having as its centre Vaea beacon and having as its Western and Eastern limits radii bearing 348° and 030° respectively from its centre.

**ANCHORAGES:** In 20 fathoms outside a line drawn between the two reefs and preferably on line of leading beacons. Bottom is coral.

**RESTRICTIONS:** No night-time or tide restrictions. Turning basin dredged to 36 ft., extending to 1,200 ft. from each end of the wharf. Arrivals preferred during daylight hours.

**MAX. SIZE:** Shore bollards to take stern and bow lines for vessels up to 800 ft. in length. Maximum draft 36 ft. Maximum length 600 ft. if moored to buoy. No limit to beam. Tankers only use the buoy.

Present arrangement for tankers not considered satisfactory now that there is a wharf. Oil companies are considering an alternative arrangement.

**HEALTH:** Doctor boards vessel on arrival.

**RADIO:** Signals to incoming ships by radio or radio-telephone from Apia radio station 5WA. For radio, ships should call on 500 kc/s and operate on 483 kc/s. For radio telephone, ships should call on 2182 and operate on 2162 or other available frequency as may be arranged once contact has been established. Apia maintains continuous service. Call sign "Apia Radio" repeated.

**TUGS:** Two tugs available, *Pualale*, 450 h.p. and *Savaii*, 400 h.p.

**BERTHING:** Small charge made for use of hawsers and moorings. Export Wharf – reinforced concrete wharf 604 ft. in length on the East side of inner harbour. Maximum draft alongside 35 ft. All loading and discharging is carried out with ship's gear. No wharf cranes available. This wharf and all surrounding areas enclosed by fence is Customs area and all vessels trading to or from places outside Western Samoa must depart from or arrive at this wharf.

Buoy – one mooring buoy (red with white top) for use by tankers only. Usual to moor to buoy by the stern, using two wires and two ropes. Length of moorings will be advised by Pilot or Harbour Master having regard to sea conditions and interval between swells.

New wharf 604 ft. long, vessels up to 700 ft. may be berthed.

**STEVEDORES:** Arranged by ship's Agents.

**MEDICAL:** Advance notice to Agents prefereble. No private doctors but good general hospital where seamen may be admitted.

**TANKERS:** Shell, Mobil, and B.P. operating in Samoa, and have own discharging facilities. Tanker terminal situated on West reef. Vessel's stern moored half way between reef and buoy. Discharge line is 6 in. diameter. Launch service may be provided between ship and shore at a small charge.

**TIDES:** Mean high water intervals 6 hrs. 27 mins., spring range 3.2 ft., mean range 2.6 ft. Tidal stern normally slight, but after heavy rain outflow from rivers and streams can cause it to become quite strong.

**FRESH WATER:** Available at wharf from shore installation.
**FUEL:** Only light diesel fuel available.
**FIRE PRECAUTIONS:** Fire services available on wharf, station is half mile distant.
**WATCHMEN:** Recommended and available.
**HATCHES:** Opened and closed by stevedores.
**CUSTOMS ALLOWANCES:** No enforcements.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** The New Zealand High Commissioner represents all British subjects; French Consul, tel. 156.
**REPAIRS:** Minor repairs only.
**AIRPORT:** 25 miles from Apia on Western side of Island. Regular and frequent mail and passenger services.
**TIME:** GMT minus 11 hours. No alteration to clocks.
**HOLIDAYS:** No cargo on Sundays between 0300 and 2100. The recognised holidays are Christmas, New Year, Boxing Day, Good Friday, Easter Monday, Whit Monday, Anzac Day and Independence holidays from 1st June to 3rd June.
**TELEPHONES:** Police and public telephones near wharf and provisions are available for telephone connection to tourist vessels berthed at the wharf.
**POLICE/AMBULANCE/FIRE:** Hospital 364; Police 390; Fire 200.
**AUTHORITY:** Port Administrator and Harbour Master, PO Box 474, Apia, Western Samoa.

## Saudi Arabia

**TRAVEL FROM BAHRAIN:** Travel is permitted from Bahrain to Saudi Arabia, *provided* travellers (*a*) hold a valid International Vaccination Certificate showing that the holder was immunised at least five days before travelling to Saudi Arabia, but not more than three months previously; (*b*) that any traveller proceeding to Saudi Arabia from Bahrain should have taken the prescribed doses of Tetracycline over the 48-hour period immediately before travelling. The fact that the passenger has taken the Tetracycline should be certified by the Bahrain Health Department.

### DAMMAM: 26.30 N. 50.12 E.

**LOCATION:** Situated on the East coast of Saudi Arabia, in the Arabian Gulf, is operated by the Saudi Government Railroad.

**FLAG:** In addition to the quarantine signals which are to be shown until pratique is granted, the Saudi Arabian Flag must be flown from vessel's foremast while in port of Dammam.

**DOCUMENTS:** In order to cope with Port, Customs and Agent's requirements, following documents should be airmailed to Agents prior to arrival of vessel at Dammam port:
12 copies of Cargo Manifest for each port of loading, all typed, stamped and signed.
2 copies of Freight Manifest.
3 copies of Hatch List.
3 copies of Stowage Plan.
1 copy of each non-negotiable Bill of Lading.
List of Dangerous Cargo on board, if any.

The particulars of the certificates required by the SOLAS regulations are entered in SGRRO Form No. 805 on the arrival of the vessel at the anchorage and the certificates are sighted after berthing.

**PILOTAGE:** Pilotage at Dammam Port is compulsory. Manoeuvring of vessels in the vicinity of pier or in anchorage will always be performed under supervision of a Dammam port Pilot.

The Dammam port Pilot will board vessels at anchor off approaches to port or when they are abeam of Dammam Beacon No. 2 (approximate position 26° 33′ N., 50° 11′ E.), and will then pilot vessels to anchorage or berth at pier.

**ANCHORAGE:** The approach anchorage area is situated South of parallel 26° 34′ 00″ N., and may be demarcated on the East by the 6 fathoms contour starting in proximity of Beacon No. 1 coming up to light buoy No. 3, and thereafter remaining West of line drawn from light buoy No. 3 to Beacon No. 6. On the West, the approach anchorage area extends within the 6 fathom contour, starting from Beacon No. 2 up to Beacon No. 4 and thence remaining North of line joining Beacon No. 4 and Beacon No. 6.

The vessels anchored in approach anchorage are required to keep fairway clear for access to and from port.

**WEATHER:** The peninsula of Saudi Arabia is almost of an equatorial climate. In winter the temperature is rather low but in summertime it rises over 50 degrees Centigrade. Rain is generally scarce. During major part of year, but especially during summer, the relative humidity is high. From July to September it frequently exceeds 85%.

Winds in this area are not predictable for more than a few hours. They vary in strength and direction, although prevailing winds are from North-west.

Visibility is generally good. There are times, however, when it is reduced to a very short distance due to fog or dust held in suspension in the atmosphere.

**TIDE:** The Diurnal tide rise at port of Damman is approximately 8 ft. at springs, and 5 ft. at neaps. Currents generally drift with tide, and run in or out of the port in counter clockwise rotation. Depending on weather conditions and other contributing factors, these currents are slow moving at all times, speed reaching maximum of three knots.

**MAX. SIZE:** See "Berthing".

**HEALTH:** In accordance with international practice, quarantine signals must be displayed by all vessels approaching Dammam port. These signals shall be displayed continuously until pratique granted. Such signals are the following: Sunrise to sunset – Quarantine Flag; Sunset to sunrise – Signal Lights – red over white.

The Port Doctor or Quarantine Officer will board the vessel either at anchorage or at pier. Documents required for immediate inspection are the following:
Maritime International Health Certificate (from the last port).
Valid Deratisation or Deratisation Exemption Certificate.
Crew List (3 copies).
Passenger List, if any.
Valid Smallpox Vaccination Certificates (of a date not exceeding three years) for all crew members and passengers.
Valid Cholera Certificates (of a date not exceeding three months) for all crew members and passengers.
Valid Yellow Fever Certificates for all crew members and passengers.

Certificates of inoculation against any communicable diseases prevailing at the ports of departure.

Ship's Log Books.

**RADIO:** (Also see "Agents"). Vessels bound to Dammam are required to notify their Agents 72 hours steaming-time prior to arrival, giving ETA in GMT, total weight tons of cargo for discharge at Dammam, number of workable hatches, maximum arrival draft and overall length of the ship. ETA notice should then be confirmed 48 hours and again 24 hours before arrival.

Vessels' messages to Agents can be given by contacting via wireless Aramco Radio Station "HZY" on 500 kc/s, which station provides free of charges service.

**TUGS:** A number of tug-boats is available to assist vessels in mooring or unmooring. Whenever such assistance is provided, Master and crew of tug shall, in the performance of such services as they render to the vessel, become and be deemed to be the Agents and servants of the Owners and/or charterers of the vessel assisted.

**BERTHING:** There are three piers at Dammam commonly referred to as North Pier, Main Pier and Small Craft Pier.

(*a*) *North Pier:* Consists of steel and wood structure connected with mainland by means of 4·86 miles of railroad causeway with 1·8 miles railway track laid on the breakwater to feed the North Pier. The use of the trestle as a means of access to the North Pier has been discontinued since the completion of the breakwater. The main wharf, located at outer end, is 744 ft. long and 86 ft. wide. The heading of main wharf is 346° true. It provides berths for two ocean-going vessels, one on each side, with approx. 33 ft. of water at LW.

(*b*) *Main Pier:* Of the 9 berths at the Main Pier Nos. 3, 4, 5 and 11 have been recently constructed and each berth is 180 metres long. The remaining 6 are old berths, their total length is 2,764 ft. The width of the apron of the Pier is 132 ft. Following are the drafts as indicated against respective berths:

| | |
|---|---|
| 3, 4, and 5 | 12 m. |
| 6 to 9 | 9 m. |
| 10 to 11 | 11 m. |

(*c*) *Small Craft Pier.* It is a steel and cement pier, located 575 ft. from North end of causeway, and protruding 342 ft. into the bay, Eastward. It is mainly designed for accommodating small coasters, barges, dhows, tugs, etc. This pier is 61·6 ft. wide and equipped with cranes for handling cargo to/from barges or crafts. The depth of water is about 11 ft. Two large storehouses are also available.

(*d*) *Other port facilities (tugs – lighters – railway cars).* 4 tug boats, 12 lighters of from 150 to 250 tons capacity each, 10 reefer railroad cars of 1300 cu. ft. capacity, 1 railroad flat car of 80 tons capacity, A large stock of railroad cars of any type of 45 tons capacity each.

No floating cranes, no water or oil barges, no repairs facilities, no transhipment facilities.

(*e*) *Priority:* There is no berthing priority at Dammam Port for any ship or type of cargo carried whatsoever. However, vessels carrying small quantities of cargo, may be berthed, irrespective of turn, at the Main Pier No. 4 berth, immediately on arrival if such a berth is available and provided that there are no other vessels in port within such category.

(*f*) *Registration.* Incoming vessels are assigned berth on a "first come, first served" basis. Every possible effort is made to berth vessels immediately upon arrival. If no berth available, vessels will be listed "in turn" in accordance with time of arrival at prescribed anchorage area (South of Beacon No. 2), pratique granted and presentation of cargo documents to the Port Authorities.

In the event of long delay in berthing due to port congestion or otherwise, vessels once "in turn", may be allowed to take up registration and proceed for any other Gulf port for any intended purpose, and return thereafter to Dammam still keeping their position "in turn". In order, however, that a registered vessel may be still considered in turn, is necessary that she return to Dammam within the time limit intimated to the Master at time the ship was cleared out. Failure to return to Dammam within such time limit, will automatically result in loss of ship's turn and postponement to bottom of waiting list.

**CRANES:** *Main Pier:* Capacity 3–6 tons. *North Pier:* None available.

**DISCHARGE RATE:** General cargo 100/125 tons per hatch per 24 hours. Bagged cargo 150/175 tons. Steel products, 125/150 tons.

**STEVEDORES:** Stevedoring operations at Damman are performed by the Saudi Stevedoring Company. Charges are levied on weight/measurement basis, in accordance with current tariff.

A limited amount of stevedoring gear and equipment can be made available by Saudi Government Railroad on request of Master or Agents. A charge is levied for rental of this equipment.

**MEDICAL:** Masters may obtain medical attention for ship's personnel from port doctor who may in case of serious illness or injury recommend treatment to local hospitals. The port doctor ordinarily will treat minor illness or injuries on board ship.

Masters of vessels at sea may use services of Aramco Radio Station "HZY" without charge to obtain medical advice at any time.

**WATER:** Well water is obtainable at all Dammam piers at the rate of 4/5 tons per hour.

Both well water and distilled water, though in limited quantities, may be also obtainable in Ras Tanura but only in conjunction with and during bunkering operations. The maximum quantity of distilled water obtainable is 15 tons per vessel.

**FUEL:** There are no bunker facilities at Dammam. Vessels requiring bunkers have to call at nearby port of Ras Tanura where bunkers facilities are operated by Aramco. No bunkers supplied however unless a nomination is made available at Ras Tanura through Aramco New York. To obtain such nomination, Owners/Charterers/Operators are required to handle the necessary arrangements in advance of time directly with Aramco New York or one of its offtakers.

**CUSTOMS:** All materials to be either exported from or impo into Saudi Arabia are subject to examination by Customs Auth ties. The importation of certain articles, such as the followin strictly prohibited:

Alcoholic beverages, including beer and wines.
Explosives.
Firearms.
Implements of war of any kind, including antiques.
Religious matter not pertaining to the Moslem faith.
Playing cards and gambling devices.
Narcotics.

Trafficking in these items between ships or between ships and sh is strictly prohibited, regardless of whether they are alongside piers or at anchor.

**CONSULS:** Except for the U.S. Consulate-General residin Dhahran, no other foreign consulates are available.

**DEVELOPMENTS:** Dammam port extension project to prov new berths for five vessels, extending the Main Pier 420 me Northwards to join the breakwater. Depths at the new berths to between 12 and 14 metres. Deepening of approach channel and of the basin to 12 metres in hand. Project scheduled for comple about 1976. The extension project includes provision for increa cargo-handling facilities.

**REPAIRS:** Relatively limited repair service is available from lo business concerns and replacement parts are practically unavailab

Deep-sea divers, operating from modern and well-equipped div boats, are available at Dammam.

A Lloyds representative is available in Dammam.

**AIRPORT:** Very good airline facilities available. Daily departu for any part of the world.

**TIME:** GMT plus 3 hours all year round.

**POLICE/AMBULANCE/FIRE:** Ambulance 3182; SGRR Po 3771; SGRR Fire House 2211.

**SHORE LEAVE:** Ship's personnel and passengers are not perm ted ashore for any purpose whatsoever until pratique has be granted. All shore leave is contingent upon compliance with quar tine regulations and subject to proper permission granted by I migration Authorities. The necessary arrangements can be ma by ship's Agent on Master's request. While in port, the vesse personnel is under jurisdiction of the Law of Saudi Arabia.

**GENERAL:**

(*a*) *General Port Charges.* Vessels arriving at Dammam port required to pay for: Pilotage in and out; Handling of mooring lin Harbour dues; Quarantine fees; Dockage charges; Stevedori Tallying; Car and launch hire; Supplies and services as otherw required; Agency fee and commission.

(*b*) *Port working hours.* Work at Dammam port is performed 6 d a week, from Saturdays to Thursdays, Friday being the regular w holiday. Two shifts are normally worked each day: from 0700 to 1 and from 1500 to 2300. On request, overtime work can be arran from 2300 to 0700 hours.

(*c*) *Dangerous cargo.* Vessels carrying explosives, ammuniti highly inflammable liquids and/or any other cargo of danger natures, will not be berthed alongside piers. All discharging ope tions will have to be performed in anchorage into barges as availa and weather permitting. Only daylight work is permitted.

(*d*) *Lubricating oils.* Lubricating oils are available in limited quantities if ordered in advance by letter or cable through Agen

(*e*) *Provisions.* A large variety of frozen, fresh and canned good available in the local market. Supplies can be arranged throu recommended ship chandlers upon Master's request.

(*f*) *Laundry.* Modern washing and dry cleaning facilities are av able at Dammam and Al-Khobar. Deliveries can be arranged wit 24 hours.

**AUTHORITY:** Director-General, Saudi Government Railr Organisation, Dammam, Saudi Arabia. Airmailing addr S.G.R.R.O. Dhahran, Saudi Arabia. Cable address, "Saudira Dammam. Tel. 3001.

**AGENT:** Gulf Agency Co. (Saudi Arabia) Ltd., POB Airport P Office, Dhahran, Saudi Arabia, Cables "Confidence Dammam" Vessels equipped with VHF, can communicate, when within ran with Agent on stand-by Channel 16 by calling "Confide Dammam". Voice contacts may be also established via VHF, on t same channel as above, with Ras Tanura office, by calling "C fidence Ras Tanura". Once contact is established on Channel communication will continue by switching on available work channels as directed.

Telephone: Normal working hours 2441, 23425, 23426 and 234 After office hours 22861 and 41742.

## JEDDAH: 21.28 N. 39.11 E.

**DESCRIPTION:** The port stands to South-west of the city, island called Jazirat al Mafsaka approximately 600 acres in a The island is connected with mainland by a causeway.

The harbour is sheltered by several long lines of coral reefs islands. The access is through two narrow channels.

**PORT LIMITS:** The limits encompass all waters, islands, chann passages, piers, wharves, jetties, landing-places, sheds, wareho workshops, basins, slipways and bridges, etc., contained within paralles extending from shore seaward to 39° 06′ East longi and between 21° 27′ and 21° 31′ North latitude including Qaham the approach beacons, Mismari and Shib el Kabir.

**CLIMATE:** Tropical desert, hot climate. Humidity very high du summer months, but winer is mild and pleasant. Rainfall is negligible and does not exceed more than 3 to 4 inches per annum.

General direction of wind is mostly North-westerly, mild in intensity. Winds of gale force occur very rarely. The effect of high winds when they do occur in the harbour is not felt due to barrier reefs breaking force of waves. Waves inside harbour not generally above 1 to 2 metres, although waves up to 6 metres may sometimes occur beyond outer reef.

Tides of Indian Ocean do not affect Red Sea due to construction of the Bab-el-Mandab. There is, however, a local semi-diurnal tidal oscillatory motion of the sea along its length, giving a high tide at one end and at the same time a low tide at the other. Jeddah Port is hardly affected by these tides and there are almost no currents produced by these movements.

The variation between the summer and winter water levels is approximately 50/60 cm. only.

Visibility in the port area is generally good, occasionally obstruction to vision occurs due to dust, but such occurrences are seldom of long duration.

**DOCUMENTS:**

2 Crew Lists.
2 Passenger Lists.
Last Port Clearance.
Vaccination Certificates.
Stores List.

Prior to the vessels arrival the following documents are required for translation and submission to the various authorities:

7 copies Cargo Manifest.
1 copy Freight Manifest.
2 copies Stowage Plan.
2 copies Hatch List.
1 copy each non-negotiable Bill of Lading.
1 List of Dangerous Cargo, whether for discharge or in transit.

**PILOTAGE:** The pilot station is off Kaham beacon (lat. 21° 27′ 02″ N., long. 39° 06′ 32″ F.). Pilotage is compulsory and available during daylight hours only. Pilots do not usually keep station unless expecting a vessel.

**ANCHORAGE:** If vessel arrives pilot station too late for entry, anchorage may be made ½ mile North or South of the Kaham Beacon.

Arriving vessels will remain at Outer anchorage until turn for berthing, or proceeding into Inner Anchorage for discharge into lighters.

**RESTRICTIONS:** No navigational aids marking approaches to port, and therefore there is no night navigation. A lighthouse and lighted marker buoys are scheduled for positioning in the development of the new port.

Only Saudi nationals are allowed to board vessel.

**HEALTH:** Doctor boards vessel before arrival at berth and grants free pratique.

(a) *Cholera:* All arrivals from infected or endemic areas are required to possess a certificate showing two injections made not less than 7 days and not more than 30 days before arrival. For re-vaccination carried out within six months of a recorded vaccination or re-vaccination, a single injection renders the certificate valid for a further six months.

In addition, arrivals must submit a certificate dated not more than 7 days before their departure recording the negative results of stool culture. This certificate must be delivered by a licensed laboratory and attested by the Health Authority.

(b) *Smallpox:* All arrivals are required to submit a valid vaccination certificate in accordance with International Sanitary Regulations.

(c) *Yellow Fever:* All arrivals from infected or endemic areas are required to submit a valid vaccination certificate in accordance with International Sanitary Regulations.

(d) *Mecca:* All Muslim crew members who wish to visit Mecca and Medina should have in their possession two recent passport-size photos. These should bear the crew member's name and C.D.C. number to enable Agent to obtain permission for the pilgrimage. Crew members must also have in their possession the above-mentioned medical certificates, otherwise permission may not be granted to them to visit Mecca and Medina.

**RADIO:** Masters should give their agents an ETA not later than 48 hours before arrival. Jeddah Radio "HZH" operates on 500 k/cs with limited working hours.

**TUGS:** There are two port department tugs one of 1,000 and one of 700 h.p. These tugs are supplied free for assisting berthing/unberthing of vessels.

**BERTHING:** 1. Berthing Priority. Generally priority in order of arrival, but also following priorities:

(a) Vessels in distress.
(b) Vessels carrying pilgrims and passengers.
(c) Vessels carrying army stores and equipment.
(d) Vessels instructed to have a special priority by the Ministry of Communications.
(e) Vessels carrying livestock.
(f) Vessels carrying explosives and other dangerous goods.
(g) Vessels carrying freezer cargo, fruit, vegetables and perishable goods, foodgrains and flour.
(h) Vessels carrying less than 100 tons of cargo.
(i) Regular mail vessels.

In the inner harbour there is a finger pier connected to the main quay by a Trestle Bridge. The pier accommodates large vessels with a draft of 29 ft. on the southern side and 32 ft. northern side.

The main quay consists of eight berths for large vessels with a depth of 30 to 34 ft. alongside. These berths have large warehouses adjacent to each berth. There are three more berths which are used by coasting vessels.

The Petromin Jetty can take two vessels at its floating pipe-lines. Vessels moor to two anchors with stern moorings to buoys. This is solely an oil berth used for discharging/loading tankers and bunkering other vessels.

**STEVEDORES:** *Working Hours:* Normally every day except Friday, 0600–1200, 1300–1500. Arrangements can be made to work overtime outside these periods. Discharging on barges can be continuous.

**BARGES:** The Port Department operates about 16 barges of capacities 200 to 400 tons. These are supplied free to the vessels and are used for off-loading steel, drums, heavy lifts and marble.

Sambouks are used for discharging timber and are supplied free but private barges may be used to expedite for which a charge will be made.

**CRANES:** There are sheerlegs situated on the tip of the finger pier with a lifting capacity of 40 short tons. Vessels can use this appliance for the discharge of heavy lifts.

In addition there are several port department mobile cranes with capacities from 2 to 30 tons used for rehoisting cargoes discharged on barges and handling cargo in the storage areas. These are not normally available to ships. With the exception of heavy lifts discharged by sheerlegs all cargo is handled by ship's gear.

**MEDICAL:** Doctors, dentists, eye specialists and hospitals are available.

**FRESH WATER:** Only available at alongside berths as no water barges are available. Rate about 25 tons per hour.

**FUEL:** Owners requiring bunkers should ask their normal suppliers to arrange the stem through Arabian–American Oil Company, New York. The latter will advise their Jeddah office who will in turn confirm the stem with Petromin. Spot bunkers are usually available on cash payment. If the Petromin Jetty is occupied by tankers, vessels requiring bunkers will have to wait until the berth is vacant. Private barges can also supply bunkers and prices are reasonable with no shifting expenses incurred.

**FIRE PRECAUTIONS:** A fire-float is available.

**REPAIRS:** Very limited, due to the difficulty of enabling non-port workers to enter the port area. Facilities exist for repairs to Decca radar.

**WATCHMEN:** Two coastguards are stationed permanently on board and require accommodation and food. Coastguards keep constant check on liquor seals and may search personnel going ashore.

**CUSTOMS ALLOWANCES:** The consumption of alcohol including beer is prohibited. Ship's bonded stores are sealed by the Coastguard after the vessel has been granted free pratique. Any alcohol found after this will be confiscated and a fine imposed of Riyals 1,000.00 per bottle and possible imprisonment for the offender(s).

**REPATRIATION:** Several flights daily from Jeddah. A visa is required for entering or leaving the country.

**AIRPORT:** Situated close to the city. A new airport is under construction about 40 km. to the North.

**TIME:** GMT plus 3 hours.

**HOLIDAYS:** Every Friday is a holiday, although vessels can be worked from 0700 to 1000 to finish, at overtime rates.

**SERVICES:** Good laundry and ship-chandlering facilities.

**SHORE LEAVE:** Permitted.

**IDENTIFICATION CARDS:** Discharge books or passports must be left at the gate, and collected when re-entering the port area.

**GENERAL:** The Saudi Arabian flag (in good condition) must be flown from 0600 hours to sunset.

Communications by cable are lengthy, and about three days should be allowed to receive a reply to a cable. Exterior telephone calls require one day's notice.

Vessels carrying explosives for discharge Jeddah or any other port are not permitted to berth inside harbour. Such vessels will be discharged at the Outer Anchorage and must be capable of discharging all cargo with ship's gear.

**DEVELOPMENTS:** The entire harbour has been dredged to 11·0 metres. The entrance to the harbour has been widened and made easier for vessels to enter and leave at any time of day and night. Night navigation has not, however, been introduced so far, but it is under active consideration and it is hoped that in the very near future it will be introduced.

**AUTHORITY:** Saudi Government Railroad Organisation.

**AGENT:** Gulf Agency Company (Saudi Arabia) Limited, King Abdul Aziz Street, POB 2038, Jeddah, Saudi Arabia. Tel. 2493. Telex: 40138 (AB "Meyaser SJ"). Cables: "Gulf Agency Jeddah".

Copies of correspondence to the Jeddah Office should be sent to Ras Tanura Office.

## JU'AYMAH: 25.56 N. 50.04 W.

*Third Marine Terminal of Ras Tanura*

**OPERATORS:** Arabian American Oil Co.

**FLAG:** In addition to the quarantine signals which are to be shown until pratique is granted, the Saudi Arabian flag must be flown from the vessel's foremast while at Ju'aymah. Vessels should provide themselves with this flag before arrival but, if circumstances render this impossible, such flag may be purchased from the vessel's Agent.

The Saudi Arabian flag is properly displayed when the writing appears on top and the sword on the bottom.

**CHARTS AND PUBLICATIONS:** It is recommended that vessels scheduled to call at Ju'aymah should have on board suitable navigation charts such as the following: British Admiralty Charts 2847, 2858, 2882, 2883, 2886, 3776, 3777 and 3788; U.S. H.O. Charts

62032, 62410, 62414 and 62415. Up-to-date "Sailing Directions", "Pilot Book" and "Light Lists" should also be consulted.

**IMPORTANT FEATURES:** 1. The Ju'aymah loading facilities are located approximately 20 miles North-northwest of the Port of Ras Tanura and 7 miles offshore in Saudi Arabian waters. The loading facilities consist of an oil platform, a control platform and three single point mooring berths.

2. Pilots/Mooring Masters advise on the mooring and unmooring at the buoy moorings and supervise the movements of all vessels in the vicinity of the loading facilities. Presently no charge is made for this service.

3. Mooring and unmooring, connecting and disconnecting of the cargo and bunker hoses are to be performed by the crew of the loading tanker under instructions from the Pilot/Mooring Master.

4. Safety rules are strictly enforced. The Mooring Master will make a thorough inspection of the tanker prior to and during loading operations.

5. When vessels are scheduled to load cargo at both Ras Tanura and Ju'aymah, Aramco reserves the right to advise the vessel at which berth the loading shall start and finish.

6. Aramco maintains a radio station (call letters HZY) for the exchange of messages with ships. For frequencies and transmission times, see "Radio". All incoming tankers should establish early contact with this station at least 72 hours before arrival in order to transmit ETA data and other information as requested in "Radio".

7. Unless instructed otherwise, vessels must arrive at Ju'aymah with propellers almost covered and trimmed not more than 8 ft. by the stern. Masters are urged to maintain radio contact with HZY or ship-to-shore communication by VHF voice radio in order to obtain the latest weather information.

8. The consumption of alcoholic beverages is prohibited within the Kingdom of Saudi Arabia. All alcoholic beverages are to be under lock and key during the vessel's stay. Vessels moored at a Ju'aymah berth or anchored at the anchorage are considered to be in the kingdom of Saudi Arabia.

9. Displays of quarantine signals on approach to Ju'aymah must be maintained until pratique is granted. Ships will not be berthed until the information requested in the quarantine message has been received. The flag of Saudi Arabia must be flown throughout the vessel's stay in port.

10. To permit more rapid ship turnaround, an Early Departure Procedure is available. This procedure permits a quick departure of the vessel after loading, with no delay to await delivery of documents at anchorage.

11. No medical facilities are available at the Ju'aymah Terminal. Requirements for medical assistance or hospital service should be addressed to the ship's Agent. The Aramco radio station HZY, may be used at any time, without charge by vessels at sea to obtain medical advice.

12. Small craft are not allowed in the vicinity of a tanker and no one is permitted to board or leave a tanker while cargo loading operations are in progress.

13. Water, galley fuel and diesel fuels are not available at the Ju'aymah Terminal loading buoys.

**DOCUMENTS:** Some of the tankers which will load at Ju'aymah will have called at Ras Tanura first and will have been cleared by Saudi Arabian Government authorities there. The Ras Tanura Quarantine Customs and Coast Guard clearances will continue in effect at Ju'aymah and no further Government formalities will be required. Seals placed on ships stores at Ras Tanura must remain intact until the tanker has completed loading at Ju'aymah and been completely cleared for departure.

Those tankers which call only at Ju'aymah will require appropriate arrival clearances. After loading operations are complete at the time of unmooring the tanker must have on board port clearance documents, bill of lading and export manifest.

To permit more rapid ship turnaround, an Early Departure Procedure is available by which a ship may clear the port and depart without the necessity of waiting for the delivery of documents at anchorage. Use of this special service is encouraged and it should be requested and arrangements with the Agent should be made at the earliest opportunity. When operating under Early Departure Procedure, it is imperative that, after departure, HZY Traffic Lists be copied until cargo quantities are resolved and the ship's Agent is authorised to approve documents.

*Port Clearance and Cargo Documents:* The port clearance documents consist of the following:

(*a*) Permit of Departure: This form (in English) is filled out with information supplied by tankers in their quarantine radio message.

(*b*) Port Clearance Application. This form (in Arabic) is filled out with information from the Permit of Departure form.

(c) Saudi Arabian Government Port Clearance. This official port clearance form (in Arabic) must be filled out with information provided by the Port Clearance Application.

Both the Permit of Departure and Port Clearance forms are to be aboard the tanker at the time of unmooring.

The cargo documents consist of the following:

(*a*) Bill of Lading. This is an Aramco prepared document. The required information, except for the cargo quantity, will be filled prior to the arrival of the tanker and a copy will be given to the Master by the ship's Agent upon arrival of the ship. After the ship finishes loading, Shipping and Documentation Unit will radio the cargo quantities to the Master who will fill in these quantities on his copy of the Bill of Lading and will instruct his Agent to sign, on the Master's behalf, the original Bill of Lading.

(*b*) Export Goods Manifest. This is a Saudi Arabian Government document required for every ship which has loaded cargo in Saudi Arabia. The Master will receive from the ship's Agent the ori export goods manifest forms covering each consignment of ca loaded. It is imperative that the Master deliver these papers to consignee upon arrival at the discharge port(s).

**PILOTAGE/ANCHORAGE:** The Northern Holding Ancho and Ju'aymah Pilot Boarding Area have been laid out to expe shipping and provide ready access to the Ju'aymah berths. T anchorage area varies in depth from 12 to 28 fathoms (72 to 16 and holding ground is only fair.

Vessels which have anchored at the Northern Holding Ancho should immediately advise Aramco, via radio HZY, of the follo information:

(*a*) Time of arrival at the anchorage area (in GMT).

(*b*) Approximate position in the anchorage area in relatio Ju'aymah light beacon J1 and Ras Tanura light beacon No. 3.

They should then contact Aramco Terminal Planning office Ras Tanura Pilot Office by VHF radio Channel 16 if vessel is equip with VHF.

**NAVIGATION AIDS:**

*Light Beacon:* "J1" – black and white gp. fl. (3) every 8 secs. Ra reflector position: 27° 02.0′ N. 50° 07.8′ E.

*Light buoys:* (all fitted with radar reflectors):

"J2" – Can red – flash red every 6 sec. Position 27° 01.9′ N. 50° 10.

"J3" – Conical black – flash white every 10 sec. Position: 27° 0 N. 50° 07.3′ E.

"J4" – Can red – group flash (3) red every 12 sec. Positi 26° 57.1′ N. 50° 09.8′ E.

"J5" – Conical black – group flash (3) white every 12 sec. Positi 26° 58.7′ N. 50° 04.6′ E.

"J6" – Can red – flash red every 5 sec. Position: 26° 54.6 50° 07.8′ E.

"J7" – Conical black – flash white every 6 sec. Position: 26° 58.7 50° 02.7′ E.

"J8" – Pillar red – flash white every 3 sec. Position: 26° 54.0 50° 03.3′ E.

"JE" (Exit buoy) – Can red – flash white every 2 sec. Positi 27° 10.5′ N. 50° 12.6′ E.

"JD" (Departure buoy) – Can red – flash white every 4 sec. Po tion: 27° 10.5′ N. 50° 24.2′ E.

*Red light float:* marked "Ju'aymah"

Red – flash white every 10 sec. Racon x-bands (3 cm.) - co response Morse letter Zulu – Response pulse length is 22 sweep time is 48 sec. Position: 27° 10.5′ N. 50° 36.0′ E.

*Ras Tanura Channel*

*Light buoy:* (Mid-Channel Marker at Caution Area):

"RT 1" – Spherical black – intermittent quick flash white. Positi 26° 56.2′ N. 50° 12.6′ E.

*A Northern holding anchorage:* area bounded by

| | *North* | *East* |
|---|---|---|
| (*a*) | 27° 08.5′ | 50° 13.5′ |
| (*b*) | 27° 08.0′ | 50° 20.0′ |
| (*c*) | 27° 02.5′ | 50° 17.0′ |
| (*d*) | 27° 03.0′ | 50° 11.5′ |

*Ras Tanura channel caution area:* area bounded by:

| | *North* | *East* |
|---|---|---|
| (*e*) | 26° 58.7′ | 50° 13.0′ |
| (*f*) | 26° 57.0′ | 50° 15.2′ |
| (*g*) | 26° 54.7′ | 50° 13.0′ |
| (*h*) | 26° 56.5′ | 50° 10.7′ |

*Ju'aymah Pilot boarding area:* area bounded by:

| | *North* | *East* |
|---|---|---|
| (*i*) | 26° 58.7′ | 50° 13.0′ |
| (*j*) | 26° 56.5′ | 50° 10.7′ |
| (*k*) | 26° 58.0′ | 50° 09.5′ |
| (*l*) | 27° 01.0′ | 50° 10.7′ |

The Northern holding anchorage area bounded by the follo positions has been expunged:

| | *North* | *East* |
|---|---|---|
| (*w*) | 27° 04.5′ | 50° 13.9′ |
| (*x*) | 27° 04.5′ | 50° 17.0′ |
| (*y*) | 27° 02.5′ | 50° 13.9′ |
| (*z*) | 27° 02.5′ | 50° 17.0′ |

**INBOUND TRAFFIC PROCEDURES:** Arriving tankers wh will be loading at Ju'aymah, should proceed as follows:

(*a*) *Vessels with no Special Instructions:* The vessel should m for a position approximately 2 miles North of Ras Tanura Li Float position 27° 05.6′ N. 50° 57.5′ E. and then enter the inw channel. This will take the vessel past the Approach Buoy to t Entry Buoy. The vessel should then proceed to the Northern Hold Anchorage. The anchor time and position should be passed to t Aramco Terminal Planning Office and Ras Tanura Pilot Office.

(*b*) *Vessel Proceeding to Ju'aymah:* The vessel should make fo position approximately 2 miles North of the Ras Tanura Light F position 27° 05.6′ N. 50° 57.5′ E. and enter the inbound cha Proceed past the Approach Buoy and Entry Buoy and make fo point approximately 2½ miles North-east of Buoy 3A posi 26° 56.3′ N. 50° 11.5′ E., and proceed into the Ju'aymah Pilot Boar Area. The vessel should notify Ras Tanura Pilot Office on pass the Ras Tanura Light Float and will in turn be advised of berth prospects. Should the Pilot not be boarding immediately on t vessel's arrival, the vessel may be instructed to anchor in the P Boarding Area, and to pass the anchoring time and position to t Ras Tanura Pilot Office.

(*c*) *Vessel Proceeding from Northern Holding Anchorage to Ju'aym* On receiving instruction to proceed to Ju'aymah, the vessel sh heave up anchor and re-enter the inbound channel making fo point approximately 2½ miles North-east of Buoy 3A pos

26° 56.3′ N. 50° 11.5′ E. and proceed to the designated Ju'aymah Pilot Boarding Area. If the vessel has been advised that the Pilot will not board immediately on arrival, it may be instructed to anchor in the Pilot Boarding Area and await further instructions. The anchoring time and position should be passed to the Ras Tanura Pilot Office.

(*d*) *Vessel Proceeding from Ras Tanura to Ju'aymah:* The vessel should depart Ras Tanura and follow the departure channel towards the mid-channel marker buoy, R.T.1, position 26° 56.2′ N. 50° 12.6′ E. The vessel should proceed into the Ju'aymah Pilot Boarding Area, exercising due diligence in this area. If the vessel has been advised that the Pilot will not board immediately on arrival, it may be instructed to anchor in the Pilot Boarding Area and await further instructions. The vessel should inform Ras Tanura Pilot Office of its anchor time and position.

(*e*) *Vessel Proceeding from Ras Tanura to Northern Holding Anchorage:* The vessel should leave Ras Tanura and follow the departure channel observing the separation scheme to the Approach Buoy, 27° 06.5′ N. 50° 42.0′ E. and then proceed to the Northern Holding Anchorage. The vessel should inform Ras Tanura Pilot Office of its anchor time and position and await further instructions.

**DEPARTURE FROM JU'AYMAH:** A separate departure channel has been provided for all vessels using the Ju'aymah facilities. The Pilot will disembark and the vessel will proceed via the departure channel between Light Beacon J 1, 27° 02.0′ N. 50° 07.8′ E. and J 2 buoy 27° 01.9′ N. 50° 10.8′ E. The vessel should then proceed towards the exit buoy JE 27° 10.5′ N. 50° 12.6′ E. and from there set an Easterly course North of JD buoy 27° 10.5′ N. 50° 24.2′ E. to the Ju'aymah Light Float, 27° 10.5′ N. 50° 36.0′ E.

**HEALTH:** Quarantine information request (see "Radio") must be received prior to berthing. Vessels failing to supply necessary information may incur extensive delays.

In accordance with international practice, quarantine signals must be displayed by all vessels approaching Ju'aymah. The following signals must be displayed continuously until pratique is granted:

Sunrise to sunet – Quarantine flag
Sunset to sunrise – Signal lights, red over white

*Radio Pratique:* A modified radio pratique procedure is in use at Ju'aymah. Port conditions permitting, vessels supplying requested quarantine information (see "Radio") may be moored on arrival and proceed with hose connecting operations prior to arrival on board of a Quarantine Officer. Vessels failing to supply information may be delayed at anchorage until cleared by the Quarantine Officer. Extensive delay can be incurred by vessels failing to supply requested information promptly.

**RADIO:** Vessels must keep Aramco Ras Tanura fully advised via HZY regarding estimated time of arrival (ETA) at the Northern Holding Anchorage, as well as actual arrival time and position in the anchorage. All messages, of any nature whatsoever, to radio station HZY must be addressed to "Aramco Ras Tanura". It is required that vessels provide a minimum of three notices of ETA information at about 72, 48 and 24 hours "steaming time" from the Northern Holding Anchorage. Shorter notices may result in delays. If loading part cargoes at other Arabian Gulf ports prevents a vessel from furnishing an accurate ETA, steps should be taken to dispatch a message either directly to HZY or through the ship's Agent giving the best estimate possible at the time. This message should then be followed by an accurate ETA immediately upon departure for Northern Holding Anchorage. Failure to give at least 24 hours notice will result in vessel delays for which Aramco will hold no responsibility.

*Radio Messages:* Upon first contact with an inbound tanker scheduled for Ju'aymah berthing, HZY will transmit the following three standard messages of 237, 50 and 32 words:

237 word message:

Master
Rastanuraradio/HZY

Contact HZY soonest advising one ETA GMT Northern Holding Anchorage two any later ETA changes three Agents name and requirements four arrival departure draft fore and aft five deballasting hours six maximum loading rate fullstop vessel urged to accept highest possible loading rate stop advise if cargo or residue aboard to be commingled with Ju'aymah cargo fullstop if VHF aboard call Aramco Terminal Planning for berthing instructions when 100 miles out on 156·80 Channel 16 stop if no VHF aboard contact HZY 500 kHz and copy traffic lists on odd hours for berthing instructions stop on arrival anchorage advise HZY official arrival readiness time and position relative beacon 3 and beacon J1 stop radio messages without charge stop Pilots require sufficient clean ballast for manoeuvring and will board in pilot boarding area for mooring stop recommend propellers almost covered and trim limited to 8 ft. stop vessel will moor to loading buoy using one headrope forward from buoy terminating in three inch chafing chain stop have one ship 3 inch minimum circumference messenger line or mooring rope forward for passing to launch stop have derrick rigged on port side at cargo manifold for lifting mooring gear cargo and bunker hoses stop ships two cargo manifolds to be 16 inch ANSI 150 and after bunker connection on midship manifold to be 12 inch ANSI 150 stop advise if reducers required and derrick lifting capacity.
Aramco

50 word message:

Master
Rastanuraradio/HZY

Please advise any epidemic diseases or illness on board and status of crew's International Certificates of Immunization and all ports called past thirty days also destination stop Agent stop flag stop net registered tonnage stop vessel will not be allowed to berth until this information is received.
Aramco

It is important that you send a reply to the above two messages as soon as possible after receipt.

32 word message

Master
Rastanuraradio/HZY

Imperative that any ship operating under early departure procedure copy Aramco HZY traffic list after departure until cargo quantities are resolved and Agent is authorised to approve documents.
Aramco

Traffic list transmitting and receiving times and frequencies of HZY are as follows:

Transmits on 12811·3 kHz on even hours GMT from 0600 to 1600 GMT, and on 8480 kHz on even hours GMT from 1600 to 0600 GMT.

Listens on 12 mHz and 8 mHz bands after traffic list transmissions until all calls have been cleared.

Also transmits on 16960 kHz at 1000 GMT and receives calls in the 16 mHz band.

Transmits on 430 kHz on all odd hours GMT after callup is made on 500 kHz.

Weather advice, hydrographic notices and traffic lists are transmitted on 430 kHz and 8480 kHz at 0430 GMT and again on 430 kHz and 12811·3 kHz at 1630 GMT. It is requested that all vessels forward their local weather observations to this station, either in code or plain language, to assist in preparation of the Arabian Gulf forecasts.

VHF radio working Channels 11, 12 and 14, and calling Channel 16 are available for ship-to-shore communications at Ju'aymah. Channels 12, 13, 14 and 16 are monitored 24 hours a day at the Aramco Terminal Planning Office, which is located in Dhahran. Ras Tanura Pilot Office can be contacted on Channel 16. VHF equipped vessels should try to contact the Aramco Terminal Planning office on Channel 16 when they are within 100 miles range of Ju'aymah and while at anchor. Use of the high frequency radio transmitter or radar equipment is not permitted while vessels are moored at an oil loading berth. Use of the VHF is permitted to contact Pilots, Agents or the Aramco Terminal Planning Office.

**TUGS:** There are two mooring launches available.

**BERTH DESCRIPTION AND FACILITIES:** Ju'aymah is an Aramco crude oil and fuel bunker loading facility designed for loading and topping-off deep-draft tankers. The port area is located approximately 20 miles North-northwest of Ras Tanura and 7 miles offshore in Saudi Arabian waters.

The offshore platforms consist of the following:

(*a*) An Oil Platform (130 ft. by 190 ft.) located in 50 ft. of water at latitude 26° 54.8′ N. and longitude 50° 01.2′ E. This platform receives crude oil and fuel bunkers from the onshore storage tanks through two 56 in. submarine crude pipelines and one 24 in. submarine bunker pipeline, each being about 35,770 ft. long. The crude oil and bunkers are metered on this platform. The platform is well lighted with general purpose lighting. In addition, one fixed white light has been established on each corner of the platform, with a range of visibility of approximately 5 miles.

(*b*) A control platform (70 ft. by 70 ft.), located 150 ft. North of the Oil Platform and connected to it by a walkway bridge, houses the communications and radar equipment, testing laboratory, offices, control system and meteorological equipment. This platform is marked by a fixed red aircraft warning light.

Three single point mooring buoys have been established. Crude oil and bunkers are received at each buoy from the oil platform through one bunker and two crude oil submarine lines which are connected to the buoy by flexible submarine hoses. The floating hoses, which extend approximately 1,100 ft. from each buoy, consist of two 24-in. crude loading hoses with 16-in. tails and one 12-in. bunker loading hose, each with ANSI flanges for connection to the ship's manifold. The maximum loading rates through each buoy are 130,000 barrels per hour for crude oil and 5,000 barrels per hour for bunkers. Each buoy is marked by a white flashing light with a range of visibility of approximately 5 miles.

The three mooring berths at Ju'aymah are as follows:

(*a*) Ju'aymah Berth No. 31 located at latitude 26° 55.6′ N. and longitude 50° 02.4′ E. Minimum water depth in the berth is 93 ft.

(*b*) Ju'aymah Berth No. 32 located at latitude 26° 56.4′ N. and longitude 50° 02.1′ E. Minimum water depth in the berth is 102 ft.

(*c*) Ju'aymah Berth No. 33 located at latitude 26° 57.0′ N. and longitude 50° 02.7′ E. Minimum water depth in the berth is 103 ft.

**BERTHING PROCEDURE:** A Pilot and a Mooring Master will board the arriving tanker assigned a berth at Ju'aymah at the Pilot Boarding Area located approximately eight miles East of the Ju'aymah berths. They will carry portable VHF radio sets to be used while on board the tanker for communications with the Ju'aymah Control Platform and the mooring boats. They will advise the Master on all manoeuvres and operations relative to berthing, connecting and disconnecting the hoses and unberthing. The services of the Pilot and Mooring Master and of the mooring launches and their crews are provided without charge and upon the express understanding that they become the agents and servants of the owners and/or charterers of the vessel in every respect. Aramco shall not be responsible and shall be held harmless from all liability for any damage resulting from or caused by any action taken, order given or decision made (or any omission thereof) by the Pilot, Mooring Master or launch crew, or in any respect to the handling of such vessel. Damage or injury to any Aramco facility, equipment or personnel by any vessel calling at any loading terminal of the Port of Ras Tanura shall be the responsibility and liability of the owners and/or charterers of the vessel.

Mooring equipment and other equipment supplied at Ju'aymah will be lifted aboard the tanker from the mooring launch which transports the Pilot and Mooring Master to the Pilot Boarding Area. This equipment will include such things as special mooring gear to be used at the bow, various gaskets, bolts, tools, adapter spool pieces (when required), and portable radios to be used for communications with the Ju'aymah Control Platform during loading operations.

A number of forms related to the oil loading operation will be carried aboard the tanker by the Pilot and Mooring Master. These include a form for description of pertinent parts of the tanker's loading manifold, an ullage calculation sheet for use by the First Officer of the loading tanker and forms for maintaining a log of the berthing, loading and unberthing operations. One form entitled "Instructions to Vessels and Conditions of Use of Loading Facilities" outlines the conditions of the use of the loading facilities and must be signed by the Master of the tanker prior to the start of the berthing operation.

During the approach and while mooring, the tanker's anchors must be secured by stoppers to prevent accidental dropping with subsequent damage to the loading buoy mooring chains or the undersea pipelines. Mooring boats will normally assist in the berthing, mooring and hose handling operations. A boat will approach the tanker's bow, take the messenger line and secure it to the end of a 10-in. polypropylene "pickup" line from the mooring arrangement. The "pickup" line will be hove through the centre or port mooring chock until the chafing chain is in the chock. A 15-in. nylon strop which previously will have been secured to the tanker's bollards will then be secured to the chafing chain using a 3-in. bow shackle between the strop and the chafing chain. On tankers equipped with a Smit's towing bracket or brackets, the chafing chain will be secured to an open link in the bracket using a bow shackle. *Mooring and unmooring, connecting and disconnecting of the cargo and bunker hoses is to be performed by the crew of the loading tanker under the direction of the Pilot and Mooring Master.* Communications between the Pilot and the Mooring Master or the bridge and forecastle will be by means of portable VHF radio.

**PRELOADING PROCEDURE:** Upon completion of berthing, a Pilot/Mooring Master, who will remain on board throughout the loading and unberthing of the tanker, will carry out activities related to Aramco safety requirements and planning, and monitoring of the loading operation.

In order to avoid delays in connecting hoses, tankers scheduled to load cargo and bunkers at Ju'aymah should have an adequate number of reducing spools to fit 16-in. and 12-in. standard 150 pound ANSI flanges on the portside manifold.

Aramco is a member of the International Oil Tanker Terminal Safety Group and participates vigorously in a programme developed to ensure adequate safety aboard tankers during the time they are at Aramco piers or berths. A part of this programme involves use of a check list by the Mooring Master to make a thorough inspection of tankers both prior to and during loading operations. This programme is in effect at Ju'aymah, and Mooring Masters who board tankers will be making necessary inspections, posting authorised smoking locations, issuing letters of protest for violations, and shutting down loading or refusing to load a tanker if unsafe conditions are not adequately corrected.

**BALLAST REQUIREMENTS:** Due to the exposed location of the Ju'aymah berths, tankers scheduled to load crude at Ju'aymah should arrive with adequate clean ballast for safe handling having due regard for existing weather and sea conditions. Tankers will be required to arrive with propellers almost covered and sufficient clean ballast tanks available to allow a trim of 8 ft. by the stern. Masters should contact Ras Tanura Pilot Office for weather conditions at the loading facilities.

Aramco is particularly interested in having vessels complete the deballating operation promptly after berthing in order to minimise time at berth. Simultaneous loading and deballasting is encouraged on properly equipped vessels. Owners/operators or charterers of vessels requiring time to deballast in excess of what Aramco considers standard will be so notified by letter with a copy to the Master.

Discharge into the sea of oil or oil base products in combination with ballast water is not allowed. Since the Ju'aymah Terminal does not have facilities to receive any oil residues or oily ballast water, tankers arriving with such materials on abord will be sent to anchorage to await further orders unless the vessel agrees to load on top of such material or unless the ship's Master agrees to segregate such materials in a separate tank. Ships which release oil or oil residues including oily ballast water in either berth or anchorage area will be held responsible for all clean up costs.

**LOADING PROCEDURES:** The oil loading operation will be controlled by VHF radio voice communications between the Mooring Master on the loading tanker and the Ju'aymah control platform. All operations including switching of tanks and topping off must be directly and personally supervised by a ship's officer. The maximum crude loading rate at any of the berths will be 130,000 bph.

Upon being informed by the loading tanker's personnel that the tanker is ready to start loading, the Mooring Master will request the loading operation to proceed according to a previously agreed plan with respect to start-up rates, maximum loading rates and topping off rates. Need for emergency shutdown of loading aboard the tanker must be communicated via VHF from the loading tanker to the Ju'aymah control platform.

In the event of the failure of the VHF communications system, the tanker will sound five long blasts on the ship's whistle followed by one, two or three short blasts for a tanker at berths 31, 32 or 33 respectively. Loading operations will be stopped and will not be resumed until communications have been re-established.

**UNMOORING PROCEDURE AND DEPARTURE:** Upon completion of loading, documentation procedures, disconnection and removal of hoses, the tanker will be unberthed by the Mooring Master. To unmoor from the buoy, the pickup rope is taken to the winch and the weight is taken off the chain. The chain is then unshackled and the rope is slacked as the tanker backs out of
berth. The end of the pickup rope is cast off and floats free.

Upon completion of unmooring, the tanker will make a lee,
mooring and hose connecting equipment will be transferred to
mooring launch and the Pilot/Mooring Master will disembark.

The tanker will then be free to leave the port via the Ju'aym
Departure Channel if the Early Departure Procedure is being follow
and all cargo and port clearance documents are completed and
board. Otherwise, the tanker must proceed to the Northern Hold
Anchorage to await port clearance and document delivery by
ship's Agent.

**FUEL:** Fuel bunkers are available at each Ju'aymah berth. Failur
a vessel to provide adequate advance notice of fuel bunker requi
ments could result in vessel delays.

In addition to fuel bunkering facilities at berth, Aramco opera
a 20 mdwt bunkering vessel *Lina Christensen* stationed in stre
Available products and amounts are:

| | |
|---|---|
| Bunker | 15,000 tons |
| Black diesel | 2,600 tons |
| White diesel | 1,400 tons |

**WATER:** Wash water and potable water are available from
*Lina Christensen* in limited quantities.

**GENERAL:** *Onshore Facilities:* The tank farm with all its associa
facilities is located along the coast of Ras Al Ju'aymah, 11 mi
Northwest of the Ras Tanura Refinery. A small boat pier for the u
of pilot boats, mooring launches and Agents' launches is loca
8 miles Northwest of the Ju'aymah Tank Fram.

*Oil Inspection:* No independent inspection service is availabl
Ju'aymah. In cases of an abnormal difference between ship a
terminal cargo quantities, it is essential that Aramco person
investigate ship measurement of cargo.

*Ship Agencies:* Vessels calling at Ju'aymah should address
ships' business messages to their Agent through "Aramco HZ"
Matters concerning provision supply, minor repairs, local medi
or hospital services, mail, crew changes, etc. are to be handled
the ship's Agent.

*Time Zone:* The company generally bases its local time on
45th meridian (3 hours East of Greenwich). In order to avoid any co
fusion, all communications should be quoted in Greenwich Me
Time.

*Arab League Ban:* All member states of the Arab League proh
the export through their ports of any material consigned to Isr
Further, all ships having called at Israeli ports subsequent to Ap
25, 1952, are banned from Saudi Arabian ports.

*Security Patrol Boat:* An Aramco Security Patrol Boat will pa
the Ju'aymah offshore area.

*Saudi Arab Government Regulations:* Saudi Arab Governm
Regulations are strictly enforced, and Masters having any dou
concerning the interpretation of these regulations are urged
consult their agent. While in port, whether at anchorage or at ber
the vessel's personnel are under the jurisdiction of Saudi Arab la

Consumption of alcoholic beverages, including beer and wine
prohibited in Saudi Arabia. Penalties are severe and major delays
vessels can be incurred for violations.

*Port Officials:* Saudi Arab Government Port Authorities
located in the Customs House, the Port Office and the Quarant
Office at Ras Tanura. A Coast Guard Detachment is located
Ju'aymah.

A United States Consulate General is established at Dhahr
which is approximately 50 miles by road from Ras Tanura.

A British Political Agent is established on Bahrain Island. I
very difficult, however, to contact Bahrain Island by shore teleph
from Ras Tanura or Ju'aymah, and Masters having business th
usually arrange to call at the port of Sitrah (sometimes spelled Sit

*Inbound Clearance:* The ship's Agent will develop informat
necessary to fill in clearance application and port clearance form
Cargo requirements will be reconfirmed, and information requ
to expedite mooring, hose connection and other operational deta
will be exchanged with the Ras Tanura Pilot Office on VHF ra
prior to the tanker's arrival at Ju'aymah.

*Swimming:* or other activities involving life boats in the vicinity
a tanker are not permitted.

**SAFETY REGULATIONS:** *General:* The Port of Ras Tan
(including the Ju'aymah Loading Facilities) maintains a vigor
safety programme. Aramco is a member of the International
Tanker Terminal Safety Group (IOTTSG) and as such follows
procedures recommended by this organisation. As is done at ot
Gulf oil ports, the Pilot/Mooring Master as terminal safety rep
sentative will discuss in detail with the tanker Master, each iter
the "Declaration by Master" which reviews safety requirements
procedures. Prior to start of loading cargo and at several times dur
the loading, the Pilot/Mooring Master, in company with one of
ship's officers, will check to ensure that safe loading practices
being observed.

*Procedure in Case of Fire or Explosion:* What will be done in
event of a fire or explosion on board a vessel which is berthed
Ju'aymah buoy, depends upon the particular facts and circ
stances of the incident. It is impossible to indicate exactly w
practices will be applied before an evaluation of the specific em
gency situation can be made by the Pilot/Mooring Master.
decisions will be based on the following principles:

(*a*) An evaluation of the particular emergency will be made by
Pilot/Mooring Master. His decision as to course of action wi
based on the location, type and extent of fire, or explosion, ta
into account tide and wind conditions, buoy location and proxi
of other vessels.

(*b*) Circumstances permitting, a burning vessel will not be mitted to remain moored to the buoy, and the Master will unmoor the vessel when directed to do so by the Pilot/Mooring Master.

(c) Assistance will be rendered by available launches, tugs and other craft to the extent possible, as requested by the Pilot/Mooring Master.

(d) Prime consideration governing action to be taken will be to protect personnel, terminal facilities and other vessels, and to contain and control the emergency.

Should a fire or explosion occur at a buoy mooring, the oil loading platform or control platform, all cargo operations will be stopped and all vessels should stand by to disconnect and unmoor when so instructed by the Mooring Master, or when the need to take such action becomes self evident.

The signals for emergency are a continuous ringing of the ship's alarm bells supplemented by six short blasts followed by one long blast of the ship's whistle or siren. Assistance may be summoned on VHF Channel 16. Location, nature of emergency and type of assistance required should be given.

It is the responsibility of the tanker's personnel to watch its tanks at all times and to give ample warning to reduce the loading rate or shut off the pumping.

**AGENT:** Gulf Agency Company (Saudi Arabia) Ltd. PO Box 621, Ras Tanura, via Dhahran. Cable Address: Confidence Bahrain, stating "for Ras Tanura".

Agent will be responsible for all ships business, which includes obtaining inward and outward clearance, pratique, medical facilities, provisions, repatriation, repairs and diving services.

## RAS-AL-KHAFJI: 28.25 N. 48.32 E.

Ras-al-Khafji is situated in divided Neutral Zone approximately 60 miles South of Kuwait, this area is under joint jurisdiction of the Saudi Arabian and Kuwaiti authorities; vessels are therefore required to fly the flags of both Governments from the foremast, Saudi Arabia starboard side, Kuwait port side of mast. Onshore base situated in approximately 28° 25′ North, 43° 31′ East, and within a distance of 6 miles (10 km.) offshore, the Company has laid two conventional sea-berths and two single-buoy moorings for loading tankers and also an anchorage area for cargo ships working cargo. Outside this distance is an anchorage area for tankers.

In addition to exporting crude oil, fuel oil and naphtha are also exported.

**OPERATORS:** The Arabian Oil Co. Ltd. (Japan).

**APPROACHES:** Approaches to Ras-al-Khafji marked on appropriate U.S.H.O. and British Admiralty Charts, and are deep enough for majority of vessels using the port to proceed with normal caution using the buoys as centreline markers. A single patch with a depth of 56 ft. (17·07 metres) exists North of courseline between Buoys Nos. 2 and 3, and this necessitates caution on the part of large tankers leaving Ras-al-Khafji in loaded condition.

For tankers arriving Ras-al-Khafji without necessary charts, the full information will be given by telegram if request is sent to "Arabia-oil Kuwait" (via "9KK", Kuwait Radio Station) a few days before arrival. Alternatively, if vessel has VHF, the buoy positions will be given to them upon request to "Ras-al-Khafji" as the vessel approaches, but prior notice of requiring this service should be given in vessel's arrival message.

**NAVIGATIONAL AIDS:** All geographical positions given although approximately correct, are intended for reference purposes only as certain differences are known to exist between these positions and those shown on the U.S.H.O. and British Admiralty Charts of the area.

Conspicuous Marks. Flare stacks in offshore field and ashore normally visible at a great distance, but may occasionally be extinguished.

| | | |
|---|---|---|
| No. 1 Flare | Latitude 28° 28.3′ North | Longitude 48° 57.0′ East |
| No. 2 Flare | 28° 27.0′ | 48° 54.8′ |
| No. 3 Flare | 28° 29.8′ | 48° 56.0′ |
| No. 4 Flare | 28° 30.3′ | 48° 58.0′ |
| Onshore Flare | 28° 24.5′ | 48° 32.4′ |

**DOCUMENTS:** (*a*) Clearance. Master should submit following documents to Saudi Arabian Government through Agent (2 copies each):

Maritime Declaration of Health.
Health Condition of Crew.
Details of Air-conditioning.
Crew List.
Vaccination List.
Passenger List (if any).

Note Forms 1–3 are supplied by the Agent.

(*b*) Cargo. All cargo documents and shore figures are usually prepared on shore, and this takes about 1.5 hours with a futher 30 minutes before the documents arrive at the ship. Ship's Statement of Cargo is, however, prepared on board. Wherever necessary Mooring-Master will sign documents on behalf of the Company.

Following cargo documents are to be completed after loading:

Notice of Readiness.
Bill of Lading.
Time Sheet.
Ship's Statement of Cargo*.
Certificate of Delivery‡.

Note: *Ship's Statement of Cargo includes the items for "clean ballast declaration" and "dry inspection" altogether in one form.

‡ Certificate of Delivery should be handed to ship's Agent at port of discharge for certification by Customs Authorities. Agent should then return Certificates to the Company as soon as possible. Non-compliance with this requirement could involve vessel in serious difficulty. Masters therefore advised to ensure that their Agents at each discharging port return the Certificates at the earliest possible moment.

All certificates are to be sent direct to Arabian Oil Company and the Agents should be notified accordingly. It is understood that Arabian Oil Co. do not require legalised certificates and only certificates attested by the Customs at discharging ports will suffice.

**EARLY DEPARTURE DOCUMENTATION:** This documentation system aims to assist ships to depart early from this port after they complete loading by saving time awaiting documents. For this reason, relevant tanker documents will be signed previously by ship's Master or signed by their Agents at this port, depending on Master's choice on the request sheet. Completed tanker documents, therefore, will not be despatched to ships after completion of loading.

It must be noted that this system is not compulsory at this port, but it is at Master's option on condition that ships can communicate on Harbour Service VHF Radio or Marine Communication Band 2150 mc/s. to receive shore figures and time after departure.

**READINESS:** Master should present Notice of Readiness to load to Company's Mooring Master who will sign it on behalf of the Company. The Notice should be tendered as the time of the vessel's arrival at tanker anchorage area, which is, in principle, understood to be either time of dropping anchor in anchorage, or if vessel does not anchor, the time that Mooring Master boards to commence berthing.

**MOORING MASTER:** Compulsory for berthing and unberthing at Ras-al-Khafji, and Company's Mooring Masters will board vessels at anchorage area to take them to allocated berths. After berthing, Mooring Master will remain on board vessel until it is unberthed and cargo documents are completed. During this time he will act as the Company's representative in charge of all operations and shore personnel where the Company is concerned.

Notwithstanding presence of Company's Mooring Master on board, the Master of the vessel remains responsible for his vessel at all times and in all respects. In event of any emergency, however, the necessary steps should be taken by joint action between the Master and the Mooring Master.

The Master of each vessel shall give to Mooring Master all information necessary for safe handling and safe operation of vessel while it is in berth.

**BALLAST:** All vessels required to have on board sufficient clean ballast to give safe draft for manoeuvring purposes. Vessel arriving with too little ballast may be required to increase quantity, should Mooring Master feel that it would not be safe to berth vessel in its arrived condition. Recommended arrival condition is with propeller completely or almost completely immersed and vessel trimmed not more than 10 ft. (3.05 metres) by stern.

In good weather conditions, Mooring Masters will normally permit vessels to start deballasting as they approach the berth in order to save ship's time.

**BOARDING:** All vessels required to provide safe means of access for personnel boarding and leaving and should have accommodation ladder rigged on port side. In the case of vessels assigned to Berth No. 3, an accommodation ladder which leads down forwards is liable to be blocked by floating hoses, and in such cases the ladder should be rigged on starboard side. A ladder aft is always suitable on the port side.

For the benefit of people boarding at the anchorage area, vessels should provide a safe means of access on the lee side.

**ANCHORAGE:** (*a*) *Tankers:* Within 1 mile radius of position 28° 29.5′ N. 48° 39.0′ E.

The following are the details of the buoys marking the approach channel from sea to the tanker anchorage:

| *Buoy No.* | *Lat.* | *Long.* |
|---|---|---|
| 1 | 28° 36′ 00″ N. | 49° 10′ 00″ E. |
| 2 | 28° 36′ 00″ N. | 49° 00′ 00″ E. |
| 4 | 28° 34′ 58″ N. | 48° 51′ 19″ E. |
| 5 | 28° 32′ 34″ N. | 48° 48′ 58″ E. |
| 6 | 28° 33′ 48″ N. | 48° 48′ 00″ E. |
| 7 | 28° 32′ 51″ N. | 48° 47′ 10″ E. |
| 8 | 28° 33′ 24″ N. | 48° 45′ 41″ E. |
| 9 | 28° 31′ 24″ N. | 48° 43′ 53″ E. |
| 10 | 28° 29′ 29″ N. | 48° 37′ 48″ E. |
| 11 | 28° 28′ 17″ N. | 48° 39′ 12″ E. |

The Western extremity of tanker anchorage is marked by No. 11 Lighted Buoy. Tankers should not pass East of this buoy.

(*b*) Dry-cargo. Anchorage for dry-cargo ships located about 4 miles to West of tanker anchorage, and is centred in position 28° 26′ 08″ N., 48° 33′ 04″ E. and marked by a flashing white buoy. Cargo ships should anchor within a half mile radius of this buoy, where depths are between 36 ft. (10·97 metres) to 50 ft. (15·24 metres) in good holding ground of clayey mud.

(*c*) Prohibited Area. An area bounded by straight lines joining following points is prohibited to anchoring and fishing due to presence of well-heads, Flow Stations, Gathering Station, etc. and numerous pipelines and power transmission cables on the sea bed. Additionally, the area bounded by five light-buoys is prohibited to navigation by all vessels or craft except those operating on direct instructions from the Company.

| | *Latitude* | *Longitude* | |
|---|---|---|---|
| (*a*) | 28° 24′ 48″ North | 48° 31′ 57″ East | |
| (*b*) | 28° 25′ 33″ | 48° 32′ 55″ | |
| (*c*) | 28° 26′ 45″ | 48° 35′ 16″ | |
| (*d*) | 28° 25′ 50″ | 48° 35′ 40″ | |
| (*e*) | 28° 29′ 04″ | 48° 52′ 34″ | |
| (*f*) | 28° 32′ 00″ | 48° 54′ 00″ | Red. Fl. Yellow 3 secs. |
| (*g*) | 28° 35′ 00″ | 49° 00′ 00″ | Red. Fl. Yellow 3 secs. |
| (*h*) | 28° 32′ 00″ | 49° 04′ 00″ | Red. Fl. Red 3 secs. |
| (*i*) | 28° 28′ 00″ | 49° 04′ 00″ | Red. Fl. Red 3 secs. |
| (*j*) | 28° 24′ 00″ | 48° 52′ 00″ | Red. Fl. Red 3 secs. |
| (*k*) | 28° 26′ 53″ | 48° 52′ 00″ | |
| (*l*) | 28° 23′ 13″ | 48° 31′ 48″ | |

**HEALTH:** No radio pratique will be given. Vessels must be cleared by quarantine office on arrival. (In the past, tankers were given free pratique at the request of Agents and on the production of the copy of telegrams from vessels confirming that all crew members possess valid cholera and vaccination certificates and that there is no sickness on board. This procedure has changed recently and all vessels are boarded by quarantine officer and pratique is given only after checking the documents concerned.)

**RADIO:** (Also see "Approaches"). Advise ETA Khafji at least 4 days, and again 1 day, before arrival through normal radio services. As an alternative to the route through Kuwait Radio Station (call sign: 9KK), vessels may send their first message through Singapore, Bombay or Bahrain Radios. Confirmation of ETA should be made a few hours before arrival by calling "Ras-al-Khafji" on Channel 16 VHF. All cables should be addressed to "Arabiaoil Kuwait".

The first message should be sent according to following form, but any items which are the same as a recent previous voyage to this port may be omitted.

(1) ETA Ras-al-Khafji
(2) Last port
(3) Deballasting time
(4) Quantity and type of cargo and bunkers required
(5) Maximum loading rate
(6) Diameter of cargo and bunker connections
(7) Distance from manifold to ship's side
(8) Derrick capacity
(9) Whether Ras-al-Khafji is first or second port (when taking part cargo)

*Note:* Item (9) should only be answered in cases where vessels are taking part cargo at Ras-al-Khafji. If second port, the first loading port should be mentioned.

Communications between shore and loading berth mainly sent and received by means of FM wireless telephone, which is brought on board tankers at time of arrival.

**VHF:** Short-range communication can be made with Terminal Office by calling "Ras-al-Khafji" on VHF Channel 16. Working channels are 9, 11, 12, 13 and 14. Vessels should call Ras-al-Khafji several hours before arrival to confirm ETA and receive berthing instructions. After anchoring they should advise their anchoring time and then maintain watch on Channel 16 until the Mooring-Master boards. Terminal VHF normally operative between 0400–1400 GMT, and is used outside these hours by special arrangements with individual ships.

**TUGS:** The undermentioned tug-boats are available for mooring and unmooring purposes: "Chiyoda Maru No. 22" 200 g.r.t., 1,320 b.h.p.; "Chiyoda Maru No. 3" 175 g.r.t., 1,320 b.h.p.; "Chiyoda Maru No. 4" 236 g.r.t., 2,200 b.h.p.

One of these tugs stands by near the berths as long as any vessel remains moored. Two mooring boats are used for handling ropes and hoses.

**BERTHING:** 1. Personnel. After vessel berthed, Company's Loading Operator and Mooring Crew will board. Loading Operators work shifts and there will always be one on board vessel while in berth. This man acts as assistant to Mooring-Master, and should be treated as such at all times. In particular he will carry out Safety Inspections and handle communications between ship and shore, particularly those communications regarding cargo.

Ship's personnel requested to give Loading Operator all required information and necessary assistance to allow him to do his job properly. Any disputes arising from his actions should be referred to Mooring-Master for final decision.

Mooring Crew will connect and disconnect hoses as required, but may at any time be transferred to another vessel for the same purpose. While they remain on board, vessels are requested to provide them with following: use of Smoking Room, toilet and washing facilities; hot and cold drinking water; utensils for eating and drinking (it is not normally necessary to supply food).

2. Description of berths.

(*a*) *Sea-Berth No. 1*

Position: 28° 26′ 10″ North, 48° 34′ 57″ East.

Depth: 53 ft. (16.15 metres) at Indian Spring Low Water.

Permitted draft: 47 ft. (14.33 metres) maximum.

Type of berth: Conventional four-buoy system where vessel moors to two anchors and one buoy forward and to three buoys aft.

Length: Designed for tankers of 800 ft. (245 metres) length but can be used by tankers of any size, although tankers of less than 650 ft. (200 metres) overall length sometimes experience difficulty in mooring if their lines are less than a full 720 ft. (220 metres).

Submarine Pipelines and Hoses: From the ex-Loading Dock one 26 in. crude oil line and one 18 in. fuel oil line have been laid to the manifold position. Two 10 in. rubber hoses for crude oil and one 12 in. rubber hose for fuel oils are connected to ship's manifold. These hoses approximately 225 ft. (69 metres) long and maximum lifting weight of the two crude oil hoses toget is 4.5–5 tons. For bunkering purposes one section of 6 in. ho is attached to the end of the 12 in. fuel oil hose.

(*b*) Sea-Berth No. 2

Position: 28° 25′ 55″ North, 48° 35′ 28″ East.

Depth: 56 ft. (17.07 metres) at Indian Spring Low Water.

Permitted draft: 50 ft. (15.24 metres) maximum.

Type of berth: As Berth No. 1.

Length of berth: As Berth No. 1.

Submarine Pipelines and Hoses: From the ex-Loading Dock 26 in. crude oil line, one 10 in. bunker line and one 4 in. mar diesel line have been laid to the manifold position. Two 10 rubber hoses for crude oil, one 6 in. rubber hose for bunk and one 4 in. rubber hose for marine diesel oil are connec to ship's manifold. All these hoses approximately 225 ft. metres) in length, and the maximum lifting weight of two cru oil hoses together is 4.5–5 tons.

(*c*) Loading Rates at Berths No. 1 and No. 2

Crude oil rate is 30,000 bbls/hr or 4,000 tons/hr.

Fuel oil loading rate at Berth No. 1 is 7,000 bbls/hr or 1,000 tons

(*d*) Preparation on Board before Berthing at Berths No. 1 and N

Vessels should have ready:

(i) Both anchors.

(ii) Three ropes forward and nine ropes aft.
Some wires are acceptable in place of equivalent numbe ropes. No shore wires used from buoys to ship. All rop and wires should be in good condition and preferably with splices.

(iii) Port derrick rigged for a minimum lift of 5 tons, using a runner and a hook.

(iv) Two 10 in. ASA 150 hose connections for crude oil, and 12 in. ASA 150 for fuel oil cargo (at Berth No. 1 only), at ship's port side manifold.
If ASA 150 is not available, the Company should be advis before arrival.

(*e*) Mooring and Unmooring at Berths No. 1 and No. 2

On approaching berth a ship's line is passed to one tug from cen fairlead aft. This line should be of good strength and well made on board.

When in position off berth, starboard anchor is let go and slack away easily to about 9 or 10 shackles on deck. Port anchor is th let go and paid out easily as vessel swings round into berth us tugs and engines as required. At same time, starboard ancho hove-in to about 6 or 7 shackles on deck and then made ready slacking away again.

As vessel backs down berth the anchors are slacked away necessary, and ropes sent to forward (No. 4) buoy. When st passes close to starboard quarter (No. 1) buoy, ropes are sent a to this buoy, hove-in tight and put on bitts ready for slacking if nec sary. Ropes then run to port quarter (No. 3) buoy, hove tight, lateral position in berth adjusted between port and starboard qua buoys. Lastly, ropes are run to the stern (No. 2) buoy and tug also passed to this buoy. The fore-and-aft position is then adjus between the anchors and the sternlines. A second tug is used assist in lateral positioning of the vessel, and two mooring bo are used for running lines to buoys, normally taking two ropes time.

In wintertime three ropes are used to each buoy, but in sum two of these may be dispensed with at Mooring-Master's discret

When properly positioned in berth, distance from ship's sid manifold marker buoy should be about 50–66 ft. (15–20 metres).

When hose disconnection completed, vessel unmoors by let go all lines on buoys No. 3 and No. 4, followed by those on b No. 2 and lastly those on buoy No. 1. Vessel then heaves both anch as necessary until they are up and clear, and vessel can leave be

Tugs used as required to keep vessel away from manifold mar and mooring buoys.

Mooring-Master may vary this procedure according to preva weather.

(*f*) Hose Connection and Disconnection at Berths No. 1 and No

After completion of mooring, mooring boat will pull hose mar buoys to ship, and connect to ship's port derrick runner. The crude oil hoses are lifted together from seabed by ship's der and connected directly to manifold by Company's Crew.

Fuel oil hose at Berth No. 1 is lifted separately and connecte similar manner.

Time taken for hose connection about 1–1.5 hours dependin number of hoses connected. Hose disconnection takes abou hour, and is done in reverse manner to connection.

(*g*) Loading Restriction at Berths No. 1 and No. 2

Due to there being only one cargo pipeline between ex-Load Dock and the shore, it is not possible to load vessels in Ber No. 1 and No. 2 simultaneously. Therefore, when these berths occupied, one vessel will be loading while the other is deballast the latter arranging to finish ballast about 1 hour before the o vessel finishes cargo.

(*h*) General Description of Berth No. 3

Position: 28° 27′ 06″ North, 40° 36′ 28″ East.

Depth: 62–64 ft. (18.90–19.51 metres), but 59 ft. (17.98 metres) pipelines, at Indian Spring Low Water.

Permitted draft: Normally 54 ft. (16.46 metres), but 56 ft. ( metres) permissible using rise of tide.

Type of berth: Single-buoy-mooring system consisting of a 30 ft. (9.14 metres) in diameter, moored to eight pendant leg 3.5 in. high strength chain shackled to anchor piles at a ra of 575 ft. (175 metres), and having a rotating deck car pipeline and mooring connections.

Moorings: Attached to mooring connections on the buoy are two 12 in. nylon ropes (97 mm. dia., breaking strain 150 tons). These ropes are 120 ft. (37 metres) long, and have at their free end a length of stud link chain which includes a "sister-plate" for receiving the shackles used on deck of tanker. From outer end of this chain is connected a 10 in. polypropylene "pick-up" rope about 180 ft. (55 metres) in length. Rope supported by "doughnut" floats, and chain hung by large plastic buoys 5 ft. in diameter, coloured red and green.

Submarine Pipelines and hoses: One 36 in. crude oil line and two 12 in. fuel oil lines have been laid approximately 30,000 ft. (9 km.) from shore to position close under buoy. From underwater manifold the crude oil goes to the buoy through 20 in. underwater hose; fuel oil lines joined at manifold and fuel oil led to buoy through one 10 in. submarine hose. From deck of buoy 20 in. crude oil hose and 10 in. fuel oil hose are supported by floats, and have a length of 660 ft. (201 metres) to a hose raft, at which position the 20 in. hose is divided into three strings of 12 in. floating hose. These, together with the 10 in. fuel oil hose, extended for a further 120 ft. (37 metres) making a total length of 780 ft. (238 metres) including the raft. At their free end the hoses are paired and connected to two large plastic buoys each 4 ft. in diameter.

Loading Rate: Maximum loading rate of crude oil is 45,000 bbls/hr or 6,200 tons/hr. The fuel oil loading rate is 5,000 bbls/hr or 700 tons/hr.

(*i*) Preparation on Board before Berthing at Berth No. 3

Before arriving at anchorage, vessels assigned to Berth No. 3 should have ready:

(*a*) Two mooring ropes forward, together with rope stoppers, and also one or two steel crowbars.

(*b*) Port derrick rigged for 10 tons, or maximum lift if 7–10 tons.

(*c*) Three 12 in. ASA 150 hose connections for crude oil, and one 10 in. ASA 150 for fuel oil cargo, at the port side manifold. If ASA 150 is not available, the Company should be advised before arrival.

(*j*) Mooring at Berth No. 3

Mooring-Master will board from tug which carries mooring and hose connection materials. Vessels should have crew standing-by ready to receive these materials, and should maintain a lee until this is completed.

Mooring-Master will instruct crew in setting-up of forward moorings, where two 12 in. nylon ropes are made fast round port and starboard bitts with their attached shackles about 12 ft. (3.66 metres) inboard from the fairleads of panama leads as far forward as possible. Size of fairlead opening should be at least 12 in. to prevent chain jamming in fairleads.

Approaching berth, tanker should lower a mooring rope from each bow as a messenger. Mooring boat will take port rope first, and connect it to the port "pick-up" rope which should then be hove-in while the boat returns to take the starboard rope for connection to its "pick-up" rope. These two ropes are then hove-in until the chains come into the fairleads, and the shackles can be made fast in the "sister-plates". The "pick-up" ropes are then slacked back until the nylon ropes have the weight.

Usual time from sending away first line until all fast is about 20 minutes.

(*k*) Unmooring from Berth No. 3

After hose disconnection completed, the weight is taken on "pick-up" ropes, nylon ropes are unshackled, and as vessel backs off berth the "pick-up" ropes are slacked off and then dropped into the water. The tug will come alongside either before or after vessel backs off berth, whichever is convenient, and the nylon ropes and the two big shackles are passed to the tug. Unmooring time usually 10 minutes.

(*l*) Hose Connection and Disconnection at Berth No. 3

After completion of mooring, the mooring boat which has been holding the hoses clear during berthing, will bring the hoses to the ship and connect the derrick runner to the buoy having two 12 in. crude oil hoses. These are usually lifted aboard together and connected directly to ship's manifold, making any necessary separation of hoses as may be required according to lifting capacity of ship's derrick

The hoses are hung off on 2 in. diameter nylon ropes and lashed to the rail to prevent shock loads due to wave action being transmitted to manifold flanges.

After the first pair of hoses have been connected, the second buoy is lifted and the remaining crude oil hose and the fuel oil hose connected in similar manner to the first two hoses. If a vessel requires a loading rate of 5,000 tons/hr or less, only two crude oil hoses are connected. According to the number of hoses to be connected, connection takes 1.5–2.5 hours.

Hose disconnection is done in a reverse manner to connection, and takes about 1–1.5 hours.

(*m*) Berth No. 4 (S.B.M.).

Situated 2 miles East-north-east of Berth No. 3. Permitted draft 64 ft. and 66 ft. using rise to tide.

**LOADING:** Loading crude cargo on top of oily residue is acceptable.

(*a*) Dry Inspection

Upon completion of deballasting the Mooring-Master will inspect the tanks.

If the tanks are not satisfactory, he may require further pumping until such time as they reach the required standard.

(*b*) Loading Operations

When ship is ready for loading, ship's officer must inform Loading Operator who will transmit necessary orders to Control Room on shore.

Loading is started by booster pump, and after everything has been checked and found satisfactory on board loading rate will be gradually increased by starting further booster pumps and then main pumps in sequence until the required loading rate is reached; provided always that required loading rate is within capacity of the pumps.

Loading rates can be varied at any time during loading upon 5–10 minutes notice to the Mooring-Master or Loading Operator on board.

In case of emergency, the immediate stopping of all loading can be accomplished.

When loading is completing, the rate is gradually reduced first by stopping the main pumps and latterly the booster pumps, one by one according to the request of the ship's officer. At the final stage of loading only booster pumps should be on the line, and the ship's officer should tell the Loading Operator to "Stand-by" at least 5–10 minutes before finishing cargo.

Shore pumps will stop about 15 seconds after their control buttons are pressed, but the oil will continue to flow for several minutes, depending on amount of time since main pumps were stopped.

All stops for cargo completion must be given by the ship, as "shore-stop" is *NOT* practised at this port.

(*c*) Overflows and Spillage

In the event of overflow or spillage during loading, cargo will be stopped immediately and will remain stopped until such time as Mooring Master considers it safe to resume loading. This will normally be when all the overflowed oil has been cleared off the deck and there is no longer any unusual danger involved. It is ship's responsibility to clear oil away as soon as possible after occurence.

(*d*) Ullaging and Gauging

After loading completed, Mooring Master will witness final ullaging on board so that ship's figures can be calculated.

Onshore a group of Government and Company gaugers will take manual gauges of the shore tanks before and after loading, and from these gauges the Bill of Lading figures will be calculated.

(*e*) Saybolt Inspection

The oil inspectors of E.W. Saybolt & Co., S.A., based in Mina Abdullah, Kuwait, are available at this port upon consignee's special request. They will carry out or witness gauging of the shore tanks, dry inspection and ullaging of the ship's tanks, calculation of shore and ship's figures, analysis of oils, etc., issuing the necessary certificates according to consignee's requirements.

**STEVEDORES:** Dry-cargo vessels calling Ras-al-Khafji to give at least 72 hours notice to Agents to arrange labourers. Stevedores will be arranged from Kuwait. Ship's gear used for discharging, which takes place at anchorage into barges.

**MEDICAL:** Company operates a clinic and a hospital at Ras-al-Khafji. Medical and dental treatment can be given in cases of emergency or serious illness or injury. Epidemic diseases or cases of serious injury or disease requiring operations, etc. are normally transferred to State hospitals in Kuwait. Company's doctor will not normally attend on board unless patient is incapable of attending clinic. Requests for medical attention should be given to ship's Agent as early as possible before arrival.

**FRESH WATER:** Not available except in cases of extreme emergency.

**FUEL:** (Also see "Berthing")

(*a*) Grades. Marine diesel oil (MDO), light bunker oil (LBO) and heavy bunker oil (HBO) are supplied. Each loading berth has pipeline which can deliver light and heavy bunker oils, but only berth No. 2 has marine diesel line. At Berths No. 1 and No. 3, marine diesel oil supplied from barge for which no extra charge made.

"Bunkering Information" booklet, which gives full details of bunkering services at this port, is available from the Company upon request.

(*b*) Bunker Nomination. Owners, Operators or Charterers should nominate their vessels' bunker requirements *to the Company's Head Office in Tokyo.*

Vessels requested confirm grade and quantity of bunkers required *direct to* "*Arabiaoil Kuwait*" (via "9KK") through normal radio services at least 4 days before arrival; or in cases where vessels receive instructions less than 4 days away, they should advise bunker requirements as soon as possible.

(*c*) Bunkering Operation, Bunkers normally supplied to vessels in berths while they are discharging ballast or loading crude oil. At Berths No. 1 and No. 3 MDO supply from a barge will be done usually before loading cargo.

Except in special circumstances when previously agreed, bunker supply is Stopped Onshore when requested quantity has been pumped according to shore tank gauging.

| *Berth* | *Marine diesel oil* | | *Light and heavy bunker oils* | |
|---|---|---|---|---|
| No. 1 | 4″ | 80 t/hr* | 6″ | 400/300 t/hr |
| No. 2 | 4″ | 40 | 6″ | 400/300 |
| No. 3 | 4″ | 80* | 10″ | 400/300 |

Note: (*a*) * Supply from a barge with 4″ rubber hose.

(*b*) In winter time the rates for light and heavy bunker oils decrease due to the low sea-water temperature increasing the viscosity of these oils.

*Bunkering for Cargo Vessels*

Bunker supply to cargo ships from a barge or a coastal tanker is available.

**CUSTOMS:** Upon arrival Master required submit to Customs a manifest of any cargo to be landed at Ras-al-Khafji and to sign a declaration that no intoxicating liquors or drugs will be landed. After loading completed, Customs will sign an Outward Manifest and issue Port Clearance. These will be handed to Master by Agent.

In normal circumstances Customs Officers do not board tankers, but board cargo ships and leave a Customs Guard on board throughout vessel's stay.

Import of following articles forbidden:

Alcoholic beverages.
Pornographic literature, photographs, pictures and films.
Explosives.
Fire arms or implements of war of any kind.
Religious matters not pertaining to the Moslem faith.
Playing cards and other gambling devices.

**REPAIRS:** Some minor repairs may be made on board using shore assistance in case of extreme emergency, but such repairs must be made only with prior permission of Company's Terminal Office should it be required to do them in berth. Preferably all repairs should be carried out at anchorage. In all cases when shore assistance is required Master should notify ship's Agent well in advance.

**DRY DOCKS:** None.

**REPATRIATION:** May be accomplished by making special arrangement through the ship's Agent, well in advance of vessels arrival.

Marine Superintendent of Owners, or Owners Representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.

**AIRPORT:** Crew joining must be routed through Dhahran. Kuwait Airport 110 km. Dammam 325 km.

**TIME:** GMT plus 3 hours throughout year.

**TELEPHONES:** No facilities for placing on board.

**SERVICES:** Swedish Welfare for Seamen, Lloyd's Surveyor, Butterworth Tank Cleaning Machines and Equipment and Underwater cleaning.

Provisions and deck stores are available from ship chandlers in Kuwait in limited kinds and quantities. Prices at Khafji may be a little more expensive than in Kuwait due to the transportation charges made. In all cases the ship's Agent should be advised of the requests at the earliest possible time before arrival.

**SHORE LEAVE:** Not normally permitted by Authorities except by arrangement through the ship's Agent.

**AUTHORITY:** *Arabian Oil Company Offices.* Head Office Chiyoda Denden Building, 1–6, Otemachi, Chiyoda-ku, Tokyo, Japan. Tel. (201) 6821. Central PO Vox 1679, Tokyo, Japan. Cable "Arabiaoil Tokyo" or Telex TK 2416 (Araboil).

Field Office (Neutral Zone Office): Ras-al-Khafji, Saudi Arabia-Kuwait Zone, (There is no direct telephone connection between Field Office and the Kuwait telephone system.) Ras-al-Khafji, Neutral Zone, Kuwait. Cable "Arabiaoil Kuwait".

**AGENT:** See "Kuwait".

## RAS TANURA: 26.38 N. 50.10 E. (See Plans)

**OPERATORS:** Arabian American Oil Co. ("Aramco").

**FLAG:** Saudi Arabian flag must be flown from vessel's foremast while in port. Vessels should provide themselves with this flag before arrival but, if circumstances render this impossible, such flag may be purchased from the vessel's Agent. Saudi Arabian flag is properly displayed when writing appears on top and sword or swords on the bottom.

**IMPORTANT FEATURES:**

1. There are two piers and a Sea Island having a total of eighteen oil-loading berths. In addition, a small oil-loading pier is located on West side of Ras Tanura peninsula. A 20 mdwt bunkering vessel is stationed in the anchorage area to refuel vessels that require bunkers only.
2. Aramco Harbour Pilots moor, unmoor and supervise movement of all vessels in vicinity of piers except coastal tankers loading at West Oil Pier. Normally no charge made for this service.
3. Safety rules strictly enforced. Receipt of instructions must be acknowledged before vessel will be berthed.
4. Aramco maintains radio station (call letters HZY) for exchange of messages with ships. All incoming tankers should establish early contact with this station order transmit ETA data, etc.
5. Vessels arriving at Ras Tanura shall retain sufficient clean water ballast on board for the safe handling of the vessel from the anchorage area to the piers. Every effort should be made to reduce the quantity of ballast on board to a minimum and to have the ballast in as few tanks as practical in order to reduce the time spent draining. During adverse weather conditions sufficient ballast shall be retained on board the vessel to assure easy handling and good steering qualities. Ballast pumping equipment should be ready to commence discharging ballast when the vessel is in position in the berth.
6. Consumption of alcoholic beverages prohibited within Kingdom of Saudi Arabia. Local officials carry out inspection to confirm that all alcoholic beverages under lock and key during vessel's stay. Vessels moored at loading piers or anchored in harbour considered to be in Kingdom of Saudi Arabia.
7. Display of quarantine signals on approach to Ras Tanura must be maintained until pratique is granted. The flag of Saudi Arabia must be flown throughout the vessel's stay in port. Ships cannot be berthed until the quarantine message has been received (see "Radio").
8. To permit more rapid ship turnaround, an "Early Departure Procedure" is available. This service provides for a quick departure of the vessel after loading, without necessity of waiting for delivery of documents at anchorage. This special service should be requested and arranged with Agent at earliest opportunity.
9. All vessels transiting the "deep-water departure channel" m maintain a minimum 5 ft. keel clearance.

**LOCATION:** Aramco's shipping and refining facilities situa on Saudi Arabian coast of Arabian Gulf on peninsula known Ras Tanura. The peninsula, which has a total length of 13 sta miles, has as Southern extremity a 5 mile-long sandspit with m mum width about 5 mile. Near its tip are Company's piers, ship tanks, and terminal offices. Refinery and its storage tanks loca about 7 miles to the North. There is a survey reference point loca at Southern tip of peninsula, over which a beacon tower has b erected. Exact position of this beacon is Latitude 26° 37′ 25″ No Longitude 50° 09′ 50″ East. All bearings are referenced to this po which is officially known as Ra's at Tannurah. The name "Ra's Tannura" (variously spelled) appears on most charts and publi tions.

Port of Ras Tanura is a roadstead and there are only o anchorage areas for oil tankers and other vessels. Some protec is afforded by land on the West and shoals to the North, East a South. These shoals tend to keep the sea down to such an ex that vessels do not ordinarily register heavy movement.

**APPROACHES:** The inner channel at Ras Tanura port has b buoyed for the safe navigation of deep-drafted outward bo vessels where marine navigation aids, in accordance with in national standard, have been installed. The channel has a certi depth of 69 ft. at ISLW.

The Port of Ras Tanura should be approached from the No Vessels approaching in ballast should pass Westward outside, close to, the buoyed deep-water departure channel in order provide adequate sea room within the lines of buoys. The buo channel, designated as the "deep-water departure channel", ha clear depth of 71 ft. except for a shoal area about 6,500 ft. long t has a clear swept depth of 69 ft. at ISLW. The buoyed width of shoal area passage between buoys 15, 16, 17, and 18 is 800 ft.

*Caution:*

All vessels approaching the Ras Tanura anchorage from North or South, shall reduce their speed sufficiently to ensure safety of other vessels and themselves, and when passing thro the anchorage the speed shall not exceed 5 knots per hour.

All vessels approaching the ports of Ras Tanura and/or Damm are to stay clear of the "deep water departure channel". The lig draft vessels approaching should give way and endeavour to a getting into crossing situations that might require an out bound vessel to alter course. Such vessels may be extremely lim in their room to manoeuvre due to their deep draft. Vessels depar the ports of Ras Tanura and/or Dammam are required to use "deep water departure channel".

The areas around the approaches to Ras Tanura and northw along the Arabian coast have many drilling platforms, wells other structures which may be hazards to navigation. Approp navigation charts should be kept up to date and consulted w sailing in this area.

*Separation Zone (arriving vessels):*

(*a*) All arriving vessels should stay within the lane.
(*b*) From Approach Buoy or Entry Buoy to Buoy No. 4 the sep tion zone is ¾ mile.
(*c*) From Buoy No. 4 to Buoy No. 5 the separation zone is ½ m
(*d*) From Buoy No. 5 to Buoy No. 7 the separation zone decrea to nil.
(*e*) From Buoy No. 7 to Buoy No. 17 all arriving vessels are to k to the West of Buoys, No. 7, 9, 11, 13, 15 and 17.

*Separation Zone (Departing Vessels):*

(*a*) All departing vessels should stay within the lane.
(*b*) From Buoy No. 17 to Buoy No. 5 all departing vessels a keep to the East of Buoys No. 17, 15, 13, 11, 9, 7, and 5.
(*c*) The separation zone starts at Buoy No. 7 and increases t width of ½ mile at Buoy No. 5.
(*d*) Buoy No. 4 to Buoy No. 5 the separation zone is ½ mile wid
(*e*) From Buoy No. 4 to the Entry Buoy or Approach Buoy separation zone width is ¾ mile.

*Special Notes:*

The following regulations and special notes are promulgated the use of ship's Masters entering and leaving Ras Tanura Dammam ports:

*Inbound Vessels:*

1. Vessels fitted with the appropriate VHF radio equipment requested to monitor Channel 16 when in the vicinity of Tanura channel and anchorage area.
2. Vessels shall report time of passing Beacon No. 3 to Ras T pilot station.
3. Vessels shall report time of passing Buoy No. 7 to Ras T pilot station.
4. Vessels proceeding within the area bound by Channel B No. 9 and the southern extremity of Ras Tanura ancho should limit speed to a maximum of 5 knots.
5. No overtaking is permitted in the Ras Tanura arrival cha after passing Buoy No. 9.
6. A minimum distance of one mile shall be maintained betw vessels proceeding in the same direction after passing B No. 9.
7. Vessels passing Buoy No. 17 must navigate with extreme ca and give way to vessels departing from the berths.
8. Freighters transmitting the Ras Tanura port area, boun Dammam, should alter course Eastward after passing cle Buoy No. 17 and keep to the Eastern sector of the t anchorage.
9. Under no circumstances shall inbound vessels navigate i buoyed deep water departure channel.

*Outbound vessels:*

1. All vessels are to monitor Channel 16 when in the vicinity of Ras Tanura channel and anchorage area.
2. Vessels departing from Ras Tanura anchorage must advise Ras Tanura pilot office of their intentions thirty minutes before departing.
3. Freighters outbound from Dammam shall, when passing Dammam Channel Beacon No. 1, alert Ras Tanura pilot office of their estimated time of arrival at the southern extremity of the tanker anchorage. Freighters should keep to the Eastern sector of the tanker anchorage and avoid the manoeuvring area from the anchorage to the piers.
4. Vessels manoeuvring within the area bound by the southern extremity of the Ras Tanura anchorage and the entrance to the departure channel (Buoys 17 and 18) should limit speed to a maximum of 5 knots.
5. Any departing vessel shall not overtake any vessel ahead until both vessels have passed clear of Buoy No. 5.
6. A minimum distance of one mile is to be maintained between vessels proceeding in the same direction until clear of Buoy No. 5.
7. Under no circumstances shall outbound vessels navigate in the arrival channel.

*Keel Clearance:* No vessel may transit either channel unless it has at least five (5) ft. of keel clearance.

*Communication – VHF Radio:* Maintaining a continuous radio watch aboard all vessels in the Ras Tanura vicinity cannot be overemphasised, particularly in the event of unforeseen circumstances developing in the port area. A two-way exchange of information is an essential prerequisite to a safe, efficient port operation. Vessels in the Ras Tanura anchorage that are not fitted with VHF radio are requested to maintain a radio watch with the local station HZY.

**DOCUMENTS:**

(*a*) Following documents required for immediate inspection by boarding officials:

Maritime International Declaration of Health. (1 copy from last loading port to be surrendered).

Valid Deratisation or Deratisation Exemption Certificate.

Crew List.

Passenger List.

Smallpox Vaccination Certificate, of a date not exceeding three years, for all passengers and crew members.

Certificates of Inoculation against any communicable diseases prevailing at the ports of departure.

A complete set of Log Books covering the period since the vessel's last call at Ras Tanura. In the case of a first visit, log books must cover the period from the date of a vessel's first sailing or from April 25, 1952, whichever date is most recent.

(*b*) "Early Departure Procedure." To permit more rapid ship turnaround, an "Early Departure Procedure" is available. This service provides for a quick departure of the vessel after loading, without the necessity of waiting for delivery of documents at anchorage. This special service should be required and arranged with Agent at ship's earliest opportunity. When vessel is ready to leave port, a Ministry of Health permit and port clearance will be given to Master by ship's Agent.

(*c*) Export Goods Manifest. Masters will receive from Agents, Export Goods Manifest forms covering each consignment of cargo loaded. A letter addressed to the consignee will accompany these forms. This letter provides detailed instructions as to requirements and disposition of the Export Goods Manifest forms. It is imperative that Master delivers these papers to consignee upon arrival at the discharge port(s).

(*d*) Discharge Certificates. According to local procedure, certificates showing details of cargo loaded at this port on any tanker, are airmailed by Agents to the receivers of cargo at the port of discharge along with a self-addressed envelope, and returned to the Arabian American Oil Company in Ras Tanura signed by the recipient Customs Authorities.

**PILOTAGE:**

(*a*) Channel Pilots. Approach channels well marked by lighted, radar-reflecting beacons and buoys. For these reasons, Channel Pilots not provided.

(*b*) Harbour Pilots. Harbour Pilots provided for assistance to Masters of vessels using the Port. Aramco Pilots are on duty continuously. If a berth is available and the ship's radioed quarantine message and notice of arrival and readiness have been received, an Aramco Harbour Pilot will board the incoming vessel while it is underway. The point of boarding will be South of Buoys 17 and 18 and East of the Sea Island. Aramco Harbour Pilots will pilot vessels to berth at all piers. All manoeuvring of vessels in vicinity of or at the piers will be under supervision of an Aramco Harbour Pilot. VHF radio contact may be made between ships and the Port Control and the Pilot's Office at frequencies listed under "Radio".

The services of the Pilots are presently provided without charge, but the Company reserves the right to charge for these services.

If the freeboard of a vessel exceeds 30 ft., an accommodation ladder is required in conjunction with the pilot ladder. This requirement does not involve vessels equipped with *approved* pilot hoists. The deck of the Ras Tanura pilot launch, from where the Pilot boards, is approximately 6 ft. above the water.

Upon request from ship's Master, additional pilotage assistance to transit the Ras Tanura departure channel is available to all VLCC vessels of 150,000 dwt and above which have a deep draft of 60 ft. or more when fully loaded.

On departure from Ras Tanura an Aramco Harbour Pilot will remain on board until vessel is aligned with the channel on a safe course providing the Pilot can disembark safely. The additional pilotage is also available when it is necessary for a VLCC to proceed to anchor to await a favourable tide or make repairs. The Pilot will remain on board until the vessel arrives in the anchorage; however, the Master will be responsible for the actual anchoring of the vessel. During adverse sea and weather conditions, a proper lee shall be made so as to allow the Pilot to safely disembark.

*Pilot ladder requirements:*

1. The ladder should be kept in good order, cleaned, should be of adequate length and strength.
2. The vertical distance between steps should not exceed 15 in. The outboard edge of the step should project from 5 to 6 in. from the hull. Ladders must be so constructed that the steps will remain flat or at right angles to the hull while supporting the weight of a person.
3. Spreaders at suitable intervals should be provided to prevent the ladder twisting and the ladder should be properly secured with the steps level.
4. The deck in the vicinity of the ladder should be clean and free of oil and grease.
5. When possible, on vessels so equipped, the pilot ladder shall be made fast alongside of an area where there is a break in the rail or an opening in the bulwark. This allows a person to step directly on the deck and is considered most desirable. The boarding position should be as near midships as possible.
6. During the hours of darkness, it is necessary that the pilot ladder be adequately lighted. It is emphasised that not only the ladder but the deck area close by the head of the ladder should be illuminated.
7. A manrope or safety line should be rigged in the close proximity of the ladder.
8. Responsible deck department personnel are to be in attendance when the Pilot boards or leaves the ship.

**ANCHORAGES:** All vessels must have anchors well secured when approaching or departing from the Sea Island facilities. No anchor or chain clearing operations are permitted while alongside any berth.

The suggested anchorages in the port of Ras Tanura have been laid out to facilitate shipping in general. They provide vessels with ready access to the piers. The anchorage area ranges in depth from 5 to 12 fathoms. Holding ground in these areas is only fair, as the bottom is varied in character, it is recommended that anchored vessels lie to a long scope of chain whenever the weather is unfavourable.

Any vessel having anchored in the suggested anchorage area should immediately advise Aramco, via Radio HZY, the following information: (*a*) Time of arrival in the anchorage area (in GMT). (*b*) Approximate position in the anchorage area in relation to the North Pier. (*c*) Contact Aramco Terminal Planning Office by VHF radio Channel 14 or 16 if vessel is so equipped.

*Holding anchorage:* Due to the increase in the ship traffic and congestion in the Port of Ras Tanura, an area designed as a "Holding Anchorage" has been established outside of the port. When a tanker is nominated to load at Ras Tanura and the port anchorage is congested, the tanker may be instructed to proceed to the "Holding Anchorage" to await instructions and its turn for a loading berth. Normally, this procedure will only be instituted when a port anchorage is congested or will become congested and it is anticipated that the vessel will have an extended period.

The perimeter lines for the port of Ras Tanura "Holding Anchorage" join the following points:

| *Points* | *Latitude North* | *Longitude East* | *Directions* |
|---|---|---|---|
| 1 | 27° 04′ 30″ | 50° 14′ 00″ | East to |
| 2 | 27° 04′ 30″ | 50° 17′ 00″ | South to |
| 3 | 27° 02′ 30″ | 50° 17′ 00″ | West to |
| 4 | 27° 02′ 30″ | 50° 14′ 00″ | North to Point 1 |

The area designated as the Ras Tanura anchorage for tankers is also being expanded. The new perimeter lines for the Ras Tanura tanker anchorage join the following points:

| *Points* | *Latitude North* | *Longitude East* | *Directions* |
|---|---|---|---|
| 1 | 26° 41′ 00″ | 50° 12′ 45″ | East to |
| 2 | 26° 41′ 00″ | 50° 14′ 00″ | South East to |
| 3 | 26° 37′ 45″ | 50° 15′ 15″ | West to |
| 4 | 26° 37′ 45″ | 50° 11′ 15″ | North East to Point 1 |

**MAX. SIZE:** Vessels up to 250,000 dwt. (part-cargo) have been handled. Departure channel 69 ft. ISLW – see "Approaches". Water depth at Sea Island berths is a minimum of 85 ft. at ISLW, but depth of water in departure channel and not depth of Sea Island berths limits the draft of vessels calling at Ras Tanura.

**HEALTH:** A modified Radio Pratique procedure is in use. Vessels supplying requested quarantine information can be berthed on arrival and proceed with normal loading operations prior to arrival on board of quarantine officer. Vessels failing to supply information will be delayed at anchorage until cleared by quarantine officer. Extensive delay can be incurred by vessels failing to supply requested information promptly. Quarantine information (see "Radio") must be received prior to berthing. In accordance with international practice, quarantine signals must be displayed by all vessels when approaching Ras Tanura. These signals shall be displayed continuously until pratique granted. These signals are: Sunrise to sunset, quarantine flag. Sunset to sunrise, Signal lights, red over white.

Quarantine officer may board vessels awaiting berth in prescribed anchorage area; however, vessels proceeding directly to a berth at one of the piers will be boarded at the pier after being tied up. Pier personnel are normally allowed on board prior to arrival of quarantine official. Vessels at anchor awaiting berth should not rig an accommodation ladder, but instead should provide a safe pilot ladder in good repair, properly secured. At night, the pilot ladder must be adequately lighted.

**RADIO:**

(*a*) Station. Aramco owns and operates marine radio station call letters HZY, maintained for transacting company business with "in-or-outbound vessels" and is open 24 hours daily. Station HZY will also accept and forward messages concerning ship's agency matters to Agents. However, agency messages to Masters are not permitted. No charge for either incoming or outgoing messages. Marine transmitting antenna of HZY located at Latitude 26° 18′ 36″ North, Longitude 50° 07′ 12″ East.

Due to its inland location Masters strongly advised *not* to use this antenna for radio direction-finding purposes since inaccurate bearings will be obtained due to coastal refraction.

(*b*) Messages. All vessels must endeavour keep HZY fully advised regarding estimated times of arrival at Ras Tanura, as well as times of actual arrival and position in anchorage. It is required that vessels provide HZY with a minimum of three notices of ETA information at about 72, 48 and 24 hours "steaming time" from Ras Tanura. Shorter notices may result in berthing delay. If loading part cargoes at other Arabian Gulf ports prevents a vessel from furnishing an accurate ETA, steps should be taken to dispatch a message either direct or through ship's Agent giving best estimate possible at the time. This message should then be followed by an accurate ETA immediately upon departure for Ras Tanura. Failure to give at least 24 hours notice will result in an addition to allowable laytime in the event a demurrage claims is filed against Aramco.

Upon first contact with an inbound tanker, HZY will transmit the following two standard messages of 181 and 50 words:

181 word message
Master Rastanuraradio/HZY
Contact HZY soonest advising one ETA GMT Rastanura two any later changes three Agent's name and requirements four arrival departure draft fore and aft five arrival displacement tonnage six deballasting hours seven maximum loading rate fullstop vessel urged to accept highest possible loading rate stop vessels loading cargo advise previous cargo and if cargo or residue aboard to be commingled with Rastanura cargo fullstop if VHF aboard call Aramco terminal planning for berthing instructions when 100 miles out on 156·8 Channel 16 or 156·7 Channel 14 stop if no VHF aboard contact HZY 500 kHz and copy traffic lists on odd hours for berthing instructions stop on arrival anchorage advise HZY official readiness time and position relative North Pier stop radio messages without charge fullstop Pilots require sufficient clean ballast for manoeuvring and will board in anchorage for mooring stop recommend propellers almost covered and trim limited to 15 ft. stop have gangway ready stop all tanks and lines must be gas free prior loading white products fullstop suggest copy HZY traffic lists several days after departure.
Aramco

50 word message
Master Rastanuraradio/HZY
Please advise any epidemic diseases or illness on board and status of crew's International Certificates of Immunisation and all ports called past thirty days also destination stop Agent stop flag stop net registered tonnage stop vessel will not be allowed to berth until this information is received.
Aramco

It is important that you send a reply to the above two messages soonest after receipt.

(*c*) Traffic list transmitting times and frequencies of HZY are as follows:

Transmits on 12811·3 kilohertz (kHz) on even-hours GMT from 0600 to 1600 GMT, and on 8480 kHz on even-hours GMT from 1600 to 0600 GMT.

Listens on 12 megahertz (mHz) and 8 mHz bands after traffic list transmissions until all calls have been cleared.

Also transmits on 16960 kHz from 0500 to 1300 GMT and picks up calls in the 16 mHz band.

Transmits on 430 kHz on all odd-hours GMT after callup is made on 500 kHz.

Ras Tanura local time is GMT plus 3 hours.

N.B.—To facilitate contacting a vessel after departure, it is suggested that vessels copy HZY traffic lists for several days after leaving Ras Tanura.

(*d*) Weather. Weather advice, hydrographic notices and traffic lists are "dualled" on 430 kc and 8,480 kc at 0430 GMT and again on 430 kc and 12,811·3 kc at 1630 GMT. It is requested that all vessels forward their local weather observations to this station, either in code or plain language, to assist in preparation of the Arabian Gulf forecasts. No charge for the incoming traffic or for weather observations from vessels.

(*e*) Agents. Messages to ship's Agents are handled by HZY, free of charge. However, the shipping Agents are not permitted to use HZY for outgoing traffic. Address message to Aramco and indicate Agent's name as the first words of text.

(*f*) Beacon. An aircraft radio beacon, call sign RT, which transmits on 335 kc is located at Latitude 26° 37′ 36″ North, Longitude 50° 09′ 47″ East.

(*g*) VHF/RT/VHF radiotelephone Channels 13, 14, and 16 are available for ship-to-shore communication at Ras Tanura. Channels 13, 14, and 16 are monitored 24-hours-a-day in the Aramco Terminal Planning Office which is located in Dhahran, approximately 25 miles South of Ras Tanura. Harbour Pilots can be contacted on Channels 14 and 16. VHF equipped vessels should try to contact the Aramco Terminal Planning Office when they are within 100 mile range of the port and while at anchor. Use of VHF while alongside the oil piers to contact the Aramco Terminal Planning Office, Pilots, or Agents is permitted.

HZY will, on request via CW, utilise voice radio, transmitting 4372·4 and 8780 kHz and receiving in the 2, 4, 8, and 12 mHz bands.

(*h*) Radio Silence. The main wireless and radar equipment of a ship must not be operated while the vessel is alongside oil pie Use of VHF while alongside the oil piers to contact Aramco Termin Planning Office, Pilots, or Agents is permitted.

**TUGS:** Under normal operating conditions, no tow-boat or oth craft is to come alongside any vessel before Harbour Pilot boar vessel. Should Harbour Pilot deem assistance of a tug to be nece sary, he will give proper signal. Ship's personnel must not sig for tugs or boats to come alongside except as directed to do so the Pilot. Mooring and unmooring assistance is provided by die tugs, which are regularly stationed in immediate vicinity of pie At present no charge is made for these tugs when employed in no mal mooring and unmooring operations, but a charge is made additional or unusual services. Tugs are fitted with fire pumps a water/foam monitors to assist in fighting fires.

Aramco operates three 4,000 h.p. tugs, bollard pull capacity 65 tons each, three 2,000 h.p. tugs with bollard pull capacity of 35 to each, and one 1,600 h.p. tug with bollard pull capacity 29 tons.

**BERTHING:** Harbour Pilot will direct the manoeuvring of t vessel to the assigned berth. Berthing draft should be sufficient immerse or almost immerse the propeller, with a maximum of 10 stern trim. Full power and manoeuvrability should be available.

*(a)* Turn. Incoming ships are assigned berths in accordance wi time of arrival, product to be loaded, size of vessel, and loaded dra Vessels loading crude oil or crude blends will normally be assign berths as follows: Below 60,000 dwt. Usually assigned to North Pi (or South Pier in case of some refined products). 60,000 to 100,0 dwt. May be assigned either to North Pier or Sea Island dependi on berth availability. Above 100,000 dwt. Usually assigned to Se Island. Endeavour is made to berth vessels immediately upon arri and Master should maintain radio contact with station HZY. If n berth available, vessels to anchor in prescribed anchorage an maintain radio contact with station HZY or Ras Tanura Port Contr office by VHF radio frequencies listed under "Radio".

(*b*) Ballast. Storage space is extremely small for dirty ballast an residue. Prior clearance must be arranged for discharge of reclaime oil or dirty ballast ashore. The Sea Island does not have facilities f handling this material. Aramco strongly recommend the "Loa on Top" procedure wherein such residues are commingled wi crude cargo whenever possible and that new vessels be built wi ballast system independent of cargo tanks. A separate ballast syste shortens time in port by about 5 hours. Vessels should arrive wi minimum clean ballast to enable manoeuvring under prevailin weather conditions. Masters are encouraged to take advantage the favourable weather which prevails much of the time, particular during summer and fall months, to minimise ballast in order reduce turn-around time. Masters should maintain radio contac with HZY or ship-to-shore communication by voice radio in orde to obtain latest weather information and advice on appropria ballast. Aramco particularly interested in having vessels comple deballasting promptly after berthing order minimise time at bert Simultaneous loading and deballasting is encouraged on proper equipped vessels. Vessels requiring excessive time to comple deballasting will be given Letters of Deficiency. To avoid an possible pollution of local waters, all tankers calling at Ras Tanu to load must do necessary tank cleaning prior to arrival. Prior arriving at a loading berth Masters must assure themselves that tanks, pipe-lines, and pumps are free of oil. All tank cleaning mus be done East of 52nd meridian. Regulations in this regard strict enforced to protect local fishing and pearling and reduce fire hazards If, after arriving alongside, a vessel is found to have oil ballast wate on board, it will be sent to sea to accomplish necessary tank cleanin A new notice of readiness to load must then be given.

(*c*) Gangway. All vessels required to furnish their own gangwa which should be made "ready" prior to berthing at North or Sout Pier. At the Sea Island, Aramco can furnish a gangway in som berths.

**OIL LOADING PIERS:** There are two "T" head piers (piers projec from Eastern face of peninsula and are commonly referred to a South Pier and North Pier) and a Sea Island.

*(a)* South Pier. Designed to handle T-2 class tankers. Ships up t 25–30,000 dwt, are efficiently handled. An 8 ft. tide permits som flexibility in loading. Ships up to 35,000 dwt. will be topped off an unberthed on rising tide. The pier is mainly used to load refine products and has one 15,000 b.p.h. crude loading system to servic small crude ships. South Pier connected to peninsula by causewa and trestle, 2,300 ft. in length. Pier has four berths and is 1,200 f long and 105 ft. wide. Depths South Pier as follows: Berth 1, 33 f at ISLW; Berth 2, 33 ft. at ISLW; Berth 3, 33 ft. at ISLW; Berth 32½ ft. at ISLW.

(*b*) North Pier. This pier handles mainly crude shipments wi loading rates up to 60,000 barrels per hour. Some refined product as well as refrigerated propane and butane are also available. Th berths were designed for 45,000 dwt. tankers; however, vessels i excess of 100,000 dwt. have been safely handled, berthed and loade with sufficient attention given to approach velocities and tid conditions. North Pier located about 3/4 mile to North of South Pie and has causeway and trestle that extends some 3,600 ft. from th peninsula. Pier is 2,200 ft. long and 110 ft. wide, and comprises s berths. Depths North Pier as follows: Berth 6, 48 ft. at ISLW; Berth 42 ft. at ISLW; Berth 8, 50 ft. at ISLW; Berth 9, 48 ft. at ISLW; Ber 10, 50 ft. at ISLW; Berth 11, 50 ft. at ISLW.

(*c*) Sea Island. Located about 5,600 ft North-east of the North Pie The Sea Island has eight berths in service. Sea Island No. 4, bert 19 and 20, the largest of these off-shore loading installations wi four hydraulic crude oil loading arms, was inaugurated on 9th December, 1972. Berths 12–17 are capable of routinely handling vessels up to 200,000 dwt. Berth 18 is designed to handle vessels between 65 and 400,000 dwt. Larger vessels can be berthed under special conditions. Depths Sea Island as follows: Berth 12, 85 ft. at ISLW; Berth 14, 85 ft. at ISLW; Berth 15, 85 ft. at ISLW; Berth 16, 85 ft. at ISLW; Berth 17, 85 ft. at ISLW; Berth 18, 85 ft. at ISLW. Each island, or pair of berths, consists of four mooring dolphins and a platform with four breasting dolphins on each side. Length of Sea Island No. 1 (Berths 12 and 14) is 1,250 ft. whereas length of Sea Islands No. 2 and 3 (berths 15, 16, 17, and 18) is 1,400 ft. and length of Sea Island Berth No. 4 (Berths 19 and 20) is 1,750 ft. each between outer mooring dolphins. Sea Island facility equipped with eight submarine crude loading lines having a combined capacity of 680,000 b.p.h. and one bunker fuel line having a capacity of 7,500 b.p.h. and one black diesel oil line having a capacity of 400 b.p.h. Prevailing wind is from a N.N.W. quarter. Sea Island design is for berthing of ships at wind velocities up to 30 m.p.h. and wind pressure of 5 pounds per square foot on pier structure, and 3 pounds per square foot on vessel.

(*d*) West Oil Pier. A small oil-loading pier with maximum water depth 32 ft. Located on West side of peninsula. However, the departure channel is presently limited to 16 ft. at ISLW. Pier is used for fueling small craft and loading coastal tankers. Vessels taking cargo subject to same safety regulations applicable to other piers.

**MOORING:**

1. Full power must be available for manoeuvring to and from wharves.
2. An Aramco Pilot will pilot vessel to berth assigned.
3. All manoeuvring in vicinity of, or at piers, will be under supervision of an Aramco Pilot.
4. Aramco tugs will assist in mooring and unmooring.
5. All tank tops, ullage plugs and sighting ports will be closed before berthing.
6. Vessel's Master must notify the Pilot of any special conditions, difficulties or peculiarities such as defective equipment, lines or gear which might impose special hazards in connection with handling mooring or loading of vessels.
7. Steering gear, engine-room telegraph, whistle and all navigational equipment must be tested before any manoeuvring to or from piers is started.
8. Pilot will decline to moor vessel with unsatisfactory equipment, lines, gear, etc.
9. Aramco will loan additional mooring lines if Pilot deems them necessary.
10. Vessels must be moored to entire satisfaction of Pilot.
11. Vessels must be ready to put out more lines as required by weather changes or at request of Pilot or oil-loading personnel.
12. Winches must be ready at all times for immediate use.
13. Except in emergency, no mooring lines will be let go without permission of the Pilot.
14. While alongside wharves, maintain engines and propulsive machinery ready at all times to leave wharf on short notice under full power.
15. No repairs are permitted that will delay or interfere with this manoeuvring.
16. Non-compliance with 13 and 14 constitutes a serious safety hazard. Any towage and delay resulting from non-compliance will be for vessel's account.
17. If fire or other grave emergency occurs or danger appears imminent on either the vessel or pier, do not await arrival of Pilot–immediately let go mooring lines and personally remove vessels from pier in such manner as to best avoid damage to pier or other vessels.
18. Upon completion of loading and/or bunkering and immediately after disconnection of hoses, vessel must leave berth and await clearance in stream.

*Note:* Most vessels will be loaded using all-metal Chiksan arms. The use of nylon or other highly elastic line is prohibited. Mooring lines should be checked frequently and kept tight to prevent excessive movement of vessel in berth. All vessels moored with automatic tension winches shall set manual brakes on these winches. Pier crews on duty continuously to handle oil hoses/arms and mooring lines. Mooring lines on board vessels will not be handled by Aramco personnel. All loading connections equipped with electrical insulating flanges. Therefore ship-to-shore bonding cables are not used.

**LOADING:** A commonly-used design criterion for tanker loading rates is as follows:

Loading rate in barrels per hour equals dead weight tonnage of vessel (bph. equals dwt.). This rate results in loading a vessel in 7 to 8 hours.

This criterion can be achieved for vessels up to 60,000 dwt. at the North Pier, for vessels up to 90,000 dwt. at Sea Island berths 12, 14, 15 and 16 and for vessels up to 120,000 dwt. at Sea Island berths 17 and 18. With the installation of the fourth 16 in. loading arms in berths 15 and 16, the maximum loading rate at these berths will also increase to about 120,000 bph. Achieving these loading rates will depend upon availability of loading systems, whether vessel's manifold permits connecting all the arms at a berth, and the loading rate at which excessive arm vibration begins to occur.

*Note:* Diurnal tidal rise approximately 8 ft. at spring and 5 ft. at neaps. If at any time a ship's draft approaches to within about 3 ft. of the depth of water at the berth, loading will be suspended until an incoming tide increases the depth to permit resumption of loading and provide for safe draft of the fully loaded ship on departure.

(*a*) Loading Rates. Following table shows products available at each berth and nominal loading rates:

| *Cargo* | *Available at Berths* | *Barrels per Hour* |
|---|---|---|
| Crude oil | 12, 14, 15, 16, 17, 18, 19, 20 | 40,000 to 280,000 |
| Crude oil | 6, 7, 8, 9, 10, 11 | 15,000 to 90,000 |
| Crude oil | 1, 2, 3, 4 | 12,000 |
| Fuel oil | 6, 7, 8, 9, 10, 11 | 12,000 to 22,000 |
| Fuel oil | 1, 2, 3, 4 | 12,000 to 22,000 |
| Black diesel | 1, 2, 3, 4 | 5,000 |
| White diesel | 8, 9 | 12,000 |
| White diesel | 1, 2, 3, 4 | 8,500 to 15,000 |
| Gasoline | 1, 2, 3, 4 | 6,000 |
| Kerosene (see X-2-34) | 1, 2, 3, 4 | 6,500 |
| Jet fuel (see X-2-34) | 1, 2, 3, 4, 8, 9 | 10,000 |
| Bunker fuel oil | 1, 2, 3, 4 | 5,000 |
| Bunker fuel oil | 6, 7, 8, 9, 10, 11 | 5,000 |
| Bunker fuel oil | 12, 14, 15, 16, 17, 18, 19, 20 | 7,500 |
| Bunker diesel | 1, 2, 3, 4 | 1,400 |
| Bunker diesel | 6, 7, 8, 9, 10, 11 | 1,200 |
| Bunker diesel | 15, 16, 17, 18, 19, 20 | 400 |
| Refrigerated LPG | 6 | 8,000 to 28,000 |
| Naphtha | 6, 7, 8, 9 | 15,000 |

Products can be loaded simultaneously at the respective berths if shown above as being available. It is expected that most ships will be able to receive any cargo, except crude oil, as fast as it can be delivered. Officers in charge of loading must have due regard for all safety precautions as well as for individual ship hazards. If loading of crude oil or products is too slow, Aramco will so advise the vessel. Should a demurrage claim be filed against Aramco the slow loading may result in an addition to allowed lay time.

To prevent ignitions by static electricity the loading rates for kerosene, jet fuel and similar white products will be reduced.

(*b*) Responsibility. All operations in connection with starting of loading, discharging, switching tanks and topping off must be directly and personally supervised by a ship's officer. Upon completion of loading vessel will normally be required to leave berth immediately after disconnecting hoses/arms to await clearance in tanker anchorage.

(*c*) Manifold Connections. Since most tankers have manifolds located near midships, the berths at Ras Tanura are designed accordingly. Aramco recommend midship manifolds for all vessels loading at Ras Tanura. Cargo loading arms at the North Pier have 12 in. and 16 in. standard 150 lb. ASA raised face flanges. The two refrigerated LPG loading arms at North Pier Berth 6 have 12 in. and 8 in. standard 150 lb. ASA raised-face flanges. Cargo loading arms at the Sea Island have 16 in. and 24 in. standard 150 lb. ASA flanges. Cargo loading hoses/arms at the South Pier have 8 in. standard 150 lb. ASA raised face flanges. All vessels calling at Ras Tanura should be equipped with reducing spools to fit these loading connections. These fittings should be in place prior to berthing to help expedite ship turnaround time.

(*d*) Refrigerated LPG. Facilities for loading Refrigerated LPG located in Berth 6. LPG loaded at approximately —40°F. for propane and 30°F. for butane. Maximum loading rate 8,000 bhp. for butane and 20,000 bph. for propane for simultaneous loading through separate systems. Ships arriving for Refrigerated LPG cargo should have cargo tanks chilled to desired temperature upon arrival. Before loading can start the atmosphere in cargo tanks must be too rich to explode, as shown by a combustible gas indicator, or must contain less than 9 per cent oxygen. RLPG loading facilities consist of following:

(i) Two 22-in. insulated loading lines each with a 6-in. liquid return line from pier to storage tanks. 4,800 ft. lines manifolded to permit loading propane in one, and butane in the other simultaneously.

(ii) Two PCMA Chiksan loading arms, one 8-in. and one 12-in. The arms are 9 ft. 5 in. centre to centre and are located about 11 ft. 6 in. from ship's rail (12-in. arm is on the North side). The 48-ft. long arms designed for maximum operating elevation of 61·5 ft. above ISLW. Arms equipped with 150 lb. USAW raised face flanges. The 8-in. and the 12-in. arms manifolded to permit propane or butane loading through either arm. Using 12-in. arm propane can be loaded at rates up to 17,500 bhp. of —40°F. (20,000 bhp. equivalent 60°F. liquid). Alternatively butane can be loaded through same arm at rates up to 10,000 bhp. of +24°F. liquid (10,000 bhp. equivalent 60°F. liquid). Using 8-in. arm propane or butane can be loaded at rates up to 8,000 bhp. of —40°F. $C_3$ or +24°F. $C_3$.

(iii) One 20-in. ship-to-shore LPG vapour return line with 12-in. hose connection to ship's vapour manifold. The 12-in. vapour return riser is located 9 ft. North of 12-in. LPG loading arm.

(*e*) Blended Cargoes.

(i) Fuel/Crude. If vessel's draft permits, a full cargo of fuel or a split cargo of fuel and crude can be loaded at the North Pier. In the latter case vessel design should permit simultaneous loading of both fuel oil and crude. The maximum fuel oil loading rate on the North Pier is 25,000 bhp. No facilities to load fuel oil cargoes at Sea Island. However, fuel portion of split cargo could be loaded at North Pier after which vessel would be shifted to Sea Island to load crude portion. Bunker "C" fuel oil is available at Sea Island at rates up to 7,500 bph, metered.

(ii) Crude/Crude Blends. Many large vessels calling at Sea Island load two or more segregated parcels of crude and/or crude blends. Order assure satisfactory loading rates under these conditions, the piping arrangements aboard vessels should be such as to permit loading each parcel consecutively, at rates of 60 mbph., through two or three 16-in. Chiksan arms, Simultaneous loading of another non-blended crude is possible if ship's manifolding allows this.

(iii) Commingled. A 60 mbh. blender is used to supply blends of crude oil/products/LPG to both North Pier and Sea Island. A 30 mbh. blender is used to load blends at North Pier only. Both blenders required full time to load blends containing LPG where homogeneity is critical. Blends that do not contain LPG not required to be homogeneous during loading. Therefore whenever possible Aramco use "batch blend" method, sometimes referred to as "commingling" or "ship board blending". Blenders used to supply Sea Island with blends containing naptha.

(iv) Spiked Crude. Blends of Arab Light and Arab Medium crudes and LPG are commonly referred to as spiked crude. Order assure that boiling mixtures are not delivered to a ship at any time, blend vapour pressure calculations are made prior to each loading taking into consideration such factors as crude vapour pressure, LPG vapour pressure, and blend temperature. LPG and crude stream rates carefully controlled in In-line Blender and spiked crude blend continuously monitored by a Hallikainen Vapour Pressure Analyser so as to at no time exceed a Reid Vapour Pressure of 13 lb. or a True Vapour Pressure of 14.7 psia. For the amount of vapour to be vented, a non-boiling mixture with a True Vapour Pressure equal to atmospheric pressures will have only about 10–20 per cent more than for a stabilised crude of 4–5 lb. RVP.

(*f*) Loading Arms/Pressure.

(i) Piers. Chiksan loading arms used extensively for loading crude, crude blends, bunkers, and refrigerated LPG at Ras Tanura over North Pier. Hoses used at South Pier and for occasional product and bunker loading at North Pier. North Pier has six berths handling vessels up to 150,000 dwt., equipment as follows: Type of Arms: Chiksan HMLA* arms for crude oil, crude blends, and bunkers; Chiksan PCMA** arms for refrigerated LPG (one 8-in. arm and one 12-in. arm – both at North Pier berth 6). Number and Size: Most North Pier berths have four 12-in. arms per berth for cargo with an additional 8-in. or 12-in. arm for bunkers. The bunker arm is located South (aft) of cargo arms (except for 11 berths where arm located North of cargo arms). One berth (No. 8) has 12in.- arm for loading white products (located North of cargo arms) and three berths (Nos. 6, 8, and 9) each have a 12-in. arm in dual service for fuel oil cargoes or bunkers. Berths 8, 9, 10 and 11 each have two 12-in. arms through which fuel oil cargo can be loaded. Spacing of Arms: All arms on North Pier with exception of LPG loading arms are spaced 66 in. apart, centre to centre. Capacity: Each 12-in. arm has a capacity of 15.000 barrels per hour. The point at which vibration of arm and ship's manifold becomes excessive limits loading capacity. Flanges: All 12-in. arms have 12-in., 150 lb. USAS raised face flanges. All 8-in. arms have 8-in. 150 lb. USAS raised face flanges.

* HMLA – Hydraulic Marine Loading Arm.

** PCMA – Pantograph-Counterweighted Marine Arm.

(ii) Sea Island. Double Counterweighted Marine Arms. Number of Arms: Sea Island berths 12 and 14 have three 16-in. arms for cargo and on 10-in. arm for bunkers in each berth. Bunker arm located South (aft) of cargo arm in each berth. A hose length is used if vessel bunker connection is forward of manifold. Sea Island berths 15 and 16 have four 16-in. Chiksan cargo loading arms. Berths 17 and 18 have four 16-in. cargo loading arms. Two loading arms in berth 18 are 72 ft. long. All other loading arms 60 ft. long. Two 10-in. bunker arms (one on each side of the cargo arms) provided in each of these four berths. Berths 19 and 20 are each equipped with four 24-in. crude loading arms and two 16-in. bunker arms and are limited to ships of 150 mdwt–500 mdwt sizes. Spacing of Arms: All arms on Sea Island spaced on 11 ft. centres. This large space required to permit rotating travel of counterweights. Elevation of Arms: Sixty-foot arms designed for maximum operating elevation of 72 ft. above ISLW whereas 72-ft. arms operate 97 ft. above ISLW. Capacity: Capacity of each of 16-in. arms is 30,000 barrels per hour. Actual capacity limited by vibration – thus ship's manifold design should be adequate and well supported. Flanges: Flanges on 16-in. arms of Sea Island berths 12 and 14 are 16-in, 150 lb. USAS *flat* faced. Flanges on 10-in. arms of Sea Island berths 12 and 14 are 10-in., 150 lb. USAS *flat* faced. Flanges on 16-in. and 10-in. arms of Sea Island berths 15–18 same as above except that they are *raised* face. An alarm sounds when pressure in loading arm reaches 100 psig and pier operator shuts down loading. A motor-operated valve upstream of loading arms is throttled during "topping-off" operations to prevent over-pressuring. In addition to alarm which sounds when loading system pressure reaches 100 psig at Sea Island, loading pumps shut down automatically when pressure reaches 125 psig. This feature does not protect against high surge pressures associated with sudden shut-off against a high loading rate. Loading rate control is by means of an hydraulic coupling between pump and motor of each loading system. Speed of pump (and thus loading rate) is remotely controlled from Sea Island. Push button controls at loading arms and in control room shuts down loading pumps and closes a motor-operated valve in loading line. Pump discharge pressure on shore is 150 psig. Pressure at ship's manifold depends on size and number of ship's lines, number of tanks being loaded, loading rates, etc. Aramco design basis is for pressure of 30 psig at ship's manifold when load at 75,000 barrels per hour through Chiksan arms. Aram recommend this same ship's manifold pressure for hig rates, also.

(*g*) Valves. Calculations indicate valves closing in *less than seconds* when loading at high rates will cause excessive surge pre sure and will possibly damage Chiksan arms and ship's load manifold. Aramco strongly recommend that hydraulically control valves be adjusted to close in no less than 30–40 seconds. Sever ships which have called at Ras Tanura have hydraulically opera valves in their cargo handling systems which close in 5 to 10 secon Closure of valves in 5 to 10 seconds while loading at high rates w result in momentary surge pressures well above pressure rating ship's loading system fittings and maximum pressure rating Chiksan arms. Aramco presently limits loading rate of ships equ ped with fast closing hydraulic valves. As an example, ships w valves capable of closing in 10 seconds would be limited to loadi rates of 22,000 bph. per system.

**MEDICAL:** When necessary, Master may obtain medical atten for ship's personnel from port doctor (quarantine officer), who m in the case of serious illness or injury recommend treatment Dammam Government Hospital, Government or private clinics Ras Tanura, or Al-Sharq hospital in Al-Khobar. Port doctor ordi arily will treat minor illness or injuries on board ship. A charge made for medical attention or supplies furnished by port doctor other private sources. Medical facilities of Aramco made availab in emergency only when referral is warranted medically. A charge made for medical attention or supplies furnished by the Compa Aramco radio station, HZY, may be used without charge by vesse at sea to obtain medical advice at any time.

**WATER:** The natural well water obtainable in Ras Tanura is qu brackish and is used mainly for washing. Well water obtainable all berths on North and South Piers at a rate of 50 tons per hou Water is not available at Sea Island. Vessels will be supplied w well water usually up to a limit of 100 tons at a cost of approximate $1.25 per ton. Distilled water also obtainable at all berths on Nor and South Piers, at a rate of 20 tons per hour, but supply usua limited to 25 tons per vessel. The cost is $4.00 per ton. No water bunkering barges in port of Ras Tanura.

**FUEL:** The maximum viscosity of fuel oil bunker is 60 SF at 122° The maximum viscosity of black diesel bunker is 55 SU at 100° About 72 hours advance notice is needed for large lifting of thes fuel grades.

*It is recommended that vessels taking bunkers only, call at Ra Tanura prior to loading cargo elsewhere. By following this recommenda tion vessel will avoid delays caused by draft and berth assignme problems.*

Bunkering facilities are operated by Aramco. Failure of a ship t provide advance notice of bunker requirements could result in vesse delays. Majority of bunkering effected through temperature-com pensated positive displacement meters which record on print-ou forms the net barrels at 60°F. delivered. Galley fuel is available at a berths at the North and South Piers at approximately U.S. $34. per ton. Not available at Sea Island. Lubricating oils availab in limited drum quantities if ordered in advance by letter or radi through ship's Agent.

Sea Island. One 20/22 in. line supplying bunker "C" bunkers up t a maximum of 7,500 barrels per hour. Bunkering is simultaneous wi cargo loading. A diesel supply line (black diesel) has been extende to berths 15 and 16 of Sea Island for bunkering vessels when alon side to either one of such berths.

In addition to bunkering facilities at berth, Aramco operates 20 mdwt bunkering vessel *Lina Christensen* stationed in strea Available products and amounts are:

| | |
|---|---|
| Bunker | 15,000 tons |
| Black diesel | 2,600 tons |
| White diesel | 1,400 tons |

Raw water and sweet water are available from *Lina Christense* in limited quantities.

**SAFETY:** Master should acquaint himself with Aramco's safe regulations, and obtain copy of regulations from terminal represe tative. Port of Ras Tanura maintains vigorous tanker loading safe programme. Arabian American Oil Company is a member of Inte national Oil Tanker Terminal Safety Group (IOTTSG) and as suc follows procedures recommended by this international organisatio Each ship's Master is presented a "Declaration by Master" by pie safety representative who discusses each item in detail with Maste Prior to start of loading cargo and at several times during loadin pier safety inspectors will personally visit vessel and, in compa with one of ship's officers, will check to ensure that safe loadin practices being observed by both ship and shore.

Hydrogen Sulphide Hazards: Aramco crudes may contain di solved hydrogen sulphide in concentrations which would cause th gases vented during tanker loading to be hazardous if inhale Aramco recommend that Masters review instructions issued b Owners/Charterers about hydrogen sulphide hazards. If loading o $H_2S$ bearing crude oil is not covered by such instructions, Aram has available, upon request, a list of recommendations to aid Mas ters.

Signals for Emergency: (*a*) Ship should sound an "Emergen Stations" signal consisting of a continuous ringing of ship's alar bells supplemented by a series of short blasts of ship's whistle o siren. (*b*) Telephone is fitted on jetty. Normally, Aramco perso will telephone for assistance. If no Aramco personnel availab ship's personnel may call for emergency assistance by dialing te phone number 3100 from any berth. (*c*) Assistance can be summone on VHF radio if necessary. Use International Channel 16 on VHF

Give location and extent of assistance required. (*d*) Shore signal in event of an emergency is either a fire siren or a series of short blasts on an alarm or horn.

**CUSTOMS:** All materials to be either exported from or imported into Saudi Arabia subject to examination by Customs authorities. Importation of certain articles is strictly prohibited. Such articles include: alchoholic beverages, including beer and wines; explosives; firearms; implements of war of any kind, including antiques; religious matter not pertaining to the Moslem faith; playing cards and gambling devices; narcotics. Trafficking in these items between ships also is strictly prohibited. This applies to ships at anchor as well as to ships at piers. Almost without exception, all other commodities subject to close examination and to Customs Duty if imported. Saudi Arab Government discourages trafficking between members of ship's crews and shore personnel.

**CONSULS:** United States Consulate General established at Dhahran, about 50 miles by road from Ras Tanura. British Political Agent established on Bahrain Island. It is very difficult, however, to contact Bahrain Island from Ras Tanura, and Masters having business there usually arrange to call at port of Sitra.

**REPAIRS:** Relatively limited repair service available from local business concerns. Aramco will assist in making emergency repairs on vessels only if approved by Aramco Marine Superintendent or Port Captain. Suggested that Master discuss repair charges with ship's Agent prior to authorising or requesting any repair work. Deep sea divers, operating from modern and well-equipped diving boats, available under same conditions as repair services. When alongside Aramco piers, vessels must maintain engines and propulsion machinery in readiness to leave the pier under full power on short notice. No repairs permitted which would interfere with this requirement. Violation of this rule will entail towage from the berth at the vessel's expense and Aramco will not accept responsibility for the resulting delay to the vessel.

**REPATRIATION:** Arrangements can be made through ship's Agent. All crew leaving or joining vessel require valid passport or Saudi Arabian visa.

The following countries are considered cholera-infected areas: Burma, Cambodia, India, Indonesia, Laos, Nepal, Pakistan, Philippines, Singapore, Thailand, Vietnam.

All concerned persons, including regular passengers and crew members, must bring in a stool culture Certificate, and five-day stay in a cholera-free area Certificate, in addition to the usual Health Certificate, for entry into Saudi Arabia. Persons not possessing the above-mentioned Certificates will be denied entry by Immigration Authorities, and returned to the place of their embarkation.

**AIRPORT:** Ras Tanura terminal about 50 miles from Dhahran Airport, This airport is serviced by many international airlines.

**TIME:** Company generally bases local time on 45th meridian (3 hours East of Greenwich). In order to avoid any confusion all communications should be quoted in Greenwich Mean Time.

**HOLIDAYS:** Ras Tanura port operates 24 hours a day, 365 days a year, irrespective of holidays.

**EMERGENCY TELEPHONES:** Emergency (fire, serious injury), 3100; Port Control, 00–6216; Pilots' Office, 9195; Pier Foreman: North Pier, 7140; South Pier, 7161; Sea Island, 7152.

**SERVICES:** (*a*) Recreation Centre. Seaman's Recreation Centre located at shore end of South Pier causeway. The route to the centre and area itself is prescribed and no one should attempt to violate these limits, as Coast Guard personnel guard the route. Violators subject to arrest. Arrangements may be made through ship's Agent for launch transportation from North Pier. During limited hours, soft drinks and ice cream available at nominal cost. Motion pictures, games, and a barber shop also located at this facility. (*b*) Provisions. Ship's chandlers available through ship's Agent at piers, but are not allowed to board vessel. (*c*) Oil Inspectors. Oil inspection service maintained by following independent agencies: Charles Martin Inspectors of Petroleum Inc., 61 Broadway, New York, New York 10006; E. W. Saybolt & Co., S.A., 400 Swenson Drive, Kenilworth, New Jersey 07033; B. & R. Redwood, Orchard Lea, Winkfield, Nr. Windsor, Berks., England; U.S. Navy. (*d*) Surveyors. American Bureau of Shipping and Lloyds of London maintain a marine surveyor at nearby Manama on Bahrain Island.

**SHORE LEAVE:** Ship's personnel and passengers not permitted ashore for any purpose whatsoever until pratique granted. This regulation includes going to pier to read arrival draft. Personnel may go to pier if actually engaged in duties connected with discharging of ballast, loading, etc., but only after pratique granted. All shore leave contingent upon compliance with quarantine regulations. Direct transit to or from Seamen's Recreation Centre requires no special government approval. Centre is open to seamen usually between the hours of 1430 and 2230 local time each day (during summer months of May through September, Centre is open between hours of 1330 and 2130 local time.) Saudi Arab Government regulations strictly enforced, and if Masters have any doubts with regard to these regulations they are urged to consult their Agent. While in port, vessel's personnel under jurisdiction of Saudi Arab laws.

**POLLUTION:** Discharge into the sea of oil or oil-base products either alone or in combination with ballast water is not allowed. Since the terminal does not have facilities to receive any significant amount of oil residues or oily ballast water, tankers arriving along with such materials on board will be sent to anchorage to await further orders unless the vessel has prior clearance to load on top of such material or unless the ship's Master agrees to segregate such materials in a separate tank. Ships which release oil or oil residues including oily ballast water in either berth or anchorage area will be held responsible for all clean up costs.

Aramco vigorously observes, investigates and documents all cases of oil discharge to the sea and reports such releases to the Saudi Arabian Government in accordance with its requirements.

**VISITORS:** *Ras Tanura – Shipowners' Representatives requiring special permission for visits to port areas:* The Port Authorities in Ras Tanura and Dammam state that in the future they will strictly follow the regulations for the ports, stipulating that unauthorised personnel will not be allowed to enter the port areas under any circumstances.

This will also apply to temporary visitors, the purpose of whose visits partly might be to see the ports, e.g. shipowners' representatives. However, exceptions to this rule will be made, provided applications for special permits are sent to the port authorities in Dammam well in advance of the visit. As regards visits to the port area the shipowners must themselves apply for a permit with the head office of one of the Aramco parent companies, i.e. Chevron, Esso, Mobil, Texaco, etc.

**AUTHORITIES:** The Arabian American Oil Company, Dhahran, Saudi Arabia. Cable Address, Aramco, Dammam. Port Officials: Saudi Arab Government port authorities located in Customs House, Port Office, and Quarantine Office at Ras Tanura.

**AGENTS:** Mail Address: Gulf Agency Co. (Saudi Arabia) Ltd., Aramco Mail Box 621, Ras Tanura, Via Dhahran, Saudi Arabia. Telephones: 7118, 7190. Cables: "Confidence", Dammam. Due to slow cable communication, messages of any urgency should be sent via the telex of Bahrain office, telex: 211 Bahrain, Answer back: "Gacship 211", stating "For Ras Tanura". Radio: Vessels can communicate with SSB radio station, frequencies 3539 and 6910, call "Confidence Ras Tanura". For ship to shore communication Ras Tanura office is also equipped with VHF radio, call "Confidence Ras Tanura", on Channel 16, and switch to Channels 13, 6, 9, or 14 for communication.

## YEMBO (Yenbo): 24.05 N. 38.03 E.

**FLAG:** Saudi Arabian flag must be hoisted.

**LOCATION:** On Red Sea coast, about 218 nautical miles North of Jeddah.

**CHANNEL:** Ships entering port pass a channel of the following measurement: Length 1647 metres, width varying between 70 to 130 metres, width at entrance between beacons 310 metres.

**BEACONS:** 11 miles outside port, beacon at Al-Sharm. Height 23 ft. White flash every ten seconds. At entrance of port channel two beacons, height 15 ft. Starboard-hand beacon (black), green flash every second. Port-hand beacon (red), red flash every second.

795 metres from channel entrance on port hand is another beacon, height 15 metres (black and white squares), white flash every second.

**BUOYS:** Channel is buoyed with red and green port and starboard-hand buoys.

**PILOTAGE:** Compulsory. Vessels requiring Pilot should exhibit code flag or International light signal.

**DOCUMENTS:** All vessels calling Yembo should provide the authorities with the following:

*Passenger Vessels*

Certificate of Registry.

International Safety Certificate (issued and validated from one of the signatory states of the pact).

Radio-telegraphy Safety Certificate.

*Cargo Vessels*

Certificate of Registry.

Load Line Certificate.

Safety Construction Certificate.

Safety Equipment Certificate.

Safety Wireless Certificate for vessel of 1,600 tons dwt. or more

Safety Wireless and Telephone Certificate for vessels of 300 tons to 1,600 tons dwt.

Requirements of Cargo and/or Pilgrim Documents:

*For Doctor*

2 copies Passenger List – landing.

2 copies Passenger List – transit.

2 copies Crew List.

2 copies Declaration of Health.

*For Customs*

2 copies Passenger List – Landing.

2 copies Passenger List – Transit.

2 copies Crew List.

2 copies Ship's Bond (tobacco, spirit, wine and beer).

*For Immigration*

6 copies Passenger List – Landing.

*For Agents*

6 copies Passenger List – Landing.

1 copy Crew List.

Prior to the vessels arrival the following documents are required for translation and submission to the various authorities:

7 copies of the Cargo Manifests.

1 copy of Freight Manifest.

2 copies of Stowage Plan.

2 copies of Hatch List.

1 copy each non-negotiable Bills of Lading.

1 List of dangerous cargo whether for discharging or in transit.

**HEALTH:** All incoming vessels should abide by health regulations and present necessary documents to the authorities in accordance with international laws, i.e. as under: Q if the health condition is clean. QQ if there is a suspicious case in the vessel. QL if there is an infection or epidemic case on board.

**RADIO:** Until the implementation of a Beacon Station for navigation, all ships entering port before passing the channel should contact Port Department by radio/telephone during following times: 0500 to 0600 GMT; 100 to 1100 GMT; 1400 to 1500 GMT.

These are the decided times during normal days, but during the Hajj Season a new publication is issued to cover additional times.

**BERTHING:** The port has two quays built at right-angles. The Northerly berth is 170 metres long and the Easterly berth is 210 metres long. The depth is 28–29 ft. The port can accommodate 2 big and 1 small ship or 4 small ships. Turning circle is 360 metres.

Mobile cranes with a capacity of between 1 and 5 tons are available. There is also a supply of fork-lifts to meet with present port requirements. Discharge is mostly carried out by ship's own gear.

There are no barges at Yembo, but 70 native lighters (sambouks) with a capacity of between 5 to 80 tons are available. The total capacity of these native lighters is 1,034 tons.

**STEVEDORES:** Like Jeddah, stevedoring at Yembo, is based on daily paid basis. There are no stevedoring companies and labour is engaged on day to day basis.

There is one custom warehouse at the moment (at Easterly berth) which can accommodate about 10,000 tons of cargo. This shed is near quay and can receive cargo direct into shed from vessel.

**FRESH WATER:** Ships receive fresh water alongside quay and a 24 hours advance notice by the Master should be given. There are no facilities to supply water at anchorage.

**CUSTOMS:** Each crew member may have 200 cigarettes or ½ lb. tobacco, but all alcohol and wine, beer, etc., must be sealed. This applies to all persons on board. For each flask/glass/bottle containing alcohol found by the customs, there is a penalty of £100 sterling.

**SHORE LEAVE:** Passengers may only go ashore if they have a valid visa. Crew may go ashore if they have written permission from Master and leave their passports with passport office at the port.

**AGENT:** Head Office. Gulf Agency Co. (Saudi Arabia) Ltd., Shipsbrokers and Agents, POB. Airport Post Office, Dhahran, Saudi Arabia. Cables: "Confidence Dammam". Tel. 2441, 23425/26/27. After office hours. 22861–41742.

## ZULUF TERMINAL: 28.23 N. 49.14 E.

*Second Marine Terminal of Ras Tanura.*

**DOCUMENTS:** (See also Ras Tanura). All tankers which have called at Ras Tanura will have all EDP documents aboard and will have cleared quarantine. In this case, no further government formalities will be required. Seals placed on ship's stores at Ras Tanura must remain in place until the tanker has completed loading at Zuluf.

Those tankers which have not called at Ras Tanura will require appropriate clearance and must have Port Clearance Documents, Bill of Lading and Export Manifest aboard at time of departure.

This group of documents consists of:

1. Permit of Departure form in English which is filled out with information supplied by tankers in their quarantine radio message;
2. Port Clearance Application in Arabic which is filled out with information from the Permit of Departure form.
3. The official Saudi Arabian Government Port Clearance form in Arabic which must be filled out using the information from the Port Clearance Application.
   (Both the Permit of Departure (English) and Port Clearance (Arabic) forms are to be aboard the tanker at the time of departure).
4. Bill of Lading is an Aramco document. A supply of these forms will be maintained on the *F. A. Davies* and the required information will be typed in by the clerk prior to arrival of the loading tanker.
5. The Export Manifest is a Saudi Arabian Government document which is normally required.

The preceding documents will be filled out in advance using information received primarily from OSPAS (Aramco) via teletype and telephone. These documents will be carried aboard the loading tanker by the Mooring Master.

**IMPORTANT FEATURES:**

1. These facilities are located 37 miles off-shore in the Arabian Gulf. There are two SBM berths, one with a floating storage vessel permanently moored to it; the second is for loading tankers.

2. Aramco mooring Masters direct the mooring, unmooring and supervise the movement of all vessels in the vicinity of the loading facilities. Normally no charge is made for this service.

3. Safety rules are strictly enforced. Receipt of instructions must be acknowledged before a vessel will be berthed.

4. When vessels are scheduled to load cargo at both Ras Tanura and Zuluf, Aramco reserves the right to advise the vessel at which the loading pier shall start and finish while meeting the cargo nomination safely.

5. Aramco maintains a radio station (call letters HZY) for the exchange of messages wih ships. All incoming tankers should establish early contact with this station in order to transmit ETA data, etc.

6. Vessels should arrive at Zuluf with minimum clean ballast water to enable manoeuvring under prevailing weather conditions. Masters are urged to maintain radio contact with HZY or ship to shore communication by VHF voice radio in order to obtain the latest weather information.

7. The consumption of alcoholic beverages is prohibited within the Kingdom of Saudi Arabia. All alcoholic beverages are to be under lock and key during the vessel's stay.

8. Display of quarantine signals on approach to Zuluf must be maintained until pratique is granted. The flag of Saudi Arabia must be flown throughout the vessel's stay in port. Ships cannot berthed until the quarantine message has been received.

9. To permit more rapid ship turnaround, an early depar procedure is in effect. This service provides for a quick depar of the vessel after loading, without the necessity of waiting delivery of documents at anchorage.

**APPROACHES:** Zuluf is located in the Arabian Gulf in appr Lat. 28° 21′ N., Long. 49° 15′ E., in water depths ranging from 10 130 ft. Aramco's Floating Storage Vessel (*F. A. Davies*) is moored a SBM in this position with a SBM loading berth one mile away a South-Easterly direction. Both buoys exhibit flashing white lig and the *F. A. Davies* is well lighted during hours of darkness. A oil separator platform (GOSP) is located at Lat. 28° 23′ N., Lo 49° 12′ E. A flare from this platform should be visible from a co siderable distance depending on atmospheric conditions. The a between Lat. 28° 18′ N., and Lat. 28° 33′ N., and between Lo 49° 08′ E., and Long., 49° 45′ E., is an area with submarine pipe-lin drilling rigs and GOSP platforms in several locations. Ships shou navigate in this area with extreme caution and avoid anchoring ne pipe-lines.

**PILOTAGE:** A Mooring Master will board the loading tanker in t anchorage area about 2 miles South of the SBM berth. He will ca two portable VHF radio sets to be used while on board the vess for communications with the *F. A. Davies* and mooring boats. He w advise the Master on all manoeuvres relative to berthing, connecti and disconnecting the hoses.

Mooring equipment and other equipment supplied at Zuluf will lifted aboard the loading tanker from the mooring launch whi delivers the Mooring Master. Included are such things as spec mooring equipment to be used at the bow, various gaskets, bo tools, adaptor spool pieces (if required) and portable radios.

**ANCHORAGE:** The designated tanker anchorage is within lin joining:

(*a*) 28° 19′ 0″ N. 49° 13.5′ E.
(*b*) 28° 19′ 0″ N. 49° 15.5′ E.
(*c*) 28° 17.5′ N. 49° 15.5′ E.
(*d*) 28° 17.5′ N. 49° 13.5′ E.

The anchorage area ranges in depth from 15 to 20 fathoms. Holdi ground in this area is only fair.

Any vessel having anchored in the suggested anchorage ar should immediately advise Aramco, via Radio HZY, the followi information:

(*a*) time of arrival in the anchorage area in GMT;
(*b*) approx. position in the anchorage area in relation to the SB
(*c*) contact Zuluf by VHF radio Channel 16 if vessel is equipped.

**RADIO:** Masters are urged to maintain radio contact with HZY ship to shore communication by VHF voice radio in order to obta the latest weather information.

VHF Radio-telephone, Channels 12, 13, 14 and 16, are availab for ship-to-ship communications at Zuluf. Channel 16 is monito 24 hours per day aboard the *F. A. Davies*.

HZY will, on request via CW, utilise voice radio, transmitting 4372.4 and 8780 kHz and receiving in the 2, 4, 8 and 12 mHz bands.

Use of the high-frequency radio transmitter is not permitted whi vessels are moored at the SBM. Use of the VHF is permitted f contacting the *F. A. Davies*.

*Radio Messages:*

Upon first contact with a Zuluf bound tanker, HZY will transm the following two standard message of 218 and 50 words:

218 word message:

Master Rastanuraradio/HZ

Contact HZY soonest advising one ETA GMT Zuluf two any la changes three Agents name four arrival departure draft five d ballasting hours six maximum loading rate fullstop vessel urged accept highest possible loading rate stop advise if cargo or resid aboard to be commingled with Zuluf cargo fullstop if VHF aboa call Zuluf for berthing instructions when 100 miles out on 15 Channel 16 stop if no VHF aboard contact HZY 500 kHz and co traffic lists on odd hours for berthing instructions stop on arri Zuluf advise HZY giving official arrival readiness time to F. A. Davi stop radio messages without charge stop suggest copy HZY tra lists several days after departure stop Mooring Masters requ sufficient clean ballast for safe manoeuvring stop Mooring Mast will board vessel in anchorage for mooring stop vessel will moor SBM using one headrope forward from SBM terminating in thr inch anchor chain stop have one ship messenger line or moori rope forward for passing to launch stop have derrick rigged on p side at cargo manifold for lifting mooring gear and connecting t sixteen inch cargo hoses stop ship's manifolds to be 16 inch AS 150 stop advise if reducers required and derrick lifting capacity.

Aram

50 word message:

Master Rastanuraradio/HZ

Please advise any epidemic diseases or illness on board a status of Crew's International Certificates of Immunization and ports called past thirty days also destination stop Agent stop fi stop net registered tonnage stop vessel will not be allowed to ber until this information is received

Aram

**PRATIQUE:** In accordance with international practice, quaranti signals must be displayed continuously until pratique is gran A modified Radio Pratique procedure is in use at Zuluf. Vesse supplying requested quarantine information can be berthed arrival and proceed with normal loading operation. Vessels fail to supply necessary information will be delayed at anchora

Extensive delays can be incurred by vessel's failure to supply requested information promptly.

**BERTH DESCRIPTION:** The SBM for loading tankers has a single flow system for crude oil designated for a flow rate of about 65,000 b.p.h. It is in approx. 124 ft. of water. The loading hoses consist of two strings of 24-in. underbuoy hoses 175 ft. in length from the two 30-in. undersea pipe-lines to the buoy and two strings of 24-in. floating hoses 1,050 ft. in length from the buoy to the loading tanker, each string terminating in three lengths of 16-in. hoses for connecting to the tanker's manifold.

**FLOATING STORAGE VESSEL:** The 228,000 dwt tanker *F. A. Davies* moored at SBM about 30 miles offshore in water depths of 130 ft. The storage vessel may move temporarily from its mooring in severe weather conditions. The storage vessel also acts as base for Pilots and production crews, and is provided with a helicopter platform.

**MOORING:** Mooring, and unmooring, connecting and disconnecting of cargo hoses is to be performed by the crew of the loading tanker under the supervision of the Mooring Master. Communications between the Mooring Master and his assistant or the chief mate will be by means of portable VHF radio-telephone.

During the approach and while mooring, the vessel's anchors must be secured by stoppers to prevent accidental dropping with subsequent damage to the SBM's mooring chains and undersea pipe-lines. Two mooring launches will normally be used. As the tanker approaches the SBM from down-wind one launch will tow the floating hose clear. The other launch will approach the bow and take the ship's messenger line and secure the end of a 12-in. polypropolene "pick-up" rope. The port "pick-up" rope will be hove through the centre of port mooring chock until the port chafing chain is in the chock. This chain will be secured to a 15-in. nylon strop previously secured to the tanker's bollards using a 3-in. D-shackle between the strop and the chafing chain. The starboard headrope will be secured in a similar manner. On tankers equipped with a Smit's towing bracket or brackets the chafing chains will be secured to the bracket(s) using the 3-in. open link on the end of the chains. If required on very large tankers additional strops may be secured from other bollards on the bow to the open links on the ends of the chafing chains or additional mooring lines may be run from the bow to the buoy.

**HOSES:** All vessels calling at Zuluf should have two reducing spools to fit 16-in. standard 150 pound ASA raised face flanges on the port manifold to avoid any delay in connecting hoses.

**LOADING:** The oil loading operation from the *F. A. Davies* to the loading tanker will be controlled by VHF radio voice communication between the Mooring Master on the loading tanker and the *F. A. Davies.* All operations including switching of tanks and topping off must be directly and personally supervised by a ship's Officer. The max. rate of loading will be 65,000 b.p.h.

Upon being informed by the loading tanker's personnel that the tanker is ready to start loading, the Mooring Master will request the loading operation to proceed according to a previously agreed plan with respect to start-up rates, max. loading rates and topping-off rates. Need for emergency shutdown of loading aboard the loading tanker must be communicated via VHF from the loading tanker to the FSV. No remote control shutdown device is provided to effect shutdown of loading from the loading tanker.

In the event of the failure of the VHF communications system, the loading tanker will sound five long blasts on the ship's whistle. Loading will be stopped and will not be resumed until communications have been re-established.

**BALLAST:** Due to the exposed location of the berth, tanker should arrive with adequate clean ballast for safe handling, having due regard for existing weather and sea conditions. Masters should contact Zuluf for advice on an appropriate ballast draft and weather conditions at the loading facilities. Aramco is particularly interested in having vessels complete the deballasting operation promptly after berthing in order to minimise time at berth. Simultaneous loading and deballasting is encouraged on properly equipped vessels. Owners/Operators or charterers of vessels requiring time to deballast in excess of what Aramco considers standard will be so notified by letter with a copy of letter to the Master.

**CONSTANT READINESS:** When moored at the SBM vessels must maintain engines and propulsion machinery in readiness to leave under full power on short notice. Steam turbine vessels to have automatic gear in astern operation position. When unmooring, engines should be warmed up in astern position. No repairs are permitted which would interfere with this requirement. Violation of this rule will entail towage from the berth at the vessel's expense and Aramco will not accept responsibility for the resultant delay to the vessel.

**DEPARTURE:** Upon completion of loading, documentation procedures and removal of hoses, the loading tanker will be unberthed, normally with the assistance of at least one mooring launch. It is expected that tankers will unmoor without assistance from the mooring launches in adverse weather conditions.

To unmoor from the SBM the "pick-up" ropes are taken to the winch and the weight is taken off the strops. The strops are unshackled from the chafing chains and the ropes are slacked as the tanker backs out of the berth. The ends of the "pick-up" ropes are cast off and float free to await the arrival of the next vessel.

Upon completion of unmooring, the tanker will make a lee and the loading facility equipment will be transferred to the mooring launch and the Mooring Master will disembark.

The tanker will then proceed to the anchorage to await cargo documents and final clearance by Aramco, or depart if final clearance has been given by Aramco.

**MEDICAL:** No medical facilities are available at Zuluf. Emergencies should be handled by Ras Tanura Port Doctor (Quarantine Officer). The Aramco radio station, HZY, may be used without charge by vessels at sea to obtain medical advice at any time.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**REGULATIONS:** The Saudi Arabian flag must be flown from the foremast while vessel is in the coastal waters of Saudi Arabia. Such flags are available for loan and may be obtained from the Mooring Master. The Saudi Arabian flag is properly displayed when the writing appears on top and the swords at the bottom.

Importation and/or use of liquor or contraband items, or trafficking in such items, is absolutely prohibited. The Saudi Arabian Government rigidly enforces these regulations and penalties are severe. In the event of violation, considerable delay to the vessel involved could occur.

**SHORE LEAVE:** Crew members of loading tankers are not allowed to leave their vessels.

**SERVICES:** Crew changes, mail delivery, spares, etc., should be performed at Ras Tanura when passing in ballast or calling for bunkers.

**TERMINAL OPERATOR:** Arabian American Oil Co.

## Senegal

### DAKAR: 14.40 N. 17.26 W.

**PORT LIMITS:** *North:* from the point of Bel-Air by a parallel from North East of the N.E. Jetty of the harbour, to 1 mile North East by a meridian passing 2,900 metres East of the Round-Point determined by the crossing of Felix Eboue and Avenue de la Jetee Nord and by the parallel passing 2,060 metres North of Goree Island.

*East:* By the meridian passing 1 mile East of Goree.

*South:* By a line joining the Cape Manuel from the South point of Goree prolonged until it encounters the meridian passing 1 mile East of Goree.

**DOCUMENTS:**

5 Crew Lists.
2 Lists of Vaccinations.
6 Lists of Passengers in Transit.
6 Lists of Passengers Disembarking.
4 Lists of Crew Personal Effects.
4 Lists of Ship's Stores.
1 Maritime Declaration of Health.
2 Lists of Ports of Call.
5 Ship's Report Inwards.
1 Hatch List.

**PILOTAGE:** Pilots meet vessels off the North point of the island of Gorée in a naturally sheltered area.

**RESTRICTIONS:** During the rainy season, all vessels with a draft of more than 32 ft. 6 in. could be delayed due to the effects of swell to stay at anchorage in outer-roads and await meteorological conditions permitting their entry into the harbour.

Use of whistle signals to call Pilot is forbidden between 2200 and 0600 hours. The harbour area is dredged to a depth of 10 to 11 metres.

**MAX. SIZE:** Ships of 33 ft. draft are able to enter at all stages of the tide by day and night. Vessels up to 36 ft. draft may enter at high tide except possibly during the stormy season, between mid August and mid October.

**HEALTH:** Health Officials board vessel immediately after berthing alongside. For passenger vessels, these formalities are effected before berthing to avoid delays. Vessels at sea may obtain medical advice by VHF via Dakar Radio.

Inoculation/Vaccination can be arranged through Agent during weekdays.

Free pratique can be granted via radio by Agent, by using International Code Words "MIBDU/MIJMA".

**VHF:** The Port Captain's Office, pilot station and tugs are equipped with VHF, with the following channels: Channel 16 used by vessels approaching to contact pilot station or Port Captain's Office; Channel 12 used during manoeuvres for communications between Pilots and tugs; Channel 6 used only by the tug station.

**TUGS:** Operated by a private company, 4 tugs available up to 2,000 h.p. Compulsory for loaded tankers.

**BERTHING:** 9,000 metres of quay length available of which more than half has depths of 8 to 12 metres alongside.

*Mole D'Escale*: 6 berths, depth alongside 10 metres, can be used for vessels refuelling simultaneously with cargo operations.

*Pier 718 Phosphate quay* (Pechiny). 215 metres long, max. draft of 25 ft. 7 in., loading average of 200 T/hour.

*Pier 52 Phosphate quay* (TA IBA). 170 metres long, max. draft of 36 ft., loading average of 1,000 T/hour.

The South area has three wharves with a depth of 26–33 ft.

*Dock I* is 460 metres long.

| | | | | |
|---|---|---|---|---|
| Berth | No. | 12 | Draft | 26 ft. 3 in. |
| ,, | ,, | 13 | ,, | 28 ft. 7 in. |
| ,, | ,, | 14 | ,, | 28 ft. 7 in. |
| ,, | ,, | 15 | ,, | 33 ft. |
| ,, | ,, | 17 | ,, | 33 ft. |

*Dock II*

| | | | | |
|---|---|---|---|---|
| Berth | No. | 21 | Draft | 27 ft. 3 in. |
| ,, | ,, | 22 | ,, | 26 ft. 11 in. |
| ,, | ,, | 24 | ,, | 26 ft. 3 in. |
| ,, | ,, | 25 | ,, | 25 ft. 11 in. |

*Dock III*
360 metres long. Max. draft of 32 ft. 10 in.

**TANKERS:** The Petroleum Basin is dredged to a depth of 10 to 11 metres. Two jetty berths can receive tankers up to 200 metres length, max. draft 32 ft. 6 in. Petroleum Wharf: 4 berths, depth alongside 12 metres (depth in approaches 11 metres) can receive tankers up to 250 metres length with a draft of 36 ft.

**STEVEDORES:** Normal working hours, weekdays from 0800 to 1200 and from 1400 to 1800. Saturdays from 0800 to 1200. Overtime, week-days from 0500 to 0800; from 1200 to 1400; from 1800 to 2200; from 2200 to 0500. Holidays and Sundays from 0000 to 0500; from 2200 to 2400.

**MEDICAL:** *Vaccinations:* Possibilities from 0800 to 1200 and 1500 to 1700. Sunday and holidays excluded. *Doctors:* All kinds of specialists available. *Hospitals:* With qualified doctors and good equipment.

**FRESH WATER:** All quays are fitted with water hydrants. Water supplied by 3 hoses simultaneously, with a rate from 60 to 100 cubic metres per hour. Can also be supplied by barge up to 400 tons capacity.

**FUEL:** All grades can be supplied from the quays up to 1,000 tons per hour. Fuel can also be supplied by barge. Also see "Shipmasters' Report".

**REPAIRS:** All types of repair can be effected by the Naval Arsenal or by private companies.

**DRY DOCK:** At the Naval Arsenal, one dry dock length 189 metres, width 23 metres, depth up to 9.50 metres.

**REPATRIATION:** Seamen can be repatriated to Europe without delay by air.

**AIRPORT:** International airport with regular services to Europe.

**TELEPHONES:** All berths are equipped with telephone apparatus which is placed on board vessels without charge.

**HOLIDAYS:** New Year (1st January); Tabaski (Variable Date); National Day (4th April); Easter (Variable Date); Labour Day (1st May); Ascension Day (7th May); Whit Monday (Variable Date); Maouloud (Variable Date); National Day (14th July); Assumption (15th August); All Saints' Day (1st November); Korite (Variable Date); Christmas (25th December);

**SHIPMASTER'S REPORT:** With a draft in excess of 15 metres it is not possible to anchor in the inner roads due to the swell. The swell is worst from July to October (rainy season).

The Pilot directed us to an anchorage half a mile North-east of I. de Goree but in my opinion it is a little too close. However, the nearer a vessel can anchor North-east of Goree the better. The holding ground is very good.

It is possible to talk to Mory Fuel Company direct on VHF Channel 2. They have a barge which is able to deliver fuel oil and diesel oil, capacity 500 tons.

Three tugs available, be sure to order one well in advance before completion of bunkering or the vessel may have to wait. Bunkering undertaken day and night.

**AUTHORITY:** Port Autonome de Dakar.

**AGENT:** Socopao Senegal, 47 Avenue Albert Sarrault, B.P. 233. Tel. 26600/7. Telex 521–621–622. Cables "Freight Dakar".

### KAOLACK: 14.09 N. 16.06 W.

**DOCUMENTS:**
2 Crew Lists.
2 Store Lists.
2 Manifest pacotille (tobacco, wine, etc.). Agents deposit to Customs office.

**PILOTAGE:** Pilot taken on board, and lands in Dakar. When vessels do not require tank-washing, the Pilot disembarks in roadstead.

**ANCHORAGES:** Sufficient for three vessels only. About six metres deep.

**RESTRICTIONS:** Night navigation forbidden in river Saloum.

**MAX. SIZE:** Length 105 metres (because of river Valor).

**HEALTH:** Agent signals to Harbour Master. Provisionally vessels quarantine in Dakar. No hospital.

**TUGS:** No tugs. (Only from Dakar.)

**BERTHING:** Signalled by flag when berth available. Vessels enter at flood tide so that they can turn at anchorage to be ready for sailing.

**MEDICAL:** Yellow fever vaccinations only at Dakar. No hospital facilities.

**DENSITY:** August to December: sea water. January to July: 1·55.

**FRESH WATER:** Available at ten tons/hour.

**FUEL:** None available.

**GANGWAY/DECK WATCHMEN:** Arranged by Agent.

**OPENING/CLOSING HATCHES:** By stevedores.

**CUSTOMS ALLOWANCES:** Tobacco, No restrictions, but Customs control on board (declaration on manifest). Crew going ashore only allowed cigarettes marked "Vente au Senegal". Wine and/or Spirit, Not limited, Customs controlled.

**IDENTIFICATION CARDS:** Not necessary.

**CONSULS:** None (Dakar only). French Consulate Agent: Mr Jean Guillemot. UTRAM. Tel. 87. Telex Mafic 781 SG.

**REPAIRS:** None (only Dakar).

**REPATRIATION:** Not possible (Dakar only).

**AIRPORT:** None.

**TIME:** GMT Permanent.

**HOLIDAYS:** Independence Day (4th April) no loading. Tabasky (dependent on moon phase).

**FIRE:** Fire Tel. 324.

**TELEPHONES:** Not possible to place on board.

**SHORE LEAVE:** Crew members allowed ashore.

**REGULATIONS:** Vessels must hoist Senegalese flag and no Agent before entering port.

**AUTHORITY:** Harbour Master Tel. 92.

**AGENT:** See "Dakar".

## Seychelles

### PORT VICTORIA, Mahe: 04.37 S. 55.28 E.

**DOCUMENTS:**
Health Certificate – forms obtainable from Medical Officer.
Deratisation Certificate.
5 Crew Lists and Passengers' Lists.
Dangerous Cargo List.
Ship's Register.
Crew Declaration Form.
Declaration of Stores.
Parcels List.
Firearms List.
List of Animals remaining on board.
Un-manifested Cargo List.
Cargo Manifested.

**PILOTAGE:** 24 hours notice, giving draft and length. Telegrap address "Harbour Master" through Cable & Wireless (on C schedule 500 kc/s. and 8714 megs.) Schedule published in Rad List, VHF to be installed 1974 (Channel 16). Pilot boat: white h with blue cabin, flies "H" flag. Signals for Pilot: "G" by flag and whistle, and by night "G" by morse. Pilot boat stationed ashore a proceeds to sea to meet approaching vessels 5 cables North St. Anne Island. Pilot can board in any weather. While awaiti Pilot, vessel can anchor in any suitable anchorage in approaches harbour. Pilotage compulsory for vessels over 150 tons net enteri Inner Harbour. From beginning of 1974 vessels should call "P Office" on VHF Channel 16 two hours before arrival between 07 and 1800. Between 1800 and 0700 the station may not be manned.

**ANCHORAGES:** (1) Anchorage A. In depth of 66 to 72 ft., f sand and shells. Good holding, 9·75 cables, 058 degrees from Victo Lighthouse.

(2) Anchorage B. In depth of about 64 ft., sand and coral. Go holding, 8·25 cables, 074 degrees from Victoria Lighthouse.

(3) Anchorage D. In depth of 78 ft. coral and sand. Good holdi 3 cables, 048 degrees from Victoria Lighthouse.

(4) Anchorage E. In depth of about 78 ft., sand and shells. Go holding, 1·25 miles, 089½ degrees from Victoria Lighthouse. Su tankers and large vessels anchor outside the Fairway Buoy in a suitable anchorage. The Master should always contact Port Offic for anchorage instructions if not familiar with harbour.

**RESTRICTIONS:** All shipping movement in Inner Harbour take place during daylight hours only. In Outer Harbour, nig movement at discretion of Master. No tide restrictions.

**HEALTH:** "Q" Flag or international red over white. Medical Offic boards vessels at anchor and before entering Inner Harbour. Cr Lists with vaccination dates against smallpox, yellow fever a cholera if vessel from infected places. Health clearance given Port Victoria only. Hospital facilities available. Vessels proceedi to the inner harbour may be disinfected.

**RADIO:** Cable and Wireless, Port Victoria, Mahe. Call sign ZC Post Office equipped with VHF.

**TUGS:** None.

**BERTHING:** Due to limited space no berth can be reserved eith alongside or at anchorage. All assistance given to position ev ship in best available place.

**STEVEDORES:** ETA advice required two to three days befo ship's arrival in port. Loading and Discharging: General Carg average 8 to 10 tons per hour per gang (subject weather conditio Bagged Cargo: average 10 to 15 tons per hour per gang (subje weather conditions).

**TANKERS:** Usual safety requirements. Maximum length 400 No night discharge at present. Discharge line 6 inches.

**DENSITY:** Average 1025 at all states of tide.

**FRESH WATER:** In good supply. By mains when alongside a steel barges when at anchor. All water supplied is chlorinated. T special steel water barges with capacity of 100 and 80 tons each wi pumping capacity of 40 tons an hour per barge.

**FUEL:** Marine diesel, viscosity Redwood 42 secs. at 100°F. Gas viscosity Redwood 35 secs. at 100°F. Due to limited stock, it advisable to give one week's notice, preferably through Shell Inte national, London.

**DEVELOPMENTS:** New harbour nearing completion. New je to accommodate one vessel of 50 ft. draft and one tanker or ceme carrier of 400 ft. long. Inner harbour will be provided with lights facilitate night navigation. Lighthouses constructed on Outer Island New harbour tug may be acquired in 1974/75.

**GANGWAY/DECK WATCHMEN:** Customs Officer on duty at times if vessel is discharging cargo.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**CUSTOMS ALLOWANCE:** At Custom Officer's discretion. fixed allowance.

**CARGO GEAR:** No local safety regulations required for cargo g All cargo slings and gears supplied by ship.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** French, Mr Andre Delhomme, Le Chantier, PO Box 69, Victoria, Mahe. Tel. 2253.

Netherlands, Norway, Sweden, Denmark, Finland and Iceland, Mr. Harold Hunt, Port Victoria, PO Box 83, Mahe. Tel. 2353.

**REPAIRS:** Only minor repairs to deck: gas welding, pipe bending, etc.

**DRY DOCKS:** None.

**REPATRIATION:** Crew changes for British ships and nationalities represented. Repatriations for same by Agents.

**AIRPORT:** In operation. Several flights weekly.

**TIME:** GMT plus four hours, throughout year.

**HOLIDAYS:** *Public and Estate:* New Year (1st and 2nd); Good Friday; Easter Monday; Official Anniversary of the Birth of the Sovereign (8th June); Corpus Christi (15th August); Saints day (November 1st)); Immaculate Conception (December 8th); Christmas Day (December 25th).

**TELEPHONE NUMBERS:** Police 2011; Fire 2555; Ambulance 2555.

A telephone is placed on board ships alongside for a fee of Rs. 25/- and a daily rate of Rs. 5/-.

**SERVICES:** No tank-cleaning equipment, no facilities for discharge of tank washing, no compass adjusting, radar or radio engineer available for small repairs.

**SHORE LEAVE:** All members of the crew are allowed ashore. No limit to shore leave.

**DELAYS:** Berthing: limited berth, adverse weather conditions. Loading or discharging: weather conditions. Bunkering: space alongside and weather conditions.

**AUTHORITY:** Port Manager/Harbour Master, Port & Marine Department, Victoria, Mahe.

**AGENT:** The Union Lighterage Company Limited, PO Box 38, Mahe, Seychelles. Tel. 2424 and 2425. Telex Unilight SZ 219. Cable address: "Lighterage Mahe Seychelles."

# Sierra Leone

## FREETOWN: 08.30 N. 13.14 W. (See Plan)

**DOCUMENTS:**

5 Crew Lists.
5 Ports of Call Lists.
5 Passengers in Transit Lists.
5 Passengers Landing Lists.
1 Crew Declaration (signed by Crew Members).
1 Store List.
1 Arms Ammunition List.
1 Port Health Declaration.
1 Vaccination List (smallpox, cholera and yellow fever).

Port Health Declaration, Crew Declaration Form and Arms and Ammunition List, all special forms, which obtained from boarding party or, if required, mailed in advance to ship's owners.

1. *For vessels working cargo (discharging):*

(*a*) From each port of loading, by air mail to vessels Agent: 8 copies of Cargo Manifest, 1 copy of Freighted Manifest.

(*b*) On arrival: 4 copies of Cargo Manifests, 1 copy each Bill of Lading (non-negotiable).

*Note:* Customs and Port Authority insists on documents in English, and that Manifests should show weights and measurements. Noncompliance with these instructions places vessel's Agent in difficult position, and vessel may not discharge without payment of fine.

2. *Required by Port & Stevedores for vessels working cargo:* 4 copies Stowage Plan, 4 copies Hatch Lists.

**PILOTAGE:** Vessels can enter and leave port anchorage without Pilot. Pilotage only compulsory for vessels berthing alongside Queen Elizabeth 2nd Quay or Kissy Oil Jetty. Upon Master's request, Pilot available at Fairway Buoy with 24 hours notice. Normally only at daylight hours. Port entrance is between Cape Sierra Leone to South and Fairway Buoy to North. Is approximately 1 mile wide and minimum draft 36 ft. To West harbour is protected by sand shoals, nearest to entrance is O'Farrell Shoal about 1½ mile North of Cape Sierra Leone.

Pilots board from a launch painted black, with white superstructure, with letter "P" on each bow.

Aberdeen Signal Station will give an anchorage to every vessel arriving or, if a vessel is berthing on arrival, will advise where the Pilot is boarding. This is normally off the quay. The Signal Station is equipped with VHF, standing-by on Channel 16, switching to Channel 12 for communication.

The Pilot Office, Queen Elizabeth II Quay, is also equipped with VHF, standing-by on Channel 16, switching to Channel 12 for communication. The Port Operations Manager is available on this link.

**ANCHORAGE:** With Falconbridge Point Beacon bearing as follows (all bearings true): Note: Falconbridge Point Beacon circular steel tower 8 ft. high, painted white with two horizontal black bands; F1. white every 2 seconds.

| *Anchor Berth* | *Bearing (T)* | *Distance (Cables)* |
|---|---|---|
| E. 3 | 138 | 10.5 |
| E. 4 | 154 | 9 |
| E. 5 | 180 | 8 |
| E. 6 | 207 | 8 |
| F. 5 | 136 | 7 |
| F. 6 | 154 | 6 |
| F. 7 | 184 | 5 |
| F. 8 | 210 | 5 |
| F. 9 | 232 | 7 |
| F. 10 | 242 | 9 |
| F. 11 | 249 | 11 |
| G. 1 | 99 | 15 |
| G. 2 | 100 | 12 |
| G. 3 | 104 | 7 |
| G. 4 | 126 | 3 |
| H. 1 | 184 | 2 |
| H. 2 | 234 | 3 |
| H. 3 | 252 | 5 |
| H. 4 | 258 | 7 |

With Cline Point bearings as follows (T) – Distance in cables.

| | | |
|---|---|---|
| D. 1 | 232 | 5·5 |
| D. 2 | 253 | 7 |
| D. 3 | 253 | 3 |
| D. 4 | 273 | 5·5 |
| C. 1 | 244 | 4 |

With Kissy Oil Jetty bearing as follows (T):

| | | |
|---|---|---|
| B. 2 | 235 | 1 mile |

No draft restriction at anchorage, also no length and beam restrictions and vessels can arrive and sail any hour day and night.

**RESTRICTIONS:** Only draft, recommended maximum 48 ft. at 5 hours flood tide.

**HEALTH:** Pratique by radio or on boarding. See "Agents Cable Requirements".

**RADIO:** Watch maintained on 500 kc/s from 0700 to 2100 GMT on week-days and 0800 to 1000 hours and 1600 to 1800 hours GMT on Sunday, Christmas Day, Good Friday and other holidays.

| *Time GMT* | *VPU freq.* | *Search-band for reply* |
|---|---|---|
| 1230–1245 | 17175 | 16708 to 16748 kc/s |
| 1330–1400 | 6411 | 6265·5 to 6280·5 kc/s |
| 1600–1630 | 13042·5 | 12531 to 12561 kc/s |
| 1800–1830 | 13042·5 | 12531 to 12561 kc/s |
| 1939–2000 | 8710 | 8354 to 8374 kc/s |

On Sundays and other Holidays HF schedule as follows:

| | | |
|---|---|---|
| 0830–0900 | 0710 | 8354 to 8374 kc/s |
| 0930–1000 | 13042·5 | 12531 to 12561 kc/s |
| 1600–1630 | 13042·5 | 12531 to 12561 kc/s |
| 1700–1730 | 8710 | 8354 to 8374 kc/s |

Traffic lists broadcast at commencement of every HF schedule, and repeated at intervals during schedule.

*Ships' Radiotelephone and Harbour Service:* Watch kept on 2182 kc/s for casual R/T traffic from 0730 to 2000 hours GMT on weekdays and 0800 to 1730 hours GMT on Sundays and holidays. Ships advised arrange calls in advance by W/T where possible order ensure called party available take call. Calls can be connected to or from any number on Freetown telephone exchange. Longer range contacts should be in 8 mc/s maritime band, frequency of VPU in this band being 8768·9 kc/s.

*Other Services:* Navigational warnings broadcast on W/T. GTC beacon signals transmitted upon request. Spoken telegrams accepted at ordinary W/T rates on R/T.

**VHF:** Watch is kept 24 hours on Channel 16, switching to Channel 26 for communication. Calls can be connected to Freetown telephone exchange. Masters advised that fullest use should be taken of this service, particularly after office hours and during early hours of morning or late at night when no cable service available.

**AGENTS CABLE REQUIREMENTS:** Masters requested cable ETA as early as possible. Following information required:

(*a*) For vessels working cargo: 1 Discharge or Loading Hatch distribution. 2 Gangs required. 3 If Explosives on board for Freetown or in transit.

(*b*) For vessels bunkering: 1 Bunkers and water required.

(*c*) For Tankers discharging: 1 Total Displacement. 2 Draft. 3 Cargo particulars (quantity and grade).

(*d*) For vessels embarking/disembarking krooboys: 1 If krooboys provisions required and for how long. 2 Cash requirements. 3 If service on arrival if arriving between 10 p.m. and 7 a.m., bearing in mind the high costs for Customs overtime and port service.

(*e*) In general: 1 Cash requirements. 2 Water requirements. 3 Medical attendance, if required on arrival.

When ETA received and confirmed agent will cable vessel informing despatch prospects and if not berthing on arrival, anchor berth.

*Note:* For vessels returning to Freetown from round trip to coast, information should be cabled if any over-carried cargo, etc., to be discharged.

**TUGS:** Two tugs available, *Sewa* (2,000 h.p.) which is sea-going and *Fourah* (1,000 h.p.). Both are twin-screw with diesel engines and are equipped for salvage having fire-fighting equipment and a 10-ton derrick. Normally one tug used for berthing and unberthing operations, but if necessary two. Charges for berthing and unberthing include use of one tug, whether required or not. Tugs' lines £3.50.

**BERTHING:** All alongside berths: between hours of 0630 and 2330. Kissy Oil Jetty: vessels of 15,000 tons and upwards, berthing flood-tide only.

Queen Elizabeth II Quay No. 1: Berthing length: no restriction; breadth: no restriction; maximum draft 31 ft. 6 in. At this draft vessels must be 180 ft. from steps East end of quay. Vessels up to draft not exceeding 24 ft. may berth as far east as steps. Unberthing not permitted from 1 hour after high water until 1 hour after low water.

Pilots may at their discretion, under favourable conditions, extend these times.

Berth No. 2: As for Berth No. 1, maximum draft 31 ft. 6 in.

Berth No. 3: Berthing and unberthing, length and breadth no restrictions. Maximum draft 31 ft. 6 in. No tidal restrictions.

Berths 4, 5, and 6, Maximum draft 33 ft.

Quay is equipped with 3 electric travelling cranes, the maximum lift being 5 tons. The port is not equipped with any heavy-lift equipment. Produce is loaded from both berths and transported by trailers to ship's side from shipper's shed, close to port area. Facilities for loading Palmkernel Oil available only at Berth No. 1.

Grain discharge facilities also only at Berth No. 1.

Kissy Oil Jetty: Berthing and unberthing restricted as follows: length 600 ft. Pilots at discretion extend this length, taking into account mooring facilities on vessel being available. Breadth no restriction. Maximum draft 32 ft. Jetty restricted to 30,000 tons displacement. Regulations: 18,000 tons to 30,000 tons displacement must berth bows West at slack water or when flood tides does not exceed 2 knots at approach route and alongside jetty. 15,000 tons to 18,000 tons displacement berth slack water or anytime during flood tide, must berth bow West. 15,000 tons displacement or less anytime during flood or ebb tide, bows East or West. Ship's anchor must be used for all vessels.

Pilotage also undertaken to and from Kissy Cold Store Jetty, a private jetty, but pilotage not compulsory.

Kissy Cold Store Jetty: Berthing or unberthing (daylight hours only) maximum length 270 ft. breadth no restriction. Weather must be calm, no swell in harbour, no wind of more than force 2 to 3. Maximum draft 14 ft. 6 in. These vessels can be berthed under less favourable conditions at Pilot's discretion. Berthing and unberthing only 1 hour after high water.

During discharging and/or loading, Customs Officers, normally 2, as well as 2 Port Authority Discrepancy Clerks (only when discharging) will be on board. In accordance with regulations same should be provided with food during normal meal hours. Recommended that vessels provide food in order not to encounter unnecessary delays.

*Loading of Transhipment Cargo:* Due extremely lengthy procedure and consequently high cost in having transhipment cargo released and brought alongside ready for shipment, officers requested accept this cargo (when consisting of a small number of packages) immediately upon its release from Custom's Warehouse order minimise transhipment expenses.

*Sherbro River:* Anchorage daylight only. Length of vessel up to 470 ft. Breadth, no restrictions. Max. draft, 24 ft. 6 in.

The Channel between Buoy Point and Yangsai Tree must be navigated only during period two hours to high water, and on a rising tide, buoy point being area which restricts draft. Bagru River Anchorage Buoy 8, length and breadth unlimited. Maximum draft 24 ft. 6 in. Limitations as regards vessel's dimensions, drafts and times at which movements may be carried out should not be deviated from without prior permission of the Harbour Master.

**DANGEROUS CARGO:** Dangerous cargo, explosives, small arms, ammunition, *must not* be unloaded either alongside or into lighters unless Port Authority has been notified on approved form, and has given permission for cargo to be discharged. Vessels should cable prior arrival if dangerous cargo for discharge on board.

**LIGHTERAGE:** Sierra Leone Ports Authority operates lighter fleet, presently 2 lighters, 1 pontoon and 2 tugs for handling. Lighters mostly used order minimise berthing delays and generally only bulk cargo such as sugar in bags, etc., discharged by lighters. Lighterage effected 24 hours a day at anchorage, and capacity each lighter about 100 tons/5,000 bale. Lighterage fleet operated from former lighterage quay east of Queen Elizabeth II Quay. Lighterage will take place only at discretion of Port Manager, and condition of the lighterage fleet is rather poor.

**STEVEDORES:** (See "Agents Cable Requirements") ETA as soon as possible. Discharge/loading hatch distribution. Gangs required. Bunkers and water requirements information re explosives. For tankers discharging – total displacement and draught. Work ashore undertaken by Sierra Leone Ports Authority on cargo quay, Queen Elizabeth II Quay, whilst work on board as well as discharging and/or loading to or from lighters at stream undertaken by Sierra Leone National Shipping Co., stevedoring division.

Working hours alongside quay: Total hours: from 0800 to 2200 hours. Normal working hours from 0800 to 1200 hours, from 1300 to 1700 hours, Saturdays: from 0800 to 1200 hours.

No meal-break but the hour 1200 to 1300 counts overtime.

Working at Stream: Discharging and/or loading to or from lighters effected 24 hours a day. Gangs can be arranged at anytime between 0730 hours and 1800 hours week-days. On Sundays and holidays work must be arranged on the previous day.

**MEDICAL:** Hospital facilities available.

**TANKERS:** No special requirements. One berth, maximum length 600 ft. (may be extended by arrangement with Pilot). Maximum draft 32 ft. Maximum disp. tonnage 30,000.

**DENSITY:** 1018 to 1025.

**FRESH WATER:** Queen Elizabeth Quay 30 tons per hour; Water barge 30 tons per hour; Kissy Oil Jetty 12/15 tons per hour.

**FUEL:** Most grades 12 hours.

**BUNKERS AND FRESH WATER FACILITIES:** Each berth (Queen Elizabeth II Quay) gives opportunity for bunkering, suppliers Shell and Mobil, and also supplies fresh water. Vessels can also take bunkers and water at Kissy Oil Jetty as well as ex. barge. Fresh water ex. barge and on quay supplied by Ports Authority and 3 barges of 110/130 tons capacity available. Bunkers barge supplied by Texaco/Caltex/BP, by two barges, each with capacity about 700 tons d.w. Delivery rate for bunkers about 150/200 tons an hour, water between 20/35 tons.

**GANGWAY/DECK WATCHMEN:** Strongly recommended, av able through Agent.

**OPENING/CLOSING HATCHES:** By stevedores, except mecha cal hatches.

**CERTIFICATES:**

Ship's Register.
Deratisation Certificate.
Deck Passengers Certificate.
Radio Certificate.

**CUSTOMS ALLOWANCES:** Tobacco, 40 cigarettes or ¼ tobacco. Wine and/or Spirits, ¼ bottle of spirits. Master – 200 cigare and one opened bottle of spirit.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

Liberian, tel. 2322
U.A.R., tel. 2224
U.S.S.R., tel. 3991
Ghana, tel. 3461
Holland, tel. 5340
Sweden, tel. 6208
Norway, tel. 6208
Denmark, tel. 6208
Ivory Coast, tel. 3983
Lebanon, tel. 3513
British, tel. 3961
Chinese, tel. 3636
French, tel. 2477
German, tel. 2511
Guinea, tel. 2331
Italian, tel. 3895
American tel. 4451

**REPAIRS:** All repairs if spares supplied.

**DRY DOCKS:** No dry docks in Freetown. Slipway of 500 to capacity.

**REPATRIATION:** Can be arranged.

**AIRPORT:** By bus and ferry to Lungi Airport, one hour journ Served by regular airlines.

**TIME:** GMT throughout year.

**HOLIDAYS:** Several religious and anniversary holidays. Port wo every day except Good Friday and Christmas Day.

**POLICE/AMBULANCE/FIRE:** Police 3001; Ambulance 20 Fire 2001; Emergency for all above No. 009.

**TELEPHONES:** Not available for placing on board.

**GENERAL:** Always confirm time of entering harbour with t Aberdeen Hill Signal Station to ensure turn for berthing. Drau should be indicated.

**SERVICES:** Tank cleaning. Tank and hull scaling.

**SHORE LEAVE:** Allowed.

**DELAYS:** Berthing, loading or discharging – up to 2 days. Bunk ing – up to 12 hours.

**AUTHORITY:** Sierra Leone Ports Authority, Queen Elizabet Quay, Cline Town, Freetown, Sierra Leone. Tel. Freetown 5 Cables "Portman, Freetown."

**AGENT:** Sierra Leone National Shipping Company, PO Box 8 Freetown, Sierra Leone. Tel. 5637. Telex 273. Cables "Leones Freetown".

## PEPEL: 08.34 N. 13.04 W.

On Sierra Leone River, 15 miles upstream from Freetown. Approa Channel between Freetown anchorage and Pepel is fully buoyed night navigation.

**DOCUMENTS:** See "Freetown".

**PILOTAGE:** Private pilotage undertaken by mining Compa Pilots who board Freetown anchorage, 48 hours ETA requi cable "Mags Freetown Sierra Leone", giving ETA Fairway bu quantity water/fuel required, asking free pratique, and if Pilot quired to Freetown anchorage.

**ANCHORAGE:** See "Freetown."

**RESTRICTIONS:** Draft only, decided at discretion of berth master. Entry daylight hours only. Channel between Pepel Freetown is now deepened so that depth in channel is 38 ft. p height of tide. According official tide tables, range of high tides from approximately 7 ft. to 11 ft. above Admiralty Chart Datum.

**MAXIMUM SIZE:** Length 840 ft., beam 128, depth water 38 ft. p height of tide which ranges from 7 to 11 ft. above Chart Dat September to December additional draft restrictions due chan silting.

**HEALTH:** See Freetown. 48 hours advance warning for free pratiq

**TUGS:** Not used.

**BERTHING:** Milton Margai Pier only. Loading up to 3,000 tons hour according to size of vessel.

New dolphin mooring system installed to permit handling lar ships. Depth alongside 45 ft.

Shiploaders maximum boom height when in horizontal posi is 71 ft. above Chart Datum, with maximum outreach 87 ft. fr berthing line. Loading rate now increased to 4,000 tons per hour

Under the new conditions, limiting dimensions for ships (wh must be equipped with satisfactory mooring equipment): Len overall 840 ft. Moulded breadth 128 ft.

Allowance must be made for safe navigation, permissible sa draft of all ships will, as at present, remain absolutely at discre of Berthing Master at Pepel or his deputy. It is possible that ye during the months of September to December an additional dr allowance will have to be imposed by reason of seasonal silting the channel, but it is intended to carry out annual mainten dredging.

Company will be prepared to consider acceptance of ships hav dimensions in excess of those above but only after specific appr of fully detailed plans of each ship concerned and, in any event, in excess of dimensions Length overall 870 ft. Moulded breadth 13 Moulded depth 73 ft.

Berthing displacement 63,000 tons on an even keel ballast draft of 23 ft. forward and aft on berthing.

**STEVEDORES:** Available.

**FRESH WATER:** Available, 48 hours notice required.

**FUEL:** Limited supplies available, 48 hours notice required.

**GENERAL:** See Freetown for all general information.

**TIME:** GMT throughout year.

**TELEPHONES:** None available.

**SHORE LEAVE:** Not allowed. Customs and Immigration regulations prohibit any member of crew from disembarking at jetty or other works.

**DELAYS:** First come first served.

**AUTHORITY/AGENTS:** Mining & General Services Ltd., PO Box 68, Freetown. Tel. Freetown 4427; Telex Freetown 226. Cables "Mags". Lloyds Agents.

## Singapore

**SINGAPORE** (incl. Jurong, Pulau Bukom, Pulau Ayer Chawan, Sembawang and Tanjong Penjuru): 01.16 N. 103.50 E.

**DOCUMENTS:**

4 Ships Passenger Lists.

10 Crew Lists.

5 Cargo Manifests.

Customs Declaration of duty free liquor and tobacco Form (C and E 117) to be furnished by Master to Customs boarding officers. Master, mate, or authorised officer required to furnish information asked for by Officer i/c of Customs Boarding Party for Boarding Officer's Report (this only required if ship is to be searched).

*Immigration:* Four copies Crew List and two copies each of Disembarking and Through-passenger Lists on arrival. At departure, two copies Crew List and two copies Passenger List.

Declaration regarding presence on board of any stowaway, unauthorised person and/or repatriate.

*Marine:* All vessels: General Declaration on arrival or departure.

*Port Health:* Entry Declaration. Deratisation or Exemption Certificate. Vaccination Certificate requirements – Cholera: from infected local areas, except children under 1 year of age. Smallpox: from all countries, except children under 1 year of age if they arrive from a non-infected area or under 6 months of age if they arrive from an infected area.

*Note:* Additional measures may be applied to unberthed passengers if ship comes from infected port or a port in free communication with infected areas.

Crew Lists. Passenger List.

*PSA* (The Port of Singapore Authority): Arms and Explosives, and Dangerous Goods and Petroleum Declaration.

**TRAFFIC LANES:**

1. *The Sisters Channel* defined as the navigable water contained between Sisters Island and West St. John's Island, extending from a line joining Beacon 15 (Terumbu Selegi) to the Northern end of Pulau Tekukor, and along the navigable channel margins projected tangential to the Eastern side of the Southern Sisters Island and the Western side of West St. John's Island until they meet a line joining the Southern extremity of West St. John's Island to Beacon No. 45, is designated an *Inwards Channel Only*.

2. *The Middle Channel* defined as the navigable water contained Eastwards of a line projected in a 131° direction from the charted position of the Sisters Buoy, to where it meets a line joining the Southern extremity of West St. John's Island to Beacon No. 45, thence along that line Eastwards, to where it intersects a line lying in a 131°–311° direction drawn through the charted position of a channel buoy laid in position bearing 266° at one mile from S.W. extremity of Southern Sisters Island. Thence 311° to the Southern limit of the Alternative Quarantine & Immigration Anchorage, thence along that limit to the charted position of the Sisters Buoy, is designated an *Inwards Channel Only*.

3. *The Sebarok Channel* defined as the navigable water contained westwards of a line projected in a 131° direction from the charted position of the Sisters Buoy to where it meets a line joining the Southern extremity of West St. John's Island to Beacon No. 45, thence Westwards along that line to where it meets a line joining Pulau Jong Trig. Station to Beacon No. 45, thence 313° to Pulau Jong, thence along a line extending from Pulau John Trig. Station to the charted position of the Sisters Buoy is designated an *Outwards Channel Only*, except for those inward bound ships of such draught as precludes their safe use of the aforementioned Middle Channel.

4. *The Southern Fairway* defined as the navigable water contained between lines joining Beacon No. 45 to the Southern extremity of West St. John's Island, thence to Peak Island Light Beacon, thence with Beacon No. 39 in transit with Peak Island Light Beacon to the Southern port limit, thence Westwards along the Port Limit until Beacon No. 45 bears 313°, thence along that line to Beacon No. 45 is designated a fairway for vessels intending to enter or leave the port via the Sisters Channel, Middle Channel, or Sebarok Channel, whether from or to sea, or from or to the Eastern sector of the port. The Southern Fairway is to be considered sub-divided by a median line extending from the Western limit to the Eastern limit of the fairway. All Westbound vessels are to keep Northwards of the median line, all Eastbound vessels are to keep Southwards of the median line.

**PILOTAGE:** Compulsory in Keppel Harbour, including East Lagoon, the Western Sector and Sembawang from Johore Shoal Buoy to the Causeway. Contact Pilot with not less than two hours' notice, telegraphic address "Singapore Port Operations". Vessels requested to report ETA when within 20 miles of the port. VHF safety and calling, Channel 16; port information, Channel 12; Pilots, Channel 20 and alternative Channel 12.

Vessels approaching from West pick up Pilot in approx. position 01° 12′ 24″ N., 103° 51′ 30″ E., and from East at approx 01° 13′ 4″ N., 103° 51′ 8″ E. Vessels bound for Jurong can obtain Pilot at West Jurong Anchorage by calling "Jurong Control" on Channel 21. Pilot ladder required.

**ANCHORAGES:** As indicated on BA Charts of port area. Note: Revision and realignment of anchorages is due; these will appear on the appropriate charts. Anchorage prohibited in vicinity of SBM moorings.

Masters are required to notify Port Authorities of anchorage bearings after anchoring using reference positions: Fullerton Lighthouse – (Eastern sector). Tg. Rimau Light (Beacon 47a) – (Western sector) Sultan Shoal Lighthouse – Gurong & special purpose anchorage. This may be passed to Mt. Faber Signal Station in the form of bearing and distance from the above, using VHF Channel 12, visual signalling, telephone 76021 ext. 652 or 600, or through Agents.

Ships changing their location within the port limits are also required to report their new positions. Ships leaving should report their departure time prior to leaving.

**MAX. SIZE:** Length, no restrictions. Breadth, no restrictions. Draft, Keppel Harbour 33 ft. at zero tide; Empire Dock 28 ft. at zero tide; Jurong Wharves being dredged to 38 ft. at zero tide.

*Oil Installations:* see "Tankers" page 594.

**CLEARANCE:** The Master of any vessel entering Singapore may apply for radio pratique to the Port Health Office through his local Agent, not less than 12 hours or more than 24 hours prior to arrival in Singapore.

All applications should be accompanied by answers to the Port Health Questionnaire.

Free Radio Pratique will not be granted in the following cases:

(*a*) Vessels with a case or suspected case of infectious disease on board.

(*b*) Vessels with a dead body on board.

(*c*) Vessel which has visited plague-infected ports during the current voyage.

(*d*) Passenger vessels, excluding cargo vessels with 12 or less passengers.

The provisional pratique by radio is a quarantine clearance by the Port Health Officer on duty. The clearance permits a vessel to proceed directly to berths or working anchorages and begin normal business activities without the inspection of the Port Health Officer.

The granting of radio pratique clears the vessel only as far as the Port Health Officer is concerned, and it neither exempts the vessel from the requirements of other government agencies prior to commencing operations, nor a vessel from quarantine inspection and other control measures, subsequently deemed necessary by the Port Health Officer.

Vessels wishing to communicate with the Port Health Officer should do so on VHF Channel 14.

All ships other than gazetted mail ships, arriving within 5 days of departure from a cholera infected port, or within 14 days of departure from a smallpox infected port, or from a Vietnam port, should await health clearance at Quarantine Anchorage displaying appropriate signals.

All ships with suspected infectious disease on board should radio information to Port Health Officer and await clearance at Quarantine Anchorages. All vessels upon arrival required to anchor in Eastern Principal Anchorage (alternatively Western Principal Anchorage during the N.E. monsoon, approx. December to March), unless Health and Immigration exemption has previously been granted. Vessels from non-infected ports can obtain free pratique. Vessels from infected ports must fly "Q" flag for Port Health. Vessels must also fly pennants 2 over 5 (alternatively 3 over 4 when there are passengers aboard) for immigration.

Corresponding night lights red over white for Port Health and two green for Immigration. Once vessel has been cleared by Port Health and/or Immigration she must proceed to allotted berth/anchorage. On sailing, unless exemption granted, vessels must return to Principal Anchorage for Immigration Clearance; 2 hours notice required of departure.

The Port Master, Port of Singapore Authority has issued the following regulations regarding vessels requesting Immigration and Port Health Clearance:

(1) All Masters, Owners and Agents are reminded that vessels when requesting Immigration and Port Health Clearance must anchor in the designated Immigration and Quarantine Anchorage and exhibit the appropriate signals.

(2) The Senior Health Officer has advised that delays have occurred due to ships not anchoring at the designated achorage or not displaying quarantine signals.

(3) Failure to comply with the above may result in action being taken against the vessels.

**RADIO:** Medium range (HF) telephone service is available continuously and normally provides satisfactory communication up to a range of about 800 miles. Ships wishing to contact Singapore radio may do so on any of the following carrier frequencies:

| Station | Call sign | Frequency kHz Coast | Frequency kHz Ship | Hours | Remarks |
|---|---|---|---|---|---|
| Singapore Radio | 9VG4 | 2182 | 2182 | 24 | Call, reply and safety |
| | 9VG40 | 4434·9 | 4136·9 | | |
| | 9VG8 | 6204 | 6204 | | |
| | 9VG5 | 2760 | 2527 | 24 | Working |
| | 9VG38 | 4364·7 | 4066·1 | | |
| | 9VG43 | 8751·2 | 8217·2 | | |

After establishing contact, the call will be booked and both stations will change to one of the following frequencies prior to connection with the Subscriber:

| Station | Call sign | Frequency kHz Coast | Frequency kHz Ship |
|---|---|---|---|
| Singapore Radio | 9VG39 | 4377·4 | 4078·8 |
| | 9VG44 | 8757·6 | 8223·6 |
| | 9VG45 | 8799·2 | 8265·2 |

**VHF:**

| Station | Hours of watch | Channel | Functions |
|---|---|---|---|
| Singapore Radio | 24 | 16 | Calling and distress Channel |
| Singapore Port operations | 24 | 12 | Port information other than in Keppel harbour limits |
| Berthing control | 24 | 20 | Berthing/unberthing in Keppel harbour limits only |
| Singapore Port Operations | 24 | 20 | Pilotage services and information |
| Bukom operations | 24 | 19 | Berthing/unberthing at Pulau Bukom and CBM |
| Esso operations | 24 | 5 | Berthing/unberthing at Pulau Ayer Chawan and SBM |
| Jurong control | 24 | 21 | Berthing/unberthing in Jurong wharves |
| Sembawang control | 24 | 21 | Pilotage services and berthing/unberthing in East Johore Straits within Singapore port limits |
| Waterboats | 24 | 18 | Supply of fresh water to vessels at anchor |
| Public correspondence | 24 | 24 | For connection to Singapore Telephone Board |
| Public correspondence | 24 | 26 | For Connection to Singapore Telephone Board |

Channel 22 is retained as an alternative for pilotage operations and ships should initially call Singapore Port Operations on Channel 20 to advise their respective ETAs and/or relevant communications.

**TUGS:** PSA operates 7 tugs – 6 of 1,100 bhp and 1 of 500 bhp. Three tugs of 3,000 bhp operational early 1974. Shell operates 2 tugs approximately 1,500 bhp. A number of privately owned salvage tugs make the port their base.

Tugs join anywhere in port limits by pre-arrangement with Pilots. Normally ship's line used. All PSA and Shell tugs carry tow ropes for use if required. PSA charge for use of tow rope.

**BERTHING:** Vessel's Agents should submit to Authority a Schedule "A" (Application for Berth) giving overall length, maximum draft alongside, ETA and ETD of, and list of dangerous cargo on board vessel at least 24 hours before berth required.

**CARGO-HANDLING FACILITIES:** Vessels working only general cargo will normally be berthed at PSA Wharves in Keppel Harbour. Adjacent to these Wharves is the East Lagoon Container Port.

*East Lagoon Container Port:* Length of quay, 3,000 ft. Depth 44 ft. at zero tide. Able to handle three large container vessels at one time. Four container gantries of 35 tons lifting capacity available. There is also a feeder berth for coastal vessels. Length of quay 700 ft. Depth 34 ft. at zero tide.

Bunkering facilities available. Bunker fuel pumped at a rate of 1,000 t.p.h. through 18-in. diameter mains. There are 11 outlets along the quay with 10-in. tap-offs. Marine diesel and fresh water also available.

*Sembawang Port:* Situated on the North side of Singapore. PSA operate two berths at the stores basin. Length of berths Nos. 1 and 2, 1,197 ft. Depth of water alongside 34 ft. at zero tide. The port is used extensively for loading bulk sawn timber and logs.

*Jurong Port:* The port is a new bulk-handling facility to serve the Jurong industrial estate. The marginal wharf has five berths. Total length 3,000 ft. and depth 38 ft. at zero tide.

The terminal has facilities for the discharge of grain (by elevator), sugar, fertilisers, cement, clinker, sulphur, etc. Shore bulk-handling cranes are used.

The equipment includes a kangaroo crane conveyor, unloading capacity of 300 t.p.h.

Two gantry type unloader cranes each with a capacity of 450 t.p.h.

An iron ore hopper/conveyor loading system with a capacity of 300 t.p.h.

Grain silos with capacities up to 20,000 tons.

Bulk grain suction-conveyor unloading system with discharge of 200 t.p.h. and loading rate of 100 t.p.h.

**STEVEDORES:** Labour should be ordered by 0900 hours for shift (1500 to 2300) on same day and by 1300 hours for 1st shift to 1500 hours) for next day, by 1100 hours for 3rd shift (2300 to on same day.

No work is performed during meal hours, 1100–1200 and 1830–

**MEDICAL:** When infectious disease not suspected, permission be granted by Port Health Officer to Agent to take doctor on and remove the case, if necessary, to hospital. Preferably as notice as possible. Several hospitals, General Hospital, Gleneag Mt. Alvernia. Cholera, smallpox, plague, etc., are not endemic Singapore.

**TANKERS:** Eastern and Western Petroleum anchorages or ins lations. Limited slop (residue) discharge facilities at Shell, P Bukom and Mobil, Jurong. Maximum i/d of discharge hose: 8 Smoking not permitted during period tanker alongside PSA wharve Grades permitted for discharge along PSA wharves: (*a*) mari diesel oil, (*b*) fuel oil.

**Shell**

Pulau Bukom – 10 berths and conventional buoy mooring.

| Berth | Draft (m.) | Max. length (m.) | Max. displacement (tons) | Remarks |
|---|---|---|---|---|
| 1 | 9·75 | 173·7 | 33,000 | Continuous je |
| 2 | 9·75 | 91·4 | 33,000 | |
| 3 | 10·95 | 82·3 | 33,000 | |
| 4 | 10·65 | 189·0 | 43,000 | |
| 5 | 12·20 | 193·6 | 45,000 | |
| 6 | 13·85 | 243·8 | 92,000 | |
| 7 | 11·30 | 185·9 | 65,000 | |
| 8 | 10·95 | 230·1 | 65,000 | |
| 9 | 13·10 | 198·1 | 33,000 | |
| 10 | 15·15 | 243·8 | 84,000 | min. length acceptable 172·2 m. |
| CBM | 19·35 | 365·8 | 250,000 | |

**Esso**

*S.B.M.*—A large orange coloured Single Buoy Mooring for discha ing VLCC's has been established at the western entrance to Se Sinki, exhibiting a quick flashing orange light in position Lat. 1° 51″ N., Long. 103° 41′ 29″ E., B. A. Chart No. 2165 and H. O. 3748. the sea bed, a submarine oil pipeline extends from the SBM to t southern shore of Pulau Ayer Chawan. A floating pipeline exten from the SBM for several hundred feet into the surrounding a The floating pipeline revolves around the buoy, and its direction fr the buoy at any time will depend on wind and tide. The floating l will be marked with a flashing blue light at its outer end from suns to sunrise. Mariners are advised to give the SBM a wide berth at times, and on no account to attempt to pass between the flashi orange coloured light and the flashing blue light.

*Pulau Ayer Chawan*

| Berth | Length | Draft |
|---|---|---|
| Berth 1 | length 82·4 m. | draft 7·6 m. |
| Berth 2 | length 189·1 m. | draft 10·7 m. |
| Berth 3 | length 225·7 m. | draft 12·8 m. |
| Berth 4 | length 250·1 m. | draft 15·9 m. |

**Caltex**

*Tanjong Penjuru* – Two berths (No. 1 and No. 2) accommoda vessels alongside up to 13·71 m. maximum draft.

**Mobil Jurong** – Maximum depth alongside:

| Berth | Depth |
|---|---|
| Berth 1 | 14·3 m. LWOST |
| Berth 2 | 12·8 m. LWOST |
| Berth 3 | 6·7 m. LWOST |
| Berth 4 | 6·1 m. LWOST |

**B.P. Refinery**

*Pasir Panjang* – Three berths at refinery. Small jetty inside harbo known as Jetty No. 2 and can receive small vessels up to 1,000 tonn as water depth only 6·1 m. below ACD.

No. 1 Jetty at South-west side of Tanjong Berlayer can acco modate vessels up to 33,000 tons at off-shore mooring where dredg channel 10·97 m. below ACD. Berthing cannot be effected for 43 da of year due strong tidal currents.

At Jetty No. 1A which is Northwards extension from Jetty No trunkway, vessels up to 5,000 tonnes can be berthed; water dep 7·62 m. below ACD. Simultaneous mooring of vessels at Jett Nos. 1 and 1A not allowed as floating hose used to connect Je No. 1 to ship at mooring buoys.

There are slop reception facilities at Pulau Sebarok, administe by the PSA, and at Sembawang Shipyard.

**DEVELOPMENTS:** *Dry docks:* Keppel: A new dry dock for vess of 150,000 tons dwt to become operational in 1975.

Mitsubishi Heavy Industries: are to develop a large shipyard. the first phase a 400,000 dwt repair dock is planned.

**DENSITY:** Usually between 1019 and 1022 unaffected by tide temperature variations. Variation due to periodic heavy run-of rain water.

**FRESH WATER:** Good pure water available at wharves Kepp Jurong, Pulau Bukom and Mobil Jurong. Also by PSA Waterbo Shore supply through hoses (2½ in. dia., approx. 20 to 25 tons hour outlet).

**FUEL:** All grades available alongside PSA wharves and ex instal tion, otherwise by barge. Marine diesel oil 40 sec. to 100 sec. Hea fuel oil 700 sec. to 1,000 sec. Thinned fuel 433 sec. to 450 sec. Blend fuel 200 sec. to 430 sec.

**FIRE PRECAUTIONS:** Normal precautions with respect to cargo vessels, vessels under repair, etc. Fire boats available. Oil companies apply own regulations at installations.

**GANGWAY/DECK WATCHMEN:** Recommended, particularly in Roads. Agents normally arrange. Cost varies.

**OPENING/CLOSING HATCHES:** Conventional hatches by stevedores. Mechanical hatches usually by ship's crew.

**CERTIFICATES:** If dangerous drugs on board, an export authorisation from country of origin and an import authorisation from country to which drugs being conveyed should be available for sighting and endorsement.

| | |
|---|---|
| *All vessels* | Certificate of Registry or Tonnage Certificate.<br>International Load-line Certificate or equivalent. |
| *Passenger ships* | Passenger Safety Certificate issued under International Convention for Safety of Life at Sea 1960 or the Simla Rules 1931. |
| *Cargo ships* | Safety Equipment Certificate (if over 500 tons gross) or equivalent.<br>Radiotelegraphy Certificate or Radiotelephony Certificate whichever is applicable. |

**CUSTOMS ALLOWANCE:** Tobacco: for crew and transit adult passengers. First day of arrival 50 cigarettes or 15 cigars or other tobacco 60 gms.; and for each subsequent day to the maximum of 7 days. 25 cigarettes or 7 cigars or other tobacco 30 gms.

Wine and/or Spirit: Wine allowance, one bottle per day to maximum of 8 days. Spirit allowance, $\frac{7}{8}$ reputed quart (in opened bottles) on first day of arrival and $\frac{1}{8}$ reputed quart per day for rest of 7 days.

**CARGO GEAR:** Possession of valid test certificates. At PSA wharves, if gear appears faulty, an inspection by competent Port Officer may be required.

**IDENTIFICATION CARDS:** Sect. 22 (1) (c) of Ordinance provides for issue of Seamen's Identification Card as set out in First Schedule to the Immigration Regs. 1966, but rarely issued nowadays. Normally accept passports, discharge books or any identification cards issued by masters of vessels for purpose of granting shore leave to crew members, provided these documents sufficiently identify person concerned.

Gate Passes issued against crew list at wharves and installations. No passes required from roads, although some form of identification advisable.

**CONSULS:** Consuls, Embassies and High Commissions. America, Argentina, Australia, Austria, Belgium, Brazil, Bulgaria, Burma, Denmark, Finland, France, Germany, Greece, Hungary, India, Indonesia, Ireland, Israel, Italy, Japan, Khmer Republic, Korea (North and South), Nepal, Netherlands, New Zealand, Norway, Pakistan, Panama, Philippines, Poland, Romania, Saudi Arabia, Spain, Sri Lanka, Sweden, Switzerland, Thailand, Trinidad, Turkey, Republic of China, Russia, U.A.R., U.K., Vietnam, Yugoslavia.

**REPAIRS:** All types of repairs (hull, engine and electrical including navigational aids) carried out. Facilities also available for repairs out afloat while vessel in anchorages.

**DRY DOCKS:** *Jurong:* Two dry docks. No. 1 length 270 m.; breadth, 40 m.; capacity 90,000 tons dwt. No. 2 length 350 m.; breadth 56 m.; capacity 300,000 tons dwt. One floating dock length 86 m.; breadth 18 m.; lifting capacity 2,000 tons.

*Keppel Shipyard:* largest dock, length 885 ft., beam 92 ft. 6 in., depth 33 ft.

*Sembawang Shipyard:*

| | *Length* | *Beam* | *Draft* | *Tonnage capacity* |
|---|---|---|---|---|
| King George VI | 1,045 ft. | 130 ft. | 40 ft. 9 in. | 95,000 dwt. |
| New Dock | 1,260 ft. | 210 ft. | 30 ft. | |

Five floating docks from 1,000 tons to 30,000 tons lifting capacity. Berth cranes up to 30 tons lift. Floating crane of 152·4 metric tons.

*Hitachi Zosen:* One dry dock for vessels of 300,000 ton dwt. (350 m. × 60 m.). Depth 11·5 m.

**REPATRIATION:** Ships' Agents responsible for repatriating seamen. Mercantile Marine Office undertakes repatriation of distressed British seamen on behalf of Board of Trade, United Kingdom, whenever necessary. Seamen who hold proper documents which ensure entry into their countries of origin, citizenship and destination are normally granted Special Passes after discharge for purpose of repatriation.

**AIRPORT:** Six miles from city. Regular and frequent services to all parts of the world.

**TIME:** Singapore time, GMT plus $7\frac{1}{2}$ hours. No seasonal change.

**HOLIDAYS:** Work can be arranged on all eleven Public Holidays. New Year's Day; Chinese New Year; Hari Raya Haji; Good Friday; Labour Day (1st May); Vesak Day; National Day (9th August); Deepavali; Hari Raya Puasa; Christmas Day.

**POLICE/AMBULANCE/FIRE:** City Police 999; Fire/Ambulance only, 28111; Flag signal: S over T. VHF Channels 12 or 16. PSA Police 222; Fire 209 or 333; Ambulance 76021.

Police assistance at anchorage:

For your information we quote the contents of Port Circular No. 28/73 issued by the Port of Singapore Authority:

(1) In circumstances arising on board ships at anchor within port limits which require the assistance of Marine Police, ships suitably equipped with VHF radio-telephony in the 156–174 mHz frequency band are to communicate this requirement on Channel 12 to "Singapore Port Operations" which maintains a continuous listening watch.

(2) In order to facilitate and arrange for police assistance to the ship, the following information shall be transmitted by the ship when radio contact has been established on Channel 12:
- (a) Name of ship.
- (b) Location (from a reference point).
- (c) Brief description of incident.

(3) The ship making this request for police assistance shall also as soon as possible hoist up the appropriate flag signals by day and light signals by night. Day signal: International Code Hoist "CB3". Night signal: Red-Red-White (Red at top).

(4) The ship is required to sound on her whistle or siren at intervals of about 1 minute three long blasts so that the police on patrol duties and other ships in the vicinity are alerted.

(5) Ships not equipped with VHF facilities may communicate with Mount Faber or Jurong Signal Station by means of directional morse lamp.

| | |
|---|---|
| *Mount Faber Signal Station:* | Lat. 1° 16′ 07″ N |
| | Long. 103° 49′ 29″ E |
| *Jurong Signal Station:* | Lat. 1° 18′ 26″ N |
| | Long. 103° 43′ 20″ E |

(6) Adherence to the procedures described in the above will enable assistance being given to the ships in the quickest possible manner.

**TELEPHONES:** Available on board vessel at PSA wharves only.

**GENERAL:** Master of any vessel in territorial waters of Singapore shall obey any signal from a preventive vessel and any instruction from officers of Customs. Customs officers shall have free access to any part of vessel and have powers to mark, lock or seal any dutiable goods on import including sea stores.

**SERVICES:** Following additional services available: Cleaning and preparing ship's tanks. Cleaning, scaling and painting. Insulation. Interior decorating and furnishing. Refrigeration and air-conditioning. Chemical cleaning of boilers, etc. SCAMP underwater cleaning service.

Services of following Classification Societies available: Lloyds Register of Shipping. Det Norske Veritas. American Bureau of Shipping. Bureau Veritas. Nippon Kaiji Kyokai. Germanischer Lloyd. Polski Register Stratkow. China Corporation Register of Shipping.

Compass adjusting and DF Calibration. Radar and Radio servicing depots.

**SHORE LEAVE:** No restriction on crews landing after Immigration and Health formalities have been satisfactorily completed. With rare exception (e.g. CPG Crew), all *bona fide* crew of a vessel allowed shore leave on strength of their passports, discharge books or identification cards.

The following circular was issued in May 1973 by the Singapore Port Authority.

"In line with the Government's decision that action should be taken to deal with the 'long-hair' problem as part of a campaign against undesirable alien influences, the Port of Singapore Authority would be most grateful for your co-operation in implementing this decision by advising all your employees, including ships' officers and crew members, wishing to come ashore to be more tidy in their general appearance.

"To assist you to decide whether an individual's hair is long, the following definition of long hair may be used as a guide:

(i) Hair reaching below an ordinary shirt collar;
(ii) Hair covering the ears;
(iii) Hair falling across the forehead and touching the eyelashes."

**POLLUTION:** No oil or mixture containing oil shall be discharged into Singapore waters from any vessel. The Master or person in charge of the vessel committing such an offence shall be liable on conviction to a fine not less than 500 dollars and not exceeding 500,000 dollars or to imprisonment for a term not exceeding two years or to both such fine and imprisonment.

No refuse, garbage, waste matter, substance of a dangerous or obnoxious nature or trade effluent is to be discharged from any vessel into Singapore waters. The Master or the person in charge of the vessel committing such an offence shall be liable on conviction to a fine not exceeding 10,000 dollars or to imprisonment for a term not exceeding two years or to both such fine and imprisonment.

Any person who puts, throws, casts or deposits into Singapore waters, or causes to be put, thrown, cast or desposited there into, any oil mixture containing oil, refuse, garbage, waste matter, carcase, substance of a dangerous or obnoxious nature, or trade effluent, shall be guilty of an offence and shall be liable on conviction to a fine not exceeding 10,000 dollars or to imprisonment for a term not exceeding two years or both such fine and imprisonment.

If any oil or mixture containing oil is discharged into Singapore waters:

(*a*) for the purpose of securing the safety of the vessel or of preventing damage to the vessel or her cargo, or of saving life; or

(*b*) is found to be escaping, or to have escaped into Singapore waters from a vessel in consequence of damage to the vessel, or by reason of leakage, the Master or the person in charge of the vessel shall report the occurrences to the Director of Marine and the Port Master. Failure to do shall be an offence and shall be liable on conviction to a fine not exceeding 5,000 dollars.

**DELAYS:** Normally none. Occasional congestion due to prolonged rainy weather or other abnormal conditions.

**AUTHORITY:** Port of Singapore Authority (PSA), POB 300 Singapore. Tel. 76021. Telegraphic: "Tanjong" Singapore.

The Marine Department is administered by the Director of Marine (who is also Port Master).

**AGENT:** Intrasea (Pte) Ltd., Faber House, 5th Floor, 234 E/236 E Orchard Road, Singapore 9, Tel. 375-688. Telex. 21617 ASIBOIS.

## Society Islands

### BORA BORA (Vaitape): 16.31 S. 151.45 W.

**DOCUMENTS:** All vessels arriving in French Polynesia must first call for clearance at Papeete, or at Uturoa, or at Taiohae. See "Papeete" for documents required.

**PILOTAGE:** There is no pilotage station at Bora Bora; a Pilot will be provided at Papeete. Vessels are requested to advise their Agents at least 15 days before arrival of their ETA, length and draft of ship. In addition, Masters should confirm their ETA to the Port Captain of Papeete at least 3 days before arrival. Telegraphic address is Capitaine de Port, Papeete.

**ANCHORAGE:** Vessels may anchor in the port roads in depths of 34–21 metres. Good holding ground in sand and coral.

**RESTRICTIONS:** Night pilotage is impracticable due to the absence of lighted navigation marks.

**MAX. SIZE:** Lengths 220 metres, beam 30 metres, draft 9·60 metres.

**HEALTH:** Vessel should ask for free pratique by radio message to Santé Maritime Papeete, via coast station Mahina. This message to be sent 24 hours before arrival.

**RADIO:** Mahina Radio, call sign FJA, operating 24 hours per day on 500, 2,182 and 8,230 kHz.

**TUGS:** No tugs available at Bora Bora.

**BERTHING:** One quay, 132 metres length, situated in Faanui Bay. Depth alongside 7·30 metres. This quay was constructed during the 2nd World War and is in poor condition, only used by small warships and yachts. One other quay 40 metres long and with depth alongside 4 metres. Situated at Vaitape. Used by barges.

**MEDICAL:** No doctor available, but there is a local infirmary.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**CUSTOMS ALLOWANCES:** No restrictions for crew members, but all tobacco and alcohol must be declared. Crew men going ashore may not take more than 2 packets of cigarettes.

**AIRPORT:** Situated 7 kms. from Vaitape, only inter-island services.

**TIME:** GMT minus 10 hours. No change during the year.

**HOLIDAYS:** See "Papeete".

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Chef de Post, Bora Bora.

### PAPEETE: 17.33 S. 149.34 W. (See Plan)

**DOCUMENTS:**
Required by Port Health:
  Maritime Declaration of Health (form provided by the Pilot).
Required by Police:
  Crew List.
  List of Passengers Disembarking.
  List of Passengers in Transit.
Required by Customs (2 copies of each):
  Manifest of Cargo for Discharge.
  Provisions List.
  Mail List.
  Crew Personal Effect List.
  Bonded Stores List.
  Ship's Spares List.
  Crew List.
  List of Passengers Disembarking.
  List of Passengers in Transit.
  List of Animals Disembarking.
  List of Animals in Transit.
  Complete Cargo Manifest.
Required by Port Captain:
  Entry Declaration (from supplied on arrival).
  Crew List.
  List of Passengers Disembarking.
  List of Passengers in Transit.

**PILOTAGE:** Vessels are requested to advise their Agents at least 3 days before arrival giving their ETA, length and draft of the ship, amount of cargo for discharge and any other requirements. In addition, Masters must give their ETA 24 hours before arrival to Capitaine de Port, Papeete. Pilot station and pilot launches are equipped with VHF and may be contacted on Channel 16 when within 30 miles. Pilot launches have grey painted hull with a white band, with wheelhouse on the fore part. The pilot flag is described as the colours of code flag "W" upside-down. International code flag signals may be used to call Pilot. Pilot boards about 1½ miles from the entrance channel. There is no anchorage outside the port for ships awaiting a Pilot.

Pilotage is effected from 0500 to 2200 for entering vessels. For departing vessels, pilotage available up to 2400 hours.

**ANCHORAGE:** Vessels up to 170 metres length can anchor in the port roads in depths of 18–25 metres. Good holding ground in mud.

**MAX. SIZE:** Length 245 metres, beam 30 metres, draft 10 metres.

**HEALTH:** Vessels should ask for free pratique by radio to Santé Maritime Papeete, via Coast Station Mahina Radio. This message should be sent 24 hours before arrival. Pratique is automatic for vessels coming from another Polynesian port.

**RADIO:** Mahina Radio, call sign FJA, operating 24 hours per day on 500, 2,182 and 8,230 kHz.

**VHF:** The Port Captain's Office is equipped with VHF. Watches are kept on Channel 16 when a ship is expected.

**TUGS:** Tugs join ships as soon as they are in the entrance channel. Generally, tow-lines are not required, as tugs push the vessels only. There are three tugs available up to 1,200 h.p. belonging to the Port Authority, and in addition, there are two naval tugs up 700 h.p. which may assist if required.

**BERTHING:** Passenger Quay: 233 metres length, two bert depth alongside 9 metres.

Cargo Quay: 450 metres length, depth alongside 10·50 metres

**STEVEDORES:** Cargo information should be confirmed to t Agents with ETA 48 hours before arrival.

**MEDICAL:** Advance notice required if medical attendance need on board. Two hospitals available. Passengers disembarking mu present a valid vaccination certificate.

**TANKERS:** One tanker berth, 105 metres long. Max. allowed dr 9·60 metres. Discharging hoses are: Mobil Oil 8 in., Standard 6 in.

**FRESH WATER:** Available from pipe-lines on all quays. Loadi rate is 50 tons per hour at passenger and cargo quays and 30 to per hour at the tanker berth.

**FUEL:** Diesel and light fuel available subject to one week's notic

**DEVELOPMENTS:** Construction of a new quay for passeng vessels up to 300 metres length.

Dredging harbour entrance to widen channel to 160 metres wi 12·50 metres depth.

A quay is to be constructed in the fishing harbour, length 100 depth 6 m. (1974–1975).

A Container Quay is to be constructed, length 200 m., dep 12 m. (1977–1978).

**WATCHMEN:** Services of shore watchmen are necessary. Hatche opened and closed by crew if they are of mechanical type, othe wise the stevedores will perform this operation.

**CUSTOMS ALLOWANCES:** No restrictions for crew membe but all tobacco and alcohol must be declared. Crew members goi ashore must not take more than 2 packets of cigarettes. Passenge disembarking may take 200 cigarettes or 50 cigars or 400 gramm of tobacco and one bottle of alcohol.

**CONSULS:** The following countries maintain representatives Papeete:

Austria
Belgium
Chile
Denmark
Italy
Finland
Netherlands
Norway
Sweden

**REPAIRS:** Woodwork, electrical and welding repairs can effected. There are 2 floating docks for vessels up to 3,500 tons.

**REPATRIATION:** Can be effected.

**AIRPORT:** Tahiti – Faaa Airport is situated 6 kms. from the po Regular international flights.

**HOLIDAYS:** 1st January, Easter Monday, 1st May, Ascension Da Whit Monday, 14th July, 15th August, 1st November, 11th Novembe 25th December. No work is carried out on Sundays or on 1st Ma All other holidays can be worked on double overtime rates.

**TIME:** GMT minus 10 hours. No alterations during the year.

**POLICE/FIRE/AMBULANCE:** Police 17; Fire 18; Ambulan 2 96 74.

**TELEPHONES:** Can be installed on board vessels at all quays.

**SHORE LEAVE:** Allowed without restriction.

**AUTHORITY:** Capitaine de Port, Papeete. Tel. 20189.

## Solomon Islands

### GIZO: 08.05 S. 156.52 E.

Gizo is the copra and cocoa receiving centre for Western Solomon Situated on Gizo Island West of New Georgia. Entrance to harbo is beaconed and a jetty with depth alongside of 9ft. Sheltered ancho age available in 16 fathoms. The British Solomons Trading Compa Ltd. provides stevedores and conducts a lighterage handling a warehousing service to Importers and Exporters. Framework war ing stations at foot of 300 ft. hill near Eastern end of township. Wh one board displayed, vessel occupying timber loading wharf. Wh two boards displayed, vessel occupying copra loading/general d charge anchorage. When three boards displayed, approaches mu be kept clear as vessel is preparing to leave.

### HONIARA: 09.25 S. 159.58 E. (See Plan)

**DOCUMENTS:**

*Special Documents*
  Store List, Form C1.
  Crew's Store List, Form C2.
  List of Unmanifested Cargo, Form C3.
  Ship's Report Inward, Form C4.
  Entry Outwards/Content Ship, Form C13.
*Legalised Documents*
  None.
*Advance Documents*
  None.
*Landing Cards*
  Finally landing passengers need special l.c.
*Health Officer*
  1 Transit Passenger Manifest.
  1 Landing Passenger Manifest.
  1 Crew List.
  1 Maritime Declaration of Health.
  1 Rhinocerus Beetle Free Certificate from Suva.
    Deratisation Certificate.
    Health Certificate.

*Immigration*

1 Transit Passenger Manifest.
1 Landing Passenger Manifest.
1 Crew List.

*Customs*

1 Transit Passenger Manifest.
1 Landing Passenger Manifest.
1 Crew List.
2 Store Lists, Form C1.
2 Crew Store Lists, Form C2.
2 Ship's Reports Inwards, Form C4.
2 Lists of Unmanifested Cargo, Form C3.
2 Entry Outwards/Content Ship, Form C13.

*Agents*

1 Transit Passenger Manifest.
1 Landing Passenger Manifest.
1 Crew List.

**PILOTAGE:** 24 hours notice ETA stating number of passengers, dangerous cargo, etc., to Harbour Master, Honiara, via Honiara Radio. Usual signals. Pilot boards from launch marked PA about ¾ mile N.E. Pelope Shoal. Vessels normally berthed port side to. Pilot uses port gangway in calm weather.

**ANCHORAGES:** East of Port Main Leading Lights. F1. white and fixed green, in about 20 fathoms; coral bottom.

Local boats are not available for transporting crew from anchorage to the shore, and ship's boats have to be used. The landing stage is at Joanna Jetty on the east side of the main pier at Point Cruz. Height above water level is 2 ft. at high tide and 5 ft. at low tide.

**APPROACHES:** Approaches free from dangers provided vessels keep at least 2 cables off Point Cruz Beacon, identified by quick flashing red light. On foreshore in front of Shell Oil Storage Tanks is beacon with fixed green light, and above on Vavaya Ridge is white light flashes every 5 seconds from car on radio station building. When in line these two lights give correct approach to anchorage in 20 fathoms on, or East of, the line. Prevailing winds during South-east season blow from North-easterly direction sometimes reaching force 4 to 5 in early afternoon. During North-west season direction and force variable generally between North and West up to force 4 and occasionally force 5.

**RESTRICTIONS:** Berthing in daylight hours only – departure any time.

**MAX. SIZE:** New Wharf, up to 600 ft. long and max. 27 ft. draught. Old Wharf, up to 200 ft. long and max. 13 ft. draught. Tankers, mooring at buoys, 600 ft. long and 32 ft. draught.

**HEALTH:** Pratique can be obtained by radio. Cable Port Health. Vessels suspect should inform Health Authorities and Harbour Master by radio for doctor to board on arrival.

Cable to Quarantine Officer Honiara between 12 and 4 hours before arrival the following message: "Request Radio pratique negative answers all health questions maritime declaration of health Master." Normally, the P & T Radio Officer may grant pratique immediately whilst he is in radio contact with the ship. After arrival the Health Officer will check for rhinocerus beetle and will clear.

**RADIO:** Radio Honiara VQJ (Vee Kiu Jay). Watch continuous. kHz 6204, kHz 2182, kc/s 500. GMT Schedule 0020–0030 transmits 11560 kHz receives 8 or 16 mHz.

**TUGS:** There is a small 100 h.p. tugboat assisting with mooring when necessary.

**BERTHING:** At Point Cruz, berth length 235 ft., depth alongside 30 ft. Vessel berths starboard side alongside.

**STEVEDORES:** At least 24 hours notice, usually 3 gangs, indicate any extra gangs required. To facilitate quick turn around advisable have cargo in middle holds evenly distributed not at extreme end or massed in one hold only.

**MEDICAL:** Notice should be given in advance if medical attendance required on board. Smallpox vaccination required by all arriving on ship. Inoculations available at clinic on Fridays only. Limited hospital facilities available.

Cholera: required if arriving from infected area. Vaccination certificates are checked individually by those passengers permanently disembarking.

For all other passengers and the crew ship's doctor must provide a statement advising that all passengers and crew comply with the health regulations and vaccinations required.

In case some passengers have for health reasons not been vaccinated, a letter from their doctor giving reason why no vaccination given must be produced. Passengers will be allowed to go ashore.

Central Hospital, tel. 09–61
Emergency and Ambulance, tel. 09–33
Doctors, tel. 09–44
Dentist, tel. 09–43

All medical facilities are provided from the Hospital. One private doctor available: Dr. J. Higgs, tel. 566.

**TANKERS:** Tanker buoys, 8 in. pipe-line, max. draft 32 ft. New Wharf, 4 in. pipe-line, max. draft 27 ft. Old Wharf, 4 in. pipe-line, (ADO), max. draft 13 ft.

**DENSITY TIDE:** Approx. 1025. Tidal range about 3 ft.

**FRESH WATER:** At wharf by hoses, 10 tons an hour.

**FUEL:** Diesel and gas oil available. 48 hours notice, butane gas.

**FIRE PRECAUTIONS:** Normal fire precautions, with gang standing by with fire pump.

**GANGWAY/DECK WATCHMEN:** Watchmen to be recommended. Customs provide a preventive officer for duty at a charge.

**OPENING/CLOSING HATCHES:** Stevedores assist crew. Crew to rig gear.

**SHIP'S CERTIFICATES:** Certificate of Registry.

**TOBACCO ALLOWANCE:** 200 cigarettes or ½ lb. tobacco per crew member.

**WINE AND/OR SPIRIT ALLOWANCE:** 3 quart bottles of beer per crew member.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** Nil.

**REPAIRS:** Limited facilities only.

**DRY DOCKS:** Nil.

**REPATRIATION:** Facilities available.

**AIRPORT:** Situated approximately 10 miles from the wharf. TAA flights 3 times per week from Sydney via New Guinea, and Air Pacific have two flights a week from Suva via New Hebrides. One flight from Port Moresby.

**TIME:** GMT plus 11 hours all year round.

**HOLIDAYS:** Cargo work can be arranged on all holidays except Christmas Day and Easter period.

**POLICE/AMBULANCE/FIRE:** Emergency phone numbers: Police 666; Ambulance 933; Fire 299.

**TELEPHONES:** Ships connections can be arranged.

**SERVICES:** Labour can be hired for assistance with painting and cleaning. Other services not normally available. 24 hours notice required.

**SHORE LEAVE:** Permitted.

**VISAS:** Transit passengers: not required. Disembarking passengers: require visa for a stay over 48 hours. Visa can be obtained from nearest British Consul.

**LANDING CARDS:** Only permanently disembarking passengers need special Landing Cards which can be obtained from Immigration Officer on arrival.

**WEATHER:** Cyclone season December to April, winds N.W. to variable, strength 0–5. From April to November winds are from N.E., strength 4–5.

**DELAYS:** Nil, except when other ships being worked.

**AGENT:** E. V. Lawson Pty Ltd., Box 3, Honiara, British Solomon Islands. Tel. 644 Telegraphic Address: EVLAS.

### YANDINA: 09.04 S. 159.14 E.

Yandina is situated in Russell Islands and is copra export port for Lever's Pacific Plantations Pty Ltd. A concrete and steel wharf on South side of entrance with 175 ft. base and depth approximately 25 ft. alongside.

Sheltered anchorage for vessels of up to 500 ft. in length, available in Renard Sound. Lever's Pacific Plantations Pty Ltd. provide stevedores and conduct handling and warehousing service to importers and exporters.

## Somali Republic

### BERBERA: 10.26 N. 45.01 E.

**DOCUMENTS:**

Health Certificate.
Crew List.
Passenger List.
Provision List.
Ship's Register.

**PILOTAGE:** Vessels await Pilot on the outer roads 5–10 cables South-west of Tamar lighthouse. In case of stormy weather and rough sea, it is permitted to wait for Pilot on the inner roads. Pilotage for all ships for berthing, unberthing and shifting is compulsory. The Pilot will board arriving vessels only after having received written request from the Agent.

**ANCHORAGE:** Outer anchorage 5–10 cables South-west from Tamar lighthouse. Inner anchorage limited by the line between 10° 26′ 16″ N. 45° 00′ 14″ E. and 10° 26′ 26″ N. 45° 00′ 40″ E. and between perpendiculars from the ends of this line towards Cape of Tamar.

**RESTRICTIONS:** All ships should anchor in such a position that with any wind they should not get upon the Light in line or Southward from it, or opposite deep water pier.

**MAX. SIZE:** Draft 28 ft., length/breadth no restrictions.

**HEALTH:** Until free pratique is received nobody except Pilot is to board or to leave the ship.

**RADIO:** Cable Agents giving ETA, draft, length and cargo via port radio station – 60 Y (SIX OU WAI) call and reply in the frequency 500 kc, working 450 kc. Working hours from 0700 to 1700 local time. Traffic list 3 times a day at 0800, 1200 and 1600 hours.

**TUGS:** Use ship's lines. There is one tug of 300 h.p. and one of 700 h.p.

**BERTHING:** Depth at pier 28 ft., length of pier 320 metres.

Transhipment of general cargo is allowed to be loaded and discharged at Berbera with exemption of Harbour Tax and Warehouse Dues. Only handling charges are levied according to port tariff.

**STEVEDORES:** Stevedore gangs are ordered by the port, all necessary gear supplied by the Port Authority including heavy lift handling gear. Work can be arranged on official holidays on overtime basis.

General cargo for trans-shipment at Berbera does not incur harbour tax and warehouse fees, only handling charges are levied.

**TANKERS:** Discharge on two mooring buoys, Shell Company has Russian, American and English standards of connecting hoses – draft 28 ft.

**DENSITY:** From 36.00% to 37.00%.

**FRESH WATER:** Supplied only alongside pier. No water barge.
**FUEL:** None available.
**WATCHMEN:** Available but not compulsory.
**OPENING/CLOSING HATCHES:** On liners normally by crew, with the assistance of stevedores, otherwise according to charter party.
**CUSTOMS ALLOWANCES:** Each crew member is allowed 100 cigarettes or 100 grams tobacco and one bottle of any beverage.
**CONSULS:** Not available.
**REPAIRS:** Port management has well-equipped mechanical workshop which is able to carry out minor repairs for ships.
**HOLIDAYS:** Muslim Edd-Al-Duha (say between 15th and 20th of February); Muslim New Year (about 21st–23rd March); African Solidarity Day (15th April); Labour Day (1st May); Prophet Mohamed's Birthday (22nd May); Independence Day, Northern Somalia (26th June); Independence Day of the Somali Democratic Republic (1st July); National Flag Day (12th October); United Nations Day (24th October); Human Rights Day (10th December); Revolutionary Day (21st October).
**TELEPHONE NUMBERS:** Port Manager, No. 42; Harbour Master/Pilot, No. 58; Senior Port Officer, No. 21; Customs, No. 38 and 12; Port Radio Station, No. 41; Workshop, No. 53; Main Gate, No. 50.
**AUTHORITY:** Ente Portuale Della Somalia, POB 935, Mogdisho Berbera Port, P.O. Box 141, Berbera.

## CHISIMAIO (or Kismayu): 00.22 S. 42.34 E.

**DOCUMENTS:**
- 6 Lists of Crew.
- 2 Stores Lists.
- 2 Lists of Articles owned or in possession of Master, officers and crew (alcohol, cigarettes, cigars, tobacco, radios, cameras, binoculars).
- 1 Cargo Manifest (must be made out in accordance with original B/L issued. In the column "Consignees" the name of the party to be notified must be mentioned complete with full postal address. Should specify weight in kilos and measurement in cubic metres). 6 copies to be sent in advance unfreighted; 2 copies to be sent in advance freighted; 2 copies to be sent by ship's box.
- 1 Copy not negotiable of B/L for each B/L issued.
- 2 Transit Cargo (total numbers of packages and total weight for each destination).
- 6 Lists of Passengers to be Disembarked.
- 2 Lists of Passengers in Transit.
- 1 Health Document will be prepared at the arrival of the Vessel in port, on special local form.

**PILOTAGE:** Pilotage is compulsory. Thirty-six hours before arrival a cable must reach the Agent with vessel's ETA. The Agent will inform the Pilot who will pick up the vessel in approx. position 0° 20′ S., 42° 34′ E., two miles South-east of Fairway buoy. Pilot boat is a tug which is used while berthing.
**ANCHORAGES:** In the port basin, from 27 to 30 ft. deep, excellent holding ground.
**RESTRICTIONS:** Entrance channel about 200 metres wide, marked by buoys. Entrance may be effected during daylight hours only. Port closed from 1800 to 0600 hours.
**MAX. SIZE:** Port consists of two L-shaped quays, one 340 metres length the other 280 metres. Maximum draft 28 ft. at lowest low tide.
**HEALTH:** Pratique granted after Port Authorities, including doctor, board vessel. Any suspected contagious illness aboard to be reported immediately to the doctor at the arrival. Vessel calling from other Somali ports subject same procedure.
**RADIO:** Use Mombasa and/or Aden Radio. Mogadiscio Radio does not keep a 24 hours service.
**TUGS:** Tug, one only, takes the Pilot aboard and after joins vessel whilst berthing and sailing, Ship's lines used.
**BERTHING:** No specific requirement to berth in the port. Vessel entering into port basin after 05.45 p.m. will berth next day at 06.30 a.m. Vessel must sail before 05.30 p.m. otherwise sailing will be postponed to next day at 06.30 a.m. No vessel permitted berth and/or sail without Pilot.
**STEVEDORES:** Vessel must give accurate ETA at least 36 hours in advance to enable Agent order necessary gangs. Average loading/unloading rates per gang, per hour;
(*a*) General cargo, 17 to 20 tons.
(*b*) Cargo in bags, 22 to 25 tons.
No shore facilities, all cargo to be loaded and unloaded with ship's gear on dock or pontoons.
**MEDICAL:** No advance notice required for medical attention. Hospital facilities available, but specialised treatment and surgery is not. Smallpox, yellow fever and cholera vaccination certificates inspected on arrival.
**FRESH WATER:** Available at wharf, rate 15/16 tons per hr.
**FUEL:** Not available.
**GANGWAY/DECK WATCHMEN:** Gangway watchmen service carried out by the Customs Police. Food on vessel's account; no other charges. Deck watchmen not used.
**OPENING/CLOSING HATCHES:** Normally carried out by stevedores with the help of the crew. Vessel's crew may, if required by the vessel, do so. Crew may close the hatches prior to dialling.
**CUSTOMS ALLOWANCES:** 200 cigarettes, or ½ lb. tobacco or ½ lb. cigars. One bottle spirits opened. Bond sealed but can be reopened upon application. Cigarettes and spirits trafficking between alongside and between vessel and shore strictly prohibited. It should be noted that tea, coffee and sugar are sealed in bond in addition to the usual items of spirits, cigarettes, tobacco and cigars.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Italian Consul only. No telephone.
**REPAIRS:** Repairs only by vessel's own facilities.
**REPATRIATION:** Air communication via Mogadiscio.
**AIRPORT:** About 6 km. from the port. Two local flights w to Mogadiscio only.
**TIME:** GMT plus 3 hours.
**HOLIDAYS:** Port is completely closed on 1st day of Arab day of Idd El Fitr, 1st July (Independence Day). On all other p holidays and on Friday (local Sabbath) work performed su premium rates of pay.
**TELEPHONES:** No possibility for placing telephones on boa
**GENERAL:** Vessels should not dispose any waste into ha or on to quays, lower lifeboats, or use radio station without permission from authority.
**SHORE LEAVE:** No restrictions.
**REGULATIONS:** Banana vessels are given priority.
**AUTHORITY:** Somali Port Trust, Chisimaio.

**AGENT:** Sica, F. Boearo and Siglio S.p.A. Shipping Agency, Box 42, Chisimaio. Cable address: "Dogliani" or "Sica Boei

## MOGADISCIO: 02.02 N. 45.21 E.

**DOCUMENTS:**
- 2 Lists of Crew.
- 2 Stores Lists.
- 2 Lists Articles owned or in possession of Master, officer crew (alcohol, cigarettes, cigars, tobacco, radios, cam binoculars).
- Cargo Manifest (must be made out in accordance with or B/L issued. In the column "Consignees" the name of the to be notified must be mentioned complete with full p address. Should specify weight in kilos and measurem cubic metres). 6 copies to be sent in advance unfreig 2 copies to be sent in advance freighted; 2 copies to be by ship's box.
- Copy not negotiable of B/L for each B/L issued.
- 2 Lists Transit Cargo (total numbers of packages and total w for each destination).
- 6 Lists of Passengers to be Disembarked.
- 2 Lists of Passengers in Transit.
- 1 Health Document will be prepared at the arrival of the in port, on special local form.

**PILOTAGE:** The Pilot will board arriving vessels only after h received written request from the Agent.
**ANCHORAGE:** About ½ mile off-shore in depths up to 45 open roadstead. Because of occasional heavy swell, ma recommended draft 31 ft.
**HEALTH:** Pratique granted after Port Authorities, including d board vessel. Any suspected contagious illness aboard to ported immediately to the doctor at the arrival. Vessel calling other Somali ports, subject same procedure.
**RADIO:** Use Mombasa and/or Aden Radio. Mogadiscio does not keep 24 hours watch.
**BERTHING:** Cargo vessels work cargo to lighters at the anch
**TANKERS:** One berth available for tankers up to 30 ft. draf
**FRESH WATER:** Not available.
**FUEL:** Not available.
**STEVEDORES:** Vessel to give accurate ETA at least 24 advance to enable Agent order necessary gangs. No shore fac all cargo to be loaded and unloaded with ship's gear.
**MEDICAL:** No advance notice for medical attention requi vessel's arrival. Hospital facilities available, but specialised ment and surgery is not. Smallpox vaccinations and yellow Certificates inspected on arrival.
**GANGWAY/DECK WATCHMEN:** Gangway watchmen s carried out by the Custom Police; food on vessel's account.
**OPENING/CLOSING HATCHES:** Normally carried out by dores with the help of the crew. Vessel's crew may, if requi the vessel, do so. Crew may close the hatches prior to sailin
**CUSTOMS ALLOWANCES:** 200 cigarettes, or 5 lb. toba ½ lb. cigars. One bottle spirits opened. Bond sealed but can opened upon application. Cigarettes and spirits trafficking alo and between vessel and shore strictly prohibited. It should be that tea, coffee and sugar are sealed in bond in addition to the items of spirits, cigarettes, tobacco and cigars.
**AIRPORT:** Situated 8 km. from the port. Regular interna flights.
**TIME:** GMT plus 3 hrs. All year round.
**HOLIDAYS:** Muslim Edd-Al-Duha (say between 15th an of February); Muslim New Year (about 21st–23rd March); A Solidarity Day (15th April); Labour Day (1st May); Prophet med's Birthday (22nd May); Independence Day, Northern So (26th June); Independence Day of the Somali Democratic Re (1st July); National Flag Day (12th October); United Nation (24th October); Human Rights Day (10th December); Revolut Day (21st October).
**DEVELOPMENTS:** A new deep-water harbour is under con tion at Mogadiscio, expected to be ready June 1976.
**AUTHORITY:** Harbour Master.

# South Africa

## CAPETOWN (Table Bay): 33.56 S. 18.26 E. (See Plan)

**PORT LIMITS:** Westwards by a straight line between Green Point and Robben Island lighthouses, and Northwards by a straight line from Robben Island lighthouse East (true) to the Eastern shore of Table Bay, thence Southwards along high water mark, so as to include the foreshore to the Castle, thence back to Green Point lighthouse.

**DOCUMENTS:**

Customs:
Form DA.1, Report Inwards/Outwards for Ships.
Form DA.3, Certificate of Clearance for Ships.
Form DA.4, Transire – for a destination in the R.S.A.
Form DA.5, List of Sealable Goods on board Ship.
Ships Crew List (Customs Department).
Livestock Form (Customs Department).

Post Office:
P.160, Notification of Departure of Vessel.
P1/27, Certificate of Departure of Vessel.
P1/149, Ships Mail Declaration.
P.21, Post Office Certificate.

Port Health:
Maritime Declaration of Health.
Crew List with last vaccination dates.
De-ratisation Certificate.

Port Authority:
T.958, Report of Arrival.
T.962, Departure/Shifting Notification.
Ship's Manifest.

**PILOTAGE:** Compulsory. One hour advance notice to be given to the Port Captain through VHF radio, call sign Port Operations, on Channel 16, working channel 12. Pilot boat fitted with multi-channel VHF. Motor pilot boat, black hull, white housing. Pilot taken aboard at port entrance.

**HELICOPTER SERVICE:** Available for mail and small items of stores for vessels not wishing to enter harbour.

**LAUNCH SERVICE:** For vessels not wishing to enter harbour, Agent may arrange launch service for mail, stores, etc. In this case service only permissible in area North and West of position at least 5 miles due West of Robben Island.

**ENTRY RESTRICTIONS:** Vessels not permitted to enter unless agents have been appointed. Oil tankers and ships carrying explosives or dangerous goods restricted to daylight hours.

**MAX. SIZE:** Passenger and dry cargo vessels: max. length up to 1,000 ft. overall; draft 38 ft. Tankers: max. length 820 ft. overall; draft 43 ft. (tidal).

**HEALTH:** Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared. Valid certificates must be held for smallpox and yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.

**RADIO:** Capetown Radio, call sign ZSC.

**TUGS:** Join vessel approximately ¼ mile from harbour entrance. Tug's wires used at no extra charge.

**BERTHING:**

| Wharfage | Length (m.) | Depth at LWOST Max. (m.) | Depth at LWOST Min. (m.) | Cranes (electric) No. | Cranes (electric) Lifting capacity (tons) |
|---|---|---|---|---|---|
| *Victoria Basin* | | | | | |
| No. 1 Jetty | 158·5 | — | 6·0 | — | |
| (being reconstructed) | 146·3 | — | 5·4 | — | |
| No. 2 Jetty | 195·1 | — | 10·7 | 9 | 4 |
| | 195·1 | — | 11·0 | | |
| Collier Jetty | 208·5 | 9·4 | 6·1 | — | |
| | 212·4 | 9·8 | 7·3 | | |
| South Arm (Berths 1, 2, 3, 4) | 600·5 | — | 8·2 | 1<br>17<br>4 | 15<br>4<br>3 |
| Elbow | 161·5 | — | 9·8 | 6 | 4 |
| No. 4 Quay | 29·0<br>18·3 | — | 3·0 | — | |
| No. 5 Quay | 94·5 | — | 4·3 | — | |
| No. 6 Quay | 183·8 | — | 8·2 | 6 | 4 |
| No. 7 Quay | 192·0 | — | 11·3 | 6<br>1 | 4<br>15 |
| East Pier | 239·6 | — | 10·7 | 7 | 4 |
| Cross Berth | 137·2 | — | 6·1 | — | |
| Fish Quay | 91·1 | — | 2·4 | — | |
| *Alfred Basin* | | | | | |
| West Quay | 225·9 | — | 6·7 | 1 | 4 |
| North Quay | 134·1 | — | 7·3 | 1 | 4 |
| East Quay, No. 1 Berth | 100·6 | — | 5·8 | — | |
| East Quay, No. 2 Berth | 70·7 | — | 6·7 | — | |
| East Quay, No. 3 Berth | 64·0 | — | 7·0 | — | |
| East Quay, No. 4 Berth | 54·9<br>39·6 | — | 7·0 | — | |
| South Quay | 45·7 | — | 4·6 | — | |
| *Duncan Dock* | | | | | |
| Berth "A" | 274·3 | — | 12·2 | 10 | 4 |
| Berth "B" | 243·8 | — | 12·2 | | |
| Berth "C" | 213·4 | 12·2 | 10·7 | 21 | 4 |
| Berth "D" | 185·0 | 10·7 | 9·1 | 1 | 15 |
| Berth "E" | 225·6 | — | 12·2 | | |
| Berth "F" | 249·9 | — | 12·2 | | |
| Berth "G" | 249·9 | — | 12·2 | 2 | 15 |
| Berth "H" | 318·5 | 12·8 | — | 45 | 4 |
| Berth "J" | 249·9 | 12·8 | 10·7 | 1 | 3 |
| Berth "K" | 249·9 | — | 10·7 | | |
| Berth "L" | 285·0 | — | 10·7 | | |
| Berth "M", N.W. Side | 268·0 | — | 5·3 | | |
| Repair Pier, N.E. Side | 13·7 | 10·7 | 6·1 | 1 | 15 |
| | 329·8 | — | 10·7 | | |
| Repair Pier, S.W. Side | 13·7 | 10·7 | 6·1 | | |
| | 329·8 | — | 10·7 | | |
| Graving Dock Landing Wharf: | 274·3 | — | 12·2 | — | |
| N.E. Side | 274·3 | — | 14·0 | — | |
| S.W. Side | 274·3 | — | 12·2 | — | |
| | 274·3 | — | 14·3 | — | |
| No. 1 Eastern Mole | 259·1 | 13·7 | 13·4 | — | |

New basin under construction adjacent to Duncan Dock will provide additional seven deep-sea berths including two berths fully equipped for containers. Completion date 1977.

**CRANE:** *Floating crane:* Lifts 60 tons at 24·4 m. radius.

**BULK HANDLING FACILITIES:** *Grain Elevator:* One terminal grain elevator of 27,220 tons storage capacity, with loading conveyors to the Collier Jetty. Continuous intake capacity of elevator, 750 tons per hour; shipping capacity, 1,000 tons per hour.

**MEDICAL:** Unrestricted hospital facilities. Medical assistance must be arranged through Agents.

**TANKERS:** Diameter of line 8 in. Two Tanker berths, max. length 820 ft., max. draft 43 ft. (tidal). Slop tank available for oily ballast from tankers back-loading white oil.

**DENSITY:** 1025.

**FRESH WATER:** Delivery by hose ex-wharf hydrants. 50 tons per hr.

**FUEL:** 48 hours notice required. All grades of fuel available.

**DEVELOPMENTS:** An outer harbour is to be constructed initially providing 8 berths for dry cargo ships with a depth alongside of 42 ft. at LWOST.

**GANGWAY/DECK WATCHMEN:** Ship's Agent makes necessary arrangements.

**OPENING/CLOSING HATCHES:** Mechanical hatches opened/closed by crew. Other types of hatches by stevedores.

**CERTIFICATES:** Safety Certificates in respect of construction and gear.
Radio Certificate.
Load Line Certificate.
Deratisation Certificate.
Certificate of competent officers (passenger ships only).

**CUSTOMS ALLOWANCES:** 200 cigarettes per man. Officers allowed one bottle spirits.

**CARGO GEAR:** All cargo handling equipment must be in good condition and certificates available for inspection.

**IDENTIFICATION CARDS:** Required, otherwise National Identity Cards, if available.

**CONSULS:**

- Argentine
- Australia
- Austria
- Belgium
- Canada
- Chile
- Denmark
- Finland
- France
- Germany
- Greece
- Italy
- Japan
- Mexico
- Netherlands
- Norway
- Panama
- Peru
- Portugal
- Spain
- Sweden
- Switzerland
- U.K.
- U.S.A.
- Uruguay

**REPAIRS:** All types of repairs can be undertaken.

**DRY DOCKS:**

*Sturrock Graving Dock:* Situated at South-eastern end of Duncan Dock:

| | |
|---|---|
| Dimensions—Overall docking length | 360·0 m. |
| Length on keel blocks (first to last keel block) | 338·3 m. |
| Length on bottom (dock floor) | 350·4 m. |
| Width at coping | 47·5 m. |
| Width at entrance top | 45·1 m. |
| Maximum width at bottom | 38·4 m. |
| Depth on entrance sill, HWOST | 13·7 m. |
| Depth on inner sill, HWOST | 15·1 m. |

A docking length of 369·6 m. can be obtained by placing the caisson in the emergency stop at the entrance.

The dock can be divided into two compartments of either 132.5 m. and 216·1 m. or 205·7 m., and 142·9 m. respectively.

One 50-ton and one 10-ton electric cranes on 7·6 m. gauge track, two 5,080·2 kg. electric cranes on 4·9 m. gauge track and two 4-ton electric cranes on 4·9 m. gauge track are available.

The dock can be emptied in four hours.

A landing wharf 548·6 m. in length is provided on the port side of the graving dock to facilitate the dry-docking of ships.

A repair pier 343·5 m. in length with a depth along both sides of 10·7 m. at LWOST is provided off M berth. One 15-ton electric crane on 9·1 m. gauge track is available.

*Robinson Graving Dock:* Situated in Alfred Basin:

| | | |
|---|---|---|
| Dimensions— | Overall docking length | 161·2 m. |
| | Length on keel blocks (first to last keel block) | 142·6 m. |
| | Length on bottom | 152·4 m. |
| | Width at coping | 27·4 m. |
| | Width at entrance top | 20·7 m. |
| | Maximum width at bottom | 17·2 m. |
| | Depth on entrance sill, HWOST | 8·3 m. |
| | Depth on inner sill, HWOST | 7·9 m. |

Two 4-ton electric cranes on 4·1 m. gauge track and one 15-ton electric crane, on 4·1 m. gauge track are available.

The dock can be emptied in three hours.

*Floating Dock No. 2:*

| | | |
|---|---|---|
| Dimensions— | Extreme length | 62·8 m. |
| | Length on bottom | 61·0 m. |
| | Length on keel blocks | 58·2 m. |
| | Extreme width | 19·2 m. |
| | Width at entrance | 13·7 m. |
| | Height of keel blocks | 1·2 m. |
| | Draft on keel blocks, HWOST | 5·6 m. |
| | Lifting capacity | 1,016 tons |

A 4-ton electric crane is mounted on a side wall of the dock.

*Syncrolift* (under construction)*:*

| | | |
|---|---|---|
| Dimensions— | Lifting capacity | 1,778 tons |
| | Maximum length of vessel | 61 m. |
| | Maximum width of vessel | 15 m. |

*Slipways:*

There are four boat slips for yachts and small craft.

**REPATRIATION:** All facilities available.

1. *Vessels docking*
   - (*a*) Any personnel arriving to join a vessel at Capetown should possess a valid travel document and a brief letter of introduction. Entry Permits can be extended if the vessel is late in arriving.
   - (*b*) Application to spend time (longer than 48 hours) in South Africa prior to repatriation should be made to the local immigration authorities.
2. *Vessels calling off Port Limits*
   - (*a*) The same requirements apply as for 1(a) with the exception of personnel who have entered the country from a vessel calling off Port Limits.
   - (*b*) The following applies to all personnel disembarking from vessels calling off Port Limits.
     - (i) Repatriation must be made within 48 hours from time of offsigning.
     - (ii) In order to comply with local immigration authorities the agency requires the following details, for each individual, at least 72 hours before disembarkation:
       - (*a*) Full name and nationality.
       - (*b*) Rank and, if Technician, name of employers.
       - (*c*) Passport number, place and date of issue.
       - (*d*) Place and date of birth.
       - (*e*) Destination and class of travel.
       - (*f*) If air ticket held on board, full details of routing.
       - (*g*) Reasons for disembarkation.

In the case of personnel transferring from one company vessel to another, the same conditions apply except the maximum time permitted for such transfer is 78 hours. If they have not joined the vessel within this period, repatriation must be arranged forthwith.

There are no difficulties for any personnel disembarking for medical reasons.

**AIRPORT:** D.F. Malan Airport – 15 miles: from harbour. Daily flights to Johannesburg connecting with overseas flights by regular airlines.

**TIME:** GMT plus 2 hours.

**HOLIDAYS:** New Year's Day (1st January); Van Riebeeck Day (6th April); Good Friday, Easter Monday, Ascension Day (date varies); Republic Day (31st May); Family Day (2nd Monday in July); Settlers' Day (1st Monday in September); Kruger Day (10th October); Day of the Covenant (16th December); Christmas Day (25th December); Boxing Day (26th December). Cargo is not worked on Christmas Day and New Year's Day.

**POLICE/AMBULANCE/FIRE:** Police, 38–3471; Ambulance, 51–5151; Fire, 438–2978 or 438–3431.

**TELEPHONES:** Telephones can be supplied at all berths. Arrange through Agents.

**SHORE LEAVE:** Allowed.

**SHIPMASTER'S REPORT:** Off limits launch (and helicopter) service.

Port, Immigration, Customs and Health Authorities have made it clear that this service is a privilege and not a right. It is therefore of the utmost importance that the regulations are strictly adhered to.

The Agent must apply to the Port Captain for permission to service the vessel and the following details must be submitted. Name of vessel, time and date of arrival, draft, where from, where to, stores required and other reasons for call.

Launch is only allowed to be alongside vessel for one hour maximum otherwise vessel will have to enter port limits and incur port dues. Tariff R.15.00 per half hour, minimum R.60.00.

If personnel embarking, Immigration Authorities require name of vessel, tonnage, whether ballast or loaded and names of persons embarking. If persons disembarking then full names, dates and places of birth, nationality, passport or discharge book numb expiry date, whether South African visa held and compreh reason for leaving vessel, arrangements made for departu South Africa (usually 24/48 hours allowed), and flight number does not apply to medical cases. Guarantee from Agent acc full responsibility and liability regarding maintenance and rep tion expenses. Persons disembarking must report immedia Passport Control. Failure to report or leave South Africa o booked flight is an offence and in addition to any fine or imp ment the Owners will be refused any further off limits servi *any of their vessels.*

Port Health require application for radio pratique 48/24 before arrival. Customs require all bonded stores loaded signed for and ship's stamp applied. Stores or spares being must have prior notification to Agent and an accompanying giving full description and disposal instructions.

Agents require 168, 96, 48, 24, and 12 hours' notices follow any amendemnt to ETA. Stores requirements should be s least 96 hours before arrival. Three copies of Crew List to b ashore with launch (or helicopter).

Services operate 24 hours per day and usual rendezvous po is 5 miles West of Green Point lighthouse for launch (and 12 West for helicopter). Launch can carry up to 30 tons stores helicopter up to 2,000 lb). Vessels should not anchor but pro good lee and have derrick rigged. Contact should be made wi launch (or helicopter) two to one hour before arrival rende point using Channel 16.

**AUTHORITY:** South African Railways, Port Captain, Tab Harbour. Tel. 438–3413.

**AGENT:** Freight Services Ships Agency Co., Pearl Assu House, Heerengracht, POB 702, Cape Town. Tel: 45–4011. T 5–7614. Cables: SEAFREIGHT CAPE TOWN.

## DURBAN (Port Natal): 29.53 S. 31.02 E. (See Pl

**PORT LIMITS:** The area of sea bounded by: (1) to the No line drawn from the coast in position: 29° 48′ 42″ S. 31° 02′ 32″ 090° (true) direction to position 29° 48′ 42″ S. 31° 7′ 30″ E.; (2) South, a line drawn from the coast in position: 29° 54′ 06″ S. 31° E. in a 090° (true) direction to position 29° 54′ 06″ S. 31° 7′ (3) to the East, a line joining the seaward positions in (1) and

**DOCUMENTS:**

Customs:
- Form DA.1, Report Inwards/Outwards for Ships.
- Form DA.3, Certificate of Clearance for Ships.
- Form DA.4, Transire – for a destination in the R.S.A.
- Form DA. 5, List of Sealable Goods on board Ship.
- Ships Crew List (Customs Department).
- Livestock Form (Customs Department).
- Post Office:
- P.160, Notification of Departure of Vessel.
- P1/27, Certificate of Departure of Vessel.
- P1/149, Ship Mail Declaration.
- P.21, Post Office Certificate.

Port Health:
- Maritime Declaration of Health.
- Crew List with last vaccination dates.
- Deratisation Certificate.

Port Authority:
- T.958, Report of Arrival.
- T.962, Departure/Shifting Notification.
- Ship's Manifest.

**PILOTAGE:** Compulsory. One hour advance notice to be to Port Captain through VHF radio – Port Operation – calling nel 16, working Channel 12. Call Pilot by Aldis lamp if nece Pilot boats fitted with multi-channel VHF. Motor pilot boat – hull, white housing. "Pilot-Loods" painted in black on ho Steam pilot boat – black hull, brown housing and yellow Pilot taken aboard at outer anchorage.

**RESTRICTIONS:** Vessels not permitted to enter unless A have been appointed. Oil tankers and ships carrying explosi dangerous goods restricted to daytime hours. The depth of the and outer channels is 12·8 m. at LWOST.

**MAX. SIZE:** The draft permitted is 38 ft., but the Port re allows a draft of up to 40 ft. with special permission from the Captain. The length of 800 ft. is also regularly exceeded wi Port Captain's approval.

**HEALTH:** Pratique granted at first port of entry in South A Pratique message 24 hours prior to arrival to "Port Health" of entry. If radio pratique not granted "Q" flag to be flow ship has been cleared. Valid certificates must be held for sm and yellow fever. Ships from Eastern ports must also have certificates for cholera and typhoid. *Shipmaster's Report:* Yellow Fever Certificate not required.

**RADIO:** Duban Radio – ZSD.

**TUGS:** Eight first-class tugs available. Join vessels in en channel. Tug's wires used at no extra charge.

**BERTHING:**

| *Wharfage* | Length (m.) | Depth at LWOST Max. (m.) | Depth at LWOST Min. (m.) | Cranes (electric) No. | Cranes (electric) Lifting capacity (tons) |
|---|---|---|---|---|---|
| *Point and "T" Jetty* | | | | | |
| A to C Berths | 775 | 11·7 | 9·1 | 24<br>1 | 4<br>81 |
| D to H Berths | 1,024 | 9·1 | 7·0 | 35 | 4 |
| L and M Berths | 651 | 12·2 | 11·0 | 17<br>2 | 4<br>15 |
| N Berth | 262 | 12·2 | 12·2 | 6 | 4 |
| O and P Berths | 620 | 12·2 | 11·0 | 14<br>3<br>1 | 4<br>7·5<br>15 |
| Q and R Berths | 366 | 11·0 | 11·0 | 11<br>1<br>1 | 4<br>10<br>15 |
| A Berth Extension (Tug berth) | 62 | 9·1 | 9·1 | — | |
| Repair Quay (Shop 17) | 183 | 6·7 | 6·7 | 1 | 3 |
| *Pier No. 1* | | | | | |
| Berth 101 | 229 | 12·8 | 12·8 | 4<br>2 | 4<br>7·5 |
| Berth 102 | 213 | 12·8 | 12·8 | 4<br>2 | 4<br>7·5 |
| Berth 103 | 235 | 12·8 | 12·8 | 4<br>2 | 4<br>7·5 |
| Berth 104 | 351 | 12·8 | 12·8 | 4<br>2 | 4<br>7·5 |
| Berth 105 | 235 | 12·8 | 12·8 | 4<br>2 | 4<br>7·5 |
| Berth 106 | 213 | 12·8 | 12·8 | 4<br>2 | 4<br>7·5 |
| Berth 107 | 238 | 12·8 | 12·8 | 4<br>2 | 4<br>7·5 |
| *Cross Berth* (temporarily suitable for containers) | | | | | |
| Berths 108 and 109 | 545 | 12·8 | 12·8 | — | |
| *Bluff Berths* | | | | | |
| Berth 1 | 148 | 9·1 | 9·1 | — | |
| Berth 2 | 177 | 10·4 | 10·4 | — | |
| Berth 3 | 180 | 9·1 | 9·1 | — | |
| Berth 4 | 238 | 10·7 | 10·7 | — | |
| *Dolphin Berths—Island View* | | | | | |
| Berth 1 | 213 | 12·8 | 12·8 | — | |
| Berths 2 and 3 (167·5 m. each) | 335 | 10·7 | 10·7 | — | |
| Berth 4 | 186 | 10·7 | 10·7 | — | |
| Berths 5 and 6 (186 m. each) | 372 | 11·0 | 10·7 | — | |
| Berth 7 | 229 | 12·8 | 12·8 | — | |
| Berth 8 | 229 | 12·8 | 12·8 | — | |
| Berth 9 | 244 | 12·8 | 12·8 | — | |
| *Salisbury Island* | | | | | |
| Berths 1 ans 2 (213 m. each) | 427 | 9·1 | 7·6 | 1 | 3 |
| *Harbour Craft Quay* | 276 | 12·8 | 9·1 | — | |
| *Harbour Craft Quay* (works foreman) | 103 | 6·1 | 6·1 | — | |
| *Maydon Wharf* (Congella) | | | | | |
| Berth 1 | 152 | 9·9 | 9·9 | — | |
| Berth 2 | 152 | 9·9 | 9·9 | — | |
| Berth 3 | 152 | 9·9 | 9·9 | — | |
| Berth 4 | 152 | 9·9 | 9·9 | — | |
| Berth 5 | 201 | 9·9 | 9·9 | — | |
| Berth 6 | 198 | 9·9 | 9·9 | 6 | 4 |
| Berth 7 | 198 | 9·9 | 9·9 | 5<br>1 | 4<br>4 |
| Berth 8 | 165 | 9·9 | 9·9 | — | |
| Berth 9 | 160 | 9·9 | 9·9 | 4<br>1 | 3<br>4 |
| Berth 10 | 283 | 10·7 | 9·9 | 8 | 4 |
| Berth 11 | 160 | 9·9 | 9·9 | 1 | 15 |
| Berth 12 | 275 | 6·1 | 6·1 | 10 | 4 |
| Berth 13 | 175 | 9·9 | 9·9 | — | |
| Berth 14 | 175 | 9·9 | 9·9 | — | |
| Berth 15 | 213 | 9·9 | 9·9 | — | |
| Graving Dock Return Wall | 79 | 11·3 | 6·1 | — | |
| Repair Quay | 155 | 6·1 | 6·1 | 2<br>1 | 3<br>15 |
| Fish Wharf | 152 | 6·1 | 6·1 | — | |
| Ship-repair Jetty | 413 | 8·5 | — | 1 | 10 |

In 1977 two berths Pier No. 2 will be fully equipped for containers.

**CRANES:** *Floating Cranes:* Two, lifting capacities of 25 tons and 40 tons, respectively.

*Mobile Cranes:* Diesel-electric road cranes: One 6·5 tons, four 12·5 tons, four 15/35 tons, one 15/43 and one 33-ton crane. Two 25-ton side-loaders (for container handling).

**BULK HANDLING FACILITIES:** *Grain Elevator:* One terminal elevator of 38,100 tons storage capacity, with shipping gallery. Intake capacity of elevator, 1,271 tons per hour; shipping capacity 1,271 tons per hour.

*Privately owned facilities:*

(1) Manganese Ore Loading Facilities. Electrical conveyor plant at Congella. Shipping capacity 318 tons per hour.

(2) Sugar Terminal. At Maydon Wharf. Storage capacity of 400,000 tons and a shipping rate of 711 tons to 762 tons per hour.

(3) Alumina Handling Facilities. At the Crossberth. Storage capacity of 33,000 tons and conveyor system with discharge rate of 160 tons per hour.

(4) Bulk Soda-Ash Facilities. At Maydon Wharf. Storage capacity of 20,865 tons and conveyor system with discharge rate of 91 tons to 136 tons per hour.

*Bulk-loading Facilities:* Electrically-driven appliances for the loading of coal, pig iron, manganese ore, iron ore, etc., are provided at the Bluff. There are three dumpers with capacity of 1,220 tons, 711 tons and 1,220 tons per hour, respectively. Two belt loaders capable of loading at the rate of 610 tons per hour and three bucket transporters with an aggregate capacity of 1,220 tons per hour are available. The overhead storage bins have a capacity of 10,160 tons, while concrete bins are provided for ground storage with the following capacities:

1. Anthracite throughout—64,630 tons.
2. Mixture of anthracite and pig iron: Anthracite—48,000 tons.
   Pig iron—43,345 tons.

*Anthracite Storage Facilities:* Concrete ground storage bins of 18,290 tons capacity at Salisbury Island.

**STEVEDORES:** Stevedoring undertaken by private enterprise stevedores appointed by ship's Agent.

**MEDICAL:** Unrestricted hospital facilities. Medical assistance must be arranged through Agents.

**TANKERS:** Off-shore Single Buoy mooring suitable for tankers up to 200,000 tons situated in position 30° 0′ 30″ S., 30° 58′ 29″ E.

Mooring Master boards in position 2 miles East of SBM. Rope messengers should be available on forecastle, and manifold prepared to connect two 16-in. hoses ASA 150 flanges. Stores launch can be arranged for up to 30 tons stores, provided that vessels anchor outside port and territorial limits. No bunkers, no fresh water, and no shore leave for vessels at single buoy mooring.

In harbour four tanker berths, for vessels of max. length 800 ft.. max. draft 38 ft. Slop tanks available. Crude discharge through 10 in, hoses, white oil 8 in. hoses, loading products through 8 in. hoses.

Additional Crude Oil Discharge Berth with depth alongside of 42 ft. under construction, but maximum permissible draft 38 ft.

**DENSITY:** 1025.

**FRESH WATER:** Delivery by hose ex-wharf hydrants. Rate of delivery 100 tons per hour.

**FUEL:** All grades of fuel available. 48 hours notice required. Fuel may be obtained alongside berths or by barge. No barging outside harbour area.

**OPENING/CLOSING HATCHES:** Mechanical hatches opened/closed by crew. Other types of hatches by stevedores.

**CERTIFICATES:**

Safety Certificates in respect of construction and gear.
Radio Certificate.
Load-line Certificate.
Deratisation Certificate.
Certificate of competent officers (passenger ships only).

**CUSTOMS ALLOWANCES:** The following are allowed for Master, officers and crew respectively: Tobacco in any form, 8 oz., 6 oz., 4 oz. Spirits: 26·7 fl. oz., 26·7 fl. oz., nil. Wine: 106·6 fl. oz. each. Beer: 106·6 fl. oz. 106·6 fl. oz., nil.

**CARGO GEAR:** All cargo handling equipment must be in good condition and certificates available for inspection.

**IDENTIFICATION CARDS:** Required, otherwise National Identity Cards, if available.

**CONSULS:**

| | | | |
|---|---|---|---|
| Austria | tel. 69512 | Netherlands | tel. 20387 |
| Belgium | „ 25968 | Norway | „ 21694 |
| Chile | „ 356171 | Panama | „ 20653 |
| Denmark | „ 20731 | Portugal | „ 22603 |
| Finland | „ 21694 | Sweden | „ 66591 |
| France | „ 20181 | Switzerland | „ 21130 |
| Germany | „ 29474 | Thailand | „ 20731 |
| Greece | „ 25086 | U.K. | „ 313131 |
| Italy | „ 64107 | U.S.A. | „ 28388 |
| Japan | „ 78517 | | |

**REPAIRS:** All types of repairs can be undertaken.

**DRY DOCKS:** *Prince Edward Graving Dock:*

| | |
|---|---|
| Dimensions—Overall docking length | 352·044 m. |
| Length on keel blocks | 327·660 m. |
| Length on bottom | 352·044 m. |
| Width at coping | 42·215 m. |
| Width at entrance top | 33·528 m. |
| Maximum width at bottom | 33·528 m. |
| Depth on entrance sill HWOST | 12·497 m. |
| Depth on inner sill HWOST | 13·106 m. |

A docking length of 364·44 m. can be obtained by placing the caisson in the emergency stop at the entrance.

The dock can be divided into two compartments:
Outer 206·906 m. and inner 138·684 m.

One 25 ton electric crane with 27·342 m. radius and one 10 ton crane on 7·925 m. gauge track and one 10 ton and two 5 ton electric cranes on 4·572 m. gauge tracks are available. The dock can be emptied in four hours.

*Floating Dock No. 3:*

| | | |
|---|---|---|
| Dimensions— | Extreme length | 106·680 m. |
| | Length on bottom | 106·680 m. |
| | Length on keel blocks | 104·546 m. |
| | Extreme width | 26·822 m. |
| | Width at entrance | 19·482 m. |
| | Height on keel blocks | 1·219 m. |
| | Draft on keel blocks, HWOST | 5·334 m. |
| | Lifting capacity | 3·629 tons |
| | Crane | 4 tons |

**REPATRIATION:** All facilities available.

**AIRPORT:** Louis Botha Airport – 15 miles from harbour. Daily flights to Johannesburg connecting with overseas flights by regular airlines.

**TIME:** GMT plus 2 hours.

**HOLIDAYS:** New Year's Day (1st January); Good Friday, Easter Monday, Ascension Day (date varies); Republic Day (31st May); Settlers' Day (1st Monday in September); Kruger Day (10th October); Day of the Covenant (16th December); Christmas Day (25th December); Boxing Day (26th December). Cargo is not worked on Christmas Day and Good Friday.

**POLICE/AMBULANCE/FIRE:** Police, 310–2716 or 887; Ambulance, 62333 or 310–2104; Fire, 310–2104 or 62333.

**TELEPHONES:** Telephones can be supplied at all berths. Arrange through Agents.

**GENERAL:** A copy of the Regulations for the Republic of South Africa and of South West Africa supplied gratis to Masters on arrival.

**SERVICES:** Tank-cleaning facilities, compass adjustments and repairs to all electronic gear can be undertaken.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** South African Railways, Port Captain, Durban. Tel. 23285. Telegraphic Address: Portcap Durban.

**AGENT:** Freight Services Ships Agency Company, Aliwal House, 35–39 Aliwal Street. Tel. 318174–9. Telex: 7540. Cables: Seafreight Durban.

## EAST LONDON: 33.02 S. 27.55 E. (See Plan)

**PORT LIMITS:** These are defined in the "Regulations for the Harbours of the Republic of South Africa" as follows:

The area of the sea bounded by a line drawn from the Nahoon Point in position 32° 59′ 50″ S. 27° 57′ 07½″ E. in a 114° direction for 1 sea mile to a position 33° 00′ 13.9″ S. 27° 58′ 12.8″ E. thence in a 216½° direction to a position 33° 03′ 14.46″ S. 27° 55′ 37.18″ E. and thence in a position 295° direction to the coast in position 33° 02 36″ S. 27° 53′ 57″ E. (All bearings are true.)

For Harbour Revenue purposes, a vessel "arrives" when it passes into the harbour proper.

**DOCUMENTS:**

Customs:
- Form DA.1, Report Inward/Outward for Ships.
- Form DA.3, Certificate of Clearance for Ships.
- Form DA.4, Transire – for a destination in the R.S.A.
- DA.5, List of Sealable Goods on board ship.
- Ships Crew List (Customs Department).
- Livestock Form (Customs Department).

Post Office:
- P.160, Notification of Departure of Vessel.
- P1/27, Certificate of Departure of Vessel.
- P1/149, Ship's Mail Declaration.
- P.21, Post Office Certificate.

Port Health:
- Maritime Declaration of Health.
- Crew List with last vaccination dates.
- Deratisation Certificate.

Port Authority:
- T.958, Report of Arrival.
- T.962, Departure/Shifting Notification.
- Ship's Manifest.

**PILOTAGE:** Compulsory. One hour advance notice to be given to Port Captain through VHF radio – Port Operation – calling Channel 16, working Channel 12. Pilot boats fitted with multi-channel VHF. Motor pilot boat – black hull, white housing "Pilot-Loods" painted in black on housing. Steam pilot boat – black hull, brown housing and yellow funnel. Pilot taken aboard at outer anchorage.

**RESTRICTIONS:** Vessels not permitted to enter unless Agents have been appointed.

Port operates from: 0600 to 2200 Mondays to Fridays 0600 to 1300 Saturdays 0600 to 1900 Sundays. Tankers are handled in daylight only.

**MAX SIZE:** Tankers: max. length 670 ft. overall, draft 32 ft. 6 in.

Passenger and dry cargo vessels: max. length 800 ft. overall, draft 32 ft. 6 in.

**HEALTH:** Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared. Valid certificates must be held for smallpox and yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.

**RADIO:** East London Radio, call sign ZSA.

**TUGS:** Two tugs available. Join vessel in entrance channel. Tug's wires used at no extra charge.

**BERTHING:**

| Wharfage | Length (m.) | Depth at LWOST (m.) | Cranes (electric) No. | Lifting cap (ton: 1,000 |
|---|---|---|---|---|
| *East Bank* | | | | |
| Fish Wharf | 109·7 | 6·1 | — | |
| No. 2 Quay (C Berth) | 205·7 | 10·7 | — | |
| No. 3 Quay | 359·7 | 9·8 | 1<br>9 | 10 tons<br>4 tons |
| No. 4 Quay (Hely-Hutchinson) | 132·0 | 8·5 | 1<br>3 | 5 tons<br>4 tons |
| No. 5 Quay | 83·8 | 10·7 | — | |
| No. 6 Quay | 505·9 | 10·7 | 1<br>14 | 15 tons<br>4 tons |
| Repair Quay | 109·7 | 9·1 | — | |
| *West Bank* | | | | |
| West Quay | 457·3 | 8·5 | 1<br>11 | 20 tons<br>4 tons |
| Slipway Wharf | 80·2 | 4·6 | — | |
| New Commercial Berths (S and T Berths) | 388·1 | 10·7 | — | |
| Oil Tanker Berth | 259·1 | 10·7 | — | |

**CARGO HANDLING FACILITIES:** One berth equipped with loading of maize. One berth equipped for discharging bulk petrol products. All other berths for general cargo. Provision for hand of containers under consideration. Grain Elevator: Storage capa 75,300 tons; loading rate 1,633 t.p.h. through four spouts.

**MEDICAL:** Unrestricted hospital facilities. Medical assista must be arranged through Agents.

**TANKERS:** One tanker berth suitable for vessels of 670 ft. le with maximum draft 32 ft. 6 in. Diameter of hoses, 12 in.

**DENSITY:** 1025.

**FRESH WATER:** Delivery by hose ex-wharf hydrants. Rat delivery 60 tons per hour.

**FUEL:** 48 hours notice required. All grades of fuel available.

**OPENING/CLOSING HATCHES:** Mechanical hatches open closed by crew. Other types of hatches by stevedores.

**CERTIFICATES:**
- Safety Certificates in respect of construction and gear.
- Radio Certificate.
- Load-line Certificate.
- Deratisation Certificate.
- Certificate of Competent Officers (passenger ships only).

**CUSTOMS ALLOWANCES:** 200 cigarettes or 5 lb. toba Officers only allowed one bottle spirits.

**CARGO GEAR:** All cargo handling equipment must be in g condition and certificates available for inspection.

**IDENTIFICATION CARDS:** Required, otherwise National Id tity Cards, if available.

**CONSULS:**

| | | |
|---|---|---|
| Belgium | Germany | Norway |
| Denmark | Italy | Portugal |
| France | Netherlands | Sweden |

**REPAIRS:** All types of repairs can be undertaken.

**DRY DOCKS:** *Princess Elizabeth Graving Dock:*

| | | |
|---|---|---|
| Dimensions— | Overall docking length | 198 |
| | Length on keel blocks | 193 |
| | Length on bottom | 198 |
| | Width at coping | 31 |
| | Width at entrance top | 27 |
| | Maximum width at sill level | 22 |
| | Depth on entrance sill, HWOST | 10 |
| | Depth on inner sill, HWOST | 10 |

A docking length of 209·2 m. can be obtained by placing caisson in the emergency stop at the entrance.

Two 15-ton and one 5-ton electric cranes on 4·9 m. gauge are available.

The dock can be emptied in four hours.

*Slipway:*

| | |
|---|---|
| Extreme length | 222 |
| Length of cradle | 63 |
| Draft on keel blocks, HWOST: | |
| Forward end | 3 |
| Aft end | 6 |
| Capacity | 610 |

**REPATRIATION:** All facilities available.

**AIRPORT:** Ben Schoeman Airport – 6 miles from harbour. D flights to Johannesburg connecting with overseas flights by reg airlines.

**TIME:** GMT plus 2 hours.

**HOLIDAYS:** See "Durban".

**POLICE/AMBULANCE/FIRE:** Police 2–5555; Ambulance 2– Fire 2–1212. Sea Rescue Service 21000.

**TELEPHONES:** Telephones can be supplied at all berths. Arr through Agents.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** South African Railways, Port Captain, East Lon Tel. 2–2155.

**AGENT:** Freight Services Ships Agency Co., Marine Cham 31 Cambridge Street, POB 2, East London. Tel: 26781–8. T 75–761. Cables: Seafreight East London.

## MOSSEL BAY: 34.10 S. 22.10 E. (See Plan)

**PORT LIMITS:** Within a line drawn from Cape St. Blaize lighthouse to the mouth of the Little Brak River, thence along the highwater mark so as to include the foreshore between these points, together with Seal Island, the estuary of the Little Brak River as far as the tide flows.

**DOCUMENTS:** Refer to "Durban".

**PILOTAGE:** Compulsory. One hour advance notice to be given to Port Captain through VHF radio. Port operation calling Channel 16, Working Channel 12. Motor pilot boat – black hull, white housing "Pilot-Loods" painted in black on housing. International pilotage signals used. Pilot boards about 2 miles north of Cape St. Blaize Light.

**ANCHORAGE:** Open anchorage, depth 8 fathoms about one mile E.S.E. of Seal Island.

**RESTRICTIONS:** Vessels not permitted to enter unless Agents have been appointed. No night berthing for tankers.

**MAX. SIZE:** Anchorage: no restrictions. Tankers: up to 32,000 dwt.

**HEALTH:** Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared.

Valid certificates must be held for smallpox and yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.

**RADIO:** Cape Town Radio, ZSC. Port Elizabeth Radio, ZSQ.

**TUGS:** One tug of 300 h.p. available.

**BERTHING:**

| Wharfage | Dimensions Length (m.) | Cope level above LWOST (m.) | Depth at LWOST Max. (m.) | Min. (m.) | Cranes (electric) No. | Lifting capacity (tons) |
|---|---|---|---|---|---|---|
| No. 1 Jetty (two sides) each | 107 | 5·6 | 4·6 | 3·0 | 1 | 2 |
| *Low Level Wharf | 61 | 2·6 | 1·7 | 1·7 | | |
| *No. 1 Quay | 44 | 4·4 | 1·7 | 1·7 | | |
| *No. 2 Quay | 50 | 4·4 | 2·7 | 2·7 | | |
| No. 3 Quay | 213 | 3·5 | 6·7 | 5·5 | 1 | 4 |
| No. 4 Quay | 274 | 3·7 | 7·3 | 7·3 | 2 | 4 |

* Suitable for small fishing craft only.

**TANKERS:** Conventional buoy mooring designed for 32,000 dwt vessels up to 670 ft. length. Situated offshore at Voorbaai. No slop facilities.

**DENSITY:** S.G. 1025.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**MEDICAL:** Cape St. Blaize lighthouse on 24-hour watch. Requests for medical assistance passed through lighthouse to harbour master and Pilot.

Hospital facilities available. Vessels in port should arrange medical facilities through Agent.

**CUSTOMS ALLOWANCE:** 200 cigarettes for each man. No alcohol.

**CARGO GEAR:** All cargo handling equipment must be in good condition and certificates available for inspection.

**IDENTIFICATION CARDS:** Required. Otherwise National Identity Cards, if available.

**REPAIRS:** Only minor repairs can be undertaken.

**TIME:** GMT plus 2 hours.

**HOLIDAYS:** New Year's Day (1st Jan.); Van Riebeeck Day (6th April); Good Friday, Easter Monday, Ascension Day (dates vary); Republic Day (31st May); Family Day (2nd Monday in July); Settlers' Day (1st Monday in September); Kruger Day (10th October); Day of the Covenant (16th December); Christmas Day (25th December); Boxing Day (26th December). Cargo is not worked on Christmas Day and Good Friday.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** South African Railways. Port Captain, Mossel Bay.

**AGENT:** See "Durban".

## PORT ELIZABETH (Algoa Bay): 33.58 S. 25.37 E. (See Plan)

**PORT LIMITS:** Bounded on the Southward by a line drawn from Cape Recife, East (true) to a point in the Indian Ocean, distant 1,609 m. on the Northward by a line drawn from the extreme point of the East bank of the Zwartkops River, East (true) distant 1,609 m.; on the Eastward by a line drawn between these two points, and shall embrace the foreshore between high and low water marks from Cape Recife lighthouse to the aforesaid line at East bank of the Zwartkops River, including that portion of the said river which lies on the seaward side of the bridge carrying the railway line to Alicedale.

**DOCUMENTS:** *Customs*

Form DA.1 Report Inwards/Outwards for ships.
Form DA.3 Certificate of clearance for ships.
Form DA.4 Transire—for a destination in the R.S.A.
Form DA.5 List of sealable goods on board ship.
Ships Crew List (Customs Department).
Livestock Form (Customs Department).

*Post Office*

P.160 Notification of departure of vessel.
P1/27 Certificate of departure of vessel.
P1/149 Ship mail declaration.
P.21 Post Office Certificate.

*Port Health*

Maritime Declaration of Health.
Maritime Declaration of Health.
Crew List with last vaccination dates.
Deratisation Certificate.

*Port Authority*

T.958 Report of Arrival.
T.962 A Departure/Shifting Notification.
Ship's Manifest.

**PILOTAGE:** Compulsory. One hour advance notice to be given to Port Captain through VHF radio. Port operation calling Channel 16, working Channel 12. Pilot boats fitted with multi-channel VHF. Motor pilot boat – black hull, white housing "Pilot-Loods" painted in black – Black hull, brown housing and yellow funnel.

Pilot taken aboard at outer anchorage.

**RESTRICTIONS:** Vessels not permitted to enter unless Agents have been appointed.

Dry-cargo ships 0600 hours to 2200 hours. Pilot must be aboard by 2030 hours.

**MAX. SIZE:**

| | Max. length | Draft |
|---|---|---|
| Passenger and dry-cargo vessels | Unlimited | 34′ 6″ |
| Tankers | 667 ft. overall | 32′ |
| Ore carriers | 825 ft. overall | 38 ft. (tidal) |

**HEALTH:** Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared.

Valid certificates must be held for smallpox and yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.

**RADIO:** Port Elizabeth Radio. Call sign ZSQ.

**TUGS:** Three tugs available, fitted with VHF. Tugs join between anchorage and harbour entrance. Tug's wires used at no extra charge.

**BERTHING:**

| Wharfage | Dimensions Length (m.) | Cope level (m.) | Depth at LWOST Max. (m.) | Min. (m.) | Cranes (electric) No. | Lifting capacity (tons) |
|---|---|---|---|---|---|---|
| Charl Malan Quay | 1,086 | 5·2 | 11·0 | 11·0 | 4<br>33 | 15<br>4 |
| No. 2 Quay | 519 | 5·2 | 11·0 | 11·0 | 1<br>13 | 15<br>4 |
| North Jetty | 240 | 5·2 | 6·1 | 3.0 | | |
| Trawler Quay | 136 | 3·4 | 5·5 | 5·5 | | |
| Fish Wharf | 101 | 3·4 | 4·0 | 0·9 | | |
| No. 3 Quay | 576 | 5·2 | 10·0 | 5·5 | 16<br>1 | 4<br>15 |
| Tanker Berth | 242 | 3·7–4·6 | 9·9 | 9·9 | | |
| Ore Berth | 360 | 5·2 | 12·2 | 12·2 | 1 | 4 |
| Coal Berth | 76 | 5·2 | 12·2 | 5·5 | | |

In 1977 one berth at Charl Malan Quay will be fully equipped for containers.

**BULK HANDLING FACILITIES:** *Ore Loading Plant:* Storage capacity approx. 460,000 tons. Rated loading capacity 1,360 tons per hour.

Ore loaders:

| | |
|---|---|
| Maximum reach from quay face | 19·35 m. |
| Extreme elevated height of loaders above HWOST | 13·92 m. |

**MEDICAL:** Unrestricted hospital facilities. Medical assistance must be arranged through Agent.

**TANKERS:** Diameter of line 8 in. Max. length 667 ft. Max. draft 32 ft.

**DENSITY:** S.G. 1025.

**FRESH WATER:** Delivery by hose ex wharf hydrants. 160 tons per hour.

**FUEL:** 48 hours notice required. Bunker fuel and gas oil available at oil tanker berth and ore berth.

**CUSTOMS ALLOWANCE:** 200 cigarettes per man. Only officers allowed one bottle spirits.

**CARGO GEAR:** All cargo handling equipment must be in good condition and certificates available for inspection.

**IDENTIFICATION CARDS:** Required. Otherwise National Identity Cards, if available.

**CONSULS:**

| | | |
|---|---|---|
| Belgium | tel. | 46561 |
| Denmark | ,, | 21958 |
| Germany | ,, | 49711 |
| Greece | ,, | 25634 |
| France | ,, | 41684 |
| Italy | ,, | 45125 |
| Netherlands | tel. | 21986 |
| Norway | ,, | 21614 |
| Peru | ,, | 23213 |
| Portugal | ,, | 48451 |
| Sweden | ,, | 21414 |
| U.K. | ,, | 22319 |

**REPAIRS:** Minor deck and engine room repairs.

**REPATRIATION:** All facilities available.

**AIRPORT:** Airport two miles from harbour. Daily flights to Johannesburg connecting with overseas flights by regular airlines.

**TIME:** GMT plus 2 hours.

**HOLIDAYS:** New Year's Day (1st January); Van Riebeeck Day (6th April); Good Friday, Easter Monday, Ascension Day (dates vary); Republic Day (31st May); Family Day (2nd Monday in July); Settlers'

Day (1st Monday in September); Kruger Day (10th October); Day of the Covenant (16th December); Christmas Day (25th December); Boxing Day (26th December). Cargo is not worked on Christmas Day and Good Friday.
**POLICE/AMBULANCE/FIRE:** Police 50–2781; Ambulance 2–2222; Fire 2–1111.
**TELEPHONES:** Telephones can be supplied at all berths. Arrange through agents.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** South African Railways. Port Captain, Port Elizabeth. Tel. 502043.

**AGENT:** Freight Services Ships Agency Co., Astra House, Jetty Street, POB 1108, Port Elizabeth. Tel. 521721/8. Telex 574–7181. Cables: Seafreight Port Elizabeth.

## RICHARDS BAY: 28.50 S. 32.06 E.

This is a new harbour, situated approximately 200 kilometres North of Durban and will cover a large area. The initial purpose of the port is to provide an outlet for large tonnages of coal mined in the Eastern regions of South Africa, and later will provide facilities for the export of other minerals and ores, and to cater for bulk imports such as bauxite, etc., required for the aluminium factory situated at Richards Bay. In due course other similar industries will be located in that area.

By April 1976 two dirty berths (coal) will be operative for the bulk export of coal. Adequate bulk cold storage facilities adjacent to the berths will be provided, as well as the required rail links with the coal mining area in the Eastern Transvaal, also a modern bulk coal loading appliance. These coal berths are situated on the South side of the harbour.

On the North side of the harbour two clean general bulk cargo berths will be provided, the first being available early 1977 and the second later that year or early 1978. These berths will have adequate back-up areas, railway lines, roads, etc., but it is not intended that they should be provided with cranes or sheds.

Each of the aforementioned berths will be approximately 350 metres long and the minimum draft will be 19 metres. Initially the port will handle up to 150,000 bulk carriers but the port is being constructed to handle vessels up to 250,000 tons.

As with all South African ports, Richards Bay will be controlled by the S.A.R. & H. and the usual pilot services, tugs, shore facilities (water, bunkers) will be provided.

The above embraces stage 1 of the Richards Bay Harbour Development plan and later stages will include further berths, dry dock, repair facilities, etc. Extension of the town and surrounding areas will be rapid and large-scale industrial and commercial developments are taking place now.

## WALVIS BAY (South West Africa): 22.57 S. 14.30 E. (See Plan)

**PORT LIMITS:** Seaward limits are a line drawn due North from Pelican Point Lighthouse for 4 km, thence due East to the mainland.
**DOCUMENTS:** As for "Durban."
**PILOTAGE:** Compulsory. One hour advance notice to be given to Port Captain through VHF radio. Port operation calling Channel 16, working Channel 12. Motor pilot boat – black hull, white housing. Pilot taken aboard North-west of Fairway Buoy.
**ANCHORAGE:** To avoid fishing boat traffic vessels should not anchor East of the fairway buoy.
**RESTRICTIONS:** Entrance channel 440 ft. wide, depth 33 ft. LWOST. Vessels not permitted to enter unless agents have been appointed. Oil tankers and ships carrying explosives or dangerous goods restricted to daylight hours.
**MAX. SIZE:** Max. length 630 ft. overall and draft 31 ft.
**HEALTH:** Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared.

Valid certificates must be held for smallpox and yellow fever. Ships have valid certificates for cholera and typhoid.
**RADIO:** Walvis Bay Radio. Call sign ZSV.
**TUGS:** Two tugs available each 2,500 h.p. Join vessel in entrance channel. Tug's wires used at no extra charge.
**BERTHING:**

Berths 1, 2 and 3; 1600 ft. length, 33 ft. depth
Berths 4 and 5; 1250 ft. length, 35 ft. depth
Berths 6, 7, and 8; 1750 ft. length; 35 ft. depth
Tanker berth: 630 ft. length; 33 ft. depth

**CRANES:** *Berths 1, 2 and 3:* 1 crane at 3 tons capacity. 9 cranes at 4 tons capacity and 1 crane at 7 tons capacity.

*Berths 4–8:* 17 cranes at 4 tons capacity, 1 crane at 15 tons capacity and 1 crane at 3 tons capacity.

There is also a mobile crane of 15 tons capacity.
**SPECIALISED CARGO-HANDLING FACILITIES:** No. 3 Berth is equipped with a belt conveyor loader for loading ore concentrates, max. loading speed 300 t.p.h. This loader is owned by Tsumeb Corp.

No other special facilities are available for loading or discharging. Cargo is worked by shore cranes except under special circumstances. Twenty-seven 4-ton, one 7-ton and one 15-ton cranes are available.
**MEDICAL:** Unrestricted hospital facilities. Medical assista must be arranged through Agent.
**DENSITY:** S.G. 1025.
**FRESH WATER:** Delivery by hose ex wharf hydrants. Rat delivery 15 tons per hour. Also available by tug at 40 tons per hou
**FUEL:** Light diesel oil only, but special prior arrangements mus made as supply is effected ex-tank wagons. Coal bunkers available in an emergency only.
**CUSTOMS ALLOWANCES:** 200 cigarettes per man.
**CARGO GEAR:** All cargo handling equipment must be in g condition and certificates available for inspection.
**IDENTIFICATION CARDS:** Required. Otherwise Natio Identity Cards, if available.
**REPAIRS:** Major boiler and engine room repairs can be car out at anchor.
**TIME:** GMT plus 2 hours.
**HOLIDAYS:** New Year's Day (1st January); Van Riebeeck Day April); Good Friday, Easter Monday, Ascension Day (dates va Republic Day (31st May); Family Day (2nd Monday in July); Settl Day (1st Monday in September); Kruger Day (10th October); Da the Covenant (16th December); Christmas Day (25th Decemb Boxing Day (26th December).

(*a*) Vessel may leave/enter port and cargo may be worked at o time rates: 1st January (New Year's Day) 23rd May (Ascension D 31st May (Republic Day), 16th December (Day of the Covenant)

(*b*) Vessel may leave/enter port between 0600 and 0900 bu cargo will be handled: 12th April (Good Friday), 25th Decem (Christmas Day). Please note that 6th April (Van Riebeeck D and the 2nd Monday in July (Family Day) are to fall away as from beginning of 1974.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** South African Railways. Port Captain, Walvis B

**AGENT:** Freight Services Ships Agency Co., Third Street E POB 4, Walvis Bay. Tel: 2211. Telex: 48–747. Cables: Seafre Walvis Bay.

# South Atlantic Islands

## ASCENSION ISLAND, GEORGETOWN: 07.5 14.20 W.

**DOCUMENTS:** Crew and Passenger lists, Health docume Manifests and Bills of lading if discharging cargo.
**PILOTAGE:** No pilots are available and not required as it i open anchorage. Require 48 hours of ETA. VHF 16, and Ascen radio operated by Cable & Wireless will reply.
**RESTRICTIONS:** None – but if vessel has not been here be it would be advisable to wait until daylight.
**ANCHORAGE:** Only one ship can anchor at a time. There i fathoms of water in the anchorage and vessels of 28,705 tons h used this anchorage. The other anchorage used by tankers i English Bay and there is a special berthing procedure which Oil Company give to Captains of tankers.
**HEALTH:** Pratique should be requested when giving the ETA will be granted by either Cable or VHF.
**RADIO:** If coming from the North via Freetown Radio, and from South via Cape Town.
**TUGS:** No tugs available.
**BERTHING:** Open anchorage only, no berthing alongside.
**MEDICAL:** Facilities available, if possible 48 hours notice requ There is a 12-bed hospital in Georgetown and a second for Amer personnel at the U.S.A.F. Base. Inoculation, vaccination and yel fever certificates not required. Other than Government perso no one is allowed to land on Ascension without an entry perm
**TANKERS:** Only one berth available at anytime.
**FRESH WATER:** None available.
**FUEL:** None available.
**WATCHMEN:** Not necessary.
**OPENING/CLOSING HATCHES:** Usually done by stevedor
**CONSULS:** No Consulates. British Administrator attends t requirements.
**REPAIRS:** Only minor repairs can be effected.
**REPATRIATION:** No facilities for crew changes. Repatri can be arranged but only in the case where a person has b hospitalised. If a ship puts in with a medical case on board an will visit the ship. Fees paid to the Cable & Wireless represent If the patient is hospitalised the Master must guarantee in wr that all hospital fees and the air fare to Antigua will be honour his shipping line Agent. As so few ships call at Ascensio hospitalised patients can be evacuated by sea. All patients rece from ships are evacuated on M.A.C. flights to Antigua. These fl are run weekly.
**AIRPORT:** Airport 2 miles. U.S.A.F. No civil airlines call her
**TIME:** Always GMT.
**HOLIDAYS:** Cargo vessels are discharged during public holid no night work.
**GENERAL:** There are no facilities for visitors on the island. Anchorage must be vacated when a mail vessel is due.
**SHORE LEAVE:** Not permitted.
**AUTHORITY:** The Administrator, Ascension Island. S Atlantic Ocean.

## ST. HELENA, JAMESTOWN: 15.56 S. 05.40 W.

**DOCUMENTS:**
3 copies of Crew List.
3 copies of Passenger List.
10 copies of Manifest.
1 Health form.

**PILOTAGE:** No official pilot. Agents sometimes hire a pilot (retired Union Castle Captain) for ships requiring one.

**ANCHORAGE:** The harbour consists of an open roadstead with anchorages shown on charts.

**MAX. SIZE:** Any size vessel can anchor in the roadstead. Depth up to 20 fathoms.

**HEALTH:** Pratique will be granted by the boarding party or by telegram from Port Health Officer. If suspected disease or fever, the Port Health should be informed by telegram in advance of anchoring so that the necessary precautions can be taken.

**RADIO:** ETA message should be relayed through Cape Town Radio. Agents have VHF service.

**TUGS:** None. There are 3 towing launches (from 16 to 28 h.p.) for harbour use only.

**BERTHING:** Vessels anchor in 18–20 fathoms offshore, in open roadstead. There is deep water (sufficient for ocean-going vessels) right in to the area where cargo lighters and other small craft are moored.

**STEVEDORES:** 48 hours notice required by Agent, also particulars of tonnage of cargo.

**MEDICAL:** Agent should be notified if medical attention required. A resident staff of three doctors, plus nursing staff, in a well-equipped modern hospital. The basic requirements for intending visitors is a certificate of vaccination against smallpox.

**FRESH WATER:** Delivered by floating pipeline at a rate of approximately 14 tons an hour.

**FUEL:** No stocks of marine fuel. Ordinary diesel oil is available in drums of 45 gallons (supplied ex South Africa) and only limited stocks for local needs are held.

**OPENING/CLOSING HATCHES:** Stevedores can do this, but preferable for crew to open on arrival so that work can start as soon as stevedores arrive on ship.

**CERTIFICATES:** Vaccination certificates required for all crew. Derating certificate should be valid.

**CUSTOMS ALLOWANCES:** No restrictions. Free use on board.

**CARGO GEAR:** All discharge carried out by vessels derricks into lighters. Agents provide own cargo nets, etc.

**CONSULS:** French Consul. Appointed representatives for Denmark and Norway.

**REPAIRS:** Small repairs can be carried out (welding or turning pipes, etc.).

**REPATRIATION:** No facilities for crew changes. Only for those left behind for hospitalisation.

**AIRPORT:** No airport on St. Helena.

**TIME:** GMT throughout the year.

**HOLIDAYS:** New Year's Day (1 January); Good Friday; Easter Monday; St. Helena Day (21 May); Whit Monday; Queen's Official Birthday; August Bank Holiday; Christmas Day (24th December); Boxing Day (25 December). Cargo work can be arranged except on Christmas holidays.

**POLICE/FIRE/AMBULANCE:** No telephone nos. Must ring exchange.

**SHORE LEAVE:** Allowed. No restrictions provided vessel has free pratique.

**DELAYS:** No delays in berthing, loading or discharge can be delayed by bad weather due to swell alongside wharf.

**AUTHORITY:** Harbour Master, Colonial Treasurer's Office, The Castle, St. Helena, S.A.O.

**AGENT:** Solomon and Company (St. Helena) Ltd., Jamestown, St. Helena. Cables: "Solomon St. Helena."

# Spain

## AGUILAS and HORNILLO: 37.24 N. 01.35 W. (See Plan)

**DOCUMENTS:** See "Almeria".

**PILOTAGE:** Hornillo port has no Pilot. The Pilot of port of Aguilas which is less than a mile from Hornillo, does pilotage services of both. To enter both ports Hornillo and Aguilas, anchor a mile or a mile and half distance from entrance of Aguilas. Wait for Pilot with engine stopped. To call Pilot give three long blasts several times. Pilot's launch is small motor boat painted white, with letter "P" painted on both sides of boat. During night it carries white light on top of mast, and 8 ft. lower a red light, besides the usual lights.

**RESTRICTIONS:** It is not possible to enter Hornillo port during dark. Wait till dawn outside Aguilas.

**MAX. SIZE:** Length up to 110 metres, draft about 22 ft.

**HEALTH:** See "Almeria".

**TUGS:** None in port. Not necessary for either port.

**BERTHING:** Aguilas port has a commercial quay with a berth area about 200 metres and depths of between 8–12 metres. Hornillo port has a pier to handle minerals with berth area of 90 to 100 metres and depths between 6–10 metres.

**BULK HANDLING:** Two conveyor belts each of 100 tons grain per hour capacity. May be used for other bulk cargoes.

**STEVEDORES:** Team of stevedores who belong to "Port Workers' Trade Unions" (Sindicato de Obreros Portuarios).

**MEDICAL:** Captain can send cables to consignee requiring this kind of service. There are a number of doctors and a hospital.

**FRESH WATER:** In Aguilas port are small supplies of water. It is supplied by the town hall by means of tank lorries.

**FUEL:** There are no supplies of fuel in either port.

**GANGWAY/DECK WATCHMEN:** Not necessary, usually this is done by crew.

**OPENING/CLOSING HATCHES:** Usually this is done by crew.

**CONSULS:** There is only Vice-Consul of Norway in Aguilas. Tel. 411035.

**REPAIRS:** No facilities.

**REPATRIATION:** Facilities for effecting crew changes exist. Repatriation can be done by train to Madrid and by plane from there.

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** See "Almeria".

**POLICE/AMBULANCE/FIRE:** Ambulance and fire services can be requested from Port Authority. If the police services are required call to "Caseta de Vigilancia" of the Civil Guard in either port.

**GENERAL:** Hornillo port is used only for loading and discharge of minerals, and for this purpose a pier is provided with a railway. The nearest port of Aguilas, less than a mile distant on the West, is the commercial port, with a quay for loading/discharging and a crane of 10 tons capacity.

**SHORE LEAVE:** Crew members are allowed ashore.

**AUTHORITY:** Ayudante de Marina o Capitan del puerto (Port Authority or the Assistant) tel. Aguilas 411074. Cable address Ayudmar, Aguilas. Hornillo port is in this respect subordinated to Aguilas.

## ALGECIRAS: 36.07 N. 05.26 W.

**DOCUMENTS:**
Maritime Declaration of Health.
5 Crew Lists.
2 Manifests of Cargo for the Port.
2 Manifests of Cargo in Transit (if coming from Spanish port a Manifest is sent by the Customs officials of that port).
1 Bill of Lading of cargo for the port.
2 Ship's Stores Lists.
2 Lists of Crew Personal Effects.
If the vessel carries passengers the following are required:
8 Lists of Passengers Disembarking with baggage declaration for each passenger.
5 Lists of Passengers in Transit.
2 copies of Arrival Report.
1 Manifest of Vehicles belonging to Passengers Disembarking.
If the vessel is a tanker the following are required:
Certificate of Quantity of Cargo.
Certificate of Quality of Cargo (or Ballast Certificate).

**PILOTAGE:** Vessels entering the port call Pilot by international code signals, sound or light. Notice of ETA should be radioed to Agent 72, 48 and 24 hours before arrival. Pilots cannot be contacted by radio, and are ordered by Agents on the basis of Master's ETA.

Pilot boat is painted white with a letter "P" in black on both sides. By day they carry a blue flag with the letter "P" in white. By night they carry regulation pilot lights. The pilot boarding zone is a circle of $\frac{1}{2}$ mile radius with centre 1 mile East of the Northern breakwater head (red light).

**ANCHORAGE:** Vessels waiting for a Pilot may anchor North of the parallel of the Barranco beacon in depths of 30 m.

**RESTRICTIONS:** Vessels may enter by day or night.

**MAX. SIZE:** Puerto de Algeciras – no length restrictions, maximum draft 29 ft. Refineria Gibraltar – maximum length 283 m. Draft up to 65 ft.

**HEALTH:** Free pratique is obtained automatically when authorities board on arrival and Maritime Declaration of Health is completed. In case of suspected disease or fever on board full details should be sent by radio to Sanidad Maritima, Algeciras, before arrival.

**RADIO:** Aranjuez Radio and Cadiz radio. Vessels proceeding to Refineria Gibraltar should announce their arrival by VHF to the Capitania of the port using Channel 16 for calling and Channel 13 for communication.

**TUGS:** Four tugs are available up to 1,500 h.p. and assist according to Pilot's directions. Ship's tow lines used.

**STEVEDORES:** Ordered by vessel's Agent on basis of Master's ETA.

**MEDICAL:** Doctors and hospital facilities available. International vaccination certificates only required if vessel is proceeding from an infected area.

**TANKERS:** Refineria Gibraltar – 5 berths for tankers up to 283 metres length, two of which can accept draft up to 65 ft. The other three berths can accept vessels up to 57 ft. draft. Loading/discharge lines are 12 in., 10 in., 8 in., 6 in. and 4 in. Refineria Gibraltar has two slop tanks each of 600 cubic metres capacity which can accept oily residues.

**FRESH WATER:** Available from all berths in Algeciras and at Refineria Gibraltar at a rate of 40 tons per hour. Can also be supplied by barge at the rate of 15 tons per hour.

**FUEL:** All grades can be supplied with three hours notice. Loading rate 250 tons per hour for fuel and 150 tons per hour for diesel and gas oil. Supply is effected by barge at all quays which are not connected by pipe-line.

**DEVELOPMENTS:** In Algeciras Commercial Port a new berth is under construction in the South part of the dock for vessels up to 9 metres draft. It is planned to dredge the whole commercial port to 10 metres depth.

**WATCHMEN:** Not available from shore.

**HATCHES:** Are opened and closed by ship's crew.

**CUSTOMS ALLOWANCES:** Maximum quantity of tobacco permitted in ship's stores is 3 kilos per crew member and two kilos per passenger. The quantity that may be held out of bond is 40 grammes tobacco per person per day. Wine/Spirits. One decilitre per person per day may be held out of bond.

**CONSULS:**

| | | | |
|---|---|---|---|
| Great Britain | tel. 67.14.50 | Germany | tel. 67.22.37 |
| Morocco | „ 67.36.98 | Denmark | „ 67.27.95 |

Norway, Italy, France, all tel. 67.27.20.

**REPAIRS:** Small repairs afloat can be effected. No dry docks.

**AIRPORT:** Nearest is at Malaga, 120 kms. from Algeciras.

**TIME:** GMT plus one hour all the year round.

**HOLIDAYS:** New Year's Day, 6th January, 19th March, Maundy Thursday, Good Friday, Easter Saturday, 1st May, Ascension Day, Corpus Christi, 29th June, 18th July, 25th July, 15th August, 1st October, 12th October, 1st November, 8th December, 25th December.

**POLICE/FIRE/AMBULANCE:** *Algeciras:* Police, tel. 67.15.55; Fire, tel. 67.20.20; Ambulance, tel. 67.22.90. *Refineria Gibraltar:* Police, tel. 67.15.55; Fire, tel. 76.17.00; Ambulance, tel. 76.12.47.

**SHORE LEAVE:** Crew members are permitted to go ashore subject to police control.

**AUTHORITY:** Comandancia de Marina. Telephone: 67.14.60. Cables: Comtemar Algeciras.

## ALICANTE: 38.23 N. 0.28 W.

**PORT LIMITS:** The line drawn from Cabo de las Huertas and Cabo de Santa Pola.

**DOCUMENTS:**

3 Crew Lists.
6 Passenger Lists.
2 Manifests for Cargo, including cargo in transit as well as cargo for Alicante. Tobacco and Cargo Manifests to be visaed by Spanish Consulate in port of origin.
3 Stores Lists, for Customs.

*For the Agent*

4 Manifests of cargo destined for Alicante, with one copy of each Bill of Lading.

**PILOTAGE:** Pilotage service is permanent and Pilots are summoned by displaying international code flag "G", (same signal at night-time by light), or by sounding three long blasts on ship's whistle.

Pilot launch is a white-painted motor launch with a black letter "P" on both sides. The launch flies a black flag with white letter "P" by day, and shows usual pilot lights at night. The launch will meet arriving vessels about one mile from breakwater entrance in good weather.

In bad weather from the East, the launch goes out as far as the breakwater and meets vessel opposite the green light at the breakwater head. Pilot boards on the lee side, which is generally the port side.

**ANCHORAGE:** Vessels waiting to enter port may anchor at a distance of half a mile east of the breakwater in depths of 16 metres.

**MAX. SIZE:** Vessels of up to 225 metres length and 33 ft. draft can be berthed alongside. For tankers, max. draft 29 ft.

**HEALTH:** Report in advance to Pilot if there is any problem. If situation is normal, then after ship berths the health inspector boards and quickly grants pratique. In the event of any suspected disease or fever on board the Pilot (without boarding) will show the anchorage area then Health Inspectors and Authorities will board and give necessary instructions.

Vessels entering after calling at another Spanish port have no problems obtaining pratique.

**RADIO:** Radio-telephone communication through Radio La Costera, Alicante, medium range approx. 220 miles and short range approx. 40 miles.

Port Radio station situated at the Western end of Muelle B, is equipped only to receive messages by R/T. Messages received by this station are passed to destinations within the port by telephone lines. VHF communication in operation.

**TUGS:** Only one tug available to assist berthing of 176 g.t. and 1295 h.p. Normally ship's lines used for connection with tug.

**BERTHING:** The breakwater extends in a South-westerly direction and vessels berth within the breakwater. Maximum depth being available at the outer end of the breakwater, decreasing in the North-easterly direction.

*Muelle 14*: Extends along the length of the N.E./S.W. breakwater and depths vary alongside the berth from 11 metres at the South-west end to 8 metres at the North-east end. Depths in the outer port vary from 12 metres at the South-west end to 9 metres at the North-east end.

*Muelle 12*: Depth alongside 7·5 metres, depth for the berth 9 metres.

*Muelle 10*: Depths alongside the berth vary from 6 to 8·75 metres.

*Muelle 9*: Depth alongside berth 8·75 metres.

*Muelle 7*: Depth alongside the berth 8·75 metres.

*Muelle 11*: A combined tanker and dry cargo berth. Depth alongside berth 8·75 metres.

**STEVEDORES:** Agents should be advised of ETA and shore cargo gear requirements.

*Grain Discharge*: effected by grabs normally at Muelle 11. Disc three to four tons per gang per hour.

*General Cargo*: discharge about 10 tons per gang per hour.

*Bagged Cargo*: discharge about 150 tons per gang per hour.

**MEDICAL:** Many hospitals and medical services available.

**TANKERS:** Tankers discharge takes place at Muelle 11 "Berthing"). There is no refinery and the only products unlo are fuel oil, diesel oil, gasoline and aviation spirit. There are pipe-lines available for cargo discharge.

**DENSITY:** 1025.

**FRESH WATER:** Available from hydrants at the quays at the of 10 tons per hour, per hydrant.

**FUEL:** Supplied by Campsa. Vessels requiring fuel are reque to berth alongside Muelle 11 and will incur delays if that ber already occupied. Maximum advance notice is essential. Owne vessels requiring fuel are required to pay a bank deposit in for currency.

**CUSTOMS ALLOWANCES:** Total tobacco allowed on bo three kilos per crew member, two kilos per passenger. All mus declared in ship's provision list and any in excess of these amo declared in a separate visaed manifest as tobacco in transit "Documents").

**DEVELOPMENTS:** Two new tanker berths expected to be avai about 1974.

**GANGWAY/DECK WATCHMEN:** Agent normally arra watchmen.

**OPENING/CLOSING HATCHES:** Normally opened by crew closed by stevedores using cranes.

**CARGO GEAR:** All berths have cranes, varying from about 6 capacity. There is one heavy lift crane capacity 30 tons, and capacity 10 tons.

**REPAIRS:** Only minor repairs available. If dry docking, or un taking major repairs, vessels should proceed to Cartagena.

**AIRPORT:** About 8 km distance from Alicante, and service international flights.

**IDENTIFICATION CARDS:** Additional identification cards required by crew members of communist-flag ships.

**TIME:** GMT plus one hour.

**TELEPHONES:** Telephones may be connected, provided suffic notice is given, subject to payment of installation costs of ab 7,500 Pts. plus the cost of calls.

**AUTHORITY:** Comandante Militar de Marina. Tel. 211514. T 66026 (A/B Marale).

## ALMERIA: 36.52 N. 02.30 W.

**DOCUMENTS:**

4 Crew Lists.
4 Passenger Lists or negative.
2 Cargo Manifests of goods destined to Almeria, as well as o cargoes in transit.
Store List in duplicate, including tobacco, spirits, radios, belonging to vessel.
Details list in duplicate of all personal effects of crew and pass gers (tobacco, spirits, cameras, radios, etc.).

*Note:* Tobacco. In case vessel carries more than 3 kilos of toba per man, excess must be declared in a separate manifest, w must be visaed by a Spanish Consul. In absence of Consul, document will have to be visaed by an Authority of former por clearance. Otherwise, the vessel would be fined.

**PILOTAGE:** Is compulsory and service is permanent. Pilots bo vessels by motor-boat in roads, near entrance formed by two br waters. This entrance is 287 metres wide. Pilot boats are pai white and letter "P" is painted in black on each bow. Also b have a blue flag hoisted on mast, with letter "P" in white on sides of flag. At night, boats have white light, under this light red light. When weather is bad vessels approach as close as p sible to entrance so that Pilot can easily board the vessel.

**ANCHORAGE:** When harbour is congested, vessels can anc at West Mole while waiting for berth.

**MAX. SIZE:** Only limitation is draft (maximum 30 ft.).

**HEALTH:** Pratique is obtained immediately after berthing, w Health Officer boards vessel. In case of suspected disease of on board Master must send a radio message to Agents, in or that they advise the Health Officer. Following documents are re red by Health Officer upon berthing: Maritime Declaration of Hea Deratisation Certificate, 1 Crew List.

**RADIO:** Nearest important radio stations are Cadiz-Radio Palos-Radio.

**TUGS:** One available but not compulsory, is employed acco to Master's requirements.

**BERTHING:** Prior to ship's arrival and in accordance with Mas ETA Agent attends port Authorities to procure a proper avai berth. Commercial quays have a length of 500 metres with do sheds, 360 metres with single shed with maximum depth 24– and about 700 metres uncovered for goods in bulk with dept tween 24–30 ft.

**STEVEDORES:** It is necessary that Master sends ETA so Agent can inform Receiver's stevedores accordingly and arra for proper reception of cargo and berth. Timetable of shifts avai at the port; Daytime, normal working hours, from 08.00–12.00 14.00–18.00 (one shift), 08.00–14.00 (one intensive shift), 14.00– (one intensive shift). Night time, from 18.00 to 24.00; Sundays holidays, from 09.00 to 12.00 and 14.00 to 18.00.

**MEDICAL:** Medical facilities are available; only it would be ap ciated for Master to send a radio message if a crew member is in need of urgent medical attention.

**FRESH WATER:** Always available. Deliveries from quay available at all berths, supplying about 30 tons per hour.

**FUEL:** Ordinary fuel oil and gas oil is available at local refinery of "Campsa". It is advisable that Shipowners stem bunkers through their own Contractors, with an ETA of 48 hours, so that the order can be received in time.

**FIRE PRECAUTIONS:** Tankers perform their operations at the berth of "Campsa" at East Pier, which has the necessary fire precautions. No special precautions at other piers.

**GANGWAY/DECK WATCHMEN:** Available but not compulsory.

**OPENING/CLOSING HATCHES:** This work normally carried out by crew.

**CERTIFICATES:** Vessel should have the usual documents on board, but only the Safety Wireless, Safety Equipment and Deratisation Certificates are required by Authorities.

**CUSTOMS ALLOWANCES:** The quantity allowed per each crew member is 3 kilos tobacco. (See "Documents".) Wine and/or Spirits: Only one bottle for each crew member.

**CARGO GEAR:** All commercial piers are served by electric shore cranes able to lift 3/6 tons (18 cranes in total), and one crane with a lifting capacity of 15/25 tons situated on Pier Costa.

**IDENTIFICATION CARDS:** Not required.

**CONSULATES:**

| | |
|---|---|
| Denmark, Alvarez de Castro 22 | tel. 212245 |
| Sweden, Alvarez de Castro 22 | ,, 212245 |
| Belgium, Paseo Generalismo 151 | ,, 214455 |
| Norway, Paseo Generalismo 151 | ,, 214455 |
| Holland, Paseo Generalismo 151 | ,, 214455 |
| Finland, Aguilar Martell 7 | ,, 215954 |
| Italy, Paseo Generalismo 18 | ,, 215790 |
| France, Avenida Vivar Tellez | ,, 220050 |
| Columbia, Navarro Rodrigo 18 | ,, 213171 |
| Panamanian, Jaul 27 | ,, 220073. |

**REPAIRS:** All types deck and engine available.

**REPATRIATION:** Good facilities available.

**AIRPORT:** Airport is located about 6 km. from town, well served by regular airlines.

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** 1st January; 6th January; 19th March; (St. Joseph) Good Thursday afternoon; Good Friday; 1st May (Labour Day); Corpus Christi; 29th June (St. Peter and St. Paul); 18th July National Holiday; 15th August; (Ascension Day); 12th October; 1st November; 8th December; 25th December and 26th December second Christmas Day.

**POLICE/AMBULANCE/FIRE:** Police 214081; Ambulance 215780; Fire 220044.

**AGENT:** Hijo De Alfredo Rodriguez, Ltda., Alvarez de Castro 22, PO Box No. 28. Telegrams "Calvache". Tel. 212245, 213306, 214475. Almeria.

## AVILES: 43.35 N. 05.56 W.

**DOCUMENTS:**

3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering transit cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.

If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by the Spanish Consul at the last port, otherwise vessel exposed to heavy fine.

**RESTRICTIONS:** Entrance channel 90 m. wide, 1,000 m. long up to San Juan de Nieva Dock. Depth at low water from 6 to 9 metres.

**MAX. SIZE:** Length 150 m. draft 9 m.

**HEALTH:** If vessel proceeds directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.

If vessel has sickness on board of a contagious nature Master should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique.

**TUGS:** Five tugs available up to 1,200 h.p.

**BERTHING:** Muelle de Raices, length 823 m., depth alongside 8 m. San Juan de Nieva length 776 m., depth alongside 6 m.

*San Agustin,* Ensidesa East, length 300 m., depth alongside 9 m. Ensidesa South, length 715 m., depth alongside 7 m.; length 108 m., depth alongside 5 m.

*San Balandran,* Endasa East length 133 m., depth alongside 7 m.

**CUSTOMS ALLOWANCE:** Normally Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed on the stay of ship in port. One bottle of spirit per man.

**DRY DOCKS:** one dock at Las Canteres, owned by Entrecanales Y Tavora, length 50 m., width 9.50 m.

**FRESH WATER:** Can be supplied from Ensidesa berths at 40 cu.m per hour. Supply from other berths at a low rate.

**FUEL:** Fuel and gas-oil can be supplied by barge at 200 tons per hour.

**TIME:** Always GMT plus 1 hour.

**HOLIDAYS:** Work can be arranged on the following holidays: 6th January; 19th March; Easter Monday; Ascension Day; 29th June; 28th August (San Augustin); 8th September (Nuestra Senora de Covadangoa); 12th October (La Hispanidad).

Work not done on the following holidays: 1st January; Good Friday; 1st May (San Jose); 1st November (All Saints); 8th December (Immaculate Conception); 25th December (Christmas); Trade Union holiday, 16th July.

**AUTHORITY:** Junta del Puerto Ria de Aviles, Juan Ochoa 9, Aviles.

## BARCELONA: 41.25 N. 02.10 E. (See Plan)

**DOCUMENTS:**

(1) Manifest of Barcelona cargo: one set covering all loading ports; make sure that this manifest is in perfectly good order before ship's berthing, as Customs will board the vessel immediately and take it away as it is; thereafter any omission or excess of pages may lead to a fine. It is important that the Master has copies as Manifests mailed by Agents in loading ports sometimes arrived too late or not at all.
(2) Manifest of Transit Cargo: two sets (same recommendations as above).
(3) 3 Crew Lists.
(4) 1 Negative of Passengers.
(5) 2 sets of Bills of Landing of the Barcelona cargo.
(6) 2 Provisions Lists.

Of items (3), (4) and (6) above several copies will be required for distribution among various authorities, therefore it would be well for the Master to have at least three copies of each ready at hand on arrival. Tobacco allowed per crew member is 3 kg.

All tobacco in excess of the 3 kg. allowed by the Spanish authorities should be manifested and signed by the Spanish Consul at the last port of call before Spain. If there is no Spanish Consul at the last port before calling at Spain, then the consulate of a country friendly to Spain or the port authorities could carry out the same formality. The same procedure must be followed when the vessel loads a cargo of tobacco for discharge in Spanish ports, or when the tobacco cargo is loaded in transit.

If any item of cargo manifested for Barcelona should be discharged in error at any other port in the ship's itinerary before arrival at Spain, there would be a fine imposed here for shortage of goods if no advice of such shortage is given before arrival.

**PILOTAGE:** Pilot boats painted black, with letter "P" in white on each bow. Telegraphic address: "Pilot Station-Barcelona". Required notice of ETA 24 hours before arrival. Signals to be made by vessels requiring Pilot: the letter "G" in sound and/or light.

Pilot boats have no radar and are reluctant to venture more than just outside port entrance in poor visibility. Pilots give priority to vessels nearest port entrance. Pilotage is compulsory and the service is permanent. In case of port congestion vessels remain at anchor at the roads.

**ANCHORAGES:** In the Outer port for small vessels only, with depths over 50 ft. Also at the roads ½ mile away from breakwaters where vessels usually remain at anchor.

**MAX. SIZE:** Only limitation is draft; max. 39 ft.

**HEALTH:** Pratique obtained immediately after berthing, when Health Officer boards vessel. In case of suspected disease or fever on board Master must send a message to Agent, to advise Health Office. Following documents are required by Health Officer upon berthing: Maritime Declaration of Health, Deratisation Certificate, 1 Crew List.

**RADIO:** Aranjuez Radio, call sign EAD.

**TUGS:** Tugs join vessel at entrance of port. Usually use ship's lines; if tug's lines used usual charge 10% of official tariff. It is normal for two tugs to be used for vessels from 5,000 to 15,000 grt.

Ten tugs available, from 300 to 900 h.p.

**BERTHING:** Commercial quay, length 11,300 metres and depths minimum 8 metres, max. 14 metres dependent location. Depth alongside Grain Elevator in Pier Contradique is 32 ft. Pier Barcelona, berths for transoceanic maritime passenger traffic, depths 26 ft. and 31 ft. Shore fenders keep vessel about 1 metre off quay.

**CARGO-HANDLING FACILITIES:** For unloading grain, there is a silo with a 65,000 ton storage capacity, provided with four suction pumps capable of unloading vessels at a rate of 400 tons per hour and loading rail or road trucks at the rate of 200 tons per hour.

Liquid methane reception and gasification plant with a storage capacity for 249,000 cubic metres of liquid gas. Potash reception and loading plant with mechanical loading bridges which can load up to 450 tons per hour of this product.

General cargo handling is fully mechanised and, apart from the pier cranes, there are fork-lift trucks, truck cranes and a palletisation process.

A container wharf with a berthing frontage of 400 increasing to 650 metres, 14 metres water depth, 9·8 acres surface area, with a capacity for 1,250 20-foot containers. Two cranes available at 50 tons and reach of 35 metres. There will be a terminal with berthing space for six ferries for operating a roll-on/roll-off service.

**TANKERS:** There are six berths for oil tankers, max. size 60,000 dwt., discharge rate 1,000 tons per hour, depth alongside 12 metres (2), 11 metres (2), 8·5 metres (2). Diameter of loading lines 4 in. and 8 in., diameter of discharge lines 10 in., 12 in. and some of 18 in.

There is one natural liquid gas berth, depth alongside 12 metres.

There are five berths for inflammable liquids, asphalt, vegetable oil and tallow, depth alongside 12 metres.

**STEVEDORES:** (*a*) Daytime, normal working hours, from 08.00–12.00 and 14.00–18.00 (one shift); (*b*) 08.00–14.00 and 14.00–20.00 (two "intensive" shifts). Night time, from 20.00–02.00 and 02.00–08.00

(two intensive night shifts). Extra costs are involved for intensive shifts. Nightwork is paid on an overtime basis. Average rates for discharge of grains in bulk are about 7,500/8,000 tons per day of 24 consecutive hours; for general cargo a rate of 100 tons within normal working hours.

**MEDICAL:** All medical facilities are available; it would be appreciated for the Master to advise in advance if a crew member is in need of urgent medical attention.

**FRESH WATER:** All piers have water available by shore pipes or by barge. Rate of delivery about 16/20 t.p.h. Rate 150 t.p.h. by barge.

**FUEL:** Fuel oil and gas oil available at "Campsa", installation. It is advisable that Shipowners stem bunkers through their own contractors, with advance notice of 48 hours. Delivery either by barge, or at the bunkering pier of "Campsa". Bunker barges allowed alongside vessel during cargo-handling.

**DEVELOPMENTS:** Lengthening under construction of breakwater Dique del Este, and pier Contradique. A wharf or 6 berths for tankers only, plus 4 berths for vessels loading/unloading crudes in bulk with a depth of 39 ft. Dry dock planned for vessels up to 215 metres length and 40,000 tons.

**GANGWAY/DECK WATCHMEN:** Available but not compulsory.

**OPENING/CLOSING HATCHES:** Normally carried out by crew, except in liner vessels which is contracted for by stevedores.

**CERTIFICATES:** Vessels should have all usual certificates aboard but only the Safety Wireless, Safety Equipment and Deratisation Certificates are required by authorities.

**CUSTOMS ALLOWANCE:** Quantity allowed for each crew member is 200 cigarettes and one bottle wine/spirits.

**CARGO GEAR:**

58 Quay cranes up to 3 tons
52 ,, ,, ,, 6 tons
6 ,, ,, ,, 10 tons
4 ,, ,, ,, 15 tons
146 Mobile cranes 1–50 tons
4 Floating cranes up to 160 tons

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

| | | | |
|---|---|---|---|
| Argentine | Tel. 2211629 | Italy | Tel. 2151654 |
| Belgium | ,, 2270707 | Japan | ,, 2102097 |
| Brazil | ,, 2219560 | Liberia | ,, 2212544 |
| Chile | ,, 2215436 | Norway | ,, 2150094 |
| Dnmark | ,, 2191550 | Panama | ,, 2312957 |
| Finland | ,, 2216357 | Poland | ,, 2224307 |
| France | ,, 2211533 | Portugal | ,, 2212031 |
| Germany | ,, 2317307 | South Africa | ,, 2220604 |
| Great Britain | ,, 2220791 | Sweden | ,, 2323334 |
| Greece | ,, 2214496 | U.S.A. | ,, 2199550 |
| Guatemala | ,, 2104325 | Venezuela | ,, 2150112 |
| Holland | ,, 2210011 | and others | |

**REPAIRS:** All types deck and engine.

**DRY DOCKS:** Two floating docks, (*a*) length 111 metres, lifting power 6,000 tons; belonging to Port Management. (*b*) length 110 metres, breadth: 20·30 metres, lifting power 4,200 tons. Shipyard: Union Naval de Levante, S.A., tel. 2194200.

**REPATRIATION:** Good facilities available.

**AIRPORT:** Located about 7 km. from town, well served by regular airlines.

**TIME:** Always GMT plus 1 hour.

**HOLIDAYS:** 1st January; 6th January, The Three Kings; 19th March, St. Joseph; Good Thursday, after 2 p.m.; Good Friday; Resurrection Day; 1st May Labour Day; Ascension Day; Whit Monday; Corpus Christi; 24th June local holiday; 29th June, St. Peter and St. Paul; 18th July, National Holiday; 25th July, St. James; 15th August; 24th September local holiday; 12th October; 1st November; 8th December; 25th December and 26th December, second Christmas Day.

**POLICE/AMBULANCE/FIRE:** Police 091; Ambulance 2410600; Fire 2535353.

**TELEPHONES:** Not available on board.

**AUTHORITY:** Junta del Puerto de Barcelona, Puerto de la Paz 1, Barcelona 2. Tel. 2219306.

## BILBAO: 43.17 N. 02.55 W.

**DOCUMENTS:**

3 Cargo Manifests.
2 Negative Passengers.
3 Crew Lists.
2 Stores Lists.
2 Crew Personnel Effects Lists.

The maximum quantity of tobacco and/or cigarettes allowed per crew member, Master included, is 3 kilos. Any surplus must be separated and manifested as cargo in transit and the manifest duly visaed by a Spanish Consular Representative at the loading port. Should there be no Spanish Consular Representative of a friendly nation, Port Authority (Custom House) or Chamber of Commerce in the sailing port. In case a vessel carrying an excess amount of tobacco or cigarettes and not in possession of a Manifest duly visaed by the competent Authority is diverted at sea to a Spanish port while on voyage to another, the Master should cable to the Administrator de Aduanas of Bilbao, notifying the diversion and the excess of tobacco manifested without official visa. On arrival the Master should submit the Manifest and other documents to the Custom Authorities.

**PILOTAGE:** Pilotage is compulsory for vessels entering and leaving Bilbao Port. Pilot will board incoming deep laden or ballast tankers in a position about 1 mile South-West of Punta Galea Lighthouse. The pilot ladder for boarding is usually rigged off port side. If the Pilot is unable to board on account of bad weather, the pilot boat will display the signal "follow in my wake" and lead the vessel into the sheltered harbour.

Pilots keep on watch 24 hours on Channel 12.

**ANCHORAGE:** Good anchorage in Outer Harbour inside breakwaters. Depths at LW about 26–33 ft. Also anchorage outside breakwaters, lightening operations sometimes performed when weather good. The recommended anchorage zone for deep-laden vessels is 1·3 miles South-west of Punta Galea Lighthouse in 12 fathoms, sand.

**RESTRICTIONS:** None, except when draft exceeds 13–14 ft. and proceeding to berths inside river, which case must await tide. See "Max. Size".

**MAX. SIZE:** No restrictions length or breadth. Maximum advisable draft 30–31 ft. Tankers: The entrance channel and oil berths are dredged to 44 ft. lowest normal LW, deepest draft recommended to incoming tankers is 43 ft. and vessel must be on pilot station at least 2 hours before HW.

**HEALTH:** If proceeding direct to berth, pratique obtained immediately after berthing. Otherwise, at anchorage on arrival. Case suspected disease or fever on board, Master must radio Agent, to advise Health Office. On berthing Health Authorities require Health Declaration, Derat Certificate and Crew List.

**RADIO:** Cabo Mayor Radio.

**TUGS:** No tugs required for entering port, only for berthing or shifting inside river. Ship's lines used, the tug employed according Pilot's advice.

**BERTHING:** Canal de Deusto 26 ft. alongside. Tankers: Vessels will berth day and night, but vessels deep laden must be on pilot station two hours before HW. Mooring lines should be of polypropylene or fibre, etc.; if wires are used they should have a fibre pennant. For average weather conditions 18 mooring lines are recommended, five head ropes, five stern, four breasts and four springs.

**STEVEDORES:** Very important send advance messages giving ETA. Agent then inform Shippers or Receivers' stevedores. Official working hours Monday/Saturday 0800–1200; 1400–1800 hours.

**MEDICAL:** Medical service must be arranged by the Agent. In emergency send cable in advance to Agent.

**TANKERS:** "Campsa" have private berths at Santurce and Zorrosa. Cargo manifest must be visaed by Spanish Consul, or in absence of Consul by Authority at loading port. Petronor Terminal is located at Santurce, at the entrance of Abra Bilbao. There is a pier of 64 metres with two berths, No. 1 (West) and No. 2 (East). Both berths are fitted with good rubber fenders. The pier is dredged to 14 metres in LW. For crude vessels to discharge, there are four booster pumps on the jetty, reaching a rate of about 1,000 LT per hour.

The West berth is equipped with a bank of five metallic arms, 2–12 in. for unloading crude oil/ballast-deballasting/loading fuel oil; 2–8 in. for loading white products and 1–6 in. for bunkering.

The East berth is equipped with a bank of 4 metallic arms; 2–12 in., 1–8in. for loading white products, 1–6 in. for bunkering.

Masters are requested to advise "Petronorbilbao" by cable on departure and 72 hours in advance and if any changes in the vessel's ETA additional advice is required. Petronor Terminal keeps watch 24 hours on VHF Channels 16 and 12.

**DENSITY:** 1025.

**FRESH WATER:** Always available. Delivery by tugs. Minimum 10 tons.

**FUEL:** Ordinary fuel oil and gas oil available at local "Campsa" refinery. Advisable that Shipowners stem bunkers 48 hours prior arrival. Delivery by barges, or at the bunkering pier. Bunkers available at Petronor. Advise Agent in advance.

**DEVELOPMENTS:** Oil refining plant under construction (Petronor) and completion expected by 1975. Crude oil discharging terminal will be constructed for vessels of up to 200,000 dwt. at that time.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Normally by crew, except in liner vessels, when contracted by stevedores.

**CERTIFICATES:** Have usual documents on board, but only Safety Radio, Safety Equipment and Deratisation Certificates required by authorities.

**CUSTOMS ALLOWANCES:** Normally, customs permit 200 cigarettes, and one bottle wine/spirits per man.

**CARGO GEAR:** Usually shore cranes employed in loading or discharging but if require lightening then ship's derricks used as only one floating crane is available.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

Argentina
Austria
Belgium
Bolivia
Brazil
Colombia
Costa Rica
Chile
Denmark
Dominican Republic
Ecuador
El Salvador
Finland
France
Greece
Guatemala
Haiti
Italy
Liberia
Nicaragua
Norway
Paraguay
Peru
Portugal
Sweden
Uruguay
U.S.A.
United Kingdom
Venezuela
W. Germany

**REPAIRS:** Good repair facilities, and several important shipyards.

**DRY DOCKS:** Five graving docks. Biggest: length 152 metres breadth: 20 metres (naval shipyard).

**REPATRIATION:** Good facilities.

**AIRPORT:** About 10 km. from town. Regular services to Madrid and Barcelona. Also direct flights London and Paris.

**TIME:** GMT plus 1 hour (permanent).

**HOLIDAYS:** 1st January; 6th January; 19th March (St. Joseph); Good Thursday afternoon; Good Friday; 1st May (Labour Day); Ascension Day; Corpus Christi; 29th June (St. Peter and St. Paul); 18th July (National Holiday); 31st July (local holiday); 15th August; 12th October; 1st November; 25th December.

**POLICE/AMBULANCE/FIRE:** Police 091; Ambulance (hospital) 41.87.00; Fire 21.30.00.

## CADIZ: 36.30 N. 06.20 W.

**DOCUMENTS:**
Entrance Declaration.
Health Declaration.
List of Crew on Arrival.
List of Crew on Departure.
List of Passengers on Arrival (if applicable).
List of Passengers on Departure (if applicable).

All vessels must be represented by a local Agent who will be responsible for completing the required Customs, Health and Port Authorities documentation.

**PILOTAGE:** International Code Signals used to call pilot. Pilot can be contacted by VHF or through telegraphic address "Praticos Cadiz". Six to eight hours notice of ETA preferred.

Pilots operate a steam launch and a diesel launch both painted black with yellow funnel on which letter "P" is painted in white on both sides. Pilot boat does not remain at station but comes out when ordered. Pilot boards in an area between the Rota light and San Sebastian light. In case of bad weather the pilot will board nearer Los Cochinos shore and meanwhile signal instructions to the vessel until the pilot is able to board.

**ANCHORAGE:** Vessels waiting for a Pilot may anchor in any safe position according to draft and weather conditions. Tankers or deep draft vessels may anchor West of the Diamante buoy in 16–18 metres depth where the Pilot boards at first opportunity.

**RESTRICTIONS:** Entry is restricted only by the depth of the entrance channel, maximum safe draft 30 ft.

**HEALTH:** Master should radio, not more than 50 hours and not less than 5 hours before arrival, the following information to the port authority: name and nationality of ship, date and time of arrival, last port of call, number of passengers and crew aboard, if doctor on board and details of any sickness noted on voyage. Message to be addressed to "Sanidad Maritima Cadiz". International code quarantine signals to be shown on arrival when free pratique will be given provided health situation is satisfactory.

**TUGS:** Normally join vessel off the berths. 7 tugs available, up to 1,500 h.p.

**BERTHING:**
Mole No. 1. 220 metres length, depth alongside 10 metres. L.W.
Mole No. 2. 460 metres length, depth alongside 10 metres. „
Mole No. 3. 440 metres length, depth alongside 10 metres. „
Generalisimo Franco Mole: 365 metres length, depth alongside 10 metres.
Muelle Armamento: 200 metres length, depth alongside 9·50 metres.
Muelle Embacadura: 110 metres length, depth alongside 9·50 metres.

**TANKERS:** 3 tanker berths for vessels up to 27 ft. draft at the piers in the Zona Franca, operated by Campsa. Hoses: Fuel oil 10 in., gas oil 8 in., gasoline 8 in. No slop discharge facilities.

International Terminals Corp. Berth, length 170 metres, depth 9·50 metres.

**FUEL:** Fuel, gas oil and several types of marine diesel can be supplied.

**REPAIRS:** There are three shipyards – Astilleros Espanoles SA, at Cadiz and Matagorda. Empresa Nacional Bazan–Carraca, and several workshops of Auxiliar de la Construccion Naval. All types of repairs can be effected.

**DRY DOCKS:** Largest is 245 metres long, 57 metres wide. In addition Astilleros Espanoles have two floating docks, one of 231 metres length, 24 metres breadth, lifting capacity 39,400 tons, and the other 100 metres length, 17·54 metres breadth lifting capacity 4,500 tons.

At Matagorda, there is a dry dock of 150·97 metres length, 19 metres width, and 6·23 metres max. draft.

**OPENING/CLOSING HATCHES:** This work is normally effected by the stevedores.

**CONSULS:**
Argentina, Belgium, Bolivia, Colombia, Denmark, France, Germany, Greece, Italy, Liberia, Netherlands, Norway, Sweden and Finland, Portugal, Venezuela.

**CUSTOMS ALLOWANCES:** Maximum of three kilos of tobacco for each person on board. All to be declared. Wine or spirits, one decilitre per man per day.

**AIRPORT:** Nearest at Seville, about 150 kms. away. Daily flights to Madrid, Barcelona and overseas.

**TIME:** GMT plus 1 hour all the year round.

**TELEPHONES:** Connection to vessels can be arranged by Agents.

**SHORE LEAVE:** Crew are permitted to go ashore subject to police control.

**DEVELOPMENTS:** Astilleros Espanoles is building a new dry dock to accommodate vessels up to 400,000 tons.

**AUTHORITY:** Comandante Militar de Marina, Comandancia Marina Puerto de Cadiz. Telephone 233902/233903. Cables: Comtemar Cadiz.

## CARTAGENA: 37.35 N. 00.59 W.

**DOCUMENTS:**

6 copies of the Crew List.

6 copies of the Passenger List, or 2 negative copies as the case may be.

2 sets copies Manifests covering cargo destined to Cartagena and carried in transit.

Store Provision List, in duplicate, including items such as: tobacco spirits, radios, coffee, tea, bunkers, and any other items belonging to the vessel.

2 copies of all Personal Effects Lists, from passengers and ship's crew.

The amount of cigarettes allowed for each member of crew/passenger is 3 kilos; any amount over has to be manifested as tobacco in transit, and this manifest must be visaed by a Spanish Consul in the last loading/discharging port. If there is no Spanish Consul in the port of call before Cartagena, the Master is requested to send a cable to: Direccion General de Aduanas, Madrid, quoting as follows: "m.v.'. . .' coming from . . . order to proceed to Cartagena tobacco manifest unlegalised = Master."

This cable to be inserted in the radio log-book, and copy of same to be delivered to local Customs Authorities when boarding the vessel.

**PILOTAGE:** Compulsory. Position of pilot station 37° 34.6′ N. 0° 59′ W. Position with green light of Dique de Curra bearing 000°, and the white light of Las Losas bearing 090°. This is the position at which Pilot normally boards.

Vessels bound for Escombreras wait for Pilot in position 37° 34.2′ N. 0° 59′ W., with green light of Dique de Curra bearing 000° and the green light of Dique Bastarreche bearing 090°.

Pilot launch is a motor-boat with cabin, about 9 metres long, white hull, red below water line, black letter "P" painted on both sides.

When bad weather prohibits Pilot boarding in the above position, vessel may be required to embark Pilot inside the harbour breakwaters.

Vessels call Pilot in daytime by code flag "G", or by sounding three prolonged blasts on the whistle.

At night, Pilot may be called by flashing code signal "PT", or by three prolonged blasts on whistle.

Radio messages, with ETA, may be sent direct to PRACTICOS CARTAGENA with 24 hours notice, and confirmed 12 hours before arrival, messages should include vessel's seawater draft and, if calling for the first time, vessel's length overall. Pilot station equipped with VHF.

**APPROACHES:** Escombreras bank with datum depth of 9·5 metres situated West of Escombreras Island, extends from 200 to 400 metres West of the Eastern tip of the island. This bank is unmarked.

Area of underwater obstructions exists between the coast, the meridian of Santa Ana buoy, and the parallel of Las Losas beacon.

There is a zone used for submarine exercises which is marked on the charts. Occasionally, naval divers carry out exercises in the vicinity of the port entrance. These are accompanied by naval vessels showing appropriate signals.

Ships bound for Escombreras, to enter the port, should steer for a point situated at the intersection of the N.S. line of the red light at the extremity of Curra Pier, and the E.W. line through the green light at the extremity of the Bastarreche Pier, at which point, approximately, the Pilot boards the vessel.

The least recorded depth in the entrance to the port is 25 metres. The approaches to the port of Escombreras do not present any difficulties.

**ANCHORAGE:** Vessels anchored within the port limits should not carry out repairs affecting main engines as the possibility of sudden storms in winter may make it necessary to move to a sheltered anchorage North of Cabo Tinoso, or to put to sea.

Vessels under 29 ft. 6 in. draft may anchor inside the breakwater provided they do not obstruct other vessels' movements.

Anchorage for larger vessels in Cartagena Roads, approx. position 37° 35′ N., 0° 59′ 30″ W. in depths of 40 metres.

Anchorage for tankers off Escombreras in approx. position 37° 34′ N., 0° 58′ 23″ W., in depths of 42 metres.

**MAX. SIZE:** No length limitations. For Cartagena max. draft 31 ft. 6 in. For Escombreras max. draft 68 ft.

**HEALTH:** Free pratique is immediately obtained when vessels berth any time from sunrise to sunset. Port Health Officers, require Maritime Health Declaration, Deratisation Certificate, and copy of crew and passenger lists.

**RADIO:** Cabo Palos Radio, Aranjuez Radio, and/or Gibraltar Radio.

**TUGS:** Three tug-boats 500–1000 h.p. with fire-fighting capabilities. All three tugs on duty 24 hours duly equipped, with two shifts of crew.

Tugs join vessels in vicinity of port entrance, vessel's lines normally used.

The tugs available to assist berthing tankers in Escombreras are all diesel tugs, equipped with fire-fighting equipment. Five tugs available of up to 2,400 h.p.

**STEVEDORES:** In the case of a vessel calling at Cartagena at night time, Sundays or holidays, it is important that Master cable 24 hours in advance to advise his ETA in order that Agents are able to arrange stevedores' operations. Gangs can be called on as follows: on weekly working days 08.00 and 13.30 hours. On Sundays/holidays 08.00 hours (with prior advice to Union by 12.00 hours on Saturdays or day preceding holidays. The official working hours are: Monday/Saturday 08.00 to 12.00 and from 13.30 to 17.30 hours – Sundays/holidays: from 08.00 to 14.00 hours.

**MEDICAL:** Medical services rendered as soon as requested but, in case of emergency, Master required to send urgent cable in advance.

**TANKERS:** These vessels call at port of Escombreras 2 miles away from Cartagena port, this port owned by Refineria de Petroleos de Escombreras S.A. Slop discharge facilities available at Escombreras.

For ships of 250,000 dwt. Berth Number 7, of recent construction, consists of four dolphins, in a line parallel to Bastarreche Pier. Between the first and the third dolphin is situated a loading platform with loading/discharging lines. The centre of this platform is situated at a distance of 230 metres from the head of Bastarreche Pier, bearing 140°.

The least depth in Berth No. 7 is 21·45 metres or 70 ft. 4 in. at the extreme South of the berth. The rest of the area has a depth of between 24 to 28 metres.

The maximum length foreseen for tankers of 250,000 tons dwt. is 250 metres or 1,145 ft., since the total length of the berth is 430 metres.

The maximum allowable draft is 21 metres or 68 ft. 1 in.

Shore lines for crude oil are one of 40 in. diameter and 3,500 metres length, and another of 24 in. diameter and 3,500 metres length.

The Woodfield hose-handling gantry has four 16-in. hoses of which the two outside hoses should be used for loading bunkers as well as for discharging. Connecting flanges of 16 in. diameter, type 150 ASA.

Fresh water can be supplied by pipe-line at all berths at a rate of 45 tons per hour.

Only vessels up to about 100,000 dwt. may be berthed at night.

Eight berths suitable for tankers from 29 ft. 6 in. to 43 ft. draft.

Two berths for LPG carriers up to 29 ft. 6 in. draft.

**FUEL:** At Cartagena, only gas oil available from tank trucks. At Escombreras all grades of fuel available subject to advance notice given.

**FRESH WATER:** Available from quay by hose connections, only on working days. On Sundays/holidays notification to be required before 1400 hours preceding day.

**FIRE PRECAUTIONS:** The port area has its own Fire Department under Supervision of Port Director. Although there is no water-borne equipment available, tug "Brio" will assist as required as well as Cartagena City Fire Department.

**DEVELOPMENTS:** There is a big programme to increase berthing-places by building new piers close to breakwaters, available for three vessels, provided with 4 shore cranes, capacities 3–6 tons each.

**CONSULS:** The following countries are represented in Cartagena:

Finland
France
Sweden
Panama
Peru
Italy
Denmark
Greece
Norway
Holland
Belgium

**GANGWAY/DECK WATCHMEN:** Not compulsory, only used when required by Master under Immigration Police Supervision.

**OPENING/CLOSING HATCHES:** Usually by ship's crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes per each crew member, out of bond. The excess to be declared as cargo in transit. Wine and/or Spirit: One bottle for each crew member or passenger.

**CREW IDENTIFICATION CARDS:** Not required.

**REPAIRS:** There are very good repair facilities. A private shipyard "Empresa Nacional Bazan" and two other private repair shops.

**DRY DOCKS:** One dry dock can accept vessels of 566 ft. length and 73 ft. beam. Two floating docks for vessels up to 333 ft. length.

**REPATRIATION:** All facilities available.

**AIRPORT:** San Janvier airport situated 27 miles from Cartagena with daily service to Madrid, Barcelona and Almeria.

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** 1st January; 6th January; 19th March (St. Joseph); Good Thursday from 14.00 hours; Good Friday; 1st May (Labour Day); Ascension Day; Corpus Christi; 29th June (St. Peter and St. Paul); 18th July (national holiday); 15th August; 12th October; 1st November (All Saints' Day); 25th December.

**POLICE/AMBULANCE/FIRE:** Police tel. 501456; Ambulance 503470; Red Cross 501727; Fire Department 501111; Port Fire Department 503100.

**AUTHORITY:** Capitan de Navio, Comandante Militas de Marina de Cartagena, Comandancia de Marina, tel. 501653.

**AGENT:** Daniel Gomez Gomez, S.A. Mayor, 6–1°, PO Box 100, Tel. 505750 (3 lines)–500156 and 503333. Cables "Frutera", Cartagena. Telex: 68013 Dago.

## CASTELLON DE LA PLANA: 39.58 N. 00.01 W.

**(See Plan)**

**DOCUMENTS:**

Manifest of Castellón cargo: 1 set covering all loading ports; make sure that this manifest is in perfectly good order before ship's berthing, as the Customs will board the vessel immediately and take it away as it is; thereafter any omission or excess of pages may lead to a fine.

Manifest of the Transit cargo: 2 sets (the same recommendations as above).

3 Crew Lists.
2 Negative of Passengers.
2 sets of Bills of Lading of Castellón cargo.
2 Provisions lists.
2 Manifests of personal effects.

**PILOTAGE:** Compulsory, and service is permanent. Pilots board vessels by a cutter in roads near entrance formed by the two breakwaters.

Pilot cutters are painted white and have the letter "P" in black o each bow. Cutters have a blue flag, with letter "P" in white. Signa to be made by vessels requiring Pilot: three long blasts. Telegraphi address: "Praticos, Comandancia Marina, Castellon".

**ANCHORAGE:** Vessels can remain at anchor at the roads. Recommended anchorage: ½ a mile East of lighthouse in depth of 12 metres

**RESTRICTIONS:** Maximum draft 22 ft. for vessels of about 110–12 metres length. For vessels of more 120 metres, to 140 metres lengt maximum draft is 20–21 ft.

**HEALTH:** Pratique obtained immediately after berthing, whe Health Officer boards vessel. In case of suspected disease or feve on board Master must radio Agent to advise the Health Office. Following documents are required by the Health Officer upon berthing Maritime Declaration of Health, Deratisation Certificate, 1 Crew Lis

**RADIO:** Aranjuez Radio, call sign EAD, 36–48 hours prior arriva nearest radio station is El Grao Radio, call sign EAV.

**TUGS:** Tugs join vessels at entrance of port. Vessels of more tha 100 metres length normally use one or two tugs. Ship's ropes used

**STEVEDORES:** Very important that Master sends in advance sho radio notice regarding vessel's ETA so Agent can inform Shippers or Receivers' stevedores accordingly. Official working hours of po are: Monday/Saturday 0830–1230 – 1400–1800 hours.

**MEDICAL:** All kinds of medical services can be arranged. In case crew member needs medical attendance urgently, it is advisable th Master sends a radio message in advance.

**TANKERS:** "Campsa" berth in Muelle Serrano Lloberes.

Esso Petroleos Espanoles, S.A. Refinery Terminal. Breasting Island: Lat. 39° 56′ 7″ N. Long. 00° 01′ 6″ E. for tankers with unlimited length. Depth of water in the berth is about 12·5 m. (41 ft.).

Vessels berth heading either E. or W. The Breasting Island i built on piles. A central platform about 70 m. (230 ft.) long and 15 m (49 ft.) wide will accommodate the loading arms and the island services. Two mooring dolphins are located at about 128 m. (420 ft from the centre of the platform. They are linked with the main pla form by a walkway. The platform elevation from the sea level is a average of 6·8 m. (22 ft.).

Both sides of the Breasting Island central platform and the Easter dolphin are provided with a resilient fendering system. No fendering system is installed on the Western dolphin. Vessels can be docke at both sides of the Breasting Island.

Two "swamped" breasting wires are anchored about 200 m (640 ft.) off both sides of the Breasting Island. Quick-release hooks are provided on the platform corners and on both mooring dolphins.

*Hoses:* Two loading arms of 10″—150 lbs/ASA and two 8″ loadin arms 150 lbs/ASA.

Any vessel from 3,000 dwt. through 37,000 dwt. can be accepte at the Breasting Island having a deepest draft of 37 ft. 6 in.

*Sea berth:* For crude oil cargoes with submarine pipe-line Lat. 39° 56′ 4″ N. Long. 00° 02′ 7″ E. Unlimited length.

Depth of water in the berth is about 25 m. (82 ft.). Vessels ber heading 075/080 true using both anchors forward, with about 280 m (900 ft.) of chain out on each anchor and two swamped mooring leg if it is necessary.

The stern is secured to five lamgar buoys equipped with tw release hooks on each. These buoys have flashing lights.

One navigational range consisting of two lighted buoys, is used t proceed to the sea berth and drop the anchors.

Any vessel from 27,000 dwt. to 165,000 dwt. can be accepted in th sea berth.

Bunkering available. Water available by barge. Provisions availab Pilotage compulsory – Esso Pilots. Tugs: two tugs compulsory.

**BALLAST:** All ballast must be discharged to shore tanks, n exception will be made to this rule. A total of 17,000 cubic m (110,000 bbls) can be received by the Refinery ballast tanks.

**FRESH WATER:** All piers have water available by shore pipe The rate of delivery is about 8–9 tons per hour.

**FUEL:** Available with five days notice and subject to "Campsa berthing availability.

**GANGWAY/DECK WATCHMEN:** Available but not compulsor

**OPENING/CLOSING HATCHES:** Normally carried out by crew

**CERTIFICATES:** Vessels should have usual documents o board, but only the Safety Wireless, Safety Equipment and Der tisation Certificates are required by authorities.

**CUSTOMS ALLOWANCES:** Normally, Customs permit 200 cig rettes per man out of bond and one bottle of spirit per man.

**CARGO GEAR:** All commercial piers served by electric sho cranes able to lift 3, 6 and 8–9 tons.

**CREW IDENTIFICATION CARDS:** Not required.

**CONSULS:** Italian, postal address Plaza Huerto Sogueros, 2-3º- tel. 212288; France, Plaza Borull, 9, 220180; Sweden, Maestro Ripoll 28, 220053; Norway, Trinidad 85, 224511.

**REPAIRS:** Work shop for small repairs.

**REPATRIATION:** Good facilities exist.

**AIRPORT:** Valencia, 70 km. away.

**TIME:** Always GMT plus 1 hour.

**HOLIDAYS:** 1st January; 6th January; 19th March, St. Josep Good Thursday after 2 p.m.; Good Friday; 1st May, Labour Da Ascension Day; Corpus Christi; 14th June, local holiday; 29th Ju St. Peter and St. Paul; 18th July, National holiday; 25th July, S James; 15th August; 12th October; 1st November; 8th Decemb 25th December; and two or three local holidays more, variable.

**POLICE/AMBULANCE/FIRE:** Police: tel. 220516; Ambulan 213944; Fire 221222.

**AGENT:** Gerónimo Mallach Pachés, General Aranda, 22, Castell De La Plana. Telegrams "Gemapa". Tel. 220061, 220064, 222806, 22 (Shipbroker and Stevedore.) Telex: 65541–Gemap–E.

## CASTRO-URDIALES: 43.24 N. 03.14 W.

**DOCUMENTS:**
3 Cargo Manifests. One visaed by the consular authority.
3 Cargo Manifests for other ports if the vessel has called at and loaded in other ports.
3 Ballast Manifests (if the vessel has arrived in ballast).
5 Passenger Lists (if passengers are carried).
5 Captain's Certificates to the effect of "No Passengers" if no passengers are carried.
5 Crew Lists.
5 Stores Lists.
5 Crew's Store Lists – cameras, radios, spirits, cigarettes, etc.
Health Certificate.
Certificate of Derating and fumigation against insects.
4 Bills of Lading.
International Freeboard certificate.
International Safety Certificate.
International Radio Certificate.
Certificate of Stowage of cargo.

**PILOTAGE:** *To request pilotage:* 1. Advise the arrival of the vessel 24 hours in advance. 2. Hoist flag G of the International Flag Code. 3. Anchor within the pilotage limits of the port.

*Port pilotage limits:* Coastal zone comprised between the Onton meridian and that of the Punta del Rabanal at one mile from the coast. The Pilot goes out to a limit of one mile outside the port. There are no means of radio communication with the pilot boat or pilot station. ETA to be given 24 hours in advance. Sound signals to summon the Pilot – three long blasts. In the event of bad weather, the Pilot does not proceed to sea, and the vessel must enter the port and anchor in the bay.

*Anchorage to await Pilot:* In the mouth of the port at one mile distant. The pilot boat carries a blue flag with the white letter "P" upon it. The pilot boat is blue and is a small motor-launch.

**ANCHORAGES:** The best anchorage is 045°–800 m. from the green coloured beacon of the breakwater at the port entrance, in a depth of 12 metres.

**RESTRICTIONS:** There are no entry restrictions. Vessels with a draft greater than six metres cannot enter the port.

**MAX. SIZE:** Length 105 m., draft 5 m., depth at the entrance 9·14 m.

**HEALTH:** The Health Official boards the vessel as soon as it is berthed alongside. In the event of suspected illness or fever, advise Agent by radio and anchor near the port until the Health Doctor authorises entry.

**RADIO:** The best radio station to pass the ETA telegram to consignees or Agents is Santander radio station call sign "EAS". Frequency 500 kHz.

**TUGS:** None available.

**BERTHING:** Irrespective of tide. The S.E. pier has a total length of 980 ft., of which 500 ft. forms the commercial wharf, mainly for coasters sundry cargoes. No cranes. Fresh water supply. Depth 17 ft. at low water.

Iron ore loading tips: Along open coast adjoining Castro-Urdiales are several cantilever piers connected with the Iron Ore Mines, partly sheltered in creeks or small coves. All vessels bound to load iron ore there should clear and apply at Port of Castro Urdiales. Steamers cannot remain at these berths during rough weather but may find good anchorage in roads, or immediate shelter at the port of Castro-Urdiales, or better at Bilbao Harbour 9 miles East.

The Iron Ore Loading Berths (no length limit) are as follows:

| Name | Situation | Approx. ebbtide draft | Loading rate per working hour |
|---|---|---|---|
| Dicido | 1 mile E. | 21 ft. | 800 tons |
| Saltacaballo | 1½ miles E. | 22 ft. | 800 tons |
| Onton | 2 miles E. | 21 ft. | 1,000 tons |

**STEVEDORES:** Ordered by Agent or Shipper. No ETA to stevedores necessary.

**MEDICAL:** It is not necessary for Agent to receive advance notice that medical attention is required. In the port there is a corps of doctors and one of them is always on duty for any emergency. Furthermore, there is a permanent Spanish Red Cross service with ambulances to transport any patient to a large hospital centre. There is also a hospital in this town.

In the case of serious illness, patients are taken by ambulance to the Cruces Medical Aid Centre (province of Vizcaya-Bilbao) 18 kilometres from Castro Urdiales.

International Vaccination Certificates are required.

**DENSITY:** 1016.

**FRESH WATER:** Water may be taken on board at the San Luis Quay (also known as the Ocharan Mazas Quay). By means of hoses and at a rate of delivery of about forty tons per hour.

**FUEL:** Not available.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Carried out by crew.

**CERTIFICATES:** Safety Wireless, Safety Equipment, and Deratisation generally inspected.

**CUSTOMS ALLOWANCE:** Normally 200 cigarettes per man. For longer stay, new allotment out of bond obtainable. Wine/and/or Spirit: one bottle per man.

**CARGO GEAR:** At the small commercial wharf ship's derricks are used. At the iron ore loading berths along the coast with Cantilever Piers, conveyor belt employed with spout at the tip.

**IDENTIFCATION CARDS:** Not required.

**CONSULS:** None.

**REPAIRS:** Limited.

**REPATRIATION:** Crew changes and repatriation can be effected, bearing in mind that any consular negotiation must be made in Bilbao, since there are no Consulates in this port.

**AIRPORT:** Nearest Sondica (Bilbao) 40 km. by road.

**TIME:** Always GMT plus 1 hour.

**HOLIDAYS:** Sundays; 1st January; 19th March (Saint Joseph); April, Holy Thursday and Friday (variable each year); 1st, 23rd May; 13th and 29th June; 18th and 25th July; 15th August; 12th October; 1st November; 25th December. On holidays, work may proceed if requested.

**POLICE/AMBULANCE/FIRE:** Police C.G. tel. 861146; Ambulance Red Cross 861147 and 861191; Hospital 860196; Fire 861294.

**TELEPHONES:** No arrangements for placing telephones on board.

**SHORE LEAVE:** Crew allowed ashore.

**DELAYS:** The only delay that can normally be expected are those due to bad weather.

**AUTHORITY:** Military Marine Adjutant – Port Captain. Tel. 861147. Telegraphic Address: "Ayudamar Castro Urdiales". No telex.

**AGENT:** J. Ibanez, Castro-Urdiales, Muelle 6. Tel. office 860193, home 861176. Telegraphic address "Ibanez".

## CEUTA: 32.54 N. 05.17 W.

**DOCUMENTS:**
Health Declaration.
2 Cargo Manifests.
2 Stores Lists.
4 Crew Lists.
5 Passenger Lists.

**PILOTAGE:** Radio Agent advising ETA 24 hours in advance. International code signals used to call Pilot, or give three long blasts. Sound signal used day and night. Pilot boards within one mile of the breakwater. Pilotage compulsory.

**ANCHORAGE:** N. W. of the harbour in depths from 10 to 12 fathoms, at about 2¼ cables off breakwater but vessels should leave this anchorage with strong winds from E. or W. The bottom off the N. W. side of Muelle de Poniente is mostly rocky. The existence of submarine cables is marked by a hemispherical buoy painted in white, moored at about 3¼ cables bearing 74° from the red light at the head of Muelle de Levante. No light is exhibited. For this reason, anchorage is prohibited to the North of a line extending from the root of Muelle de Levante bearing 298° to position of the buoy already mentioned.

**MAX. SIZE:** Length, 220 metres. Maximum draft, 33 ft. 6 in.

**HEALTH:** Pratique obtained immediately after berthing when vessel boarded by health officials.

**RADIO:** Tangier, or Cadiz Radio.

**TUGS:** Usually two available of 1,200 h.p. Tugs use ship's lines.

**BERTHING:** West Mole five berths for vessels up to 33 ft. 6 in. draft. East Mole: two berths for vessels up to 31 ft. draft. Dato wharf, 2 berths, up to 20 ft. draft.

**STEVEDORES:** Accurate advance notice of ETA necessary to order gangs required. Gangs are ordered at 0730, and 1630 hours. For Sundays and holidays, gangs ordered before 1730 previous day. Average cargo handling rates: General cargo, 7 tons per gang/hour; bagged cargo, 10 tons per gang/hour; drums, 13 tons per gang/hour. Overtime from 2000 hours, Sundays and holidays, 40% surcharge.

**MEDICAL:** Advance notice by radio preferred. Hospital facilities available.

**DENSITY:** About 3·64%.

**FRESH WATER:** Available, but may be some restriction in Summer months.

**FUEL:** All grades available, to be ordered in advance.

**GANGWAY/DECK WATCHMEN:** Available but not essential.

**OPENING/CLOSING HATCHES:** Performed by stevedores.

**CUSTOMS ALLOWANCES:** Maximum 3 kilos tobacco for each crew member. Normal daily consumption of wine and spirits allowed.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

| | | | |
|---|---|---|---|
| Great Britain, Tel. 512522 | | Denmark, Tel. 512254 | |
| France | ,, 512521 | Italy | ,, 511053 |
| Belgium | ,, 512521 | Panama | ,, 513431 |
| Sweden | ,, 511801 | Portugal | ,, 512990 |
| Norway | ,, 511700 | Netherlands | 511408 |

**REPAIRS:** Only minor repairs can be effected. Slipways for vessels up to 500 tons.

**REPATRIATION:** All facilities available.

Seamen's Books, in lieu of passports, accepted by Spanish Immigration Authority for Seamen of the following nationalities only: Belgium, Federal Republic of Germany, France, Greece, Holland, Italy, Ireland, Luxembourg and Portugal.

Seamen of other nationalities will require valid passports and it is advisable to check with Agent regarding visas required in some cases.

**AIRPORT:** Nearest international airports at Tangier, 100 km. away, and at Malaga, 137 km. away.

**TIME:** GMT plus one hour in Winter, GMT plus two hours in Summer.

**HOLIDAYS:** New Year's Day, 6th January, 19th March, Holy Thursday (afternoon), Good Friday, 1st May, Ascension Day, Corpus Christi, 29th June, 18th July, 25th July, 5th August, 15th August, 12th October, 1st November, 8th December, Christmas Day. All holidays may be worked by voluntary labour.

**POLICE/FIRE/AMBULANCE:** Police, tel. 513324; Fire, tel. 513333; Ambulance, tel. 514509.

**TELEPHONES:** No arrangements for placing telephones on board.

**AUTHORITY:** Harbour Master, tel. 512900.

**AGENT:** Ybarrola, Depositos de Aceite Combustible, S.A. Avenida de Espana, 11. PO Box 46, Ceuta. Tel. 511800. Cables, Ybarrola Ceuta.

## CORUNNA: 43.23 N. 08.22 W.

**DOCUMENTS:**

3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering Transit Cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.

If vessel carries over 3 kilos tobacco per man, the excess to be declared in separate manifest, which must be visaed by Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.

**PILOTAGE:** Compulsory. International code signals used to call Pilot.

**RESTRICTIONS:** Approaches to port are deep water, depth about 15 metres. No restrictions on night manoeuvres.

**MAX. SIZE:** Length and beam not restricted. Tankers up to 13 m. draft. Cargo vessels 32 ft. draft for berthing.

**HEALTH:** If vessels proceed directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.

If vessel has sickness on board of a contagious nature Master should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique.

**TUGS:** Available up to 800 h.p.

**BERTHING:**

| | | |
|---|---|---|
| East Quay, | length 1,148 ft. | depth alongside 19 ft. |
| Palloza Quay, | ,, 984 ft. | ,, ,, 21–27 ft. |
| Santa Lucia Quay, | ,, 754 ft. | ,, ,, 18–21 ft. |

Calvo Soutlo Quay, two berths, depth alongside 30 ft.
San Diego Quay, depth alongside 33 ft.

**TANKERS:** Oil Refinery No. I pier depth alongside 13 metres. No. II pier depth alongside 13 metres. Facilities for reception of dirty ballast ashore.

**FRESH WATER:** Can be supplied by pipeline at most berths or by barge.

**FUEL:** Can be supplied by pipeline at most berths. No barges.

**CUSTOMS ALLOWANCES:** Normally Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirits per man.

**REPAIRS:** Minor repairs can be effected in shore work shops.

**DEVELOPMENTS:** New pier under construction.

**AIRPORT:** Nearest international airport at Santiago de Compostella 60 km. away.

**TIME:** Always GMT plus 1 hour.

**HOLIDAYS:** Work can be arranged on following holidays. New Year's Day (January 1st full day); Epiphany (January 6th full day); January 7th (full day); St. Joseph (March 19th full day); Easter Thursday (half day); Easter Friday (full day); St. Joseph Artizan (May 1st full day); St. Peter (June 29th full day); Labour Day (July 18th full day); July 16th (full day); Patron Saint of Spain (July 25th full day); Ascencion Day (August 15th full day); Corpus Christi (full day); Holiday of Hispanisicm (October 12th full day); All Saints' (November 1st full day); Immaculate Conception (December 8th full day); Christmas Day (December 25th full day).

**AUTHORITY:** Junta de Obras Y Servicios del Puerto.

## FERROL: 43.28 N. 08.16 W.

**DOCUMENTS:**

3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering transit cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.

If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.

**PILOTAGE:** Compulsory. International code signals used to call Pilots. Pilots board off Cape Priorino.

**MAX. SIZE:** Cargo vessels up to 32 ft. draft. Tankers up to 35 ft. draft.

**HEALTH:** If vessel proceeds directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessels arrival. If vessel has sickness on board of a contagious nature Masters should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique.

**TUGS:** Available up to 1,250 h.p. Also salvage tug normally stationed at Ferrol.

**BERTHING:** Depth alongside quays 25–32 ft.

**TANKERS:** Campsa Oil Terminal, three berths, can accommodate tankers up to 656 ft. length and 35 ft. draft. Facilities available for discharging slops ashore.

**FRESH WATER:** Can be supplied from the quays.

**FUEL:** All grades available at the oil berths.

**REPAIRS:** All ships repairs can be effected.

**DRY DOCKS:** 5 dry docks for building and repairing Naval a merchant ships. Largest dry dock length 1,020 ft., width 155 ft. f vessels up to 80,000 dwt.

**CUSTOMS ALLOWANCE:** Normally Customs permit to hav 200 cigarettes per man out of bond. Additional quantities neede depend on the stay of ship in port. One bottle of spirits per ma

**AIRPORT:** Alevedro Airport (La Coruna), two services a day t Madrid. Labacolla Airport (Compostela), regular services to Ovied Santander, Bilbao, San Sebastian, Barcelona, and Madrid.

**TIME:** Always GMT plus 1 hour.

**HOLIDAYS:** Work can be arranged on following holidays. Ne Year's Day (January 1 full day); Epiphany (January 6 full da January 7 (full day); Saint Joseph (March 19 full day); Easter (t days); St. Joseph Artisan (May 1 full day); St. Peter & St Paul (Ju 29 full day); Labour Day (July 13 full day); July 16th (full day); Patr Saint of Spain (July 25 full day); Assumption Day (August 15 f day); Martyrs' Day (August 30 full day); Holiday of Hispanicis (October 12 full day); All Saints (November 1 full day); Christma Day (December 25 full day).

**AUTHORITY:** Junta del Puerto, Comandancia de Marina.

## GIJON–MUSEL: 43.33 N. 05.39 W.

**DOCUMENTS:**

3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering transit cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirit radios, cameras, etc., in possession of crew. In all cases ma and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.

If vessel carries over 3 kilos tobacco per man, the excess to b declared in a separate manifest, which must be visaed by Spanis Consul at the last port, otherwise vessel is exposed to heavy fi

**RESTRICTIONS:** Approaches to Musel are open deep water wi low-water depths greater than 19 m. The Puerto Local is approache through a channel 150 m. long, 15 m. wide, with a depth of 4 m. lo water.

**MAX. SIZE:** Musel; length 200 m., draft 11 m. Puerto Local; leng 60 m., draft 4.6 m.

**HEALTH:** If the vessel preceeds directly to berth, pratique can b obtained immediately after berthing. Otherwise, at anchorage vessel's arrival.

If vessel has sickness on board of a contagious nature Mast should advise Health Authorities by radio, and they will exami patients immediately upon arrival, to enable vessel to be grant free pratique.

**TUGS:** 3 tugs available up to 1,000 h.p.

**TANKERS:** 1 tanker berth owned by Campsa accommodating ta kers of 600 ft. length and maximum draft 29 ft. 6 in.

**BERTHING:** *Musel.*

| | | | |
|---|---|---|---|
| *North Breakwater* | No. 1 | length 627 m. | depth alongside 14 m. |
| | No. 2 | ,, 107 m. | ,, ,, 12–14 m. |
| | No. 3 | ,, 328 m. | ,, ,, 7.50–9.50 |
| *Ribera* | No. 1 | ,, 288 m. | ,, ,, 6.50–7.50 |
| | No. 2 | ,, 109 m. | ,, ,, 7.50–9.0 m. |
| | No. 3 | ,, 156 m. | ,, ,, 7.50–9.0 m. |
| *Espigon I* | North berth | length 220 m. | depth alongside 8–10.50 m. |
| | South | ,, 314 m. | ,, ,, 9.50–10.50 |
| | Coal Quay | ,, 220 m. | ,, ,, 8.50 m. |
| *Espigon II* | North berth | ,, 503 m. | ,, ,, 8–12.50 m. |
| | South | ,, 160 m. | ,, ,, 8–12.50 m. |

*Puerto Local* Depth alongside berths less than 4 metres.

**CUSTOMS ALLOWANCE:** Normally Customs permit to have cigarettes per man out of bond. Additional quantities needed pend on the stay of ship in port. One bottle of spirit per man.

**DRY DOCKS:** 3 companies own a total of 6 dry docks at Gijon, largest of which is 170 m. length, 27.40 m. wide, for vessels up 26,000 tons.

**FRESH WATER:** Supplied from the quays at the rate of 20 t per hour.

**FUEL:** Can be supplied from the quays at variable rates up to tons per hour.

**TIME:** Always GMT plus 1 hour.

**HOLIDAYS:** New Year's Day (full day); Epiphany (January full day); St. Joseph (March 19th, full day); Easter Thursday ( day); Easter Friday (full day); St. Joseph (May 1st, full day); Asc sion Day (full day); Corpus Christi (full day); St. Peter and P (June 29th, full day); National Holiday (July 18th, full day); Pat Saint of Spain (July 25th, full day); Assumption Day (August 1 full day); Provincial Holiday (September 8th, full day); Holida Spanicism (October 12th full day); All Saints (November 2nd day); Immaculate Conception (December 8th, full day).

**AUTHORITY:** Junta del Puerto Gijon.

## HUELVA: 37.16 N. 06.55 W.

**DOCUMENTS:**

3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined to Huelva.
Another Manifest covering transit cargo.

2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.

Safety Wireless Certificate and Safety Equipment Certificate.

If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by the Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.

**PILOTAGE:** Compulsory. Services from middle to high tide, depending on draft of vessel on arrival or departure. Pilot's motor-boat painted white. Letter "P" in black at both bows. Agent must be in close contact with Pilot Office. Pilots are informed by Agent of ETA at bar. In rough weather Pilots will not be available for entries or sailings. Depths of water depend on location, ranging from 15 ft. to 30 ft. in high tide. Pilot station equipped with VHF Channel 16.

Telegraphic address of Pilots – "Practicos–Huelva", 24 hours notice of ETA required.

At night the regulation lights are exhibited. Contact must be made by VHF to take Pilot on board. Regulation ladder required.

In the event of bad weather the Pilot will board at Cascajera.

**MAX. SIZE:** Max. length for entry to Cascajera, 200 metres. Max. length for entry from Punta del Sebo to Tharsis Quay, 180 metres. Max. draft, at spring tides up to 28 ft. 6 in. entering and 30 ft. sailing to or from Cascajera.

The entry to port is always subject to tides and maximum sizes of vessels able to proceed to inner quay berths will depend upon the berth and the tidal constant.

For max. sizes of tankers, see below.

**PRATIQUE:** As long as Captains of vessels notify Medical Office by cable that there are no sick on board and that the ship proceeds from an area free from contagious diseases as specified by the International Sanitary Regulations, free pratique will be granted to the vessel, although this does not eliminate all the sanitary measures specified in the Exterior Sanitary Regulations in force.

Notice should be given en-route towards the Port of Huelva and sufficiently in advance to permit the free pratique to be granted.

When there is any sickness on board, no operation will be carried out until the vessel or its personnel have been inspected by the Medical Authorities.

The granting of free pratique does not signify that the Yellow Flag may be lowered. This will be done once the Medical Authorities have carried out their inspection or are in possession of the Maritime Health Declaration Form signed by the Captain.

**RADIO:** Nearest Radio Station, Cadiz. Station most used for shipping business Radio Aranjuez, due to larger range, unless vessel within 400/500 miles distance to Cadiz.

**TUGS:** Only used inside harbour. Ship's lines employed, four tugs available. Number required to assist vessels at the discretion of the Pilot in charge.

**BERTHING:** Berths available, depths alongside 15–30 ft.

**STEVEDORES:** 48 hours advice to Agent necessary to engage labour.

**MEDICAL:** Agent must give at least 24 hours advance notice where medical aid is required. There is a provincial hospital. Vaccination certificates against fevers and cholera are issued by the Provincial Health Authority.

**TANKERS:** Rio Gulf de Petroleos operate a SBM tanker-mooring 7 miles offshore, about 20 miles distant from Huelva. Mooring is suitable for vessels 900 ft. long with draft up to 70 ft. salt water. Mooring 66 ft. is used for discharging only. Discharge rate is about 1,300 tons per hour through two 12-in. lines and a 30 in. submarine line.

Within Huelva port, Rio Gulf have two tanker berths, and Campsa have one. The two berths at the "Torre Arenillas" quay permit a draft of 12 metres at low water but the maximum length permitted at the oil quay is 200 metres.

Berth No. 1 (North) loading/discharging:

| | |
|---|---|
| LPG | 8 in. line |
| Gasoline | 10 in. ,, |
| Naphtha | 10 in. ,, |
| Diesel | 10 in. ,, |
| Fuel oil | 10 in. and 12 in. lines |

Berth No. 2 (South) loading/discharging:

| | |
|---|---|
| Benzine | 8 in. line |
| Cyclohexan | 8 in. ,, |
| Gasoline | 10 in. ,, |
| Diesel | 10 in. ,, |
| Distillates | 10 in. ,, |
| Fuel oil | 10 in. and 12 in. lines |

Residues: there is a receiving station near the oil quay for tank residues, together with a product separator. Connection lines are 10 in.

| *Product* | *S.G.* | *A.P.I.* |
|---|---|---|
| Propane | 0·507 | — |
| Butane | 0·573 | — |
| Gasoline 85-Ron | 0·693 | 72·68 |
| Gasoline 96-Ron | 0·735 | 61·02 |
| Campsa G.O. | 0·832 | 38·57 |
| R.D. 2494 | 0·789 | 47·84 |
| Industrial F.O. | 0·945 | 18·24 |

**DENSITY:** Water at this port is salt water. Fresh water, in quantity of 1 in. to 7½ in., only present in heavy rainy weather.

**FRESH WATER:** The supply of drinking water is made at the Eastern (Levante) quay at the rate of 20 tons per hour per vessel. This can also be provided by means of tugs at a rate of 50 and 30 tons per hour.

**FUEL:** Fuel oil and diesel available in main port. Not available at offshore tanker terminal.

**DEVELOPMENTS:** Projects are in being to increase depth of water down to 35 ft. for tankers using the Rio Gulf berths, but this implies dredging of bar and channel, a distance of 8–9 miles; it is not known when the project will be completed.

**GANGWAY/DECK WATCHMEN:** The employment is at the discretion of Masters, who are free to either employ or do without any watchmen.

**OPENING/CLOSING HATCHES:** Normally effected by crew, liner vessels excepted.

**CERTIFICATES:** Safety Wireless, Safety Equipment and Deratisation Certificates should be at hand for production if requested.

**CUSTOMS ALLOWANCES:** 200–300 cigarettes per man out of bond. If necessary permit may be obtained from Customs Authorities to open bond and provide crew with fresh supplies, if stay in port justifies procedure. Wine and/or Spirit Allowances: One/two bottles per man.

**IDENTIFICATION CARDS:** Not necessary.

**CONSULS:**

Belgium
Denmark
Germany
Holland
Norway
Panama
Portugal
Sweden

**REPAIRS:** Any kind in engine room, and hull above water.

**DRY DOCKS:** Only one small dry dock available for vessels up to 3,500 GRT.

**REPATRIATION:** No difficulty in this respect.

**AIRPORT:** The nearest is at Seville – San Pablo, a distance of 100 km. from Huelva.

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** 1st January; 6th January; 20th January; 19th March; Thursday preceding Good Friday as from 2 p.m. Good Friday; 1st May; Corpus Christi; 29th June; 18th July; 3rd August; 15th August; 1st October; 12th October 1st November; 8th December; 25th December.

Permit to work on any of the mentioned holidays (1st January Good Friday and 25th December excepted) can be obtained, but sufficient reasons must be given to justify permission.

**POLICE/AMBULANCE/FIRE:** Police and Civil Guard 216000, 213136; Fire-brigade 214421; Customs 215174.

**SHORE LEAVE:** Permitted.

**TELEPHONES:** No arrangements exist, for the time being, to place telephones on board vessels.

**AUTHORITY:** Marine Military Commandant, Plaza de la Marina, Huelva. Tel. 213700 (3 lines). Telex 75503.

## IBIZA: 38.54 N. 01.28 E. (See Plan)

**DOCUMENTS:** *Passenger Liners:*

5 Crew Lists (Customs, Comandancia de Marina, Health, Police and Consignee).
6 Passenger Lists (Customs, Police, Guardia Civil, Obras del Puerto, Health and Consignee).
2 Lists of crew and passengers personal effects (Customs).
2 Store Lists (Customs).
Health Certificate (Health Department).
2 Cargo Manifest, if any. (Customs).
2 Negative Cargo manifest, if no cargo.

*Cargo Ships:*

5 Crew Lists.
2 Lists of crew personal effects.
2 Store Lists.
Health Certificate.
2 Cargo Manifests.

**PILOTAGE:** Pilotage compulsory. No ships allowed to go further than imaginary line between Botafoch lighthouse and Isla Negra del Este, without a Pilot. Advisable to give 24 hours notice of ETA. Shortly VHF will be installed in Pilot Station and boats. Pilot's boat is of the canoe type with white sides and letter "P" in black on both sides. Vessels requiring a Pilot must give three long whistles. By night flash morse "G".

Pilot will board between Botafoch lighthouse and Isla Negra del Este. In bad weather vessel should follow Pilot's canoe till he is able to board.

**ANCHORAGES:** Anchorage area situated inside of imaginary line: Botafoch–Negra del Este with depths of 40 to 50 ft. Pilot required to anchor.

**MAX. SIZE:** Maximum length for berthing, 135 metres. Maximum draft 21 ft.

**HEALTH:** Report in advance to Pilot if there is any problem. If situation is normal, then, after ship berths the health inspector boards and quickly grants pratique. In event of any suspected disease or fever on board, the Pilot (without boarding), will show the anchorage area, then health inspectors and authorities will board, and give necessary instructions.

Vessels entering after calling at another Spanish port have no problems obtaining pratique.

**TUGS:** Not available.

**STEVEDORES:** Available, ETA required 24 hours in advance.

**MEDICAL:** Civil hospital, military hospital, and three private clinics available.

**TANKERS:** Load/discharge lines 10 in. and 8 in. No facilities for discharging residues. One berth. Maximum draft of the ship is 21 ft.

**FRESH WATER:** Available at the quays. 9 metric tons per hour.

**FUEL:** Available. Notice required, 24 hours.

**FIRE PRECAUTIONS:** Tankers should have a rope over bows, at water level while the ship is berthed.

**DEVELOPMENTS:** Increasing depths in the port to 7 metres. It has also been approved to enlarge berthing quays to 220 metres and 7 metres depth, and build a fishing dock.

**GANGWAY/DECK WATCHMEN:** Performed by crew.

**OPENING/CLOSING HATCHES:** There are no fixed rules on this matter: it varies according to the circumstances.

**CUSTOMS ALLOWANCE:** Quantity permitted for each crew member to be held out of bond: 1,000 cigarettes and 100 cigars. 2 litres of alcohol (whisky, cognac, etc.)

**IDENTIFICATION CARDS:** Required.

**REPAIRS:** There are good work shops and engineers but with limited possibilities. There is a shipbuilder's yard where they build and repair yachts and canoes.

**REPATRIATION:** Facilities for effecting crew changes and arranging any necessary repatriations.

**AIRPORT:** 8 kilometres away, served by scheduled flights daily.

**TIME:** GMT plus 1.

**HOLIDAYS:** Cargo work can be arranged on the official holidays with an extra charge of 40% to the workmen.

New Year; Epiphany (6th January); Saint Joseph (19th March); Maundy Thursday: half-day (the evening); Good Friday; Ascension of our Lord (40 days after Resurrection); Saint Joseph the Artisan (1st May); The Holy Heart (last Friday of June); Exaltation to work (18th July); Santiago, Lord of Spain (25th July); Our Lady of the Snows, Lord of Ibiza (5th August); Ascent of Blessed Virgin Mary to Heaven (15th August); Feast of the Hispanicism (12th October); All Saints' Day (1st November); Festival of the Immaculate Conception (8th December); Christmas Day (25th December).

Although not yet official there will be introduced as a holiday Easter Monday and 26th December.

**POLICE/AMBULANCE/FIRE:** Police 301131; Ambulance 301214; Fire telephone call to the Comandancia de Marina, tel. 301190.

**SERVICES:** Compass adjusting.

**SHORE LEAVE:** Crew members are allowed ashore.

**AUTHORITY:** Comandante de Marina de Ibiza, Comandancia de Marina, tel. 301190.

## MAHON: Minorca, 39.52 N. 04.18 E.

**DOCUMENTS:** *Health Department:*

Health Document.
Crew List.
Passenger List.
Disinfect and Deratisation Certificates.

*Port Authorities:*

Crew, Passenger List.
Ship characteristics and other details.
Cargo.
Indication of previous Port and destination.
Muster Roll, to be produced.

*Customs:*

Cargo Manifest.
Bill of Lading.
Crew List and Passenger List.

Also the Captain will produce, if required, Log book and passports of crew.

**PILOTAGE:** Compulsory to take Pilot in entry, departure and any movements within port. On approaching port, during day, ships will hoist flag corresponding to International Code "I need a Pilot". By night, by means of lights, according to International Code.

During day Pilot's boat is recognised by a square blue flag with letter "P" (painted white) in centre of flag. Pilotage area comprises all the estuary, from inside port to outside Capes of La Mola and San Carlos.

**ANCHORAGES:** Inside are good anchorages, for instance Cala Llorga and Plana de Cala Figuera.

**MAX. SIZE:** Unlimited length and width, but draft is limited to commercial port, 25 ft.; and to anchorage, 43 ft.

**HEALTH:** Hoist correct flags of International Signals Code to indicate health situation of ship. Before pilot boards, he should ask for health situation. If ship suspected, he will lead it to Lazareto anchorage and once anchored Pilot will report by means of Port Authority to Health Department. Port is provided with service of disinfection and means to kill rats.

Ships coming from Middle East and East Africa should carry certificate of anticholeric vaccination, antivariolic, antimarilic and antityphus. Also from North Africa and South America. All others only antivariolic and antityphus.

**TUGS:** A military tug, from Naval Station, can give private services if required with 24 hours notice, payment in advance.

**BERTHING:** Allocated in South of port, in front of Naval Station, The commercial berth is 216 metres long, 25 ft. depth. Berth of Cala Figuera only for oil, limit of draft 25 ft.

**STEVEDORES:** Stevedores available. Loading/discharge rates 200 metric tons per day. They should be notified before 8 a.m., those ships that berth first having preference or priority.

**MEDICAL:** In case of accident or illness of any member of crew medical assistance and hospitalisation will be in civil hospital.

**FRESH WATER:** One supply in Cala Figuera, two in Maritime Club and three in Commercial berth. The minimum supply is 2 metric tons.

**FUEL:** Available from Campsa at Cala Figuera.

**DEVELOPMENT:** Scheme to increase Commercial Quay by another 60 metres, towards the West.

**OPENING/CLOSING HATCHES:** Carried out by crew.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** No consuls, but consular agents: France, tel. 351907; Holland tel. 351167; Italy tel. 351264.

**REPAIRS:** Small repairs available.

**DRY DOCKS:** Military floating dock of 2,000 metric tons.

**AIRPORT:** Mahon, 5 kilometres distance, with daily flights Peninsula.

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** Work can be arranged on holidays, provided wor men are paid extra.

**POLICE/AMBULANCE/FIRE:** Police 351095; Hospital 3510 Airport firemen 351193.

**TELEPHONES:** No facilities available.

**AUTHORITY:** Capitan de Navio, Comandante Militar de Mar de Menorca; tel. 352394 Estacion Naval de Mahon, tel. 351600.

## MALAGA: 36.43 N. 04.23 W. (See Plan)

**DOCUMENTS:**

5 Crew Lists.
5 Passenger List or Negative.
1 Cargo Manifest of goods destined to Malaga, as well as of oth cargoes in transit.

Store List in duplicate, including tobacco, spirits, radios, et belonging to vessel.

Details list in duplicate of all personal effects of the crew an passengers (tobacco, spirits, cameras, radios etc.). For vesse bigger than 499 grt., Safety Equipment Certificate.

*Note:* Tobacco; In case vessel carries more than 3 kilos of tobacc per man, the excess must be declared in a separate manifest, whi must be visaed by Spanish Consul. In absence of Consul, said doc ment will have to be visaed by an Authority or Consul of a friend nation at the former port clearance. Otherwise, vessel may be sever fined.

**PILOTAGE:** Pilotage is compulsory and service is permane Pilots board vessel by cutter in roads, near entrance formed by tw breakwaters. Pilot cutters are painted white and have letter "P" black on each bow. Cutters have a blue flag hoisted on mast, wi the letter "P" in white, at both sides of flag. At nights, cutters ha white light, and under this light, red one. Entrance between bre waters is 320 metres wide and easily accessible. When weather the roads is rather bad, which seldom happens, vessels approa as close as possible to entrance in order that Pilot can board easi

**ANCHORAGE:** Vessels can anchor outside of breakwaters, roads in depths of 60–70 ft. Anchoring is prohibited in vicinity tanker moorings, the pilot will advise best position. Weather is ba occasionally when East wind blows, during Winter.

**MAX. SIZE:** No restrictions in respect of length or breadth. Ma mum advisable draft to enter port is 31–32 ft. Vessels like "Ne Amsterdam" and "Cristoforo Colombo" enter regularly.

The tanker sealine berth can accept vessels up to 300,000 dwt.

**HEALTH:** If vessels proceed directly to berth, pratique can obtained immediately after berthing. In case of any suspecte disease or fever on board, Master must radio to Agents, in orde that they can advise Health Office.

**RADIO:** Nearest important radio station is Cadiz, or Gibraltar an Aranjuez. Master's messages should be received at least 24 hou before arrival.

**TUGS:** Ship's lines are used, tug-boats are employed accordi to Pilot's advice, and upon request. There is one 600 h.p., anoth 1,000 h.p., and two of 1,500 h.p.

**BERTHING:** Pilots will advise Masters whether vessel has a fr berth or not. Also if she has to anchor in roads. Further particula can also be obtained from Pilot. Berth depths at L.W. from 26 tp 3

**SPECIALISED CARGO-HANDLING FACILITIES:** Quay No includes 15,000 tons silo for grain, and two new electric cranes being set up at present for pneumatic loading and unloadi holding approximately 100 tons per hour.

Quay Number 6 can handle all cargo in bulk. Also three ton fo lifts and a Hyster 620 capable for handling containers up to 26 to There are regular car ferries for passenger and cargo, roll-on/roll-plying daily with Tangiers and weekly with Genoa, Marseilles a Casablanca, all of them direct. For butane gas a special pier bu outside the port Westward, along the beach in front of the dep For LPG and chemicals the inner side of the Western breakwa can be used, though loading and unloading has to be done i tank trucks. 20 ft. containers can be handled with a Hyster fork with appropriate spreader, eventually 30 ft. containers too.

By the end of 1973 it is expected that a 35-ton gantry crane will available at Quay Number 1.

**STEVEDORES:** It is important that Master sends advan message regarding the vessel's ETA. Agents can inform Shipp or Receivers' stevedores accordingly, to arrange operatio properly. Official working hours of port are: Monday/Saturday 08 1200, 1400–1800 hours.

**MEDICAL:** Any kind of medical service can be arranged. In cas crew member needs medical attendance urgently, it is advisab that the Master radio in advance.

**TANKERS:** Petrol pier in the port can take ships of 30,000 to and 31 ft. draft. Ships up to 300,000 dwt tons, can unload at priv sealine berth, a five point buoy mooring in depth of 70 metres.

**DENSITY:** 1025.

**FRESH WATER:** Always available. Deliveries are perfor directly from the quay or occasionally by tugs. Minimum tonna 17 tons, occasionally supplies by tank-barge.

**FUEL:** Ordinary fuel oil and gas oil are available at local refinery "Campsa". It is advisable that Shipowners contract bunkers thro their own contractors, with anticipation of 48 hours, so that or

can be received in time. Delivery can be performed at bunkering pier or by car tankers.
**FIRE PRECAUTIONS:** Tankers perform their operations at the private berths of "Campsa" which have necessary fire precautions.
**DEVELOPMENTS:** An extensive plan to increase facilities of port, and for building new piers. Other important work being effected at breakwater, to erect new piers for large passenger ships.
**GANGWAY/DECK WATCHMEN:** Available but not compulsory.
**OPENING/CLOSING HATCHES:** This work effected normally by crew, except in liner vessels, which is contracted by stevedores.
**CERTIFICATES:** Vessels should have the usual documents on board, but only Safety Wireless, Safety Equipment and Deratisation Certificates are required by authorities.
**CUSTOMS ALLOWANCES:** Normally, customs permit to have 200 cigarettes per man out of bond. One bottle of spirit for each crew member.
**CARGO GEAR:** Usually shore cranes are 2–3–6–15 tons lifting power employed in loading or discharging operations, if vessels require any lightening then vessel derricks are employed, as only one floating crane is available at the port of 25 tons and 15 m. height.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Practically all countries have consulates at Malaga.
**REPAIRS:** Facilities of a limited nature.
**DRY DOCKS:** There is a floating dock for vessels up to 2,000 tons.
**REPATRIATION:** Good facilities.
**AIRPORT:** The airport is about 8 km from town. Daily services with Madrid, Barcelona, Seville, Valencia, Tangier and Melilla. Also direct flights to London, Paris, Amsterdam, Brussels, Frankfurt, Stockholm, Helsinki, Geneva, Zurich, Nice.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** 1st January; 6th January; St. Joseph (19th March); Good Thursday afternoon; Good Friday; Labour Day (1st May); Ascension Day; Corpus Christi; St. Peter and St. Paul (29th June); national holiday (18th July); 25th July; 15th August; 12th October; 1st November; 8th and 25th December.
**POLICE/AMBULANCE/FIRE:** Police, tel. 211302; Ambulance, tel. 275250; Fire, tel. 234567.

## MOTRIL: 36.43 N. 03.30 W. (See Plan)

**DOCUMENTS:**
Health Certificate.
5 Passenger Manifests (1 Health, 2 Customs, 1 Police, 1 Agent).
4 Crew Manifests (1 Health, 2 Customs, 1 Agent).
2 Store Lists (for Customs).
**PILOTAGE:** Arranged by Agent basis ETA given 24 hours in advance. Pilot boat distinguished by painted "P". Night pilotage possible approx. 40% extra. Vessels await Pilot just outside port. Pilot compulsory for all foreign vessels and Spanish vessels arriving from abroad. Pilot should be requested when 1 mile from the port by means of international signals.
**ANCHORAGE:** Area near port. The roads to the East of the port have very little depth. The sea is rough in this area and vessels can run the serious risk of beaching. The best location for anchorage is outside the port 0·25 miles from the port entrance, in 14 to 15 metres of water, mud bottom.
**RESTRICTIONS:** None, vessels may enter day or night.
**MAX. SIZE:** Maximum draft 23 ft. Length maximum 150 metres.
**HEALTH:** Free pratique given on board.
**RADIO:** Telegraph office, no radio.
**TUGS:** Available. One tug 500 h.p.
**CARGO-HANDLING FACILITIES:** Berths equipped with shore cranes, 6-ton capacity, for handling bulk cargoes (grain, ore, fertilisers, etc.).
**STEVEDORES:** No ETA advice necessary. Agents arrange gangs. Work normal hours except holidays.
**MEDICAL:** No advance notice required. All facilities available.
**TANKERS:** Vessel about 8,000 tons. No special requirements.
**DENSITY:** Normal Mediterranean.
**FRESH WATER:** Available.
**FUEL:** Available from Malaga.
**GANGWAY/DECK WATCHMEN:** Agent arranges.
**OPENING/CLOSING HATCHES:** Crew open and close hatches.
**CUSTOMS ALLOWANCE:** Tobacco: About 100 cigarettes per man. Wine and or spirit. None.
**IDENTIFICATION CARDS:** Not necessary.
**CONSULS:** None in Motril. The nearest Granada or Malaga.
**REPAIRS:** No repairs possible.
**REPATRIATION:** Facilities available.
**AIRPORT:** The nearest airports Malaga 105 km. Granada 75 km.
**TIME:** Local time GMT plus 1 hour.
**HOLIDAYS:** see "Malaga."
**POLICE/AMBULANCE/FIRE:** Police 601221; Ambulance 600200; Fire 600200.
**TELEPHONES:** No facilities for placing telephones on board.
**SHORE LEAVE:** Crew members are allowed ashore.
**AUTHORITY:** Harbour Master, Capitan de Corbeta, Ayudantia Militar de Marina, Puerto de Motril (Granada). Tel. 601059.

**AGENT:** Munoz Chapuli, Iribane y Garvayo Asociados S.A., Port Avenue, POB 55, Motril (Granada). Tel. 600627. Cables: Muirigar Motril.

## PALAMOS: 41.50 N. 03.08 E.

**DOCUMENTS:**
3 Crew Lists.
1 Passenger List or negative.
Manifest of goods destination Palamos and in transit.
Store List in duplicate, including tobacco, spirits, radios, etc., belonging to vessel.
Detailed list in duplicate of all personnel effects of crew and passengers (Tobacco, spirits, camera, radios, etc.).
Tobacco – any excess over 3 kilos per person must be stated on a separate manifest duly visaed by Spanish Consul.
If on inspection differences are found in more or less, articles removed and heavy fine imposed.
**PILOTAGE:** Pilotage is compulsory and service is permanent. Often no berths available between 2400 and 0600 owing to port occupied by fishing boats. Pilot is informed by Agent of vessels ETA given 24 hours in advance. When vessels approach the breakwater, pilot will board. Pilot boat is white with a black "P" painted on the side.
**BERTHING:** Depth of water in centre of harbour 42–52 ft. Commercial Wharf length: North 689 ft., depth 18–26 ft. South 246 ft., depth 15–24 ft. Pier Wharf or breakwater: not available for commercial traffic. Length 2,100 ft.
**RESTRICTIONS:** None but for draft. Vessels carrying dangerous cargo should get authorisation for berthing prior to arrival of the ship.
**MAX. SIZE:** No restrictions in respect of length. The maximum advisable draft for berthing is 24 ft. stern, 20 ft. bow.
**HEALTH:** Pratique is obtained immediately after berthing. In case of suspected disease or fever on board the master must radio to Agent in order inform Health Office in time.
**RADIO:** Radio Costera of Barcelona.
**TUGS:** None but Barcelona's tugs could be hired should the vessel's size make it necessary.
**STEVEDORES:** Information about ETA time is advisable to get gangs ready.
**MEDICAL:** Any kind of medical services can be arranged if information received in time.
**FRESH WATER:** Plentiful supply of water by means of hoses from the pier to vessel.
**FUEL:** Can be supplied if required.
**DEVELOPMENTS:** Steps are being taken to get the breakwater in condition to berth tankers and liners.
**GANGWAY/DECK WATCHMEN:** It is not compulsory but advisable at night.
**OPENING/CLOSING HATCHES:** Normally opened/closed by the crew, otherwise according to Charter Party.
**CERTIFICATES:** Usual documents on board. Safety Wireless, Safety Equipment, Deratisation and Registered Tonnage Certificates are the only ones required by the Authorities.
**CUSTOMS ALLOWANCES:** Crew: 3 Kilos tobacco per person. Passengers: 2 kilos per person. Any excess on this amount must be declared on a separate Manifest as in transit. Wine and/or Spirit: Only one bottle per man. Any excess, must be declared on a separate Manifest as cargo in transit and stowed apart from the tobacco and spirits carried under the Provisions List. This Manifest must be visaed by the Spanish Consul at the last port of call. Any infringement of this regulation will subject the vessel to the immediate imposition of heavy fines and confiscation of the excess tobacco.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:**

| | | | |
|---|---|---|---|
| France | Tel. 314472 | Portugal | Tel. 320148 |
| Denmark | ,, 314400 | Sweden | ,, 320850 |
| Italy | ,, 320200 | | |

**REPAIRS:** Only small ones.
**REPATRIATION:** There exist good facilities.
**AIRPORT:** Gerona Airport situated at 40 km. distance and half an hour time by car from Palamos. Regular flight services with Madrid, Barcelona, Palma Mallorca, London, and all over the world with transhipment at Madrid and/or Barcelona.
**TIME:** Always GMT plus 1 hour.
**HOLIDAYS:** New Year's Day (1st January); The Three Wise Men (6th January); St. Joseph (19th March); Good Thursday – afternoon only; Good Friday; Easter Monday; Whit Monday; Labour Day (1st May); Ascension Day; Corpus Christi; Main Holiday (24th June); St. Peter and St. Paul (29th June); National holiday (18th July); St. James (25th July); Our Lady's Assumption (15th August); Columbus Day (12th October); All Saints Day (1st November); Immaculate Conception (8th December); Christmas Day (25th December); Second Christmas Day (26th December).
**POLICE/AMBULANCE/FIRE:** Police 31 41 87; Ambulance 31 43 50; Fire 31 43 50.
**AUTHORITY:** Captain of the Port.

## PALMA, Majorca: 39.34 N. 02.38 E.

**PILOTAGE:** Compulsory. Order through Agent.
**ANCHORAGE:** In outer harbour in depths up to 13 metres.
**RESTRICTIONS:** Depth in harbour entrance up to 15 metres.
**TUGS:** Available if required.
**VHF:** The Spanish Telephone Company has established a station for ship-to-shore communications.
**BERTHING:** Quays at Puerto Pi with 12 metres depth alongside. Quays at Puerto de Palma with up to 10 metres depth alongside.
**FUEL:** Supplied at the quays, rate 150 tons per hour.

**FRESH WATER:** Available at the quays.
**AIRPORT:** Palma Airport well connected with the Peninsula (mainland) and with foreign airports.

## PASAJES: 43.21 N. 01.54 W. (See Plan)

**PORT LIMITS:** In this port a vessel is considered to be an "arrived ship" (subject to C/P Terms) when the Pilot leaves the vessel once she is inside the harbour. Can be on the roads awaiting for berth or alongside the quay. The laytime will commence when the Master has delivered by writing the notice of readiness.

**DOCUMENTS:**
4 Crew Lists.
2 Passenger Lists or negative.
2 Cargo Manifests with an individual copy of each Bill of Lading for parcels to be discharged at port of Pasajes.
Copy of Manifest covering other cargo on board in transit for other ports.
Stores List in duplicate, including tobacco, cigarettes, spirits, radios, etc., belonging to the vessel.
Detailed Crew's Stores List, in duplicate, of all personal effects pertaining to crew and passengers (tobacco, cigarettes, spirits, cameras, radios, arms, etc.).
For vessels exceeding 499 tons grt Safety Manifest Certificate; Safety Equipment Certificate, Deratisation Certificate should be on board ready for production.

**PILOTAGE:** Pilot service is compulsory and permanent. Pilots board vessel in an area about one-and-a-half miles out from leading lights of entrance of port. The telegraphic address is: Corporacion Practicos, Pasajes. Notice should be given 24 hours before arrival; generally Agents keep Pilots informed of vessel's time of arrival when they are advised by Masters. VHF service in operation.

Pilots' cutter is painted in naval-grey with letter "P" painted in white on both sides of bridge; flag with letter "P" in white, is hoisted on cutters' mast.

International pilot signals are used by Pilots, by means of Aldis lamps, when approaching vessel at night. International light and sound signals to be made by vessel when requiring the Pilot.

In event of bad weather Pilots cannot board vessel at usual one/one-and-a-half miles location. Then vessel has to wait for instructions (VHF or radio) for coming in port.

With respect to boarding and safety measures the international safety regulations are to be carried out.

**ANCHORAGES:** A limited number of vessels may anchor in roads inside the port, in good shelter. Depth in area of anchorage is 25–30 ft.

**RESTRICTIONS:** The entrance channel has a length of 1,200 metres, breadth 80–120 metres and a depth of 20 metres LWS. Vessels over 130 metres length must enter at high water and in daylight.

**MAX. SIZE:** 170 metres length and 28 ft. draft. When dredging works are completed in the entrance channel, the port will be able to accept vessels of up to 180 metres length and 30 ft. draft.

**HEALTH:** If vessels proceed directly to berth pratique can be obtained immediately upon berthing. Vessels anchored in bay, pratique can be obtained after anchoring. In case of any suspected disease or fever on board, the Master must advise the Agents, by radio, in order they inform the Sanitary Authorities in advance.

**RADIO:** Nearest Radio Station is Cabo Mayor Radio. Messages by radio-telephone can be transmitted via Radio Arcachon (France). Notice of ETA should be sent to Agent 24 hours before arrival.

**TUGS:** No tug-boats required for vessels of normal steering when entering port. Tug-boats are required for berthing or shifting to and/or from quays Muelle De Ancho, Muelle De Molinao, Muelle De Capuchinos for vessels from 80 metres length on. Ship's lines are used and tug-boats are employed according to Pilot's advice.

Eleven tugs available, the largest being 800 and 1,250 h.p. respectively.

**BERTHING:** Berths are appointed by Port Aurhorities after notice of arrival and information regarding cargo given by Agent. Pilots inform Masters of location of berth appointed, if any. No tidal difficulties for berthing or shifting inside the port.

Berths belonging to Port Authority.

| *Name* | *Length* (m.) | *Depth* (m.) |
|---|---|---|
| Ancho | 305·40 | 10·00 |
| Molinao | 348·60 | 10·00 |
| Capuchinos | 298·30 | 10·00 |
| Petroleos | 159·50 | 10·00 |
| Lezo. 1 | 298·40 | 10·00 |
| Lezo. 2 | 163·20 | 10·00 |
| Transatlantic | 234·10 | 8·00 |
| Avanzado (North) | 63·60 | 6·00 |
| ,, (East) | 114·60 | 6·00 |
| ,, (West) | 120·30 | 6·00 |
| Petrol Basin | 50·00 | 6·00 |
| Herrera | 422·80 | 5·00 |
| Reloj | 240·00 | 5·00 |

**CARGO HANDLING:** Berth equipped for containers with two cranes of 12 tons. A new quay under construction for roll-on/roll-off traffic. There are two berths for discharging through pipe-line; tallow, codfish-oil, etc.

Whenever a vessel arrives with inflammable products, such as gas, propane, etc., the quey where vessel is discharging is fenced off.

**CRANES:**

| *No.* | *Capacity* (metric) |
|---|---|
| 8 | 3 tons |
| 13 | $3\frac{1}{2}$–6 tons |
| 13 | 6 tons |
| 1 | 6–10 tons |
| 7 | 12 tons |
| 2 | 30 tons |

**STEVEDORES:** ETA advice should be received by Agent 24 hours before arrival in order arrange loading/unloading operations with stevedores. The official working time in the port is: Monday/Saturday 0800 to 1200 and 1330 to 1730 hours.

**MEDICAL:** Any kind of medical assistance is available. In case urgent surgical or medical assistance required on vessel's arrival, Agent should be timely informed for making the necessary arrangements.

No particular inoculations required or vaccination/fever certificates to be produced unless epidemic at port wherefrom vessel is proceeding or has called during voyage.

**TANKERS:** Slop discharge to shore possible under agreement. Oil/tallow/asphalt-carriers berth alongside quays with 30 ft. of water. Diameter of discharge shore-lines are 6 in. and 8 in.

**FRESH WATER:** Fresh water available at all wharves. Rate of delivery 70 cu/m. per hour.

**FUEL:** Fuel supplied at Ancho, Molinao, Capuchinos and Petroleos Wharves by CAMPSA. Rate 100 t.p.h. Owners should stem the bunkers with CAMPSA 48 hours before delivery.

**FIRE PRECAUTIONS:** No specific precautions required unless the vessel carries inflammable cargo. Special harbour fire-fighting corps.

**DEVELOPMENTS:** Extensive developments respecting the construction of new quays and amelioration of the entrance channel are actually under way. The works in the entrance channel will permit a draft and length increase.

**GANGWAY/DECK WATCHMEN:** Not compulsory. Shore watchmen available.

**OPENING/CLOSING HATCHES:** Normally carried out by crew.

**CERTIFICATES:** To be produced if required, specially Safety Wireless, Safety Equipment and Deratisation Certificates.

**CUSTOMS ALLOWANCES:** In case the vessel carries more than three kilos tobacco per each crew member and more than two kilos per passenger, the excess must be declared in a separate Manifest which must be legalised by the Spanish Consular Authorities. In absence of Spanish Consular Authorities that Manifest will have to be legalised by an Authority of last port of clearance wherefrom the vessel proceeds. Prudent, limited amount of spirits allowed per man.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Consulates/Vice-Consulates at San Sebastian and/or Pasajes:

Argentina
Belgium
Brazil
Columbia
Costa Rica
Chile
Denmark
El Salvador
Finland
France
Germany
Great Britain
Greece
Italy
Netherlands
Norway
Panama
Paraguay
Peru
Portugal
Sweden

**REPAIRS:** Repair shops and shipyards available, where repairs or overhauls may be carried out.

**DRY DOCKS:** One floating dock 66·27 metres long, 23·25 metres wide, 9·125 metres draft. with lifting power of 1,900 tons. Two slipways (one for vessels of up to 1,000 tons – one for vessels of up to 300 tons).

**REPATRIATION:** Good facilities for repatriation.

**AIRPORT:** Airport of Fuenterrabia is situated at 15 km. from Pasajes. Regular daily services with Madrid and Barcelona.

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** 1st January; 6th January; 19th March; Maundy Thursday (afternoon); Good Friday; 1st May; Ascension Day; Corpus Christi; 29th June; 7th July; 18th July; 25th July; 31st July; 15th August; 12th October; 1st November; 8th December; 25th December.

**POLICE/AMBULANCE/FIRE:** Police 351841; Ambulance 41414 Fire from 08.00 to 19.30 tel. 351400, from 19.30 to 08.00 tel. 352391; Red Cross (local) 351032; Hospital, San Sebastian, 423632.

**TELEPHONES:** No possibility of placing telephones on board.

**SERVICES:** Divers, compass adjusting.

**SHORE LEAVE:** Crew allowed to land immediately upon arrival.

**AGENT:** Sobrinos De. M. Camara Y Compania, Telegrams "Camara". Tel. 357045, 357046 and 357047. Telex 36241.

(Shipbrokers, Customs/Forwarding Agents, Chartering Agents Lloyd's Sub-Agents.)

## RIBADEO: 43.33 N. 07.05 W.

**DOCUMENTS:**
Manifest of Cargo, including cargo in transit.
3 Crew Lists.
2 Passenger Lists or negative.
2 Stores Lists.
If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest which must be visaed by Spanish Consul at last port, otherwise is exposed to heavy fine.

**PILOTAGE:** Prior advice of ETA required by Pilot, who boards at the mouth of the river at the time advised by Agent. Pilot boat is white-painted motor launch, carrying international pilot signals.

In case of bad weather, Pilot will instruct vessel by signals to proceed to anchorage or to berth.

The Pilot always boards on the lee side, in the latitude of Isla Pancha.

**ANCHORAGE:** At Ensenada de Arneo, approx. position 43° 33′ N. 7° 01.6′ W. in depth of 9 metres LW.

**RESTRICTIONS:** Vessels enter night and day, limited only by draft and state of tide.

**MAX. SIZE:** Length and beam not limited. Max. draft 15 ft.

**HEALTH:** Pratique given on arrival on production of clean Bill of Health. International quarantine signals to be used. Port Authorities to be advised if any case of suspected disease or fever on board.

**RADIO:** Messages may be routed through coastal stations at Vigo, La Coruna or Gijon.

**TUGS:** None available.

**STEVEDORES:** Stevedore services operated only by Servicio de Trabajadores Portuarios.

**BERTHING:** Vessels may berth at the mole at any time, or state of tide, according to draft.

**MEDICAL:** There are two clinics and one hospital locally. Advance notice not essential.

**DENSITY:** 1025.

**FRESH WATER:** Water connections exist along the length of the mole. Rate, 20 tons per hour.

**FUEL:** There is a gas oil supply for small vessels, rate 5 tons per hour.

**GANGWAY/DECK WATCHMEN:** None required.

**OPENING/CLOSING HATCHES:** Performed by crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes and one bottle wine/spirits per man.

**CONSULS:** Nearest at La Coruna.

**REPAIRS:** Minor mechanical repairs can be effected. Slipway for vessels up to 200 tons.

**AIRPORT:** Nearest at La Coruna, 150 km. away, or Aviles, 165 km. away, with regular services to Madrid.

**TIME:** GMT plus one hour all year round.

**POLICE/AMBULANCE/FIRE:** Tel. Ribadeo 110650.

**AUTHORITY:** Ayudante Militar de Marina, C/San Roque 12. Tel. 110005.

## ROSAS: 42.14 N. 03.10 E.

**DOCUMENTS:**

Crew List.
Passenger List.
(One of each) Ship's Papers.

**PILOTAGE:** No pilots in this port.

**ANCHORAGE:** Bay of Rosas is anchorage area.

**MAX. SIZE:** Draft in Commercial Port is 4 metres, which berths cargo ships of about 1,000 metric tons of net register.

**HEALTH:** Once ship is anchored in the bay it requires pratique by means of signals, and by raising the yellow health flag. When vessel entering after calling at another port in the same country, this procedure is not required; health inspector boards at the quay side.

**RADIO:** No radio station in the port, but can contact Coastal Radio Station of Barcelona (1730 kc/s. – 173·4 m.), power 150 W.

**TUGS:** None.

**BERTHING:** Advisable during daylight only.

**MEDICAL:** Port Health Doctor available. Hospitals 18 kilometres distance.

**FRESH WATER:** Available at Commercial Port at rate of 8 to 10 metric tons per hour.

**FUEL:** None available.

**POLICE/AMBULANCE/FIRE:** Police Service 25–62–72; Ambulance Service 24–21–20; Fire Service 24–10–00.

**AUTHORITY:** Ayudante Militar de Marina de Rosas. Tel. 25–63–23

## SAGUNTO: 39.42 N. 00.14 W.

**PORT LIMITS:** The East/West line through the point of Cape Escollera de Levante.

**DOCUMENTS:**

2 copies Entrance Manifest.
4 copies Crew List.
Passenger List disembarking at this port.
Passenger List in transit.

Refer to "Barcelona" for other important information concerning Documentation.

**PILOTAGE:** Port is privately owned, and Pilots employed by Altos Hornos de Viscaya S.A. As Pilots are employed in Consignees office, no separate ETA is necessary. They are sent out to meet vessels as required. Pilot boat is not fitted with radar or VHF. Boat displays signals in accordance with international regulations.

**ANCHORAGE:** Bearing 073° from Cape Escollera de Levante.

**RESTRICTIONS:** Delays may be caused by berth being occupied. Larger vessels may be delayed by bad weather (the Levante), as dredged channel is narrow.

**MAX. SIZE:** Draft 29 ft. 5 in. No other limitations.

**HEALTH:** Pratique can be arranged at any time by Consignees.

**RADIO:** Cadiz Radio-EAC, Cabo Palos Radio-EAP.

**TUGS:** Normally join vessel either in anchorage or ½ mile from entrance. Ship's lines are used. Tugs should be ordered in ETA message also mentioning vessels length and cargo.

**BERTHING:** Subject to berth occupation and to berthing priority that Altos Hornos gives to different cargoes. Overnight berthing is allowed, in cases of emergency, or for ship safety.

**STEVEDORES:** Employed by consignees.

**MEDICAL:** Medical assistance should be ordered in advance. All kinds of medical assistance available. One hospital owned by Altos Hornos.

**TANKERS:** No facilities.

**DENSITY:** Salt water.

**FRESH WATER:** Available.

**FUEL:** None available.

**FIRE PRECAUTIONS:** Fire service organised by Altos Hornos.

**GANGWAY/DECK WATCHMEN:** Usually by crew. The Civil Guard keep watch on all ships for contraband.

**OPENING/CLOSING HATCHES:** Effected by ship's crew.

**DEVELOPMENTS:** Port to be expanded during the next five years to accommodate 300,000 tonners, at specialised cargo handling facilities.

**CUSTOMS ALLOWANCES:** 200 cigarettes only. One bottle spirits per man but bottle should be opened. Spanish spirits allowed; one bottle per man. No control of Spanish wines.

**IDENTIFICATION CARDS:** Passport only.

**CONSULS:** Nearest at Valencia.

**REPAIRS:** No facilities exist.

**REPATRIATION:** Facilities for effecting crew changes and arranging repatriation.

**AIRPORT:** Manises Valencia, 40 kilometres away.

**TIME:** GMT plus 1 hour.

**HOLIDAYS:** On religious festivals or Sundays no cargo work can be arranged. These are as follows: Our Lady of the Marine (16th July) no cargo work; National Festivity (18th July) no work; National Festivity (25th July) no work; Hispanic Festivity (12th October) no work; Maundy Thursday, work can be done till 1400 hours; Good Friday, no work.

**TELEPHONES:** None on board. Telephones placed in Boat house and Pilots' office.

**SHORE LEAVE:** Crew members allowed ashore.

**AUTHORITY:** Ayudante Militar de Marina, Calle General Mola No. 75. Tel. No. 5.

## SAN FELIU DE GUIXOLS (Gerona): 41.46 N. 03.01 E.

**GENERAL:** Refer to Palamos for all general information.

**PILOTAGE:** Pilotage is compulsory. Service between 07.00 to 24.00 hours.

**ANCHORAGE:** Vessels arriving after midnight or due to port congestion are anchored outside the breakwater.

**MAX. SIZE:** The maximum advisable draft for berthing is 25 ft. and up to 115 metres length.

**TUGS:** No tugs available.

**BERTHING:** Due to the fact that a few vessels can work at the same time, it is advisable to know as soon as possible the ETA for berthing arrangements.

| | | |
|---|---|---|
| Commercial Wharf. | Length 108 m. | Depth 24–25 ft. |
| Breakwater | Length 116 m. | Depth 27–28 ft. |

A pier for coasting vessels with a maximum draft of 18 ft.

**MEDICAL:** Any kind of medical services can be obtained in San Feliu or Gerona hospital.

**FRESH WATER:** By means of hoses from the pier.

**FUEL:** Can be supplied in small quantities.

**CARGO GEAR:** Commercial pier is served by an electric crane able to lift up to 6 tons. Normally vessels derricks are used.

## SANTANDER: 43.28 N. 03.49 W.

**PORT LIMITS:** Between Cabo Menor and Punta Galizano.

**DOCUMENTS:**

5 crew lists.
7 passenger lists, or 3 negative.
3 cargo manifests of the goods destined to the port of Santander, two sets of manifests for cargoes in transit.
Store list in triplicate, including tobacco, spirits, radios, etc., belonging to the vessel.
Detailed list in triplicate of all personal effects of crew and passengers (tobacco, spirits, cameras, souvenirs, radios, etc.).
For vessels exceeding 499 grt: Safety wireless certificate and Safety equipment certificate.

Legalisation required for manifests covering tobacco and tobacco products. This legalisation to be effected at the port prior to the first Spanish port of call.

Master and each member of crew of vessel can carry for his own consumption up to 3 kilos of tobacco in whatever form, and, if passengers are carried, up to 2 kilos per passenger, all of which must be declared in provisions list (1 kilo of tobacco = 1,000 cigarettes = 100 cigars). If Masters carry greater quantity than stated above, it cannot be manifested as tobacco for consumption on board, but must be included in Consular Manifest as being in transit, and as such must be separated in the holds from other cargo and hatches or lockers will be sealed by Customs until ship leaves Spanish waters. This Consular Manifest has to be legalised by a Spanish Consul. In the absence of Consul, said document will have to be visaed by an Authority of the former port of clearance. Otherwise, vessel would be severely fined.

**PILOTAGE:** Compulsory and service is permanent. Pilots board vessel by a cutter at the road, near the entrance off Mouro Island.

Pilot cutters are painted white and have the letter "P" in black, on each bow. Cutters have blue flag with letter "P" in white, at both sides of flag. At night cutters have a white light, under this a red one. VHF available.

**ANCHORAGES:** The harbour consists of a large bay which provides good anchorage.

**RESTRICTIONS:** Entrance is well marked and there is no bar. Depth at entrance is at max. (dependent on tides) 33 ft.

**MAX. SIZE:** No restriction in respect of length or breadth, the maximum advisable draft to enter port is 33 ft.

**HEALTH:** If the vessels proceed directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.

If vessel has sickness on board of a contagious nature Masters should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique. If vessel has to be fumigated or deratised a charge is made.

**RADIO:** Nearest important radio station is Cabo Mayor Radio, and it is advisable that messages received at least 24 hours before arrival.

**TUGS:** No tug-boats required for entering the port, only for berthing or shifting when in port. Ship's lines are used, and tug-boats are employed according to Pilot's advice.

**BERTHING:**

| | *Length* | *Depth* |
|---|---|---|
| Calderon quay | 650 ft. | 12 ft. |
| Maura/Albareda quay | 423 ft. | 12 ft. |
| Bloques quay | 3,940 ft. | 30 ft. |
| Anaos ,, | | 32 ft. |
| Maliaño ,, | | 27 ft. |
| Maliaño ,, North Section | 1,500 ft. | 32 ft. |
| Campsa quays | 900 ft. | 24–28 ft. |
| Nueva Montaña quay | 350 ft. | 18 ft. |

All depths of water quoted above correspond to LWOST and 13–14 ft. should be added for depths at HWOST. Bottom is generally soft. Calatrava Wharf: for discharge of chemicals. Depth alongside 34 ft. with overall length limitation of 980 ft. Up River, at Astillero, beyond the harbour area, there is one spout called Orconera Tip for loading iron ore. Vessels up to 260–270 ft. length are allowed with a maximum draught, fully loaded, of 19 ft. Loaded vessels can only sail from that place at high water. A modern installation for dismantling and scrapping vessels is operating up river, on the way to Astillero.

**CARGO-HANDLING FACILITIES:** There are berths for handling bulk cargoes, grain, ore, coal, etc. There are also berths for handling bulk liquids chemicals. Berth available for roll-on/roll-off traffic.

**STEVEDORES:** It is very important that Masters send advance notice regarding vessel's ETA. With this notice, Agents can inform Shippers or Receivers' stevedores accordingly. Official working hours of port, are: Monday/Saturday: 0800–1200; 1400–1800.

**MEDICAL:** Any kind of medical services can be arranged.

**TANKERS:** "Campsa" (Spanish State Monopoly) has private berths. Installation is served by two identical concrete wharves situated in Nueva Montaña Basin, berthing space of which is 500 ft. with a depth alongside of 29 ft. New wharf under construction for tankers up to 35,000 dwt.

**DENSITY:** Sea water.

**FRESH WATER:** Always available. Supply is performed by tug-boats and from shore connections at various quays.

**FUEL:** Ordinary fuel, diesel and gas oil are available at "Campsa". Advisable that shipowners stem bunkers through their own Contractors, with an anticipation (at least )of 48 hours. Delivery can be performed either by tank-trucks or at bunkering pier.

**DEVELOPMENTS:** There is an extensive plan to increase the facilities of port, and also for building new piers. A new basin named Puerto de Raos is under construction (19,000 ft. of new quay line) including container terminal.

**GANGWAY/DECK WATCHMEN:** Not compulsory but available upon request.

**OPENING/CLOSING HATCHES:** Effected normally by crew, except in liner vessels, which is contracted by stevedores.

**SHIP'S CERTIFICATES:** Vessels should have the usual documents on board, but only the Safety Wireless, Safety Equipment and Deratisation Certificates are required by Authorities.

**CUSTOMS ALLOWANCE:** Normally, Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirit per man.

**CARGO GEAR:** Shore cranes are usually employed in loading/discharging operations.

| | | |
|---|---|---|
| 1 | fixed electric crane on Maura concrete quay | 30 T. |
| 4 | movable electric cranes on Maura quay | 3–6 T. |
| 9 | ,, ,, ,, Bloques quay | 3–6 T. |
| 11 | ,, ,, ,, Maliaño quay | 3–6 T. |
| 4 | ,, ,, ,, N. quay | 6 T. |
| 5 | ,, ,, ,, N. quay | 12 T. |
| 2 | ,, (grain) ,, ,, N. quay | 250 T/hr. |
| 2 | ,, ,, ,, N. Montaña quay | 3–6 T. |

Also movable motor cranes, mechanical shovels and similar, available.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

Germany
Belgium
Bolivia
Colombia
Costa Rica
Chile
Denmark
Ecuador
Finland
France
Greece
Haiti
Honduras
Italy
Monaco
Norway
Pays Bas
Panama
Peru
Portugal
Santo Domingo
Sweden
Guatemala

*Note.* Acting as Consul of those countries with no Consular Representation: Valentín Lavín del Noval, Dominican Consul.

**REPAIRS:** Good repair facilities with various shipyards at port. All types of deck, engine, etc., repairs are possible.

**DRY DOCKS:** Three dry docks, one of which is within the harbour area and the other at Astillero (beyond the harbour area). Dimensions are:

| | | | |
|---|---|---|---|
| Extreme length | 405 ft. | 434 ft. | 722 ft. |
| Breadth at entrance | 58 ft. | 54 ft. | 105 ft. |
| Depth on sill (high water) | 23·7 ft. | 20 ft. | 38 ft. |

**REPATRIATION:** No difficulties.

**AIRPORT:** About 4 miles from town. There are regular services with Madrid and Barcelona. Also charter flights to U.K. and other European countries.

**TIME:** Always GMT plus 1 hour.

**HOLIDAYS:**

| | | |
|---|---|---|
| January 1 New Year's Day | Full day | Work can be arranged |
| January 6 Epiphany | ,, | ,, |
| March 19 Saint Joseph | ,, | ,, |
| Holy Thursday – Half day (from noon) | ,, | ,, |
| Good Friday | Full day | ,, |
| May 1 Saint Joseph Artisan | ,, | Work can be arranged |
| Ascension Day | ,, | ,, |
| Corpus Christi | ,, | ,, |
| June 29 Saint Peter & Saint Paul | ,, | ,, |
| Labour Day | ,, | ,, |
| July 25 Patron Saint of Spain | ,, | ,, |
| August 15 Assumption Day | ,, | ,, |
| August 26 Anniversary of Santander Liberation | ,, | ,, |
| August 30 Martyrs' Day | ,, | ,, |
| September 15 Virgin La Bien Aparecida, Patron of Santander, Full day, work can be arranged | | |
| October 12 Holiday of Hispanicism | Full day | Work can be arranged |
| November 1 All Saints | ,, | ,, |
| December 25 Christmas Day | ,, | ,, |

**POLICE/AMBULANCE/FIRE:** Police 222543; Civil Security Guards 232004; Hospital, Casa de Socorro 221214, Valdecilla 231400; Fire 231662; Ambulance Cruz Roja 270235.

**TELEPHONES:** On very special instances, can be arranged.

**SERVICES:** Available for tank cleaning, washings, compass adjusting, hull cleaning whilst floating, radio installation repairs, etc.

**SHORE LEAVE:** Crew allowed ashore at any time.

**AGENT:** Modesto Pineiro y Compania, S.R.C. PO Box 14, Paseo de Pereda, num. 27, Santander.

Telegrams "Pineiro-Santander". Tel. 273600. Telex 35832. (Shipbrokers, stevedores and chartering Agents, Lloyd's Sub-agents. Greek, Netherlands and Peruvian Consulates.)

## SEVILLE: 37.25 N. 06.00 W.

**DOCUMENTS:**

3 Crew Lists.
3 Passenger Lists.
2 Cargo Manifests, including cargo for discharge and in transit.
Declaration of Health
2 Lists of Provisions and Stores.
2 copies of Bills of Lading.

If vessel carries over 3 kilos tobacco per man the excess to be declared in a separate manifest which must be visaed by Spanish Consul at last port, otherwise is exposed to heavy fine.

**PILOTAGE:** *At the Bar:* Vessels may commence to enter and leave the river one and a half hours after low water. Bar Pilots are stationed at Chipiona and come out to board vessels when requested, 2 miles North of Chipiona Lighthouse.

Pilot motor launches about 9 metres long, painted white with black "P" on sides. They carry regulation lights and signals day and night.

*River Pilots:* Vessels should radio their ETA at least 24 hours in advance to "Practicos Sevilla". River Pilots are stationed at the pier at Bonanza, 36.48 N. 06.20 W. Sound signal to call Pilot is three long blasts. Pilot boards from white-painted launch marked by black letter "P" and carrying regulation signals. Pilots require means of embarkation in accordance with International Conventions.

**ANCHORAGE:** At Bonanza, in depth of 20 ft. below chart datum.

**RESTRICTIONS:** Navigation in the river above Bonanza is prohibited at night to vessels of more than 115 metres length, and 18 ft. draft, and to tankers or vessels with dangerous cargoes.

Draft is controlled by height of tide and this should be ascertained by Owners or Agents in advance for the probable date of entry.

**MAX. SIZE:** Length 185 metres, beam 24 metres, maximum draft about 24 ft. dependent on height of tide. Tankers are required to have an additional 1 ft. keel clearance.

**HEALTH:** Pratique is obtained on arrival at Bonanza, on presentation of International Health Certificates.

**RADIO:** Coastal stations of Cadiz, EAC, or Aranjuez, EAD 3.

**TUGS:** Normally join vessel in the anteport. Ship's tow line is used.

**BRIDGES:** Vessels berthing at Delicias Quay must pass through the Alfonso XIII drawbridge. May be opened at any time of day.

**STEVEDORES:** 24 hours notice should be given by Agents and confirmed 12 hours before vessels arrival.

**MEDICAL:** All medical and hospital facilities available.

**TANKERS:** There are two berths, depth alongside 20 ft.

At Quay No. 2, hoses 8-in. diameter
At Quay No. 3, hoses 8 and 10-in. diameter.

**DENSITY:** Fresh water. The tide has no influence at Seville.

**FUEL:** All grades available.
**GANGWAY/DECK WATCHMEN:** Not considered necessary. All quays are watched by the Guardia Civil.
**OPENING/CLOSING HATCHES:** Performed by ship's crew.
**CUSTOMS ALLOWANCES:** 3 kilos tobacco per crewman, and 2 kilos per passenger; this includes tobacco in bonded stores. No restriction on wines/spirits.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** The following countries are represented at Seville:

Belgium
Bolivia
Colombia
Cuba
Chile
Denmark
Dominican Republic
W. Germany
Great Britain
Greece
Honduras
Italy
Liberia
Nicaragua
Netherlands
Panama
Peru
Portugal
Sweden
Uruguay
Venezuela
United States

**REPAIRS:** All types of repairs can be effected.
**DRY DOCK:** Astilleros Espanoles S.A. have one dock, length 149 metres, breadth 25 metres.
**REPATRIATION:** All facilities available.
**AIRPORT:** Situated 12 km. away, regular daily flights to Madrid, Barcelona, other parts of Spain. Some transatlantic flights.
**TIME:** GMT plus one hour, all year round.
**HOLIDAYS:** 1st January; 6th January; 19th March; Maundy Thursday; Good Friday; 1st May; Ascension Day; Corpus Christi; 29th June; 12th October; 1st November; 8th December; 25th December. All holidays may be worked with overtime.
**POLICE/AMBULANCE/FIRE:** Police: 091; Fire Brigade: 232123; Ambulance: 231945.
**TELEPHONES:** Can be installed on board if requested ten days in advance.
**SHORE LEAVE:** No restrictions.
**SERVICES:** Fresh provisions and stores available, refuse collection, correction of compasses.
**AUTHORITY:** Comandancia Militar de Marina, Avenida de Molini, Seville. Tel. 232527. Telex 72075.

## SOLLER: Majorca, 39.47 N. 02.46 E.

**DOCUMENTS:** See "Bilbao".
**PILOTAGE:** None available. Two intermittent lights situated on the Mola indicate the Entry Channel.
**MAX. SIZE:** Advisable length and draft 60 and 4·50 metres respectively.
**TUGS:** None available.
**MEDICAL:** It is advisable to give advance notice if medical attention is required. There are no hospitals. Medical service is available 5 kilometres from the port.
**FRESH WATER:** Not available at the quay.
**FUEL:** None available. If required the order should be placed to Campsa through the Agent.
**GANGWAY/DECK WATCHMEN:** Crew do this operation.
**OPENING/CLOSING HATCHES:** Crew.
**IDENTIFICATION CARDS:** It is advisable to have these available.
**CONSULS:** None.
**REPAIRS:** No facilities exist.
**AIRPORT:** The airport is situated 40 kilometres away; the island is well connected with the Peninsula (mainland) and with foreign airports.
**TIME:** GMT plus 1 hour.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Jefe Encargo del Despacho de Buques, Oficianas del Destacamento de la Comandancia Militar de Marina en Soller.

## TARRAGONA: 41.06 N. 01.17 E.

**DOCUMENTS:** Cargo Manifest of all goods in ship, stating any foreign port from where those goods come. This procedure should always be done in the first Spanish port.

In first Spanish port ship should produce an Itinerary Manifest; and those ships which carry goods to discharge should produce this Manifest in those ports in which they will discharge the goods.

Supplies Certificate for those ships that not having any goods to discharge in any Spanish port, had previously being in other Spanish port.

Register of the Supplies and Equipments in ship.
Register of the Crew's Belongings, if the ship comes directly from a foreign port.
Passenger List (if there are passengers). Negative Passenger List (if there are not passengers)
Crew List.
Health Certificate, if the ship comes from another Spanish port.

**PILOTAGE:** Every ship upon arrival should note following signals: During day, hoist flag letter "G" of International Signals Code. Acoustics signal, three long whistles. During the night, flash signal letter "G" of code or the letters "PT". Cable Address: Practicos Puerto Tarragona. No VHF station.

Pilot boats: White colour with letter "P" painted on both sides. Lights: according to International Regulations. Pilotage area begins at a maximum distance of two miles from port entrance. Ships awaiting for Pilot anchor in the Rada and East of the lighthouse. If weather does not allow, Pilot will meet ship at port entrance. Ladder for Pilot to be placed at leeward side.
**ANCHORAGE:** The West limit is marked by imaginary line between lighthouse and cathedral tower. East limit is marked by imaginary line between the Paseo de Sta. Clara with the cathedral tower. Depths in Rada are 16 metres and 30 metres; quite good for anchoring (mud and sand).
**RESTRICTIONS:** No restrictions to enter port during day or night. No tides.
**MAX. SIZE:** Maximum length 230 metres, maximum draft 32 ft. Outside port the plant of Pantalán de Assesa, one mile West of lighthouse, allows berth of tankers up to 30,000 tons dwt.
**HEALTH:** Hospitals and clinics available. There is a doctor service in health department of port, which is authorised to vaccinate, and give certificates against yellow fever authorised by the OMS.
**RADIO:** No radio station.
**TUGS:** Four tugs. Tugs join vessel outside port. Ship's lines are used.
**BERTHING:** All berths are made of stone with rubber protection every 20 metres in the port. In Pantalán de Assesa, quays over iron pillars and berth is on the platform.
**STEVEDORES:** Advisable to report ETA, in order to have all the necessary equipment and necessary number of workmen required for operations. If there are not enough cranes at a given time, own ship equipment is used.

General Cargo: Estimated speed of 80–100 tons per person in a working day of 8 hours, except in particuar cases due to the nature of the cargo.

Cargo in Bulk: Speed varies according to the nature of the goods. For instance:

Minerals 500–800 tons per person in a working day of 8 hours.
Grains: 400–600 tons per person in a working day of 8 hours.
Goods in bags: 150–200 tons per person in a working day of 8 hours.

**GANGWAY/DECK WATCHMEN:** Not compulsory, if Master requires them he is provided with specialised staff for this purpose.
**OPENING/CLOSING HATCHES:** Although this work is normally carried out by crew it can be done as well by the stevedores if required at extra charge.
**TANKERS:** Outside the port is the Pantalán of Assesa for berthing oil carriers.

Storage of residues: There is a plant for slop (residue) discharge facilities connected with all platforms of the Pantalán and plant of residues disposal is available to all vessels.

There are three platforms to berth with the following draughts: Platform "A" – 38 ft. Platform "B" – 29 ft. Platform "C" – 23 ft. In inner port there are berths to discharge refined goods available to the tankers of the Compania Arrendataria of the Oil Monopoly.
**FRESH WATER:** Supply of fresh water by means of an underground pipe in all the commercial quays of the port.
**FUEL:** Available. The grade of viscosity available is below 20 E. to 50 C. Request of this supply should be done with 24 hours notice through the Commercial Agent of Campsa.
**DEVELOPMENTS:** Building of quay in Levante Dock, with a length of 550 metres and 12 metres draft, with a probable extension of another 300 metres of quay with 14 metres draft. The draft in the port will then be 12·70 metres and in the entrance channel 13·40 metres.
**CUSTOMS ALLOWANCES:** It is permitted to have a packet of tobacco per person per day. Unlimited allowance with national drinks.
**CREW IDENTIFICATION CARDS:** Not required.
**CONSULS:** Various available.
**REPAIRS:** Small repairs available.
**DRY DOCKS:** None.
**REPATRIATION:** Facilities exist.
**AIRPORT:** The town of Reus 12 kilometres distance has a military airport that is also used for charter flights.
**TIME:** GMT plus 1 hour.
**POLICE/AMBULANCE/FIRE:** Police 20–11–29; Ambulance at local hospitals; Fire 20–19–50.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Capitan del Puerto en Comandancia Militar de Marina, telephone 20–16–22.

## TORREVIEJA: 37.58 N. 00.40 W.

**DOCUMENTS:**

2 Crew Lists.
Customs Documents.
Health Declaration.
Manifests.
Bills of Lading are done by Agents.

**PILOTAGE:** Requested by Agent. Permanent service. White-painted boat with letter "P" on sides. Pilot goes out of port as far as one mile.
**ANCHORAGE:** Outside, 0·5 mile off lighthouse of Eastern quay. Inside, according to Pilot's judgement.
**MAX. SIZE:** Unlimited length and breadth; limiting draft 27 ft.
**RADIO:** Alicante Coastal Radio.
**TUGS:** None available.
**BERTHING:** West quay is 220 metres long with a depth of 10 metres used only for loading salt, 200–400 tons metric tons per hour.
**STEVEDORES:** Available, employed by the consignees.
**MEDICAL:** Hospital situated 45 kilometres distance. Medical services and Emergency Clinic in port.
**DENSITY:** 1034.
**FRESH WATER:** Available at the quay. Price 50 pesetas per metric ton.
**FUEL:** None available.

**GANGWAY/DECK WATCHMEN:** If required can be contracted.
**OPENING/CLOSING HATCHES:** Carried out by crew.
**CUSTOMS ALLOWANCES:** 200 cigarettes. Two bottles wine.
**IDENTIFICATION CARDS:** Not necessary but convenient.
**CONSULS:** Sweden Vice-Consul 101; Norway, Denmark and Liberia Vice-Consul 135.
**REPAIRS:** Small repairs in engines, electrical, etc.
**REPATRIATION:** There are no problems in this respect.
**AIRPORT:** 30 km. distant at Alicante. Regular flights to Madrid.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** See Huelva.
**POLICE/AMBULANCE/FIRE:** Police tel. 99, Ambulance and Firemen tel. 83.
**TELEPHONES:** There are no connections on board. One on the quay.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Ayudante Militar de Marina and Captain of the Port, Telephone 42.

## VALENCIA: 39.27 N. 00.19 W.

**DOCUMENTS:**

3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering transit cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.

If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.
**PILOTAGE:** Pilotage is compulsory for this port. The pilot launch is painted black with a letter "P" painted in white on the sides.
**ANCHORAGE:** There is a good anchorage outside the port, vessels are required to keep the entrance channel clear.
**RESTRICTIONS:** Entrance to the port faces S.S.E. and is 260 m. wide, with a low water depth of 12 m.
**MAX. SIZE:** Length 250 m. draft 11 m. Vessels with greater draft have berthed in the Port.
**HEALTH:** If the vessels proceed directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.

If vessel has sickness on board of a contagious nature Master should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique.
**RADIO:** Coastal radio station with international frequencies 1580 kHz.
**TUGS:** Not compulsory for entering port. 7 tugs available up to 900 h.p. Two tugs normally used for berthing and unberthing.
**BERTHING:** *Espigon Del Turia:* Berths for 8 vessels, depth alongside 9–11 metres.

*Muelle de Poniente:* 3 berths, depths alongside 7–11 metres.
*Muelle de Levante:* 3 berths, depth alongside 8–9.5 m.
*Inner Dock:* Berths for 6 vessels, depth alongside 7 m.
*Turia Quay:* 3 berths with 9 metres depth of water.
*South Quay:* 5 berths (600 m.) with 14 metres depth of water.

**CARGO-HANDLING FACILITIES:** Grain, coal, fertilisers, etc., in bulk are handled at Espigon del Turia and Muelle del Turia. Also at Muelle del Turia is a chemical-handling installation, depth alongside 9·25 metres.

*Containers:* Two berths at the Turia pier, North side, with crane of 30 metric tons capacity, also, and using conventional means, they are discharged at the Western quay.

There are two work-points for roll-on/roll-off vessels at the Eastern transversal quay and the Western transversal quay.
**TANKERS:** Berth at Muelle de Poniente, up to 30 ft. draft.
**MEDICAL:** All medical services available in the port and in the city.
**REPAIRS:** All types of hull and machinery repairs can be effected.
**FLOATING DOCK:** 1 floating dock available, owned by Union Naval de Levante. Interior length 143 m., interior width 24.60 m. Lifting capacity 8,000 tons.
**CUSTOMS ALLOWANCE:** Normally Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirit per man.
**FRESH WATER:** Available at all main berths at the rate of 30 tons per hour.
**FUEL:** Campsa can supply by pipelines at the Turia berths, at the rate of 750 tons per hour and at Muelle de Poniente at the rate of 200 tons per hour.
**TIME:** Always GMT plus 1 hour.
**AIRPORT:** Situated at Manises, 10 kilometres away from the port.
**CONSULS:** The following countries are represented in Valencia:

West Germany
Argentina
Belgium
Bolivia
Brazil
Colombia
Costa Rica
Chile
Denmark
Dominican Republic
Ecuador
U.S.A.
El Salvador
Finland
France
Great Britain
Greece
Guatemala
Honduras
Iceland
Italy
Nicaragua
Norway
Netherlands
Panama
Portugal
Sweden
Switzerland
Uruguay
Venezuela
Yugoslavia

**POLICE/AMBULANCE/FIRE:** Police 091; Fire 271234; Ambulance 230304.
**HOLIDAYS:** Work can be arranged on following holidays. New Year's Day (January 1 full day); Epiphany (January 6 full day); Saint Joseph (March 19 full day); Easter (two days); Saint Joseph Artisan (May 1 full day); Saint Peter & St. Paul (June 29 full day); Labour Day (July 13 full day); Patron Saint of Spain (July 25 full day); Assumption Day (August 15 full day); Martyrs' Day (August 30 full day); Holiday of Hispanicism (October 12 full day); All Saints (November 1 full day); Christmas Day (December 25 full day).
**AUTHORITY:** Direccion del Puerto de Valencia, Muelle de la Aduana, Valencia.

## VIGO: 42.14 N. 08.40 W. (See Plan)

**DOCUMENTS:**

Maritime Declaration of Health.
Crew List.
Passenger List.
Manifest of Cargo for the Port.
Manifest of Cargo in Transit.
Ship's Stores List.
Crew's Personal Effects List.
Ship's Particulars Declaration.

*Note:* Tobacco. In case the vessel carries more than 3 kilos of tobacco per man, the excess must be declared in a separate manifest, which must be visaed by a Spanish Consul. In the absence of the Consul, said document will have to be visaed by an authority of the former port of clearance. Otherwise the vessel would be severely fined.
**PILOTAGE:** Pilotage at Vigo is compulsory and the service permanent day and night. Pilots board in auxiliary motor-boats with a letter "P" in white at both sides of the hull and a blue flag with the letter "P" in white, near the entrance of the harbour, in the zone included inside Punta Lameda-Cabo Vicos on the channel of the South entrance and inside Punta Caballo-Subrido, on the channel of the North, both situated to the West of the harbour. At night the pilot boats have a white light visible around the horizon and under this light another red one, also visible around the horizon. International code signals used to call Pilot, or four long blasts on the whistle. Pilot station situated at Cabo de Mar. Three pilot boats normally on station on a line connecting Borneira and Cabo de Mar.
**ANCHORAGE:** Several suitable anchorages in the Vigo River, naturally sheltered, in depths of more than 35 metres. The main anchorage opposite the port on the South side of the river has depths of 15–25 metres.
**MAX. SIZE:** No limitation for length and beam, unlimited deep water approaches.
**HEALTH:** If vessels proceed directly to the berth, pratique can be obtained immediately after berthing. Otherwise, at the anchorage on vessel's arrival. In case of suspected disease or fever on board the Master must send a radio message to the Agent in order that they advise the Health Office.
**RADIO:** The nearest Radio Station is Vigo Radio, situated in the limits of Vigo port.
**TUGS:** No tug-boats are required for entering the port. Only used for berthing ships from 120 metres length upwards according to Pilot's advice. At Vigo there are 2 modern tugs of 1,000 h.p. each. Tugs join vessel off the berth. Tug's line used at no extra charge.
**BERTHING:** The commercial piers to load or unload have a depth of about 28 ft. and the Transatlantic Pier, depth of about 40 ft. at LW. The tide difference between high water and low water is about 3·50 metres.

At Rande, in the lower harbour, there are very modern special loading installations for mineral ore, at an average rate of 2,000 tons per hour. The depth alongside this installation is 36 ft. LW.

Containers are handled at Muelle de Arenal by cranes of 15 and 20 tons capacity. Depth alongside 10 metres.

Roll-on/roll-off traffic berths, depth 6 metres, situated inside Transatlantic Pier.
**TANKERS:** Tankers berth at a pier depth alongside 11 metres at low water. Tankers up to 300 metres length acceptable. Inner berth suitable for vessels of less than 100 metres length with a draft of 6 metres. Discharge lines 12 in., 10 in. and two of 8 in. diameter.
**STEVEDORES:** It is very important that Masters send advance notice regarding the vessel's ETA. With this notice, Agents can inform Shipper's or Receivers' stevedores accordingly, so that they arrange operations properly. The official working hours of the port are: Monday/Saturday, 0930/1300 – 1400/1800 hours.
**MEDICAL:** Doctors and hospital facilities available. Advance notice preferred in urgent cases.
**DENSITY:** Average 1026.
**FRESH WATER:** Available from the quays at the rate of 50-80 tons per hour. Can also be supplied by tugs at 500 tons per hour.
**FUEL:** Available from the Oil Pier or delivered by barge. 24 hours notice of requirements recommended.
**DEVELOPMENTS:** Bulk carrier berth under construction suitable for vessels up to 300 metres length and 16 metres draft.
**WATCHMEN:** Available from shore if required.
**HATCHES:** Opening may be done by crew to avoid delays. Closing hatches usually performed by crew.
**CUSTOMS ALLOWANCES:** 200–250 cigarettes or three kilos of tobacco and 2 bottles spirits may be held out of bond for each person. Wine not restricted.
**IDENTIFICATION CARDS:** Shore passes are provided by the Agent.
**CONSULS:** Practically all countries have consulates at Vigo.

**REPAIRS:** All types of deck and engine repairs are possible.
**FLOATING DOCKS:** One floating dock available: length 128 m., breadth 22·40 m.
**REPATRIATION:** Crew changes and repatriation can be arranged without difficulty.
**AIRPORT:** Local airport, situated 8 kms. from the port, has at least one daily flight to Madrid. International airport of Santiago de Compostela is 100 km. away.
**TIME:** GMT plus 1 hour all the year round.
**HOLIDAYS:** 1st January; 6th January; 19th March (St. Joseph); Good Thursday afternoon; Good Friday; 28th March (local holiday, Reconquest Day); 1st May (Labour Day); Ascension Day; Corpus Christi; 29th June (St. Peter and St. Paul); 18th July (National Holiday); 25th July (St. James' Day); 15th August; 12th October; 1st November; 25th December.
**POLICE/FIRE/AMBULANCE:** Police, tel. 21.00.00; Fire, tel. 21.20.00; Ambulance, tel. 21.25.09.
**TELEPHONES:** No arrangement for connecting on board.
**SHORE LEAVE:** Allowed without restriction.
**AUTHORITY:** Director del Puerto, Junta del Puerto y Ria de Vigo, Plaza del Puerto. Tel. 21.13.24.

# Spanish Sahara

## EL AAIUN: 27.04 N. 13.28 W.

**LOCATION:** Lighthouse at phosphate terminal in position 27° 03′ 55″ N. 13° 27′ 45″ W.
**DOCUMENTS:** See "Villa Cisneros".
**APPROACHES:** There is a light located at the end of the bulk phosphate terminal in position 27° 03.9′ N. 13° 27.7′ W. at the top of mineral silos, at a height of 180 ft. One flash every 5 seconds, range 10 miles.

There is also a fixed green light located at the Northern part of the terminal range 10 miles, and a fixed red light at the Southern part of the terminal, range 10 miles.

The phosphate terminal installations give a good radar target at a distance of 25 miles. Vessels approaching from the North should keep 10 miles off the coast until the pier is bearing 090° and then steer towards the pier.

At nights the installation lights are always visible and with a clear atmosphere can be seen from 25 miles off the coast.
**PILOTAGE:** Compulsory. Pilot boards about 0·75 miles off the pier head.
**ANCHORAGES:** Good anchorages can be found in 10 fathoms of water. When waiting for the Pilot it is recommended to anchor 0·75 miles Westward of the pier. No shelter in strong winds. Service of powerful auxiliary boats is available when standing at anchor.
**MAX. SIZE:** Depth 17·5 metres at LWL at the phosphate terminal berth, and 9·5 metres LWS at the berth for general cargo ships, located at the middle of the pier.
**QUARANTINE:** Valid smallpox, yellow fever and cholera certificates are required. Otherwise, usual clearance.
**RADIO:** Via Tenerife Radio on HF, call sign EAT. Via Las Palmas Radio on MF, call sign EAL.

There is no coast radio station in Spanish Sahara for communication with El Aaiun. VHF radio communication is being placed at the phosphate terminal to work in future on Channels 12 and 16.

Ships calling at the terminal are required to send ETA cables 72, 48 and 24 hours prior arrival to "Cargadero Fosbucraa el Aaiun" and "Fosbucraa Madrid".
**TUGS:** 2,000 h.p. tugs are called from Las Palmas to assist whenever the ship requires their service. Assistance has to be requested by Master or Owner 60 hours prior arrival.
**BERTHING:** Aaiun Mineral Terminal located approximately 6·5 miles South of El Aaiun City.

The terminal head is in a North–South direction. Vessels are moored alongside dolphins that cover the three loading stations for 100,000, 40,000 and 20,000 tons dwt. ships. The loading pier has a height above water of 50 ft. and the dolphins approx. 20 ft.

Facilities consist of modern equipment available for handling phosphate in bulk at a loading rate of 4,000 tons per hour in two of the stations, and 2,000 tons per hour at the third. The phosphate is loaded by means of moveable loading machines with telescopic spouts to permit perfect trimming.

Facilities at the general cargo berth available for vessels up to 8,000 tons dwt. are two cranes of 6 tons each, and one derrick of 150 tons capacity.

No gangway to be rigged at this terminal. Communication from ship-to-shore is by means of elevator from the loading machines.
**AIRPORT:** Aaiun (30 km. from harbour).
**REPAIRS:** No repairs can be effected at this port.
**BUNKERS:** No bunkers available.
**PROVISIONS:** Provisions may be obtained if requested by vessel 48 hours prior arrival.
**OPERATORS:** Fosfatos de Bucraa S.A. (Fosbucraa), Boix y Morer 6, Madrid 3. Cables: "Fosbucraa Madrid". Telex: 27356. Tel.: 2–33–36–00.

## VILLA CISNEROS: 23.42 N. 15.55 W.

**DOCUMENTS:** *Foreign Vessels*
Crew List.
Health Pratique.
Passenger List.
Cargo Manifest.
*Spanish Vessels,* in addition to the above:
Safety Equipment Certificate.
Radio Safety Certificate.
Seaworthiness Certificate.
**PILOTAGE:** Pilot is necessary to cross the bar and for river navigation. Pilot joins at anchorage. Pilotage compulsory for all vessels over 50 grt. Contact Pilot by radio-telephone, via Puerto de Villa Cisneros Radio operating on 2182 and 2626 kHz. from 0800 to 1300 and from 1500 to 2000 hours GMT.
**ANCHORAGE:** In depths of more than 10 metres about 0·6 mile East of the breakwater head. This situation is well protected from swell from the S.W. but open to winds from the N.E. which are frequently strong creating difficult conditions for very small vessels. There are no mooring buoys.

Vessels loading trans-shipment cargo anchor in position with Punta Galera Light bearing 030° T, 1·2 miles off. The prevailing winds blow mostly from the north up to force 3 with a long low swell mostly from a north westerly direction.
**MAX. SIZE:** Length 100 metres, beam 12 metres, draft 5 metres.
**HEALTH:** Masters are required to complete a health certificate for the Comandancia declaring that the vessel has not called at any infected ports.
**TUGS:** None available, only one small launch which may assist.
**BERTHING:** Breakwater of 750 metres length extends towards the S.E., berths alongside the last 200 metres, one concrete pier for small vessels, three small jetties enclosing two docks, can be used by vessels of medium size.
**STEVEDORES:** Employed by Port Authority and engaged by ship's Agent.
**MEDICAL:** Hospital available for any kind of medical attention; doctors and ambulance service available.
**TANKERS:** Moor at jetty No. 2. Pipelines 4 in. diameter.
**FRESH WATER:** On the quays are 3 hydrants, capacity 3 tons per hour and 4 of 2 tons per hour.
**FUEL:** Atlas Company can supply fuel subject to advance notice.
**HATCHES:** Opened and closed by crew.
**CUSTOMS ALLOWANCES:** Crew are allowed to take only sufficient tobacco ashore for their own consumption. It is not permitted to take alcohol ashore.
**IDENTIFICATION CARDS:** Seamen going ashore must take an identity card or a shore pass, issued by the Master.
**CONSULS:** No local representation.
**REPAIRS:** Only facilities for very minor repairs.
**REPATRIATION:** Can be arranged provided that documentation is in order.
**AIRPORT:** Situated 1 kilometre from the port. Iberia Airlines have 5 flights per week. In case of emergency, military aircraft may be used.
**TIME:** GMT is used all year round.
**HOLIDAYS:** 1st January; 6th January; Maundy Thursday; Good Friday; Corpus Christi; Ascension Day; 29th June; 16th, 18th and 25th July; 15th August; 12th October; 1st November; 25th December.

Mohammedan Holidays: Aid el Queber (2 days); Aid el Mulud (1 day); Aid el Seguer (2 days).
**POLICE/FIRE/AMBULANCE:** Police Station situated 100 metres from the quays. Fire: tel. 18. Ambulance: tel. 17.
**SHORE LEAVE:** Allowed without restriction.
**AUTHORITY:** El Comandante, Militar de Marina.

# Sri Lanka (formerly Ceylon)

## COLOMBO: 06.56 N. 79.50 E.

**DOCUMENTS:**
5 each of Crew and Passenger Lists.
8 Manifests.
1 Arrival Report for Pilot.
1 Master's Declaration for Immigration, and same for Police.
2 Private Property Lists of officers and crew for Customs.
2 copies of Preliminary Report by Master for Customs.
1 Maritime Declaration of Health for Port Health Officer.
1 Master's Declaration of Cargo for Quarantine Department.
**PILOTAGE:** Vessels approaching port apply for Pilot by flying the G flag by day or two red lights at night. They can, in addition, flash the pilot station or use VHF Channel 16. The telegraphic address of pilot station is "Pilot Station Port Commission Colombo" and a provisional ETA 24 hours ahead is advisable with corrections thereafter. However, these are best channelled through the vessel's Agent. Pilot boat is a wooden motor launch with the word "Pilot" on its side. It flies the H flag by day or red and white lights by night according to the international code. The Pilot boards within an area of about 1 mile of the harbour entrance. Advice of where to anchor can be obtained from the Pilot by VHF or signal light.
**ANCHORAGES:** The usual anchorage off port is within 3 miles of

the harbour mouth where up to 14 fathoms of water is available. 18 fathoms of water is available within 6 miles.

**RESTRICTIONS:** Entry may take place at all hours of the day and night but it is unusual for the Pilot to board vessel between midnight and 0400 hours.

**MAX. SIZE:** For entering harbour, max. draft 36 ft. and a length of 800 ft. is permissible. Beam is not critical. There is no appreciable rise and fall of tide.

Tankers' max. dimensions for berthing alongside: length 750 ft., draft 34 ft.

**HEALTH:** The vessel entering port must fly the Q flag until boarded by the Port Health Officer to grant pratique. Pratique may be granted by radio if there is a doctor on board provided the ship is not calling from a port in India. A radio message should be sent within 24 hours of the vessel's ETA in the following terms "Last port —— no quarantinable disease on board – Doctor on board" and the Port Health Officer will reply to the Agent confirming pratique being granted by radio. Pratique is automatic if the vessel enters after calling at another port in Sri Lanka. If any quarantinable disease on board double Q flags must be hoisted prior to entering harbour.

**RADIO:** "Colombo Radio" with a call sign 4PB is the usual channel for communicating with Colombo.

The pilot station is presently available on VHF Channel 16 and the Port (Cargo) Corporation on VHF Channel 11.

**TUGS:** Tugs normally join the vessel at the harbour mouth and use their own lines.

**BERTHING:** There are no specific requirements relating to berthing space but early advice of draft is most advisable.

**STEVEDORES:** The stevedores at Colombo are the Port (Cargo) Corporation, a nationalised concern having the monopoly of stevedoring and lighterage. ETA at least 24 hours in advance if possible. Gangs for the day shift which commences at 0730 hours must be ordered by 0700 hours and gangs for the evening shift, commencing at 1630 hours, by 1600 hours. This excludes the Poya Day on which only the day shift is worked, and gangs must be ordered by 0930 hours on the previous day.

**MEDICAL:** Although advance notice of medical assistance required is helpful, particularly when port stay is limited, it is not essential. Comprehensive hospital facilities are available either in private nursing homes or in the Government hospitals. The following inoculations are required: Smallpox and cholera, yellow fever if calling from ports in East Africa and Mozambique.

**TANKERS:** There are 3 tanker berths, one for importing crude oil suitable for tankers of 750 ft. length, max. draft 34 ft. One berth for white oil tankers with max. draft 33 ft. One berth for fuel oil imports for vessels with a max. draft of 31 ft., and this same berth is used for exports when permissible draft is 33 ft.

The diameter of discharge lines;

| | | |
|---|---|---|
| Crude oil, | 24 in., | giving capacity 1,000 tons per hour. |
| White oil, | 10 in., | capacity 250 tons per hour. |
| Gasoline, | 10 in., | capacity 170 tons per hour. |
| Furnace oil, | 14 in., | capacity 500 tons per hour. |
| Naphtha, | 12¾ in., | capacity 450 tons per hour. |

Pumping will not be commenced after nightfall. No residue discharge facilities are available.

**DENSITY:** 1025.

**FRESH WATER:** Fresh water is readily available by barge. The rate of delivery is approximately 40 tons per hour. The water is of good quality.

**FUEL:** Furnace diesel and gas oil available. Advance notice of at least 24 hours is advisable as the bunker requirements of the port often exceed the ability of the oil companies to supply immediately. Supplies are by barges which can pump at 300 tons per hour.

**DEVELOPMENTS:** One new alongside dry-cargo berth with a draft of 34–42 ft. should be ready by 1976 and there are plans for further development.

**GANGWAY/DECK WATCHMEN:** Watchmen are available and are to be recommended unless members of the crew are available to provide this service.

**OPENING/CLOSING HATCHES:** This work is normally carried out by the stevedores except in the case of McGregor or similar hatch covers which they will not handle.

**CERTIFICATES:** Register showing vessels name, port of registry, gross and nett tonnages and owner. Safety Equipment Certificates quadrennial and annual, Ship's Articles (British) and clearance from previous port and deratisation Certificate.

**CUSTOMS ALLOWANCES:** Cigarettes 25 per man per day. Tobacco 1 oz. per man per day. Snuff 1 oz. per man per day. Spirits ¼ bot. per man per day. Wine 1 bot. per man per day. Beer 2 bots. per man per day.

**IDENTIFICATION CARDS:** These are not essential but the crew is expected to carry some form of identification with a photograph on it when they leave the vessel.

**CONSULS:**

America
Belgium
Burma
China
Czechoslovakia
France
Germany
Greece
Indonesia
Indonesia
Italy
Japan
Maldives
Netherlands
Philippines
Poland
Denmark
Thailand
Rumania
Soviet Union
Switzerland
United Arab Republic
Yugoslavia

**REPAIRS:** Most main engine and boiler repairs and minor hull repairs can be effected.

**DRY DOCKS:** Maximum length 630 ft. overall 72 ft. breadth deepest draft 30 ft. Maximum possible notice required for booking.

**REPATRIATION:** There is no difficulty in arranging repatriation and crew change.

**AIRPORT:** It is 18 miles to the international airport which is serve by regular airlines.

**TIME:** Ceylon standard time is 5½ hours in advance of GMT, and n alterations are made during the year.

**HOLIDAYS:** Cargo work can normally be arranged on all excep the following holidays:

1st January; Sinhalese & Tamil New Year 1 day in April; 1st May; Wesak Full Moon in May; Republic Day 22nd May; 26th September; Christmas Day.

**POLICE/AMBULANCE/FIRE:** Harbour Police tel. 21075; Ambulance 20428; Ambulance launch: Exhibit A.L. flags; Port Fire Brigade 32331.

**TELEPHONES:** None are available for placing on board.

**GENERAL:** Ships should not discharge oil within territorial waters dispose any waste into harbour or on to quays, immobilise mai engines without prior permission, use radio for transmission i harbour. Ships should hoist national flag during daylight hours.

**SHORE LEAVE:** There is no restriction on crew members bein allowed ashore.

**DELAYS:** Delays for vessels working cargo are seldom over 2 hours. However, it is very unusual for vessels calling for bunkers fresh water, stores, etc., to be delayed for more than a few hours.

**AUTHORITY:** Colombo Port Commission, POB 528, Colombo 1 Tel. 21201.

**AGENT:** Aitken, Spence & Co. Ltd., Lloyd's Building, Sir Baro Jayatilaka Mawatha, PO Box 5, Colombo 1. Tel. 27861–7 (7 lines Telex 1142. Cable Address "Aitken Colombo."

## GALLE: 06.01 N. 80.14 E.

**PORT LIMITS:** To the Eastward Unawatuna Point, to the Westward Gindurah Point, to the Southward the usual sea league fro the line between these points.

**DOCUMENTS:** Pilot brings on board:

Arrival Report and Maritime Declaration of Health.

Port Health Officer boards vessel after berthing and collect Crew List, Passenger List, Maritime Declaration of Health. Examine crew, passengers and International Certificates of Vaccination.

*Customs.* Manifests, Bonded List, Passenger List, Cargo Lis List of Currency, Port Declaration.

*Immigration.* 3 Crew Lists.

**PILOTAGE:** Apply for Pilots via local Agents. Send ETA not mo than 24 hrs. prior arrival via Colombo Radio. Vessels telegrap direct to Master Attendant, Galle, via Colombo Radio. Vesse advised listen-in on Channel 16, VHF.

Pilot launch about 60 ft. long with white hull carrying word "Pilot" Pilot launch proceeds to vessels from Master Attendant's Offic and Pilot will board about ¼ mile to South of bell buoy. Vesse should anchor until pilot launch arrives and heave-up on approac of pilot launch; due to heavy swell prevalent *essential* vessels provide good lee for Pilot. Proper pilot ladder and two man ropes shoul be ready. Vessels anchoring should do so to the South or East o bell buoy. See "Anchorages".

**ANCHORAGES:** Best anchorage lies to Eastward of bell buo where depth 9 fathoms. To Southward of bell buoy depth increase to 15 fathoms. Vessels should anchor about ½ mile from bell buoy.

**RESTRICTIONS:** Vessels should not proceed north of bell buo Entry prohibited after 1700 hrs. and may be delayed by bad weathe Generally a wind force of over 25 kts. and a swell of over 4 ft. dela entry.

**MAX. SIZE:** North-east Monsoon. 1 vessel of 500 ft. up to 30 f draft, 2 vessels of 500 ft. up to 26 ft. draft, 1 vessel of 450 ft. up to 23 f draft, 1 vessel of 350 ft. up to 20 ft. can be berthed at stream berth South-west Monsoon. 1 vessel of 475 ft. up to 25 ft., 1 vessel of 450 f up to 21 ft., 1 vessel of 350 ft., up to 18 ft. can be berthed at strea berths.

Two alongside berths available for vessels up to 350 ft. length an 18 ft. draft. 750 ft. of quay space available.

**HEALTH:** The International Declaration of Health, handed t Master by Pilot, must be completed and returned to Port Heal Officer, who boards after berthing. PHO also requires 2 Crew List synopsis of Vaccination Certificates, Deratisation Certificate an examines Certificate of Vaccination.

**RADIO:** Colombo Radio.

**TUGS:** At present only one tug of 250 h.p. available throughout yea If sufficient notice given (over 24 hrs.) an additional tug could be se from Colombo (only available during N.E. Monsoon). Tug mee vessel at berth, tugs lines used. Charges for tugs included in po (pilotage) charges irrespective of ownership of towing lines.

**BERTHING:** Vessel berthing in stream lies to both anchors an picks up 4 to 6 mooring lines from buoys aft. To pick up moori lines, vessel should have ready at stream two messenger wires t 2½ in. diameter and 60 fathoms length.

**STEVEDORES:** All stevedoring carried out by Governme Corporation. Gangs, lighters etc., are all arranged by Port (Carg Corporation. 16 lighters of approx. 15 dwt capacity available f working vessels in stream berths.

**MEDICAL:** Vessels arriving in Galle and requiring medical attentio should cable Agent and Port Health–Galle at least 12 hrs. in advanc

**DENSITY:** 1025.

**FRESH WATER:** In cases of emergency up to 20 tons fresh wa could be supplied daily in stream in 400 gallon tanks conveyed b lighters. Alongside main quay up to 50 tons per night could b supplied by Bowser.

**FUEL:** Bunkering Division of Ceylon Petroleum Corporation, Kolonnawa (off Colombo) can service vessels with small quantities of fuel. 5 days prior notice required.

**DEVELOPMENTS:** Building of breakwater and all dredging operations stopped indefinitely.

Dredging main quay to 30 ft. depth, and channels to 33 ft. depth.

**GANGWAY/DECK WATCHMEN:** Ceylon police station two policemen aboard every vessel in harbour. For vessels berthed alongside policemen stationed aboard through day. For stream vessels policemen stationed only during hours when cargo worked.

**OPENING/CLOSING HATCHES:** Shore labour, but there is no objection to hatches being opened prior to labour boarding.

**CUSTOMS ALLOWANCES:** Present allowance 200 cigarettes/week, 2 bottles beer/day. Others proportionally.

**CONSULS:** All consular officers in Colombo, 72 miles away, 2 hours by train, 2½ hours by road.

**REPAIRS:** No repairs possible as Galle open to S.W., essential that vessels have engines ready at all times. No shutdown permitted.

**REPATRIATION:** Sub-collector of Customs acts as Shipping Master and will sign on/off properly authorised crew changes.

**AIRPORT:** Colombo.

**TIME:** Standard Time GMT plus 5½ hrs.

**HOLIDAYS:** Non-working days in the port (dates variable yearly): Sinhala and Tamil New Year in April; Good Friday, 1st May; Wesak Full Moon in May; 22nd May; 26th September; Christmas Day.

**POLICE/FIRE/AMBULANCE:** Harbour Police 3222; Ambulance 2861. No fire brigade available.

**TELEPHONES:** No telephones available aboard.

**SHORE LEAVE:** Crew allowed ashore.

**AUTHORITY:** Assistant Master Attendant, Master Attendant's Office, Galle, tel. 2824.

**AGENT:** Clark, Spence & Co. Ltd., PO Box 11, "Clan House", 24 Church Street, Fort, Galle. Tel. 2083 (after hours 2392). Cables Spence, Galle. Lloyd's and Steamship Agents.

## TRINCOMALEE: 08.36 N. 81.15 E.

**DOCUMENTS:**

International Maritime Declaration of Health.
6 copies Crew List.
6 copies Passenger List.
Smallpox Vaccination Certificates are compulsory.
Cholera or Yellow Fever Certificates required if vessel is arriving from an infected port.

**PILOTAGE:** No means of communication between Pilot Station and vessels calling at port. Vessels should indicate ETA through Colombo Radio, either to Agent or direct to Deputy Master Attendant, Trincomalee, at least twenty-four hours before arrival. No night pilotage. Pilot boards incoming vessels between hours of 0600 and 1800 about 2 cables Northward of Round Island (8° 30′ 48″ N. 81° 13′ 24″ E.). Vessels embarking pilot should whenever possible lower an accommodation ladder; if this is not practicable should let down a pilot ladder and provide two man ropes not less than three inches in circumference. Vessels awaiting a pilot should anchor half a mile North-eastward of Round Island light tower in depths from 11 to 13 fathoms.

Vessels arriving between 1800–2100 hours may be brought in at Deputy Master Attendants discretion if they come to anchorage 5 cables North-East of Round Island.

**ANCHORAGES:** Trincomalee Harbour is the only entirely sheltered natural harbour in Sri Lanka. Good anchorage may be found in almost any part of harbour in good weather.

**RESTRICTIONS:** Vessels may enter during hours of daylight only. Range of tide is very small and does not restrict entry.

**MAX. SIZE:** Almost unlimited length and draft can be accommodated in anchorage. Only one berth which can accommodate up to 600 ft. length, and 32 ft. draft. This jetty used for discharging tankers and bunkering.

**HEALTH:** The Port Health Officer boards vessels after arrival at anchorage to grant pratique. Pratique automatic for vessels arriving from another port in Sri Lanka.

**RADIO:** All cables to Deputy Master Attendant, Agents, Receivers, etc., should be routed through Colombo Radio; call sign 4 PB.

Pilot carries a portable VHF set, Channel 16, with about 2 miles range.

**TUGS:** One tug attends when required. Tow-lines generally not used; but if required tug lines used.

**STEVEDORES:** Stevedoring operations have been nationalised and are carried out by the Port (Cargo) Corporation, Trincomalee.

**TANKERS:** One tanker berth at which vessels of 600 ft. length and 32 ft. draft are discharged.

**DENSITY:** Salt water.

**FRESH WATER:** Available, supplied by water lighters, and from bunkering jetty.

**FUEL:** Marine heavy diesel and furnace oil can be supplied at 24 hours notice.

**GANGWAY/DECK WATCHMEN:** Watchmen are provided by the Port Tally and Security Services Corporation.

**OPENING/CLOSING HATCHES:** Carried out by stevedores.

**CUSTOMS ALLOWANCE:** Tobacco issued as required. Wine and/or Spirit issued as required.

**IDENTIFICATION CARDS:** Identity Cards or Passports are required to be carried by crew members ashore.

**CONSULS:** All Consular officers are in Colombo.

**REPAIRS:** Only minor repairs can be carried out.

**REPATRIATION:** Crew changes and repatriation can be effected.

**AIRPORT:** No International flights through Trincomalee. Internal service of Air Ceylon operates daily flights between Trincomalee and Colombo.

**TIME:** GMT plus 5½ hours.

**HOLIDAYS:** Dates of holidays are not fixed. Cargo work can generally be arranged on any holiday.

**TELEPHONES:** Police 308; Ambulance 448; Fire 335. There are no telephone connections for ships.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Deputy Master Attendant, Port Commission, Trincomalee. Tel. Dockyard 212.

# Sudan

## PORT SUDAN: 19.37 N. 37.14 E.

**DOCUMENTS:**

Port Sudan Harbour Master's Declaration.
Sudan Customs Declaration.
Quarantine Form.
(All above forms to be filled by Master on arrival).
3 Crew Lists.
3 Passengers Lists.
1 Crew Declaration.
1 Dutiable Stores.
4 copies Manifest.
1 copy B/Lading.
1 Provisions List.

**PILOTAGE:** 24 hours notice ETA. VHF. Channel 16. Pilot boards South of South Wingate Beacon. Pilotage compulsory.

**ANCHORAGES:** Towartit Anchorage, approx. 8 km. S.E. of harbour.

**RESTRICTIONS:** No restrictions providing berth available.

**MAX. SIZE:** Length 850 ft. maximum. Draught at Oil Terminal 37 ft., other berths 34 ft. 6 in.

**HEALTH:** Radio pratique obtainable if message sent not more than 24 and not less than 8 hours before arrival to "Quarantine, Port Sudan", with following information: Name of ship and ETA; Name of Agent; Whether surgeon carried or not; Whether illness on board, if so, what illness; Port of departure and last port of call. On receipt the Quarantine Medical Officer will inform ship by wireless whether pratique is granted or not.

**RADIO:** Port Sudan Radio (call sign STP). Operates daily on High Frequency as follows: 8652 Mcs from 0400 hours to 1600 hours GMT; 4356 Mcs from 1600 hours to 0400 hours GMT; 0500 kcs – continuous listening watch for first ten minutes of every hour. Radiograms may be handed in at Port Sudan Post Office at all times and at Port Sudan Quays Post Office during office hours.

**TUGS:** About one mile from harbour entrance. Either ship's or tug's lines at Pilot's discretion.

**BERTHING:**

| Berth | Length | Depth<br>Winter | <br>Summer |
|---|---|---|---|
| Nos. 1 to 5 main berths | 456 ft. | 30 ft. | 28/33 ft. |
| No. 5 | 426 ft. | 35 ft. | 33 ft. |
| Nos. 6 & 7 | 606 ft. | 35 ft. | 33 ft. |
| Nos. 8 & 9 | 600 ft. | 37 ft. | 35 ft. |
| No. 15 | 642 ft. | 37 ft. | 36 ft. |
| No. 16 | 230 ft. | 37 ft. | 35 ft. |
| Nos. 17 & 18 | 908 ft. | 39 ft. | 37½ ft. |

**CARGO HANDLING:** Grain silo of 50,000 tons capacity situated at Berth No. 15. Heaviest lift normally acceptable is 30 tons; special arrangements necessary for heavier items.

Span of coal transporters is 420 ft.

**TANKERS:** At berth No. 16 vessels up to 600 ft. length can berth with overhang. Max. draft 34 ft. 6 in.

Berths 17 and 18 accommodate tankers up to 37 ft. draft. Berths connected by pipe-line to refinery 8 km. South of Port Sudan.

Used for discharging crude oil and loading refined products.

**STEVEDORES:** Require 24/48 hours advance notice of ETA and stowage of cargo. Rate of Discharge and Loading: General cargo, 5–10 tons per hook per hour. Bagged cargo, 15–20 tons per hook per hour.

Exports. Main exports, cotton, cottonseed, gum Arabic, oilcakes, MOP shells, trocas shells, senna, beans, domnuts, oilseed, hides, skins, salt, beeswax, durra, wheat bran, chick peas, karkadeh and castor seed.

Tea. Following exports should not be stowed with tea: castorseed, hides, linseed, edible oil, oilcake. Cottonseed may be stowed with tea with separation of 3 ft. but it is preferable to stow in separate compartment from tea.

Cotton. Gum should never be stowed with cotton.

Transhipment cargo. Is normally not accepted at Port Sudan without prior permission, except in very small quantities.

Weight. Deadweight of cargo is expressed per ton of 1,000 kilos.

**MEDICAL:** Advance notice advisable. Hospital facilities available. Crew and passengers must have International Health books valid.

**DENSITY:** 1025.

**FRESH WATER:** Available ex quay and ex barge.

**FUEL:** Marine Fuel oil (normally 1000 secs.); marine diesel oil (42/45 secs.); gas oil (35 secs.). 24/48 hours advance notice advisable Name of suppliers is required.

**GANGWAY/DECK WATCHMEN:** Recommended.

**OPENING/CLOSING HATCHES:** Normally by stevedores.
**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes per person. Wine and/or Spirit, two bottles of different kinds per person. Only personal requirements may be taken ashore.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** UAR and Nigeria.
**REPAIRS:** Minor deck and engine repairs.
**DRY DOCKS:** None.
**REPATRIATION:** Not recommended. Formalities take 2/3 days.
**AIRPORT:** 3 miles away. Flights 4 days per week Port Sudan to Khartoum. 2 days per week Port Sudan to Cairo.
**TIME:** GMT plus 2. In summer, GMT plus 3 hours.
**HOLIDAYS:** The following government holidays for the year 1974 will be considered as port holidays (The dates may vary in other years): 1st January (Independence Day, 1 day); 3-7th January (Kurban Bairam, 5 days); 24th January (Mohammedan New Year, 1 day); 3rd March (National Unity, 1 day); 5th April (Mulid el Nabi, 1 day); 15th April (Sham el Naseem, 1 day); 25th May (Revolution Day 1 day); 12th October (Republic Day, 1 day); 16–19th October (Ramadan, Bairam, 4 days); 23–27th December (Kurban Bairam, 5 days); 25–27th December (Christmas, 3 days).

The port will not work on the following days: 1st January (Independence Day); 4th January (First Day Kurban Bairam); 24th January (Mohammedan New Year); 5th April (Mulid El Nabi); 25th May (Revolution Day); 17th October (First day of Ramadan Bairam); 24th December (First day of Kurban Bairam); 25th December (Christmas Day).

Overtime will be worked on all other days.
**POLICE/AMBULANCE/FIRE:** Police 2424; Ambulance 2400; Fire 3001.
**TELEPHONES:** No arrangements exist for placing telephones on board.
**GENERAL:** No foreign currency allowed ashore. Crew are permitted to go ashore with any amount Sudanese Currency.

**AGENT:** May Trading and Services Co., PO Box 17, Port Sudan. Telegraphic address: "Mayo" Portsudan. Telex: No. 6. Tel. (during office hours) 2437; 2029, 2389; after office hours 2652, 2040.

# Surinam

## MOENGO: 05.38 N. 54.25 W.

A bauxite mining town about 70 miles up the Cottica river, a tributary of the Commewijne river, which latter joins the Surinam river at Fort Nieuw Amsterdam.
**DOCUMENTS/PILOTAGE/GENERAL INFORMATION:** refer to "Paramaribo."
**TUGS:** Two tugs are available, the larger is 1,750 h.p.
**MAX. SIZE:** Ships of 525 ft. can be accommodated. Ore vessels call daily. Draft depends on bar draft Surinam river.
**BERTHING:** Moengo has two piers at which ore is loaded by a transporter at the rate of 800/1,000 tons per hour. One pier is 430 ft. long and has a depth of 24ft. alongside. Both will accommodate ships of 525 ft. length. Tracks are laid on the 430 ft. pier and a 25 ton crane is available.
**PROVISIONS:** Not available.
**FUEL:** Small quantities can be supplied.
**FRESH WATER:** Small quantities can be supplied.
**AIRPORT:** About 5 km. from docks.
**AUTHORITY:** District Commissioner acts as Harbourmaster.
**AGENT:** Alcoa Shipping Co.

## NEW NICKERIE: 05.57 N. 56.59 W.

**DOCUMENTS:**

2 copies Crew List.
2 copies Passenger List.
Customs Documents; Crew Declaration Lists; for instance, souvenirs, electric apparatus, etc.
2 copies Ship's Store Lists.
3 copies Manifests of Import.
3 copies Manifests of Export.
1 copy Transit Manifest.
2 copies Manifests of Coastal Cargo.
Ship's Papers to be shown on request.

**PILOTAGE:** Pilotage is compulsory for the Nickerie River for ships bigger than 50 gross tons. There is always a pilot available; ETA to be sent 48 hours before arrival and 12 hours before arrival give necessary correction message to the Agent.

Ships can only enter the river at or about the time of high water.

The Pilot boards near the sea buoy (buoy No. 1). The pilot boat is a small wooden, grey and white painted vessel. The pilot boat does not use the international red-white pilot lights at night. It is not possible to make radio telephone contact with the boat. There is a signal lamp on board.

Send ETA-message to Agent who will order the Pilot. Awaiting high water the vessel can anchor about 3 miles N.N.E. of the sea buoy.
**ANCHORAGES:** With a draft of 15 ft. the ship can safely anchor 3 miles N.N.E. of the sea buoy. It is not advisable to anchor in the Nickerie river for a long time, the river is too narrow.
**MAX SIZE:** With springtide the maximum draft must not excee 14 ft. 9 in. and at neaptide 12 ft. The vessel has to use the high-i while passing the bar.

Maximum permissible length of vessel is 130 metres (426 feet). A low water ships are seated in the mud without consequence to hul rudder or propeller alongside the wharf. There are berths for o carriers.
**HEALTH:** There is no pratique-procedure. Only in the event of a suspected disease or fever on board a doctor must be called.
**RADIO:** Send ETA cables to Paramaribo Radio. The pilot office Nickerie has a radio telephone transmitter. Frequency 8233·9 kH listening hours: 07.00, 12.00, 18.00 local time. SSB and VHF equipmen also used.
**TUGS:** No strong tugs available.
**STEVEDORES:** The Agent orders the gangs (maximum thre gangs available).
**MEDICAL:** No advance notice required for medical treatmen There is one hospital in Nickerie with a surgeon.
**TANKERS:** There are three piers in Nickerie: Esso, Shell an Texaco pier. Maximum permitted draft 14 ft. 9 in. at springtide.
**DENSITY:** In the dry season the density on the river near Ne Nickerie is 1015. In the rainy-season the density is 1005 near HW, an 100 near LW. These all depend upon springtide or neaptide.
**FRESH WATER:** Fresh water is available alongside the wharf o New-Nickerie. It is loaded from shore by hose.
**FUEL:** Small quantities of fuel available from Esso or Shell, als grease and petrol.
**DEVELOPMENTS:** In the future a bigger and deeper port will b built in the Corentyne river, about 20 miles up the river.
**GANGWAY/DECK WATCHMEN:** It is recommended to have watchmen during the night.
**OPENING/CLOSING HATCHES:** Patent hatches must be ope ed by the crew, other hatches by the stevedores.
**CUSTOMS ALLOWANCES:** Captain included: for every 72 hou staying in port: 15 cigars or 60 cigarettes or 30 cigarillos or 150 g tobacco plus ½ bottle spirits or 5 bottles beer or 1 bottle wine.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** No consuls in Nickerie.
**REPAIRS:** Small engine repairs and shaft repairs and some wel ing repairs can be done.
**REPATRIATION:** Is possible via Paramaribo.
**AIRPORT:** The airport is 10 miles from the port of Nickerie. Tw times per day there is a flight to Paramaribo arranged by a loc company, called S.L.M.
**TIME:** Local time is GMT minus 3.30 hours. No alteration in tim
**HOLIDAYS:** New Year's Day; Good Friday; Phagwa; Queen Birthday (April 30); Ascension Day; Labour Day (May 1st); Day o Liberties (July 1st); Idul Fitre; Christmas Day and Boxing Day. O these days work can be done by paying overtime.
**POLICE/AMBULANCE/FIRE:** Police 356; Ambulance 241; Fi 333.
**TELEPHONES:** No arrangements can be made for a telepho connection on board.
**SHORE LEAVE:** Without reserve.
**DELAYS:** Delays in berthing: there are only two wharves with total length of 700 ft. Banana ships have priority. Delays in loadi and discharging: there are only three gangs of stevedores. Thes can be enlarged to five "small gangs".
**AUTHORITY:** District Commissioner acts as Harbour Master.

## PARAMARIBO: 05.49 N. 55.09 W.

**PORT LIMITS:** The seaward boundaries of the port, within whic a vessel is considered to be "arrived" is the entrance of the Surina Matowijne, Coppename, Corantijn and Nickerie rivers. Laytim commences to count after vessel has anchored or berthed.

On the left bank of the Surinam river about 8 miles above Ne Amsterdam and 21 miles from light-vessel at river entrance.
**DOCUMENTS:**

5 Incoming Cargo Manifests (if any cargo), otherwise three copies
1 Cargo Transit Manifest.
4 Outward-going Manifests.

These above-mentioned must be sent ahead to the Agent so th they can be translated into Dutch.

4 Crew Lists.
2 Store Lists.
2 Crew Declaration Lists.
6 Passengers Lists.

**PILOTAGE:** Compulsory. All ships are requested to amend th estimated time of arrival in local time, at least twelve hours in advan by special message through the wireless station to their Agents to the Harbour Master. Arrival message should include draft vessel and other requirements. Six hours prior to arrival the ET has to be confirmed and if necessary corrected. The pilot will b dispatched after receiving the confirmed ETA. As there is n shipping but in the Surinam river, the Commenwijned river, th Cottica river and the Nickerie river, all Pilots except one for Nicke are stationed at Paramaribo. Paramaribo Pilots board the vess at the light-vessel of the Surinam river. All vessels have to stop the light-vessel.
**ANCHORAGE:** Anchorage off town in 18–35 ft. of water at LWS Government officials board vessels immediately on arrival for ward clearance. Vessels which are required to anchor off the port wait for berths may be boarded at the anchorage.
**RESTRICTIONS:** Bar has minimum depth of 15 ft. 5 in. Rise ne tide 6 ft. 7 in. springtide 8 ft. 10 in. Due to the fact that the b

consists of very soft mud, vessels regularly leave the ports with a draft of 25 ft. (by springtide).

**RADIO:** There is a 24 hours radio telephone service at the Harbour Department on SSB and VHF. The coast station, PZN, also maintains a 24-hour radio telegraph (500 kc.) and telephone service in the 2182 kc. band. The lightvessel *Surinam River* is equipped with VHF Channel 12.

**HEALTH:** Port doctor will visit an arriving ship only if there is a case of contagious disease aboard, or if one of the preceeding ports of call has been declared to harbour contagious disease. No bill of health is required. A ship with an infection on board must advise the Harbourmaster by special message through the wireless station before arrival.

**BERTHING:** *O.G.E.M. wharf*, 120 ft. long least depth 18 ft. Oil/gas discharge for public undertakings.

*B.E.M. wharf*, 110 ft. long, least depth 18 ft. Private cement and gravel discharge wharf, Moorings 450 ft. apart.

*Banana export pier*, 297 ft. long, least depth 18 ft. Fresh water can be supplied.

*New Oil terminal*, Moorings 570 ft. apart. Least depth 18 ft.

*Flour pier*, Long 36 ft. Moorings 160 ft. apart. Least depth 16 ft. Only possible to discharge flour with a grain elevator.

*Vensur Cement wharf*, 180 ft. long, least depth 14 ft. Moorings 600 ft. apart.

*New Wharf Ltd.*, 1,815 ft. long. Least depth 19 ft. at LWS. Fresh water can be supplied.

*Belwaarde:* 3 miles above Fort Nieuw Amsterdam on the right bank of the Surinam river. Length of pier: 279 ft., least depth 18–20 ft. Loading sugar.

*Shell Oil Terminal:* Moorings 540 ft. apart. Least depth at LWS 21 ft. exclusively for oil and gas.

**MEDICAL:** Excellent medical and dental attention is available to crew members of all vessels.

**FRESH WATER:** The water is of excellent quality. Available at most berths as mentioned above.

**FUEL:** Ship's bunkers are available in most ports of Surinam in limited quantities. Advice regarding quantities and specifications of oil should be given to Agent's representative immediately after docking.

**CUSTOMS ALLOWANCES:** 60 cigarettes or 15 cigars or $\frac{1}{2}$ pound of tobacco. $\frac{1}{5}$ litre of spirits, $\frac{1}{3}$ litre of wine, 2 litre of beer, for each crew member. All quantities in excess of the above, will be put under seal.

**REPAIRS:** No facilities for major ship repairs. Local workshops can do repairs of minor nature. There are two floating dry docks and one floating derrick owned and operated by the Surinam Drydock Co. Lifting capacities dry docks: 400–650 tons.

**WATCHMEN:** The customs board the vessel while riding at anchor or alongside one of the docks. All vessels are required to make a proper gangway available to the custom boarding officer.

The local authorities assign one or more custom guards to each vessel during its stay in port. The charges for guarding are for the account of the vessel. These officials must be provided with meals on board at regular meal hours, and rooms if necessary.

**REPATRIATION:** Under special circumstances vessels may sail without all crew members on board (sickness, etc.). The Master furnishes a letter to his Agent authorising him to accept responsibility for the missing seaman or seamen.

**CONSULS:**

U.S.A.
Britain
Norway
Venezuela
Brazil
Guyana
Belgium
Denmark
Dominican Republic
West Germany
Indonesia
Ecuador
France
Austria
Portugal
Sweden

**TIME:** Local time is 3 h. 30 m. slow of GMT. Vessels are required to use local time in ETA messages and when dealing with Agents.

**HOLIDAYS:** 1st January; Good Friday; Easter Sunday; Queen's Birthday (April 30th); 1st May; 1st July (Freedom Day); 25th and 26th December; Holy Pagwha and Idul Fitre.

**SHORE LEAVE:** Under normal circumstances no restrictions are imposed by the Government Immigration Authorities on shore leave.

**GENERAL:** While alongside vessels must maintain engines and propulsion machinery in readiness to leave the pier under full power on short notice. No repairs are permitted which should interfere with this requirement. While alongside, oil tankers should have their offshore anchor out about 50 ft.

All vessels except ships of war, must furnish a statement, of the amount and character of explosives carried, also a certificate to show how they are stored and manner of packing.

Special anchorage areas are provided in the harbour for vessels with dangerous cargo.

All fire-arms and ammunition must be manifested on store lists and must remain in bond on board during vessel's entire stay in territorial waters of Surinam. Any violation of this regulation renders the vessel subject to fines and confiscation of fire-arms and ammunition.

**BALLAST:** Vessels must arrive with sufficient ballast to permit safe handling. All vessels should enter port with clean ballast water that may be pumped overboard while in the harbour, as it is prohibited to pump dirty ballast water or oil residue or sweepings into the harbour.

**AUTHORITY:** Harbourmaster, P.O. Box 888, Paramaribo.

**AGENT:** Alcoa Steamship Co., PO Box 1842, Paramaribo. Tel. 72941. Cables: "Alcoaship Paramaribo".

### PARANAM: 05.38 N. 55.05 W.

A bauxite mining town, located on the left bank of the Surinam river, about 40 miles from the entrance.

**DOCUMENTS/PILOTAGE:** and all General Information: refer to "Paramaribo".

**MAX. SIZE:** Vessels can load to outer bar draft and usually top off at Trinidad.

**HEALTH:** Health officer does not board unless there are quarantinable diseases aboard.

**TUGS:** Not available.

**BERTHING:** There is a concrete dock of about 350 ft. Mooring 660 ft. apart. Least depth 30 ft.

*New Pier:* Least depth 30 ft. length 680 ft. Capable of handling ore carriers up to 40,000 tons.

*Equipment:* 75-ton crane.

Loading Capacity: Bauxite 2,000 tons per hour. Alumina 850 tons per hour. Loading by conveyor.

**FUEL:** Small quantities can be supplied.

**FRESH WATER:** Can be supplied.

**REPAIRS:** None can be effected.

**AIRPORT:** At Zanderij 45 km. from dock.

**AUTHORITY:** District Commissioner acts as Harbourmaster.

### SMALKALDEN: 05.38 N. 55.05 W.

A bauxite mining town on the left bank of the Surinam river about 20 miles upstream from Paramaribo.

**DOCUMENTS/PILOTAGE** and all General Information; refer to "Paramaribo".

**TUGS:** None available.

**BERTHING:** Wharf with length of 218 ft. Moorings, 535 ft. apart, least depth 30 ft. Ships can load to outer bar draft. Bauxite loaded by two conveyors with an average of 800 tons per hour.

**DEVELOPMENTS:** New wharf under construction capable of handling ore ships up to 40,000 tons deadweight. Moorings 680 ft. apart.

**FUEL:** None available.

**FRESH WATER:** Small quantities can be delivered by trucks.

**REPAIRS:** None.

**AIRPORT:** At Zanderij, 45 km. from dock.

**AUTHORITY:** District Commissioner acts as Harbour Master.

## Sweden

### ÅHUS: 55.56 N. 14.19 E. (See Plan)

**DOCUMENTS:** See "Stockholm".

**PILOTAGE:** Pilots meet vessels at Pållagrund. Telegraphic address: "Sjöfartsstyrelsen, Åhus". Tel. 044-240027. VHF. Channel 16 call sign: "Pilot station, Åhus." Awaiting Pilot, anchor outside "Pållagrund". Depth 15–20 metres. (Also see "Stockholm".)

**ANCHORAGE:** Anchorage forbidden in dredged entrance channel.

**RESTRICTIONS:** No special regulations.

**MAX. SIZE:** Maximum length 150 metres, maximum draft 7·6 metres.

**HEALTH:** No special regulations.

**RADIO:** Karlskrona Radio, call sign SAA.

**TUGS:** Tugs only used in harbour basin, when turning.

**STEVEDORES:** Åhus Stevedore A/B.

**RADAR/VHF:** Radar on pilot station. VHF call sign: Pilot station, Åhus. Channel 16.

**FRESH WATER:** Delivered from pipe-line.

**FUEL:** Available day and night.

**FIRE PRECAUTIONS:** No special regulations.

**GANGWAY/DECK WATCHMEN:** If wanted, watchmen available.

**OPENING/CLOSING HATCHES:** Normally by the crew.

**CUSTOMS ALLOWANCES:** See "Stockholm".

**CARGO GEAR:** Normally loading or discharging with cranes.

**IDENTIFICATION CARDS:** Crew list needed. No cards.

**CONSULS:** Danish Vice-Consul: Vasagatan 17B, 29153 Kristianstad. Tel. 044-114841. Norwegian Vice-Consul Mast. Bonggatan 2, 29154 Kristianstad. Tel. 044-115605.

**REPAIRS:** Minor repairs only.

**DRY DOCKS:** No dry dock. Nearest dry dock Sölvesborg.

**AIRPORT:** Nearest airport about 10 miles away. Two flights per day.

**TIME:** GMT plus one. Permanent.

**HOLIDAYS:** See "Stockholm".

**POLICE/AMBULANCE/FIRE:** Police 242030; Ambulance 90000; Fire 90000.

**TELEPHONES:** No arrangements for placing telephone on board. Two public telephones on quays.

**AUTHORITY:** Harbour Office, 290 20 Åhus. Tel. 044-240014.

### GÄVLE: 60.41 N. 17.11 E. (See Plan)

**PORT LIMITS:** A line from Utvalnäs (approx. 60° 45.2 N. 17° 21.4 E.) over Båkharen to Långharen (approx. 60° 41.0 N. 17° 17.5 E.).

**DOCUMENTS:**

4 Crew Lists (for European vessels).
2 Crew Lists (for other vessels).
2 Manifests.
2 Bills of Lading.

1 Tobacco List.
1 Stores List.
Following documents supplied by Agent and signed by Master:
On arrival from foreign port:
1 Maritime Declaration of Health.
4 Report of Arrival (customs).
1 Declaration of Master (of persons on board).
1 Declaration of living animals (if any).
On arrival from any port:
1 Report of Arrival (Harbour Office).
1 Report of Receivers (Harbour Office).
1 Cargo List (or Manifest).
1 Transfer.
On departure to foreign port:
4 Report of Departure.
1 Declaration of Master (of persons on board).
On departure to any port:
1 Report of Shippers (Harbour Office).
1 Declaration by foreign Master.

**PILOTAGE:** (*a*) Sea Pilots: Pilot station: Bönan Telephone Nos. 991 10 and 992 20. Telegraphic address: Pilotstation, Gävle. Five hours advance notice of ETA pilot station. Notice of ETA can be given over any Swedish coastal radio station or free of charge on VHF over any Swedish pilot station or Grundkallen lighthouse.

VHF: Channels 16: Calling and Safety } Pilot station and Pilot
13: Pilotage traffic } boats.

All pilot boats orange. International signals for calling pilot. Pilot boards: South-east of Gråsjälsbådan 60° 43′ N., 17° 27′ E., and on request South of Eggegrund Lighthouse, 60° 43′ N., 17 34′ E. In° case of bad weather closer to pilot station. Anchorages: Gråberget roadstead North-east of Bönan Lighthouse (approx. 60° 44.8′ N. 17° 20.5′ E.), about 350 metres (0·2 m.) from shore and in 18–21 metres (10–13 fathoms) deep. Open for Easterly winds. (*b*) Harbour Pilots: Available for moving within harbour area on application to Port Administration, Telephone Nos. 12 49 10 or 11 31 56 or by VHF to Gävle Port Radio, channels 16, 14 and 13.

**ANCHORAGES:** See "Pilotage". Outer roadstead situated inside of Northern entrance and in red sector of Fredriksskans light. Outer roadstead well protected, depth of 15–11 metres (8–6 fathoms).

Anchoring forbidden:

(*a*) In dredged channel between lights in Northern channel and to a point 800 metres (875 yds.) West-south-west of Light No. 4.

(*b*) In white sector of Fredriksskans light East-north-eastward within a distance of 2,000 metres (2,190 yds.) from same.

(*c*) In navigable channel from Fredriksskans Light to Gävle Dolphin Light.

(*d*)In Fredriksskans Harbour basins.

(*e*) In Gävle River from berth No. 18 to berth No. 10.

**RESTRICTIONS:** Two fairways lead to harbour. Northern fairway is 11, 1 m. (36 ft. 6 in.) deep and has bottom width of 60 m. (196 ft. 11 in.) Day-time: maximum draft 10·6 m. (34 ft. 5 in.); maximum length 210 m. (689 ft.); maximum breadth 28 m. (91 ft. 10 in.). Night-time: maximum draft 7·55 m. (24 ft. 5 in.); maximum length 172 m. (565 ft.). Southern fairway (daylight only) permits draft of 3 m. (9 ft. 9 in.). All depths are referred to mean water level. Ships on way from outer roadstead or passing from Fredriksskans Harbour to Inner Harbour shall give way to vessels proceeding in opposite direction. This shall not apply to vessels with tow unless vessel approaching also has tow.

**MAX. SIZE:** Maximum permissible draft (at mean water) as follows:

| | *Maximum metres* | *Draft feet* | *Real depth metres* | *Allowance metres* |
|---|---|---|---|---|
| *Fredriksskans Harbour* | | | | |
| Oil berth No. 21 | 10·5 | 34′05″ | 10·9 | 0·4 |
| | | | | Maximum length 210 m. (689 ft.) |
| Oil berth No. 1 | 7·45 | 24′05″ | 7·8 | 0·35 |
| | | | | Maximum length 200 m. (656 ft.) |
| Oil berth No. 2–3 | 5·3 | 17′05″ | 5·5 | 0·2 |
| Berth No. 4–8 | 7·45 | 24′05″ | 7·8 | 0·35 |
| Berth No. 9–14 | 9·0 | 29′06″ | 9·4 | 0·4 |
| *Inner Harbour* (*River Gävle and Nyhamn*) | | | | |
| Berth No. 25–38 | 4·7 | 15′05″ | 5·0 | 0·3 |
| Berth No. 8–23 | | | 4·85 | 0·15 |
| *Korsnäs Works* | | | | |
| Kastet Pier, North side, outer end. Length 77 m. (252 ft.)<br>Kaster Pier, South side, outer end. Length 105 m. (344 ft.) | 7·45 | 24′05″ | 7·8 | 0·35 |
| Kastet Pier, North side, inner end. Length 53 m. (174 ft.)<br>Kastet Pier, South side, inner end. Length 45 m. (148 ft.) | 6·3 | 20′08″ | 6·6 | 0·3 |
| *Karskär* | | | | |
| Berth No. 105–106<br>Length 195 m. (640 ft.) | 6·6 | 21′08″ | 6·9 | 0·3 |
| Berth No. 107–108<br>Length 196 m. (640 ft.) | 7·9 | 25′11″ | 8·2 | 0·3 |
| Berth No. 109<br>Length No. 90 m. (295 ft.) | 4·7 | 15′05″ | 4·9 | 0·2 |
| Berth No. 110, South end.<br>Length 35 m. (115 ft.) | 4·7 | 15′05″ | 4·9 | 0·2 |
| Berth No. 110, North end.<br>Length 75 m. (246 ft.) | 6·1 | 20′00″ | 6·4 | 0·3 |
| *Salt Pier* | | | | |
| Berth No. 111<br>Length 75 m. (246 ft.) | 5·5 | 18′01″ | 5·8 | 0·3 |
| Berth No. 112<br>Length 80m. (262 ft.) | 6·5 | 21′04″ | 6·8 | 0·3 |

**HEALTH:** Pratique always automatic. If any suspected disease or fever on board, notify ship s Agent.

**RADIO:** Stockholm Radio (SDH) or Härnösand Radio (SAH).

**RADAR/VHF:** No port radar service, but Bönan pilot station, Eggegrund Lighthouse, and one pilot cutter equipped with both radar and VHF and assists any ship approaching pilot station on request. After calling pilot station on VHF Channel 16, ships will be given assistance on Channel 13, 12, or 6.

**TUGS:** Join vessel outside Fredriksskans Lighthouse or outside Korsnäs Works for berthing, and outside Northern entrance channel for passage through same. Ship's lines always used.

**CARGO HANDLING:** Container berth, maximum draft 9 metres. One crane with 30-ton capacity.

Roll-on/roll-off berth, maximum draft 4·7 metres.

**STEVEDORES:** 24 hours notice (if possible) order arrange gangs.

**MEDICAL:** Notice of medical attention to Agent as early as possible. All kinds of medical and hospital facilities available. Smallpox vaccination required on arrival from non-European ports. Other vaccinations necessary on arrival from diseased areas. (Common for all Swedish ports.) Quarantine station established at Gävle with quarantine anchorage on outer roadstead.

**TANKERS:** Tanker berth No. 21 Maximum length: 210 metres (689 ft.). Maximum draft (at mean water) 10·5 m. (34 ft. 5 in.). Discharge lines for all products diameter 200 mm. (8 in.) at ships' connections. Pipe-lines connecting berth with oil depots have diameters as follows: Heavy fuel oils, 450 mm. (18 in.); gas oil, 400 mm. (16 in.); gasoline, 350 mm. (14 in.); kerosene, 250 mm. (10 in.). Tanker berth No. 1: Maximum length 200 metres (656 ft.). Maximum draft (at mean water): 7·45 m. (24 ft. 5 in.). Discharge lines for different products have diameter at ships connections as follows: All fuel oils, 250 mm (10 in.); gasoline, 200 mm. (8 in.); kerosene, 200 mm. (8 in.). Pipe-lines connecting berth with oil depots diameters as follows: All fuel oils, 350 mm. (14 in.); gasoline, 300 mm. (12 in.); kerosine, 250 mm. (10 in.). Tanker berth No. 2 and 3: Maximum length: 125 metres (407 ft.). Maximum draft (at mean water): 5·3 m. (17 ft. 5 in.). Discharge lines for all products 150 mm. (6 in.) at ships connections. Pipe-lines connecting berth with oil depots 150 mm. (6 in.). Tanker berth No. 105-106 (or 107–108) if the draft is more than 6·6 m. (21 ft. 8 in.) at Karskär (Korsnäs Works). No. 105–106: Maximum length: 195 m. (640 ft.). Maximum draft (at mean water) 6·6 m. (21 ft. 8 in.). Discharge lines for all products: 200 mm. (8 in.) at ships connections. Pipe-lines connecting berth with oil depots 250 mm. (10 in.). No. 107–108 Maximum length: 195 m. (640 ft.). Maximum draft (at mean water): 7·9 m. (25 ft. 11 in.). Same dimensions as above.

**DENSITY:** Fresh water.

**FRESH WATER:** Delivered from water posts at all quays in Fredriksskans Harbour. Inner Harbour, at Korsnäs Works and on roads fresh water delivered by water boat.

**FUEL:** All kinds of fuel oils available either from pipelines at oil berths or by lorries at all other quays. Following viscosities (Redwood I) normally in stock: 35, 225, 650, 1500, and 3500 secs. Other viscosities can also be delivered. Notice of delivery is required day before.

**DEVELOPMENTS:** New shipping terminal for coal and coke where discharging capacity will be very high.

The Port of Gävle is at present negotiating with two big forest industries concerning the building of a port terminal at Granudden which is situated opposite Fredriksskans Harbour. The terminal will comprise 350 m. of quay with a roll-on/roll-off berth, having draft of 10 m., two warehouses each having an area of 22,000 m.², as well as extensive storage space. The total terminal areas will be 150,000 m². and it will have an annual maximum capacity of 1·2 million tons forest products. The terminal will have very good connections with both main roads and the railway system. The terminal is expected to come into operation during 1977.

**GANGWAY/DECK WATCHMEN:** Available, but not compulsory.

**OPENING/CLOSING HATCHES:** Can be done by either crew or stevedores. Only patent hatches have to be opened by crew.

**CERTIFICATES:**
Tonnage Certificate.
Derat Certificate (Not older than 6 months).
Certificate of Nationality (for Swedish ships only).

**CUSTOMS ALLOWANCE:** Tobacco: each crew member 200 cigarettes or 100 grammes of tobacco out of Bond.

*Wine and spirit:* Each crew member 1 bottle (75 centilitres) of spirit and moderate quantities of wine and beer out of bond. After a week in Sweden the same quantity may be taken out on request to Customs Office.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:**
Denmark
Finland
France
Great Britain
Netherlands
Norway
Portugal

**EPAIRS:** The former shipyard Gävle Varv carries out all types of ck and engine repairs along fitting-out quay 200 m. (656 ft.) long, th water depth 3·8 m. (12 ft. 6 in.) and with maximum draft 3·65 m. 1 ft. 11 in.) at mean water. One 10-ton luffing crane. Another berth ong South side of former slip-way with water depth 5·9 m. (19 ft. in.) and maximum draft 4·7 m. (15 ft. 5 in.) at mean water also available. Repairs can also be carried in out all parts of harbour.
**RY DOCKS:** None.
**EPATRIATION:** Crew changes and repatriations arranged by gent.
**IRPORT:** Stockholm Airport (Arlanda) 145 kilometres (90 miles) erved by regular airlines. Rörberg airport 16 km. (10 miles). Regular affic to Swedish airports.
**IME:** GMT plus one hour. Permanent.
**OLIDAYS:** New Year's Day (Jan. 1); Twelfth Day (Jan 6); Good riday; Easter Day; Easter Monday; First May (May 1); Whit Sunday; hit Monday; Midsummer Day (Saturday nearest to June 24); All aints' Day (first Saturday in Nov.); Christmas Day (Dec. 25); oxing Day (Dec. 26).
**OLICE/AMBULANCE/FIRE:** Police 11 53 00; Ambulance 12 90 90; re 12 90 90. Emergency 90 000.
**ELEPHONES:** Fredriksskans and Inner Harbour: Telephones n be placed on board at all berths in Fredriksskans Harbour and three berths in Inner Harbour. At Korsnas Works: Telephones n be placed on board at two berths in Karskär and one at Kastet er.
**ERVICES:** (*a*) Minor quantities of oil and other liquid residues n be discharged into tank lorries with special suction equipment pprox. 6 cubic metres = 210 cubic ft. per lorry). (*b*) Compass djusting by licensed adjusters. (*c*) An area for compass adjusting established on outer roadstead. (*d*) Speed trials can be made on easured mile between Eggegrund Lighthouse and island of Limo
**ELAYS:** Normally no delays in berthing, loading, discharging or unkering.
**UTHORITY:** Gävle Hamn (Gefle Port Authority). Address: rottninggatan 56, 803 50 Gävle. Tel. 026–11 58 30 (No Telex).

## OTHENBURG: 57.42 N. 11.57 E. (See Plan)

**OCUMENTS:**
3 Cargo Declarations (Imco model).
4 Crew Lists.
3 Passenger Lists.
2 Tobacco Lists (must be signed by each crew member).
1 Stores List.
1 Health Document.
Ship's Papers.
Nationality Certificate.
If stay more than 48 hours, Articles to Consulate.
Manifests, Bills of Lading.
**ILOTAGE:** Cable address: 404 47 Vinga. Vessels with VHF quipment may contact on international call frequencies 156.8 Mc/s hannel 16). Working frequencies for Sea Pilots 156·65 Mc/s hannel 13) and for Harbour Pilots 156·6 Mc/s (Channel 12). Pilot ation located at Vinga Lighthouse. Sound or light signal G towards inga lookout. Pilot boat located outside Trubaduren Lighthouse, here Pilot taken on board. Approved pilot ladder, if rail is high ccommodation ladder, heaving line, and a man standing-by to eceive Pilot. (also see "Stockholm".)
**NCHORAGE:** At Rivö Fiord.
**AX. SIZE:** Torshamnen, water depth 65 ft. (19·8 m.). Tankers of 25,000 tons dw. received. Skarvik Harbour, water depth 42 ft.(13 m.). ankers up to 50,000 tons d.w. Skandia harbour, general cargo, ontainer vessels, water depth up to 39 ft. (12 m.). General cargo arbours: for other cargo and passenger vessels 33 ft. (10 m.). ater depth at MWL. Tide of no importance.
**EALTH:** The Master of every ship, whose voyage has touched nds outside Europe (excepting U.S.A., Canada, Azores, Canaries, laderia and Morocco), and who within 28 days arrives at Gothenurg from a port in any such land, shall submit to customs on demand Declaration of Health for the ship in the prescribed form. If ship rrives within 14 days of calling at any such port she must not touch nd until inspected by the Quarantine Medical Officer and permision to land granted. Master must be prepared to state whether all ersons on board possess internationally valid evidence of inocuation for smallpox. Compulsory medical examination not required here a ship liable to inspection has undergone an approved uarantine Inspection in either a Danish, a Norwegian or a Finnish ort, and all questions in the Declaration of Health have been answered negatively. Exemption may also be granted any other ship hich would otherwise be liable for examination, if Master, pursuant o Article 21 of Quarantine Regulations for Sweden, has previously adioed all information regarding state of health on board to Health Authorities (radio-pratique). Telegraphic address: "Portsan, othenburg". Messages must be made not less than 4 hours prior o estimated time of arrival. (Preferably, messages should not be made during night.) Free-pratique messages should include: Name f the ship; estimated time and day of arrival; number of crew; umber of passengers; information as to whether all persons on oard possess valid certificates of vaccination for smallpox (issued within the last 3 years); names of the last two ports called at outside Europe, and dates of departure therefrom; replies to the 6 questions contained in Declaration of Health.
**RADIO:** Göteborgs Radio, call sign SAG.
**TUGS:** Tugs normally join vessel between the island Nya Ålvsborg and Rya Nabbe. Vessels use their own lines.
**BERTHING:** No restrictions at any time of day and night.
**BRIDGES:** Älvsborg Bridge (suspension bridge) in Western part of city, clearance 147·5 ft. (45 m.). Götaälv Bridge in centre of city, clearance 64 ft. (19·5 m.). Ships should give three long blasts with whistle for bridge to be opened. If opening not required they have to give one long and one short blast. It is possible to contact Götaälv Bridge on frequency 156·80 Mc/s. (Channel 16). Working frequencies are 156·70 Mc/s. (Channel 14 )and 156·60 Mc/s. (Channel 12).
**STEVEDORES:** Göteborgs Hamnarbetskontor provides dock workers.
**CONTAINERS:** The Skandia Harbour for container handling with four terminals including fourteen berths and six ferry ramps. Depths up to 36 ft. (11 metres).
**TANKERS:**

| | | *Permitted draft* | *Lines diameter* |
|---|---|---|---|
| Tors Harbour | 2 berths for disch. crude oil. | 62′6″ at MWL | 12 & 16″ |
| Skarvik Harbour | 1 berth for disch. and loading. | 40′6″ at MWL | 10″ |
| | 4 berths for disch. and loading. | 37′6″ at MWL | |
| Rya Harbour | 4 berths for disch. | 31′6″ at MWL | 8″ |
| In Oil Harbour | 13 berths for coast-distribution. | | |

Reducing pieces available in oil ports.
**DENSITY:** Average density 1030. Tide of no importance.
**FRESH WATER:** Available from quay or water boats.
**FUEL:** All grades available at short notice.
**GANGWAY/DECK WATCHMEN:** Watchmen accepted by Harbour and Fire Authorities on tankers and vessels loaded with explosives. On other vessels not necessary.
**OPENING/CLOSING HATCHES:** By crew or stevedores.
**CUSTOMS ALLOWANCES:** Tobacco, per week 200 cigarettes or 250 gram other tobaccos. Wine and/or Spirits, per week 1 bottle of spirits and 1 litre of wine, alternatively 2 litre of wine.

Require report latest 24 hours prior to arrival, and re-confirmation of arrival time latest 2 hours in advance.
**CARGO GEAR:** Certificates that equipment is approved.
**IDENTIFICATION CARDS:** Not necessary.
**CONSULS:** The following countries are represented in Gothenburg:

Argentina
Austria
Barbados
Belgium
Bolivia
Brazil
Chile
Colombia
Costa Rica
Denmark
Dominican Republic
El Salvador
Fed. Rep. of Germany
Finland
France
Great Britain
Guatemala
Honduras
Iceland
Ireland
Italy
Ivory Coast
Japan
Lebanon
Liberia
Mauritania
Morocco
Mexico
Netherlands
Nicaragua
Norway
Pakistan
Panama
Paraguay
Peru
Portugal
Senegal
Rep. of South Africa
Spain
Switzerland
Tunisia
Uruguay
U.S.S.R.
Venezuela
Yugoslavia

**REPAIRS:** All kinds of repairs possible.
**DRY DOCKS:** Seven floating docks with lifting capacities up to 30,000 tons.
**REPATRIATION:** Excellent communications by air or by rail.
**AIRPORT:** Distance of Torslanda Airport 10–20 km. depending on where ship is berthed. Airport served by regular airlines.
**HOLIDAYS:** 1st January; 6th January; Good Friday; Easter Sunday; Easter Monday; 1st May; Ascension Day; Whitsun; Whit-Monday; Midsummer Day; All Saints' Day; Christmas Day and Boxing Day. No work in port on Sundays and holidays except in terminals for container and passenger traffic.
**POLICE/AMBULANCE/FIRE:** Tel. 90 000, ask for "Polislarm", "Ambulans", or "Brandlarm".
**TELEPHONES:** At all quays ships can be connected to telephone.
**GENERAL:** Seaman's Institute, Amerikagatan 2, open weekdays 1000 to 2000, Sundays 1400 to 2000.
**SERVICES:** Tank-cleaning equipment and facilities for discharge of tank-washing in the Skarvik Harbour. Compass adjusting.
**AUTHORITY:** Port of Gothenburg. Address: Norra Hamngatan 8 PO Box 2553, 403 17 Gothenburg 2. Tel. 17 17 00. Telex 20 957 scanport, Cable "Scanport".

## HALLSTAVIK: 60.03 N. 18.35 E.

**DOCUMENTS:** 4 Crew Lists; other documents see "Stockholm".
**PILOTAGE:** Svartklubben Pilot Station. VHF Channel 16 and others. Radar at station and in boats. 5 hours notice prior to arrival. Phone: Hallstavik 0175/10006. Cable: "Pilotstation Hallstavik".
**ANCHORAGE:** Good and protected anchorage places available.
**RESTRICTIONS:** Tankers are navigated in daylight only.
**MAX. SIZE:** Draft not to exceed 23 ft.
**HEALTH:** No special action except for suspected disease. In case of disease contact Agent for information.
**RADIO:** Stockholm Radio.
**STEVEDORES:** Loading effected by factory. Ordinary working hours: 0630–1530, maximum 1 hour overtime. Saturdays no work.
**MEDICAL:** Medical attendance available day and night.
**TANKERS:** Max. draft 23 ft. Connection 6 in., pipe quay-cisterns is about 1,000 metres, discharging rate about 200 tons/hour.

**DENSITY:** Practically fresh water.
**FRESH WATER:** Available from quay; rate 1 ton/hour.
**FUEL:** Delivered by lorries from Stockholm.
**CONSULS:** At Stockholm, 100 kilometres away.
**REPAIRS:** Minor repairs only.
**HATCHES:** Ship's crew to open and close.
**CUSTOMS ALLOWANCES:** 200 cigarettes and one bottle of spirits out of bond.
**CARGO GEAR:** Loading by ship's gear. One crane available for discharge of bulk cargoes.
**AIRPORT:** Stockholm Airport Arlanda, 75 kilometres away.
**TIME:** GMT plus one hour. Permanent.
**HOLIDAYS:** Easter; Whitsuntide; Midsummer; Christmas and New Year's Day.
**POLICE/AMBULANCE/FIRE:** Alarm tel.: 90000.
**GENERAL:** Shippers: Holmens Bruk AB. Export about 250,000 tons of newsreel/year. Import about 130,000 tons of fuel oil. Two ordinary loading quays and one roll-on/roll-off berth available.

**AGENT:** Hagbard Dennel AB, 740 73 Hargshamn. Telex: 7442. Tel.: 0173/20071. Cables: "Dennelab Hargshamn"

## HALMSTAD: 56.40 N. 12.52 E.

**DOCUMENTS:**
- 2 Crew Lists.
- 2 Passenger Lists.
- 3 Manifests.
- 2 Bills of Lading and Ship's Papers.

**PILOTAGE:** Advance notice of ETA five hours before required. Pilot station and pilot boat equipped with VHF, Channels 16, 13, 6. Pilot boards by lightbuoy Halmstad Road (Fl. 3 second.) Pos. 56° 38′ N. 12° 48.9′ E. (Also see "Stockholm".)
**ANCHORAGES:** Good holding ground in 30–40 ft. on road one to two miles S.E. of breakwater.
**MAX. SIZE:** Max. length 700 ft.; max. draft 26 ft.
**RADIO:** Gothenburg Radio.
**TUGS:** meet at Halmstad Road. Ship's lines used.
**MEDICAL:** Hospital facilities available.
**TANKERS:** Max. draft at oil berth 26 ft. Diameter of discharge lines 8 and 10 in.
**FRESH WATER:** Fresh water available from berth 35 tons/hour.
**FUEL:** Viscosities available 1·2 englergrades/20°C. By arrangement ship's Agent.
**GANGWAY/DECK WATCHMEN:** Not necessary. Available if required.
**OPENING/CLOSING HATCHES:** Normally carried out by crew, but if carried out by stevedores cost charged to vessel.
**SHIP CERTIFICATES:** Bill of Measure, Nationality Certificate and Derat Certificate.
**CUSTOMS ALLOWANCES:** Tobacco/Spirits, one bottle spirits, one bottle wine and 200 cigarettes free on board. Quantity over will be closed under customs seal. No other restrictions.
**IDENTIFICATION CARDS:** Only needed in oil harbour.
**CONSULS:**
- Danish Consulate, tel. 11 8600
- Dutch Consulate, tel. 11 8560
- Norwegian Consulate, tel. 11 9500
- Finnish Consulate, tel. 11 8700
- German Consulate, tel. 11 9500.

**REPAIRS:** Shipyard carries out ship repairs.
**DRY DOCKS:** Two slips.
**REPATRIATION:** Facilities exist for changing crew and repatriation.
**AIRPORT:** Halmstad Airport, one mile from town centre. Two flights per day for Stockholm.
**TIME:** GMT plus one hour. No alterations.
**HOLIDAYS:** New Year's Day; Twelfth Day; Good Friday; Easter Day; Easter Monday; All Saints' Day; Christmas Day; Christmas Monday, Labour Day. No work can be arranged these days.
**POLICE/AMBULANCE/FIRE:** Tel. 90 000.
**TELEPHONE:** For placing a telephone on board cost is 10 crs., and 5 crs. a day for hire.
**SHORE LEAVE:** Crew members allowed ashore.
**AUTHORITY:** Halmstad Hamnförvaltning, Tullhuset, Strandgatan. Tel. 035/11 80 30. VHF Channels 16 and 9.

## HARGSHAMN: 60.10 N. 18.29 E.

The port is situated in the Archipelago of Oregrund, about 130 km. North of Stockholm and about 110 km. South of Gefle. Only ore products are exported, and the port is managed by the shippers, AB Dannemora Gruvor. It is a natural and well sheltered harbour, suitable for vessels up to about 25,000 dwt, bigger vessels are loaded with limited cargoes.
**DOCUMENTS:** ETA is to be given 48 and 24 hours in advance by cable or phone to Agent. On arrival a cargo-plan is to be given to the Agent or foreman, stating quantity required and loading-rotation of hatches, as well as estimated draft on sailing.
- Tonnage Certificate (Certificate of Registry).
- Certificate of Nationality.
- Swedish Light Dues receipts for current year.
- 3 Crew Lists.
- 1 Crew Effects Declaration.
- 1 Ship's Stores Declaration.

**PILOTAGE:** It is not compulsory to engage a Pilot except for tankers and other vessels carrying dangerous cargoes. En without a Pilot is not recommended and should not be attempte without the most detailed local knowledge and previous experienc of the port. Pilotage dues will only be charged if a Pilot is actua employed.

Pilot is embarked off Svartklubben lighthouse (60.09 N. 18.52 E and has to be ordered 5 hours before needed. Pilot can be ordere via the Agent, the Svartklubben pilot station, phone: Hallsta (0175) 100 06, Cable: pilotstation Hallstavik or by VHF at any of th Swedish pilot-stations. Distance to Hargshamn is about 17 mile For vessels arriving from ports in Gefle district, Pilot will board o request at Oregrund or North thereof, such request to be made a above.
**RESTRICTIONS:** Loaded vessels with draft over 23 ft. 6 in. MWL are navigated in daylight and good visibility only.
**MAX. SIZE:** Maximum draft allowed (at MWL in FW) 34 ft. (1 metres). Density of water: 1,006. Max. length about 575 ft. (1 metres). Max. breadth about 80 ft. (24·4 metres). The breadth limi tions may be increased in the case of ore-carriers with side tank Maximum distance water level to hatch coamings about 33 ft. ( metres).
**TUGS:** A steam tug of 800 h.p. is available from Hallstavik, and normally used to assist vessels over 9,000 dwt on departure on A small tug of 130 h.p. is available at the port.
**BERTHING:** There is an ore quay about 90 metres in length an depth alongside of 36 ft. The loading conveyor moves along th quay over a distance of 85 metres, therefore only the biggest vesse have to shift during loading. Loading capacity 650–800 tons/hou Stowage factor ore 17–18 cu. ft./ton, concentrate 13–14 cu. ft./to
**STEVEDORES:** Work is effected in 2 shifts: 0600–2200, Saturda and days before holidays 0600–1200. Work on night shift and Sundays/holidays can be arranged on request. However, on th following holidays work cannot be arranged: New Year's Day, Go Friday, Easter Eve, Easter Sunday, 1st May, Whitsun Eve after 12 Whit Sunday, Midsummer holidays (last Saturday/Sunday in Jun All Saint's Day (1st Saturday in November), Christmas Eve, Chri mas Day, New Year's Eve (after 1200).
**FRESH WATER:** Available.
**CUSTOMS ALLOWANCE:** 100 cigarettes per man and one bot of spirits per officer.
**AUTHORITY:** AB Dannemora Gruvor, S-740 62 Dannemo tel. Dannemora (0295) 207 20. Cable "Gruvkontoret Dannemor Port office at Hargshamn, tel. Osthammar (0173) 201 92.

**AGENT:** Hagbard Dennel AB, PO Box 3, S-740 73 Hargsham Cable "Dennelab Hargshamn/Uppsala". Telex 76042 (Hdharg Tel. Osthammar (0173) 200 71 and 201 32.

## HARNOSAND (Hernosand): 62.37 N. 17.58 E.

**DOCUMENTS:**
- 2 Crew Lists and/or 2 Passenger Lists (stating what tobac cigarettes or spirits each man has).
- Deratification Certificate.
- Manifest and/or Bills of Lading.
- Register, and if vessels before in Sweden same year, bills for lig dues paid.

**PILOTAGE:** Applications for licensed Pilots should be made a least 5 hours before arrival. When making application, specify nam of vessel, tonnage, draft and destination. Also give estimated ti for taking Pilot on board and route. If this procedure not follow the Maritime Service cannot guarantee to supply a Pilot witho considerable delay to vessel.

Preferable make application by telephone or by radio via a coas station or by some other method direct to pilot station. Also possi request Pilot by VHF.

Pilot Station at Harnoklubb.
**ANCHORAGES:** In port approaches in depth of 20 to 40 metres
**RESTRICTIONS:** Harbour can be closed by ice some time duri winter but assistance given by State Ice-breakers as long as po sible.
**MAX. SIZE:** Up to 33 ft. draft.
**RADIO:** Cable Agents to give ETA, draft and cash required either Hernosand Radio SAH or Stockholm Radio SDJ.
**HEALTH:** Vessels arriving from ports outside Europe must, inward clearance, provide Customs Office with written declarat of freedom from infection. Further instructions will be issued Customs Office where such a declaration cannot be given.
**TUGS:** Tug assistance is available.
**BERTHING:** Depth alongside main quays from 7 to 8 metres.
**TANKERS:** Oil pier, depth alongside 10·50 metres.
**DENSITY:** Nearly fresh water.
**FRESH WATER:** Available from the quays or by barge.
**FUEL:** Can be supplied.
**GANGWAY/DECK WATCHMEN:** Available for gangway. compulsory.
**OPENING/CLOSING HATCHES:** Normally done by crew.
**CUSTOMS ALLOWANCES:** 200 cigarettes and one bottle of centilitre per man/week. Extra granted on request.
**SHIP'S CERTIFICATES:** See "Stockholm".
**IDENTIFICATION CARDS:** Not necessary.
**REPAIRS:** Most repairs possible.
**DRY DOCK:** At Gustavsvik.
**TIME:** GMT plus one hour permanent.
**HOLIDAYS:** New Year's Day; Epiphany; Good Friday; Ea Monday; Labour Day; Ascension Day; Whit Monday; Midsumm Day; All Saint's Day; Christmas Day; Second Christmas Day.

Working ceases at 1130 on the following eves of holidays and is voluntary and paid with 100 per cent overtime: Easter Eve; Whitsun Eve; Midsummer's Eve; Christmas Eve and New Year's Eve.
**POLICE/AMBULANCE/FIRE:** Telephone numbers: Accidents, Police, 90000; Fire: ask for alarm 90000.
**AUTHORITY:** Harnösands Hamn, Box 200, Härnösand.

## HELSINGBORG: 56.03 N. 12.41 E.

**DOCUMENTS:** See "Stockholm".
**PILOTAGE:** Call Pilot on the VHF Channel 16. Pilots board about half nautical mile off jetty of Helsingborg Northern Harbour. Good anchorage within area of about half natutical mile off jetty.
**ANCHORAGES:** Areas as above, depths of water 50–70 ft.
**RESTRICTIONS:** Tankers not berthed during darkness.
**MAX. SIZE:** Permissible length about 220 metres; breadth unlimited; draft 34 ft. on MLW. No tides but certain variations following prevailing winds.
**HEALTH:** Pratique automatic for all vessels arriving from non-infected ports. In cases where pratique should be obtained, notice to be given through ship's Agent. Further directions given by Pilot.
**RADIO:** For communication – Göteborgs Radio.
**TUGS:** Join vessel outside entrances. Vessel's lines used.
Four tugs available, up to 1,700 h.p.
**BERTHING:** Basin No. 1, depth 6 to 7 metres.
Basin No. 2, depth 5 to 7·3 metres.
Basin No. 3, depth 5 to 7 metres.
Basin No. 4 (Ocean Terminal), depth 8 to 10 metres.
Basin No. 5 (Tanker Terminal), see "Tankers".
Basin No. 6, depth 8 metres.
Basin No. 7 (Skane Container Terminal), depth 8 and 11·5 metres.
Basin No. 8 (Copper Mill Harbour), depth up to 11·5 metres.
**MEDICAL:** For attention, application to be made through ship's Agent. Hospital facilities available.
**TANKERS:** Dimensions of pipe-lines – for oils, 14 in., 12 in., 8 in., petrol, 12 in., 10 in., 6 in., slops, 6 in. Discharge facilities for slops through pipe-lines from berths numbers 504 and 601. Tankers berth at quay numbers 503 and 504 with depth of water alongside 36 ft. MLW, and quay number 601 depth of water alongside 26 ft. MLW.
**DENSITY:** 1007. No tides, but slight variations in accordance with prevailing currents.
**FRESH WATER:** Available for quay connections.
**FUEL:** Bunker fuel delivered from pipe-lines. No advance notice required. Any grade available.
**DEVELOPMENTS:** New ferry terminal under construction located at West side of basin 4. Two new ferry berths for large vessels to be constructed with adjacent terminal building, marshalling areas, roads, etc. The name of the new harbour is the Sound Terminal, and will be ready for operations in Summer 1975.
**WATCHMEN:** Watchmen generally at Master's option.
**OPENING/CLOSING HATCHES:** By crew or stevedores.
**SHIP CERTIFICATES:**
Certificate of Nationality.
Bill of Measurements.
Bill of Health.
Deratification Certificate.
Crew List.
**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes or equivalent quantities for each person on board. Wine and/or Spirit, one bottle of each kind for every crew member to be held out of bond.
**CARGO GEAR:** Usual Board of Trade Regulations valid.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:**

| | | | |
|---|---|---|---|
| Belgium | tel. 15 10 00 | Netherlands | tel. 12 09 20 |
| Finland | ,, 11 43 70 | Portugal | ,, 11 35 16 |
| Germany | ,, 12 75 10 | Denmark | ,, 12 05 20 |
| United Kingdom | ,, 12 09 20 | Iceland | ,, 11 00 78 |
| France | ,, 11 06 00 | Norway | ,, 12 06 00 |

**REPAIRS:** All kinds of deck and engine repairs can be carried out.
**DRY DOCKS:** Length of largest dry dock 354 ft. Depth on sill about 16 ft. One smaller dry dock.
**REPATRIATION:** Repatriation possible, by air and by train.
**AIRPORT:** Kastrup 60 km., Sturup 70 km., Angelholm (domestic) 30 km.
**TIME:** GMT plus 1 hour. No alterations.
**HOLIDAYS:** Official holidays 1st and 6th January, 1st May, 1st Saturday November, 25th and 26th December, plus 2 holidays for Easter, one holiday for Whitsun and one holiday for Midsummer on appropriate dates.
**POLICE/AMBULANCE/FIRE:** Police 14 40 40; Ambulance and Fire 12 00 35; or in an emergency situation all functions via tel. 90 000.
**TELEPHONES:** Quay-connected telephones are placed on board.
**SERVICES:** Tank cleaning, discharge of tank washings, compass adjustments, etc., can be carried out after application through local Agents.
**DELAYS:** No other delays than berths being occupied by working vessels can be expected.
**AUTHORITY:** Port of Helsingborg, PO Box 260, 521 04 Helsingborg. Tel. 042–13 92 10.

## HOGANAS: 56.12 N. 12.33 E.

Privately-owned port serving only owning company – Hoganas AB. Customs and pilotage arranged through authorities in Helsingborg (10 nautical miles South of Hoganas).
**DOCUMENTS:** See "Stockholm".
**PILOTAGE:** Pilot obtainable at Hoganas or at Helsingborg. Pilot service day and night, available after request to pilot office at Helsingborg.
**RESTRICTIONS:** Depths: in the entrance channel, 6·6 metres; at the West quay, 4·2 to 6·6 metres; at the East quay (the ore quay), 5·1 metres to 6·6 metres.
The harbour is seldom closed by ice.
**MAX. SIZE:** Vessels up to 110 metres in length, drawing 5·9 metres, can enter the harbour.
**TUGS:** There are no tugs stationed at Hoganas, but tugs are available after request to the Harbour Office at Helsingborg.
**CARGO HANDLING:** There are two cranes of 2 to 5 tons capacities and a mobile 25-ton crane.
**REPAIRS:** Machine-shop repairs only.
**STEVEDORES:** Working hours: a normal working day, Monday to Friday from 0653 hours to 1600 hours. Normally no working on Saturdays.
**FRESH WATER:** Available.
**FUEL:** Can be supplied.
**AUTHORITY:** Hoganas AB, Fack, S–26300 Hoganas.
Tel. Helsingborg 42400.

## HÖRNEFORS: 63.37 N. 19.54 E.

**DOCUMENTS:** Documents necessary are:
1 List of Bonded Stores.
2 copies Tobacco List.
3 Crew Lists,
3 Passenger Lists.
Health documents, none – if all on board healthy. In case of illness on board, this must be reported to customs on arrival.
Copy B/L and copy Manifest.
**PILOTAGE:** Pilot station, Bredskär, tel. 090/45021; Pilot must be ordered 5 hours before arrival. If change in position, this must be informed at least two hours before arrival. Pilot can also be taken at Skagsudde pilot station 0660/66003. (Also see "Stockholm".)
**ANCHORAGES:** Will be informed by Pilots from case to case.
**RESTRICTIONS:** Vessels over 100 metres length only taken in and out of harbour during daylight.
**MAX. SIZE:** Maximum length 145 metres, and for such vessels max. draft 20 ft. For vessels under 100 metres, max. draft 20 ft. 10 in.
**RADIO:** Härnösand Radio, 0611/12733.
**TUGS:** Available.
**BERTHING:** No particular arrival times necessary.
**STEVEDORES:** Labour must be ordered latest 1430 day before commencement loading, and if such day is Monday labour to be ordered before 1100 Saturday.
**MEDICAL:** No special regulations. Hospital and doctors available day and night.
**TANKERS:** 8-in. connections.
**FRESH WATER:** By pipe, 2 tons/hour.
**FUEL:** No fuel available in port. Must be ordered from Holmsund.
**GANGWAY/DECK WATCHMEN:** Not compulsory, but can be arranged.
**OPENING/CLOSING HATCHES:** Normally done by ship's crew
**CERTIFICATES**
Lighthouse dues (receipts).
Oil Record Book.
Deratisation Exemption Certificate.
Nationality Certificate.
Ship's Register (International form).
For open/closed ships – Freeboard Certificate.
**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes man/week or 250 grams of tobacco man/week. Wines/Spirits, 1 bottle of wine and 1 bottle of spirits man/week. Note: age must be 21 years before crew member is allowed to have spirits or wines.
**IDENTIFICATION CARDS:** Not necessary.
**CONSULS:** None.
**REPAIRS:** No facilities available.
**REPATRIATION:** No facilities for crew changes.
**AIRPORT:** 25 kilometres from port. Served by domestic services Linjeflyg, flights to Stockholm 6 times a day.
**TIME:** GMT plus 1; no changes during year.
**HOLIDAYS:** Christmas Eve; Christmas Day; Second day after Christmas; New Year's Eve; New Year's Day; Easter Friday; Saturday and Sunday; Midsummer Eve and Midsummer Day; Whitsunday; Epiphany (1st May); Ascension Day; The day of All the Saints (1st weekend November).
**POLICE/AMBULANCE/FIRE:** Tel. 90 000.
**TELEPHONES:** None available for placing on board.
**AUTHORITY:** Norrlands Skogsägares Cellulosa AB, 910 20 Hörnefors. Tel. 0930/20900.

## HUDIKSVALL (including Iggesund and Stocka): 61.44 N. 17.07 E. (See Plan)

**PORT LIMITS:** Vessel is considered to be an "arrived vessel" when berthed alongside quays in port or if berths not available, at anchor in inner roads, outside berths, but not when vessels, owing to darkness, etc., are anchored outside pilot stations or in outer fairways.
**DOCUMENTS:** If arriving direct from foreign port, following documents presented to customs officer who embarks during office times (0800–1700).

3 Crew Lists.
2 Tobacco Lists.
Deratification Certificate (not over 6 months old.)
Certificate of Nationality.
Certificate of Tonnage.
2 Manifests covering incoming cargo.
Receipts of Light Dues, paid to Swedish authorities during year.

**PILOTAGE:** Hoelick Pilot Station 61° 37′ N.; 17° 28′ E. Open for ordering pilots every day 0530–2100 local time. VHF Channel 16, after contact – working Channel VHF 13. Pilot to be ordered 5 hours before arrival. If ordered before 2100, vessel can obtain pilot also during hours between 2100–0530. Pilot boat: orange painted cutter. International pilot signals. Pilot boards near "Myran" lightbuoy: 61° 36′ N., 17° 29′ E. Telegraphic address of pilot station at Hoelick: "Pilotstation Hudiksvall." (Also see "Stockholm".)

**ANCHORAGE:** Anchorage places for vessels awaiting pilot or anchoring owing to weather conditions: 61° 37.5′ N. 17° 25.0′ E.; 61° 37.0′ N. 17° 22.0′ E.; 61° 37.7′ N. 17° 21.3′ E. depending upon prevailing winds etc. Bottom mud and/or sand. Depth 10–30 metres.

**RESTRICTIONS:** No tidal water at Hudiksvall. Tankers of more than 100 metres in length between p.p. not during darkness because of narrow channel with some curves. Dry cargo vessels up to 150 metres length after dark.

**MAX. SIZE:** *Tankers:* Daylight 45,000 dwt. Length 210 metres, draft 9·2 metres. After dark 6,000 dwt, length 100 metres, draft 7·5 metres.

*Other Vessels:* 16,000 dwt, length 160 metres, draft 8·7 metres.

Low water between 0·2–0·5 metres may occur often, sometimes as much as 0·7 metres below mean water level. Low water periods may occur when North-westerly winds blowing over Northern Sweden.

**HEALTH:** Pratique automatic. No doctor visits incoming vessels if not specially ordered for treatment on board, etc.

**RADIO:** Vessels coming from South and having not yet passed the Stockholm area are recommended to call Stockholm Radio – VHF Channels 25 or 28 for vessels between Gotland/Sweden, 24 outside Stockholm South, 28 Stockholm East and North, 23 North of Aalands Sea, and in Gefle Bay, Hernoesand Radio SAH Channels 25 Hudiksvall area, 24 Sundsvall area, 23 Hernoesand area, 28 Oernskoeldsvik area. Hudiksvall harbour office: Channel 16. Working Channel 9.

**TUGS:** Tug compulsory for tankers over 6,000 tons dw. and for other vessels over 8,000 tons dw. in fairway. Vessels met near isle of "Enbärsskär" at 61° 39.5′ N.; 17° 17.0′ E. For mooring purposes tug compulsory for tankers over 6,000 tons d.w. and for other vessels exceeding 5,000 tons dw. Ship's lines used. Ice-breaking tug *Ago*, 203 tons, 1,650 EHP available in Hudiksvall during the whole year.

**STEVEDORES:** Ordered 1600 on day preceding vessel's arrival. For loading starting Monday morning, gangs to be ordered before 1100 local time Saturday. 3–5 gangs available at Hudiksvall and Iggesund; Stocka 3 gangs. Working hours: Monday–Friday, 0700–1600; Meal hours: 0900–0930, 1230–1300. 2 hours overtime at extra cost of 50% Monday, Tuesday, Thursday, Friday (1600–1800). For completing vessel, further 3 hours Monday, Tuesday, Thursday, Friday (1800–2100). Extra cost of 100%. For completing vessel 5 hours' overtime can be obtained on Wednesdays (1600–2100), 2 hours at 50% and 3 at 100% extra.

On Saturdays no normal work, but stevedores available for maximum eight hours work, but 100 per cent overtime has to be paid and for minimum five hours even if vessel working less than five hours on Saturdays.

**BERTHING:** Main berth Hudiksvall draft allowed at mean water 8·7 metres alongside 165 metres, thereafter 5·4 metres alongside 30 metres and therefore 4·9 metres alongside 160 metres. One Ro/Ro ramp draft allowed 8·7 metres at mean water.

Pier at Iggesund 7·4 metres draft allowed mean water 150 metres length of pier. Ro/Ro berth 17·4 mertres draft if more than 12 metres from Ro/Ro berth, if less draft allowed 6·3 metres. Ro/Ro berth II 7·4 metres draft allowed if more than 12 metres from berth, if less 6·7 metres.

Pier at Stocka 110 metres length, draft allowed mean water 4·9 metres. On Southern side of pier draft allowed 3·9 metres alongside 48 metres.

**TANKERS:** One berth only. Draft allowed: 9·2 metres at mean water. Pipe diameter for fuel: 10 in. light oils: 8 in Connecting hoses between pipes and vessel: 8 in. diameter, both types. Shore tanks lie about 100–200 metres from berth, 5–8 metres above sea. Surface of jetty about 2 metres above sea level.

**DENSITY:** Average 1002–1001.

**FRESH WATER:** Fresh water available all berths. Delivery capacity about 15–20 tons per hour. During winter it is difficult to arrange hoses, vessels assist with own hoses.

**FUEL:** Available all berths. Delivered by tank-lorries from Sundsvall 50 miles North of Hudiksvall. 24 hours' notice required.

**FIRE PRECAUTIONS:** No special precautions. Within bounded area oil jetty smoking prohibited. Also on new quay outside sawmill.

**GANGWAY/DECK WATCHMEN:** Available in all ports, not necessary if not required by vessel.

**OPENING/CLOSING HATCHES:** By crew.

**CUSTOMS ALLOWANCE:** Crew over 18 allowed 200 cigarettes; one bottle of spirits out of bond. If vessel stays in Swedish ports but still in foreign traffic, above quantities obtained from bond once a week (every 7 days). Instead of spirits one bottle wine or 6 bottles export beer.

**IDENTIFICATION CARDS:** Not needed. If crew going to doctor or to hospital preferable has passport.

**CONSULS:**

| *Country* | *Address* | *Tel. Office* | *Tel. Home* |
|---|---|---|---|
| Denmark | Marknadsgatan 1<br>Hudiksvall | 0650/11 712 | 0650/10 983 |
| Finland | Varvsgatan 2–4<br>Hudiksvall | 0650/15 250 | 0650/10 056 |
| Gt. Britain | Drottninggatan 48<br>Gefle | 026/18 03 00 | |
| West Germany | Skeppsbroplatsen<br>Sundsvall | 060/15 55 00 | 060/15 24 40<br>060/62 22 2 |

**REPAIRS:** Small engine and deck repairs. To be ordered throu vessel's Agent or through stevedoring foreman onboard.

**DRY DOCKS:** None.

**REPATRIATION:** Possible.

**AIRPORT:** Nearest regular airport: "Midlanda", near Sundsva 60 miles North of Hudiksvall. Regular Swedish inland airline Regular flights to Swedish main airports.

**TIME:** GMT plus 1 hour. Permanent.

**HOLIDAYS:** No work on following days, although not all leg holidays. New Year's Day; Epiphany; Good Friday (Easter); Easte Eve; Easter Monday; Labour Day; Ascension Day; Whitsun Ev Whit Monday; Midsummer Eve; Midsummer Day; All Saint's Da Christmas Eve; Christmas Day; Second Christmas Day; New Year Eve.

**POLICE/AMBULANCE/FIRE:**

| | | | |
|---|---|---|---|
| Police Hudiksvall | 0650/15 600 | ,, | 90 000 |
| Police Iggesund | 0650/20 820 | ,, | 90 000 |
| Ambulance Hudiksvall | 0650/10 670 | ,, | 90 000 |
| Ambulance Iggesund | 0650/10 670 | ,, | 90 000 |
| Fire Hudiksvall | 0650/10 670 | ,, | 90 000 |
| Fire Iggesund | 0650/20 329 | ,, | 0650/20 812 |
| Doctor Hudiksvall | 0650/17 370 | ,, | 90 000 |
| Doctor Iggesund | 0650/70 026 | ,, | 90 000 |
| Hospital Hudiksvall | 0650/92 000 | | |
| Hospital Iggesund | 0650/92 000 | | |

For Stocka: as Hudiksvall.

**TELEPHONES:** At Stocka and Iggesund: no telephones availab for connecting onboard. At Hudiksvall telephones available. S 25 per day plus cost of calls.

**GENERAL:** Hudiksvall port is very near town. Railway station, b station, etc., very near port. Oil port about 700 metres from town.

**SERVICES:** No tank cleaning or discharge of tank washings. Co pass adjusting: 0650/10 339 (Pilot office). Ordered through Age

**PORT REGULATIONS:** Speed limit: max. 5 knots within t harbour basin. As plastic pipe is laid out on the bottom around t oil berth, anchoring during berthing is prohibited. Pipe filled wi compressed air after vessel's mooring, comes up to the surfa forming ring around vessel and oil jetty as shelter against oil leakag

**DELAYS:** During winter (December–April) delays on berthin sailing owing to ice in fairways and alongside quays. Special moo ing delays will occur owing to ice between vessel and quay.

**AGENT:** Main office, Hudiksvall. Aktiebolaget, J. E. Arndt, God gatan 5, PO Box 7, S–824 01 Hudiksvall, Sweden. Telegrams: Arn bolaget Hudiksvall. Telex: 8225. Answer back: Arntds. Tel. (offic 0650/15 330. 0650/15 338. Tel. (private): 0650/13 097, 0650/10 036. Off time 0830–1200, 1300–1700.

## KALMAR: 56.40 N. 16.20 E. (See Plan)

**DOCUMENTS:** See "Stockholm".

**PILOTAGE:** Compulsory for vessels carrying dangerous carg Pilot may be ordered on VHF, Channel 16 or by telephonin 0480/10719. Approaching from North, Pilot boards at Skäggenäs a Krongrundet, from the South at Trädgardsgrundet. Round-the-cloc service provided. (Also see "Stockholm".)

**ANCHORAGE:** Good anchorage outside port available.

**MAX. SIZE:** Largest vessel 25,000 tons deadweight, draft 24 f Channel and harbour depth 26 ft.

**TUGS:** Available, order by tel. 15775.

**RADIO:** Stockholm Radio.

**STEVEDORES:** Available weekdays 0700–1630. Overtime is worke Saturdays and eves of public holidays. The operations compris work on board, work ashore and rough sorting.

**TANKERS:** Oil dock has depth of 26 ft. alongside and has dea with partly loaded ships of 25,000 tons. Discharge capacity.abou 28,000 cubic ft. an hour.

**MEDICAL:** Hospital available.

**FRESH WATER:** Available, from wharves.

**FUEL:** Available.

**DEVELOPMENTS:** In connection with a scheme to build a ne harbour pier Southwards, a new entry channel will be provide West of Grimskar right up to the oil dock. It is planned to make th depth of water there about 36 ft.

**GANGWAY/DECK WATCHMEN:** Available.

**OPENING/CLOSING HATCHES:** Crew or stevedores.

**CUSTOMS ALLOWANCE:** 200 cigarettes plus 1 bottle spirits.

**CONSULS:**

Danish Vice-Consulate.
Finnish Consulate.
Icelandic Vice-Consulate.
The Netherlands Vice-Consulate.
Norwegian Vice-Consulate.
German Consulate.

**REPAIRS:** Available. Divers for underwater repairs; major repa undertaken.

**DRY DOCKS:** Floating dock for up to 3,000 tons, also slip for vessel up to 850 tons.
**AIRPORT:** Ten kilometres from the port.
**AUTHORITY:** Harbour Master, Tel. 15779. VHF Channel 16.

## KARLSBORGSVERKEN (Kalix Haparanda District): 65.50 N. 23.08 E.

Depth Karlsborgsverken – Karlsborg, 20 ft. 6 in.
Depth Axelsvik, 29 ft. 6 in.
Oil depot 4 miles East.

## KARLSHAMN: 56.10 N. 14.52 E.

**DOCUMENTS:**
2 Crew Lists (3 for tankers).
2 Passenger Lists.
1 Tobacco List.
1 Store List.
1 Manifest.
1 Bill of Lading.

**PILOTAGE:** Vessels approaching port call on VHF Channel 16, Karlshamn pilot station 5 hours in advance. Pilot boat orange coloured. Lights and sound signals as international regulations. Pilot boat always located 2 nautical miles South from pilot station Ortholmen, this point marked on charts. Location of anchorage in same area where Pilot taken. (Also see "Stockholm".)
**ANCHORAGE:** Depths of water in anchorage area about 20–25 metres.
**RESTRICTIONS:** Tankers not allowed enter during darkness. Maximum draft for tankers 33 ft.
**MAX. SIZE:** Maximum length 180 metres, maximum draft 33 ft. Oil pier outside main harbour, Kölö harbour, length unlimited, maximum draft 41 ft. No tide.
**HEALTH:** If infectious disease on board captain must immediately send information to Agent.
**RADIO:** Karlskrona Radio.
**RADAR/VHF:** The pilot station fitted with radar and VHF.
**TUGS:** Join vessels about one nautical mile outside Harbour boundary. Ship's lines always used.
**BERTHING:**

| Inner harbour: | *Length* | *Depth* |
|---|---|---|
| Ocean Quay | 150 m. (490 ft.) | 10 m. (33 ft.) |
| Soya Quay | 220 m. (722 ft.) | 8·5 m. (28 ft.) |
| West Quay | 600 m. (1,970 ft.) | 6·5–8·5 m. (21–28 ft.) |
| East Quay | 650 m. (2,130 ft.) | 5–6·5 m. (16–21 ft.) |
| East Mole | 170 m. (560 ft.) | 8·5 m. (28 ft.) |
| Oil Harbour | 100 m. (330 ft.) | 11 m. (36 ft.) |
| Outer harbour: | | |
| Sterno Stone Pier | 150 m. (490 ft.) | 6·5 m. (21 ft.) |
| Shipyard Quay | 200 m. (660 ft.) | 5 m. (16 ft.) |

**MEDICAL:** Hospital facilities available.
**TANKERS:** Different lines used. From 12 to 6 in. depending on cargo to load/discharge. Two different loading/discharging berths available. One at Inner Harbour 33 ft. draft, and one at Kölö Harbour.

*Kolo Oil Harbour:* Position 56° 09′ N. 14° 43′ E. Pilot boards by Laknallarna, position 56° 07′ 8″ N. 14° 53′ E. Berthing during daylight only. Max. size 250 m., draft 41 ft. Depth at berth and approaches 46 ft. 2 tugs are generally used.

The pipe-line is 20 in., length 400 m. and hose connection 12 in. Max. rate, 1,500 cbm/hour (hfo). There are no ballast facilities and no clean ballast can be discharged into harbour. Vessels are allowed to clean tanks and gas free in the roads only.

Fresh water available at 20 G./tons/hr. by pipe-line.
**DENSITY:** 1003.
**FRESH WATER:** Fresh water available and delivered by hoses.
**FUEL:** All grades available.
**GANGWAY/DECK WATCHMEN:** Watchmen only necessary when tankers discharge petroleum products.
**OPENING/CLOSING HATCHES:** By crew.
**SHIP CERTIFICATES:** Certificates of Tonnage, Derat Certificate.
**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes per man/week. Wine and/or Spirits, one bottle per man/week.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:**
The Netherlands, tel. 10041
Denmark, tel. 52080
Norway, tel. (0454) 14225
Finland, tel. (0454) 11319.
**REPAIRS:** Small deck and engine repairs can be effected.
**DRY DOCKS:** None.
**REPATRIATION:** Facilities for repatriation of crew possible.
**AIRPORT:** Distance from airport 3 Swedish miles. Three flights per day.
**HOLIDAYS:** January 1st and 6th; Easter; May 1st, 15th, 26th; June 21st; November 1st; December 25th, 26th. No work can be arranged during holidays.
**POLICE/AMBULANCE/FIRE:** Tel. 90 000.
**TELEPHONES:** Telephones onboard arranged at cost of 25 Sw. Cr.
**DEVELOPMENTS:** New oil harbour expected to become operational during 1974. Length of jetty will be 80 metres, and depth alongside jetty will be 13 metres.
**AUTHORITY:** Harbourmaster, Hamnkontoret O:a kajen, Karlshamn, tel. (0454)–12092.

## KARLSKRONA: 56.10 N. 15.36 E.

**DOCUMENTS:** See "Stockholm".
**PILOTAGE:** Vessels obtain Pilot at Aspo pilot station. Tel. 0455/39016. (Also see "Stockholm".)
**ANCHORAGE:** On roadstead. Reference to nautical chart no. 821 (Swedish).
**MAX. SIZE:** Length 180 metres, draft 7·5 metres. For oil vessels, max. draft 8·5 metres.
**HEALTH:** See "Stockholm".
**RADIO:** Blekinge Radio.
**TUGS:** Tugs meet vessels on roadstead.
**BERTHING:** Total quay length 4,700 ft., oil terminal 400 ft. (being extended), depth alongside quay 13–26 ft., oil terminal 29·5 ft.
**STEVEDORES:** Available, tel. 105–18.
**MEDICAL:** Advance notice to Agents desirable.
**TANKERS:** No specific requirements applicable on oil carriers. Two tanker berths available. Draft 7·0 and 8·5 metres.
**FRESH WATER:** Available, customary delivery from quay-berth.
**FUEL:** All grades available. No advance notice required.
**OPENING/CLOSING HATCHES:** Normally carried out by crew.
**CONSULS:**
Finnish Vice-Consul, tel. 13077
Danish Vice-Consul, tel. 15006
Netherlands Vice-Consul, tel. 10926
**REPAIRS:** All types of deck and engine repairs possible.
**DRY DOCKS:** Largest dry dock: length 185 metres, breadth 20·76 metres, depth 8·80 metres. Six smaller docks.
**REPATRIATION:** Not allowed.
**AIRPORT:** 30 kilometres from port.
**TIME:** GMT plus one hour. Permanent.
**POLICE/AMBULANCE/FIRE:** Tel. 90000.
**TELEPHONES:** None available.
**SERVICES:** Compass adjusting.
**AUTHORITY:** Harbourmaster, Ölandsgatan 2, Karlskrona. tel. 0455/10712.

## KÖPING: 59.31 N. 16.00 E.

**DOCUMENTS:** See "Stockholm".
**PILOTAGE:** Via Södertälje: Pilots obtainable for inward bound vessels from Landsort to Södertälje and from Södertälje to Köping; for outward bound vessels from Köping and Södertälje. Via Stockholm: Pilots obtainable for inward bound vessels from Simpnäs, Furusund, Sandhamn, Dalarö and Landsort to Stockholm and from Stockholm to Köping; for ourward bound vessels from Köping and Stockholm. (Also see "Stockholm".) Harbour pilotage obtainable but not compulsory in harbour area.

Distances: Landsort – Södertälje (nautical miles), 34; Södertälje – Köping, (nautical miles) 69; Landsort – Dalarö, (nautical miles), 32; Dalarö – Stockholm, (nautical miles), 46; Sandhamn – Stockholm, (nautical miles), 36; Stockholm – Köping, (nautical miles), 78; Västerås – Köping, (nautical miles), 27; Harbour Pilotage, (nautical miles), 2.

**ANCHORAGES:** At the "Broken" light buoy, clay bottom.
**RESTRICTIONS:** Ice is prevalent in Lake Mälaren and the inlet from the Baltic from January to March, but the entrance channel is usually kept open during a normal winter season with the aid of ice-breaking tugs. No current.
**MAX. SIZE:** The pilot station on Lake Mälaren, tel. Södertälje 30467, will give information on the max. admissible sizes of vessels. In general the following applies:

| *Max. Admissible* | *Via Södertälje* | *Via Stockholm* |
|---|---|---|
| Length | 120 metres | 110 metres |
| Breadth | 18 metres | 15 metres |
| Draught | 6 metres | 5·65 metres |
| Height of masts above water level | 35 metres | 26 metres |

The figures stated for the draught are subject to variation according to the water level. The entrance fairway to the port has been dredged to a depth of 6·2 metres, the width of the bottom being 40 metres.
**VHF:** Work freq. Channel 14. Call Köping Port Radio, Channel 16.
**TUGS:** Available day/night.
**BERTHING:** Deep-water harbour. Has 529 metres of quayage with depth of 6·2 metres alongside and is equipped with three 6-tons portal cranes and four 7-tons level-luffing jib cranes, two having max. lifting capacity 10 tons. Also 80 metres cross-quay – without cranes – loading/unloading with vessels own winches. Quays are rail-connected and equipped with electricity, telephone and fresh water. About 10,000 m.² of concrete stockyards within reach of cranes and outside this area at short distance from cranes, space of about 25,000 m.² available for storage of goods. Also about 18,000 m.² sheds of different types in connection to quays.

Cranes well equipped with lifting devices such as grabs of different types, etc. Conveyor belts of varying length, fork trucks, trimming and other cargo handling equipment also available.

Old Harbour: Has 400 metres of quayage with depth varying from 3·6 to 4·5 metres alongside, mobile cranes are used.

Oil Harbour: A modern oil harbour (built 1969) is situated at the mouth of River Kopingsan (North side), the jetty having one outside and one inside berth with depth of 6·2 and 5·7 metres respectively.
**STEVEDORES:** Working hours: 0700–0900, 0930–1300 and 1400–1630 (Monday to Friday). Special conditions on Christmas Eve, New Year's Eve, Easter Eve, Whitsun Eve and Midsummer Eve.

Overtime work: can usually be executed on Mondays, Tuesdays,

Thursdays and Fridays for 2 hours daily and 5 hours on Saturday. Overtime on the day of departure can be extended to five hours totally Mondays–Fridays and to 8 hours on Saturdays.
**GANGWAY/DECK WATCHMEN:** Always available.
**FUEL:** Water, provisions, coal and oil obtainable.
**REPAIRS:** Minor mechanical, electrical and other repairs can be carried out by different local firms. Diver available.
**AUTHORITY:** Port is owned by town of Köping and administered by a Harbour Board. Harbour Office (close to quay), tel. 0221/18315. Cables: Midlandport.

## LANDSKRONA: 55.52 N. 12.48 E. (See Plan)

**DOCUMENTS:** See Stockholm.
**PILOTAGE:** Pilot available on request from Helsingborg pilot station or from Landskrona pilot station in daytime. Five hours' notice required. Pilot stations and boats equipped with VHF. (Also see "Stockholm".)
**ANCHORAGE:** Vessels of up to 10m. draft can safely anchor North of Staffans Bank.
**MAX. SIZE:** Depth in channel and harbour 11 metres (36 ft.) Max. draft 10 metres. Vessels up to 253 metres length have sailed from harbour.
**HEALTH:** See "Stockholm".
**RADIO:** Gothenburg Radio call sign SAG; Malmö Radio call sign SDP. The harbour office, pilot station, pilot boats and tug boats equipped with VHF.
**TUGS:** Tugs usually meet off Pilhaken lightbuoy. Ship's lines to be used.
**BERTHING:** Terminal for handling bulk cargoes. Rock phosphate can be discharged with a capacity of 8,000 tons per 24 hours.
**MEDICAL:** Medical attention and hospital facilities available.
**TANKERS:** No oil berth in Landskrona.
**DENSITY:** Density of water changes with currents.
**FRESH WATER:** Available from quay.
**FUEL:** Small quantities of fuel oil can be obtained from quay.
**WATCHMEN:** Available.
**OPENING/CLOSING HATCHES:** Usually carried out by ship's crew.
**CERTIFICATES:** See "Stockholm".
**CUSTOMS ALLOWANCES:** See "Stockholm".
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:**

| | | |
|---|---|---|
| Finnish Vice-Consulate | tel. 0418/16020 | |
| Danish Vice-Consulate | ,, ,, | 16150 |
| Hollandish Vice-Consulate | ,, ,, | 16020 |
| Norwegian Vice-Consulate | ,, ,, | 77000 |

**REPAIRS:** All types of deck and engine repairs.
**DRY DOCKS:** Dry dock for ships up to about 25,000 tons dw. (189 m. length). Floating dock for up to about 5,000 ton dw.
**AIRPORT:** Sturup, 60 km.
**TIME:** GMT plus 1. Permanent.
**HOLIDAYS:** See "Stockholm".
**POLICE/AMBULANCE/FIRE:** Tel. 90000.
**TELEPHONES:** Can be placed aboard.
**SERVICES:** Compass adjusting.
**REGULATIONS:** Anchoring prohibited between and up to 50 m. from harbour lights.
**AUTHORITY:** Landskrona Hamnförvaltning, Lilla Strandgatan 1, Box. 275, 261 23 Landskrona. Tel. 0418/17911.

## LULEA: 65.35 N. 22.09 E.

**DOCUMENTS:** See "Stockholm".
**PILOTAGE:** Telegraphic address, "Pilotstation Lulea". Advance notice, 5 hours. VHF Channel 16, 156.80. Pilot boat, orange with international signals. Pilot is boarding about 1 mile South-west of Rodkallen Pilotstation. Location of anchorage when awaiting Pilot, South of pilot station. (Also see "Stockholm".)
**ANCHORAGE:** Germandöfjärden and inner road.
**RESTRICTIONS:** Navigation season approx. April to December.
**MAX. SIZE:** Max. draft 37 ft. at mean water (8·90 metres.)
**HEALTH:** No special regulations.
**RADIO:** Härnösand Radio, call signal SAH.
**TUGS:** At the inner road for the ore dock, and in Sandöleden 1 n.m. South of the oil terminal. Ship's lines to be used.

A new tug, *Victoria*, 4,600 h.p. is available. The tug is also used for ice-breaking in the channel and harbour.

**BERTHING:** *Ore Quay:* Length 415 metres. Depth at quay 13·2 metres. Two ore loaders, 4,000 tons per hour each.

*Deep Quay:* Length 345 metres. Depth 9 metres. General cargo and wood for wood loading.

*NJA Quay:* Length 498 metres. Depth 7·8 metres. Iron, steel loading.

**BRIDGES:** When passing up to Northern side of port, notice has to be given 2 hours in advance for opening of Bergnäsbridge.
**STEVEDORES:** Bottenviken Stuveribolag.
**TANKERS:** Dia. of lines from 150 mm. up to 350 mm. 2 oil jetties depth 7·8 m. and 12·6 m.
**DENSITY:** Fresh water, 1000.
**FRESHWATER:** Fresh water available at any berths.
**FUEL:** All grades of oil available.
**GANG/DECK WATCHMEN:** Safety watchmen are to be on board all tankers when loading or discharging.
**OPENING/CLOSING HATCHES:** Stevedores.
**SHIP'S CERTIFICATES:** See "Stockholm".
**CUSTOMS ALLOWANCE:** (Tobacco) 200 cigarettes for ea crew member once a week. (Wine/Spirits) ½ litre for each cr member over 21 years old, once a week.
**IDENTIFICATION CARDS:** Not necessary.
**CONSULS:**

| | |
|---|---|
| British 16329 | Norwegian 13070 |
| Finnish 10440 | Netherland 12019 |
| France 10440 | German 23025 |

**REPAIRS:** Only small engine repairs.
**AIRPORT:** 10 km. from port. Served by regular airlines.
**TIME:** GMT plus 1. Permanent.
**HOLIDAYS:** See "Stockholm".
**POLICE/FIRE/AMBULANCE:** Telephone 90000.
**TELEPHONES:** Connections available at oil terminal, ore dock a southern dock.
**GENERAL:** All ships mooring at oil terminal over 3,000 dwt, a ore dock have to use tugs.
**DEVELOPMENTS:** A coal terminal is to be built one mile Ea of the oil terminal. The capacity will be 1·5 million tons per ye The coal will be used in Norrbottens Jarnverk AB new coke facto The terminal is expected to be ready 1975. Depth alongside 12·6 at MW.
**AUTHORITY:** Luleå Hamnstyrelse, 0920/93000. Varvsgatan 41, 00 Luleå.

## LYSEKIL: 58.17 N. 11.26 E.

**DOCUMENTS:** See "Stockholm".
**PILOTAGE:** Latest 5 hours prior arrival pilot station Tovas Ur or Gaeven to be ordered either by phone Lysekil 10271 or via Ag (Also see "Stockholm".)
**ANCHORAGES:** Safe anchorages both for small and large vess inside harbour or just outside harbour in Gullmarsfiord.
**RESTRICTIONS:** No restrictions night entry, except max. dr possible 30 ft. No tide.
**MAX. SIZE:** Maximum permissible length for berthing about 60 Draft 30 ft.
**HEALTH:** Declaration of health only when required from custo or for vessel coming from outside Scandinavia.
**RADIO:** Cable Agents giving ETA, draft, cargo and cash requ via Gothenburg Radio.
**RADAR/VHF:** No port radar service, VHF for calling Pilot, Chan 16.
**TUGS:** Must be requested from Uddevalla or Gothenburg at le 1 day before arrival.
**STEVEDORES:** Ordered by Agents.
**MEDICAL:** Hospital in town.
**TANKERS:** Oil berth Munkedal, discharge line 12 in. connect 8 in. See "Developments".
**DENSITY:** About 1027.
**FRESH WATER:** Available from shore installation.
**FUEL:** Only Gasoil and Diesel available.
**GANGWAY/DECK WATCHMEN:** Available but not compulso
**OPENING/CLOSING HATCHES:** Normally opened by crew.
**SHIP'S CERTIFICATES:** Registered Tonnage Certificate.
**CUSTOMS ALLOWANCE:** See "Stockholm".
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Denmark, Finland, Iceland, Norway.
**REPAIRS:** Only small repairs possible.
**HOLIDAYS;** See "Stockholm".
**REPATRIATION:** Change of crew and repatriation possible.
**AIRPORT:** None.
**TIME:** Local time GMT plus one. Permanent.
**TELEPHONE:** Police 90000/13030; Ambulance Taxi 10101; F Brigade 10254.
**DEVELOPMENTS:** New tanker berth at Brofjorden for vess up to 500,000 dwt is under construction and expected to be rea 1975. Position of berth: 58.20.7. N. 11.24.5 E.

*Crude Oil Pier:* Max. length 350 m., max. beam 60 m., max. dr 25 m. Max. dwt 350,000 tons to be increased at a later date. Minim depth of water 27 m., minimum underkeel clearance recommen is 10%.

*Products Piers:*

| | *Max. length* m. | *Max. Beam* m. | *Max. Draft* m. | *Max. Dwt* | *Min. depth water* m. |
|---|---|---|---|---|---|
| No. 1 | 120 | 40 | 7·9 | 7,000 | 8·8 |
| No. 2 | 230 | 40 | 18 | 70,000 | 20 |
| No. 3 | 230 | 40 | 18 | 70,000 | 20 |

**AUTHORITY:** Lysekils Hamnforvaltning. Gullmarskajen, 45 Lysekil. Tel. 10181.

**AGENT:** A. B. Ferm & Olsson AB, Gullmarskajen, 45300 Lys Telephone 10007–10372–11107. Telex 42080. Cables "Fermson". 10372–12493–10472–10970–10151.

## MALMÖ: 55.37 N. 13.01 E. (See Plan)

**DOCUMENTS:**
2 Crew Lists.
1 Passenger List.
2 Lists of Personal Effects (Tobacco List).

1 Declaration of Health.
2 Stores Lists.
3 Cargo Manifests.
1 Bill of Measurement.
1 Certificate of Nationality.
1 Deratisation Certificate.

**PILOTAGE:** Vessel applies for Pilot by telegram, by telephone or VHF (telegraphic address, Pilotstation, Malmö; tel. 186470; VHF Channel 16 and 6). Advance notice required 5 hours before pilotage to commence. Pilot boat orange-coloured cutter equipped VHF and radar. Pilot boards at Malmö roadstead. In case of bad weather vessel awaits Pilot at roadstead. (Also see "Stockholm".)

**ANCHORAGE:** Vessels anchor about five cables North of fairway buoy "Roder Prick" and East of leading lights Centralhamnsrannan Nedre and Ovre, and South-west of leading lights Malmo Oljehamn, Nedre and Malmo Oljehamn Ovre. Depth 12 to 14 metres and bottom hard clay.

**RESTRICTIONS:** Speed must be reduced inside breakwaters. When red flag hoisted (red lantern at night) at the North Eastern Dry dock pier head, indicating dock gates open, vessels may pass breakwater at minimum speed. Bridge opening signal for passing from South Wharf Basin two long blasts, followed by one short.

**MAX. SIZE:** Maximum length recommended in Oil Harbour 740 ft. on draft not exceeding 34 ft. Maximum length recommended at Oil Jetty in Free Port 650 ft. on draft not exceeding 24 ft., or 600 ft. on draft not exceeding 26 ft. Maximum length recommended in new harbour is 490 ft. on maximum draft 21 ft. and in Industrial Harbour 550 ft. on maximum draft 26 ft. No tides.

**HEALTH:** Free pratique automatically granted arriving from non-infested areas. If arriving from infested areas health declaration must be presented immediately on arrival. If diseases on board suspected, vessel allowed to enter after approval City Medical Adviser, but nobody allowed on board until vessel's crew examined by doctor and after approval of medical adviser.

**RADIO:** Vessel can route ETA cables to Gothenburg Radio (call sign SAG or Channel 26 on VHF), open all hours. Radio stations can also be called by radio-telephone on 2182 kHz.

**VHF:** Port Control Office equipped with VHF (Channel 16, 12 and 14), open 24 hours a day. Masters can receive information about berthing place, present traffic and existing hazards to navigation in harbour area.

**TUGS:** Tugs usually meet vessels at roadstead. Ship's lines used. Four tugs, supplied at all hours, also carry out ice-breaking.

**BERTHING:**

| | *Quay: Berth No.* | *Quay length* | | *Depth of water at Mean Water Level* | |
|---|---|---|---|---|---|
| | | (m.) | (ft.) | (m.) | (ft.) |
| *West Pier* | 201 | 95 | 311 | 7·2<br>5 m.<br>fr. quay | 23½<br>16 ft.<br>fr. quay |
| *South Wharf Basin* | | | | | |
| West Basin Quay (at the Wharf Canal) | 301–303 | 330 | 1,083 | 3·0 | 10 |
| East Basin Quay | 304–305 | 230 | 755 | 7·2 | 23½ |
| South Beijer Quay | 306–307 | 190 | 623 | 7·2<br>5 m.<br>fr. quay | 23½<br>16 ft.<br>fr. quay |
| North Beijer Quay | 308 | 160 | 525 | 7·2<br>5 m.<br>fr.quay | 23½<br>16 ft.<br>fr. quay |
| *Inner Harbour* | | | | | |
| Hjälmare Quay | 401–404 | 360 | 1,180 | 5·0–6·0 | 16½–19½ |
| Skeppsbro Quay | 405–409 | 405 | 1,330 | 5·0–5·5 | 16½–18 |
| *Outer Harbour* | | | | | |
| Angbåtsbron, West | 410–411 | 205 | 670 | 7·2 | 23½ |
| ,, North | 412 | 40 | 131 | 7·2 | 23½ |
| *New Harbour* | | | | | |
| Car ferry | 501 | 170 | 560 | 5·5 | 18 |
| Pilot-boat Quay | 502 | 30 | 100 | 5·5 | 18 |
| Train ferry | 503–504 | | | | |
| Car ferry | 505–506 | 170 | 560 | 7·2 | 23½ |
| Stockholm Quay | 507–511 | 320 | 1,050 | 7·2 | 23½ |
| Jörgen Kocks Quay | 512–513 | 200 | 656 | 7·2<br>3 m.<br>fr. quay | 23½<br>10 ft.<br>fr. quay |
| Hull Quay | 514–520 | 600 | 1,970 | 7·2<br>3 m.<br>fr. quay | 23½<br>10 ft.<br>fr. quay |
| ,, | 521–523 | 343 | 1,125 | 7·2 | 23½ |
| ,, | 524 | 45 | 148 | 5·5 | 18 |
| ,, (formerly East Pier) | 525–526 | 140 | 459 | 5·5 | 18 |
| *Free Port* | | | | | |
| Free Port Quay, outer part | 600–604 | 508 | 1,666 | 9·2 | 30 |
| Free Port Quay, inner part | 605–609 | 495 | 1,628 | 9·2 | 30 |
| Oil Jetty (60 m.) | 610 | 170 | 560 | 9·2 | 30 |
| *Industrial Harbour* | | | | | |
| BASIN I | | | | | |
| Iron Quay, outer part | 801–804 | 363 | 1,194 | 7·2 | 23½ |
| ,, ,, inner ,, | 805–810 | 600 | 1,970 | 7·2 | 23½ |
| South Quay | 811 | 118 | 387 | 7·2 | 23½ |
| Coal Quay | 812–816 | 500 | 1,645 | 7·2 | 23½ |
| ,, ,, | 817 | 150 | 490 | 9·0 | 29½ |
| BASIN II | | | | | |
| South Quay | 901–907 | 880 | 2,887 | 9·0 | 29½ |
| Coal Discharge Quay | 908 | 120 | 394 | 7·2 | 23½ |
| ,, ,, ,, | 909 | 120 | 394 | 7·2 | 23½ |
| North Quay | 910–918 | 450 | 1,476 | 9·0 | 29½ |
| BASIN III | 930–932 | 140 | 459 | 6·0 | 19½ |
| *Oil Harbour* | | | | | |
| Jetty 1 (70 m.) | 1,003 | 235 | 770 | 11·0 | 36 |
| ,, 2 (70 m.) | 1,004 | 235 | 770 | 11·0 | 36 |
| ,, 3 | 1,006–1,007 | 150 | 492 | 6·0 | 19½ |
| ,, 4 | 1,008–1,009 | 150 | 492 | 6·0 | 19½ |
| ,, 5 | 1,010 | 30 | 98 | 6·0 | 19½ |
| *Wharf area* | | | | | |
| Fitting-out Quay 21 | — | 190 | 623 | 5·0–7·0 | 16–23 |
| ,, Quay 22 (near Wharf Canal) | — | 210 | 690 | 4·2–6·0 | 13½–23 |
| Quay 26 (near Dry Dock 1) | — | 150 | 493 | 5·0 | 16 |
| Fitting-out Quay 24 (formerly Dock Quay) | — | 180 | 590 | 7·2 | 23½ |
| Quay 31 (formerly Inner Oil Quay) | — | 175 | 575 | 7·2 | 23½ |
| Quay 32 | — | 100 | 328 | 7·2 | 23½ |
| ,, 33 | — | 300 | 984 | 7·2 | 23½ |
| ,, 34 | — | 150 | 492 | 9·2 | 30 |
| ,, 35 | — | 250 | 820 | 9·2 | 30 |
| Fitting-out Quay 23 | — | 235 | 770 | 6·0 | 19½ |
| ,, Quay 25 | — | 615 | 2,017 | 6·0 | 19½ |
| Quay 27 (at Dock & slip gates) | — | 110 | 361 | 6·0 | 19½ |
| Quay 28 | — | 95 | 312 | 4·5–6·0 | 15–19½ |

*Privately-owned Quayside Silos:*

| *Owner* | *Situation* | *Berth No.* | *Intake capacity, tons of grain per hour* | | | *Storage capacity in tons* |
|---|---|---|---|---|---|---|
| | | | *From ship* | *From railway* | *From vehicle* | |
| AB Kvarnintressenter | South Wharf basin | 304 | 100 | 100 | 180 | 40,000 |
| Skanska Lantmännens Centralförening upa | New Harbour, Jörgen Kocks Quay | 513 | 50 | 120 | 210 | 18,000 |
| Skanska Lantmännens Centralförening upa | New Harbour, Hull Quay | 521 | 100 | 130 | 130 | 17,000 |
| AB Carl Engström | New Harbour, Hull Quay | 603*<br>520 | 100*<br>100 | 100 | 200 | 15,000 |
| AB Saltimporten | New Harbour, Hull Quay | 523 | 300 | 60 | 60 | 10,000 |
| AB Malmö Silo | Industrial Harbour, basin I | 803 | 60 | 40 | 90 | 19,000 |
| AB Kontrollfoder | Industrial Harbour, basin I | 816 | 50 | 50 | 50 | 4,000 |
| Harald Fors & Co. AB | Industrial Harbour, basin II | 901 | 120 | 60 | 60 | 8,000 |

* Unloading at Berth 603, Free Port, thence by conveyor belt to the silo in New Harbour.

**CRANES:**

| *Harbour Area* | *No.* | *Type of Crane* | *Capacity (tons)* | *Radius (metres)* | *Range outside quay (metres)* | *Owner* |
|---|---|---|---|---|---|---|
| Inner Harbour | 2 | Portal, luffing | 3·0 | 16·0 | 11·5 | Malmö Hamnförvaltning |
| | | | 5·0 | 10·5 | 6·0 | |
| | 1 | Portal, luffing | 3·0 | 18·0 | 12·0 | " " |
| | | | 5·0 | 13·0 | 7·0 | |
| New Harbour | 4 | Semi-portal | 2·0 | 27·0 | 16·5 | Malmö Hamnförvaltning |
| | | | 3·0 | 20·0 | 9·5 | |
| | | | 5·0 | 15·0 | 4·5 | |
| | 3 | Portal | 3·0 | 13·0 | 9·2 | " " |
| | 1 | " | 5·0 | 13·0 | 9·2 | " " |
| | 1 | Bridge, swing with grab | 6·2 | 15·0 | 10·9 | Sydsvenska Kraft AB |
| | 3 | Portal, luffing with grab | 6·0 | 21·25 | 11·73 | Malmö Hamnförvaltning |
| Free Port | 3 | Portal, luffing with grab | 6·0 | 28·0 | 22·0 | Malmö Frihamns AB |
| | 1 | " " " " | 10·0 | 28·0 | 22·0 | " " |
| | | | 30·0 | 16·0 | 10·0 | |
| | | | 40·0 | 11·5 | 5·5 | |
| | 2 | Portal, with grab | 5·0 | 13·0 | 9·5 | Malmö Hamnförvaltning |
| | 1 | " " " | 3·0 | 13·0 | 9·5 | " " |
| | 5 | Semi-portal | 2·5 | 14·5 | 11·1 | " " |
| | 1 | Semi-portal, luffing with grab | 6·0 | 16·0 | 11·7 | " " |
| | 9 | Semi-portal | 2·0 | 27·0 | 20·75 | Malmö Frihamns AB |
| | | | 3·0 | 20·0 | 13·75 | |
| | | | 5·0 | 15·0 | 8·75 | |
| | 1 | Portal (Can be equipped with an automatic lifting spreader) | 32·0 | 31·5 | 24·5 | Malmö Hamnförvaltning |
| | | | 40·0 | 24·0 | 17·0 | |
| Industrial Harbour | 3 | Portal, luffing with grab | 6·0 | 21·25 | 11·8 | Malmö Hamnförvaltning |
| | 2 | Portal, luffing | 3·0 | 22·0 | 13·0 | " " |
| | | | 5·0 | 15·0 | 6·0 | |
| | 4 | Portal, luffing with grab | 6·0 | 27·5 | 15·0 | " " |
| | 2 | " " " " | 6·0 | 28·0 | 19·0 | " " |
| | 1 | " " " " | 6·5 | 20·0 | 14·75 | Sydsvenska Kraft AB |
| | 4 | " " " | 6·0 | 28·0 | 19·0 | Malmö Hamnförvaltning |
| | 2 | " " | 10·0 | 32·0 | 24·0 | " |
| | | | 20·0 | 18·0 | 10·0 | |
| | 3 | " " | 10·0 | 32·0 | 24·0 | " " |
| | | | 20·0 | 18·0 | 10·0 | |
| | | grab | 8·0 | 32·0 | 24·0 | |
| | | | 16·0 | 18·0 | 10·0 | |

**BRIDGE:** Will be opened with certain exceptions 07.00–17.00 weekdays. May be opened other hours on request Harbourmasters Office.
**STEVEDORES:** Work in shifts from 0500 through to 0200.
**BULK HANDLING FACILITIES:** In Free Port, two container berths with 40 tons capacity container crane. Also in Free Port a berth for roll-on/roll-off traffic, where is 36 tons capacity side loader.

A 25-ton capacity fork lift truck available. See "Berthing".
**MEDICAL:** No advance notice required for medical attention. Good hospital facilities available. See also "Health".
**TANKERS:** The two jetties for ocean-going vessels equipped with Mannesmann transfer equipment enables quick coupling to ship's manifold. Nominal size 12 in., reducing pieces down to 10 in. provided. Depth, 36 ft. can accommodate tankers 32,000 tons dw. fully loaded. Pipeline system can transfer 2,000 tons/hour. See also "Maximum Size".
**DENSITY:** Average density 1010. No tide experienced.
**FRESH WATER:** Fresh water available all berths and delivered by private company (AB Malmö Skeppshjälp, tel. 970470, 978789). Rate of delivery 60 tons/hour.
**FUEL:** All normal grades available. No special advance notice required.
**FIRE PRECAUTIONS:** Apart from usual non-smoking precautions, vessel discharging or loading dangerous goods of Class I in IMCO code required to have a fireguard on board at all times.

In Oil Harbour the shore-valve watchman also serves as fireguard.
**GANGWAY/DECK WATCHMEN:** Not considered necessary. Decision to be made by Master.
**OPENING/CLOSING HATCHES:** Normally carried out by stevedores on ocean-going vessels.
**CERTIFICATES:**

International Bill or Measurement.
Certificate of Nationality.
Deratisation Certificate.
Load-line Certificate.
Radio Certificate.
Safety Equipment Certificate.
Gear Certificate.

**CUSTOMS ALLOWANCE:** Tobacco, 200 cigarettes or 40 cigars or 150 grams of smoking tobacco per week out of bond. Spirits, 0·7 litre spirits per week out of bond.
**CARGO GEAR:** No additional requirements.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:**

Austrian Consulate
Belgian Consulate
British Consulate
Chile Consulate
Danish Consulate-General
Dutch Consulate
Finnish Consulate-General
French Consular Agent
Italian Consulate
Lebanon Consulate
Norwegian Consulate General
Peruvian Consulate
Polish Consulate
Portuguese Consulate
Salvador Consulate
Swiss Consular Agent
German (West) Consulate
Grecian Consulate-General
Guatamala Consulate
Icelandic Consulate
Spanish Vice-Consulate
Turkish Consulate-General
Yugoslavia Consulate

**REPAIRS:** Ship and engine repairs of all kinds, and dock carried out by Kockums Mekaniska Verkstad, one of biggest sh yards in world. Certain kinds of repairs carried out by other firm town.
**DRY DOCKS:** Two dry docks for ships up to 25,000 tons and one dock with a capacity of 750,000 tons. Efficient crane eq ment permits single lifts of up to 800 tons. Kockum are also la manufacturers of ship's engines, in particular MAN diesels De Laval steam turbines.
**REPATRIATION:** Facilities exist for effecting crew changes arranging repatriations.
**AIRPORT:** Sturup Airport, served by regular airlines, situa about 25 kilometres from Port of Malmö.
**TIME:** GMT plus 1 Permanent.
**HOLIDAYS:** See "Stockholm". Cargo work can be arranged those days after agreement with Stevedore Company. Oil tank can be dispatched all hours.
**POLICE/AMBULANCE/FIRE:** 90000.
**TELEPHONES:** Can be connected at most berths. Cost Sw. 10:-/day plus actual cost of long-distance calls.
**SERVICES:** All services available.
**DELAYS:** No delays expected.
**AUTHORITY:** Malmö Hamnförvaltning, Hjälmaregatan 1, 21 Malmö, Sweden. Tel. Malmö (040) 71300.

## NORRKÖPING: 58.36 N. 16.12 E. (See Plan)

**DOCUMENTS:**

3 Customs Documents.
3 Health Documents.
3 Crew Lists.
3 Passenger Lists.
3 Manifests.

Master of ship arriving from abroad to first Swedish port has to Maritime Declaration of Health on special form.
**PILOTAGE:** See "Stockholm". Ships will be received 2 nau miles North of the lighthouse Gustav Dahlén. The Pilot mus ordered on radio, telephone or in some other way at least 5 h before piloting to start.
**ANCHORAGES:** 58° 38.7′ N. 16° 22.5′ E. Depth 70 ft.
**RESTRICTIONS:** Tankers loaded with more than 2,000 tons line must not move in port at night time. Tankers over 5,000 d.w. not be shifted at night time. Pampushamnen Oil Jetty: Ta loaded with more than 10,000 tons must not enter at night time. Harbour: Tankers loaded with more than 5,000 tons must not at night time.

**MAX. SIZE:** Pampushamnen Oil Jetty can berth vessel of about 45,000 d.w. with max. draft 31½ ft. Gästgivarehagen Oil Jetty can berth vessel with a max. draft 26½ ft. and length 600 ft. Ramshäll and Tallbacken Oil Jetty can berth vessel with max. draft 26½ ft., length 580 ft. breadth 80 ft., daytime only. General cargo quay can berth vessel max. draft 26½ ft. Inner Harbour can berth vessel max. draft 20½ ft.
**RADIO:** Stockholm radio, Tingstäde radio.
**RADAR/VHF:** VHF radio Channel 14 and 16. No radar.
**TUGS:** Join vessel off St. Juten 58° 38.1′ N. 16° 19.6′ E. Ship's lines to be used.
**BERTHING:** No specific requirements except at Oil Jetty Tallbacken and Ramshäll, which require daylight docking and undocking.

Berths specially equipped for grain, berths equipped for containers, berth for roll-on/roll-off traffic, berths handling liquid chemicals.
**STEVEDORES:** Gangs must be ordered before 1500 hours day before arriving.
**MEDICAL:** Arranged by Agent. All services available.
**TANKERS:** Pampushamnen Oil Jetty: Fuel oil: one 18 in. and one 16 in. pipelines for discharging. 2 connections with 8 in. hoses. Gas oil: 14 in. pipes with 2 connections to 8 in. hoses. Asphalt: 10 in. pipes. Kerain: 10 in. pipes with 1 connection to 8 in. hose. Gasoline: 12 in. pipes with 1 connection to 8 in. hose. Connection to bigger or smaller hoses possible through existing flange-connections. No facilities for receiving slopwater. Ramshäll: 3 connections for variable kinds of oil, all 10 in. with 8 in. hoses. Tallbacken: Shell. 3 connections for variable kinds of oil, 8 in. hose connections. Gästgivarehagen: Gulf. 4 connections for variable kinds of oil, 8 in. hose connections.
**FRESH WATER:** Delivered by two water boats of 30 and 60 d.w.
**FUEL:** All grades available. Notice: day time not necessary.
**DEVELOPMENTS:** The new Öhmansquay ready for use. Berths ship with a draft of 27 ft.

Strengthening of the heavy-weight-lifter has been effected, now capable of up to 350 tons. A new ro/ro quay has been built close to the heavy-weight lifter, and a further ro/ro quay will be built during 1974. Dredging at the Pampushamnen to about 12·5 m. will allow larger tankers to berth.
**GANGWAY/DECK WATCHMEN:** Watchmen are not necessary. Hose-watcher required during loading and discharging.
**OPENING/CLOSING HATCHES:** Decided from case to case.
**CERTIFICATES:** International Tonnage Certificate, Derating Certificate, Trade Certificate. and Radio Safety Certificate.
**IDENTIFICATION CARDS:** Not needed. Crew List to be used in Oil Jetties.
**CONSULS:**

| | | |
|---|---|---|
| Belgian v. Consul, | tel. | 011/18 62 60 |
| British Kingdom, | ,, | 011/10 00 40 |
| Danish Consul | ,, | 011/10 00 40 |
| Finnish Consul | ,, | 011/12 90 80 |
| French Consul | ,, | 011/10 61 00 |
| Dutch Consul | ,, | 011/10 11 20 |
| Norwegian Consul | ,, | 011/18 62 60 |
| German Consul | ,, | 011/10 02 50 |
| Uruguay Consul | ,, | 011/12 03 18 |

**REPAIRS:** Slipway for vessels of 2,000 d.w. Small repairs of machinery can be made. No repairs in port without permission of Harbour master.
**DRY DOCKS:** None.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Distance from Airport "Kungsängen" about 4 miles. Daily communications with Copenhagen
**TIME:** GMT plus 1. Permanent.
**HOLIDAYS:** All work stopped on December 24th from 18.00 p.m. for 36 hours. Holidays are: New Year's Day; Twelfth Day; Good Friday; Easter Monday; May Day; Ascension Day; Whit Monday; Midsummer Day.
**POLICE/AMBULANCE:** These services can all be reached on telephone number 90 000.
**TELEPHONES:** Available at different quay berths.
**SERVICES:** Arrangements for discharging waste oil and ballast.
**DELAYS:** No delays normally expected.
**AUTHORITY:** Hamnförvaltningen, Norrköping. Tel. 011/10 02 80.

## NORRSUNDET: 60.56 N. 17.10 E. (See Plan)

**DOCUMENTS:**
2 Crew Lists.
2 Provision Lists.
Passenger List.
**PILOTAGE:** Pilot available at Eggegrund Gävle for ships coming from South and by Söderhamn for ships coming from North. Pilot available day and night. Contact pilots by VHF on Channel 16, 5 hours before arrival. (Also see "Stockholm".)
**ANCHORAGE:** South Gåshällan in white section of Hallstenören light.
**RESTRICTIONS:** During darkness max. length 100 metres and draft 18 ft.
**MAX. SIZE:** Draft 21 ft. 4 in. and length 146 metres.
**RADIO:** Stockholm Radio or Harnösand Radio.
**BERTHING:** Max. draft by woodpulp pier 21 ft. 8 in. and timber pier 14 ft.
**TUGS:** 1 tug-boat available, can be ordered from Pilot or Agent.
**FRESH WATER:** Available from shore installations.
**GANGWAY/DECK WATCHMEN:** Available for gangway.
**CUSTOMS ALLOWANCES:** 200 cigarettes and 1 bottle spirits per man.
**OPENING/CLOSING HATCHES:** Crew allowed to open and close.
**STEVEDORES:** Ordered by Agents. Ordinary working time, Monday–Friday, 0700–1600. To finish a vessel max. 3 hours' overtime can be done.
**REPAIRS:** Next wharf in Gävle, 40 kilometres from Norrsundet. Most repairs possible.
**FUEL:** Delivered by truck alongside vessel on pier.
**IDENTIFICATION CARDS:** Not required.
**TELEPHONE NUMBERS:** Police 10030, 10213; Fire Brigade 10609 or 90000; Gävle Pilot 026 99110, 026 99220; Söderhamn Pilot 0270 54185, 0270 60205.
**AUTHORITY:** Kopparfprs AB, 5–816 00, Ockelbo.
**AGENT:** G. E. Lindgren & Son, PB 5, 817 01 Norrsundet 1. Tel. 0297 22003, 22570, 22650. Telex 81115. Cables Lindgrenetson.

## NYKOPING: 58.45 N. 17.01 E.

**DOCUMENTS:**
Tonnage Certificate.
5 Crew Lists.
2 Manifest.
1 Provisions List.
**PILOTAGE:** Pilot station at Hävringe (58° 33′ N. 17° 19.0′)E., about 15 miles from Nyköping. Pilot must be ordered 5 hours before arrival Hävringe. (Also see "Stockholm".)
**RADIO:** Stockholm.
**STEVEDORES:** Ordered by Agents.
**FUEL:** All grades available.
**WATCHMEN:** Ordered by Agents but not compulsory.
**OPENING/CLOSING HATCHES:** Normally by crew.
**CUSTOMS ALLOWANCE:** Each crew member 200 cigarettes or 25 cigars or 200 grams tobacco and 1 bottle spirits.
**CONSULS:** V. Consulate for Denmark and Finland, tel. 0155/30600.
**REPAIRS:** Most deck and engine repairs possible.
**DRY DOCKS:** None.
**AIRPORT:** Norrköping 80 km., and Stockholm 120 km.
**HOLIDAYS:** New Year's Day; Good Friday; Easter and Easter Monday; Labour Day (1st May); Whit Monday; Midsummer Day and Christmas Day.
**POLICE/FIRE/AMBULANCE:** Police 17100; Ambulance 90000; Fire 90000.
**TELEPHONE:** None available for placing on board.
**SERVICES:** None.
**AUTHORITY:** Hamnkontoret Nykoping. Tel. 121–36.

## NYNASHAMN: 58.55 N. 17.58 E.

### OIL HARBOUR

**DOCUMENTS:**
2 Crew Lists, and 3 Crew lists on Imco form.
5 copies General Declaration (form supplied on arrival).
Bill of Health.
Deratisation Certificate.
3 copies Cargo Manifest/Bills of Lading.
Tonnage Certificate.
Certificate of Nationality.
Stores and Personal Effects Declaration.
**RESTRICTIONS:** Draft limited by the passage through the Great Belt where depth 43 ft. Tankers berth and unberth in daylight only.
**MAX. SIZE:** Pier No. 1 – Length from bow to manifold 175 metres; draft 17 metres, subject to "Restrictions" (see above). Pier No. 3 – Length from bow to manifold 100 metres; draft 12.20 metres, maximum.
**HEALTH:** Vessels arriving from ports outside Europe must, for inward clearance, provide Customs Office with written declaration of freedom from infection. Further instructions will be issued by Customs Office when such declaration cannot be given.
**RADIO:** Stockholm Radio; call sign SDJ.
**BERTHING:** Nynas-Petroleum A.B., Refinery Harbour. Piers No. 1 and 3 for ocean-going tankers. Piers No. 2, 4 and 5 for coasters only. Facilities available for reception of dirty ballast ashore.
**FRESH WATER:** Can be supplied from the piers. No barges.
**FUEL:** All grades can be supplied from the piers. No barges.
**CUSTOMS ALLOWANCES:** 200 cigarettes per person per week. One bottle of wine and spirits per person per week.
**CONSULS:** All consuls available at Stockholm.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Nearest at Stockholm.
**TIME:** GMT plus 1 hour. Unchanged throughout the year.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Nynashamnsraffinaderiet, S-14901 Nynashamn.

## ÖRNSKÖLDSVIK: 63.17 N. 18.43 E.

**DOCUMENTS:**
1 Crew List.
1 Passenger List.
4 Customs Documents.
1 Health Document
1 Manifest.

1 Bill of Lading.
1 Ship's Paper.

**PILOTAGE:** Pilot station, Örnsköldsvik, tel. 0660/66003. 5 hours' notice. VHF Channel 16. Orange-coloured motor launch fitted with radar and VHF. International signals. Station 2 miles South Skagsudde Lighthouse. Pilots serve all ports between Umeå and Härnösand, also sea Pilots and ice advisers for Gulf of Bothnia. (Also see "Stockholm".)
**ANCHORAGE:** Örnsköldsvikfjärden 30–75 ft. Anchorage forbidden in area Råskärsön–Malmön–Burön.
**MAX. SIZE:** Length, 700 ft.; breadth, 100 ft.; draft, 34 ft.
**HEALTH:** Customs authorities give pratique on arrival from foreign ports. In case of suspected disease inform customs and port authorities.
**RADIO:** SAH, Härnösands Radio.
**RADAR/VHF:** Radar service in Skagsudde Lighthouse. VHF Channel 16.
**TUGS:** In port, available. Ship's lines used.
**STEVEDORES:** Inform stevedores at latest 1530 day before gangs required, also if available space, for truck-loading in holds. Loose timber, 35 stds./gang/day. Packaged timber, 80 stds./gang/day. Board and wood pulp, 250 tons/gang/day.
**TANKERS:** 2 tankers berths 34 ft. and 33 ft. 6, 8 and 10 in. lines.
**DENSITY:** Fresh water.
**FRESH WATER:** From quay or boat. 60 tons/hour.
**FUEL:** Gas oil, light fuel, heavy fuel.
**GANGWAY/DECK WATCHMEN:** Watchmen available if desired.
**OPENING/CLOSING HATCHES:** Stevedores or crew.
**CERTIFICATE:** Cargo Gear Certificates.
**CUSTOMS ALLOWANCE:** (Tobacco), 200 cigarettes per week. (Wine/Spirits), 1 bottle per week.
**CARGO GEAR:** Not needed.
**CONSULS:** Norwegian, Danish, Portuguese, Finnish.
**REPAIRS:** Medium sized repairs carried out.
**DRY DOCKS:** None.
**REPATRIATION:** Available.
**AIRPORT:** 10 miles. 3 flights daily Northbound and Southbound.
**TIME:** GMT plus 1 hour. Permanent.
**HOLIDAYS:** Cargo work can be arranged on holidays.
**POLICE/AMBULANCE/FIRE:** Police 10800; Fire 10400.
**TELEPHONES:** Cost 20 Sw. crs. to be placed on board.
**DELAYS:** None.
**AUTHORITY:** Hamnförvaltningen, Strandgatan 15, Örnsköldsvik. Tel. 0660/12123, 12127.

## OSKARSHAMN: 57.15 N. 16.27 E. (See Plan)

**DOCUMENTS:** See "Stockholm".
**PILOTAGE:** Pilot boards at Furon, 6 miles east of Oskarshamn. Give ETA at least 5 hours prior arrival. VHF Channel 16. Tel. 0491/10036 (also see "Stockholm").
**ANCHORAGES:** S. of Furon, depth 25 metres.
**RESTRICTIONS:** Channel to Oil Harbour depth 11 metres. Channel to Inner Harbour depth 8·5 metres.
**MAX. SIZE:** Draft 34 ft. 6 in. in oil harbour; 23 ft. elsewhere.
**VHF:** Channel 16.
**TUGS:** One tug available of 1,720 h.p.
**BERTHING:** *Oil Harbour:* Quay length 41 metres, depth alongside 12 metres.
*Inner Harbour:* South Quay length 470 metres, depth 5–7·2 metres.
*Bradholm Quay:* Length 140 metres, depth 4·8 metres. Length 88 metres, depth 4 metres.
*North Quay:* Length 452 metres, depth alongside up to 7·8 metres. Extensions to North Quay for 50 metres in depth of 8 metres and for length of 200 metres in depth of 8·50 metres.
*Kopparverk Quay:* Length 200 metres, depth 8·5 metres.
*Shipyard Quays:* Up to 6 metres depth.
*Vasa Quay:* at Figeholm, quay length 50 metres, water depth 5 metres.
**BULK HANDLING FACILITIES:** Roll-on/roll-off berth for goods traffic situated at the North Quay, depth alongside 8·50 metres.
**CRANES:** 3 Portal cranes, 10 tons capacity. 6 mobile cranes, 10–36 tons capacity. One ASEA crane, 200 tons capacity.
**TANKERS:** One berth, depth at quay 36 ft.; draft 34 ft. 6 in. Discharge lines 8 in.
**FRESH WATER:** At every berth.
**FUEL:** Available.
**CERTIFICATES:** See "Stockholm".
**CUSTOMS ALLOWANCE:** 200 cigarettes, one bottle spirits out of bond.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Norwegian Tel. 0491/14090; Denmark Tel. 0491/10015.
**DRY DOCKS/REPAIRS:** Dry dock length 427 ft. Repair facilities available. Oskarshamn Shipyard. Tel. 0491–17080.
**AIRPORT:** Oskarshamn, 3 km. away, 2 flights daily to Stockholm.
**TIME:** GMT plus 1 hour. Permanent.
**HOLIDAYS:** See "Stockholm".
**POLICE/AMBULANCE/FIRE:** Police tel. 15090; Alarm, Police/Ambulance/Fire 90000.
**TELEPHONES:** Available, for connection on board.
**SERVICES:** Compass adjusting.
**AUTHORITY:** Hamnförvaltningen, Oskarshamn 0491/14320.

## OXELÖSUND: 58.40 N. 17.08 E. (See Plan)

**PORT LIMITS:** The seaward boundaries of the port is a li between the Eastern point of Ljungholmen and the ore quay. How ever, for ore-loading ships, a vessel is considered to be an "arriv vessel" when at anchor at the roads West of Vinterklassen.
**DOCUMENTS:**
4 Crew Lists (3 for Customs and 1 for Ship's Agent).
4 Passenger Lists, if passengers are not inserted in Crew List.
2 Customs Documents, showing all alcoholic liquors and tobacc belonging to officers, crew and passengers.
2 Customs Documents, showing ship's store of alcoholic liquo and tobacco.
Health Documents, not necessary.
Manifests, at least 4 copies, normally only for general cargoes.
Bills of Lading, at least a copy if not otherwise stipulated.
Ship's Paper, Ship's Register and Deratisation Certificate, n older than 6 months.

**PILOTAGE:** (See "Stockholm".) Pilot station located at Hävrin Lighthouse, tel. 0155/32920 or 30200. ETA required 5 hours in advan in order to avoid charge for waiting. When ships in open sea infor pilot station over telephone, transfer over Stockholm Radio, ca sign SDJ or Gothenburg Radio, call sign SAG, will be recom mended. VHF Channel 16 can be used for contacting pilot station pilot boat. Approaching vessel applies for Pilot when daylight w flag signal G and when dark with pilot-light or Morse Code PT. Pi boats orange. Ships advised to proceed by Northern inlet, whe Pilot will board at Norra Kränkan Lighthouse, lat. N. 58° 37′, lon E. 17° 27′. International requirements with respect to boarding a safety measures. Vessels awaiting for Pilot are prohibited to ride anchor North of Lighthouse "Gustaf Dalén".
**ANCHORAGES:** Suitable anchorages West of Vinterklasen; cl holding ground, depth 30–40 metres, and between Beten Lighthou and Harbour, clay-holding ground, depth 20 metres. Ships are n allowed to berth until receive orders and in the meantime they mu anchor and await orders.
**RESTRICTIONS:** No tides. Draft not over 44 ft. 4 in. at mean wa level. No other special restrictions with exception of berthing sh of and over 30,000 tons dw.
**MAX. SIZE:** Ore loading berth: No restriction regarding length ship. Vessels between 3,000 and 80,000 tons d.w. can be load Depth at quay 45 ft. Berth for unloading coal, iron ore: Ships of up 40,000 tons d.w. can be discharged. Depth at quay 39 ft. 4 in. Be for general cargo: Depth at quay 32 ft. 10 in. Container termi Depth at quay 32 ft. 10 in. Oil pier: Oil carrier up to 80,000 tons d can be berthed. Depth at quay 45 ft.
**HEALTH:** No special regulations.
**RADIO:** Stockholm Radio, call sign SDJ, or Gothenburg Rad call sign SAG.
**VHF:** Harbour authorities and Clearance Department for loading ships has VHF Channel 16.
**TUGS:** Two modern combined tugs and ice-breakers of 1,680 a 1,260 IHP. Ship's lines to be used. Tugs normally join vessel n Beten Lighthouse, just near harbour.
**BERTHING:** Harbour Pilot compulsory and normally ordered ship's Agent. No tides. Depths in harbour can vary occasiona from minus 1 ft. 6 in. to plus 1 ft. according to temporary alteratio of mean water level. Ships of and over 30,000 tons d.w. cannot berthed when dark.
**CARGO-HANDLING FACILITIES:** The port has, among ot things, one ore quay equipped with a travelling ore-loader with average capacity of 2,000 tons per hour. One quay for unloading co iron ore and similar equipped with two travelling cranes with capacity of 600 tons per hour. One quay equipped for contain handling with a 35-ton travelling container crane of Paceco ty In connection with the container quay there is a 25-metre trave ferry ramp equipped to accommodate roll-on/roll-off traffic.
**STEVEDORES:** No special ETA advice required. Master of s with general cargo has to inform Agent in advance number of ga required.
**MEDICAL:** Necessary for Agents to receive advance notice required medical attention, informing Agent if doctor should m upon ship's arrival, if ambulance is required for transport to hosp and promptness required. No special vaccination/fever certifica necessary. Hospital at Nyköping, about 8 miles from Oxelösund
**TANKERS:** One tanker berth, depth at quay 45 ft. Connectio load/discharge lines, have diameter of 12 in. for products and 14 for heavy products. Almost all types of oils. No slop/residue/facili
**DENSITY:** 1006–1016, 75% fresh water. No tides.
**FRESH WATER:** Always available. Delivery through lines fr quays at a rate of 10 tons/hour. Fresh water can also be delivered tugs which have fresh-water tanks.
**FUEL:** All grades of heavy fuels can be delivered. At least one da notice.
**FIRE PRECAUTIONS:** Watchman necessary loading/discharg gasoline.
**GANGWAY/DECK WATCHMEN:** When ship berthed, reli gangway must be arranged to quay. Tankers discharging/loadi gasoline must have watchmen, arranged through ship's Agent.
**OPENING/CLOSING HATCHES:** Normally carried out by cr
**CERTIFICATES:** Usual international certificates. In order no delay despatch, important that following certificates are avai and valid: Measurement, Life-boat, Radio and Deratisation (not o than 6 months).
**CUSTOMS ALLOWANCES:** (Tobacco), each crew mem permitted out of bond about 200 grams tobacco and 5 packet cigarette-paper. (Wine and/or spirits), each crew member is

mitted to have out of bond 1 bottle spirits or 2 bottles of wine, if he is over 20.
**CARGO GEAR:** International certificates necessary. No additional requirements.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Denmark, Percy Tham AB, tel. 0155/30600; Finland, Percy Tham AB, tel. 0155/30600; Norway, Harbour Office, tel. 0155/31940.
**REPAIRS:** Minor repairs can be undertaken at workshop on No. 1 quay. Tel. 0155/30547.
**DRY DOCKS:** None.
**REPATRIATION:** Crew changes can be effected and necessary repatriation arranged by Agent.
**AIRPORT:** Arlanda 40·4 miles outside Stockholm. Distance Oxelösund–Stockholm 92·8 miles. Total distance 133·2 miles. Served by regular airlines.
**TIME:** GMT plus one hour. No alterations during year.
**HOLIDAYS:** General holidays on which no cargo work can be arranged: New Year's Day; Epiphany; Good Friday; Easter Monday, Labour Day; Ascension Day; Whit Monday; Midsummer Day; All Saints' Day; Christmas Day; Second Christmas Day.

On the following eves of holidays cargo work ceases for general cargoes at 1100 and for loading iron ore and for discharging coal, coke breeze, limestone and special ores at 1450 with maximum 2 hour's overtime to complete vessel: New Year's Eve; Whitsun Eve; Midsummer Eve; Christmas Eve.
**POLICE/AMBULANCE/FIRE:** Dial tel. 90 000 and ask for "Police-alarm", "Ambulance" or "Brandalarm" (Fire alarm).
**TELEPHONES:** Arrangements for placing telephones on board exist at berth Nos. 9, 9½ and 10. Cost for connection is charged per day.
**SERVICES:** Licensed compass adjuster. No tank-cleaning equipment or facilities for discharge of tank-washings.
**SHORE LEAVE:** No restrictions.
**REGULATIONS:** Ice-breaking dues equal to harbour dues are charged 21st December–20th March each year.
**DELAYS:** Normally no delays. Modern installations for loading and discharge.
**AUTHORITY:** Port is owned by Gränges AB, Stockholm, and administered by the railway company, Gränges TGOJ, Eskilstuna. Tel. 016/137585. Local Authority: Gränges TGOJ, Harbour Office, S-613 01 Oxelösund. Tel. 0155/31940. Telex Portox 64025.

## PITEA (Inc., Haraholmen, Pitsundet): 65.19 N. 21.29 E.

**DOCUMENTS:**
2 Crew Lists.
2 Lists Spirits and cigarettes.
Manifests and Blading of incoming cargoes to be presented to customs.
1 Deratting Certificate.

**PILOTAGE:** Pilot to be taken at Gaasoeren–Skelleftea district. Must be ordered at least 5 hours prior. arrival. All VHF channels used – also onboard pilot-boats. (Also see "Stockholm".)

Outward-bound vessels must order Pilot from Harbour Office during office hours.

Signal station at Pitsund is closed.
**ANCHORAGES:** Accordance Pilots advice.
**RESTRICTIONS:** No entry in darkness to smaller ports in district.
**MAX. SIZE:** Max. size through Pitsundet draft up to 12 metres. Max. draft to Skuthamn 22 ft. Loüholmen and Pitea Town 17 ft. To Loüholmen and Piteå max. d.w. about 6,000 tons. No tides.
**HEALTH:** No spec. restrictions. Diseases must be reported to Customs before entering port.
**RADIO:** Stockholm Radio, Hornösand Radio.
Radar and VHF on all pilot stations. VHF also at signal station in Pitsundet – entrance to Piteå. Channel 16 only. Harbour Office, Channels 16 and 9.
**TUGS:** Tugs available if ordered beforehand. Tugs compulsory for larger vessels. Costs for three tugs about Skr 10,000:–.
**BERTHING:** At Pitea, larger vessels berth in daylight only.

Haraholmen: Quay recently completed, length 300 metres, depth 12·5 m., max. draft 11·5 m. Quay is equipped with electricity, telephones, water and oil. Quay is very strong, capable of taking loads up to 250 tons.

Harbour is specially built for all year round traffic. Four propeller engines are installed under the quay to keep water running and quay ice-free. Special lights are installed to assist in bad visibility.

Quay is to be equipped with 2 "*Asea*" cranes of 12·5 tons and 19·5 metres outreach (about May 1974).
**STEVEDORES:** Bottenvikens Stuveri AB – Pitea. Labour must be ordered latest at 1400 for morning start following day. Tariff available from Agents.
**MEDICAL:** All treatments available without notice.
**TANKERS:** Only one berth at Haraholmen. Max. draft 37 ft. 10 in. FW. No further restrictions. 3 tugs compulsory.
**FRESH WATER:** Available by pipe and lorries.
**FUEL:** All grades available.
**GANGWAY/DECK WATCHMEN:** Not necessary but available if ordered.
**OPENING/CLOSING HATCHES:** Normally done by ship's crew.
**CUSTOMS ALLOWANCES:** (Tobacco), 200 cig./man per week. (Wine and Spirit), 1 bottle man/week. Only crew members over 18.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** None.
**REPAIRS:** All types of repairs can be affected.
**DRY DOCKS:** None.
**AIRPORT:** Regular flights 4 times per day. Kallax airport at Luleå. Distance 50 kilometres from port.
**TIME:** GMT plus 1 hr. No alterations during year.
**POLICE/AMBULANCE/FIRE:** Tel. 90.000.
**TELEPHONES:** No facilities for placing on board.
**GENERAL:** Masters to note the signals to be given before passing Pitsundet. Master must not forget that Pilot must be taken at Gaasoeren–Skelleftea district. If Pilot on bridge all way from Skelleftea to Pitea, a distance fee is charged. Piloting from Nygraan Lighthouse (entrance Pitea) only normal fee.
**AUTHORITY:** Hamnkontoret Pitea, Sjöfartshuset–Haraholmen, Fack, S941 01 Piteå 1, Tel. 0911/46070. Telex 8307. Shipexp S.

## RONNEBY: 56.10 N. 15.17 E. (See Plan)

**DOCUMENTS:**
2 Number of Crew Lists.
2 Passenger Lists.
4 Customs Documents.
1 Health Documents.
2 Manifests.
1 Bill of Lading.

**PILOTAGE:** Pilot is taken at Karlshamn or Aspö (Karlskrona) pilot stations. Tel. Karlshamn 0454/14102, Aspö 0455/29016. Ordered over Karlskrona Radio on 3289 KHz or by VHF on Channel 16 (156.80 Mc). Pilot should be ordered 5 hours in advance. (Also see "Stockholm".)
**ANCHORAGE:** Open roads.
**MAX. SIZE:** Limited by depth in fairway: 20 ft. 9 in.
**RADIO:** Karlskrona Radio, 2182 kc/s.
**VHF:** VHF call sign Ronnebyhamn, Channel 16, 12, 13.
**TUGS:** None, when necessary such ordered from Karlsham or Karlskrona.
**STEVEDORES:** ETA given to ship's Agent sufficient.
**MEDICAL:** Medical attention required ordered from Agents.
**TANKERS:** Only small tankers with max. draft 20 ft. 6 in. One 10 in. and 6 in. line. No facilities for residue discharge.
**DENSITY:** 1000. No tide.
**FRESH WATER:** From water post on quay.
**FUEL OIL:** Diesel oil from tank-lorries.
**OPENING/CLOSING HATCHES:** Performed by crew.
**CERTIFICATES:**
Deratification Certificate not over 6 months old.
Certificate of Nationality.
Certificate of Tonnage.

**CUSTOMS ALLOWANCE:** 200 cigarettes plus one bottle spirits out of bond.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Danish Consulate, tel. 0457/10675.
**REPAIRS:** Minor repairs only.
**DRY DOCK:** None.
**AIRPORT:** About 6 miles from Ronneby Harbour; daily flights to Malmö, Stockholm and Visby.
**TIME:** GMT plus 1 hour Permanent.
**POLICE/AMBULANCE/FIRE:** Police 90000; Ambulance 90000; Fire 90000.
**TELEPHONES:** None available.
**AUTHORITY:** Ronneby Hamnstyrelse (Harbour Board). Harbourmaster: Capt. Sven O. Hall. Tel. 0457/70080. Harbour Office, 370 14 Ronneby Hamn.

## SIKEA: 64.9 N. 20.59 E.

**DOCUMENTS:** See "Stockholm".
**PILOTAGE:** See "Umeå/Holmsund". (Also see "Stockholm".)
**ANCHORAGES:** Port area about 700 × 450 m. Depths 18–27 ft. At wharf 15 ft.
**MAX. SIZE:** At roads all vessels draft less than 26 ft., At wharf 14½ ft., but no longer than 60 m.
**HEALTH:** See "Stockholm".
**RADIO:** See "Umeå/Holmsund".
**TUGS:** Tugs must be ordered from Holmsund.
**STEVEDORES:** Gangs have to be ordered day before loading/unloading – start, latest 1700 hrs.
**TANKERS:** No oil carriers call.
**FRESH WATER:** Available.
**FUEL:** All grades fuel oils. 24 hours notice required.
**GANGWAY/DECK WATCHMEN:** Not necessary.
**OPENING/CLOSING HATCHES:** Normally carried out by crew.
**SHIP CERTIFICATES:** See "Stockholm".
**CUSTOMS ALLOWANCE:** Tobacco Wine and Spirits. See "Stockholm".
**CARGO GEAR:** No shore cranes in harbour.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** No consuls.
**REPAIRS:** Only small repairs possible.
**AIRPORT:** Distance 55 km. Regular airlines, 5 flights a day.
**TIME:** GMT plus one hour. Permanent.
**HOLIDAYS:** Easter; Whitsuntide; Midsummer; Christmas and New Year's Day; no service in port.
**POLICE/AMBULANCE/FIRE:** 90 000.
**TELEPHONES:** None available.
**AUTHORITY:** AB. J. A. Henriksson & Co., Branch office Sikeå, tel. 0934/15039.

## SKELLEFTEHAMN: 64.41 N. 21.15 E.

**DOCUMENTS:**
2 Copies of Crew Lists (at Rönäskärsverken 3 copies).
1 List of Provisions.
Measure Bill.
Manifests and Bills of Lading.

**PILOTAGE:** Telegraphic address: "Pilot station. Skelleftehamn". Advance notice required, 5 hours. Contact pilot boat or pilot station on VHF Channel 16. Calling signal "Skelleftea Pilot" (pronounced – Shellefteo Pilot). Pilot motor boats usually orange. Pilot taken on board 2 miles East of Gåsören Lighthouse. (Also see "Stockholm".)

**RESTRICTIONS:** No tides or tidal current.

**MAX. SIZE:** Maximum permissible length of tanker 590 ft. in accordance to dredged basins length.

**HEALTH:** In case of disease or suspected disease, ship should call for medical assistance in common Swedish order.

**RADIO:** Stockholm Radio or Härnösand Radio. When in reach of VHF station of harbour office, at 08.30–12.00 and 13.00–17.00, or else through pilot station VHF. Call signals "Skellefteå Hamnradio" or "Skelleftea Pilot Station".

**RADAR/VHF:** Radar service available when entering or leaving port. Contact pilot station (Channel 16).

**TUGS:** Normally meet at passage of Gåsören Lighthouse. Ship's lines should be used. Tug of 3,000 h.p. also acts as local icebreaker.

**BERTHING:** No special requirements. *Burea.* Good anchorage but somewhat narrow loading place. Depth inner harbour 16 ft., depth outer harbour 16/21 ft. Depth in roads 21/26 ft. *Kage.* Depth in harbour at quay 23/20 ft.; length 609 ft. *Rönnskärsverken.* Southern quay (jetty), depth 30·5 ft.; length 394 ft Northern quay, depth 42/19·4 ft. and length 1,814 ft. *Skelleftehamn.* North quay, depth 26/21 ft. and length of 1300 ft. Oil Terminal, (jetty), depth 34 ft. and length 300 ft. with dredged basin of 656 ft. Örviken, depth of 12 ft. along a wooden wharf of a length of 200 ft. Siporex, quay depth 19·7 ft. and a length of 150 ft.

Rönnskarsverken. Northern quay, depth 42/19·4 ft. Bjursklubb. Length 230 ft., depth 17·5 ft.

**STEVEDORES:** No stipulated ETA regulations.

**MEDICAL:** Available at short notice. Government hospital in town.

**TANKERS:** One tanker berth. Max. draft 33 ft. Diameter of discharge lines 8 in. Flanges Din 2633.

**FRESH WATER:** At oil terminal 25 tons/hour. Elsewhere 15 tons/hour except at Rönnskärsverken, where fresh water delivered by road tanker.

**FUEL:** All usual grades available.

**FIRE PRECAUTIONS:** Standard.

**DEVELOPMENTS:** Planned to build jetty for drafts of about 42·5 ft., 1974.

**GANGWAY/DECK WATCHMEN:** Watchmen recommended.

**OPENING/CLOSING HATCHES:** Carried out by crew.

**CERTIFICATES:** See "Stockholm".

**CUSTOMS ALLOWANCES:** (Tobacco): 200 cigarettes. (Wine Spirits), 1 bottle of wine and one bottle of spirits.

**CARGO GEAR:** No additional requirements.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:** Denmark, Norway, Finland and Netherlands.

**REPAIRS:** Minor repairs only. Patent slip, max. size 1,000 tons displacement.

**REPATRIATION:** Every kind of facility for effecting changes of crew.

**AIRPORT:** 18 km. Regular airlines, two flights a day.

**TIME:** GMT plus one hour. Permanent.

**HOLIDAYS:** New Year's Day; Good Friday; 1st and 2nd Day of Easter; Ascension Day; 1st and 2nd Day of Whitsuntide; 1 May; Midsummer Day; and 1st and 2nd Day of Christmas. Cargo work cannot be arranged.

**POLICE/AMBULANCE/FIRE:** 14070, 31080; 90000; 17200.

**TELEPHONES:** Available for placing on board at the Northern quay in Skelleftehamn.

**GENERAL:** All waste to be taken to special waste containers ashore.

**SERVICE:** Small amounts of tank-washings can be taken ashore. Compass adjusting carried out. Tug stationed in harbour.

**DELAYS:** In exceptionally bad weather.

**AUTHORITY:** Harbour Board of Skellefteå, S:a Hamngatan 35, 932 00 Skelleftehamn. 31006.

## SKREDSVIK: 58.25 N. 11.30 E.

Oil-harbour in the Lysekil area.

**DOCUMENTS:**
3 Crew Lists, on Imco form.
1 Cargo Manifest.
1 Copy Bill(s) of Lading.
1 Stores List.
1 Personal Effects List.
Derat Certificate.
Tonnage Certificate.
Certificate of Registry.

**PILOTAGE:** Pilot station at Lysekil, tel. 0523/10271. VHF Channel 16. Five hours' notice of ETA required. Pilot vessel is an orange-coloured motor launch fitted with radar and VHF. International signals. Pilot boards between Gaeven and Tovas Ungar, about 6 miles West of Lysekil.

**ANCHORAGE:** Gullmarsfiord, South-East of Lysekil, depth about 60 m.

**RESTRICTIONS:** Draft not to be in excess of 40 ft. on passag from Pilot to Skredsvik.

**TUGS:** Have to be ordered either from Gothenburg or fro Uddevalla.

**MAX. SIZE:** Length 700 ft. draft 36 ft. No limit on breadth.

**FRESH WATER:** Can be supplied from the pier.

**FUEL:** Can be supplied from the pier.

**CUSTOMS ALLOWANCES:** 200 cigarettes and one bottle spir or wine per person per week.

**IDENTIFICATION CARDS:** Not required.

**TELEPHONES:** Police 0522/14920, or 0524/10068 and 90000; Ambu lance and Fire 0522/10051, or 0524/10550 and 90000.

**AIRPORT:** Nearest at Gothenburg.

**TIME:** GMT plus one hour.

**SHORE LEAVE:** No restrictions, but photographing ashore is no permitted.

**AUTHORITY:** OE.E.F. Skredsvik. Tel. 0524/20100.

**AGENT:** Ferm & Olsson AB. Post Box 66, 45300 Lysekil. Tel. no 10007, 10372, 11107. Telex: 42080. Cables: "Fermson" Lysekil.

## SLITE, Gotland Is.: 57.42 N. 18.50 E.

**DOCUMENTS:**
Crew Lists.
Customs Documents.
Health Documents.
Bills of Lading.
Measurement Bill
National Certificate.
Valid Derat Certificate.
All compulsory (also see "Stockholm".)

**PILOTAGE:** Service centralised to main station at Visby. Servi day and night. Tel. 0498/10138. 5 hours notice required VHF Chann 16 (also see "Stockholm").

**ANCHORAGE:** Sheltered anchorage on Inner Road with up t 7 m. depth of water.

**RESTRICTIONS:** No restrictions. Entrance possible day an night.

**MAX. SIZE:** Draft not to exceed 21 ft. 6 in.

**HEALTH:** Restrictions only if fever on board or vessel coming fro a port where disease or fever in existence.

**RADIO/VHF:** Tingstade Radio Station, call sign SAE, VHF se "Pilotage".

**TUGS:** No tug available.

**BERTHING:** No restrictions if due notice to Port Authority give

**STEVEDORES:** Notice to be given latest noon on day befo arrival, order to make start next morning (unless special arrang ments or agreements made).

**MEDICAL:** Attention by doctors-in-charge. Central hospital Visby.

**TANKERS:** Pipe-line connection flange 8 in.

**FRESHWATER:** Available alongside quay.

**FUEL:** Practically all grades bunker oil available subject prior notic

**DEVELOPMENTS:** No developments presently contemplated.

**WATCHMEN:** Not compulsory but available.

**HATCHES:** Ship's crew to open or close.

**CUSTOMS ALLOWANCES:** Presently 200 cigarettes per hea week. Practically no spirits allowed out of bond.

**IDENTITY CARDS:** Seamen's book or passport if travelling ou side port area.

**CONSULS:** No consul representations at Slite. Nearest consu (for Denmark, Norway, Finland, West Germany) at Visby.

**REPAIRS:** Only minor repairs possible.

**DRY DOCKS:** None.

**REPATRIATION:** Good possibilities for changing crew.

**AIRPORT:** About 40 km. to Visby Airport.

**TIME:** GMT plus 1 hour. Permanent.

**TELEPHONE:** Alarm central tel. 90 000.

**SERVICES:** No services for tank-cleaning tank washing, or com pass adjusting.

**SHORE LEAVE:** Permitted.

**AUTHORITY:** AB Cementa, Storgatan 90, Slite.

**AGENT:** Aktiebolaget Rob. Myrsten, 620 30 Slite, Telex 4137 - A Myrsten. Cables: "Myrsten – Slite." Tel. 0498/20001/02/03. After hou 0498/20102/20021/20014.

## SÖDERHAMN: (includes Stugsund, Langror oilber and Sandarne factory berth) 61.18 N. 17.05 E. (See Pla

**DOCUMENTS:**
2 Crew Lists.
3 Bills of Lading.
3 Manifests.
1 Tobacco List.

**PILOTAGE:** Pilot must have 5 hours notice. Telegraphic addre "Soderhamn Pilot Station", Ljusne. VHF Channel 16 for calli pilot boat and pilot station (frequency 156·8 mHz). and 13 (freque 156·656 mHz). Pilot boat is orange. International signals to be use Vessels can normally receive Pilot between Hallgrund and Storju frun. In case of bad weather or ice, Master consults Pilot for advi (also see "Stockholm").

**ANCHORAGE:** Lilljungfru anchorage S.W. Lilljungfrun, whe depths are 15–20 m., is W. or S.W. of Norrutharet. Branthälls a chorage W. Branthäll isl., depths 10–15 m.

**MAX. SIZE:** Långrör oil berth. Breadth of entrance fairway 55–60 m. and depth 8·5 m. at mean level. Max. ship length about 170 m. at the quay.

*Sandarne.* Breadth 30 m., depth 7·2 m. m.l. 55–60 m. in unlit fairway.

*Stugsund.* Breadth 30 m., depth 6·2 m. m.l.

*Soderhamn.* Breadth 10–15 m., depth 3·7 m. m.l.

Depth varies about one foot below and one foot above m.l. Breadth given at narrowest point in fairway.

**HEALTH:** No special action except for suspected disease. In case of disease contact Agent for information.

**RADIO:** Stockholm Radio when vessels come from South and Härnösand Radio from North. Within reach Master may call Söderhamn Port Radio. Tug station is Stugsund. Tug fitted VHF, Channels 16, 13, 12.

There is a radar station at Soderhamn. Pilot station, Ljusne, and some of the pilot boats are fitted with radar.

**TUGS:** Normally meet large vessels at Otterhällans Lighthouse and others off quays on request. Ship's lines to be used.

**BERTHING:** Boatmen can be ordered by Pilots or Agents. Large ships berth oil berth only in daylight because channel not lit.

**STEVEDORES:** Gangs to be ordered by Agent usually at 1500 for starting next morning at 0700.

**MEDICAL:** Medical attendant available day and night.

**TANKERS:** 6-or 8-in. connections. Only one berth and maximum depth at quay 8·5 m.

**DENSITY:** Practically fresh water.

**FRESH WATER:** Available in all ports. Delivered through pipelines on wharf. Rate: 10 tons/hour.

**FUEL OIL:** Any normally used grade on request to oil company with few hours' notice.

**DEVELOPMENTS:** A new quay at Långrör berth for general cargo will be established in a few year's time.

**GANGWAY/DECK WATCHMEN:** Watchmen available.

**OPENING/CLOSING HATCHES:** Normally carried out by crew.

**SHIP'S CERTIFICATES:** Traffic permission (not necessary for ports within the custom district boundaries), Nationality and Reg. Certificate (or interim Nationality Certificate, Bill of Measurement, Swedish Sailor's Roll (only Swedish ships), Foreign Nation Crew Passport, Derat Certificate (6 month), Certificate of Health.

**CUSTOMS ALLOWANCE:** (Tobacco), out of bond, 200 cigarettes or 100 gr. tobacco and 100 cigarettes. (Wine/Spirits), out of bond, 1 bottle of spirits, 75 cl.

**CARGO GEAR:** Valid cargo gear certificates.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:** Danish, French and Dutch.

**REPAIRS:** Minor plate-work and welding can be carried out.

**REPATRIATION:** Facilities exist for effecting crew changes.

**AIRPORT:** Nearest international airport. Stockholm.

**TIME:** GMT plus 1. Permanent.

**HOLIDAYS:** No work on official holidays, but may be possible on special request. New Year's Day (1st January); Twelfth Day (6th January); Good Friday; Easter Sunday and Easter Monday; 1st May; Whit Sunday and Whit Monday; Midsummer Day; All Saints' Day; 25th December and 26th December; New Year's Eve; Easter Eve; Whitsun Eve; Midsummer Eve; Christmas Eve.

**POLICE/AMBULANCE/FIRE:** Police 90000 or 0270/10020; Ambulance 90000; and Fire 90000 or 0270/12249.

**TELEPHONES:** In Sandarne, quay telephones can be placed on board. Two telephones.

**GENERAL:** There is a VHF port radio at the Port Office, Söderhamn. Working time 0800–1700. Channel 16 for call and working channel. During the ice-breaking season the tug may be out even at night. Tug has same channels. Söderhamn custom district includes only Stugsund. Illjungfrun Pilot also serves ports of Ala, Ljusne and Vallvik.

**SERVICES:** Facilities for discharge of tank-washings max. 20 tons. Tank-cleaning and facilities for discharge of tank-washings of great extent are Stockholm and Sundsvall. Compass adjusting in Stugsund berth.

**REGULATIONS:** Port regulations available from Agent or Port Office.

**DELAYS:** Fog, ice and bad weather may delay berthing. Rain and snow can delay loading and discharging of dry cargo.

**AUTHORITY:** Hamnforvaltningen, Soderhamn, tel. 0270/14828 or 11311.

## SÖLVESBORG: 56.03 N. 14.35 E. (See Plan)

**DOCUMENTS:** See "Stockholm".

**PILOTAGE:** Pilot station at Åhus, tel. 044/240027, needs five hours' notice. Pilot station and pilot boat can be ordered by VHF Channel 16 (156, 80 mHz). Harbour office in Sölvesborg can be called on same frequency. (Also see "Stockholm".)

**ANCHORAGE:** Roadstead to S. of harbour 25 ft. deep with good holding ground.

**MAX. SIZE:** Depth in outer harbour 8·2 metres (27 ft.) and in inner harbour 7·5 metres (25 ft.) Recommended for ships to have 1 ft. 6 in. of water under keel. Maximum length 200 m. (656 ft.) Breadth 30 m. (98 ft.). Draft 7·7 m. (25 ft.) for vessel entering harbour. Largest ship to enter harbour was 20,000 tons oil tanker with load of 9000 tons. That is, however, not the upper limit. Harbour entrance has bottom breadth of 65 metres (213 ft.).

**HEALTH:** See "Stockholm".

**RADIO:** Malmö Radio and Gothenburg Radio.

**VHF:** Harbour Office can be reached by VHF, Channel 16 (156.80 mHz). Working frequency Channel 14 (15.70 mHz).

**TUGS:** Available. Ordered through Agent or directly to Harbour Office.

**STEVEDORES:** Need notice before 1500 if loading/discharging shall start at 0730 hours following morning, or notice before 1000 hours if loading/discharging shall start 1300 hours the same day.

**TANKERS:** 3 Shore-lines for oil products from oil jetty to depots. 1. 250 mm. for bunker C (2nd fuel); 2. 200 mm. for paraffin oil; 3. 200 mm. for petrol. For discharge coasters use ship's equipment. Bigger ships discharging bunker C oil use harbour's 8 in. rubber hose.

**FRESH WATER:** Fresh water available.

**FUEL:** Ordered from oil companies by ship's Agents.

**GANGWAY/DECK WATCHMEN:** Watchmen normally not needed. Can be ordered by ship's agents.

**OPENING/CLOSING HATCHES:** Normally opened/closed by crew.

**SHIP CERTIFICATES:** See "Stockholm".

**TOBACCO ALLOWANCE:** Basis for forming an estimate is ship's stay in Swedish ports. Normally 200 cigarettes/week.

**WINE/SPIRIT ALLOWANCE:** Normally 1 bottle/week.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:** Royal Danish Vice-Consulate. Railway Station Building. Tel. 0456/10115.

**REPAIRS:** Carried out by Solvesborgs Shipyard. Tel. 0456/10950.

**DRY DOCKS:** Dry dock in ship yard, 341 ft. long, 51 ft. wide at entrance, 14½ ft. deep on sill HWOST.

**REPATRIATION:** No facilities.

**AIRPORT:** 50 km. to Kristianstad Airport and 60 km. to Ronneby Airport. Served by regular inland airlines.

**TIME:** Local time = GMT plus 1 hour. Permanent.

**HOLIDAYS:** See "Stockholm".

**POLICE/AMBULANCE/FIRE:** Dial 90 000 and ask for Police, Ambulance or Fire Department.

**TELEPHONES:** Telephones available in Agent's offices at quay and telephone boxes.

**DELAYS:** Normally no delays.

**AUTHORITY:** Chairman of the Harbour Board, Valjegatan 17, 294 00 Sölvesborg. Tel. 0456/10247. Harbour Office, Box 49, 294 00 Sölvesborg.

## STENUNGSUND: 58.04 N. 11.49 E.

**DOCUMENTS:**

3 Crew Lists.
2 Passenger Lists.
1 Tobacco and/or Stores List.
1 Manifest.
1 List of Animals on Board (if any).

Access to the usual ship's papers (measurement, register, certificate, etc.).

If away from Sweden more than 15 days: Bill of Health.

**PILOTAGE:** Pilots board West of Skallen Lighthouse outside Marstrand. Pilots will not take big ships during darkness. Those ships must anchor and await daylight. Calling for Pilot can be made in usual manner and on VHF, Channel 16. Give twenty-four hours notice of ETA through Agents. (Also see "Stockholm".)

**ANCHORAGE:** While awaiting berth vessels anchor outside harbour N.W. of jetty. Safe anchorages everywhere, but fairway South of Galterön Lighthouse has to be avoided.

**RESTRICTIONS:** Large vessels daylight entry only.

**MAX. SIZE:** 65,000 d.w. Draft at berth is only limit, 12·7 m. at North side, and 11 m. at South side of jetty at mean water level.

**HEALTH:** No special pratique necessary. If any disease or fever suspected on board, doctor must be called on arrival. Pratique automatically granted when entering from another port in Sweden.

**RADIO:** Gothenburg radio.

**VHF:** Channel 16.

**TUGS:** Tugs from Gothenburg will join at bridge South of harbour. Ship's lines always used.

**STEVEDORES:** None. Tanker port only.

**MEDICAL:** Doctors and dentists available at short notice. Hospitals situated at Uddevalla and Kungälv, ambulances at Stenungsund.

**TANKERS:** 8 in. hoses at jetty. At North side of jetty tankers berth starboard side to, and at South side port side to. 4-ton crane situated on jetty but ship's derrick also used for hoses.

**FRESH WATER:** Supplied by hose at a rate of 25 tons/hour.

**FUEL:** Only available by barge from other places (i.e. Gothenburg). Bunkering only during daylight. Can be ordered at short notice.

**FIRE PRECAUTIONS:** Normal.

**GANGWAY/DECK WATCHMEN:** Watchmen from ashore necessary when telephone connected.

**CUSTOMS ALLOWANCES:** 200 cigarettes. One bottle of spirits.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** None at Stenungsund, but at Gothenburg.

**REPAIRS:** Some minor repairs may be effected.

**REPATRIATION:** All facilities exist. Consuls at Gothenburg.

**AIRPORT:** Gothenburg 50 km. away. Regular airlines.

**TIME:** GMT plus 1 hour. Permanent.

**HOLIDAYS:** Tankers load and discharge all year round.

**TELEPHONES:** Connected on board if wanted. Watchmen attend calls. Fireman and alarm on jetty during whole operation.

**AUTHORITY:** Statens Vattenfallsverk, Varmekraftverken, 444–00 Stenungsund, Sweden. Cables "Kraftverket". Tel. 0303–70670.

## STOCKHOLM: 59.19 N. 18.03 E. (See Plans)

**DOCUMENTS:**
(*a*) Crew List; normally 2 copies; for oil harbour at Loudden and Free Port, 3 copies
(*b*) Passenger List: regular passenger services 2 copies; cruise ships (lists for cruise ships must be sent in advance to Agent for forwarding to Immigration Authorities), 2 copies.
(*c*) Customs Documents: arrival report (form can be obtained on arrival), 4 copies.
(*d*) Quarantine Certificate or Bill of Health: Deratisation Certificate not more than six months old to be shown. *Note:* Additional quarantine regulations may be imposed in special circumstances.
(*e*) Manifest: 3 copies.
(*f*) Bills of l ading: 1 copy of each. Liners may be subject to other regulations with regard to (*e*) and (*f*) above.
(*g*) Ship's documents: Tonnage Certificate. Certificate of nationality.

**PILOTAGE:** (*Sweden general*). Applications for licensed Pilots should be made at least five hours before pilotage is due to commence. When making application specify name of vessel, tonnage, draft and destination. Also give estimated time for taking pilot on board and route. If this procedure not followed, the Maritime Service cannot guarantee to supply a Pilot without considerable delay to vessel.

Preferable make application by telephone, or by radio via a coastal station or by some other method direct to pilot station nearest point where pilotage is to begin. Also possible request Pilot by VHF (ultra shortwave) telephone to any Maritime Service pilot station, Pilot waiting point or lighthouse which is equipped with VHF.

The Maritime Service's network of permanent VHF telephone stations has been extended to give almost complete coverage of all pilot stations and waiting points and is also operative for a number of lighthouses. The radio stations can operate on different channels and are equipped for frequency modulation. During hours when pilot stations are open, a constant watch is kept on frequency 156·80 mc/s (Channel 16). This frequency should be used for all signals and replies – and for distress traffic. Outside these hours, normal traffic transmissions, i.e. applications for Pilots, etc. should be made on frequency of 156·65 mc/s (Channel 13) or on reserve operating frequency of 156·60 mc/s (Channel 12).

When making VHF telephone call, the type of call signal that should be sent is "Lotsarna (or pilot station) plus the name of the pilot station or the pilotage attendance".

| | *Arholma* | *Sandhamn* | *Landsort* |
|---|---|---|---|
| Cable address | Furusund pilot station | Stockholm pilot station | Nynäshamn pilot station |
| Notice of arrival | 5 hours | 5 hours | 5 hours |
| VHF channels | 6, 12, 13, 16 | 6, 12, 13, 16 | 6, 12, 13, 16 |
| Description of pilot boat | Pilot boat on day duty flies international flag "H".<br>Pilot boat on night duty carries lights conforming to International Regulations for Preventing Collisions at Sea, Rule No. 8. | | |
| | 33 ft. steel cutter painted red-orange | 33 ft. steel cutter painted red-orange | 40 ft. steel cutter painted red-orange |
| Calling Pilot: | | | |
| During daylight | Flag G | Flag G | Flag G |
| At night | International PT with morse lamp | International PT with morse lamp | international PT with morse lamp |
| Audible signal in reduced visibility | International PT with siren | International PT with siren | International PT with siren |
| | Pilot may be called by radio or VHF. | | |
| | *Arholm* | *Sandham* | *Landsort* |
| Boarding point | At Björkö outside outer Skerries, 2–3 n.m. N.W. or E. of Simpnäsklubb | 2 n.m. S.E. of Revengegrund light | 2½ n.m. S. of Öja |
| Anchorage for vessels awaiting Pilot | Near position stated above | Near position stated above | Near position stated above |

**ANCHORAGES:**

| | *Arholma* | *Sandhamn* | *Landsort* |
|---|---|---|---|
| (*a*) Prohibited anchorage | 59° 30′ N.<br>19° 05′ E.<br>59° 45′ N.<br>19° 14′ E. | 59° 17′ N.<br>18° 54′ E. | |
| (*b*) Suitable anchorages | 2–4 n.m. N.N.W. of Simpnäsklubb | 2–4 n.m. E. and S. of Revengegrund | 6–8 n.m. S.S.E. of Landsort |
| (*c*) Depth | 33–38 fathoms | 11–22 fathoms | 11–16 fathoms |

**RESTRICTIONS:** Very large passenger vessels and fully-loaded tankers of approx. 15,000 tons dwt or over not allowed pass through Skerries during darkness. Via Landsort 40 ft. draft; via Sandhamn 36 ft. draft; via Simpnäs 30 ft. draft.

Ships with gross tonnage exceeding 400 tons must proceed only with an Easterly course in Lindalssundet. Ships with gross tonnage exceeding 400 tons must not proceed through Kodjupet and Sandhamnssundet (between Sandon and Korso).

Tankers with gross tonnage exceeding 22,000 tons must be accompanied by a tug from the narrows at Dalaro and Sandham through the Archipelago to Stockholm and nearby ports.

Ships with a gross tonnage exceeding 400 tons, not using a Pil must be equipped with VHF telephone which must be continuou watched on Channel 16.

Ships with gross tonnage exceeding 1,000 tons must report en to and exit out of the Archipelago as well as arrival to, and depar from the port, to the nearest manned pilot station.

Tankships with gross tonnage exceeding 1,200 tons carryin crude oil products, mineral oil and certain chemicals must ha licensed Pilot in the passages Arholma–Stockholm; Soderham Stockholm; Sandhamn–Stockholm; Landsort–Stockholm; Landso Nynashamn; Landsort–Sodertalje and in the Lake of Malaren.

**MAX. SIZE:** Via Sandhamn:
Overall length = approx. 820 ft.
Beam = ,, 100 ft.
Draft = ,, 36 ft.
Via Landsort:
Overall length = approx. 820 ft.
Beam = ,, 100 ft.
Draft = ,, 39 ft.
Via Simpnäs:
Overall length = approx. 650 ft.
Beam = ,, 100 ft.
Draft = ,, 29 ft.
There are no tides.

**HEALTH:** Vessels arriving from ports outside Europe must h inward clearance provide Customs Office with written declaration freedom from infection. Further instructions will be issued by Cu toms Office where such a declaration cannot be given.

**RADIO:** Stockholm Radio, call sign: SDJ.

**RADAR/VHF:** All three pilot stations have radar for internal u No harbour radar service. VHF Channels 16 and 12.

**TUGS:** Very large vessels may be met by tugs by special arrang ment at pilot boarding point. Tugs available to special order t assist with berthing; the rendezvous usually near berth.

*Rates:* According to fixed tariff.

**BRIDGES:**

### RULES CONCERNING VESSELS CROSSING SEALANE AT LIDINGÖ BRIDGE

In force as from 1st May 1970 until further notice. Movable part Lidingö Bridge is opened after request for letting vessels pas through 5 minutes before full- and half-hour, in accordance wi following table.

*For vessels in regular traffic:* Weekdays excepting day before Su day or Holiday, 5.55–6.55 hrs., 9.25–11.25 hrs. and 18.55–20.55 hr Day before Sunday or Holiday, 5.55–6.55 hrs., 9.25–11.25 hrs. an 15.55–20.55 hrs.

*For pleasure crafts not passing at same time as vessels in regu traffic:* Weekdays excepting day before Sunday or Holiday, 5.5 6.55 hrs., 10.25–15.55 hrs. and 19.55–20.55 hrs. Day before Sunday Holiday, 5.55–6.55 hrs., 9.25–11.25 hrs. and 16.55–20.55 hrs.

*For all types of vessels:* Sundays and Holidays, 5.55–20.55 hrs. opening of bridge required between 20.55–5.55 hrs., application to given to bridge watchman stating time for opening, latest 17.00 hr previous evening.

### HOURS OF OPENING ÅRSTA BRIDGE

Arsta bridge is opened after request to Train Controller, Stockho Central, tel. 22 60 00, extension 2171, for vessels passing until furth notice on following hours: Monday and day after holiday, 01.0 01.25 hrs., 02.25–02.40, 03.00–03.40 hrs. Other weekdays, Tuesda Saturday, 02.25–02.40 hrs. Sundays and Holidays, 01.40–03.35, 04.0 04.30 hrs. Applications regarding opening of bridge must be lodge latest 16.00 hrs. (Saturdays 12.00 hrs.) on previous day. Opening bridge subject to train traffic condition not causing any obstructio

### HOURS FOR OPENING FOR MOVABLE ROAD BRIDGES OVER HAMMARBY SEALANE

Movable parts of road bridges over sealane of Hammarby opened request for vessel unable freely to pass under the bridges, through the year at regular hours.

**BERTHING:** Special harbour Pilots available round clock to ass arrival, departure and warping. Use of harbour pilot services optional. Services of boatmen available to order at any time of day night. *See Table opposite*

**STEVEDORES:** Stevedores available at 7.00, 9.30, 11.00 and 13.0 hrs., Stevedores required for 7.00 hrs. must be booked previous da otherwise can be booked for next starting time. A pricelist can be o tained from Stockholms Förenade Stuveriaktiebolag, Stockholm.

**MEDICAL:** Duty medical officer available all hours day or nig Tel. Stockholm 21 55 49, 11 83 31 or 20 30 91. Seamen admitted hospital with note from Medical Officer for Seamen, but not nece sary for emergency admissions. Valid certificates of vaccinati must be produced. Any necessary vaccinations carried out Medical Officer for Seamen.

**TANKERS:**

| *Tanker discharge quay* | *Diameter of discharge pipelines* | *No. of tanker berths* | *Depth of water at quayside* |
|---|---|---|---|
| Bergs oil harbour | 12″–20″ | 1 | 40′ 0″ |
| Flaxenvik | 12″ | 1 | 36′ 0″ |
| Gåshaga | 6″–12″ | 2 | 34′ 6″–36′ 0″ |
| Kvarnholmen | 8″–14″ | 3 | 36′ 0″–39′ 6″ |
| Loudden | 6″–12″ | 4 | 29′ 6″–39′ 4″ |
| Rasta | 8″–10″ | 1 | 39′ 6″ |
| Stora Höggarn | 6″–10″ | 1 | 39′ 0″ |
| Telegrafberget | 6″–8″ | 1 | 40′ 0″ |
| Värtan | 8″ | 4 | 25′ 0″–35′ 6″ |

| *Quays and harbours* | *Berth numbers* | *Length of quay* | *Depth of water at mean water 13 ft. from quay** | *Quay cranes** Number* | *Quay cranes** Lifting capacity* | *Warehouses, sheds etc. Number* | *Warehouses, sheds etc. Kind* | *Notes* |
|---|---|---|---|---|---|---|---|---|
| | | feet | ft. in. – ft. in. | | tons | | | |
| *On Baltic* | | | | | | | | |
| Stadsgårdshamnen | 3–37 | 6,332 | 31 3 – 18 2 | 11 | 5·0–7·5 | 3<br>2<br>1 | Custom-buildings<br>Sheds<br>Warehouse | |
| Skeppsbrohamnen | 101–108 | 1,870 | 19 10 – 17 8 | 1 | 5·0 | 3 | Custom-buildings | |
| Södra Blasieholmshamnen | | 902 | 11 6 | | | | | |
| Nybrohamnen | 1–10 | 1,539 | 18 2 – 10 0 | | | | | |
| Strandvägen | 11–27 | 3,291 | 16 5 – 8 4 | | | | | |
| Värtahamnen | 500–507<br>509–511<br>515–526 | 6,827 | 35 9 – 21 5 | 13 | 3·0–10·0 | | | |
| Free Port Harbour | 610–611<br>620–625<br>630–638<br>640–641<br>650–655 | 5,794 | 34 1 – 24 9 | 41 | 2·5–24·0 | 17<br>7<br>1 | Sheds<br>Warehouses<br>Grain-silo building | Suction installation for 120 tons per hour |
| Oil harbour at Loudden | 701–710 | 3,346 | 39 0 – 29 2 | | | | | Shore with 8 loading jetties and 1 pier |
| Norra Hammarbyhamnen | 1–44 | 5,545 | 20 8 – 11 7 | 12<br>1 | 5·0–6·0<br>20·0 | 1<br>1 | Custom-building<br>Shed | <br>Fixed crane |
| Södra Hammarbyhamnen | 1–8, 10, 16–27 | 4,564 | 20 8 – 12 9 | 5 | 5·0–7·5 | | | |
| Small wharves | | 1,407 | 29 2 – 8 2 | | | | | |
| Total for installations on the Baltic-side | | 41,417 | | 84 | | | | |
| *On Lake Mälar* | | | | | | | | |
| Riddarholmshamnen | | 230 | 13 3 | | | | | |
| Norr Mälarstrand | 1–13 | 2,523 | 21 2 – 6 7 | | | 1 | Shed | |
| Söder Mälarstrand | 10–21, 25–26 | 3,012 | 14 11 – 13 0 | 5 | 3·0–5·0 | | | |
| Bällstahamnen | | 686 | 16 7 – 13 7 | | | | | |
| Hornsbergsstrand | | 1,207 | 22 10 – 13 7 | 1 | 6·0 | | | |
| Hässelbyverkskajen | | 948 | 23 2 – 13 4 | 1 | 8·0 | | | Administered by the Energy Supply Authority |
| Small wharves and quays | | 2,231 | 22 10 – 9 8 | | | | | |
| Total for installations on the Lake Mälar-side | | 10,837 | | 7 | | | | |
| Grand total | | 52,254 | | 91 | | | | |
| *Principal private quays and wharves* | | | | | | | | |
| *On Baltic* | | | | | | | | |
| Inside and close to the Port of Stockholm area | | 4,840 | 42 4 –12 2 | | | | | |
| *On Lake Mälar* | | | | | | | | |
| Inside the Port of Stockholm area | | 4,305 | 22 10 – 13 3 | | | | | |

| *Water level* | | *Baltic* | *Lake Mälar* |
|---|---|---|---|
| | | ft. in. | ft. in. |
| High water highest observed | HHW | +2 0 | +3 3 |
| normal | MHW | +0 10 | +1 10 |
| Mean water | MW | −1 0 | +1 0 |
| Low water normal | MLW | −2 6 | +0 6 |
| lowest observed | LLW | −2 11 | −0 4 |

* Different heights of the water refer to the Swedish State Measure Datum:

** Besides the quay cranes there are 4 pontoon cranes of 6–260 tons lifting capacity, the biggest one with own propelling machinery. The number of cranes is thus 98. In addition to these there are 12 cranes in private ownership.

**DENSITY:** Salt content of 0·5%. No variations.

**FRESH WATER:** Fresh water may be obtained from quayside as well as from water barges or tugs. 1,000 cu. ft. per hour can be delivered from quayside, but at Loudden maximum 3,500 cu. ft. per hour can be delivered. Water supply capacity of tugs and water-boats varies up to maximum of 1,750–5,250 cu. ft. per hour. Special delivery charges payable for delivery of water to tanker discharge quays outside Port area by water-boat.

**FUEL:** All grades bunker oil, lubricating oil, etc. can be supplied.

**DEVELOPMENTS:** Container terminal in Free Port area completed. Depth at quayside = 34 ft. 6 in.

**GANGWAY/DECK WATCHMEN:** Not essential, but recommended for large tankers.

**OPENING/CLOSING HATCHES:** If opened and closed by stevedores, subject to extra fee.

**CERTIFICATES:**

Tonnage Certificate.
Certificate of Nationality.
Deratisation Certificate not more than six months old.
Ship's articles, crew list or similar document listing all persons signed on aboard.

**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes per person per week or 200 g. (7 oz.) of tobacco per person per week. Wine and/or spirit: One bottle of spirits per person per week, one bottle of wine per person per week.

**CARGO GEAR:** Cargo vessels carrying goods which constitute a fire or explosion hazard or other flammable or otherwise dangerous goods must notify Port Authorities in advance of nature and quantity of goods concerned. In certain cases a red flag or red light must be carried at masthead.

**IDENTIFICATION CARDS:** Passport or seaman's discharge book with photograph.

**CONSULS:**

| | |
|---|---|
| Algerian Embassy | 63 66 41, 67 66 22, 67 12 65 |
| Argentinian Embassy | 61 77 10 |
| Argentinian Consulate | 20 26 85 |
| Australian Embassy | 24 46 60 |
| Austrian Consulate-General | 23 17 70 |
| Belgian Embassy | 11 89 58, 20 26 99 |
| Brazilian Embassy | 63 12 85, 61 73 10 |
| British Embassy | 67 01 40 |
| Canadian Embassy | 23 79 20 |
| Chilean Embassy | 62 76 90 |
| Chinese People's Republic, Embassy of the | 21 75 39 |
| Colombian Embassy | 21 84 89, 21 84 90 |
| Danish Embassy | 23 18 60 |
| – Consulate and Visa Office | 10 74 80 |
| Dominican Republic Consulate-General | 10 42 92 |
| Ecuadorian Embassy and Consulate | 10 07 01 |
| Finnish Embassy | 23 58 15 |
| Finnish Consulate and Passport Office | 10 29 60, 10 29 30 |
| French Embassy | 63 02 70 |
| German Embassy (Federal Republic) | 63 13 80 |
| Greek Embassy | 60 88 60, 61 78 80 |
| Guatemalan Consulate | 22 99 20 |
| Haitian Consulate-General | 21 34 11 |
| Honduras Consulate, Republic of | 23 21 85 |
| Hungarian People's Republic, Embassy of the | 61 67 62, 62 56 75 |
| Icelandic Embassy | 62 40 16, 67 27 52 |
| Indian Embassy | 11 32 37, 11 32 13 |

| | |
|---|---|
| Indonesian Embassy | 63 54 70 |
| Iranian Embassy and Consulate | 62 70 68, 62 73 68 |
| Iraqi Embassy | 63 91 10, 63 91 20 |
| Irish Embassy | 61 80 05, 61 74 09 |
| Israeli Embassy | 63 52 40 |
| Italian Embassy | 62 12 69, 61 21 55 |
| Italian Consulate | 33 18 00 |
| Japanese Embassy | 62 72 10, 62 72 75, 62 77 58 |
| Jugoslav Embassy | 10 11 80, 10 11 81 |
| Korean Embassy | 62 30 00, 61 86 50 |
| Lebanese Consulate-General | 67 08 80 |
| Liberian Embassy | 62 20 90, 62 10 40 |
| Luxemburg Consulate-General | 22 94 50 |
| Mexican Embassy | 61 60 80 |
| Moroccan Embassy | 62 06 62, 62 07 58 |
| Netherlands Embassy | 24 71 80 |
| Nicaraguan Consulate-General | 23 41 95 |
| Norwegian Embassy | 76 06 20 |
| Norwegian Consulate-General | 10 36 99 |
| Pakistani Embassy | 67 87 41, 67 87 42, 67 87 43 |
| Panamanian Consulate-General | 63 99 25 |
| Panamanian Consulate | 20 99 17 |
| Paraguayan Consulate | 67 57 17 |
| Peruvian Embassy | 20 32 00 |
| Peruvian Consulate-General | 21 35 00 |
| Polish Embassy | 11 41 32 |
| Polish Consulate-General | 11 63 74 |
| Portuguese Embassy | 62 60 28 |
| Portuguese Consulate | 67 30 76 |
| Rumanian Embassy | 765 90 95 |
| Salvadorian Consulate | 23 31 10 |
| Singapore, Republic of | 63 74 88 |
| South African Legation | 10 71 15, 11 04 70, 21 76 41 |
| Spanish Embassy | 62 54 94 |
| Swiss Embassy | 23 15 50 |
| Tanzanian Embassy | 67 35 51, 67 35 71 |
| Thai Embassy | 67 80 90, 67 21 60 |
| Thai Consulate-General | 22 05 00 |
| Tunisian Embassy | 23 63 70 |
| Turkish Embassy | 60 80 66 |
| Turkish Consulate-General | 11 96 75 |
| Union of Socialist Soviet Republics, Embassy of the | 11 74 94 |
| – Consular Department | 20 86 52 |
| United Arab Republic, Embassy of the | 62 96 03, 62 96 87 |
| United States Embassy | 63 05 20 |
| Uruguayan Embassy | 61 56 21 |
| Uruguayan Consulate-General | 53 27 55 |
| Venezuelan Embassy | 62 93 15, 16 74 58 |

**REPAIRS:** All types of deck and machinery repairs can be carried out.
**DRY DOCKS:** Gustav V Dock, length 598 ft., width 79 ft., depth 31 ft. Also three other dry docks and five floating docks.
**REPATRIATION:** Crewmen may be signed-on and paid-off. Whether paid-off crewmen will be allowed to remain in the country and seek new employment, depends on existing bilateral agreements between countries. Generally, only a citizen of a Scandinavian country may seek work in Sweden without a special labour permit.
**AIRPORT:** Arlanda, approx. 22 miles from central Stockholm. Served by regular airlines.
**TIME:** GMT plus 1 hour. Unchanged throughout year.
**HOLIDAYS:** New Year's Day (January 1st); Epiphany (January 6th); Good Friday (variable Friday in March/April); Easter Monday (variable Monday in March/April); May 1st; Ascension Day (variable Thursday in May/June); Whit Monday (variable Monday in May/June); Midsummer Day (variable Saturday in June); All Saint's Day (first Saturday in November); Christmas Day (December 25th); Boxing Day (December 26th). No work is normally done on these days.
**POLICE/AMBULANCE/FIRE:** Tel. 90 000.
**TELEPHONES:** Ship-to-shore telephone connections can be provided at most quays.
**GENERAL:** Degaussing station available.
**SERVICES:** Electric current can be laid on at some quays. Port has a special barge for collection of oil residues. Licensed compass adjusters available.
**SHORE LEAVE:** No restrictions.
**DELAYS:** Occasionally shortage of stevedores. Some delay may be caused by ice, but port kept permanently open by ice-breakers.
**AUTHORITY:** Stockholms Hamn, Sandhamnsgatan 57, S–115 28, Stockholm, Sweden. Tel. 63 55 00 (routing code 08). Telex 10 612. Cables: Capitalport.

## STORUGNS, Gotland Is.: 57.50 N. 18.49 E.

Situated on Eastside of Bay of Kappelshamn on the North coast of Gotland and about 18 km. North of Slite.
**DOCUMENTS:**
Crew Lists.
Customs Documents.
Health Certificate.
Bills of Lading.
Measurement Certificate.
Valid Derat Certificate.
All compulsory. (Also see "Stockholm".)

**ANCHORAGE:** Good anchorage. N.W. of quays. Sand and bottom.
**PILOTAGE:** Service centralised to main station at Visby. Serv day and night. Tel. 0498–10138. 5 hours notice required. VHF Chan 16 (also see "Stockholm").
**ANCHORAGE:** Good anchorage available.
**RESTRICTIONS:** None. Entry day or night.
**MAX. SIZE:** Depth at entrance and at quay 10 m. Vessels up 20,000 tons have loaded to full draft.
**HEALTH:** No restrictions provided no disease or fever or board vessel not arriving from port where disease or fever in existence
**RADIO/VHF:** Tingstade Radio Station – SAE. VHF see "Pilotag
**TUGS:** None.
**BERTHING:** Main harbour for loading limestone. Modern load facilities. Load rate about 500 tons/hour in two shifts. Up to metres depths at quays.
**MEDICAL:** Central hospital at Visby.
**FRESH WATER:** Not available.
**FUEL:** Most grades available from Visby subject prior notice.
**WATCHMEN:** Not compulsory but available.
**HATCHES:** Ship's crew open and close.
**CUSTOMS ALLOWANCES:** Presently 200 cigarettes per he week. Practically no spirit allowed out of bond.
**IDENTITY CARDS:** Seamen's book or passport if travelling o side port area.
**CONSULS:** No consul representations at Slite. Nearest cons (for Denmark, Norway, Finland, West Germany) at Visby.
**REPAIRS:** Only minor repairs possible.
**DRY DOCKS:** None.
**REPATRIATION:** Good possibilities for changing crew.
**AIRPORT:** Visby.
**TIME:** GMT plus 1 hour. Permanent.
**SHORE LEAVE:** Permitted.
**AUTHORITY:** AB Gotlands Forenade Kalkbrott.
**AGENT:** Aktiebolaget Rob. Myrsten, 620 30 Slite. Telex 4137 - A Myrsten. Cables "Myrsten – Slite." Tel. 0498/20001/02/03, Af hours: 0498/20102/20021/20014.

## STROMSTAD: 58.56 N. 11.10 E.

**DOCUMENTS/PILOTAGE:** See "Stockholm".
**ANCHORAGE:** Available within port to vessels up to and inclu ing 3,000 d.w.
**MAX. SIZE:** Cargo ships (not tankers), max. 3,000 d.w.
**BERTHING:** No particular restrictions for berthing within the p
**FRESH WATER:** Available.
**FUEL:** None available.
**GANGWAY/DECK WATCHMEN:** Necessary.
**OPENING/CLOSING HATCHES:** Carried out by crew.
**IDENTIFICATION CARDS:** Needed.
**CONSULS:** Norwegian Consul: Karl Krohn, Adr: Karlsgatan 2
**REPAIRS:** No repairs possible.
**REPATRIATION:** Facilities exist for effecting crew changes.
**AIRPORT:** Torslanda (Gothenburg). Distance: 200 km.
**HOLIDAYS:** Cargo work can not be arranged on holidays.
**POLICE/AMBULANCE/FIRE:** Police 12530; Ambulance 90 (ask for ambulance); Fire 11160.
**TELEPHONES:** Arrangements exist for placing telephones board.
**TIME:** GMT plus 1. Permanent.
**DELAYS:** No delays in load or discharge.
**AUTHORITY:** Hamnförvaltningen Stromstad.

## SUNDSVALL: 62.25 N. 17.20 E.

**DOCUMENTS:**
3 Crew Lists and/or 3 Passenger Lists, also stating what tobac cigarettes or spirits each man has.
Deratification Certificate.
Manifest and/or Bills of Lading.
Register, and if vessel has been before in Sweden same year, b for light dues paid.
**PORT LIMITS:** The seaward boundaries of the port is a li between the following points: Kubikenborg (62° 22′ 42″ N. 17° 22′ E.); Eastern Point of Tjuvholmen Isle; Korsta (62° 23′ 54″ N. 17° 48″ E.).
**PILOTAGE:** There are two main entrances to Sundsvall.
From Bremo Island in white sector to Draghallan Light. De in the passage 10·4 metres.
From Bremo Island via Gubben Light and Spikarna Light Draghallan Light. Depth in the passage 14·0 metres. Pilot in b cases obtainable at Gubben Lighthouse.
Pilot station at Spikaren South point of Alnö island. Pilot obta able at position North 62.21 East 17.39. Pilot VHF frequency 16 possibility to shift to another wavelength when ships calling other length. Signals made either by sound or light and by hoist G or PT flag during daytime. If very bad weather ship can st from Bremö island on white sector of the Draghällan Lighthouse entrance of Sundsvall, but only ships less than 25 ft. draft. 5 hou notice of ETA to ship's Agents and any change of position m be given at least 2 hours before ETA Pilot. (Also see "Stockholm
**ANCHORAGE:** Between islands of Tjufholmen and Alnö and a in Svartvik bay.
**MAX. SIZE:** There are no restrictions on length and bread

Maximum draft for vessels bound to Sundsvall is about 12 metres. Depth alongside at the oil terminal is 40 ft.

See "Berthing" and "Tankers".

**HEALTH:** See "Documents".

**RADIO:** Cable Agents giving ETA, draft and cash required via either Hernösand Radio SAH or Stockholm Radio SDJ.

**TUGS:** Tugs to be ordered by Agent and compulsory at Sundsval oil terminal for tankers of more than 3,000 dwt.

**BERTHING:** Any time. No restrictions except draft.

| | | | |
|---|---|---|---|
| Soraker | max. draft | | 20 ft. |
| Fagervif | ,, | ,, | 21 ft. |
| Vivstavarv | ,, | ,, | 29 ft. |
| Ostrand | ,, | ,, | 19 ft. (salt-berth) |
| Johannedal | ,, | ,, | 14 ft. |
| Tunadal | ,, | ,, | 16 ft. (saw-mill) |
| ,, | ,, | ,, | 32 ft. (Sundsvall terminal) |
| Sundsvall | ,, | ,, | 16–27 ft. (town-quay) |
| Mokajen | ,, | ,, | 20 ft. |
| Kubikenborg | ,, | ,, | 32 ft. |
| Stockvik | ,, | ,, | 21 ft. |

**STEVEDORES:** Ordered by Agents, but if vessel to load various parcels for different destinations, this must be stated to Agents, and also if possible to work with trucks on board.

*Ordinary working hours:* Monday to Friday 0700–1600. Meals 0900–093 and 1330–1400.

*Overtime:* Two hours may be worked on Monday, Tuesday, Thursday and Friday. Five hours may be worked to complete cargo, except Saturday.

*Saturdays:* 0700–1530 (minimum of 5 hours at double time). Two hours may be worked to complete cargo.

**TANKERS:**

| | | | |
|---|---|---|---|
| Ostrand | max. draft | | 23 ft. |
| Ortviken | ,, | ,, | 31 ft. |
| Vindskarsudde | ,, | ,, | 37 ft. 6 in. |
| Svartvik | ,, | ,, | 29 ft. |
| Essvik | ,, | ,, | 21 ft. (mooring aft) |
| N. Nyhamn | ,, | ,, | 19 ft. (mooring aft for large vessels) |

**DENSITY:** Nearly fresh water.

**FRESH WATER:** Nearly all berths supply water by own installations.

**FUEL:** All grades, but if delivery on Saturday or holidays, notice must be given in good time, otherwise all installations are closed over weekend.

**FIRE PRECAUTIONS:** Tankers discharging, smoking only allowed in special rooms on board, not on deck or on quay.

**GANGWAY/DECK WATCHMEN:** Available for gangway. Not compulsory.

**OPENING/CLOSING HATCHES:** Normally done by the crew.

**MEDICAL:** Yellow fever, cholera and smallpox inoculations obtainable only in hospital.

**CUSTOMS ALLOWANCE:** 200 cigarettes and 1 bottle of 75 centilitre per man/week. Extra granted on request.

**CERTIFICATES:** See "Stockholm".

**IDENTIFICATION CARDS:** Not necessary.

**CONSULS:** Finland, Norway, Denmark, Germany, Holland, Belgium, Great Britain, France, Iceland.

**CARGO GEAR:** No additional requirements.

**REPAIRS:** Most repairs possible.

**TIME:** GMT plus 1 Permanent.

**DRY DOCK:** At Hernösand or Gävle.

**HOLIDAYS:** New Year's Day; Epiphany; Good Friday; Easter Monday; Labour Day; Ascension Day; Whit Monday; Midsummer Day; All Saints' Day; Christmas Day; Second Christmas Day. Work ceases at 11.30 on the following eves of holidays and is voluntary and paid with 100% overtime, Easter Eve; Whitsun Eve; Midsummer Eve; Christmas Eve; and New Year's Eve.

**POLICE/AMBULANCE/FIRE:** Telephone numbers: Accidents, Police 90000; Fire, ask for alarm 90000. Foreign call 001. Ambulance 12 32 00. Taxi 15 72 00. Pilot station 86000. Board of Trade 11 32 91.

**DEVELOPMENTS:** Harbour can be closed by ice some time during winter but assistance given by State ice-breakers as long as possible.

**AUTHORITY:** Sundsvalls Kommun, Hamnforvaltning.

**AGENTS:** Chartering, Tramp & Liner Agents. Aktiebolaget Emil Bredenberg, Sjögatan 1, 851 02 Sundsvall. Tel. 060/11 11 47. Telex. 710 43. Bankers: Svenska Handelsbanken, Sundsvall, A 0.11 38 11 Sundsvall.

## TRELLEBORG: 55.21 N. 13.09 E.

**DOCUMENTS:** See "Stockholm".

**PILOTAGE:** Available day and night. Meet inward-bound ships on roads with motor boat. Outward-bound pilot obtained from pilot station of Trelleborg. Tel. 10141. Pilots also attend warpings and hawser-moorings. Pilot boats provided with short-wave radio telephone, and in pilot station an up-to-date radar set is installed. Also see "Stockholm".

**ANCHORAGE:** Recommended West of entrance fairway between fairway buoy and No. 1 light buoy. Depth varies from 23 ft. to 46 ft. Anchor ground good – clay and sand.

**RESTRICTIONS:** Entrance a straight, perch-buoyed fairway of about 5,415 ft. length, having measured depth of 28 ft., and a bottom width of 328 ft. Distance between moles 282 ft.

**HEALTH:** See "Stockholm".

**TUGS:** Tug-boats can be promptly obtained from Malmo.

**BERTHING:** New Harbour has depth of 26 ft. with quay on Northern side of basin. It is 1,640 ft. long and served by two bridges cranes and two gantry cranes. Western harbour basin has depth of 23 ft. in Western and Northern part and 26 ft. in Eastern part. Eastern harbour basin has depth of 21 ft. in Eastern and Northern part and 26 ft. in Western part. Oil quay 230 ft. long has depth at quay of 26 ft. is situated on Southern side of New Harbour. Tankers of maximum length 570 ft. can approach this quay. From oil harbour area direct importation of oils is made to Svenska Fina, Statens Järnvagär (the Swedish State's Railway Company), the Trelleborgs Gummifabriks AB (Trelleborg Rubber Factory Ltd.). Five berths equipped for Ro/Ro traffic.

**STEVEDORES:** Available (tel. 112 66, 112 69).

**FRESH WATER:** Available on all quays at request in Harbour Office.

**FUEL:** All grades bunker oils supplied at oil quay through direct pipe-line from sea depot. Orders on phone Trelleborg 107 76. Bunker coal can be ordered.

**REPAIRS:** Available through private firms. Tel. Trelleborg 150 60, 109 66 or 124 50. Diver available.

**TIME:** GMT plus 1 hour. Permanent.

**TELEPHONES:** Ship's telephone available at oil quay, tel. 148 28, and at the Harbour Bridge, tel. 147 67. Order is made through Harbour Administration.

**AUTHORITY:** Trelleborgs Hamnförvaltning.

## UDDEVALLA: 58.21 N. 11.56 E.

**DOCUMENTS:**

2 Crew Lists.

2 Passenger Lists.

Health document. Derat. Certificate when ship arrives from abroad, except from Denmark and Norway.

8 Manifests.

2 copies of Bills of Lading.

Tonnage Certificate.

Nationality Certificate.

**PILOTAGE:** Pilotage at Marstrand. Address "Marstrand Pilotstation". Required ETA five hours. VHF 16 and 6. Pilot boat South of Pater Noster Lighthouse. (Also see "Stockholm".)

**MAX. SIZE:** Draft 10·5 m.

**HEALTH:** Cable to Agent and he will arrange with health authorities.

**RADIO:** SAG. Gothenburg Radio (Göteborg radio).

**RADAR/VHF:** No port radar service, VHF Channels 14 and 16.

**TUGS:** Tugs will join in port where otherwise agreed on.

**STEVEDORES:** Arranged with Agent.

**BERTHING:**

| *Berth* | *Length metres* | *Depth metres* | *Cranes* |
|---|---|---|---|
| Skeppsholmspiren | 270 | 11 | 5, 10–25 t. |
| Badökajen | 430 | up to 10 | 8, 7–12 t. |
| Bävekajen | 180 | ,, ,, 7 | 3, 5–6 t. |
| Inner Harbour | 480 | ,, ,, 6 | mobile cranes |
| Junokajen | 200 | ,, ,, 7 | ,, ,, |

**TANKERS:** Draft in the Skeppsviken Oilport, 10·5 m.; at the Badö Oilport, 9·5 m.

**CARGO-HANDLING FACILITIES:** The newly completed "Skeppsholmspiren" has 270 metres of wharf with 11 metres depths at MW. Five electric cranes of 12 to 25 tons capacity. This wharf is especially constructed to handle the loading/unloading of bulk cargoes ore, coal, coke, scrap iron, etc. Very large storage areas. Connected to the National Railway System.

*Grain Cargoes:* Three silos owned by private companies.

**FRESH WATER:** Available at any quay.

**FUEL:** All grades available.

**FIRE PRECAUTIONS:** Only for Benzine tankers, when a fireman shall be on duty as a watchman.

**GANGWAY/DECK WATCHMEN:** There are watchmen available.

**OPENING/CLOSING HATCHES:** Preferably by crew. Can be arranged by stevedores.

**CERTIFICATES:** Tonnage Certificate, Nationality Certificate; Derat Certificate.

**CUSTOMS ALLOWANCE:** 200 cigarettes and one bottle of spirits for each man as a normal quantity. Possible to be increased for Master.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

Danish, tel. 10186 Norway, tel. 10055
Finland, tel. 11631 Holland, tel. 34430

**REPAIRS:** Facilities available.

**DRY DOCKS:** Dock for 20,000 tons d.w.

**REPATRIATION:** In accordance with instructions of consul.

**AIRPORT:** Gothenburg, 100 kilometres.

**TIME:** GMT plus 1. Permanent.

**POLICE/AMBULANCE/FIRE:** Police, 90 000; Ambulance, 90 000; Fire 90 000.

**TELEPHONES:** Available for placing on board.

**AUTHORITY:** Harbour Manager, 451 01 Uddevalla 1. Tel. 149 40.

**AGENT:** Anders Smith Shipping AB, Bavebacksgatan 19, POB 31 S–451 01 Uddevalla 1. Telex 42044 Smith S. Tel. 0522–36280; 30040; after hours tel. 0522–16729. Cables: "Andsmith Uddevalla".

## UMEA: 63.49 N. 20.16 E. (See Plan)

**DOCUMENTS:**

*Ship's Documents:*

Tonnage Certificate.
Certificate of Nationality.
Deratisation Certificate (not older than six months).

*Supplied by Master on arrival:*

1 copy of each Manifest.
1 copy of each Bill of Lading.

*Supplied by Agent and signed by the Master on arrival from foreign ports:*

1 Maritime Declaration of Health.
3 Crew Lists (one set).
2 Passenger Lists (one set).
1 Crew Effects Declaration.
2 Ship's Stores Declarations.
2 Cargo Declarations.
4 Reports of Arrival.
1 Declaration of Living Animals (if any) (supplied by the Customs Officer).

*Furthermore on arrival from any port:*

1 Report of Arrival, with double net tons, if applicable (Harbour Office).
1 Passenger List (if any in transit).
1 Crew List.

*On departure to a Foreign Port*

5 Reports of Departure.

**PILOTAGE:** Umea Pilot Station: Bredskar. Tel. 090–45021 and 090–45544. Telegraphic address "Pilotstation Umea".

At least 5 hour's advance notice of ETA at pilot station, stating time and pilot station and destination, can be given over any Swedish coastal radio station or free of charge on VHF over any Swedish pilot station and some lighthouses.

Pilot station and pilot boats fitted with VHF Channel 16 – calling and safety; Channel 13 – pilotage and traffic; Channel 12 spare channel.

All pilot boats orange with flag "H" and equipped with radar.

Boarding point, 63° 36.5′ N. 20° 25.5′ E., 0·5 nautical miles South of Vaktaren Lighthouse. In case of bad weather, in the fairway, closer to the pilot station.

Anchorage for vessels awaiting Pilot: 63° 36′ N. 20° 28′ E., 1·5 nautical miles South East of Vaktaren Lighthouse. Depth 18 to 30 metres.

**ANCHORAGES:** See "Pilotage".

Osterfjarden roadstead between Umea Uthamn and Obbola. Length about 2,800 metres and about 400 metres wide, midstream in River Umea. To the North and South of 63° 42.3′ N. 20° 21.0′ E. and with a depth of 12 to 22 metres.

*Anchorage is forbidden* around position 63° 40.5′ N. 20° 20.0′ E.

Cables and fresh water pipe-line on Osterfjarden roadstead passing East–West around lat. 63° 42.5′ N.

**RESTRICTIONS:** Entry permitted during darkness, for tankers, not more than 13,000 tons dwt. and a maximum draft of 7.62 metres, and dry cargo vessels with a draft not exceeding 8·53 metres.

During unsuitable weather conditions, according to the Pilot on duty.

Tankers, exceeding 1,600 grt. and with a cargo of mineral oil products and other dangerous cargoes, must take a Pilot.

**MAX. SIZE:** Maximum depth and maximum permissible draft (at MW) in the fairway as follows:

| *The fairway to:* | *Maximum draft metres* |
|---|---|
| Ferry Station No. 1–2 | 8·0 |
| Ferry Station No. 3 Oil Berth, Stormskar Berth No. 1–10 and Obbla | 10·2 |
| Holmsund Oil Jetty | 5·5 |
| Umea Inner Harbour and Gimonas Oil Jetty | 3·0 |

No tide.

**PRATIQUE:** Free pratique automatically for ships arriving from non-infected areas. In event of any suspected disease or fever on board notify the Agent, who will give necessary directions. It is possible to send a telegraphic message to "Sanitary Authority, Umea" containing state of health on board, in ordinary items or code. (Also see "Documents".)

**RADIO:** Harnosands Radio (SAH) on 2182 k/Hz or on VHF Channel 23–26 or 28 (depending on ship's position).

Port radio: Umea port radio keeps watch, Monday to Friday, 0830 to 1630 hours on VHF Channel 16. Working Channels 11 and 13. At other times Umea pilot station. No port radar service, but Umea pilot station and the pilot boats are equipped with VHF and can assist on request.

**TUGS:** Normally necessary only for larger tankers when berthing. Tugs join vessels just off the oil jetty. Ship's lines always used.

**BERTHING:** Depth alongside (at MW) as follows:

| *Umea Outport:* | *Depth in metres* |
|---|---|
| *Ferry Stations:* | |
| No. 1 Hillskar | 6·0 |
| No. 2 Hillskar | 7·0 |
| No. 3 Truthallan | 7·0 |
| No. 4 (see South Quay) | |
| Oil Berth, Stormskar | 11·0 |
| Pilot Berth | 5·3 |
| South Quay, Berth Nos. 9 to 10 | 9·0 |
| Pier Quay, Berth Nos. 7 to 8 | 9·0 |
| Pier Quay, Berth No. 7 | 7·0 |
| North Quay, Berth Nos. 2 to 6 | 7·0 |
| North Quay, Berth Nos. 1 to 2 | 6·0 |

**TANKERS:** Oil berth at Umea Outport.

*Stormskar*, depth 11 metres. Reducing pieces for all diamete between 6 in. and 12 in., and all types of flanges available. One cra for handling hoses.

*Obbala:* Oil Jetty, depth 7·1 metres. Max. draft with one timb raft between 6·7 metres. Max. draft with two timber rafts betwe 7·1 metres.

*Holmsund:* Oil Jetty, depth 5·5 metres. Max. draft with two timb rafts between 4·57 metres.

**DENSITY:** Nearly fresh water.

**STEVEDORES:** Holmsunds Stuveri AB. Tel. 090–40970. To b ordered before 1300 local time, day before gangs required. Fr work on Saturdays, Sundays, and holidays, special regulations.

Working hours: Monday–Friday 0600 to 1500, meal hour 1000 t 1100. Coffee breaks 0300–0810; 1300–1310.

**MEDICAL:** All kinds of medical attention and hospital faciliti available. Notify Agent as soon as possible.

**FRESH WATER:** Delivered from water posts in Umea Outport Ferry Station No. 1, oil berth, Berth Nos. 1–10 and in Umea Inne Harbour.

**FUEL:** All kinds and grades of fuel oil available in Umea Outpor Bunkering at Berths 1–10 possible during normal loading or unloa ing from pipe-line. At ferry station Nos. 1 and 2 and the oil ber also bunkering from pipe-line. Fuel can also be delivered from lorrie Notice as soon as possible.

**FIRE PRECAUTIONS:** Security watchmen from port of Ume while alongside the oil berth. Alarm regulations in writing will b delivered on arrival.

**GANGWAY/DECK WATCHMAN:** Available but not compulso except for tankers.

**OPENING HATCHES:** Can be done by stevedores if necessa except patent hatches.

**CUSTOMS ALLOWANCES:** *Tobacco:* 200 cigarettes or 2 grammes of tobacco (7 oz.)

*Spirits and Wine:* One bottle of each (75 centilitres), minimum a 21 years.

Above mentioned quantities are per crew member and per we in Sweden. After a week quantities are taken out after request to t Customs Office.

**IDENTIFICATION CARDS:** Not required, Seaman's book suf cient.

**CONSULS:** Following countries have representatives in Ume Denmark, Finland, Netherland, Norway.

**REPAIRS:** Most deck and engine repairs.

**REPATRIATION:** Facilities exist for effecting crew changes a arranging repatriations.

**AIRPORT:** Umea, approx. 20 km. away, served by regulat airline

**TIME:** GMT plus one hour. Permanent.

**HOLIDAYS:** New Year's Day (1st Jan.); Twelfth Day (6th Jan Good Friday; Easter Monday; May Day (1st May); Whit-Sund Whit-Monday; Midsummer's Day (nearest Sat. to 24th June); A Saints' Day (1st Sat. in November); Christmas Day; Boxing Day

**POLICE/AMBULANCE/FIRE:** Alarm central 90–000 and ask t service required.

**TELEPHONES:** Available for placing on board at berths 1- and oil berth at Stormskar.

**AUTHORITY:** Port of Umea, Umea uthamn, S 913 00 Holmsu Tel. 090–41230.

## VALLVIK: 61.11 N. 17.10 E. (See Plan)

**DOCUMENTS:** See "Stockholm".

**PILOTAGE:** Pilot station at Lilljungfrun. For further informat see "Port of Söderhamn". (Also see "Stockholm".)

**ANCHORAGE:** (*a*) Ljusne bight sheltering for W., N. to N.E. win depths 6 to 8 fathoms. (*b*) North side of Storjungfrun island shel ing for S. to S.W. winds, depths 10 to 12 fathoms.

**RESTRICTIONS:** No direct restrictions. Ships of about 5,000 to d.w. or more are recommended not to enter or leave the harbour darkness (due to pilot and weather conditions).

**MAX. SIZE:** Maximum draft in fairway 25 ft. 6 in. Loading pier ft., available on both sides (West side up to 320 ft. only). *Dept* East side, from 28 ft. at the outer end to 18 ft. at the inner, with ma breadth 50 ft., breadths more than 50 ft. allow only 23 ft. 5 in. abrea of the pier. West side, from 28 ft. at the outer end to 20 ft. at the inn max. breadth 50 ft.

**HEALTH:** No special action except if suspected disease. In th case contact Agent.

**RADIO:** Northward bound ships contact Stockholm Radio, Sou ward bound Härnösand Radio.

**RADAR/VHF:** No port radar service. There is a radar station Lilljungfrun. Pilot station and some of the pilot boats are fitted w radar. Master may contact Pilot by means of VHF Channel 16 (f quency 156.8 mHz) and 13 (frequency 156.656 mHz).

**TUGS:** Usually only needed when ships are leaving. Ship's li always used.

**BERTHING:** Ship's Agent keeps contact with port authorities.

**STEVEDORES:** Agent arranges needed or available ga according to the Shipmasters wishes.

**TANKERS:** 10 in. diameter discharging hoses and pipeli Tanker berth at loading pier, 3 different connecting points.

**FRESH WATER:** Delivered by hose from quay. Rate about 8 to per hour.

**FUEL:** Tanker lorries ordered through Agent, available with a few hours' notice.
**GANGWAY/DECK WATCHMEN:** Not necessary. If wanted, can be arranged.
**OPENING/CLOSING HATCHES:** Normally carried out by crew. Can be done by stevedores.
**CARGO GEAR:** Cargo gear certificates valid.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Danish, Dutch, and French Consuls in Söderhamn.
**REPAIRS:** Machinery repairs, plate-work and welding can be carried out to a certain extent.
**DRY DOCKS:** None.
**REPATRIATION:** Facilities for crew changes available.
**AIRPORT:** Nearest airport Arlanda, about 15 miles North of Stockholm.
**TIME:** Local time GMT plus 1. Permanent.
**HOLIDAYS:** See "Söderhamn".
**POLICE/AMBULANCE/FIRE:** See "Soderhamn".
**TELEPHONES:** No arrangements for placing telephones on board. Telephone for ship's use, available in Harbourmaster's Office.
**AUTHORITY:** Hamnkontoret, Vallviks fabriker, 820 21 Vallvik. Tel. 0270/69050. Telex 81011.

## VARBERG: 57.07 N. 12.15 E. (See Plan)

**DOCUMENTS:**
Crew List.
Passenger List.
Maritime Declaration of Health (incl. Certificate of Derating).
Ship's Certificate of Registry.
Manifests and B/L copies.
**PILOTAGE:** Application for sea pilot through ship's Agent. Telephone to pilot station 0340/10300. Pilot to board vessel on the road about ½ nautical miles off Varberg. (Also see "Stockholm".)
**ANCHORAGE:** On the roads 33 ft. depth.
**RESTRICTIONS:** No tide or other entry restrictions.
**MAX. SIZE:** Length 170 metres, breadth 25 metres, draft 23 ft. No tide.
**HEALTH:** Vessel to be kept in quarantine if disease on board suspected.
**RADIO:** Gothenburg Radio, SAG. VHF Channels 16 and 26.
**TUGS:** Tugs to be ordered 12 hours in advance.
**STEVEDORES:** Gangs to be ordered in advance through ship's Agent.
**MEDICAL:** Hospital facilities available. Desirable to give advance notice.
**TANKERS:** Two tanker berths, maximum draft 23 ft.
**FRESH WATER:** Available all docks 35 tons/hour.
**FUEL OIL:** Nr. 1–5 available from tank trucks.
**FIRE PRECAUTIONS:** Oil no. 1 and petrol to be discharged under supervision of watchman.
**DEVELOPMENTS:** Planned increases of draft at the entrance to 9 metres = 29 ft. and in the harbour to 8 metres = 26 ft.
**GANGWAY/DECK WATCHMEN:** Recommended.
**OPENING/CLOSING HATCHES:** Generally done by stevedores.
**SHIP'S CERTIFICATES:** Certificates of Registry and Derating and also Crew List.
**CUSTOMS ALLOWANCE:** (Tobacco), 200 cigarettes per man. (Wine/Spirits), 1 bottle per man.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:**
Vice-Consul of Finland, tel. 0340/16000
Vice-Consul of Netherland, tel. 0340/16270
Vice-Consul of Denmark, tel. 0340/16190
**REPAIRS:** Only minor repairs.
**REPATRIATION:** Can be effected.
**AIRPORT:** Nearest airport with regular airlines, Torslanda/Gothenburg, 50 miles North Varberg.
**TIME:** Local time GMT plus 1 hour. Permanent.
**HOLIDAYS:** Principle Swedish Holidays – when no cargo work is obtainable: New Year's Day; Good Friday; Easter Day; 2nd Easter Day; Labour Day (May 1st); Whitsun Day; 2nd Whitsun Day; Midsummer Day; All Saints's Day (November); Christmas Day; 2nd Christmas Day.
**POLICE/AMBULANCE/FIRE:** Tel. 90 000.
**TELEPHONES:** Available on dock but not for placing on board.
**AUTHORITY:** Port Authority of Varberg, Hammnkontoret, S 432 00, Varberg/Sweden. Tel. 0340/10120.

## VÄSTERÅS: 59.37 N. 16.33 E.

**DOCUMENTS:**
Ship's Register.
2 Crew Lists.
1 Tobacco List, signed by all hands on board.
1 Valid Deratting Certificate.
1 copy of Manifest or Bill of Lading for each Swedish port of call.
Light dues receipts, if on board.
**PILOTAGE:** Incoming ships receive Pilot from Landsort. Pilot ordered by VHF Channel 16 (=165·80 m/c) or by RT. Pilot boats fitted with VHF. Give order 3 hours before Pilot required. Pilots meet ships about 2 nautical miles outside Landsort. Light and signals in accordance with the international rules. (Also see "Stockholm".)
**ANCHORAGE:** Within harbour area. Depths 9–10 m.
**RESTRICTIONS:** None. No tides.
**MAX. SIZE:** Vessels reach port through two deep navigable channels – through Södertälje Ship Channel or via Stockholm through Hammarby Ship Canal. Lowest depth of channels at average water level is 7·3 m. (24 ft. 1 in.).

| Sizes of Locks: | *Length* | *Width* | *Depth* |
|---|---|---|---|
| Södertälje | 136 m. | 20 m. | 7·5 m. |
| Hammarby | 115 m. | 17·4 m. | 7·0 m. |

**HEALTH:** No special requirements or health documents, only valid deratting certificate. Disease or fever on board must be declared before entering port.
**RADIO:** Stockholm Radio.
**VHF:** The harbour office. VHF Channels 16 and 14. Monday–Friday 0800–1600.
**TUGS:** One tug for unberthing. Ship's lines.
**BERTHING:** *Deep Harbour:* 730 metres quay length, depth alongside 6·5 metres. Roll-on/roll-off ramp. Container handling cranes up to 55 tons.
*Old Harbour:* 1,100 metres quay length, depth 4·5 metres to 7·6 metres. Container handling cranes up to 210 tons.
*Little River Harbour:* Quay 120 metres length, 7·6 metres depth alongside.
*Power Plant Harbour:* Quay 200 metres length, 6·5 metres depth alongside.
*Oil Harbour:* Quay 125 metres length, 7·6 metres depth alongside.
**BRIDGES:** Four bridges. All of them to be opened at passage except bridge at Södertälje which closed from 1630 until 1830 weekdays and 1300–1500 Saturday or day before a holiday.
**STEVEDORES:** Stevedores for next working day ordered at least 1500 hours day before and ETA to be given in due time.
**MEDICAL:** Necessary service given by local hospital and private doctors. Vaccinations carried out.
**FRESH WATER:** Ordered through port administration.
**FUEL:** Bunkering of all grades of oil can be carried out at all quays from trucks.
**FIRE PRECAUTIONS:** Accordance harbour regulations.
**DEVELOPMENT:** Constant new development and extensions. Additional room for extension in old harbour, deep harbour and oil harbour.
**GANGWAY/DECK WATCHMEN:** Can be obtained from shorewatch companies at different rates for night/day work.
**OPENING/CLOSING HATCHES:** Crew. Can be carried out by Stevedores.
**SHIP'S CERTIFICATES:** Measurement certificate and all geartest certificates required, if ships gear to be used.
**CUSTOMS ALLOWANCES:** (Tobacco), 200 cigarettes or 200 gr. tobacco. Additional allowance depending on expected stay in port and size of vessel. (Spirits), 1 bottle of 0·75 c.l. for each crew member over 21. Additional allowance on request.
**IDENTIFICATION CARDS:** None required.
**CONSULS:** Denmark, Finland and Norway.
**REPAIRS:** Most deck and engine repairs, as well as electrical.
**DRY DOCKS:** None.
**REPATRIATION:** Yes. Accommodation to be ordered in good time.
**AIRPORT:** Arlanda, 120 kilometers. International lines.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** See "Stockholm".
**POLICE/AMBULANCE/FIRE:** Tel. 90000.
**TELEPHONES:** In oil and deep-water harbour, most quays fitted with telephones.
**SERVICES:** Compass adjusting. Small radio repairs by local radio men.
**SHORE LEAVE:** Crew can leave vessel after customs clearance and immigration control.
**AUTHORITY:** Västerås Harbour Board, Sigurdsgatan 2, 722 10 Västerås. Tel. 021–180100.

## VASTERVIK: 57.46 N. 16.38 E.

**PILOTAGE:** Pilot boards at Ido, available day and night.
**BERTHING:** *Outer Harbour:* Djuphamnskajen, length 200 metres, depth 8 metres.
Oil Quay: depth 8 metres, equipped with three 8 in. pipe-lines.
Ferry Harbour: quay length 100 metres, depth 5·5 metres.
*Inner Harbour:* quay length 900 metres, depth alongside from 4 to 6 metres.
Oil berth: depth alongside 6 metres.
**FRESH WATER:** Can be obtained from all quays.
**AUTHORITY:** Vasterviks Hamn, Box 73 593 01 Vastervik.

## VISBY: 57.38 N. 18. 17 E. (See Plan)

**DOCUMENTS:** See "Stockholm".
**PILOTAGE:** Tel. 0498–10138 at 0600–2200, if possible five hours before arrival. Pilotage day or night. Embark/disembark outside port entrance. Radar–VHF on pilot station. (Also see "Stockholm".)
**ANCHORAGE:** Outside harbour, water depth 30 to 50 m. Clay bottom. No mooring buoys anywhere.
**RESTRICTIONS:** No tide in harbour. Currents outside harbour up to 4–5 knots running along coast. Prevailing winds, Summer time mostly S.W., Winter between N.W. and N.E. Harbour open to winds between S.W.–W., which with strong winds will make swell along the piers.
**MAX. SIZE:** Largest vessel, 2,500–3,000 d.w. Max. length about 100 m., turning in harbour.

**TUGS:** None available.
**BERTHING:** Four roll-off/roll-on berths. Oil Quay. Depth at all quays 5 to 6 metres. No mooring buoys inside harbour. Prohibited anchor in inner basin.
**BRIDGES:** No bridges or overhead cables.
**STEVEDORES:** Working hours, Monday–Friday 0700–1700. Overtime possible.
**FRESH WATER:** Available.
**FUEL:** Coal, oil.
**REPAIRS:** Only small repairs are possible.
**AUTHORITY:** Visby Harbour Office. Tel. 0498–10427, 0498–10162.

## WALLHAMN: 58.01 N. 11.42 E. (See Plan)

**DOCUMENTS:**
3 Crew Lists.
2 Passenger Lists.
1 Tobacco and/or Stores List.
1 Manifest.

**PILOTAGE:** Pilots board West of Skallen Lighthouse outside Marstrand. No pilotage of big ships during darkness. Big ships will have to anchor and await daylight. Address: "Marstrand Pilot Station", tel. 0303–60004, VHF Channel 16. Twenty-four hours' notice to be given through Agents.
**ANCHORAGE:** Whilst awaiting berth, vessels can anchor South of the entrance.
**RESTRICTIONS:** Large vessels entry only in daylight.
**MAX. SIZE:** About 35,000 dwt. Draft not to exceed 25 ft. (20 ft. at the inner quay for stone-loading).
**HEALTH:** No special action except for suspected disease, in which case Agent should be contacted for further information.
**RADIO:** Gothenburg Radio.
**TUGS:** Tugs from Gothenburg will join at entrance.
**BERTHING:** Two berths for roll-on/roll-off; 200 metres of quay for conventional handling; 50 metres of quay for loading of stone-products.
**STEVEDORES:** ETA given to Agents is sufficient.
**MEDICAL:** Doctors and dentists available at short notice. Nearest hospital in Kungaelv, 45 km.
**FRESH WATER:** Supplied from quay.
**FUEL:** Most grades of bunker oil available with short notice.
**GANGWAY/DECK WATCHMEN:** Available and recommended at least when connecting ship's telephone (0304–60383).
**OPENING/CLOSING HATCHES:** By crew or by stevedores.
**CUSTOMS ALLOWANCES:** 200 cigarettes, 1 bottle of spirits allowed each man.
**IDENTIFICATION CARDS:** Not necessary. Seamen's Book or Passports should be carried.
**CONSULS:** In Gothenburg, 55 km. away.
**REPAIRS:** Smaller repairs performed by own workshop. More complicated repairs by experts from Skaerhamn, 30 km. away.
**REPATRIATION:** All facilities available.
**AIRPORT:** Torslanda International Airport, Gothenburg, 55 km. away.
**TIME:** GMT plus 1 hour, all the year round.
**HOLIDAYS:** Stevedoring and clearance of vessels can be performed every day of the year, 24 hours' service.
**TELEPHONE:** Connected onboard if wanted.
**POLICE/AMBULANCE/FIRE:** Tel. 90 000.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Wallhamn AB Port Authority, S–444 01 Stenungsund, Sweden. Tel. 0304–60250. Cables: "Wallhamn".

**AGENTS:** Wallhamn AB – Roto Line, POB 103, S–444 01 Stenungsund, Sweden. Tel. 0304–60250. Telex 2429.

## YSTAD: 55.26 N. 13.50 E. (See Plan)

**DOCUMENTS:**
Crew List.
Passenger List.
Custom Documents.
Manifests.
Bills of Lading.
Ship's Papers, etc.

**PILOTAGE:** Vessels approaching Ystad's Harbour must apply for Pilot at Trelleborg at least 5 hours before pilotage due to commence. Tel. 10141 or VHF (Channel 16), stating tonnage, draft and destination. VHF tel. call sign "Lotsarna plus name of pilot's station". (Also see "Stockholm".)
**ANCHORAGE:** Inner road: 0·5 n.m. S.W. harbour entrance, 7–9 metres depth; sand and clay. Outer road: 1·0 n.m. S.W. harbour entrance, 9–10 metres depth; sand and clay, good anchorage ground. The road is open for winds between S.S.W. Spanska redden: 1·5 n.m. S.W. to S. harbour entrance, 13–16 metres depth. The road is open for winds between S.E. to S.W.
**RESTRICTIONS:** Vessels draft. 20 ft. can enter harbour during darkness, and during day draft of 22 ft. 6 in.
**BERTHING:** Vessels of 160 metres length and 20 metres breadth can enter harbour.
**MAX. SIZE:** Largest fully loaded vessel that can enter harbour about 5,000 d.w.
**RADIO:** Göteborg, Malmö and Karlskrona.
**VHF:** Between 0500–1900 possible contact pilot station by VHF Channel 16. Outside these hours frequency 156·65 mc/s (Channel 13) or operating frequency 156·50 mc/s (Channel 12).
**TUGS:** Tug usually meets vessel about 1 mile S.S.W. harbo entrance. Ship's lines used. Tugs not compulsory.
**STEVEDORES:** Stevedores must be ordered from Ystads Stuv AB. working hours Monday–Friday 0700–1630. Meal intervals 090 0930 and 1200–1300.
**MEDICAL:** Agents to be notified in advance if medical attent wanted.
**TANKERS:** Load/discharge lines 8 in. diameter, but reduc pieces for 6 in. and 10 in. diameter.
**FRESH WATER:** Available from quays. About 20 tons/hour.
**FUEL:** Coal and oil can be obtained.
**GANGWAY/DECK WATCHMEN:** Can be arranged.
**OPENING/CLOSING HATCHES:** Crew.
**CERTIFICATES:** See "Stockholm".
**CUSTOMS ALLOWANCES:** (Tobacco), about 200 cigarettes 200 gram of tobacco for each member of crew. (Spirits), one bot for each member of crew.
**CARGO GEAR:** Loading/discharging with shore cranes.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Danish Consul, tel. 13800. Finnish Consul, tel. 1394 Norwegian Consul, tel. 13930.
**REPAIRS:** Slipway for vessels up to about 500 d.w.
**AIRPORT:** 40 km. distant and served by regular airlines.
**TIME:** GMT plus 1 hour. Permanent.
**HOLIDAYS:** Christmas; New Year; Easter; Whitsun and Mi summer. No cargo work.
**POLICE/AMBULANCE/FIRE:** Police tel. 13620; Ambulance 9000 Fire 96000.
**SHORE LEAVE:** Permitted.
**AUTHORITY:** Ystads Hamnförvaltning, Ystad. Tel. 10005, 1038

# Syria

**GENERAL:** Restricted Entry into Syrian Territorial Waters: Vesse destined for Syrian ports (Lattakia, Banias and Tartous) are on allowed to enter the territorial waters of Syria between 0600 a 1600 hours – subsequently only during day-time.

The Master should communicate with the Port Authorities Lattakia over radio frequency 2182–500 and Channel 16 stating th arrival, position and speed of the vessel. Consequently no vesse are allowed to leave during darkness.

## BANIAS 35.14 N. 35.56 E.

**PILOTAGE:** Pilots board all tankers approaching the Termina These Pilots act in the same capacity as Mooring Masters in th berthing of vessels, after which they supervise the raising of th flexible hoses and their connection to the ship's manifold. Durin loading operation they act as the Company's Representatives. Th Company's Mooring Masters will meet tankers in the vicinity o Marqab Light Buoy.

It is requested that tankers of 40,000 dwt. and over should hav rigged, when in light condition, an accommodation ladder lowere to about 12 ft., above the water. This can be adjusted to suit cond tions. A pilot ladder should be rigged immediately abaft the accom modation ladder, to within 2 ft. above the water. This will enable th Pilot to ascend the pilot ladder clear of the launch and then step o to the lower platform of the accommodation ladder. United Kingdo Merchant Shipping (Pilot Ladders) Rules 1965 is relevant.

**APPROACHES:** Vessels approaching the port should keep to th authorised passsage, defined by the following co-ordinates:
(*a*) Lat. 35° 13′ 00″ N. Long. 35° 42′ 00″ E.
(*b*) Lat. 35° 13′ 00″ N. Long. 35° 56′ 00″ E.
(*c*) Lat. 35° 16′ 00″ N. Long. 35° 55′ 24″ E.
(*d*) Lat. 35° 16′ 00″ N. Long. 35° 40′ 34″ E.

**ANCHORAGE:** In the event of a berth not being available, o suspension of mooring operations on arrival, a good anchorage to be used South of the berths in the vicinity of the Marqab Lig Buoy.

Shore control will keep you advised of expected time of berthin etc. It is important and in your own interests to maintain a listenin watch on Channel 16 R/T or visual on the shore signal station t avoid delays.

On being advised of expected time Mooring Master will boar heave short your anchor before his arrival.

**MAX. SIZE:** No. 2 Berth – draft 50 ft. Winter – 52 ft. Summer
No. 3 Berth – draft 51 ft. ,, – 53 ft. ,,
No. 4 Berth – draft 42 ft. ,, – 44 ft. ,,
No. 5 Berth – draft 34 ft.

**NOTICE OF READINESS:** Time of your Notice of Readine tendered will be considered when vessel arrives in the very ne vicinity of the Marqab Light Buoy (position Lat. 35° 12′ 7″ N. Lon 35° 54′ 46″ E.), where the Mooring Master, who is the Compan Representative, will board and receive ship and remain on boa throughout the entire operation.
**HEALTH:** Masters of tankers due may obtain free pratique addressing the usual quarantine message to their Agents throu commercial radio channels.
**RADIO:** Syrian Company for Oil Transport, Banias Terminal mu be informed 48 hours prior to arrival of a vessel's ETA, quantity cargo required if in a state to load and maximum loading ra required. All times to be given in GMT.

Banias Terminal Radio Station. Call sign: "YKM 5". Frequency: 500 kc/s and 442 kc/s and VHF Channel 16.

Tanker VHF Radio Communications. Vessels approaching Banias can communicate with the Terminal by FM, VHF, Channel 16. Range-30 to 40 miles. Frequency 156·8 Mc/s. Simplex Operation. Call sign: Banias. On arrival, ships radio installations will be sealed off according to normal practice and the boarding Mooring Master will put his own portable equipment on board. Communications will then be as follows:

Banias. Equipment: Fixed station sited in the Terminal. Call sign: "Banias". Frequency: Transmitting 163·6 Mc/s. Receiving 159·1 Mc/s. Range: 8 miles. Watches: Continuous whilst vessels are in port or immediate vicinity.

Mobile Station. Equipment: Placed aboard vessel on arrival at Banias. Call sign: Ship's name. Frequency: Transmitting 159·1 Mc/s. Receiving 163·6 Mc/s. Range: 5 miles. Watches: Mutually agreed between ship and the Terminal on first establishing contact.

*Note:* The radio telephone circuit is connected with the main Company Communications network in Banias Terminal.

Communication with the Petroleum Company should be through the Agent.

It is essential that tankers bound Banias communicate with station ODC–8 at least 48 hours before arrival and thereafter maintain contact.

**MOORING REQUIREMENTS:** For tankers loading at Banias are as follows:

*Forward*

Anchors to be fitted with marker buoys with 20 fathoms of line.

2×120 fathom mooring lines.

2 rope stoppers.

1 suitable wire stopper (preferably carpenter patent) for use with 4¼ in. to 5½ in. mooring lines.

*Aft*

4×120 fathom mooring lines.

4 rope stoppers.

2 suitable wire stoppers (preferably carpenter patent) for use with 4¼ in. to 5½ in. mooring lines.

*Boat Ropes*

To be rigged on either side of ship, and of not less than 4½ in. circumference.

**BERTHING:** At all berths vessels moor using both anchors forward, with wires to a buoy on the port bow, one buoy astern and one on each quarter. Hoses are lifted on the port side.

Berth No. 1: Out of commission.
Berth No. 2: depth 56 ft., 2×20 in./16 in. hoses.
Berth No. 3: ,, 57 ft., 2×20 in./16 in. hoses.
Berth No. 4: ,, 48 ft., 2×16 in./12 in. hoses.
Berth No. 5: ,, 40 ft., two 12 in. hoses.
Berth No. 6: ,, 46 ft., two 12 in. hoses.

**HOSES:** A SWL of 7 tons is recommended. Must be capable of plumbing overside abreast of Loading Manifold.

*Loading Manifold:* Two suitable reducers already fitted and to be connected to our hose connections (12 in. series 150 flanges).

Two spanners ⅜ in. of non-sparking metal; two spanners ⅞ in. non-sparking metal; two hammers 7 lb. of non-sparking metal. One axe 2½ lb. Four sets of hose clamps complete with bolts. Gaskets for the 12-in. hose connections. Four slings Terylene rope, 1¾-in. diameter, 9 ft. from end to end. Four stoppers Terylene rope, 1¾-in. diameter, 18 ft. long with one 12-in. eye at the end. Two stop-lines Terylene rope, 2-in. diameter, 50 ft. long, complete with a hook, spliced at one end. Hook tested to 8 tons. Two Terylene ropes, 1¼-in. diameter, 120 ft. long, to be ready on stoppage loading. Two rubber mattresses to be used under stop-lines to protect them from chaffing.

Ship's crew with an officer in charge to assist all operations, as advised by the Mooring Master. This includes lifting, connecting, disconnecting, lowering of hoses and tending anchor cables and moorings.

**FRESH WATER:** Facilities are not available for the supply of potable or boiler water.

**FUEL:** Bunkers are not available at Banias.

**BALLAST:** All tankers should ensure ballast is clean. Authorities are most strict and impose heavy fines for the slightest contravention. Ballast quantity should be kept to the minimum required to ensure safe manoeuvring. No facilities for disposal of ballast ashore.

Banias is an open roadstead and sudden changes in weather can be experienced especially during the winter months. It is good practice to commence loading as soon as hoses are connected and whilst ballast discharge is still in progress, always providing this can be achieved safely and with no danger of contamination.

**POLLUTION:** The Port Authorities will, in cases where pollution is ascertained, collect a declaration from the Master of the offending ship, in which declaration he authorises his agents to pay any fine to be levied by the official committee in the future.

In the light of the above and to avoid any delay to vessels, owners are kindly requested to:

1. Supply vessels with necessary chemicals to destroy any quantity of oil overflowing into the sea.
2. Provide a bank guarantee of Stg. £5,000 to be deposited against eventual fines. Such a guarantee (or cash) must be given before offending vessel is released.

**LOADING:** Ships' Personnel are solely responsible for the loading operation, i.e. starting, loading rate, tank switching, topping off, stopping, etc. The Mooring Master will pass requirements to the shore control. It is in vessel's interest to advise loading rate required, also to give 30 minutes' notice of expected time of commencing loading. Order to start will be taken as final.

The Mooring Master must be advised when ship estimates 1,000 tons to go for completion of loading.

Ensure scuppers are effectively plugged. On no account are plugs to be removed.

A complete watch on deck must be maintained throughout the operation, especially towards the shore signal station, to ensure safe loading and avoid delays.

*Loading Rates:* No. 2, 7,000 tph.; No. 3, 8,500 tph.; No. 4, 6,500 tph.; No. 5, 4,000 tph.

**REGULATIONS:** *Vessel in berth:* Ships are not allowed to remain in berth for any reason when loading operation stopped. Hoses disconnected and dropped to sea unless stay authorised by Terminal Superintendent.

*Lighting:* During hours of darkness the manifold and poop mooring area of the sea in vicinity of ship should be adequately lit.

*Main Engines:* Must be kept on shore notice. Repairs which will immobilise must not be carried out in berth.

*Deck Machinery:* Must be ready for immediate use at all times.

*Whistle or Siren:* To be available at all times.

*Signalling:* An "Aldis" type lamp to be readily available.

*Stores, provisions, etc.:* It is strictly forbidden for provisions, stores or other items to be received or discharged whilst loading is in progress. Launches or other craft must not lie alongside during the same period.

*Tanker Safety Regulations:* Tanker Safety Requirements must be strictly adhered to at all times. The Mooring Master is authorised to stop all operations should he consider the safety regulations are not being complied with.

*Boarding:* The boarding of a vessel whilst in mooring should be restricted to persons holding valid passes which are issued by the IPC on application to ship's Agents and authorised chandlers.

This restriction is carried out in conjunction with the Syrian Harbour and Security Authorities.

**WEATHER:** The Director of Port Authorities has issued statistics of the weather conditions along the Syrian coast after an experience of 20 years.

*State of winds and whirlwinds on the Syrian Coast*

| *Winter* | *Kind and direction of winds* |
|---|---|
| December | Regular winds blowing from N.E. to S.E., sometimes S. to S.W., the alteration of winds is accompanied with rains. |
| January | Excess of storms starting to blow from S.E. to N.E. The alteration of winds from the E. is occasionally accompanied by heavy rains with probability of hail. |
| February | Excess of storms and heavy rains blowing from S.W. to N.E. and E. |
| *Spring* | |
| March | Variable winds from S.E. to S.W. and accompanied by heavy rains and altering to N.W. slight. |
| April | Variable winds from N.W. and S.W., and S. winds accompanied with light rains. |
| May | Regular winds blowing S.W. to N.W. and altering to S. sometimes accompanied by rain. |
| *Summer* | |
| June | Slight winds from S.W. and S. |
| July | Moderate winds from S. to S.W. |
| August | Slight N.W. winds. |
| *Autumn* | |
| September | Winds S.W. and N.W. accompanied by some rain from 15th September. Winds will lighten during the end of the day and will alter at night to slight E. |
| October | Variable winds from W. to S. and N.W. accompanied by rain will alter at night to E. |
| November | The winds are variable from N.E. and N.W. accompanied sometimes by rain which will alter to E. |

**SERVICES:** In the event of tankers requiring assistance to lift loading hoses, recover lost anchors, and cables, etc., limited aid may be given during normal working hours. Current charges are available on application from Agent.

**SHIPMASTER'S REPORT:** Cigarette allowance is strictly enforced at 40 cig. per man, and has to be carefully declared. If the Chief Steward has a slop-chest, it has to be carefully declared. Whisky has to be declared separately from other spirits, but in practice it is better to declare each type of spirits separately.

The ship's Log Book is stamped by the police.

The new flag is red, white and black, with an eagle in the centre and may be obtained through the Agent.

**AUTHORITY:** Syrian Company for Oil Transport, P.O. Box 13, Banias. Cables: SCOT, Banias. Telex: 20031.

**AGENT:** Gulf Agency Co. (Syria) Ltd., Banias, Syria. Cables "Gacship", Banias. Tel. 455. Telex 20906 Beirut.

## LATTAKIA: 35.31 N. 35.46 E.

**PORT LIMITS:** *Anchorage:* Within a circle of 1 mile in diameter centred in position 35° 31′ 6″ N. 35° 45′ 0″ E.

A vessel is considered to be an "arrived ship" when moored at anchor in the above-mentioned area, and announced her arrival to the Pilot Station.

Free pratique is granted between 0700 to sunset. Passenger ships at any time.

Laytime commences to count according to Charter Party Terms or Genweight C1 or if not mentioned from the time of nomination to work after granting free pratique.

**DOCUMENTS:**
4 Arrival Declarations.
4 Crew Lists (with Passports).
4 Lists of Transit Passengers (with Passports).
4 Lists of Landing Passengers (with Passports).
1 List of Cargo in Transit.
2 Cargo Manifests for Discharging.
1 List of Cigarettes and Spirits.
1 Stores List.

**APPROACHES:** Vessels approaching the port should keep to the authorised passage defined by the following co-ordinates:

| | |
|---|---|
| Lat. 35° 32′ 30″ N. | Long. 35° 31′ 00″ E. |
| Lat. 35° 32′ 30″ N. | Long. 35° 45′ 06″ E. |
| Lat. 35° 30′ 36″ N. | Long. 35° 45′ 24″ E. |
| Lat. 35° 30′ 36″ N. | Long. 35° 30′ 30″ E. |

**PILOTAGE:** Advise ETA 24 hours in advance. Pilot boards at anchorage.

**ANCHORAGE:** Within a circle of one mile diameter centred in position 35° 31′ 6″ N., 35° 45′ 0″ E.

**MAX. SIZE:** Harbour draft maximum 31 ft. for cargo vessels and 23 ft. passenger vessels. Oil terminal draft 52 ft., length 600 ft.

**HEALTH:** Free pratique granted by Authorities who board vessel at entrance. Certificate of Health signed by Master required. If coming from another port in same country, pratique granted immediately, free of charge.

**RADIO:** Call sign YKM7 continuous watch on 2182 kc/s and 500 kc/s.

**TUGS:** 800 h.p. tugs always ready with pilot boat. Ship's lines usually used.

**SPECIALISED CARGO-HANDLING FACILITIES:** Silos for grain export capacity 4,500 tons with three loading ways with full capacity of 500 tons per hour.

Silos quay length: 180 metres with 9·5 metres depth. Import of grain only for bagging.

No berths for handling liquid chemicals or LPG carriers only two berths for fuel, benzine and light fuel.

In accordance with the five-year Development Plan (1971 to 1975) the Lattakia Harbour will be enlarged and container quays fully equipped will be constructed.

**MEDICAL:** Several hospitals available.

**POLLUTION:** See "Banias".

**TANKERS:** One berth, max. size of vessel 600 ft. length, 52 ft. draft. Hose connections 10 in.

**DENSITY:** 1025.

**FRESH WATER:** Available by barge in basin and from pipeline on quay.

**GANGWAY/DECK WATCHMEN:** Can be supplied at Master's request.

**OPENING/CLOSING HATCHES:** Performed by crew.

**CUSTOMS ALLOWANCES:** 2 packets cigarettes per man per day. One bottle of spirits per man. No control on beers or wines.

**CREW IDENTIFICATION CARDS:** Only Passports required.

**REPAIRS:** Engine and deck repairs available.

**TIME:** Local time: GMT plus 2 hours. Summer time (1st May – 30th September): GMT plus 3 hours.

**TELEPHONES:** At present available only at passengers' quay. Facilities will eventually extend to all ships.

**GENERAL:** No vessels allowed to cross line from end of breakwater up to shore at following point: 35° 32′ 30″ N. 35° 31′ 30″ E.

**SHORE LEAVE:** Permitted within regulated limits.

**HOLIDAYS:** New Year's Day (January 1st); Ramadan; Revolution Day (March 8th); Adha; Mohammedan New Year; Easter Sunday; Evacuation Day (April 17th); Labour Day (May 1st); Birthday of the Prophet; Ramadan; Christmas Day (December 25th).

The dates of the Mohammedan holidays are stated approximately. Friday: weekly day of rest. Arrangements for work on Fridays must be made at least 24 hours in advance. Working hours: 07.00–14.00. With the exception of the first 3 days of both the Ramadan and Adha holidays, May 1st and Revolution Day, the port operates all the year round, weather permitting, against payment of the prescribed overtime fees outside ordinary working hours.

**WEATHER:** See "Banias".

**AUTHORITY:** Directorate of Lattakia Port.

**AGENT:** Gulf Agency Co. (Syria) Ltd., POB 210, Lattakia, Syria. Cables "Gacship", Lattakia, Tel. 12214, 12670. Telex 20906 Beirut.

## TARTOUS: 34.53 N. 35.45 E.

**DOCUMENTS:** Bill of Health – The usual International form should be filled in on arrival and the Agent will deliver on board the Bill of Health and Port Clearance upon departure.

Manifests – Should be certified by the Syrian Consulate at port of loading in four copies.

Ship's Registry – To be presented to the Port Authorities upon request.

Crew List – In four copies should be handed over to the Agent along with passenger or transit manifests.

Store List – Two copies required by Customs who will allow 40 cigarettes to be retained by each person on board, the balance of slop chest and stores shall be sealed during ship's stay in port. Customs officers are at liberty to search crew quarters.

Deratisation Certificate – Valid certificate required and no extension can be obtained.

**APPROACHES:** Vessels approaching the port should keep to the authorised passage defined by the following co-ordinates:

| | |
|---|---|
| Lat. 34° 56′ 24″ N. | Long. 35° 38′ 00″ E. |
| Lat. 34° 56′ 24″ N. | Long. 35° 48′ 36″ E. |
| Lat. 34° 59′ 00″ N. | Long. 35° 50′ 00″ E. |
| Lat. 34° 59′ 00″ N. | Long. 35° 52′ 36″ E. |
| Lat. 34° 54′ 24″ N. | Long. 35° 51′ 12″ E. |
| Lat. 34° 54′ 24″ N. | Long. 35° 37′ 48″ E. |

**ANCHORAGE:** Vessels proceeding to Tartous pick up Pilot at the Anchorage which is ½ mile South-west of the main breakwater. The rocky bottom constitutes good holding ground with a depth of up to 20 metres of water.

**MAX. SIZE:** At present minimum depths are at the entrance of the harbour about 2 cables seaward of the green light on the South-west Breakwater. Depth about 33 ft. Maximum draft 32 ft. dependent on swell.

*Tankers:* See below.

**RADIO:** Tartous Radio, call sign YKO, continuous watch on 218 kHz from 0600 to 2400.

**BERTHING:** Mooring Masters are temporarily supplied by Lattakia port and vessels should therefore contact Agents at Lattakia giving them their ETA and requirements. Vessels berth heading to the predominant South-western winds, i.e. stb. side alongside unless contrary winds prevail at the time of the berthing.

Southern breakwater – 2,650 metres long called Main breakwater
Northern breakwater – 1,650 ,, ,, ,, Lee breakwater

The distance between the two heads of these breakwaters is 25 metres with a depth of 10½ metres, which is being dredged in order to bring it up to 13 metres.

The harbour is divided into three basins which are protected by the two breakwaters: (1) The North basin; (2) The Middle basin; (3) The Southern basin. The Southern basin is the only one used presently for the discharge of cargo.

Twelve vessels can be moored at anchor inside the breakwater of this basin, the depth being between 8–13 metres. The turning circle at the entrance is 450 metres diameter with a depth of 11–13 metres.

The main quay which is 150 metres wide offers on its southern side from the shore side 300 metres of jetty with a depth alongside of 2-4 metres, 300 metres with 8 metres and 200 metres with 9 to 10·5 metres depth. A standard gauge railway line is installed on the entire length of the quay.

**POLLUTION:** See "Banias".

**TANKERS:** Tartous Sealine Terminal:
Maximum safe length of tankers acceptable – 1,500 ft.
Maximum safe draft of tankers acceptable – 68 ft.
Maximum deadweight of tankers acceptable – 100,000 tons.

This is a one-berth Terminal that offers the same approaches used to reach the port of Tartous. Vessels await pilot 1·6 miles West of berth and the loading capacity is 4,000 tons per hour. Mooring, daylight only.

This operation performed without tug assistance but should there be a situation necessitating the help of a tug, same can be ordered from nearby Tartous port where 300 h.p. tugs stationed.

There are two breast buoys, two aft buoys and one astern, the vessel holding on its two anchors forward. In view of the rather sudden South-westerly winds, it may be decided to supplement the mooring lines with steel wires to assist in holding vessel in moorings.

The two flexible 10 in. hoses forming a "Y" will be connected to ship's manifold for side loading and the Terminal will supply the necessary standard flanges for the connection if required.

The Berthing Master will also supervise the loading and will keep in close contact with the control room by portable VHF radio since the vessel's own equipment has to be sealed during the ship's stay in port.

**FRESH WATER:** Unlimited supplies available to vessels berthed alongside the main pier.

**FUEL:** Only available in very limited quantities by tanker truck.

**MEDICAL:** Medical facilities are available, but serious cases may involve transportation to Lattakia or Damascus.

**DEVELOPMENTS:** A new quay for phosphate is now under construction 300 metres long and 4 metres depth and will be prolonged by a quay of 250 metres long and 11 metres depth for vessels loading phosphate up to 25,000 tons capacity.

A dry dock will be soon under construction for repairing vessels and tankers with a capacity varying between 40 and 60,000 tons. Also two slip-ways for general overhaul for small vessels of 1,00 tons and less.

**FLOATING CRANE:** A floating crane of 100 tons lifting capacity available.

**SHORE LEAVE:** No amenities for the crew exist in the town of Tartous but crew may, if required, proceed ashore with a landing permit issued by the local security services.

**WEATHER:** See "Banias".

**AUTHORITY:** Harbour Master.

**AGENT:** Gulf Agency Co. (Syria) Ltd., Houssein Ali Building, Alnarges Street, PO Box 19, Tartous, Syria. Cables "Gacship", Tartous. Tel. 21897, 22287. Telex: Beirut 20906.

# Taiwan

## HUALIEN: 23.59 N. 121.38 E.

**PORT LIMITS:** Radius of 1 mile from the centre of Hualien Kai Breakwater Beacon (23° 59′ 11.3″ N. 121° 38′ 35″ E.).

**DOCUMENTS:**
Ship's Register.
Derat Certificate.
Last Port Clearance.

Taiwan Tonnage Dues Certificate.
Pratique.
8 copies Crew List.
1 copy Crew List visaed by office of China Mission (applicable to American and Philippine vessels.)
8 copies Passenger List – Landing and transit.
1 list showing dates of vaccination (within 3 years) of all crew and any landing passengers. WHO "yellow Books" may be examined.
1 Chinese Maritime Customs Stores List.
1 list Foreign Currency in safe.
1 list Narcotics in safe.
1 list Arms and Ammunition.
1 set of copy Bills of Lading.
2 Manifests of Inward Cargo.
3 Manifests of Through Cargo.
2 lists of Unmanifested Inward Parcels.
2 lists of Mail for landing.
Vessel's Log Book.

**PILOTAGE:** Compulsory. At anchorage hoist G flag.

**ANCHORAGE:** Bearing of Hualien Kan Lighthouse (23° 58′ 40″ N. 21° 36′ 20″ E. is 315° distant about 3/4 miles.

**RESTRICTIONS:** Hualien Harbour closed to all ships at 0000 until 0500. Large ships not allowed to enter after sunset.

**MAX. SIZE:** Draft not exceeding 23 ft. and length 450 ft. may enter Hualien Harbour at present time.

**HEALTH:** At anchorage hoist Q flag.

**RADIO:** Hualien Radio XSY; ETA reported 24 hours at least before arrival.

**TUGS:** Normally used in harbour. Ship's lines should be used.

**STEVEDORES:** Stevedores will be assessed against ships except otherwise agreed between ships and consignees or shippers.

**MEDICAL:** Hospitalization can be arranged through Agent.

**FRESH WATER:** Hoses from water-lines to tanks.

**FUEL:** Fuel viscosity, SUS at 122°F, max. 225; SUS at 85°F, min. 225; SUS at 122°F, max. 200; Diesel fuel viscosity, SUS, 100°F 35–45. Fuel line 6 in. connection, otherwise notify in advance.

**DEVELOPMENTS:** The second stage of harbour extension will be completed in 1973. This will increase harbour capacity by three ship berths.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**CERTIFICATES:**
Ship's Nationality Certificate.
Load Line Certificate.
Tonnage Certificate.
Certificate of Inspection of Ship.
Ship Safety Equipment Certificates.

**IDENTIFICATION CARDS:** Required.

**AIRPORT:** Domestic airport connected to Taipei and Kaohsiung International Airport (4 flights daily).

**TIME:** GMT plus 8 hours.

**AUTHORITY:** Hualien Harbour Bureau.

**AGENT:** (see Keelung). Recommended Owners contact their Taiwan Agents before sending vessel to Hualien as berthing facilities very limited.

## KAOHSIUNG: 22.37 N. 120.16 E.

**PORT LIMITS:** Ship considered to be an "arrived vessel" when anchored at a location within 2 miles distance from the harbour lighthouse.

**DOCUMENTS:**
10 Crew Lists.
1 Customs Stores List.
1 Narcotic List.
1 Foreign Currency List.
1 Crew's Declaration List.
1 Arms and Ammunition List.
1 Parcel, Passenger and Mail List (all nil items may be put in one statement).
1 set of Bills of Lading and Manifests.

**PILOTAGE:** Compulsory. Agents will arrange for pilot to board vessel at anchorage outside breakwater about 1½–2 miles West of Kaohsiung Lighthouse. Pilot boat flies code flag "H".

**ANCHORAGE:** Depth 15 metres, or anywhere clear of dredged channel.

**RESTRICTIONS:** Port closed for entry after sunset; vessels can sail at 2300 hours latest. Tankers with maximum draft 34 ft. must await high tide.

**MAX. SIZE:** Length and breadth no restriction (maximum size ever entered: 849′ 08″ LOA and 131′ 06″ b). Draft for dry cargo or bulk carriers 32 ft.; tankers 34 ft. during high tide. Tankers with draft over 34 ft. up to 55 ft. discharge at Monobuoy outside main port area, position: 22° 30′ N. 120° 18′ E.

**HEALTH:** Free pratique granted at anchorage after Master's completing Quarantine Declaration Form furnished by Quarantine doctors. No quarantine necessary if second port in Taiwan. Quarantine doctor will attend only in case any suspected contagious disease on board.

**RADIO:** Kaohsiung Radio (XSW). Normally used by Agents when cabling vessels.

Contact with the Agent and Port Authorities may be made via Kaohsiung Radio on VHF Channel 16.

**RADAR/VHF:** No radar service. VHF will be used soon.

**CARGO-HANDLING FACILITIES:** *Container Terminals:* The first container terminal includes the piers No. 40, 41 and 42. The second container terminal includes the piers No. 63, 64 and 65. Container handling equipment includes: two straddle carriers for handling 20 ft. to 24 ft. containers, another seven straddle carriers for 30 ft., 35 ft. and 40 ft. containers. One side loader for handling 20 ft. containers. One lateral straddle carrier for loading 20 ft. containers. One truck weigher, another two weighers for handling 20ft. and 40 ft. containers.

*Grain, and other bulk handling equipment:* One silo, 40,000 tons capacity, unloading 300 tons per hour. 35 grabs for unloading grain and 15 grabs for other cargo.

*Sulphur* unloaded by hoist with nets, 25 tons can be discharged per hoist per hour.

**TUGS:** Harbour tugs usually join vessel after entry and while berthing. Ship's lines always used.

**BERTHING:** No specific requirement except tankers with maximum draft of 34 ft. must berth high tide. *Wharves:* There are at present 40 wharves (including one shallow water wharf) with a total length of 6,925 metres, capable of accommodating 49 vessels – 32 ships of 10,000 ton or over and 16 of 3,000 ton or over simultaneously. *Buoys:* The harbour has in all 24 mooring buoys, including 4 sets of 20,000–ton class, 15 sets of 10,000 ton class and 5 sets of under 10,000-ton class, capable of berthing 20 vessels.

**STEVEDORES:** All Government stevedores ordered by Agents as required.

**MEDICAL:** No advance notice required unless emergency case. Vaccination Certificates against smallpox (3 years) and Cholera inoculation (6 month) required.

**TANKERS:** Discharge lines at oil terminal inside harbour 8 in. (two berths), and 12 in. at Monobuoy outside with necessary reducers supplied from ashore. In latter case, Master must inform Agents size of ship's manifold.

A single buoy mooring Chinese Petroleum Corp terminal is situated in position 22° 30′ 17″ N. and 120° 17′ 56″ E. A white flashing signal light is mounted at the centre of the buoy with a range in excess of five miles. The light appears for one second and goes off for three, it then appears for one second and goes off for twelve. This cycle is repeated.

The area around the mooring buoy has a depth of 68 feet and can accommodate tankers up to 140,000 dwt. The current runs at a maximum of 2½ knots.

A second monobuoy installed in the position of 22° 29′ 45.1″ N. 120° 16′ 40.8″ E., capable of discharging tankers up to 250,000 dw tons.

The buoy mooring has facilities for two 12″ hose connections and one 10″ bunker line. Fresh water is not obtainable. Stores can be arranged for delivery by boat under police escort. Other services available to tankers at the buoy are confined to those of an emergency nature.

Vessels programmed to use the Talnpou SBM Terminal are required to anchor off Kaohsiung Harbour for quarantine and immigration clearance, then to proceed to the SBM about 7 miles S.S.E. of the harbour anchorage.

Should the berths be occupied, the vessel is required to anchor 1·5 nautical miles North of the SBM in 14 fathoms. The Pilot/Cargo Supervisor and his hose-handling party board in this vicinity from a tug.

After the discharge of cargo, the vessel is required to return to Kaohsiung harbour anchorage for inspection and outward clearance.

**DENSITY:** Average 1015 in Summer, 1023 in Winter.

**FRESH WATER:** Most berths supply from shore lines, otherwise from barge.

**FUEL:** All grades, mostly received from barge. Owners must contact suppliers for nomination through Chinese Petroleum Corp. before ship's arrival.

**FIRE PRECAUTIONS:** No specific regulations, but routine precautions should be enforced.

**DEVELOPMENTS:** Three new berths have just been completed. No. 45 will handle general cargo vessels; No. 46 will be specifically for sugar loading; and No. 47 will be equipped with a silo of 40,000 tons capacity as a grain berth. In addition, one berth (Wharf No. 62) to handle chemical liquid cargo is under construction. A second entrance now being cut. When completed 1975, port will accommodate o.b.o. carriers of 75,000 tons, and later 100,000 tons.

A dry dock is under construction capable of handling 450,000 dwt. VLCC's. To be completed in 1976.

**GANGWAY/DECK WATCHMEN:** Recommended to meet local security requirements.

**OPENING/CLOSING HATCHES:** Mostly handled by stevedores except steel hinged covers, which are to be done by crew.

**CERTIFICATES:** Ship's Registry, Load-line Certificate and Safety Equipment Certificate must be inspected by Customs/Harbour Authorities.

**CUSTOMS ALLOWANCES:** 200 cigarettes or 1 box cigars and 1 bottle of wine or spirit allowed each.

**CARGO GEAR:** No additional requirements, but Cargo Gear Certificate must be valid.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Japanese General Consulate, tel. 226620. Others in capital city Taipei, 230 miles North of Kaohsiung.

**REPAIRS:** Good for minor repairs. The Bureau's two ship repairs yard are separately located at pier No. 10 and Basin No. 6 in Chi-hou. Pier No. 10 yard includes a main office, a dry dock, vehicle repair plant etc. Chi-hou yard: repair workshops, slipways, etc., complete with appliances and equipment. Offers repair service to various types of ships under 4,000 tons.

**DRY DOCK:** Only small one: 116×17·0 metres takes vessel under 4,000 gt and draft less than 12 ft. 6 in.

**REPATRIATION:** Crew changes arrangeable.

**AIRPORT:** 7 miles from main port area. Open for international flights.

**TIME:** Local: GMT plus 8 hours. No alterations during the year.

**HOLIDAYS:** New Year's Day (Jan. 1–2); Yough Day (Mar. 29); Labour Day (May 1); Confucius' Birthday (Sept. 28); National Day (Oct. 10); Taiwan Restoration Day (Oct. 25); Dr. Sun's Birthday (Nov. 12); Constitution Day (Dec. 25); and Chinese Lunar New Year's Day (2 days mostly in Feb.). No work on New Year's Day (Jan. 1), Labour Day and Chinese Lunar New Year's Eve and New Year's Day. Double stevedoring rates for rest of holidays.

**POLICE/AMBULANCE/FIRE:** Police and ambulance: call 555183; Fire: 555183 or 226119.

**TELEPHONE:** Telephone on board.

**SERVICES:** Competent technicians available for repairs of radar, radio, compass adjusting and other navigational aids. Tank cleaning equipment and facilities not available.

**SHORE LEAVE:** Normally granted.

**REGULATIONS:** A curfew exists in the port area between 0100–0400 hours daily. No traffic is allowed during this period. Anybody going aboard must obtain a boarding pass.

**DELAYS:** Generally about one day's berthing delay for general cargo liners and 2–3 days for bulk cargo ships, especially during typhoon season in the months of July to Sept.

**AUTHORITY:** Ministry of Communications, Taipei, Taiwan.

**AGENTS:** Jardine, Matheson & Co. Ltd., 36 Kwei Teh Street, PO Box 81, Taipei, Taiwan. Shipping Agents, Lloyd's Agents, Cargo Surveyor. Tel. 571281 (10 lines). Telex TP391. Cables: "Jarocean".

Sub-Agent: Loong Gon Co. Ltd., 65 Lin Hai Yit Road, Kaohsiung. Tel. 553757, 555023. Cables "Loonggon", "Jarocean".

### KEELUNG: 25.09 N. 121.44 E.

**PORT LIMITS:** Considered to be an "arrived ship" once she has reported to Keelung Signal Station by VHF or visual signals whether she has entered the outer harbour or not. However, quarantine and customs inspectors do not attend ships outside the breakwater (as they do not have adequate transportation) and they do not consider a ship is an "arrived ship" unless she enters the outer harbour.

**DOCUMENTS:**

Ship's Registry.
Last Port Clearance.
Crew List.
Fumigation Certificate.
Import Manifests.
Through Cargo List.
Store List.
Arms and Ammunition List.
Narcotics List.
Foreign Currency List.
Parcel List.
Passenger List.
Yellow-book for every person on board. (Vaccination Certificate).

**PILOTAGE:** Compulsory from anchorage to dock and any other movements in port. Pilot may also meet ship within one mile outside breakwater upon ship's/Agent's request. VHF and Signal Station 25° 09′ 27″ N. 121° 44′ 23″ E. VHF radio listening on Channel 16, records arrival time and passes information to Agents or Pilots.

**ANCHORAGES:** Area is in Outer Harbour depth 8 to 16 metres but can only take eight ocean-going vessels, ship may also anchor/remain outside breakwater waiting for Pilot or entry instructions.

**RESTRICTIONS:** Permission must be granted from Naval Signal Station located at Lat. 25° 09′ 43″ N. Long 121° 45′ 08″ E. for entering breakwater. Ship's agent should declare ship's ETA to Port Authorities 24 hours ahead. Port closes from 0001 to 0500 hours daily.

**MAX. SIZE:** Maximum draft 35 ft. and length overall preferably less than 700 ft. Navigation Channel-length 2 kilometres, breadth 150 to 350 metres.

**HEALTH:** Radio pratique not acceptable. Quarantine will clear vessel at anchorage area. Stool test will be conducted if vessel arrives from an affected area within five days.

**RADIO:** Radio Keelung. Send cables to "Harbour Master Keelung" report ETA, draft, etc. Channel 16–156·8 mc/s for safety and calling purposes. Channel 14–156·7 mc/s for harbour control after contact and identified.

**RADAR/VHF:** No radar service to assist navigation in port. VHF only used on ship's arrival. However, pilots carry pocket walkie-talkie to communicate with tugs and line-men on dock. Also see "Pilotage" and "Radio".

**TUGS:** Three main tugs with more than 1,000 h.p. each assist mooring and unmooring. Join at any point within breakwater. Ship's lines used.

**BERTHING:** Docking during day only. Pilot compulsory. Vessels usually anchor in outer harbour first for pratique and inspection.

**SPECIALISED CARGO HANDLING FACILITIES:** Wharf No. 2 to 4 and 14 to 18. 2 at 4 tons stationary shore cranes on each wharf.

Berth 2 and E2, passenger ships.

Berth 20, for receiving ore, sulphur, etc., and loading fertiliser.

Berth 22–26, for container ships and "lash" vessels. Equipment includes 3 gantry cranes, 4 straddle-carriers for 20′–40′ containers and 1 side-loader for landing 30′ containers.

Berth 30, 3 elevators for grain in bulk.

Generally ship's gear is required for cargo handling on all except fully containerised vessels.

One berth for handling liquid chemicals sulphur: is unloaded by hoist with nets, 35 tons can be discharged per hoist per hour.

**STEVEDORES:** Owned and operated by Harbour Bureau, a government organization. Stevedores paid by tonnage instead of hours. Stowage plan and cargo details must be presented to concerned offices 24 hours prior operation.

**MEDICAL:** Clinics with English-speaking doctors available at Keelung and modern hospitals available in Taipei, 30 kilometres from port.

**TANKERS:** Wharf No. 33 specially reserved for tankers, draft limited to 34 ft. For other procedures in port tankers are treated same as other carriers.

**DENSITY:** 1002 to 1023.

**FRESH WATER:** Available subject 24 hours advance notice. Usually delivered by barges. No limitation on quantity.

**FUEL:** Ordinary bunkers available but require 3–5 days advance notice. Fuel barge operated by C.P.C.

**FIRE PRECAUTIONS:** Red flags will be flown on dock and fire-fighting automobile and tug will be standing by while tanker in operation.

**DEVELOPMENT:** A proposed five-year development plan being carried out. After completion, which is expected in 1973, another 10 deep-water berths will be added to this port. Container berth to be completed 1973.

**GANGWAY/DECK WATCHMEN:** Harbour policeman always assigned by authorities at gangway free of charge. Other gangway deck watchmen are recommended.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores, excepting new designs on modern vessels.

**CERTIFICATE:** International certificates, Safety Equipment, Load Line, Cargo Gear, etc.

**CUSTOMS ALLOWANCES:** Each crew member allowed 10 packs cigarettes for own use. Master enjoys some privileges and can keep several cartons if he thinks necessary. Wine and/or Spirit, no restrictions but slopchest will be sealed on arrival.

**IDENTIFICATION CARDS:** Passport or other identification papers are needed.

**CONSULS:** None. Mostly stationed at Taipei.

**REPAIRS:** All types of deck and engine repairs can be carried out in port.

**DRY DOCK:** One for vessels under 100,000 tons and the other for 25,000 tons.

**REPATRIATION:** Crew repatriation usually carried out through International Airport in Taipei, and Immigration prefer either individual or group visa for landing crew from ship.

**AIRPORT:** International airport in Taipei only 30 minutes by car.

**TIME:** GMT plus 8 hours. No alterations.

**HOLIDAYS:** New Year's Day (1–2 Jan.); Lunar New Year's Day (2 days in Feb.); Youth Day (29 Mar.); Labour Day (not a national holiday but only for labourers) (1 May); Confucius Birthday (Teachers' Day) (28th Sept.); National Day (10 Oct.); Taiwan Restoration Day (25 Oct.); Dr. Sun's Birthday (12 Nov.); Constitution Day (25 Dec.).

**POLICE/AMBULANCE/FIRE:** The gangway guard assigned by Harbour Police or ship's Agent will act in emergencies.

**TELEPHONE:** Local telephones available to be placed on board.

**GENERAL:** Shore pass issued by Immigration for each crew member on ship's arrival and will be collected on ship's departure. Anyone who loses a shore pass is subject to fine.

**SERVICE:** Harbour Master prohibits discharge of tank washing etc., in port.

**SHORE-LEAVE:** Crew allowed ashore except for crew members from Communist countries.

**REGULATIONS:** Searching for stowaways is strictly carried out on arrival and departure.

**DELAYS:** Keelung has rainfall on about 240 days in a year, port is sometimes congested after continuous rain.

**AUTHORITY:** Ministry of Communications. Taipei, Taiwan.

**AGENTS:** Jardine Matheson & Co. Ltd., 36 Kwei Teh Street, PO Box 81, Taipei, Taiwan. Shipping Agents, Lloyd's Agents, Cargo Surveyors. Tel. 571281 (10 lines). Telex TP391. Cables: "Jarocean". Sub-Agent: Loong Gon Co. Ltd., 10 Chung Yit Road, Keelung, Tel. 22443, 22444. Cables "Loonggon" "Jarocean".

## Tanzania

**GENERAL:** *All Ports: (Ship's Officer's Report):* The Boarding Customs require crew declarations on their special form duly signed by each individual member of crew. The excess private property or the items not required during the ship's stay in port, are to be collected and placed in a locker or room and sealed by the Customs. This seal has to be kept intact even in the case of the vessel sailing from Tanzania to Kenya or vice versa. On arrival at the next port, the previous Custom's seal is replaced by the local authorities. No new crew declaration is needed if once filed at first port. However, it is recommended that an extra copy of the crew declaration is kept on board as a record in case it is requested by the local authorities.

### CHAKE CHAKE: 05.14 S. 39.46 E.

**DOCUMENTS, HEALTH:** Refer to "Zanzibar", where vessel required call for clearance by Port Officials.

**PILOTAGE:** Not compulsory, but restricted to daylight only.

**RESTRICTIONS:** Entrance approached through Owen Channel or through passage between Mesale Island South and Ras Kingojelin. Depths from 10 to 22 fathoms but there are patches of 2½ fathoms. Narrowest part of channel is 1·5 cables wide.

Vessels may enter and leave at any state of the tide, but in daylight hours only.

**ANCHORAGE:** No mooring buoys. Vessel's work cargo to lighters. Depth decreases to 3 fathoms for coastal anchorage off Ras Banani.

**MAX. SIZE:** 170 ft. length; 15 ft. draft.

**TUGS:** Not available and not required.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**AUTHORITY:** See "Zanzibar".

## DAR-ES-SALAAM: 06.50 S. 39.17 E.

**PORT LIMITS:** The port of Dar-es-Salaam includes all tidal waters enclosed by a boundary which, commencing at high water mark at a point South east of Ras Koronja (approximately 9·66 km. East of the city of Dar-es-Salaam), follows a straight line due North to the West tip of the Outer Sinda Island. Thence a straight line to Makatumbe Lighthouse, thence a straight line drawn to South tip of Mbudya Island, thence a straight line drawn 254° to the high water, mark at a point on the mainland South of the entrance to Mto Peremji. Thence following the high water mark around Msansani Bay, Dar-es-Salaam Inner Harbours to the first point due South of Outer Sinda Island.

**DOCUMENTS:**

Health Certificates (forms supplied by Pilot).
6 Crew Lists.
10 Passenger lists.
Ships Manifest.
Heavy Lift List.
Dangerous Cargo List.
Ship's Register.
Declaration and Advice of Consumable Stores (Form C-7 supplied by Customs).
Crew Declaration (Form C-8 supplied by Customs).

**PILOTAGE:** Compulsory South of Makatumbe lighthouse, for all vessels over 200 nrt. The pilot launch is painted white and shows the conventional day and night signals. Vessels wishing to enter must await the arrival of the pilot launch at the Outer Anchorage, and, if necessary, must anchor clear of the leading marks. During the hours of darkness ships entering or leaving the port are limited to 485 ft. OA on tides not exceeding 9 ft. range.

**ANCHORAGE:** *Shipmaster's Report:* In good weather tankers waiting can anchor in a depth of 18 metres, 12 cables from Makatumbe Light true bearing 250 degrees.

**RESTRICTIONS:** Movements in and out of the basin are subject to restrictions depending on drafts and state of the tide at spring tides. Tankers and vessels carrying explosives are not allowed to leave or enter during hours of darkness.

There is a signal station (with tower, flagstaff and red roof) on East Ferry Point (lat. 6° 50′ S, long 39° 18′ E.). Entry prohibited signals are: day signal – black flag is masthead; night signal – three red lights disposed vertically, and distant signals – black square on white background.

The entrance channel at North end of the basin is about 1¼ miles in length from its outer entrance between the edges of the banks fronting North and South Reefs to the Inner Harbour, South of West Ferry Point.

There is a sharp bend in the channel at West Ferry Point. Minimum depth of 24 ft. LWOST, and minimum width of 420 ft. between the 4 fathoms contour lines. A very strong ebb and flood runs through the channel at periods of spring tides. Maximum current at spring tides – 3½ knots. During period of S.E. monsoon strong winds and heavy seas may make entry difficult, but in Inner Harbour port working is normally unaffected by weather.

**MAX. SIZE:** Twin-screw vessels not exceeding 600 ft. and single-screw vessels not exceeding 575 ft., 28–33 ft. depending tide. Tankers 575 ft. 32 ft. draft. Also refer to "Mjimwema".

**HEALTH:** Radio Port Health officer giving ETA, name last port and health condition of passengers and crew. Q Flag to be displayed until free pratique given.

**BERTHING:** In the Inner Harbour there are mooring and anchorage berths for up to 9 deep-sea ships ranging from 350 ft. to 600 ft. in length and from 23 ft. to 30 ft. in draft. Deep-water quays total length 3,024 ft. giving 5×600 ft. (Berths 1 to 8) with 35 ft. depth at LWOST.

In addition there are 2 coaster anchorages. The Southern Creek, at the South-east corner of the basin has a navigable distance of 1¾ miles for ships drawing up to 30 ft. of water.

**CARGO-HANDLING FACILITIES:** The port has no special facilities for bulk handling cargoes but, subject to advance notice being given, vacuvators and grabs can be made available.

Two berths, Nos. 7 and 8, are capable of accommodating container vessels, but the port has no handling facilities.

**TANKERS:** Bulk Oil Jetty at which tankers up to 575 ft. OA, and 32 ft. draft can discharge to tanks ashore. Depth alongside of 35 ft. There is a refinery on the opposite side of the creek to the Bulk Oil Jetty; the tankers serving the refinery are not to exceed 20,000 dwt capacity for the time being. Also refer to "Mjimwema".

**STEVEDORES:** Week days (except Saturdays) 0700 – 1500 (45 minutes break, 1500–2200 hours (no break), 2200–0600 hours (no break). Saturdays 0700–1345 hrs. (no break), 1400–2100 hours (no break). Sundays and public holidays 0700–1500 hours (45 minutes break), 1500–2200 hours (no break).

**FRESH WATER:** Available at deep-water berths, and a water barge supplies water to ships at anchorage. All water is chlorinated but should be boiled and filtered. Water for boiler requires feed treatment (formal solutions adequate).

**FUEL:** Not generally available.

**MEDICAL:** Doctors and good modern hospital facilities exist.

**DEVELOPMENTS:** Three more deep-water berths are under construction with an option of two more.

**REPAIRS:** Several light engineering workshops. There is an East African Harbours Corporation Dockyard for construction and maintenance of East African Harbours Corporation's lighters and other small craft. This has a slipway for vessels up to 100 ft., lifting power 100 tons. The Port Administration employs a skin diver.

**REPATRIATION:** Can be arranged.

**CUSTOMS ALLOWANCE:** Each crew member is allowed one carton of cigarettes, one opened bottle of spirits and 8 small beers.

**AIRPORT:** International airport with daily connections to all parts of the world.

**TIME:** GMT plus 3 hours. No alterations.

**HOLIDAYS:** Christmas Day and International Workers' Day are the only holidays on which no work is performed. Other holidays on which restricted working may be carried out are: Zanzibar Revolutionary Day (12th January); Id-el-Fitr (two days); Id-el-Haj; Good Friday; Easter Monday; Union Day (26th April); Maulidi Day; Saba Saba Day (7th July); Tanganyika Independence and Republic Day (9th December).

**SHORE LEAVE:** Allowed.

**AUTHORITY:** East African Harbours Corporation, Port Manager, Box 1130, Dar-es-Salaam. Cables "Harbours Dar-es-Salaam".

**AGENT:** East African Commercial & Shipping (Dar-es-Salaam) Ltd., Deep Water Berth Kurasini, PO Box 3015, Dar-es-Salaam. Tel. 25591. Telex 41075.

## MJIMWEMA TERMINAL: 06.49 S. 39.22 E.

**DOCUMENTS** and all General Information; refer to "Dar-es-Salaam".

**LOCATION:** The position of the Mono Buoy is Lat. 6° 49′ 20″ South, Long., 39° 22′ 00″ East, lying approximately 1½ miles offshore in Mjimwema Bay. The buoy lies in 24 metres depth of water. The currents are up to about one knot and the direction varies.

**PILOTAGE:** Mooring Master/Pilot boards in an approximate position Makatumbe Island lighthouse bearing 240°. True distance 3½ miles. Should the Pilot not be available on arrival, vessels are advised to keep underway and await the Pilot rather than anchor.

After mooring operations a Mooring Master/Pilot will remain on board.

Vessels must provide adequate means of boarding for Pilot, Customs and other officials. A pilot ladder with spreaders 4 ft. from the water and manropes are required.

The Mooring Master shall be provided with meals and accommodation comparable to a senior officer on board. The crew of the mooring launch will be provided with food comparable with ratings on board. No special foods need be provided.

**RESTRICTIONS:** Initially, berthing and unberthing will be in daylight hours only. It is expected after experience is gained that there will be no pilotage restrictions. It is anticipated that after the first few departures, night departures will be allowed and night arrivals may later be allowed at the discretion of the Harbour Master.

**MAX. SIZE:** The Mono Buoy accommodates tankers up to 100,000 tons dwt. Minimum length allowed, 650ft. Maximum draft allowed, 55ft.

**PRATIQUE:** Customs, Port Health and Immigration will board vessels on arrival.

**RADIO:** Within six hours of clearing the loading port, each tanker shall provide the Agent with the following information:

(*a*) Name of Ship.
(*b*) Name of last port from which the vessel cleared and the loading port if different from above.
(*c*) Estimated date and time of arrival at Dar-es-Salaam (Mjimwema).
(*d*) Cargo loaded.
(*e*) API gravity.
(*f*) Arrival draft, fore and aft.
(*g*) Lifting capacity of derricks.
(*h*) Size of manifolds.
(*i*) Personnel requirements.

72 hours from the pilot station, a second cable should be sent to Agent with following information:

(*a*) Name of ship.
(*b*) Amended time of arrival.
(*c*) Names of crew leaving the vessel (if any).
(*d*) Requirements of doctor and dentist.
(*e*) Any other requirements.

A final cable should be sent about 36 hours from the pilot station giving finally amended ETA.

When within 20 miles of Dar-es-Salaam Signal Station vessel should call the Signal Station on either Channel 12 or 16. A continuous watch is kept on both channels. Call sign is Dar-es-Salaam Signal Station.

VHF Channels 16 calling, 12 berthing. VHF Channel whilst discharging to be decided.

Portable radios can be provided for vessels not having a VHF set and the Agent should be so informed in order to allow time to dispatch a portable radio on arrival. A vessel arriving without suitable means of communication and not having informed the Agent of the fact could occur delays which would be to ship's account.

The Mooring Master will be in direct control of all radio communications on the vessel while in the terminal area. Any unauthorised communications may result in the immediate cessation of all operations and removal from the berth.

**READINESS:** Notice of readiness will only be accepted by the Pilot/Mooring Master on behalf of the Harbour's Corporation, when the ship is berthed and connected.

Any vessel which is not, in the opinion of the berth controller, ready in all aspects to discharge, may be rejected until corrections are made. The Harbour Master's decisions are final.

**BERTH:** The Mono Buoy is a single point mooring buoy. The body of the buoy being secured in a fixed position with 6 moorings and the top of the buoy is in the form of a turntable allowing the ship, moorings and hoses to take up the position the vessel lies naturally due to tide, wind and current conditions.

**MOORING:** The following equipment is required to moor with safety: Two 10-in. nylon circumference ropes. 100 ft. in length. Four end joining shackles.

The vessel approaches the Mono Buoy head to wind and tide or the resultant of these forces, and should have two mooring ropes lowered to the water, each having a 15 ft. lashing of 3-in. rope on it.

As the vessel nears the mooring, a launch will take the port rope from the ship and connect it to the port pick-up rope and return to the ship to take the starboard rope and repeat the operation on that side.

The vessel should heave on the ropes as soon as they are inboard and heave herself to the buoy until the chain is on the fairlead. The ship wire should then be shackled to the chain and turned up on bits. This applies to both sets of moorings.

**HOSES:** Raising and lowering of, connecting and disconnecting of hoses as well as other shipboard duties will be performed by the ship's crew under the advice of the Mooring Master. The ship should be capable of lifting 10 tons on her derrick, with a minimum of 7½ tons.

When the vessel is securely moored, the launch will bring the hoses alongside on the port side. The vessel will lower the cargo hook to the boatman who will hook it on to the lifting ring on the forward hose. The hose will then be lifted to full height on the boom and secured on the "Hang off Chains" supplied. The hose is then lowered to the deck and the operation repeated with the after hose.

After completion of discharge the hoses will be filled with sea water by the ship. The hoses can then be disconnected from the manifold and lifted over the side of the ship and hung there on the slip ropes to be slipped off simultaneously with the moorings. This last operation will be carried out on the advice of the Mooring Master.

**UNMOORING:** On sailing, hoses will already have been disconnected and ready to be slipped at the direction of the Mooring Master.

The weight will be taken on the two approach ropes by heaving slowly with the winch. The shackles will then be released and the ropes slacked away until they are finally paid out through the fairlead and dropped into the sea.

The shore equipment should then be collected together under the derrick and returned to the boat.

**BALLAST:** Ballasting will be allowed during discharge but only with the express permission of the berthing controller, and in the case of ballasting in dirty tanks a dry certificate must be issued. Vessels will not be allowed to tank clean. There are no sludge tanks ashore.

**FUEL:** No bunkers available.

**FRESH WATER:** Only very limited quantities of fresh water in the region of about 50 tons can be provided.

**STORES:** Stores are available in Dar-es-Salaam, but the East African Harbours Corporation cannot undertake to transport stores to the Mono Buoy. Transport of stores to the buoy will be the responsibility of the Agent.

**REPAIRS:** During periods of calm and the fact that there is little current, it is foreseen that the problem of riding up on the buoy may occur. The vessel's engines shall therefore be available at all times and the telegraph shall be on stand-by while the vessel is in the berth. Engine repairs are not permitted. Should a vessel not be able to use her engines the cargo will be stopped and the vessel towed to a safe anchorage at the vessel's cost, until she can safely return to the berth.

**SHORE LEAVE:** Shore leave will not be permitted. Should any of the crew require to be landed for medical or relief reasons, the Agent will be responsible for providing transport to the Inner Harbour. East African Harbours Corporation craft will on no account be available to ferry crew members to and from the passenger pontoon. The Mono Buoy lies 4½ miles from the passenger landing pontoon, which is situated in the Inner Harbour.

**POLLUTION:** It is the Master's responsibility to see that no oil of any kind is pumped or spilled overboard from his vessel. This includes oily water from bilges, crude residues from the previous voyages or any other matter that may result in the pollution of the area. Owners and Masters should comply with any international regulations and recommendations concerning the prevention of pollution of the sea.

Serious consequences will arise if the above rule is broken. All costs and expenses involved will be for the account of the vessel concerned and the Master may be prosecuted under the Tanzania Merchant Shipping Act.

**REGULATIONS:** While in the berth the vessel should provide a pilot ladder on the opposite side of the vessel to the gangway, secured at the rail and ready for use.

No boats of any kind shall be lowered without permission from the Customs, Immigration and Harbour Master, except in an emergency.

East African Harbours Corporation maintains vessels to assist in berthing. These vessels are under the direct supervision of the Mooring Master/Pilot. Any service or facility provided by the East African Harbours Corporation, including the services of the Mooring Master/Pilot and boats are the vessel's risk. The furnishing of Mooring Master/Pilot and launches or other services and facilities shall not be construed to be or give rise to a personal contract.

**AUTHORITY:** Harbour Master, Dar-es-Salaam, for Port Manager.

## MKOANI (KOHANI): 05.21 S. 39.38 E.

**DOCUMENTS, HEALTH:** Refer to "Zanzibar."

**PILOTAGE:** No pilot available.

**RESTRICTIONS:** Vessels passing through channel between Zanzibar and Pemba should inform Port Authorities 24 hours in advance.

Entrance through Mkoani leading marks, buoyed and well-lit channel, depth of 11 fathoms. Vessels may enter and sail any time night and day.

**ANCHORAGE:** No mooring buoys. Minimum depth 6 fathoms. Vessels work cargo to lighters. Sandy bottom with mud close inshore.

**MAX. SIZE:** Length 250 ft.

**TUGS:** Not available and not required.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**AUTHORITY:** See "Zanzibar".

## MTWARA: 10.16 S. 40.12 E.

**DOCUMENTS, HEALTH:** Refer to "Dar-es-Salaam".

**PILOTAGE:** Compulsory. Pilot boards half mile North of Shangani Reef buoy. Pilot can be contacted by VHF Channels 16 and 12. Radio operating only between 0800 and 1600 hours.

**ANCHORAGE:** No safe anchorage outside port. Anchorage for six vessels inside harbour.

**RESTRICTIONS:** Port closed from 1800 to 0600 hours. Buoyed entrance channel 1·5 cables wide at narrowest point. No tidal restrictions.

**MAX. SIZE:** Length 575 ft., draft 32 ft.

**RADIO:** Dar-es-Salaam or Mombasa Radio.

**TUGS:** Join vessel off Signal Station. Tug's lines used.

**BERTHING:** Deep-water Quay; 1,248 ft. length; 32 ft. depth alongside. Two berths available at quay.

**CARGO GEAR:** Vessels load/discharge using ship's gear.

**STEVEDORES:** Stowage plan required preferably before ship's arrival.

**MEDICAL:** Doctor available. All crew require valid smallpox vaccination and yellow fever inoculation certificates.

**DENSITY:** 1025

**FRESH WATER:** May be available in emergency but only between 2100 and 0500 hours. 20–30 tons per hour.

**FUEL:** Not available.

**GANGWAY/DECK WATCHMEN:** Arranged by Agents.

**IDENTIFICATION CARDS:** Required.

**REPATRIATION:** Possible.

**AIRPORT:** 7 miles distant. Daily service to international airport.

**TIME:** GMT plus 3 hours.

**HOLIDAYS:** All holidays worked as Sunday except following when no work done: Christmas Day and 1st May.

**TELEPHONES:** Direct connection on board not possible.

**SHORE LEAVE:** Crew allowed ashore.

**AUTHORITY:** East African Harbours Corporation, PO Box 9184, Dar-es-Salaam.

**AGENT:** See "Dar-es-Salaam".

## TANGA: 05.04 S. 39.08 E.

**PORT LIMITS:** From high water mark at Ras Kwawa 090° to the meridian of 39° 15′ E., thence 180° to the parallel of Lat. 5° 05′ S. thence 270° to the mainland at high water mark. Time of anchorage within port limits to constitute an "arrived vessel".

**DOCUMENTS, HEALTH:** Refer to Dar-es-Salaam.

**PILOTAGE:** ETA required via Mombasa Radio, if not given by Agents at previous port of call. Pilot embarks from white launch in vicinity of Ulenge Beacon on Ras Kazone leading line. Pilot ladder required on port side in North-east monsoon, and on starboard side in South-west monsoon.

Vessels wishing to enter must await the arrival of the Pilot at the outer anchorage and, if anchored, must anchor well clear of the leading lines.

**APPROACHES:** Tanga is approached from the South-east through channel on line of Ulenge leading marks bearing 319° T. A 3-fathom bank to starboard is marked by ship channel buoy. Care should be taken in this vicinity as there is frequently a strong set to the North-east. On the port hand, Niule Reef is marked on Northern tip by a buoy. After passing Niule Reef Beacon it is necessary to turn to port on to Ras Kazone leading marks bearing 266° T. until Ulenge Beacon is sighted.

A signal Station is situated immediately below Ras Kazone High light. Signals are exhibited to indicate if inner channel to harbour is clear. Morse lamp messages may be exchanged with incoming vessels.

Late afternoon arrivals to Tanga may encounter poor visibility of land marks due to haze from setting sun, but a chimney on the fertiliser factory site on Ras Kazone with three vertical red lights at a height of 100 metres is conspicuous.

**RADIO:** Mombasa Radio. Ras Kazone Signal Station keeps 24-hour VHF watch on Channel 16, working on Channel 12.

**ANCHORAGES:** Inner Harbour provides safe anchorage for four vessels up to 600 ft. length and 27 ft. maximum draft also one coaster up to 250 ft. and 17 ft. draft. In addition there are six anchorages in Outer Harbour for vessels of draft greater than 27 ft., least depth of water being 45 ft. LWOST. Incoming vessels without Pilot should not anchor within one mile of Ras Kazone.

**BERTHING:** All except bulk cargo work is carried out at anchor. Vessels are not berthed in Inner Harbour during hours of darkness except by special request in cases of urgency. 30 lighters available, capacity up to 250 tons each.

**CARGO-HANDLING FACILITIES:** One 20-ton fixed crane is available on lighterage wharf for heavy lifts. A jetty on the Eastern side of Ras Kazone provides one berth for vessels of 20,000 dwt. equipped for the discharge of bulk cargoes and liquid ammonia. Two portal cranes of 7 tons capacity fitted with grabs. Jetty currently handling bulk products for fertiliser factory.

**PASSENGER FACILITIES:** All passengers and visitors to ships pass through the customs passenger terminal at the Eastern end of the new lighter wharf, and embark or disembark from the pontoon landing stage. Private hire launches available.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**GENERAL:** Refer to "Dar-es-Salaam" for all general information.

**AUTHORITY:** Tanga Port Manager.

**AGENT:** Notco (Tanzania) Ltd., PO Box 5029. Tanga.

## WETE (Pemba): 05.14 S. 39.43 E.

**DOCUMENTS, HEALTH:** Refer to Zanzibar.

**PILOTAGE:** Not compulsory, but restricted to daylight only. Vessels passing through channel between Zanzibar and Pemba should inform Port Authorities 24 hours in advance.

**RESTRICTIONS:** Entrance through Uvinje Cap, channel depth decreasing to 11 fathoms, with shallow patches to be avoided. Narrowest part of channel is 1·5 cables wide. Vessels may enter and leave at any state of tide but in daylight only.

**ANCHORAGE:** No mooring buoys. Vessels work cargo to lighters. Depth decreases to 2½ fathoms. Mud bottom.

**MAX. SIZE:** 240 ft. length; 25 ft. draft.

**TUGS:** Not available and not required.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**AUTHORITY:** See "Zanzibar".

## ZANZIBAR: 06.09 S. 39.11 E.

**DOCUMENTS:**

Bill of Health.
3 Crew Lists.
6 Passenger Lists.
3 Cargo Manifests.
3 Customs Manifests.

**PILOTAGE:** Compulsory. Vessels approaching from English pass embark Pilot at Seagull Buoy, and vessels approaching from South pass meet Pilot at Penford Buoys. Pilot takes vessel in and out, day and night. Notice of ETA required 6 hours in advance.

**ANCHORAGE:** Six anchorages to accommodate vessels drawing up to 32 ft. Additional anchorage provided for vessels carrying explosives.

**RESTRICTIONS:** Two entrances, English pass and South pass. The former is approximately 1 mile wide and has minimum depth of 6 fathoms and 4 ft. and a very narrow angular turning corner of 1·7 cables width. South pass wider and deeper than English pass. Passes are well buoyed and lighted. In English pass, tidal stream runs North and is stronger on ebb than on rising tide. South pass, tidal stream runs N.N.W. and stronger on flood than on ebb-tide. Vessel may enter or leave at any state of tide at any time.

**MAX. SIZE:** (Anchorage) Length 1,100 ft., beam 110 ft., draft 32 ft.

**HEALTH:** Pratique given by Quarantine Officer who boards on arrival. All crew required to be in possession of valid smallpox vaccination and yellow fever inoculation certificates.

**TUGS:** Two tugs of 88 h.p. and one of 176 h.p. employed for towage of lighters. No tugs for berthing vessels.

**BERTHING:** Concrete pile wharf 800 ft. long to North of Ras Shangani used mainly for lighterage purposes and for berthing Government coasters. Under special circumstances, upon prior request to Port Officer, vessels of less than 375 ft. length and drawing less than 20 ft. may be permitted to berth alongside, but due prevailing onshore winds this practice not encouraged.

**STEVEDORES:** Normal working hours 0700 to 1500 Monday to Friday, and 0700 to 1200 Saturdays. Overtime may be worked up to 2200 on Mondays to Saturdays with one hour extension to 2300 for finishing ships only. All work on Sundays and public holidays is overtime, and may be either from 0700 to 1600 with two hours extension to 1800 for finishing ship, or 1200 to 2000 with 2 hours extension to 2200 for finishing ship.

Average rates: bagged cargoes 15 tons per gang hour, general cargo 8 tons per gang hour.

**LIGHTERS:** 18 lighters, capacities from 150 tons to 261 tons, total capacity 3,674.

**FRESH WATER:** Water at wharf, and can also be supplied to vessels at anchorage by one water boat total capacity 240 tons.

**FUEL:** Not available.

**AUTHORITY:** Serikali ya Zanzibar, Port and Marine Dept., Sanduku la Posta, 263, Zanzibar.

# Territoire Francaise d'Afars et Issas

## DJIBOUTI: 11.36 N. 43.08 E. (See Plan)

**DOCUMENTS:** Crew List for ship's agent. Crew Manifests and Manifests of Passengers in transit or for disembarkation, for whom disembarkation cards are to be completed. Presentation of Health Declaration and verification of compulsory immunisations by the health representative. Cargo Manifest, required in five copies prior to any discharging operations, also deposit of one copy at port operation office.

**PILOTAGE:** Is compulsory. Pilot boards in vicinity of buoy No. 2 of the Heron Bank, where all vessels must wait. Call signals are regulated by International Code. Vessels at the quay wishing to put to sea must call Pilot half an hour beforehand by three long blasts (in addition to the "G" flag). VHF radiotelephony station to liaise with ships. Ships must ensure a permanent watch on Channel 12, at the latest after clearing parallel of Muskali beacon.

**MAX. SIZE:** Entrance to inner roads dredged to 11 metres depth.

**ANCHORAGE:** Anchorage zone is within following limits:

1. Eastern limit: a line parallel to and 0·25 miles West of the North passage.
2. Southern limit: Latitude 11° 37′ N.
3. Western limit: a bearing with the Western extremities of Penguin and Ambouli Banks in alignment.

It is forbidden to anchor within 5 miles on each side of the alignment of Ambouli and d'Ayabele lights.

Average depth is of 15 to 20 metres. Anchor hold is excellent, even with a strong South-west monsoon when there is often a heavy swell.

**RESTRICTIONS:** Entry during the day or night. Highest tide 2 metres 90. Mean tide is approximately 1 metre 60, and lowest are 0 metre 20. Tidal currents are very weak in bay and rarely exceed 1 knot.

**HEALTH:** Generally free pratique by radio can be granted to all ships applying through Coastwise Station Djibouti Radio. Ships must radio in plain or international code, a maximum of 12 hours and a minimum of 4 hours prior to arrival in port. In all cases, when Pilot boards vessel he gives Captain a copy of Maritime Health Declaration which must be filled in by Captain and countersigned by ship's doctor, if the crew includes one. An examining official comes on board when vessel arrives to receive the Maritime Health Declaration. Smallpox certificate required from all travellers coming from all countries. Cholera certificate required from all travellers coming from an infected area, excepting children of under six months of age.

**RADIO:** For short distance communications, ships contact shore by radio telephone VHF through Harbour Master's office. Port office is equipped with a VHF station transmission and reception: Channel 12 (156·6 mHz). For medium or long distance communications, ships contact shore by radiotelegraphy and radiotelephony through Djibouti coastwise station, call sign: TXZ; call frequency: 8·682 and 500 kc/s; working frequency 8·682 and 464 kc/s.

**TUGS:** In winter (slight Easterly monsoon), a single tug is generally sufficient for manoeuvring. In summer during the Khamsin period, berthing or sailing often requires two tugs. There is a 1,320 h.p. diesel tug "Henri Lambert", a 1,000 h.p. tug "Administrateur Bernard" and two auxiliary 600 h.p. tugs.

**BERTHING:** Exterior docks comprise:

Dock 11 depth of 11 m.
Dock 12 depth of 12 m.
Dock 10 depth of 11 m.
Dock 13 depth of 10.80 m.
Dock 9 depth of 9 m.

Average depth of remaining roadstead is between 15 and 20 m.

**STEVEDORES:** Available three companies, hours from 7 to 17.30 hours.

**MEDICAL:** Port Medical Service directed by medical practitioner specialised in industrial medicine is situated in a building neighbouring the port offices. It operates a dispensary. Passengers and sailors in transit are treated by private doctors from town who may visit the ships. Serious cases can be hospitalised in Djibouti's civil or military hospitals.

**TANKERS:** Reception lines: berths 12 to 13 specially equipped for reception of bunkering products are linked with installations of the petroleum companies by a 16-in. dock-line and 12-in. (FO) and another of 12-in. (DO). Pier No. 10 is connected to the installation with a dock-line of 12-in. Rate of discharging can reach between 2,000 and 2,500 tons per hour. Reception of white products is assured from quay No. 13 by an 8-in. line; for gas there is a 4-in. line.

**FRESH WATER:** Each quay provided with three to five 200 mm. water-hydrants. Delivery of 40 cubic metres of water per hour. Regardless of the season, there is never any shortage of fresh water.

**FUEL:** A complete range of different viscosities and products is available. Meet all the usual requirement of bunkering vessels. Ample supplies of fuel and diesel oil are always available.

**GANGWAY/DECK WATCHMEN:** Available.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.

**IDENTIFICATION CARDS:** Required.

**CONSULS:**

| | | |
|---|---|---|
| Belgium | Rue de Bruxelles | Tel. 360 |
| Ethiopia | Rue Clochette | „ 318 |
| Germany | 23, Avenue Maréchal Foch | „ 421, 207 |
| Holland | Rue de la Jetée<br>(Vice-Consulate) | „ 822 |
| India | Place Lagarde | „ 119 |
| Italy | Avenue Saint-Laurent du Var<br>(Vice-Consulate) | „ 462 |
| Norway | Place Lagarde | „ 128 |
| Sweden | Rue de la Jetée | „ 822 |
| United States of America | Place Lagarde<br>(Correspondance Ets Condayan) | „ 126 |
| Yemen | Rue du Ras-Makonnen | „ 181 |

**REPAIRS:** Small repairs available.

**REPATRIATION:** Good facilities exist.

**AIRPORT:** Local airport with regular flights.

**HOLIDAYS:** *Section A:* New Year's Day (1 January); Aid Seghir (El Fithir) and the following day; Labour Day (1 May); Ascension Day; Aid El Kebir and the following day; Muslim New Year (1st Mouharam); National Holiday (14 July); Mouloud El Nabi; Armistice Day (11 November); Christmas Day (25 December).

*Section B:* Easter Sunday; Easter Monday; Whit Sunday; Whit Monday; Assumption (15 August); All Saints (1 November).

Dates referring to religious holidays vary every year, particularly where Muslim holidays are concerned. Loading and discharging operations as well as bunkering can be carried out during all of above holidays when other services are also available. Where loading and discharging are concerned, days in Section B are paid as ordinary working days but if work is carried out on days in Section A then special tariffs will apply to hourly and daily wages which are increased by 100%.

**TELEPHONES:** Available on every berth.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Directeur, Port de Commerce de Djibouti, P.O.B. 7, Djibouti. T.F.A.I.

**AGENT:** Socopao – Djibouti, P.O. Box 57. Tel. 24.50. Telex 827 Djibouti. Cables "Marill".

# Thailand

## BANGKOK: 13.42 N. 100.34 E. (See Plan)

## KOHSICHANG:

North-east Monsoon 13.09 N. 100.50 E.
South-west Monsoon 13.11 N. 100.50 E.

**PORT LIMITS:** A vessel is normally considered to be an "arrived ship" on passing the Paknam Customs Station.

**DOCUMENTS:** Ship's forms: Crew List; Passenger List; Store List; List of arms and ammunitions for ship's use; List of Arms and Ammunitions in possession of passengers; List of opium and harmful habit-forming drugs; List of crew private belongings (cigarettes, radio, gramophone, camera, etc., including foreign currencies and liquors); Dangerous Cargo List; List of heavy lifts; Stowage plan; Inward cargo manifest; Transit cargo manifest; Through Cargo manifest; list of containers.

Documents to obtain from officials and agents: Immigration forms No. 3, 4 and 35, obtainable from Agents. International Maritime Declaration, obtainable from Quarantine Officer.

**APPROACHES:** The entrance of the river Chao Phraya is marked by the Bangkok bar light beacon situated at the lat. 13° 26′ 24·3″ N., long. 100° 35′ 48·1″ E. Sea-going vessels have to cross the bar at the mouth of the river through an 18 km. long bar channel, which is dredged to a depth of 8·5 m. from MSL (mean sea level), and a bottom width of 100 m. in the straight section and 250 m. in the curve.

The depth of the river within the port area varies from 8·5 m. to 11 m. from MSL.

The MSL at the Bangkok bar and at Klongtoi is 2·3 m. and 1·63 m. above lowest low water respectively.

At present the limiting length of vessels entering the port is 172·2 m. (565 ft.). The limiting draft of vessels will be determined by the bar adder plus the depth of water (predicted in the Tide Table published yearly by the Hydrographic Department RTN) from LLW at the Bangkok bar, but the maximum draft of vessels allowed to cross the bar is not over 27 ft.

The MSL at the Bangkok bar and at Klongtoi is 2·3 m. and 1·63 m. above lowest low water respectively.

**PILOTAGE:** Compulsory at Bangkok; Kohsichang not required; Advance notice required 48 hours prior to arrival.

Location pilot vessel Bangkok: lat. 13° 23′ 33″ N., long. 100° 35′ 12″ E. Area waiting pick-up Pilot will be anchorage close to pilot vessel, preferably 500 to 600 metres from pilot vessel, enabling pilot boat to get alongside safely. Pilot vessel marked by white flashing light every two seconds.

**ANCHORAGE:** (Map/DeLong Pier site). Capacity – Ten deep draft ships. Location – North-east of Ko Khram Yai Island between 12. 43 N. and 12. 44 N. Minimum depth 7½ fathoms. Good holding ground. (Deep water port site.) Capacity unlimited. Location – South and South-west of Channel entrance between 12. 34 N. and 12. 35 N. Minimum depth 9 fathoms. Good holding ground. No protection from weather.

**RESTRICTIONS:** *Bangkok:* No restrictions, able enter day a night, dependent tide at Bar Channel. *Kohsichang:* No restriction able enter day and night.

**MAX. SIZE:** Bangkok: not exceeding 565 ft. LOA Kohsichang. Se "Berthing".

**HEALTH:** *Radio Pratique:* According to the Thai Ministry of Healt Regulations and International Health's Regulations article 36:

Under the responsibility of ship's captain and shipping Agen vessels from infected areas may apply for exemption of Quarant through radio pratique by telegram sent to Quarantine Bangko stating name of ship, last port, number of passengers and hea of crew and passengers.

(*a*) Vessels with passengers from infected areas proceeding t the berthing places in Bangkok must slow down at Paknam enablin Port Health Officer to board the ship for inspection.

(*b*) Vessels without passengers from infected areas go direc to berthing places in Bangkok where they will receive Port Hea Officer for inspection.

*Remarks:* In case of suspected infectious disease on board a ship or anything wrong about health or ship sanitation, the shi captain is requested, as early as possible, to inform the Port Hea Officer at International Quaratine Office (Medical) Section, Immigra tion Division, North Sathorn Road, Bangkok, Tel. 39588.

*Documents Required:* 1 copy of Maritime Declaration of Heal 1 copy of Crew List; 1 copy of Passenger List; Derating or Deratin Exemption Certificate.

*Vaccination:* Vaccination Certificates required: Smallpox; Chole (only when leaving from infected areas); Yellow fever (only whe leaving from infected areas).

However, vaccination may be done as deemed necessary by Por Health Officer even if the crew or passengers are from non-infecte areas.

Vaccination certificates will be shown collectively for trans passengers/crew members and individually for disembarkin passengers/crew members only.

*Exemption from Vaccination:* If the Port Health Officer is of th opinion that vaccination is contra-indicated on medical grounds he shall provide the persons with reasons, written in English, unde lying that opinion, which health authorities should take into accoun

*Death on Board:* In the case of death on board after the ship was a the anchorage or at the port, permission to land the corpse must b obtained after the inspection of the Port Health Officer, which th cause of death was not quarantinable diseases.

Ship's captain or shipping Agent must inform the Port Heal Officer for inspection if there are cadavers and/or remains on boar who died in a foreign port, in order to pass through the quarantin The dead should be accompanied by a death certificate (or a tru copy), signed by the medical officer and placed in a coffin hermeti cally sealed in a casket, which is air-tight and waterproof.

*According to Immigration Law B.E. 2493 (1950):* The traveller t Thailand must be free from diseases forbidden under section 14 of the Immigration law such as: trachoma, leprosy, tuberculosi venereal diseases, including physical or mental defects who cann earn their living.

**RADIO:**

| *Name of Station* | *Frequencies* | *Remarks* |
|---|---|---|
| Bangkok Radio: | | |
| HSA Long Wave | 500 kHz (for calling)<br>480, 512 (for traffic) | operate 24 hours |
| HSA Short Wave | 8686 kHz (for calling)<br>8686, 12800 kHz (for traffic) | operate 7 time a day every day beginning hours of 0000, 0200, 0500, 0800, 1100, 1400 and 1600 (GMT). |

In addition to above, communication can be made through the Po Radio and Pilot Radio; however these two stations can be reache within steaming time of less than 24 hours prior to arrival at Bangko their particulars as follows:

| | | |
|---|---|---|
| *Port Radio* | | |
| HSC 61 | 500 kHz | operate 24 hours |
| *Port Radio* | | |
| HSC 60 | 500 kHz | operate during office hours |

*Information to be supplied by incoming Vessel:*

(1) Last port od departure.
(2) Estimated time of arrival pilot station.
(3) Draft (fresh water).
(4) General cargo tonnage for discharge.
(5) Dangerous cargo.
(6) Heavy lift required.
(7) Fresh water required.
(8) Number of passengers (landing and transit).
(9) Time of dropping anchor at pilot vessels.

**VHF:** VHF communication with port radio and pilot radio throu Channel 16 (24 hours service). Also VHF communication with sho for International Maritime Mobile Service under following:

Channel 24
For ship transmitting frequencies 157.20) } (for calling)
For shore „ „ 161.80) }
Channel 26
For ship transmitting frequencies 157.30) } (for traffic) service
For shore „ „ 161.90) } 24 hours
Channel 28
For ship transmitting frequencies 157.40) } (for traffic)
For shore „ „ 162.00) }

**TUGS:** Will join when vessel approaches berth, using tug's line without extra charge. Six tugs available, 25 tons static pull.

**BERTHING:** No difficulties in approaching berth. Agents will cable to Master to inform when Pilot has been ordered to board vessel.

*Midstream:* 21 anchorage places and mooring buoys for sea-going vessels.

2 berths in front of Co-operative Salt wharf for 500 ft. vessels
4 Berths in front of Customs boarding station for 300 ft. vessels.
2 berths at Bangplakod for 565 ft. vessels.
1 berth at Bangplakod for 500 ft. vessels.
5 berths South Sathupradit (6 mooring buoys) for 450 ft. vessels.
3 berths North Sathupradit for 400 ft. vessels.
4 berths North of Krungthep bridge for 280 ft. vessels.

*Berths:* 66 wharves on both sides of the river for sea-going vessels:

10 berths for imported general cargo (km. 27 to km. 29) on the left bank of the river at Klongtoi operated by the Port Authority of Thailand for 565 ft. vessels.

1 berth for imported general cargo (km. $39\frac{1}{2}$) on the right bank of the river operated by Thai Maritime Company for 400 ft. and 280 ft. vessels.

1 berth for imported general cargo (km. 46) on the right bank of the river operated by Thai Maritime Company for 250 ft. vessels.

14 berths for imported petroleum product operated by private and government organization for 150 ft., 350 and 565 ft. vessels.

40 berths for export cargo operated by private companies for 280 ft. to 565 ft. vessels.

36 dolphins in front of Klongtoi wharf. A row of 36 dolphins along the river at a distance of 275 m. from the Klongtoi wharf, to accommodate 7 ocean-going freighters for exported cargo.

*Kohsichang:* Seven berths available, no limit on length, max. draft 35–47 ft.

**CRANES:** 2 floating cranes at 125 tons capacity may be used for handling cargo in the ship's holds. Both are owned and operated by private companies.

**BRIDGES:** Bangkok port has one bridge only. However, as bridge up river, vessel permitted to pass bridge with LOA not exceeding 280 ft.

**STEVEDORES:** Vessel to advise Agents 48 hours prior arrival, text required in this cable to be ETA, Drafts, Tonnage of cargo aboard for Bangkok, number of Crew/passengers, Dangerous cargo/Heavy lifts, Gangs required.

**MEDICAL:** Hospital facilities available, advance notice of ETA required.

**TANKERS:** Diameter of shore line various from 6 in. to 20 in. All terminals able provide reducers.

**DENSITY:** Bangkok: Minimum 1000, maximum 1011; Kohsichang: 1021.

**FRESH WATER:** Available, supply can be made through barges and shore line, capacity of barges from 120 to 250 tons, rate of supply approximately 30 tons per hour. Advance notice 24 hours.

**FUEL:** Available. Supply can be made by barge and alongside terminals, no delay on bunkering, advance notice 48 hours.

**DEVELOPMENTS:** *East Quay wall expansion at Klongtoi Wharf:* This project will provide 6 more berths for ocean-going vessels, consisting of 4 berths for conventional freighters, 2 berths for special container ships and a 450 m. long wharf for lighter aboard ship (LASH). The construction work is now being carried out and expected to be completed in 1976.

*New alignment for Bangkok Bar Channel:* This project is the result of a study on the siltation in the Bangkok Bar Channel aimed at reducing the expensive maintenance dredging cost. It is also proposed to widen the existing channel from 100 m. to 150 m. for safety of Navigation. A project for the new alignment of the Bangkok Bar Channel is now under consideration.

*Laem Chabang deep sea port:* The location of this deep sea port is expected to be at Laem Chabang on the Eastern side of the Gulf of Thailand near the town of Sriracha and about 120 kilometres South East of Bangkok. A Dutch engineering firm has been appointed to make the initial survey and final design under the financial assistance of the Dutch Government.

**GANGWAY/DECK WATCHMEN:** Necessary.

**OPENING/CLOSING HATCHES:** In general carried out by stevedores without extra charges. (Ordinary hatch covers, not new hatch cover system.)

**TOBACCO ALLOWANCE:** 200 cigarettes for officers, while crew member only 100 for 3 days.

**WINE/SPIRIT ALLOWANCE:** One bottle each, opened.

**CARGO GEAR:** Supplied by stevedores except cargo tent and fork-lift truck.

**IDENTIFICATION CARDS:** Required for all crew and officers.

**CONSULS:**

| | |
|---|---|
| Argentina | 36911–3 |
| Australia | 35970–9 |
| Austria | 58327, 59071, 517208 |
| Belgium | 30840 |
| Brazil | 59070, 5–6030 |
| Burma | 30237, 31698 |
| Canada | 3–2956–7, 3–0746, 3–8215 |
| China | 5–8051–4, 51–3912 |
| Denmark | 26–3930 |
| Finland | 33617 |
| France | 3–0957–9, 3–0950, 3–4644 |
| Germany | 86–1041 |
| Great Britain | 53291, 517952 |
| Greece | 52–1686 |
| India | 3–5065 |
| Indonesia | 5–8045–7, 51–8915 |
| Iran | 86–0950, 86–1350 |
| Iraq | 229353 |
| Ireland | 39454 |
| Israel | 5–3371–2, 51–8915 |
| Italy | 3–4508, 3–7230, 3–7819 |
| Japan | 5–3301–9 |
| Korea | 86–1074–5 |
| Khmer Republic | 57650, 57709, 55223 |
| Laos | 86–1041 |
| Malaysia | 86–1390–1 |
| Monaco | 31437 |
| Nepal | 917240 |
| Netherlands | 5–3360, 5–3368–9 |
| New Zealand | 3–5936–7 |
| Norway | 3–0271 |
| Pakistan | 5–7006–8 |
| Panama | 911289 |
| Philippines | 910008, 910211 |
| Portugal | 30372 |
| Saudi Arabia | 37941–2 |
| Sri Lanka | 8291168 |
| Singapore | 30509, 33117, 38735, 38741 |
| USSR | 31824 |
| Spain | 56502, 58368, 55167 |
| Switzerland | 58002–4 |
| Sweden | 863907–8 |
| Turkey | 73999 |
| United Arab Republic | 53358 |
| United States of America | 59800, 59801–9, 53101, 55981, 517986, 516939, 519914, 58478, 522723 |
| Vietnam | 517201–3 |
| Vatican | 31804 |

**REPAIRS:** Only minor repairs.

**DRY DOCKS:** One for vessels up to 360 ft. LOA.

**REPATRIATION:** Possible; however, no facilities for crew changes.

**AIRPORT:** About 25 kms. from Bangkok, regular services by airlines.

**TIME:** GMT plus 7. No change of clock during the year.

**HOLIDAYS:** Able work all around the year except December 31st and January 1st.

**POLICE/AMBULANCE/FIRE:** Police (Highway) 816240, 816241, 816250. (C.I.D.) 219111, 225151; Ambulance 811544; Fire 816666, 811544.

**TELEPHONE:** Available when alongside PAT berths.

**SERVICES:** No tank cleaning equipment. No facilities for discharge of tank washings. Compass adjusting, but spare parts unavailable. Radar/VHF/radio repairs. Lloyd's/ABS/Veritas/Nippon Kaiji Kentei Kyokai, Surveyors available.

**SHORE LEAVE:** Permitted.

**DELAYS:** Occasionally congestion, delay 1 to 2 days.

**AUTHORITY:** Chairman: Admiral Prajum T. Mokaves, R.T.N. Tel. 861021 ext. 101. Director: Admiral Abhai Sitakalin, R.T.N. Tel. 861541. Deputy Director (Operations) Captain Lapo Israngkura R.T.N. Tel. 86349. Deputy Director (Administration) Mr. Komon Kamonnawin. Tel. 861021 ext. 114.

## PHUKET: 07.50 N. 98.25 E.

**DOCUMENTS:**

*PRIOR TO ARRIVAL AT PHUKET:*

*Entry documents and advance information.*

Custom and Immigration Entry forms as well as list of other documents required on *vessel's own forms* to be completed in advance for presentation on arrival Phuket will be sent in advance to the Agent at one of the previous ports together with request for the following information required 4 days in advance of vessel's arrival.

Confirmation of ETA and any subsequent revised ETA.
Captain's name.
Last port of call before Phuket.
Next port of call after Phuket.
Net registered tonnage (n.r.t.).
Hatch distribution and gangs workable.
Cash advance of Master.

*Flags:* Vessels are required to fly the Thai flag and display the code flag "Q" on arrival.

**PILOTAGE:** There is no official Pilot available.

**ANCHORAGE:** The following anchorages are regularly used by ocean carriers of deep draft calling Phuket for loading or discharging cargo.

*During the North-east Monsoon Season:* prevailing wind from November through March and periods of strong Easterly winds, vessels are recommended to anchor in position 7° 53′ N. and 98° 27′ 15″ E. about half a mile off Laom Mai Pai to pick up the boarding party and stevedores before proceeding to the actual anchorage for loading at position 7° 57′ N. and 98° 33′ E., about one mile off Koh Yac Hyai, draft approx. 16 metres (50 ft.) at LWOS. However, during calm weather periods cargo operation will be carried out at the first mentioned anchorage.

*During the South-west Monsoon season:* Prevailing from April through October and any periods of strong Westerly winds, vessels are recommended to anchor at position 7° 53′ N. 98° 27′ 15″ E. about half a nautical mile off Laom Mai Pai, draft approx. 14 metres or 45 ft. at LWOS.

To facilitate cargo operations during swell from South, vessels are requested to anchor as close as possible to the above anchorage positions according to the Master's judgement.

No Pilot is required on approaching the above anchorage; however, it should be noted *three ocean-going dredges* are operating in the area between Koh Dok Mai and Kon Khai Nok which should be passed at a distance of about 1,500 ft. to keep clear of their anchor lines. The dredgers are lit up and clearly visible at night.

It should also be noted during the new moon period there are several small fishing craft in the area.

**RESTRICTIONS:** *Channel:* The channel around Koh Tapae Kyai is normally passed clockwise and is marked by a system of buoys, the position of which are shown on Thai charts. However, it is also possible to turn around by swinging on the anchor between just after passing buoy No. 3 on a rising tide (South to North) just before high tide.

*Width of Channel:* Minimum 230 ft. at buoy No. 6 measured (chart datum at LLW) at 6 metre depth curve. Maximum 900 ft. at buoy No. 4 measured at 6 metre depth curve.

*Restriction in Navigation:* (1) Entering or leaving through the North channel involves a rather sharp turn with a radius of about 1,000 ft. and angle of about 115° between the axis of channel in a restricted area between buoy No. 6 and Koh Tapai Noi Island. Please also note the wreck buoy between buoy No. 6 and Koh Tapao Noi.

(2) The draft at buoy No. 6 is about 24 ft. 6 in. at Lowest High Water.

(3) At buoy No. 5 are placed two pairs of mooring buoys parallel in the channel, occasionally used by tankers discharging petroleum products to Esso and Shell installations ashore. The width between the narrowest pier is about 150 ft. and vessels are required to pass between these mooring buoys.

**HEALTH:** All crew and passengers must have valid health certificates for small-pox and cholera.

**RADIO:** Messages to and from vessels at sea on the West coast of the Malayan Peninsula are best transmitted via Penang Radio in time to allow retransmission to Phuket at about the following local times:

Weekdays at 0930 hours, 1400 hours, and 1630 hours. Sundays at 1630 hours.

For vessels outside this area, messages can be sent via Bangkok or Singapore as applicable. Cables via Bangkok Radio are normally transmitted every second hour from 0800 to 2100 hours local time, whereas cables via Singapore are sometimes retransmitted via Bangkok Radio and sometimes via Penang Radio.

There are no facilities for ship-to-shore communication in Phuket, but vessels are *not* required to close down their radio station or VHF set while in port.

There is long-distance telephone connection with Bangkok, Penang, Singapore and Kuala Lumpur from Phuket at all hours.

*Despatch Cables:* Agent will in all probability need to send cables via the ship's radio reloading results, etc., subject to the Captain's approval. The cost of all such cables is to be borne by the vessel.

**TUGS:** No tugs available.

**BERTHING:** *Pier Facilities:* At Laen Klusi, Thailand Smelting and Refining Co. Ltd. have built a crossway connected by a short bridge to a pier which is parallel to the channel. The pier and channel are presently only suitable to accommodate vessels up to about 10,000 dwt. and approx. 430 ft. long, not exceeding 22 ft. draft. Vessels berthing at the pier are recommended to anchor at position 7° 48′ 24″ N. and 98° 25′ 12″ E. to await loading and favourable tide.

*Dimensions of the pier:* Length 61 m. (200 ft.), width 12 m. (40 ft.). Depth about 24 ft. 6 in. at LLW.

*Fenders:* The pier is protected by a system of wooden fenders in addition to which there is one fender at each end of the pier with solid rubber buffers.

*Mooring Buoys:* There are two mooring buoys about 700 ft. apart each at equal distance from the end of the pier.

**MEDICAL:** It is only possible to get a doctor on board in the most severe cases, but otherwise there are two hospitals in Phuket, one of which is managed by American Seventh Day Adventists Mission Doctors and the other is a Government Hospital.

**FRESH WATER:** Limited and difficult to obtain.

**FUEL:** Limited and difficult to obtain.

**CONSULS:** None.

**SURVEYORS:** No marine surveyors in Phuket; however, a surveyor can be called from Bangkok.

**REPAIRS:** No facilities.

## SATTAHIP: (Military port, Royal Thai Navy). Chuk Samet Port 12° 30′ 40″ N. 100° 55′ 00″ E. Tungprong Port 12° 41′ 58″ N. 100° 50′ 21″ E.

**PORT LIMITS:** Extend to approximately 1,500 yards from the quay wall at Chuk Samet Port, and 1,000 yards from piers at Tungprong Port.

**DOCUMENTS:** See "Bangkok".

**PILOTAGE:** Recommended working daily during the day time only. Advance notice required 4 hours prior to arrival on working day (on holiday notice required at 0830–1200) Radio frequency used when handling the vessel is 27125 mHz.

**ANCHORAGE:** Anchorage area for waiting berth and Pilot:

*Chuk Samet Port;* Capacity: eight deep-draft ships minimum depth 8 fathoms.

| | |
|---|---|
| Lat. 12° 34′ N. | Lat. 12° 36′ N. |
| Long. 100° 50′ 35″ E. | Long. 100° 51′ 35″ E. |

*Tungprong Port;* Capacity: four deep-draft ships minimum depth 10 fathoms.

| | |
|---|---|
| Lat. 12° 43′ N. | Lat. 12° 45′ N. |
| Long. 100° 49′ E. | Long. 100° 49′ 30″ E. |

**RESTRICTIONS:** Berthing day time only.

**MAX. SIZE:** See "Berthing".

**RADIO:** Radio telephone.

| *Name of station* | *Frequencies* | *Remarks* |
|---|---|---|
| MSC | 2738 mHz | Day time |
| Portsat | 2738 mHz | Day time |

**TUGS:** Join when vessel approaches berth, charge for use of tu lines.

**BERTHING:**

*Limitation of Draft:*

*Chuk Samet Port:* Depth 32 ft. below LWOS or 36 ft. below ML

(1) For cruising in the channel

32 ft.
— 3 ft. for squat, tidal phenomena, etc.
— 2 ft. for under keel clearance

Draft = 27 ft. at LWOS

(2) For staying in port

32 ft.
— 2 ft. for under keel clearance

Draft=30 ft. at LWOS

(3) Draft of the vessel could be increased for the day of sta by adding the figure of the height of tide at low water of that da the figure of draft in (2) above (30 ft.+height of tide at LW).

*Tungprong Port:* Depth 29·8 ft. below LWOS or 33 ft. below ML Draft of the vessel to be brought and stayed alongside is 27·8 ft. LWOS.

| | *Number of Berths* | *Max. LOA (ft.)* | *Remarks* |
|---|---|---|---|
| Chuk Samet | 4 | 600 | General Car |
| | 1 | 600 | Tanker |
| Tungprong | 3 | 600 | Ammunitio |

Cruise passenger ships are permitted to berth at Sattahip.

**STEVEDORES:** Vessel to advise Agent 7 days prior to arri Text required in this cable are: flag, ETA, draft, tonnage of ca aboard for port, number of crew/passengers, dangerous car heavy lifts, gangs required.

**MEDICAL:** Hospital facilities available.

**TANKERS:** Diameter of shore lines are 6, 12 and 20 in.

**DENSITY:** 1021.

**FRESH WATER:** Limited, 200 tons per trip, addition 100 tons boiler. Supply can be made by water trucks, advance notice of E required.

**FUEL:** Available, supply can be made by barges, advance notic ETA required.

**GANGWAY/DECK WATCHMEN:** Necessary.

**OPENING/CLOSING HATCHES:** Carried out by stevedo without extra charge.

**CUSTOMS ALLOWANCES:** 200 cigarettes for each officer, for each crew member for 3 days. One bottle each, wines and spir opened.

**CARGO GEAR:** Supplied by stevedores.

**IDENTIFICATION CARDS:** Required for all crew and officers

**REPAIRS:** Only for minor repairs.

**TIME:** GMT plus 7 hours. Throughout the year.

**POLICE/AMBULANCE/FIRE:** Security centre 2187; Duty off 2102 (after duty hours); Police 3180; Ambulance 116; Fire 117.

**TELEPHONES:** Available (U.S. military circuits).

**SHORE LEAVE:** Permitted.

**AUTHORITY:** Director, Captain Watanapol Seneewong Ayudhaya 986–2693.

## SRIRACHA: 13.07 N. 100.51 E.

**DOCUMENTS:**

*For Customs*

6 copies Crew List.
6 ,, Personal Belonging List.
6 ,, Provisions – Stores List.
6 ,, Foreign Currency List.
6 ,, Deck Stores List.
6 ,, Arms – Ammunition List.
6 ,, Opium List.
6 ,, Drug Store List.
6 ,, Bonded Store List.
6 ,, Passenger List (to be typed also if no passengers abo

*For Immigration*

3 copies No. 3, 4 Inward Form.
3 ,, No. 3, 4 Outward Form.
2 ,, No. 35 Immigration Form.
2 ,, Crew List.

The above forms No. 3–4–35 will be handed to Master by Agent's representative on arrival.

*For Quarantine*

2 copies Vaccination List (Cholera–Smallpox).
1 copy Maritime Declaration of Health.

**PILOTAGE:** Not compulsory. The terminal will provide a Moo Master to give assistance in berthing. Advance notice require hours prior to arrival. No VHF communications between ship terminal.

The Mooring Master boards off the berth in approx. pos 13° 07′ N., 100° 50.5′ E.

It is reported that, when crossing the Bar with Ko Nok Islet abe distance 1·5 miles, vessel steering 048T, least recorded depth approximately 56 ft. LW.

The Mooring Master acts as supervisor and liaison between ship and shore and remains on board until clear of berth.

Accommodation ladder required.

**APPROACHES:** The recommended courses approaching sea-berth through the Southern part of Ko-Sichang are as follows:

| | | |
|---|---|---|
| from Junction point named "A" | Lat. 12° 43′ 00″ N.<br>Long. 100° 44′ 36″ E. | TC = 360° |
| to Junction point named "B" | Lat. 12° 56′ 14″ N.<br>Long. 100° 44′ 36″ E. | |
| from Junction point named "B" | Lat. 12° 56′ 14″ N.<br>Long. 100° 44′ 36″ E. | TC = 022° |
| to Junction point named "C" | Lat. 13° 00′ 00″ N.<br>Long. 100° 46′ 12″ E. | |
| from Junction point named "C' | Lat. 13° 00′ 00″ N.<br>Long. 100° 46′ 12″ E. | TC = 037° |
| to Junction point named "D" | Lat. 13° 06′ 20″ N.<br>Long. 100° 51′ 00″ E. | |

from point "D" A/C to 000° (T) up to Anchorage Area or point "E".

| | |
|---|---|
| Point "E" | Lat. 13° 07′ 00″ N.<br>Long. 100° 51′ 00″ E. |

**ANCHORAGE:** Within 1 mile of position "E" in a depth of 12 fathoms. The bottom is mud.

**RESTRICTIONS:** Tankers berth in daytime only.

**MAX. SIZE:** Length 900 ft., max. draft 50 ft.

**HEALTH:** If vessel arriving from foreign port, cable required 48 hours prior to arrival at Quarantine Bangkok, stating number of crew and passengers, ETA, last port of call and date of sailing, any sickness or death arising during the voyage, otherwise confirming all well.

Vessels shall have derating certificates valid on arrival as well as all passengers' and crew members' valid vaccination certificates against cholera and smallpox.

**RADIO:**

| *Name of Station* | *Frequencies* | *Remarks* |
|---|---|---|
| Bangkok Radio: | | |
| HSA Long Wave | 500 kc/s (for calling)<br>554, 512<br>480,468 (for traffic) | operate 24 hours. |
| HSA Short Wave | 8686 kc/s (for calling)<br>8450,8420,8400<br>8380,8360,8330,<br>8320 kc/s (for traffic) | operate 5 times a day every day beginning hours of 0900, 1200, 1500, 1800 and 2100. |

Masters of all vessels proceeding to Sriracha are to notify their Agent by radio of their expected time of arrival at least 3 (three) days prior to arrival. This notice shall be amended in the event of any change in the time of arrival.

In addition to the above, the ETA message shall be confirmed 24 hours before arrival. The first notice of arrival is to contain the following information:

Cargo grade and quantities to be discharged.
Discharging rates, barrels per hour.
Deepest salt water draft.
Bunkers and water on arrival.
Urgent stores to be delivered on arrival, if any.
Bunkers and water to be delivered, if any.
Laundry service, if any.
Nature of any extraordinary repairs to be effected.
Any other matter to be attended to on arrival as electronic equipment repairs, medical attention or hospitalisation, crew repatriation (in this case advise name, age, nationality, passport number).
Cash required, if any.
Crew's liberty launch service, if any.

**BERTHING:** One buoy berth for tankers up to 50 ft. draft. Other berths where draft 43 ft. 6 ins. and 32 ft. 6 ins. Reducers available. No facilities for discharge of tank washing.

Each berth consists of six buoys – one at either bow and quarters, and inshore beam buoys abreast of focsle and poop breaks. The main berth is arranged to accommodate a tanker of 90,000 dwt. The required moorings are two ropes and a wire to each bow and quarter buoy, and one wire to each breast buoy. The offshore anchor is used (1½ to 2 shackles) but only for purposes of dredging in to the berth, and holding the vessel's bow whilst moorings are run out.

The discharge hoses connected to the vessels manifold are 2×12 in. being in turn connected to 2×16 in. hoses which leads into a common manifold on the sea bed. The submarine line to the shore is of 32 in. diameter and of about 1 mile in length.

Maximum permissible discharge pressure at ships rail, approx. 110 PSI.

Upon completion of discharge and clearing berth, vessels proceed to an anchorage off the berths, in order to carry out the Immigration Clearance, which necessitates the signing of an Immigration Form by every crew member in the presence of the Immigration Officer. After signing the form the vessel is free to sail.

**MEDICAL:** Hospital facilities available, advance notice of ETA preferred.

**DENSITY:** About 1021.

**FRESH WATER:** Can be supplied by barge. 24 hours notice required.

**FUEL:** Can be supplied by barge. 48 hours notice required.

**DEVELOPMENTS:** A project for a new deep-sea port at Sriracha has been approved and is under survey.

**CUSTOMS ALLOWANCES:** 200 cigarettes for each officer, 100 for each crew member for three days.

Each man allowed one opened bottle wine/spirits.

**IDENTIFICATION CARDS:** Required for all officers and crew.

**CONSULS:** At Bangkok:

| | | | |
|---|---|---|---|
| Argentina | 36911–3 | Korea | 31940 |
| Australia | 35970 | Laos | 32010 |
| Austria | 58327 | Malaysia | 36927 |
| Belgium | 30840 | Netherlands | 53368 |
| Brazil | 59070 | New Zealand | 31318 |

**AIRPORT:** Situated about 25 km. from Bangkok, regular international services.

**TIME:** GMT plus 7 hours. No changes during the year.

**AUTHORITY:** Director General, Maj. Gen. Prachuab Suntharangkul. 861021 912229. Deputy Director, Captain Lapoh Israngkul Na Audhya, 862021 72306.

# Togo Republic

## KPEME: 06.12 N. 01.30 E.

**DOCUMENTS:**

2 Crew Lists.
2 Stores Lists.
2 Private Property Declaration Lists.
2 Lists of last two Ports of Call.
2 Passenger Lists (if no passengers, 2 lists stating same).
2 Cargo Manifests (if no cargo for Kpeme, 2 lists stating same).

**PILOTAGE:** The limits of the port of Kpeme are fixed at 1 mile from all points of the jetty. Pilot boards out of the above limits. The Company Pilot remains on board while ship is berthed and disembarks when vessel cleared port limits. International code pilot signal used. At night, vessel should anchor between 110° and 180° at least 1 mile from the end of jetty.

**APPROACHES:** By day the extremity of the jetty (three artificial islands and two loading machines) forms an obvious landmark.

At night a white light (situated at the extremity of the jetty, 23 metres above the sea) all around horizon – light 3 sec., occulting 1 sec., light 1 sec., occulting 1 sec.

**RESTRICTIONS:** Vessels should signal twice the date and probable time of her arrival. The first time 72 hours and the second time 24 hours prior arrival. Vessels berth in daylight only from 0530 to 1530 GMT. Unmooring can be effected day and night. Water approaches are clear. Any ship should have both fore anchor cables in perfect order and capable of being used in their entirety. Any ship should be able to leave immediately if she receives order to do so from Harbour Master. With this in mind, engines must be on standby. Ships are not authorised to cross port entrance without a Pilot on board.

**MAX. SIZE:** Tankers up to 31 ft. draft on arrival. Bulk carriers up to 38 ft. draft on sailing.

**PRATIQUE:** Send message for free pratique within 24 hours of arrival to Port Health Officer, Kpeme.

**RADIO:** Until vessel within 600 miles, communicate through Portishead. Within 500 to 300 miles via Abidjan Radio TUA 487 kHz. and within 300 miles via Lome Radio 5VA 472 kHz.

**VHF:** VHF radio station, call "Kpeme Port" on Channel 16.

**TUGS:** No tugs available. Two mooring launches of 150 h.p. each are at vessel's disposal.

**BERTHING:** Loading facility comprised of three artificial islands carrying conveyor belts for loading phosphate only. They are breasted by a row of four dolphins. Vessel moors using port anchor and wires to four buoys which hold the ship parallel to the dolphins and about 20 metres off. Springs are run to the dolphins. Each loader delivers at a rate of 1,250 tons per hour and two holds can be loaded at same time.

**TANKERS:** Moor at a special berth situated to the East at 0·4 miles away from the extremity of the phosphate pier. Submarine lines 12½ in. diameter, hose connections 8 in. diameter.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**MEDICAL:** No facilities at Kpeme. In emergency, doctor obtained from Lome, about 25 miles away, or from Anecho, 7 miles away.

**CONSULS:** Nearest at Lomé.

**REPAIRS:** No facilities available.

**CUSTOMS ALLOWANCES:** 200 cigarettes or 2 oz. tobacco; one bottle of spirits. No Customs Authorities board the vessels or seal bonded stores.

**REPATRIATION:** No facilities exist for effecting crew changes. However, in emergencies repatriation can be arranged.

**AIRPORT:** Nearest Lome – four flights a week to Europe.

**TIME:** GMT.

**TELEPHONES:** Placed on board, charges included in stay-in-port tax.

**SHORE LEAVE:** Not allowed.

**GENERAL:** In the rainy season, high winds and swell may delay berthing operation.

**AUTHORITY:** Compagnie Togolaise des Mines du Benin. PO Box 379, Lome. Telex Phosphates Lome 5214. Cables: Phosphat Lome Togo.

## LOME: 06.08 N. 01.17 E.

**DOCUMENTS:**

5 Crew Lists.
5 Kru-boy Lists.
5 Passenger Lists.

4 lists Previous Port of Call.
1 Maritime Declaration of Health.
1 List of arms and ammunition.

**APPROACH:** The approach to the port, by night, is assisted by three lights:

(1) *Baguida* (pos. 06° 09·5′ N. and 01° 19·5′ E.), occulting white and red. Lt. 2·5 sec., occ. 0·5 sec., period 3 sec. Vis. 17 miles. Sector: red 042°, covers the breakwater as well as the old Lomé Wharf (pos. 6° 07′ N. and 1° 13·5′ E.).

(2) *Lomé Togo-Port* situated on head of West breakwater (pos. 06° 08′ N. and 01° 17·5′ E.). Qk. Fl. (4) white and red every 10 sec. Vis. 5 miles. Red light sector covers only old wharf and is not visible seawards.

(3) *Lomé Light* situated near town of Lomé (pos. 06° 07′ N. and 01° 13′ E.). Group Fl. (2) white every 10 sec. Vis. 15 miles all around horizon.

By day, large, light-coloured transit sheds and a high, grey water tower (pos. 06° 08·5′ N. and 01° 16·5′ E.) are the first indications of port from seawards.

**PILOTAGE:** Pilots available seven days a week from 0600 to 1800 only. Pilot station equipped VHF radio and works 24 hours per day on Channel 16. Pilot boat green motorboat with orange superstructure and international flag "H". Pilot boards half a mile to one mile South-east of breakwater.

**ANCHORAGE:** Vessels which arrive during darkness should anchor about a half to one mile South to South-east of breakwater, in white sector of Baguida light in 8 fathoms, where good holding ground (sand) obtained. Northern boundary of anchorage is red sector of Baguida light.

**MAX. SIZE:** Maximum length 900 ft. (270 m.) and max. draft 31 ft. (9·5 m.).

**HEALTH:** Health Inspector will board on arrival alongside and examine for cases of infectious diseases, after which will declare vessel free or not. Vessels entering must fly international quarantine signal "Q". Large hospital situated in Lomé with doctors in attendance.

**RADIO:** Lomé radio station can be contacted on 472 and 500 kHz, call sign "5VA". Port operations carried out on VHF Channel 16, with range of approximately 30 miles. Aero beacon (pos. 06° 10·7′ N. and 01° 16·3′ E.) call sign "LME" on 379 kHz.

**TUGS:** One tug 960 h.p. available. For vessels of more than 500 grt tug is obligatory when berthing or unberthing.

**STEVEDORES:** Agent should be informed as soon as possible of ships' ETA, length, maximum draught, tonnage to load and/or discharge and number of gangs required. Agents should advise pilot station of vessel's ETA.

**TANKERS:** Togo-Port has sea pipe-line belonging to the Société Togolaise d'Entreposage. Tankers should moor at three large mooring buoys inside breakwater. Diameter of pipeline 8 in. Discharging about 230 tons per hour (depending on ship-pumps). Maximum length which can be handled at buoys is 720 ft. (220 m.) maximum draught 31 ft. (9·5 m.).

**DENSITY:** Density 1025. Harbour open to sea.

**FRESH WATER:** Available at every berth except tanker berth Delivery rate 45 tons/hour. Fresh water examined monthly for purity by Sanitary Authority.

**FUEL:** Diesel fuel only available for small craft, such as fishing vessels, small motor-ships and tugs.

**FIRE PRECAUTIONS:** No extraordinary precautions are required. Vessels with hazardous cargo should declare this on ETA telegram to Agent. During time in port these vessels should take necessary precautions themselves, and all fire hoses should be ready rigged on deck. By day international code signal "B" should be displayed and by night a red light should be shown at masthead or at an all-round visible place.

Smoking on berths and within sheds *strictly* prohibited. Infringements of fire regulations punishable by fine.

**DEVELOPMENTS:** A second quay, a fishing harbour, a slip for small vessels and a tanker berth are projected for the Eastern section.

**GANGWAY/DECK WATCHMEN:** Gangway watchmen and hatch security watchmen available; they wear a distinctive uniform.

**OPENING/CLOSING HATCHES:** Either ship's crew or dockworkers.

**CERTIFICATES:** All normal ship certificates should be available for inspection.

**CUSTOMS ALLOWANCES:** Because Togo-Port is a Free Port, no individual declaration by crew members necessary.

**CARGO GEAR:** No extraordinary regulations. No cranes available and ships' own gear used for discharging and loading.

**IDENTIFICATION CARDS:** Shore landing passes issued by port police and should be supplemented by personal ID-Cards.

**CONSULS:** Ambassadors or Consuls from nearly all major maritime nations at Lomé

**REPAIRS:** Minor repairs only.

**DRY DOCKS:** Not available at present, but a slip for small vessels is included in future development.

**AIRPORT:** Lomé airport with daily flights to Europe.

**SEAMEN'S CLUB:** A modern Seamen's Club with swimming-pool, bar and library situated ½ mile from port.

**LOCAL TIME:** GMT throughout year.

**PUBLIC HOLIDAYS:** New Year's Day (1 January); Independence Day (27 April); Labour Day (1 May); Christmas Day (25 December). All other holidays will be worked in port with supplementary labour charges.

**POLICE/AMBULANCE/FIRE:** Push-button fire alarms situated in every shed and on exterior South wall of shed "B". Telephone for contacting Police, Fire-Station or Hospital available day a night in Harbour Masters office.

**TELEPHONES:** Three public telephones within the port limi No telephones on board.

**SERVICES:** No tank cleaning or compass adjusting available.

**DELAYS:** Ships berth in rotation of arrival at anchorage. Prior given to passenger ships as well as to vessels having less than tons of cargo for discharge.

**GENERAL:** Distance from port to Lomé city-centre is 4 miles. Ta available at entrance of port.

**AUTHORITY:** Port Autonome de Lomé, BP 1225, Lomé/Tog West Africa. Cables: "Togoport". Telex. 243.

**AGENT:** Socopao Togo, B.P. 821, Lome. Tel. 5588/89; Telex 25 Cables, "Freight Lome".

# Tonga (Friendly Islands)

## NUKU'ALOFA: 21.08 S. 175.12 W.

**DOCUMENTS:** *Immigration Dept.*
2 Crew Lists.
2 Passenger Lists.
*Customs Dept.*
2 Crew Lists.
2 Passenger Lists.
1 Bond List.
3 Cargo Manifests.
*Agents*
1 Crew List.
1 Passenger List.
3 Cargo Manifests.

**PILOTAGE:** Order through Agents at least 24 hours prior to arriv Pilot boat may be contacted on R/T one hour before arrival at pil station. This position is indicated on B.A. Chart (approaches Nuku'alofa). There are two approaches, namely the Ava Lahi Pa sage and the Piha Passage.

Vessels may anchor in the vicinity of No. 1 Buoy if required to awa Pilot, but this is not normally necessary as the Pilot is available requested. Pilot boat carries usual signals.

**ANCHORAGES:** Vessels may anchor wherever they wish with the port, subject to the approval of the Harbour Master.

**MAX. SIZE:** length unlimited, beam unlimited, draft 40 ft.

**HEALTH:** Radio pratique may be requested from Tongame Nuku'alofa. Any suspected disease or fever must be reported radio.

**TUGS:** No tug is required for berthing, but a tug is available in cas of breakdown.

**STEVEDORES:** There is a Master Porter employed by the Que Salote Wharf Administration, who will supply whatever gangs a required. The number of hatches to be worked and the tonnage cargo must be passed by the Agent to the Harbour Master at lea 24 hours before vessel arrives.

**MEDICAL:** It is advisable to inform Agent in advance shou medical attention be required. Hospital facilities are availab Vaccination certificates are required for visitors who are stayin Ship's crew do not require them generally.

**DENSITY:** 1025 at all states of tide.

**FRESH WATER:** Available ex Queen Salote Wharf at 25 tons p hour delivery.

**FUEL:** A small quantity of light diesel fuel could be supplied, sufficie to enable a vessel to make the port of Suva.

**DEVELOPMENTS:** Queen Salote Wharf to be extended to at lea 600 ft. Land is to be reclaimed on the Eastern and Western sides the wharf.

**GANGWAY/DECK WATCHMEN:** Not necessary as entry wharf is restricted.

**OPENING/CLOSING HATCHES:** This work is complet optional.

**CERTIFICATES:** Normal requirements. Harbour Master m require to inspect cargo gear record.

**CUSTOMS ALLOWANCE:** A reasonable quantity is allowed Customs according to expected stay in port. There are hea penalties for smuggling.

**CARGO GEAR:** Valid certificates issued by competent authoriti are recognised.

**IDENTIFICATION CARDS:** Not necessary.

**CONSULS:** None.

**REPAIRS:** Repairs can be carried out in the Marine workshop.

**REPATRIATION:** No facilities.

**AIRPORT:** 14 miles from town. Flights to and from Suva Tuesdays, Thursdays and Saturdays.

**TIME:** Local time 13 hours fast on Greenwich.

**HOLIDAYS:** *No work of any description is permitted on the Sabba This is strictly enforced.* Official Holidays are: Christmas Day; Boxi Day; Good Friday; New Year's Day; Easter Monday; Anzac Da Emancipation Day (June 4th); Constitution Day (4th Novembe H.M. Queen Elizabeth Birthday; King's Birthday (July 4th).

**POLICE/AMBULANCE/FIRE:** Telephone numbers not necessa Just ask for the Department required.

**AUTHORITY:** Harbour Master, Queen Salote Wharf, Nuku'alo Tel. 264. Telegraphic address: "Marine, Nuku'alofa."

**OTHER PORTS:** Panga, Ha'api Group; Neiafu, Vava'u Group; both these ports are suitable for any size of vessel at anchor. Service is by lighter. Vessels of 400 ft. in length with a maximum draft of 22 ft. may berth at Neiafu.

## Trinidad

### BRIGHTON (Texaco Oil Terminal): 10.15 N. 61.38 W.

**DOCUMENTS/HEALTH/CONSULS, etc.:** Refer to "Port of Spain".
**PILOTAGE:** Compulsory.
**ANCHORAGE:** Good holding ground in roadstead. Loading pier situated 10° 15′ N. – 61° 38′ W., extending in a N.W. direction for 2010′.
**RESTRICTIONS/MAX. SIZE:** Outer Berth East, 29 ft. 6 in. MLWST; Outer Berth West, 24 ft. 6 in. MLWST; Centre Berth East, 21 ft. 6 in. MLWST; Centre Berth West, 21 ft. 6 in. MLWST; Inner Berth West, 21 ft. 6 in. MLWST.
**TUGS:** Not used. Launch assists with lines.
**STEVEDORES:** Supplied by Agent if necessary for loading Asphalt in drums only.
**FRESH WATER:** Available only at berth. Pumping rate 15 to 20 tons per hour.
**FUEL:** All grades of fuel alongside or by barge. Fresh water.
**WATCHMEN:** Customs guard on 24 hours duty at ship's side.
**CUSTOMS ALLOWANCES:** 200 cigarettes and moderate amount of spirits.
**IDENTIFICATION CARDS:** Not required.
**REPAIRS AND DRY DOCKS:** At Chaguaramas.
**MEDICAL:** All facilities available.
**REPATRIATIONS:** Can be arranged.
**AIRPORT:** See "Port of Spain".
**TIME:** GMT minus 4 hours.
**TELEPHONES:** No facilities for telephones on board.
**SHORE LEAVE:** No restrictions.
**DELAYS:** Not usual.

**AGENT:** See "Port of Spain".

### CHAGUARAMAS (Chaguaramas Terminals Ltd.): 10.40 N. 61.39 W.

**DOCUMENTS/HEALTH/CONSULS, etc.:** Refer to "Port of Spain".
**PILOTAGE:** Compulsory. Pilots board in Chaguaramas Bay – 10° 46′ N. – 61° 43′ W.
**ANCHORAGE:** Safe anchorage in Chaguaramas Bay between mainland and Gaspar Grande Island about ½ mile off the dock.
**RESTRICTIONS/MAX. SIZE:** No restrictions night operation. Two docks – main wharf with overhead cranes for loading and discharging bauxite – 960 ft. long, maximum draft 32 ft. Smaller wharf – 400 ft., draft 25 ft.
**TUGS:** Not used. Launch assists in mooring.
**STEVEDORES:** Not necessary. All loading/discharging done by Chaguaramas Terminals employees.
**FRESH WATER:** Available from dock, 40 tons per hour. Also supplied by barge.
**FUEL:** Can be delivered from dock or supplied by barge.
**WATCHMEN:** Customs guards on duty at ships side.
**CUSTOMS ALLOWANCES:** 200 cigarettes and a moderate amount of spirits.
**IDENTIFICATION CARDS:** Not required.
**CARGO GEAR:** Loading – carried out with travelling tower rate 1,000 tons per hour. Conveyor system. Discharging – carried out with travelling rig of two 4 ton grabs. Conveyor system.
**REPAIRS/FLOATING DOCK:** Operated by Swan Hunter Docks. Displacing up to 11,380 tons, 560 ft. long vessels. Also good berthing alongside, draft to 35 ft., and a safe close anchorage, draft 50 ft. General extensive repairs undertaken.
**MEDICAL:** All facilities available.
**REPATRIATION:** Can be arranged.
**AIRPORT:** See Port of Spain.
**TIME:** GMT minus 4 hours.
**TELEPHONES:** No facilities for telephones on board.
**SHORE LEAVE:** No restrictions.

**AGENT:** See "Port of Spain".

### CRONSTADT ISLAND: 10.39 N. 61.38 W.

Terminal owned and operated by Barytes and Minerals Ltd., handling bulk barytes.

Vessels from abroad calling at Cronstadt are required to proceed first to Chaguaramas for clearance formalities.
**DOCUMENTS/HEALTH/CONSULS, etc.:** Refer to "Port of Spain".
**PILOTAGE:** Compulsory.
**TUGS:** One tug used for berthing if required.
**RESTRICTIONS:** Berthing/unberthing in daylight only.
**MAX. SIZE:** 400 ft. length. This size vessel would overhang wharf approx. 100 ft. fore and aft. Draft not limited as depth of water alongside is 60 ft.

**BERTHING:** Vessel moored with 2 springs, 3 head and stern lines to dock. Discharging carried out with shore crane grab bucket 3 tons capacity.
**FRESH WATER:** available by barge.
**FUEL:** Available by barge.

**AGENT:** See "Port of Spain".

### GALEOTA POINT: 10.05 N. 61.00 W.

**LOCATION:** Galeota Single Buoy Mooring Terminal is located 3 miles on a bearing of 192° from Galeota Point Lighthouse, and is an open, unsheltered roadstead. Galeota Point is a narrow headland about 210 ft. high and located in lat. 10° 08′ 00″ N. and long. 60° 59′ 30″ W. The lighthouse, situated on top of the point, exhibits a light 240 ft. above sea level which flashes white every five seconds, and is seen for 22 miles. The buoy itself exhibits a quick flashing (one flash per second) red light, 10 ft. high, and visible for four miles through 360°.
**DOCUMENTS:**
Health Declaration, International Health Form to be filled out by Master on arrival.
Derat Certificate/Derat Exemption.
4 Crew Lists.
Ship's Register.
2 Stores Lists, signed by Master.
2 Passenger Manifests, if any passengers on board.
Bonded-stores List, each crew member is allowed to retain in his possession 200 cigarettes and one bottle of spirits. The balance must be listed and will be sealed in a locker by the Customs.
Clearance from last port of call.
Manifest, or if no cargo a statement that vessel is in ballast.
**PILOTAGE:** Vessels arriving should approach to within three to four miles of Galeota lighthouse, on a bearing of 220/230° and will be met by the Amoco Mooring Master and a Trinidad/Tobago Pilot. The Pilot will be stationed on the bridge and will advise the vessel on the approach to the buoy. The Amoco Representative will be positioned in the bow to advise the ship's crew in picking-up and making fast the floating nylon mooring lines.

Vessels are requested to have a pilot ladder safely and securely rigged, ready for immediate use, and long enough to reach the Mooring Master's launch. If at night, adequate lighting must be rigged overside for the Mooring Master to approach the side of the ship and climb the safety ladder.
**ANCHORAGE:** Approaching vessels should never anchor to the East or North-east of Galeota Point. A submarine pipe-line from a platform in lat. 10° 10′ 24″ N. and long. 60° 39′ 56″ W. enters the Galeota Point area about ½ mile Northward of the lighthouse. Vessels should approach from the South-westward, and never anchor in the vicinity of the SBM or between the buoy and the coastline.
**RESTRICTIONS:** The Galeota Terminal operates twenty-four hours per day, seven days a week. Ships are loaded and unmoored at any hour, weather and other circumstances permitting. Vessels are moored during daylight hours only; however an exception to this rule may be made at the discretion of the Terminal.
**NOTICE OF READINESS:** The company will make every effort to load vessels upon arrival or as promptly as berth is available, weather permitting.

Notice of Readiness will not be accepted as at time of arrival, unless the vessel is in all respects ready to load. Arrival time will be considered as the time the Mooring Master boards the vessel or the time that the vessel anchor, whichever occurs first.

In the event that the berthing is delayed on account of weather, vessels will keep their position in line. Vessels required to leave the port area on account of weather (port closed) should keep in contact with the Terminal via radio in order that they will be available when the weather moderates.
**RADIO:** Incoming tankers must send ETA via commercial radio station 9YL three days before arrival, on the marine HF frequencies. Galeota Point listens on 2182 kc/s and operates with Amoco's marine units on 2398 kc/s.

Ships equipped with FM/VHF radio may call Galeota Point on 156·8 Mc/s, Channel 16.

The first ETA messages should also include a definite statement of the details of any equipment required from shore for connecting submarine hoses to ship's manifold. Further ETA messages should be sent to Amoco when the vessel is 24 and 12 hours distant from Galeota Point and at any other time any appreciable change occurs in the original ETA or those subsequent thereto. The 12 hours ETA should include a positive statement regarding ship's readiness to load on arrival and the number of hours that will be required to discharge ballast after ship is berthed in mooring.

Ship-to-shore communications while ships are in moorings will be by portable VHF radio telephone units. The Mooring Master will advise Masters and Officers regarding the emergency whistle signals set up for use in event VHF radio telephone units become inoperative. The use of the ship's radio station and/or battery-charging equipment is prohibited during cargo transfer operations.
**CLEARANCE:** Trinidad and Tobago Customs Officials will be stationed at Galeota and in most instances the Customs Officer will also handle the duties of the Quarantine and Immigration Officers. Should Customs guards be stationed on board vessel while in the moorings, it is expected that ship will provide foods for these guards and other officials. All vessels calling at Galeota Terminal must provide an accommodation ladder for the officials.
**SINGLE-BUOY MOORING:** The tankers load by means of a 42-

in. pipe-line from shore to SBM which is 3 miles offshore. The ballast water is pumped ashore through a 16-in. submarine line. The buoy piping consists of two 20-in. diameter for crude and one 16-in. diameter for deballasting with a by-pass. The loading hoses from the buoy to the tanker consist of two 20-in. floating hoses, 770 ft. long ending in 12-in. hoses of 105 ft. length.

This SBM is designed for maximum tanker size of 250,000 dwt. and is located in 95 ft. water depth. Amoco maintains launches to assist in mooring and unmooring vessel.

Tankers to have ready two nylon or manila messenger lines of not less than 6 in. circumference and at least 300 ft. long.

**HOSE CONNECTIONS:** After the tanker is securely moored the floating loading/deballasting hoses must be lifted to the rail with ship's equipment. The two 12-in. hose lifts weigh about 5 tons each. The flange connection on each hose is for a 12-in. manifold. Hoses are lifted individually by the ship's gear, and may be connected on either the port or starboard side. The 12-in. hoses are connected direct to the manifold and tankers should have their manifold fittings available.

The Mooring Master and the hose crew will sling and connect the hoses to the vessel's manifold. The ship's personnel are expected to operate the winch and assist where necessary. A deck officer should be present at all times.

**BALLAST:** No dirty ballast will be pumped overboard. A separate ballast disposal line (16 in.) is available at the terminal to pump ballast to a pit on shore where oil and water can be separated, and disposal made.

A vessel must have sufficient ballast for safe manoeuvring, and usually one-third of its tonnage is adequate. However, by a careful watch of the weather information and berthing instructions and by a knowledge of the behaviour of his own vessel a Master may desire to come to the terminal with minimum ballast.

In addition to the lights usually displayed, vessels discharging ballast or loading cargo during darkness will illuminate the area around the ship to the satisfaction of the Mooring Master, in order that any oil on the surface of the sea may readily be detected, and appropriate action taken. Vessels unable to illuminate the sea satisfactorily may not discharge ballast during darkness. Vessels should provide suitable flood-lights for working on deck during night operation.

Vessels equipped with a separate system of ballast tanks will be allowed to discharge ballast and load oil simultaneously, providing approval is received from the Terminal Superintendent.

All precautions shall be taken to prevent any loss of oil overboard, drip pans must be in place, and used when disconnecting oil hose from manifold. The waters in and adjacent to the Galeota Terminal must never be polluted.

**LOADING:** Maximum crude oil loading rate through two 12-in. deck hoses is about 25,000 b.h.b. The flow is by pump and the line pressure will not exceed 60 psi.

Tankers valves must not be closed against incoming oil stream. At least three minutes is required to shut down pumps and stop flow of oil.

If ship-to-shore communications fail, the emergency signal is a continuous blast on the tanker's whistle.

**MEDICAL:** Vessels requiring emergency medical assistance should immediately contact the terminal by Marine VHF radio, and supply the necessary pertinent information which will be passed to the Agent.

Neither medical nor hospital facilities are available at Galeota or provided by Amoco. Limited facilities are available in Mayaro, which is about 30 min. drive, and unlimited service is available in Port of Spain, which is 2 hours drive.

**FRESH WATER:** Only available by barge from Port of Spain.

**FUEL:** Only available by barge from Port of Spain.

**REPAIRS:** Masters of vessels loading or discharging at Galeota Terminal are advised that this port is considered an "open roadstead" and under no circumstances may engines be shut down for repairs while their ships are moored in the SBM system. There are no facilities for making vessel repairs, but arrangements may be made through vessel's Agent to utilize the Port of Spain facilities.

It is emphasized that all vessels in the SBM system must be in readiness to clear immediately on instructions to do so.

**CONSULS:** Nearest at Port of Spain.

**TIME:** GMT minus 4 hours, and daylight saving (Summer time) is not applicable.

**SHORE LEAVE:** Shore leave for personnel of vessels loading or unloading at the terminal arranged through the vessel's Agent. All personnel going ashore must land at the Amoco small-boat harbour. Sufficient crew must be aboard at all times for letting go lines in order to clear the mooring immediately if necessary.

All vessels are required to fly the Trinidad and Tobago ensign on the foremast during daylight hours. Flags may be obtained from Agent.

The presence of unauthorized craft alongside is extremely hazardous. Ship's Masters are requested to require all non-Amoco craft to clear ship's side as soon as personnel have been embarked or disembarked.

No stores may be handled on the weather deck while ship is loading cargo, discharging dirty ballast, or while any ullage hatches, loading hose, or tank tops open.

A safety check-off list and terminal rules for safety will be delivered by the Mooring Master.

**TERMINAL OPERATORS:** Amoco Trinidad Company, POB 714, Trinidad, West Indies. Cables "Amocotri Trinidad". Telex "Amoco WG 287.

## POINTE-A-PIERRE (Texaco Oil Terminal a Refinery): 10.19 N. 61.28 W.

**DOCUMENTS/HEALTH, etc.:** As for "Port of Spain".

Officials require accommodation ladder to be rigged, usually port side, for boarding and clearance.

**PILOTAGE:** Compulsory. Pilot ordered by Agent after recei of ETA. Pilot ladder conforming to International Safety Regulatio to be supplied by vessel.

**ANCHORAGE:** Safe anchorage and good holding ground in th roadstead. On account of Pierre Shoal, a 21 ft. patch about 1¾ cable South-west of the head of the main viaduct, vessels of modera draft should approach with the main viaduct bearing more than 07 The main viaduct consists of pipe-lines supported by reinforc concrete piling, located at 10° 20′ N. – 61° 30′ W. and extends in W.S.W. direction for 6,190 ft.

**RADIO:** Texaco Trinidad Inc. maintains their own radio station o frequency 2638 Mc/s. and VHF Channels 16, 13, 12, 11, 8 and 6.

**MAX. SIZE:**

No. 1 berth North: 40 ft. MLWST; 720 ft. LOA.
No. 2 Berth North: 40 ft. MLWST; 775 ft. LOA.
No. 2 berth South: 35 ft. MLWST; 330 ft. LOA.
No. 3 berth North: 35 ft. MLWST; 640 ft. LOA.
No. 3 berth South: 20½ ft. MLWST; 350 ft. LOA.
No. 4 berth North: 21 ft. MLWST; 350 ft. LOA.
No. 5 sea berth: 40 ft. MLWST; 900 ft. LOA.
No. 6 sea berth North: 48 ft. MLWST; no limit.
No. 6 sea berth South: 48 ft. MLWST; no limit.
No. 7 berth: 35 ft. MLWST; 700 ft. LOA.
No. 8 berth: 33 ft. MLWST; 570 ft. LOA.

**TUGS:** Texaco Trinidad Inc. maintains three tugs to assist i berthing.

**FRESH WATER:** Available alongside or by barge (if available an adequate notice given prior arrival).

**FUEL:** All grades supplied alongside or by barge.

**SPECIAL PRECAUTIONS:** Tankers loading or discharging.

Bonding: When a ship has docked, the bonding cable and ho shall be connected.

Weather: Loading and discharging of dangerous petroleum m be stopped during an electrical storm and ullage screens or ullag plugs must be put in place.

Emergency alarm: This safety device is conveniently placed on docks and is under the control of the jetty personnel. This is use only in cases of emergency and has the effect of stopping all sho pumps immediately it is used. Owing to the size of vessels usin No. 6 Berths, loud-sounding horns are situated on the hose stru tures and are sounded by the jetty attendant when urgent attentio from the ship is required.

Hose pressure: The maximum discharge pressure allowed on th jetty hose is 130 pounds. Pressure of jetty hose for loading sh not exceed 130 pounds.

Hot work: No burning, welding or major repairs can be carrie out in the harbour without permission. Repairs involving hot wo may be started only if a permit has been issued and the necessar gas-free certificate granted by the Company's qualified inspector.

Hoses: Loading hoses are connected up by dock personnel, b must be supported by ship's tackle at the rail during loading o discharging. Ship's officers should keep a close watch on the hos during operations and stop loading and/or discharging operation if anything untoward happens to the hoses. A drip pan is to b placed under all hose connections in use. After loading fuel o Marine diesel or NOR, air is used for displacing hose contents in the vessel before being disconnected. For all other products the hos is drained into ship's tanks or jetty slop tank.

Towing wires: On completion of mooring on arrival, a suitab wire shall be hung over the bow and stern on the side away from th dock so that, in an emergency a tug can tow the ship off. The wi should be properly secured on board and it should be long enoug to reach the water's edge at the ship's lightest draft.

No Smoking: Smoking is prohibited on all the piers and launche Smoking on board ship is permitted only in those enclosed space that are specifically designated by the Master as "Smoking Areas"

Tank lids: Tank lids must be closed while handling cargo, an at all other times if tanks are not free of gas. Flame screens mu be in position on all open ullage plug holes.

**GANGWAY/DECK WATCHMEN:** An efficient watch must b maintained on deck and in the engine room of all ships in port, an a sufficient number of men must be on board at all times to move th vessel either for harbour operations or in emergency situations.

**CUSTOMS ALLOWANCES:** 200 cigarettes and moderate amou of spirits.

**IDENTIFICATION CARDS:** Not required.

**MEDICAL:** Advance notice of medical attention preferred. Moder hospital facilities.

**TELEPHONES:** On dockside and at all sea berths.

**SHORE LEAVE:** Crew not allowed ashore at Pointe-a-Pier Regular launch service from ship to San Fernando, 3 miles away.

**AGENT:** See "Port of Spain".

## POINT FORTIN (Shell Oil Terminal): 10.12 N. 61.42 W

**DOCUMENTS/HEALTH/CONSULS, etc.:** Refer to "Port Spain".

**PILOTAGE:** Pilotage is compulsory. Pilots board ½ mile off ma jetty (Lat. 10° 12′ N. – Long. 61° 42′ W.).

**ANCHORAGE:** There is safe anchorage ½ mile off the head of the jetty.

**MAX. SIZE:** Jetty 2 miles long with "T" head providing two outer berths of 700 ft. length and a depth of 38 ft. One inner berth of 300 ft. length and a depth of 35 ft. and other inner berths of 300 ft. length with a depth of 15 ft. 6 in.

One conventional buoy mooring (six-buoy mooring) of 850 ft. length and a depth of 53 ft. situated 4,819 ft. North off jetty head.

**TUGS:** Required for berthing at outer berths for vessels of 30,000 dwt. and over and for unberthing vessels with a draft of 36 ft. or deeper. Also required for berthing and unberthing at conventional buoy mooring. Launch assists in berthing and unberthing.

**BERTHING:** Bottom alongside, mud; back pressure (hose), 100 lb; Current, flood South-westerly, ebb North-easterly 2 to 5 knots; rise and fall tide, 4 ft.

**FRESH WATER:** Not available at CBM.

**FUEL:** Not available at CBM.

**DIRTY BALLAST:** No facilities available. Only small amount (approx. 200 tons) tank drainings acceptable on jetty and only if fluid at ambient temperature.

**PRECAUTIONS:** Normal oil terminal safety precautions applicable.

**WATCHMEN:** Customs guards on duty at ship's side.

**CUSTOMS ALLOWANCES:** 200 cigarettes, and a moderate amount of spirits.

**IDENTIFICATION CARDS:** Not required.

**REPAIRS AND DRY DOCKS:** At Chaguaramas.

**MEDICAL:** All facilities available.

**REPATRIATIONS:** Can be arranged.

**AIRPORT:** See "Port of Spain".

**TIME:** GMT minus 4 hours.

**TELEPHONES:** No facilities for telephones on board.

**SHORE LEAVE:** No restrictions.

**AGENT:** See "Port of Spain".

## POINT LISAS: 10.22 N. 61.29 W.

**DOCUMENTS:**

7 Copies Crew List.
2 Copies Ship's Stores List.
1 Copy Crew Stores List.
4 Copies Immigration arrival Report (supplied on arrival).
1 Declaration of Health (supplied on arrival)
Ship's Register.

**PILOTAGE:** Pilots ordered through Agent; 48/24/12 hour ETA needed. Pilotage is compulsory. Pilots board at Head of Pt. Lisas Channel (10° 22′ 37″ N., 61° 39′ 38″ W.); Pilot ladder conforming to International Safety Regulations to be supplied by vessel.

Launch hire arranged by Dock Master to take out Pilot to vessels on arrival, and again take off Pilots from vessels on departure.

**CLEARANCE:** Point Lisas being a port of entry is equipped with resident Customs Officer and Guard. Ships arriving from abroad could proceed directly to Point Lisas as Customs officer acts for Harbour Master/Immigration/Port Health. Tel. 659 2221.

**ANCHORAGE:** Safe anchorage ¼ mile off head of channel. On occasions, when port congested, vessels may be requested to anchor Port of Spain Roads (10° 41′ N. – 61° 33′ W.) before proceeding Pt. Lisas.

**RESTRICTIONS:** No restrictions on night entry – departure.

**MAX. SIZE:** Point Lisas "Liquid Pier" (vessels handling bulk sugar, molasses, caustic soda and Anhydrous Ammonia in Liquid form). Maximum LOA: 600 ft. Maximum draft: 28 ft. LW.

Point Lisas "Solids Pier" (vessels discharging plant equipment, and loading sulphuric acid in drums and bagged and bulk fertiliser). Maximum LOA: 400 ft. Maximum draft: 20 ft. LWOST.

**HEALTH:** Crews of vessels arriving must have valid Vaccination Certificates, covering smallpox. If not in possession, Master should advise when giving ETA and Port Health Officer will vaccinate on arrival.

For quarantine if required, or authentication of vaccination certificate, Honorary Port Health Officer could be in attendance at short notice. Tel. 656 2311.

**TUGS:** Molasses, bulk sugar and LPG carriers use a tug to assist in berthing and unberthing at Pt. Lisas "Liquid Pier". Tug will be ordered by the Agent.

**STEVEDORES:** If necessary will be ordered by Agents. No ETA to stevedores necessary.

**FRESH WATER:** Supplied at both piers. Also by barge.

**FUEL:** All grades supplied by barge. At "Solids Pier" gas oil only can be supplied ex shore installation.

**PRECAUTIONS:** When loading LPG – no smoking on pier or on ship's deck.

**WATCHMEN:** Customs guards on 24 hours duty at ship's side.

**OPENING/CLOSING HATCHES:** Normally by crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes and a moderate amount of spirits.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** At Port of Spain.

**REPAIRS AND DRY DOCKS:** At Chaguaramas, 20 miles North of Pt. Lisas.

**HOLIDAYS:** New Year's Day (January 1st); Good Friday; Easter Monday; May Day (May 1st); Whit Monday; Corpus Christi; Discovery Day (August 5th); Independence Day (August 31st); Diwali Day (late October/early November); Eid-ul-Fitr (December 21st–22nd, approximately); Christmas Day (December 25th); Boxing Day (December 26th). Work is possible, except for May Day, on these holidays.

**POLICE/FIRE/AMBULANCE:** Accidents – Police – Help, 62999; Fire – First Aid, 62998; Foreign Calls, 6216.

**VHF SERVICE:** Pt. Lisas Dockmaster can be contacted on VHF Channels 16, 14 and 12.

**MEDICAL:** Advance notice of attention required will assist. Modern hospital facilities available.

**REPATRIATIONS:** Crew changes and repatriation can be arranged.

**AIRPORT:** Piarco International Airport – 30 miles from Point Lisas. Daily flights to world-wide destinations.

**TIME:** GMT minus 4 hours.

**TELEPHONES:** No facilities for telephones on board.

**SERVICES:** Efficient maintenance gang available for normal work, tank cleaning, painting, etc.

**SHORE LEAVE:** No restrictions.

**DELAYS:** Due to congestion, sometimes delays are unavoidable, usually not more than 24 hours.

**AUTHORITY:** Federation Chemicals Ltd.

**AGENT:** Melville Shipping and Trading Ltd., Steamship Operators and Agents, 68/70 Sackville Street, Port of Spain. Tel. 54060, 54218, 52384, 54977, 54287. Telex POS 265. Cables "Meltra". Code: New Boe. Bankers: Royal Bank of Trinidad & Tobago Ltd. AO Tel. 23009, 41950, 43149, 22212.

## PORT OF SPAIN: 10.39 N. 61.32 W. (See Plan)

**DOCUMENTS:**

*For Immigration.* On boarding, 3 Crew Lists and 3 Passengers Lists if passengers on board. Inspection of Derat. Certificate. Health Declaration and arrival report forms supplied by Immigration on boarding to be made up. Passengers and Crew must have valid smallpox certificates.

*For Customs.* 2 Crew Lists and 1 Passengers List if passengers on board, 2 Customs Ship's Stores Lists, 1 Crew's Stores List. Forms supplied on boarding.

Port doctor will board if calling from quarantine port. No forms required other than inspecting smallpox certificates of crew and passengers.

**PILOTAGE:** Not compulsory to Port of Spain anchorage but if required will attend from outside Bocas or where required through Agents in ETA message. Calling Pilot International Code Flag "H" by day and white light over red at night or International Code signal "G" on whistle.

Gangway or standard type pilot ladder with spreaders about 10 ft. apart. Ladder must be clean. It is desirable that 1 stanchion be securely fitted in the bulwark at the top of the ladder.

Pilot station is situated on Port of Spain Wharf.

**ANCHORAGE:** Depends entirely on draft but should not be nearer than ½ mile from Grier Channel entrance. except in cases of vessels loaded with explosives; this anchorage is clearly defined on Chart.

Open roadstead in Gulf of Paria but can be considered as sheltered with choppy seas at times. Bottom shelves gradually from shoreline to 7 fathoms at Western end of harbour limits, increasing to 20 fathoms outside harbour limits Westward. Type of bottom, mud. Swinging area unlimited. No mooring buoy. Distance from anchorage to shore 2¼ miles at 5 fathoms to 5 miles at 7 fathoms, vessel will swing to the tide if loaded, and to the wind if light.

Currents ½ to 1½ knots flood and ebb rise and fall of tides, variable minimum 1 ft. 5 in. maximum 4 ft. Rainy season June–December. Dry season December–June not always predictable. Rain squalls occur during months of July, August and September up to 30 to 40 knots unpredictable hurricane most unusual. Prevailing winds are mostly Easterly. Normally stronger during daylight.

**RADIO:** Advise through North Post wireless or telephone, call sign 9 YL. ETA 48 hours and 24 hours with other requirements.

**RESTRICTIONS/MAX. SIZE:** The Grier Channel, 350 ft. wide, leads to a dredged basin in which are the docks. No restrictions length, but maximum draft in channel, in basin and alongside is 30 ft. There is 4,600 ft. of docking area.

**HEALTH:** Crews of vessels arriving must have valid Vaccination Certificates, covering smallpox. If not in possession, Master should advise when giving ETA and Port Health Officer will vaccinate on arrival.

**TUGS:** There are 3 tugs in Port of Spain to assist in docking operations.

**BERTHING:** Eight berths with 32 ft. depth. Length of wharf 4,500 ft. Width of apron: King's Wharf 50 ft., extension 75 ft. Warehouses: Seven on wharf face, 254,250 sq. ft. Nine other warehouses, 136,147 sq. ft.

**STEVEDORES:** Labour on Docks and labour on ships: Controlled by Port Contractors Ltd. Ordered by Agents. Gang size on Docks: 14 to 18 men. Gang size on vessels: 13 men, 1 gangman, 2 winch drivers, 8 hold men, 1 cooper, and 1 hatch foreman.

**CARGO HANDLING:** One berth on the Eastern side is an open wharf without a seafront warehouse. This berth is strictly used for containerised and passenger (cruise) vessels. The Eastern wharf is 3,300 ft. with five seafront warehouses. On the Western side the wharf is 1,200 ft. long with two seafront warehouses for general cargo, but at these two berths there are also facilities for receiving bulk cargo, i.e. grain, liquid oil, fats and molasses. These cargoes are usually discharged by vessel's equipment, but grain can be discharged by shore equipment at a slower rate.

There are now one floating crane, 60 tons capacity, one crawler

crane of 160 tons capacity and also one 125-ton fork lift for handling 20 ft. containers. There is also a trailer service for 20 ft. containers from dock to consignee's warehouse.
**FRESH WATER:** Supplied alongside all berths.
**FUEL:** All grades supplied by barge.
**WATCHMEN:** Customs guards on 24 hours duty at ship's side.
**OPENING/CLOSING HATCHES:** This is handled by stevedores.
**CUSTOMS ALLOWANCES:** 200 cigarettes and a moderate amount of spirits.
**CARGO GEAR:** Vessels normally load and discharge with their own gear but shore cranes and heavy lift cranes available on the dock.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:**

| | | | |
|---|---|---|---|
| Belgium | 6238711 | Italy | 6236255 |
| Bolivia | 6254123 | Japan | 6232866 |
| Columbia | 6236601 | Lebanon | 6231652 |
| Costa Rica | 6254123 | Liberia | 6222322 |
| Denmark | 6251901 | Mexico | 6254040 |
| Dominican Republic | 6241217 | Norway | 6236871 |
| El Salvador | 6226247 | Panama | 6223497 |
| Greece | 6232186 | Portugal | 6234930 |
| Guatemala | 6252441 | Spain | 6238851 |
| Haiti | 6232876 | Sweden | 6232166 |

**EMBASSIES:**

| | | | |
|---|---|---|---|
| Argentina | 6254069 | India | 6231276 |
| Brazil | 6225779 | Jamaica | 6224995 |
| Britain | 6252861 | Netherlands | 6251722 |
| Canada | 6234787 | U.S.A. | 6226471 |
| France | 6251437 | Venezuela | 6253872 |
| Germany | 6251898 | | |

**REPAIRS AND DRY DOCKS:** See "Chaguaramas".
**HOLIDAYS:** New Year's Day (January 1st); Good Friday; Easter Monday; Labour Day (June 19th); Whit Monday; Corpus Christi; Discovery Day (August 5th); Independence Day (August 31st); Diwali Day (late October/early November); Eid-ul-Fitr (December 21st/22nd, approximately); Christmas Day (December 25th); Boxing Day (December 26th).
**POLICE/FIRE/AMBULANCE:** Accidents – Police, 62999; Fire – First Aid, 62998.
**MEDICAL:** Advance notice of attention required will assist. Modern hospital facilities available.
**REPATRIATIONS:** Crew changes and repatriation can be arranged.
**AIRPORT:** Piarco International Airport – 17 miles from Port of Spain. Daily flights to world-wide destinations.
**TIME:** GMT minus 4 hours.
**TELEPHONES:** No facilities for telephones on board.
**SERVICES:** Efficient maintenance gang available for normal work, tank cleaning, painting, etc.

Shipping Service: Two government-owned vessels, *Scarlet Ibis* and *Bird of Paradise* operate a regular passenger and cargo service between Trinidad and Tobago.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Port Authority of Trinidad and Tobago. Wrightson Road, Port of Spain, Trinidad, W.1. Tel. 32901–5. P.O. Box 549.
**AGENT:** Sprostons (Trinidad) Ltd., 17 Chacon Street, P.O. Box 8, Port of Spain. Tel. 34121–9 (nine lines). Telex SPROS WG286 Cables: "Sprostons", Port of Spain, Trinidad.

## SOBO (Pitch Point): 10.15 N. 61.37 W.

Crude Oil Terminal operated by B.P. Trinidad Limited. Vessels from abroad calling at Sobo are required to proceed first to Brighton for clearance formalities.
**DOCUMENTS/HEALTH/CONSULS, etc.:** Refer to "Port of Spain".
**PILOTAGE:** Compulsory.
**TUGS:** Not used. Launch assists berthing.
**RESTRICTIONS:** Berthing/unberthing only on flood tide.
**MAX. SIZE:** Controlled by depth alongside jetty – 29 ft.
**BERTHING:** Vessel moored with springs on jetty. Other lines to buoys.
**FRESH WATER:** Not available.
**FUEL:** Available by barge.

**AGENT:** See "Port of Spain".

## TEMBLADORA (Alcoa Bauxite Terminal): 10.41 N. 61.35 W.

**DOCUMENTS/HEALTH/CONSULS, etc.:** Refer to "Port of Spain".
**PILOTAGE:** Pilotage is compulsory. Pilots board ½ mile off installation.
**ANCHORAGE:** Safe anchorage ¼–½ mile off head of jetty.
**RESTRICTIONS/MAX. SIZE:** There are two wharves: No. 1 with a length of 976 ft. and No. 2 with a length of 675 ft. Both are dredged to 36 ft.
**TUGS:** Alcoa maintain their own tug to assist in docking operations.
**STEVEDORES:** Not necessary.
**FRESH WATER:** Supplied at both piers, also by barge.
**FUEL:** All grades by barge.
**WATCHMEN:** Customs guards on duty at ship's side.
**OPENING/CLOSING HATCHES:** Handled by crew.
**CUSTOMS ALLOWANCES:** 200 cigarettes and a mod
amount of spirits per man.
**CARGO GEAR:** As "Port of Spain". Loading: Carried out
travelling tower conveyor system, rate 1,200 tons per hour. Disc
ing: With travelling towers grabs two each 5 tons capacity rat
tons per hour.
**IDENTIFICATION CARDS:** Not required.
**REPAIRS AND DRY DOCKS:** At Chaguaramas.
**MEDICAL:** All facilities available. Advance notice of requirem
should be given.
**REPATRIATIONS:** Can be arranged.
**AIRPORT:** See "Port of Spain".
**TIME:** GMT minus 4 hours.
**TELEPHONES:** No facilities for telephones on board.
**SHORE LEAVE:** No restrictions.

**AGENT:** See "Port of Spain".

# Tunisia

## BIZERTE: 37.17 N. 09.54 E.

**DOCUMENTS:**
3 Crew Lists.
3 Passenger Lists.
4 Crew Personal Effects Lists.
Health Declaration.
Manifest of provisions on board.
2 copies vessel's particulars declaration.
**PILOTAGE:** International Code signals are used to call Pilot.
pilot station can be contacted by VHF or radio/telephone
Goulette Radio, call sign 3VW. Pilot's telephone number 02.31
Vessels awaiting Pilot may anchor outside the port entrance 5
from the breakwaters in depths of 13 m.
**RESTRICTIONS:** Entry at night is forbidden for tankers, wh
must complete their berthing operations one hour before sunse
**MAX. SIZE:**

| | |
|---|---|
| *Petrol Harbour* | Berth A maximum length 225 m., Draft 40 ft. |
| | Berth B maximum length 130 m., Draft 27 ft. |
| *Commercial Harbour* | 3 berths maximum length 220 m. Draft 3 |
| *Cement Wharf* | Maximum length 150 m., draft 25 ft. |
| *Douaria Quay* | Maximum length 150 m., draft 27 ft. 6 in. |
| *Melasse Pier* | Maximum length 130 m., draft 30 ft. |
| *Coal Quay* | Maximum length 150 m., draft 16 ft. |

**HEALTH:** Free pratique normally given at the quays after moor
Pratique is automatic for vessels coming from another Tunisian p
In case of suspected disease on board vessel will be ordered
quarantine anchorage.
**RADIO:** Messages for the port authorities can be sent by V
Bizerte Radio call sign 3 VW 3. Other messages to Agent shoul
sent through Tunis Radio call sign 3 VT.
**TUGS:** Tugs normally join vessel about 100 m. outside the entra
channel and if requested will come further out. Ship's lines alw
used.
**BERTHING:** Can be carried out at any time.
**STEVEDORES:** Minimum of 24 hours advance notice of ETA
Agent is required.
**MEDICAL:** Doctor available to board vessel. Hospital, pri
clinics and all facilities available. 48 Hours notice required for Sm
pox, Cholera, and Yellow Fever inoculations.
**TANKERS:** *Berth A*. Loading arms for fuel, gas-oil and petrol
products all 10 in. diameter. Ballast line 12 in. diameter.

*Berth B*. Loading arms for all products except LPG are 8 in.
LPG. two loading arms of 4 in. diameter.

S.I.T.R. are equipped with an oil/water separator for ballast or
They are not able to accept residues from tankers.
**FRESH WATER:** Available from the quay at most berths. R
10/15 cubic metres per hour.
**FUEL:** Can be supplied subject to 48 hours notice.
**FIRE PRECAUTIONS:** The Petrol Harbour is equipped with
hydrants. A tug of 1,200 h.p. is required to be permanently stand
by when tankers are moored alongside the quay.
**WATCHMEN:** It is recommended to employ shore watchm
**OPENING/CLOSING HATCHES:** Carried out by stevedores
the request of Masters.
**CUSTOMS ALLOWANCES:** Each crew member is allowed
carton of cigarettes and one opened bottle of wine or spirits. In ca
of a prolonged stay in port, Customs may renew these quantities
**IDENTIFICATION CARDS:** Crew members' identification ca
will be collected by the Immigration service and exchanged for sh
passes while vessel is in port.
**CONSULS:** France Tel 02.31.466. Italy Tel. 02.31.747.
**REPAIRS:** All hull, deck and engine repairs can be effected.
**DRY DOCKS:** Three dry docks available the largest being 250 m
35 m. × 12 m.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Tunis and Carthage airport is situated 70 km. fr
Bizerte. Served by international airlines.
**TIME:** GMT plus 1 hour all year round.
**HOLIDAYS:** There are 17 days official holiday during the ye
Work can be carried out on all holidays except 1st May on paymen
100% overtime.

**POLICE/FIRE/AMBULANCE:** Police Tel. 02.31.200; Fire 02.31.022; Ambulance 02.31.422.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Direction du Port de Bizerte, Rue Tanak bn Ziada, Bizerte. Tel. 02.31.139–02.31.412.

## LA GOULETTE (including Tunis): 36.49 N. 10.18 E.

**DOCUMENTS:** *Required by Police:*
2 Crew Lists.
2 Passenger Lists.
*Required by Customs:*
1 Crew List.
2 Passenger Lists.
2 Crew Manifests.
*Required by Port Health:*
1 Crew List.
1 Passenger List.

**PILOTAGE:** To call Pilot contact Goulette Radio station, call sign 3VW, 24 hour watch on 2182 kc/s. Pilot boats are in permanent direct contact with Goulette Radio. International code visual and sound pilot signals may be used on arrival at the sea buoy.

Pilot launches are stationed inside the port, and proceed on call to meet vessels about a ½ mile beyond the sea buoy, i.e. the buoy No. 1 in the entrance channel to the port.

**ANCHORAGE:** Anchorages in the port roads are safe except during strong winds and heavy seas from the North or North-east; good holding ground.

Larger vessels anchor about ½ mile North-east of the sea buoy in depths of 12–14 m. Small vessels may anchor either North or South of the approach channel in depths of 7–9 m. in the vicinity of buoys Nos. 4 and 5 provided that they do not obstruct navigation in the entrance channel.

**RESTRICTIONS:** Tankers and ore carriers are not allowed to enter and leave port during the hours of darkness. Depth of water at low water is 27 ft. 6 in.

**MAX. SIZE:** *La Goulette:* up to maximum draft 27 ft. 6 in. Max. length 200 m. *Tunis:* up to maximum draft 21 ft. 6 in.

**HEALTH:** Master is required to complete Declaration of Health on arrival. Vessels which have previously called at another Tunisian port are given automatic free pratique except in time of epidemic.

**RADIO:** Tunis Radio 24 hour watch on 2182 kc/s, radio-telephone watch from 0600 to 2200 on 500 kc/s. Goulette Radio call sign 3VW 24 hour watch on 2182 kc/s.

**TUGS:** Are available to assist berthing as directed by the Pilot. Tugs join vessels in the vicinity of buoys Nos. 4 and 6, that is 400 or 500 m. from the berths. Vessels lines always used.

**STEVEDORES:** Gangs are ordered before 0600 for morning work; before 1300 for the afternoon and before 2000 for night work.

**MEDICAL:** Preferable to advise Agent in advance if doctor required on board. Crew members should possess international vaccination certificates.

**TANKERS:** One berth is reserved for tankers with a maximum draft of 27 ft. 6 in.

**FRESH WATER:** Hydrants are situated on the quays supplying fresh water at a rate of 12–15 cub. metres per hour. A water barge of 50 tons capacity can supply vessels at anchor.

**FIRE PRECAUTIONS:** A watchman has to be permanently employed on board tankers when alongside. A tug equipped with fire-fighting equipment is required to stand by tankers discharging.

**DEVELOPMENTS:** Dredging is being carried out to provide a depth of 11.60 m. in the entrance channel, and a depth of 11 m. at the oil berth. When dredging is completed the maximum allowable draft will be 32 ft.

**WATCHMEN:** The employment of gangway watchmen is necessary.

**OPENING/CLOSING HATCHES:** Are performed by ship's crew.

**CUSTOMS ALLOWANCES:** Each crewman is allowed two packets of cigarettes or 4 cigars or 50 gr. of tobacco and one opened bottle of alcohol.

**CONSULS:** Following countries are represented in Tunisia:
Australia
Denmark
France
Italy
Morocco
Norway
Panama
Algeria
Venezuela

**REPAIRS:** Machinery and boiler repairs can be effected on board. For large repairs it is necessary to send part to the Shipyards of Soconema at Menzel Bourguiba – 70 miles away.

**DRY DOCKS:** at Menzel Bourguiba 4 dry docks, the largest of which is 253 m. long 41 m. wide, 10.5 m. depth.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Situated 10 km. from the port. Regular daily flights to Europe and N. Africa.

**TIME:** GMT plus 1 hour. No alterations during the year.

**HOLIDAYS:** 20th March (Independence Day); 1st May (Labour Day); 25th July (Republic Day); 15th October( Evacuation Day). In addition there are 13 other holidays on which work is carried out on payment of overtime.

**POLICE/FIRE/AMBULANCE:** Tunis Police, tel. 5389; Goulette Police, tel. 275.028; Fire. 198; Ambulance 260.022.

Telephones can be connected on board vessels and are compulsory for tankers.

**SHORE LEAVE:** Crew members are permitted to go ashore obtaining a pass from the Port Police.

**AUTHORITY:** Office des Ports Nationaux Tunisiens, Port de la Goulette. Tel. 275.300. Telegram "Ofpornatu". Telex 386.

**AGENT:** Compagnie Tunisienne de Navigation, Head Office: 5, Avenue Dag Hammarskjoeld, Tunis/Tunisia. Cables "Cotunav-Tunis"; Teleprinter 475 & 479. Tel. 242.999.

## LA SKHIRRA (Terminal Platform): 34.18 N. 10.09 E. (See Plan)

**DOCUMENTS:**
5 Crew Lists.
2 Lists of Crew Personal Effects.
2 Stores Lists.
5 Passenger Lists, if passengers carried.
Manifest of cargo on board.
Manifest of cargo in transit.

**PILOTAGE:** Compulsory for berthing alongside. Pilot employed by TRAPSA. ETA required 48 hours and 24 hours before arrival. Call pilot by international code signals on arrival, or by VHF Channel 16. TRAPSA will advise if vessel required to anchor, or berth immediately. Pilot boards one mile off the terminal by black and white motor launch.

**ANCHORAGE:** Vessels should anchor outside the prohibited zone which is limited to the South by the parallel of Buoy No. 5 and to the East by bearing 350° from the terminal platform light.

**MAX. SIZE:** Length 300 metres. Draft 47 ft. 6 in. or up to 51 ft. at high water.

**HEALTH:** International Quarantine signals to be shown on arrival. Vessels normally receive free pratique at the quay after berthing. Suspect vessels must wait at anchor until pratique is given.

**RADIO:** TRAPSA operate coastal station Laskhirra Radio, (3VP). Messages for TRAPSA passed by other stations should be addressed Rapetrol Laskhirra.

**VHF:** The harbour office and loading terminal are equipped with VHF on the following channels: 156.8 Mc/s (calling), 156.6 Mc/s. 156.7 Mc/s. 156.55 Mc/s. Contact with tugs can be made on all four channels.

**TUGS:** Two tugs 1,500 h.p. each, normally used for berthing. Lines provided by tugs.

**BERTHING:** Two loading berths situated one each side of terminal platform connected by a jetty to the shore. For safe manoeuvring tankers are recommended to arrive with ballast up to 30% of summer deadweight. Mooring may need to be doubled during months of December to April, when sudden violent squalls sometimes occur. A vessel alongside requiring tug assistance may sound one long blast at frequent short intervals.

Depth alongside loading berths is 15 to 16 metres. Loading platform is served by three 30 in. oil pipe-lines and two 24 in. ballast lines. Each berth equipped with four 12 in. flexible hoses.

**MEDICAL:** Advance notice required of any medical assistance needed. Hospital facilities available. Crew members require valid vaccination certificates.

**BALLAST:** All ballast, except permanent, to be pumped to shore installation. Heavy fines for water pollution.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**CUSTOMS ALLOWANCES:** Two packets cigarettes allowed each crew man. No alcohol allowed.

**CONSULS:** Following countries are represented at Sfax: France, Sweden, Great Britain, Netherlands and Italy.

**REPAIRS:** There are no facilities for repairs. Nearest at Sfax.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Nearest at Tunis 350 km. away.

**TIME:** GMT plus 1 hour all year round.

**SHORE LEAVE:** Not allowed in Trapsa installation. Can be arranged through Agent.

**AUTHORITY:** T.R.A.P.S.A., BP B, Sfax. Telex 40811, La Skhirra. Cables "Rapetrol Laskhirra".

## SFAX: 34.44 N. 10.46 E.

**DOCUMENTS:** Within 24 hours of arrival Masters must submit a written declaration giving the name of ship and of the Master, Owner or Charterer, vessel's tonnage, draft, cargo, port of origin and destination, number of crew on board. Also required:
Customs Manifest.
Crew List for Police.
List of Dangerous Cargo.
Health Declaration.

**PILOTAGE:** Compulsory for all vessels over 100 gross tons. Pilotage commences at the outer buoys of the entrance channel. Day signals for Pilot, International Code Signal "P.T." or Code flag "S" hoisted alone or below code pennant. Night signals according to international rules. For entry at night, vessels must radio Harbour Master at the latest one hour before sunset to confirm their intention. Before boarding, Pilot will check that vessel does not exceed the maximum authorised draft. If the "Entry Prohibited" signal is not hoisted at the port signal mast, vessel may await Pilot in the channel axis about 1 mile off the outer buoys. Pilot boards from a launch 11 metres long, displaying international pilot signals. Pilot may be contacted by radio through Radio Port de Sfax. Agent must give advance notice of vessels arrival to Harbour Master 24 or 48 hours beforehand.

**ANCHORAGE:** In immediate vicinity of the port, depths up to 15 metres, good holding ground.

**MAX. SIZE:** Length 192 metres, beam 26 metres, draft 33 ft.

**HEALTH:** To request free pratique, hoist "Q" flag on arrival, or radio to Port Health Service. Pratique normally given at the berth after mooring. Suspect vessels are required to wait at anchor until pratique is given.
**RADIO:** Sfax Port Call—call sign 3VW2, operating from 05.00–09.00 and 15.00–19.00. GMT.
Calling frequency 2182 kc/s., working frequency 1743 kc/s. CR3. Used only for communications with port services. Meteorological information provided on request.
**TUGS:** Join vessel at outer buoys or according to circumstances in the outer port.
**BERTHING:** North-east Quay 820 m. long phosphate berth.
West Quay 150 m. long phosphate berth.
Petrol Pier 105 m. long. Max. size: length 180 m., draft 33 ft.
Salicole Pier salt loading berth.
**STEVEDORES:** Available, arranged by Agent basis vessel's ETA.
**MEDICAL:** Advance notice preferred if medical attention required. Hospital facilities available. Vaccination certificates required for all crew.
**DENSITY:** 1025.
**FRESH WATER:** Hydrants fitted on all quays. Written request for replenishing water is required by Harbour Master.
**FUEL:** Available by barge.
**DEVELOPMENTS:** Entrance channel to be widened to 60 metres. Dredging to 12·50 metres of channel and principal quays. These projects are under study.
**WATCHMEN:** Normally ship's crew. Available from shore if required.
**OPENING/CLOSING HATCHES:** Normally performed by crew.
**IDENTIFICATION CARDS:** Required by all crew.
**CONSULS:** Local representatives for France, Great Britain, Netherlands, Norway, Sweden, Denmark, Spain, Italy, Greece, Portugal and Belgium.
**REPAIRS:** Small engine repairs can be effected. Floating dock for vessels less than 350 tons.
**REPATRIATION:** Can be arranged.
**AIRPORT:** There is an airfield 7 km. from the city. No regular services.
**TIME:** GMT plus 1 hour.
**HOLIDAYS:** 1st January; 18th January; Aid El Kebir; Hegirian New Year; 20th March; 9th April; 1st May; Mouled; 1st and 2nd June; 25th July; 3rd August; 13th August; 3rd September; 15th October; Aid Es Seghir.
**POLICE:** Tel. 21–700.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Direction du Port de Sfax. Tel. 21644, 21532, 21486.

## SOUSSE (Suza): 35.50 N. 10.38 E.

**DOCUMENTS:**
3 Crew Lists.
3 Passenger Lists.
4 Crew Personal Effects Lists.
Health Declaration.
Manifest of Provisions on Board.
2 copies vessel's particulars declaration.
**PILOTAGE:** Contact Pilot Station. Tel. 03.20.401.
**RESTRICTIONS:** Entrance to the port coming from the sea is East to West. Channel 820 m. long, dredged to 10 m. depth. Depth in port area 9·50 m., height of tide 0·60 m.
**BERTHING:** One basin for ocean-going ships, yacht basin and fishing vessel harbour.
Length of quays 830 m. 8 berths.
**HEALTH:** Free pratique normally given at the quays after mooring. Pratique is automatic for vessels coming from another Tunisian port. In case of suspected disease on board vessel will be ordered to quarantine anchorage.
**STEVEDORES:** Minimum of 24 hours advance notice of ETA to Agent is required.
**MEDICAL:** Doctor available to board vessel. Hospital, private clinics and all facilities available.
**REPAIRS:** No facilities.
**WATCHMEN:** It is recommended to employ shore watchmen.
**OPENING/CLOSING HATCHES:** Carried out by stevedores at the request of Masters.
**CUSTOMS ALLOWANCES:** Each crew member is allowed one carton of cigarettes and one opened bottle of wine or spirits. In case of a prolonged stay in port, Customs may renew these quantities.
**IDENTIFICATION CARDS:** Crew member's identification cards will be collected by the Immigration service and exchanged for shore passes while vessel is in port.
**TIME:** GMT plus 1 hour all year round.
**HOLIDAYS:** There are 17 days official holiday during the year. Work can be carried out on all holidays except 1st May on payment of 100% overtime.
**AIRPORT:** Skanes Monastir – 13 km. from the port.
**AUTHORITY:** Direction du Port, Rue Assad Ibn. E. Fourst, Sousse Tunisia.

# Turkey

**GENERAL:**
On arrival off Canakkale, coming from the Aegean, or off Büyük coming from the Black Sea, ships must stop for sanitary inspect However, tankers with a dwt. over 100,000 tons proceeding to Gulf of Izmit to discharge or load petroleum products may ob pratique there without stopping at Canakkale, provided Agents notified 96 hours in advance.

In the event of bad weather at Canak, vessels may be allowed continue their voyage to Istanbul and undergo the sanitary insp tion there. Permission to do so is notified to them by the Ca Sanitary Office with the signal "H.M." in day time and three ver lights (green, white, green) at night.

Pilotage through the Dardanelles and the Bosphorus is not co pulsory. Pilot stations, equipped with VHF operating on Chan 16, are located at Canakkale, Istanbul and Telli Tabia (Up Bosphorus).

*Turkish Flag:* All foreign ships are required to fly Turkish during their stay in Turkish ports or when passing through Straits (Dardanelles and Bosphorus).

*Sanitary and Port Inspections:* On arrival at a Turkish port, e ship is boarded by a Sanitary Officer for examination. Nobody join or leave the ship before this inspection is completed.

The ship must produce the following documents:
Sanitary Declaration Form.
Deratisation Certificate.
Ship's Register.
Load-line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Cargo Ship Safety Construction Certificate.

*Police Customs Controls:* After obtaining free sanitary pratiq the ship must likewise produce:
(1) 3 Crew Lists together with every member's passport, discha book or Z-card.
(2) 1 List of Provisions, Stores and Bunkers.
(3) 1 Declaration of all Monies or cheques carried in the sh safe.
(4) Manifests of all cargo on board, whether for discharge Turkish or foreign ports.
(5) 1 List of Passengers landing in Istanbul showing national number, date and source of entrance visa (if such visa required) together with the passports.
(6) 1 List of Transit Passengers together with the passports.

Documents covered by items 1, 2, 3, 4 and 6 as well as a lis passengers embarking at Istanbul are also required on departure

Police and Customs Controls are effected at Istanbul wh arriving from the Aegean and at Büyükdere when arriving from Black Sea. However, vessels under 500 n.r.t. have to undergo com formalities at Canakkale, both inwards and outwards, apart fr those to be effected at Istanbul. It is recommended to prepare accommodation ladder to facilitate the boarding of officials.

Excepting the case of tourist vessels, the Customs Officers seal stocks of provisions and tobacco, spirits, as well as any ot items in bond. Sufficient quantities of the foregoing will be unsealed for the needs of the ship during the stay in port.

If stores left unsealed are exhausted while a ship is in por request to the Customs Officers will ensure further withdrawal.

The seals must not be broken before the ship's exit from territo waters or if sailing from one Turkish port to another Turkish por

*Special Rules for the Passage of the Bosphorus:* Art. 35 of "International Regulations for Preventing Collisions at Sea" d not apply to ships navigating in the Bosphorus. Ships proceed up the Bosphorus must keep to the European side, and com down must keep to the Asiatic side of mid-stream; that is to they must always keep to the left in so far as is consistent safety.

During their passage through the Bosphorus, ships must regu their speed, without exceeding the 10-knot limit over the bot so that piers, landing stages, etc., or other craft (sailing and row boats, etc.) may not be damaged by their wash. Further, they m take care not to hinder fishing and diving operations or to dam submarine telephone, telegraph or electric cables.

*Sound Signals, Wireless Sets:* It is forbidden to make use of si or steam whistles in the harbour, except for manoeuvring purpo as laid down in the regulations for the avoidance of collisions.

Wireless transmitters are not sealed on arrival of a vessel but recommended that their use in Turkish territorial waters be restric to cases of emergency.

*Refuse:* No refuse such as garbage, ashes, polluted oil and like can be thrown or pumped overboard, nor any scraping, clean of tanks and/or bilges can be effected inside port limits.

## ALIAGA: 38.50 N. 26.57 E.

Aliaga Refinery Terminal.
**LOCATION:** *Northern Point:* Lat. 38° 50′ N. Long. 26° 57′ 36″ E
*Southern Point:* Lat. 38° 50′ 10″ N. Long. 26° 46′ 33″ E.
**DOCUMENTS:** See "Izmir".
**PILOTAGE:** Pilot boards 1 to 2 miles N.W. of Tasli Burnu Lig
**ANCHORAGE:** The port itself is situated about 40 miles N. of Izmir on the Southern arm of the Gulf of Candarli and the anch age is considered safe for large ships.

**RESTRICTIONS:** Water depth at entrance about 14 fathoms. Water depth at crude oil wharf 15 metres.

**MAX. SIZE:** Crude oil berth designed for up to 100,000 dwt. Products berth designed for up to 40,000 dwt.

**PRATIQUE:** *Customs:* Customs post at refinery.

*Immigration:* None locally. Incoming and outgoing personnel have to be processed at Izmir and escorted under guard to and fro.

*Health:* No office locally. Officials have to be brought from Izmir.

**RADIO:** Cable address of Aliaga Refinery: "Petrol Izmir".

Four days prior arrival, Agents require notice of ETA (time and date) followed by any subsequent change.

**TUGS:** Two 2,000 h.p. tugs are on order. Meanwhile tug can be obtained, if free, from Port Monopoly Izmir at additional cost. Mooring boat also on order, meanwhile local boat available for hire.

**BERTHING:** Incoming tankers discharge at a "T"-type oil jetty just South of Tasli Burnu Light. The jetty runs parallel to the coastline and is situated 39° 49′ 30″ N. 26° 57′ 30″ E. approximately. The outer arm of the jetty, 317 metres long, is designed for crude oil tankers of 75/100,000 dwt. on the outer side and for tankers of 40,000 dwt. on the inner. The outer S.E. arm is designed for products tankers of up to 22,000 dwt. and the inner berth for small tankers of up to 8,000 dwt.

The crude oil berth is roughly in the centre of the N.W. arm and has four loading arms. The jetty is protected by four pivotal concrete buffers.

The products berth is similarly in the centre of the arm and is equipped with flexible hoses. Crude oil pumping rate up to about 3,000 tons per hour.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**AIRPORT:** Izmir is not an international airport and cargo is nearly always transhipped leading to unforeseen delays.

**SUPPLIES:** From local towns; adequate fresh fruit and vegetables and meat.

**AUTHORITY:** See "Izmir".

**AGENT:** See "Izmir".

## CANAKKALE 40.08 N. 26.24 E.

**DOCUMENTS:** Vessels in transit through the Dardanelles must stop at Canakkale and produce following documents to boarding Officer:

Certificate of Registry.
Derat. Certificate.
Crew List.
Name of Agent in Istanbul.

Vessels proceeding to a Turkish port will require in addition:

4 Crew Lists.
2 Personal Effects Lists.
2 Currency Lists.
2 Stores Lists.

**PILOTAGE:** Not compulsory for vessels proceeding to Istanbul. Compulsory for vessels over 1,500 GRT proceeding to Canakkale. Vessels requiring a Pilot use International Code signals, or signal "G" by light or whistle. No advance notice required. Telegraphic address of Pilot Station, Kilavuzluk Canakkale, via radio station TAM 7. Pilot boards off Khepez lighthouse, where vessel should slow down but no need to anchor. In bad weather pilot boat will anchor in Gulf of Kilya.

Also see "Shipmaster's Report".

**ANCHORAGE:** Vessels may anchor in position 40° 09′ 00″ N., 26° 23′ 09″ E. in depths of 12 to 16 fathoms.

**MAX. SIZE:** Vessels of any size may navigate Canakkale Strait.

**HEALTH:** All vessels bound for a Turkish port must stop for Sanitary Clearance at Canakkale. Any suspected disease on board must be declared. Sick crew members may be landed for hospitalisation.

Also see "Shipmaster's Report".

**RADIO:** Radio Station TAM 7 situated at local Post Office.

**TUGS:** One tug available, belonging to pilot station. Ship's tow lines always used.

**BERTHING:** Agents require at least 24 hours notice to arrange berthing at Canakkale Pier. Vessel may be required to shift to anchorage to give place to Turkish passenger vessels which have priority.

**STEVEDORES:** Arranged by Agent on basis of Master's ETA.

**MEDICAL:** 12 hours notice required to arrange medical assistance. Hospital facilities available.

**DENSITY:** Salt water. No tide.

**FRESH WATER:** Only available from the pier, rate approx. 10 tons per hour.

**FUEL:** Marine grades not available.

**DEVELOPMENTS:** New installations and berths under construction.

**WATCHMEN:** Customs guard compulsory for vessels at the pier.

**HATCHES:** May be operated by crew or stevedores according to Charter Party.

**CUSTOMS ALLOWANCES:** Crew allowed retain only quantities for personal consumption.

**IDENTIFICATION CARDS:** Required for crew members going ashore.

**CONSULS:** Italy, tel. 1008.

**REPAIRS:** Minor repairs can be effected.

**REPATRIATION:** Can be arranged if visa requirements are satisfactory.

**AIRPORT:** Situated 2 km. from Canakkale, internal services only.

**TIME:** GMT plus 2 hours all year round.

**HOLIDAYS:** Cargo work can be arranged on all holidays by agreement.

**POLICE/FIRE/AMBULANCE:** Police tel. 1181; Fire 00; Ambulance 1098.

**SHORE LEAVE:** Allowed at all times.

**SHIPMASTER'S REPORT:** *Dardanelles and Bosporus:* A pilot station has been established at Mehmetcik Point (Cape Helles); if the weather is too bad to embark the Pilot here vessel should proceed to Canakkale. If a Pilot is required for both Dardanelles and Bosporus, give 24 hours' notice through Istanbul Agent. Same Pilot remains on board for full transit, Sea of Marmara included, and this applies for both North- and South-bound traffic. Pilots at Dardanelles and Bosporus work VHF Channel 16.

*Sanitary Control:* White launch. Officers do not board but require Chief or 2nd Officer to go down into boat. Canakkale required Ship's Register, Derat, Crew List and Quarantine Declaration of Health. It is also required to fill in a form giving details of ship, cargo, last port, number of crew and passengers, etc., also name of ship's Agent in Turkey.

**AUTHORITY:** Canakkale Liman Baskanligi, Tel. 1121.

## DERINCE: 40.45 N. 24.49 E.

**PILOTAGE:** Pilotage in the Gulf of Izmit is compulsory for foreign flag vessels. The Izmit Gulf Pilot will disembark at harbour limits. Harbour Pilot also compulsory for all foreign flag vessels.

**ANCHORAGE:** Suitable anchorage at harbour entrance.

**TUGS:** Two tugs are available, 970 h.p. each.

**BERTHING:** Pier length 207 metres, depths alongside vary from 5 metres up to 7·35 metres.

**BULK HANDLING FACILITIES:** Two silos with storage capacity 5,000 tons each. Loading capacity 160 tons per hour, discharging capacity 120 tons per hour.

**AUTHORITY:** General Directorate of Turkish State Railways.

## EREGLI (Karadeniz Eregli), including Usunkum: 41.18 N. 31.27 E.

**DOCUMENTS:**

5 Crew Lists.
5 Passenger Lists.
3 Provisions Lists, including Bonded Stores.
3 Cargo Manifests.
3 sets Bills of Lading.

**PILOTAGE:** Pilotage available night and day for use in port under all weather conditions. Pilotage is carried out by qualified and experienced Pilots.

Compulsory for ships over 500 tons to have pilot service, and for ships over 1,000 gross tons to have pilot and tug-boat service.

Ships will take Pilots on board at a reasonable distance off the breakwater's red light. It is strongly advised that ships awaiting Pilot should avoid drifting South of the transit line of the green light on the breakwater ruin (Boshane Mendiregi) and the Citadel ruin which can be seen on top of the hill. (Transit direction is approximately 041° true.) The distance from the entrance of the port to the dock is approximately 4·6 cables, and the depth gradually decreases from 10 fathoms to 5 fathoms at the dock side.

In stormy weather, if the Pilots are unable to board, ships will proceed to a point in the Inner Port enabling the Pilots to board.

**ANCHORAGE:** Vessel waiting Pilot may anchor about 1 mile West of breakwater red light. The bottom of the port is muddy and sandy, and therefore ships can lay at anchor in any weather without fear of drifting.

**RESTRICTIONS:** *Eregli:* The depth of water in Outer Harbour is 15 metres (49·2 ft.) and Inner Harbour has 10 metres (35 ft.)

*Usunkum:* The length of Usunkum breakwater is 1,250 metres. The depth of water is 42 ft. Under normal weather conditions ships up to 34 ft. (inclusive) can enter into the Inner Harbour and berth alongside the dock safely. Average tide is about 1 ft. The width of channel is 200 metres but safe lane is 144 metres wide.

**MAX. SIZE:** *Eregli:* Under normal weather conditions ships up to 35 ft. draft can enter Inner Harbour and dock safely.

*Usunkum:* Up to 34 ft. draft can be berthed.

**HEALTH:** Pratique given after port doctor's visit on vessel's arrival. Crew vaccination certificates should be presented if required. Sanitary certificate required for any live animals on board.

**RADIO:** Istanbul Radio, TAH.

**TUGS:** Available. Normally join vessel outside the breakwater. Ships lines always used. Towing is done by one or two 600 h.p. diesel tugs. Towage is required for entering, leaving, berthing and shifting according to the size of the ship. Ships having a draft of over 20 ft. shall not use their own propellers in the Inner Harbour except in case of danger or absolute necessity.

Vessels with a draft greater than 30 ft. may be asked by the Port Authority to use a second tug at a very high cost.

**BERTHING:** *Eregli:* Inner quay is about 400 metres long for general cargo and 135 metres for coal loading.

The normal depth alongside quay is 30 ft. The docks have loading and unloading facilities, a railway track and open and closed warehouses at a very short distance. The railroad is a local system and is not connected to the Turkish railroad network. It has a length of approximately 16 km. for coalmine operations.

*Buoys:* There are four mooring buoys in the port 105 metres apart and at a distance of 170 metres from the breakwater at an average depth of 8 fathoms, buoys anchored with 50 tons concrete blocks and marked I, II, III and IV starting from the main breakwater head.

It is possible and safe to moor to the buoys with or without anchor and to moor to the breakwater by the stern (if the ship's length is adequate).

*Usunkum:* Usunkum has one loadout dock of about 172 metres length and one ore unloading dock about 195 metres length and a small general-purpose quay for small ships.

**STEVEDORES:** At least 24 hours notice required to order gangs.
**MEDICAL:** All details of any medical assistance required to be given to Agent with one hours notice. Hospital facilities available. Vaccinations can be arranged.
**FRESH WATER:** Can be delivered at 40 tons per hour.
**REPAIRS:** Small repairs such as lathing, levelling, welding, blacksmith work and woodwork can be effected ashore.
**HATCHES:** Opened and closed by either stevedores or crew according to Charter Party.
**CUSTOMS ALLOWANCES:** 200 grams tobacco and two bottles wine/spirits allowed each man per week.
**IDENTIFICATION CARDS:** Needed for crew going ashore.
**CONSULS:** No local representatives.
**REPATRIATION:** No facilities exist.
**TIME:** GMT plus 2 hours all year round.
**HOLIDAYS:** Cargo work can be arranged on all holidays.
**POLICE/FIRE/AMBULANCE:** Police tel. 28; Fire tel. 00; Ambulance tel. 500.
**TELEPHONES:** Cannot be connected on board.
**SHORE LEAVE:** Crew permitted to go ashore at all times.
**AUTHORITY:** Karadeniz Eregli Liman Baskanligi, Eregli-Karadeniz. Tel. 7.

## GIRESUN (Kerasunda): 40.56 N. 38.24 E.

**PILOTAGE:** Pilot ordered by Agent who requires 24 hours notice in advance of vessel's arrival. Compulsory for all foreign flag vessels.
**ANCHORAGE:** Good anchorage in Outer Harbour. Vessels should keep the entrance channel clear.
**TUGS:** Available in the harbour, but normally not required for vessels entering and leaving.
**BERTHING:** Entrance between breakwaters with width 275 metres depth 14 metres.

Berth A for passenger vessels, berth length 150 metres, depth alongside up to 8·5 metres.

Berth B for cargo vessels, berth length 275 metres, depth alongside up to 8·5 metres.

Berth C length 135 metros, depth alongside up to 8 metres.

Other berths for Port Administration vessels.

**STEVEDORES:** Working hours normally from 0800 to 1200 and from 1300 to 1700.
**FRESH WATER:** Not available.
**FUEL:** Not available.
**REPAIRS:** No repairing facilities.

## GOLLUK: 37.14 N. 27.38 E.

**DOCUMENTS:** The following documents have to be prepared by Masters before arrival:

4 copies of Crew Lists.
2 copies of Store Lists.
1 copy Health Document.
4 copies of Passenger Lists.
3 copies of Customs Documents.
3 copies of Manifests for cargo destined to port.
1 copy of Manifest for all transit cargo aboard.

N.B. Ship's particulars Form is to be filled by Masters upon arrival and remitted to the Port Authorities.

**RESTRICTIONS:** Golluk is a well-protected natural harbour, not affected by winds from any direction. Deep water approaches to pier.
**PILOTAGE:** Pilot unavailable.
**HEALTH:** Vessels to show their Sanitary Certificate if available aboard and also their Registry. Presentation also of Vaccination Certificate of all the crew, if required by sanitary officials. Pratique is necessary on arrival even if vessel has called at another port in the same country. Sanitary Certificate is required for live animals aboard.
**RADIO:** Izmir radio station, call letters TAN2. Istanbul radio station, call letters TAH.
**TUGS:** Not available.
**BERTHING:** One pier 170 metres long used for handling emery ore in bulk. Depths alongside 39 ft. shelving to 20 ft. at ninety metres from seaward end.
**CUSTOMS ALLOWANCES:** 50 cigarettes for each member of crew going ashore. Aboard the vessel each member of the crew is permitted to have one carton out of Bond. One litre wine/spirits for each member of the crew in opened bottle is permitted out of Bond. However, this allowance is to be kept aboard the vessel.
**TIME:** Local time GMT plus 2 hours. No alterations during the year.
**HOLIDAYS:** New Year's Day (from December 31st 1200 hrs. to January 1st 2400 hours); National Sovereignty Day (from April 22nd 1200 hrs. to April 23rd 2400 hours); Spring Day (1st May); Constitution Day (27th May); Sports Day (19th May); Victory Day (30th August); National Holiday (28th October 1200 hrs. to 30th October 2400 hrs.); Sheker Bayram (3 days movable); Kurban Bayram (4 days, movable).

## ISKENDERUN: 36.35 N. 36.10 E.

**DOCUMENTS:**

5 Crew Lists.
4 Passenger Lists.
2 copies Transit Cargo Manifest.
3 copies Inward Cargo Manifest, of which one must be lega by Turkish Consula'e at loading port. If no consulate exis same to be certified by local Customs Officer or Authorities.
1 set Bills of Lading.
2 copies Cargo Stowage Plans.
Health Documents.
2 Stores Lists.
Ship's Certificates.

**PILOTAGE:** Compulsory. Ordered by Agent on basis of Mas ETA. International Code signals used to call Pilot who board harbour entrance. Two pilot boats available.
**ANCHORAGE:** Safe anchorage in open roadstead at ½ to ¼ from shore. Vessels over 30,000 tons dwt. work cargo at ancho using ship's gear to lighters and pontoons. Vessels loading charging to lighter should anchor as close as possible to har entrance but not less than 800 metres from the pier.
**MAX. SIZE:** At anchorage, no limitations. Alongside pier, le 166 metres, draft up to 30 ft. Also see 'Tankers'.
**HEALTH:** Pratique obtained on arrival. Master required to s vessel's Health Declaration and Certificate of Registry. Crew va nation certificates to be produced if required. Sanitary certific required if live animals on board.
**RADIO:** Istanbul Radio, call sign TAH. Izmir Radio, call sign TA
**TUGS:** Four tugs available of 300, 700, 970, and 1,200 h.p. respe vely.
**BERTHING:** Jetty 509 metres long can accommodate two la vessels and several small vessels simultaneously.

Berth No. 1 at jetty head, 48 metres length, 35 ft. depth.
Berth No. 2, South side, 166 metres length, 28–32 ft. depth.
Berths 3 and 4, suitable only for tugs and small vessels.
Berth No. 5, North side, 166 metres length, 29–34 ft. depth.

Due to shelving depths vessels of 20,000 to 30,000 dwt. berth pa alongside and lighten cargo then shift once or twice further in.

The T.M.O. have a silo of 20,000 tons capacity which can de up to 300 tons per hour. Loading capacity of ore, 200 tons per h Unloading capacity for coal, 150 tons per hour.

*Inner Port*, used only by pontoons, lighters and tugs.

Priority given to Army, food relief and passenger ships.

**STEVEDORES:** Two consecutive shifts of 8 hours each day anchor, approximately 100 tons can be handled each shift, general cargo. Baled cargo, 125 tons per shift. Bagged cargo, tons per shift.

Gangs secured by Agent through the Port Monopoly, 24 ho prior arrival.

**MEDICAL:** Master to inform Agent by cable if urgent med assistance required on arrival, also indicating, if possible, serio ness of case in order to take adequate steps.
**TANKERS:** Two buoy mooring berths operated by Mobil Oil a Petrol Ofisi, suitable for vessels up to 50,000 tons dwt.

No slop reception facilities.

**FRESH WATER:** Supplied only by barge, two available eac 250 tons capacity.
**FUEL:** Not available.
**DEVELOPMENTS:** A new port complex is under constructio prolongation of the inner port area. Quays to be completed 1
**WATCHMEN:** Services of watchmen recommended. Three s of 8 hours each. Extra tariff for Sundays and holidays.
**HATCHES:** May be opened/closed by ship's crew. May be formed by stevedores at tariff rates.
**CUSTOMS ALLOWANCES:** 50 cigarettes for each man go ashore. On board the vessel each man may hold 200 cigarettes one open bottle wine/spirits out of bond.
**IDENTIFICATION CARDS:** Seamen's Book is sufficient.
**CONSULS:** Vice-consulates of Sweden, Norway, Netherla France, Greece, Italy and Iran.
**REPAIRS:** Welding and other minor types of repairs are possi
**REPATRIATION:** Can be arranged.
**AIRPORT:** Adana Airport, served only by domestic lines routes to Beirut and Istanbul. Airport situated 140 km. from Isk derun. Twice daily service to international airport Istanbul.
**POLICE/AMBULANCE/FIRE:** Police 1044; Ambulance 14 Fire 1000.
**TIME:** GMT plus 2 hours all year round.
**HOLIDAYS:** New Year's Day (commencing 1200 Dec. 31 National Sovereignty Day (April 23rd, half day April 22nd); Sp Day (May 1st); Constitution Day (May 27th); Sports Day (May 18 Victory Day (August 30th); October 28th (half day); October 2 and 30th; Sheker Bayram (3 days, movable); Kurban Bayram (4 da movable).
**SHIPMASTER'S REPORT:** Customs and health clearanc performed at anchor outside the port. Vessels should anchor ab ½ mile North of the landing stage in the main part of the town. officials and Agents arrive by boat and when clearance is given Pilot comes out. Vessels with cargo for the chemical works Sariseki (3½ miles North of the main port) the procedure is same except that a Pilot is not required.

Customs, immigration, and health officials require 4 crew lists arrival. The Agent will require 2 more crew lists prior to the vess departure for clearance with the Harbour Master. On departure vessel will anchor off again while outward clearance is obtained

Summer time is in operation all over Turkey from 1st April until 30th September each year.

**AUTHORITY:** Harbour Master, Iskenderun.

**AGENT:** Gulf Agency Company (Turkey) Limited, POB 277, Iskenderun. Tel. 1277, 2277, 3290. Telex 4 ISK MAKZUME. Cables: "GACSHIP Iskenderun."

## ISTANBUL: 41.01 N. 28.58 E.

**DOCUMENTS:** *Operating Vessels*

5 Crew Lists.
6 Passenger Lists.
3 Stores Lists.
1 Transit Cargo Manifest.
2 Inward Freighted Manifests.
2 Inward Non-freighted Manifests.
Copies of relevant Bills of Lading accompanying Inward Manifests,
Ship's Certificates (Deratisation, Tonnage, Safety, Safety Radio, Class or Freeboard).
3 ships safe money lists. (If there is no money on board, please issue three lists as follows: THERE IS NO MONEY ON BOARD).
Harbour Masters Sailing Permit (which must be exchanged at each Turkish port and kept on board).

*Transiting Vessels*

Master to present only Tonnage and Deratisation Certificates during Sanitary Control at both Straits (Canakkale and Buyukdere).

**PILOTAGE:** For both operating and transiting vessels, Pilot secured by the Agent through the Port Monopoly Administration. Master to wire ETA notices 48 and 24 hours prior to arrival. Pilot boarding vessel with service boat hoisting red and white flag. Pilot boarding vessel off Haydarpasa and Seraglio or off Kavak. Pilotage for entering and berthing in harbour areas is compulsory. Pilotage through Bosphorus is optional. All Pilots can be contacted by VHF Channel 16.

Also see "Shipmaster's Report".

**ANCHORAGE:** Free and safe anchorage in roads off Marmara coast approach to Instanbul. It is however recommended to anchor the nearest possible to the harbour. Anchoring at other anchorage areas is subject to special permission via Harbour Mastorate. Good anchorage off Haydarpasa and off Yenikapi, Ahirkapi for large vessels and for smaller vessels there is a good anchorage between Dolmabahce Palace and Kurucesme.

**RESTRICTIONS:** Ships carrying hazardous cargoes (inflammable, explosives, corrosives, etc.) are not allowed to enter the harbours. Ships can anchor in roads outside the harbour at any time without Pilot. Ships to operate upon arrival at night can enter the harbours with Pilot and with special permission through the Port Monopoly Administration. Forty-eight hours' notice has to be given to the Harbour Master of Istanbul for vessels calling at Istanbul and/or passing in transit through Bosphorus.

Vessels entering the Black Sea must keep to the European side and those leaving the Black Sea must keep to the Asiatic side of the fairway.

**MAX. SIZE:** No limitation of draft in open roadstead, at anchor. Maximum draft in port alongside quay: 10 metres for dry cargo ships. Tankers up to 48 ft. draft can berth at Haramidere oil port.

**HEALTH:** Sanitary control of both transiting and operating vessels performed at the Straits entrance (Canakkale and Buyukdere). Ships entering from South must slow down at Canakkale and ships arriving from North must slow down at Buyukdere for Sanitary Control. In case of non-performance of such control due to bad weather, Master has to inform Agent in time and have to stop and wait at South Entrance of the Bosphorus until Sanitary Control is performed otherwise heavy fine would be levied.

Also see "Shipmaster's Report".

**RADIO:** Wirelesses to be routed to Agent via Istanbul Radio. Call sign of Istanbul Radio Station is THA. Frequency MW 500 m. Ships can also communicate with Agent by radio telephone on frequency 2182 kc/s. It is recommended that ships be on watch for any radio telephone call by Agent for any berthing and operation arrangement.

**TUGS:** Arranged by Agent. Tug-boat compulsory for vessels over 2,000 grt, charged per hour or fraction of each operation.

Two of 970 h.p., 1 of 620 h.p. and 1 of 200 h.p. Lighters: 1 of 100 tons, 6 of 150 tons and 3 of 230 tons.

**BERTHING:** Priority to Army, food relief and passenger ships. If no berth available then ships to wait for turn in roads at anchor.

**WHARVES:**

| | *Length in metres* | *Depth of Water in metres* |
|---|---|---|
| Karakoy (ex Galata) exclusively for passenger vessels | 520 | 7–10 |
| Salipazari | 600 | 10 |
| Sarayburnu | 240 | 6 |
| Camialti and Haskoy (Golden Horn) | 68 | 3–4 |

*Haydarpasa.* This port, protected by two breakwaters of an overall length of 1,709 metres, has quays of 1,988 metres total length, that may simultaneously accommodate six medium-sized vessels and where cargo operations may be made direct to and from wharves or railway trucks.

The draft of water at the quays varies between 6 and 10 metres.

*Silos:* 4 grain silos are available:

| *Capacity* | *Delivery per hour* | *Intake per hour* |
|---|---|---|
| 34,500 tons | 200 tons | 100 tons |
| 20,000 tons | 120/150 tons | 90/100 tons |
| 10,800 tons | 120/150 tons | 90/100 tons |
| 5,280 tons | 120/150 tons | 90/100 tons |

*Equipment* – Total number of cranes: 31.

Electrical Cranes along the quays:

3 of 1·5-ton capacity
10 ,, 3 ,, ,,
6 ,, 5 ,, ,,
1 ,, 6 ,, ,,
1 ,, 8 ,, ,, (coal winch)
1 ,, 25 ,, ,, (fixed with swinging boom)
1 ,, 25 ,, ,, (gantry crane on rails)

Rubber Wheeled Mobile Cranes:

6 of 5-ton capacity
1 ,, 8 ,, ,, with caterpillar tracks
1 ,, 10 ,, ,,
1 ,, 18 ,, ,,

**BULK HANDLING:** Three grain silos are available:

One of 34,500 ton capacity with 200 ton delivery/100 ton intake per hour.

One of 10,800 ton capacity with 120–150 ton delivery, 90–100 ton intake per hour.

One of 5,280 ton capacity with 120–150 ton delivery, 90–100 ton intake per hour.

**TANKERS:** The oil port called Haramidere is a small bay open to Southern winds and 60 km. distant from Istanbul in the Sea of Marmara. There are buoys and oil pumping platform in this bay. Tankers can berth by dropping two anchors and mooring by stern at these buoys or at platform. Average sea depth is 48 ft.

**BRIDGES:** There are two bridges: Galata Bridge is between Eminonu and Karakoy: Ataturk bridge is between Unkapani and Azapkapi. Both bridges are opened in the morning for vessels entering the Inner Harbour (Golden Horn). Vessels wanting to pass through the bridges have to give notice in due time to the Harbour Master of Istanbul.

**STEVEDORES:** Gangs of stevedores secured by the Agent through the Port Monopoly, 24 hours prior arrival. Average loading and discharging rates of about 150–200 tons per gang per shift depending also on the kind of goods. Discharging operations are generally performed alongside the wharves and loading operations at buoys; however, as stated above, can also be effected alongside simultaneously with discharging. Working hours: Monday to Friday 0800/1200 and 1300/1700 hours; Saturday 0800/1200 hours.

**MEDICAL:** Master to inform Agent by cable if urgent medical assistance is required upon arrival, also indicating if possible seriousness of case in order to take adequate steps.

**DENSITY:** Always variable due to strong currents, however, can be reckoned as 1015.

**FRESH WATER:** Supplied by barge and shore installation at the rate of 30–60 tons per hour.

**FUEL:** Diesel oil, gas oil and bunker fuel can be supplied by barge at transit cost, subject 48 hours pre-advice. Fuel supplied only against advance payment in foreign exchange (dollars, sterling or Swiss francs).

**GANGWAY/DECK WATCHMEN:** Recommended.

**OPENING/CLOSING HATCHES:** Owners or Master to decide whether this work should be undertaken by the stevedores or by the crew.

**CERTIFICATES:** Safety, Safety Equipment, Safety Radio, Class and Freeboard documents.

**CUSTOMS ALLOWANCE:** 40 cigarettes and one bottle wine/spirits per crew member.

**CARGO GEAR:** Generally shore cranes operating. However, ship using own means when such cranes are not available. Full lights to be supplied by ship.

**IDENTIFICATION CARDS:** Seaman's book is sufficient.

**CONSULS:**

Albania
Austria
Belgium
Brazil
Bulgaria
Czechoslavakia
Chile
Denmark
Dominican Rep.
Finland
France
West Germany
Great Britain
Greece
Holland
Hungary
Iceland
Iraq
Iran
Israel
Italy
Japan
Yugoslavia
Lebanon
Mexico
Norway
Pakistan
Poland
Portugal
Romania
Spain
Sweden
Switzerland
Syria
Thailand
U.A.R.
U.S.A.
U.S.S.R.

**REPAIRS:** At the Golden Horn are three graving-docks:

One 388 ft. length, 72 ft. width at entrance
Two 279 ft. ,, 62 ft. ,,
Three 600 ft. ,, 63 ft. ,,

At Istinye (in the Bosphorus) are:

1 floating dock 137·50 m. length, 21·25 m. width with 8,500 tons lifting capacity. 1 floating dock 67·82 m. length, 30·40 m. width with 5,000 tons lifting capacity. 1 floating dock 126·14 m. length, 34·0 m. width with 10,000 tons lifting capacity. In cases of necessity floating docks of 5,000 and 10,000 tons capacity can be united and be put in operation as single floating dock with 15,000 tons lifting capacity. Every kind of repair can be effected at Istinye docks.

At Fener (Golden Horn) is a dry dock for vessels up to 600 tons, and at Kaskoy (Golden Horn) is a dry dock for vessels up to 176 tons, length 176 ft. and 176 ft. respectively. There are also some privately owned. All kinds of repairs can be effected.

**SURVEYORS:** American Bureau of Shipping, Bureau Veritas, Germanischer Lloyd, Lloyd's, Norske Veritas.

**REPATRIATION:** Crew exchange and repatriation is possible for citizens of Italy, Great Britain, Benelux, Sweden, Norway, West Germany, Austria, Switzerland, France, Ireland, U.S.A., Iceland, Pakistan, Monaco, Australia, Canada, Japan, New Zealand, Spain, Cyprus, Portugal, Tunis, Kenya, Iran, Yugoslavia, Romania, Morocco. Citizens of other states not specified above are subject to a Turkish visa.

**AIRPORT:** Yesilkoy Airport is an international airport with daily connection to everywhere. Airport distant 15 km. from Istanbul.

**TIME:** GMT plus 2 hours, GMT plus 3 hours in Summertime.

**HOLIDAYS:** New Year's Day (Dec. 31st p.m. and January 1st); National Sovereignty (April 22nd p.m. and April 23rd); Spring Day (May 1st); Sports and Youth Day (May 19th); Sheker Bayram (3 days) (movable); Courban Bayram (4 days) (movable); Liberty/Constitution Day (May 26th p.m. and May 27th); Victory Day (August 30th); Proclamation of the Republic (Oct. 28th p.m. to Oct. 30th). In the event of a holiday ending on a Friday, the Saturday that follows is considered also as a holiday in full, and normal working starts as of Monday morning 0800 hours.

**POLICE/AMBULANCE/FIRE:** Fire Istanbul 21 42 22, Uskudar 33 20 30; Police 27 45 00; Ambulance Istanbul 21 15 95, Beyoglu 44 49 98, Uskudar 33 04 01.

**TELEPHONES:** No installation for connection facility on board.

**SERVICES:** Tank cleaning (gas-free service), deratisation, compass adjusting carried out by experts of shipyards or Turkish Maritime Lines.

**SHORE LEAVE:** Crew members are allowed ashore at all times.

**SHIPMASTER'S REPORT:** *Dardanelles and Bosporus:* If a Pilot is required for both Dardanelles and Bosporus, give 24 hours' notice through Istanbul Agent. Same Pilot remains on board for full transit, Sea of Marmara included, and this applies for both North- and Southbound traffic. Pilots at Dardanelles and Bosporus work VHF Channel 16.

*Sanitary Control:* Required at Buyukdere, Ship's Register, De-Rat, Crew List and certificate issued at Canakkale North-bound.

**AUTHORITY:** Marmara Bulgesi Liman ve Denizisleri Mudurlugu. Tel. 44.21.97; Director 44.23.91; Harbour Master 44.23.74.

**AGENT:** Gulf Agency Co. (Turkey) Ltd., POB 1230–Karakoy, Istanbul/Turkey. Cables: "Gacshipping – Istanbul". Telex 213 1st Mayou. Tel. 44 29 80.

## IZMIR: 38.25 N. 27.09 E.

**DOCUMENTS:**

5 Crew Lists.
4 Passenger Lists.
2 Manifests of Transit Cargo.
3 Manifests of Inward Cargo, one of which must be legalised before arrival by Turkish Consulate at loading port.
1 set Bills of Lading.
2 sets Cargo Stowage Plans.
2 Stores Lists.
Health Documents.
Ships Certificates.

N.B. Ship's particulars form is to be filled in by Masters upon arrival at Izmir, and remitted to the Port Authorities.

**PILOTAGE:** Vessels are permitted to arrive and sail from Izmir by day and night. After entering the Gulf of Izmir, Masters who are not familiar with the waters, require a pilot at Pelican Spit. The pilotage from Pelican Spit to Izmir is not compulsory and Masters must notify their Agents at least 12 hours in advance giving their ETA at Pelican Spit and ask for a Pilot.

Pilot can be contacted on VHF Channel 16.

**ANCHORAGE:** In the Outer Harbour, 300 metres outside Old Port breakwater, ample space for vessels to anchor. Cargo operations cannot be performed at anchor unless vessels have red label cargoes aboard for Izmir or in transit.

**RESTRICTIONS:** Docking of ships at the old port is not permitted during night, but ships can sail any time during night. At the new port, docking is permitted during night (weather permitting) also ships can sail any time during night. There are no tides at Izmir.

**MAX. SIZE:** Vessels of any size with a maximum of 33 ft. draft can operate at Izmir. There is a pipe-line for oil-carriers in the Gulf of Izmir where tankers with a maximum draft of 33 ft. can operate.

In Old Port, length restricted to 165 metres, max. draft 8 metres.

**HEALTH:** Vessels to show their Sanitary Certificate – if available aboard – also their Registry. Presentation also of Vaccination Certificate of all the crew, if required by sanitary officials. Pratique is necessary on arrival even if the vessel has called at another port in the same country. Sanitary Certificate is required for live animals aboard. If quarantine (fumigation) of the vessel is necessary, very considerable time is lost for vessel to proceed to Fumigation Station at Klazomene, located at about 20 miles from Izmir (in the Gulf of Izmir) where fumigation can be effected and bad cases hospitalised. Very costly and loss of time caused.

**RADIO:** Izmir Radio Station: call letters TAN2. Istanbul Radio Station: call letters TAH.

**TUGS:** Tugs are compulsory for vessels of more than 2,000 grt. At Harbour's Master's estimation, two tugs will be used for vessels over 4,000 grt in case of bad weather. Dues will be collected for each tug.

Four tugs of 200, 300, 970 and 1200 h.p. continuously availab

**BERTHING:** *Old Port:* Location Lat. 38° 25′ N. Long. 27° 1 Harbour entrance to port 130 ft. wide, depth 40 ft., harbour le 1,200 metres, harbour width 700 metres. (Pilot boards ¼ mile of trance).

Precaution to be taken against North-east and South winds. M ing stern to quay. Operations effected by means of lighters. A gether 8 vessels can berth in Inner Harbour with a draft of 24 to

*Alsancak – New Port:* Located at a distance of about 2 miles the old port. Depth alongside berths 22 to 33 ft. Pilot's boar vessels outside breakwater of old port. Presently 9 cargo ves of various sizes (mainly medium and small sizes) otherwise 5 vessels of big size can operate at the new port. There is also a b for one big size passenger vessel or 2 small size vessels.

**BULK HANDLING FACILITIES:** Grain silo has capacity 4 tons. The conveyor can deliver between 2,500 and 3,000 tons i hours

Bulk ore loaded by grabs. Daily loading capacity per shift hours is between 750 to 1,000 tons.

**STEVEDORES:** Straight time 08.00/12.00, 13.00/17.00. Over 18.00/02.00, 13.00/17.00 (Saturdays). Sundays and holidays as as Saturdays from 13.00: overtime charges 50% increase on charges.

For overtime discharging operations at the new port hand charges (overtime) from ship's tackle to the Custom's wareho are for account of the ship.

9 men per gang aboard (6 labourers, 2 winchmen, 1 hatch ten 3 lightermen or men on the Dock.

Extra men used to reinforce regular gangs and in hatches com ted with cargo to be discharged thus securing a quick despatch

**MEDICAL:** Advance notice optional. There is a local Engl speaking doctor for service on board vessels.

Hospitals: U.S. Military Hospital, French Hospital, Governm Hospital (Memleket). Doctors available to board ships or patien proceed to their clinics.

U.S. Military Hospital for emergency cases but not accep regular patients.

**TANKERS:** Izmir is a discharging port for tankers. Socony M Oil receives petroleum products in bulk through a pipeline at a tance of about 1 mile from their shore installations. Depth at end of the pipeline is 33 ft. The pipeline is of 12 in. and the pum is effected through a flexible of 10 in. at an average of about 45 tons per hour.

British Petroleum, receives petroleum products at a Jetty w the tankers berth stern to with a draft of maximum 23 ft. Pumpin effected by the vessel from her stern with a flexible hose of 6

Petrol Ofisi receives petroleum products at their jetty. Ves berthed stern to with a draft of 17 ft. Same procedure for pum as for British Petroleum. The above three installations are locate the Gulf of Izmir opposite to the new port of Alsancak.

**FRESH WATER:** Fresh water is available for drinking. The w is given both from dock or by barge. Water is supplied by Monopoly. Delivery at the dock about 20 tons per hour. By ba about 40 tons per hour.

Two barges each of 200 tons capacity available.

**FUEL:** All kinds of fuel available subject to 24 hours' advance no Fuel supplied only against advance payment in free foreign excha direct to Agent of the vessel.

**DEVELOPMENTS:** New port of Alsancak to be extended du the next five years by the construction of a breakwater, do warehouses totalling a berthing capacity of additional 5 to 6 ca vessels.

**GANGWAY/DECK WATCHMEN:** Services of watchmen commended. Three shifts of 8 hours per day.

**OPENING/CLOSING HATCHES:** This work can be carried by crew. If carried out by stevedores the cost is charged to ves

**CERTIFICATES:**

Deratisation Certificate.
Registry.
Vaccination Certificates (if required).
Health Certificate.

**CUSTOMS ALLOWANCES:** 50 cigarettes for each membe the crew going ashore. Aboard the vessel each member of crew is permitted to have one carton out of Bond. Wine an spirits: One litre for each member of the crew in an open bott permitted out of Bond. However, this allowance is to be kept abo the vessel.

**IDENTIFICATION CARDS:** Seamen's Book is sufficient.

**CONSULS:**

| | |
|---|---|
| U.K. General Consulate | tel. 32501 |
| West Germany Consulate | ,, 34916 |
| U.S. Consulate General | ,, 32137 |
| Italian Consulate | ,, 33882 |
| Greek Consulate | ,, 32622 |
| Belgian Consulate (Hononary) | ,, 24110 |
| Danish Consulate (Honorary) | ,, 24018 |
| Norwegian Consulate (Honorary) | ,, 32066 |
| French Consulate General | ,, 23116 |
| Luxemburg Consulate (Hononary) | ,, 35737 |
| Swedish Consulate (Hononary) | ,, 24878 |
| Netherlands Consulate (Honorary) | ,, 32064 |
| Finland Consulate (Hononary) | ,, 24930 |
| Spanish Consulate (Honorary) | ,, 33689 |

**REPAIRS:** Ship's repair shops available: Denizcilik Ba (Turkish State-owned), Lui Tius (private). Deck and engine re are possible.

**DRY DOCKS:** No dry docks available.

**REPATRIATION:** All facilities available for crew changes and arranging necessary repatriations.
**AIRPORT:** Airport from dock – distance 30 kilometres. Airport is served by Turkish Airlines with 5 flights per day (local flights in connection with Istanbul International flights). Also one daily flight from Izmir to Athens (Greece) and back by Turkish Airlines.
**TIME:** Local time 2 hours ahead of GMT. No alterations made to clocks during the year.
**HOLIDAYS:** New Year's Day (from December 31st 12.00 hrs. to January 1st, 24.00 hours); National Sovereignty Day (from 22nd April, 12.00 hours to April 23rd, 24.00 hours); Spring Day (May 1st); Constitution Day (May 27th); Sports Day (May 19th); Victory Day (August 30th); National Holiday (October 28th, 12.00 hours to October 30th, 24.00 hours); Sheker Bayram (3 days) movable; Kurban Bayram (4 days) movable.

On these days offices are closed. Work in port is allowed by paying 50% overtime to the S.T. wages. The overtime for the National Holiday (Oct. 29th) is paid 100% on the total regular overtime, which makes 300%. On the first days for Sheker and Kurban Bayram work aboard is doubtful.
**POLICE/AMBULANCE/FIRE:** Police, tel. 22771; Ambulance, tel. 22319; Fire, tel. 22222.
**TELEPHONES:** It is possible to place telephones aboard vessels at the new port of Alsancak.
**SHORE LEAVE:** Crew members are allowed to go ashore.
**REGULATIONS:** Berths at the new port of Alsancak are obtained on basis of the time and date of arrival of each vessel. If the port is congested, vessels wait for their turn at anchor.
**DELAYS:** During the active export season, some delays occur varying one or two days.
**AUTHORITY:** Izmir Harbour Master, Ataturk Caddesi 178, Izmir, Turkey. Tel. 23693.

**AGENT:** Gulf Agency Company (Turkey) Limited, POB 857, Izmir. Tel. 32755 and 32864. Telex 71 IZR Makzume. Cables: "GACSHIP Izmir."

## MERSIN: 36.47 N. 34.38 E.

**DOCUMENTS:**
5 Crew Lists.
4 Passenger Lists.
2 Transit Cargo Manifests.
3 Inward Cargo Manifests, one of which must be legalised prior arrival by Turkish Consulate at loading port; if no Turkish Consulate, same to be certified by local Customs Authorities.
1 each of the Bills of Lading accompanying Manifests.
2 Cargo Stowage Plans.
Health Documents.
Ship's Certificates (Safety Equipment, Safety Radio, Class and Freeboard Documents).
2 Store Lists.

**PILOTAGE:** Agent orders Pilot through Port Monopoly Administration. Master to wire ETA notices 48 and 24 hours prior to arrival. Pilot boards vessel with service boat hoisting red and white flag. Sound signals: two long and one short blast. Pilot boards vessel outside main breakwater. Shipmaster can use VHF station according existing international frequencies.
**ANCHORAGE:** Safe anchorage in open roads outside main breakwater.
**RESTRICTIONS:** No particular restrictions. Ships can anchor in roads outside main breakwater at any time without Pilot.
**MAX. SIZE:** No limitation of draft in open roadstead, at anchor. Maximum draft in port alongside quay: 14 metres for tankers, 10 metres for other ships.
**HEALTH:** Clearance is effected on arrival. Vaccination Certificates to be presented if required. If suspected disease on board radio Agents full details before arrival.
**RADIO:** Istanbul Radio, call sign TAH, Izmir Radio, call sign TAN2, Mersin Radio TAM5. Wireless messages to be routed to Agent, preferably via Istanbul Radio. Port VHF service in operation.
**TUGS:** Tug boat compulsory for vessels over 1,000 grt. charged per hour or fraction of each operation. Four tugs available up to 1,200 h.p.
**BERTHING:** Priority to Army, food relief and passenger ships. If no berth available then ships to wait for turn in roads at anchor.

| | *Length metres* | *Depth metres* |
|---|---|---|
| Quay No. 1 (Passenger Quay) | 175 | 10 |
| Quay Nos. 2 and 3 | 274 | 10 |
| Quay No. 4 | 150 | 10 |
| Quay Nos. 5, 6 and 7 | 493 | 10 |
| Quay Nos. 8 and 9 | 275 | 10 |
| | each side | |
| Quay Nos. 10, 11, 12 and 13 | 577 | 6 to 8 |
| Quay Nos. 18 and and 19 (ore and coal) | | 10 |

**BULK HANDLING FACILITIES:** At Quay Nos. 8 and 9 there is conveyor system which can deliver 600 tons per hour from each spout Discharging rate 100 tons per hour from each of the two suckers.
**STEVEDORES:** Gangs of stevedores secured by the Agent through the Port Monopoly, to be ordered 24 hours prior to arrival.

Generally two consecutive shifts of 8 hours per day. Discharging/loading rates average:
100 tons per shift general cargo.
200 tons per shift bagged cargo
150 tons per shift baled cargo
175 tons per shift bulk ore
Max. rate for ore 400 tons per shift if grab loading.
**MEDICAL:** Master to inform Agent by cable if urgent medical aid is required upon arrival, also indicating if possible seriousness of case in order to take adequate steps.
**TANKERS:** Quays No. 20 and 21, 350 metres long, berths on each side with depth of 12·5 metres.
*ATAS Refinery Terminal:* Depth in harbour channel, 11·2 metres and, in approaches to channel, 12·3 metres. Turning basin 1,148 ft. diameter, depth 42 ft. 8 in. Depth alongside berths 48 ft. 6 in.

Maximum length 229 metres, draft 11·6 metres. Tankers up to 12·19 metres draft have berthed.

Tankers in ballast up to 15,000 dwt. may berth/unberth at any time, day or night. Other vessels manoeuvre in daylight hours only.

One finger pier, berths for two tankers, 10-in. hose connections to 26-in. shore line. No facilities for slop disposal ashore.

Fresh water available from barge 100 tons each load.
**DENSITY:** Salt water 1025.
**FRESH WATER:** Fresh water supplied to tankers by barge but otherwise by shore installation at the rate of 30/35 tons per hour.
**FUEL:** Almost all kinds of fuel available in transit and facilities for delivery to ships. Fuel supplied only against exchange in advance.
**GANGWAY/DECK WATCHMEN:** Available and recommended.
**OPENING/CLOSING HATCHES:** Owners or Masters to decide whether this work should be undertaken by the stevedores or by the crew.
**CUSTOMS ALLOWANCES:** 40 cigarettes and one bottle wine/spirits per crew member.
**CARGO GEAR:** Generally shore cranes operating. However, ship using her own means when such cranes are not available. Full lights to be supplied by ship.
**IDENTIFICATION CARDS:** Seamen's Book is sufficient.
**CONSULS:** Lebanon, Italy, Norway and Sweden.
**REPAIRS:** Welding and other minor types of repairs are possible.
**REPATRIATION:** Repatriation can be arranged by air.
**AIRPORT:** Adana Airport served only by domestic line THY (Turkish Airlines) with routes to Beirut and Istanbul. Distance is 75 km. from Mersin. Twice per week to Beirut in winter and thrice during spring summer. Twice daily to Ankara and Istanbul.
**TIME:** GMT plus 2 hours all year round.
**HOLIDAYS:** New Year's Day (6th February); Kurban Bayrami (23rd April); Labour Day (27th May); Constitution Day (30th August); Victory Day (29th October); Republic Day (20th November); Ramazan Day; and other minor holidays.
**POLICE/AMBULANCE/FIRE:** Telephone numbers: Police 3439; Ambulance 3555; Fire 0000.
**TELEPHONES:** No installation for connection on board.
**GENERAL:** Two consecutive shifts every day, the first one starting 0800/1700 and the second one at 1700/2400/0100. Agent may provide extra men if necessary to help ship's despatch. Ships have to hoist a Turkish flag.
**SHORE LEAVE:** Crew allowed shore leave.

**AGENTS:** Gulf Agency Company (Turkey) Limited, PO Box 328, Mersin, Turkey. Cable address: GACShip. Telex: 11. Telephones: 1080–3731.

## SAMSUN: 41.19 N. 36.21 E.

**PILOTAGE:** Refer to "Canakkale" and "Istanbul."

Harbour Pilot compulsory for all foreign vessels. Ordered by Agent subject to vessel's advance notice of ETA.
**ANCHORAGE:** Good anchorage in the Outer Harbour.
**TUGS:** Tugs are available.
**BERTHING:** Harbour protected by two breakwaters, entrance width 300 metres, depth 11·9 metres.

One quay, 956 metres long, depth alongside from 6·5 to 11 metres, providing 4 deep-water berths.
**FRESH WATER:** Available from the quay.
**FUEL:** Not available.
**STEVEDORES:** Working hours for general cargo: From 0800 to 2400 hours in two shifts.

For bulk cargo: 24 hours operations in three shifts.

## TRABZON: 41.01 N. 39.46 E.

**PILOTAGE:** Refer to "Canakkale" and "Istanbul".

Harbour Pilot compulsory for all foreign flag vessels. Arranged by Agent subject to vessel's notice of ETA in advance.
**ANCHORAGE:** In the Outer Harbour off the breakwater.
**MAX. SIZE:** Vessels up to 29 ft. draft.
**TUGS:** Two tugs available. Towage compulsory for vessels over 550 tons.
**BERTHING:** Main wharf 410 metres long, depth alongside 10 metres. Vessels may be loaded and discharged while moored stern to the breakwater.
**FRESH WATER:** Obtainable from the quay.
**FUEL:** Fuel oil obtainable in limited quantities.
**STEVEDORES:** Working hours from 0800 to 1200 and from 1300 to 1700. Overtime can be arranged.
**REPAIRS:** There are no repair facilities.

### ZONGULDAK: 41.28 N. 31.49 E.

**PILOTAGE:** Refer to "Canakkale" and "Istanbul".

Harbour Pilots obtainable from Coaling Company, Pilot boards off port entrance by launch. Ordered by Agent subject to vessel's ETA given at least 24 hours before arrival.

**ANCHORAGE:** Good anchorage off the harbour in depth of 13 fathoms, sand and mud bottom.

Anchorage prohibited South of a line drawn in direction 292.5° distance 7·5 cables from head of the Northern breakwater. The Southern limit of this area is a line drawn in direction 262° from the head of the Northern breakwater to the shore.

**RESTRICTIONS:** Harbour entrance between breakwaters. Entrance width 600 ft.

Traffic signals displayed from signal mast on Northern breakwater, as follows:

Two black balls or two red lights, meaning "Harbour closed."

Two black cones or two green lights, meaning "Harbour open."

A black ball over black cone or red light over green light, meaning "Do not attempt to enter".

A black cone over a black ball or green light over a red light, meaning "No tug available."

A black ball between two black cones or red light between two green lights, meaning "Wait. You will be piloted into the harbour."

Three black balls, or three red lights, meaning "Because of unfavourable weather you cannot be piloted into the harbour."

**TUGS:** Available.

**BERTHING:** Coal quays length 1,650 ft. depth alongside 10 metres.

Cargo quay length 500 ft. depth alongside 10 metres.

Northern Breakwater, two berths, at inner end with depth of 7 metres alongside.

**FRESH WATER:** Available from the quays.

**FUEL:** Only coal bunkers available.

## Union of Soviet Socialist Republics

ALL PORTS:

**GENERAL:**

(a) *List of Soviet ports and port roads opened for foreign vessels:*

*I. Arctic Ocean Ports*

1. Murmansk
2. Onega*
3. Archangel
4. Mezen
5. Naryan-Mar
6. Igarka

* Since 1971 the port of Onega is closed for foreign vessels from 1st September to 31st December early.

*II. Baltic Sea Ports*

1. Leningrad
2. Vysotsk
3. Vyborg
4. Tallinn
5. Pyranu
6. Riga
7. Ventspils
8. Klaipeda

*III. Black Sea Ports*

1. Reni
2. Izmail
3. Kilia
4. Belgorod-Dnestrovsky
5. Ilyichevsk
6. Odessa
7. Kherson
8. Novorossiysk
9. Tuapse
10. Poti
11. Batumi
12. Yalta
13. Sochi
14. Sukhumi

*IV. Azov Ocean Ports*

1. Zhdanov
2. Berdyansk

*V. Pacific Ocean Ports*

1. Nakhodka
2. Aleksandrovsk-Sakhalinsky
3. Makarevsky (or Due) Roadstead
4. Octyabrsky
5. Shakhtersk
6. Uglegorsk
7. Kholmsk
8. Nevelsk
9. Makarov Roadstead
10. Poronaisk

(b) *Addresses and telephone numbers of V/O "Sovinflot", V/O "Sovfracht", V/O "Sovsudopodyom" and V/O "Soyuzvneshtrans":*

Vsesoyuznoe Obyedinenie "Sovinflot" acts as General Agent for all Soviet shipping companies abroad and co-ordinates agency services rendered to foreign flag vessels at U.S.S.R. ports through the local Inflot agencies.

Postal address: V/O "Sovinflot", 1/4 Zhdanov Street, Moscow, K-12, U.S.S.R.

Tel. 296–50–32. Cables "Sovinflot Moscow". Telex 7217 (answer back 7217 Sovinflot Su, 7236 Sovinflot Su).

Vsesoyuznoe Obyedinenie "Sovfracht"—All Union Chartering Association carries out operations connected with chartering of foreign and Soviet tonnage for transportation of goods, both for the Soviet foreign trade organisations and foreign charterers respectively.

Postal address: V/O "Sovfracht", 32/34 Smolenskaya Square, Moscow, G-200, U.S.S.R.

Tel. 244–24–11. Cables "Sovfracht Moscow". Telex 7168–7172, 7541, 7542, 7217, 7636.

Vsesoyuznoe Obyedinenie "Sovsudopodyom" performs offshore and deep-sea salvaging, ship-raising and underwater engineering works, deep-sea towage and dredging.

Postal address: 1/4 Zhdanov Street, Moscow, K-12, U.S.S.R.

Tel. 151–02–32. Cables "Sovsudopodyom Morflot Moscow". Telex 7197 (answer back 7197 Morflot-SU).

Vsesoyuznoe Obyedinenie "Soyuzvneshtrans"—handles tra portation and forwarding of export and import cargoes on So territory as well as transit of goods via the U.S.S.R.

Postal address: V/O "Soyuzvneshtrans", 32/34 Smolensk Square, Moscow, G-200, U.S.S.R.

Tel. 244–39–51. Cables "Suyuzvneshtrans Moscow". Telex 7 7291.

(c) *Guiding principles to comply with when calling at U.S. ports*: When calling at U.S.S.R. ports Masters of all foreign vessels are requested to comply with the Instructions and Pr sions of the Government of the U.S.S.R. published annually in is No. 1 of the U.S.S.R. Notices to Mariners, Special Instructions vessels calling at U.S.S.R. ports and General Rules for So merchant and fishing sea ports.

All vessels calling at U.S.S.R. ports must also abide by Customs and Obligatory Harbour Regulations of each partic port of call which are obtainable through the local Inflot agenc viz. shipping agents for foreign flag vessels at U.S.S.R. ports.

(*d*) *Ship/shore radio link*: Ships' communication with ports of is usually maintained through the local port radio stations, so information of which is given in the respective entries for the po

Ships' radio stations and/or radio-telephones (excluding VH must not be operated when the vessel navigates or lies at anc within the limits of the port boundaries as well as when calling or leaving the port, except in emergency, e.g.:

when giving distress signals;

when rendering assistance to other vessels in distress;

while making way through the ice;

after having obtained special permission of the Harbour Maste

(*e*) *Notice of arrival*: At least 48 hours prior to arrival Maste should give notice through Inflot agency to the Port Administra stating the following particulars:

Name and call-sign of the ship.

Nationality (flag).

Last port of call.

Draft for and aft and length.

Net and gross register tonnage.

Nature and total quantity of cargo to be discharged or loaded stowage plan.

Number, location and weight of heavy lifts (over 3 tons), if any.

Number and length of oversized pieces (over 9 metres), if any.

Shipowners' cable address and telex number.

Quantity and location of tanks with ballast water and time requi for deballasting (for tankers only).

Whether vessel requires supply of electric power from shore lighting purposes.

Health and sanitary conditions both aboard the ship and at last port of call.

Quantity of fresh water, bunkers, provisions, etc., if required.

Estimated time of arrival (ETA).

Likewise, Masters of incoming vessels shall also report to In agency twelve hours before arrival the following particulars only

Name and call sign of the ship.

Draft.

ETA as definite and final.

Masters should immediately advise the Port of Call Administ tion through Inflot agency of all unforeseen delays.

Masters should also notify charterers in due time and as conditions of the relevant Charter Party or Sale Contract.

All possible damages to a vessel which may occur either for la of all relevant details mentioned above or due to untimely and incorrect information given by the Master to the Port Authori when advising ETA, etc., are to be for the vessel's account.

Vessels calling at ports for bunkers, fresh water, provisions, et only, should advise their ETA, etc., to the Port Administration per details shown above.

In case a vessel is not equipped with radio the Master shall adv ETA and relevant details to the next Port of Call Administrat through the radio station of the last port of call.

The Port of Call Administration should provide Masters of ca vessels with all necessary information regarding anchorage, berth and handling of cargo not later than 2 hours prior to vessel's arri

Since for some ports time and terms of giving Notice of Arr are different from those mentioned above, Masters are advised look for the precise information in the entry for the particular P of Call.

(*f*) *Pilotage*: Pilotage is compulsory for all vessels that enter leave U.S.S.R. sea and river ports, as well as when mooring, unmo ing and shifting berths in the harbour.

A Pilot having boarded a vessel shall be obliged to hand over the Master a pilotage receipt conforming to a specimen establish by the Ministry of the Merchant Marine of the U.S.S.R.

The following data shall be entered by the Master on the recei name of the vessel, its flag, draft, length, breadth, net register to nage as well as the time and place of the Pilot's arrival.

The Master of a vessel shall be obliged to pay a fine in an amo of double the rate due as pilotage fee for incorrectly declaring draft, length or breadth of a vessel or its net register tonna irrespective of the liability established by law for the consequen which may occur as a result of the incorrect information.

(*g*) *Anchorages*: A vessel approaching the Port of Call and having been boarded by a Pilot immediately on arrival, or for other reason, shall anchor in the anchorage area speci designated for the purpose.

All vessels when at anchor shall carry the lights or the marks to the International Regulations for prevention Collisions at S Apart from that every vessel by night, when at anchor, shall illuminated from stem to stern with additional lights placed so that the hull be as far as possible visible from the surface of the water.

Vessels using a kedge anchor shall, in addition to the lights and the marks as to the International Regulations for Prevention Collisions at Sea, conspicuously display by night a white light and by day a red flag lowered from the stern by the anchor chain to the extent of half of the side's height.

In restricted visibility whether by day or night, every vessel when at anchor shall use sound signals conforming strictly with the International Regulations for Prevention Collisions at Sea.

All vessels when in port must hoist their national flags on the stern's flagstaff.

During winter months all vessels when in Arctic ports must hoist their national flags daily until they are visible and during summer from 0800 to 2000 hours.

Restrictions:

No vessel shall anchor beyond or on the boundaries of the recommended anchorage area and/or obstruct leading lines, buoys, navigation lights and marks.

No anchorage is allowed in the prohibited zones shown on the charts in the Sailing Directions and/or in the Obligatory Harbour Regulations as well as announced in the appropriate Notices to Mariners.

No anchorage is allowed at a distance of less than 1.5 cable length off fairways and leading lines as well as in depths not providing a vessel with a safe anchorage while drifting on the anchor chain.

No vessel shall anchor within the water area of a shipbuilding yard after being refused to carry out repairs.

It is prohibited to change a vessel's anchorage by drifting.

Vessels carrying explosives or inflammable liquids must anchor in the areas recommended for them only.

Masters of all vessels when at anchor are not allowed without the Harbour Master's consent, except in emergency, and/or in case of Port and Boarding officials, to give anybody permission to come alongside in a private launch or a small rowing boat whether under oars or sail and board a vessel.

Swimmers must not be allowed to come on board a ship.

Should, in case of emergency, swimmers have been taken on board or strangers have been discovered aboard a vessel, the Master of such ship shall forthwith without delay report the fact to the Harbour Master and shall later hand those people over to the Representatives of the Port Administration.

(*h*) *Regulations for entering and leaving U.S.S.R. ports*: Every vessel coming from abroad shall hoist quarantine signals of the International Code of Signals depending on health and sanitary conditions on board.

For entry permit a vessel must contact the Port Control service either by VHF radio-telephone or by means of visual signals, viz. by day hoisting her call-sign and by night making call-sign signals in Morse Code by search-light or by Morse-lamp.

No ship shall enter the harbour until the proper signal has been hoisted at the Signal Station or by a pilot boat authorising such entry.

No vessel is allowed to enter the harbour until the prohibition signals hoisted at the signal station have been lowered down.

If entry is refused a vessel must immediately slow down, alter course and if possible go off the fairway and have to drift or drop anchor in the recommended area.

Turn of entry to the harbour is controlled by the Port Administration with regard to tonnage of vessel, nature of cargo, weather conditions in the port area, readiness of the port to start cargo operations and other circumstances.

Simultaneous entry of two or more vessels to the harbour or vice versa is not allowed in the majority of ports.

Under all circumstances a vessel entering the harbour must give way to the outgoing one not preventing her manoeuvrability.

When approaching U.S.S.R. ports all vessels must follow the recommended course announced in issue No. 1 of the U.S.S.R. Notices to Mariners.

(*i*) *Sanitary and Quarantine requirements*: Cargo vessels arriving from ports subject to cholera at Azov and Black Sea ports of U.S.S.R., and not equipped with retention tank for sewage should have all toilets sealed whilst at the U.S.S.R. ports, passengers and crew being obliged to use the shore toilets.

According to the requirements of the U.S.S.R. Medical Authorities dumping of sanitary wastes from vessels equipped with retention tanks is allowed at sea, not less than 50 miles off the U.S.S.R. shore line.

The discharge of oil-contaminated water and/or oil residues is prohibited in all sea areas within 50–100 miles from the U.S.S.R. coast as to the Regulations of the International Convention (1967) for the Prevention of Pollution of the Sea by Oil.

Not later than 6 hours before arrival Masters of all vessels coming from foreign countries to the U.S.S.R. ports should advise Quarantine Authorities by radio through Inflot Agency giving full details of health conditions on board as well as sanitary conditions at the last port of call.

If medical assistance is required on board Master has to contact Inflot Agency by radio.

No shore connection is allowed to a vessel until free pratique is obtained.

Foreign vessels are granted free pratique after the arrival formalities have been accomplished by the boarding officials, viz. Health Authorities, Customs and Immigration.

Masters are advised to ask a Sanitary Officer for inoculation, vaccination, fumigation, decontamination, etc., if required, whilst he is on board a ship together with the other boarding officials.

Veterinary Certificates of Good Health are required for livestock, all kinds of meats, animal food and raw meat stuff brought to U.S.S.R. ports from abroad. Certificates should be issued by the proper authorities of the country from which the cargoes have been exported.

Masters should have a Phytoquarantine Certificate for goods of vegetable nature.

It is prohibited to take ashore fruit, vegetables, grain, seeds, plants, plant products, etc., without a certificate issued by a local branch of the U.S.S.R. Agricultural Quarantine Inspection. Animals and birds are not allowed to be brought ashore without a Veterinary Certificate.

(*j*) *Documents*:

(A) Upon arrival at a U.S.S.R. port: The following ship's documents should be produced by the Master to the representative of Inflot Agency for further examination by the boarding officials upon arrival at a U.S.S.R. port:

Ship's Patent.
Ship's Certificate of Registry.
International Radio Certificate.
International Class Certificate.
Measurement Certificate.
Load-line Certificate (or Internation Load-line Exemption Certificate).
Passenger Ship Safety Certificate.
Safety Construction Certificate.
Safety Equipment Certificate (or Safety Equipment Exemption Certificate).
Safety Radiotelegraphy Certificate.
Safety Radiotelephony Certificate.
Loading Certificate.
Health Certificate.

Model Clearance Forms introduced as from 1st January 1974:

On arrival of the ship the Master is to submit to the representatives of the Port Authorities the following documents (IMCO Forms) duly signed by ship's administration:

5 copies of General Declaration (Form 1) (filling in of points 8 and 11 is not compulsory).

4 copies of Cargo Declaration (Form 2) (filling in of point 6 is not compulsory). Points 7, 8 and 9 are to be filled in for:

(*a*) cargoes for which Bills of Lading were not issued (names of Shippers and Consignees to be stated);
(*b*) transit cargoes;
(*c*) cargoes for other Soviet ports;
(*d*) agricultural cargoes.

Ship's Stores Declaration (Form 3) – not required.

2 copies of Crew's Effects Declaration (Form 4) (amount of Captain's and crew members' valuables: gold, silver, platinum, jewellery, bonds, travel cheques, etc., personal fire arms and cartridges (ammunition), explosives and narcotics are to be stated in point 2).

4 copies of Crew List (Form 5).

4 copies of Passenger List (Form 6).

The Master has also to produce to Port Authorities for checking:

Deratisation Certificate.
Main Ship's Articles Book (Muster Roll).
Passports (Seamen's Books).
Vaccination Certificates of crew and passengers.

In accordance with article 38 of the Merchant Shipping Code of the U.S.S.R. a foreign flag ship which, on calling at a U.S.S.R. port, raises doubts as to her meeting the requirements of safe navigation may, irrespective of whether she possesses the necessary ship's papers mentioned above, be subjected to an examination by way of technical survey on the same basis as ships sailing under the State Flag of the U.S.S.R.

The Obligatory Harbour Regulations to be complied with fully during a vessel's stay at a U.S.S.R. port should be handed over to the Master either by Pilot or by representative of the Harbour Master's Office, or by Agent.

(B) Before sailing from a U.S.S.R. port:

No other documents apart from those mentioned under item "A" are required in order to obtain the authorisation to leave the port.

No vessel is to get under way without having obtained the permission of the Harbour Master.

The authorisation to leave the port shall be given after a vessel herself and her draft shown in the Master's Statement have been checked by a Port Authorities' representative.

The Harbour Master may not allow a vessel to leave the port, in case:

1. The Cargo Loading Regulations have not been fulfilled.
2. In view of the seaworthiness of a vessel which may cause a threat to the safety of life at sea or on board.
3. In case the ship's documents regulations have been broken and the port dues, tolls and fines have not been paid.

All expenses which may occur due to a vessel's possible delay in the port in connection with the reasons stated above are to be for the Owners' account.

(*k*) *Customs Regulations and Allowances*: Commodities and articles not designed for the port of call are not allowed to be taken ashore and should be sealed by a Customs Officer, if necessary, immediately after the clearance formalities have been accomplished or after the part of the delivered cargo loaded and stowed at the same place has been discharged.

It is prohibited to bring in or to take out of the country any Soviet currency. No articles are to be taken ashore or brought on board a ship without a permission of the Customs Authorities otherwise all the articles concealed should be regarded as smuggled goods and a fine shall be imposed. Likewise, sale of any articles of foreign origin on U.S.S.R. territory shall be also regarded as smuggling. In all U.S.S.R. ports tobacco is allowed to be taken ashore in small quantities and for personal consumption only. No wine or alcohol is allowed to be brought ashore.

(*l*) *Berthing*: Berthing can only be effected with a State Pilot on board. Likewise, no vessel shall leave or shift berth without employing the services of a Pilot authorised by the Port Administration to make the voyage in question.

Vessels must take up the berths assigned to them and conform strictly to the Obligatory Harbour Regulations in force.

A Pilot or the Agent shall provide the Master with all necessary information as regard to depths, tugs, conditions in the Harbour, etc., before mooring starts.

The responsibility for the safety of a vessel during her manoeuvring and berthing as well as for possible damages to a berth or other port facilities shall always rest with the Master.

No vessel is allowed to change berth due to handling of cargo or for any other reason unless the main engines, the mooring winches, the stearing gear, etc., are in good working order and there is sufficient number of the members of the crew to ensure shifting berth when required.

It is strictly prohibited to work with vessel's propellers when lying alongside berth. To avoid damage to the underwater parts of a berth while mooring or unmooring every vessel must have the main engines going "dead slow" until her stern is 10 metres from the quay.

When berthing, Masters should use strong and reliable mooring lines and make them fast over the quay pile-moorings and bollards only. It is strictly prohibited to make fast mooring lines over any part of the quay equipment which has not been intended for that purpose.

When lying alongside berth, every vessel must have a gangway or a gangway board with a lifeline secured along, led ashore and made fast. There should be a life net under the gangway platform and a lifebuoy nearby. Gangways must be sufficiently illuminated at night.

(*m*) *Stay in port*: When lying alongside berths, all vessels to be moored by long safe ropes which are to be kept fast at all times, and constant watch should be kept by day and at night.

All mooring ropes must be fitted with rat-guard plates.

From sunset to sunrise all vessels' decks, cargo decks and gangways must be illuminated.

Every vessel, whether in the outer roads or in the harbour, must always have on board a sufficient number of crew to be able to ensure both the ship's safety and her everyday routine. Vessel's fire-fighting and life-saving equipment must always be ready for use on board or to render assistance to other vessels or shore objects in case of emergency.

When in port, no vessel is allowed, without having obtained the Harbour Master's permission, to make repairs to the main engines or to the ship's auxiliary equipment thus depriving her of the opportunity to shift berth at short notice in case of emergency.

It is not allowed, without the permission of the Port Administration, to use vessel's boats, underwater oxygen and any underwater apparatus of other types.

No vessel is allowed to clean boilers or dischage any sort of chemicals or organic products into the water.

It is strictly recommended to avoid giving off smoke and sparking from vessels' funnels.

No rubbish, bottles, waste foodstuff, baskets, carcasses, stones, dirt, ashes or any objectionable or malodorous matter shall be thrown into the water or on the quay. The Master of any ship shall cause anything of this nature to be removed by special barges or lorries day by day. No oil or oily water is to be pumped out or allowed to escape into the harbour. Washing water and/or oil residues must be discharged into shore facilities only.

(*n*) *Ship's movement in the harbour and shifting berths*: No vessel shall leave or shift berths without the permission of the Port Authorities. In case there are no provisions in the Contract of Carriage of Goods by Sea or in the Bill of Lading, a vessel shall accomplish one shifting from berth to berth during the course of her loading and shifting upon unloading to the loading berth at the Owners' risk and expense. Any subsequent shifting shall be at the expense of the goods.

All shiftings in the port connected with a vessel's needs, viz. bunkering, loading supplies and/or provisions, making repairs, etc., shall be at the expense of the vessel.

All haulings both during the course of loading and unloading shall also be at vessel's expense.

(*o*) *Tugs and salvage assistance*: Tugs and salvage craft for rendering necessary services and assistance to foreign vessels are available in all the U.S.S.R. ports.

If necessary, Masters should order tugs from the Port Controller through Inflot Agency in time stipulated by the Obligatory Harbour Regulations.

Tugs, if necessary, are usually ordered by the Master according to a Pilot's advice.

In some ports use of tugs during mooring and shifting berths is compulsory due to the heavy conditions of navigation.

Masters shall be charged for tug assistance, if required, according to the current port rates. Time for use of tugs shall be counted from the moment of leaving their usual berthing place up to the moment they return.

Notes: In all the U.S.S.R. ports one hour time is fixed for passage of a tug-boat to a vessel from her usual berthing place and vice versa after she has accomplished her assistance, except the port of Archangel where two hours time is applied. For detention of a tug-boat a vessel shall be charged as per usual working time.

For cancellation of a tug, a vessel shall be charged full rate, inc ing detention time and time of passage of a tug from ther bert the vessel and vice versa.

When ordering a tug for unmooring, Master should fill in and a special application form given by the Agent. The actual tim completing the towage shall be approved by the Master of a tow vessel.

In ports where the towage is compulsory when mooring and sh ing berths, the Master shall be charged for the tugs' assista whether used or not, and having refused tugs shall be held resp sible for the consequences thereupon.

(*p*) *Notice of readiness*: In case there are no special provision the Contract of Carriage of Goods by Sea, the Master shall, dur the established office hours upon the accomplishment of Custo formalities and having obtained free pratique, deliver through Agent in the port, viz. Inflot Agency, a notice of the ship's readin for loading or unloading to the consignee or the shipper.

The notice of the vessel's readiness shall be considered accep if she is actually ready to load the cargo into or unload it out of all vessel's holds or tanks.

(*q*) *Handling of cargo*: All cargo handling areas in the ports under control of the Port Administration which shall provide vess with labour, tally staff, sheds and warehouses, employees, etc.

To ensure successful handling of cargo the vessel shall, wh required by shippers or consignees, receive or discharge cargo and night, as well as on Sundays and holidays, furnishing free charge all necessary cargo handling gear. Though in most po the cargo handling is done by port cranes both from the quays a lighters, a vessel shall, in some ports, use her own cargo handi equipment, which has to be in good working condition.

In the latter case, the Master shall produce to the Agent the Ca Equipment Certificate which must be valid.

Loading or unloading time is calculated as to the rates stipula in a Charter Party or according to the Customs of the Port in t absence of same.

Should the port labour participate in the opening or closing hatches, a vessel's administration shall be responsible for the ru of safety engineering to be complied with.

Opening and closing of mechanised ship's hatches shall alwa be done by the ship's crew.

Should shore cranes be used for loading or unloading instead a vessel's cargo-handling equipment, the Master shall beforeha remove aerials, aerial halyards, stay rods, wires, etc., crossing air space over a ship's hatches and preventing the shore cran derricks from free circulation.

Overloaded and/or wrongly loaded vessels shall not be allow to leave the port until the cargoes are properly stowed.

A vessel shall be considered overloaded or wrongly loaded,

(a) a vessel's load lines corresponding to the maximum depth which she should have been loaded are underwater without any li

(b) the cargoes loaded in the holds and/or on deck have not be made fast enough or have not been made fast at all;

(*c*) a vessel has a bad list caused by faulty loading or her stabi does not correspond with the ship's documents;

(*d*) a vessel loaded with bulk or liquid cargoes has not used necessary materials or accommodations to prevent cargoes fr shifting or overflowing in case of vessel's pitching and rolling;

(*e*) the deck cargo is considered as a danger for the safety of vessel and the safety of life on board caused by faulty loading;

(*f*) in the course of loading some other loading regulations ha been broken.

(*r*) *Agency*: All foreign vessels upon arrival at the U.S.S.R. po are attended by the maritime agencies Inflot.

Inflot agencies provide foreign vessels with the following service

inform the Port Authorities and other organisations about vesse expected time of arrivals (ETA), nature and quantity of cargo to handled, expected time of loading or discharging, etc.;

render assistance to the Masters in obtaining Pilots, tugs, bert launches, etc.;

fulfil all the necessary formalities connected with the vesse arrival and departure;

ensure that Masters are acquainted with the Port Rules, Obligat Harbour Regulations as well as other documents and instructio issued by the Port Authorities;

give advice to the Shipowners and other interested parties rega ing vessels' movement and the prospects for the handling of carg

render help in speeding up loading and/or unloading of the carg

provide vessels with supervisors and tallymen;

make time sheets and submit them to the Masters, Port Autho ities, Shippers and/or Receivers for their further approval;

sign on Masters' behalf cargo and other documents;

organise bunkering, delivery of fresh water, provisions, techni supplies and all kinds of ship-repairs;

render help to the members of the crews in obtaining medi assistance;

make payment of dues, charges, fines (if any), etc., on beha the Shipowners and for their account;

take all necessary measures for improvement of the handling cargoes and ships' services;

look after the Court (Arbitration) cases and cargo claims on beh of the Shipowners;

make Sea Protests as well as translation and duplicating of documents on Masters' requests;

repatriate members of the crews from the U.S.S.R. to their ho ports;

invite surveyors qualified by the U.S.S.R. Register of Shipp to conduct vessels' surveys;

make extension of ships' documents;
render help to the Shipowners in delivering and redelivering of their vessels on time charter;
assist in arranging cargo fumigation on board;
perform any commissions on the instructions of the Shipowners in regard to the ships' services and protection of their interests before any Authorities.

It is in the interest of the Master to advise Inflot Agency timely information as regard to a vessel's name and nationality; her net and gross register tonnage; draft fore and aft; kind of cargo to be discharged or loaded per each hold (stowage plan); number, weights and location of heavy lifts, number and length of oversized (over 9 metres) pieces and Owners' cable address and telex number thus putting the Agent in a position to calculate the approximate sum of the disbursement expenses and ask the Shipowners to remit same (disbursement accounts are to be paid before vessel's departure).

Note: Bearing in mind the fact that most of the shore offices are closed on Sundays and holidays, the Master shall cable to Inflot Agency well in advance his order for bunkers, repairs, technical supplies and cash to enable the Agent to make necessary arrangements.

All branches of Inflot Agency work round the clock, including Sundays.

Cable address of any branch of Inflot Agency is "Inflot", e.g. Inflot Archangel, Inflot Novorossiysk, etc.

(s) *Fire safety measures*: Fire safety measures on all foreign vessels staying at U.S.S.R. ports must comply with the Fire Safety Regulations of the 1960 International Convention for the Safety of Life at Sea as well as with the provisions of the International Code for the Carriage of Dangerous Goods by Sea. Every vessel upon arrival at a port must keep constant fire watch day and night and have fire-fighting and life-saving equipment always ready for action. Members of the crews must keep strictly to the Fire Safety Regulations especially during vessels' stay at oil and timber berths. Giving off smoke out of the funnels is strictly prohibited. In all the U.S.S.R. ports a fire brigade could be called through the Agent, or over the phone by dialing 01 in case of fire.

(t) *Medical assistance*: Medical assistance, if required, is available, including vaccination and inoculation as well as dispensary and hospital treatment in all the U.S.S.R. ports. In case of emergency an ambulance or a doctor should be called through the Agent or by telephone – 03 in all the ports.

(u) *Customs of the ports*: Customs of the ports should apply in case:
(1) there is no Contract of the Carriage of Goods by Sea;
(2) there are no provisions in a Charter Party or in the Bills of Lading in respect of items covered by these Customs;
(3) a Charter Party or a Sale contract and/or any other Contracts of the Carriage of Goods by Sea specially refer to these Customs of the Ports.

(v) *National and general holidays of the U.S.S.R.*: National and general holidays in the U.S.S.R. are fixed.

Five days working week with two holidays has been introduced for most of the industrial enterprises, government and commercial offices and other institutions. Saturdays and Sundays are weekly holidays in the U.S.S.R.

The other holidays are:

1st January (New Year's Day); 8th March (International Women's Day); 1st and 2nd May (Days of International Workers' Solidarity); 9th May (World War II Victory Day); 7th and 8th November (Anniversary of the Great October Socialist Revolution, 1917); 5th December (U.S.S.R. Constitution Day).

## ARCHANGEL: 64.32 N. 40.31 E.

Port open for navigation from May to November.

**LOCATION:** A White Sea port. Archangel is situated at the mouth of the Severnaya Dvina river, in the South-east corner of Dvina Bay. A part of the harbour is situated at the Northern end of the Povrakulsky Island, at the junction of the Maimax river and the Kuznechikha river, and is called the Economia Avant-port. The total length of the port area is about 30 miles.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Compulsory. Notices of ETA in accordance Soviet Wood Charter Party. Pilot boat located in area 64° 57′ N., 40° 05′ E. VHF Channel 16. Pilot boat is tug-boat with word "Pilot" on wheelhouse. Vessels awaiting Pilot may anchor at safe distance to North from pilot boat location. In event bad weather pilot boat goes to shelter, being available by VHF radio.

While waiting for a Pilot, vessels may lie at anchor at a safe distance to the North from the pilot boat location.

In the event of bad weather a Pilot shall board a vessel at a sheltered place shown by him.

When a Pilot is not able to board a vessel due to weather conditions, a pilot boat is usually situated on the Southern side of the Mudyug Island. In this event vessels should anchor at the entrance of the channel from seaward and wait for a Pilot's arrival.

**ANCHORAGES:** Anchorages in port area usually indicated by Pilot, depending upon draft, etc.

There are several anchorages on the way to the port of Archangel. The depths are about 10 m. and the holding ground is sand and mud. The anchorages are:
(1) Quarantine anchorage – in the Chizhov roadstead.
(2) At the entrance of the channel leading through the Beresovy Bar from seaward.
(3) On the South-western and Southern sides of Mudyug Island.
(4) In the channel of Beresovy Bar vessels may anchor at the line of the leading lights not obstructing them from seaward, in depths of 6 m.–7 m. The bottom is sand and mud. The anchorage however, is open to South-westerly and North-westerly winds and not recommended for large vessels.
(5) All vessels may obtain good anchorage at the islands Muravoy and Lebedin. The holding ground is sand. The anchorage is well sheltered from all winds except those from North-westward.
(6) Vessels waiting for Customs and Quarantine formalities to be accomplished should anchor in the Northern part of the Maimax river, opposite the Customs post, situated at Chizhov Island at a distance of 0·5 mile to the South of it, in depths of 4·5 m.–9 m. Vessels with drafts exceeding 4·5 m. are recommended to anchor to the North of the parallel of the rear light mark of the Lapominsky leading light marks.
(7) A good anchorage may be obtained in the Solombala Roads. When at anchorage at the Solombala Cat Island, vessels are not recommended to cross the 2 m. isobath.
(8) Vessels may also obtain a good anchorage in depth of 7·5 m.–19 m. in the Town roadstead which is opposite the town of Archangel.

**MAX. SIZE:** Vessels longer than 150 m. not recommended enter port. Draft not to exceed 26 ft.

**HEALTH:** All vessels coming from foreign countries inspected by Sanitary Office. If no diseases vessel obtains free pratique. If vessel entering after calling at another U.S.S.R. port, pratique automatic.

**RADIO:** All information from sea may be routed through Murmansk Radio (UMN) and Archangel Radio (UGE), A1 500 kc/s., A3 2182 kc/s.

All vessels when approaching the port of Archangel should establish radio contact through the coastal "Archangel radio" station which operates 24 hours perday on the following frequencies:

| *Call sign* | *Frequencies* working (kc/s) | calling (kc/s) | *Type of trans-mission* | *Time* | *Remarks* |
|---|---|---|---|---|---|
| UGE | 500 | 500 | A1 | H24 | |
| UXN | 6505·5 | 6270 | A1 | HX | |
| | 8610 | 8357 | | | |
| | 12795 | 12540 | | | |
| | 17205 | 16726 | | | |
| Archangel-radio | 2182 | 2182 | A3 | H24 | During navigation only |
| | 13119·5 | — | A3H | HX | |
| | — | 12340·5 | A3 | HX | |
| | (mc/s) | (mc/s) | | | |
| "Port" (Port control) | 160·65 | 156·80 | F3 | H24 | ,, |
| "Lotswakhta" (Pilots' watch) | 156·65 | 156·80 | F3 | H24 | ,, |
| "Inflot" (Inflot agency) | 156·65 | 156·80 | F3 | HX | ,, |

Storm signals are shown from a mast on the roof of the Port of Archangel Authority (lat. 64° 32′ N., long. 40° 31′ E.) and from a mast of the Solombala signal station situated in the suburbs of the town of Archangel, on the embankment of the Severnaya Dvina river named after George Sedov (lat. 64° 35′ N., long. 40° 30′ E.).

Signals can be made by the International code of Signals by day and by Morse system at night.

Masters of vessels proceeding to the port of Archangel should advise ETA and all necessary information to the Inflot Agency as per conditions of the "Soviet Wood" Charter Party.

24 hours prior to arrival advise ETA to the Harbour Master. Four hours prior to approaching the Beresovy Bar Masters should advise more precise time of arrival.

**TUGS:** If necessary ordered two hours before arrival and normally join vessel near berth. Usually use ship's lines.

**BERTHING:** To certain extent depends upon tides. 37 berths available with depths alongside up to 8·25 m.

There are a large number of berths in the port along the river front, as well as at the Economia Avant-port.

Berths are equipped to handle timber, wood-pulp, paper, machinery and general cargo. There are enclosed warehouses and concrete floor sheds in the port.

**BRIDGES:** Vessels proceeding to load cargo at sawmills 2 and 3 have to pass under bridge which is opened twice a day.

**STEVEDORES:** No particular ETA advices to stevedores/shippers required except those mentioned in Soviet Wood C/P. Loading rates, etc., also stipulated by Charter Party.

Mobile electric cranes of up to 20 tons capacity are operated on the quays. There are also floating cranes of up to 50 tons capacity, other cargo handling equipment and intra-port transport facilities. Sometimes, cargo handling is by vessels' gear.

**MEDICAL:** If any medical attention or prompt assistance required, Master has to contact Agent. No advance notice required. Clinic and hospital available.

**DENSITY:** Fresh water practically throughout port.

**FRESH WATER:** Usually delivered by lighters (minimum charge for 15 tons). A few berths equipped with shore water lines.

**FUEL:** Some grades available. Delivery on by barge.

**FIRE PRECAUTIONS:** While lying alongside timber berth vessel to take maximum fire precautions.

**DEVELOPMENTS:** For the immediate future no draft increase expected. Some berths under reconstruction and cranes being installed to load timber.

**GANGWAY/DECK WATCHMEN:** Not available from shore. Usual watch kept by ship's crew.

**OPENING/CLOSING HATCHES:** Normally carried out by ship's crew.

**SHIP'S CERTIFICATES:**
Seaworthiness.
Measurement.
Loading Line.

Cargo Equipment.
Safety Equipment Certificates.
Deratisation Certificate.

**CUSTOMS ALLOWANCES:** Tobacco/wine: No quantity limits, but not allowed to be brought ashore.

**IDENTIFICATION CARDS:** Only Seamen's Books required.

**CONSULS:** No Consuls in Archangel.

**REPAIRS:** All types of repairs possible.

**DRY DOCKS:** Largest dry dock 140 m. max. length; length at coping level 126 m.; suitable for ships not exceeding 5,000 tons and 18 m. beam. There are other smaller docks.

**REPATRIATION:** Repatriation and crew changes require visa formalities.

**AIRPORT:** Airport near town. Served by regular airlines.

**TIME:** GMT plus 3 hours.

**HOLIDAYS:** General holidays: all Sundays and Saturdays: January 1st (New Year's Day); March 8th (World Women's Day); May 1st, 2nd (World Labour Day); May 9th (Victory Day); November 7th, 8th (Great October Socialist Revolution Day); December 5th (U.S.S.R. Constitution Day). Cargo work on these days at shippers' discretion.

**POLICE/AMBULANCE/FIRE:** Police 02; Ambulance 03; Frie 01.

**TELEPHONES:** Can be arranged on board.

**SERVICES:** Compass adjusting, radar and radio repairs, etc.

**SHORE LEAVE:** Each crew member properly signed in Ship's Articles and having valid Seamen's Book allowed ashore.

**DELAYS:** On account of rain when loading timber.

**NAVIGATION:** Masters proceeding for loading timber should bear in mind that the swing bridge on their way to timber mills No. 2 and No. 3 is open twice daily.

All vessels with drafts of less than 3·6 m. especially when engaged in towing timber rafts, should keep out of the way of a deep-drafted vessels when passing through narrow places and approaching channels both at sea and in the river, and should not hamper their safe passage in such places. They should also safely pass vessels engaged in dredging of a channel.

When approaching a bend in a channel, every vessel should beforehand give a signal by one prolonged blast on her whistle or siren, reduce her speed and when it is safe and practicable, keep to that side of the channel which lies on the starboard side of such vessel.

Every Master when passing through a narrow channel, or approching a bend in a channel should take positive early action prescribed by the International Regulations for Preventing Collisions at Sea to avoid a risk of collision with a vessel approaching from the other direction.

Low-drafted vessels shall not overtake each other when navigating in the channel of the Beresovy Bar. A vessel proceeding to the port along the course of the channel must keep out of the way of another vessel leaving the port.

No vessel shall navigate in the port harbours in restricted visibility when navigational lights, marks, leading lights, buoys etc. are not visible.

*Ice:* At the head of Dvina Bay drift-ice extends as far as 12 miles from the shore by the end of November. The Severnaya Dvina estuary usually gets frozen over at the beginning of November. At Dvina Bay the ice usually breaks up in April and at the Severnaya Dvina estuary – at the beginning of May. Thus, navigation in the port area lasts between 6–7 months from May till October.

Powerful ice-breakers, ice-strengthened vessels and tugs are maintained by the Port of Archangel Authorities to assist in navigation of the Dvina Bay waters and off the coast when ice conditions prevail.

*Tide:* The tidal range at the head of Dvina Bay reaches 0·8 m.–1 m. and at Mudyug Island 0·1 m.–0·5 m.

The in-going flood stream is usually stronger and about one hour longer in duration than the out-going ebb stream.

Sometimes the in-going stream at the bar of Severnaya Dvina may be hardly observed, being reduced to a few minutes of slack water. It may run steadily for some time then gradually attains its usual strength and goes on to set up to the time of high water.

The tidal streams in the Severnaya Dvina are considerably influenced by both strength and direction of the wind.

Moderate Northerly and Westerly winds increase the height of the tide and hold the fall of the water.

Only the in-going flood streams have been observed at the Severnaya Dvina estuary at springs. The extreme tidal range of the water level observed there is about 4 m.

**AUTHORITY:** Harbour Master, Nab. Lenina, 26, tel. 3–96–72. Deputy Harbour Master, tel. 9–73–74.

**AGENT:** Shipping Agency "Inflot", Archangel. Tel. 35874, 38573, 34040.

## BATUMI: 41.39 N. 41.38 E. (See Plan)

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Compulsory. Batumi situated in South of Black Sea Caucasian coast, at head of Batumijsky Bay. Navigation is year round. Navigational range marks to note when approaching port are: Batumijsky beacon, Burun-Tabia light, Batumijsky light buoy with siren and Batumijsky leading light marks. When proceeding Batumi, Master should give 96 hours notice prior arrival, advising Port Controller and "Inflot" Agency: time of arrival, description and quantity of cargo brought in, location, ship's draft and length, as well as declare services required. Four hours prior to approaching port, Master shall advise more precise time of arrival. Inflot arrange Pilot.

Pilot boards vessel either at the Receiving Buoy or in the port roads. Watch is kept by a pilot boat day and night.

**ANCHORAGES:** A mole protects port from seaward; safe anch age provided except during periods of winds blowing from S.W. and N.W. when "Tyagun" is formed at port (strong variable cur with surge). At time of "Tyagun" ships recommended stop load discharging operations and to head out of berth using anchor mooring buoy, or to put to sea. S.W. wind is particularly troubleso

Outer roads, some 5 cable's lengths wide and with depths u 20 m., stretch for about 1½ miles N.E. from Batumijsky light buoy a shoal's border. Roads' bottom is mud and sand.

Inner roads situated between Western shore Batumijsky Bay shoal stretching from Bay's Southern and Eastern shores. Dep over 11·5 m. at roads. Roads open to N. winds, but with other wi blowing strongly, anchorage not safe on roads; ship must take cautions not to lose her anchors. In case of stormy weather autumn and in winter particularly, ships without cargo must e port with sufficient ballast on board.

The recommended anchorage is in the outer roads at a dista of 7·8 cables to N.N.E. from the Eastern side of Batumi Point, dep 9–14·4 m.

In the outer roads vessels may anchor only after having obtai the Harbour Master's permission and according to Pilot's reco mendation.

In the inner roads vessels may obtain anchorage only East of the entrance leading line. It is strictly prohibited to lie at anc both on the leading line and to the West of it.

**BALLAST:** In case of stormy weather, in Autumn and Wi particularly, vessels without cargo must enter the port with bal water on board, having ensured fore draft not less then 1·5 m.–1

Ballast water should not be contaminated with oil residues.

**RESTRICTIONS:** Vessels may enter and leave the port at time of day and night. All vessels when entering or leaving the must have keel clearance of not less than 0·3 m. (1 ft.).

In the event of stormy weather vessels approaching the por time of South-westerly and North-westerly winds particula should obtain Harbour Master's entry permit. If due to the "Tyagu vessels are not allowed to enter the harbour, they should anc either in the outer or inner roads.

All necessary information as regard to changes of wind, pos bility or turn of entry to the port for vessels at anchor in the ou roads, is given by the Harbour Master over the VHF radio-telepho or by the signal station by flags of the International Code of Signa in Morse Code or by semaphore signals.

**MAX. SIZE:** For oil carriers: Berth No. 1, 175 m. LOA 31·6 ft. dr Berth No. 2, 165 m. LOA 30·5 ft. draft; Berth No. 3 165 m. LOA 30· draft; Berth No. 4, 150 m. LOA 29·5 ft. draft; Berth No. 5, 212 m. L 29·5 ft. draft. For Cargo ships: Two berths where vessels may charge. Maximum draft 32·5 ft.

**BERTHING:** The berths of the port with depths alongside of to 10·3 m. are equipped to handle crude oil and oil products, bu (coal, grain, ores) and generals (machinery and mechanical equ ment) as well as passenger shipping. There are covered wareho and concrete floor sheds in the port.

A vessel should lie at a berth with her bow directed to the p entrance and with her anchor dropped from the proper side. Berth in the harbour may only be effected with tugs' assistance.

A vessel may be berthed at the outer side of the Oil Jetty a having obtained the Harbour Master's permission.

Vessels entering or leaving the harbour are not allowed to p vessels loading at the outer (Northern) side of the Oil Jetty a distance of less than 80 metres.

The berths of the port are equipped with electric cranes of up 10 tons capacity. There is also a floating crane of 100 tons capac Other cargo handling equipment, covered warehouses and conc floor sheds are available.

**TIDE:** The range of water level in the port area is small and is to the effects of strong winds. The maximum range observed 0·

**RADIO:** All vessels when approaching the port of Batumi sho establish radio contact via Batumi Radio port radio station operat 24 hours per day on the following frequencies:

| Call Sign | Frequencies (kc/s.) Working | Frequencies (kc/s.) Calling | Type of Transmission | Ti |
|---|---|---|---|---|
| UFA | 484 | 500 | A1 | H |
| UKK | 8456 | 8366 | A1 | H |
| Batumi Radio | 2182 | 2182 | A3 | H |
| "Polden 7" ("Noon-7"-Port Control) | 156·65 mc/s | 156·80 mc/s | F3 | H |
| "Polden-1" | 156·70 mc/s | 156·80 mc/s | F3 | H |

Shore signal station is situated 1·6 cables from Batumi Point. Int national Code signals, and sometimes storm signals, are hois at the mast of the signal station.

**MEDICAL:** Medical attendance in local seamen's hospital. Mast to advise by radio prior arrival of medical attendance required board.

**DENSITY:** 1018·5.

**FRESH WATER:** Supplied ex-shore to ship directly. Maxim pressure 20 tons per hour. Also supplied ex water barge. Maxim quantity delivered by barge is 650 tons. Pressure about 60–80 t per hour.

**FUEL:** Ships can be supplied with bunkers: heavy fuel oil, light oil, diesel oil. Bunkers may be taken at the oil berths and can also delivered by bunkering vessel to a ship handling non-danger cargo. In the latter case fire precautions must be strictly observed by the vessel taking bunkers.

**FIRE PRECAUTIONS:** No special precautions. There is one fire-fighting boat.

**OPENING/CLOSING HATCHES:** According to Charter Party and contract.

**CUSTOMS ALLOWANCES:** Tobacco. No restrictions. Wine and/or spirits. No restrictions.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Turkey.

**REPAIRS:** Only light hull repairs, machinery and gear.

**AIRPORT:** Batumi connected by airlines with different towns in Soviet Union. Airport situated about 5 km. from port.

**TIME:** GMT plus 4 hours.

**HOLIDAYS:** New Year's Day; 8th March (Women's Day); 1st May; 7th–8th November; 5th December; but port works those days.

**SHORE LEAVE:** Crew members allowed ashore till midnight.

**SHIPMASTER'S REPORT:** There is now a sea-loading berth at this port immediately outside the harbour, the vessel lying to two anchors and stern on close to the breakwater and close Eastward of the harbour entrance.

The stern is secured to two buoys, using ship's ropes, five to a port quarter buoy and three to a starboard quarter buoy.

The bow is in about 60 ft. of water and the stern in about 42 ft., and vessels of up to about 40,000 tons dwt. are loaded there, this vessel loading safely to a draft of 37 ft. 6 in.

Two ten-inch pipe-lines are connected on the starboard side, one for discharging ballast ashore and one for loading at a rate of about 1,600 tons per hour. The charge for discharging ballast ashore is 7 kopeks per ton and it is not permitted to discharge any ballast into the harbour.

One copy of a money list was required.

**AUTHORITY:** The Port of Batumi Authority, postal address: 18 Gogebashvili Street, Port of Batumi, U.S.S.R. Cables: Morport Batumi. Tel. 9–22–20.

**AGENT:** The port of Batumi Main Maritime Agency "Inflot", postal address: 5 Gogebashvili Street, Port of Batumi, U.S.S.R. Cables: Inflot Batumi. Tel. 9–24–15.

## BERDYANSK: 46.45 N. 36.48 E. (See Plan)

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**APPROACHES:** The port of Berdyansk is situated in the North-eastern part of Berdyansk Bay, on the Northern coast of the Azov Sea.

Inner roads and port facilities are protected from Southern and South-westerly winds by a mole and a breakwater.

Navigation in the port is year round, but in Winter ice-breaker assistance is necessary for about two months.

Vessels should proceed to the harbour through the approach channel, with least depth of 6·6 m.

**PILOTAGE:** Pilot meets vessel at Reception buoy No. 12, situated at the beginning of the approach channel.

**ANCHORAGE:** Vessels may obtain good anchorage in Berdyansk outer roads situated on both sides of the approach channel leading into the harbour.

The outer roads are well protected from Northerly winds, but during Southern and South-westerly winds the anchorage is troublesome.

At time of strong South-westerly swell ships in the outer roads are usually effected by heavy pitching and rolling, and plenty of cable should be paid out on both anchors. Holding ground in outer roads is shell and mud.

**RESTRICTIONS:** Vessels can enter and leave at any time of day and night.

At least 0·3 m. (1 ft.) kell clearance at low tide is required to enter or leave the port. The maximum permitted draft for entry to the port is 6·7 m., and length 160 m.

Speed of vessels proceeding through the approach channel should not exceed 6 knots. Vessels are not allowed to enter the approach channel or navigate in the harbour in restricted visibility and fog.

**BERTHING:** Berths of the port with depths alongside of up to 7 m. are equipped to handle general and bulk cargoes (ores, mineral-building materials), metals, cotton, foodstuff, vegetables, etc., and passenger traffic. There are covered warehouses and concrete floor sheds in the port.

Quays are equipped with electric cranes of up to 10 tons capacity. There is also a floating crane and other cargo-handling equipment and intraport transport facilities.

**RADIO:** Master should not later than 4 hours prior to arrival to Reception buoy No. 12 advise time of arrival and the maximum draft of the ship to the Harbour Master.

Vessels should establish radio contact through "Berdyansk Radio" port radio station operating 24 hours daily on the following frequencies:

| *Call Sign* | *Working* | *Calling* | *Type of transmission* | *Time* |
|---|---|---|---|---|
| UBH | 500 kc/s. | 500 kc/s. | A1 | H24 |
| | 418 kc/s. | | A1 | H24 |
| Berdyansk-Dispetcherskaya (Berdyansk-Port Control) | 156·6 mc/s | 156·8 mc/s | F3 | H24 |

**FUEL:** Available in limited quantities.

**FRESH WATER:** Supplied at berths.

**REPAIRS:** Only minor hull and machine repairs.

**AUTHORITY:** The Port of Berdyansk Authority. Postal address: 9 Uritsky Street, Berdyansk, U.S.S.R. Cables Morport Berdyansk. Tel. 90–81 (switchboard).

**AGENT:** Branch of the port of Zhdanov Main Maritime Agency "Inflot" at the port of Berdyansk. Postal address: 9 Uritsky Street, Berdyansk, U.S.S.R. Cables Inflot Berdyansk. Tel. 31–87; 90–81 (ext. 39).

## GRIGOREVSKY: 46.35 N. 31.10 E. (approx.).

**GENERAL:** New port under construction in Grigorjyevskiy Liman, about 16 miles N.E. of Odessa. Port expected to commence operations 1976, and to have a depth of about 14 metres. Port is to be used for shipment of chemical products.

## IGARKA: 67.24 N. 86.30 E. (See Plan)

**GENERAL:** A sea and river port, Igarka is situated about 344 miles Southward of the mouth of the Enisei river which flows into the Enisei Gulf of the Kara Sea.

The port is open for navigation about 4 months (110–115 days) from July till October. Ice first begins to form in the second half of October. Ice-breaker assistance is rendered within half a month.

No tidal range is observed in the port waters.

The port of Igarka is well protected from the effects of the wind. It specialises in timber exports.

**DOCUMENTS:** refer to beginning of U.S.S.R. section.

**PILOTAGE:** Compulsory for Yenisei River and entering port. Pilot vessel *Meridian* is located in the following positions: 71° 45′ N., 83° 0′ 0″ E., and 71° 37′ N., 83° 30′ E. Pilot radio station OEFV, operates on 500 kc/s at the following times (Moscow time): from 00.00–03.00, 07.00–13.00, 15.00–17.00, 19.00–21.00 and 23.00–24.00. Master to give notice 96 hours before arrival at the pilot station and confirm ETA 5 hours before arrival. Within 15 miles of the pilot station, communication is made through "Akatsia" radio, OKV on 132 Mc/s or VHF Channel 16.

On approaching pilot boat, vessel should reduce speed to dead slow, or stop engines if requested. In the event of bad weather, Pilot is embarked or disembarked at a place as directed by the pilot boat.

Distance of pilotage from the pilot station to Igarka is 360 miles, and 2 Pilots together are usually required.

If pilot not available, vessel should anchor in vicinity of pilot station. Berthing Pilots and Pilots for departing vessels are arranged by "Inflot".

**ANCHORAGE:** Information on best location of anchorage, if required, will be given by the pilot boat.

The anchorage in the outer roads is bounded on the East by the leading lines of Igarka and Northern Igarka leading marks, on the West by the leftbank of the Enisei river, on the North by the beam line of the buoy of Igarka Oseryodok, on the South by the leading line of Port of Igarka entrance leading marks.

All vessels when at anchor in the outer roads anchorage should lie at anchor as close to the bank of the river as possible, not to obstruct vessels' traffic along the Karmakulskie, Igarka and Northern Igarka leading lines.

In the event of bad weather or main engine trouble a vessel should lie at anchor in a place as directed by a river Pilot, who shall advise a Master all necessary data about the anchorage: depths, direction and speed of the current, etc.

**RESTRICTIONS:** Vessels can enter or leave the port 24 hours per day.

To ensure safe passage across the Lipatnikovsky and Turushinsky bars of the Enisei river, vessels proceeding to the port of Igarka must have draft not exceeding 7·3 m. (see "Max. Size.)

**MAX. SIZE:** Length 160 metres, draft is limited by river depths, maximum 24 ft.

**HEALTH:** Not later than 4 hours before arrival, Master to radio "Inflot" advising health condition on board. International code quarantine signals to be shown on arrival at port limits. No one, except Pilot and Port Authorities, may board or leave the ship until free pratique is given after port health inspection.

**RADIO:** Communications with Agent through Igarka radio, sign UFR, operating 24 hours on 500 kc/s and 470 kc/s. Ship's radio station must not be operated when vessel is at anchor.

**TUGS:** Normally join vessel with Harbour Pilot on approaching port. Vessels at anchor order tugs through "Inflot". Ship's tow lines used.

**BERTHING:** Tug assistance for berthing is compulsory. A berthing Pilot boards a vessel from a tug either in the outer roads or in the port.

After having approached a berth at a safe distance, a vessel, in most cases, should cast two anchors and then with tug assistance, turn stern to the Island and moor with three mooring ropes led from the stern. When mooring, a vessel should have ready on board 4 mooring ropes each not less than 100 metres in length (3 ropes to be led ashore and 1 prepared for a tug.)

Vessels moored in the inner roads must have strong ropes which should be made fast over the pile moorings only.

If 3 or 4 vessels are moored at the quay, the outside ones should have a red light exhibited in the middle of each mooring rope led ashore.

Notice of readiness and other conditions of loading – as per the

"Soviet Wood" Charter Party. Opening and closing of mechanised hatches by ship's crew, otherwise by port workers.

When a vessel is moored in the inner roads, stern to the Island, loading is by floating cranes; when at berth – ship's derricks are used.

Loading is by use of ship's soft manila strops, 6 cm. in diameter and 12 metres total length.

A test label should be attached to every strop.

**MEDICAL:** Medical assistance is free, hospital facilities available – all arrangements made by "Inflot".

**DENSITY:** Fresh water.

**FRESH WATER:** May be taken from the river.

**FUEL:** Available.

**WATCHMEN:** Ship's crew to provide watchmen services.

**HATCHES:** Mechanical hatches operated by crew, otherwise handled by stevedores.

**IDENTIFICATION CARDS:** Required for crewmen going ashore.

**CUSTOMS ALLOWANCES:** Only reasonable quantities for personal consumption may be taken ashore.

**REPATRIATION:** No facilities.

**AIRPORT:** Situated 1·5 km. away, one daily flight to Krasnogarsk.

**TIME:** GMT plus 7 hours.

**HOLIDAYS:** No official holidays are observed during the navigation season.

**POLICE/AMBULANCE/FIRE:** Police, tel. 0–02; Ambulance, tel. 0–04; Fire, tel. 0–01.

**TELEPHONES:** Telephones cannot be connected on board vessel.

**SHORE LEAVE:** Permitted during 06.00–24.00 subject to police control.

**GENERAL:** It is forbidden for crew to swim in the harbour.

**AUTHORITY:** Port Office, 47 Gorky Street, Igarka. Tel. 4–10. Cables: Morport, Igarka.

**AGENT:** "Inflot". Cables: "Inflot" Igarka.

## ILICHEVSK: 46.19 N. 30.40 E. (See Plan)

**GENERAL:** The port of Ilichevsk is situated on the North-western coast of Black Sea, on the right bank of the Sukhoi Liman, about 15 miles to the South-west from Odessa City.

The Sukhoi Liman is divided by dams into three parts called Basin No. 1, Basin No. 2 and Basin No. 3.

A part of Basin No. 1 bounded by the leading line of the Port of Ilichevsk leading lights, thence by the South-western coast of the Liman, thence by the Southern Sand Headland, is called the Inner Roads.

The berths for large sea-going vessels are along the Western side of the Southern Sand Headland, thence along Southern and South-western sides of Basin No. 1.

The berths of the Western side of Basin No. 1 are used by fishing trawlers.

Navigation at the port is year round. Ice usually begins to form in the second half of December and finally disappears in February. Ice-breaker assistance is required in severe winters for about a 30 day period.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Compulsory. Master shall give agent preliminary information not less tha 96 hours prior arrival stating: Vessel's name and E.T.A., type and quantity cargo on board (or required), draft, length and beam, number and weight of each heavy lift and where stowed (if any), number of passengers, service required, In case of delay, Master shall advise agent accordingly. Approaching port communication can be established by radio-telephone on international frequencies. Vessels which have entered inner roads are prohibited to broadcast except in emergency. Call sign of port Radio Station UEH-2. Inwards and outwards pilotage of all foreign vessels is compulsory. Pilot and Boarding Officials embark or disembark in outer roads near Pilot Buoy. Position of embarkation or disembarkation may be changed as agreed upon with Master when weather conditions unfavourable. Embarkation and disembarkation of Pilot and Boarding Officials shall be effected in compliance with Regulation 17 Chapter V of "International Convention for Safety of Life at Sea" 1960. Position of Pilot buoy 46° 18′ N.; 30° 45′ E.

**APPROACHES:** The approach channel leads from seaward into Basin No. 1. Depths in mid-channel are 12·2 m. Strong Easterly and Southerly winds may cause heavy surge in the channel influencing a vessel's manoeuvrability.

**ANCHORAGES:** When vessel not boarded by Pilot immediately on arrival it shall anchor in anchorage area specially designated in outer roads south of Pilot buoy and await boarding of officials or Pilot. The leading entrance line extending from Harbour gates to Pilot buoy and further seawards, marks northern limit of anchorage area. No vessel shall anchor north of or on this line.

A good anchorage can be obtained in the outer roads situated at a distance of 2 miles off the coast between the parallels of 46° 17′ N. and 46° 21′ N. The outer roads are open to all winds blowing from N.E. via S. up to N.W.

The anchorage (on charts marked as No. 24) is situated about 1·2 mile to the South-east of the port entrance. It is bounded by the following points:

| | |
|---|---|
| 46° 18′ 12″ N. | 30° 41′ 36″ E. |
| 46° 17′ 12″ N. | 30° 41′ 00″ E. |
| 46° 17′ 12″ N. | 30° 42′ 10″ E. |
| 46° 17′ 48″ N. | 30° 42′ 48″ E. |

The holding ground is grey mud and clay.

**RESTRICTIONS:** Vessels entering Channel shall make way for vessels leaving. Passage in and out governed by shore Signal Station located on Port Radar Building. If no signals exhibited on signal mast, both in and out simultaneous navigation is permitted. Sp of vessel shall not exceed 5 knots except for emergency case improve manoeuvrability. Vessels prohibited anchor in Cha except in emergency when necessary prevent immediate dange drifting aground, or engine or rudder damage, or other justifie reasons. Such cases shall be immediately reported to Harb Master.

**MAX. SIZE:** The maximum permitted draft is 11 m. length 260

Vessels drawing over 11 m. must obtain the Harbour Mas permit for entry to the port.

**HEALTH:** Foreign vessels granted free pratique when ber alongside and all arrival formalities accomplished by the boar officials, irrespective whether day or night. If berthing delayed, un certain circumstances vessel may be granted free pratique at ro where anchored. Event suspected disease Master shall inform Ag by radio. When arriving from another Soviet Black Sea port, pratique automatic.

**RADIO:** Channel 16 (156, 80 m.c/s.) for radio-telephone used calling only, with subsequent switch to any other Channel, information addressed to ship's Agent, Cable address "In Ilichevsk", Telex No. 232448. Port Radio UEH.2.

Radio contact can be established through the port radio sta "Ilichevsk Radio" operating 24 hours daily on the following quencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* |
|---|---|---|---|
| UEH-2 | 500 kc/s | 500 kc/s | A1 |
| "Buran-13" | 156·80 mc/s | 156·80 mc/s | F3 |
| Ilichevsk-Radio (main port control) | 2535 kc/s | 2535 kc/s | A3 |

The port radar station gives all possible information to all vess navigating in restricted visibility and in the absence of floa marks, from the point of a Pilot's embarkation up to the port.

Radar navigation is controlled by a Pilot.

A signal post is situated at the Northern side of the entrance to port.

**TUGS:** Normally join vessel when approaching mooring be Ship's lines used.

**BERTHING:** Quays with depths alongside of up to 11·5 m. equipped to handle oil, general, bulk and other cargoes. There mechanised warehouses and open concrete floor sheds.

Electric cranes of up to 41 tons capacity are operated on the qu and by the warehouses. There are floating cranes with lifting capa of up to 100 tons, other cargo-handling equipment and intra-p transport means.

Opening and closing of mechanised hatches is always done the ship's crew.

**TIDE:** The range of the water level caused by strong winds reach 2 m. The rise of the water level is due to Northerly winds the fall of the water level – to Southerly winds.

The changes of the water level caused by variation in atmosphe pressure ("Seish" phenomena) and are observed periodically. T phenomena can last from a few minutes up to several days and range of the water level may reach 0·6 m.

**STEVEDORES:** No particular ETA advices required.

**RADAR:** Port Radar Station gives all possible technical informa to any vessel navigating within Station's broadcast zone, if reques Navigation in channel controlled by Port Radar Station. Commu cation between Station and vessels established by radio-teleph on international frequencies.

**MEDICAL:** Medical assistance rendered immediately when quested. Hospital facilities available. Particular inoculations quired prescribed by International Sanitary Regulations.

**DENSITY:** Average density 1.010.

**FRESH WATER:** Available. Delivered from berth or applian

**FUEL:** Following grades available: (*a*) Fuel Oil Redwood visco at 50°C 1250–1500. (*b*) Marine Fuel Oil Redwood, viscosity at 5 187–360. Diesel Oil Redwood, viscosity at 20°C 32–47. Orders bunkers preferably 3 days prior arrival in port.

**DEVELOPMENTS:** Presently port only partially constru Work of further development being carried out.

**GANGWAY DECK WATCHMEN:** Watch carried out by cre

**OPENING/CLOSING HATCHES:** By crew.

**CUSTOMS ALLOWANCES:** No restrictions. Free use on boa

**CARGO GEAR:** No additional requirements. Cargo work usu carried out by means of shore cranes.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** None.

**REPAIRS:** Good facilities. All kinds of repairs for vessels of up 60,000 dwt. can be carried out.

**DRY DOCKS:** Docking arrangements settled with Black S Steamship Co. of Odessa, Lastochkina 1 Street. A floating do 250 metres length, 18 metres depth. There is a new floating do with a lifting capacity of 15,000 tons.

**AIRPORT:** The distance from Odessa Airport about 30 km.

**TIME:** GMT plus 3 hours.

**HOLIDAYS:** Official Holidays are Sundays and following Calen dates: January 1st, March 8th, May 1st, 2nd, 9th, November 7th, December 5th.

**POLICE-AMBULANCE-FIRE:** All mentioned services ea obtained through agent.

**TELEPHONES:** Can be placed on board.

**GENERAL:** Shipowners recommended deposit funds for disbu ments prior to arrival. All bank operations carried out by Vnesht bank of Moscow.

**SERVICES:** Shipchandler's supplies, Technical equipment supplies, Laundry, Car Hire.
**SHORE-LEAVE:** Permitted.
**DELAYS:** Vessels berthed at specialised berths depending upon cargo. Delays if berths occupied. Normally no delays in bunkering.
**AUTHORITY:** Odessa-18, Management of the Ilyichevsk Merchant Sea Port, USSR. Cables: "Morport Ilichevsk. Tel. 6-99-36-05; 6-99-36-34.

**AGENT:** The Port of Ilichevsk Maritime Agency "Inflot". Postal address: The Port of Ilichesvk, Odessa-18, Ukrainian S.S.R., U.S.S.R. Cables "Inflot Ilichevsk". Tel. 6-99-36-58; 6-99-36-61. Telex 448.

## IZMAIL: 45.20 N. 28.51 E. (See Plan)

**GENERAL:** A sea and river port, Izmail is situated on the left bank of the Kiliiskoe Ghirlo (Kilia Mouth) of the Danube river, between the 92nd and 94th km.

Navigation in the port lasts about 317 days per year. The Danube river usually becomes frozen over at the end of December or early January. In the less severe winters navigation can be effected with ice-breaker assistance.
**DOCUMENTS:** Refer to beginning of U.S.S.R. section.
**PILOTAGE:** Compulsory. Pilot should be ordered through "Inflot" before leaving the port of Sulina giving vessels ETA at Izmail. Alterations in ETA whilst vessel is navigating the Sulinsky channel should be advised to "Inflot". Also refer to Sulina, Romania.

Navigation in the Kilia Mouth up to the port of Zhdanov is allowed with a port of Izmail Pilot on board, who should be ordered through Inflot Agency after leaving the port of Sulina. ETA at the Chatal of Izmail should be stated in the message. Masters should keep the Port of Izmail Harbour Master informed of all delays in the Sulina Channel and, if necessary, advise alterations in ETA at the Chatal of Izmail.
**ANCHORAGE:** Vessels can obtain anchorage in the roads situated in the area between 91·4 km. and 92 km. Depths in the roads from 5 m.–15 m., the holding ground is soft mud.
**RESTRICTIONS:** Izmail port is situated on the left bank of the Kilia channel, channel depths are 10–20 metres. Reni port is situated on the left bank of the Danube, channel depths are 10–20 metres. Ice-breakers assistance is available during periods when the Danube is frozen. Draft and length of the vessel entering the port of Izmail should be the same as of vessels navigating through the Sulina Channel.
**HEALTH:** International code quarantine signals are to be shown on arrival and free pratique is given by the quarantine doctor who will board the vessel to examine Master's Health Declaration.
**RADIO:** Vessels can establish radio contact via the port radio station Izmail Radio operating 24 hours per day on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* | *Time* |
|---|---|---|---|---|
| UJO-3 | 472 | 468 | A1 | HX |
| UJO-5 | 1296 | 12552 | | |
| | 8586 | 8361 | | |
| | 4357 | 4186 | | |
| "Izmail" (Port) | 156·6 mc/s | 156·8 mc/s | F3 | HX |

**TUGS:** Vessels normally berth and unberth without tug assistance. A tug can be made available if particularly requested.
**BERTHING:** Vessels drawing up to 8·25 m. can enter the port and moor at berths with same depths alongside.

Quays are equipped to handle general and bulk cargoes, metals, chemicals, timber and passenger shipping.

There are enclosed warehouses, open concrete floor sheds and a grain elevator.

Simultaneous berthing and shifting berth of two or more vessels at neighbouring berths is not allowed. On the quays there are electric cranes of up to 15 tons capacity. There are floating grain elevators, floating cranes with lifting capacity of 15 tons and other cargo handling equipment and machinery.

According to the customs of the port opening and closing of hatches is usually by ship's crew but it can also be done by stevedores for vessel's account.
**FRESH WATER:** Available in unlimited quantity.
**FUEL:** Heavy fuel oil available.
**WATCHMEN:** Gangway watchmen compulsory, carried out by ship's crew.
**HATCHES:** Normally opened and closed by ship's crew. Stevedores can perform this work at special request.
**CUSTOMS ALLOWANCES:** No restrictions on crew consumption tobacco and alcohol on board. It is prohibited to take these items ashore.
**IDENTIFICATION CARDS:** Required for crewmen going ashore.
**REPAIRS:** Hull and machine repairs can be effected.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Regular connections with internal services.
**TIME:** GMT plus 3 hours all the year round.
**TIDE:** Changes of water level in the river are due to effects of the wind and seasonal increase and decrease of the amount of water brought down from the land in Winter; rise of water level is due to the ice piling up.

Maximum rise of water level is in April, May and June, usually caused by Easterly winds. The least water level is observed in August September and October, due to Westerly winds.
**HOLIDAYS:** New Year's Day (1st January), National Women's Day (8th March); Workers' Day (1st and 2nd May); Victory Day (9th May); Anniversary of October Revolution (7th and 8th November); Soviet Constitution Day (5th December).
**POLICE/FIRE/AMBULANCE:** Izmail – Police, tel. 316; Fire, tel. 524; Ambulance, tel. 600. Reni – Police, tel. 205; Fire, tel. 210; Ambulance, tel. 203.
**SHORE LEAVE:** Allowed up to midnight.
**AUTHORITY:** The Port of Izmail Authority. Postal address: 1 Parakhodnaya Street, Izmail, U.S.S.R. Cables "Morport Izmail". Tel. 9-04-06, 4-71.

**AGENT:** The port of Izmail Shipping Agency "Inflot". Postal address: 14 Port Street, Izmail, U.S.S.R. Cables "Inflot Izmail". Tel. 9-01-81, 9-05-29.

## KHERSON: 46.37 N. 32.37 E. (See Plan)

**GENERAL:** The sea and river commercial port of Kherson is situated on the right bank of the Dnieper river and on the left bank of the Koshevaya river.

The port is open for navigation all the year round but in severe winters ice-breaker assistance is required.

Ice at the estuary of the Dnieper finally disappears in the first half of March.
**DOCUMENTS:** Refer to beginning of U.S.S.R. section.
**APPROACHES:** The port is accessible for sea-going vessels. The approaching channel is very well marked by navigational marks; therefore, there are no difficulties in navigating a vessel along it when entering or leaving the port.
**PILOTAGE:** Compulsory. Navigational range marks, leading marks of Stanislov, Adjigolsky beacons, Verbchansky and Maliy Kasperovsky leading light buoys, and spar buoys. Master advises Port Controller and Inflot Agency ETA minimum of 96 hours prior notice.

Masters of vessels proceeding to the port of Kherson must advise ETA to the Harbour Master and Inflot Agency at the Port of Odessa 24 hours prior to arrival at the Vorontsov lighthouse. More precise time should be given 6 hours before approaching the lighthouse.

After having embarked a Pilot at the Vorontsov lighthouse, vessels proceed farther to the port of Kherson. Upon passing the Port of Odessa, Master should advise ETA to the local Inflot Agency at the port of Kherson.
**ANCHORAGES:** A part of the Dneiper river from the Northern border of the town of Kherson, nearly up to the Maly Potemkin Island, is considered as the Port of Kherson Roads.

Anchorages are situated in the following places: *(a)* in the Dnieper river between leading lines No. 6 and No. 7 (broad reach); *(b)* at the estuary (Liman) of the Dnieper river, 2 miles South-westward off the Stanislav Point.

The roadstead for foreign vessels is situated between the beam line of creek No. 2 (46° 38′ N., 32° 38′ E.) and the upper leading marks line, marking the place where a submarine cable is laid 6·5 cables S.W. of the creek.
**RESTRICTIONS:** The permitted draft for passing through the channel is 25 ft. (7·62 m.) but it may vary depending on weather conditions.

In the summer the channel is open for navigation 24 hours a day.

Speed of vessels having draft over 5 m. should not exceed 10 knots whilst navigating through the channel.

There are no length restrictions for vessels entering the port.

Navigation through the channel in restricted visibility is strictly prohibited.
**HEALTH:** No automatic pratique.
**RADIO:** Ship-shore radio link can be established through the port radio station operating 24 hours on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* | *Time* |
|---|---|---|---|---|
| UHZ | 500 kc/s | 500 kc/s | A1 | H24 |
| "Kherson Radio" | 2182 kc/s | 2182 kc/s | A3 | H24 |
| "Glazur" (Port Control) | 156·80 mc/s | 156·80 mc/s | F3 | H24 |

A signal mast is located on the roof of the sea and riverside passenger terminal.
**BERTHING:** Nine berths, depths up to 8 m. 40 cm.

Mooring is effected with port Pilot assistance. Number of tugs required for mooring is determined by Pilot with Master's consent.

Cranes of up to 10 tons capacity are operated on the quays and by the warehouses. There are floating cranes with lifting capacity of up to 27 tons and other cargo handling equipment, intra-port transport included.

Berths of the port, with depths of up to 8·40 m. alongside are equipped to handle general and bulk cargoes (ore, chemicals, building materials), metals, grain, timber, cotton, cement, food products, etc., as well as passenger traffic. There are enclosed warehouses, a grain elevator and open concrete floor sheds.

Opening and closing of hatches is usually done by the ship's crew. It may also be done by port workers for vessels account.
**TIDE:** Changes in the water level observed in the port are due to the effects of the wind and variation in atmospheric pressure. The maximum range of the water level caused by winds may reach 2 m.

The changes of the water level due to variation in atmospheric pressure ("Seish" effect) are observed at times. They may last from a few minutes up to several days and may reach 0·58 m.
**MEDICAL:** Hospital facilities available.
**FRESH WATER:** Available.
**FUEL:** Fuel oil, diesel oil of certain viscosities, also coal.
**OPENING/CLOSING HATCHES:** By shore workmen.

**REPAIRS:** Only minor repairs can be carried out. There are no dry docks in the port.
**TIME:** GMT plus 3 hours.
**AUTHORITY:** Ul Ushakova, 4 Kherson, Ukrainian S.S.R., U.S.S.R. Tel. 291402. Telegraphic address, Morflot Kherson.

**AGENT:** The Port of Kherson Maritime Agency "Inflot". Postal address: The Sea Passenger Terminal, Port of Kherson, U.S.S.R. Cables "Inflot Kherson". Telex 132.

## KHOLMSK: 47.03 N. 142.03 E. (See Plan)

**GENERAL:** The seaport of Kholmsk is situated on the Western coast of Sakhalin Island, in the Tartarsky Strait of the Japan Sea and at the head of the Gulf of Nevelskoy.

The port is open for navigation all the year round. The port is frozen over in January. Ice finally disappears in the middle of March. The formation of fast ice along the coast is usually of small account. At times drift ice appears from the North. The action of the wind and sea sometimes packs pieces of drift ice into large hammocks along the shore.

Despite the fact that the port harbours are surrounded by moles, the port area is subject to effects of the wind and waves between October and March in particular. During this period a strong variable current with surge ("Tyagun") or heavy waves occur in the port. Due to this reason vessels are recommended to use manila ropes for mooring berths.

When Westerly or North-westerly winds begin to blow, vessels are recommended to leave the port for sea.

The outer roads of the port are bounded by an arc of 7 cables length radius, the centre of which is marked with a light located on the Southern mole of the Commercial Harbour.

The port is divided into three parts: The Kovsh, The Commercial and Fishing Harbours. The Commerical Harbour is situated in the centre of the port area. It is protected by the Southern and Northern moles. The entrance to the Harbour 150 m. wide, is situated between these two moles. Due to shoal water along the coast, there is not much space for vessels manoeuvrability in the Commercial Harbour. Cargo berths are situated in a basin of the Southern part of the Harbour.

The port of Kolmsk, due to its position, size and weather conditions in the area, cannot be used as a shelter port.

The Commercial Harbour is not protected at all from heavy swells caused by strong Westerly and North-westerly winds blowing more often in the period between October and March. Therefore, vessels are recommended to leave the port for sea after having received a storm warning about a gale coming from Westerly or North-westerly directions.

All vessels proceeding to the port of Kholmsk in the Autumn and/or Winter must have available on board a sufficiency of fuel, fresh water, provisions and safe manila ropes, be seaworthy in all respects, thus ensuring vessel's safety during a possible stay in the open sea roadstead.

In case there are no vacant berths in the port, vessels are not allowed to enter the harbour without prior permission.

It is also prohibited to enter the harbour after a storm warning has been received by vessel despite the fact that there are vacant berths in the port.

**PILOTAGE:** Pilot meets a vessel in the outer roads. In the event of bad weather, when Pilot is unable to come on board, vessel should follow in the wake of pilot boat.

**ANCHORAGES:** There are no anchorages protected from the wind in the Gulf of Nevelskoy.

During off-shore winds vessels may anchor in the outer roads situated opposite the port entrance. The outer roads are open to Westerly winds; depths are from 16 m.–40 m. The bottom is sand and mud.

Masters should bear in mind that during the period of navigation fish nets are usually laid in the outer roads. The seaward side of the border of the fish nets, situated about 8 cables length off-shore, is usually marked by wooden buoys with flagstaffs.

Anchorage in the outer roads may also be obtained at 4–6 cables length off shore. Depths are from 18 m. to 20 m. Holding ground sand and stone.

A vessel should proceed to the anchorage along the leading line of the port of Kholmsk leading lights. At a distance of half a mile off the port entrance, a vessel should steer off the leading line at 2–3 cables length and then cast anchor.

The holding ground is better in the Southern part of the outer roads than in the Northern part.

When at anchor, a vessel may not approach the leading line closer than 1·5 cables length.

**RESTRICTIONS:** Vessels may enter the port at any time of day or night.

**MAX. SIZE:** The maximum permissible draft for the entry to the port is 6 m. length – 100 m. Since depths in the channel may vary at times, the Port Authorities shall undertake to advise the Masters of incoming vessels accordingly.

**RADIO:** Ship–shore radio link can be established through the port radio-station Kholmsk Radio operating 24 hours a day on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* |
|---|---|---|---|
| UFO | 500 | 500 | A1 |
| UFO | 522 | 480 | A1 |
| UQB | 8675 | 8370 | A1 |
| UQB | 3605 | 4186 | A1 |
| Kholmsk Radio | 4361·6 | — | A3A |
| Kholmsk Radio | — | 4066·1 | A3 |
| Reclama (Port Control) | 2182 | 2182 | A3 |
|  | 161·90 mc/s | 156·80 mc/s | F3 |

The port signal station is situated at the Southern mole ba
There is also a radar station in the port.

**BERTHING:** Berths with depths from 2 m. up to 6·5 m. alongsi are equipped to handle general and bulk cargoes, metals, timb food products, etc., as well as passenger traffic.

Number of tugs required for assistance is usually agreed betw Pilot and Master.

Cranes of up to 41 tons capacity are operated on the quays. Th is also other cargo-handling equipment and intra-port transp facilities. There are enclosed warehouses and open concrete f sheds.

**FUEL:** Not available.
**FRESH WATER:** Available.
**REPAIRS:** Only minor repairs can be carried out. There are no docks in the port.
**TIDE:** Changes in the water level are of small account and usually caused by tides. The tide is diurnal with one high water one low water a day. The time difference between high and low wa is irregular. The range of the tide is very small, reaching only 0·25 at mean springs.
**TIME:** GMT plus 11 hours.
**AUTHORITY:** The Port of Kholmsk Authority. Postal addre 1 Katernaya Street, Port of Kholmsk, Sakhalin Region, U.S.S Cables "Morport Kholmsk". Tel. 3–04, 3–05.

**AGENT:** The Port of Kholmsk Main Maritime Agency "Infl 6 Morskaya Street, Port of Kholmsk, Sakhalin, U.S.S.R. Cab "Inflot Kholmsk". Tel. 22–86; 34–92.

## KLAIPEDA: 55.43 N. 21.07 E. (See Plan)

**GENERAL:** A Baltic seaport, Klaipeda is situated in a narrow st called the Morskoi Canal, which connects the Kursky Gulf with t Baltic Sea.

The port of Klaipeda comprises the Morskoi (Sea) Canal consi ing of three harbours; The Zimnyaya (Winter), The Novaya (Ne and the Zavodskaya (Industrial), then the Boat Basin, the Fishi Port and the Danghe river quays situated down the auto-bridge.

The Southern half of the port water area a part of the Danghe ri up to the mouth, and the Kursky Gulf become frozen over ev winter for quite a long time. Part of the port situated to the Nort the Danghe river mouth very seldom gets frozen over, but t entrance to the Morskoi Canal may be packed by the drift ice in t course of a few days.

The port is open for navigation all the year round but in the win time ice will be managed with ice-strengthened tugs' assistance.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.
**APPROACHES:** The width of the approaching channel to the p is about 80 m. and depth 8·4 m. Depths of the channel at a distan of 400–600 metres from the entrance to the Sea Canal are subject changes due to lots of sand and mud brought down from the Kurs Gulf by the spring floods, in particular. The entrance to the Sea Can is protected by the Northern and Southern moles.

The length of the fairway of the Sea Canal from the entrance up t the Secluma–Kyaules–Nugara shoal at the entrance to the Kurs Gulf is 4 miles, width varies from 180 m. to 300 m. and the dept are from 6 m. to 9 m. at the mean water level.

The permissible drafts for vessels navigating along the Sea Can are as follows: Up to 7 m. from the canal entrance up to the Zimnya (Winter) harbour.

Harbour: up to 6 m. from the Winter Harbour; up to the Fishi Port; from the Fishing Port up to the Timber.

Harbour – not more than 4 m.

**PILOTAGE:** Report 96 hours, then 24 hours prior arrival by rad giving ETA, name vessel, fresh water draft. Pilot compulsory inwar outward and shifting. Pilot meets vessel at buoy No. 1 unless wi force above 5 Beaufort or fog. In such cases pilot station instruc Master by radio-telephone and fixes meeting with Pilot.

Pilot station is situated at the entrance to the Zimnyaya (Win Harbour.

**ANCHORAGE:** A good anchorage can be obtained in the ou roads at receiving light buoy No. 1 (55° 44′ N., 21° 00′ E.).

The outer roads are situated at a distance of 2 miles to W.N. from the entrance to the Morskoi (Sea) Canal. Depth are from 19 m 23 m.

The holding ground is sand and clay. Anchorage in the ou roads is not safe during heavy seas caused by Westerly winds.

**ENTRY RESTRICTIONS:** Day and night entrance. Maximu permissible draft 8 m. Anchorage at inner roads limited to vess under 100 m. length.

**MAX. SIZE:** Length and breadth unlimited. Maximum permiss draft for all vessels entering the port, 8 m.; and for tankers loading installations outside main port area, 9 m.

**BERTHING:** No specific requirements. Vessels allocated be according kind of cargo to be loaded/discharged and their turn.

The quays of the port with depths alongside of up to 9·75 m. are equipped to handle general, bulk and liquid cargoes as well as passenger shipping. There are enclosed warehouses and concrete floor sheds.

Mobile electric cranes of up to 45 tons capacity are operated along quayside and by warehouses. There are also other cargo handling facilities including a coal loading installation.

**RADIO:** Vessels can establish radio contact through the port radio station Klaipeda Radio operating 24 hours per day on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* | *Time* |
|---|---|---|---|---|
| UNM-2 | 500 | 500 | A1 | H24 |
| | 455 | 454 | A1 | H24 |
| | 4343 | 4183 | A1 | HX |
| | 6475 | 6275·25 | A1 | HX |
| | 8701 | 8370 | A1 | HX |
| | 12703 | 12552 | A1 | HX |
| Klaipeda Radio | 2181 | 2182 | A3 | H24 |
| Dispetcher (Port Control) | 156·45 mc/s | 156·80 mc/s | F3 | H24 |
| Ocean (Pilot watch) | 161·90 mc/s | 156·80 mc/s | F3 | H24 |
| Neftegavan (Oil Harbour Port Control) | 156·65 mc/s | 156·80 mc/s | F3 | H24 |
| Klaipeda Radio (CPR)* | 161·95 mc/s | 156·80 mc/s | F3 | H24 |

* CPR – Central Port Radio Station.

Vessels' traffic in the roads and harbours is controlled by the signals exhibited at the signal stations situated at the entrances to the port and New Harbour.

Storm signals are shown at the same stations and also at the Fishing Port signal station.

**TUGS:** Ordered by Pilot if necessary. Mooring and unmooring of large sea-going vessels can be effected with tugs' assistance only. Number of tugs to be ordered depends on the weather conditions and can be agreed upon between Master and Pilot. Master should order tugs by radio well in advance.

**STEVEDORES:** Report 48 hours, then 12 hours prior arrival giving ETA, and 72 hours then 12 hours prior arrival advising perishable goods, characteristics of vessel, gross capacity, number and measurement of hatches, tween-decks, shelter-decks, description and quantity of cargo, stowage plan, heavy lifts, pieces of above 3 tons each especially indicated. Day and night loading/discharging operation, Sundays and holidays included.

**MEDICAL:** Master to advise by radio prior arrival if medical attendance required onboard.

**TANKERS:** Three berths. Maximum draft 9 m. Shore facilities for discharge of ballast.

**FRESH WATER:** Most berths supply by shore installations, otherwise barge. Quantities under 15 tons from barge charged as 15 tons.

**FUEL:** Deliveries only by bunker barge.

**WATCHMEN:** Compulsory for gangway checking. Guard net and life buoy required.

**OPENING/CLOSING HATCHES:** Normally by crew. Possible by shore workers.

**CONSULS:** No Consuls at Klaipeda.

**REPATRIATION:** No facilities for crew changes. Arranging any necessary repatriation at Captain's request effected by Immigration Authorities.

**AIRPORT:** At Palanga (25 km. from Klaipeda), served by regular lines: Palanga–Moscow, Palanga–Leningrad, Palanga–Riga. Airport at Klaipeda – some regular flights per day: Klaipeda–Vilnius, Klaipeda–Kaunas, Klaipeda–Kaliningrad.

**POLICE/AMBULANCE/FIRE:** Tel. Police, 02; Ambulance, 03; Fire, 01.

**GENERAL:** In case of stormy weather or dense fog vessels are lying at Outer Roads until entering permitted by Harbour Master. In such cases vessels lying alongside berth to be shifted to Inner Road.

**CERTIFICATES:** All ship certificates required on every call.

**CUSTOMS ALLOWANCES:** Cigarettes and wine/spirits on board limited by personal requirements; take ashore maximum 2 packets cigarettes, no wine/spirits.

**REPAIRS:** Urgent repairs possible. Pre-advise 2 days. Dry dock 6,500 t. Ordered only on special agreement with Lithauen Steamship Company. All kinds of repairs for vessels of 10,000 dwt. can be effected.

**TIME:** Moscow time, GMT plus 3 hours.

**TIDE:** There are periodical alterations in the water level, chiefly due to the effects of the wind. In general, strong Westerly, Northerly, North-westerly and sometimes South-westerly winds raise the water and Southerly and Easterly winds lower it.

The water level usually begins to rise suddenly. It rises very quickly but lasts for a very short period of time. The maximum difference between high and low level is usually observed in Autumn and Winter.

Sometimes the changes in the water level can be caused by the considerable variation in atmospheric pressure ("Seish" effect).

**TELEPHONES:** May be arranged on board.

**SHORE LEAVE:** Crew members allowed ashore with shore-pass obtainable from Immigration Authorities.

**AUTHORITY:** The Port of Klaipeda Authority, 18 Plachioi Street, Klaipeda, U.S.S.R. Cables "Morport Klaipeda". Tel. 6-22-18; 6-45-94. Telex 187.

**AGENTS:** "Inflot" Agency. Address: Klaipeda, ul. Platchioy 18. Tel. 6-42-70, 6-32-36. Cables: Inflot, Klaipeda. Telex: 179.

### LENINGRAD: 59.54 N. 30.15 E. (See Plan)

**GENERAL:** A Baltic Sea port, Leningrad is situated on the islands of the Neva Delta, at the head of the Nevskaya Guba (Neva Bay), in the Eastern extremity of the Gulf of Finland. Year-round navigation is possible with ice-breaker assistance from the end of November until about 20th April. Ice first begins to form in the middle of November, when usual winter frosts come, and in January (time varies with the season) all the area becomes completely covered with fast ice.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**APPROACHES:** The Kronstadt Korabelny Farvater (Kronstadt Ship's Channel) which is about 12 miles in length, extends from the port of Leningrad Entrance light buoy to the Leningrad Morskoi Canal, which is about 15 miles in length, and leads to the entrance of the sea commercial port of Leningrad. The least bottom width of about 80 m. is in the part of the Canal which is protected by two dams (moles).

**PILOTAGE:** Compulsory, ship shall inform Agent before approaching Leningrad entrance buoy, 60° 02′ N. 29° 26′ E. 96, 48 and 24 hours prior arrival. VHF with pilot boat, Channel 16, call signal "pilot Leninets"; if bad weather pilot boat leads ships to Kronstadt road where Pilot comes aboard.

**ANCHORAGE:** Vessels approaching the port from seaward should take anchorage off the port of Leningrad Entrance light buoy. The depths in the roads are between 20 –25 m. and the holding ground is mud and sand.

**RESTRICTIONS:** No restrictions night entry, no tide in Leningrad. Vessels with drafts from 9·5 m. to 9·8 m. must be towed into the harbour with main engines stopped.

All vessels navigating within the port must keep strictly to the following regulations:

(*a*) Vessel's speed should not exceed 10 knots when navigating in the Kronstadt Korabelny Farvater and in the open part of the Leningrad Morskoi Canal (from the entrance up to the moles).

(*b*) When navigating in the channel between the moles of the Leningrad Morskoi Canal as well as in the Bolshaya Neva river from the Neva Gates up to Lieutenant Schmidt bridge and also in the Ekateringofka river, vessels speed should not exceed 6 knots.

(*c*) In the inner roads and in the port harbours, Masters should navigate with a speed ensuring the safety of vessel but never exceeding 6 knots.

**MAX. SIZE:** Draft restriction 9·8 metres. The maximum permissible draft is 9 m. at mean water level. No restrictions as to the length of a vessel.

**HEALTH:** Master of vessel coming from foreign port shall report every sick passenger or crewman; Health Authorities board together with Customs and Immigration and if find all in order grant free pratique. Each vessel shall produce Deratisation Certificate and Sanitary Patent.

**RADIO:** Cable Agent "Inflot" ETA, draft and other data, information required via Leningrad Radio Station. All vessels when approach-the port of Leningrad should establish radio contact via the coastal Leningrad Radio station operating 24 hours a day on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* | *Time* |
|---|---|---|---|---|
| UDB | 500<br>484 | 500<br>480 | A1 | H24 |
| URD | 6,354<br>8,687·6<br>12,693 | 6,273<br>8,365<br>12,546 | A1 | H24 |
| URD | 2,182 | 2,182 | | |
| LNG-Radio | 8,767·2 | — | A3 | H24 |
| LNG-Radio | — | 8,236·4 | A3A | HX |
| LNG-Radio (Port Control via CPR*) | 160·95 mc/s | 156·8 mc/s | F3 | H24 |
| LNG-Port (pilots watch) | 156·45 mc/s<br>156·70 mc/s | 156·45 mc/s | F3 | H24 |
| Leninets (pilot vessel) | 156·8 mc/s | 156·8 mc/s | F3 | H24 |
| Raskat | 156·45 mc/s<br>156·65 mc/s<br>161·50 mc/s<br>161·80 mc/s | 156·45 mc/s | F3 | H24 |
| Inflot (via CPR) | 160·95 mc/s | 158·8 mc/s | F3 | H24 |

* CPR – Central Port Radio Station.

Port radar station gives all possible information to any vessel navigating in the Kronstadt Korabelny Farvater and Leningradsky Morskoi Canal during restricted visibility, from the Leningrad entrance light buoy (lat. 60° 02′ N., long. 29° 26′ E.) up to the dams (moles) of the Leningrad Morskoi Canal. Navigation is usually controlled by a Pilot.

Signals regulating vessels traffic in the harbour gates, called the Nevskie Vorota (Neva Gates), as well as signals indicating that the Leningrad Morskoi Canal is closed for Westward bound traffic are hoisted at the Commercial port signal mast situated on Kanonersky Island, at the Western side of the Neva Gates. Storm signals are shown at the same mast.

Signals for vessels approaching the entrance to the Commercial port of Leningrad from seaward are hoisted at the pilot vessel.

Traffic prohibition signals, when the pilot vessel is absent from her usual position may be exhibited at a vessel specially designated for this purpose.

**TUGS:** Normally join incoming vessels at Inner Road. Ships lines usually used. Vessels drawing 8 m. and over must be towed when proceeding in the Leningrad Morskoi Canal from the Lesnoi Mole Roads (Timber Mole Roads) up to the Neva Gates.

The number of tugs a Master should order for inward and outward towage as well as for shifting berths in the harbour depends on Pilot's advice.

**BERTHING:** Berths of the port, with depths alongside of up to 11·5 m. are equipped to handle general and bulk cargoes (coal, ores, grain, building material), sugar, metals, timber products, etc., as well as passenger vessels. Enclosed single and multifloor warehouses, an elevator, cold stores and concrete floor sheds are available in the port.

Opening and closing of hatches is usually done by the ship's crew, otherwise according to the charter party conditions.

The port of Leningrad is equipped with modern cargo-handling facilities. There are floating, fixed and mobile shore cranes, an elevator, coal loaders, fork lifts and other mechanical equipment.

**TIDE:** No tide at Leningrad but, considerable rises of water level may be caused by strong Westerly winds – and falls by Easterly winds. Usually the changes in water level are greater during the Autumn and Winter months. During Autumn and Winter the range of level may reach 1·2 m. from the mean water level and sometimes even more.

During Spring and Summer it is never more than 0·5 m. The greatest rises in the water level are observed in the Neva Bay. The extreme difference in level between the maximum rise and the minimum fall of these seasonal changes is about 3·5 m. At the mouth of the Neva river the greatest changes in the water level are caused by the South-westerly autumn gales. The difference in level usually reaches 0·2 m.–0·3 m. and only sometimes up to 1 m.

**STEVEDORES:** Ordered by Agent.

**RADAR:** Pilot in contact with radar service.

**MEDICAL:** Masters to advise Agent prior arrival if medical attendance required aboard.

**DENSITY:** Fresh water in port area.

**FRESH WATER:** Most berths supplied by shore installations, otherwise barges.

**FUEL:** All grades available.

**FIRE PRECAUTIONS:** No smoking allowed in port area, except n places specially allocated.

**WATCHMEN:** Not compulsory.

**OPENING/CLOSING HATCHES:** According to charter party.

**CERTIFICATES:**

- Passenger Ship Safety.
- Safety Equipment.
- Safety Radiotelephony.
- Safety Radiotelegraphy.
- Exemption Certificate.

**CUSTOMS ALLOWANCES:** No restrictions on board.

**IDENTIFICATION CARDS:** Needed, will be given on arrival.

**CONSULS:** The Consulates of Finland and German Democratic Republic are situated in Leningrad.

**REPAIRS:** All types of repairs for vessels of up to 10,000 dwt. can be carried out in the port.

**DRY DOCKS:** Available.

**TIME:** GMT plus 3 hours, no alterations during year.

**POLICE/FIRE/AMBULANCE:** Police 9692; First-Aid from Port 503; from Town 03; Port Fire 8509, 8536, 8973; Town Fire 01.

**AUTHORITY:** Port of Leningrad Authority. Postal address: 5 Mezhevoy Canal, Leningrad, L-35, U.S.S.R. Tel. Commercial port 99–94, 97–61; Timber port – 99–75. Cables "Lenmortorgport Leningrad, L-35".

**AGENT:** "Main Maritime Agency Inflot", Post – "Inflot", Leningrad L–35 U.S.S.R. Tel. 164812, 169921. Telex 505.

## MESANE, (Mezen): 65.53 N. 44.07 E.

**GENERAL:** A commercial seaport, Mezen is situated at a distance of 22 miles to the South of the mouth of the Mezen river flowing into the head of the Gulf of Mezen, in the White Sea.

The port area is bounded on the North by a line connecting the Ryabinov and the Nerpinsky points and on the South by the parallel of 65° 50′ N., Northward of the town of Mezen. The anchorage at the Kuloi river mouth is also included at the port of Mezen area.

Drift ice in the Gulf of Mezen appears in the first half of November. By the middle of February the Gulf becomes completely frozen over. Ice finally disappears in the first half of May.

The port is open for navigation about 6 months of the year, starting from the end of May or beginning of June.

Ice-breaker assistance cannot be effected in the outer roads in the event of fast ice.

Tidal streams are observed in the Mezen river. The tide is semi-diurnal with two high waters and two low waters a day.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Compulsory. Vessels met by pilot boat in area of pilot buoy (66° 12′ N., 44° 04′ E.) about 22 miles from port. No direct connection between ships and pilot station. Alternative area in event of bad weather Outer Roads of Mesane, entering direction 183°. These Roads used for boarding Pilot only on Pilot's option. Information to be in accordance with Soviet Wood Charter Party. Pilot boat equipped radio telephone (2182 kc/s, call name "Petchoretz Dva"), word "Pilot" painted on wheel house. Pilot boat to be given a good lee.

Pilotage cannot be effected at night.

A Pilot cannot board a vessel earlier than 2 hours before the high water in the Semzha river, and a vessel may be piloted into the port not later than one hour before the water in the river reaches high level.

Pilots do not board vessels in rough water (if the wind is over Fo 6 Beaufort scale).

In case Pilot cannot embark a vessel in the outer roads, Mas should follow in the wake of pilot boat up to Tolstic Point (l 66° 04′ N., long. 44° 05′ E.) where a Pilot will board ship. After leav the port Master should disembark Pilot on to pilot boat and th follow it up to the outer roads of the port of Mezen.

The pilot station is located at one cable length North-eastward the Semzha light mark.

**ANCHORAGE:** Depths at anchorages 5–7 metres. Anchorage c be obtained in the outer roads and in certain places of the Mez river situated between the outer roads and the Kamenka settlem

The outer roads are situated at the Mezen river mouth. They a bounded on the South by a line connecting the Ryabinov and th Maslyany Points.

Vessels in the outer roads are subject to effects of the Nor westerly and North-easterly winds and heavy waves caused b them. The depths in the outer roads are about 7 m. The hold ground is sand, mud and rocks. Anchorage can be obtained in th inner roads with depths at low water of up to 4·5 m.–5 m. (length area is 1·5 mile and width up to 150 m.).

The inner roads are situated opposite the Kamenka settlem A good anchorage can be obtained there by two vessels sim taneously. The anchorage at Burnovsky point with depths fro 4·5 m.–5·5 m. can be used by two loaded vessels drawing up to 4·2

**RESTRICTIONS:** Vessels may enter port only in daytime on hig water. Masters have to pay full attention to Pilot's advice as river ha varying bends.

**MAX. SIZE:** The permitted draft for the entry to the port is announce monthly by the Port Authorities. It should not exceed 3·9 m.–4·2 The maximum permitted length is 70 m.

**HEALTH:** As for "Archangel".

**RADIO:** Besides Murmansk and Archangel, messages may b routed through Mesane Radio (UZT, A1 500 kc/s, VHF Channel 16

Vessels can establish radio contact through the port radio stati Mezen Radio operating 24 hours a day on the following frequencies

| *Call sign* | *Working* | *Calling* | *Type of transmission* | *Tim* |
|---|---|---|---|---|
| UZT | 500 kc/s | 500 kc/s | A1 | HX |
| Dispetcher (Port Control of the cargo handling area) | 160·65 mc/s | 156·80 mc/s | F3 | H24 |
| Port (Harbour Master's Office) | 156·70 mc/s | 156·80 mc/s | F3 | HX |

**BERTHING:** The floating dams are used as mooring berths in th port. The depths alongside at low water are about 3·5 m. Vessel drawing over 3·9 m. are usually grounded while loading at low wat (not always afloat but safe aground).

The port of Mezen specialises in timber exports but other cargoe are also handled at berths. Covered warehouses and open concre floor sheds are available.

Tug assistance for mooring berths is not compulsory. Berthing i usually done in the day time. Tugs, if necessary are ordered b Master.

Rendering of Notice of Readiness opening and closing of hatche are usually done in accordance with the "Soviet Wood" chart party.

Loading of timber is done by ship's winches.

**TIDE:** The difference between high waters and low waters is sma but the range of the tide is comparatively big. It reaches at mea neaps 2·8 m. and 3·1 m. at mean springs, except for the Sezmha rive area where the mean spring tide reaches 7·7 m. Everywhere in th Gulf of Mezen the differences in the times of high and low wat are large and in some places they may reach 5 hours.

Considerable changes in the water level are observed in th Spring. They are usually caused by the seasonal increase in th amount of water (due to melting snow) brought down by the rivers

**REPAIRS:** Only minor repairs can be effected. There are no d docks in the port.

**FUEL:** Supplies not guaranteed.

**FRESH WATER:** Fresh water can be supplied from the berths.

**TIME:** GMT plus 3 hours.

**AUTHORITY:** The Port of Mezen Authority, Morport, Kamen Settlement, Mezen, Archangel region, U.S.S.R. Cables "Morp Mezen". Tel. The Timber mill exchange – Port.

**AGENT:** A branch of the Port of Archangel Main Maritime Agen "Inflot" at the Port of Mezen.

Port – "Inflot", Kamenka Settlement, Mezen, Archangel regio U.S.S.R. Cables "Inflot Mezen-Kamenka". Tel. The timber mi excahnge – "Inflot".

## MURMANSK: 69.00 N. 33.03 E. (See Plan)

**GENERAL:** A Barents Commercial Seaport and Fishing Po Murmansk, is situated at the Eastern coast of the Southern elbow shaped bend of the Gulf of Kolsky, between the Zeleny (Green) a Khaldeev Points. It is the last unfrozen port of the Northern se route.

In very severe winters the Southern and middle elbow-shape bends of the Gulf get frozen over for a short period of time i February or March, during calm and frosty weather. In mild winter drift ice is observed. The Northern part of the Gulf never gets froze over. The port of Murmansk is open for navigation all the year round. In the event of ice conditions in the Gulf of Kolsky, ice-breaker assistance will be effected in compliance with the Harbour regulations in force.

The port area occupies nearly all Southern elbow-shaped bend of the Gulf of Kolsky. The port of Murmansk consists of two harbours: the Commercial and the Fishing Harbours. The Commercial Harbour is divided into 4 areas: The Rudny (Ore), The Ugolny (Coal), The Central, and Passenger Terminal.

The Fishing Port extends to the South of the Passenger Terminal.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Compulsory. Pilot station is situated at Tuva-Goobay in Kilsky Bay, position 69° 11′ 09″ N., 33° 34′ 08″ E. ETA to be given to Agents 96, 48, 24 and 12 hours before arrival. Pilot launch is distinguished by word "Pilot" in black letters on both sides. Pilots can be contacted on VHF Channel 16. Every vessel should drift whilst waiting for Pilot since depths in the pilot station are too big to permit anchorage.

During rough sea Pilot is not able to board a ship at the pilot station area. In this event vessel should follow the Pilot boat in the wake of it up to the Salny Island and embark a Pilot Southward of the Island at a place indicated by Pilot boat.

**ANCHORAGE:** At the pilot station depths are too great to permit anchorage, but there is sufficient sea room for vessel to await Pilot with engines stopped. Anchorage with depths from 20 m.–35 m. is situated in the Southern elbow-shaped bend of the Gulf of Kolsky, Westward of the Kievaraksky leading line (the port outer roads). The holding ground is good.

Every vessel waiting for mooring berth should anchor Westward of the Kievaraksky leading line but not obstructing other vessels traffic.

It is strictly prohibited to lie at anchor Eastward of the Kievaraksky leading line. If, in case of emergency, a Master has to lie at anchor in the prohibited area, he should immediately report the fact to the Harbour Master of the Commercial port of Murmansk.

**RESTRICTIONS:** Vessels can enter the inner roads of the port at any time of day or night.

The speed of vessels navigating within the limits of the Gulf of Kolsky is restricted by the following limits:

(*a*) It shall not exceed 12 knots in the area bounded by the parallels of the Letinsky Point and the Northern side of the Salny Island.

(*b*) It shall not exceed 10 knots in the area bounded by the parallels of the Northern side of the Salny Island and Pinagory Point.

(*c*) It shall not exceed 6 knots in the area Southward of Pinagory Point.

**MAX. SIZE:** Vessels up to 32 ft. maximum draft for berthing.

**HEALTH:** International quarantine signals to be used on arrival No later than 6 hours before arrival at the inner area Master should radio Agents giving full details of state of health on board, and requesting pratique which will be given on arrival.

**RADIO:** Murmansk Radio operating 24 hours on 2182 kHz. Coastal radio station UMN operating 24 hours on 500 and 472 kHz. Coastal radio station UMV operating 24 hours on 13080 kHz.

Radio contact can be established through the port radio station Murmansk Radio, operating 24 hours a day on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of transmission* | *Time* |
|---|---|---|---|---|
| UMN | 500 | 500 | A1 | H24 |
|  | 472 | 468 |  |  |
| UMV | 12,730 | 12,555 | A1 | H24 |
| UMV | 6,400 | 6,274·5 | A1 | HX |
|  | 8,690 | 8,368 |  |  |
|  | *1660 | 16,716 |  |  |
| Murmansk-Radio | 2,182 | 2,182 | A3 | H24 |
| Murmansk-Radio | 8,757·6 | — | A3H | HX |
|  | — | 82,236 | A3 | HX |
| Rascat (Radar & Pilot Service) | 161·50 mc/s | 156·90 mc/s | F3 | H24 |
|  | 161·70 mc/s | 157·10 mc/s | F3 | H24 |
| Port (CPR)* (Pilot Service) | 160·95 mc/s | 156·35 mc/s | F3 |  |
|  | 161·90 mc/s | 157·30 mc/s |  |  |
|  | 161·95 mc/s | 157·35 mc/s |  |  |
| "Inflot" (Shipping Agency) | 156·70 mc/s | 156·70 mc/s | F3 |  |

* CPR – Central Port Radio Station

The pilot service operates through the "Port" (CPR) and "Rascat" (CPR) – Central Port Radio Station.

All vessels when at anchor or navigating in the Gulf of Kolsky must keep constant radio watch.

The port radar station gives all possible information to any vessel navigating in the Gulf in the restricted visibility. Radar navigation is usually controlled by a Pilot on board a vessel.

The storm and tide signals are made by the International Code of Signals by day and by Morse system at night from Murmansk storm signals station (lat. 68° 59′ N., long. 33° 03′ E.) located on the roof of the Harbour Master's office.

The signals are shown at the Western yard-arm and storm signals at the Eastern yard-arm of the station.

*Notice of Arrival:* Every foreign vessel on approaching the Gulf of Kolsky must ask for entry permission into the Gulf from the Toros Island signal station by exhibiting her International Code Number by day and at night her call sign should be made in Morse code by searchlight.

**VHF:** Port VHF maintains contact between Pilots and ship within harbour limits, and between ship and shore. Calling on Channel 16 working channel will be according to instructions from shore.

**TUGS:** Normally join vessel in the inner area of the port. Tug's lines are used.

**BERTHING:** Main berths, depth alongside 32 ft. at low water. Average height of tide about 3·9 metres. Vessels berth port or starboard side alongside at Master's and Pilot's discretion. The berths of the Commercial Harbour with depths alongside of up to 10·5 m. are equipped to handle general and bulk cargoes, metals, machinery, chemicals, foodstuffs, etc.

There are enclosed mechanised warehouses for apatite including open concrete floor sheds.

It is prohibited to approach a berth without sounding a prolonged blast of the whistle. Same signal should be sounded when leaving an outer berth and the inner basin, as well as when passing a vessel lying at anchor in the outer roads.

Berths of the port are equipped with mobile electric cranes of up to 40 tons capacity. There are floating cranes with lifting capacity of up to 90 tons, and other cargo handling equipment and intra-port transport. Since loading/unloading is usually done by the port cranes, there are no specific requirements to vessels cargo gear.

**STEVEDORES:** Arranged by Agent on basis of Masters ETA. Loading and unloading is carried on throughout 24 hours a day including holidays.

**MEDICAL:** Hospital and medical facilities available. Vaccination can be arranged. If doctor required on board Master should inform Agents by radio or VHF.

**DENSITY:** At the berth varies between 1006 and 1025.

**FRESH WATER:** Available from most berths, otherwise supplied by barge. To avoid delay recommended to order before arrival.

**FUEL:** All grades available. Delivered by barge. Advance notice required.

**DEVELOPMENTS:** Reconstruction is being carried out in order to speed up loading of iron-ore and other cargoes.

**WATCHMEN:** Not obligatory.

**HATCHES:** Opening and closing of hatches is usually performed by ship's crew.

**CERTIFICATES:** At first Russian port of call certificates of tonnage and those required by International Convention will be required for examination.

**CUSTOMS ALLOWANCES:** No restrictions on crew's consumption of tobacco and alcohol on board. It is forbidden to take these items ashore.

**CONSULS:** There is no local representation.

**REPAIRS:** All kinds of repairs can be carried out for vessels of up to 40,000 dwt.

**DRY DOCKS:** Large dock; length 173 metres, width 45 metres. Small dock; length 141 metres, width 30 metres.

**TIDE:** Changes of the water level in the Gulf are due to the tides. The tide is semi-diurnal with two high waters and two low waters a day. The difference in time of high and low water is about 6 hours. The range of the tide at mean neap is about 2·4 m. and at mean spring 4·5 m. The maximum tidal range observed in the Gulf of Kolsky is 4·5 m. The extreme range of water level is usually observed during the Autumn months and the lowest during Spring.

**TIME:** GMT plus 3 hours.

**TELEPHONES:** Ambulance, tel. 003, 395 and 442; Fire service, tel. 252 and 524.

**AUTHORITY:** Murmansk Sea Trade Port, 19 Port Settlement, Murmansk. Tel. 25177 and 25627. Telex: 128. Cables: Mortorgport, Murmansk.

**AGENT:** The Port of Murmansk Main Maritime Agency "Inflot", 19 The Port Settlement, Murmansk 24, U.S.S.R. Cables "Inflot Murmansk". Tel. 2-56-66; 2-51-97. Telex 128.

### NAKHODKA: 42.48 N. 132.54 E. (See Plan)

**GENERAL:** A commercial port, Nakhodka is situated in Nakhodka Bay, in the North-western part of the Japan Sea.

At first America Bay is covered with sludge or sometimes thin ice due to snow falling into the cooled water. After ice has formed, it is often broken up by winds into pieces of drift ice which is frequently driven out by strong winds from the bay into the sea.

Nakhodka Bay is usually covered with fast ice from the beginning of January until March.

The port is open for navigation all the year round with ice-strengthened tug's assistance during ice conditions.

The Northern part of Nakhodka Bay from the entrance up to the line connecting the Lindgolm and Basnin Points is occupied by the Commercial port. The Fishing port is situated Southward of this line.

The port of Nakhodka area is bounded on the East by a straight line connecting Astafyev and Shefner Points, on the South-west by a straight line connecting Lindgolm and Basnin Points.

Part of America Bay water area bounded on the South by a line connecting the Povorotny (Turning) and Likhachev Points is also included in the port of Nakhodka area.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Compulsory. Radio "Inflot" 96, 48 and 24 hours before arrival, advising ETA, ship's dimensions, cargo details, number of passengers and any other requirements. 4 hours before arrival an accurate confirmation of ETA is required to order Pilot. Vessels approaching port should first make for position 42° 27.2′ N., 132° 56.3′ E. Approach to this area is indicated by radio signals "Gannov" and "Povorotny". On arrival in this position Master should again report to the Harbour Master via "Inflot".

From this position vessel should follow course No. 1 along the

2 mile wide fairway. As soon as the light at the entrance of America Bay is visible vessel should steer towards that light as far as quarantine anchorage "A" where the Pilot boards. Tankers proceeding to the oil terminal should approach port along parallel 42° 47′ N. and enter anchorage area "D" on course 270°. Further movement to berths from anchorage areas may only be carried out with a Pilot on board. Pilots are ordered by radio via "Inflot". Pilot boards from a white motor boat with the word "Pilot" in black letters painted on the wheelhouse. International Code Pilot Signals are used. The Pilot boat is normally located near the entrance to the port. In winter the pilot launch may be replaced by a powerful tug.

Every vessel approaching the port of Nakhodka should keep the Commercial port leading light marks in line, berthing 267·9° and on this course enter the port.

Vessels entering or leaving America Bay, when Northward of parallel 46° 46′ N. must proceed at slow speed thus ensuring the manoeuvrability of vessel.

**ANCHORAGE:** Depths in anchorage area "A" are from 13–20 metres. Anchorage area "D" has depths of from 18–28 metres.

The holding ground in both anchorages is mud, sand with mud, stone.

"A" – Quarantine anchorage is limited by a line connecting the following positions:

42° 48′ 36″ N., 132° 56′ 30″ E.
42° 48′ 36″ N., 132° 58′ 06″ E.
42° 47′ 42″ N., 132° 56′ 30″ E.
42° 47′ 42″ N., 132° 58′ 06″ E.

The "A" area (Quarantine Harbour) serves as a Pilot-boarding zone and as an anchorage for dry cargo vessels over 3,000 g.r.t.

Anchorage "D" (area No. 177) is bounded by the following points:

42° 46′ 36″ N., 132° 54′ 30″ E.
42° 46′ 48″ N., 132° 54′ 30″ E.
42° 47′ 24″ N., 132° 55′ 18″ E.
42° 47′ 24″ N., 132° 55′ 36″ E.
42° 46′ 36″ N., 132° 55′ 36″ E.

Anchorage "D" is used by vessels proceeding to the Chadaudzha Oil Harbour.

Temporary anchorage is allowed only in America Bay, Eastward of the line connecting Astafyev and Shefner Points not closer than 1 cable length from the entrance leading line, areas prohibited for anchorage excluded.

Temporary anchorage is allowed for vessels drawing up to 6 m. off the side of the fairway Southward of the Commercial port leading light marks.

To lie at anchor in the fairway and in the dredged harbours of Nakhodka Bay, except in emergency, is strictly prohibited.

**RESTRICTIONS:** Vessel may not enter port without first obtaining permission of port control. Anchorage of oil tankers is only allowed in area "D". Vessels can enter or leave the port at any time of day or night.

**MAX. SIZE:** The permitted draft for vessels proceeding to the Commercial port is 9·6 m., and 9 m. for the Fishing port and the Passenger Terminal.

Vessels drawing over the permitted draft must obtain Harbour Master's permission prior to entry to the port.

**HEALTH:** Advise "Inflot" by radio in advance if there is any case of quarantine illness on board the ship. Smallpox vaccination is compulsory for all crew members. If vessel is arriving from a cholera area, then cholera inoculations are also required.

**RADIO:** Nakhodka Radio, call sign UKI, operating 24 hours on frequencies 500, 532 and 8475 kHz.

| *Call sign* | *Working* | *Calling* | *Type of transmission* | *Time* |
|---|---|---|---|---|
| UKI | 500 kc/s. | 500 kc/s. | A1 | H24 |
| UKK-3 | 8,510 kc/s. | 8,448 kc/s. | A1 | HX |
| | 12,990 kc/s. | 12,627 kc/s. | | |
| | 6,439 kc/s. | — | | |
| Port 5 | 160·65 mc/s. | 156·05 mc/s. | F3 | HX |
| Lotos (Port Control) | 156·45 mc/s. | 156·45 mc/s. | F3 | H24 |
| Golos-1 (Port Service & Pilot Watch) | 156·70 mc/s.<br>156·80 mc/s. | 156·70 mc/s.<br>156·80 mc/s. | F3 | H24 |

The traffic and storm signals are exhibited at the Signal Station situated 2·5 cables Westward of Shefner Point.

**TUGS:** Tug and mooring launch assistance available. Tugs join the vessel in America Bay as directed by Master or Pilot. Ship's tow lines are used.

**BERTHING:** May be effected at any time of day or night. In daytime vessels mooring position will be marked by a flag and at night be a red lantern. These signals mark the point where the ship's bow should be at the mooring.

The quays of the port with depths alongside up to 9·6 m. are equipped to handle general and bulk cargoes, metals, cotton, timber, cement, etc., and passenger shipping.

Electric cranes of up to 41 tons capacity are operated on the quays. There are also floating cranes with lifting capacity of up to 100 tons and other cargo handling equipment, intra-port transport included.

Loading and/or unloading is usually done in accordance with conditions and rates stipulated by Charter Parties and Sales Contracts.

**STEVEDORES:** Arranged through "Inflot".

**MEDICAL:** Medical service is free. All requirements should be ordered in advance through "Inflot".

**FRESH WATER:** Can be supplied at the berth or by barge.

**FUEL:** Available subject to advance notice. If fuel required by barge at the anchorage a written request to the Agent is required at leas hours in advance.

**TANKERS:** Slop reception facilities are available.

**DEVELOPMENTS:** Constructing new port at Urangel, 8 mi from Nakhodka, having: Coal pier, annual capacity 10 million to Coal conveyor, annual capacity 5 million tons. Wood chip conve system, annual capacity 800,000 tons. Container system.

**HATCHES:** May be opened and closed by stevedores at Mast request.

**CUSTOMS ALLOWANCES:** No restrictions on tobacco a alcohol on board ship. Only tobacco required for personal consum tion may be taken ashore.

**CONSULS:** North Korea, tel. 5310. Japan, tel. 7519.

**WIND:** The most dangerous wind for vessels lying in Nakhod Bay is the strong Southern wind of long duration caused by typhoo The wind usually gives rise to water level and sends heavy wa of up to 4 m. height into the Bay.

**REPAIRS:** All kinds of repairs for vessels of up to 30,000 dwt. c be carried out.

**REPATRIATION:** Can be arranged during summer months p vided passport and documentation in order. During winter mon there are no facilities for foreigners to reach nearest internatio airport so repatriation is only possible via infrequent passen ships to Japan.

**AIRPORT:** Nearest international airport is at Khabarovsk, 1, kilometres away. Vladivostok is now closed to foreigners or inte national traffic, though sometimes used for air freight.

**TIME:** GMT plus 10 hours all the year round.

**SHORE LEAVE:** Permitted subject to police control.

**AUTHORITY:** Port Office, ul Portovaya 22, Nakhodka, Primor Krai U.S.S.R. Telephone: 62–98. Cables: Torgport, Nakhodka.

**AGENT:** "Inflot", Leninskaya, ul 2. Telephones: 54–05, 56- Cables "Inflot", Nakhodka.

## NARYAN-MAR: 67.38 N. 53.00 E.

**GENERAL:** A commercial port, Naryan-Mar is situated in t South-eastern part of the Barents Sea, at a distance of 70 miles fr the Pechora river mouth on the right bank of the Gorodetsky Sh Creek.

The port is open for navigation for a period of 100–110 days in t year, starting from July.

In the Pechora river inlet ice first begins to form between 20th a 25th October, but sometimes appears at the beginning of the mont

The inlet becomes completely frozen over at the middle of Decem ber. Ice finally disappears at the end of June or sometimes beginni of July. Changes in the water level in the Pechora Inlet, due to melti of ice in spring, have not been observed.

The formation of ice in the rivers flowing into the Pechora In usually depends upon the time of the appearance of ice in the In itself. Rivers, as a rule, become frozen over by the middle of Octobe The ice in the rivers usually breaks up earlier than it finally di appears in the Pechora Inlet.

The Pechora river at the Kuya settlement area becomes froz over at the end of October, and the ice there finally disappea by the end of May.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Compulsory. Besides information stipulated in Sov Wood Charter Party, vessels approaching pilot buoy may conta Port Authorities or Pilot in first fifteen minutes of any odd ho from 0700 till 2300 (Moscow time), frequency 2182 kc/s. Signals f Pilot to be given in accordance with International Code. Pilot bo wooden, standard type, white painted, with word "Pilot" in bla letters on wheel-house. Pilot usually boards vessel at the Pi Anchorage light buoy (lat. 68° 30′ N., long. 54° 32′ E.). In case o bad weather, and in extraordinary circumstances Pilot shall emba vessel in the Srednevskie Islands area. In this event a vess approaching the port from seaward should follow pilot boat in th wake of it, up to the Srednevskie Islands leading line where Pi will be able to board ship.

Master of a vessel proceeding to the port of Naryan-Mar shou order a Pilot through the Harbour Master 24 hours prior to arri at the Pilot Anchorage light buoy and advise more precise ETA n later than 4 hours before approaching it.

Master should order Pilot not later than 2 hours prior to shifti berth and/or leaving the port.

**ANCHORAGE:** Depths at anchorage 18–21 ft. Also Inner Road where anchorage will be indicated by Pilot. A recommended ancho age for foreign vessels is situated in the area with the central poi 68° 30′ N., 54° 33′ E. The depths in the anchorage are from 5·4 m 6·6 m.

An anchorage can be obtained at the right bank of the Pecho river off Urpinsky leading line No. 24. Depths are from 4 m.–17 m The bottom is sand and mud.

Good anchorages with depths from 5 m.–10 m. can also b obtained opposite Zakhrebetny Bay and North-eastward of the tow of Naryan-Mar.

All vessels arriving from abroad or leaving the port for abroa must anchor opposite Zakhrebetny Bay for the performance of po formalities.

**RESTRICTIONS:** Vessels can enter or leave the port at any tim of day or night.

The permitted draft for entry to the port is about 4·5 m. but it i usually advised by the Port Authorities at the beginning of naviga tion. The maximum permitted length of a vessel is 110 m.

Access to the port is by the fairway leading from the Pilot Anchorage light buoy across the Pechora river bar.

The bar itself is the extensive shoal water area extending Northward of the Bolvansky Nos Point. Three channels are dredged across the bar: The Receiving Channel, the Bar Channel and the Povorotny Channel. The last one serves as turning-point from the Receiving Channel into the Bar Channel. Vessels drawing not more than 4·3 m. can pass across the bar only at high water level.

It is prohibited to enter or leave the port through the Bar Channel and/or Receiving Channel as well as to navigate in the port area during dense fog, heavy rain and snow falls, strong winds of over Force 6 and absence of the floating marks.

With the appearance of ice in the Pechora Inlet and in the Pechora river, entry to the port is not allowed without Harbour Master's permission.

The speed of a vessel navigating from the Pilot Anchorage light buoy through the Receiving Bar Turning, Alekseevsky, Polovsky, Kuisky, Urpinsky and other Channels shall not exceed 6 knots, with the exception of the part of the Pechora river between the Zakhrebetny and Srednevsky Channels where it is allowed to navigate with speed not exceeding 12 knots.

When passing floating cranes nearby, lighters and vessels lying alongside the port quays, every ship should proceed at dead slow speed.

**MAX. SIZE:** Draft declared by Port Authorities after being checked in the beginning of the season, and is about 15 ft.

**HEALTH:** Vessels inspected by sanitary officer. If no diseases, vessel obtains free pratique. Pratique automatic when vessel arrives from another Russian port.

**RADIO:** Archangel and Naryan-Mar Radio (UOY, A, 500 kc/s.).

| *Call sign* | *Working* | *Calling* | *Type of transmission* | *Time* |
|---|---|---|---|---|
| UOY | 500 kc/s. | 500 kc/s. | A1 | HX |
| Pogruzka (Port Control) | 156·80 mc/s. | 156·80 mc/s. | F3 | HX |
|  | 156·45 mc/s. | 156·45 mc/s. | F3 | HX |
| UZ1-2 (Pilot Watch at the Zeleny/Green/Island) | 156·80 mc/s. | 156·80 mc/s. | F3 | HX |

The Pechora storm signals station (lat. 67° 39′ N., long. 52° 59′ E.) is located on the roof of the Port of Naryan-Mar Authority Office.

Storm signals for vessels traffic in the Pechora Inlet are shown by day and night at the mast and yardarms of the station.

*Notice of Arrival:* Should be given in accordance with the "Soviet Wood" Charter Party conditions.

**BERTHING:** The port of Naryan-Mar specialises in timber exports. Depths at the berths are up to 6·5 m. There are enclosed warehouses and open concrete floor sheds.

The necessary number of tugs for entering or leaving the port as well as for shifting berth shall be agreed upon between Pilot and Master.

A mooring berth is usually indicated by a Pilot. Shifting berths without having obtained Harbour Master's permission is not allowed. Ship's tow lines are usually used during towage.

Diesel portable cranes of up to 4 tons capacity are operated on the quays. There are also track-laying cranes of up to 12 tons and floating cranes with lifting capacity from 5–40 tons.

**STEVEDORES:** As per Soviet Wood Charter Party.

**MEDICAL:** No advance notice required. Clinic and hospital available.

**DENSITY:** Fresh water irrespective of tide.

**FRESH WATER:** Delivered by tanker.

**FUEL:** Not available.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** Normally carried out by crew.

**SHIP CERTIFICATES:**

Seaworthiness.
Measurement.
Load line.
Cargo Equipment.
Safety Equipment.
Deratisation Certificates.

**CUSTOMS ALLOWANCES:** Tobacco/Wine. No quantity limits.

**IDENTIFICATION CARDS:** Only Seamen's Books.

**CONSULS:** No Consuls.

**REPAIRS:** Small repairs only.

**DRY DOCKS:** None.

**REPATRIATION:** Repatriation and crew changes require visa formalities.

**AIRPORT:** Airport served by regular lines and situated near town.

**TIME:** GMT plus three hours. No seasonal alterations.

**TIDE:** Changes in the water level in the port area depend upon tides and effects of the wind.

The tide is semi-diurnal with two high waters and two low waters a day. The range of the tide varies from 0·9 m.–1·8 m. Changes in water level are caused by the effects of the wind and may reach 1 m.–1·5 m.

**HOLIDAYS:** See "Archangel".

**POLICE/AMBULANCE/FIRE:** Police 02; Ambulance 03; Fire 01.

**TELEPHONES:** Can be arranged on board.

**SHORE LEAVE:** Each crew member properly signed in ship's Articles and having valid Seaman's Book is allowed ashore.

**DELAYS:** Caused by rains, when vessel loading cargo of sawn goods.

**AUTHORITY:** The Port of Naryan-Mar Authority, 11 Embankment Street, Port of Naryan-Mar, Archangel region, U.S.S.R. Cables "Morport Naryan-Mar". Tel. 2–43; 5–54.

**AGENT:** A branch of the Port of Archangel Main Maritime Agency "Inflot" at the port of Naryan-Mar. Pechora Timber Mill Khatanzeisky, the Port of Naryan-Mar, Archangel Region, U.S.S.R. Cable "Inflot Naryan-Mar". Tel. "Inflot" via the timber mill switchboard.

## NOVOROSSIYSK: (Including Sheskharis-Oil Harbour) 44.43 N. 37.48 E. (See Plan)

**GENERAL:** The port of Novorossiysk is situated in the North-eastern part of the Black Sea, in the Bay of Novorossiysk, 60 miles South-eastward of the Kerch Strait.

The port is open for navigation all the year round. Ice very seldom appears in the port area. Sometimes, in the very severe winters particularly, a very narrow strip of thin ice (so called "zabereghi") may be formed on the coast line.

In winter, strong gusty North-easterly winds (called "Bora"), reaching hurricane force at times, blow from the coastal mountains. Due to these winds, vessels lying at anchor in Novorossiysk Bay may very quickly become covered with ice when the temperature of the air is cooled below freezing-point.

It is impossible to enter the port when "Bora" blows, therefore, all vessels are recommended to leave Novorossiysk Bay for the open sea beforehand or lay at anchor in the Yuzhnaya Ozereika roads, at a distance of 8·5 miles Westward of the entrance to the port of Novorossiysk, until the weather improves.

The range of water level in Novorossiysk Bay caused by the effect of the winds, does not exceed 0·6 m. The changes of water level, due to variation in atmospheric pressure ("Seish" effects), are observed at times. The "Seish" may last up to several days. The maximum range of water level, due to the "Seish", observed in Novorossiysk Bay is 0·6 m.

The port consists of two harbours – the Dry Cargo Harbour and Oil (Sheskharis) Harbour.

The inner roads are situated at the head of Novorossiysk Bay and divided from the outer roads by the Western and Eastern Moles. The outer roads are situated between the moles and the Southern border of the port.

The Dry Cargo Harbour situated inside the inner roads is protected by two (Western and Eastern) moles.

Two passages, the Western and Eastern, divided by Penaisky Shoals, lead to the inner roads through the port area. The Western passage is wider in comparison with the Eastern, and vessels may enter outer roads passing through it by one course.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Compulsory: 96 hours prior arrival cable Inflot giving ETA, name vessel, gross tonnage, exact draft, type of engine. Flag' sound and Morse signal G. Pilot meets vessel at 44° 37′ N.; 37° 52′ E. Movement of vessel within inner harbour – only under Pilot guidance. If Pilot is not available vessel should anchor in area No. 52, opposite the Kabardinka settlement, recommended as an anchorage, and wait until Pilot arrives.

**ANCHORAGES:** 44° 37′ 7″ N.; 37° 52′ E.; depth up to 22 m.; Outer Roads anchorabe unsafe during N.E. winds (gales). Master must keep engine ready or proceed for anchorage to S. Ozereika Roads under these sea conditions. Vessels obliged to receive daily weather message at 15.00 LT on 420 kc/s.

In the outer roads there are four recommended anchorages:

1. Anchorage No. 52 is situated Northward of Doob Point. Depths are from 12 m.–27 m., holding ground is mud. In the event of winds blowing from seaward vessels are recommended to leave this area for the inner roads.
2. Anchorage area No. 16 is situated 2·5 cables length Westward of Penai Point. Depths are from 13 m.–27 m. holding ground is mud, and mud with shell.
3. Anchorage area No. 63 – 8 cables length westward of Penai Point. Depths are from 13 m. to 27 m., the holding ground is mud and mud with shell.
4. Anchorage No. 51 – 6 cables length South-eastward of entrance to the port. Depths are from 20 m. to 24 m.

Anchorage beyond the borders of the recommended areas is strictly prohibited.

Vessels approaching the port of Novorossiysk with North-easterly gales ("Bora") blowing, or caught by the storm whilst lying in the outer or inner roads, or after having received storm warning, should use every opportunity to proceed to sea or lay at anchor in the Yuzhnaya Ozereika Roads, having the main engines ready and keeping constant anchor watch.

Under the circumstances, every vessel should keep regular radio contact with port radio station.

Masters of vessels lying at anchor in the outer roads and/or in the port, are usually warned beforehand about the forthcoming North-easterly winds. Since these winds may reach hurricane force during a very short period of time, particularly in winter, all Masters lying at anchor in Novorossiysk Bay are recommended to pay careful attention at every change of the weather, to watch position of vessel to be able to prevent her drifting about anchor and proceed to sea in due time.

**RESTRICTIONS:** No restrictions on night entry. Mooring and/or unmooring, both in the Dry Cargo Harbour and the Sheskharis Oil Harbour cannot be effected during Southerly or North-easterly winds over Force 7.

**MAX. SIZE:** The permitted length for entry into port is 250 metres, draft 11 m. for dry cargo vessels and 13·5 m. for tankers.

**HEALTH:** Free pratique automatic for vessels coming direct from

U.S.S.R. port. From other countries, usual procedure of sanitary inspection applies.

**RADIO:** Vessels can establish radio contact through port radio station Novorossiysk Radio operating 24 hours a day on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* | *Time* |
|---|---|---|---|---|
| UDN | 450 kc/s. | 500 kc/s. | A1 | H24 |
| Novorossiysk Radio | 2,182 kc/s. | 2,182 kc/s. | A3 | H24 |
| Novorossiysk Radio | 4,364·7 kc/s. | 4,066·1 kc/s. | A3 | H24 |
| UFN | 12,822 kc/s. | 12,537 kc/s. | A1 | H24 |
| | 17,100 kc/s. | 16,730 kc/s. | A1 | H24 |
| "Tiraj" (Port Control) | 156·45 mc/s. | 156·45 mc/s. | F3 | H24 |
| "Lotsman" (Pilot Watch) | 156·30 mc/s. | 156·30 mc/s. | F3 | H24 |
| "Inflot" (Shipping Agency) | 156·80 mc/s. | 156·80 mc/s. | F3 | H24 |

The port signal station is equipped with radar which gives all possible information for ensuring safe pilotage, and also helps Pilots in shifting vessels within the port inner roads.

**TUGS:** The following number of tugs and their power are stipulated for mooring operations in accordance with size of vessels to be berthed:

| *Ship's length* | *Number of tugs and power* |
|---|---|
| from 50 to 100 m. | 1 tug, from 150 i.h.p. to 600 |
| from 101 to 160 m. | 2 tugs, from 600 i.h.p. to 1,200 |
| from 161 to 200 m. | 2 tugs, 1×2,300 i.h.p., 1×1,200 i.h.p. or 3×1,200 i.h.p. |
| from 201 to 250 m. | 3 tugs, from 1,200 i.h.p. to 2,300 |
| over 250 m. | 4 tugs, from 1,200 i.h.p. to 2,300 |

Notes:

1. Exceptions to the above regulations are possible if the Shipmaster consents to deviations and the Harbour Master grants permission for the same. But the deviations should not effect the safety of mooring operations.

2. While manoeuvring ships to the Sheskharis Berths or jetty No. 25 one more tug of 150 i.h.p. is engaged regardless of the ship's size in view of the constructive features of the berths.

**BERTHING:** When proceeding in inner harbour vessels must keep both anchors ready to let go; ships to be moored by safe ropes which to be kept tight at all times. Also be ready to use anchor chain over bollard according to Pilot's recommendation. Strictly prohibited to work with propellers lying alongside berth. All mooring ropes must be fitted with rat-guard plates.

The quays of the Dry Cargo Harbour with depths alongside of up to 11·5 m. are equipped to handle general and bulk cargoes (coal, ore), metals, timber, sugar, grain, cement, fruit and vegetables.

Berths of the port are equipped with modern cargo handling facilities. There are portal cranes of up to 40 tons capacity, a floating crane with lifting capacity of up to 100 tons, automatic and electric cargo lifters and other equipment.

Opening and closing of hatches is usually done by ship's crew with the help of portal cranes at dry cargo berths, if ordered by Master, grain berth excluded.

Ores are loaded in compliance with the Temporary Regulations for Carrying Ores handed over to the Shipmaster by Inflot Agents during inwards clearance.

Following are the basic requirements of the above Regulations to the ores being loaded. (*a*) moisture contents not higher than 12% (if other percentage is not stipulated by Charter Party); (*b*) angle of repose is not less than 35°.

Grain and other bulk cargoes are to be loaded in strict conformity with the International Convention.

**STEVEDORES:** All necessary services including stevedoring work available under Port Authority guidance. Port cargo-handling regions where ships berth managed by Port Authority and used for stevedoring, tallymen service, storage, etc. On the matters connected with services available, foreign vessels have to apply to Port Authority through Maritime Agency "Inflot".

**MEDICAL:** In case of accident (emergency), medical attendance rendered at any time. Hospital facilities available. Also inoculation, vaccination, etc.

**TANKERS:** Bearing in mind N.E. gales, oil carriers lying alongside oil pier must have boat-ropes lowered to water and illuminate them at night. All scupper holes on main deck must be closed tightly. Master responsible for overflow of oil in the vicinity of harbour and has to bear harbour cleaning costs. No repair work can be done on tankers lying alongside oil pier. No ballast water may be pumped out, no garbage or refuse thrown overboard. Ballast water to be pumped into shore slop tank.

The Sheskharis Oil Harbour is situated in the Eastern part of the outer roads, 2·2 miles North-westward of the Penai Point. It is protected by a mole from the North and an oil jetty from the South. The base of the jetty is used as a berth for fire-fighting boats.

Large vessels are not recommended to approach the head of the oil jetty since the rock-bottom with depths from 12 m.–15 m. extends at 50 m. length Westward.

Since it is not safe to stay alongside berths in the Sheskharis Oil Harbour during strong winds blowing from any direction, all tankers, after having received a storm warning should take urgent measures to leave for sea.

Depths at the berths of the Sheskhari Oil Harbour are up to 14·5 m.

To ensure safe loading/unloading of oil products as well as to expedite the vessel's turn around time, every tanker should equipped with cargo-receiving valves capable of fitting 8-12 shore-loading connections.

These valves should allow the upward connection with sh cargo flanges of not less than 1 m. in height and located on d at 3 m.–5 m. length from side of vessel.

**DENSITY:** About 1010–1014.

**FRESH WATER:** Available from shore; minimum quantity voiced at 15 tons.

**FUEL:** Most grades available. Fuel for tankers can be supp ex-shore. Bunkers for dry cargo vessels are usually delivered lighters.

**FIRE PRECAUTIONS:** All operations involving open fire a sparks are prohibited on oil pier. Two fire-extinguishers, thick and sand must be ready beside hose connection.

**WATCHMEN:** Gangway watch compulsory and carried out crew.

**OPENING/CLOSING HATCHES:** Normally by crew, otherw according Charter Party.

**CUSTOMS ALLOWANCES:** No quantity limits but noth allowed to be taken ashore.

**IDENTIFICATION CARDS:** Crew members get shore passes

**CONSULS:** No Consulates in port or its vicinities.

**REPAIRS:** All kinds of repairs for vessels of up to 60,000 dwt. c be carried out.

**DRY DOCKS:** None.

**REPATRIATION:** No facilities exist for effecting crew changes crew member may be repatriated due to family reasons or sickne but repatriation requires visa formalities.

**AIRPORT:** Nearest airport (Krasnodar) served by regular in lines is situated at 150 km. from port.

**TIME:** GMT plus 3 hours; no alterations during year.

**HOLIDAYS:** New Year's Day, 8th March (World's Women's Da May 1st, 2nd (Labour Day); May 9th (Victory Day); November 7 8th (Great October Socialist Revolution Day); December 5th (U.S.S Constitution Day). Cargo work can be arranged on those days.

**POLICE/AMBULANCE/FIRE:** Police, 02; Ambulance, 03; Fire,

**TELEPHONES:** Can be arranged to be fitted on board.

**SHORE LEAVE:** Crew members are allowed ashore. Crew membe of foreign vessels get shore passes which grant them permissi to stay ashore till 2400 hours. Crew members who lose their sho passes as well as those late from ashore, are not granted sho leave any longer in conformity with local regulations.

**AUTHORITY:** The Port of Novorossiysk Authority, 14 Le Street, Novorossiysk, Krasnodarsky Krai, U.S.S.R. Cables "Morp Novorossiysk". Tel. General Manager of the Port: 9–92–41; 9–23– Harbour Master: 9–95–16; 9–95–82. Telex 829.

**AGENT:** Main Shipping Agency "Inflot", 13 Portovaja Str., T 99–2–49, 99–2–85, 99–2–60. Cables: "Inflot" Novorossiysk. Telex: 8

## ODESSA: 46.29 N. 30.44 E. (See Plan)

**GENERAL:** The port of Odessa is situated on the North-weste coast of the Black Sea in the South-western part of Odessa Bay.

The port is open for navigation all the year round, but with ic breaker assistance in severe winters about 30 days of the year. I first begins to form in the second half of December and fina disappears in February. After ice has formed it is often broken by strong winds and stormy weather. In mild winters ice has n been observed in Odessa Bay.

Range of water level caused by winds depends on force and peri they blow, and may reach 2 m.

Atmospheric pressure has also a direct influence on the wa level ("Seish" effect), but is weaker than effects of the wind. T "Seish" may last from a few minutes up to several days caus change of water level up to 0·58 m.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Compulsory. Arranged through Inflot, but vessel give 96, 24 hours and 6 hours notice through Odessa radio. Pi boat recognised by international pilot flag. Vessel requiring Pi shows international flag "G". Pilot boards vessel in region 1 m from Vorontzov lighthouse. In bad weather vessel enters Inn Roads according to instructions given by radio. Fenders should on side where Pilot boards.

Vessels leaving the port of Odessa for the port of Kherson sho proceed there under control of a State Commissioned Pilot.

**ANCHORAGES:** The Outer Roads, between the port and Sever Odessky Cape, depths up to 14 m. Open to winds from N.E. to S.S Good holding ground.

On arrival at the outer roads, vessels should lie at anchor whi waiting for a berth.

**RESTRICTIONS:** Vessels enter only with Pilot and should ha lights according to Pilot's instructions. Vessels berthed depend on kind of cargo carrying or loading.

Vessels can enter and leave the port at any time of day or nigh

Medium size vessels when entering or leaving port must ha keel clearance not less than 1 ft.; large vessels not less than 2 ft.

Vessels are allowed to moor at berth only after having obtai Harbour Master's permission, and when the corresponding sig is exhibited at the signal station.

The speed of a vessel shall not exceed 4 knots when pass through the channel and/or in the port water areas marked navigational marks.

Large vessels laden with ballast water only, are allowed to mo to berths if winds do not exceed Force 6. A vessel of small size m be turned broadside on to a loaded vessel of a larger size, but not vice versa.

It is strictly prohibited to turn a third vessel broadside on to two other vessels having been turned broadside earlier. In the event of ice a vessel may turn broadside on to another vessel only after having obtained Harbour Master's special permission.

**MAX. SIZE:** The maximum permitted draft is 11 m. Length up to 230 m.

**HEALTH:** Free pratique given on berthing. In case of suspected disease Master must inform Inflot by cable. Free pratique cannot be granted automatically.

**RADIO:** Vessels can establish radio contact through the port radio station Odessa Radio operating 24 hours a day on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* | *Time* |
|---|---|---|---|---|
| UDE | 500 kc/s. | 500 kc/s. | A1 | H24 |
| UFB | 8,685 kc/s. | 8,361 kc/s. | A1 | H24 |
|  | 12,950 kc/s. | 12,535·5 kc/s. |  |  |
| Odessa Radio | 2,182 kc/s. | 2,182 kc/s. | A3 | H24 |
|  | 3,310 kc/s. | 3,180 kc/s. | A3 | H24 |
|  | 17,258·5 kc/s. | — | A3H | HX |
|  | — | 16,463·5 kc/s. | A3 | HX |
|  | 22,706 kc/s. | — | A3H | HX |
|  | — | 22,080·5 kc/s. | A3 | HX |
|  | 4,364·7 kc/s. | — | A3H | HX |
|  | — | 4,066·1 kc/s. | A3 | HX |
| "Neptun-1" (Chief Port Control) | 156·80 mc/s. | 156·80 mc/s. | F3 | H24 |
| "Neptun-7" (Pilot Watch) | 156·80 mc/s. | 156·80 mc/s. | F3 | H24 |
| "Inflot" (Shipping Agency) | 156·80 mc/s. | 156·80 mc/s. | F3 | H24 |

Traffic and storm signals are exhibited at the port signal station located on quay No. 2 of Quarantine Mole.

**RADAR:** Vessel's radar not to be used in Outer Roads.

**TUGS:** Tugs meet vessel in place indicated by Master through Pilot.

**BERTHING:** Thirty eight berths available with depths alongside up to 12·0 m.

**STEVEDORES:** Portal electric cranes of up to 45 tons capacity are operated on the quays by the warehouses. There are grain-loaders and floating cranes with lifting capacity of up to 100 tons, other cargo handling equipment and intraport transport.

Opening and closing of mechanised hatches is always done by the ship's crew.

Opening of hatches on arrival and closing of non-mechanical hatches after loading of cargo has been completed, is done by ship's crew.

Opening and closing of non-mechanised hatches in the course of loading or unloading is done by port workers.

**MEDICAL:** Advance notice for medical attendance required. Notice should be given to Inflot. Hospital facilities available in case of emergency.

**TANKERS:** No reducing pieces necessary. Oil slop facilities available. The Oil Harbour is situated in the Northern part of the port (the inner roads), Northward of Rabochaya Harbour which is formed by a "T"-shaped mole extending East-south-eastward off-shore. The bottom of the Eastern side of the mole is dangerous, therefore vessels are recommended not to approach it closer than 100 metres.

**DENSITY:** Average density 1.0012 varying with season.

**FRESH WATER:** Fresh water may be supplied ex shore or ex water barge. Minimum quantity ex barge 15 tons.

**FUEL:** Bunkers can be supplied, and to be ordered 72 hours before arrival.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** By stevedores.

**CUSTOMS ALLOWANCES:** Tobacco. No limits on board vessel, but when going ashore not more than 1 or 2 packs. Wine and/or spirits not to be taken ashore.

**CARGO GEAR:** All cargo gear must have certificates for maximum weight capacity.

**IDENTIFICATION CARDS:** Necessary.

**CONSULS:**

Bulgarian Consulate tel. 2–45–72
Indian Consulate tel. 2–37–10
Cuban Consulate tel. 5–14–69

**REPAIRS:** All types of deck and engine repairs can be carried out.

**DRY DOCKS:** Available.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Distance to airport 10 miles. Direct airlines with several socialist countries and with the rest of the world through Moscow. Planes fly to Moscow 3 times a day.

**TIME:** Local time GMT plus 3 hours.

**HOLIDAYS:** Work can be arranged on below mentioned holidays through Sovfracht, Moscow, at special rates. Holidays: 1st January, 8th March, 1st and 2nd May, 9th May, 7th and 8th November, 5th December.

**POLICE/AMBULANCE/FIRE:** Police (Militia), 02 from town; 902 from port.

**TELEPHONES:** Telephones may be installed on board.

**SERVICES:** Tank-cleaning equipment available.

**SHORE LEAVE:** Crew members allowed to stay ashore till midnight. Master without limitation.

**DELAYS:** Vessels berthed in turn.

**AUTHORITY:** The Port of Odessa Authority, Postal address: 1 Vakulenchuk Square, Odessa, V–4, U.S.S.R. Cables "Morport Odessa". Tel. 293–34–91; 293–35–00.

**AGENT:** The Port of Odessa Main Maritime Agency "Inflot". Postal address: 1 Vakulenchuk Square, Odessa, V–4 U.S.S.R. Cables "Inflot Odessa". Tel. 293–37–62; 293–37–81. Telex 185.

## ONEGA: 63.54 N. 38.06 E.

**GENERAL:** The port of Onega is situated on the right bank of the Onega river (3–4 miles up from the mouth), flowing into Onezhsky Bay off the White Sea.

Port open for navigation for about 6–7 months per year, starting from May. In autumn, when the river is covered with ice, assistance of ice-breaker is required but may not be rendered regularly.

Opening and closing of the port for navigation as well as turn and order of entering the port is usually regulated by the Port Authorities.

Changes of water level in the river depend on tide, spring floods and effects of the wind.

The tide is semi-diurnal with two high and two low waters a day. At the Onega river mouth the range of the tide at mean springs may reach 2·7 m.

The rises of the water level are due to North-westerly, Northern and North-easterly winds. The falls of the water level are usually caused by South-easterly, Southerly and South-westerly winds.

The Onega river becomes frozen over at the beginning of November. Ice begins to form in October and usually breaks up at the end of April or early May.

A vast area of shoal waters is situated at the mouth of the Onega river.

Access into the Onega river is by the Karelsky Fairway. Vessels drawing up to 4·8 m. may pass through it at high water.

Since depths in the river vary, Masters are recommended to get in touch with the Harbour Master to make enquiries about the existing least depth in the fairway before entering the river.

The port specialises in timber exports.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Compulsory. Pilot station can be called on 500 kc/s (call signal UQQ, watch hours 0400–0600, 0800–1000, 1200–1400, 1800–2000 GMT) and on 2182 kc/s. Information to be given in accordance with Soviet Wood Charter Party. Pilot boat wooden standard type, white painted with word "Pilot" in black letters on wheel-house. Signals to be made in accordance with International Code. Pilot taken on board near Letnij Orlov East light buoy (64° 55′ N., 36° 25′ E.). In case of moderate sea vessel to proceed one or two cable's lengths to South, keeping distance of one mile off shore. In respect of safe boarding Pilots require vessel to make a lee for pilot boat. Vessel awaiting Pilot may anchor to the South of the East light buoy at distance of one mile off shore.

**ANCHORAGE:** When sea is moderate or rough and winds are from N.W. quarter, recommended anchorage is in area of Solovetzky island under point Petchak, where vessel may approach shore as close as one mile and anchor at depths of 33 ft. Vessels lying on Karesky Roads recommended anchorage in event of storm from N.W. quarter is at Purnema area where a light anchorage buoy installed (64° 20′ N., 37° 27′ E.), depths are 6–10 m.

During Southerly winds of Force 5–6, a safe anchorage with depths of 10 m. can be obtained in the Konyukhov Inlet, 1 mile off-shore.

**RESTRICTIONS:** Vessels having draft not more than 3 metres may enter port at any time, but with draft more than 3 m. only one hour before high water.

**MAX. SIZE:** The maximum permitted draft is usually announced at the beginning of the navigation season after sounding of the fairway has been accomplished. It varies from 5·1–6·4 m. Maximum permitted length is 124 m.

**HEALTH:** Alongside or on the Roads all vessels coming from abroad inspected by Sanitary Office representative. If no diseases, vessel obtains free pratique. If vessel enters directly after calling at another Russian port, pratique automatic.

**RADIO:** Besides Murmansk and Archangel, Onega Radio (UZS), 500 kc/s.; VHF of pilot office at port of Onega (Channel 16).

Vessels can establish radio contact through the port radio station Onega Radio operating 24 hours a day on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* | *Time* |
|---|---|---|---|---|
| UZS | 500 kc/s. | 500 kc/s. | A1 | HX |
| "Onega Port" (Port Control) | 156·45 mc/s. | 156·45 mc/s. | F3 | H24 |
| "Inflot" (Shipping Agency) | 156·65 mc/s. | 156·80 mc/s. | F3 | HX |
| "Portnadzor" (Harbour Master) | 156·65 mc/s. | 156·80 mc/s. | F3 | HX |

The Onega storm signals station is located on the roof of the Harbour Master's office. Day signals warning about forthcoming storms and strong winds in the Onega Bay area are exhibited at mast of the signal station.

**TUGS:** If necessary, ordered by Pilot or Master and join vessel near berth. Usually ship's lines used.

**BERTHING:** Depths at the port berths are up to 6·5 m. There are enclosed warehouses and open concrete floor sheds.

**STEVEDORES:** No particular ETA advices to stevedores/shippers. Loading of timber usually carried out by ship's winches at average rate of 24 stds. per hatch per working day.

**MEDICAL:** Doctor and hospital facilities available.
**FRESH WATER:** Available. Usually delivered by tankers.
**FUEL:** Availability not guaranteed.
**GANGWAY/DECK WATCHMEN:** Usually by ship's crew.
**OPENING/CLOSING HATCHES:** Usually by ship's crew.
**CUSTOMS ALLOWANCES:** No restriction on quantity, but nothing to be taken ashore.
**IDENTIFICATION CARDS:** Only Seamens Books required.
**REPAIRS:** Small repairs only.
**REPATRIATION:** Subject to visa formalities.
**AIRPORT:** Nearest at Archangel.
**TIME:** GMT plus 3 hours.
**HOLIDAYS:** See "Archangel".
**SHORE LEAVE:** Allowed up to midnight.
**AUTHORITY:** The Port of Onega Authority. Postal address: 198 Oktyabrsky Prospekt, Archangel Region, U.S.S.R. Cables "Morport Onega". Tel. 21–33 (Harbour Master) 21–51, 24–91 (Port Controller).

**AGENT:** A branch of the port of Archangel, Main Maritime Agency "Inflot" at the port of Onega. Postal address: OLDK Office. Timber Mill No. 32/33 Settlement, Onega-2, Archangel Region, U.S.S.R. Cables "Inflot Onega". Tel. Timber Mill Switchboard 33–33, "Inflot".

## POTI: 42.09 N. 41.39 E. (See Plan)

**GENERAL:** The port of Poti is situated 2 miles North of the Rioni river mouth and on the South-eastern coast of the Black Sea.

Port open for navigation all the year round.

Changes of the water level in the port area are caused by the winds and usually reach 0·6 m.

The maximum range of the water level observed in the river is 0·9 m.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.
**PILOTAGE:** Compulsory. Radio 96, 48 hours prior arrival to Port Controller and Inflot Agency advising ETA, description and quantity of cargo, location and weight of heavy lifts, if any, number of passengers, ship's length and draft, as well as any services required. Confirmation of ETA required 4 hours prior arrival. Inflot will arrange Pilot basis above information.

Pilot will board vessel in the outer roads at 5 cables length from the Poti light buoy.

**ANCHORAGE:** In outer port which protected by Novy Severny, Yuzhny, and Zapadny Moles, and by Zapadny Breakwater. Safe anchorage for deep drafted vessels, except in periods when "Tyagun", a strong variable current with surge, occurs, with winds from N.W., W., and S.W.

The outer roads are bounded by two parallels – 42° 12′ N. and 42° 08′ N., by the meridian of 41° 35′ E. and the coast line.

The roads are open to winds blowing from the sea. Therefore, in the event of stormy weather vessels are recommended to leave anchorage in the outer roads for sea.

A good anchorage with depths of 10 m. to 30 m. can be obtained at a distance of 1·3 miles North-west and 1·1 mile West of the head of the Western mole.

Vessels are prohibited from anchoring in the South-western part of the Southern Harbour and in the centre of the Inner Basin.

**RESTRICTIONS:** Strong winds from W., S.W. and E. can make it difficult to enter port. At least 25 cm. keel clearance required to enter or leave port.

Vessels are prohibited from entering the port in case the entrance and the leading lights are covered with fog.

Vessels speed shall not exceed 4 knots in the port areas marked by navigation marks.

There are no restrictions for night entry.

**MAX. SIZE:** The maximum permitted draft for entry to the port is 9·4 m. and the length – from 170 m. to 190 m.
**HEALTH:** Free pratique automatic for vessels from another U.S.S.R. port. Other vessels are boarded on arrival.
**RADIO:** Vessels can establish radio contact through the port radio station Poti Radio operating 24 hours on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* | *Time* |
|---|---|---|---|---|
| UVB | 421 kc/s. | 500 kc/s. | A1 | H24 |
| "Zapad" (Port Control) | 156·45 mc/s. | 156·45 mc/s. | F3 | H24 |
| UFC | 17,190·5 kc/s. | 16,736 kc/s. | A1 | XH |
| | 4,295 kc/s. | 4,185 kc/s. | A1 | XH |
| | 8,695 kc/s. | 8,366 kc/s. | A1 | XH |

**BERTHING:** The port of Poti comprises three harbours: the Yuzhnaya (Southern), Severnaya (Northern) and Vnutrenniaya (inner) harbours. Fifteen berths in port, with depths up to 8·35 m. alongside.

Berthing in the port can be effected with tug assistance only.

The berths of the port are equipped to handle general and bulk (ore, coal) cargoes, mineral oil products, metals, fruits, vegetables, etc., as well as passenger traffic.

Portal electric cranes of up to 20 tons capacity are operated on the quays. There are also floating cranes with lifting capacity of up to 100 tons.

**MEDICAL:** Qualified medical service is available free of charge, including dispensary and hospital treatment.
**STEVEDORES:** Arranged by Inflot.
**DENSITY:** About 1015, variable with season.
**FRESH WATER:** Fresh water supplied ex shore to ship directly or ex water barge in boundaries of port. Minimum quantity delivered by barge is 15 tons.
**FUEL:** All types of fuel available except marine diesel for bunke
Quantities over 500 tons supplied only subject 4 to 5 days adva
notice.
**CUSTOMS ALLOWANCES:** No restriction on quantities
nothing to be taken ashore.
**CONSULS:** See "Odessa".
**REPAIRS:** Floating cranes up to 100 tons capacity available. O
minor repairs can be effected. There are no dry docks in the por
**AIRPORT:** Nearest at Odessa.
**TIME:** GMT plus 4 hours all year round.
**HOLIDAYS:** 1st January (New Years Day); 8th March (Internatio
Women's Day); 1st, 2nd May (Workers' International Solidarity Da
9th May (Victory Day); 7th 8th November (Anniversary of Octo
Revolution); 5th December (U.S.S.R. Constitution Day).
**POLICE/FIRE/AMBULANCE:** Police service, tel. 0–2; Ambulan
tel. 0–3; Fire Service, tel. 0–1.
**SHORE LEAVE:** Crew members allowed ashore up to midnigh
**AUTHORITY:** Address: ul. Lenina, 50 Poti, Georgian S.S.R.
9 32 02, 9 32 05. Cables, Morport Poti.

**AGENTS:** Main Maritime Agents, Inflot, ul. Lenina, 50, Poti.
9 32 27. Cables, "Inflot" Poti.

## RENI: 45.26 N. 28.18 E. (See Plan)

**GENERAL:** The port of Reni is situated at a distance 25 miles
from the Izmail Chatal Point on the left bank of the Danube river.

The port is open for navigation for about 317 days of the ye
In severe winters ice-breaker assistance is required.

The Dunai river and Kilia Mouth become completely frozen o
only in severe winters, at the end of December or early Janu
Ice finally disappears in February or early March.

Changes of the water level are due to effects of the wind a
spring floods.

Maximum rises of the water level are usually observed in Ap
May and June, maximum falls August, September and October.

Maximum range of the water level observed in the river is 6 m.

**DOCUMENTS:** Refer to beginning of U.S.S.R. Section.
**PILOTAGE:** Compulsory. All vessels proceeding from the Izm
Chatal Point up to Reni and vice versa must navigate under com
of a State Commissioned Pilot.
**ANCHORAGE:** Vessels should anchor in the port roads w
depths from 10 m. to 20 m. The holding ground is clay and mud.
**RESTRICTIONS:** There are no time restrictions for the entry
the port. Both draft and length of vessels are limited by depths a
width of the Sulin channel.
**RADIO:** Vessels can establish radio contact through the port ra
station Reni Radio operating 24 hours per day on the follow
frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* | *Tim* |
|---|---|---|---|---|
| UJN–3 (Port) | 489 kc/s. | 468 kc/s. | A1 | HX |
| "Reni" (Port) | 161·90 mc/s. | 157·30 mc/s. | F3 | HX |
| Vaza" (Port) | 156·80 mc/s. | 156·80 mc/s. | F3 | HX |

**BERTHING:** Tug assistance is not compulsory. Tugs are availa
if requested by Master.

The port is accessible for large ships. The berths with dep
alongside of up to 8·25 m. are equipped to handle general and b
cargoes, crude oil and oil products, grain and food products.

Cranes of up to 10 tons capacity are operated on the quays. A
there are floating cranes with lifting capacity of up to 100 tons a
other cargo handling equipment.

**FUEL:** Available.
**FRESH WATER:** Can be supplied ex shore and by barges.
**TIME:** Local time: GMT plus 3 hours all the year round.
**AUTHORITY:** The Port of Reni Authority. Postal address:
Dunai Street, The Port of Reni, U.S.S.R.

**AGENT:** The Port of Reni Maritime Agency "Inflot". Postal addre
192 Dunai Street, The Port of Reni, U.S.S.R. Cables "Inflot Re
Tel. 3–47, 3–46.

## RIGA: 56.57 N. 24.05 E. (See Plan)

**GENERAL:** A Baltic seaport, Riga is situated at the mouth of
Daugava (Western Dvina) river falling into the Gulf of Riga.

The water area of the port is formed by the lower part of
Daugava river from the mouth up to a railway bridge, thence by
Milgravis channel and Sarcandaugava Creek.

The roadstead of the port is situated at the mouth of the Daug
river.

The port is open for navigation all the year round, but ice-brea
assistance is required round about 4 months of the year.

The Gulf of Riga is frozen over for quite a long time. On the co
of the Gulf, ice first appears in December and finally disappe
in April. The middle part of the Gulf gets frozen over only in sev
winters and for a short period. Usually ice in this area is mos
drift ice.

Considerable changes of the water level may be caused by str
winds and variation in atmospheric pressure ("Seish" effects).

The range of the water level caused by winds depends on the fo
of the wind, direction and period of time it blows.

Most sharp rises and falls of the water level are observed at
mouth of the Daugava river. They may reach at times 1·3 m.–1
higher and 0·9 m.–1·1 m. lower than the datum at Kronshtadt.

The level of the water in the port usually depends on the ordinary water level in the Daugava river.

The maximum rise of the water level caused by winds may reach 2 m. higher and fall – 1 m. lower than the mean water level observed over a period of many years.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Compulsory. Inflot will arrange Pilot on receipt of ETA at Daugavgriva Buoy, which to be given 96, 48, 24 and 4 hours prior arrival. Also advise with ETA details of cargo, last port of call, passengers if any, ship's draft and length.

Pilot meets vessel at receiving light buoy No. 1 Daugavgriva. In case of bad weather, when Pilot is unable to come aboard, vessel should follow in the wake of a pilot boat, up to the mouth of the river, where Pilot will board vessel.

Vessels leaving the port should navigate under Pilot control to receiving buoy No. 1 Daugavgriva.

**ANCHORAGE:** The best anchorage can be obtained in the port of Riga roads, at a distance 4 miles off the Daugavgriva lighthouse, bearing 310° Westward of light buoy No. 1. Depths in the anchorage are from 22 m. to 35 m. The bottom is mud and sand. It is not recommended to come closer to the shore without a Pilot on board.

The port of Riga roads are situated North-west of the entrance to the mouth of the Daugava river.

The roads are open to winds blowing between South-west and North-east; therefore, in autumn, when these winds prevail, anchorage there is unsafe.

In periods when heavy waves in the roads are caused by fresh Northerly winds, vessels are recommended to leave the roads for shelter in the port or go to the open part of the Gulf of Riga.

The depths in the roads are from 15 m. to 30 m. Holding ground is good.

**RESTRICTIONS:** Permitted draft for the entry into port is between 7·5 m.–9·5 m. at the mean water level.

Entry to the Daugava river and the port of Riga is accessible for vessels having drafts ensuring safe passage across the river bar.

As a rule, vessels passing along the channel are requested to have keel clearance not less than 0·45 m.

The speed of vessels navigating in the Daugava river should not exceed 6 knots.

There are no restrictions as to length of vessel and time of entry to the port.

**MAX. SIZE:** Maximum draft allowable is between 7·5 m. to 8·25 m.

**HEALTH:** Pratique obtainable after vessels mooring when Health Officials visit vessel with Immigration and Customs Officers. Health Inspector to be informed of any medical assistance required.

**RADIO:** *Notice of Arrival:* In winter when the Irben Strait and the Gulf of Riga are completely frozen over and ice-breaker assistance is required, vessels proceeding to the port of Riga should advise Harbour Master their ETA to the edge of the ice, vessel's ice classification and estimation in days for the expenditure of fresh water and fuel available on board to the moment of approaching the edge of the ice.

Vessels can establish ship-shore radio contact via the port radio station Riga Radio, operating 24 hours a day on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans- mission* | *Time* |
|---|---|---|---|---|
| UKB | 500 kc/s. | 500 kc/s. | A1 | H24 |
| UKB | 489 kc/s. | 468 kc/s. | A1 | H24 |
| UDH | 4,236 kc/s. | 4,184 kc/s. | A1 | H24 |
| | 8,660 kc/s. | 8,367 kc/s. | | |
| | 13,070 kc/s. | 12,547·5 kc/s. | | |
| "Riga Radio" | — | 4,066·1 kc/s. | A3H | HX |
| | 436·7 kc/s. | — | A3 | HX |
| "Riga Radio" (SPR–Central Port Radio) | 156·80 mc/s. | 156·80 mc/s. | F3 | H24 |
| "Port Riga" | 156·70 mc/s. | 156·70 mc/s. | F3 | H24 |
| (Port Control) | 156·70 mc/s. | 156·70 mc/s. | F3 | H24 |

**BERTHING:** Berths of the port with depths from 7·5 m. to 9·7 m. alongside are equipped to handle general and bulk (ore, coal) cargoes, metals, timber, grain, food products and passenger traffic.

Number of tugs to be ordered for entry assistance or for shifting berth is decided by Master in accordance with Pilot's recommendation.

Cranes of up to 45 tons capacity are operated on the quays and by the warehouses. Also, there are floating cranes with lifting capacity of up to 100 tons, other cargo handling equipment and intra-port transport.

Opening and closing of hatches is usually done in accordance with conditions of Charter Party and B/L.

**MEDICAL:** All medical assistance available.

**STEVEDORES:** Arranged by Inflot who should be given necessary information in advance.

**DENSITY:** About 1002.

**FRESH WATER:** Available at quays.

**FUEL:** Fuel is usually taken at the oil jetties. Bunkers may also be delivered to the roads or supplied by lighters at a berth during loading/unloading of non-inflammable cargoes.

**GANGWAY/DECK WATCHMEN:** Recommended. These duties normally performed by crew.

**OPEN/CLOSE HATCHES:** Normally by ship's crew.

**CUSTOMS ALLOWANCES:** No restriction on quantities, but nothing may be taken ashore.

**IDENTIFICATION CARDS:** Seaman's Book required.

**CONSULS:** None.

**REPAIRS:** Repairs possible for hull, machinery, radio and navigational equipment. Floating crane available, capacity 100 tons. All kinds of repairs for vessels up to 30,000 dwt. can be carried out.

**REPATRIATION:** Only subject to visa restrictions.

**TIME:** GMT plus 3 hours all year round.

**HOLIDAYS:** 1st January, 8th March, 1st and 2nd May, 9th May, 7th and 8th November, 5th December.

**POLICE/FIRE/AMBULANCE:** Advise Inflot.

**SHORE LEAVE:** Crew allowed ashore.

**AUTHORITY:** Port of Riga Authority. Postal address: 6 V. Latsis Street, Riga-33, U.S.S.R. Cables "Morport Riga". Tel. 33–92–35; 33–92–54; 33–93–54.

**AGENT:** The Port of Riga Main Maritime Agency "Inflot". Postal address: 6 V. Latsis Street, Riga–33, U.S.S.R. Cables "Inflot Riga". Tel. 33–15–37; 33–97–03. Telex 1157.

## SOCHI: 43.34 N. 39.43 E. (See Plan)

**GENERAL:** The port of Sochi is an ice-free port, situated at the mouth of the Sochi river, South-easterly of the Uch-Dere Point, in the Eastern part of the Black Sea.

The port is protected by the Caucasian chain of mountains from cold North-easterly winds but it is open to winds blowing from Southerly and Westerly directions when heavy waves may roll over the port moles causing heavy swell in the harbour.

The port mostly handles passenger traffic.

There are passenger terminals, one of which serves hydrofoil ships only. About 3 million passengers visit the port yearly.

A cargo pier is equipped to handle fruit, building materials and cars. There are enclosed warehouses on the cargo pier and on one of the passenger terminals.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Pilot boat usually meets vessel at a distance of about 1 mile from the port. In the event of bad weather or restricted visibility, vessel should anchor or drift at a safe distance from the port until Pilot arrives.

**ANCHORAGE:** Deep drafted vessels may obtain anchorage in the outer roads Westward of the Northern mole, in the area encircled by a 9 cables length radius with the Sochi lighthouse as centre of circle. The depths in the roads are from 11 m. to 13 m., where there are mooring buoys.

Anchorage may also be obtained in depths of about 10 m. at 5 cables length from the shore.

Anchorage can also be obtained at 1·3–1·5 mile distance S.S.W. of the Sochi lighthouse. Depths there are about 29 m. The bottom is mud with sand, and small stone closer to the shore.

Anchorages are open to winds blowing from the sea.

Area No. 141 prohibited both for anchorage and fishing is situated at a distance of 1·3 miles South-westward of the light located on the Northern Mole. It extends for 9 miles to N.W.–S.E. The area is shown on charts.

**RESTRICTIONS:** There are no time restrictions for entry to the port.

In case of stormy weather entry to the port is difficult due to the swell caused by heavy waves in the approach and in the narrow entrance to the port.

The maximum permitted draft is 8 m., length 180 m.

In the event of heavy surf vessels must anchor in the outer roads since entry to the port is impossible.

During the Autumn–Winter period the port of Sochi cannot be used as a shelter port, because lying in the port is dangerous due to the strong variable current ("Tyagun") usually caused by gales blowing between S.E. and N.W.

Under these circumstances the Port Authorities cannot guarantee safety to a vessel which, after having received a storm warning, did not make for sea, and bear no responsibility for the consequences.

**RADIO:** Vessels can establish ship-shore radio contact through the port radio station Sochi Radio, operating 24 hours a day on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans- mission* | *Time* |
|---|---|---|---|---|
| UZB | 516 kc/s. | 500 kc/s. | A1 | H24 |
| Port Control | 156·80 mc/s. | 156·80 mc/s. | F3 | HX |
| Pilot Watch | 156·30 mc/s. | 156·30 mc/s. | F3 | HX |
| "Inflot" (Shipping Agency) | 156·80 mc/s. | 156·80 mc/s. | F3 | HX |

A signal station is located at the Sochi lighthouse.

**BERTHING:** Tug assistance for vessels over 2,000 g.r.t. which enter or leave the port is compulsory.

A vessel intending to enter port with tug assistance should keep the Sochi mid-channel leading marks in line ahead and stop the main engines in due time to allow vessel to come to the state of "no motion" at a distance of 1 mile from the port entrance.

Only under these conditions is a tug allowed to approach a vessel and receive or cast off the tow rope.

A 5-ton crane is operated on the cargo berth. There are also truck-layer cranes with lifting capacity of 10 tons, diesel cranes and other cargo handling equipment.

**FUEL:** Not available.

**FRESH WATER:** Can be supplied by pipe-lines at nearly all berths.

**REPAIRS:** Not available.

**TIME:** GMT plus 3 hours all the year.

**AUTHORITY:** The Port of Sochi Authority. Postal address:

1 Voykov Street, Sochi, U.S.S.R. Cables "Morport Sochi". Tel. 996–63–64; 996–63–63; 996–62–04. Telex 128.

**AGENT:** A branch of the port of Novorossiysk Main Maritime Agency "Inflot" at the port of Sochi. Postal address: 1 Voykov Street, Sochi, U.S.S.R. Cables "Inflot Sochi". Tel. 99–05–86; 996–62–70. Telex 128.

## SUKHUMI: 42.59 N. 41.01 E. (See Plan)

**GENERAL:** A Black Sea passenger port Sukhumi is situated at the head of the Sukhumi Gulf, 2 miles East-northeast of the Sukhumi Point. The port is open for navigation all the year round. Both the port itself and the Gulf are open to winds blowing from the sea.

Several berths of the port are equipped to handle passenger traffic.

The port area is bounded on the South-west by the line of the Sukhumi leading light marks, (bearing 105°–285°) extended up to the shore.

The port is visited by regular and cruise passenger vessels.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** A Pilot meets a vessel in the outer roads.

**ANCHORAGE:** Anchorages are situated in the outer roads on the Northern coast of the Sukhumi Gulf, opposite the mouth of the Beslet river.

A good anchorage can be obtained at the line of the Sukhumi leading light marks. Depths are from 12 m. to 50 m. The bottom is mud.

Master should watch carefully the Sukhumi leading light marks when approaching the anchorage and cast anchor only at the moment when the leading light marks are in line or some small distance closer to the shore.

At 2 cables length seaward of the leading line, the depths increase sharply and reach 130 m.

Whilst waiting for a berth vessel should lie at anchor at the line of the Sukhumi leading light marks. This anchorage is unsafe during the gales blowing from the sea.

**RESTRICTIONS:** Vessels may enter or leave the port at any time of day or night.

**MAX. SIZE:** The maximum permitted draft is 7·6 m., length 180 m.

**RADIO:** Ship-shore radio contact can be established via the port radio station Sukhumi Radio operating 24 hours a day on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* | *Time* |
|---|---|---|---|---|
| UFF | 458 kc/s. | 500 kc/s. | A1 | H24 |
| Sukhumi Radio | 2,182 kc/s. | 2,182 kc/s. | A3 | H24 |
| "Zarya" (CPR)*-Port | 160·95 mc/s. | 156·35 mc/s. | F3 | H24 |
| | 156·80 mc/s. | 156·80 mc/s. | A3 | H24 |
| "Zarya" (Pilot Watch) | 156·60 mc/s. | 156·60 mc/s. | F3 | H24 |

* CPR–Central Port Radio Station.

Storm signals are exhibited at a signal mast located on the roof of the Port Authority's office.

**BERTHING:** Vessels are not allowed to moor to berths during the dense fog and in restricted visibility when navigational lights and the current indicator on the passenger berth are not visible. In this event vessel should anchor and disembark passengers in the outer roads.

When mooring, Master should bear in mind the direction of the current and the effect on the mooring angle of vessel.

By day, the direction of the current indicated by a sparbuoy located at the head of the passenger pier, and at night, by lights exhibited from the elevation of the front leading light.

A green light shown lower than the front leading light indicates Easterly current, and a red light, current of Westerly direction.

The rate of the current is usually determined by the Master himself.

Due to the constant influence of the current, mooring is usually effected without tug assistance.

There are no portal cranes on the passenger pier. Handling of cargo is done by the truck-layer cranes with lifting capacity of 10 tons.

**FUEL:** Can be supplied by lighters.

**FRESH WATER:** Supplied ex-shore.

**TIME:** GMT plus 4 hours all the year.

**AUTHORITY:** The Port of Sukhumi Authority. Postal address: 66 Rustaveli Street, Port of Sukhumi, U.S.S.R. Cables "Morport Sukhumi". Tel. 34–00; 34–13; 82–02.

**AGENT:** A branch of the Port of Batumi Main Maritime Agency "Inflot" at the Port of Sukhumi. Postal address: The Port of Sukhumi, U.S.S.R. Cables "Inflot Sukhumi".

## TALLINN: 59.27 N. 24.45 E. (See Plan)

**GENERAL:** A Baltic seaport, Tallinn is situated in Tallinn Bay on the South-west coast of the Gulf of Finland. Year-round navigation is possible. Tallinn Bay is usually frozen over in severe winters only. In the winter months the port of Tallinn is kept open for navigation by ice-breakers. The tidal range in Tallinn Bay is of very small account. The difference of the water level in the Bay is due solely to the effects of the wind. A rise of the water about 0·4–0·5 m. from mean water level is observed during North-westerly and Westerly winds. The fall of the water is caused by South-easterly and Easterly winds. It usually reaches 0·2–0·4 m. below the mean water level.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Compulsory. Advise Agent of vessel's ETA and 24 hours before arrival. If the time of passage to the port is than 48 hours, ETA should be given no later than one hour departure from previous port.

Radio Agent 4 hours before arrival requesting a Pilot. Pilotag compulsory, 24 hour service. Pilot boards at Western Tallina bank, approximate position 59° 42.5′ N., 24° 38.0′ E.

International code signals may be used to call Pilot who will c out in a motor-boat as ordered by Agents on basis of Masters E Pilot boat can be contacted on VHF Channel 16.

N.B. Vessels should proceed to Tallinsky Bay through Northern Passage. The Straits of Sooripy are temporarily close navigation.

**ANCHORAGE:** Vessel awaiting Pilot may anchor in pilot boar zone. The main anchorage for Tallinsky bay is situated to the Eas Tallinsky light and limited by a line connecting the following tions: 59° 28.5′ N., 24° 47.1′ E. 50° 28.7′ N., 24° 48.8′ E. 59° 28.5 24° 49.1′ E. 59° 27.8′ N., 24° 47.7′ E.

Anchorage is not protected from the seaward side, depths 12·5 to 26 metres. Anchorage is forbidden in other parts of Ta sky Bay.

**RESTRICTIONS:** Entrance to the harbour inside the breakwa is through the North or the South entrance. Maximum permi draft for both entrances is 23 ft. At South entrance depths according to current and tide. Pilot will advise regarding depth able. At the Northern entrance a submarine cable is laid, and vess passing through are required to have both anchors secured. and departure can be effected by day and night. Movement of through both entrances is controlled by a signal exhibited at the of the north pier.

**MAX. SIZE:** Vessels up to 23 ft. draft can enter harbour. Tank with cargo to discharge are limited to maximum length 100 me Vessels arriving for bunkering or supplies are not required to harbour.

**HEALTH:** International quarantine signals to be used on arri No later than 6 hours before arrival at the inner area Master sh radio Agents giving full details of state of health on board, and questing pratique which will be given on arrival.

**RADIO:** All vessels when approaching the Port of Tallinn sh establish radio contact via Tallinn Radio port radio station operates 24 hours a day on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* | *Tim* |
|---|---|---|---|---|
| UNS | 500 kc/s. | 500 kc/s. | A1 | H2 |
| UAH | 6,485 kc/s. | 6,276·75 kc/s. | A1 | H2 |
| UAH | 8,476 kc/s. | 8,369 kc/s. | A1 | HX |
| | 12,723 kc/s. | 12,541·5 kc/s. | | |
| | 17,077 kc/s. | 16,732 kc/s. | | |
| Tallinn Radio | 2,182 kc/s. | 2,182 kc/s. | A3 | H2 |
| "Tallinn Port" (Port Control) | 156·80 mc/s. | 156·80 mc/s. | F3 | H2 |
| | 156·45 mc/s. | 156·45 mc/s. | F3 | H2 |
| "Portnadzor" (Harbour Master) | 156·80 mc/s. | 156·80 mc/s. | F3 | H2 |

Vessels entering and leaving the Old Harbour should signals exhibited at the signal station situated at the Nort Gates (the North Entrance) to the port.

**TUGS:** Tugs assistance available for berthing subject to Pi advice. Tugs can be ordered through Agents. Ship's lines norm used. When tugs are ordered in advance the cost will be charged the vessel whether tugs are used or not.

**BERTHING:** Vessel will not be allowed to berth unless main gines and steering mechanism are in good working order. All vess in port are required to fly their national flags between 0800 and set. On holidays and special occasions vessels may be requeste dress their ships if requested by Port Authorities.

The berths of the port with depths alongside up to 8·25 m. equipped to handle general bulk and liquid (chemical produc cargoes, sugar, cement, metals, foodstuff, etc., as well as passen traffic. Covered warehouses with mechanical equipment and conc floor sheds are available.

**STEVEDORES:** Arranged by Agent on basis of Master's E Loading and unloading is carried on throughout 24 hours a including holidays.

Loading and unloading is usually done by shore mobile elec cranes of up to 10 tons capacity, by floating cranes of up to 100 capacity and by other cargo handling equipment.

**TANKERS:** Tankers moor at berth No. 19, length 207 metres, de alongside 9 metres. No slop facilities available. Tankers are mally required by the charter party to reserve a slop tank on bo Discharge of tank washings is prohibited within 100 miles of coast.

**FRESH WATER:** Supplied by pipe-lines at all berths.

**FUEL:** Bunkers are available and can be taken from the quays delivered by lighters.

**FIRE PRECAUTIONS:** Masters of tankers are presented w copy of Safety Regulations by the Agent on arrival.

**WATCHMEN:** Compulsory to maintain a gangway watch by sh crew.

**HATCHES:** Normally opened and closed by ship's crew. In weather hatch covers are put on by stevedores.

**CERTIFICATES:** At first Russian port of call, certificates of nage and those required by international convention will be requ for examination.

**CUSTOMS ALLOWANCES:** No restrictions on crew's consumption of tobacco and alcohol on board. It is forbidden to take these items ashore.
**CONSULS:** No local representation.
**REPAIRS:** Only minor repairs may be effected at machine shop ashore.
**TIME:** GMT plus 3 hours all the year round.
**HOLIDAYS:** All holidays are worked by stevedores.
**TELEPHONES:** Connection on board vessels can be made free of charge at berths number 7, 8, 9, 10, 13, 14, 15 and 16.
**AUTHORITY:** Tallinn Sea Port, 25, Uus-Sadama Street, Tallinn. Cables: Morport Tallinn. Tel. 2–70–09, 2–70–70, 2–70–80.

**AGENT:** "Inflot," 7, ul. Uus-Sadama. Telephone: 48825, 48512. Telex: 107. Cables: "Inflot", Tallinn.

## TUAPSE: 44.06 N. 39.04 E. (See Plan)

**DESCRIPTION:** The port of Tuapse is situated between the mouths of the rivers Tuapse and Pauk at the head of Tuapse Bay and on the Caucasian coast of the Black Sea. Year-round navigation.

The port is protected by the Western, South-western and Pervomaisky breakwaters and by the Southern mole.

The Western part of the port, called the Old Port, is used by fishing trawlers, and the Eastern part of the New Port by cargo vessels.

The entrance to the port, about 220 m. wide, is situated between the heads of the South-western breakwater and the Southern Mole.

A part of the port area bounded by the shore and navigational marks is considered as the port inner roads.

Despite the fact that the harbour is protected by breakwaters and a mole, lying in the port is not always safe due to heavy waves caused by Southerly gales.

Waves may roll over the breakwaters when strong winds blow and may cause heavy swell in the harbour.

During strong winds blowing from directions between the South-east and North-west and, at times, even without winds, lying in the port is dangerous due to strong variable current with surge (called "Tyagun"). In this event vessels are recommended to leave the port for sea.

Changes in the water level in the port area are caused by the effects of the wind. The maximum range of the water level observed is 0·6 m.

Also, the changes in the water level may be caused by variation in atmospheric pressure ("Seish" effect), which may last from a few minutes up to several days.
**DOCUMENTS:** Refer to beginning of U.S.S.R. section.
**PILOTAGE:** Vessels wait for Pilot at anchorage. Compulsory in and out. Master to advise Port Controller and Inflot Agency ETA, 96 hours in advance (confirmed 4 hours before arrival; 2 hours before, apply for entry permit), description of cargo, location and weight of heavy lifts, number of passengers, ships draft, length and services required.

Pilotage is effected, in turn, in accordance with sequences of vessels orders received by the "Port Control".

In the event of bad weather (wind Force 6 and over) when Pilot is unable to board vessel in the outer roads, Master should either lie at anchor or wait with engines working at speed ensuring safety of the vessel until weather improves.
**ANCHORAGES:** Available in depths up to 23 m. Vessel arriving at anchorage should inform time anchored, time required for deballasting ashore, overall length, deepest draft as per seasonal marks, and await berthing orders. Despite jetties and breakwater, anchorage not always secure since S.W. winds bring confused swell or variable current with surge called "Tyagun", during which vessels sometimes swept from moorings. Advisable put to sea during strong S.W. winds and "Tyagun".

Area No. 142 prohibited for anchorage and fishing, is situated opposite entrance to Tuapse Bay. Borders of the area are shown on charts.

There are 2 anchorages situated in the outer roads South-westward of the South-western breakwater. Depths there are from 13·6 m. to 24 m. The bottom is fine sand and shell.

The outer roads of the port extend South-westward of the breakwaters up to the border of area No. 142. The outer roads are bounded on the South by the meridian of the base of the Southern Mole.

During winter, all vessels lying at berths should constantly be ready to leave the port for sea after having received a storm warning.
**RESTRICTIONS:** There are no time restrictions for entry to the port.

The entrance channel, 100 m. wide starts at 0·9 cables length off the western side of the head of Pervomaisky breakwater and extends to W.N.W. for 2·7 cables length. The depths in mid channel, all the way through, are 13·7 m.

Every vessel should lie at anchor in the outer roads whilst waiting for Pilot and mooring berth.

Every Master when navigating along the leading line and in the inner roads, should proceed at moderate speed ensuring the manoeuvrability of vessel.
**MAX. SIZE:** The maximum permitted draft for entry to the port is 12 m.
**HEALTH:** Sanitary officer boards on arrival or when berthed. No automatic pratique.
**RADIO:** Ship–shore radio contact can be established through the port radio station Tuapse Radio operating 24 hours a day on the following frequencies:

| Call sign | Working | Calling | Type of trans-mission | Time |
|---|---|---|---|---|
| UVW | 430 kc/s. | 430 kc/s. | A1 | H24 |
| "Tuapse Radio" | 2,182 kc/s. | 2,182 kc/s. | A3 | H24 |
| "Firma" (Port Control) | 156·70 mc/s. | 156·70 mc/s. | F3 | H24 |
| | 161·80 mc/s. | 157·20 mc/s. | F3 | H24 |
| "Lotsman" (Pilot Watch) | 156·60 mc/s. | 156·60 mc/s. | F3 | H24 |
| "Inflot" (Shipping Agency) | 156·80 mc/s. | 156·80 mc/s, | F3 | H24 |

Entry permit and Pilot should be asked for by radio through the "Port Control" 2 hours prior to approaching the port.
**TUGS:** Compulsory. Ship's lines.
**BERTHING:** Berthing at any time. 14 berths with depths up to 10·8 metres. Mooring can be effected during winds up to Force 6.

Cranes of up to 10 tons capacity are operated alongside the quays and by the warehouses. There are floating cranes and other cargo handling equipment, intra-port transport included.

Opening and closing of hatches is usually done by the ships crew if not otherwise stipulated in a Charter Party.

Loading and/or unloading of cargo is usually done by shore cranes.
**RADAR/VHF:** VHF only. Channel 16. Communication with Inflot on VH available. Business radio messages from vessels at anchorage also permitted. International radio watch should be kept by vessels at anchorage for business purposes.
**MEDICAL:** All patients to visit polyclinic on weekdays only, to be reported by Masters to sanitary doctor on arrival.
**DENSITY:** 1010/1015.
**FRESH WATER:** Available from any berth. Boiler water can be delivered by barges to the outer roads.
**FUEL:** Only heavy fuel oil and gas oil. Available at oil berths. Also available ex-lighters. Masters giving 48 or at least 24 hours notice.
**FIRE PRECAUTIONS:** Smoking strictly prohibited on all decks of any vessels moored to oil piers. Naked lights and flashlights strictly prohibited. No work that can produce a spark is allowed

During bad weather essential shore leave should be granted only to limited part of staff and crew to ensure that sufficient crew on board at all times to shift vessel at short notice in case of emergency.

Plug holes. Flame arresters must be placed in all plug holes during loading; and all scuppers must be plugged.

When receiving bunkers remember that in all cases orders to stop pumping oil upon completion of bunkering should be given from ship with 5 or 10 minutes standby notice to pier workmen.
**GANGWAY/DECK WATCHMEN:** Not required.
**CUSTOMS ALLOWANCE:** No restrictions.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** None.
**REPAIRS:** All kind of repairs for vessels of up to 10,000 dwt. can be carried out.

Main engine should not be immobilised when alongside berth without special permission by Harbour Master through Agent.
**REPATRIATION:** Possible in emergency.
**AIRPORT:** 5 hours by train.
**TIME:** GMT plus 3.
**HOLIDAYS:** 1st January, 8th March, 1st, 2nd May, 9th May, 7th, 8th November, 5th December.
**TELEPHONES:** Only available for tankers.
**GENERAL:** Ballast: No ballast water, clean or dirty, to be pumped overside in Roads and in harbour. Deballasting into shore storage compulsory and cost and time for ship's account.

Photographing: Photography within harbour or installations, railway bridges, etc., except regular views in town, prohibited.

Ratguards: All mooring lines should be provided with ratguards immediately upon mooring, otherwise fine is imposed without notice.

Smoke: The emission of dense smoke from vessel's funnel in harbour is prohibited and subject to fine without notice, as well as sparking from funnel.

Boats: Vessels not allowed to use their boats, while at anchorage, and swimming prohibited. Gangways should be lowered only for officials.

Intoxicated seamen not allowed on oil piers and medical attendance to them is rendered by Sobering Station for special charge.

No articles should be taken from and to ship without Custom's permission. No import or export of Soviet currency is allowed.

Painting of shell plating is allowed in daytime and only from quay.

No garbage or refuse should be thrown overboard, and all outlets facing quay to be closed or protected by shields.
**SERVICES:** Compass adjusting.
**SHORE LEAVE:** Crew allowed ashore to midnight. Master no restrictions.
**AUTHORITY:** Ul. Maxima Gorkogo 2, Tuapse, Krasnodarskykrai, U.S.S.R. Tel. 0–79, 2–15. Telegraphic address Morport Tuapse.

**AGENT:** Maritime Agency "Inflot". Telex: 865. Tel. 322, 427. Postal address: 25 Gagarin Street, Tuapse, Krasnodarsky Krai, U.S.S.R. Cables: "Inflot Tuapse."

## VENTSPILS: 57.24 N. 21.31 E. (See Plan)

**GENERAL:** A Baltic Sea port, Ventspils is situated at the mouth of the Venta river. Navigation is year round.

There are periodical alterations in the water level of the Venta river, chiefly due to the effects of the wind. The rise of the water level is usually due to moderate Westerly winds, and the fall is caused by Easterly winds.

The maximum rise of the water level in the Venta river is at the time of spring floods.

The port of Ventspils area includes the Avantport and the Commercial port. A fairway, 330 metres wide, leads to the port from seaward. The draft of vessels passing through the fairway should not exceed 9·4 m.

Vessels with drafts over 9·4 m. leave the port by another fairway, depth 11·4 m., width 80·0 m., which branches off the approach fairway at a distance of 3 cables to the North-westward from the entrance to the Avant-port, and extends in true line bearing 306·5° up to mid-channel Receiving light-buoy No. 2.

Vessels can enter the port by this channel only after having obtained the Harbour Master's permission.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Vessels approaching port apply for Pilot through Maritime Agency "Inflot" (Telegr. Inflot Ventspils, Telex 86122, Tel. 6213, 51369 or by R/T on 2182 k/cs., or on Channel 16 short range VHF), reporting 96 hours, 48 hours and 24 hours and 4 hours ETA. Pilotage compulsory for all merchant vessels. Pilot boat has word "Pilot" painted in large letters on each side and carries a pilot flag or signal at masthead. Sound signal for Pilot is "G". Pilot boat has radio telephone, Channel 16 short range VHF. Pilot taken on board in area of anchorage. In bad weather Pilot can board inside of breakwater by prior arrangement with Harbour Master through Inflot.

Pilot service is available by day and night. Pilot usually boards a vessel at Ventspils Reception Buoy No. 1.

**ANCHORAGES:** The Avant-port is protected by the Northern and Southern moles. The anchorage in the Avant-port, with depths from 3 to 10 metres, is not safe during strong Westerly winds.

Recommended anchorages for vessels with medium drafts are situated at a distance of 3–4 miles Westward of the port of Ventspils. Depths are from 15–18 metres. The holding ground (sand) is good.

**RESTRICTIONS:** Vessels exceeding 140 metres length and 25 ft. draft enter harbour with Pilot on board only in daytime.

A valid ice-class certificate is required for entry to the port when the fairway is covered with ice.

When proceeding along the fairway and in the Venta river from the entrance to the Avant-port up to the railway bridge speed not to exceed 5 knots.

**MAX. SIZE:** Length 220 metres and draft 36 ft. for Tankers, and 180 metres length and 29 ft. draft for other ships. Breadth not limited.

**HEALTH:** Pratique obtainable after mooring. Sanitary Inspector visits vessel after mooring together with Immigration and Custom House Officer. If medical care required the Sanitary Inspector has to be informed.

**RADIO:** Radio contact should be established via the Ventspils Radio port radio station which operates 24 hours a day on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* | *Time* |
|---|---|---|---|---|
| UNI | 500 kc/s. | 500 kc/s. | A1 | H24 |
| "Ventspils Radio" | 2,182 kc/s. | 2,182 kc/s. | A3 | H24 |
| "Ventspils Radio" | 156·8 mc/s. | 156·8 mc/s. | F3 | H24 |
| "Nadzor" (Pilot Watch) | 156·8 mc/s. | 156·8 mc/s. | F3 | H24 |

Vessels' traffic both in the roads and in the harbours is controlled by signals exhibited at the Signal Station located on the Pilot tower, at the base of the Southern mole.

**TUGS:** Tugs normally join vessel inside breakwater using ship's lines only. Masters must order tugs in the following circumstances.

1. When a vessel is in ballast and her length is over 120 metres or when a vessel is fully loaded and her length is over 100 metres.

2. Master of a fully loaded vessel, the length of which is less than 100 metres, or in case of a vessel laden with ballast when her length is less than 120 metres, should order tugs in accordance with the Pilot's recommendation, weather conditions and the vessel's manoeuvrability.

3. As a rule, Masters should order two tugs when mooring at a berth.

Normally tugs join vessels within the port.

**BERTHING:** The commercial port is situated along the Venta river front and extends for about 2 miles up to the mouth of the river. The width of the mouth is about 100 metres. Depths in the Commercial port area are from 6 to 10 metres. The river becomes wider farther up from the mouth and reaches 150 m. in the area of the town of Ventspils.

There are two harbours – Rybnaya (Fish Harbour) and Zimnyaya (Winter Harbour) on the left bank of the river at 3 cables length from the mouth.

Berths with depths of up to 11·5 m. are equipped to handle general, bulk (coal, mineral building materials) and liquid (oil, oil products), cargoes, timber, metals, etc.

There are enclosed warehouses, open concrete floor sheds and a grain elevator.

Quays are equipped with electric cranes of up to 45 tons capacity. There are floating cranes of up to 100 tons capacity, pipe lifters and other cargo handling equipment and machinery.

Opening and closing of hatches is normally done by the ship's crew.

**STEVEDORES:** Master's and/or shipowner's information of cargo details, stowage – especially for ships with inward general cargoes – is required in proper time. Information has to be addressed to Inflot Ventspils.

**MEDICAL:** Hospital facilities available. Advance notice desi however depends on kind of sickness. Particular innoculati vaccination/fever certificates etc. not required.

**TANKERS:** All grades oil loaded by shore loading hoses in meter of 200, 250, 280, 300 and 350 mm. Total 4 berths all fitted deballasting installation for slops. Maximum draft from 30 up to

**DENSITY:** In port about 1,002.

**FRESH WATER:** Fresh water available, delivered from shore barge. Minimum for 15 tons vessels are charged if supplied by ba

**FUEL:** All grades available subject to prior inquiry. Bunkers ca taken from the oil-jetty or supplied by lighters.

**GANGWAY/DECK WATCHMEN:** Service of watchmen rec mended; however, Captain's option.

**OPENING/CLOSING HATCHES:** Opening and closing hatches normally is carried out by crew; however, at the Maste request may be carried out by shore men.

**SHIP CERTIFICATES:** Required to be on board:

Intern. Tonnage.
Intern. Class.
Load-line.
Safety Equipment.
Intern. Radio.
Certificates of Deratisation.

**CUSTOMS ALLOWANCES:** There is no restriction for crew and bond locker is not sealed.

**IDENTIFICATION CARDS:** Seaman's Book required.

**CONSULS:** No Consulates.

**REPAIRS:** Small deck and engine repairs can be carried out.

**DRY DOCKS:** None.

**REPATRIATION:** Repatriation of crew left behind a vessel hospital is arranged by other tramp-ships with Captain's conse No facilities exist for effecting crew changes.

**TIME:** GMT plus 3 hours. No alterations during year.

**HOLIDAYS:** 1st January (New Year's Day); 8th March (Inter tional Women's Day); 1st and 2nd May (May Day Holidays); May (Victory Day); 7th and 8th November (The Great Octo Socialist Revolution Day); 5th December (The U.S.S.R. Consti tion Day). Cargo work never stopped on Holidays.

**POLICE/AMBULANCE/FIRE:** If required have to be orde through Maritime Agency "Inflot".

**TELEPHONES:** No arrangements exist for placing telephones board.

**SERVICES AVAILABLE:** Tankers' deballasting installation slops; service for radar and VHF repairs; compass adjusting; wo shop for ordinary deck and engine repairs; ship chandler servi bunker supply.

**SHORE LEAVE:** Crew members allowed ashore.

**AUTHORITY:** The Port of Ventspils Authority. Postal addres 22 Dzintaru Street, Ventspils, U.S.S.R. Cables: "Mortorgp Ventspils". Tel. 5–12–22; 5–13–95; 5–14–30.

**AGENT:** The Port of Ventspils Maritime Agency "Inflot". Pos address: 18 Dzintaru Street, Ventspils, U.S.S.R. Cables: "Inf Ventspils. Tel. 6–12–13; 5–13–69. Telex: 122.

## VOSTOCHNY: 42.44 N. 133.03 E.

New port being constructed. Log-loading berth understood to be operation and a chip berth to be completed 1974. Container a coal berths to be constructed and completion expected 1975- depths up to 17 metres.

## VYBORG: 60.43 N. 28.44 E. (See Plan)

For Saimaa Canal see Index.

**GENERAL:** A Baltic Sea port Vyborg is situated at the head of th Gulf of Vyborg in the North-eastern part of the Gulf of Finland.

There are two harbours in the port: the Southern Harbour and th Harbour of the Vyborg Hydro-base.

The Southern harbour is situated on the Western side of th peninsula between Krepostnoy Bridge, at the Fortress of Vybor in the North, and Smolyanoy Point in the West (lat. 60° 43′ N long. 28° 44′ E.).

The Harbour of the Vyborg Hydro-base is situated 2·5 cable North-westward of Smolyanoy Point. It is protected by a "T"-shap pier.

The port is open for navigation from April up to the middle December. Ice in the Gulf of Vyborg begins to form normally abo the middle of November. The Gulf usually becomes frozen over the middle of December and the last ice finally disappears in Ap

Whilst tidal range in the Gulf of Vyborg is of small accou considerable changes in the water level may be caused by stro winds (up to 1·6), variation in atmospheric pressure (up to 1 m. and the seasonal increase of the amount of water brought dow from the land. The rise of the water level is usually caused Southerly, South-westerly and sometimes by Northerly winds. Th maximum range of the water level in the Gulf is about 2·0 m.

The Vyborg Fairway (least depth 7·3 m.) leads from the entran to the Gulf of Vyborg across the Transund roadstead up to th entrance of the Inner Vysotsky Roads. The Vyborg Sea Chann (least depth 6·1 m.) leads from the Inner Vysotsky Roads into th port, situated at the head of the Gulf. Both of these and the Fairwa and the Channel, are open for navigation any time of day or night.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Compulsory. Pilot is ordered through "Inflot". Notic of arrival to be given 96 hours in advance and confirmed four hou before arrival. Pilot station "Vikrevoz" can be contacted on VHF Channel 16.

Vessels proceeding to the Port of Vyborg from the Gulf of Finland take Pilots at Vikhrevoy Island (Whirlwind Island), lat. 60° 34′ N., long. 28° 27′ E.

Vessels proceeding from the port of Vyborg to the Gulf of Finland may take Pilots either at the Brusnichnoe Lock of the Gulf of Novinsky or at Maly (Small) Vysotsky Island, or in the Port of Vyborg, depending on the location of the place where a vessel's movement commences.

In the event of bad weather when a Pilot is not able to board or leave a vessel at Vikhrevoy Island, the position of embarkation or disembarkation may be changed to a point Eastward of the Island, with Master's consent.

In case a Master cannot embark or disembark a Pilot Eastward of Vikhrevoy Island, he shall:

(a) When approaching the port from seaward either lie at anchor or return to sea until the weather improves.

(b) While proceeding along the Vyborg Fairway or the Vyborg Sea Channel, lie at anchor in the area indicated by Port Control and wait for the time when a Pilot is able to board.

**ANCHORAGES:** There are several anchorages at Vyborg Fairway and at Vyborg Sea Channel areas.

These anchorages are bounded by the following points:

Anchorage *No. 1. Large Transund Roadstead*
(1) 60° 35′ 34″ N., 28° 30′ 18″ E.
(2) 60° 35′ 17″ N., 28° 30′ 54″ E.
(3) 60° 35′ 00″ N., 28° 30′ 21″ E.
(4) 60° 35′ 17″ N., 28° 29′ 43″ E.

Anchorage *No. 2. Large Transund Roadstead*
(1) 60° 36′ 54″ N., 28° 28′ 40″ E.
(2) 60° 36′ 31″ N., 28° 29′ 30″ E.
(3) 60° 36′ 05″ N., 28° 28′ 42″ E.
(4) 60° 36′ 29″ N., 28° 27′ 49″ E.

Anchorage *No. 3. Small Transund Roadstead*
(1) 60° 37′ 34″ N., 28° 31′ 40″ E.
(2) 60° 36′ 05″ N., 28° 32′ 30″ E.
(3) 60° 36′ 05″ N., 28° 31′ 42″ E.
(4) 60° 37′ 29″ N., 28° 30′ 49″ E.

Anchorage *No. 4. South-eastward of the Sea Channel*
(1) 60° 39′ 16″ N., 28° 36′ 52″ E.
(2) 60° 38′ 59″ N., 28° 37′ 28″ E.
(3) 60° 38′ 41″ N., 28° 36′ 54″ E.
(4) 60° 38′ 58″ N., 28° 36′ 18″ E.

Anchorage *No. 5. North-westward of the Sea Channel*
(1) 60° 40′ 56″ N., 28° 39′ 18″ E.
(2) 60° 40′ 46″ N., 28° 39′ 30″ E.
(3) 60° 40′ 41″ N., 28° 39′ 08″ E.
(4) 60° 40′ 50″ N., 28° 39′ 55″ E.

The holding ground in the anchorages is sand, mud, stone and clay. The depths are from 11 to 17 metres.

**RESTRICTIONS:** Maximum permitted speed in the Vyborg Fairway and in sections No. 1 and No. 3 of the Vyborg Sea Channel is 6·5 knots. In other sections of the Vyborg Sea Channel and through the Saimaa Canal, the maximum permitted speed is 5 knots. (For Saimaa Canal, see Index.)

**MAX. SIZE:** The maximum permitted draft for entry to the port is 5·8 m., length 120 metres at mean water level. Vessels with draft exceeding 5·8 m. are allowed to enter port only after having obtained Harbour Master's permission.

**HEALTH:** International code quarantine signals to be shown on arrival. Vessels placed in quarantine will be instructed where to anchor by the pilot station.

**RADIO:** Radio contact can be established through the Vyborg Radio port radio station operating 24 hours daily on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* | *Time* |
|---|---|---|---|---|
| UNN | 500 kc/s. | 500 kc/s. | A1 | H24 |
| | 444 kc/s. | | A1 | H24 |
| Vyborg Radio (Port Control via CPR*) | 156·8 mc/s. | 156·8 mc/s. | F3 | H24 |
| Vyborg Radio (Pilot Service of the Saimaa Canal) | 156·6 mc/s. | 156·6 mc/s. | F3 | HX |
| Ostrov Vikhrevoy (Whirlwind Island) Pilot Station. | 156·6 mc/s. | 156·6 mc/s. | F3 | HX |
| Zaliv Novinskogo Gulf of Novinsky Pilot Station | 156·6 mc/s. | 156·6 mc/s. | F3 | HX |
| Vyborg Radio (Inflot Agency) | 156·8 mc/s. | 156·8 mc/s. | F3 | H24 |

*CPR – Central Port Radio Station.

Traffic in the Vyborg Sea Channel and Saimaa Canal is controlled by the signals exhibited at the signal masts located on the Northern side of Vysotsky Island and on the roof of the Gulf of Novinsky Pilot Station.

Every vessel whilst proceeding along the Fairways and the Channel must have VHF radio-telephone in good working order, being able to ensure a reliable radio contact with the port of Vyborg and between vessels. If a vessel is not equipped with VHF radio, a Master can hire a VHF portable radio-set from a pilot station (via Pilot) for a fixed charge.

**TUGS:** Available, ordered through "Inflot".

**BERTHING:** Can only be effected with Pilot on board. Berths of the port with depths alongside of up to 8·25 m. are equipped to handle general and bulk cargoes, timber, etc., as well as passenger traffic. There are enclosed warehouses and open concrete floor sheds.

Berths are equipped with electric cranes of up to 10 tons capacity. There are floating cranes of up to 15 tons capacity and other cargo-handling equipment and machinery.

Opening and closing of hatches is usually done by the ship's crew, but if required it can be done by port labour for vessel's account.

**MEDICAL:** "Inflot" to be advised in advance if any medical attention required.

**DENSITY:** Salinity 5%.

**FRESH WATER:** Available. Can be supplied by pipe-lines at all berths or delivered by barges.

**FUEL:** Not available.

**WATCHMEN:** Not required.

**HATCHES:** Usually opened and closed by crew. Can be operated by stevedores on request.

**CUSTOMS ALLOWANCES:** No control on board the vessel. It is forbidden to take alcohol off the ship.

**REPAIRS:** Minor repairs can be effected.

**TIME:** GMT plus 3 hours all year round.

**HOLIDAYS:** Cargo operations can be carried out on all holidays.

**TELEPHONE:** Connection to vessels is not possible.

**SHORE LEAVE:** Permitted subject to police control.

**AUTHORITY:** The Port of Vyborg Authority. Postal address: 1 Yuzhny Val Street, Vyborg, U.S.S.R. Cables "Morport Vyborg". Tel. 12–34, 12–44, 28–11.

**AGENT:** The Port of Vyborg Maritime Agency "Inflot". Postal address: Inflot, PO Box 40, Vyborg, U.S.S.R. Cables "Inflot Vyborg". Tel. 12–86, 37–33. Telex 521.

## YALTA: 44.30 N. 34.10 E. (See Plan)

**GENERAL:** An ice-free Black Sea passenger and commercial port, Yalta is situated at the head of Yalta Bay and on the Southern coast of the Crimea Peninsula.

The port is open for navigation all the year round.

The port is formed by a harbour protected by a mole. Depths in the harbour are up to 10 m.

Yalta is mainly a passenger port, but it is equipped to handle dry cargo vessels.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Pilot meets vessel in the outer roads, at a distance of 1 mile South-easterly of Yalta lighthouse.

**ANCHORAGES:** Vessels can obtain anchorage at a distance of 1–2 miles, bearing 180 m. to 20 m. Holding ground is good.

The port outer roads are situated in Yalta Bay South-easterly and Southerly of the port entrance. They are open to winds blowing between E.N.E. and S.W. At times vessels may be turned broadside to waves caused by Southerly winds.

A good anchorage may also be obtained at 5·5 cables length South-south-westerly off the head of the New Mole with depths from 15 m. to 17 m. The bottom is mud.

**RESTRICTIONS:** Vessels may enter or leave the port at any time of day or night. Vessels entering or leaving the port must have keel clearance of not less than 0·2 m.

**MAX. SIZE:** Permissible draft is 9 m., length 215 m.

**RADIO:** Ship-shore radio contact can be established through the port radio station Yalta Radio operating 24 hours a day on the following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* | *Time* |
|---|---|---|---|---|
| UCO | 500 kc/s. | 500 kc/s. | A1 | H24 |
| Yalta Radio | 2,464 kc/s. | 2,100 kc/s. | A1 | HX |
| Lazur (Port Control) | 156·80 mc/s. | 156·80 mc/s. | F3 | H24 |

**BERTHING:** Cranes of up to 7 tons capacity are operated along cargo quays.

Handling of cargo at the passenger terminal is usually done by ship's cargo gear. A 5-ton shore crane may be ordered, if necessary.

**TUGS:** Tug assistance for mooring is compulsory. Masters of vessels entering the port must order at least one tug when mooring.

Masters of deep-drafted vessels must order a tug-boat when unmooring from berths Nos. 1, 3 and 5 if it is impossible to leave berth by drifting with the assistance of off-shore blowing wind.

**FUEL:** Not available.

**FRESH WATER:** Can be supplied by pipe-lines at all berths.

**REPAIRS:** Not available.

**TIME:** GMT plus 3 hours.

**AUTHORITY:** The Port of Yalta Authority, Postal address: 5 President F. D. Roosevelt Street, Port of Yalta, U.S.S.R. Cables "Morport Yalta". Tel. 2–23–73; 2–42–42.

**AGENT:** A branch of the Port of Odessa Main Maritime Agency "Inflot" at the Port of Yalta. Postal address: 5 President F. D. Roosevelt Street, Port of Yalta, U.S.S.R. Cables "Inflot Yalta". Tel. 2–46–91. Telex 815.

## ZHDANOV: 47.06 N. 37.35 E. (See Plan)

**GENERAL:** A sea of Azov port, Zhdanov is situated 14 miles Northward of the entry into the Taganrog Gulf, at the Western end of it and at the mouth of the Kalmius river.

All-year round navigation is possible but during 30–90 days period of ice conditions with ice-breaker assistance for ice-strengthened vessels only.

Ice usually begins to form at the end of November or the beginning of December, and 3–4 weeks later the Gulf becomes completely frozen over. The increase of fast ice usually lasts up to the first half of February. As a rule the ice usually breaks up in the middle of March. It finally disappears at the end of March or, as an exception, in the first half of April.

The port of Zhdanov consists of the Outer and Inner Roads, the Ugolnaya (or the Coal) Harbour, the Grain Harbour, the Ship-repairing Basin, the Schmidt Harbour at the mouth of the Kalmius river, and the port of Azovstal situated Eastward of the mouth of the river.

**DOCUMENTS:** Refer to beginning of U.S.S.R. section.

**PILOTAGE:** Compulsory. Inform Kerch Harbour Master ETA 96 hours 24 hours and 6 hours, off Kerch Strait. On arrival Kerch Pilot Buoy No. 21 (Lat. 45° 13′ 37″ N. Long. 36° 27′ 45″ E.), drop anchor and await Pilot; also keep continuous radio watch. 48 hours prior arrive, advise Port Controller and "Inflot" Agency, ETA description and quantity of cargo, location and weights of heavy lifts (if any), number of passengers, draft and length, and declare services required, 24 hours at latest but giving more precise information 4 hours prior to arrival at mouth Zhdanov canal. Entering and sailing day and night.

Not later than 4 hours prior to arrival at the mouth of the Coal Harbour approach channel, buoy No. 16, a Master should order a Harbour Pilot.

**ANCHORAGE:** With protection from seaward by moles, the port is a safe anchorage. Outer Zhdanov Roads depth up to 8·2 m. Limits of Roads on Eastern side are meridian of Kosa Liapina (headland), on Northern side – the five metre isobath. At anchor in Roads Master should bear in mind that Roads are open to winds veering from N.E. via S. to S.W. and in autumn the water level is subject to falls and rises on account of winds. The bottom holds anchors well. Inner Roads are within port's aquatorium and protected by dike erections.

**RESTRICTIONS:** Vessels can enter or leave the port at any time of day and night. All vessels entering or leaving the port should have keel clearance not less than 0·5 ft. (15 cm.).

The maximum allowed speed in the approach channels is 4·5 knots and in the part of the Coal Harbour approach channel, protected by a wooden dam, only 3 knots.

The speed of a vessel may be increased in case of necessity to keep her course along the leading line or prevent her drifting off the channel due to the effect of current or wind.

**MAX. SIZE:** Draft 7·7 m., length/breadth no restrictions.

**HEALTH:** After presenting Vaccination Certificates free pratique obtained. After proceeding from one port of U.S.S.R. to another free pratique obtained automatically.

**RADIO:** Vessels approaching the port of Zhdanov should establish radio contact through Zhdanov Radio port radio station operating 24 hours daily on he following frequencies:

| *Call sign* | *Working* | *Calling* | *Type of trans-mission* | *Time* |
|---|---|---|---|---|
| UDC | 500 kc/s.<br>416 kc/s. | 500 kc/s. | A1 | H24 |
| UBN | 12,732 kc/s.<br>17,085 kc/s. | 12,550 kc/s.<br>16,734 kc/s. | A1 | HX |
| UBN | 22,616 kc/s. | 22,247·5 kc/s. | | |
| UBN | 8,620 kc/s. | 8,363 kc/s. | A1 | H24 |
| Zhdanov Radio | 2,182 kc/s. | 2,182 kc/s. | A3 | H24 |
| Port Control | 156·45 mc/s. | 156·80 mc/s. | F3 | H24 |
| Port Nadzor | 156·70 mc/s. | 156·80 mc/s. | F3 | HX |

**RADAR:** The port of Zhdanov radar station gives all possible information to any vessel navigating along the Coal Harbour approach channels in the restricted visibility and during the absence of the floating navigation marks.

Radar navigation is controlled by a Pilot in charge.

Storm signals are exhibited at a signal mast located at the Dividing Pier.

**TUGS:** Available. Use ship's lines. Tug assistance for shifting berths is compulsory. Number of tugs to be ordered shall be advised by Pilot.

**BERTHING:** The berths of the port with depths of up to 7·7 m. are equipped to handle general, bulk and liquid cargoes, timber, metals, food stuff, fruit, vegetables, etc., and passenger shipping as well. There are enclosed warehouses, open concrete floor sheds and a grain elevator.

On the quays there are electric cranes of up to 15 tons capacity, coal and grain loaders. There are floating cranes with lifting capacity of up to 100 tons and other cargo handling equipment.

*The Grain Harbour* is bounded by two piers – by the Dividing Pier from South-westward and by the Eastern Pier from North-eastward.

It is protected from South-easterly winds by the Inner Roads Breakwater. There are numerous piles and dolphins along the Eastern Pier. The depths in the central part of the Grain Harbour are from 8·7 m. to 9·1 m.

*The Schmidt Harbour* is situated at the right bank of the mouth of the Kalmius River, at the South-eastern outskirts of the town of Zhdanov. It is used by small vessls. The access to the Schmidt Harbour is by an approach channel dredged in the coastal shoal water. Navigation along the channel is ensured by leading lights.

Storm signals are shown at the station situation Southward o entry to the Schmidt Harbour.

*The Coal Harbour* approach channel is the main fairway for to the port of Zhdanov. It passes through a coastal shoal enters the Southern part of the Coal Harbour.

Navigation along the Avant-port and the Coal Harbour appro channels is also ensured by leading lights, light buoys and buoys.

*The access to the port of Azovstal* is by a channel branching North-eastward of the Coal Harbour approach channel.

**MEDICAL:** Masters to advise by radio prior arrival of med attendance required on board. Hospital facilities available. Vacci tion Certificates to be presented.

**DENSITY:** About 1005.

**WEATHER:** Changes of the water level in the Taganrog Gulf caused by strong winds and variation in atmospheric press ("Seish").

Rise of the water level is due to South-westerly winds. Fall of water level is usually caused by Easterly and North-easterly win Range of water level is about 1 m.

Maximum range of water level due to variation in atmosphe pressure observed in August is about 0·6 m. The "Seish" usu starts in calm weather and may last for several days.

**FRESH WATER:** Delivered at berth. Also delivered by lighters

**FUEL:** Only heavy fuel and gas oil available. Supplied from quays, and also delivered by lighters.

**OPENING/CLOSING HATCHES:** Crew allowed open and clo stevedores placing beams.

**CERTIFICATES:** Registered Tonnage Certificates required.

**CUSTOMS ALLOWANCES:** No quantity restrictions. Noth to be taken ashore.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** None.

**REPAIRS:** The Ship-repairing Basin is situated in the North part of the Inner Roads. It is bounded on the South-west by Eastern Pier and on the East by the Eastern Damb. The entrance the Basin is situated between the heads of the Eastern Pier and Eastern Damb. The depths in the Basin are from 6·1 m. to 9·9 m.

All kinds of repairs for vessels of up to 9,000 tons dwt. can carried out.

**DRY DOCKS:** 2,500 and 5,000 tons.

**REPATRIATION:** All facilities for repatriation subject to formalities.

**AIRPORT:** 15 km. from port with regular airlines.

**TIME:** Local time GMT plus three hours.

**HOLIDAYS:** 1st January; 1st, 2nd, 9th May; 7th, 8th Novemb 5th December.

**AMBULANCE/FIRE:** Ambulance 025; Fire 01.

**TELEPHONES:** Can be placed on board.

**AUTHORITY:** Manager of Sea Trading Port Zhdanov, tel. 3-95- 34. Postal address: 99 the Port Street, Zhdanov-10, Donetsk regi U.S.S.R. Cables "Morport Zhdanov".

**AGENTS:** Zhdanov Main Maritime Agency "Inflot" head office port Zhdanov, branches in port Berdjansk and Kerch. Post addre Portovaya 99, Zhdanov, U.S.S.R. Tel. 3–95–271, 3–95–415. Cabl Inflot. Telex: 195.

# United Arab Emirates

## ABU AL BU KHOOSH: 25.26 N. 53.08 E.

**LOCATION:** The terminal is bounded by the following co-ordina South of Sassan Oil Field.

(a) 25.21 N. 53.05 E.
(b) 25.29 N. 53.12 E.
(c) 25.26 N. 53.05 E.
(d) 25.26 N. 53.12 E.

Anchoring is prohibited within this area.

**OPERATORS:** Total ABK – Abu Dhabi. Telex AH 2347.

**DOCUMENTS:** Total ABK act as Agents and prepare all crude loading documents.

*Early departure procedure:* At the Master's option, he may order to expedite the turn-round of vessels and avoid undue del caused by weather or other circumstances, use the early depart procedure. In this case Masters are requested to sign blank car documents.

Normally completed cargo documents required by the Mas will be placed on board prior to sailing. If this is not possible with incurring delays of undue nature, the relevant documents wil airmailed to the Master to await the vessel's arrival at discha port.

The official cargo, quantity loaded, will be transmitted by ra whilst unmooring. In the event of a dispute, the receipt of a le of protest will be acknowledged by the Mooring Master.

Any protests by the Master concerning the quality of cargo sho be made before departure and any resulting investigation should made before the vessel sails.

*Outward clearance:* A tanker will be considered clear to dep Total ABK Terminal when the crude oil loading documents ha been delivered to the Master, or in the case of E.D.P., clearance be given through the Mooring Master.

*Mail:* Official ship's mail and crew's personal mail will be hand by Total ABK and shipowner's debited accordingly.

**PILOTAGE:** Compulsory within the Terminal limits. Vessels to moored at Total ABK Terminal will be boarded by a Total A Mooring Master in the anchorage area. The Mooring Master advise the ship's Master on approaches to the storage tanker, mooring and unmooring, connecting and disconnecting hoses and all other operations within the Terminal area including all manoeuvring of the vessel. A qualified deck officer must be on watch at all times while the vessel is alongside the storage tanker.

**ANCHORAGE:** An area immediately South of Terminal limits is designated as the Anchorage Area, centred on position: 25° 26′ N., 53° 08′ E. This co-ordinate represents the centre of a circle with a radius of ½ mile which must be used by vessels requiring to wait at anchor. Anchoring within the Terminal limits is strictly prohibited.

**NAVIGATION AIDS:** The S.P.M. is fitted with a white light flashing the morse letter "U" every 30 seconds visible for a distance of 5 miles. A platform AK1 is situated in position 25° 29′ 30·5″ N., 53° 09′ 02.3″ E. and another in position 25° 29′ 37·5″ N., 53° 08′ 43·4″ E. which shows two flares in the North-east direction (approximately) 10 metres and 600 metres.

**MAX. SIZE:** Length 280 metres, breadth 43·40 metres, max. dwt 140,000 tons. Max. size will probably be increased at some future date. Depth of water 30 metres.

**RADIO:** Initial communication between vessels and Total ABK should be via Bahrain Radio (call sign GOU) which operates on a 24-hour basis. ETA in GMT to be sent 72, 48, and 24 hours prior arrival, through Bahrain Radio.

*Communications within 60 miles of Terminal:* Once ships are within 60 miles of ABK Terminal, communication may be established by radio telephone on International Marine VHF Channel 16 (156·8). This frequency is monitored continuously.

Once contact has been made on Channel 16, further conversation should be conducted on either Channel 14 (156·7 mc/s), Channel 12 (156·60 mc/s) or Channel 6 (156·3 mc/s).

*Communications after Total ABK Mooring Master has boarded:* A Total ABK Mooring Master will board incoming tankers in the anchorage area and will bring with him portable VHF radio telephone units. From that time onwards, all and any communications between ship and the storage vessel will be conducted by the Mooring Master.

*Radio transmissions for advice of tanker arrivals:* Telegram to be sent by the storage tanker to the export tanker about 80 hours before her arrival:

Please advise your ETA in GMT 72, 48 and 24 hours before arrival to Total ABK Abu Dhabi, Telex AH 2347, via Bahrein Radio stop Cargo requirements stop Deballasting time if any stop Maximum loading rate acceptable stop Distance in metres from bow to manifold stop Flange dimensions of vessel's manifold connection stop 50 miles before arrival please contact terminal by VHF Channel 16 to receive berthing instructions stop Total ABK.

*Mooring instructions:* If vessels are obliged or instructed to anchor, they should do so in the recommended area about 3 nautical miles from the storage vessel.

**READINESS:** After arrival at the anchorage area and when the tanker is ready in every respect to load, the Master may tender his notice of readiness.

Notices of readiness will be accepted provided one or other of the following events shall have transpired: (a) the Master shall have received the Mooring Master on board, or (b) the Master shall have dropped anchor in the anchorage area.

*Port closed:* Notices of readiness will not be accepted during periods when the port is closed. The port is closed when the weather is such that it is too rough for incoming tankers to berth. The decision regarding the opening and closing of the port will rest with the ABK Terminal Superintendent or his deputy.

**MOORING:** Weather permitting, Total Abu Al Bu Khoosh Terminal operates only from sunrise to sunset, seven days a week. Vessels moor port side to the storage tanker "Jaranda" equipped with five Yokohama fenders on her starboard side, which is moored to the S.P.M. Launch may assist in berthing vessels under the direct control and supervision of the Mooring Master.

*Preparation for mooring:* Vessels are requested to have, on their starboard side, a pilot ladder and/or pilot hoist or accommodation ladder safely and securely rigged for immediate use and long enough to reach the Mooring Master's launch. Vessels will provide a lee for the Mooring Master on the starboard side both when boarding and leaving.

For vessels with a freeboard of 30 feet or more, the accommodation ladder shall be rigged out, lowered down so the platform is not more than 10 feet from the water level and a short pilot ladder, rigged to cover the access to the platform. Tankers are requested to have ready on the forecastle head two head lines, polypropylene if possible.

Tankers are requested to have ready on the port side amidships a derrick rigged and ready to pick up the hoses (16 in. diameter).

*Hoses:* The hoses shall be hoisted by the storage tanker's crane, but connected by ship's crew. The Mooring Master will advise the ship's Officer in charge concerning lifting techniques.

**LOADING:** all communications relative to the loading of the vessel shall be routed through the Mooring Master who will remain in contact with the storage tanker constantly via portable VHF units. In case of temporary breakdown of the portable VHF circuit, contact may be continued on International Marine Channels 16, 14 or 8.

*Failure of communications:* Should all communications with the storage tanker fail, loading will cease immediately.

*Emergency shut down:* An emergency cessation of loading may be affected by use of the ship's VHF Channel 16.

*Loading rates:* Maximum loading rate will be 6,000 metric tons per hour.

*Gases:* ABK crude oil contains $H^2S$ (sulphurated hydrogen). This gas quickly deadens the sense of smell so that a dangerous concentration cannot be detected by odour. During loading, gas should be vented off through the tanker's normal venting system. Personnel engaged in ullaging tanks should keep to windward and avoid breathing fumes as much as possible. Resuscitators, breathing apparatus and life-lines should be readily available.

*Valve closure against high-speed loading:* No valves which will stop or seriously impair or reduce the flow rate of oil from the storage tanker are to be operated without pricr agreement with the Mooring Master. The practice of throttling back on the ship's cargo valves is to be avoided. If a lower rate is required, the storage tanker is to be advised and the pumping rate will be reduced to the required level. The Master will be held liable for any damage arising from the sudden cessation of flow caused by default of the ship. It cannot be over emphasised that to do so can be extremely dangerous and cause extensive damage to equipment.

**BALLAST:** Due to the exposed location of the crude oil loading berth, vessels are required to carry sufficient ballast for safe handling, having due regard to existing weather and sea conditions. A vessel found by the Mooring Master to be not adequately ballasted will be rejected.

*Clean ballast:* As there are no ballast discharging facilities, vessels must arrive at the Terminal with clean ballast, ensuring that all pipelines, pumps and strainers have been flushed out prior to arriving. The Mooring Master will inspect ship's ballast on boarding and has the power to reject any vessel that he thinks would cause pollution of the sea area, in which case vessel must proceed to sea and return only when ballast is completely free of oil. Any vessel rejected besause of dirty ballast will automatically nullify its Notice of Readiness and will lose any priority of position for loading. Ballast discharge should not be commenced without the prior agreement of the Mooring Master.

*Inspection during loading:* At night the sea around the vessel shall be adequately lit, as frequent inspection by the Mooring Master will be made during the discharge of ballast. Any pollution whatsoever will be cause for rejection. Similarly, any hull leaks causing pollution during loading will be cause for rejection and the vessel will not be re-accepted unless satisfactory evidence of repairs has been certified by a qualified surveyor.

**MEDICAL:** Medical and dental services are not available at the Terminal. In emergencies requiring hospitalisation, the patient will be hoisted to the helideck on the storage tanker and flown by helicopter to Dubai or Abu Dhabi.

**FRESH WATER, FUEL, etc.:** Bunkers, fresh water, stores, boats for hire, repair facilities, facilities for changing ship's crew are not available at the Terminal.

**GENERAL:**

*Radio equipment:* Radio, radar or other electric equipment must not be energised while the vessel is alongside the SPM except VHF radios, telephone and communications equipment approved by the Terminal.

*Repairs:* While berthed at the Terminal, the ship's boilers, main engine, steering machinery and other equipment essential for manoeuvring shall be maintained in a condition to permit the ship to move away from storage vessel at short notice. Repairs or other work which may immobilise the ship should not be undertaken without prior arrangement with the Terminal.

## DAS ISLAND: Abu Dhabi, 25.09 N. 52.52 E. (See Plan)

*Note:* Shipping operations Das Island governed by Abu Dhabi (Port of Das Island) Regulation, 1963 (Queen's Regulation No. 2 of 1963). Owners recommended provide Masters in advance with copies of Regulations obtainable from H.M. Stationery Office.

**DESCRIPTION:** Das Island some 160 miles South-east of Bahrain and is part of State of Abu Dhabi, largest of Arab Emirates. The Island is base for off-shore drilling and export of crude oil by Abu Dhabi Marine Areas Limited – ADMA.

**DOCUMENTS:**

Bills of Health for Ports visited on voyage.
2 Crew Lists.
3 Manifests (1 original and 2 copies).
1 International Maritime Declaration of Health.

**APPROACHES AND PROHIBITED ANCHORAGES:** Umm Shaif and Zakum drilling areas situated some 20 miles East and 48 miles South-east of Das Island together with pipeline to Das Island from Zakum field are marked on Admiralty Charts. Only selected towers equipped with lights, all other wellheads, drilling rigs and towers within drilling areas are unlighted. Wellheads in Umm Shaif field telemetered and controlled by microwave radio beams transmitted from radio tower on Das Island. Unburied pipelines from wellheads to Island also in this area and it *is essential* that vessels do *not* steam into or anchor in it. Cautions have been issued in Notices to Mariners warning vessels against entering both Umm Shaif and Zakum areas and against anchoring in vicinity of Zakum Pipeline.

*Southern Route.* Vessels should normally approach port from South and must pass not less than 3 miles South of drilling rigs and towers in Umm Shaif area, thence towards South-east corner of Island. Vessels must leave port by this route unless they have to use Northern buoyed channel.

*Northern Route.* Is via buoyed channel which primarily intended for use of deep draughted vessels sailing from port. Vessels arriving should normally use the channel only if their draught is such that Southern Route cannot be used with safety. Prior radio advice of vessel's intention to use channel to enter port should be given to ADMA. When using Northern Route vessels should not pass at greater distance than 1½ miles East of shore of Das Island when negotiating area between No. 2 berth and channel entrance buoys.

**PILOTAGE:** Berthing Master will undertake pilotage, berthing and unberthing of tankers save that Master shall remain solely responsible, on behalf of owners for safety and proper navigation. Berthing Master will normally board vessels approaching Das Island by Southern Route approximately 2 miles South-east of southern extremity of Das Island. When approaching Das Island by Northern Route via buoyed channel Berthing Master will board from position 030° 3 miles from Das Island Light. If adverse weather prevents boarding in this position Berthing Master will board in lee of Das Island. Vessels requested not to navigate at greater distance than 1½ miles off Das Island when passing through cautioned area Eastwards of Das Island where anchoring is prohibited.

**ANCHORAGES:** Main anchorage for dry-cargo vessels is in about 40 ft. of water, approximately ½ mile from Harbour South of tanker loading berth. Other anchorages for dry-cargo vessels lie to Southwest and West of the Island. Tankers should normally anchor approximately 1½ to 2 miles South-east of the Southern loading platform, should a berth not be immediately available.

Vessels should avoid anchoring in vicinity of submarine pipelines established to Eastward of Das Island.

Sea bed all round Island is rock, covered with a few inches of loose sand. Holding is poor and vessels are advised to pay out at least 60 fathoms of chain. Vessels at anchor, awaiting berths, lighters or any services provided by the port must at all times keep a listening watch using Channel 16 where possible. If a vessel is not equipped to operate on this Channel then any of the frequencies may be used by arrangement.

**MAX. SIZE:** No. 1 Tanker Berth is suitable for berthing tankers in ballast condition up to 90,000 Summer dwt. and when fully loaded up to 50,000 dwt. Minimum depth of water alongside the berth is 55 ft.

No. 2 Tanker Berth is suitable for berthing tankers in ballast condition up to 260,000 Summer dwt., fully loaded tankers of up to 130,000 dwt. and partially loaded tankers of up to 165,000 tons displacement with mean draft not exceeding 56 ft. Minimum depth alongside is 67 ft.

No. 3 Tanker Berth is suitable for berthing tankers in ballast condition up to 300,000 tons S. dwt. and with a loaded draft not exceeding 73 ft.

**WEATHER AND TIDE:** Prevailing winds are from the North-west. The rise of the tide can be up to 5 ft., usual variation is 3 ft.

**HEALTH:** Vessels arriving at Das must carry the usual Bills of Health for ports visited on the voyage. Masters of vessels are requested to inform ADMA if there is any person ill on board or if there has been sickness within the week prior to arrival. Pratique is granted by the Port Medical Officer through the Berthing Master or Agency Clerk.

**RADIO:** *Das Radio Station.* Position: 25° 08′ 43″ N. 52° 52′ 38″ E. Call sign: 2AI 15.

*Details of Transmission:*

| *Service* | *Frequencies* kc/s | *Transmission* | *Radiated Power kw* |
|---|---|---|---|
| (i) | 500 and 420 | A1 | 0·5 |
| (ii) | 8,666 and 13,026 | A1 | 0·3 |
| (iii) | 4,325 | A1 | 0·3 |
| (iv) | 3,270 | A3 | 0·3 |
| (v) | 156,600 and 156,800 | F3 | 0·01 |
| (vi) | 161,600 and 161,700 | F3 | 0·01 |

*Procedure:*

| *Service* | *Traffic List Transmission* |
|---|---|
| (i) | On 420 kc/s after call on 500 kc/s at 0500, 0900, 1300 and 1700 hours GMT – half hour periods. |
| (ii) | On 8,66 kc/s at 0530, 1530, 1330 and 1730 hours GMT.<br>Listens 8,354–8,374 kc/s.<br>On 13,026 kc/s at 0930. Listens 12,531–12,561 kc/s.<br>Watch kept for 15 minutes after each traffic list. |
| (iii) | On 4,325 kc/s by arrangement. |
| (iv) | On 3,270 kc/s radio telephone for ADMA Project shipping only. |
| (v) | Continuous watch kept on 156·8 mc/s International VHF (Channel 16).<br>Port operations on 156·6 mc/s (Channel 12). |
| (iv) | Continuous watch kept on 157·1 mc/s – reply on 161·7 mc/s (Channel 22). Watch kept on 157 mc/s – reply on 161·6 mc/s (Channel 20) by arrangement. |

*Arrival Messages.* All vessels bound for Das Island should contact ADMA Radio Station and give 72 hours notice of ETA. Where this is not practicable they should give at least 48 hours notice. In the event of difficulties this information should be transmitted to Das via the Cable Wireless Station at Bahrain. As soon as direct contact is established between a vessel and ADMA Radio Station, the latter will advise the route to be followed in approaching the Island.

**TUGS:** Tugs provided by ADMA must be used by all tankers when berthing and unberthing.

**BERTHING:** Full power must be available on main engines during berthing operations. Berthing Masters will not berth vessels if not properly equipped with satisfactory mooring lines, or if deck appliances inoperable, or if steering gear, telegraphs and whistles not in an efficient condition. Master should notify Berthing Master of any defects or peculiarities of vessel.

*No. 1 Berth:* No. 1 Tanker Berth approximately ¾ mile off East coast of Das Island is served by submarine pipeline from tankage on Island. Tankers berth against four flexible dolphins which protect berth operating platform. Six mooring dolphins are each provided with twin bollards. Each dolphin carries permanent mooring wire secured to Senhouse slip enabling quick release in emergencies. Hooks for backsprings located on operating platform are each equipped with 48 ft. length of 18-in. cable-laid manilla spring. Loading installation comprises four booms each equipped with 10-in. bore flexible for loading crude oil. Two similar booms available for loading discharging bunkers. Fittings available to connect these hose 8-in., 10-in. and 12-in. manifolds to ASA 150 or BS 1560–1968, 300 or BS. "H" details.

*No. 2 Berth:* No. 2 Tanker Berth is sited to the North of Tanker Berth. It is of similar construction to No. 1 berth except quick release hooks are provided on the mooring dolphins and the breasting dolphins for securing vessels' backsprings. Perma mooring wires are provided on the four inner mooring dolph The loading installation comprises three 16-in. booms with hoses for crude oil loading, one 16 in. boom with 12-in. hose crude oil loading and bunker discharging, and two 12-in. bo with 10-in hoses for bunker loading. Fittings are available to co to 4-in., 5-in., 6-in., 8-in. and 10-in. manifolds for crude oil loa with flanges to BS., ASA and metric standard details.

*No. 3 Berth:* No. 3 Berth is a Single Point mooring buoy an situated approximately 7,500 ft. East of the East coast, in posi Lat. 25° 08′ 53″ North, Long. 52° 54′ 07″ East.

The mooring for tankers are comprised of two 15 in. circumfere floating nylon ropes, terminating in a 3 in. dia. stud link cha chain which is secured to the tankers forward mooring bitts usi 15 in. circumference nylonsnotter. This equipment is provide the Company.

The loading installation comprises two 20 in. diameter floa hose strings terminating in 16 in. diameter tail hose for crude load For bunker loading and discharge one 16 in. floating hose st terminating in one 12 in. tail hose, is provided. The flanges ar BS 1560.

Vessels using this berth will be required to be fitted with a fairlead on or near the centre line to accept the chafing chain. minimum aperture dimensions are 24 in. horizontally and 1 vertically to permit direct connection. Alternative arrangements provided for mooring vessels with smaller size apertures.

Vessels also require a derrick or crane capable of plumbing least 2 ft. outboard of the ships side over the entire length of port manifold (including the bunker connection if required). S of the crane/derrick to be in accordance with the following requ ments:

| | |
|---|---|
| Less than 45,000 tons S. dwt | 7 tons SWL |
| 45,000–100,000 tons S. dwt | 8 tons SWL |
| Over 100,000 tons S. dwt | 10 tons SWL |

Berths cannot be occupied during adverse easterly weat Loaded tankers only berthed at discretion of Port Officer and de from tidal conditions, awaiting daylight, etc., may be incu Minimum acceptable length overall 525 ft. Vessels other than must not approach nearer than 2 miles to premises witho Berthing Master on board unless otherwise instructed by Officer. In approaching and leaving berths it is essential to a anchoring in area of submarine pipelines which run in approxima east and west direction some 2,500 ft. north of No. 2 berth. We and other conditions permitting, tankers can berth and unbert all times. Every vessel berthing must fit adequate rat guards to mooring ropes and wires.

**GENERAL CARGO OPERATIONS:**

(*a*) *Declaration of Dangerous Cargo:* Attention is drawn to Sec 58 of the Queen's Regulation whereby any dangerous cargo, whe intended for Das Island or not, must be declared to the Port Offi on arrival.

(*b*) *Discharge or Loading of Dry Cargo:* Cargo vessels discha in the anchorage into barges using their own gear, and should a with derricks rigged.

A series of dumb barges (average capacity 120 tons dwt.) normally available for landing all cargo. Charges are usually m for stevedoring services up to under ship's tackle and for suppl tally clerks on board the vessels.

For the handling of cargo, a labour force of up to 50 men is usu available.

Whenever possible, the Island craft will come alongside imme ately a vessel anchors and the Cargo Superintendent will board discuss handling procedure with the Chief Officer. Discharge cargo is carried out continuously provided weather and oth conditions permit.

Vessels may be asked to provide winchmen.

(*c*) *Cargo Manifests:* One original and two copies of gen cargo manifests are required.

**LOADING:** Two grades of crude are available on each be Zakum Crude average API 40·5 and Umm Shaif Crude with aver API 37·5.

*Loading:* Loading will not commence until the ship's load officer reports the ship ready for loading and the shore loading are satisfied with the connections and preparations made loading.

*Loading and Discharging Rates:*

No. 1 Berth

Crude oil loading maximum 5,000 tph with a maximum of 1,250 through each hose

| | |
|---|---|
| Bunker discharging | 1,800 tph approximately |
| Bunker loading | 650 tph approximately |

No. 2 Berth

| | |
|---|---|
| Crude Oil loading | 10–12,000 tph approximately |
| Bunker discharging | 2,000 tph approximately |
| Bunker loading | 750 tph approximately |

No. 3 Berth

| | |
|---|---|
| Crude oil loading | 10–15,000 tph approximately |
| Bunker discharge | |
| Bunker loading | 1,000 tph approximately |

The permissible maximum loading rate is entirely at the Company's option and will vary according to the circumstances and the type of tanker concerned, subject always to the Master's over-riding discretion.

*Pumping Signals:* Pumping Operations are controlled by a cable signalling system between the berth operating platform and the Control Room on the Island. The platform is also linked to the Island Automatic Telephone Exchange.

In the event of failure of direct communications the following visual and sound signals should be used between tankers and the Marine Office Signal Station:

| *Signal* | *Whistle by night and day* | *Flag Signal by day* | *Light at night* |
|---|---|---|---|
| Ready to load | 6 short blasts | Code flag N | Morse N |
| Slow Speed | 1 long blast | 1 square red shape or flag | 1 red light |
| Full Speed | 2 short blasts | 2 square red shapes or flags | 2 red lights |
| Stop | 3 long blasts | Shapes or flags lowered | Lights lowered |

At No. 3 Berth, pumping operations are controlled by portable VHF radio telephone between the vessel and the Control Room on the Island.

**BALLAST:** There are no facilities for receiving vessels ballast ashore for treatment. All vessels must have clearn ballast for overboard discharge.

Vessels using No. 3 Berth will be required to deballast and load simultaneously so that in normal circumstances they will not be flying light whilst moored at the buoy. It is therefore essential that the Company be promptly informed should the vessel be unable to deballast and load simultaneously with risk of admixture.

**MEDICAL:** Medical Officer resident on Island and ADMA maintain small hospital. Medical attention only available in case of serious illness or emergency.

**FRESH WATER:** Not available.

**FUEL:** Medium fuel oils available from shore storage. Average API 17·5 and maximum viscosity 1,500 seconds Redwood. Diesel available.

**FIRE PRECAUTIONS:** Three fire-fighting tugs available.

**GANGWAY:** Ship's gangway required on No. 1 tanker berth.

**TOBACCO ALLOWANCE:** No restrictions.

**WINE/SPIRIT ALLOWANCE:** Conveyance of alcoholic liquor from any vessel to the shore or from the shore to any vessel, or from one vessel to another, is prohibited without the appropriate written permits from the Political Agent and the Port Officer.

**CONSULS:** HBM Hon. Consul, Marine Department, ADMA Ltd., Das Island, Abu Dhabi, Arabian Gulf – Tel. 546, Cables, Admarine Das Bahrain.

**REPAIRS:** Not available.

**DRY DOCKS:** None.

**REPATRIATION:** Limited.

**AIRPORT:** ADMA operated private Airport. 5 flights per week. Limited capacity, seats subject to availability.

**TIME:** GMT plus 4 hours.

**HOLIDAYS:** 1st January; Easter Sunday; 25th December and Moslem holidays.

**POLICE/AMBULANCE/FIRE:** Tel. Police 258; Ambulance 333; Fire 353.

**SHORE LEAVE:** Not permitted.

**DEVELOPMENTS:** Gas liquefaction plant to be built with expected annual capacity of about three million tons of liquefied gas. The plant will also produce naphtha and sulphur and is expected operational in 1976. Operators will be Abu Dhabi Marine Areas Ltd. (ADMA). Sulphur produced will be moved from the plant by on-shore stocking-out conveyors to form a stockpile. It will then be taken to the shiploader on its own jetty offshore by 1,450 metres (1,190 yards) of conveyor handling 500 tons an hour.

**AUTHORITY:** Marine Superintendent, ADMA Ltd., Das Island, Abu Dhabi. Tel: Das Island 546, 412 or 331.

**AGENT:** (Protecting only) See "Mina Zayed".

## DUBAI: 25.16 N. 55.18 E.

Also see "Port Rashid".

**COURTESY FLAG:** Dubai flag resembles an "H" or pilot flag, and this could be shown until Agent's representative brings one on board.

**PROHIBITED AREA:** Work on the construction of the Dubai dry dock has commenced and all shipping is warned to keep clear of an area contained within a line drawn from Port Rashid Main Light (lat. 25° 16.0′ N., long. 55° 16.2′ E.) to a position (lat. 25° 16.2′ N., long. 55° 15.1′ E.) i.e. 272–1,850 metres from this light thence to the shore line on a Bearing of 180°. This has been declared a prohibited area.

Small craft, dredgers and hooper barges will be operating within this area. The main breakwater will consist initially of an island with the breakwater extending both seawards and shorewards from it.

White flashing beacons will be positioned at 400 m. intervals along the breakwater and in addition various construction lights will be exhibited.

Legal steps will be taken against any negligence whatsoever from Masters.

**DOCUMENTS:** Following should be airmailed to Agent prior ship's arrival: 6 copies Dangerous Cargo List, Stowage plan in duplicate, Hatch list in duplicate, 7 copies of cargo manifests, 1 copy of each Bill of Lading. On arrival, 3 crew Lists required.

**APPROACHES:** Open roadstead. Cargo discharged into barges.

**ANCHORAGE:** Marked by light buoy in position 310°, 1·06 miles from Nayif Tower. Recommended anchor to N.E. of light buoy in approx. position 25° 17′ 4″ N., 55° 16′ 16″ E. Depth 36 to 40 ft., holding-ground considered poor, bottom sand and coral. The closer ships are able to anchor to the buoy, the faster turn-around on barges will be attained. *Warning:* Occasional strong N.W. winds, known as "Shamal" will make discharging impossible and *it is very important* that ships have engines on "stand-by" during such times. Ships allowed enter and leave anchorage at any time of day or night. Launch service through Agent's ship to shore from anchorage, and ship's own boats can also be used without Authorities' permission.

**PILOTAGE:** None.

**RESTRICTIONS:** All cargo discharged into barges at anchorage. Coasters with drafts of 11 ft. 6 in. or less can enter creek and discharge alongside. Such vessels usually require a tug boat to pilot them into the creek. Tugs available through Agent. Importation of artificial pearls is prohibited. Purchase of liquor forbidden except by permit.

**HEALTH:** Prior arrival, Masters are required to send a cable to the Port Health Dept. addressed "Quarantine-Municipality-Dubai" on the following lines:

(Vessel's name) . . . ETA . . . Hour . . . Date . . .
Crew all healthy request free pratique
Master

Normally all vessels declared healthy by the Master are automatically allowed to berth immediately on arrival, and Health Dept. personnel will board vessels after berthing.

*Arrival:* Ships boarded immediately upon arrival weather permitting, and Masters then have to complete a short Arrival Report. No formalities of any kind with Port Authorities and ships allowed to arrive and sail at any time.

*Departure:* No port clearance is issued in Dubai. A letter will be issued by Agent which may be produced at next port of call instead of usual departure clearance.

**RADIO:** No port radio station. Cables from vessels outside Gulf may be routed through Muscat Radio, and from inside Gulf through Bahrain Radio. Vessels should advise Agent of ETA 72, 48 and 24 hours prior arrival. Some Agents also equipped with VHF calling Channel 16. Ship's radio station may be operated at anchorage.

Nearing Dubai and approximately 8–10 hours prior to arrival vessel, should switch on VHF Channel 16 and call Agent. On contact, change to one of Channels 14, 13, 12, 9 or 6 for further communication. Regular contact then maintained until departure from Dubai.

**DISCHARGE TURN:** Priority of discharge given to ships carrying mail and/or passengers for Dubai. Ships carrying less than 100 weight or measurement tons have priority and are supplied with one barge for discharge of cargo immediately on arrival, whether turn is in force or not. Should there be congestion, Agents require Stowage Plan showing clearly that all Dubai cargo is freely available and Master's signature on a request for discharge turn. Based on this, vessels will be registered for turn. Registration can only performed during office hours.

After confirmed registration, at which will be given a deadline for turn, ships may proceed to other ports for discharge, but must return Dubai prior time and date given, otherwise turn is lost. Particular cargoes for H.H. The Ruler have priority. This should be evidenced by Manifests which will be produced to Customs Authorities in Dubai for approval. The cargoes must be accessible for immediate discharge, which should be verified by stowage plan.

**STEVEDORES:** Loading/Discharging Rates: Stevedores, tally clerks, supervisors, etc., will be supplied from shore at the same time as ships are supplied with barges. These people working under vessels' supervision and reponsibility.

First Shift: from 0800 hours to 1800 hours. Second shift: from 1800 hours to 2400 hours. Third Shift: from 0000 hours to 0800 hours. Very difficult to get stevedores to work third shift unless ship will complete within a reasonable time into the third shift. First two shifts always worked.

Drinking water must be supplied by ship free of charge to all men from shore but food to supervisors, tally clerks, watchmen and foremen.

Expected outturn working three hooks:

| | |
|---|---|
| Bagged cargo | 400–500 tons |
| Cased cargo | 150–200 ,, |
| Timber on deck | 300–350 ,, |
| Timber in hatches | 200–250 ,, |

Usually five ships can work at one time.

**MEDICAL:** Qualified doctors available ashore and also a hospital. Most medicines available at fairly low prices. Dentist also available. Walking cases should be brought ashore *in the morning* for treatment, but in emergency, a doctor will board the ship.

**TANKERS:** See "Port Rashid".

**FRESH WATER:** Can be supplied at Dubai anchorage at following rates (approx.): quantities 600 tons, 75 tons, or 25 tons at one time.

**FUEL:** See "Port Rashid".

**FIRE FIGHTING:** No facilities available at anchorage.

**DEVELOPMENTS:** Three dry docks for vessels up to one million tons dwt. under construction, completion planned for 1976. Dimensions as follows: Length 1,230 ft., breadth 230 ft. for vessels up to 500,000 tons dwt.

Length 1,361 ft., breadth 262 ft. for up to 500,000 dwt. and for vessels of special design, such as shallow-draft tankers.

Length 1,722 ft., breadth 410 ft. for 1,000,000 tons dwt.

In addition to the three dry docks, there will be eleven berths and five moorings for handling all types of repair fabrication and maintenance work. The agreement for the construction of this complex was signed in September 1973, and when fully operational the facility is expected to employ about 4,000 people.

**CUSTOMS ALLOWANCES:** *Tobacco:* 1,000 cigarettes or 200 cigars or one kilo of tobacco. *Perfumes:* One litre of toilet water (Eau de Cologne) and not more than 150 grams of perfume. *Currency:* Unlimited. *Alcoholic Liquor:* 1½ litres of wine and 1½ litres of other alcoholic beverages provided that the arriving passenger is a non-Muslim.

**CONSULS:** The British Embassy, the Kuwait Embassy, the Indian Consulate and the Pakistan Consulate.

**REPAIRS:** Fully equipped engineering workshops capable of carrying out fairly extensive repairs available.

**DRY DOCK:** See "Developments".

**REPATRIATION:** Official signing-off and signing-on can be made only for British flag vessels as no other country represented in Dubai. However, crew change can be effected through Agent. Arriving or departing crew do not require visas but must hold valid Seaman Books. The Seaman Book will substitute the visa which otherwise is compulsory.

**AIRPORT:** Regular international scheduled flights. Also domestic flights within Gulf area.

**TIME:** GMT plus 4 hours.

**HOLIDAYS:** Every Friday which is Muslim Sabbath. Banks closed on this day. During the year there are the following Idd Holidays: Idd al Adha (about end February); New Year's Day (19 March); Idd al Fitr (about beginning December). Holidays shift according to the Muslim Year.

**SHORE LEAVE:** Officers and crew may come ashore during daylight hours for shopping and recreation. They shall then carry a valid passport, ID-card or Seaman Book, which will be placed at the Immigration Office when landing. The passport, ID-card or Seaman Book will be returned upon returning to ship. No alcoholic beverages allowed to be brought ashore.

**GENERAL:** Dunnage – not available. Heavy lifts – not available at anchorage. Shore cranes have lifting capacity up to 30 tons.

**LAUNDRY:** Available but about two–three days required.

**PROVISIONS:** Fresh vegetables, frozen stuff, bonded stores, etc., available. Requirements should be given immediately on arrival. (The liquor and beer prices are low.)

**SURVEYORS:** Lloyds.

**AUTHORITY:** Port and Customs Dept. Dubai Port Authority.

**AGENT:** Gulf Agency Co. (Dubai) Ltd. POB 2404, Dubai, Trucial States. Cables: "Confidence", Dubai. Tel: 31300. After office hours: 31549, 31367. Telex DB 448 (answer-back: "Confidence DB 448") Radio: Marine VHF radio, stand-by on Channel 16 (156,8 MHz) Callsign "Confidence, Dubai".

Operators of ship-servicing and supply organisation: Crew-changes, mail spares and/or delivery of provisions undertaken at sea without deviation to serviced vessel.

## FATEH TERMINAL (offshore Dubai). (See Plan)

Oil Loading Terminal of the Dubai Petroleum Company.

*Note:* All tankers loading Fateh Terminal cleared by Dubai Petroleum Company, taking care of all necessary documentation concerning cargo. DPC does not charge owners/operators for this service. However, for all other agency services DPC refers owners/operators to regular shipping agents in Dubai.

According present oil company regulations vessels not allowed receive any deliveries or any launch alongside while loading at Terminal. Deliveries of mail, spare parts and performance of crew changes will, therefore, take place at Terminal anchorage, Dubai anchorage, or at a rendezvous point.

Weather permitting, Fateh Terminal operates 24 hours a day, 7 days a week and provided berth not occupied, tankers will be berthed upon arrival, day or night.

**LOCATION:** Fateh Terminal consists of the crude oil production and export facilities of the Fateh and South-West Fateh Fields offshore Dubai, United Arab Emirates. The Terminal Limits are bounded by the following co-ordinates:

| | | |
|---|---|---|
| (1) | 25° 40′ N. | 54° 30′ E. |
| (2) | 25° 40′ N. | 54° 26′ E. |
| (3) | 25° 33′ N. | 54° 15′ E. |
| (4) | 25° 30′ N. | 54° 15′ E. |
| (5) | 25° 28′ N. | 54° 17′ E. |
| (6) | 25° 28′ N. | 54° 30′ E. |

Within this area the anchoring of vessels is prohibited and the Terminal Safety Regulations have effect.

**NAVIGATIONAL AIDS:** Both SPMs are fitted with a white light flashing the Morse letter "U" every 30 seconds visible for a distance of 5 miles.

The three submerged oil storage tanks, platforms, bridges and production units exhibit lights flashing "U" in Morse and are also equipped with foghorns sounding "U" in the Morse Code every 30 seconds. Various working lights are also shown.

The two oil storage vessels Majmaa I and Majmaa II are fitted with a white light flashing the Morse letter "U" every 30 seconds visible for a distance of 5 miles.

Each vessel is also equipped with a continuously operating foghorn sounding the letter "U" in Morse at intervals of 30 seconds.

The Central Production and A Platforms exhibit lights flashing "U" in Morse and a foghorn every 30 seconds sounds the letter "U" in Morse.

Various working lights are also shown from the well platforms within the area. All are fitted with a white light flashing the letter "U" every 30 seconds.

Each well platform is fitted with foghorns sounding "U" in Code every 30 seconds.

Four flares in position:

| | | |
|---|---|---|
| (1) | 25° 35′ 50″ N. | 54° 25′ 50″ E. |
| (2) | 25° 35′ 56″ N. | 54° 25′ 20″ E. |
| (3) | 25° 35′ 48″ N. | 54° 25′ 18″ E. |
| (4) | 25° 29′ 44″ N. | 54° 18′ 29″ E. |

give an orange light which may be visible at a great distanc the Terminal, depending on atmospheric conditions, in additio flare structures show a white light flashing "U" in Morse ev seconds visible for 5 miles.

Numerous small unlit buoys for the use of working craft ma encountered within the Terminal area.

**APPROACHES:** On approaching Terminal, Masters of inco tankers should head for Anchorage Area (see "Anchorage") w under normal conditions, their vessel will be boarded by a Mooring Master.

**ANCHORAGE:** An area immediately East of Terminal Limi designated as the Anchorage Area, centred on position as fol

25° 36′ N.
54° 31′ E.

This co-ordinate represents the centre of a circle with a radi approximately one mile which must be used by vessels requiri wait at anchor. Anchoring within the Terminal limits is strictly hibited. For reference purposes, the anchorage area bearing Port Rashid (Dubai) Light is 298° true, distance 44·6 miles and Jazirat Sirri Light 187.5° true, distance 17·5 miles.

If a tanker is not scheduled to berth on arrival (e.g. another is in the berth, or the port is closed on account of adverse we conditions, etc.) Masters will be advised by radio and requeste anchor.

**FACILITIES:** For the export of crude oil two single point moo buoys have been installed in positions:

(1) 25° 35′ 12.6″ N.
54° 25′ 46.3′ E.
Bearing 261° true 4·8 miles from anchorage.
(2) 25° 35′ 12.6″ N.
54° 24′ 35.0″ E.
Bearing 262° true, 5·7 miles from anchorage.

**READINESS:** After arrival at the Anchorage Area and whe tanker is ready in every respect to load, the Master may tende Notice of Readiness.

Notices of Readiness will be accepted provided one or other following events shall have transpired:

(*a*) The Master shall have received the Mooring Master on b or;

(*b*) The Master shall have dropped the anchor in the Ancho Area.

*Port closed:* Notices of Readiness will not be accepted d periods when the port is closed. The port is "closed" whe weather is such that it is too rough for incoming tankers to The decision regarding the opening and closing of the port wi with the Fateh Terminal Superintendent or his Deputy.

*Order of Berthing:* Vessels will normally berth in order of arri

**DOCUMENTS:** *Documentation and ship's agency:* In the no course of events, DPC acts as tanker Agent and prepares all oil loading documents. For these services no charge is made.

*Early Departure Procedure:* At the Master's discretion. In ord expedite turn-round of vessels in this port and avoid undue d caused by weather or other circumstances, Masters of vesse arrival are requested to sign blank cargo documents.

Normally, completed cargo documents required by the Maste be placed on board prior to sailing. If this is not possible wi incurring undue delays, the relevant documents will be airmaile the Master to await the vessel's arrival at her discharge port.

The official cargo, i.e. quantity loaded, will be transmitted by whilst unmooring. In the event of a dispute, the receipt of a Let Protest will be acknowledged by the Mooring Master. Any pro by the Master concerning the quality of cargo should be made b departure and any resulting investigation should be made befo vessel sails.

*Outward Clearance:* A tanker will be considered clear to d Fateh Terminal when the crude oil loading documents have delivered to the Master, or in the case of early departure, clea will be given through the Mooring Master.

*Mail:* Official ship's mail and crew's personal mail will be ha and shipowners debited accordingly.

**PILOTAGE:** Pilotage is compulsory within the Terminal li Vessels to be moored at Fateh Terminal will be boarded by a Mooring Master in the Anchorage Area. The Mooring Maste advise the ship's Master on approaches to the SPM, moorin unmooring, connecting and disconnecting hoses and all operations within the Terminal area including all manoeuvring vessel. The Master or one of his qualified deck officers must the bridge at all times while the tanker is being manoeuvred.

The services of a Mooring Master are provided without ch upon the express understanding and condition that whe Mooring Master furnished by DPC goes aboard a vessel fo purpose of assisting such a vessel, he becomes for such pur the servant of the owners of the vessel and DPC shall not be for any damage or injury resulting from the advice or assis given or made by such Mooring Master while aboard or in the of the assisted vessel.

**MOORING:** *Preparation for Mooring:* Vessels are requested to pilot ladder, hoist and/or accommodation ladder safely and se rigged for immediate use and long enough to meet the Mooring Master's launch. Vessels will provide a lee for the Mooring Master on the port side both when boarding and leaving.

For vessels with a freeboard of 40 ft. or more, the accommodation ladder shall be rigged out, lowered down so the platform is not more than 10 ft. from the water level and a short pilot ladder rigged to cover the access to the platform.

Tankers are requested to have ready on the forecastle head the following:

(*a*) 2 towing ropes, polypropylene if possible.
(*b*) 2 messenger ropes, minimum lengths of 300 ft.

Tankers are requested to have ready on the port side amidships the following:

(*a*) Derrick rigged and ready to pick up from a launch.
(*b*) Mooring shackles.
(*c*) Wire strops and hose connection gear.

*Securing of the Terminal's Nylon Ropes:* On the near approach to the buoy, a launch will attach a ship's line to one of the Terminal's floating nylon ropes. This will be hove aboard and secured to the towing bracket if the ship is so fitted, or otherwise secured by a ship's or Terminal mooring wire previously passed aboard. The same operation will be repeated with the second nylon rope.

**LOADING:** *Lifting Hoses:*

SPM I: Two 16 in. diameter hoses will be lifted by ship's gear on the port side. Each lift is five tons.

SPM II: Two 16 in. diameter hoses will be lifted by ship's gear on the port side. Each lift will be seven tons.

The hoses shall be hoisted and connected by ship's crew. The Mooring Master will advise the ship's officer in charge concerning lifting techniques.

*Sundry Hose Connecting Equipment:* Tankers shall be equipped with the necessary blocks, tackle, wrenches, gaskets, bolts, nuts, etc., to efficiently effect the hose connection.

*Flange sizes:* 16 in.–12 in. reducers will come on board the tankers with the mooring gear thus enabling tankers with either 16 in. or 12 in. ASA 150 lb. flanges to connect directly to the Terminal hoses. Flange size 16 in.–12 in., 16 in.–10 in. reducers with ASA 150 lb. flanges are available if required to enable tankers with 12 in.–10 in. manifold connections to connect to the Terminal hoses.

*Communications During Loading:* (See Radio.) All communications relative to the loading of the vessel shall be routed through the Mooring Master who will remain in contact with the Production Platform constantly via portable VHF units. In case of temporary breakdown of the portable VHF circuit, contact may be continued on International Marine Channels 16, 14 or 8 if the vessel is so fitted.

*Failure of Communications:* Should communication with the Production Platform fail, loading will cease.

*Emergency Shut down:* An emergency cessation of loading may be effected by the ship's VHF Channel 16.

*Loading rate:* At SPM No. 1 the maximum loading rate will be 40,000 barrels per hour. At SPM No. 2 the maximum loading rate will be 100,000 barrels per hour.

**RADIO:** *Communications with DPC:* Cable Address: Dupetco, Dubai. Telex: DB 423.

*Initial Communication:* Initial communication between ships and DPC should be via Bahrain Radio (call sign GOU) which operates on a 24-hour basis.

*Communications within 60 miles of Terminal:* Once ships are within about 60 miles of Fateh Terminal communication may be established by radio telephone on International Marine VHF Channel 16 (156·8). This frequency is monitored continuously. Once contact has been made on Channel 16, further conversation should be conducted on either Channel 14 (156·7 mc), Channel 13 (156·65 mc), Channel 12 (156·60 mc), or Channel 8 (156·40 mc).

*Communications after DPC Mooring Master has Boarded:* A DPC Mooring Master will board incoming tankers in the anchorage area and will bring with him portable VHF radio telephone units From that time onwards all communications between ship and platform will be conducted by the Mooring Master via the portable VHF units, unless owing to failure of portables it is necessary to revert to mains VHF Channels

*Advice of Tanker Arrivals:*

*Initial Estimated Time of Arrival (ETA):* When a tanker bound for Fateh Terminal is within 72 hours of arrival at Fateh Terminal, the Master should notify DPC by cable via Bahrain Radio giving the following information:

(*a*) Name of tanker.
(*b*) ETA in GMT (Dubai time is GMT+4 throughout the year).
(*c*) Quantity of cargo required.
(*d*) Maximum loading rate.
(*e*) If the ship's hose connections are different from 16-in. or 12-in. standard ASA 150 lb. type, the size should be stated.

*Subsequent ETAs:* Section (*a*) and (*b*) of the above message should be repeated via Bahrain Radio when the tanker is within 24 hours and again when within 12 hours of arrival at the Fateh Terminal.

Unreasonably insufficient or inaccurate ETA messages may alter the order of berthing of ships to the disadvantage of those ships giving sufficient and accurate ETA messages.

*Radio Telephone Communication when Approaching Fateh Terminal:* When about 60 miles off the Terminal contact may be made by radio telephone on International Marine VHF Channel 16, and communications should continue via this method until a DPC Mooring Master boards.

**BALLAST:** *Precautions Regarding Pollution:* It is the responsibility of the ship's Master to see that no crude oil (or bunkers', diesel or bilge) or dirty ballast is pumped or spilled overboard from his ship whilst in the area. Drip pans should be used, especially when disconnecting hoses in order to prevent spillage overboard.

*Scuppers to be Plugged:* Before loading commences, all overside scuppers shall be made oil-tight.

*No facilities for Receiving Dirty Ballast:* At Fateh Terminal there are no slop tanks or facilities for receiving dirty ballast. Tankers must arrive with clean ballast. In the event a tanker does have dirty ballast it will not be allowed to be pumped overboard. The dirty ballast will be collected into one tank, measured and left aboard.

*Discharging Ballast at Night:* During the discharge of ballast in darkness, the sea shall be adequately lighted in the area of discharge.

**MEDICAL:** At Fateh Terminal medical and dental services are not available. In emergencies requiring hospitalisation, the patient will be taken by boat from the tanker to the production platform, hoisted to the upper deck of the platform and flown by helicopter to Dubai. The shipowner will be charged for all expenses incurred.

**FUEL:** Bunker "C" is available at the Fateh Terminal Anchorage from an awaiting bunkering tanker, providing sufficient notice has been given. Arrangements should be made through local shipping agents in Dubai.

**GENERAL:** The following are not available at Fateh Terminal: fresh water; stores; boats for hire; repair facilities; facilities for changing ship's crew.

There is no shore leave.

**AGENT:** Gulf Agency Co. (Dubai) Ltd., POB 2404, Dubai, U.A.E. Cables: "Confidence", Dubai. Tel. 31300, after office hours 31549, 31367. Telex: 448 (answerback: "Confidence DB448").

VHF Radio: standing by on Channel 16 (156·8 mHz) communicating on Channels 14, 12 or 6, call sign "Confidence Dubai".

SSB Radio: standing by on 6910 mHz lower side band, communicating on frequencies 3539, 6910 and 7010 mHz. Call sign "Confidence Dubai".

## JEBEL DHANNA, Abu Dhabi: 24.11 N. 52.38 E.

**FLAG:** See "Mina Zayed".

**APPROACHES:** (*Inward Passage*).

Outer Route between Jazirat az Zarqa and Ghasha Tower Beacon marked by two light floats and four buoys. The two light floats are both port hand marks, and the buoys starboard hand, as indicated by shape, colour and light characteristics. Depths along route vary and shown on chart.

Inner Channel, from Ghasha Tower to berths at Jebel Dhanna marked by 21 light buoys. Least depth in this channel is 46 ft. and minimum width of 800 ft. between Nos. 7 and 10 buoys.

(*Outward Passage*)

After clearing berth an outward bound vessel should steer to pass midway between Nos. 13 and 20 buoys, leaving Alaq Island to starboard. From Nos. 13 and 20 buoys the same track is followed as for inward passage.

**DOCUMENTS:**

2 Crew Lists.
2 Passenger Lists.
2 Manifests.
1 International Maritime Declaration of Health.

**READINESS:** Vessels calling at Jebel Dhanna terminal tender their notice of readiness on arrival at Gasha pilot station while awaiting for Pilot and/or berth. Even though Masters tender their notice of readiness on arrival at Gasha pilot station over radio, the Form of Notice of Readiness will be supplied to Masters when the Pilot/mooring master boards the vessel and the Master can put his arrival time as the time "*notice of readiness tendered*". The Pilot/mooring master is physically receiving the notice of readiness on behalf of the oil company at the time he boards the vessel, and he inserts the time as "*notice of readiness received*". However, the oil company is recording the actual time of Master's tendering time in the loading time-sheet, and the same time will be considered as vessel ready to load from that time.

**EARLY DEPARTURE PROCEDURE:**

A. Early Departure Procedure is presently in effect at Jebel Dhanna.

B. This procedure will be offered to Masters on a voluntary basis but will exclude voyages of less than ten days' duration.

C. Official declaration indicating acceptance/non acceptance will be signed by the Master on arrival.

D. If EDP is requested, Bill of Lading and Manifest will be prepared in advance except for cargo figures and be presented to Master for signature. Master may authorise Agent to sign all other documents on his behalf.

E. Bills of Lading and Manifest will be retained on board as indicated by documentation.

F. On completion of loading, the Terminal will endeavour to present completed cargo documents on board prior to sailing. In the event that the vessel sails before documents are completed vessel to maintain continuous radio watch after sailing, until cargo loaded quantities have been passed to the vessel by the Agent via Bahrain radio. Advice of cargo loaded quantities should be transmitted to the vessel within two hours of sailing, and the quantities so advised should be inserted on Bills of Lading and Manifests.

G. In case of disagreement on Cargo figures, Master may authorise Agent to serve an official Letter of Protest.

H. All ship's documents, sent to London office under this procedure must be endorsed "EDP applied".

This procedure is used by all vessels loading at Jebel Dhanna terminal, but the oil company pointed out that a very limited use of this procedure is actually made inasmuch as all ship's documentation is generally put on board by the time a vessel has disconnected hoses, unmoored and is ready to sail.

**PILOTAGE:** Give 48 hours notice of ETA, etc., to Agent via Cable and Wireless, Bahrain. On confirmation of ETA on VHF Channel 16 either to "Jebel Dhanna Radio" or "Jebel Dhanna Pilots", Pilot will meet and board inward bound ship to West of Gasha Tower Beacon on request and will conduct through Inner channel to berth. Pilots act in same capacity as Mooring Masters in berthing vessels, after which they supervise raising of flexible hoses and connection to ship's manifold. Pilots disembark off Ghasha Tower outwards.

**TIDES:** In outer approaches, i.e. from Zarqa to Ghasha Tower, tides almost purely diurnal, but semi-dirunal effect becomes more evident as Dalma is approached and is (comparatively) most marked at Jebel Dhanna. However, this semi-diurnal effect not of great significance and for all practical purposes it can be taken that there is only one high water and one low water per day throughout length of approach and at Jebel Dhanna, but times of high and low water at various control points are not coincident.

High water at 01 buoy occurs on average about 1½ hours before high water at Jebel Dhanna, but differences may be from about ½ hour up to 2½ hours.

*Tidal Streams.* In berth area, streams generally do not exceed ½ knot and are predominantly confined to S.E. and S.W. quadrants. In outer approaches, streams appear to attain a maximum of 1 knot approximately along line of route, but this information should be regarded with caution as it depends on limited observation.

**ANCHORAGES:** If berth not available, or if ships cannot sail immediately after loading, they can anchor in an area South of Buoys Nos. 13 and 20 and North of Berths. This area marked by No. 15 buoy to West, No. 22 buoy to East and by berths to South. Alaq Island lies in the middle of this area and is marked by two buoys No. 17 and N. Alaq and by S. Alaq Beacon.

**RESTRICTIONS:** Vessels must receive clearance from Jebel Dhanna Terminal to enter channel. This is to ensure that all outward-bound vessels are aware of traffic movements in channel. Mooring, loading and unmooring carried out by day and night.

**MAX. SIZE:** (Also see "Berthing"). Maximum length: 1,100 ft.; Maximum breadth: 180 ft.

*Note:* Draught of laden tankers leaving Jebel Dhanna controlled by depth in Inner Channel between Nos. 7 and 10 Buoys. This is 46 ft. below Chart Datum and Zero of predictions. An allowance of 3 ft. under keel is considered sufficient for vessels to up 100,000 tons. 4 ft. required for vessels in excess of 100,000 dwt., and 5 ft. for vessels over 225,000 dwt.

**EQUIPMENT:** Port and Starboard anchors to be fitted with anchor buoys and sufficient line to facilitate recovery of anchor in the event of loss.

Four good mooring lines of not less than 150 fathoms each and of a suitable size for the vessel. Two additional 150 fathoms lines securely tailed to the first lines for occasions where 150 fathoms may not reach the stern buoys initially.

For vessels of 50,000 dwt and larger, powered mooring winches with 200 fathoms wire mooring rope are recommended.

Suitable new rope stoppers to be available forward and aft.

Two good stoppers for use on 5½ in. circumference wires. Preferably patent carpenter's stoppers.

Two good boat ropes 4½ in. circumference of at least 200 ft. long.

A clean, safe pilot ladder of adequate length battened so as to prevent turning. A suitable line to be ready for hauling gear on board, such as hose clamps, reducers and elbows. A lifebuoy should be placed handy to this ladder.

Tankers of 40,000 dwt and over should have rigged, when in ballast, an accommodation ladder lowered to about 12 ft. above water This can be adjusted to suit the conditions. A pilot ladder should be rigged immediately abaft the accommodation ladder, to within 2 ft. of the water. This will enable the Pilot and others when the vessel is moored to ascend the pilot ladder clear of the launch and then step on to the lower platform of the accommodation ladder.

**HEALTH:** International Maritime Declaration of Health. In case of suspected disease Agent to be informed on VHF Channel 16. Smallpox and cholera inoculation required.

**RADIO:** Cables to Agent, Receivers, etc., should be sent via "Bahrain Radio". When vessels within range they should confirm ETA on Channel 16, 156·8 mc/s to either Jebel Dhanna Terminal Call Sign "Jebel Dhanna" or Jebel Dhanna Pilots call sign "Jebel Dhanna Pilots"; ship's Agent in Jebel Dhanna also equipped with Channel 16.

**TUGS:** No tugs available.

**BERTHING:** Berthing is by mooring to 2 anchors and stern buoys. Arrangements in advance by contacting Jebel Dhanna Pilots on Channel 16.

Berths are approached on W.S.W. course passing S.E. of Alaq Island. Leading lights have been established which will lead ships on the line of the two anchors when in berth. A small marker buoy has been established to assist the Mooring Master in placing starboard anchor in correct position. Vessels berth heading N.W. Holding ground good. Bottom consists of clayey silt.

*Sea Line Loading Berths.* Four sea-line berths Nos. 1, 2, 3 and 4. Nos. 1 and 2 supplied by single 36-in. lines, and Nos. 3 and 4 supplied by 42-in. lines, each terminating in a header which passes under vessel in berth.

| *Berth* | *Draught acceptable* | *Approximate deadweight acceptable* | *Maximum loading rate* | *Strings of flexible hoses* | *Length of sea line* |
|---|---|---|---|---|---|
| No. 1 | 45′ | 83,000 | 6,000 t.p.h. | Two 12″ | 16,269′ |
| No. 2 | 46′ | 85,000 | 6,000 t.p.h. | Two 16″ | 16,427′ |
| No. 3 | 49′ | 90,000 | 11,000 t.p.h. | Four 16″ | 19,000′ |
| No. 4 | 49′ | 90,000 | 11,000 t.p.h. | Four 16″ | 17,000′ |

* Deadweights shown for vessels loading full cargoes. Part C goes may be greater. Nos. 2, 3 and 4 Berths can accommod 250,000 dwt. tankers.

Depth of water available in berth, and swinging circle, after deducti 6 ft. for height above sea bed of sea line end cradle is as follow No. 1 Berth, 51 ft.; No. 2 Berth, 52 ft.; No. 3 Berth, 55 ft.

Swinging circle defined as 1½ ship's lengths from dropping po tion of ship's inshore anchor.

With 3 ft. under keel general limitations as follows:

(*a*) Ships drawing 44 ft. may sail at any time on any day.
(*b*) Ships drawing 45 ft. will rarely have to use tides.
(*c*) Ships drawing 46 ft. will usually have to use tides.
(*d*) Ships drawing 47 ft. will *always* have to use tides.
(*e*) Ships drawing 48 ft. will *occasionally be neaped.*
(*f*) Ships drawing 49 ft. will be neaped 276 days ± per year. The b months are June, July and August.

Seaward ends of pipelines, terminate in 12 in. or 16 in. flexi hoses, there being four such strings of hoses at each berth. T taken up on each side of vessel.

Additional information obtainable from Jebel Dhanna Pilots Channel 16 prior to vessel's arrival.

**HOSES:** Derricks or cranes must be capable of lifting a str of hoses from the sea-bed to a height of 30 ft. above the deck. F lifting 16 in. diameter hoses, the lifting gear should have a S of not less than 10 tons and for 12 in. diameter hoses a SWL of less than 5 tons.

Gear should be rigged on both sides of the vessel in order to hoses on either side or both sides simultaneously as required.

It may be convenient to handle blank flanges, reducers, etc., w the derrick or crane. Reducers or adaptors should be bolted to ships flanges, so as to take 12 in. or 16 in. hose as may be necessa

*Note:* Where a vessel has two or more loading connectio those used should not be less than 7 ft. apart.

Hose Hang off bitts are required at about 10 ft. from the ship rail at the loading manifold to secure the submarine hoses on bo sides.

**LOADING:** Crude oil SG 0·8250/0·8340. API 38/40. The oil load stream of the ship is controlled on shore and it is extremely dang ous if a ship's valve is closed against the flow of oil.

Particular care must be exercised by ship's personnel, towar completion of loading, in the "topping off" tanks to ensure that Terminal is given timely advice of any reduction in loading rate quired. Adequate "stand-by" notice should be given before the fi "stop". To prevent excessive pressure from surge on ship/sho connections, ship valves should be closed slowly.

The Terminal facilities at Jebel Dhanna have been designed that tankers can be loaded by gravity at rates up to 6,000 tons hour in Berths 1 and 2 and 11,000 tons per hour in Berths 3 and 4

**BALLAST:** No facilities for disposal of slops or dirty ballast.

When a vessel enters port waters in ballast, the ballast water overside discharge must be clean and a declaration signed by Master and delivered to the representative of the Terminal to effect. Ashes, oil, oily water or other refuse must not be discharg overboard in port waters. Vessel's scuppers must be effectiv plugged and leakage or spillage of oil aboard ship must not be sw or washed overboard whilst in port waters.

It is essential that vessel is adequately ballasted to ensure s handling and manoeuvring. Please comply with the Mooring Maste requests as to ballast quantity and disposition.

Jebel Dhanna is an open roadstead and subject to sudden chang in weather. On occasions it is of great advantage to commence lo ing whilst discharging ballast or prior to completely deballast to avoid having the vessel in a flying light condition.

**DEVELOPMENTS:** The pumps for loading have been insta and commissioned towards the end of 1972. Also, one Product Station will be commissioned during the next year.

During 1973 a fourth berth will be constructed in addition to t existing three, and is scheduled to be in operation on 1st Janu 1974.

**DENSITY:** Specific gravity 1·031.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**FIRE PRECAUTIONS:** As laid down in the Abu Dhabi (Por Jebel Dhanna) Regulations 1967. Also IOTTSG Safety Guide.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**CUSTOMS ALLOWANCES:** Tobacco: No restrictions in qu tity on board but must not be conveyed ashore or from one vesse another without appropriate written permit from Customs Auth ties and Port Officer. Wine and/or Spirit: Conveyance of alcoh liquor from any vessel to the shore or from the shore to any ves or from one vessel to another, prohibited without appropriate wri permits from Port Officer and Customs Authorities.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** None.

**REPAIRS/DRY DOCKS:** No facilities.

**REPATRIATION:** With sufficient notice, Agents will assist in repatriation. Valid Seamans Book essential. If urgent, via Abu Dh but facilities are limited and if possible crew changes should made at other ports.

**AIRPORT:** One mile distant, small air strip owned by Abu Dh Petroleum Company for private use. Nearest International Air is Abu Dhabi the capital of the State.

**TIME:** Local time GMT plus 4 hours. No alterations made to cl during year.

**MEDICAL:** A male nurse can occasionally be obtained fr LAMNALCO, the piloting company, upon request of ship's Ag but in case of extreme emergency an aeroplane can be chart from Bahrain or Abu Dhabi to pick up the patient at Jebel Dhanna for transfer and treatment in Abu Dhabi, Bahrain or Dubai.

**POLICE/AMBULANCE/FIRE:** No Fire or Ambulance facilities available.

The Abu Dhabi Defence Force, Oilfield Security Section maintains a police post at Jebel Dhanna and is responsible to act in case of accident or other emergency, whether ashore or in territorial waters.

**TELEPHONES:** None.

**SERVICES:** None.

**SHORE LEAVE:** Crews not allowed ashore.

**REGULATIONS:** The Abu Dhabi (Port of Jebel Dhanna) Regulation 1967.

**AUTHORITY:** Port Officer, Jebel Dhanna, c/o Abu Dhabi Petroleum Company Ltd., PO Box 270, Abu Dhabi, Arabian Gulf.

**AGENT:** National Shipping Gulf Agency Co. (Abu Dhabi) Ltd., Jebel Dhanna. Cables: "Confidence Abu Dhabi". Tel.: Jebel Dhanna Hotel. Radio: Marine VHF radio, stand-by Channel 16 (156·8 mHz) call sign "Confidence Jebel Dhanna".

## MINA ZAYED (Abu Dhabi): 24.29 N. 54.20 E. (See Plan)

**COURTESY FLAG:** Vessels calling at ports in the State of Abu Dhabi should fly the flag of the United Arab Emirates as a courtesy flag, and *not* the flag of the State of Abu Dhabi.

**DOCUMENTS:** Eight copies of Cargo Manifest are required, with full cargo particulars, such as Bill of Lading number, marks/numbers, description, weight and measurement. It is essential that all this information is given on the manifest for each consignment, and the manifests should reach the Agent prior to arrival of vessel in order to be submitted to the Port/Customs Authorities 48 hours before the ship is berthed.

Also stowage particulars should be given in full in order for Agent to advise the Port Authorities the equipment and labour required for efficient handling of the vessels.

**REGISTRATION:** The Ministry of Communication, Ports Department, Abu Dhabi, have issued the following information regarding the registration of vessels for berthing at Abu Dhabi:

"As from the 8th May 1973 ships may register themselves with the Port Authority and then decide, if they wish to proceed to another port reporting back on the given approximate date of berthing.

"Ships with any tonnage of cargo may register subject to proof being given to the Port Authority that the Abu Dhabi cargo is immediately available.

"As the registration of ships is a new procedure at this port, the Port Authority reserves the right to impose or alter any restrictions that may be found necessary in the light of the practical experience gained in its operation.

"Furthermore, only an approximate date of berthing can be given until such time as the port is fully supplied with its cargo handling equipment, and the Port Authority cannot be held responsible for any delays that may occur after the vessel's return, although every endeavour will be made to keep the agencies fully informed of the situation."

**PILOTAGE:** Pilotage into Mina-a-Zaid compulsory, but not to the outer anchorage situated in the area around position 24° 34′ N. 54° 19′ E.

Ships should wait for Pilots in the area stated above and not enter the channel unless instructions to the contrary are given, and hoist the international pilot signal.

Ships should have ready an efficient pilot ladder complying with the international convention of safety of life at sea and properly lit at night. Ships should afford the Pilot a good lee.

**RESTRICTIONS:** Port and starboard hand buoys have been established marking the new channel approaches to Abu Dhabi Harbour. The channel is dredged to 31 ft. and is 500 ft. wide.

In the first instance and until further notice, ships will only enter or leave during daylight hours. Max. draft 32 ft.

**ANCHORAGE:** Position 24.27 N., 54.17.6 E., 4½ miles off shore. Depth at anchorage about 5–6 fathoms. Holding ground good but anchorage exposed to North and Westerly winds when precautions to be taken against anchor dragging.

**RADIO:** Ships should inform their Agents, 48 hours prior to arrival, of their ETA and draft, and confirm 12 hours before arrival. They should also contact "Abu Dhabi Pilots" on VHF Channel 16 earliest possible, with the above information.

**TUGS:** It is a requirement that two tugs are required on every ship when berthing and unberthing at this port. Any reduction in this number will be solely at the discretion of the Pilot.

**BERTHING:** Anchors and mooring ropes and wires should be ready for making fast before entering.

There are six berths each of 600 ft. length with depth of 32 ft. at five of the berths and 34 ft. at the other berth.

Tower crane for discharging available.

Presently there are 15 mobile cranes of sizes varying from 5 tons capacity to approx. 40 tons capacity and these are now used on the lighterage wharf as well as in the storage area.

6 electric cranes are now available 5×5 tons 1×10 tons.

Port Authority are purchasing ample cargo equipment which is now arriving in batches as delivery and shipping space avail.

**STEVEDORING:** Arranged through Agent. Labourers work under direct supervision of vessel and her officers. Stevedores do not accept any responsibility for loss or damage to cargo, nor for stevedores' damages to vessel. One gang consists of 2 Serangs, 1 Tindal 2 winchmen and 15 labourers. Local custom proclaims that ship's responsibility for cargo ceases only after cargo landed ashore. No special regulations for dangerous cargoes but vessels having such cargoes aboard expected anchor at safe distance from other ships at anchorage. Vessels carrying cement must lighter cargo from anchorage. No floating-cranes for heavy lifts but mobile crane of 45 tons capacity available for hire on shore work.

Official port working hours are from 0700 to 1900 from Saturday to Wednesday, on Thursday from 0700 to 1500 only, and Friday as the week-end holiday. Normal working hours for stevedore labour are from 0700 to 2230.

Discharging rates are presently: Generals 60/80 tons per day/per hook; pipes 120/150, and bagged cargo 80/100; but are to be improved as result of increased cargo-handling facilities.

**MEDICAL:** Fully equipped Government Hospital. Qualified personnel, and most medicines available.

**TANKERS:** See "Das Island" and "Jebel Dhanna".

**FRESH WATER:** Available at all berths in moderate quantities as availability of distillate plants permit.

**FUEL OIL:** Diesel oil and gas oil is expected to be available by barge by the end of the year (1974).

**LAUNDRY:** Reasonably good laundries available at moderate rates.

**PROVISIONS:** May be arranged subject 48 hours notice to Agent.

**AIRPORT:** Regular scheduled international flights, also domestic flights within Gulf area.

**TIME:** GMT plus 4 hours.

**HOLIDAYS:** Friday is weekly holiday. Otherwise usual Muslim holidays observed. Cargo work generally not affected by holidays.

**SHORE LEAVE:** Not generally encouraged, but if Masters notify Agent names of crew wishing to go ashore a permit can be obtained from Immigration Department. Absolutely necessary that every crew member be in possession of valid seaman's book.

**CLEARANCE:** Port clearance must be obtained prior to departure.

**AUTHORITY:** Govt. of Abu Dhabi, Port Department.

**AGENT:** National Shipping, Gulf Agency Co. (Abu Dhabi) Ltd. POB 377, Abu Dhabi, Trucial States. Cables "Confidence", Abu Dhabi. Tel. 43008/9. Radio: Marine VHF radio, stand-by on Channel 16 (156·8 mHz). Call sign "Confidence, Abu Dhabi". Telex, AH-248-Gacship.

## MUBAREK TERMINAL: 25.49 N. 55.11 E.

**LOCATION:** The Mubarek Oil Terminal is situated off the island of Abu Musa, and is under the jurisdiction of the Emirate of Sharjah and operated by the Crescent Petroleum Company.

**DOCUMENTS:**

*Customs:* One Crew List.

One Crew Declaration of Personal Effects (including cigarettes, etc.).

One Store List.

Six copies of Cargo Manifests for terminal discharge.

The copy of Cargo Manifest for transit cargo with a summary.

*Health:* The vessel should have a clean Bill of Health or equivalent document from the last port of call. The vessel's Master and all members of the crew shall possess international Certificates of Health showing valid Smallpox Vaccination Certificates. From time to time Cholera Vaccination Certificates may be required and it is, therefore, prudent that all crew members are in possession of valid Certificates.

*Police:* The police will require four copies of a crew list and a passenger manifest if any passengers are on board.

Crew Lists and Crew Declaration of Personal belongings must be on the approved Government Documents. Vessels are advised on their initial visit to the terminal to obtain sufficient forms for future visits.

Clearance from the last port of call will be required by the Government authorities.

**PILOTAGE:** Vessels to be moored, anchored or manoeuvred at Mubarek Oil Terminal will be boarded by Company Mooring Master in the close vicinity of the suggested anchorage area. Vessels must not enter the restricted limits of the terminal unless a Company Mooring Master is on board.

Ships are requested to have a pilot ladder safely and securely rigged and ready for immediate use and long enough to reach the Company Mooring Master's launch. A combination of pilot ladder and ships accommodation ladder so arranged that personnel can first use pilot ladder until part way up the vessel's side and then transfer to the accommodation ladder is recommended, especially on very large ships. A light line should be ready to take aboard the Company Mooring Master's portable radio. There should be adequate lighting at night. Vessels will provide a lee for the Company Mooring Master's launch when boarding and leaving.

The Company Mooring Master may require the vessel to anchor at any time he deems it necessary for the safety of the vessel or moorings or both or for infringement of the terminal regulations.

The Company Terminal Superintendent shall be the sole authority as to when the terminal is open or closed for normal working due to weather conditions.

**NAVIGATION AIDS:** A floating barge named *Baraka I*, 546 ft. long, used for storage of crude oil and for accommodation and headquarters of terminal personnel, lies permanently moored in position 25° 49′ 43″ N., 55° 11′ 49″ E. approximately 065° 6,000 ft. from the terminal's single buoy mooring. *Baraka I* is equipped with normal navigational warning lights and aids as required by convention.

A permanent fixed oil production platform, incorporating crude oil treating facilities, rises approximately 50 ft. above water at 25° 50′ 43″ N., 55° 11′ 49″ E., approximately 000° 6,079 ft. from the aforementioned *Baraka I*. Also a tripod drilling platform rises approximately 50 ft. above water at 25° 51′ 44″ N., 55° 12′ 55″ E., approximately 044° 1·7 miles from the production platform. Said structures are equipped with one clear light flashing "U" code on each corner and a fog horn operating two seconds on and 18 seconds off. A permanently fixed flare structure (tripod) rises 150 ft. (flare tip) above water at 25° 30′ 56″ N., 55° 12′ 00″ E., approximately 037°, 1,716 ft. from the oil production platform.

**READINESS:** Notice of Readiness will not be accepted as at time of arrival unless the vessel is in all respects ready to load. Arrival time will be considered the time the Company Mooring Master boards the vessel, or the time the vessel is within the approved anchorage area, whichever occurs first. Notice of Readiness is to be in English.

**ANCHORAGE:** An anchorage area diameter 6,000 ft. has been established with the centre in position 25° 46′ 45″ North, 55° 13′ 13″ East.

When arriving by day display flag "Q"; by night display Red Light over White Light for Quarantine Service.

**RESTRICTED AREA:** A restricted area of approx. 38 sq. miles has been established with a boundary formed by an imaginary line from:
(*a*) 25° 54′ 26″ North 55° 13′ 49″ East in a WSW direction to
(*b*) 25° 15′ 14″ North 55° 07′ 19″ East thence in a SSE direction to
(*c*) 25° 46′ 33″ North 55° 09′ 37″ East thence in a ENE direction to
(*d*) 25° 49′ 44″ North 55° 16′ 08″ East thence in a NNW direction to
the position above.

**HEALTH:** Customs, Federal Police and Immigration Officials will board the vessel as soon as possible after arrival to give inward clearance and "pratique" service.

**RADIO:** Initial communication by radio between ship and Crescent Petroleum Company should be via Bahrain Radio, call-sign "GOU", which operates on a 24 hours basis and by HF/SSB International Maritime Radiotelephone Service to Mubarek Oil Terminal.

Company Mooring Master will have sole control of radio installations during the period a vessel is manoeuvring or moored, and no radio transmissions will be permitted on board ship except by the express permission of the Mooring Master in each case, only the Mooring Master may transmit on Channels 12 and 6 during the period he is on board. He will have a VHF radio telephone with him.

Mubarek Oil Terminal Radio Station call sign "Crescent–2" particulars are as follows:

Operated by Crescent Petroleum Company, Sharjah, position lat. 25° 49′ 32″ North, long. 55° 11′ 49″ East.

*Frequencies*
2,182, 2,788·0, 4,139·5, 6,213·5 and 8,284·4 kHz.
Hours of operation: 24 hours per day.

Mubarek Oil Terminal Control Centre keeps continuous watch on VHF radio-telephone Channel 16. Vessel approaching the terminal should make contact on Channel 16 when the terminal will request her to switch to an alternate channel.

**TUGS:** The Company maintains launches to assist in mooring and unmooring vessels. These are under the direct supervision and control of the Company Mooring Master.

**BERTHING:** Vessels to load crude oil cargo will be normally accepted and berthed in chronological order of arrival provided such vessels have current nomination for cargo valid at the time of tender, carry clean ballast if any, and have cargo tanks in a fit condition to receive cargo. Also, they must be in all respects properly equipped and ready to moor. Should berthing be delayed on account of bad weather, vessels will keep their position in line.

Vessels required to leave the terminal area on account of bad weather should keep in contact with the terminal via the Company radio station at Mubarek Oil Terminal, call sign Crescent–2, in order that they may be available when the weather is fit for resumption of operations. The Company reserves the right to load vessels out of turn following the return of good weather, to the extent that such loading "out of turn" does not materially delay the loading of other vessels in line. Further the Company reserves the right to decline to moor a specific vessel if its condition or facilities are unsafe for mooring or loading even though the terminal may be open to other vessels.

The Company Terminal Superintendent's decision on this will be final.

**S.P.M.:** The single point buoy mooring berth (SBM), eleven metres in diameter and located in 163 ft. of water, is designed to handle tankships in the 350,000 dwt. class, but fitted at present with hoses for vessels of 250,000 dwt. ASA 150 pound flanged connections and one 20″ floating hose, reduced to 16″. Tanker Rail Hose for connection to export tanker's loading manifold, the length of hose being 940 ft.

Loading rates will be in the 40,000 barrels per hour range. The SBM is also provided with two permanently attached 18 inch circumference synthetic fibre floating mooring lines.

**EQUIPMENT:** Vessels must have suitable winches or capstans in good operating condition on the forecastle deck. Constant tension type winches may not be used except when they can be solidly locked and the constant tension feature not used.

All vessels should have ready messenger lines on forecastle head for bringing two mooring lines aboard from single point mooring (SBM).

Mooring winches on forecastle head for handling two 10 inch circumference synthetic fibre floating pick up lines from SBM.

Adequate chafing gear to prevent damage to mooring lines.

Adequate mooring bitts to secure mooring lines.

**HOSES:** After the vessel is securely moored the cargo hose will be hoisted on the port side. The berth is equipped with 1×16″ loading hose, the weight of the hose lift being approximately se and a half tons. Therefore, all lifting equipment and tackle sho have a safe working load of at least seven and a half tons. The ho is lifted by ship's gear and crew, and all connecting of the hose w be done by them. The lifting derrick, equipment tackle, etc., sho be topped off and ready on arrival. Terminal loading hose is fit with ANSI 150 pound flat face flange and ships should have adapte and fittings to enable this hose to be connected to the ship's ma fold. The Company Mooring Master advises the ship's personne hose lifting and connecting procedure; however, a deck officer mu be present and must direct the ship's crew in all handling. T Company Mooring Master may reject a ship for unsatisfactory ho handling.

Do not close valves against crude flow.

Emergency flow stop signal if all communications fail will be continuous sounding of the ship's whistle from either export tan or *Baraka I*.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**CONSULS:** Various consulates are located in Abu Dhabi a Dubai.

**REPAIRS:** No repairs, painting, etc., are to be made while berthin unberthing, or in the berth.

**CUSTOMS:** Cigarettes, cigars, tobacco, matches, spirits, win beers, perfume, arms, ammunition and possibly other items have be locked up under Customs seal from time of arrival of ship u time of leaving territorial waters.

**TIME.** Local time is GMT plus 4 hours throughout the year.

**SERVICES:** No supplies of any kind and no medical services (exce in case of emergency and subject to a doctor being available), other services are available at Mubarek Oil Terminal.

**SHORE LEAVE:** No shore leave is permitted.

**GENERAL:** *Light Dues:* The Middle East Navigation Aids Serv (MENAS) charges light dues according to the size of the vessel a the number of visits to the Gulf during the year. At the present ti these dues are charged at the rate of stg. £0·26 per 100 n.r.t.

*Positively no provision is made for dirty ballast:* Any ship arriv with dirty ballast will be rejected and all costs accruing therefr will be to the ship's account. Notice of readiness shall not be acce ted until vessel returns with clean ballast and tanks fit to rece cargo. She will on second arrival tender a new notice of readine to load.

**AUTHORITY:** Crescent Petroleum Company PO Box 211. Shar UAE. Cables "Crespet", Sharjah. Telex 5496 ("5496 Crespt SH")

**AGENT:** Gulf Agency Co. (Sharjah) Ltd. Cables "Confidenc Sharjah. Telex 5719 ("5719 Confid SH").

## MUBARRAS ISLAND, Abu Dhabi: 24.28. N. 53.22
## (HALAT AL MUBARRAS)

**FLAG:** All vessels calling at Mubarras are required to fly the na nal flag of The United Arab Emirates which is available from sh Agent.

**LOCATION:** Mubarras Island is located approximately Lat. 24° North, Long. 53° 22′ East, some 55 miles west of Port of Abu Dha United Arab Emirates, Arabian Gulf.

The Island constitutes export terminal of crude oil produce Abu Dhabi Oil Company Limited (Japan). Crude oil produced fr the Company's Mubarras oilfield is transported to Central Facili Platform (CFP) situated approximately 19 miles east northeast Mubarras Island by 4″ to 14″ flowlines, thence relayed by a transmission line to the Island. The Company has tank storage 1,548,000 barrels of crude oil on the Island.

Tanker loading is accomplished by means of a single-bu mooring (SBM) system installed about 8 miles offshore east of Island.

Average API Gravity of crude oil to be loaded is 38 degrees a flash point is below 35 degrees Fahrenheit.

**PORT LIMITS:** The port area of Mubarras and its approach cover the area bounded by straight lines connecting the follow points:

| | | |
|---|---|---|
| (a) | 24° 30.0′ N. | 53° 36.0′ E. |
| (b) | 24° 24.0′ | 53° 36.0′ |
| (c) | 24° 24.0′ | 53° 27.0′ |
| (d) | 24° 26.7′ | 53° 21.7′ |
| (e) | 24° 30.0′ | 53° 21.7′ |

Masters of all vessels entering the Port must follow instruct by the Company's Port Master as to approaches, anchoring, ber ing and unberthing.

**APPROACHES:** *Refer to M.E.N.A.S. Navigation Notices*

Buoys have been laid as follows to mark the channel leading to Oil Loading Terminal which is established at Halat Mubarras.

| *Buoy name* | *Latitude North* | *Longitude East* | *Buoy colour* | *Light character* |
|---|---|---|---|---|
| Mubarras Approach | 25° 01′ 00″ | 53° 37′ 80″ | Black | Fl. W. ev. 5 sec.<br>Fitted radar reflec |
| Mubarras Entry | 24° 53′ 50″ | 53° 28′ 40″ | Black | Fl. W. ev. 10 sec. |
| 1. | 24° 43′ 65″ | 53° 28′ 10″ | Black | Fl. W. ev. 2 sec.<br>Fitted radar reflec |
| 3. | 24° 38′ 55″ | 53° 32′ 05″ | Black | Fl. W. ev. 3 sec.<br>Fitted radar reflec |
| 5. | 24° 34′ 00″ | 53° 40′ 10″ | Black | Fl. W. ev. 5 sec.<br>Fitted radar reflec |

| | | | | |
|---|---|---|---|---|
| 6. | 24° 31′ 95″ | 53° 40′ 65″ | Red | Fl. R. ev. 2 sec. |
| 7. | 24° 31′ 95″ | 53° 40′ 15″ | Black | Fl. W. ev. 2 sec. |
| 8. | 24° 30′ 85″ | 53° 41′ 00″ | Red | Fl. R. ev. 5 sec. |
| 9. | 24° 30′ 35″ | 53° 40′ 50″ | Black | Fl. W. ev. 3 sec. |
| 10. | 24° 30′ 00″ | 53° 40′ 80″ | Red | Fl. R. ev. 3 sec. |
| 11. | 24° 27′ 35″ | 53° 38′ 10″ | Black | Fl. W. ev. 5 sec. |
| 12. | 24° 28′ 95″ | 53° 40′ 50″ | Red | Fl. R. ev. 5 sec. |
| 13. | 24° 26′ 45″ | 53° 36′ 65″ | Black | Fl. W. ev. 3 sec. |
| 14. | 24° 26′ 25″ | 53° 37′ 00″ | Red | Fl. R. ev. 3 sec. |
| 15. | 24° 26′ 00″ | 53° 33′ 05″ | Black | Fl. W. ev. 2 sec. |

In the section of the channel from the Approach Buoy to No. 5 buoy the depth reduces from 85 ft. to 55 ft. Between No. 5 Buoy and No. 14 buoy the channel requires to be navigated with care, the least depth being about 48 ft. with a least width between the paired buoys,

(a) No. 7 and No. 6
(b) No. 9 and No. 10
(c) No. 13 and No. 14

of about 3 cables. After passing Nos. 13 and 14 buoys the channel deepens to 50 to 55 ft.

**DOCUMENTS:**

2 Crew Lists.
2 Passenger Lists.
2 Manifests.
1 International Maritime Declaration of Health.

**PILOTAGE:** Pilot is provided by the Company free of charge at the request of vessel's Master based on express understanding and condition that he is aboard the vessel for purpose of assisting the Master and becomes, for such purpose, the servant of the owners of the vessel.

It is recommended that the Master of vessel calling at Mubarras for the first time requests Pilot to go on board the vessel for both inward and outward passage of the channel. The Pilot will normally board the vessel in the vicinity of No. 5 Buoy and will advise the Master on approaches to the berth and he will remain on board to act as Mooring Master and direct loading operations.

*Mooring Master:* The Mooring Master provided by the Company will undertake pilotage, mooring and unmooring of the tankers.

The Mooring Master shall board vessels to be moored at SBM in the anchorage area or in the vicinity of No. 15 Buoy. The Mooring Master will advise the Master of vessel on approaches to the SBM, mooring, unmooring, connecting and disconnecting hoses and all other operations within the port area. All manoeuvring of vessels within the port area shall be done only in accordance with the advice of Mooring Master, subject to the understanding that in all cases and circumstances the Master of the vessel shall remain solely responsible for the safety and proper manoeuvring of the tanker. Master or one of his qualified deck officers must be on the bridge at all times while vessel is being manoeuvred.

**ANCHORAGE:** The tanker anchorage is within 2 mile radius of lat. 24° 26′ 8″ N., long. 53° 34′ E. Depth of water varies from 15·5 to 18 metres (51 to 59·5 ft.). The sea bed all around the anchorage is coral with a few inches of loose sand. Holding is poor and a vessel is advised to pay-out at least six shackles of chain.

Vessels will be advised by radio of a suitable anchorage if above anchorage and the berth are not immediately available. Vessels shall not anchor or wait at the South area of lat. 25 N. without obtaining any information from the Port Master.

*Anchorage for Dry-cargo Ships:* Anchorage for dry-cargo ships is directed by Port Master by VHF radio.

*Prohibited Area for Navigation and Anchorage:* The area within 1·5 miles radius from CFP is prohibited for navigation and anchorage. No vessels shall anchor within the range of 1·5 miles from submarine pipe-lines.

**MAX. SIZE:** See "Approaches" – depth over shoal areas; also see "Tides".

**PRATIQUE:** Vessels arriving at Mubarras Terminal must carry the usual Bills of Health for ports visited on the voyage. Masters of vessels are requested to inform the Company if there is any person ill on board or if there has been sickness within the week prior to arrival.

Pratique is usually granted by Port Medical Officer through the Mooring Master or Agency Clerk.

**RADIO:** Tankers bound for Mubarras should advise their ETA and other information at least 72 hours before arrival, confirming the ETA again at least 24 hours before arrival.

Vessels may find it helpful to route their first message through Singapore, Bombay or Bahrain Radio Station. All cables should be addressed to the Company through ship's Agent.

The first message should be sent according to the following form, but any items which are the same with a recent previous voyage to this port may be omitted.

(1) ETA Mubarras.
(2) Last Port.
(3) Next Port.
(4) Deballasting time.
(5) Quantity of cargo required.
(6) Maximum loading rate.
(7) Diameter of cargo manifold.
(8) Distance from manifold to ship's side.
(9) Derrick capacity.
(10) Diameter of fairlead.
(11) Name of Master.
(12) Number of crew.
(13) Whether Pilot is required or not.

Radio Station in Mubarras Terminal Office.

Short-range communication to Mubarras Terminal Office can be made by calling "Mubarras Terminal" on VHF or SSB radio telephone. Vessels should inform the office with their ETA preferably when they pass the Strait of Hormus. After anchoring, vessels should advise anchoring time and maintain a listening watch on Channel 16 until Mooring Master boards.

Call Sign: "Mubarras Terminal".

| *Frequency:* | *Reception* | *Transmission* |
|---|---|---|
| F3 | Ch. 16 | Ch. 10, 12, 14 |
| A3 | 2182 Kc/s. | 2638 Kc/s. |

Operating Periods: Round the clock.

**BALLAST:** All vessels arriving at this port are required to have on board sufficient clean ballast to give a safe draft for manoeuvring purposes. Vessels arriving with insufficient ballast may be required to increase the quantity, should the Mooring Master consider that it would not be safe to berth the vessel for loading. As a general rule, vessels shall not start discharging ballast until mooring is completed.

Upon completion of deballasting the Mooring Master will inspect the tanks. If the tanks are not satisfactory, he may require further pumping until such time as they meet the required standard.

It is strictly prohibited to discharge oil, oily water or other refuse that may result in pollution of the sea. International oil pollution regulations must be strictly observed by all vessels. *The terminal does not have facilities to receive oily ballast.*

**TUGS:** Following vessels are always available for use for marine operations at this port.

| *Name of Vessel* | *G.R.T.* | *B.H.P.* | *Spd. (kt)* |
|---|---|---|---|
| No. 1 Union (Tug/workboat) | 499 | 1,120×2 | 12 |
| No. 2 Union (Speedboat) | 50 | 480×2 | 21 |
| No. 3 Union (Mooring boat) | 25 | 195×2 | 11 |
| No. 4 Union (Mooring boat) | 5 | 30×1 | 7 |

**BERTH:** *Position of Buoy:* Lat. 24° 25′ .98 N. Long. 53° 31′ .54 E. *Depth of Water*, 15·5 metres (51·6 ft.).

The berth is a single-buoy-mooring system consisting of a buoy 44·32 ft. (13·5 metres) in diameter, moored to six pendant legs of 3 in. high strength chain shackled to anchor piles at a radius of 855 ft. (260 metres), and having a rotating deck carrying the pipe-line and mooring connections.

One 32 in. crude oil line has been laid approximately 52,500 ft. (16 km.) from the shore to a position close under the buoy. From the underwater manifold the crude oil goes to the buoy through a 24 in. underwater hose. The connection between turntable piping of SBM and tanker manifold consists of one hose string of 840 ft. long, 720 ft. of 24 in. hoses terminating in 2×16 in. hoses of 120 ft.

**LOADING:** The maximum loading rate of crude oil is 40,000 bbls./hr. or 6,400 kl/hr.

*Notice of Readiness:* The Master of each vessel should present a Notice of Readiness to load to the Company's Mooring Master who will sign it on behalf of the Company.

The Notice of Readiness should be tendered at the time of the vessel's arrival at the tanker anchorage area, which is, in principle, understood to be either the time of dropping the anchor in the anchorage, or, if the vessel does not anchor, the time that the Mooring Master boards to commence berthing.

Notice of Readiness will not be accepted during periods when the port is closed. The port is "closed" when the weather is such that it is too rough for incoming tankers to berth. The decision regarding the opening and closing of the port will rest with Port Master.

When the vessel is ready in all respects for loading the ship's officer must inform the Mooring Master who will transmit the necessary messages to the control room on shore. Mooring Master is authorised to control all the loading operations.

All cargo documents and shore figures are usually prepared on board and the Mooring Master will sign the documents on behalf of the Company.

**MOORING:** *Preparation:* Before Mooring Master boards, vessels should have ready the following:

(*a*) Jacob's ladder at lee side.
(*b*) Hawser one each at fore and aft deck, polypropylene if possible.
(*c*) One steel crowbar.
(*d*) Port derrick with double wire rigged for minimum lift 5 tons.

After vessel is anchored, the Company's mooring and hose connection crew will board and pick up mooring and hose connection materials from tug/workboat. Vessel is requested to provide windlass and winch operators.

*Mooring Master:* Unless pilotage is required the Mooring Master will board the arriving vessels in the anchorage area. Vessels are requested to have pilot ladder safely and securely rigged ready for immediate use and long enough to meet the Mooring Master's launch. Vessels should have their crew standing by ready to receive mooring and hose connection materials and should maintain a lee until this is completed. Mooring Master will instruct the crew in the setting up of the forward mooring.

*Moorings:* Two bollard ropes are made fast round the port bitts with their attached shackles about 5 ft. inboard from the fairleads as far forward as possible. The size of the fairlead opening should be at least 300 mm. (12 in.) to prevent chain from jamming in the fairleads.

Attached to the mooring connections on the buoy are two 18 in. nylon ropes (144 mm. dia., breaking strain 250 tons). These ropes are 160 ft. (48 metres) long, and have at their free end a length of stud link chain which includes enlarged end link for receiving the shackles used on the deck of the tanker. From the outer end of this chain there are connected two mooring lines consisting of pick-up wires, pick-up ropes and a towing rope (port side only) The nylon rope is supported by "doughnut" floats and the chain is hung by large plastic buoys 5 ft. in diameter and coloured red and yellow.

*Hose Connection:* After completion of mooring the boat which has been holding the hoses clear during berthing will bring the floating hose to the ship's side and connect the derrick runner to the balance buoy. These are lifted aboard one by one and connected by distance piece which was already connected to vessel's manifold by hose connection crew during mooring operation.

*Unmooring:* After the hose disconnection is completed, mooring ropes are slacked off and then dropped into the water. Tug/workboat will come alongside either before or after the vessel backs off the berth, whichever is convenient, and will receive mooring and hose connection materials.

**TIDES:** The maximum tidal range in this area is 6 ft., the average tidal range at the Spring tide 3 ft. and the Chart Datum is 0·7 ft. below ISLW. Tidal stream is variable according to the place and the lay of the land. But the flowing tide usually runs westward and ebbing tide eastward. Speed of a current is around 2 knots at the highest.

"Tide and Current Table" is published annually by the Company, applicable to Mubarras and the surrounding area, and will be obtained on application to the Company.

**WEATHER:** Local weather at Mubarras is almost similar to that of Jebel Dhanna and Abu Dhabi town, being extremely hot and humid in summer. Temperature sometimes soars as high as 50° Centigrade with almost 100 per cent humidity in July and August.

**MEDICAL:** The Company does not operate a clinic and hospital at Mubarras. But when necessary, Master may obtain medical attention for ship's personnel from the ship's Agent who may in the case of serious illness or injury recommend treatment at the Abu Dhabi government hospital. The ship owner will be charged for all expenses incurred.

**FRESH WATER:** Not available at Mubarras except in case of extreme emergency.

**FUEL:** Not available.

**CONSULS:** No consular business is available at Mubarras. However, various countries have representations in Abu Dhabi.

**REPAIRS:** There are no repair facilities at Mubarras. However, radar and electronics repairs are available in Abu Dhabi and technicians can be sent to Mubarras for repairs through notifying the ship's Agent.

**SURVEYORS:** Lloyds, ABS, Veritas surveyors are available in Bahrain and they can be brought if ample notice is given to ship's Agent.

**CUSTOMS:** Under normal circumstances customs officers do not board tankers at this port but upon arrival the Master is required to submit to the customs through the ship's Agent a manifest of any cargo to be landed at Mubarras.

After loading is completed the Mooring Master will sign on behalf of customs an outward manifest and issue the port clearance. These will be handed to the Master by the Agent.

**REPATRIATION:** Repatriation of ship's personnel may be accomplished by special arrangements through the ship's Agent who should be informed well in advance of the vessel's arrival. Launch or helicopter fare in case of repatriation will be charged to Owners.

**TIME:** Local standard time at Abu Dhabi is GMT +4 hours throughout the year.

**FIRE-FIGHTING:** Tug/workboat "No. 1 Union" stationed at Mubarras Island is equipped for fire fighting. She is capable of pumping 1,700 gallons of water per minute from three nozzles and is usually on emergency stand-by during tanker loading operations.

**GENERAL:** *Engine:* The main engines and all gear must be in an operable condition and in a state of immediate readiness whilst the vessel is on the berth.

*Stores:* Provisions and deck stores not available.

*Divers:* The services of the Company diver may be available to vessels where it is essential that a diver's services are required to enable a vessel to sail. All requests for such services should be routed through the ship's Agent to the Port Master.

*Mail:* Mail can be received and sent through ship's Agent.

*Dry Cargo Discharge:* A "T" shaped jetty at Mubarras Island can accommodate a vessel with maximum 12 ft., of draft. Discharge of dry cargo must be arranged well in advance through ship's agent in Abu Dhabi who will supply labour and barges from Abu Dhabi. No gear whatsoever is available at Mubarras.

**CHARGES:** To cover the cost of mooring/unmooring, towage, hired launch and maintenance of channel light buoys the following port charges are collected by the Company from all tankers entering the port:

A basic charge of U.S.$380 per vessel plus U.S.$4.60 per 100 net registered tons with maximum charge of U.S.$3,680 per call.

A standard Agency Fee of U.S.$280 per visit is charged for tankers by ship's Agent.

Port Dues are levied by the Abu Dhabi Government in the amount of B.D. 0.060 (sixty fils) per ton of gross registered tonnage of each tanker.

In case the tanker loads crude oil less than its deadweight tonnage the port dues will be determined by calculating the amount of cargo actually loaded as a percentage of the deadweight tonnage of the tanker and by applying the above rate with reference to the following table:

| *Percentage of deadweight tonnage loaded* | *Percentage of port dues* |
|---|---|
| From 0 to 40 | 40% of the GRT |
| More than 40 to 50 | 50% of the GRT |
| More than 50 to 60 | 60% of the GRT |
| More than 60 to 70 | 70% of the GRT |
| More than 70 to 80 | 80% of the GRT |
| More than 80 to 90 | 90% of the GRT |
| More than 90 | 100% of the GRT |

**AUTHORITY:** Abu Dhabi Oil Co. Ltd. (Japan). POB 630, Dhabi. United Arab Emirates. Cables: "OILJAPAN", Abu D Telex: AH 260. Tel. 61100.

**AGENT:** National Shipping/Gulf Agency Co. (Abu Dhabi) Ltd appointed by Abu Dhabi Oil Co. Ltd. (Japan) as exclusive ship agents for all vessels calling at Halat Al Mubarras Terminal, address particulars are as follows:

National Shipping, Gulf Agency Co. (Abu Dhabi) Ltd., POB Abu Dhabi, United Arab Emirates. Cables: "Confidence", Dhabi. Tel.: AH 248. Tel.: 43008, 43009.

Bank: The British Bank of the Middle East, Account No. Abu Dhabi, United Arab Emirates.

ETA messages shall be sent to National Shipping/Gulf Ag Co. (Abu Dhabi) Ltd., cable address: "Confidence", Abu D via Bahrain Radio.

Vessels can otherwise communicate with NSGAC, Abu D over Marine Radio HF, frequencies: standing by on 2182 kc/s. transmitting on 2182, 2301, 2368, 2738, 2003, 2126 and 2406 call sign "Confidence", Abu Dhabi.

Vessels equipped with SSB radios can also communicate NSGAC, Abu Dhabi, on the frequencies, standing by on 6910 lower side band and transmitting on 3539 and 6910 mHz, call "Confidence", Abu Dhabi.

Under favourable weather and transmitting conditions comm cation can also be performed over the VHF radio on the follo frequencies: standing by on Channel 16 (156·8 mHz) and tr mitting on Channel 9, 10, 12, 13 and 14, call sign "Confiden Abu Dhabi.

## PORT RASHID, Dubai: 25.16 N. 55.16 E. (See Pl

**FLAG:** See "Mina Zayed".

**DOCUMENTS:** The following should be airmailed to Agent p to ship's arrival.

- 6 Dangerous Cargo Lists.
- 2 Stowage Plans.
- 2 Hatch Lists.
- 7 Cargo Manifests.
- 1 each Bill of Lading.
- 3 Crew Lists required (on arrival).

**APPROACHES:** Fairway Buoy Black spherical, flash w every 1½ seconds in position Lat. 25° 16.8′ N. 55° 16.2′ E.

Vessels should await Pilot to seaward and East of this b anchoring if necessary.

**PILOTAGE:** Compulsory. Pilot may board from launch or by and in all cases a pilot ladder should be provided and a lee g Pilot boards from 0600 hours to 2359 hours, though generally ves not wishing to work cargo will not enter port outside of day hours. Vessels may leave up to 2359 hours, or later, by arrange with the Harbour Master in special cases.

**RESTRICTIONS:** Vessels permitted to leave Port Rashid u midnight under pilotage control, subject to weather conditions restrictions imposed by the Construction Company.

Vessels will not be allowed to remain alongside the berths w not working cargo if other vessels are waiting.

**MAX. SIZE:** Tanker berth draft, 34 ft. Commercial berths No. 1 2, 33 ft. Commercial berths No. 3–9, 30 ft. 6 in.

**TUGS:** Two 1,300 h.p. tugs are available, the practice bein secure alongside; therefore, derricks should be swung in and ga ways hoisted.

Tugs are fitted with VHF and contact should be made on Cha 16, changing to Channels 14 or 6.

**RADIO:** The Port Signal Station, fully equipped with VHF height approximately 57 ft. above sea level, is situated at the ward end of No. 1 Berth, Port Rashid. Vessels should contact Signal Station by VHF Channel 16 and request berthing instructi etc.

Vessels should advise their Agents the arrival time, LOA draft, and advise amended ETA where possible by VHF. The turn will pass the information on to the Port Authority.

**PRATIQUE:** Normal quarantine regulations apply and prat can be given by the Pilot on cargo vessels always subject to Health Authorities approval. Health Authorities only board w the vessel is alongside, except in the case of a suspected s Passenger ships are always boarded by the Port Health Authori

**BERTHING:** All berths alongside quays in enclosed harbour.

*Quay No. 1* at root of Main Breakwater comprises three be Berth No. 1 for passenger and mail traffic, depth 35 ft. along Berth No. 2 for dry cargo, depth 32 ft. alongside. Berth No. 3 for cargo, depth 30 ft. alongside.

*Quay No.* 2 five dry cargo berths.

*Quay No. 3* five dry cargo berths.

*Oil Berth* at Main Breakwater just inside harbour entrance.

**FRESH WATER:** Good fresh water is available at each be loading rate approximately 30 tons per hour per hose. Agents sh be asked to make arrangements, stating tonnage before ar Available by charge at tanker berth.

*Anchorage:* Fresh water supplied ex water barge at ancho at a cost of about Dirhams 25s. per ton plus towage at about Dir 530s. The capacity of the water barge is 400 tons and no deadfr charged. The barge can supply water within 4 miles of the ancho

Workboats which deliver water are available at times for hire rate of about US Dollars 250 per hour. Time commences at berth at Port Rashid and ceases on return to the berth. In this the water cost is Dirhams 5s. per ton.

Workboat able to deliver water anywhere, no limit of distance.

**FUEL:** Marine fuel-oil viscosity 1,500 secs., diesel and gas oils are available ex-Shell supply at berth nos. 1 to 8 and at the tanker berth. Facilities will be extended to include supply at all berths. A transshipment berth for gas oil and diesel bunkering is also available with a maximum depth alongside of 20 ft. Delivery hose is 2½ in. diameter but can be flanged to suit requirements. Maximum flow rate is approximately 120 Imp. gals. per minute of gas oil (diesel) at a viscosity of 35 secs. Redwood.

**TANKERS:** A tanker berth operated by Shell Markets (M.E.) Ltd., who have exclusive bunkering rights in Port Rashid, is capable of taking vessels up to 850 ft. in length and draft not exceeding 33 ft. Vessels in excess of 33 ft. and not exceeding 35 ft. draft may be berthed by arrangement with the Harbour Master, at or near high water, subject to weather conditions.

**CARGO HANDLING:** *Shore:* Normal port working hours: 1st shift: 0800 to 1300 hours (winter), 0700 to 1200 hours (summer), 1500 to 1800 hours; 2nd shift: 1900 hours to 2359 hours; 3rd shift: 0001 hours to 0600 hours (on request). Not Fridays, or public holidays.

The Port Manager may request full night working in the interest of the port.

Each berth is provided with fork-lift trucks and trailers. Pallets to assist cargo handling are available without charge. Cargo is discharged direct to sheds (400 ft. by 200 ft.) or to storage areas where mobile cranes varying from 5 to 40 tons lift operate.

*Ship:* Ships gangs are available for distribution to vessels through Agents, vessels should advise their requirements before arrival. The gangs board and operate under the supervision of ship's officers. No quay cranes are provided, so ship's derricks/cranes must be used, together with cargo handling equipment. A close liaison should be maintained with the Cargo Superintendent or Shed Supervisor at all times.

*Lighterage:* When berths are fully occupied, vessels may discharge/load ex-lighters at anchorage.

**STEVEDORES:** Gangs available, ordered by Agent before vessel's arrival. Gangs board and operate under supervision of ship's officer. Ship's gear used.

Normal working hours: first shift 0700 to 1200 hours, and 1500 to 1800 hours. Second shift 1900 to 2359 hours. Third shift (on request) 0001 to 0600 hours.

**MEDICAL:** Qualified doctors and hospital available at Dubai. New Government Hospital to be available in 1973.

**TELEPHONES:** Situated on the quays, no connection made to vessels.

**SHORE LEAVE:** Passports must be left with Immigration Officer and collected on return.

**GENERAL:** Refer to "Dubai" for all general information.

**AUTHORITY:** Dubai Port Services, Port Manager, POB 2149 Dubai (U.A.E.)

**AGENT:** See "Dubai".

### RAS AL-KHAIMA: 25.45 N. 56.01 E.

No deep-water harbour at present. Deep-sea vessels are required to anchor off, and discharge into lighters which are unloaded at either Khor Khowair or Ras al-Khaima.

There is a new jetty, length 100 m., suitable for berthing smaller vessels, which is protected by a breakwater, and development plans include dredging the inlet to enable vessels to berth with a draft of up to 25 ft.

**AGENT:** See "Dubai".

### SHARJAH: (Mina Khalid) 25.22 N. 55.24 E.

**DOCUMENTS:** See "Dubai".

**PILOTAGE:** Compulsory for all vessels.

**ANCHORAGE:** (See "Restrictions"): Vessels with draft in excess of berthing maximum, required to discharge into barges at anchorage approx. one mile off pier. Barges arranged by Agent. It is understood that an anchorage buoy has been established as follows: Black Pillar Buoy showing white light every 1·5 seconds in position 25° 22′ 41″ North, 55° 21′ 35″ East. Vessels should anchor in vicinity of buoy. Depth 38 ft.

**RESTRICTIONS:** Vessels with draft up to 29 ft. able to enter near time of high water (HTL 32 ft.).

Vessels of less than 25 ft. draft may generally enter slack tides and may leave at any state of tide. Night berthing is avoided but vessels can leave the harbour during dark hours at any time.

**HEALTH:** Quarantine clearance by cable through Agent. Health Certificate with valid smallpox inoculation is compulsory and cholera inoculation (if coming from cholera-infected areas).

**RADIO:** Vessels should advise their Agents ETA, draft, hatch distribution and any other requirements, giving as much notice as possible.

**VHF:** Sharjah Harbour Office can be contacted on Channels 16, 12, 9 and 6.

**TUGS:** Arranged by Agent. At least one tug recommended.

**BERTHING:** Arrangements made with Harbour Master by ship's Agent for necessary berthing as required. Pier has two berths:

Distance of pier (middle) from sea shore 600 m. (2000 ft.), length of pier (platform) 81,20 m. (270 ft.), breadth of pier (platform) 31·20m. (104 ft.), depth of water L.T.L. 9/00 m. (30 ft.), depth of water H.T.L. 10/20 m. (34 ft.), height of pier above sea ground 13·50 m. (45 ft.).

**MEDICAL:** Upon application to ship's Agent, medical examination of crew members can be arranged. Personnel will either be sent to private Doctor or to Public Health Department, as circumstances dictate. Serious cases will be referred to Government Hospital doctor.

**TANKERS:** No facilities.

**DENSITY:** 1025/1028.

**FRESH WATER:** Available and can be delivered on berths at jetty.

**FUEL:** All types of oil bunkers can be obtained from major oil companies and from other suppliers, by barge.

**REPAIRS:** Good facilities for repairs.

**DRY DOCKS:** None.

**REPATRIATION:** Crew members joining ships at Sharjah may enter or transit via Sharjah or Dubai without visa, provided they carry valid Seaman Book or Seaman ID Card. In absence of such documents Non-Objection Certificate must be obtained from Agent, against which visa will be issued. Cable Agent of seamen's full names and flight details preferably 24 hours in advance.

**AIRPORTS:** Dubai. International flights. Distance 20 minutes by car. Also local airport at Sharjah.

**TIME:** GMT plus 4 hours. Permanent.

**AUTHORITY:** Director of Ports and Customs, Sharjah.

**AGENT:** Gulf Agency Company (Sharjah) Ltd., POB 435, Sharjah, Trucial States. Cables: "Confidence" Sharjah, Tel.: 8353. Telex DB 448, Dubai. Radio: Marine VHF radio, stand-by on Channel 16 (156/8 MHz). Call sign: "Confidence" Sharjah.

Air-freighted spare parts and ships' mail to Sharjah should be addressed to GAC Sharjah, but sent to Dubai Airport marked "In Transit for M/S . . . " Certificate of Origin should follow the airway bill or in cases of emergency be sent to GAC Sharjah, soonest after shipment. Cable "Confidence" Sharjah, of flight details and airway bill number.

## United Arab Republic (Egypt)

### ALEXANDRIA: 31.09 N. 29.53 E.

**DOCUMENTS:**

4 copies of Crew List.

Complete set of Manifests covering all cargo on board showing names of shippers and consignees.

4 copies List of passengers in transit.

Landing cards for passengers landing finally in U.A.R. and for those landing in U.A.R. in transit.

4 copies List of passengers finally landing in U.A.R. (if any) together with their addresses in U.A.R.

Deck log books showing date of last call at a U.A.R. port, completed up to the time of arrival.

*For Quarantine:* Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) showing all ports of call, as well as dates of sailings for the last 30 days, nature of cargo on board, destination, as well as sickness among crew or passengers, if any, specially when it is presumed that the sick will be hospitalised. These forms can be filled on arrival if not available on board before arrival.

One Crew List and one Passenger List.

Deratisation Certificate should be handy for inspection.

Clearance from Last Port.

*For Immigration Officer:*

Arrival Immigration form, duly completed.

One Passenger List.

List of Passengers finally landing, in duplicate.

Crew List.

Valid passport with entry visa is required for landing in U.A.R. for passengers landing. Emergency visa can be granted on arrival if so required.

*For Customs Use:*

Bonded Store List, in duplicate.

Crew List and passengers' List in duplicate, showing rate of consumption of each.

**PILOTAGE:** Compulsory. Pilot boards off harbour entrance. International code signals used.

**RESTRICTIONS:** Entrance channels 36 ft. depth, being dredged to 50 ft. Arriving vessels should keep 50 miles offshore between sunset and sunrise.

**MAX. SIZE:** Up to 35 ft. draft.

**RADIO:** Alexandria Radio, call sign SUH, operating 24 hours daily on 444, 500 and 8578 kHz and between 0600 to 1800 GMT on 12,974 kHz. Also harbour VHF Channel 16.

**HEALTH:** On entering, vessels must hoist the International Quarantine Signal for compulsory quarantine. Any sickness must be reported to the doctor. The Quarantine Doctor meets ships whilst entering the port and ships are boarded in turn.

In the event of a vessel arriving from a port that has been internationally declared infectious and the incubation period has not yet expired at the time of the ship's arrival at a U.A.R. port, the vessel is put under compulsory Quarantine, moored at an isolated berth and no shore contact is allowed. Nevertheless the ship can still carry out her normal operations on condition that all shore personnel are holding valid vaccination and/or inoculation certificates issued by the Quarantine Administration. The ship's personnel should also carry International Vaccination and/or Inoculation Certificates. Final landing passengers, not carrying such certificates, will be landed under Quarantine supervision and will be kept isolated at the lazarette until incubation period is over.

Pratique may be granted prior to ship's arrival provided the following conditions are adhered to:

(1) The vessel must be a regular liner known to the Quarantine Authorities and have a doctor on board.

(2) Details shown on the Quarantine Statement should be wirelessed to the Quarantine Authorities 24 hours prior to ship's arrival.

(3) Captains of vessels must declare before their arrival any accidents, which might have taken place on board prior to the arrival in port.

(4) The ship must not have called at any infected port.

**TUGS:** Five tugs available up to 1,200 h.p.

**BERTHING:** Alongside quays in depths up to 35 ft.

**TANKERS:** Petroleum Basin: in West part of outer harbour, Berths 3 and 4, depth alongside 38 ft., max. length 700 ft., draft 35 ft. Berths 3 and 4: in East part of outer harbour. Stern to moorings.

**FRESH WATER:** Available by barge, and alongside most quays.

**FUEL:** Available by barge.

**MEDICAL:** All facilities available. International vaccination certificates required.

**TIME:** Winter: from 1st October to 30th April, local time 2 hours ahead GMT. Summer: from 1st May to 30th September, local time 3 hours ahead GMT.

**HOLIDAYS:** The following are the public holidays in U.A.R.:

1st and 2nd Day of Ramadan Bairam
Courban Bairam Eve } changeable dates
1st and end day of Courban Bairam
Mohamedan New Year's day } as based on Moslem Calendar
Prophet's Birthday (Mewlid El-Nabi)

Eastern Monday (Sham El Nassim) (changeable); Evacuation Day (18th June); Revolution Day (23rd July); Victory Day (23rd December).

**AUTHORITY:** Alexandria Port Authority.

## MARSA AL HAMRA (El Alamein): 30.59 N. 28.52 E.

*WEPCO Terminal*

The Mono Mooring Buoy is in an open and unsheltered roadstead. The mooring buoy is located at latitude 30° 58.7′ North, longitude 28° 52.2′ East. It is 53 miles on a bearing of 255° from Ras-el-Tin lighthouse, Alexandria, and three miles off shore in approximately 66 ft. of water.

**DOCUMENTS:**

4 copies Crew List.

Deck log books showing date of last call at a U.A.R. port, completed up to the time of arrival.

Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) showing all ports of call, as well as dates of sailings for the last 30 days, nature of cargo on board, destination, as well as sickness among crew or passengers, if any, specially when it is presumed that the sick will be hospitalised. These forms can be filled on arrival if not available on board before arrival.

Deratisation Certificate should be handy for inspection.

Clearance from Last Port.

Bonded Store List, in duplicate.

Crew List and Passengers' List in duplicate, showing rate of consumption of each.

**PILOTAGE:** The S.-S.W.-W. quadrant from the buoy is prohibited anchorage area, Gebisa Reef is at latitude 30° 58′ 30″ North, longitude 28° 49′ 10″ East, at 2·7 miles on a bearing of 260° from the buoy.

The mooring buoy carries a light, flashing six times per minute, and visible all round to a distance of 4½–5 miles in clear tropical weather.

Surface current sets East at 10 miles offshore at the rate of one knot. Maximum rise and fall of tide in the mooring area is 2 ft.

Vessel arriving should approach to within 2 miles North of the buoy, where they will be met by the Harbour Master or Pilot who will advise the ship's Master on approaches to the mooring buoy, mooring and unmooring.

**RESTRICTIONS:** Normally vessels are moored during daylight hours only, but permission can be obtained to sail at night. Arriving vessels should keep 50 miles off shore between sunset and sunrise.

**HEALTH:** Hoist International Code Quarantine signals when entering. Any sickness must be reported to local authorities.

**RADIO:** The commercial radio station at Alexandria will handle WEPCO radio traffic. Alexandria Coast Radio Station (call sign SUH) operates 24 hours a day on 444,500 and 8,578 kHz, and between 06.00 hours and 18.00 hours GMT on 12,974 kHz.

Ships nearing Al Hamra Terminal may contact the terminal by FM/VHF radio on 156.70 mHz or 2182 kHz.

While at the mooring, ship-to-shore communication is by portable VHF radio-telephone units, under the direct charge of the Mooring Master.

**TUGS:** Not available and not required.

**BERTHING:** Two good lines must be ready on the forecastle to be sent to the buoy plus a further two lines for use as messengers. Ship's lifting gear must be ready near the port manifold for lifting and connecting two 12-in. hoses, with proper reducers if the manifold does not fit 12 in. hose with 150 ASA standard flanges. The total weight per hose assembly is approximately five tons. Maximum loading rate is 3,700 t.p.h.

A pilot ladder must be safely rigged for immediate use and long enough to reach the Mooring Master's launch. At night adequate lighting must be rigged overside to enable the Mooring Master to approach and board the ship safely, and searchlights shoul rigged on both sides of the bridge to assist in running lines to buoy.

**BALLAST:** No dirty ballast may be pumped overboard, and the ship's Master's responsibility to ensure that no oil – whe crude, diesel bunker or bilge – is pumped or spilled into the wa of and surrounding the Terminal. Ballast can be pumped as through one or both of the floating hoses direct to disposal faci on shore.

**CUSTOMS ALLOWANCES:** Present regulations at El Ala allow each seaman to retain in his possession a maximum o cigarettes or one ounce of tobacco or five cigars. All other smo items must be collected and listed before arrival. The list wi checked by Customs before sealing the locker, and any discrep cies will be subject to fines. There must be no items aboar Israeli origin.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**MEDICAL:** Nearest hospital facilities are at Alexandria, at leas minutes drive from the terminal.

**TIME:** From 1st October to 30th April, local time 2 hours ahea GMT. From 1st May to 30th September, local time 3 hours ahea GMT.

**AUTHORITY:** Western Desert Petroleum Company.

## RAS GHARIB: 28.21 N. 33.06 E.

A natural port at the Western side of Suez Gulf sheltered by the C and a chain of reefs.

**DOCUMENTS:**

4 copies Crew List.

Deck log books showing date of last call at a U.A.R. port, com ted up to the time of arrival.

Deratisation Certificate should be handy for inspection.

Clearance from Last Port.

Bonded Store List, in duplicate.

Crew List and Passengers' List in duplicate, showing rat consumption of each.

Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) show all ports of call, as well as dates of sailings for the last 30 d nature of cargo on board, destination, as well as sickness am crew or passengers, if any, specially when it is presumed that sick will be hospitalised. These forms can be filled on arrival if available on board before arrival.

**PILOTAGE:** Compulsory. International Pilot flag must be hois and Pilot will board vessel on arrival. Vessels should approach anchorage from South-eastward and wait Southward of the pr bited anchorage until boarded by the Harbour Master who will them either to moorings or to an anchorage clear of the prohib area of the pipe-lines.

Two pairs of leading beacons stand about 4 and 5½ cables, be three others that stand about 12 cables Southward of Ras Gh light-structure. About 2 cables further Southward are two lea beacons. All the above beacons are difficult to identify until c inshore.

**ANCHORAGE:** Ras Gharib anchorage, South-westward of cape, affords some shelter, but a moderate swell round the cap experienced on most days. Vessels can obtain anchorage in dep of about 5 fathoms.

During most of the year there are Northerly winds, force 3–5, b December and January there are occasionally calms. On very occasions, there are Southerly gales of short duration which m the anchorage untenable.

The Northerly wind causes some swell in the anchorage, but not normally severe enough to interfere with the working of ligh or boats of moderate size. It is, however, unpleasant for small bo except alongside the piers, which are well protected.

Except in the vicinity of the piers, there is usually some swel the beaches. There is practically no rainfall and sand storms o only very occasionally and they do not interfere with work in anchorage.

Anchorage is prohibited, owing to the existence of pipe l within an area indicated by pecked lines on the chart.

**HEALTH:** On entering, vessels must hoist the Internati Quarantine Signal for compulsory quarantine. Any sickness mus reported to the doctor, specially when it is presumed that the will be hospitalised.

The vessel's personnel should carry international vaccination or inoculation certificates.

**MAX. SIZE:**

| | *Crude Oil North Pier* | *South Pier No. 1* | *South Pier N* |
|---|---|---|---|
| Depth of water | 22 ft. | 37 ft. | 78 |
| Max. permitted draft | 18 ft. | 32 ft. | 55 |
| Max. permitted length | 420 ft. | 560 ft. | 960 |
| Max. permitted width | 55 ft. | 70 ft. | any wi |
| Loading rate | 200 t.p.h. | 400 t.p.h. | 1,500 |
| Loading capacity | 5,000 tons | 29,000 tons | 100,000 |
| Diameter of crude oil line | 18 in. | 18 in. | 30 |
| Diameter of ballast water line | 10 in. | 12 in. | 18 |

**SUPPLIES:** Transit and fresh provisions as well as deck engine stores provided by the United Arab Contracting and M Supply Company.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**CUSTOMS ALLOWANCES:** Present regulations allow each seaman to retain in his possession a maximum of 50 cigarettes or one ounce of tobacco or five cigars. All other smoking items must be collected and listed before arrival. The list will be checked by Customs before sealing the locker, and any discrepancies will be subject to fines. There must be no items aboard of Israeli origin.

**TIME:** *Winter:* from 1st October to 30th April, local time 2 hours ahead GMT. *Summer:* from 1st May to 30th September, local time 3 hours ahead GMT.

**AGENT:** Canal Shipping Agencies Co. Through its four branches, Asswan, Assuit, Damanhour and El Menia Shipping Agency. Cable address "Canaship". Telex 2275. Agency UN, Cairo.

## RAS SHUKHEIR: 28.08 N. 33.17 E.

**ADVICE OF ARRIVAL:** It is important that ships establish radio contact with "GUPCO" (Gulf of Suez Petroleum Co.) when three days distant from Terminal and maintain this contact until just previous to arrival at the Terminal. All ships should send a 72-hour ETA message to "Panintoil Cairo" giving the best estimate of ship's arrival time at the Terminal. This ETA message should also include a definite statement of the details of any equipment required from shore for connecting submarine hoses to ship's manifold. Further ETA messages should be sent to "Panintoil Cairo" when the vessel is 24 hours and 12 hours distant from Ras Shukheir and at any other time any appreciable change occurs in the original ETA or those subsequent thereto. The 12 hour ETA should include a positive statement regarding ship's readiness to load on arrival and the number of hours that will be required to discharge ballast after ship is berthed in mooring.

**DOCUMENTS:**

4 copies Crew List.

Deck log books showing date of last call at a U.A.R. port, completed up to the time of arrival.

Deratisation Certificate should be handy for inspection.

Clearance from Last Port.

Bonded Store List, in duplicate.

Crew List and Passengers' List in duplicate, showing rate of consumption of each.

Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) showing all ports of call, as well as dates of sailings for the last 30 days, nature of cargo on board, destination, as well as sickness among crew or passengers, if any, specially when it is presumed that the sick will be hospitalised. These forms can be filled on arrival if not available on board before arrival.

**PILOTAGE:** Compulsory. International pilot flag must be hoisted and Pilot will board vessel on arrival. Ras Shukheir lighthouse is located in Lat. 28° 08′ 15″ North, and Long. 33° 16′ 20″ East. It is a white flashing light, flashing every 3 seconds and visible for 10 miles.

Gebal Gharib, situated about 18 miles South-westward, 5,742 ft. high. It makes a nearly perfect equilateral triangle with Ras Shukheir and Ras Gharib Lighthouse. Ras Gharib Lighthouse is an excellent landmark whether by day or night for vessels approaching from North, but caution should be exercised since this Light is obscured from 308 degrees to the Westward. The sea-berth buoys are unlighted.

The company's Mooring Master will meet all incoming tankers about two miles from Ras Shukheir Terminal on a bearing of 290/300 degrees from Ras Shukheir Lighthouse and will advise ship's personnel in mooring and unmooring, raising and lowering of hoses.

Vessels are requested to have a pilot ladder safely and securely rigged, ready for immediate use, and long enough to reach the Mooring Master's launch. If at night, adequate lighting must be rigged overside for the Mooring Master to approach the side and climb the ladder safely.

**ANCHORAGE:** There are a number of oil well installations, structures and submarine pipelines located in the Gulf of Suez opposite to Ras Shukheir Terminal and approaching vessels are warned of these obstacles in manoeuvring and anchoring. Vessels should approach from the Eastward and if necessary anchor Southeast of the sea berth. *Never anchor north of the sea berth.*

**RESTRICTIONS:** The Ras Shukheir Terminal operates 24 hours per day, seven days a week. Ships are loaded and unmoored at any hour, weather and other circumstances permitting. Vessels are moored during daylight hours only, however, an exception may be made at the discretion of the Terminal.

**HEALTH:** The vessel's personnel should carry international vaccination and/or inoculation certificates.

**RADIO:** The Alexandria or Port Said coast radio stations will handle GUPCO radio traffic. Ships may contact GUPCO through their cable address "Gupcoil Cairo". The message will be received on their Cairo Radio Telegraph Office local teleprinter circuit. Tape perforated and relayed to the Ras Shukheir Terminal.

Cables from Ras Shukheir Terminal to the ships would be handled in the same manner. The Alexandria or Port Said coast radio stations transmit traffic lists at regular intervals listing the call signs of all ships for which they have traffic on hand. Thus any ship hearing its call sign in the traffic list of the coast station would call the coast station immediately after the traffic list.

**FM/VHF RADIO TELEPHONE:** When ships are near Ras Shukheir Terminal, they may use their FM/VHF radios to contact the Terminal using 160.70 mc/s or 160.80 mc/s.

**MAX. SIZE:**

| | *Pier for 60,000* dwt. | *Pier for 100,000* dwt. | *Pier for 150,000* dwt. |
|---|---|---|---|
| Max. permitted draft | 45 ft. | 55 ft. | 58 ft. |
| Max. permitted length | 1,000 ft. | 1,200 ft. | 1,200 ft. |
| Min. permitted length | 600 ft. | 750 ft. | 600 ft. |
| Diameter of load line | 46 in. | 36 in. | 30 in. |
| Min. lifting capacity of tanker deck winch | 5 tons | 5 tons | 5 tons |
| Loading capacity | 3,500 t.p.h. | 3,500 t.p.h. | 3,500 t.p.h. |

**SUPPLIES:** Transit and fresh provisions as well as deck and engine stores provided by United Arab Contracting and Marine Supply Co.

**SUBMARINE HOSE LOADING BERTH:** Tanker is loaded by means of submarine pipelines to which are attached two hoses for oil loading and one hose for discharging ballast water. A 36 in. line transports the oil and a 16 in. line, the ballast water. The loading berth is located approximately 940 metres (3080 ft.) offshore in a water depth of approximately 60 feet (10 fathoms). The loading and ballast lines are laid in the same trench and run in a direction N. 55° 00′ E. The mooring buoys are numbered 1, 2, 3, 4 and 5 starting with 1 North of the mooring and running consecutively in a clockwise direction.

**LOADING READINESS AND ARRIVAL TIME:** The company will make every effort to load vessels upon arrival or as promptly as berth is available, weather permitting. Notice of Readiness will not be accepted as at time of arrival unless the vessel is in all respects ready to load. Arrival time will be considered as the time the Mooring Master boards the vessel or the time that vessel anchors, whichever occurs first.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**REPATRIATION:** Not recommended.

**CUSTOMS ALLOWANCES:** Present regulations allow each seaman to retain in his possession a maximum of 50 cigarettes or one ounce of tobacco or five cigars. All other smoking items must be collected and listed before arrival. The list will be checked by Customs before sealing the locker, and any discrepancies will be subject to fines. There must be no items aboard of Israeli origin.

**TIME:** Winter: from 1st October to 30th April, local time 2 hours ahead GMT. Summer: from 1st May to 30th September, local time 3 hours ahead GMT.

**AGENT:** Canal Shipping Agencies Co. Through its four branches, Asswan, Assuit, Damanhour and El Menia Shipping Agency. Cable address "Canaship". Telex 2275. Agency UN, Cairo.

## SAFAGA: 26.46 N. 34.00 E.

**DOCUMENTS:** The following documents are required on arrival

Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) showing all ports of call, as well as dates of sailings for the last 30 days nature of cargo on board, destination, as well as sickness among crew or passengers, if any, specially when it is presumed that the sick will be hospitalised. These forms can be filled on arrival if not available on board before arrival.

One Crew List and one Passenger List.

Deratisation Certificate should be handy for inspection.

Clearance from Last Port.

Complete set of Manifests covering all cargo on board showing names of shippers and consignees.

4 copies List of Passengers in Transit.

4 copies Crew List.

Deck log books showing date of last call at a U.A.R. port, completed up to the time of arrival at Port Said or Suez.

**PILOTAGE:** Compulsory. International pilot flag must be hoisted and Pilot will board vessel on arrival. Masters should endeavour to arrive at the N. end of the island by sunrise, at Safaga Port by early morning; the light behind them will show up the reefs clearly. Wind, light in the morning, gains strength during the day, making tying up more difficult. A beacon (Morewood Beacon), visible a mile off, is erected on the southern spit of the island. After rounding the spit, Masters keep five cables clear of visible reefs and enter the harbour keeping the two large beacons to the North of the pier in line. Anchorage is then indicated by a small red or white flag. The Manager or his representative, of the Safaga Phosphate Company will meet ships in launch with instructions on berthing.

**MAX. SIZE:** Safe draft in the fairway, over reefs and alongside pier: 27 ft. 6 in.

**HEALTH:** On entering, vessels must hoist the International Quarantine Signal for compulsory quarantine. Any sickness must be reported to the doctor especially when it is presumed that the sick will be hospitalised.

The vessel's personnel should carry international vaccination and/or inoculation certificates.

**BERTHING:** There are two mooring buoys marked B and C and two mooring posts marked A and D.

(1) The anchor position is marked by a small red or white flag. When mooring, manilla ropes only should be used, as wire ropes can be run out afterwards when ship is alongside.

(2) Due to rocky nature of sea bottom, it is very desirable that ship in coming into berth, does not override her anchor, as, if this happens, chain is apt to foul coral bottom and cause trouble later on.

(3) Endeavour to have all way off ship when anchor position is reached. Drop anchor as close to flag as convenient and go astern. If necessary check cable when two shackles have been paid out.

(4) Run rope to Buoy C, run rope to Buoy B, run rope to Post D, then run rope to Post A. Run Spring to S1, S2, S3, and pull alongside. Company's launches will run all ropes.

(5) If wind is blowing strongly off shore, a Spring to S3, may be run immediately a good rope to Buoy B is made fast.

(6) The best way, to reach the anchor position is to steer straight for same, keeping Buoy C on port side. This will keep vessel clear of Buoy C and when anchor is dropped, the stern should swing clear of this Buoy. If it does not, a rope can be run to S3 and the stern pulled in before falling back on pier.

(7) With anchor dropped as shown, six shackles should see No. 1 hatch at the pier, but if chain is slackened carelessly, it may foul bottom and be insufficient to reach pier.

If visibility is very good, a course can be made between the Hyndman and Cannon Reefs, and altered to bring the beacons referred to into line. Rock phosphate and ground phosphate are loaded at this port for shipment all over the world. The mines are situated some 30 km. away and are connected by company's own railway. Rock phosphate loaded (200 tons per hour) from elevator and phosphate in bags by ship's gear. No water or stores.

Cargo vessels can berth alongside a new quay of 600 metres with a draft of 27 ft.

**TIME:** *Winter:* from 1st October to 30th April, local time 2 hours ahead GMT. *Summer:* from 1st May to 30th September, local time 3 hours ahead GMT.

**HOLIDAYS:** The following are the public holidays in U.A.R.:

1st and 2nd Day of RamadanBairam
Courban Bairam Eve
1st and end day of Courban Bairam
Mohamedan New Year's day
Prophet's Birthday (Mewlid El-Nabi)
} changeable dates as based on Moslem Calendar

Eastern Monday (Sham El Nassim (changeable); Evacuation Day (18th June); Revolution Day (23rd July); Victory Day (23rd December). Friday is the Sabbath day.

**AUTHORITY:** Ports and Lights administration.

**AGENT:** Canal Shipping Agencies Co. Through its four branches, Asswan, Assuit, Damanhour and El Menia Shipping Agency. Cable address "Canaship". Telex 2275. Agency UN, Cairo.

## SUEZ CANAL (including Port Said and Suez):

During April 1974 the following information was received from Canal Shipping Agencies:

". . . work for the clearance of the Suez Canal is being carried out, and we hope that navigation will be resumed during the first quarter of 1975. The permissible draft will be 38 ft. on resumption of navigation, and this will be increased to 40 ft. six months later. Facilities at both Port Said and Suez ports will be the same as they were in 1967."

In view of the above, we believe it may be of assistance to print hereunder information as supplied to us by the Canal authorities in 1968, but Masters will have in mind that *changes in this information may now exist*, and will be guided accordingly.

**DOCUMENTS:** The following documents are required on arrival:

4 copies Crew List.
Ship's Register and Suez Canal Special Tonnage Certificate.
General arrangement and capacity plans of the vessel, if transiting the Suez Canal for the first time, or, undergone any alterations.
Suez Canal Authority's double bottom tanks capacity form.
Navigability form.
Documents concerning oil residues (if applicable).
Dry Dock Certificate (if applicable).
Complete set of Manifests covering all cargo on board showing names of shippers and consignees.
4 copies List of Passengers in Transit.
Landing cards for passengers landing finally in U.A.R. and for those landing in U.A.R. in transit.
4 copies List of passengers finally landing in U.A.R. (if any) together with their addresses in U.A.R.
Deck Log Books showing date of last call at a U.A.R. port, completed up to the time of arrival at Port Said or Suez.
Mail Waybills for ports beyond Suez Canal ports and alternatively, a document from the Master is required (cargo and passenger ships only).
Quantity of bunkers, water and cargo on board.
Free Pratique Certificate issued by the local Quarantine Doctor.

In case of a Northbound vessel loading or discharging alongside quay staying more than 24 hours in Suez, the following documents should also be presented:

(1) Load Line Certificate.
(2) Safety Equipment Certificate.
(3) Radio Safety Certificate.
(4) Documents covering names and ratings of ship's officers and their diplomas.

*For Pilot's Use:*

(1) Arrival form of the Suez Canal Authority.
(2) Declaration "E" form for dangerous cargo on board in transit.
(3) Any other documents relating to shipments of dangerous cargo, radio-active or fissile.

*N.B.* Plain Suez Canal Forms are normally handed to Master by Pilots or ship's Agents, to be filled on arrival and also for use on consequent voyages.

*Quarantine Authorities:*

Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) showing all ports of call, as well as dates of sailings for the last 30 days, nature of cargo on board, destination, as well as sickness among crew or passengers, if any, specially when it is presumed that sick will be hospitalised. These forms can be filled on arrival if available on board before arrival.

One Crew List and one passenger list.
Deratisation Certificate should be handy for inspection.
Clearance from last port.

*Passports:*

For Immigration Officer the following documents are required arrival:

Arrival Immigration form, duly completed.
One Passenger List.
List of Passengers finally landing, in duplicate.
Crew List.
Valid passport with entry visa is required for landing in U.A for passengers landing. Emergency visa can be granted arrival if so required.

*For Customs Use:*

(1) Bonded Store List, in duplicate.
(2) Crew List and passengers' list in duplicate, showing rate consumption of each.

**PILOTAGE:** *Port Said:* On arrival at the Pilot Station at Port Sa vessels should contact the pilot boat announcing their arrival to receive the necessary instructions for either: (*a*) to stop in ord to receive a Pilot; (*b*) to anchor at the waiting area; (*c*) to proceed the channel where the Pilot boards.

Vessels arriving from sea can contact the Canal Authority wireless on the following frequencies:

Port Said: Port Office freq. 2182 kc/s. Calling Port Said On freq. 156·35 mc/s. Calling Port Said Seven; VHF can also be used Channel 16.

Pilot boat: freq. 156·3 mc/s. Calling Pilot boat at a range of 20 Call sign 4.

Vessels transiting canal can also contact S.U.Q. at Ismailia wireless, on the following frequencies: freq. 454 kc/s., 425 kc 468 kc/s.

*Waiting area at Port Said:*

The waiting area where vessels anchor waiting for Port Pilots situated to the West of a line joining the West buoy of the first of light buoys and the fairway buoy, and South of the parallel latitude passing through the fairway buoys. All ships waiting enter Port Said Channel, have to anchor at this area. It is of gr importance that a vessel should announce its arrival immediate on reaching the pilot station for two reasons:

(*a*) To avoid delay in entering the harbour, as vessels are pilot in accordance with their turn in contacting the pilot boat.
(*b*) The arrival of a vessel is immediately transmitted to the Su Canal Authority's Office, thus enabling the Agent to decla the ship in time, even before she enters the harbour and ensu her transit with the appropriate convoy. Such registrati cannot be done if the vessel does not adopt the above pr cedure. Passenger vessels are given priority in turn, in enteri the harbour.

Notice is hereby given that the entrance channel to Port Sa harbour is buoyed as follows:

(*a*) A Fairway light buoy painted with white vertical stripes show a white flashing light every 5 seconds approx. fitted with rad reflector and surmounted by a top mark resembling St. Andrew Cross.
(*b*) *Position of buoy:* 032° 40′ – 6·04 miles from Port Said lighthou
(*c*) The first pair of light buoys indicates the entrance of channel. The West buoy is painted black and surmounted a conical superstructure giving a flashing green light.
(*d*) *Position of buoys:* 037° 03′ at a distance of 5·13 miles fr Port Said lighthouse.
(*e*) The East buoy is painted red and surmounted by a cylindri superstructure giving a flashing red light.
(*f*) *Position of buoy:* 127° 40′ from the West buoy at a distance 1,969 ft. from the West buoy.
(*g*) Several other pairs of lights indicate the limits of the chan to the East and West. The East buoys are painted red show a fixed red light and the West buoys are painted bla and show a fixed green light.
(*h*) A fixed red light on a pylon on the North quay of Abbas Ba in line with an occulting red light on a pylon West of the oil tanks at Raswa, indicates the axis of the entrance chan to the harbour.

Pilotage is compulsory on entering or departing Port Said Harbo as well as in the Canal and it is free of charge for vessels transit the Canal except when shifting or changing berth. Vessels transiting the Canal are subject to the payment of these char both at Port Said and Suez. Vessels under 300 tons Suez Ca net tonnage are allowed to transit the Canal from any direction a *Patron* (instead of Pilot) without being compelled to attend convoy timings and after authority has been granted by the S Canal Authority.

In view of the continuous expansion in the sizes of vessels, the consequent increase in the height of the hull, it is becom very difficult for the roads Pilot to board vessels by using customary rope ladder without causing him considerable fati Therefore, it is recommended that Owners and Masters of large tankers instal on their vessels a mechanical hoist for Pilot, and one of the ship's officers be present to ensure its correct use, the safety of the Pilots and to avoid accidents.

It is also recommended that the Mechanical Hoist be installed a convenient distance from the effect of the propeller and away the vessel's stern.

Suez: As regards Suez Bay, it is sheltered from all points except from South. Very occasionally during Southerly gales (period December to April) motor-launches and boats are unable to communicate with ships in the roads.

Newport Rock lighthouse marks the Southern extremity and ships usually anchor opposite the entrance to the Suez Canal. All ships entering the port of Suez have to anchor in the pilotage zone which is limited by the imaginary line which extends from Ras Adabiya to Eyoun Moussa and comprises the coastal zone North of this line up to the Suez Canal entrance.

The town stands on a spit of the desert projecting Eastward with the Bay of Suez on its Southern side, lat. 29° 58′ N., long 32° 10′ E.

Pilotage in the port of Suez is compulsory for all vessels entering, moving within or leaving the port.

Naval ships and vessels whose Suez Canal net tonnage is less than 300 tons are exempted from pilotage, but they have to contact the pilot boat for orders prior to making any movement. Vessels exempted from pilotage may have a Pilot if so required.

*Pilotage Waiting Area at Suez:* The boundaries of the pilotage waiting area for ships arriving at Suez from South have been limited as follows:

Northerly: Lat. 29° 52.16′ N.
Southerly: Lat. 29° 51.73′ N.
Easterly: Long. 32° 34.5′ E.
Westerly: Line joining Newport Rock and Buoy No. 3.

The area East to long. 32° 33.93′ E. is allowed for ships drawing less than 25 ft. The area West 32° 33.93′ E. is for ships drawing more than 25 ft.

The pilot boat is normally stationed at the proximity of green buoy No. 1 South of Newport Rock.

When entering the pilotage waiting area, the following signals should be hoisted: Pilot – Vessel's signal letters. Quarantine – Nature of dangerous cargo (if any).

Vessels have to contact the pilot boat for instructions, reduce speed and have the pilot ladder ready.

Vessels wishing to anchor in Suez roads on their exit from Canal for the purpose of carrying out repairs, cargo operations, replenishment of bunkers, water, etc., should when ready to sail hoist the pilot signal and send the following message to S.U.Q. *Ismailia:* "Vessel's Name in Suez Roads ready to sail Please send Pilot thanks". In case of rough weather, the pilot boat leaves its station.

**ANCHORAGE:** Anchorage in the Port of Suez:

| | *Bearing of ship from Green Island Light* | *Bearing of Green Island Light from ship* | *Distance from Green Island Light* (cables) | *Maximum length of ship* (m.) | (ft.) | *Maximum draft* (ft.) |
|---|---|---|---|---|---|---|
| | | | *Group "A"* | | | |
| 1 A | 128 | 308 | 6·1 | 182·88 | 600 | 38 |
| 2 A | 153 | 333 | 7·2 | 182·88 | 600 | 38 |
| 3 A | 154½ | 334½ | 4·2 | 182·88 | 600 | 38 |
| 4 A | 178 | 358 | 6·4 | 182·88 | 600 | 38 |
| 5 A | 198 | 18 | 3·9 | 182·88 | 600 | 38 |
| 6 A | 203 | 23 | 7·1 | 182·88 | 600 | 38 |
| 7 A | 228 | 48 | 5·8 | 182·88 | 600 | 38 |
| 8 A | 221½ | 41½ | 8·9 | 182·88 | 600 | 38 |
| 9 A | 241½ | 61½ | 8·2 | 182·88 | 600 | 38 |
| 10 A | 263 | 83 | 7·2 | 182·88 | 600 | 38 |
| | | | *Group "B"* | | | |
| 1 B | 281½ | 101½ | 14·4 | 198·12 | 650 | 38 |
| 2 B | 272½ | 92½ | 12·1 | 198·12 | 650 | 38 |
| 3 B | 258 | 79 | 12·4 | 198·12 | 650 | 38 |
| 4 B | 244 | 64 | 13·9 | 259·08 | 850 | 38 |
| 5 B | 270 | 80 | 15·2 | 198·12 | 650 | 38 |
| 6 B | 278 | 98 | 17·25 | 198·12 | 650 | 38 |
| 7 B | 251½ | 71½ | 17·2 | 259·08 | 850 | 38 |
| 8 B | 275 | 95 | 20·2 | 198·12 | 650 | 35 |
| 9 B | 266 | 86 | 20·3 | 198·12 | 650 | 38 |
| 10 B | 259½ | 79½ | 15·1 | 137·16 | 450 | 38 |
| 11 B | 269½ | 89½ | 17·9 | 131·06 | 430 | 38 |
| 12 B | 270½ | 90½ | 22·2 | 131·06 | 430 | 35 |
| 13 B | 258 | 78 | 19·3 | 137·16 | 450 | 38 |
| | | | *Group "C"* | | | |
| 1 C | 40 | 220 | 11·8 | 137·16 | 450 | 25 |
| 2 C | 28½ | 208½ | 11·5 | 137·16 | 450 | 25 |
| 3 C | 7½ | 187½ | 11·2 | 137·16 | 450 | 25 |
| 4 C | 55 | 235 | 8·5 | 213·36 | 700 | 30 |
| 5 C | 34½ | 214½ | 8·1 | 161·54 | 530 | 25 |
| 6 C | 350½ | 170½ | 9·4 | 121·92 | 400 | 25 |
| 7 C | 341 | 161 | 10·6 | 121·92 | 400 | 25 |
| 8 C | 338 | 158 | 8·55 | 137·16 | 450 | 30 |
| 9 C | 322 | 142 | 9·3 | 161·92 | 400 | 30 |
| 10 C | 323 | 143 | 12·3 | 121·92 | 400 | 25 |
| 11 C | 313½ | 133½ | 12·0 | 121·92 | 400 | 25 |
| 12 C | 324 | 144 | 6·58 | 161·54 | 530 | 35 |
| 13 C | 301½ | 121½ | 6·5 | 121·92 | 400 | 35 |
| 14 C | 284 | 104 | 6·7 | 121·92 | 400 | 35 |
| 15 C | 277 | 97 | 5·7 | 121·92 | 400 | 25 |
| 16 C | 253½ | 73½ | 4·8 | 121·92 | 400 | 35 |
| | | | *Group "H"* | | | |
| 1 H | 118 | 298 | 12·0 | 182·88 | 600 | 38 |
| 2 H | 128 | 308 | 14·3 | 182·88 | 600 | 38 |
| *Adabiya Anchorage* | | | | | | |
| 1 | 239 | 59 | 28·3 | 164·59 | 540 | 38 |
| 2 | 234 | 54 | 28·8 | 164·59 | 540 | 38 |

*Radio of the turning circles of the Anchorages:*

| | *Radius* (m.) | (ft.) | | *Radius* (m.) | (ft.) |
|---|---|---|---|---|---|
| | | *Group "A"* | | | |
| 1 A | 274·32 | 900 | 6 A | 274·32 | 900 |
| 2 A | 274·32 | 900 | 7 A | 274·32 | 900 |
| 3 A | 274·32 | 900 | 8 A | 274·32 | 900 |
| 4 A | 274·32 | 900 | 9 A | 274·32 | 900 |
| 5 A | 274·32 | 900 | 10 A | 274·32 | 900 |
| | | *Group "B"* | | | |
| 1 B | 289·56 | 950 | 8 B | 289·56 | 950 |
| 2 B | 289·56 | 950 | 9 B | 289·56 | 950 |
| 3 B | 289·56 | 950 | 10 B | 213·36 | 700 |
| 4 B | 350·52 | 1,150 | 11 B | 198·12 | 650 |
| 5 B | 289·56 | 950 | 12 B | 198·12 | 650 |
| 6 B | 289·56 | 950 | 13 B | 213·36 | 700 |
| 7 B | 350·52 | 1,150 | | | |
| | | *Group "C"* | | | |
| 1 C | 213·36 | 700 | 9 C | 243·80 | 800 |
| 2 C | 213·36 | 700 | 10 C | 182·88 | 600 |
| 3 C | 213·36 | 700 | 11 C | 182·88 | 600 |
| 4 C | 304·80 | 1,000 | 12 C | 243·80 | 800 |
| 5 C | 243·84 | 800 | 13 C | 182·88 | 600 |
| 6 C | 182·88 | 600 | 14 C | 182·88 | 600 |
| 7 C | 182·88 | 600 | 15 C | 182·88 | 600 |
| 8 C | 213·36 | 700 | 16 C | 182·88 | 600 |
| | | *Group "H"* | | | |
| 1 H | 274·32 | 900 | 2 H | 274·32 | 900 |
| *Anchorage for ships waiting to enter Adabiya:* | | | | | |
| 1 | 213·36 | 700 | 2 | 213·36 | 700 |

**ENTRY RESTRICTIONS:** There is no restriction regarding entering Port Said harbour as well as Suez Bay. We would only point out that vessels wishing to enter Port Said harbour must arrive at the pilot station not later than 0330 hours and 1530 as the Northbound convoy normally exits the Canal daily from 1730 hours till 2300 hours and the second Southbound convoy starts getting under way to enter the Canal from 2300 hours to 0200 hours. Vessels arriving after 0330 and wishing to transit the Canal and in accordance with the Suez Canal regulations will have to wait at the pilot station till 0900 hours. As regards Suez Bay and because there is only one Northbound convoy which commences at 0430 hours vessels are advised to arrive at the pilot station not later than 0330 hours to be included in this convoy, otherwise they are allowed to enter Suez harbour after 0900 hours. The rise and the fall of tide at Port Said is negligible but high water fall and changes twice every 24 hours is normal at Suez. Spring tide rises 7 ft., ebbs 4 ft. After a continuance of Southerly winds for two or three days, the water will sometimes rise eight to nine ft.

*Convoy timings:* The times at which vessels must arrive at the pilot station at Port Said and in the Suez Bay to join the Southbound and Northbound convoys respectively:

*Port Said pilot station:* To join the first Southbound convoy (entering at 0700 hours local time) vessels must arrive at the pilot station not later than 0330 hours local time.

To join the second Southbound convoy, the entry to which commences at 2300 hours local time, vessels must arrive at the pilot station not later than 1530 hours local time.

Vessels transiting the Canal for the first time and/or vessels that require remeasurement should arrive at the pilot station one and a half hours earlier (i.e. 0200 hours for the 0700 hours convoy and 1400 hours for the 2300 hours convoy).

*Suez pilot station:* To join the Northbound convoy, the entry to which commences at 0430 hours local time, vessels must arrive at the pilot station not later than the following hours with their pilot signal hoisted:

(*a*) Vessels that have transited the Canal before:
Loaded tankers: 0200 local time
Other vessels: 0330 hours local time

(*b*) Vessels transiting the Canal for the first time and/or vessels that require re-measurements:
Loaded tankers: 0100 hours local time
Other vessels: 0230 hours local time

*Important:* Whilst the above are the official times imposed by the Suez Canal Authority, it is however, recommended that Masters arrive half an hour earlier, to eliminate the possibility of their vessels being delayed on account of alleged late arrival at the pilot station or being considered as having anchored at an area away from the pilot station. This applies to both Port Said and Suez pilot stations.

**SIZES OF VESSELS:** The following are the maximum dimensions of ships authorised to enter Port Said and Suez harbour as well as to transit the Suez Canal:

*Dimensions for Normal Transits:* Transit of ships with the following dimensions will be considered as "ordinary":

(*a*) North/South

| Length B.P. | *Beam* (ft.) | *Draft* (ft.) |
|---|---|---|
| | up to 119 | 37 |
| | 122 | 36 |
| up to 900 ft. | 125 | 35 |
| | 128 | 34 |
| | 132 | 33 |

(*b*) South/North

| Length B.P. | *Beam* (ft.) | *Draft* (ft.) |
|---|---|---|
| | up to 128 | 38 |
| up to 900 ft. | 131 | 37 |
| | 134 | 36 |

Ships are subject to successive trial runs with 36 ft. and 37 ft. draft before they can transit with the maximum permissible draft of 38 ft. indicated in the "Rules of Navigation".

*Dimensions for special transits:* In case LBP is between 900 ft. and 1,000 ft. and/or beam exceeds 134 ft. transit will be considered as "special transit".

(*a*) North/South

| Length B.P. | *Beam* (ft.) | *Draft* (ft.) |
|---|---|---|
| | up to 128 | 34 |
| 900/1,000 ft. | 132 | 33 |
| | 136 | 32 |

(*b*) South/North

| Length B.P. | *Beam* (ft.) | *Draft* (ft.) |
|---|---|---|
| | up to 128 | 38 |
| 900/1,000 ft. | 131 | 37 |
| | 134 | 36 |

In such cases and before transit takes place the Authority must be provided with a detailed lines-plan of the ships' "Cross and Longitudinal Sections".

After the Authority's approval, transit will be permitted with the escort of one or two tugs. The speed will be lower than the regular one and transit will take place in good weather conditions.

*Dimensions for exceptional transits:* As from 1968 dimensions for "Exceptional Transits" will be limited for either Northbound or Southbound transits, as follows:

| Length B.P. | *Beam* (ft.) | *Draft* (ft.) |
|---|---|---|
| | over 136/150 | 32 |
| 900/1,000 ft. | 155 | 31 |
| | 160 | 30 |

In such cases the Authority must be provided before transit is effected with the following:

(*a*) A detailed lines-plan of the ship's "Cross and Longitudinal Sections".
(*b*) Results of laboratory tests carried out on the ship's model and a report about her steering are to be submitted to the Suez Canal Authority research Laboratory (such tests can be carried out in the Suez Canal Laboratory).

Upon examination of the tests and reports, the Authority will determine the number and power of escorting salvage tugs needed during transit. Transit will be effected in good weather conditions at reduced speed.

*Remarks:*

(*a*) Concerning ships fitted with bulbous bows, length B.P. will be measured starting from the bulk's front (Cases 2 and 3).
(*b*) In all cases the draft should be determined so that the ratio between the ship's wet cross-section and the Canal cross sectional area (1,800 sq. metres) does not exceed 1 : 4.
(*c*) If the 1 : 4 ratio is exceeded, the Authority will effect a reduction in the transit speed.

The Suez Canal Authority is undertaking a project to be accomplished by 1972 aiming at increasing the Canal cross sectional area to 2,500 sq. metres, so as to allow the transit of vessels with a draft of 48/50 ft. and a beam of about 135 ft.

**HEALTH:** On entering, vessels must hoist the International Quarantine Signal for compulsory quarantine. Any sickness must be reported to the doctor specially when it is presumed that the sick will be hospitalised. The Quarantine doctor meets the ships whilst entering the port and the ships are boarded in turn. To get a quick clearance and not to be left for later attendance, Masters are requested to receive the doctors as soon as they board and to have the following documents ready:

*Quarantine Forms in Duplicate:* When inserting the ship's register net tonnage special care should be taken in indicating same on the two quarantine forms (Form No. 15 Q.A.) as the dues are calculated on that tonnage, as incorrect information may cause complications.

Deratisation Certificate should be handy for inspection.

Clearance from Last Port should also be handy.

All ports at which the vessel has called as well as dates of sailings for the last 30 days should be inserted in the form.

*Quarantine Signals:*

*By day: "Q" flag* (signifying vessel healthy). *"Q" Over first substituted* (*QQ*). (Vessels have cases of infectious diseases more than 5 days ago, and there have been unusual mortality among the ratings or crew on board.) *"Q" over L flag* (*QL*) signifying (vessel is infected and has cases of infectious diseases less than 5 days ago.)

*By night: red light over white:* The flags and lights must remain hoisted until free pratique is granted. Ships in transit under Quara tine through the Suez Canal will use the same signals until th clear the other end of the Canal.

*Important:* In the event of a vessel arriving from a port that h been internationally declared infectious and the incubation peri has not yet expired at the time of the ship's arrival at a U.A.R. p the vessel is put under compulsory Quarantine, moored at an isola berth and no shore contact is allowed. Nevertheless, the ship c still carry out her normal operations on condition that all sho personnel are holding valid vaccination and/or inoculation certi cates issued by the Quarantine Administration. The ship's person should also carry International Vaccination and/or Inoculati Certificates. Final landing passengers, not carrying such certificat will be landed under Quarantine supervision and will be kept isolat at the lazarette until incubation period is over.

*Pratique granted by radio:* Pratique may be granted prior to shi arrival provided the following conditions are adhered to:

(1) The vessel must be a regular liner to the Quarantine Autho ties and has a doctor on board.
(2) Details shown on the Quarantine Statement should be radio to the Quarantine Authorities 24 hours prior to ship's arriv
(3) Captains of vessels must declare before their arrival a accidents, which might have taken place on board prior to th arrival in port.
(4) The ship must not have called at any infected port.

**RADIO:** ETA messages can be transmitted to Agent and Su Canal Authority through Port Said Radio and/or Alexandria Rad for vessels calling at Port Said. The same procedure can also b adopted for vessels calling at Suez through Kosseir Radio.

As a rule, Masters should send their ETA not less than 48 hou before ship's arrival. In addition to the ETA, all requirements shou be included in the wireless message as well as detailed informatio regarding cargo operations, draft, number of passengers d embarking, details of their baggage and crew changes, if any. If th ship is operating a tour in the town and/or a quick trip to Cai numbers of participants must also be contained in the same wirele message. Number of bags of mail to be discharged, if any, shou also be included.

This is to enable the ship's Agent to notify, in good time, t parties concerned, to prepare in advance the necessary custo permits, and to ensure all requirements to be supplied without dela

Vessels transiting the Canal for the first time, should also inclu in the ETA message, whether fitted with a projector or not and i the affirmative to state of electricians are required, thus enabli the Agent to make the necessary arrangements and avoid any dela

In accordance with the Suez Canal Authority's instructions a in order to avoid delaying vessels from joining the respective co voys, vessels transiting the Canal for the first time are required t include the following information in their ETA message:

Suez Canal gross and nett tonnages and date of last Suez Ca Special Tonnage Certificate.

Registered gross and net tonnages and date of last regist Ship's nationality and Owner's name.

If the ship has previously transited the Canal, the followi information should be included in the ETA message:

Whether there have been any constructional changes. If n changes have taken place, the following message should be se "Particulars no change navigable."

**RADAR/VHF:** There is no radar service at either Port Said Suez, but VHF can be used with the Suez Canal Authority Channel 16. Transit vessels can also contact S.U.Q. at Ismailia wireless on the following frequencies: Freq. 454 kc/s., 425 kc 468 kc/s.

**TUGS:** Highly qualified tugs and crew are available on boa several tugs owned by the Suez Canal Authority in Port Said, Su and in all Suez Canal stations. These tugs assist vessels to be in Port Said harbour as well as in Canal if a case arises. It is solely to the Canal Authority to decide whether more than one t is needed (free of charge) to assist any ship to moor in the P Said harbour, but if a Master of a vessel finds it necessary to empl an extra tug for berthing or if he needs a tug for any other reaso such an operation will then be charged against the vessel.

*Salvage tug boats:*

(1) From 3,000 to 3,500 h.p. *Barei, Batal, Mongued, Mounir.*
(2) From 3,500 to 5,000 h.p. *Antar.*
(3) Over 5,000 h.p. *Mared, Chahm.*

*Harbour Tug boats:*

(1) 800 h.p. *Moein, Monkez, Montasser.*
(2) 1,600 h.p. *Bark, Chabar, Chadid, Hout, Kirsh, Morgan.*

*General conditions:*

(1) Hire is reckoned from the time of starting to raise steam ceases when the tug returns to its depot.
(2) The charges for "waiting" will not apply while the tug has remain under full steam either for a long or short peri ready to proceed. These charges only apply while waiting a long period and when the tug is able to bank fires whil the disposal of the client.
(3) Fractions of hour will be reckoned as full hour.
(4) Hire charges are increased by 10% when tug is used a official office hours, on Fridays or on public holidays.
(5) Hire charges are increased by 50% when tug is used outs Canal waters.
(6) Towing charges outside the territorial waters are agreed up with the Authority.
(7) This tariff may be revised every 3 months without notice.

**BERTHING:** *Port Said:*

| Place or names | Number | Nos. | Length of berth | | Length of vessel | | Observations |
|---|---|---|---|---|---|---|---|
| | | | (m.) | (ft.) | (m.) | (ft.) | |
| Black Berths | 7 | 1 N | 220 | 721 | 72 | 563 | On the Eastern side of the channel |
| | | 2 N | 190 | 623 | 152 | 465 | |
| | | 3 N | 270 | 886 | 216 | 709 | |
| | | 4 N | 205 | 672 | 157 | 515 | |
| | | 5 N | 220 | 721 | 172 | 563 | |
| | | 6 N | 225 | 728 | 172 | 580 | |
| | | 7 N | 230 | 754 | 182 | 596 | |
| Navy House | 6 | 1 | | | 61 | 200 | |
| | | 2 | | | 61 | 200 | |
| | | 3 | | | 101 | 330 | |
| | | 4 | | | 168 | 550 | |
| | | 5 | | | 168 | 550 | |
| | | 6 | | | 168 | 550 | |
| Cherif Basin | 10 | | | | 134 | 440 | 6 vessels West |
| | | | | | 168 | 550 | 4 vessels West of the Navy House |
| Abbas Basin | 10 | | | | 122 | 400 | North of the basin |
| | | | | | 183 | 600 | South of the basin |
| Hussein Basin | 17 | | | | 91 | 300 | South of the inflection point |
| | | | | | to | to | |
| | | | | | 180 | 620 | North of the inflection point |
| E Berths (1) | 4 | 1 E | 325 | 1,066 | 268 | 879 | |
| | | 2 E | 280 | 919 | 226 | 742 | |
| | | 3 E | 250 | 820 | 202 | 662 | |
| | | 4 E | 220 | 721 | 172 | 563 | |
| Isolated Berths | 5 | 11 | 280 | 919 | 226 | 742 | |
| | | 21 | 250 | 820 | 202 | 662 | |
| | | 51 | 315 | 1,050 | 259 | 833 | |
| North Basin | 2 | 1 A | 260 | 853 | 209 | 686 | |
| | | 2 A | 280 | 919 | 226 | 742 | |
| Outer Harbour Basin | 7 | 3 A | without limitation | | | | Vessel heading 270° |
| | | 4 A | | | | | |
| | | 5 A | | | | | |
| | | 6 A | | | | | |
| | | 7 A | | | | | |
| | | 8 A.N. | | | | | |
| | | 8 A.S. | | | | | |
| | 5 | 3 A .. | ........ | | 28 | 270 | Vessel heading 090° |
| | 5 | 4 A | .......... | | 107 | 350 | Vessel heading 090° |
| | | 5 A | | | | | |
| | | 6 A | | | | | |
| | | 8 A.S. | | | | | |
| Blocks Basin | 10 | | | | 122 | 400 | Max. draft 9 metres |
| Red Berths | 7 | 0 N | 140 | 459 | 92 | 301 | On the Western side of channel |
| | | I R | 245 | 804 | 195 | 642 | |
| | | 2 R | 229 | 755 | 184 | 592 | |
| | | 3 R | 273 | 896 | 219·5 | 720 | |
| | | 4 R | 295 | 968 | 239 | 785 | |
| | | 5 R | 284 | 813 | 198 | 850 | |
| | | 6 R | 280 | 919 | 226 | 742 | |

*Note:* In good weather the length on buoys may be increased from 3 to 9 metres according to the length of the berth and height of the vessel.

*Suez:*

*Port Ibrahim:* Port Ibrahim is the port of Suez. It consists of North and South basins.

*North Quay:* The North basin has, on the North side, a quay length of 2,415 ft. a total breadth of 975 ft. and depth of 27 ft. at high tide. Quay is connected with the railway which runs the whole length of this quay and which can accommodate four large ships.

Berths 4 and 5 where stores are available are suitable for loading and discharging cement in big quantities.

*Khedivial Quay:* Berths Nos. 9, 10 and 11, length 1,194 ft., depth 24 ft. at high tide.

*Pilgrim's Quay:* (Pontoon Berth) No. 6, one berth, length 500 ft., depth 24 ft. at high tide.

N.B. No cranes are allocated to these quays but mobile cranes (5–15 tons) only can be used.

*Adabiya Quay:* This quay is situated on the Western shore of the Suez Bay, and is under the control of the Naval Authorities. Only vessels carrying military cargo consigned to the Military Authorities can be accommodated. The maximum draft is 28 ft. and can accommodate four large vessels. Quay is equipped with steam and electric travelling cranes, capacity 3–15 tons.

*Marakib Quay:* Situated at the entrance of the Canal depth 28 ft.; can accommodate passenger and cargo vessels.

**STEVEDORES:** As stated in the ETA messages, Masters are advised to include in their messages details of cargo to be discharged in either Port Said or Suez, hatch by hatch and gangways required, if possible. All loading and discharging operations in Port Said harbour and Suez Roads are effected by lighters. There are steel lighters, wooden barges and self-propelled barges available for this purpose that will allow rapid work being carried out. At Port Said several frozen cargo ships are provided with flat floating pontoons to facilitate discharge of cargo. At Port Said the draft of water does not allow ships to be berthed alongside quays to carry out cargo operations except in Cherif and Abbas Quays which accommodate vessels up to 27 ft. and consequently same are carried out also from and into lighters which are brought alongside the vessels whilst at anchor.

**MEDICAL:** It is very essential for Agent to receive advance notice of required medical attendance at least 24 hours prior to ship's arrival. All ordinary medical supplies are available and prescriptions are executed at any time at moderate prices and delivered during ship's stay in port. Medical assistance at Port Said and Suez is available. Consultations on board could be arranged through ship's Agent at any time by day or night. Reliable dentists are available at Port Said and could be consulted on board, if necessary, and during the following period at their clinics: From 0900 to 1300 hours and from 1600 to 1900 hours.

Occulists are available for consultations at town clinics in Port Said during usual working hours. Opticians are also available at Port Said. The following hospitals are available with ample first, second and third class accommodation, accepting patients irrespective of nationality at reasonable charges:

| *At Port Said* | *At Suez* |
|---|---|
| Al Mabarra Hospital | Al Helal Hospital |
| Notre Dame de la Deliverande Hospital | Abou El-Azayem Hospital |
| Two General Government Hospitals | General Government Hospital |
| T.B. Hospital | Isolation Hospital |
| Isolation Hospital | Ophthalmic Hospital |
| Ophthalmic Hospital, | |

Ship's personnel should carry international vaccination and/or inoculation certificates if a vessel is arriving from a port that has been internationally declared infectious and the incubation period has not yet expired at the time of arrival.

**TANKERS:** There is a bunkering station at Port Said harbour which can accommodate four tankers with not more than 38 ft. for the purpose of discharging their cargo of fuel or diesel oil to the different oil bunkering companies, but the petroleum basins for tankers at Port Said is as follows:

Seven jetties can accommodate vessels with maximum length of 555 ft., loaded with draft of 28 ft. 6 in.

If jetties 2 and 4 are occupied by large tankers, then No. 3 would have to be used by a small tanker.

*Oil Storage:* There is ample tank storage for bulk petroleum products.

*New Suez Terminal:* The terminal is situated in Suez Roads and has two berths. Minimum depth of water at LWOST in the approach channel is 39 ft. Minimum depth of water at LWOST alongside each berth is 42 ft. Maximum safe length of tanker applicable = 750 ft.

Each berth has six pipe-lines, 4 lines × 20 in., 2 lines × 16 in., 1 line × 4 in. (fresh water).

All types of oil products can be handled at both berths. No facilities are available at present for reception of dirty ballast.

**FRESH WATER:** Is available for supply ex self-propelled barges to any quantity required at all times with a minimum supply of 50 tons.

**FUEL:** Different grades of fuel oil are available from different firms. It is customary that the Master should advise in his ETA message of the vessel's requirements, fuel or diesel oil, at least 24 hours prior to ship's arrival into port. Bunkering is by contract between the Owners and the different bunkering firms, and nominations should be arranged for each vessel separately between the Owners and Head Office of the bunkering firm abroad, and for which payment is also effected abroad. Only the Compagnie Orientale Des Petroles accepts payment in cash out of Shipping Account No. 2 for supplies effected by them and in which case a nomination is not required. Vessels can be berthed in the oil installation and thus can effect their bunkering requirements through pipe-lines. Tankers which are not gas-free, cargo vessels carrying dangerous materials and passenger vessels, which are moored opposite the town, can be supplied with the requirements of fuel and diesel oil ex self-propelled barges with maximum capacity of 700 tons.

**FIRE PRECAUTIONS:** In accordance with the Suez Canal Authority's regulations, tankers and vessels carrying dangerous materials must comply with their requirements, concerning fire regulations.

**DEVELOPMENTS:** Since the nationalisation in 1956 of the former Suez Canal Company, several improvements have taken place to facilitate transit and to accommodate larger ships. A by-pass between Kantara and Ferdan of about 9 km. in length exists to enable Northbound vessels to pass Southbound ships. The maximum draft allowed presently in the Canal is 38 ft. for Northbound vessels only. The Suez Canal Authority is undertaking a project to be accomplished by 1978 aiming at increasing the Canal cross sectional area to 2,500 sq. metres, so as to allow the transit of vessels with a draft of 48/50 ft. and a beam of about 135 ft. Same draft will be applicable to both Port Said and Suez and at the same time, as the project is being accomplished.

**GANGWAY/DECK WATCHMEN:** In both basins Cherif and Abbas at Port Said, where cargo vessels are normally berthed, ships' gangways can be used for disembarkation and embarkation. Passenger vessels are moored in special berths, i.e. Red Buoys, opposite the town, and can be supplied with one or two floating bridges (snake pontoon) which can connect the ship with the shore to enable the transit passengers and members of crew to proceed ashore. Cargo ships and other vessels mooring at the different buoys must lower their gangway to facilitate disembarkation and embarkation of ship's personnel as well as different officials. As far as Suez is concerned, all vessels must lower their gangway for the same purpose stated above. A deck watchmen is recommended.

**OPENING/CLOSING HATCHES:** In accordance with Charter Parties, the opening and closing of hatches are dealt with as instructed in this Agreement, but for vessels carrying out minor cargo operations, it is customary that stevedores open and close ships' hatches against ship's account. To expedite vessel's transit, it is always recommended that ship's crew, during vessel's entering into the harbour should open the hatches and rig ship's derricks in order that they may be ready for cargo operations immediately upon ship's arrival at either Port Said and Suez.

**SHIP'S CERTIFICATES:**

- Ship's Register.
- Suez Canal Special Tonnage Certificate.
- General Arrangement and Capacity Plans.
- Load Line Certificate.
- Safety equipment Certificate.
- Radio Safety Certificate.
- Documents covering names and ratings of ship's officers and their diplomas.

**CUSTOMS ALLOWANCE:** Every member of crew is entitled to have one carton of cigarettes, 8 ounces of tobacco, and one bottle of spirits for his own consumption during ship's stay in Port Said, Suez Canal transit, until vessel exits the Canal or vice-versa. Same applies to passengers, and a limited quantity of bonded stores can be permitted in public rooms and bars on passenger ships. Crew and passenger list, in duplicate, showing the amount in possession of each must be ready on vessel's arrival for submission to the Customs Representatives who normally proceed on board on arrival to seal up the Bonded Stores.

**CARGO GEAR:** These are normally supplied by the stevedores to comply with the nature of cargo discharged or loaded from cargo ships. Rope lengths and other cargo gear may be additionally required to expedite ship's discharge.

**CREW IDENTIFICATION CARDS:** Every member of crew must have a seaman's book deposited with the Officer in charge for inspection, if so required by the Immigration Authorities. If a vessel is stopping in Port Said or Suez for a lengthy time, these seaman's books are normally taken off the ship by the said Authorities and kept in their departing office pending ship's sailing day when they are placed on board by the proper officer on a previous advice. Identity cards are also needed if a crew member wishes to proceed ashore for a short visit to the town or for proceeding to any excursion inland.

**CONSULS:** The following countries have Consulates or Consular Agencies in Port Said:

U.S.S.R.
U.S.A.
Italy
Greece
West Germany
Panama
Republic of China
Holland
Norway
Denmark
Finland
Sweden
Spain
U.K.

**REPAIRS:** Most types of repairs whether temporary or permanent can be carried out here by the Suez Canal Authority's shipyard or its subsidiary companies, under the supervision of the appropriate surveyors, if necessary. Suez workshops are well equipped for undertaking all kinds of marine repairs to Hull, main and auxiliary engines, boilers, navigation aids, radar and cooling, and installations.

Vessels carrying explosives are not allowed to carry out repairs, Tankers loaded or in ballast but not gas free are not allowed to carry out repairs, except in cases of force majeure of which the Canal Authority is sole judge. Gas-free tankers must present Gas-free Certificate before they are allowed to carry out any repairs. If unavailable, a chemist approved by the Suez Canal Authority can be appointed for testing the tanks and issuing the Gas-free Certificate. The aforementioned restrictions are applicable at Port Said only and not at Suez where vessels anchor at roads and are of no danger.

*Other Repairs Facilities:* Exist at Port Said for air conditioning, wireless telegraphy, radar, course and rudder recorder, refrigerators, and refrigerating units.

All kinds of repairs to echo sounding devices are carried out at Port Said by experienced specialists at reasonable charge, for the different types and dealt with by the Port Said Engineering Works with the exception of Raytheon radar, B.T.H. radar and Cossor radar which are represented by the Eastern Electronics.

**DRY DOCKS:** A floating dock of 25,000 tons is available at Port Said as well as a dry dock at Suez. Sufficient notice is required to book the date for either the floating or the dry dock.

Repair facilities are available at Suez, where a dry dock is suitable to accommodate vessels up to 8,000 tons dwt.

*Dimensions:*

| | |
|---|---|
| Extreme length to inner still | 464 ft. |
| Breadth at entrance | 73 ft. |
| Height of water over keel blocks: | |
| at Spring tide | 22 ft. for., 26 ft. 3 in. aft |
| at Neap tide | 19 ft. for., 23 ft. 3 in. aft |

The maximum draft at which a vessel can use the dry dock is 17 ft. for. and 20 ft. aft. Deeper drafts may be arranged with the management.

The Suez Canal Authority's Floating Dock and Shipyard is situated at the Northern entrance of the Suez Canal, opposite to Port Said lighthouse.

Ships up to 50,000 tons dwt. may undergo all kind of repairs in the shortest possible time. Tankers, by gas-freeing during their voyage from their home harbour to Port Said, will save at least four days if they carry out their repairs in our dock.

**REPATRIATION:** It is quite common that crew changes can be effected without any hindrance. As regards "signing off" members of crew, necessary facilities are given by the Immigration Authorities for their landing by granting them emergency visas and thus their repatriation arrangement by sea or by air can be effected easily. The "signing on" of foreign seamen is subject to the following regulations:

(*a*) A seaman and/or officer (non-residents) must be of the same nationality of the ship when arriving from abroad for this purpose.

(*b*) If a ship requires any rating, priority to engage Egyptian crew is given, unless indicated otherwise by means of a teleg or a letter from the ship's Owners abroad.

**AIRPORT:** The distance between the international airpor Cairo and Port Said or Suez is normally 2½ hours. Internatio airlines serve this airport. Cairo Shipping Agency is on cons contact with Agent for the necessary instructions.

In the interest of all and in order not to lose any time and to a any restrictions when sending crew members by plane to join th respective vessels, it is essential that the Agent concerned sho notify by cable in good time the flight number as well as the time a date of the arrival in Cairo, thus enabling the Agent to notify Ca Shipping Agency for the necessary clearance and as to whe they should be sent to join their vessels.

**TIME:** Local time during the Winter season is two hours ahead GMT and this becomes three hours ahead of Summer time.

*Winter:* From 1st October to 30th April – local time 2 ho ahead GMT.

*Summer:* From 1st May to 30th September – local time 3 ho ahead GMT.

**HOLIDAYS:** The following are the public holidays in U.A. 1st and 2nd Days of Ramadan Bairam, Courban Bairam Eve (chan able dates); 1st and last days of Courban Bairam, Mohamedan N Year's day, Prophet's Birthday (Mewlid El-Nabi) (as based Moslem Calendar); Eastern Monday (Sham El Nassim) (changeab Evacuation Day (18th June); Revolution Day (23rd July); Vict Day (23rd December).

If a holiday falls on a Friday it is possible that the following work day will be decreed a holiday also.

**POLICE/AMBULANCE/FIRE:** Vessels which are moored in t harbour either in Port Said or Suez require assistance from t Port Police, should hoist the International Code Signal (Y.M.). Th is always a police guard appointed by these Authorities on each s in either Port Said or Suez harbour. First-aid assistance can prov ambulances at a request through the Agent. In case of fire on boa when in port, the Captain must inform the Port Authorities (the Su Canal Authority) immediately and at the same time give a gene warning by means of a long blast of whistle or siren and be prepa to move his ship to another berth if so required. The Suez Ca Authority own seven tugs and other crafts distributed in vari points of the Canal with individual output from 10 to 950 tons p hour well equipped with fire-fighting appliances, ready for use any moment.

**TELEPHONES:** There are no telephone facilities available in P Said except at berth No. 4 Red where passenger ships are norma berthed, and this can be connected when snake pontoon is fi with ship's gangway.

**SERVICES:** Port Said and Suez being situated at a middle po between the East and the West, have become an ideal centre replenishing stores and provisions which can be obtained in bo or from town. The chandling firms attending to all ships calling U.A.R. ports are:

(*a*) The United Arab Marine Contracting & Supply Co., (ca address: "Consup").

(*b*) The International Marine Services Co. (Cable addre "Marinco").

Delivery of provisions and stores is effected 24 hours a day Port Said and Suez.

It is recommended that Masters should order their requireme prior to their arrival with a view to avoiding any delay specially ships joining the 0700 hours convoy Southbound.

Deck and engine stores are ample and are also available and s at (in bond) prices.

*Paints:* All kinds (bottom, boot-top, topside, enamel, engine rea mixed, heat resisting, varnishes) are also available at "in bon prices. Painting of ships or undertaking any maintenance work board is permitted while ship is in port waiting to join the North the South bound vonvoys as well as while transiting the Suez Can

The following companies are represented here:

| | |
|---|---|
| International Marine Paint | Represented by The United Ar Contracting Co. (cable addres "Consup") |
| Hamples Marine Paint<br>Campex Marine Paint<br>Wiederhol Marine Paint | Represented by The Internatio Marine Services Co. (cable address: "Marinco") |

*Chemicals:* The following chemical firms are represented in P Said and Suez:

| | |
|---|---|
| Gemlen & Co. | Represented by The United A Contracting Co. (cable addres "Consup") |
| Bird Archer/Norus (Tommons & Chartes) Chemicals. | Represented by The Internatio Marine Services Co. (cable address: "Marinco") |
| Drew Chemicals Cameroid Products. | |
| Paroline Chemicals Cameroid Products. | |
| Walker Bow. | |

*Grease and lubrication oils.* Available from:

Esso Petroleum Co.
Misr Petroleum Co. (ex Shell)
Mobile Oil Co.
Caltex Oil Co..
Ocean Oil Co.
Wisure Oil Co.
Fina Oil Co.
Gulf Oil Co.
Castrol Burma Oil.

An advance notice of 48 hours is necessary to arrange for lubric ing oils and/or bunkers required.

*Charts:* Admiralty Charts are available at Port Said only from

United Arab Marine Contracting & Supply Co. If any order has to be supplied at Suez, arrangements can be made for the required charts to be sent there.

*Cigarettes:* American and British cigarettes are available "in bond".

*Technical Gases:* Technical gases are also available at Port Said and Suez, and empty containers can be exchanged.

*Fish:* Bream, prawns, crabs, rock fish available throughout the year; Mullet available June/February; Slip soles available November/March.

*Vegetables:* Beans, beetroots, cauliflower, cabbages, carrots, eggplant, endive, garlic, herbs, lettuce, marrows, parsley, radishes, spinach, tomatoes, turnips, escarole, onions, potatoes: *available throughout the year.*

Green peas, celery, pumpkins: *available January/March.*

Artichokes: *available October/April.*

Parsnips, spring onions: *available November/May.*

Green pepper, mint, lady's finger: *available June/September.*

Capsicum: *available May/December.*

Cucumber: *available February/December.*

Lemon, limes: *available throughout the year.*

Fresh figs, fresh dates: *available August/October.*

Bananas: *available October/June.*

Grapefruits, oranges, tangerines, *available October/May.* (When out of season import citrus are available).

Apricots: *available May/June.*

Water melons, sweet melons: *available May/October.*

Grapes: *available June/October.*

Plums, peaches: *available June/October.*

Mangoes: *available August/September.*

Pears: *available August/October.*

Apples: *available November/February* (also imported the whole year).

*Eggs:* Eggs are available throughout the year.

*Meat:* Fresh meat is only supplied to vessels having a Mohammedan Crew after permission is obtained from the Customs. Other vessels are supplied with "frozen" in bond.

*Laundry:* Well equipped, reliable and fast services are available at Port Said, through the ship's contractor. Ship's laundry is usually delivered within 24 hours. For vessels remaining a few hours in Port Said and transiting the Canal, their laundry could be collected, washed and ironed and then transported to Suez by special car or lorry for delivery to them there.

*Garbage:* No refuse or ashes are allowed to be thrown whilst ships are moored in Port Said, transiting the Canal or in Suez Roads. Small barges are available in Port Said and Suez for disposal of garbages or ashes which craft could be obtained at a reasonable hire.

*Motor Launches and Tugs Hire:* Motor launches and tugs required for extra service are charged for as under:

*At Port Said:*

Motor launches per hour at day time, pt. 60 each; night time, pt. 75 each; motor launches per day, pt. 300 each; night, pt. 450 each.

*At Suez:*

Motor launches per hour, pt. 1,250 each; tugs per hour, pt. 5,000 each.

*Divers:* Suez Canal Authority's Divers as well as other Contractors' experienced divers are available, capable of carrying out any kind of underwater repairs including welding and fees are subject to the kind of job to be performed. Anchors and other articles left behind by any ship in Canal waters are retrieved on no cure no pay basis.

**SHORE LEAVE:** Crew members are allowed ashore provided that they obtain a shore leave pass issued by the Immigration Authorities through the local Agent. They can proceed ashore by means of motor launches or rowing boats at their own expense. For vessels mooring opposite the town and connected with the shore by snake pontoon, crew, together with passengers, can proceed ashore free of charge.

**REGULATIONS:** As Port Said and Suez are considered the leading ports to the Suez Canal, the Suez Canal Authority has established a convoy system for vessels transiting the Suez Canal. It is important that the timings indicated are to be complied with. However, it is recommended that Masters arrive half an hour earlier to eliminate the possibility of their vessels being delayed on account of alleged late arrival at the pilot station or being considered as having anchored at an area away from the pilot station.

*Times of Entry for Convoys:*

(*a*) Northbound: One convoy daily. Entry commences at 0430 hours local time. Loaded tankers in the lead followed by other vessels.

(*b*) Southbound: Two convoys daily. Entry commences: 1st convoy 0700 hours local time. 2nd convoy 2300 hours local time.

*Conditions of Transit:* Each vessel must be provided with a projector, either its own which should be in compliance with the Canal Authority's regulations, or a hired one obtainable from the Suez Canal Light Company. In case of hire, two electricians will be provided and the vessel is to supply them with food and accommodation.

Two or more mooring boats will be provided with a crew consisting of three men for each, to assist the vessel in mooring in the Canal when required. A sheltered place or accommodation, as well as food has to be provided by the ship.

Connecting links made fast to bitts or clinched on board should be hung over the vessel's side.

Wireless watch should be kept in accordance with the indication of the Pilot. The Authority's station S.U.Q. transmits on a frequency of 420 kc/s. (714 m.). Vessels communicating with S.U.Q. must transmit on a frequency of 425 kc/s. (841 m.).

Canal Pilots will be supplied with a wireless telephone to facilitate the despatch or receipt of messages. These sets require a direct current of 6 volts and special sockets according to the dimensions stated below, and which should be installed on the bridge within reach of the Pilot: The potential difference at the socket must not be less than 6 volts. The socket must withstand a current of 5 amps. The socket's dimensions are as follows:

| | |
|---|---|
| Diameter of each female | 4 mm. |
| Length of each female | 18 mm. |
| Distance between the two females | 12 mm. |

In the event of such sockets and/or the required current not being available, the telephone will be accompanied by a battery, at vessel's expense. Each vessel should be equipped with: (*a*) Rudder Angle Indicator, (*b*) R.P.M. Indicator.

According to Article 15 para. 2a of the Suez Canal Rules of Navigation, the above appliances must be fitted on the bridge in such a position that the Pilot may read both, without having to move away from his situation. An exemption to the above requirements is granted to vessels having a Suez Canal gross tonnage of less than 2,500 tons (excluding spaces not permanently added to the gross tonnage) and to ships not passing through the Canal more than three times a year.

*Pilot Signals:*

*By Day:* International Code Flag "G" under a black ball, (for entrance in Suez Basin, only "G" flag).

*By Night:* Three white lights vertically hoisted, which must be clearly visible from the watch tower of the Suez Canal Authority's offices.

**PORT AUTHORITIES:** The Suez Canal Authority is the Authority governing Port Said harbour as well as Suez Bay, as far as reception of ships and their transit of the Suez Canal. The Suez Canal Shipping Agencies Company is responsible for shipping companies in Canal Zone, Suez Gulf and U.A.R. Red Sea ports, through four branches at Port Said for each of which there is a branch at Suez and one in Cairo. Their names are:

| | |
|---|---|
| Aswan Shipping Agency | tel. 5051 (7 lines) |
| Assiut Shipping Agency | tel. 2710 and 2722 |
| Damanhour Shipping Agency | tel. 4231 and 2951 (3 lines and 8606 (8 lines). |
| El Menia Shipping Agency | tel. 4462 and 3333 (3 lines). |

There is also Cairo Shipping Agency, tel. no. 77893, who is looking after crew arrival and repatriation through Cairo Airport as well as receiving parcels for vessels calling at either Port Said or Suez.

# United Kingdom (See Plan)

## ABERDEEN: 57.09 N. 02.03 W.

**DOCUMENTS:**

1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ship's Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Light Certificate.
1 Port Dues Certificate.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British ships only.
Load-line Certificate.
Safety Equipment Certificate.
Lloyds Certificate.
De-rat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.

In addition, Manifests and Bills of Lading are usually sent to Agent direct from loading port.

**PILOTAGE:** Aberdeen has a compulsory pilotage district and there are eight licensed Pilots. Boatage service, although not compulsory, is available. There are eight licensed boatmen.

**RESTRICTIONS:** Navigation channel. max. designed width 110 ft., max. designed depth at HWOST 34 ft. Traffic signals regulate the movement of vessels in the Navigation Channel.

Entrance to Victoria Dock, depth at HWOST 26 ft., clear width at entrance 62½ ft.

Entrance to Upper Dock, width of entrance 67 ft.

**MAX. SIZE:** The port can accommodate a vessel of up to 525 ft. in length, 80 ft. in beam and drawing 30½ ft. of water, and at the various berths in tidal and non-tidal waters can handle expeditiously bulk and general cargoes.

**HEALTH:** Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration in all cases; when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 3 hours before arrival.

**RADIO:** There is a VHF radio communications system which operates on Channels 6, 11, 12 and 16.

**BERTHING:** Tidal:

| | | | | |
|---|---|---|---|---|
| Tidal Harbour | length 3,461 ft. | Depth 26–34 ft. HWOST | | |
| Albert Basin | ,, | 5,586 ft. | ,, | 25–29 |
| River Dee (Navigable) | ,, | 1,884 ft. | ,, | 25–28 |
| River Dee Dock | ,, | 1,398 ft. | ,, | 28–31 |
| Non-Tidal: | | | | |
| Upper Dock | ,, | 1,950 ft. | ,, | 18–30 |
| Victoria Dock | ,, | 4,326 ft. | ,, | 22–28 |

*Deep-water Berths:*

No. 1 Atlantic Wharf. This is 480 ft. long with 30 ft. water at low tide and 42¾ ft. at HWOST. Two-storey transit shed. Two 3-ton electric portal cranes. Excellent road and rail connection.

No. 2 Pacific Wharf. This is 525 ft. long with 32 ft. of water at low tide and 44¾ ft. at HWOST. Open quay.

In 1974 the Upper Dock and Victoria Dock will become tidal with access at all stages of the tide and with a minimum depth of 20 ft. within the docks.

**FRESH WATER:** This service is provided by the Corporation of Aberdeen and is available at all quays.

**REPAIRS:** Ship-repairing facilities and shipping supplies are offered by a number of private firms and individuals with premises beside the harbour.

**DRY DOCKS:**

| | *Overall length (ft.)* | *Breadth at entrance (ft.)* | *Depth on blocks (ft.)* | *Lifting capacity* |
|---|---|---|---|---|
| No. 1 | 180 | 29 | 16 | 700 tons |
| No. 4 | 180 | 38 | 18 | 1,000 tons |

There are also two privately owned slipways.

**MEDICAL:** Doctors and hospital facilities available. Agents should be advised in advance of any medical attention required.

**CUSTOMS ALLOWANCES:** At the discretion of Local Customs Inspector. Normal allowances are equivalent to ½ lb. of tobacco per man and equivalent to 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port for more than three or four days may receive extra allowances.

**CONSULS:**

| | |
|---|---|
| Belgium | G. D. G. Mackinnon, 23 Market Street |
| Denmark | Wm. Repper, 62 Marischal Street |
| Finland | D. G. R. Stroud, 62 Marischal Street |
| France | G. D. G. Mackinnon, 23 Market Street |
| Germany | A. H. S. Lewis, 186 Albert Quay |
| Iceland | Wm. Repper, 62 Marischal Street |
| Netherlands | J. R. Leith, 18 Regent Quay |
| Norway | D. G. R. Stroud, 62 Marischal Street |
| Portugal | Wm. Repper, 62 Marischal Street |
| Spain | D. G. R. Stroud, 62 Marischal Street |
| Sweden | Wm. Repper, 62 Marischal Street |

**TIME:** BST is GMT plus one hour. GMT during winter months.

**HOLIDAYS:** 1st and 2nd January; Spring Holiday (variable date); Summer Holiday (variable date); September Holiday (variable date); Christmas Day (25th December).

**POLICE/AMBULANCE/FIRE:** Dial 999 from any telephone and ask for service required.

**TELEPHONES:** There are berths at which GPO telephone service can be made available to vessels. All operational posts are linked by telephone network.

**AUTHORITY:** Aberdeen Harbour Board, Harbour Office, 16 Regent Quay. Telephone: Aberdeen 52571.

## ARDROSSAN: 55.38 N. 04.49 W.

**DOCUMENTS:** Normal documents required:
- Customs Documents.
- Health Documents.
- Crew List.
- Passenger List.
- Ship's Papers, etc.

**PILOTAGE:** Telegraphic address – "Harbour" Ardrossan. VHF Channels 16 and 12. Pilot boat "Crinan" (30 ft. length). Signals for Pilot – flag, lamp or sound letter "G". Pilot taken on board approximately ¾ mile S.W. of Breakwater Light.

24 hours notice required and amendment if ETA changes.

**ANCHORAGE:** 12 to 15 fathoms 1 mile S.W.

**RESTRICTIONS:** Two balls by day, or two red lights vertically by night, from a flagstaff at Montgomerie Pier, at elevations of 66 ft. and, 60 ft. indicate that vessels must not enter.

**MAX. SIZE:** Eglinton Dock approximately 420 ft. by 57 ft. by 23 ft./25 ft. (depending on tide). North Montgomerie Pier Tanker Berth – maximum length 575 ft., maximum draft, up to 70 ft. beam, 23 ft./26 ft.; over 70 ft. beam, 22 ft./25 ft.

**HEALTH:** All vessels requiring attention of Medical Officer shall show flag signal ZW by day,or between sunset and sunrise, either morse signal ZW by lamp, or a red light over a white light, not more than 6 ft. apart. Other vessels shall show flag signal "Q" by day, or between sunset and sunrise either morse signal Q by lamp or a red over a white light, not more than 6 ft. apart.

Certificate of Pratique will be issued by Customs Boarding Officer on receiving a satisfactory and fully completed Maritime Declaration of Health. No further formalities required at subsequent ports of call in the U.K.

**RADIO:** VHF Channels 12 and 16. Radio telephone per Portpatrick.

**TUGS:** As for Pilotage. (If second tug required orders to be given not later than 1600 hrs. and by 1530 hrs. on Friday for week-end work.) Tug's lines used – no additional charge.

**BERTHING:** No special requirements except with draft over 16 ft. when vessel may be delayed waiting for tide.

**STEVEDORES:** Orders to be given by 1130 hrs. previous day.

**MEDICAL:** No advance notice required unless medical attentio necessary immediately on vessel's arrival. No hospital facilitie Ardrossan, nearest hospital being at Irvine, 6 miles and Kilmarn 16 miles.

**TANKERS:** Hoses 8 in. Berths (1) Up to 3,000 d.w. (2) Up to appro mately 20,000 d.w. Maximum draft 22 ft./26 ft. depending on beam a tide.

**DENSITY:** Sea water 1025

**FRESH WATER:** Available continually at all berths.

**FUEL:** Marine oils available ex pipeline, or by road tanker.

**FIRE PRECAUTIONS:** Patrolman required for hazardous cargo

**DEVELOPMENTS:** Roll-on/roll-off berth for specialised traffic.

**GANGWAY/DECK WATCHMEN:** Recommended.

**OPENING/CLOSING HATCHES:** Opened and closed by crew

**CERTIFICATES:** Following Certificates are requested: Lo Line, safety radio, safety equipment, safety construction, derati tion, and Current Trinity House Light Bills.

**CUSTOMS ALLOWANCE:** Standard U.K. allowances.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** Norwegian Vice Consulate, Danish Vice Consula R. L. Alpine & Co. Ltd., Winton Buildings, Ardrossan. T Ardrossan 3065.

**REPAIRS:** Limited repair facilities.

**REPATRIATION:** Customs Boarding Officer acts for Immig tion Dept. and arrangements for repatriation can be arranged conjunction with ship's Agent.

**AIRPORTS:** Prestwick 18 miles. Glasgow 25 miles.

**TIME:** BST, that is GMT plus one hour. GMT in winter months.

**HOLIDAYS:** 1st and 2nd January; Easter Monday; Third Mond in July; First Monday in October; and Christmas Day. Cargo wo may be available on certain holidays by special arrangement.

**POLICE/AMBULANCE/FIRE:** Police tel. Saltcoats 63966; Am lance, Fire: Ask telephone operator.

**SHORE LEAVE:** No restriction.

**AUTHORITY:** Ardrossan Harbour Company Limited, Harbo Office, Ardrossan. Tel. Ardrossan 3972/4. Telex 77654.

## AYR (including Troon): 55.28 N. 04.38 W.

**DOCUMENTS:** *Customs Require:*
- 2 copies Form XS1.
- Ship's Register.
- Load-line Certificate.
- Safety Radio Certificate.
- Passenger List.
- Pratique.
- Crew List.

*Port Health require:*
- Derating Certificate.

*Agents require:*
- 1 copy Form XS4.
- Bills of Lading.
- 2 copies Manifest.

**PILOTAGE:** 24 hours notice of ETA required for Pilot via Age or Dock Authority.

**ANCHORAGE:** To Pilot's advice.

**RESTRICTIONS:** Draft restriction at LW. Enter on Pilot's advic

**MAX. SIZE:** 300 ft. in length and 18 ft. draft – depending on bert

**HEALTH:** Pratique granted by Customs on arrival.

**RADIO:** Local station, call sign GPK on 2381 kc/s. VHF radio on operating on Channel 14 and listening on Channel 16.

**TUGS:** No tugs available.

**STEVEDORES:** 24 hours notice of ETA should be given to stev dores.

**MEDICAL:** Hospital facilities nearby in town.

**DENSITY:** Varies according to weather.

**FRESH WATER:** Available at all berths, rates upon application.

**FUEL:** All grades available, 24 hours notice.

**GANGWAY/DECK WATCHMEN:** Deck watchman require may be supplied by arrangement with stevedores.

**OPENING/CLOSING HATCHES:** Performed by ship's crew.

**CUSTOMS ALLOWANCES:** ¼ lb of tobacco or equivalent ciga ettes, and 1/6th gallon wine/spirits per man.

**IDENTIFICATION CARDS:** Seamen's identity cards should b carried.

**REPAIRS:** Most engine and deck repairs available.

**DRY DOCKS:** Two at Troon, max. length 400 ft., breadth 50 ft.

**AIRPORT:** Nearest at Prestwick, 7 miles away, mostly internation flights.

**TIME:** GMT plus 1 hour, reverting to GMT in winter months.

**HOLIDAYS:** Official holidays: First two working days in Janua Easter Monday; Ayr Races (2 days in third week in Septemb Christmas Day. No work at all on these days.

**POLICE/AMBULANCE/FIRE:** Dial 999, and ask for service r quired.

**TELEPHONES:** No connection on board vessel.

**SERVICES:** Special arrangements can be made for tank washi and compass adjusting through Glasgow.

**SHORE LEAVE:** No restrictions on shore leave.

**AUTHORITY:** British Transport Docks Board, Dock Offi North Harbour Street, Ayr. Tel. Ayr 67261.

## BARROW-IN-FURNESS: 54.07 N. 03.14 W. (See Plan)

**DOCUMENTS:**

2 Crew Lists.
2 Passenger Lists.
Health Declaration.
Ship's Certificates and Cargo Documents.

**PILOTAGE:** Pilot boards at Lightning Knoll Buoy, using pilot cutter, usually 2 or 3 hours before high water.

The Lightning Knoll pilot vessel and the Heysham Lake pilot vessel listen on 2,182 kHz (MF) and are also equipped with VHF listening on Channel 16. The working frequencies are 2,241 and 2,246 kHz and Channels 6, 12 and 14 respectively. The Lightning Knoll vessel listens continuously when on station and the Heysham Lake vessel listens from 5 to 15 minutes past the even hours from 0805 to 2015 local time. As the Lightning Knoll vessel only goes on station when ships are expected, ships which are suitably equipped should pass their ETA through any United Kingdom Post Office Coast Station to their Agent 24 hours before arrival.

**ANCHORAGE:** At Lightning Knoll Buoy, depth of 5 fathoms at LW. In adverse weather conditions vessels proceed to Ramsay Bay, 10 miles away, for shelter.

**RESTRICTIONS:** No docking after HW. Tidal range 21 to 32 ft. Deduct 2 ft. 6 in. from height of high water to allow for invert at dock entrance. Access to the port, which is protected from the prevailing Westerly winds by Walney Island, is gained from the Irish Sea through the harbour along the well-defined Walney Channel. The depth of water on the Ramsden Dock entrance sill can range from 33 ft. at high water springs to 21 ft. at high water neaps.

**MAX. SIZE:** Length 600 ft. Beam 75 ft. Draft according to tide.

**HEALTH:** Vessels arriving from abroad are given pratique by Customs Boarding Officers. In case of suspected disease or fever on board notify Agent prior arrival. Agent will advise Port Health Authorities.

**RADIO:** Local stations: Anglesea Radio, and/or Port Patrick Radio. Port VHF service in operation, call Ramsden Radio Channel 16.

**BERTHING:**

| *Docks* | *Water area in acres* | *Width of entrance* |
|---|---|---|
| Ramsden | 62 | 100 ft. |
| Buccleuch | 31½ | 100 ft. |
| Devonshire | 30 | 80 ft. |

Walney Channel Deep-water Berth: 850 ft. long × 100 ft. wide × 33 ft. deep.

Ramsden includes: Ramsden Dock Basin with three berths equipped for handling bulk cargoes with a total quayage of 1,240 ft., taking vessels of up to 30 ft. draft, and Anchor Line Basin with three berths 840 ft., 500 ft., and 900 ft. long respectively, taking vessels of up to 24 ft. draft. Equipped for Ro/Ro traffic.

**STEVEDORES:** All quayside labour and stevedoring is undertaken by the British Transport Docks Board. Handling woodpulp – 200/300 tons per gang per day.

**DENSITY:** Salt water 1025.

**FRESH WATER:** Available from quayside hydrants.

**FUEL:** No stocks at Barrow. Can be supplied by road or coastal tanker.

**WATCHMEN:** Not compulsory.

**OPENING/CLOSING HATCHES:** Handled by ship's crew.

**IDENTIFICATION CARDS:** Seamen's Book or Passport required by non-British crew.

**CONSULS:** Norway, Portugal, Spain. Tel. Barrow 22323.

**AIRPORT:** Nearest at Manchester, 100 miles distant. Flights to all parts. Local Airport facilities by arrangement.

**HOLIDAYS:** As for other ports in England, plus New Year's Day (1st January).

**POLICE/AMBULANCE/FIRE:** Police: Tel. Barrow 24532; Ambulance: Tel. Barrow 24201, 21035 and 21363; Fire: Tel. Barrow 21363.

**AUTHORITY:** Docks Manager, British Transport Docks Board, Barrow and Silloth, Ramsden Dock Road. Dock Office: Barrow-in-Furness, Lancashire. Tel. 22911.

## BARRY: 51.24 N. 03.16 W. (See Plan)

**DOCUMENTS:** See "Cardiff".

**PILOTAGE:** Telegraphic address of pilot station: Barry Pilots, Pier Head, Barry Docks. Amount of advance notice of ETA required: 24 hours. Final confirmation to be given by VHF or RT when within 2 hours of pilot station. VHF channel or frequency to be used when contacting pilot boat or pilot station: VHF Channel 16 thence working channels 6, 8, 10, 11.

Pilot boat: motor launch black hull with "Barry Pilot" in white on same. Brown superstructure. Light or sound signals to be made by vessels requiring a Pilot: flag G over numeral 6 flown by day, or 6 sounded on whistle or siren; flashed by lamp at night.

Exact area where pilot boat is located normally between Nash Point and Breaksea L.V. Smaller vessels may be boarded in Barry Roads.

**ANCHORAGE:** Barry Roads, 10 fathoms, safe anchorage. Large vessels should anchor West of Breaksea L.V. Small vessels ¾ of a mile S.E. of Barry Dock Entrance.

**RESTRICTIONS:** Entrance only before HW to 4 hours after HW.

**MAX. SIZE:** 575 ft. × 75 ft. × 31 ft. draft.

**HEALTH:** Pratique granted by Customs on arrival.

**RADIO:** Barry Docks Radio, Channel 22.

**VHF:** Channel 22, frequencies 157·10–161·70.

**TUGS:** Join vessel at Barry Road. Tug's or ship's lines utilised.

**BERTHING:** The port is fully equipped to receive all types of oil chemicals, including LPG. Also modern facilities exist for handling all types of bulk as well as conventional cargoes. A roll-on/roll-off berth is available. Container traffic is not a feature of the port.

**BRIDGES:** Bridge swung to vessel's requirements.

**STEVEDORES:** An early ETA essential. Enables planning to be effected in conjunction with other work in port.

**MEDICAL:** Hospital facilities available. Advance notice desirable.

**TANKERS:** Six tanker berths, maximum draft 31 ft.

**DENSITY:** Density 1020.

**FRESH WATER:** 15/20 tons per hour per hose.

**FUEL:** All grades ex stock.

**GANGWAY/DECK WATCHMEN:** The services of watchmen provided at discretion of Shipowner or Agent.

**OPENING/CLOSING HATCHES:** Work normally undertaken by ship's crew but the port will, if requested, provide a crane to assist in this work on completion of a "Hatch beam form". Riggers may be employed on this work at request of shipowner.

**CUSTOMS ALLOWANCES:** 1 oz. tobacco per day per man, ¼ pt. wine or spirits per day per man.

**IDENTITY CARDS:** Not needed by Port Authority.

**CONSULS:** None. Majority located at Cardiff 8 miles East of Barry.

**REPAIRS:** All types of repair undertaken by private ship repairers.

**DRY DOCKS:** One 940 ft. × 78½ ft.

**REPATRIATION:** All facilities available.

**AIRPORT:** Glamorgan (Rhoose) Airport, 4 miles, served by regular airlines.

**TIME:** British Standard Time, GMT plus one hour. Reverting to GMT in winter months.

**HOLIDAYS:** Bank Holidays. Arrangements made to work if essential.

**POLICE/AMBULANCE/FIRE:** Call operator by dialling 999.

**TELEPHONES:** At main berths.

**AUTHORITY:** British Transport Docks Board, Dock Office, Barry. Tel. Barry 2311 (STD 04462). Telex 49421.

**AGENT:** Cory Brothers Shipping Ltd., Cory's Buildings, 57 Bute Street, Cardiff, CF1 1SZ. Cables: "Cory Cardiff." Telex: 49300. Tel: Cardiff 31141.

## BELFAST: 54.36 N. 05.56 W. (See Plan)

**DOCUMENTS:**

1 Passenger and Crew List for Immigration.
1 Crew Declaration C142 (for HM Customs).
1 List of Ship's Stores (for HM Customs).
1 Maritime Declaration of Health.
1 Cargo Manifest.

**PILOTAGE:** Pilot station is situated on end of East pier at Carrickfergus. It is manned continuously. Vessels requiring a pilot should give as much advance notice as possible of ETA, but in any case not less than 1 hour. Pilots may be ordered through:

(i) Pilot Station Carrickfergus, tel. Carrickfergus 2329.
(ii) Port Operations Station, tel. Belfast 34422 Ext. 330, or Belfast 59107.
(iii) Belfast Harbour Office, tel. Belfast 34422 Ext. 225, 0900–1700 hrs. Monday–Friday. 0900–1200 hrs. Saturday.

There are two motor launches servicing pilots. "Eleanor Laura" is 51 ft. 6 in. long and "Mabel Helen" is 46 ft 8 in. long. Both vessels are painted black with word Pilot in white letters on each side.

Pilot launches may be contacted on VHF Channel 16 and working frequency Channel 6. Listening watch is kept from 40 to 50 minutes past each hour on 2182 kc/s. MF with working frequencies of 2246 and 2301 kc/s.

Usual international signals should be made for a Pilot. Pilots board from 1½ to 2 miles South-east of Carrickfergus. In poor visibility the pilot launch makes a sound signal of 4 short blasts. Vessels may be led into calm water before boarding.

**ANCHORAGES:** Safe anchorages, according to draught and size of vessel are available through Belfast Lough East of a line from Carrickfergus to Grey Point.

**RESTRICTIONS:**

Intended depths in the entrance channels: Victoria Channel, sea to Refinery berths – 30 ft. below datum. Refinery to Thomson wharf – 26 ft. below datum.

Musgrave Channel, 21 ft. below datum.

Herdman Channel, 21 ft. below datum.

**MAX. SIZE:** Vessels' size is restricted only by depth of water available. See "Restrictions", "Berthing", and "Tankers".

**HEALTH:** Use International Code quarantine signals. Master of a ship approaching a port in Northern Ireland from a foreign port other than an excepted port must ascertain state of health of all persons on board, and must fill in and sign Declaration of Health. It should be completed and ready to deliver to the Customs Officer, or authorized officer of the Port Health Authority, whichever first boards the ship.

If any suspected diseases on board, free pratique will not be granted by Her Majesty's Customs until the ship has been visited by the Port Medical Officer. Therefore in these cases notify PORTELTH BELFAST by radio in advance.

**RADIO:** The best station for messages, cables, etc., is Port Patrick, call signal GPK.

**VHF:** Belfast Port Operation and Information service is situated at Northwest corner of East Twin dock. A continuous watch is maintained on VHF R/T on Channel 16. Working Channel is 12. Call sign is Belfast Harbour Radio.

**TUGS:** Tugs are owned by Cory Ship Towage Ltd., Tel. No. Belfast 743278. They are fitted with VHF Channels 16, 12, 8 and 6.

Tugs normally meet inward bound vessels in vicinity of number 20 beacon. Use of tugs' lines is optional. Charge for use of each tug line is £1.

**BERTHING:** The following berths are equipped for handling containers or drive-on, drive-off traffic:

| *Berth* | *Max. draft (ft.)* |
|---|---|
| Donegall Quay 3<br>(1×25 tonne derrick crane) | 14 |
| Donegall Quay 4<br>(2×7½ tonne portal crane) | 14 |
| Donegall Quay 5<br>(No cranes) | 14 |
| Donegall Quay 6<br>(No cranes) | 14 |
| Ballast Quay & Spencer Dock<br>(3×25 tonne derrick cranes)<br>(1×16 tonne derrick carne) | 16 |
| York Dock A<br>(No cranes) | 24 |
| York Dock 1<br>(1×35 tonne derrick crane) | 24 |
| Herdman Channel West<br>(2×30 tonne transporter cranes) | 18 |
| Gotto Wharf<br>(2×30 tonne transporter cranes) | 21 |
| Pollock Basin 3<br>(6 tonne portal crane) | 21 |
| Pollock Dock 7<br>(10 tonne portal crane) | 28 |
| Stormont Wharf 2<br>(200 tonne cantilever crane)<br>(30 tonne crane) | 28 |
| Albert Quay 6<br>(30 tonne crane) | 18 |

Paktank Storage Co. Ltd. have constructed a bulk liquid terminal for the storage of petroleum, chemical products, etc. Special tankers ship liquid gas to the storage installation of Kosangas (Northern Ireland) Ltd. at Musgrave Channel.

**STEVEDORES:** Two schooling times per day for stevedoring gangs – 8.00 a.m. 1.00 p.m. Gangs for all week-end work are schooled at 1.00 p.m. on Fridays.

**MEDICAL:** All kinds of medical treatment are available. Agent should be given as much notice as possible for arrangements to be made. International vaccination certificates for smallpox are required.

**TANKERS:** Tankers have to observe (i) Belfast Harbour Commissioners By-Laws for loading, discharging, etc., of petroleum spirit. (ii) Chamber of Shipping Tanker Safety Code.

Capacity for 6,000 tons of tank washings to be processed at B.P Refinery.

*Tanker berths:* B.P. oil refinery 35 ft. No. 1 oil jetty 28 ft. No. 2 oil jetty 28 ft. 6 in.

**DENSITY:** Average density of water in Inner Harbour is about 1012, and Outer Harbour is about 1024.

**FRESH WATER:** Available at almost all berths. Delivery is by hose at a rate of appxoximately 35 tons per hour. Arrangements can be made through Belfast Water Commissioners (ship's water), tel. 749402.

**FUEL:** All grades of fuel oil are available. Forty-eight hours advance notice of requirements should be given.

**FIRE PRECAUTIONS:** Ships have to observe (i) Belfast Harbour Commissioners By-Laws for regulating the use of fires, lights and electrical apparatus. (ii) Chamber of Shipping Tanker Safety Code.

Special precautions for vessels carrying petroleum, explosives, calcium carbide and dangerous goods are set out in the appropriate by-laws. A copy of general port fire notice, delivered to all ships on arrival.

**GANGWAY/DECK WATCHMEN:** Normally, a member of ship's company acts as watchman. Shore watchmen may be obtained through Agent.

**OPENING/CLOSING HATCHES:** Conventional beams and hatches and slab hatches are opened and closed by stevedores. McGregor or patent steel hatches are worked by ship's personnel. Ship's personnel are required to work all types of hatches at grain silos.

**CERTIFICATES:**

Register. Radio Certificate. Load Line Certificate. Safety Equipment Certificate. Safety Construction Certificate. Light Bills. Passenger Certificate if applicable. Chain Register. Derat station Certificate.

**CUSTOMS ALLOWANCE:** Tobacco: 8 oz. tobacco are permitted per man and issues are made at 8 day intervals. Wine and/or Spirits: Wine, beer and spirit issues are made, in moderation, at 4 day intervals.

**IDENTIFICATION CARDS:** Seamen's identity cards required.

**CONSULS:**

| | | | | | |
|---|---|---|---|---|---|
| Belgium | Belfast | 21644 | Netherlands | Belfast | 43126 |
| Denmark | ,, | 25865 | Norway | ,, | 24909 |
| Dominican Rep. | ,, | 24886 | Peru | ,, | 76164 |
| Finland | ,, | 76164 | Portugal | ,, | 76164 |
| France | ,, | 660325 | Spain | ,, | 23071 |
| Germany | ,, | 76164 | Sweden | ,, | 29281 |
| Greece | ,, | 76164 | U.S.A. | ,, | 28239 |
| Italy | ,, | 76164 | | | |

**REPAIRS:** All types of deck and engine repairs are possible.

**DRY DOCKS:** East Twin dry dock, length of floor 1,100 ft., breadth of floor 167 ft., breadth of entrance 165 ft., level of sill 26 ft. 6 in. below datum.

Harland and Wolff building dock, length of floor 1,825 ft., bread of floor and entrance 305 ft., level of sill 16 ft. 10 in. below datum.

Five other dry docks available.

**REPATRIATIONS:** Crews may be changed and repatriatio arranged. Immigration must be informed.

**AIRPORT:** Aldergrove airport is approximately 17 miles fr Belfast. There are daily flights to all parts of United Kingdom.

**TIME:** British Standard Time is kept, that is GMT plus 1 ho Reverting to GMT in winter months.

**HOLIDAYS:** Stevedore holidays are 17th March, Easter Mond and Easter Tuesday, 12th and 13th July and 25th and 26th Decemb Cargo can be worked on these days except 25th December, at dou time rates.

**POLICE/AMBULANCE/FIRE:** All can be contacted by phon 999 and ask for services required. Additionally: Fire Brigade Bel 22222; Ambulance Belfast 41212; Harbour Police Belfast 23555; through Belfast Harbour Radio on VHF/RT Channels 16 and 12.

**TELEPHONE:** Telephone can be placed on board at certain ber GPO charge for connecting is £30.

**SERVICES:** All principal makes of radio, radar and gyro equipme can be serviced. Compass adjusting and D/F calibration can b carried out.

**SHORE LEAVE:** Normally no restrictions on shore leave.

**AUTHORITY:** Belfast Harbour Commissioners, Harbour Offi Corporation Square, Belfast, BT1 3AL. Tel. Belfast 34422. Te 74204.

## BLYTH: 55.08 N. 01.30 W (See Plan)

**DOCUMENTS:**

Certificate of Registry.
Load Line Certificate.
Wireless Telegraphy and/or Safety Radio Certificate.
Safety Equipment.
Ship Construction.
Light Dues Payments.
Bills of Lading, Manifest and Stowage Plan usually sent in advan of vessel.
List of members of crew (of ship arriving in U.K.) who are aliens were engaged outside U.K. (Home Office Form I.B.6A). Pa senger form to be completed when reporting vessel's arriv from foreign ports.

**PILOTAGE:** Call by R/T when within 50 miles of port, and VH when approx. one hour off port. Pilot boats black hull with word "Pilot" on Hull or Superstructure. Letters in white. Fly internation Pilot Flag at masthead and at night show international light signa for pilot boat on station.

Vessel requiring Pilot sounds two short and three long blasts exhibits international Code Flag "G". By night flashes internation Code Signal "G" or "PT". Pilot boats operate and will board with radius of two miles of East Pier Lighthouse, or further weather pe mitting. Pilots board at Pier end area during adverse weather.

**ANCHORAGES:** No anchorages within harbour – in good weath vessels can anchor off port east of Fairway Buoy.

**RESTRICTIONS:** No night restrictions. Entry according to dra Channel dredged to 27 ft. MLWST and approaches 30 ft. MLWST Upper River and South Harbour 24 ft. MLWS. Rise of tide 14 springs, 7 ft. neaps.

**MAX. SIZE:** Bulk carriers up to 22,500 dwt. discharge at Alca (U.K.) Limited Terminal. Max. draft 32 ft.

For other berths max. length 625 ft., draft 28 ft.

**HEALTH:** International quarantine signals to be used. Pratiqu will be granted by Customs or Port Health officer if Maritime Heal Declaration is clean. If suspected diseases on board radio "POR TELTH BLYTH" in advance advising details.

**RADIO:** Cullercoats Radio.

**VHF:** Details of movements within port given over VHF from po control office. Calling Chanel 16, working Channel 12.

**TUGS:** Normally join vessel at harbour entrance. Extra charge f use of tugs lines.

**BERTHING:** Alcan Bulk Alumina Terminal, depth alongside 36 f MLWST.

North Quay, South Harbour, depth alongside 24 ft. MLWST. Coal-loading berths and waiting berths, 19 ft. to 30 ft. MLWS. We Quay, dredged depth 19 ft. MLWS. South Side Berths, dredged dep 30 ft. MLWS. Wimbourne Quay dredged depth 24 ft. MLWS.

**STEVEDORES:** Blyth Harbour Commission, Traffic Departme South Harbour, Blyth. Tel. Blyth 3611/2. ETA requested day befo arrival.

**MEDICAL:** Notice not necessary but advisable. Hospital faciliti available. Inoculation, vaccinations and/or certificates not speci cally required.

**DENSITY:** Sea water. Fresh water effect negligible.

**FRESH WATER:** Obtainable from shore hydrants. Rate of deliv approximately 20 tons per hour.

**FUEL:** BHC operate a bunkering Agency on behalf of Shell Mex B.P. Ltd. 24 hours notice usually required. Grades gas oil and mari diesel.

**GANGWAY/DECK WATCHMEN:** Not usually employed a these duties are carried out by the crews.

**OPENING/CLOSING HATCHES:** Normally carried out by cre

**CUSTOMS ALLOWANCES:** Tobacco: [50/250 grammes. Win Spirit: Wine up to 0·75 litres. Spirits up to 0·375 litres.

**IDENTIFICATION CARDS:** Seaman's book or Passport des able.

**CONSULS:** Denmark, Norway, Netherlands.

**REPAIRS:** All types of deck and engine repairs possible.
**DRY DOCKS:** Three dry docks available No. 1 L 467 ft. 10 in. × B 60 ft. 9 in., No. 2 L 338 ft. 9 in. × B 44 ft. 10 in. No. 3 L 311 ft. × B 46 ft
**REPATRIATION:** Can be arranged by H.M. Immigration Office, Blyth.
**AIRPORT:** 15 miles. Served by regular airlines.
**TIME:** BST is GMT plus one hour. GMT in winter months.
**HOLIDAYS:** Christmas Day; New Year's Day; Good Friday; Easter Monday; Spring Bank Holiday and Late Summer Holiday. Cargo work can be arranged on these days by request.
**POLICE/AMBULANCE/FIRE:** Tel. 999.
**TELEPHONES:** Can be fixed aboard by arrangement.
**AUTHORITY:** Blyth Harbour Commission, 79 Bridge Street, Blyth. Tel. Blyth 2066. Telex 536567.

## BRIDLINGTON: 54.05 N. 00.12 W.

**DOCUMENTS:**
Crew List.
Passengers List.
Ship's Register.
Customs Documents.
Manifests.
Bills of Lading.
Ship's papers.

**PILOTAGE:** Vessels approach within ¼ mile, flying G Flag. Local fishermen act as Pilots and board approximately 1 hour prior to berthing time.
**ANCHORAGES:** For small vessels of not more than 12 ft. draft, 1 mile South-east of harbour. Deeper-drafted vessels 3 miles East of Harbour. Good holding grounds except in heavy weather from East to South.
**RESTRICTIONS:** In accordance with state of tide and draft restrictions.
**MAX. SIZE:** Maximum permissible length 149 ft. Draft 13 ft. on spring tides.
**HEALTH:** Pratique required from all vessels other than from a British port. Q Flag to be flown.
**RADIO:** Humber Radio Station is the best for a vessel to route ETA, etc.
**TUGS:** None available.
**MEDICAL:** Agents require advance notice of required medical attention. Hospital facilities available. Relevant medical information, i.e. fever, etc., required.
**DENSITY:** Sea water.
**FRESH WATER:** Unlimited quantity available. Delivery from shore pipe-line at the rate of 10 ton per hour.
**FUEL:** All grades available. Delivery by road tankers.
**OPENING/CLOSING HATCHES:** Normally carried out by crew.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** No local Consuls. Nearest port of availability, Hull, Yorks.
**REPAIRS:** Limited engine and deck repairs.
**REPATRIATION:** No facilities exist for crew change.
**AIRPORT:** Yeadon, 45 miles, served by regular airlines.
**HOLIDAYS:** Normal Bank Holidays cargo can be worked on these days.
**POLICE/AMBULANCE/FIRE:** Police Bridlington 2222; Ambulance 0482-881198; Fire 3585.
**TELEPHONES:** No arrangements exist for placing telephones aboard.
**SHORE LEAVE:** Crew members allowed ashore.
**AUTHORITY:** Bridlington Harbour Master: Harbour Commissioners. Tel. 3022. Telex 537567.

## BRISTOL: 51.27 N. 02.35 W.

**DOCUMENTS:**
1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ship's Report by Master.
1 Home Office form I.B.6.
1 Stores List.
1 Certificate of Deck Cargo tonnage.
1 Grain Certificate.
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List.
1 Landing Card for each passenger.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate (British ships only).
In addition, Manifests and Bills of Lading are usually sent to Agent direct from loading port.

**PILOTAGE:** Telegraphic address, Brispilot Avonmouth. Notice required, not less than 12 hours (preferably more) before arrival Breaksea Light Vessel. VHF Channel, calling 16, working 6. A 58 ft. motor pilot boat, black hull, "Bristol Pilot" in large white letters amidships.

Position: Two pilotage stations. Western station at Breaksea extends from a line drawn 180° from Sully Island. Weather and other circumstances permitting the motor pilot boat operates from Barry Harbour to board vessels expected to dock at Bristol. Eastern station at Avonmouth or in King Road. A motor pilot boat operates from Avonmouth from 3 hours before until 3 hours after high water, for boarding and landing pilots Eastward of Walton Bay. This pilot boat also equipped with VHF and radio-telephone.

Pilot boats in Bristol Channel have adopted distinctive pilot signals, made audibly during foggy weather when the fog signal for a vessel is heard, and by morse lamp at night in clear weather. The distinctive signal for Bristol pilots is the International Morse Code Numeral 2, viz · · – – – Vessels desiring to embark or disembark a pilot are invited to adopt a similar procedure.
**ANCHORAGES:** Barry Road affords good anchorage in moderate weather for vessels awaiting a Pilot. Walton Bay affords good anchorage within 6 miles of Avonmouth.
**RESTRICTIONS:** Avonmouth Docks. No restrictions at night. Sill clearance of 4 ft. for all vessels with a maximum draft of 34 ft. 6 in. salt water. There are restrictions on draft during neap tides to possible 28 ft. Range of high water – 33 ft. to 48 ft.

Portishead Docks. Sill clearance of 5 ft. for vessels up to 55 ft. beam. Sill clearance of 6 ft. for vessels up to 60 ft. beam.
**MAX. SIZE:** Avonmouth Docks. Maximum length 690 ft., beam 95 ft., draft 34 ft. 6 in. salt water.

Portishead Docks. Maximum length 415 ft., beam 60 ft., draft 26 ft. (normal tides).
**HEALTH:** Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either the Port Doctor or an officer of HM Customs depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area and coastal arrivals need not present Declaration, but when there is sickness on board Port Health Authority must be informed.
**RADIO:** Niton Radio, Lands End Radio, Portishead Radio.
**RADAR/VHF:** No port radar service, but an extensive VHF coverage exists from West of Barry Roads, to all dock entrances.
**TUGS:** Vessels docking on flood tide normally join at old oil jetty to Northward of the entrance lock. Vessels docking on ebb tide, tugs join between Firefly and Cockburn Buoys. Ship's line always used.
**BRIDGES:** Avonmouth Docks. Junction between Avonmouth Dock and Royal Edward available at all times if necessary by arrangement with Dock Master.
**STEVEDORES:** At least 24 hours notice required in order that necessary labour may be allocated.
**MEDICAL:** Absolutely necessary for Agent to have as much notice as possible of any medical attention required. All facilities available.
**DENSITY:** Avonmouth Docks: Average density 1,012 to 1,015; in the river fluctuates according to tides. Portishead Docks: The density is 1,015.
**FRESH WATER:** Avonmouth and Portishead Docks: available at all berths, 24 hours a day from hoses connected to standpipe. Delivery rate 25–30 tons per hour.
**FUEL:** Most grades available – 24 hours notice required.
**FIRE PRECAUTIONS:** According to local laws, available on request.
**DEVELOPMENTS:** A new 70-acre dock, West Dock II, is under construction on land directly opposite Avonmouth Docks. The new dock will have a lock 1,200 ft. × 140 ft. wide, a turning circle for ships of 1,400 ft. with 45 ft. of water along the three × 2,000 ft. of developed quays. Ships of up to 70,000 tons dwt. will be accommodated. The dock should be operational in 1975.

At the Oil Basin, a bulk liquid storage installation for petroleum, molasses and chemicals is also under construction. Two major development schemes now operational are the Ocean Container Terminal at "T" berth, equipped with a 30-ton capacity gantry container crane, and the reconstructed and modernised grain discharging berths at the Royal Edward Dock.
**GANGWAY/DECK WATCHMEN:** Not absolutely necessary – Available if required.
**OPENING/CLOSING HATCHES:** If crew open hatches on the first day then they must continue to do so whilst vessel is discharging/loading, otherwise dockers attend to this.
**CERTIFICATES:**
Load Line Certificate.
Safety Equipment Certificate.
Lloyd's Construction Certificate.
Derat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.
**CUSTOMS ALLOWANCE:** Tobacco: Home trade – equivalent of ¼ lb. tobacco. Foreign trade – equivalent of ½ lb. tobacco. Wine and/or Spirits: Officer – equivalent of 1 quart of wine per day. Crew – equivalent of 1 bottle of wine in 4 days.
**IDENTIFICATION CARDS:** Not necessary unless being repatriated.
**CONSULS:**
Belgian Consul
Danish Consul
Frensh Consular Agent
Finnish Vice Consul
German Consul
Icelandic Consul
Italian Consular Agent
Netherlands Vice Consul
Norwegian Vice Consul
Portuguese Vice Consul
Spanish Vice Consul
Swedish Vice Consul
**REPAIRS:** All types of repairs are carried out.
**DRY DOCK:**

| | *Total length* | *Length over blocks* | *Width of Entrance* | *Depth of water on sill* |
|---|---|---|---|---|
| Avonmouth Docks | 875 ft. | 850 ft. | 100 ft. | 32 ft. |

**REPATRIATION:** Repatriation can be effected to all parts of world.
**AIRPORT:** Local airport approximately 12 miles away. London can be reached in 2 hours by train.
**TIME:** BST is GMT plus 1 hour. GMT in winter months.
**HOLIDAYS:** Easter (varies); Spring Bank Holiday (last Monday in May); August Bank Holiday (varies, usually last Monday in August); Christmas Day (25th December); Boxing Day (26th December). Work can be arranged on these holidays, although unusual to work 25th/26th December.
**POLICE/AMBULANCE/FIRE:** Avonmouth Docks. A fire pillar system is installed giving direct contact to Authority's police for all emergency services. Can also be contacted by telephoning Avonmouth 2591.

Portishead Docks. Emergency services obtained through Authority's Police, tel. Portishead 2381.
**TELEPHONES:** Can be put on board at most berths.
**AUTHORITY:** Port of Bristol Authority, Queen's Square, Bristol. Tel. Bristol 25381, Avonmouth 3681, Portishead 8601.
**AGENT:** Cory Brothers Shipping Ltd., Portview Road, Avonmouth, Bristol, BS11 9YX. Cables: "Cory Bristol". Tel. Avonmouth 5081. Telex 44129.

## BRIXHAM: 50.24 N. 03.30 W.

**DOCUMENTS:** See "London".
**PILOTAGE:** Trinity House Pilot, tel. Brixham 2214.
**DEEP SEA AND COASTAL PILOTAGE:** Pilots for Channel, North Sea, British Coast and Baltic. 48 hours before arrival radio "HUTCHINSON GRAVESEND" stating ETA off Brixham and port(s) of destination. On approaching Brixham contact Brixham Pilots on VHF Channel 16. Pilots board by motor-launch 1 mile N.E. of Berry Head. Pilots can also board at any British or Continental port as required.
**ANCHORAGES:** At Torbay in deep water.
**MAX. SIZE:** Inner harbour; length, 231 ft. At jetty; 400 to 500 ft.; draft 24 ft.
**RADIO:** Berryhead Coastguard, tel. Brixham 2156.
**TUGS:** None. In emergency may use fishing boats.
**BERTHS:** Jetty any time. Inner Harbour with arrangement with Harbour Master, tel. 3321.
**MEDICAL:** MOH advises.
**DENSITY:** Salt water. 1025.
**FRESH WATER:** Available.
**FUEL:** Available at jetty.
**REPAIRS:** Engine welding, plumbing by local firms.
**REPATRIATION:** No facilities.
**AIRPORT:** Exeter, 35 miles away.
**POLICE/AMBULANCE/FIRE:** Brixham 2231 or 3065 or 999.
**SERVICES:** No tank cleaning. Compass adjusting with arrangement with Harbour Master.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Harbour's Administrator, T.C.B. Council, Fishmarket, Brixham, tel. Brixham 51854.

## CARDIFF: 51.29 N. 03.10 W. (See Plan)

**PORT LIMITS:** A vessel is considered as "arrived" when it is in the lock.
**DOCUMENTS:**

1 Crew List.
1 Health Form.
1 Port Immigration, i.e. Crew List, and where applicable, a passenger list.
Pratique issued by Customs.
1 List of Consumable Stores (tobacco, snuff, alcohol, etc.).
3 Bills of Lading (one original and two copies).

**PILOTAGE:** Channel pilotage and dock pilotage not compulsory except for vessels carrying passengers. Pilots embark from pilot cutters operating from Barry Harbour.

Pilot Cutters are marked on each side "Cardiff Pilots" and operate radio continuous watch on 2182 kc with working frequency of 2246 kc and 2301. Signal for pilot cutter – numeral 7 on whistle or siren. Telegraphic address Carpil Barry. Minimum of 24 hours notice required of ETA.
**ANCHORAGE:** Barry Roads: afford good anchorages in moderate weather in depths from 5 to 6 fathoms (9·1 to 11 metres) about ½ mile South-west of the entrance to Barry Docks. Clay bottom.
**RESTRICTIONS:** Entry to docks restricted to a period of 4 hours before and 3 hours after high tide, according to size and draft of vessel.

Entrance lock 850 ft. length, 90 ft. wide.
**MAX. SIZE:**

*Queen Alexandra Dock.* LOA 660 ft., beam 86 ft., max. draft 33 ft.
*Roath Dock.* LOA 650 ft., beam 84 ft., max. draft 32 ft.

Vessels near maximum dimensions may be accepted on certain tides after consultation with the Dock Master.
**HEALTH:** Maritime Declaration of Health to be made to Port Authority or Customs Officer, whoever boards ship first. In event of contagious fever on board, Port Health Authority must be advised by radio before arrival. No pratique necessary if vessel is entering port from another port in U.K.
**RADIO:** Ilfracombe Radio and Portishead Radio.
**VHF:** A port operation VHF service maintained at dock entra during tidal hours. Call sign "Cardiff Radio" calling on Channe and operating on Channel 14.
**TUGS:** Tugs normally join vessel ½ mile to seaward of Outer W Channel Buoy, and arrangements for attendance of tugs should made through ship's Agent.
**BERTHING:** Arranged through Dockmaster, and berths w docks are flat quays. Rise and fall usually varies between 3 and
**SPECIALISED CARGO HANDLING FACILITIES:**

Grain: Spillers berth, 2 Suction Plants. Average discharge 900 t per day (450 tons per 8 hours per gang).

Iron and Non-ferrous Ores: Dowlais Wharf (British Steel Corpo tion). 5 kangaroo cranes. Average discharge 10,000 tons per (2,500 tons per 8 hours per gang).

Coal (Imports): Pontoon berth, Roath Dock. Self-discharg vessels. Average discharge 4,000–5,000 tons per day (2,000–2,500 t per 8 hours per gang).

Crushed Bones: Bone Suction Plant, Roath Dock. Average d charge 300–400 tons per day (150–200 tons per 8 hours per gang).

Petroleum Products: 5 Petroleum berths (2 in Roath Dock; 1 Queen Alexandra Dock and 1 in Penarth Harbour). Average discha approximately 448 M³ per hour.

There are no specialised berths equipped for containers, roll-o roll-off traffic, liquid chemicals, LPG carriers, fertilisers, sulphur, e
**BRIDGES:** Bridges throughout the port can be operated at a time.
**STEVEDORES:** Arrangements for employment of stevedo undertaken by Docks Board through ship's Agent.
**MEDICAL:** All facilities available. Agents should be advised advance if medical services required.
**TANKERS:** Three tanker berths available, one in Queen Alexand Dock, two in Roath Dock where there is also a tanker-cleaning be Special instructions are issued to Master on arrival at port.

*Penarth.* One berth, 500 ft. long.
**DENSITY:** Full salt water.
**FRESH WATER:** Available 24 hours daily from quayside, deliv 20 tons per hour maximum.
**FUEL:** Fuel of all grades available.
**FIRE PRECAUTIONS:** For tankers, strict fire precautions quired in accordance with latest safety procedures.

*Emergency Action – Fire:* In the event of an outbreak of fire matter how small) immediately dial 999 on the ship-to-shore te phone. When the operator answers, say "Fire", and wait until are connected to the Fire Station Control. Then repeat: "Fire at th Petroleum Berth, Roath Dock". In event of the ship-to-shore te phone being inaccessible or out of order, use GPO call box situa on dockside road to stern of the vessel.
**GANGWAY/DECK WATCHMEN:** Performed by ship's crew a necessary for tankers.
**OPENING/CLOSING HATCHES:** Carried out by ship's crew.
**CUSTOMS ALLOWANCE:** Tobacco, 1 oz. per day per ma maximum 8 days. Wine/Spirits, ¼ pint spirits per man per day eve 4 days.
**IDENTIFICATION CARDS:** Not needed.
**CONSULS:** Ships should contact Agent.
**REPAIRS:** All types of repairs possible.
**DRY DOCKS:** Dimension of largest dry dock 635 ft. × 75 ft. Dime sion of smallest dry dock 600 ft. × 71½ ft.
**REPATRIATION:** Facilities exist to exchange crews and repa ate to any part of world.
**AIRPORT:** Airport 8 miles from Cardiff, serving other airports all parts of world.
**TIME:** Local time is British Standard Time, GMT plus 1 hour. GM in winter months.
**HOLIDAYS:** Good Friday; Easter Monday; Whit Monday (Spr Holiday); August (Summer Holiday) one day; Christmas D Boxing Day.
**POLICE/AMBULANCE/FIRE:** Dial 999 on public telephone se vice and ask for service required.
**TELEPHONES:** Ship/Shore telephone supplied at certain berths service organized through ship's agent.
**GENERAL:** Cardiff is a port which has very big range of tides a important that accurate ETA's and maximum drafts supplied ship's Master in order that Agent may place orders for tugs a Pilots in sufficient time to be in attendance when required
**AUTHORITY:** British Transport Docks Board, Cardiff Dock Tel. 42544, extension 8410. Telex, 49542.

**AGENT:** Lambert Brothers Ship Agencies Ltd., Exchange Buildin Cardiff. Tel. 25201. Telex: 49348. Cables: "Lambert Cardiff".

## COWES (including Newport, Isle of Wight): 50.46 01.18 W.

**DOCUMENTS:** As for "Portsmouth".
**PILOTAGE:** See Southampton entry for sea pilotage. As Cowe within the Isle of Wight Pilotage District, a Sea Pilot must employed by all vessels subject to compulsory pilotage. Tri House Cowes Pilots conduct vessels between the anchorage a and berths in Cowes Harbour and Newport, 5 miles further up t River Medina. Pilots board from launches *Thosbro* or *Tanta* which are equipped with VHF, Channels 16, 12, 9 and 6. A Pilot c always be obtained by making a link-call to Cowes 3812 (24 ho service).
**ANCHORAGES:** Vessels waiting to proceed to Cowes or Newp

should anchor within the area bounded by Old Castle Point, "Prince Consort" light-buoy and the harbour entrance light-buoy. The prohibited anchorage on either side of the leading line must be respected, and vessels must not obstruct the fairway into Cowes, nor the deep water channel used by large vessels bound for Southampton. The mooring buoys are reserved for hovercraft and the Trinity House lighthouse tender. Mooring chains run East and West for 500 ft. from each of these mooring buoys. Tidal streams in the anchorage are strong. Cowes is an international yachting centre, and the anchorage is often crowded with small craft, especially during July, August and September.

Cowes Roads anchorage, North of the deep water channel, is used by large vessels waiting to berth in Southampton Water, taking bunkers or changing crews.

**MAX. SIZE:** Cowes – 300 ft. long, 17 ft. draft at high water springs. Vessels must expect to take the bottom in soft mud at low water. Newport – 150 ft. long, 8 ft. draft. Newport Harbour practically dries out at low water.

**RESTRICTIONS:** Tankers may load and discharge at all times, subject to the Petroleum Acts.

A channel marked by small orange buoys is reserved for the use of hovercraft. Other vessels using the area should do so with caution.

Overhead cables at Kingston; 115 ft. above MHWS.

**FLOATING BRIDGE:** A chain ferry plies between East and West Cowes. An all-round amber light is shown from the leading end of the bridge when under way. Approaching vessels should sound one prolonged blast on the whistle when not less than ½ mile away. The bridge gives way to all river traffic. The chains of the ferry are at least 2 ft. above the river bottom in mid-channel at all times.

**HEALTH:** See "Portsmouth".

**RADIO:** See "Southampton" entry for Sea Pilot communications. See "Pilotage" entry for local communications.

Southampton Port Radio, the port operations and radar station for the port of Southampton, will often help out in cases of difficulty, although there is no obligation for them to do so and they accept no responsibility. Southampton Port Radio VHF Channels 16, 14, 12, 11, 10, 18, 20 and 22. Medium frequency through Nitonradio.

**TUGS:** Tow-boat launches are available to assist vessels.

**BERTHING:** *Shepards Wharf.* Vessels up to 150 ft. length, bulk cargoes of stone, grain, bagged fertilisers.

*Medina Wharf.* Vessels 17 ft., spring draft, length 270 ft. OAL. Loading and unloading bulk cargoes of stone, coal, fertilisers, grain, etc.

*Kingston Wharf.* As for Medina Wharf, above.

**STEVEDORES:** By arrangement with Agent and wharf owners. Normal working hours: 0800–1700 Monday to Friday. Overtime on Saturdays, etc., by arrangement. No work on public holidays.

**MEDICAL:** All medical facilities are available. Agent should be given advance notice of requirements. If call is solely to land sick personnel, see "Southampton" entry.

**DENSITY:** Cowes – 1025 salt water.

Newport – varies according to amount of recent rainfall and state of tide.

**FRESH WATER:** Available on all commercial wharves.

**FUEL AND DIESEL OIL:** Available by arrangement with Agent.

**CRANAGE:** Hammerhead crane at J. S. Whites, 50 tons. Shepards Wharf: mobile cranes, 1½ tons. Medina Wharf: 2 grabbing cranes of 4½ tons for bulk cargoes.

**HATCHES:** Opened and closed by ship's crew.

**REPAIRS:** All hull and engine repairs undertaken to vessels capable of Cowes entry. Graving dock for ships up to 200 ft. in length and 14 ft. draft.

**SERVICES:** Compass adjuster, radar and radio mechanics available from Southampton. Charts and general stores available locally.

**OIL POLLUTION:** Cowes and the Solent are world-famous yachting centres. Pollution is dealt with severely.

**AUTHORITY:** Cowes Harbour Commissioners. Harbour Master: Tel. Cowes 3952.

## DARTMOUTH: 50.21 N. 03.34 W.

**PORT LIMITS:** A line from Inner Froward Point to Combe Point.

**DOCUMENTS:** Normal documents for U.K. ports.

**PILOTAGE:** No direct radio contact with Pilots. To obtain services of a Pilot, Master must advise his Agent by cable, giving ETA and draft. Pilots can be available at short notice but Agents only operate normal office hours. In emergency Harbour Master may be contacted by telephone at any time. Anchorage when awaiting Pilot: 5 cables E.S.E. Castle Ledge buoy in 12 fathoms.

**ANCHORAGE:** Vessels can anchor in 5 fathoms, 7 cables 150(T) from Kingswear Lighthouse. Or in a position as above, for Pilot.

**RESTRICTIONS:** Vessels up to 27 ft. draft can enter at any time.

**MAX. SIZE:** Maximum length 600 ft., maximum draft 27 ft.

**HEALTH:** Pratique granted by Customs on arrival.

**RADIO:** Route cables, etc., through Niton or Lands End Radio Stations.

**TUGS:** Tugs are not normally available.

**BERTHING:** All berthing on midstream buoys.

**MEDICAL:** All medical services are available; if possible give notice of requirement.

**DENSITY:** Normally salt. 1025.

**FRESH WATER:** Available only for small vessels.

**FUEL:** Not available.

**GANGWAY/DECK WATCHMEN:** It is advisable to have watchmen.

**REPAIRS:** All repairs unless of a major or underwater type can be carried out.

**REPATRIATION:** Facilities exist.

**AIRPORT:** 35 miles from Exeter airport. Internal and short range Continental flights.

**TELEPHONES:** Not normally available, except for HM ships.

**GENERAL:** Dartmouth does not now operate as a commercial port except for small vessels up to about 800 tons deadweight en route to Totnes, although the harbour is suitable for ships of 10,000 tons deadweight, and mooring buoys are available for such vessels.

**AUTHORITY:** Dartmouth Harbour Commission, Lloyds Bank Chambers, Dartmouth. Tel. Dartmouth 2337.

## DOVER: 51.07 N. 01.18 E. (See Plan)

**DOCUMENTS:** Required on arrival:

Declaration of Health (one copy) for H.M. Waterguard.
Crew List H.O. Form I.B.6. for H.M. Immigration.
Crew Declaration Form C.142 for H.M. Waterguard.
Deratisation Certificate.

It is required to report and clear a vessel at Customs House if remaining in port more than 24 hours. or loading and discharging cargo or embarking and disembarking passengers, with following:

Passenger List. Cargo Manifests. Ship's documents.

**PILOTAGE:** Requests for Pilot normally made by local Agent.

Vessels from Westward obtain Pilot from Pilot station, Folkstone.

Vessels from Eastward obtain Pilot from position approx. 1 mile South East of Dover Harbour Eastern Arm Head.

Vessels approaching Dover Harbour Entrances should do so with caution in accordance with instructions from Port Control. Masters are warned of the high frequency of cross channel vessels and hovercraft entering and leaving by both entrances.

*Port Control:* Signal Station situated at end of Eastern arm operates VHF Channels 6, 12 and 16. Motor launches serving Pilots are also fitted with VHF Channels 6, 12 and 16.

**DEEP SEA AND COASTAL PILOTS:** For Channel, North Sea, British Coast and Baltic.

Contact agency 36 hours before arrival by radio, giving ETA Dover and destination port(s).

Agencies are: "Hutchinson Gravesend" and "Hammond Dover".

On approaching Dover contact Port Control by VHF for instructions and: For "Hutchinson" Pilot – hoist, flash or sound No 1. For "Hammond" Pilot – hoist, flash or sound "B".

Pilots will also board at any UK or continental port as required.

**ANCHORAGE:** Limited space available in Outer Harbour. Contact Port Control in advance for instructions.

**RESTRICTIONS:** Attention is drawn to the strict requirement of obtaining permission to enter or leave the harbour. It will be noted that although the traffic control signal may be exhibited for entry/departure, every vessel manoeuvring to enter or leave the port is required to obtain specific permission to enter or leave, as the case may be.

Vessels awaiting permission to proceed should keep at a safe distance and clear of the entrance until so authorised. Responsibility for entering or leaving with caution and the safe navigation of each vessel subsequent to the receipt of permission to proceed continues to remain the responsibility of the Master.

*Explosives – dangerous cargo:* Declaration to be made and permission obtained prior to entering the harbour. Board not compellable to receive within the harbour any articles which in their opinion would endanger safety of harbour or vessels or goods.

**HEALTH:** Vessels arriving in Dover Outer Harbour are boarded by Water guard who grant pratique on arrival. Coastwise vessels from U.K. ports have automatic pratique.

**RADIO:** Vessels from East use North Foreland Radio call sign GNF and vessels from Westward use Niton Radio call sign GNI.

**RADAR/VHF:** Port Control is fitted with radar and VHF, and Masters can make initial contact with Port Control VHF Channels 12, 6, and 16.

**TUGS:** Tugs normally join vessels inside Dover harbour, but meet vessels outside by arrangement. Charges £40·50 per movement. Tug's ropes normally used at a charge of £2 per rope.

**BERTHING:** All berths in Outer Harbour can be reached at all times. Those in dock can be reached 2 hours before until 1 hour after each high water. All berthing requirements are allocated by Port Control.

**CARGO-HANDLING FACILITIES:** Four berths equipped for handling roll-on/roll-off traffic. Additional berth under construction.

**STEVEDORES:** No particular ETA required as ship's Agent makes all necessary arrangements. *Packaged Goods.* Approximately 25 tons per gang per hour average discharging rate.

**MEDICAL:** Medical assistance can be arranged by Agent to vessels passing Dover Harbour. Doctor will board a vessel in English Channel or on arrival at anchorage in Outer Harbour. Hospital facilities are available.

**DENSITY:** 1016.

**FRESH WATER:** Available to all vessels by pipe-line 20 tons per hour.

**FUEL:** Gas oil available from Shell Mex & B.P. Ltd., and Esso. 24 hours notice required.

**GANGWAY/DECK WATCHMEN:** Supplied on request.

**OPENING/CLOSING HATCHES:** By crew.

**CERTIFICATES:** Certificates to be obtained for foreign clearance, Register, Load Line, Safety Construction, Passenger and Safety Equipment.

**CONSULS:**

| | | | |
|---|---|---|---|
| Belgium | Dover 203 203 | Netherlands | Dover 201 201 |
| Denmark | ,, 210 201 | Norway | ,, 210 201 |
| Finland | ,, 210 201 | Portugal | ,, 210 201 |
| France | Folkestone 52561 | Spain | ,, 210 201 |
| Germany | Dover 201 201 | Sweden | ,, 201 201 |
| Italy | Folkestone 53692 | | |

**REPAIRS:** Facilities available for minor engine repairs.
**REPATRIATION:** All facilities exist.
**AIRPORT:** Most repatriations by air through London Airport.
**TIME:** Local time BST one hour in advance of GMT. Reverting to GMT in winter months.
**HOLIDAYS:** Official holidays: 1st January; Good Friday; Easter Monday; Spring Holiday (end May); August Bank Holiday; Christmas Day; Boxing Day.
**POLICE/AMBULANCE/FIRE:** Dover 999.
**TELEPHONES:** Not available.
**SERVICES:** Repairs to radar equipment, compass adjusting, supply of charts and crew changes can be arranged outside Dover Harbour in the English Channel at all times.
**SHORE LEAVE:** Yes, allowed.
**AUTHORITY:** Dover Harbour Board, Harbour House, Dover. Tel. 206560.

**AGENT:** P.D. Wharfage and Transport Ltd., The Clock Tower, Esplanade, Dover, Kent. Cables "Shipbroker Dover". Telex 96130. Tel. Dover 2755 and 2766.

## DUNDEE: 56.28 N. 02.57 W. (See Plan)

**DOCUMENTS:**
3 Crew Lists.
3 Passenger Lists.
1 Tobacco Manifest.
1 Health Declaration.
Cargo Manifests.
Bills of Lading.
Derat.
Lights Certificate.

**PILOTAGE/VHF:** Port Control Service, call sign "Dundee Harbour Radio", maintains a 24 hour listening watch on VHF Channel 16 (156·8 mc/s and also operates on Channels 12 and 11 156·6 mc/s and 156·5 mc/s).

Pilotage is compulsory in Dundee Pilotage District. Pilots board incoming vessels within a 3-mile radius seaward of Tay Fairway Buoy or as close to as weather permits. The pilot boat is only on sea station when shipping is expected and accurate ETAs are essential.

ETA should be given 6 hours before arrival either by radiotelephone link call to Dundee Port Control 24121 or by radiotelegram to "Port Control" Dundee. Amendments may be made up to 2 hours before the original ETA. When within VHF range (approximately 25 miles from Tay Fairway Buoy) ETAs may be confirmed by contacting "Dundee Port Control" on Channel 16 and transferring to Channel 12 to pass messages.

Pilot boats, when on station, keep a listening watch on Channel 16 and transfer to Channel 6 (156·3 mc/s) to pass messages.

**ANCHORAGES:** Pilots are instructed where to anchor vessels. There are three deep-water anchorages to accommodate vessels up to 28 ft. draught. Two to accommodate vessels up to 22 ft. draught, and other minor anchorages.
**RESTRICTIONS:** Tide and draught 28 ft. at MHWS. Vessels enter 2 hours before HW. 24 ft. at MHWN. Vessels enter 2 hours before HW.
**MAX. SIZE:** Length 600/700 ft., beam 80/85 ft., draught 28 ft.
**HEALTH:** Health declaration on arrival – if clean, automatic pratique. Suspect disease as per international requirements. Pratique automatic if already called at another port.
**RADIO:** Any UK coast station. Nearest stations – Stonehaven and Cullercoats.
**TUGS:** Tugs join vessel in vicinity of West Ferry. Tug lines optional, charge made if tugs line used.
**BERTHING:** Deep-drafted vessels must arrive fairway buoy at least two hours before HW to berth on same tide.

King George V Wharf: grabbing cranes (fertilisers, coal). General cargo and tanker berths. 28 ft. MLWS.

Eastern Wharf: roll-on/roll-off berth. General cargo. 20 ft. MLWS.

Camperdown Dock/Victoria Dock: general cargo, live cattle quarantine station. 16 ft. draft.

No container or liquid chemical facilities.

**STEVEDORES:** One ETA to Agent or port suffices for all services.
**MEDICAL:** If vessel arrives from a suspect port (e.g. India/Pakistan) doctor will board and request smallpox certificates. Advance notice required for ordinary medication for arrivals week-ends. Hospitals and casualty stations available.
**TANKERS:** Diameter of hoses – 8 in. Slop discharge facilities not available. Two tanker berths – 28 ft. draft. Discharge only.
**DENSITY:** 1005 oz. at MLWS. 1002 oz. at MHWS.
**FRESH WATER:** Available, 24 hour service. Delivery, Hose from quays. Rate, 40 tons per hour.
**FUEL:** Small quantities gas oil by road tanker. Large quantities any type by coastal tanker, subject 3 or 4 days notice.
**FIRE PRECAUTIONS:** Regulations are handed to Master on arrival.
**GANGWAY/DECK WATCHMEN:** Recommended for large vessels.
**OPENING/CLOSING HATCHES:** Stevedores will give weather cover only.

**CERTIFICATES:** As required by Board of Trade (Lifesav Radio, Registry, Medicines, Crew Agreement, Load Line) also de
**CUSTOMS ALLOWANCE:** Foreign-going, 25 cigs. or 1 tobacco per day. 8 days allowance granted. Home trade, same for foreign-going but only 4 days allowance granted. Spi ¼ pint per day for 4 days, further issue granted after 4 days for forei going only.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:**

| | | | |
|---|---|---|---|
| Belgium | 23044 | Netherlands | 22267 |
| Denmark | 23044 | Norway | 23044 |
| Finland | 23111 | Portugal | 22131 |
| France | 26061 | Sweden | 25512 |
| Italy | 25174 | | |

**REPAIRS:** Engine and deck repairs by Robb/Caledon Shipyard.
**DRY DOCK:** Dry dock available for vessels of up to 500 ft. leng 46 ft. beam, draft 13 ft. 6 in. springs.
**REPATRIATIONS:** Yes, facilities exist.
**AIRPORT:** Only U.K. flights available.
**TIME:** British Standard Time (GMT plus 1 hour). GMT in win months.
**HOLIDAYS:** 1st and 2nd January; 2nd Monday April; La Monday July; 1st Monday October; Christmas Day. Cargo can arranged for all days except Christmas Day.
**POLICE/AMBULANCE/FIRE:** Tel. 999.
**TELEPHONES:** Quay telephones installed.
**AUTHORITY:** Dundee Harbour Trust, Dock Street, Dundee. T 24121.

## FALMOUTH: 50.09 N. 05.04 W.

**DOCUMENTS:**
1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ship's Report by Master, or Authority X S 4.
1 Home Office Form 1S6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Light Certificate.
1 Port Dues Certificate.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British ships Only.
Load-line Certificate.
Safety Equipment and Construction Certificates.
Lloyds Certificate.
Derat Certificate.
Ship's Register.
Light Bills.

**PILOTAGE:** This is a compulsory pilotage district. The Pilot w board from a cutter which cruises 2 miles South of St. Anthon Lighthouse. In poor visibility a ship requiring a Pilot uses the di tinguishing signal of "G" to which Pilot Cutter will reply with "T Pilots operate R/T on Channel 16 and 2182 kHz if required.
**ANCHORAGES:** Vessels in excess of 600 ft. usually anchor Falmouth Bay. Other vessels in outer harbour.
**MAX. SIZE:** See "Tankers".
**HEALTH:** Foreign arrivals to complete Maritime Declaration Health. They are cleared immediately on arrival by either a po doctor or an officer of H.M. Customs depending on where the sh comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. Europe ports) and coastal arrivals need not present Declaration in all case when there is sickness on board the Port Health Authority must informed preferably not more than 12 hours and not less than hours before arrival.

**BERTHS:** There is a large and three smaller dry docks and addition, Shell Mex and B.P. maintain a bulk storage plant. 13 dee water beths. Combined frontage 8,000 ft. Vessels of 818 ft. have be accommodated. Draft LWOST 18 ft.–27 ft. depending on berth.
**TUGS:** Available. On call during working hours and outside hours when required if advance notice given. Tug's lines are to used.
**STEVEDORES:** Employed through National Dock Labour Boar 36 hour's notice recommended.
**TANKERS:** Tankers berth at Eastern Breakwater provided dr not more than 27 ft. berthing at H.W. Max. length 550 ft. Coa Lines Berth: Max. draft 16 ft. There is a tank-cleaning installati available. Tankers of 840 ft. with draft 17 ft. forward and 23 ft. have been accommodated at Eastern wharf.
**BUNKERS AND WATER:** All classes of fuel oil and diesel are available and water is piped on the Dock Company wharves. A the repair berths, or in Carrick Roads, bunkers and water must delivered by barge.
**CONSULS:** Denmark, Greece, Netherlands, Norway, Sweden an Spain.
**GANGWAY/DECK WATCHMEN:** Available in shipyard request.
**HATCHES:** Normally carried out by crew.
**AIRPORTS:** London (Heathrow and Gatwick) 5½ hours via Readin or Bristol.
**MEDICAL:** Doctors and hospital facilities available. Agents shou be advised in advance of any medical attention required.
**CUSTOMS ALLOWANCES:** At the discretion of Local Custo Inspector. Normal allowances are equivalent to ½ lb. tobacco per ma and equivalent to 1 bottle of wine per man. Allowances may

halved for home trade vessels. Vessels in port for more than three or four days may receive extra allowances.

**REPAIRS:** All ship repairs can be carried out by local repair yards.

**DRY DOCKS:** Falmouth Docks and Engineering Co.

Queen Elizabeth Dock: length 850 ft. width 130 ft.
Falmouth Docks, No. 1: ,, 555 ft. ,, 75 ft.
Falmouth Docks, No. 3: ,, 750 ft. ,, 88 ft.
Falmouth Docks, No. 4: ,, 648 ft. ,, 86 ft.

**TIME:** British Standard Time is GMT plus 1 hour. GMT in winter months.

**HOLIDAYS:** 1st January; Good Friday (variable date); Easter Monday (variable date); Spring Bank Holiday (variable date); August Bank Holiday (variable date); Christmas Day (25th December); Boxing Day (26th December).

**POLICE/AMBULANCE/FIRE:** Dial 999 from any telephone and ask for service required. Or County Police, Falmouth 312821; Dock Police, Falmouth 311400; County Fire Service, Falmouth 314274; Docks Fire Service, Falmouth 311400; Ambulance, Truro 2349.

**TELEPHONES:** Can be placed on board in dry dock and most repair berths but not at Eastern Oil Wharf.

**SHORE LEAVE:** Granted.

**AUTHORITY:** Falmouth Harbour Commissioners.

**AGENT:** G C Fox & Company, 48 Arwenack Street, Falmouth. Tel: 311300. Telex: 45-237. Cables: "Fox Falmouth".

## FELIXSTOWE: 51.57 N. 01.21 E.

**DOCUMENTS:**

Stores List.
Crew List.
Health Declaration.
Manifests.
Bills of Lading.
Ship's papers, including Register, Load-line Certificate, Safety Equipment Certificate, Radio Certificate, U.K. Light Dues, if any.

**PILOTAGE:** Cork or Sunk Pilot station, Master's option. 12 hours notice ETA vessel Cork or Sunk Pilot Cutters to be given via G.P.O. Coastal Station (Northforeland, Humber Radio) stating grt, max. draft, and port of destination. Cables: "Sunk Pilot Vessel" – Northforeland Radio within MF range. Sunk Pilot Cutter 2182 kilocycles, VHF range 156·8 megacycles, VHF Channel 16 then transfer to 156·3 megacycles, VHF Channel 6.

**ANCHORAGES:** At Cork Light Vessel; Quarantine anchorage off Harwich Road; "Northshelve" off Harwich; and in River Stour.

**RESTRICTIONS:** All vessels up to 25 ft. draft can enter Harwich Roads day and night on any state of tide. Max. draft for Container Quays and Oil Terminal 30/33 ft. depending on tides. At least 3 ft. keel clearance required at all times between channel bed and keel of vessel.

**MAX. SIZE:**

(*a*) General cargo vessels: Dock Basin 145 ft. wide entrance. Depth 18 ft. LWOST. No lock gates. Suitable vessels able to leave on any state of tide.

North Quay: 640 ft. in length.
South Quay: 610 ft. in length.
East Quay: 430 ft. in length.

(*b*) Container vessels. Container Quay depth: 33 ft. LWOST. Approach Channel Harwich Harbour Estuary: 23·5 ft. LWOST.

(*c*) Roll-on, roll-off vessels: Terminal: Vessels up to 450 ft. overall. Depth 22 ft. LWOST.

(*d*) Tankers. Oil Terminal: Vessels 600 ft. overall. Depth 33 ft. LWOST.

**HEALTH:** Pratique flag in daylight and lighted signals in darkness to be displayed by vessel on arrival. Health Declaration to be given in writing or verbally by Master on arrival. If disease suspected, then report to pilot station who will advise Health Authorities.

**RADIO:** Northforeland, Humber, Niton (or any other radio station convenient to vessel's position).

**RADAR/VHF:** No port radar service. VHF only on dock tug. Channel 16.

**TUGS:** Stationed at Felixstowe, join vessels Harwich approaches or where ordered by Pilots. Vessels to use tug lines at additional cost.

**BERTHING:** Regulated by Harbour Master through pilot stations and tugs. Vessels able berth within restrictions of individual berths.

| | *Depth of water at LWOST* | *Length of quay in feet* |
|---|---|---|
| Transatlantic Container Terminal | 33 ft. | 1,330. Two container berths and one roll-on/roll-off berth. |
| Dock Basin | 18 ft. | East Quay 430; North Quay 640, South Quay 610. Vessels up to 350 ft. in length are accepted. |
| Ferry Terminal | 22 ft. | 310. Vessels up to 450 ft. in length are accepted. |

**STEVEDORES:** 24 hours notice required by Agent to advise stevedores of vessel's ETA, in order to arrange berthing and allocation of labour. All stevedoring arranged between Dock Company and vessel's agent.

**MEDICAL:** Prior notice desirable through Agent to arrange attention. All services available.

**TANKERS:** 4-inch and 6-inch connections. No slop facilities. No facilities for gas freeing alongside or in harbour.

One tanker berth available. Vessels up to 600 ft. overall, maximum draft 31 ft.

**DENSITY:** 1025 salt water.

**FRESH WATER:** Pipe-line connections to all quays. Delivery approximately 50 tons per hour. Barge service available for supplies to vessels at anchor.

**FUEL:** Only gas oil available, 35 secs. pipe-line and barge delivery. 24 hours notice required.

**FIRE PRECAUTIONS:** Standard precautions at all berths.

**DEVELOPMENTS:** (*a*) North extension beyond oil jetty with 60 acres of land to be reclaimed from sea. New quays consisting of two roll-on/roll-off berths and 1,000 ft. quay for handling of unlisted cargoes, the first stage of this development, that is the roll-on/roll-off berth, will be completed November/December 1973 and the following facilities will be completed in 1974.

(*b*) South-east extension of present container quay by 600 ft. has now been completed and therefore the container quay is now able to accept three container vessels at any one time and three port-tainer cranes are available.

**GANGWAY/DECK WATCHMEN:** Not compulsory. If required, cost negotiable.

**OPENING/CLOSING HATCHES:** Work undertaken by crew.

**CERTIFICATES:**

Valid Derrick and Rigging Certificates.
Ship's Register.
Load-line.
Safety Equipment.
Radio.
Derat.
Construction.
(Light Dues Receipts).

**CUSTOMS ALLOWANCES:** 100 cigarettes or equivalent in tobacco or cigars per man. 1 bottle spirits.

**IDENTIFICATION CARDS:** Not necessary if in possession of Seaman's Book or Passport.

**CONSULS:** Royal Norwegian and Royal Swedish Vice-Consul, Ipswich 59281.

**REPAIRS:** Facilities exist for small repairs only.

**DRY DOCKS:** None available.

**REPATRIATION:** All facilities available.

**AIRPORTS:** Southend – 70 miles; Heathrow – 90 miles. International flights.

**TIME:** GMT. In summer months, April to October, time advanced 1 hour.

**HOLIDAYS:** All normal Bank Holidays, but official notification of port closures for such holidays is given well in advance of relevant dates.

**POLICE/FIRE/AMBULANCE:** Emergency points on all quays. Tel. 300 or, outside dock area, 999.

**TELEPHONES:** Shore connections available by prior arrangement for vessels on regular trades.

**GENERAL:** ETA to Agent required 72 hours, 48 hours, and 24 hours prior arrival.

**SERVICES:** Most services available for dry cargo vessels, but no special tank cleaning or tank washing facilities for tankers.

**SHORE LEAVE:** No restrictions.

**AUTHORITY:** Felixstowe Dock & Railway Co., Felixstowe Dock, Felixstowe, Suffolk. Tel. 4433 or 2134. Telex 98277. Cables: "Docks Felixstowe".

**AGENT:** Cory Brothers Shipping Ltd., Powell Duffryn House, Dock Estate, Felixstowe, Suffolk. Tel. 5671. After office hours: Felixstowe 2508; Ipswich 59117; Needham Market 523. Telex 98434. Cables: "Cory Felixstowe".

## FISHGUARD: 52.01 N. 04.58 W.

**DOCUMENTS:** as for "Cardiff".

**PILOTAGE:** Local Pilot available on request. Pilotage compulsory under Milford Haven Authority.

**ANCHORAGES:** Eastward of a line joining N. and E. breakwaters.

**MAX. SIZE:** Any length, any beam, 18 ft. draft alongside quay.

**RADIO:** Fishguard Radio, VHF Channel 16.

**RADAR/VHF:** VHF Channel 16.

**TUGS:** None.

**FACILITIES:** Stern loading, car and roll-on/roll-off Ferry Port.

**STEVEDORES:** No stevedores – vessels loaded and discharged by British Railway dock porters.

**MEDICAL:** Doctors available. Hospital facilities 16 miles away.

**DENSITY:** 1025.

**FRESH WATER:** Available alongside quay.

**FUEL:** Available with prior warning.

**GANGWAY/DECK WATCHMEN:** No watchmen available; not required.

**OPENING/CLOSING HATCHES:** Crew.

**REPAIRS:** Minor repairs by BR workshops and contractors.

**AIRPORT:** Cardiff is the nearest.

**GENERAL:** Coastguard and lifeboat facilities are available.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Shipping and Port Manager. Tel. Fishguard 2881.

## FLEETWOOD: 53·55 N. 03·00 W.

**DOCUMENTS:**

Manifests.
Bills of Lading.

Ship's papers.
Crew Lists.
Customs Documents.
Health Documents.

**PILOTAGE:** Pilot to be picked up off No. 1 Fairway Buoy. Ordered through ship's Agent giving 24 hours notice of ETA.

**ANCHORAGES:** Good anchorage in outer limits of harbour in Lune Deeps in 14 fms.

**RESTRICTIONS:** Vessels under power must not navigate any portion of this harbour above No. 9 Buoy at a greater rate of speed than *five knots*, also on passing other vessels, either steam or sail, hopper barges, pontoons in tow, etc. in the channels outside the above-mentioned No. 9 Buoy, and within harbour limits due care must be taken to pass them at a rate of speed that will not cause risk from displacement, or what is commonly called "backwash", and that all vessels must be navigated in this harbour strictly in conformity to the Collision Regulations and Signals of Distress.

Vessels bound into Fleetwood must not enter the river without being sure they have sufficient depth of water to ensure their getting to the quays or piers to which they are bound.

In the event of any vessel grounding on the "Tiger's Tail" or in any other part of the Fleetwood Harbour, the Master shall not attempt to refloat the vessel by reversing the engines, or by any other means whatsoever, until all incoming vessels following have passed the stranded vessel and the channel is clear of shipping.

**MAX. SIZE:** (Within enclosed docks): 350 ft. LOA; 46 ft. 6 in. beam.

So far as draft is concerned, allowances have to be made for clearing the lock invert. These allowances vary according to the beam of the ship and the following scale may be taken as a guide:

| *Beam of Vessel* | | *Clearance Required* | |
|---|---|---|---|
| ft. | in. | ft. | in. |
| 37 | 0 | 2 | 3 |
| 44 | 0 | 4 | 0 |
| 45 | 6 | 6 | 0 |
| 46 | 0 | 3 | 3 |
| 46 | 4 | 9 | 3 |
| 46 | 6 maximum | 10 | 3 |

**HEALTH:** Pratique is automatic.

**RADIO:** VHF Port Operations and Information Service. Call sign: Fleetwood Docks Radio. Channel 16 (156.80 Mc/s): Calling and Safety. Channel 12 (156.60 Mc/s): Port Operations.

All movements of vessels arriving for and sailing from the docks are controlled by the Dock Master using the VHF Port Operations and Information Service located in the Dock Master's office at the entrance to Fleetwood Docks (Lat. 53° 55′ 6″ N., Long. 3° 00′ 30″ W.). This service is operated during the tidal period of two hours each side of high water, and vessels must maintain a listening watch when approaching or leaving the port. Messages must be restricted to matters appertaining to general navigation, berthing instructions, and the safety of ships or persons within the port area. Messages of any other nature will not be accepted.

**TUGS:** Tug service operated by FFVOA Ltd., 190/192 Dock Street, Fleetwood.

**BERTHING:** Under normal conditions the lock gates operate for two hours each side of high water.

There is a Lift-on/lift-off Container Berth within the enclosed docks. This is a daily container service between Fleetwood and Ireland. The General Cargo berths can be used for handling liquid chemicals and bulk cargoes.

**STEVEDORES:** Arranged through ship's Agent.
**MEDICAL:** Ship's Agent will organise medical attention if required.
**DENSITY:** 1015 at half tide; 1025 at high water.
**FRESH WATER:** Fresh water available through stand pipes. Charge according to consumption (sliding scale).
**FUEL:** All grades of fuel available.
**FIRE PRECAUTIONS:** No specific requirement outside usual "No smoking" precautions.
**GANGWAY/DOCK WATCHMEN:** Ship's watchmen required.
**OPENING/CLOSING HATCHES:** Normally carried out by crew.
**REPAIRS:** Two slipways located in Fish Dock with lifting capacities of 1,050 and 650 tons respectively.
**REPATRIATION:** Arranged through ship's Agent.
**AIRPORT:** Squires Gate, Blackpool, 10 miles away.
**TIME:** GMT in winter. GMT plus one hour in summer months.
**HOLIDAYS:** Christmas Day and Boxing Day; Good Friday and Easter Monday; Spring Bank Holiday; Autumn Bank Holiday.

Cargo working can be arranged on any of these days upon request.

**POLICE/AMBULANCE/FIRE:** British Transport Police available on Docks Estate. Ambulance 999; Fire 999.
**TELEPHONES:** Can be arranged through Post Office.
**SERVICES:** Compass adjusting.
**SHORE LEAVE:** Crew members are allowed ashore.
**DEVELOPMENTS:** A Roll-on/roll-off berth is under construction and is expected to be operational early 1975.
**AUTHORITY:** British Transport Docks Board, Fleetwood Docks, Fleetwood. Tel. 2323.

## FOWEY: 50.20 N. 04.39 W.

**PORT LIMITS:** The whole of the Fowey river to a line across the entrance to the harbour. A vessel is considered to have arrived on entering the harbour unless she is anchored just outside by the Pilot to await suitable conditions for entering, in which case she is considered to have arrived on being so anchored.

**DOCUMENTS:**

Crew and Passenger Lists are helpful, but not essential.
Aliens List is essential.
List of Bonded Stores, including beer.
List of Personal Dutiable Articles owned by Crew.
Bill of Health, if available.
De-Ratisation Certificate.
Manifest of all cargo on board.
Copies of Bills of Lading.
Stowage plan, if available.
Normal Ship's Papers.

**PILOTAGE:** Vessel requiring Pilot gives ETA as far in advanc possible to Agent. Vessel displays normal signals off port. V calling channel 16, working channel 9. Pilot boats are black. Th Pilot boards off entrance. Vessels can anchor South of entranc necessary.

**RESTRICTIONS:** Vessels can enter at any time, if their draf less than 18 ft. Otherwise according to tide.

**MAX. SIZE:** 460 ft. in length. Loaded draft of 28 ft. Vessels of th draft have to be handled at or near high water.

Vessels up to 486 ft. in length have been handled, but subject prior consultation with the Harbour Master and owners of the load berths.

**HEALTH:** Vessel is boarded on entering port by Port Health Offic who gives his Pratique.

**RADIO:** Land's End Radio, Niton, or Portishead.

**TUGS:** Two diesel tugs are available and normally join vessels entering entrance. Ship's lines usually used. Only one tug requi for vessels under 350 ft. length.

**BERTHING:** Vessels waiting for berths are normally moored, usi their own anchor with their stern to a buoy. On the berth, vesse require long ropes.

**CARGO FACILITIES:** The port is specially equipped to hand china clay and ball clay in bulk and in bags. No other commod passes through the port either inwards or outwards. There are thr berths each with a 3-ton crane and a bulk conveyor capable handling up to about 330 tons per hour. A new berth is also no under construction.

**STEVEDORES:** Earliest ETA possible is required, especia when a vessel arrives over week-end.
**MEDICAL:** If medical Officer is required on arrival, advise Age earliest opportunity. Hospital facilities are available.
**DENSITY:** River fully salt at all states of the tide.
**FRESH WATER:** Available at all jetties, delivered by hose a rate very variable.
**FUEL:** Gas/Oil only available. As much notice as possible advisable.
**DEVELOPMENTS:** The new berth which is under constructi will be 550 ft. in length and completion is expected late in 1974.
**GANGWAY/DECK WATCHMEN:** Not normally employed.
**OPENING/CLOSING HATCHES:** Carried out by crew.
**CUSTOMS ALLOWANCE:** 200 cigarettes or ½ lb. tobacco, foreign-going. Wine and/or Spirits. ½ pt. if foreign-going.

Half this allowance for vessels arriving from home trade ports.

**IDENTIFICATION CARDS:** Not needed.

**CONSULS:**

Belgium J. H. Samuel, Trafalgar Square, Fowey. Tel. 3414
Finland " " "
France " " "
Sweden " " "
Denmark Ross Carter, Albert Quay, Fowey. Tel. 3274
Netherland Ross Carter, Albert Quay, Fowey. Tel. 3274.

**REPAIRS:** Not possible. Minor repairs only.
**REPATRIATION:** Yes, facilities exist.
**HOLIDAYS:** Saturdays, Sundays, and all Public Holidays.
**POLICE/AMBULANCE/FIRE:** Telephone 999.
**TELEPHONES:** No arrangements made for connection on boar
**SERVICES:** Compass adjusting can be arranged.
**SHORE LEAVE:** Allowed.
**DELAYS:** There is a possibility of delay in heavy rain.
**AUTHORITY:** Fowey Harbour Commissioners, Albert Qua Fowey, Cornwall. Tel. 2471.

**AGENT:** Toyne Carter & Co., Fowey, Cornwall. Tel. Fowey (0726 3274. Telegraphic address: "Toyne Fowey". Telex: 45331 - A "Toyne Fowey". After hours tel. Fowey 3428; 2370 or 2525. Shi Agents and Shipbrokers.

## GARSTON: 53.21 N. 02.54 W.

**DOCUMENTS: HEALTH:** and all general information, refer "Liverpool".

**RESTRICTIONS:** Locking into/out of Garston commences 3 hou before HW and ceases 3 hours after for vessels of 250 ft. in len or under. Vessels over this length must enter when the river and do are level – about one hour before HW to half an hour after.

**MAX. SIZE:** 500 ft. length, 63 ft. beam, draft about 6 ft. less than H Liverpool.

**RADIO:** As Liverpool. VHF Channel 20.

**BERTHING:** *Stalbridge Dock:*

| | |
|---|---|
| Width of entrance | 65 ft. |
| Depth on sill | 26 ft. 8 in. |
| Lock length | 276 ft. |
| Total water area | 14½ acres |
| Length of quays | 3,200 ft. |

*Old and North Docks:* entered from Stalbridge Dock

| | |
|---|---|
| Total water area | 14 acres |
| Length of quays | 4,610 ft. |

**DENSITY:** 1025.

**FRESH WATER:** Available Monday to Friday 0800 to 1600 hours All watering required outside of these hours is by arrangement and must be paid for at overtime rates. Rate of delivery, 10 tons per hour.

**DEVELOPMENTS:** Modernization of coaling facilities and further adaptation to containers under consideration.

**OPENING/CLOSING HATCHES:** Hatches to be opened and closed by the crew except on request.

**AIRPORT:** Liverpool airport, 1 mile distant.

**HOLIDAYS:** Normal English Bank Holidays. Vessels can be worked on these days but this involves additional payment.

**POLICE/FIRE/AMBULANCE:** Dial 999 and ask for service required.

**TELEPHONES:** No connection can be made to vessels.

**GENERAL:** Vessels are required to "stem" on entering the dock; that is, to send an Officer to the Pierhead Office to enter the vessel into the Stemming Book giving all details regarding the vessel and cargo and to sign the sheet.

**AUTHORITY:** British Transport Docks Board, Dock Road, Garston, Liverpool L19.2JW. Tel. 051–427 5971.

## GLASGOW and Clyde District: 55.51 N. 04.16 W.

(See Plan)

**DOCUMENTS:** For Customs Clearance and to meet Immigration Authorities requirements, following valid documents are required:

Ship's Crew List.
Port Health Declaration.
Register, Load-line Certificate.
Safety Equipment, Safety Construction and Safety Radio Certificates.
Derat Exemption or Fumigation Certificate.
British Tonnage Certificate.
Copy Manifests and Bills of Lading.
Grain Form (No. S/107) if bulk grain.
Completed Customs Form C.142.

**PILOTAGE:** Compulsory pilotage from and to Kempock Point (Gourock pilot station) tel. Gourock 31331. "Gourock Pilots Radio" Channel 14 – frequency 156.7 Mc/s.

Optional pilotage is available to and from Cumbrae Island.

Vessel to advise Agent 72, 48 and 24 hours before arrival with subsequent advice of any changes to ETA, stating where Pilot required to board, ETA and draft.

Normal ladder, etc., for Pilot boarding.

**ANCHORAGES:** As defined by Clyde Port Authority and in special circumstances (e.g. draft, condition of ship, hazardous cargo, etc.) under advice of Pilot.

Anchorages are available for vessels of all drafts in the Tail of the Bank area (off Greenock) and lower Firth of Clyde.

**RESTRICTIONS:** As defined by Clyde Port Authority and under Clyde Pilotage Authority requirements.

**MAX. SIZE:** As defined by Clyde Port Authority for berths in Glasgow and Greenock and subject to consideration of particular circumstances prevailing in each case.

**HEALTH:** The Master of a foreign-going vessel proceeding direct from a foreign port to the port of Glasgow must send wireless message to "PORTELTH GLASGOW". This message must be sent off not more than 12 hours and not less than 4 hours before the arrival of the ship and state:

(a) The name of ship.
(b) The time on the 24-hour clock it is expected to arrive at the Tail of the Bank, Greenock.
(c) The port of departure and last port of call.
(d) The number of crew, and passengers, if any.
(e) The state of health or any circumstances on board which are likely to lead to infection or the spread of infectious disease.

The Master must fill in and sign the Declaration of Health on pages 1 and 2. It should be completed and ready to deliver to the Officer of Her Majesty's Customs or Officer of the Port Health Authority, whichever shall first board the vessel.

If the answer to any of the health questions on page 1 is "Yes" free pratique will not be granted by Her Majesty's Customs until the ship has been visited by the Port Medical Officer.

The Master must therefore: 1. When the ship comes, whether by day or night, within the district, show or give the following signals:

(a) the international signal "ZW" flown at the masthead or where it can best be seen from the shore, and
(b) Between sunset and sunrise, either: (i) the signal "ZW" flashed in the Morse code by lamp, or (ii) a signal consisting of a red light over a white light, the lights being not more than 6 ft. apart, shown at the peak or where the signal can best be seen from the shore.

2. If the answer to all of the health questions on page 1 is "No" the Master must show or give the following signals when the ship comes, whether by day or night, within the district:

(a) the international flag signal "Q" flown at the masthead or where it can best be seen from the shore: and
(b) between sunset and sunrise, either (i) the signal "Q" flashed in the Morse code by lamp, or (ii) a signal consisting of a red light over a white light, the lights being not more than 6 ft. apart, shown at the peak or where the signal can best be seen from the shore.

3. Article 17 of the Public Health (Ship) (Scotland) Regulations 1966 states:

If, within four weeks after the Master of a ship has delivered a Maritime Declaration of Health pursuant to regulation 16 or a corresponding provision in force in England, Wales or Northern Ireland, the ship arrives in a district or calls at another district, as the case may be, the Master shall report to the Customs Officer or authorised officer, whoever first boards the ship, any case or suspected case of infectious disease which has occurred on board since the Declaration was delivered and which has not already been reported.

4. Article 18 of the Public Health (Ships) (Scotland) Regulations 1966 states:

On arrival of a ship from any foreign port or from any infected area which is not a foreign port, no person other than a Pilot, a customs officer, an immigration officer or an authorised officer shall, without the permission of the medical officer, board or leave the ship until it is free from control under these regulations and the Master shall take all steps necessary to secure compliance with this provision.

5. The maximum penalty for breach of the Public Health (Ships) (Scotland) Regulations 1966 is £100, and in the case of a continued offence, a further penalty not exceeding £50 for every day during which the offence continues.

**RADIO:** Any GPO radio station.

There is a Port Operations VHF/FM system in operation utilising Channels 12, 14 and 16 in the International Maritime Band as under: West of Bowling, Channel 12; East of Bowling, Channel 14; calling up, Channel 16.

**RADAR/VHF:** Radar service not available. Port Radio service.

**TUGS:** As required by Master and under advice of the Pilot. Tug's lines only are used.

**CONTAINER HANDLING FACILITIES:** Container terminal at Greenock for two container ships to berth and work simultaneously. Two straddle carriers and three transporter cranes available. Length of Quay 1,200 ft. Depth 42 ft. LWOST.

**GRAIN HANDLING FACILITIES:** *Meadowside Granary:* Total capacity, 176,000 tons. Six grain elevators, each with discharge rate of 200 tph.

**STEVEDORES:** Arranged by Agent in accordance with Master's advice of ETA.

**MEDICAL:** Full medical and hospital facilities available.

**TANKERS:** Agents will advise Master by radio to prepare appropriate manifold connections. No slop facilities at Old Kilpatrick, Bowling, Faslane, Finnart. In Glasgow a small vessel is equipped for removal of sludge, tank washing, etc.

Oil installations:

*Bowling* (ESSO): Private berth. Maximum length of vessels swinging off Bowling Basin is 550 ft. under suitable conditions. Berthing and unberthing is permitted day and night, according to state of tide.

A port regulation prohibits ships which are not gas free and have on board or have carried cargo with a flash-point of below 73 degrees from navigating the river East of Bowling.

*Old Kilpatrick:* Admiralty oil installation. Canting facilities in the river off Rothesay Dock, maximum length of vessels permitted is 630 ft. during daylight and under suitable weather conditions. Admiralty, Old Kilpatrick, advise maximum length at the berth is 570 ft., draft 30 ft.

Berthing and unberthing is permitted day and night, according to state of tide. Fully loaded vessels are berthed port side to at high water and must be capable of discharging over the tide. Light or partly loaded vessels may swing on arrival, berth starboard side to.

No low flash-point cargo may be discharged and vessels having low flash-point on board are not permitted at this berth.

Vessels which have carried crude oil as previous cargo are not permitted to load at this berth unless all tanks have been cleansed. There are no facilities for receiving dirty ballast.

*Finnart:* B. P. Installation. Maximum permissible size of vessel 300,000 tons deadweight – maximum draft 90 ft. salt water.

*Faslane:* Esso Petroleum. Maximum permissible size of vessel 40,000 tons deadweight.

**DENSITY:** Port of Glasgow – Brackish.

**FRESH WATER:** Available at all berths by shore hose.

**FUEL:** All major oil companies represented in Glasgow. As much notice as possible required, all grades can be supplied.

**FIRE PRECAUTIONS:** As per Clyde Port Authority Regulations. Tanker berths – as per B.P., Esso and Admiralty Regulations.

**GANGWAY/DECK WATCHMEN:** At Master's discretion.

**OPENING/CLOSING HATCHES:** To be carried out by ship's crew.

**CUSTOMS ALLOWANCES:** On arrival from a foreign port with foreign cargo an allowance of 100 cigarettes per man for each four days in port, whilst discharging foreign cargo, and an allowance of a quarter of one pint of spirits is allowed for each man per day in port up to four days.

**CARGO GEAR:** Valid test certificates required for all cargo gear.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

American
Brazailian
Danish
Equador
German
Italian
Netherlands
Panama
Spanish
Uruguayan
Belgian
Cuban
Dominican
Finnish
Liberian
Liberian
Norwegian
Portuguese
Swedish

**REPAIRS:** All types of deck and engine repairs can be effected in the Clyde Area.

**DRY DOCKS:** Size of largest dry dock in Clyde area: Scott Lithgow dry dock, Greenock: 1,000 ft. long clear from gate to head of dock; 156 ft. cope to cope; 150 ft. clear width between altars; 145 ft. clear width at entrance; 45 ft. top of keel blocks to cope; 37 ft. draft on sill HWOST; 27 ft. draft on sill LWOST.

In addition, there are eight other dry docks in Glasgow/Greenock area.

**REPATRIATION**: Facilities for crew changes, and full repatriation services are available.

**AIRPORT**: Glasgow Airport (12 miles from city centre) and Prestwick Airport (30 miles from city centre) are served by most major domestic and international airlines.

**TIME**: BST (1 hour ahead of GMT) in operation. GMT in winter months.

**HOLIDAYS**: Official dock holidays on which cargo work can not be arranged. Easter Monday; Whit Monday; Autumn Bank Holiday; 27th December.

**POLICE/AMBULANCE/FIRE**: These services can be called by telephone by dialling 999 or contacting Clyde Port Harbour by VHF.

**TELEPHONES**: Telephones can be placed on board at most docks, charges vary according to berth, type of service and whether prepay call-box type or linked to exchange.

**SERVICES**: Tank cleaning. Facilities are available for service to ship's radio, navigation aids, etc.

**SHORE LEAVE**: Crew allowed ashore at Master's discretion and subject to compliance with Immigration and any other interested Authorities' requirements.

**DEVELOPMENTS**: An ore/coal terminal is to be constructed at Hunterston. The berth will be able to receive vessels of 350,000 dwt. Completion is expected in 1977.

**AUTHORITY**: Clyde Port Authority, 16 Robertson St. Glasgow C2.

## GOOLE: 53.42 N. 00.50 W.

**PORT LIMITS**: Goole is a river port with conservancy jurisdiction to the junction of rivers Humber, Ouse, Trent. However, laytime commences from commencement of next normal working shift after ship is on berth and ship's Agent has issued "Notice of Readiness". This may be 0800 hours or 1300 hours dependent on time of issue of notice.

Precedence of order of arrival of vessels is determined by arrival time at Ocean Lock Entrance, Goole Docks.

**DOCUMENTS**:
- Bills of Lading/Manifests (prepared by Agents at port of origination).
- "Imperfect" Customs Entry.
- Request (to work vessel).
- *Request for Immigration Officer to be in attandance – if carrying passengers.
- *Crew List to Immigration Officer (for foreign personnel).
- Ship's Register.

*Agent will normally notify Immigration Officer.

**PILOTAGE**: Compulsory from Spurn to Goole, two stages.

1st stage: Spurn Light Vessel to Hull Roads.

Pilot vessel usually cruising around Spurn Light Vessel in fine weather. In bad weather pilot boat shifts to Bull Light Vessel area or inside Spurn during northerly gales. Vessels for Goole should inform pilot vessel by radio on normal channel, or by VHF on Channel 16. On approaching cutter by day exhibit international code flag "G". By night "PT" by flashing or exhibit blue flare. In fog sound "G" on whistle or siren. Preferably 12 hours prior notice of arrival should be given, through "Humber Radio" to Pilot Officer, Hull.

2nd stage: Hull Roads to Goole. Pilot will board vessel in Hull Roads.

**ANCHORAGES**: Bull Anchorage on chart of Humber Estuary, or in Hull Roads, otherwise only on advice of Pilot.

**RESTRICTIONS**: State of tide, springs or neaps. Port entered during tidal hours, 3½ hours before high water to ½ hour after high water, according to draft. Pilots will advise.

**MAX. SIZE**: Vessels should be within following measurements: 300 ft. overall length, 46 ft. beam and 17/18 ft. draft. Vessels exceeding any of these measurements should seek advice before arranging to visit the port.

**HEALTH**: Pratique issued by H.M. Customs Waterguard (in absence of Port Health Official). Pratique accepted when entering after calling at another port in the U.K.

**RADIO**: Via Humber Radio, call sign GKZ – call on Channel 16. Give ship's name and call sign and pass message.

**TUGS**: Tugs available but not normally used. If required, to be arranged through Agent.

**BERTHING**: Berthing instructions given to vessel on arrival at entrance locks. No specific requirements.

**SPECIALISED CARGO HANDLING FACILITIES**: Four appliances for loading of rail-borne bulk cargoes, e.g. coal, coke, pitch, fluorspar, etc.

Two appliances for loading of canal-borne bulk cargoes (coal, coke, pitch, etc.).

Discharging of bulk cargoes by 12×7½-ton modern quay cranes, equipped with suitable grabs for sand, ores, fertilisers, coal, grain, sulphur, scrap iron, etc.

Road-borne bulk cargoes loaded by same grabs.

32-ton Scotch derrick crane for container handling.

50-ton and 40-ton electric travelling cranes for heavy lifts.

Roll-on/roll-off traffic (cars, etc.) accommodated at various berths. The docks are maintained at a constant level and specialised link span berths are not necessary.

No bulk liquid berths.

**STEVEDORES**: Arrangements made by Agent who shoul given ample notice of time of arrival of vessel.

**MEDICAL**: Agents will arrange for attendance of doctor on n fication. Doctor, dentists and hospital services available. Age can arrange service required.

**DENSITY**: Water in Goole Docks is fresh water and is maintai at constant level. Entry is by locks. Density 1·000.

**FRESH WATER**: Delivery by water-boat through hosepi Rate 30 tons per hour.

**FUEL**: All grades available on reasonable notice being given ship's Agent.

**FIRE PRECAUTIONS**: No specific precautions unless there exceptional circumstances, when special arrangements can be ma with local Fire Service.

**GANGWAY/DECK WATCHMEN**: Necessary. Usually provi from crew. Otherwise by negotiation locally.

**OPENING/CLOSING HATCHES**: Responsibility of crew.

**SHIP CERTIFICATES**:
- Ship's Register (including load-line).
- Radio Safety.
- Life-Saving.
- Light Dues.
- Change of Articles.
- Deratisation Certificates.

**CARGO GEAR**: Normally not required, as ample port facili available.

**IDENTIFICATION CARDS**: May be required to be produced Immigration Officer or H.M. Customs official, especially in the case foreign flags.

**CONSULS**: France, Netherlands.

**REPAIRS**: All types of deck and engine repairs possible by lo ship repairers.

**DRY DOCKS**: No. 2 Dry Dock: 301 ft. length, 50 ft. width at entran 15 ft. depth on sill. Two other dry docks. The water in the wet doc at Goole is maintained at a constant level and all dry docks are enter direct from the wet docks.

**REPATRIATION**: Arranged by ship's Agent.

**AIRPORT**: Yeadon (Leeds–Bradford), 45 miles. Regular servic

**TIME**: GMT in winter; GMT plus one hour in summer months.

**HOLIDAYS**: Good Friday; Easter Monday; Spring Bank Holi (last Monday in May); Late Summer Bank Holiday (last Monday August); Christmas Day; Boxing Day. No cargo working on the days.

**POLICE/AMBULANCE/FIRE**: Dial 999 and ask for serv required.

**TELEPHONES**: No arrangements for ship connection.

**SHORE LEAVE**: No restrictions.

**REGULATIONS**: Visitors to vessels require permits from P Authority and Master or Agent. Smoking not permitted ashore dock area.

**AUTHORITY**: British Transport Docks Board, Dock Offic Goole, Yorkshire. Tel. 2691 (STD 0405). Telex 57626.

**AGENT**: Cutting & Company (Hull Limited, 33 Aire Street, Goo Tel. Goole 2656 (0405). Telex 57628 (AB Gooleship Goole). Cable "Culcut Goole."

## GRANGEMOUTH: 56.01 N. 03.43 W. (See Plan)

**PORT LIMITS**: At Grangemouth a vessel is not considered to an "arrived vessel" until she is tied up at the allocated berth.

**DOCUMENTS**:
- 1 Crew List.
- 1 Passenger List.
- 1 List of all high duty goods in crew's possession.
- 1 Cargo Manifest.
- All Valid Certificates.

**PILOTAGE**: Compulsory in river. Pilot boards at Inchkeith. Pi boat on VHF, see Radio below.

**ANCHORAGES**: North of Grangemouth West Buoy, 2 fathom Charleston Roads 5 fathoms. East of Inchkeith, up to 8 fathoms

**ENTRY RESTRICTIONS**: Vessels are allowed to enter o depart in the period three hours before high water to one hour a high water Monday to Saturday. This period is reduced to two hou before high water to one hour after high water on Sundays. The heig of the tide must always be taken into account when dealing w larger vessels. See "Developments."

**MAX. SIZE**: 570 ft. length. 75 ft. beam. Draft according to stat tide. Vessels other than tankers maximum draft 25 ft 6 in. Tanker up to 32 ft. 6 in. maximum draft.

**HEALTH**: Foreign arrivals to complete Maritime Declaration Health. They are cleared immediately on arrival by either a P Doctor or an Officer of H.M. Customs depending on where t ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. Europ ports) and coastal arrivals need not present Declaration. In cases, when there is sickness on board the Port Health Author must be informed preferably not more than 12 hours and not l than 4 hours before arrival.

**RADIO**: Wick – Stonehaven – Cullercoats, coastal stations.

*Port VHF* (*FM*) *Communications:* Station: Dock Foreman's Off Lock Entrance, Grangemouth. This centre will maintain a continu watch. Call sign: Grangemouth Docks.

156·8 Mc/s. Channel 16 calling and safety. All vessels sho maintain a listening watch on this channel and use it to estab contact with Grangemouth Docks. Once contact is established

Duty Operator will request vessels to shift to the Port Operations Channel.

156·7 Mc/s. Channel 14, Port Operations. A working channel restricted to messages relating to the movement and safety of ships, and in emergency, to the safety of persons.

156·6 Mc/s. Channel 10, Inter-ship. A working channel for tug-to-tug and tug-to-bridge communications.

156·3 Mc/s. Channel 6, Inter-ship. A working channel for communication with other vessels.

No message of a personal character or messages of any other nature than those pertaining to the general navigation and safety of ships and persons within the Port Area can be accepted.

**TUGS:** Can join vessel at Hen and Chicken Buoy or Lock Gates. Optional use of towage lines. Cost for tug's line £8 per hawser.

**BERTHING:** The water in Grangemouth Docks is maintained at the same level by impounding pumps. On passing through the lock entrance berthing is allocated according to the nature of the cargo and draft of vessel.

The depth of water available at the berths varies in each dock, the maximum depths being approximately: Grange Dock 26 ft.; Carron Dock 23 ft.; Old Dock 18 ft. 9 in.

**CARGO HANDLING FACILITIES:** Bulk cargoes can be handled at most berths within the port. The East Wall berth has four 10-ton grabbing cranes. Other berths have 7½, 6, 5, 3 and 2-ton cranes. One 40-ton heavy lift crane. Container berth is 1,000 ft. long and has two 32-ton transporter cranes.

A roll-on/roll-off berth in operation. Liquid chemicals and LPG. Carriers are handled at the BP jetties or No. 1 North Jetty, which is a common user jetty.

**STEVEDORES:** No particular advice necessary to stevedores. Essential, however, advise Agent 24 hours prior arrival, who will advise stevedores.

**CUSTOMS ALLOWANCES:** At the discretion of Local Customs Inspector. Normal allowances are equivalent of 5 ounces tobacco per man and equivalent of 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port more than three or four days may receive extra allowances.

**MEDICAL:** No advance notice necessary. Hospital facilities available in immediate district.

**TANKERS:** B.P. Refinery (Grangemouth) Limited. Private jetties in Eastern Channel: Nos. 2 and 3, 32 ft. 6 in.; Nos 4 and 5, 18 ft. draft No. 1 North Side Jetty, pipelines connected to Ross Chemical and Storage Co. are 1½ in. nitrogen line, 6 in. chemical line, 10 in. heavy fuel line, 2 in. fresh water supply, 8 in. motor spirit line, 8 in. gas oil line.

**DENSITY:** 1019 average.

**FRESH WATER:** Available in most berths. Watermen supervise delivery on request. Delivery rate varies depending on berth.

**FUEL:** All grades available from oil installations.

**DEVELOPMENTS:** New lock entrance 780×101 ft. with a depth of 38 ft. 6 in. at MHWST – in operation 1974.

**GANGWAY/DECK WATCHMEN:** Not necessary but can be done by ship's personnel.

**OPENING/CLOSING HATCHES:** Custom of port crew open and close hatches but stevedores will do so if required.

**CERTIFICATES:** For Customs Clearance valid Certificates in respect of radio, load-line, construction, safety equipment, deratisation, necessary.

**CONSULS:** Norwegian, Danish and Swedish consuls available locally.

**REPAIRS:** All types of repairs can be carried out afloat.

**DRY DOCKS:** Carron dry dock length 350 ft., breadth 50 ft., depth 22 ft. Middle dry dock length 335 ft., breadth 50 ft., depth 19 ft.

**REPATRIATION:** All facilities exist.

**AIRPORT:** One hour from Glasgow and Edinburgh airports where numerous connections for London thence world wide travel.

**TIME:** British Standard Time (1 hour ahead of GMT). GMT during winter months.

**HOLIDAYS:** 1st and 2nd January; 1st Monday May; 3rd Monday July; 2nd Monday September; Christmas Day.

**POLICE/AMBULANCE/FIRE:** In public telephone dial 999 and ask for appropriate service. With dock circuit telephone dial 34 for Police or dial 51 and ask for Fire/Ambulance.

**TELEPHONES:** Telephones available at A, B, and C sheds for placing on board.

**SERVICES:** Compass adjusting, calibrating, etc., can be done in river. No equipment for tank cleaning but can accept tank washings ashore.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Forth Ports Authority.

## GRANTON: 55.59 N. 03.13 W.

**DOCUMENTS:**

Health Declaration.
1 Crew Declaration Form C.142 (Tobacco List).
1 Crew List.
1 Passenger List.
(Also see "Glasgow").

**PILOTAGE:** Pilot station in Firth of Forth located at Granton. Contact can be made with pilot cutters *Panther* and *Gazelle* on VHF Channels 16/14/12 and radio-telephone 2182 kHz. Pilot cutters – black hull with white superstructure.

**ANCHORAGES:** Good holding ground at Inchkeith Island and Leith roadstead 10–17 fathoms.

**RESTRICTIONS:** The entrance between the breakwaters is 340 ft. in width. The rise of tide, 17 ft. at Springs and 12 ft. at Neaps, permits the entry or exit of vessels up to 22 ft. draft at high water.

A red flag bearing St. George's Cross exhibited at the Middle Pier Head signifies that vessels should not enter the harbour until the flag is lowered. A green light takes the place of the flag during hours of darkness.

**HEALTH:** Vessel boarded immediately alongside berth and pratique granted provided no contagious diseases reported on board, otherwise quarantine restrictions imposed.

Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately upon arrival by either a port doctor or an officer of H.M. Customs, depending on where the ship comes from, and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration. In all cases where there is sickness on board the Port Health Authority must be informed, preferable not more than 12 hours and not less than 4 hours before arrival,

**RADIO:** Stonehaven and Cullercoats radio stations.

**TUGS:** Sound signal for vessels requiring tug services is four long blasts. Tugs, if required, join the vessel in the roads. Ship's lines normally used. Tugs towing gear available, not compulsory.

**BERTHING:** *Middle Pier:* 1,700 ft. in length with depth shelving from the shore to 17 ft. LWOST. In addition, there is a 450 ft. cross-piece at the end of the pier where depth of water is 25 ft. LWOST.

*West Pier:* 2,000 ft. of quay. Depth of water varies from 15 to 23 ft. LWOST.

**TANKERS:** Tankers up to 18,000 dwt. are accommodated at the end of the West Pier, adjoining port entrance.

**MEDICAL:** No advance notice of medical attention required. All hospital facilities available.

**FRESH WATER:** Available alongside at all berths.

**FUEL:** All grades available subject 24 hours notice in advance.

**REPAIRS:** Facilities available for all minor repairs.

**DRY DOCK:** Floating dock, length 160 ft., beam 30 ft., depth 15 ft.

**AIRPORT:** Edinburgh Airport, served by regular airlines, situated about 10 miles away.

**HOLIDAYS:** Public holidays observed annually: third Monday in April; first Monday in June; third Monday in September; Christmas Day (25th December); 1st and 2nd January. Cargo work can be arranged on all public holidays except 1st and 2nd January.

**AUTHORITY:** Forth Ports Authority, Tower Place, Leith. Tel. 031-554 6473.

## GRIMSBY: 53.34 N. 00.04 W. (See Plan)

**DOCUMENTS:**

1 Crew List form H.O. IB6.
1 List of Crew's private dutiable stores Form C.142.
1 Health declaration.
Also see "Hull".

**PILOTAGE:** Contact direct by Radio telephone on 2182 kc/s. or on VHF Channel 16 to "Spurn Pilot" at least 6 hrs before arrival (2 hrs required to order Pilot for vessel leaving port). Steam cutter with "Pilots" along the black hull. Either flash G, or fly G Flag. Cutter is usually in the vicinity of Spurn light-vessel but for vessels having a draft of 36 ft. and over Pilot boards at Humber light-vessel by special arrangements between Pilot and Master. In bad weather contact either the pilot cutter direct or Humber or Hull radio on VHF Channel 12 and they will advise location of cutter. The usual International standards are required for the ladders, etc., used on boarding. If vessels have to await Pilot the pilot cutter will advise where the vessel is to wait. Portable VHF units are available on request by the Master to the Pilots.

**ANCHORAGES:** Hawk and Sunk Roads, Hale, Spurn and Bull Anchorages. See "Hull". The Pilots will advise where to proceed to anchor and also provide Pilot.

**MAX. SIZE:** Maximum breadth 65 ft., maximum length of vessel that can be locked 268 ft. but vessels of greater length can enter docks on high water when all lock gates are open. 3 ft. clearance under the keel is required. Vessels having a draft of 19 ft. can normally enter the docks on any tide when the height of water is sufficient to allow 3 ft. clearance. Vessels with 21 ft. draft can be taken on Spring Tides. Vessels can enter usually approx. 3 hrs before and 2½ hrs. after high water.

**HEALTH:** A pratique is issued by the Customs Officers on boarding for all vessels arriving from a port outside the U.K. but this is only done at the first U.K. port of call. If disease is suspected, the master must advise the Customs Officers on boarding and it is advisable that the Agent be informed prior to vessel's arrival.

**RADIO:** Humber Radio. 2182 kc/s, or VHF Channel 16. Also see "Hull".

**TUGS:** Normally join in Grimsby roads. Optional whether use ship's or tug's lines, the cost for using the tug's lines is between £3 and £6.

**BERTHING:** Vessels are restricted from passing through the Union Dock into the Alexandra Dock by a set of lock gates in the Union Dock which are closed when the height of water in the Royal Dock reaches 24 ft. and also a restriction on the beam of 42 ft. 6 in.

There is one roll-on/roll-off berth in operation and another under construction in Alexander Dock.

**STEVEDORES:** Vessels are allocated labour in order of arrival so it is only necessary to give the Agent the ETA preferably before noon on the previous day. Normal working hours 0800 to 1700.

Overtime can be worked 1700 to 1900 Monday to Thursday. On Saturdays and Sundays as required.

**MEDICAL:** Hospitals and all other medical facilities are readily available. If immediate attention is required on arrival please advise agent by radio or telegram.

**FRESH WATER:** Available at all quays. Rate approx. 20 tons per hr.

**FUEL:** Normal gas and diesel oils available by both road and barge with at least 24 hrs. notice.

**GANGWAY/DECK WATCHMEN:** Not necessary, but the service is available if Master requires it.

**OPENING/CLOSING HATCHES:** Responsibility of the crew. The hatch beams can be removed and replaced by the shore cranes but there is an extra charge for this operation.

**CUSTOMS ALLOWANCES:** 200 cigarettes per 8 days. 1 bottle wine and 1 bottle spirits per 4 days. All seals to be broken.

**CARGO GEAR:** In accordance with the regulations laid down by H.M. Factories Inspector.

**CREW IDENTIFICATION CARDS:** Some sort of identification whilst crew are ashore is advisable.

**CONSULS:**

| | | |
|---|---|---|
| Belgium, Vice-Consul | Grimsby | 59101 |
| Denmark, Vice-Consul | ,, | 3063 |
| Dominican Republic | ,, | 59101 |
| Finland, Vice-Consul | Immingham | 2387 |
| France Consular Agent | Grimsby | 55176 |
| Germany (F.R.) Consul | ,, | 77830 |
| Greece, Vice-Consul | Immingham | 2166 |
| Iceland, Consul | Grimsby | 58881 |
| Netherlands, Vice-Consul | ,, | 3177 |
| Norway, Vice-Consul | ,, | 3177 |
| Sweden, Vice-Consul | Immingham | 2387 |

**REPAIRS:** Facilities are available for all deck and engine repairs.

**DRY DOCKS:** Nearest at Immingham.

**REPATRIATION:** Can be arranged if required.

**AIRPORT:** No civil airport in the vicinity. Easy access to all major airports via rail, etc.

**HOLIDAYS:** Christmas Day; Boxing Day; Good Friday; Easter Sunday and Monday; Spring Bank Holiday (end May); Late Summer Bank Holiday (end August). All except Christmas Day and Good Friday can be worked on overtime.

**POLICE/AMBULANCE/FIRE:** Docks Police – Grimsby 59171; Grimsby Police – Grimsby 57571. Emergency – Police/Fire/Ambulance 999.

**TELEPHONES:** Not available for connection on board.

**GENERAL:** The Grimsby Dock Master can be contacted on VHF Channel 16 and then change to Channel 18 for speaking.

**SERVICES:** Compass adjusting, tank cleaning, etc., are available.

**SHORE LEAVE:** Crew are allowed ashore.

**AUTHORITY:** British Transport Docks Board, Grimsby.

**AGENT:** Cory Brothers Shipping Limited, 8 Cleethorpe Road, Grimsby, Lincs. Tel: 0472-58266/8. Telex: 527113. Cables: "Spurnship Grimsby."

## HARWICH (Parkeston Quay): 51.56 N. 01.15 E.

**DOCUMENTS:**

1 Home Officer Form 1.B.6 may be obtained from HM Customs Boarding Officer.
1 C.142 Crew Declaration List.
1 Maritime Declaration of Health (Q Flag procedure).
2 Ship's report by Master.
1 Stores List.
1 Certificate of Deck Cargo Tonnage (if carried).
1 Grain Certificate (if carried).
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List required by vessels other than packet vessels.
1 Landing Card for each passenger.
1 Ship's Certificate of Registry.
1 Mercantile Marine Office Certificate – for British vessels only.
1 Load Line Certificate.
1 Safety Equipment Certificate.
1 Lloyd's Certificate.
1 Derating Exemption Certificate.
1 Ship's Register.
1 Lights Bill.
1 Radio Safety Certificate.

In addition Manifests and Bills of Lading are usually sent to Agent direct from loading port.

**PILOTAGE:** Pilotage into the harbour is compulsory for all ships of 50 tons and over, with the exception of vessels of not more than 3,500 tons gross regularly employed in the home and coasting trades and not carrying passengers.

SUNK PILOT STATION

The Sunk Pilot Vessel has a black hull, a buff funnel, the word "Pilots" painted on her sides and flying the pilot flag, and at night exhibiting lights and signals in accordance with Rule No. 8 of the International Rules for the Prevention of Collisions at Sea, cruises in the vicinity of the Sunk Light Vessel to provide Pilots for ships making the port of London and other ports in the London Pilotage District and to disembark Pilots from outward-bound ships; if unable to carry out her duties there through stress of weather, she moves into smoother water. In these circumstances shipping is warned by means of radio navigation warnings broadcast from North Foreland, Humber and Scheveningen radio stations, which give her position.

*The attention of Masters is drawn to the necessity of stopping giving a satisfactory lee for the pilot vessel's boats. These 18 ft. have a maximum speed of 5 knots and if ships being served excessive headway, unnecessary difficulty is caused to both the vessel and boats, and the operation of shipping a Pilot will be prolonged.*

Trinity House considers it necessary to draw special atten to this matter in view of the considerably different procedure adopted for obtaining a Pilot from a cruising pilot vessel comp with a shore-based fast launch which requires the ship to main headway.

The attention of Masters is also drawn to the need for them ensure, when shipping and landing Pilots, that the boarding of the pilot vessel are clear of their ships before proceeding, so the lives of the Pilots and boat crew will not be endangered or boats damaged.

Ships proceeding to either Maldon or Heybridge Basin exchange their North Channel Pilots for Essex River Pilots at Knolls, in favourable weather conditions, and in Brightlingsea Ro in adverse weather conditions.

Deep-drafted ships can be provided with Pilots in deeper by arranging to be met by the Sunk Pilot Vessel in a suitable pos about 3 miles East of the Sunk lightvessel.

*Ships requiring a Pilot at the Sunk Station should give the pilot 12 hours in advance and through a Post Office Coast Station, estimated time of arrival, gross tonnage, maximum draft and por destination. Confirmation of ETA should be given at least two before arrival.*

Vessels wishing to communicate with the pilot vessel at the by radio-telephony direct may:

(i) *when within MF range at approximately 50 miles,* call on kHz. When contact has been established the pilot vessel transmit on 2,241 and will listen on 2,241 kHz or any agreed licenced intership frequency for passing messages

(ii) *as soon as within VHF range (approximately 20 miles),* cal Channel 16 and then transfer to Channels 6 or 9 for pass adjustments to the original ETA and for maintaining com with the pilot vessel.

The pilot vessel may also be contacted by either W/T or through any Post Office Coast Station addressed Sunk Pilot Ves Northforeland Radio.

CORK PILOT STATION

To facilitate the arrival and departure of ships trading to and the ports of Felixstowe, Harwich and Ipswich, a pilot station opera in the vicinity of the Cork lightvessel in position lat. 51° 56′ 42″ long. 01° 27′ 06″ E. This station is additional to, but is not a substi for, the Sunk Pilot Vessel. It is for the use of ships bound to or lea the above mentioned ports whose normal course does not take past the Sunk Pilot Vessel. Full service is also provided at the S Station. The Cork Station is operated by pilot launches, with hulls and white wheelhouses, flying the pilot flag, and at night exhi ing lights and signals in accordance with Rule No. 8 of the Inte national Rules for the Prevention of Collisions at sea.

*Inward Bound Ships.* Ships requiring a Pilot at the Cork Sta should apply to the Sunk Pilot Vessel in the same manner and gi the same information but station their estimated time of arriva the Cork.

*Outward Bound Ships.* Masters of ships about to sail from Harw and Felixstowe and wishing to use the Cork Pilot Station sho state this when ordering their Pilots for departure but may their Pilots out to the Sunk Pilot Station should they so des Pilots for ships outward bound should be ordered by telephon Harwich (code 02555) 3129 – see "Harwich Shore Pilot Station" be

*Launches.* The Cork pilot launches keep a constant listening wa on Channel 16 VHF (change to Channels 9 or 12 for working). recommended that the ship about to ship or land her Pilot sho keep in VHF communication with the pilot launch.

HARWICH SHORE PILOT STATION

A shore pilot station operates at Harwich in position lat. 51° 35″ N., long 01° 17′ 34″ E. in the Old Low Lighthouse. The buildi 37 ft. high and painted in black and white horizontal stripes.

The station is manned by a Duty Pilot and is equipped with telex, telephone, radar and a daylight signalling lamp.

*VHF:* A 24-hour listening watch is kept on Channel 16. The wor frequencies are Channels 9 and 12. The call sign is "Harwich P Radio." Tel. Harwich (code 02555) 3129. *Telex* 98472, Pilots Harw

Ships not fitted with VHF may contact the pilot station throug Sunk Pilot Vessel on MF.

All requests for the services of Pilots for ships bound into o of the Harwich/Felixstowe/Cork Complex should be made to Station. Incoming ships may also communicate with this station requests for the services of the Ipswich Pilots and for the Pilots the Rivers Colne, Blackwater, Crouch and Roach. Orders for outw bound ships should state whether the Pilot will be landed at the S or the Cork. See above.

**ANCHORAGES:**

Ewarton: Situated to the North and West of Parkeston Quay an average depth of 2½ fathoms at low water.

Parkeston: Situated to the North of Parkeston Quay, wi average depth of 3 fathoms at low water.

Quarantine: Situated on the Eastern side of the junction o Rivers Stour and Orwell. Depth on outer edge 5 fathoms; o inner side 1½ fathoms at low water.

Shelf: Situated on the Western side of the main Channel betw the North and South Shelf Buoys. Average depth of 2½ fathom low water.

Inner: Situated at the Pitching Ground. Average depth 4½ fathoms at low water.

Cork: Situated to the Westward of the Cork Light Vessel. Area approximately 2 miles × 1 mile. Average depth 4 fathoms.

**RESTRICTIONS:** Normal maximum draft allowed alongside the berths at Parkeston Quay is 18 ft.; a deeper draft may be allowed by special arrangement.

Normal cargo working at Parkeston Quay ceases at 2200 hours, but berthing and night work by arrangement at any time.

**MAX. SIZE:** Normal maximum permissible length 500 ft. arrangements for larger vessels can be made. Normal maximum permissible breadth for roll-on/roll-off is 75 ft. Normal maximum permissible draft – 18 ft. The height of the tide does not restrict a vessel berthing alongside the quay if her draft is within 18 ft.

**PRATIQUE:** Maritime Declaration of Health required (Q Flag procedure). Obtain Pratique through HM Customs Boarding Officer if no sickness on board.

If there is sickness on board the Customs Official will notify the Duty Port Medical Officer.

If the vessel is from another port in the U.K. Pratique is automatic.

**RADIO:** North Foreland Radio (call sign GNF) or Humber Radio (call sign GKZ) are the most convenient stations to pass ETA cables, etc., to Agents or receivers. The Pilot Land Station has a Surveillance Radar.

British Rail at Parkeston Quay keep a 24-hour listening watch on VHF Channel 16 and work on VHF Channel 18.

**TUGS:** No tugs are based at Parkeston Quay, but two are available at nearby Felixstowe for use in the Port's complex (MT *Sauria* 1,600 h.p. and MT *Ionia* 1,200 h.p.) 24-hour service, 7 days per week. Constant watch on 2182 kc/s. and Channel 16 VHF Additional tugs up to 2,250 h.p. can be obtained from London at 24 hours notice.

**BERTHING:** There are 8 berths at Parkeston Quay, of which 2 are Portal Roll-on/Roll-off berths and 1 is a Pontoon Roll-on/Roll-off berth. Normally maximum draft permissible alongside is 18 ft., but special arrangements as in (4) can be made.

Berthing, etc., by arrangement. Applications for berths must be made through the Marine Superintendent, British Rail, Parkeston Quay, giving as much advance notice as possible.

**STEVEDORES:** All labour at Parkeston Quay are members of National Union of Railwaymen, and arrangements for their use must be made through the Shipping and Port Manager, British Rail, Parkeston Quay.

**MEDICAL:** Prior notice through British Rail, Parkeston Quay, desirable to arrange attention. All services are available.

**TANKERS:** A berth is available for tankers for the purpose of discharging and loading to the local oil refinery.

**DENSITY:** 1025 (sea water).

**FRESH WATER:** Fresh water can be supplied from quayside hydrants.

**FUEL:** Can be arranged by either barge or road tanker.

**DEVELOPMENTS:** Eastern end of Parkeston Quay to be lengthened in due course to provide more container berths.

**GANGWAY/DECK WATCHMAN:** Watchmen are not provided or required by the port, but ships may use their own watchmen.

**HATCHES:** Opening and closing of hatches to be carried out by ship's crew.

**CARGO GEAR:** There are 10 level luffing cranes, safe working load averaging from 30 cwt. to 10 tons, which can be used for discharging and loading. There are also 2 transporter cranes, 30 tons SWL.

**IDENTIFICATION CARDS:** Seamen's Identity Cards sufficient.

**CONSULS:** Dutch, German, Danish, Belgian.

**REPAIRS:** Minor repairs can be carried out by British Rail workshops at Parkeston Quay. As much advance notice as possible required.

**REPATRIATION:** All facilities available.

**AIRPORT:** Nearest is Ipswich, 22 miles; Southend, 70 miles.

**HOLIDAYS:** All normal Bank Holidays. Only passengers and car travellers are dealt with at Parkeston Quay on these days. Freightliners sail only if loaded before the holiday. Train ferries operate normal services.

**POLICE/FIRE/AMBULANCE:** Dial 999 and ask for service required.

**TELEPHONES:** Arrangements can be made, with advance notice given.

**AUTHORITY:** Shipping and Port Manager, British Rail, Parkeston Quay.

## HEYSHAM: 54.02 N. 02.55 W.

**DOCUMENTS:** As for other British ports plus Walney Light Dues.

**PILOTAGE:** Trinity House Pilotage Service, Barrow District. Compulsory for all vessels of 50 tons gross tonnage and over with the exception of vessels of not more than 1,500 tons gross regularly employed in the home and coasting trades and not carrying passengers. Also see "Barrow-in-Furness".

**RADIO:** Portpatrick Radio and Anglesey Radio. Heysham Harbour Radio, VHF Channels 16 and 14.

**MAX. SIZE:** 400 ft. length, draft 17 ft. At Tanker pontoon, draft 21 ft.

**TUGS:** None available.

**ANCHORAGES:** Heysham Lake. ½ mile N.W. of No. 1 Buoy. Position: 53° 59.4′ N., 3° 00.0′ W. Depth: 40 ft. at low water.

**RESTRICTIONS:** Entry possible at all states of tide.

**BERTHING:** Vessels may be berthed at any time.

**DENSITY:** Salt water.

**FRESH WATER:** Available from the quays.

**FUEL:** Diesel and furnace by pipe-line – any quantity. Gas oil by road vehicle.

**WATCHMEN:** Ship's watchmen required.

**CREW:** No restrictions on landing.

**AIRPORT:** Nearest, Liverpool and Manchester; 60 miles.

**REPAIRS:** Small repairs possible, no docking facilities.

**POLICE/AMBULANCE/FIRE:** Telephone 999 in emergency.

**AUTHORITY:** Shipping and Port Manager, British Rail. Tel. Heysham (0524) 52373.

## HOLYHEAD: 53.19 N. 04.41 W.

**DOCUMENTS:**

1 Crew List and where applicable a Passenger List.
1 Pratique issued by Customs.
1 Crew Declaration (C.142 for HM Customs).
1 List of Consumable Stores (tobacco, snuff, alcohol).
1 Declaration of Health.
1 Cargo Manifest.
1 Ships Report.

**PILOTAGE:** Pilotage compulsory under Trinity House Authority. Local Pilot available on request.

**ANCHORAGES – PROHIBITED ANCHORAGE:** The breakwater affords partial shelter to the outer anchorage and complete protection to New Harbour; there are depths of from 19 to 42 ft. in the former and of from 17 to 40 ft. in the latter.

The accommodation for vessels of deep draught in New Harbour is limited. Small vessels should always proceed into New Harbour and anchor in the South-western part, leaving the outer part and the roadstead for large vessels. The bottom is hard, overlaid with mud but the holding ground is sufficiently good if an adequate amount of cable is veered. During Easterly winds an uncomfortable sea is raised; vessels may then obtain shelter in the Eastern part of outer anchorage. Anchorage is prohibited within 1½ cables on either side of the track followed by Mail Steamers from the head of the breakwater to the entrance to Old Harbour; the limits of this area are shown on charts.

**MAX. SIZE:**

*Inner Harbour* is restricted to vessels of 15 ft. draft and vessels exceeding this draft will only be accepted after consultation with the Shipping and Port Manager.

*Outer Harbour:* Vessels of approximately 60,000 tons can be accepted alongside the Anglesey Aluminium Jetty where the berth is dredged to 46 ft. at MLWS.

**TUGS:** Available through Agents. Tugs up to 1,375 h.p.

**RADIO:** Holyhead Radio, VHF Channel 16. No Port Radar.

**BERTHING:** By prior arrangement with Shipping and Port Manager.

**STEVEDORES:** No stevedores. Vessels loaded and discharged by British Railways dock porters. Outside vessels berthing at Public Quay can be discharged and loaded by making prior arrangements with Agent.

**MEDICAL:** Medical Officer available. Stanley Sailors Hospital situated in close proximity to Harbour.

**DENSITY:** Salt water (1025).

**FRESH WATER:** Available at all berths within the Inner Harbour and alongside Anglesey Aluminium Jetty.

**FUEL:** Fuel oil and diesel oil available provided that adequate warning is given to Agent.

**GANGWAY/DECK WATCHMEN:** Required at all times when vessels are in port.

**REPAIRS:** Repairs can be carried out by the British Rail (SISD) workshops, dry dock available:

*Dry dock:* Length 412 ft., breadth 70¼ ft., depth on sill 20 ft. at spring tides.

**AIRPORT:** RAF Station Valley, Anglesey (6 miles away).

**HOLIDAYS:** Saturdays, Sundays and all public holidays.

**POLICE/AMBULANCE/FIRE:** Tel. 999.

**TELEPHONES:** No telephone connection for outside vessels. Public telephone within port limits.

**SERVICES:** Compass adjusting can be arranged.

**SHORE LEAVE:** Allowed.

**DEVELOPMENTS:** A single-buoy mooring for Shell Oil for the discharge of crude oil, least depth 80 ft., expected to be operational late 1975.

**AUTHORITY:** British Rail Shipping and International Services Division. Tel. (0407) 2304.

## HULL: 53.44 N. 00.14 W. (See Plan)

**DOCUMENTS:**

1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ships Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Grain Certificate.
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List.
1 Landing card for each passenger.
Ships Certificate of Registry.
Mercantile Marine Office Certificate – for British Ships only.
Load Line Certificate.
Safety Equipment Certificate.

Lloyds Certificate.
Derat Certificate.
Ships Register.
Light Bills.
Safety Radio Certificate.

In addition Manifests and Bills of Lading are usually sent to Agents direct from the loading Port.

**PILOTAGE:** A steam pilot cutter, having a black hull and buff funnel and with the word "Pilots" painted in large white letters on her sides, cruises in the neighbourhood of the Spurn Lightship. In bad weather conditions, the pilot cutter carries out her duties inside the river in the vicinity of the Bull Lightship or the No. 5 (Gate) light buoy.

Vessels bound to the Humber and requiring services of a Humber Pilot must give advance notice by signal through a GPO Coast Station to the Pilot Office, Hull, giving estimated time of arrival at Spurn, draft and destination preferably twelve hours in advance. Any adjustment to the time should be given at least two hours before arrival.

Vessels wishing to communicate with the Pilot Cutter by radio-telephone direct may:

(*a*) If within M.F. range (approximately 50 miles), call "Spurn Pilot" on 2182 kilocycles. As soon as contact has been established the Pilot Cutter will transfer to 2241, 2246 or 2301 or another licensed inter-ship frequency for passing messages; or

(*b*) If within VHF range (approximately 20 miles), call "Spurn Pilot" on VHF Channel 16 (156.80 megacycles) and then transfer to Channel 6 (156.30 megacycles) for passing messages.

**ANCHORAGES:** The undermentioned anchorages have been designated for the use of sea-going vessels. Masters are asked to co-operate by using these anchorages and to avoid anchoring in the Fairway or elsewhere.

Spurn anchorage should normally be used by inward-bound vessels and Bull anchorage by outward-bound vessels and vessels awaiting a berth.

*Spurn Anchorage.* From position "A" 121° distant 3·65 miles from Spurn Lighthouse, in a 125° direction 1·60 miles; thence in a 020° direction 0·60 mile; thence in a 077° direction 1·00 mile; thence in a 347° direction 0·70 mile; and thence in a direction 257° 2·40 miles to position "A".

*Bull Anchorage.* From Position A, 193° distance 2·1 miles from Spurn High Lighthouse, in a 090° direction 1·96 miles thence in a 294° direction 1·76 miles, thence in a 274° direction 0·93 miles, thence in a 206° direction 1·0 miles, thence in a 116° direction 0·88 miles, thence in a 026° direction 0·55 miles to Position A.

**AIRPORT:** Nearest is Leeds/Bradford, approx. 60 miles from docks.

**RESTRICTIONS:** Vessels may be accepted through the day and night, the only restrictions being influence of tides, together with the undermentioned physical limitations. Although vessels may occasionally be penned into or out of the docks outside the high water period it is more usual for them to be handled during the period immediately prior to and following high water.

**MAX. SIZE:** The maximum permissible dimensions for a general cargo/bulk carrier vessel (excluding tankers) requiring a berth in the enclosed docks are as follows: King George & Queen Elizabeth Docks, length 630 ft., beam 80 ft., draft 33 ft. 6 in.

**HEALTH:** Pratique granted by Customs Authorities after berthing. If vessel from non-infected area pratique given after Master declares all well on board. If from infected area pratique given after Port Health Authorities doctor has examined crew and given health clearance to Customs Officer. In case of suspected illness Master can send radio to Port Health Authority – telegraphic address "Portealth" Hull. Pratique is automatic when entering after calling at another port or ports in the U.K. and being granted pratique there, unless of course, illness has developed whilst on passage from previous U.K. port.

**RADIO:** Portishead Radio – call sign GKL but when within 200 miles of the Humber can go through Humber Radio – call sign GKZ.

Humber Ports Operation and Information Service operates a VHF (FM) radio telephone service available to all vessels navigating the River Humber, from the Humber Pilot Office Building, Queen Street, Hull.

A continuous watch is maintained on Channels 16 and 12. The call sign is "Hull Radio". The telephone number is Hull 0482–35599. Telegraphic address "Humerops".

The service provides information regarding the arrival, berthing, anchoring and departure of vessels and also information on navigational aids, navigation generally, visibility, and the safety of vessels and persons. Tidal information, including the height of tide at Bull Sand Fort in the Lower Humber, is also available on request. A general broadcast giving weather reports, tidal information and navigational warnings is made by the Humber Ports operation and Information Service on Channel 12 every 2 hours commencing at 0103 hours, prior notification being given on Channel 16.

**VHF:**

*Saltend Jetties*

Callsign, Saltend Radio
Continuous watch maintained
Channel 16, Calling and Safety
Channel 19, Berthing Instructions for Tankers.

*King George Dock*

Callsign, King George Dock Radio
Continuous watch maintained
Channel 16, Calling and Safety
Channel 20, Docking Instructions.

*Alexandra Dock*

Callsign, Alexandra Dock Radio
Operating 5 hours before HW Hull until 3 hours after HW Hu
Channel 16, Calling and Safety
Channel 5, Docking Instructions.

**TUGS:** Head boat normally joins vessel in vicinity of Saltend, ab 2 miles from dock, and the other tug or tugs connect with ve when approaching the dock. Where vessel supplies own ro for towage these to be good stout hawsers. Wire ropes will no accepted. There is a charge for use of tug's hawsers.

**BERTHING:**

| | *Entrance lock* | | *Depth of water* | | |
|---|---|---|---|---|---|
| | *Length* | *Width* | *at MHWS* | | *at MH* |
| | *ft.* | *ft.* | *ft.* | *in.* | *ft.* |
| King George Dock | 750 | 85 | 42 | 0 | 37 |
| Alexandra Dock and extension | 550 | 85 | 33 | 4 | 28 |
| | | 70 | 33 | 4 | 28 |
| Albert and William Wright Docks | 320 | 80 | 28 | 1 | 23 |
| St Andrew's Dock and extension | 250 | 50 | 28 | 11 | 24 |
| | | | *at MLWS* | | |
| River Pier, Alexandra Dock | | tidal | 18 | 6 | |
| Salt End Jetty Number 1 | | tidal | 35 | 0 | |
| Salt End Jetty Number 2 | | tidal | 30 | 9 | |
| Salt End Jetty Number 3 | | tidal | 35 | 0 | |
| Riverside Quay | | tidal | 18 | 6 | |

**BULK HANDLING FACILITIES:** Container terminal at Qu Elizabeth Dock equipped with 40-ton transporter crane.

Roll-on/roll-off container services operated from King Geo Queen Elizabeth and Alexandra Docks. Grain silo of 60,000 t capacity.

**STEVEDORES:** Enable Agent order gangs important rec accurate ETA particularly when week-end work involved. La time to order gangs: Normal day work 0730 hrs. same morn Saturday & Sunday 1100 hrs. Friday.

**MEDICAL:** Necessary for Agents to be advised of any urg cases of illness in order that they can arrange for a doctor o necessary an ambulance to be available immediately on berth Hospital facilities available.

If vessel required to remain in river awaiting berth arrangeme can be made for any serious case to be taken from vessel by lifeb and conveyed to Grimsby for immediate Hospital treatment.

**TANKERS:** The Oil terminal at Salt End handles refined or se refined chemical and petroleum products which are transfe from the vessel along the oil jetties through a series of chem and service pipes which range from 4 in. for chemicals, 8 in. f 12 in. for spirit and 16 in. for fuel oils and molasses. Facilities av able for the discharge of Slop residue.

There are 3 tanker berths at Salt End and maximum dimensi of vessels are length 670 ft., draft 34 ft.

**DENSITY:** 1013/1015.

**FRESH WATER:** King George & Queen Elizabeth Docks. Avail at any time. Ex Quay. Rate of delivery – 15 tons per hour.

All other Docks. Available at any time. Ex Water Boat. Rat delivery – 100 tons per hour.

If water required urgently after 1700 hours weekdays or on Sa days or Sundays Agents must be notified in good time to ena them order men out.

**FUEL:** Fuel oil available, viscosity up to 3,500 secs. Redwo Gas oil and diesel also available. At least 24 hours notice requi

**FIRE PRECAUTIONS:** Copy of Handbook "Emergency Arran ments" is handed to Masters of Tankers.

**GANGWAY/DECK WATCHMEN:** Watchmen available if req red by Master.

**OPENING/CLOSING HATCHES:** Can be carried out by ste dores when ordered. Ship charged with actual cost, but sh crew may do so if required.

**CUSTOMS ALLOWANCES:** Foreign trade – max. allowa ½ lb cigarettes or cigars or tobacco. Home Trade – (Elbe/Br limits) half the above Wine and/or Spirits. Foreign Trade – 1 pi opened. Home Trade – (Elbe/Brest limits) half the above allowa

**CARGO GEAR:** When working with ship's gear a Registe Machinery, Chains and Wire Ropes, etc., with all Test Certific and record of inspections to be produced to the stevedore bef work commences.

**CONSULS:**

| | *Tel.* | | |
|---|---|---|---|
| Belgium | Hull 27464 | Liberia | Hull 224151 |
| Bolivia | Hull 27301 | Netherlands | Hull 29841 |
| Denmark | Hull 26081 | Norway | Hull 224151 |
| Finland | Hull 25781 | Peru | Hull 25121 |
| France | Hull 27464 | Portugal | Hull 223391 |
| Germany | Hull 25781 | Spain | Hull 23096 |
| Greece | Hull 224151 | Sweden | Hull 26081 |
| Iceland | Hull 224715 | Thailand | Hull 29925 |
| Italy | Hull 224151 | | |

**REPAIRS:** Facilities available for all types of deck and eng repairs.

**DRY DOCKS:**

Largest Dock – King George No. 2.

| | |
|---|---|
| Length at cope level. | 568 ft. 3 in. |
| Length on blocks. | 520 ft. |
| Width at cope level. | 92 ft. |
| Width at entrance. | 72 ft. |
| Depth of water on sill HMWS | 27 ft. 11 in. |
| Depth of water on sill MHWN | 23 ft. |
| Depth of water on block at entrance. } MHWS | 29 ft. 2 in. |
| } MHWN | 23 ft. 6 in. |

One further dock in King George Dock. Two further docks in Al andra Dock. One further dock in Wm. Wright Dock.

**REPATRIATION:** Crew changes can be effected and repatriation arranged by sea or air.
**TIME:** BST (British Standard Time) GMT plus 1 hour. GMT during winter months.
**HOLIDAYS:** Good Friday (movable Holiday); Easter Monday (movable Holiday); Spring Holiday (last Monday in May); Bank Holiday (last Monday in August); Christmas Day (25th December); Boxing Day (26th December).
Saturdays and Sundays are non-working days but overtime work can be arranged on a voluntary labour basis. Overtime work can be arranged on all the above holidays on a voluntary labour basis.
**POLICE/AMBULANCE/FIRE:** Emergency Calls – Police – Fire – Ambulance – Coastguard – Dial 999. Ask the operator for the service required.
**TELEPHONES:** Can be placed on board at the majority of berths in King George and Queen Elizabeth Docks.
**SERVICES:** Tank cleaning, facilities for discharge of tank washings slop (residue), compass adjusting, etc., available.
**SHORE LEAVE:** Crew members allowed ashore.
**AUTHORITY:** British Transport Docks Board.

**AGENT:** Cory Brothers Shipping Limited, Queens House, Paragon Street, Hull. Tel. 0482-23747. Telex: 52203. Cables: "Coryton Hull", "Coryship Hull".

## IMMINGHAM and KILLINGHOLME: 53.37 N. 00.12 W. (See Plan)

**DOCUMENTS:**
1 copy Immigration Crew and Passenger List, H.O. form 1.S.6. Supplied by Agent.
1 copy Health Certificate form supplied by H.M. Customs & Excise.
1 copy Declaration of Goods obtained abroad or during a voyage, Form C.142. Suppiied by H.M. Customs.
1 copy Cargo Manifest.
1 copy Dangerous cargo List.

**PILOTAGE:** Contact direct by R.T. on 2182 kc/s. or on VHF Channel 16 to Spurn Pilot at least 6 hours before arrival. Steam cutter with 'Pilots' painted on black hull. Cutter is usually in the vicinity of Spurn Light-vessel, but for vessel having a draft of 36 ft. and over the pilot boards at the Humber light-vessel by special arrangements between the Pilots and the Master. In bad weather contact either the pilot cutter direct or Humber or Hull Radio on VHF Channel 12, and they will advise location of pilot cutter. The usual international standards are required for the ladder, etc., for use for boarding. If vessel has to await Pilot, the pilot cutter will advise where vessel is to anchor. Portable VHF units are available on request by the Master to the Pilots.
**ANCHORAGES:** Hawk and Sunk roads – Spurn and Bull anchorages. The pilot station will advise where to proceed to anchor and also provide Pilot. See "Hull".
**RESTRICTIONS:** No restrictions, vessels may enter the harbour day or night. Maximum draft for entering harbour 34 ft. H.W. Compulsory Pilots boarding Spurn Light-vessel, decide whether vessel shall proceed up river or anchor and await suitable state of tide.
**MAX. SIZE:** Tankers over 100,000 dwt., see "Tetney Terminal".
Immingham Dock max. length 650 ft., breadth 86 ft., draft 34 ft. 6 in.
National Coal Terminal, length no restriction, beam no restriction, draft average 30 ft. See "Berthing".
**HEALTH:** Pratique obtained by Master from H.M. Customs Waterguard on arrival. Any suspected disease or fever must be reported by radio to Agent and Dock Master who will arrange for Port Health doctor on arrival. Pratique is granted on arrival if no contagious disease on bpard.
**RADIO:** Humber Radio – 2182 kc/s. or VHF Channel 16. Dock Master – VHF Channel 16. Tankers use Channel 19. Also see "Hull".
**TUGS:** Will join vessel off dock entrance, optional use of tow lines. If using tug's tow lines, charge for this service £3 to £6, depending on vessel's length.
**BERTHING:** Unless Master or Agent indicates preference, the Port Authorities will decide which side alongside. River Pilot deciding in conjunction with Dock Master most suitable berthing time for harbour and river installations.
*British Steel Corporation Ore Terminal:*
Adjoins N.C.B. Terminal, Max. length 1,095 ft., max. draft subject to approach channel, 40–44 ft.
**STEVEDORES:** Firm ETA to Agent required if possible before noon on previous day before arrival.
**MEDICAL:** No advance notice necessary for medical treatment as all hospital facilities available.
**TANKERS:** Also see "Tetney Terminal".
*Immingham Oil Terminal*. Length up to 1,200 ft., breadth, no restriction, draft depends on height of water in channel, average 43 ft. Three 12 in. lines for crude oil. Two lines 12 in and 10 in. all other products. One 8 in. line for bunkers.
*Eastern Jetty*. Length, no restriction, breadth, no restriction, draft depends on low water, average around 33 ft. 10 in., 8 in., 6 in. lines, depends on Receivers. Bunker line available.
*Western Jetty*. Length, no restriction, breadth, no restriction, draft depends on low water, average around 31 ft.
*Killingholme North*. Length 580 ft. max., beam, no restriction, draft 30 ft. 6 in. One 8 in. line. One 4 in. bunker line.
*Killingholme South*. Length 565 ft. max., beam, no restriction, draft 31 ft. One 8 in. line. Bunker line available. No slop tanks available
**DENSITY:** In harbour 1019.
**FRESH WATER:** Available all berths by hose. Rate of delivery 20 tons per hour.
**FUEL:** 24 hours notice required. All grades available.
**FIRE PRECAUTIONS:** Copy of these regulations handed to the Master on arrival.
**GANGWAY/DECK WATCHMEN:** Watchmen not usually employed, but left to the discretion of the Master.
**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.
**CERTIFICATES:**
Ship's Register.
Load Line.
Safety Radio.
Safety Equipment.
Safety Construction and any British Light Dues Receipts.
Derat Certificate.

**CUSTOMS ALLOWANCES:** 8 days – 200 cigarettes per person approx. Wine/spirits, 4 days – ½ pt. per day; this depends on the Customs Officer's discretion.
**CARGO GEAR:** This must comply with the Department of Employment and Productivity regulations. Normally discharge carried out by shore cranes, although overside berths available.
**IDENTIFICATION CARDS:** Seaman's book or passport sufficient for crew members going ashore.
**CONSULS:**
Finland – Immingham 2387
Greece – Immingham 2166
Norway – Grimsby 55324
Sweden – Immingham 2387

**REPAIRS:** All major repairs possible.
**DRY DOCKS:** 1. Length 740 ft., width at entrance 56 ft. 2. Length 600 ft., width at entrance 90 ft.
**REPATRIATION:** All facilities exist for dealing with crews and passengers.
**AIRPORTS:** Leeds/Bradford. Manchester/Ringway. Daily flights to London for international connections.
**TIME:** GMT. Summertime, GMT plus 1 hour.
**HOLIDAYS:** Good Friday, Christmas Day, Boxing Day are regarded as closed holidays. All other holidays work will be carried out.
**POLICE/AMBULANCE/FIRE:** Police; Docks – Immingham 3441, 2068, 2067; County – Immingham 2222. Ambulance; Docks – Immingham 3441; County – Cleethorpes 62912. Fire; 999 ask for Fire.
**TELEPHONES:** Arrangements for ship's telephone on most quays. Jetty's have public and company telephones available.
**AUTHORITY:** British Transport Docks Board.

**AGENT:** Cory Brothers Shipping Limited, Immingham Dock, Grimsby, Lincs. Tel: 04692–3801. Telex: 52309. Cables: "Coryton Imminghamdock," "Coryship Imminghamdock."

## INVERGORDON: 57.41 N. 04.10 W.

**DOCUMENTS:** *At Boarding on arrival:*
1 copy Maritime Health Declaration and Deratisation Exemption.
Lists C.142 – Crew's declaration of dutiable and prohibited goods obtained abroad or during the voyage.
Form I.B.6 – List of members of the crew who are aliens or who were engaged outside the United Kingdom.
List 142.A – Parcels list – small packages of merchandise and addressed packages not borne on the ship's report.
List of ship's surplus stores and live animals on board.
Account of cargo in unregistered spaces (deck cargo) if arriving from a port outside Home Trade limits.

*At Customs House when making report:*
Form XS1.3 (in duplicate) – Master's report inwards. (A third copy is required if the vessel is carrying cargo for another United Kingdom port or for export.)
Surveys 107 – grain-laden ships only.
Surveys 104 – if carrying deck cargo from outside Home Trade limits.
Forms PR.4, PR.8 or PR.10 – passenger returns in duplicate (one copy for Customs one copy for Immigration). Vessels with passengers only.
Certificate of Registry.
Certificate of British Tonnage.
Light Dues Certificate relating to the vessel.
Certificate of Pratique; Form C.101 – these forms are issued by the Customs Officer who first boards the ship.

*To the Agent:*
Bills of lading.
Cargo Manifests.

**PILOTAGE:** Pilotage compulsory except when under 300 tons gross. Cruising station of pilot boat is the Cromarty Lighthouse where Pilot will board. Pilot boat painted black hull, buff upper structure.

Approaching vessels may give their ETA to pilot station via VHF Channel 16, when in the vicinity of 30 miles, but a 24-hour notice will be required. In the event of bad weather, vessels will be guided by pilot launch to safety where Pilot will board.
**ANCHORAGES:** In vicinity of Cromarty Bank Buoy and Cromarty Ness Light.
**RESTRICTIONS:** Vessels may enter between the hours 0600 and 2200 hours when Pilot will be available.
**MAX. SIZE:** Maximum permissible length 800 ft., draft 35 ft.
**HEALTH:** International quarantine signals to be used. Advise "Portelth Dingwall" in advance if any suspected diseases on board.
**RADIO:** Vessels approaching from North should pass their ETA cable via Wick Radio GKR 431, and vessels approaching from East via Stonehaven Radio GND 458 to their Agents.

**TUGS:** Tugs are not stationed at port. For vessels 20,000 tons deadweight and over, use of a tug is compulsory, advance notice required. Use of ship's lines or tug lines optional. No separate charge.
**STEVEDORES:** None. Local labour employed.
**MEDICAL:** Medical cases can be dealt with at short notice through local Agent. Hospital facilities available.
**DENSITY:** 1022.
**FRESH WATER:** Obtainable alongside quay. Rate of delivery. 50 tons per hour, each hydrant.
**FUEL:** This can be ordered through local Agent, delivery by road tanker, small quantities, notice required.
**GANGWAY/DECK WATCHMEN:** Gangways supplied free of charge with vessel responsible while on board. Watchmen supplied by ship's personnel.
**OPENING/CLOSING HATCHES:** Normally carried out by crew.
**CERTIFICATES:** The following Certificates are required to be held on board for production when required:

International Load Line Certificate.
Safety Construction Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.

**CUSTOMS ALLOWANCE:** Following quantities are generally left out for use on board by each member of the crew:

Ships arriving from foreign ports within Home Trade limits: Tobacco 125 gms. (4 oz. or 100 cigarettes). Spirits 0·185 litre (¼ bottle), wine 0·375 litre (½ bottle).

All other ships from foreign: Tobacco 250 gms. (8 oz. or 200 cigarettes). Spirits 0·375 litre (½ bottle), wine 0·75 litre (1 bottle).
**IDENTIFICATION CARDS:** Not required.
**REPAIRS:** None, small repairs carried out, advance notice required.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Dalcross Airport, operated by BEA, distance from Invergordon 45 miles.
**TIME:** British Summer Time, 1 hour advanced on GMT. GMT in winter months.
**HOLIDAYS:** 1st and 2nd January; 2nd Monday April; Last Monday July; 1st Monday October; Christmas Day.
**POLICE/AMBULANCE/FIRE:** Police, tel. Invergordon 222 or dial 999; Ambulance, arrangements through local doctor, tel. Invergordon 522; Fire Station, dial 999 and ask for their service.
**TELEPHONES:** H.M. ships only.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Ministry of Defence (Naval) Bath. Admiralty Harbour Master, Invergordon.

## INVERNESS: 57.29 N. 04.14 W.

**DOCUMENTS:**

2 Crew Lists.
2 Passenger Lists.
Customs and Excise and Health Documents.
Manifest.
Bills of Lading, etc.

**PILOTAGE:** Apply direct to Agent or to Pilot, telephone Kessock 217. ETA 24 hours. Pilot equipped with VHF. Pilot cutter blue launch with letter P. Pilot station Munlochy Buoy. Location of anchorage while awaiting Pilot – Munlochy Buoy.
**ANCHORAGES:** Munlochy Buoy in 5/8 fathoms. Beauly Basin in 15 fathoms. Munlochy Bay in 5 fathoms.
**RESTRICTIONS:** 24 hours entry at high water.
**MAX. SIZE:** Ship maximum 280 ft. length, 20 ft. draft, high water springs. 17 ft. draft high water neaps.
**HEALTH:** Pratique as per U.K. procedure.
**RADIO:** Wick Radio
**TUGS:** None.
**STEVEDORES:** Arrange through Agent. 24 hours notice required.
**MEDICAL:** Doctor available.
**DENSITY:** 1012.
**FRESH WATER:** Available on demand, 20 tons per hour, ex hose on quay.
**FUEL:** Marine diesel and petroleum on request.
**GANGWAY/DECK WATCHMEN:** Supplied by ship.
**OPENING/CLOSING HATCHES:** Done by crew.
**CUSTOMS ALLOWANCES:** Tobacco/Wines/Spirits. Usual amount allowed by Customs and Excise.
**IDENTIFICATION CARDS:** None.
**CONSULS:** Netherlands, tel. Inverness 31171.
**REPAIRS:** Possible.
**REPATRIATION:** Facilities available.
**AIRPORT:** Dalcross, 7 miles from Inverness.
**HOLIDAYS:** 1st and 2nd January; Easter Monday; July Bank holiday; First Monday in October; and Christmas Day. All official holidays, cargo work can be arranged on these days.
**POLICE/AMBULANCE/FIRE:** Police Inverness 36111; Fire Brigade Inverness 34633; Ambulance Inverness 31511.
**TELEPHONES:** On Quay.
**SHORE LEAVE:** Unrestricted.
**AUTHORITY:** Inverness Harbour Trust, Harbour Master, Harbour Office, Shore Street, Inverness. Tel. 33291.

## IPSWICH: 52.02 N. 01.10 E. (See Plan)

**DOCUMENTS:** Masters can conclude all documentation in port. Ship's Agent will give the necessary advice.
**PILOTAGE:** Normal International signals for "I require Pilot", VHF Channel 16 calling, Channels 9 and 12 working. 30ft. launch painted black, with word "Pilot" in white on side, available at and Cork Light Vessels or Harwich Harbour. Desirable that A are advised of vessel's ETA at least two hours prior to ve arrival at Harwich Roads or, in the Master's option, at either the or Cork Pilot Stations.

A new pilot station has been established in the Orwell Naviga Centre at Ipswich Dock head. The station will be manned 0700 till 1900 by a duty Pilot, telephone Ipswich 211347, who receive orders, and requests for information, regarding the pilo of vessels in the Ipswich pilotage district.

Outside these hours, from 1900 until 0700 each day, all such and requests for information should be passed to the Orwell Na tion Centre. Telephone 55093, for onward transmission to the Pilot at home.
**ANCHORAGES:** No anchorages within port. All vessels will ceed direct to berth, otherwise anchorage provided in Har Harbour.
**RESTRICTIONS:** Vessels up to 1,500 grt taken up at draught not exceeding 16 ft. Maximum length of vessel 460 ft. M mum draught 25 ft. 6 in. Large vessels navigate on flood tide on
*Night Navigation:*

Vessels of up to 300 ft. length can navigate at any time provi the U.K.C.* is observed.

Vessels between 300 ft. and 360 ft. in length can navigate (pro ing the U.K.C. is observed) on a flood tide only. The deadline be HW at Harwich.

Tankers of over 260 ft. in length will also not be allowed to nav during darkness. Chemical tankers are also restricted to day navigation only.

* U.K.C.: Under Keel Clearance.
**MAX. SIZE:** 460 ft. overall length and 25 ft. 6 in. draft.
**HEALTH:** International signals. Master to contact ship's A when disease or fever is suspected on board. Pratique auton for vessels calling at another port in the U.K.
**RADIO:** Masters to contact ship's Agent through North Fore Humber, Niton or Portishead depending on position of vessel these radio stations hold cable addresses and staff telephone bers of Agents.

A 24 hour VHF radio facility has been established. Vessels arr should contact "Ipswich Port Radio" on VHF Channel 16 on ente the River Orwell and report and/or maintain a listening watc instructed. Channels 14 and 12 will be used for the passin messages which should be restricted to the safety of navigatio persons.
**TUGS:** Tugs available in Harwich Roads and it is customar tugs' lines to be used, for which there is, of course, an additi charge on the towage. It is advisable for vessels to give 4/6 ho notice of arrival at Harwich Roads.
**BERTHING:** Vessels bound for berths in the Wet Dock sh arrive off the lock two hours before high water.

*Cliff Quay:* Length: 3,250 ft. (990 metres).

Depth of water alongside: 28 ft. (8·5 metres) below LWO Subject to silting.

Approach Channel: 19 ft. (5·7 metres) below LWOST.

Cranes: 15 portal jib cranes from 3·00 to 15·25 tonnes lifting capa and one derrick crane capable of lifting 32·5 tonnes at 90 ft. metres) radius, and 40 ft. (12·1 metres) outreach from the face o quay.

Largest vessel which can be accommodated: 460 ft. (140·2 me overall in length, 25 ft. 6 in. (7·7 metres) draft inwards, 24 ft. (7·4 metres) outwards.

The Quay handles containers and heavy lifts up to 32·5 tonnes is particularly well equipped to handle cargoes direct to and both road and rail transport. The South end has been develope a modern terminal for handling all types of general cargo, inclu containers, flats and palletised units. Spacious modern transit sh together with a container park, are sited conveniently behind part of the Quay. Vessels up to 25 ft. 6 in. (7·7 metres) draft ca handled at the terminal.

*West Bank Terminal:* Stage 1 of this terminal provides (1) bulk general cargo berth 400 ft. (122 metres) in length dredge 20 ft. (6·09 metres) alongside. (2) Roll-on/roll-off berth with a 121 ft. (36·9 metres) long and 23 ft. (7 metres) carriageway cap of taking a 45·8 tonne axle load. Water alongside 20 ft. (6·04 me at LWOST.

Two quayside portal cranes, one of 10 tonnes and one of 35 to capacity and a 60 ft. (18·29 metres) 50 tonne weighbridge have provided on Stage 1.

Stage 2A (under construction) will provide one 300 ft. dredged to 20 ft. LWOST, and backed by 12 acres of land.

*The Dock:* The dock is situated within the town of Ipswich some 26¼ acres (10·63 hectares) in extent and is approached entrance lock 300 ft. (91·4 metres) long by 50 ft. (15·2 metres) wide ships up to 47 ft. 6 in. (14·4 metres) beam can be brought in.

The following are the depths on the outer sill: At HWOST, 23 (7·16 metres). At LWOST, 10 ft. (3·04 metres). At HWONT, 20 ft. (6·25 metres). At LWONT, 12 ft. (3·65 metres).

Owing to the shape of the lock-pit modern vessels requi following clearances:

| *Beam* | *Clearance* |
|---|---|
| 40 ft. (12·19 metres) | 3 ft. (0·91 metres) |
| 42 ft. (12·80 metres) | 4 ft. (1·22 metres) |
| 45 ft. (13·71 metres) | 5 ft. (1·52 metres) |
| 48 ft. (14·63 metres) | 5 ft. 6 in. (1·67 metres) |

Inside, in addition to some 2,700 ft. (823 metres) of private owned by merchants having warehouses or mills adjoining, small vessels can berth, there are the following quays owned by the Authority:

(i) *South West Quay:* This quay is 800 ft. (244 metres) in length with a depth of 19 ft. (5·79 metres) of water alongside at mean dock level. The quay is served by three modern 7·63 tonne portal electric travelling cranes and mobiles as required.

(ii) *Timber, Public Warehouse,* and *End Quays* total 940 ft. (286 metres) in length and have a depth of water alongside varying from 12 ft. (3·65 metres) to 20 ft. (6·09 metres). Public Warehouse Quay has transit shed and warehouse space behind the quay and is served by mobile cranes capable of lifting up to 5 tonnes.

(iii) *Tovell's Wharf* is a 600 ft. (183 metres) reinforced concrete quay with 22 ft. (6·70 metres) of water alongside. It is served by two 4 tonne and one 5 tonne electric travelling luffing cranes.

(iv) *Orwell Quay* is 775 ft. (236 metres) in length, with 18 ft. (5·48 metres) of water alongside and includes a combined container and roll-on/roll-off berth with a derrick capable of lifting 32·5 tonnes at 112 ft. (34·14 metres). Two transit sheds, with a floor area of 96,700 sq. ft. (8,983 sq. metres) are situated immediately behind the Quay apron together with further extensive covered and open areas.

**STEVEDORES:** Ship's Master normally advises his Agent of his ETA, disposal of cargo on board, and all relevant details. The Agent passes this information to Stevedores.

**MEDICAL:** All medical facilities available in port. Vessels requiring medical assistance on arrival should advise all details by radio telephone or on their ETA cables.

**TANKERS:** It is desirable that when Master of a tanker gives an ETA he also indicates the size of pipe-line, size of connection and discharging point in order that necessary arrangements can be made at discharging point of receiving oil terminal. There are no slop facilities at port of Ipswich, and all cleaning and gas-free operations must be carried out outside precincts of the Harwich Harbour Conservancy Board. Only one tanker berth at Ipswich but there are six intake points on quay and it is usual for four coastal tankers to be accommodated, depending on the overall length and berth availability. A maximum draft on the berth of 25 ft. 6 in.

**DENSITY:** Approx. 1020 oz. depending on the amount of fresh water in river due to heavy rain.

**FRESH WATER:** Available at all quays. Delivery by hose through meter at 10 tph.

**FUEL:**

Gas oil 35 secs. Redwood.
Light fuel oil 200 secs. Redwood.
Medium fuel oil heated 950 secs. Redwood.
Heavy fuel oil heated 3,500 secs. Redwood.
At least 24 hours' notice required.

**GANGWAY/DECK WATCHMEN:** No watchmen required by Port Authority, but sufficient men available at all times to move vessels, if necessary.

**OPENING/CLOSING HATCHES:** Hatches opened by ship's crew.

**CERTIFICATES:** Following certificates are required by Agents in order to arrange Customs clearance:

Ship's Register.
Radio Certificate.
Load Line Certificate.
Safety Equipment Certificate.
Derat Certificate.
British Tonnage Certificate, if required.

**CUSTOMS ALLOWANCE:** Tobacco, 200 cigarettes, or equivalent in tobacco, per man. Wine and/or Spirits, One bottle per man.

**CARGO GEAR:** Cargo working gear is supplied by stevedores. Normally, quayside cranes are used for discharging and loading. In event of cargo gear being used in port, ship's gear certificate, duly certifying that all gear has been examined and is in every way workable and suitable for discharge and/or loading of cargo, is to be produced.

**IDENTIFICATION CARDS:** Not required as long as each crew member has in his possession a seaman's book and/or passport.

**CONSULS:** Vice-Consul for Sweden and Vice-Consul for Norway. Tel. 59281.

**REPAIRS:** Only small repairs on board.

**REPATRIATION:** Facilities exist at port for effecting crew changing and arranging repatriation.

**AIRPORT:** A non-customed airport.

**HOLIDAYS:** Normal holidays for English ports.

**TIME:** GMT in winter months. Summer time, GMT plus one hour.

**POLICE/AMBULANCE/FIRE:** In emergency dial 999. Otherwise, Police – Ipswich 55811; Ambulance – Ipswich 56407; Fire – Ipswich 75345.

**SHORE LEAVE:** Yes, allowed.

**AUTHORITY:** Ipswich Port Authority, Old Custom House, Key Street, Ipswich, Suffolk. Tel. Ipswich 56011.

**AGENTS:** Cory Brothers Ltd., Dock Head, Ipswich, Suffolk. Tel. 59281. Telex 98282.

## ISLE OF GRAIN: 51.26 N. 00.43 E.

**DOCUMENTS:**

1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ships Report by Master.
1 Home Office Form 1.B.6.
1 Stores List.
1 Port Dues Certificate.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British Ships only.
Load-line Certificate.
Safety Equipment Certificate.
Lloyds Certificate.
De-rat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.
Safety Construction Certificate.

**PILOTAGE:** See "Medway".

VLCC vessels enter and leave by North Channel. Special pilotage and entry arrangements apply.

**ANCHORAGES:** Vessels proceeding to Isle of Grain must contact Medway Ports Operations Centre (VHF Channels 16 and 14) when a designated anchorage will be allocated appropriate to the size of vessel.

**RESTRICTIONS:** Tidal port. 24 hour movements (except for vessels over 130,000 dwt. daylight berthing only at present), subject to tidal conditions and under-keel clearance appropriate to size of vessel. Minimum depth of approach channel 28 ft. LW. at present.

**MAX. SIZE:** Largest size of vessel accepted to date, 280,420 dwt. part loaded.

**HEALTH:** Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration. In all cases when there is sickness on board the Port Health Authority must be informed preferably not more than 24 hours and not less than 4 hours before arrival.

**RADIO:**

Notice of 72 hours and over – Portishead Radio.
Notice of 12–72 hours – Landsend Radio.
Notice up to 12 hours – from South, Northforeland Radio.
from North, Humber Radio.

**RADAR/VHF:** See "Medway".

**TUGS:** Six tugs available. Three of them equipped for fire-fighting. Tugs join and leave vessels at Garrison Point, Sheerness. Normally use tug lines, cost included in tug hire.

**BERTHING:** There are eight main jetties, 1 to 8, and three coaster jetties viz. No. 1 Barge (No. 1 coaster incorporating No. 2 Barge) and No. 9 lub. oil jetty.

Distance between the centre of jetties is as follows: Jetty nos. 1 and 2, 859 ft.; 2 and 3, 831 ft.; 3 and 4, 814 ft.; 4 and 5, 818 ft.; 5 and 6, 830 ft.; 6 and 7, 798 ft.; 7 and 8, 1,050 ft.

There is strictly no maximum length for any vessel using a B.P. jetty berth, being dependent upon length of vessel on adjacent jetties.

Large crude and black oil ships usually use North-east and jetties i.e., 4, 5, 6, 7, 8. Very large ships (super-tankers) generally moor to No. 8 jetty on the first of ebb tide.

Refinery stocks all sizes of connections and reducing pieces, etc. Slop facilities available at all main-line jetties.

**DENSITY:** Approx. 1019.

**FRESH WATER:** Available all jetties by pipeline.

**FUEL:** Most grades available on all jetties. Advance notice advisable.

**MEDICAL:** Advance notice of medical attention and inoculations required is advisable. Hospital facilities available in surrounding areas.

**FIRE PRECAUTIONS:** No immobilisation or repairs allowed without prior authorisation. No hot-work allowed alongside jetties. Standard B.P. terminal regulations apply.

**GANGWAY/DECK WATCHMEN:** Services of shore watchmen not necessary. Vessels' own gangway used.

**REPAIRS:** Local marine repair company can undertake repairs of general nature. No drilling or hot-work permitted alongside jetties.

**REPATRIATION:** All facilities for repatriation by land, sea and air, through London and Dover. Attendance of British Ministry and Foreign Consulate officials arranged through Agent.

**POLICE/AMBULANCE/FIRE:** Dial following extensions on refinery internal system: Police 221; Ambulance and Fire 222. Medway Ports Operations Centre can be alerted on Channels 16 and 14 to call these services.

**TELEPHONES:** Telephones (coin box) placed on board at Master's request. No charge for connection.

**GENERAL:** Agents have difficulty in providing most services at week-ends, therefore, requests for Bond, cash, consular officials, etc., should be radioed as soon as possible.

**CUSTOMS ALLOWANCES:** At the discretion of Local Customs Inspector. Normal allowances are equivalent of ½ lb tobacco per man and equivalent of 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port more than three or four days may receive extra allowances.

**TIME:** British Standard Time is GMT plus 1 hour. GMT in Winter months.

**AGENT:** William Hurst Limited, Foreshore Marine Offices, B.P. Refinery (Kent) Limited, Isle of Grain, Nr. Rochester, Kent. Tel. 0634–29 235. Telex 96187 Hurst Grain.

## KING'S LYNN: 52.53 N. 00.15 E. (See Plan)

**DOCUMENTS:**

Pilot Note to be filled in and signed by the Master on completion of pilotage services both inwards and outwards.

Cargo tonnage return to be completed by the ship's Agent.

**PILOTAGE:** Pilotage is compulsory between an East-to-West line through Bar Flat Buoy in the Wash and the Freebridge at King's Lynn.

Vessels may be boarded and unboarded by pilot cutter in the Wash from approximately 2½ hours before high water between Daseley Sled, the Sunk Buoy and Roaring Middle Light Float. Unless prevented by weather or breakdown a pilot cutter cruises between King's Lynn No. 1 Light Buoy and the Sunk Light Buoy approximately 2½ hours before high water until such time as it is too late for a vessel to transit the Approach Channel on that tide.

Requests for a Pilot sent at least 24 hours before the service is required (with amendments if necessary up to 12 hours before) to the Pilot Office, Common Staith, King's Lynn (tel. King's Lynn 3411, telegrams "Conservator" King's Lynn) or through local Agent. The Pilot Office is at the Harbour Office and maintains VHF R/T watch on Channels 16 and 12 from 0900 to 1700 hours Monday to Friday and from 4 hours before high water until 1 hour after high water on each tide after 1700 and before 0900 hours. The Pilot Cutter listens on Channel 16 when on station and is fitted with Channels 14, 12, 11 and 6 as working channels.

No. 1 Pilot Cutter *Gore Point* is a 50-ft. steel craft with a blue hull and white superstructure. No. 2 Pilot Cutter *Valnic* is a 50-ft. wooden craft with black hull and a buff superstructure. In the event of bad weather the pilot cutter on duty will fore-run vessels into Daseley Sled (52° 53″ N. 0° 21″ 5′ S.) before boarding Pilots.

Requests for pilots for ships in port, should be made to the Pilot Office at least 2 hours before the Pilot is required to attend the ship. The signals to be used or displayed where the services of a pilot are required are in accordance with the provisions of the Merchant Shipping (Pilot Signals) Order, 1970. Pilots are boarded and unboarded directly to and from the Pilot Cutter as conditions allow.

**ANCHORAGE:** In the Wash vessels anchor within an area bounded by the Roaring Middle Light Float and the King's Lynn No. 1 Light Buoy and the Sunk Light Buoy. Anchoring close to No. 1 buoy in sufficient depth of water assists early boarding of Pilots. Depths of water minimum of 20 ft.

**RESTRICTIONS:** King's Lynn Harbour is situated on the River Great Ouse about 2 miles inland from its mouth, at the South-East corner of the Wash.

The shipping channel in the approaches to King's Lynn and its approaches in the Wash is subject to changes in depth and direction as published on Admiralty Charts.

Harbour Master will advise in advance upon the suitability of vessels and tides. To navigate the approach channel with sufficient under-keel clearance over shoal areas, the vessel's max. draft plus 6 ft. should not exceed the height of the tide above dock sill.

All ship movements are at high water, times in accordance with a position list maintained at the Harbour Office on the basis of information supplied in advance from Masters of vessels and their Agents.

At the Docks entrance lock docking signals are exhibited from a signal mast. Gale warnings are exhibited from a signal mast on Common Staith.

**MAX. SIZE:** Max. dimension for vessels entering the Harbour: length 260 ft., beam 45 ft., draft 11 ft., on lowest neap tides, and 17 ft. on highest spring tides. Access over high tide only. Harbour Master to be consulted for vessels approaching these limits.

**RADIO:** The King's Lynn Conservancy Board operates in the River Great Ouse and its approaches in the Wash a VHF (FM) port operations and information radio-telephone service in the International Maritime Band, call signs: "King's Lynn Harbour Radio" (Channels 16, 12 and 11); "King's Lynn Pilots" (Channels 16, 14, 12, 11 and 6).

British Transport Docks Board operates a docks operations and information service, call sign: "King's Lynn Docks Radio (Channels 16, 14 and 11).

**TUGS:** Controlled by King's Lynn Conservancy Board and in attendance at the discretion of the Board's Harbour Master. Vessels joined in the Wash Approaches and/or lower reach of River Great Ouse (Marsh Cut). Vessels should provide own hawsers. If ordered, tug hawser available at £2 plus cost of damage in excess of normal wear and tear.

Harbour Master may require any vessel to use and employ a tugboat.

**BERTHING:** *Alexandra Dock:* Size 780 ft. × 440 ft. Approached from the River Great Ouse and Kings Lynn Harbour by a lock 50 ft. wide and 200 ft. between gates. The depth of water on sill is 22 ft. to 26 ft. (springs) and 18 ft. (neaps).

*Bentinck Dock:* Size 1,000 ft. × 400 ft. Connected with the Alexandra Dock by a passage and gates over which pass two swing bridges. Double-sided jetty 235 ft. long.

The quays of the two docks have a water frontage of approximately one mile and provide a total of 18 berths.

**STEVEDORES:** Gangs usually can be provided at minimum notice. Main commodities and handling rates: timber (60 tons pre-pack, pre-slung, per gang-hour), steel rods (70 tons per gang-hour), tinplate (90 tons per gang-hour), coal (75 tons per gang-hour), also roll-on/roll-off and container handling.

**TANKERS:** Four tanker berths in enclosed docks. Discharge from vessels is to 6-in. connecting pipes feeding 8-in. pipes to storage tanks.

**MEDICAL:** It is advisable to give advance notice of required medical attendance via Agent. In emergency the Harbour Office will pass on requests received over the VHF R/T Port Operations and Information Service. For other medical information, refer to the Port Medical Officer of Health and H.M. Customs.

**FUEL:** Available at berths alongside King's Lynn Harbour on 24 hours previous notice. Light-grade fuel oil, gas oil, petrol and paraffin only.

**FRESH WATER:** Available on all berths through 4-in. pipe hydrants from public supply.

**OPENING/CLOSING HATCHES:** Done by crew. Cranes a able for heavy beams.

**GANGWAY/DECK WATCHMEN:** Vessels responsible providing own gangways at King's Lynn Harbour berths, where Regulations require the Master or other person having the ca any ship or other craft to have a proper number of hands on b to attend moorings and to comply with all the requirements directions of the Harbour Master or his Deputy or Assistants.

**CONSULS:** Vice-Consul for the Netherlands and German Vice-Consul for Sweden and Denmark.

**REPAIRS:** Limited facilities only available locally for hull and gine repairs.

**AIRPORT:** Charter flights from Cambridge and Norwich airp about 45 miles from King's Lynn. Regular flights from London (He row) about 100 miles from King's Lynn.

**POLICE/AMBULANCE/FIRE:** In emergency dial 999 and as the service required. Normal service: Police – King's Lynn 6 Ambulance – King's Lynn 3503 or 3910; Fire Service – King's L 5163.

**HOLIDAYS:** Cargo work usually available at overtime rates Saturday and Sundays and on all public holidays.

**AUTHORITY:** The King's Lynn Conservancy Board, Harb Office, Common Staith, King's Lynn, Norfolk. Tel. King's Lynn 3 and 3412. Cables: "Conservator" King's Lynn.

## KINGSNORTH: 51.25 N. 00.36 E.

**DOCUMENTS:** See "London".
**PILOTAGE:** See "Medway."

**ANCHORAGES:** Vessels proceeding to Kingsnorth must co Medway Ports Operations Centre (VHF Channels 16 and 14) whe designated anchorage will be allocated appropriate to the size of vessel.

**RESTRICTIONS:** Tidal port. 24 hour movements, subject to conditions and under keel clearance appropriate to size of ves Minimum depth of approach channel 28 ft. LW at present.

**MAX. SIZE:** Max. lengths: 750 ft. No breadth restriction. Dr 38 ft. alongside jetty.

**RADIO:** Notice of 72 hours and over, Portishead Radio. Notice 12–72 hours, Landsend Radio. Notice of up to 12 hours, from S Northforeland Radio, and from North, Humber Radio.

**RADAR/VHF:** See "Medway".

**TUGS:** Six tugs available. Three of them equipped for fire fight Tugs join and leave vessels at Garrison Point, Sheerness. Norm use tug lines, cost included in tug hire.

**BERTHING:** *Oakhamness Jetty:* One tanker berth situated at end of a 1-mile long jetty with T-head cargo handling platfo Vessels moor alongside dolphins abreast of cargo handling p form which is equipped with Chiksan rigid loading/discharge ar each of 12-in. diameter. Depth alongside berth is 44 ft. below c datum.

**MEDICAL:** Advance notice of medical attention and inoculat required is advisable. Hospital facilities available in surround areas.

**TANKERS:** Advisable radio Agents connection sizes requi No slop tank available. One large tanker berth only.

**DENSITY:** Approx. 1018.

**FRESH WATER:** Available by pipe-line on jetty.

**FUEL:** Bunkers not usually available on jetty, but may be deliv by barge. Advance notice essential.

**FIRE PRECAUTIONS:** No immobilisation or repairs allo without prior authorisation. No hot-work allowed alongside jett

**GANGWAY/DECK WATCHMEN:** Services of shore watchm not necessary. Shore gangway may be used.

**REPAIRS:** Local marine repair company can undertake repa of general nature. No drilling or hot-work permitted alongside je

**REPATRIATION:** All facilities for repatriation by land, sea air, through London and Dover. Attendance of British Ministry Foreign Consulate officials arranged through Agent.

**POLICE/AMBULANCE/FIRE:** Dial 999 from public call b Medway Ports Operations Centre can be alerted on Channel 16 14 to call these services.

**TELEPHONES:** No facilities exist for placing telephones onboa

**GENERAL:** Agents have difficulty in providing most services week-ends, therefore, requests for bond, cash, consular offici etc., should be radioed as soon as possible.

**AGENT:** William Hurst Limited, Foreshore Marine Offices Refinery (Kent) Limited, Isle of Grain, Nr. Rochester, Kent. Telephone No. 0634–29 235. Telex No. 96187 Hurst Grain.

## LARNE: 54.51 N. 05.48 W.

**DOCUMENTS:** See "Belfast".

**PILOTAGE:** Not compulsory, though private pilots operate are engaged by ship's Agent. Pilots board off Fairway Buoy. VHF. Channels 16 and 14.

**ANCHORAGES:** Inner anchorage in Larne depth up to 5 fath Anchorage outside Fairway Buoy exposed in N.E. winds.

**MAX. SIZE:** Draught dependent on berth but maximum 19 f MLWS, and 20 ft. at MLWN. Oil tankers proceed to Ballylum Power Station which lies across Larne Lough directly oppo Larne Harbour. Approach channel has depth of 30 ft. at MLWS berth has 35 ft. at MLWS.

**HEALTH:** See "Belfast".
**RADIO:** Portpatrick.
**TUGS:** Not based at Larne, only heavy-duty motor launches, suitable for small vessels. As a rule tugs are not required for vessels using Larne Harbour.
**BERTHING:** Two berths are equipped with two 5-ton cranes for grabbing and general cargo work. Five berths are equipped with cranes from 25 to 35-ton capacity for handling containers. Three berths are equipped with roll-on/roll-off ramps, capable of taking loads up to 160 tons and ships up to 70 ft. beam.
**STEVEDORES:** Larne Harbour Ltd. carry out all the stevedoring. Twenty-four hours notice required for arrangements.
**MEDICAL:** No advance notice required for medical attention, a hospital being situated $\frac{3}{4}$ mile from harbour. No special inoculations or certificates required.
**TANKERS:** One tanker berth in Larne Harbour. Depth alongside, 14 ft. below datum. Maximum length of vessel 260 ft. Pipe diameter 6 in. Discharging only. For Ballylumford, see "Max. Size".
**DENSITY:** 1025.
**FRESH WATER:** Unlimited by shore hose. Rate 7 to 10 tons per hour.
**FUEL:** Fueling carried out by road tanker. Arrangements to be made through ship's Agent.
**GANGWAY/DECK WATCHMEN:** Agents arrange watchmen.
**OPENING/CLOSING HATCHES:** Performed by crew.
**CUSTOMS ALLOWANCES:** Agents arrange with Customs.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Norwegian Vice-Consul (C. S. Brown, F.I.C.S.) – Larne 2227. Other consuls in Belfast can be contacted through ship's Agent.
**REPAIRS:** Limited repairs by local firms. Major repairs by Belfast firms.
**REPATRIATION:** Yes.
**AIRPORT:** Twenty miles. Regular flights.
**HOLIDAYS:** 12th and 13th July, Easter Monday and Tuesday, Christmas Day and Boxing Day. No cargo worked on these days.
**POLICE/FIRE/AMBULANCE:** Dial 999 and ask for Emergency service required.
**TELEPHONES:** Only on Cross Channel vessels.
**AUTHORITY:** Larne Harbour Ltd., Larne Co. Antrim, N. Ireland. Tel. Larne 2604, 3110.

## LEITH: 55.59 N. 03.10 W.

**DOCUMENTS:**
Health Declaration.
1 Crew Declaration Form C.142 (Tobacco List).
1 Crew List.
1 Passenger List.
(Also see "Glasgow".)
**PILOTAGE:** Pilot station in Firth of Forth located at Inchkeith Island. Contact can be made with pilot cutters "Panther" and "Gazelle" on VHF Channels 16/14/12 and radio-telephone 2182. Pilot cutters – black hull with white superstructure.
**ANCHORAGES:** Good holding ground at Inchkeith Island and Leith roadstead depths 10–17 fathoms.
**RESTRICTIONS:** None. Vessels can enter harbour day or night.
**MAX. SIZE:** Governed by draft of vessels. Maximum permissible draft alongside in Imperial Dock 30 ft. and in Western Harbour 32 ft.
**HEALTH:** Vessel boarded immediately alongside berth and pratique granted provided no contagious diseases reported on board, otherwise quarantine restrictions imposed.

Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs, depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N European ports) and coastal arrivals need not present Declaration. In all cases when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 4 hours before arrival.
**RADIO:** Stonehaven and Cullercoats Radio Stations.
**TUGS:** Attend inward-bound vessels in Leith roads. Tug's towline available but not compulsory.
**BERTHING:** Vessels arriving on maximum permissible drafts of 30 and 32 ft. normally docked by Pilots $1\frac{1}{2}$ hours before high water.
**STEVEDORES:** ETA advices given by Master to ship's Agent and conveyed by them to stevedores.
**RADAR/VHF:** No port radar service. VHF contact can be made with Leith Harbour Radio on Channels 16 and 12.
**MEDICAL:** No advance notice of medical attention required. All hospital facilities available.
**TANKERS:** One tanker berth available – maximum permissible draft 30–31 ft. Discharge lines 6 in. and 8 in. No slop discharge facilities.
**DENSITY:** 1015.
**FRESH WATER:** Available alongside at all berths.
**FUEL:** All grades available subject 24 hours notice in advance.
**DEVELOPMENTS:** None envisaged at present.
**GANGWAY/DECK WATCHMEN:** Usually supplied by ship but shore watchmen arrangeable by special agreement.
**OPENING/CLOSING HATCHES:** Custom of the port is that this work is normally carried out by ship's crew.
**CERTIFICATES:**
Ship's Register.
Load-line.
Safety Radio.
Safety Equipment.
Cargo Construction.
Deratisation Certificates.
Light Dues receipt.
**CUSTOMS ALLOWANCES:** Two hundred cigarettes in an opened carton or $\frac{1}{2}$ lb cigars or $\frac{1}{2}$ lb tobacco and one pint spirits.
**CARGO GEAR:** No additional requirements necessary to comply fully with local safety regulations as all gear supplied by stevedores.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:**
U.S.A.: 3 Regent Terrace, Edinburgh. Tel. 031–556–2061.
West Germany: 16 Eglinton Crescent, Edinburgh. Tel. 031–337–2323.
Netherlands: 64 Commercial Street,. Leith. Tel. 031–554–1621.
Spain: 100 Constitution Street, Leith. Tel. 031–554–5641.
Finland: 29 Bernard Street, Leith. Tel. 031–554–4311.
Greece: 7 Regent Terrace, Edinburgh. Tel. 031–556–1701.
**REPAIRS:** Facilities available to carry out all types of deck and engine repairs.
**DRY DOCKS:** Largest dry dock "Imperial", length 550 ft., width of entrance 70 ft., depth over blocks at MHWS 23 ft. 9 in. also three smaller dry docks.
**REPATRIATION:** All facilities available for effecting crew changes and repatriation by sea, air and rail.
**AIRPORT:** Edinburgh Airport served by regular airlines and located approximately 9 miles from Leith.
**TIME:** British Standard Time, GMT plus 1 hour. GMT in Winter months.
**HOLIDAYS:** Public holidays observed annually: third Monday in April; first Monday in June; third Monday in September; Christmas Day (25th December); 1st and 2nd January. Cargo work can be arranged on all public holidays except 1st and 2nd January.
**POLICE/AMBULANCE/FIRE:** Tel. 999 and ask for service required.
**TELEPHONES:** No facilities available for placing telephones on board vessels.
**SERVICES:** Compass adjusting facilities available.
**SHORE LEAVE:** No restrictions.
**DELAYS:** Minimal delays in berthing, loading and discharging.
**AUTHORITY:** Forth Ports Authority.

## LERWICK: 60.09 N. 01.11 W.

**PORT LIMITS:** Line drawn from Knab Point to Ham, Bressay.
**DOCUMENTS:** See "London".
**PILOTAGE:** *Pilot Office:* At foot of Victoria Pier in Harbour Master's office. Lat. 60.09′ N., Long. 1.08′ W.

*Call Sign:* Lerwick Harbour Radio.

*Frequencies:* Calling: VHF Channel 16. Working: VHF Channel 12. Pilot Cutter: VHF Channels 6, 11, 12 and 16.

*Port Control:* Fitted with VHF Channels 11, 12 and 16. Continuous watch is maintained 24 hours per day, seven days per week on Channel 16 except when working vessels on Channel 12.

*Procedure:* The Pilot Office controls the movement of all vessels arriving or departing by either entrance and all movement within the harbour from public or private quays or supply bases, whether such vessels are under the control of Pilots or not.

(*a*) Vessels requiring pilotage should arrange with Agent not less than 24 hours before arrival. Vessels without Agent should contact Lerwick Harbour Master through Coast Radio Stations not less than 24 hours before arrival. Vessels leaving ports less than 24 hours steaming away should advise time of sailing, projected speed and ETA at time of leaving last Port. Vessels inward from Continental Shelf should advise time of leaving location, projected speed and ETA at time of leaving last location. Amended ETA's should be advised 2 hours before the time given in the last transmitted ETA. VHF contact should be made with Lerwick Harbour Radio while still 1 hour away when final pilotage and berthing arrangements will be made. Port Control cannot guarantee a Pilot on station unless 1 hour's notice is given.

(*b*) ETA messages should also contain information on which harbour entrance is to be used, draft and length overall. Vessels entering by the South entrance will be boarded West of Kirkabister Lighthouse or near Knab Point if weather conditions are unsuitable. Vessels entering by the North entrance will be boarded abeam of the Green Holm and one half mile N.E. of Beosetter Holm. If boarding conditions in this area are unsuitable the South entrance must be used.

(*c*) Pilot Cutter M.V. *Bard* is a 60 ft. converted wooden MFV. Black hull with large, white letter "P" on each bow, white upperworks and varnished wheelhouse. International pilotage signals are in use.

(*d*) Outward vessels should call the Port Control 1 hour before departure when information on traffic movement will be given and arrangements for pilotage will be made. When moving within the harbour all vessels should maintain a continuous listening watch on Channel 16. All vessels moving within the harbour should report to the Port Control immediately prior to leaving the berth or anchorage, whether a Pilot is on board or not.

(*e*) Pilotage within Lerwick Harbour is compulsory, but all vessels not carrying passengers are exempt.

(*f*) Telephone number of Lerwick Harbour Master and Pilot Station is Lerwick 3462.
**ANCHORAGE:** Ample anchorages in harbour roads.
**MAX. SIZE:** Vessels up to 20 ft. draft and 320 ft. long alongside berth; much larger vessels at anchorage.

**RADIO:** Wick Radio. Lerwick harbour radio VHF operating in office hours.
**BERTHING:** Berths are available for the discharge of bulk cargoes, such as coal, grain, fertiliser, etc., by grab. At present no container or roll-on/roll-off facilities exist, but these are planned and it is hoped will be in operation by 1975. No berths available for handling liquid chemicals. Mobile cranes available with lifting capacity up to 30 tons.
**TUGS:** No tugs available but pilot cutter will give towage assistance within her capabilities.
**STEVEDORES:** Arranged through Agent.
**MEDICAL:** Medical aid can be arranged through Agent or Harbour Master at any time day or night.
**TANKERS:** Shell Oil have their own discharging berth.
**DENSITY:** Density 1025 at all states of tide.
**FRESH WATER:** Available at all berths, 65 to 100 tons delivery per hour. No water boat.
**FUEL:** Gas oil available on demand.
**FIRE PRECAUTIONS:** Non-smoking regulations in operation inside all transit sheds and at oil berth.
**GANGWAY/DECK WATCHMEN:** Ships usually supply own watchmen. No fixed sum if shore watchman is employed.
**OPENING/CLOSING HATCHES:** Crew opens hatches.
**CUSTOMS ALLOWANCE:** Tobacco, wine/spirits; at the discretion of the Customs and Excise.
**IDENTIFICATION CARDS:** Foreign seamen have to supply same if left behind, i.e. hospital, etc.
**CONSULS:**

| | |
|---|---|
| Denmark, | Lerwick 34 |
| Finland (Vice), | Lerwick 1057 |
| France (Consular Agent), | Lerwick 1057<br>House 1060 |
| Germany | Lerwick 191 |
| Iceland | Lerwick 34 |
| Netherlands (Vice), | Lerwick 1057<br>House 57 |
| Norway, | Lerwick 1057<br>House 57 |
| Sweden (Vice), | Lerwick 56 |

**REPAIRS:** Repairs to fishing vessels and other small craft.
**DRY DOCKS:** No dry dock available, slip available to take small vessels up to 100 tons d.w.
**REPATRIATION:** Facilities exist.
**AIRPORT:** 25 miles to airport. Two services per day in summer, one in winter, operated by BEA.
**HOLIDAYS:** Scottish holidays. Working can be arranged on these days if so desired.
**POLICE/AMBULANCE/FIRE:** Police, Lerwick 10; Ambulance, Lerwick 751; Fire, Lerwick 318.
**TELEPHONE:** Ships telephones can be arranged.
**SERVICES:** No tank-cleaning equipment. Compass adjuster can be procured if necessary.
**SHORE LEAVE:** No restrictions.
**AUTHORITY:** Lerwick Harbour Trust, 1 and 2 Alexandra Buildings, Lerwick. Tel. Lerwick 191, or Harbour Master, Lerwick 3462; night or day.

## LIVERPOOL: 53.32 N. 03.19 W. (See Plan)

**DOCUMENTS:** Required on arrival, Crew List Form I.B.6 to be completed; this list to include all passengers and any British subjects who joined vessel outside of U.K. If any person falling into this category should be on board they must not leave until permission to land is granted by Immigration Officer.

Customs Form C.142, Declaration of goods obtained abroad or during a voyage, must be completed and signed by Master, and each crew member. Health Declaration must be completed. Above forms should be obtained from Pilot.

Manifest and Bills of Lading should be forwarded to vessel's Agent so as to be available before vessels arrival.

*Ship's Papers Required:*

Ship's Register.
Certificate for British Tonnage (if issued).
Safety Equipment Certificate.
Safety Radio Certificate.
Safety Construction Certificate.
International Load-line Certificate.
Derating Exemption Certificate.

**PILOTAGE:** At least 48 hours before arrival, inward vessels should give ETA Lynas/Mersey Bar to Agent. Agent will then arrange docking and advise Pilot Office, the Master will receive radio giving final docking instructions.

*Pilot Station.* Vessels arriving from South should take Pilot on board at Point Lynas, Pilot Station 1, which shall extend between imaginary lines drawn on the true bearing of North and South from Middle Mouse Island and on the true bearing of North from the Great Ormes Head.

Vessels arriving from North should take Pilot at Mersey Bar Pilot Station 2, which shall extend between imaginary lines drawn on the true bearing of North from the Great Ormes Head on the true bearing of North and South from the Bar Light-float, at the entrance to the principal buoyed channel leading to the Mersey.

| *VHF Channel* | *Call Sign* | *Channel* | *Frequency M/cs* |
|---|---|---|---|
| Point Lynas Station | Lynas Pilot | 16 | 156.80 |
| Mersey Bar Station | Bar Pilot | 6 | 156.30 |

Description of Pilot Boats. Black top sides with 2 in. yellow ribbon and white boot topping to water line. Yellow funnel with black top. The name "Liverpool Pilot" painted on each side.

In heavy weather if Master of the pilot boat considers it imprudent to send a launch to put a Pilot on board an incoming vessel, he will hoist signals to that effect. At night he will signal, viz. a red pyrotechnic light shown simultaneously with the flare-up light.
**ANCHORAGES:** In the event of berths not being readily available for vessels, normally they must wait at the Mersey Bar Anchorage which is in the open roadstead. There are river anchorages, but these are only usually for vessels about to enter the dock system.
**RESTRICTIONS:** No restrictions on night entry, tidal restrictions depend on vessel's draft and to which berth vessel proceeding, larger vessels usually have to wait for high water.
**MAX. SIZE:** Tranmere: up to 48 ft. (14·6 m.) draft dependent on tide. Birkenhead: up to 29 ft. (8·8 m.) draft. Liverpool Docks: up to 40 ft. (12·2 m.) draft.

Seaforth Dock: 50 ft. (15·2 m.) of water depth, up to 75,000 tons dwt.
**HEALTH:** Maritime Declaration of Health Form must be completed and handed to Customs Officer or Port Health Officer, whoever first boards ship. This form is obtainable from Pilot. In event of any suspected disease or fever on board, or if ship has called during last 4 weeks at any port in Brazil, China, Indo-China, India, Pakistan, Burma, Columbia and the port of Dar-es-Salaam, West African ports between latitude 20° North and 20° South, the Master should, prior to entering port, make radio contact with Liverpool Port Health Authority, via Anglesey Radio or port radar station (Signal "Portelth Liverpool") giving them following information:

1. Name of Ship. 2. Date of departure from and name of last infected port. 3. Number, ages and sex of any cases of infectious diseases or other relevant information. 4. Expected time of arrival at Rock Light. Before reaching the Rock Light if medical clearance has not been obtained the following signal must be displayed: by day – fly the flag signal "Z W". By night – show red light over white light.

When medical clearance is obtained pratique will be issued at discretion of Customs Officer.

If there is no suspected disease on board and vessel has not called at any of the above ports listed, Master can radio for Free Pratique. Unless otherwise instructed, Customs Officer will again issue pratique.

Vessels arriving from another U.K. port do not require pratique or health clearance.
**RADIO:** Portishead Radio, call sign: GKL; Landsend Radio, call sign: GDL; Wick Radio, call sign: GKR; but on approaching Liverpool, the local radio station is Anglesey Radio, call sign: GLV.
**RADAR/VHF:** The port radar service extends seaward over Liverpool Bay for radius of 20 miles from the station and in the River Mersey as far South as Eastham. Continuous R/T watch is maintained. Calling Channels:

| *Station* | *Call Sign* | *Hague Channel Number* | *Frequency M/cs.* | *Remarks* |
|---|---|---|---|---|
| Liverpool Port Radar Station | Mersey Radio | 16 | 156·80 | Calling and safety |
| | | 12 | 156·60 | Port operations, general |
| | | 18 | 156·90<br>161·50 | |
| | | 22 | 157·10<br>161·70 | Port operations, radar information and general |

A continuous watch is maintained on all channels at Port Radar Station.
**TUGS:** Join vessel after passing Rock Light. Normally use tug's lines but optional. Charge for tug's hawsers.
**STEVEDORES:** Earliest possible ETA to be given to arrange gangs.
**MEDICAL:** If doctor is required to attend immediately on arrival of vessel, prior notice will be required, but generally doctor is arranged for most convenient time after vessel's arrival. All seamen should be vaccinated against smallpox.

Hospitalisation is available, but seamen will only be admitted if immediate treatment is required. It is preferred for foreign seamen requiring hospital treatment to be repatriated, if able to travel.

Dentist available by appointment only.
**BULK HANDLING FACILITIES:** Seaforth Grain Terminal designed to accommodate up to 75,000 tons dwt. vessels, length 850 ft. Max. draft 42 ft. Discharge capacity up to 2,000 tons per hour. Two marine towers with storage for 100,000 tons.

The container terminal at Seaforth Dock provides four berths each 900 ft. in length, max. draft 42 ft. Equipment includes fi container cranes and 24 straddle carriers.

Four berths equipped for container handling provided on North side of Seaforth Dock. Each length 900 ft. depth 42 ft.

Bulk handling of sugar at North side, Huskisson Branch Dock No. 3. Two berths each equipped with four grab cranes delivering direct to conveyors.

Iron ore is handled at North Bidston Dock. This berth has a quay frontage of over 1,000 ft. and can accommodate vessels of 29 ft. draft. There are three transporters, each with an hourly free digging capacity of 350 tons which discharge either into road or rail vehicles via 175-ton hoppers, or into coasters or barges.

At Cavendish Quay there are two 20-ton cargo level luffing cranes with a grabbing capacity of 15 tons. Each crane is designed to handle up to 450 tons per hour. The loading of bulk materials in either road or rail wagons is speeded up by the use of two 100-ton capacity mobile weigh hoppers.

Duke Street Wharf also has specialised facilities for the handling of these commodities. There are four 7½-ton electric level luffing cranes, each with a lifting speed of 250 ft. per minute. There is good road access to this berth where vessels drawing up to 28½ ft. can be accommodated.

Packaged forest products are handled at two adjacent berths at Seaforth with a combined quay length of 1,400 ft. with a back-up area of 18 acres which includes approximately 15 acres for timber stacking with a timber-storage barn. An overflow berth is provided at North 3 Canada Dock.

Meat is handled at the following berths: North 2 Alexandra, South West Canada, and South No. 2 Seaforth. Seaforth meat terminal, with an 800 ft. quay, can handle the largest refrigerated ships in commission.

There are six berths in the port with roll-on/roll-off facilities, namely South No. 3 Seaforth, North Carriers Dock, the B and I Terminal, Princes Dock, Nelson Dock and North 3 Canada.

*Birkenhead:* East Tower grain berth can accommodate vessels up to 630 ft. length, max. draft 29 ft. 6 in.

Buchanans Mill, max. length 475 ft.* draft 28 ft. 6 in.; Ranks Mill, max. length 475 ft.* draft 28 ft. 6 in.; Spillers Mill, max. length 450 ft.* draft 28 ft. 6 in.

* Up to 500 ft. by special arrangement.

**TANKERS:** Oil tanker cleaning and slops discharging may be carried out at Rock Ferry Tanker Cleaning Jetty.

*Tranmere South Stage* – Capable of accommodating tankers up to 100,000 tons deadweight, maximum draft 40–48 ft. (12·20–14·60 m.), depending on height of tide.

*Tranmere North Stage* – Capable of accommodating tankers up to 200,000 tons deadweight after lightening to 140,000 tons, maximum 48 ft. (14·60 m.) at high water.

*Dingle Tanker Buoys* – River mooring for tankers of 20,000 tons dwt.

*Queen Elizabeth II Dock, Eastham* – 4 berths – can take vessels of 28,000 tonnage dependent on height tide and vessels dimensions. (See "Manchester".)

**DENSITY:** River Mersey salt water. Docks approximately 1020.

**FRESH WATER:** Available at all berths, ex quay. No water barges available. Rate of delivery 15–20 tons per hour.

**FUEL:** Most major oil companies are represented and can supply range of fuels of various viscosities. Notice required depends on the berth at which vessel is lying as bunkers are supplied ex lighter at most berths. Notice required can vary depending on availability of barges, but generally at least three to four days notice is required.

**FIRE PRECAUTIONS:** Tankers may not carry out repairs whilst at discharging berth unless permission is obtained from Harbour Authorities. Fire precautions notice is placed on board by Harbour Authorities.

**GANGWAY/DECK WATCHMEN:** Watchmen not necessary but available if required.

**OPENING/CLOSING HATCHES:** Carried out by ship's crew for bulk cargoes and by stevedores for general cargoes.

**SHIP'S CERTIFICATES**

Register/Certificate of Measurement.
Certificate of British Tonnage (if issued).
Safety Radio Certificate.
Safety Construction Certificate.
Safety Equipment Certificate.
Load-line Certificate.
Derating Certificate.
Cargo Gear Test Certificates.

**CUSTOMS ALLOWANCES:** Crew members who remain on vessel during vessel's stay in port may be allowed, under certain conditions, to keep for their own use on board small quantities of any tobacco, spirits and other goods declared on Customs Form C.142. The amount allowed depends on the number of days the vessel is in port.

**CARGO GEAR:** Cargo Gear Certificates must be produced with the necessary up-to-date endorsement.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** The following countries have representatives in Liverpool:

Argentina
Belgium
Bolivia
Brazil
Chile
Colombia
Denmark
Dominican Republic
Ecuador
El Salvador
Finland
France
Germany
Greece
Haiti
Iceland
Italy
Japan
Liberia
Netherlands
Norway
Panama
Paraguay
Peru
Philippines
Portugal
Spain
Sweden
Thailand
Uruguay
U.S.A.
Venezuela

**REPAIRS:** All types of deck and engine repairs can be carried out.

**DRY DOCKS:** Largest – length 950 ft.×140 ft. Also 27 smaller dry docks.

**REPATRIATION:** Can be effected, but must be arranged through Agent, so that Immigration clearance can be arranged.

**AIRPORT:** City Centre to Airport approximately 7 miles, regular service to London for international connections.

**TIME:** British Standard Time, which is one hour in advance of Greenwich Mean Time, reverting to GMT in Winter months.

**HOLIDAYS:** Good Friday; Easter Monday (alterable); last Monday in May; last Monday in August or first Monday in September, whichever may be closest to August 31st. December 25th–26th. Weekly holidays Saturday, Sunday. Cargo can be worked on official holidays, other than 25th–26th December, also arrangements can be made for cargo to be worked on Sundays.

**POLICE/AMBULANCE/FIRE:** Telephone 999, ask for service required.

**TELEPHONES:** A temporary telephone can be placed on board a vessel, at most berths, whilst in port.

**SERVICES:** Tanker cleaning and slops services at Rock Ferry Tanker Cleaning Berth. Compass adjusting, D.F. Calibration can be arranged.

**SHORE LEAVE:** All bona vide crew members may be granted temporary shore leave during the vessel's stay in port, on condition that they leave in the same ship. This permission does not apply to any alien member of the crew who is refused leave to land by an Immigration Officer, or to whom an Immigration Officer has given notice prohibiting him from landing without leave.

**AUTHORITY:** Mersey Docks and Harbour Company.

**AGENT:** Lambert Brothers (Shipping) Ltd., Peel House, 5 Harrington Street, Liverpool, L2, OQQ. Tel. 051-236 7206 and 051-236 3644. Telex: 62510. Cables "Lambert Liverpool".

## LONDON and Thames District: 51.30 N. 0.05 W. (See Plan)

**PORT LIMITS:** The seaward limit means lines drawn from 51° 37′ 00″ N. 00° 57′ 19″ E. (Foulness Point in the county of Essex) to 51° 46′ 05″ N. 01° 20′ 32″ E. (Gunfleet old Lighthouse) and thence to 51° 26′ 36″ N. 01° 25′ 30″ E. and thence to 51° 24′ 55″ N. 00° 54′ 21″ E. (Warden Point in county of Kent).

An arrived ship is considered (subject to Charter Party terms) to have arrived when vessel is instructed to anchor at a designated anchorage, as ordered by the Port Authority, if berth where vessel's operations are to be carried out is not available. Otherwise when vessel is alongside. Usual anchorage for larger vessels is below Southend, which is allocated to vessels by the Port Authority.

**DOCUMENTS:**

1 copy of HM Customs and Excise form C.142 to be completed showing each crew members declaration as to the amount of cigarettes, tobacco, spirits, wine, radios, lighters, etc, belonging to them on board the ship to enable Customs to ascertain if in conformity or excess of requirements.
1 copy of HM Immigration Office (pink form) showing Master's declaration of crew members on board.
1 copy of List of Passengers on board, showing names, place of joining vessel, passport details.
Ship's Register to be available for inspection on arrival.
List of space occupied by cargo in unregistered space.
Chief Engineer's declaration as to the quantity of fuel carried in double bottom tanks.
Details of any livestock on board.
Ship's Stores declaration arrival Form C14 to be completed.
Details of previous ports of call.

**PILOTAGE:** Pilotage by licensed Pilots in London pilotage district is compulsory unless previous exemption is granted.

Vessels approaching from South enter the pilotage area off Folkestone Harbour position (lat. 51° 04′ 37″ N. long. 01° 11′ 21″ E.).

Vessels approaching from the North collect the Pilot at Sunk Pilot Cutter which operates in the vicinity of the Sunk Light Vessel off Harwich. Also see "Harwich".

*Radio Communication – General:* The maximum range for radio messages is about 20 miles for VHF. The shore pilot stations and shore based fast launches operate on VHF only.

Attempts to establish communication at extreme ranges cause much unnecessary interference. The first estimated time of arrival should be sent through a Post Office Coast Station giving at least one hours' notice of the ETA. Anything less than one hour's notice *must* involve ships in delay. The maximum range for MF radio messages is about 50 miles.

Ships should if possible remain in direct radio contact with the pilot launch or pilot vessel on their approach, as this facilitates shipping the Pilot.

FOLKESTONE PILOT STATION

Pilot launches, with black hulls and white wheelhouses and flying the pilot flag, operate from a shore station at Folkestone to provide Pilots for ships making the port of London and other ports in the London Pilotage District and to disembark Pilots from outward-bound ships. The conspicuous building is 77 ft. high and flies a pilot flag by day; by night it displays an illuminated sign with the word "Pilots". The launches normally ship and land Pilots in a position 225° distant one mile from Folkestone Pier Light in fine weather but farther off in bad weather.

A shore VHF station is maintained at Folkestone (lat. 51° 04′ 37″ N. long. 01° 11′ 26″ E.), and all requests to ship and land Pilots off Folkestone should be made to it.

*Ships requiring a Pilot at the Folkestone Station should give the shore station, 12 hours in advance and through a Post Office Coast Station, their estimated time of arrival, gross tonnage, maximum draft and port of destination. Any adjustment to this time should be given at least two hours before arrival. The message should be addressed to "Pilots Folkestone".*

The following Channels are in use by Folkestone Shore VHF station (call sign "Folkestone Pilots Radio"):

*Channel 16 (Calling):* A 24 hour listening watch is kept on this Channel, and ships should make contact on it.

*Channel 9 (Working):* After initial contact has been made on Channel 16, a transfer should be made to Channel 9 for the exchange of operational messages. It is stressed that the shore station has no other working frequency and that ships wishing to communicate with it must have Channel 9 fitted.

Masters of ships approaching Folkestone are advised to maintain a listening watch on Channel 16 so that they can receive any messages for their ships from the pilot station.

Masters are warned that it is difficult to receive VHF signals from Folkestone when their ships are to the westward of Dungeness owing to the presence of very large buildings.

The station is manned by a duty Pilot and is equipped with telex, telephone, radar and a daylight signalling lamp. The communications details are:

Tel. Folkestone (code 0303) 56766.
Telex 96381, Pilots Folkestn.
Telegraphic address "Pilots Folkestone".

Ships without VHF should send any amendment of their ETA in sufficient time to allow its delivery through the Post Office telex network. Ships without VHF should also establish their identity by visual means during their final approach.

### N.E. SPIT

Ships bound to or from ports between Amsterdam and Dieppe inclusive may land or ship their Pilots by means of a pilot launch which operates as required, but does not cruise, in the vicinity of the North-east Spit Buoy, but it is emphasised that ships from beyond these two ports or bound to ports beyond them are required to ship or land their Pilots at the Sunk or Folkestone pilot stations.

A shore VHF station operates from North Foreland Lighthouse (51° 22′ 27″ N., 01° 26′ 49″ E.) which is linked by land-line to the pilot station at Folkestone. The call sign is "Margate Pilots Radio" and the only Channel available is Channel 9. A 24-hour listening watch is kept on this Channel.

Advance notification of ships requiring services of a Pilot at the North East Spit should now be given 6 hours beforehand through a Post Office Coast Station, addressed "Pilots Folkestone", or by telephone to Folkestone (code 0303) 56766 or telex 96381.

"Margate Pilots Radio" should then be contacted when within VHF range.

There is a Reserve radio station, call sign "Margate Roads Pilots Radio" situated at Margate Pier Head (lat. 51° 23′ 40″ N., long. 01° 22′ 54″ E.) with Channel 9 which should be used if ships are unable to contact the main transmitter at North Foreland Lighthouse.

Communication with Margate pilot launch may be made on Channel 9 VHF. A ship about to ship or land her Pilot should keep in radio contact with the pilot launch.

Ships without VHF should send their ETA or any subsequent amendment in sufficient time to allow its delivery through the Post Office telex network.

It is emphasised that in bad weather the pilot launches operating from Margate have difficulty in working and therefore in providing a fast and prompt service.

### RIVER MEDWAY

Messages for the Medway Pilots may be passed through the launches of the Medway Ports Authority, call sign "Medway Patrol". They keep a continuous watch on 2,182 kHz.

Ships bound for the River Medway are requested to call on 2,182 kHz., when 20 to 30 miles from Sheerness, stating their estimated time of arrival, requirements and draft. When contact has been made on 2,182 kHz ships should transfer to 2,241, 2,246 or 2,301 kHz or other licensed intership frequency for passing messages. Ships may also call the Medway Port Operations Service, call sign Medway Radio, when within 20 miles of Sheerness, on VHF Channel 16, transferring to Channel 14 for passing messages.

Sea Pilot leaves vessel at Gravesend when River Pilot boards for final river passage.

### PROCEDURE FOR OBTAINING THE SERVICES OF A LICENSED TRINITY HOUSE CHANNEL PILOT

*Ships outward bound from above Gravesend:* Masters are requested to give advance notice of estimated time of arrival at Gravesend. Masters of ships fitted with VHF may pass this information direct to Gravesend Radio on the appropriate Port Operations Channel.

Channel Pilots for outward-bound ships are obtainable only from the Royal Terrace Pier, Gravesend, from where they board ships by means of black-painted pilot vessels flying the pilot flag, in response to the statutory signals or a VHF message to Gravesend Radio. In thick or foggy weather one prolonged blast followed by four short blasts should be sounded by means of a whistle or fog horn or a VHF message should be sent to Gravesend Radio.

In addition to the above, the following signals should be displayed:

| *Ship's gross registered tonnage* | *By day*<br>*International Code pendant* | *By night*<br>*White lights* |
|---|---|---|
| Not exceeding 2,000 | – | 1 over the starboard bow |
| Exceeding 2,000 but not exceeding 6,000 | 3 | 1 over the bridge |
| Exceeding 6,000 but not exceeding 12,000 | 2 | 1 over the starboard bow and 1 over the bridge |
| Exceeding 12,000 | 1 | 1 over the starboard bow |

*Ships outward bound from below Gravesend or shifting between the Nore or Sheerness and Gravesend:* When the services of a Channel Pilot are required for shifting a ship inwards between the Nore and Sheerness and Gravesend, or for conducting a ship outwards from below Gravesend, a telephone message should be sent to the Channel Pilots, tel. Gravesend (0474) 3619, stating Name of ship. Time and place at which Pilot is required to join ship. Where bound. Ship's gross tonnage. Ship's draft.

It is particularly stressed that the Pilot must be given adequate time to travel from Gravesend to the ship for her time of sailing, and that allowance must be made for the slowness of night travel and the Inaccessibility of some wharves and moorings.

### PROCEDURE FOR OBTAINING THE SERVICES OF A LICENSED TRINITY HOUSE RIVER THAMES PILOT

*Duty Pilot:* A Trinity House River Thames Duty Pilot is available in the Information Room at the Gravesend pilot station. He can be contacted by telex (Pilot Gravesend 96444) or by telephone Gravesend (0474) 67716/7. Among his duties is the provision of information to Shipowners and Agents, and the Duty Pilot will be pleased to give advice and guidance on the pilotage of ships in the River. The Duty Pilot is in continuous touch with the Duty Officer of the Thames Navigation Service.

*Ships outward bound or shifting:* When the services of a Trinity House River Thames Pilot are required for piloting a ship down river to Gravesend, or for shifting a ship in the river above Gravesend, a telex message should be sent to Pilot Gravesend 96444. If the message cannot be passed by telex the same information should be given by telephoning Gravesend (0474) 67716/7.

The telex message must start with the word "Pilot" to show that it is an order for a Pilot, and to be consistent with other information now received at the pilot station by telex, should be in the following form:

1. *Order for Pilot.* The word "Pilot should be used to show that it is an order for a Trinity House Pilot rather than general information on expected movement. This should be on a separate line from the other information.
2. *Time Pilot required.* This should be expressed as a time on the 24-hour clock followed by a date, e.g. 1035/15 or 2215/16.
3. *Ship's Name.*
4. *Draft.* This should be given in feet.
5. *Berth where lying.* If a shift is required the shift should be shown as "FM Smiths WHF to Jones WHF". If one location is given this is the place where the ship is lying and where the Pilot is required. The abbreviation FM (From) should precede the place where the ship is lying in all messages.
6. *Route or where is bound.* This should state N., S., or E. to show where ship is bound, i.e. N. for ships outward bound to the North, S. for ships outward bound to the South, and E. for ships outward bound to near continental ports between Amsterdam and Dieppe. If an outward Channel Pilot is required the letter P should be added so that it reads NP, SP or EP.
7. *Name of Owner or Agent.*

The message should start with the heading of "Pilot" and should continue as follows:

| *Time* | *Ship* | *Draft* | *Berth* | *Route* | *Agent* |
|---|---|---|---|---|---|
| 2030/15 | *Tasman* | 13 | FM Robinsons WHF | S | E. Wright |
| 0010/16 | *British Isles* | 18·5 | FM Hightown Tier | NP | Despatch Co. |
| 0830/17 | *Nicola* | 14 | FM Black Bys to Spring WHF | | Noel S.S. Co. |

It is particularly stressed that the Pilot must be given adequate time to travel from Gravesend to the ship for her time of sailing, and that allowance must be made for the slowness of night travel and the inaccessibility of some wharves and moorings. Normally a minimum of 3 hours is required.

*Inwardbound ships:* It is most important that all inward bound ships notify their estimated time of arrival at Gravesend and keep this information up to date. An estimated time of arrival should be given by using the Post Office public correspondence service through North Foreland Radio at least three hours before arrival at Gravesend and preferably immediately after the embarkation of the Sea Pilot. When in VHF range this information may be passed direct to Gravesend Radio on the appropriate port operations channel. In addition the following supplementary information should be communicated: draft, and, if known, berth and name of Agents.

Trinity House River Thames Pilots for inward-bound ships are obtainable only from the Royal Terrace Pier, Gravesend, from where they board ships, by means of black-painted pilot vessels flying the pilot flag, in response to the statutory signals or a VHF message to Gravesend Radio. In thick or foggy weather the letter "G" in Morse code should be sounded by means of a whistle or fog horn or a VHF message should be sent to Gravesend Radio.

*Table of Abbreviations:* Abbreviations used in this notice are:

FM = From. WHF = Wharf. N = The route of an outward ship is to the North. S = the route of an outward ship is to the South. E = the route of an outward ship is to a near continental port between Amsterdam and Dieppe. NP = The route of an outward ship is to the North and she requires a Channel Pilot. SP = The route of an outward ship is to the South and she requires a Channel Pilot. EP = The route of an outward ship is to the East and she requires a Channel Pilot. Bys = Buoys.

*Pilot Ladders:* Instances of the use of unsatisfactory and unsafe pilot ladders continue to be reported by Trinity House Pilots.

Faulty ladders endanger the lives of Pilots.

Instructions have been issued to all Trinity House Pilots to report immediately any pilot ladders which do not comply strictly with the provisions of the Merchant Shipping (Pilot Ladders) Rules 19 the Merchant Shipping (Pilot Ladders) (Amendment) Rules 19 and the Merchant Shipping (Pilot Ladders) (Amendment) Rules 19

Masters of ships are reminded of their obligation to comply with the statutory rules and are requested also to comply with the following Trinity House recommendations, ensuring that:

1. The Officer responsible for the embarkation and disembarkation of the Pilot is a Watch-keeping Deck Officer.
2. The ladder is in one length and does not consist of two or more lengths shackled or lashed together.
3. The ladder is secure.
4. The ladder is used solely for embarking and disembarking Pilots.
5. A light is provided so that the pilot ladder overside and also the position where the Pilot boards the ship is adequately lit.
6. The ladder is clean and free from oil and grease.
7. Means are provided to enable the Pilot to pass safely and conveniently from the head of the ladder into the ship or on to the ship's deck. Where portable stanchions and accompanying bulwark step ladders are used for this purpose, the portable stanchions *must* be rigidly secured to the ship's structure against being unshipped and supported at not less than two points to prevent lateral movement, and the bulwark step ladder should also be independently attached and firmly secured. The stanchions should be of reasonable height and adequately capped to allow firm grip. *Under no circumstances should a stanchion or handrail be attached to the bulwark step ladder.*
8. The ladder is in good condition and its treads remain horizontal. The treads are to have a rough upper surface.
9. The length of the ladder does not exceed 30 ft. Whenever the distance from sea level to a point of access to the ship is more than 30 ft., access from the pilot ladder to the ship must be by means of an accommodation ladder or other equally safe and convenient means.
10. The laddder is rigged so that each step rests firmly against the ship's side.
11. Spreaders are provided not more than 10 ft. apart to prevent the ladder twisting.
12. Two manropes and a safety line are provided; and a lifebuoy with self-igniting light is available.
13. The ladder is rigged well clear of discharges and water outlets, and at a place where most lee can be given to the Pilot Vessel.
14. Where a pilot hoist is used a ladder must be at hand ready for use in case the hoist fails.

The Masters of small, "all-aft" ships, in which the main deck is frequently awash when a Pilot is being shipped or landed, or of any type of ship in which the bulwark rails are below the deck of the pilot vessel coming alongside, are asked to provide a boarding platform on each side of the forward end of the raised quarter deck and on the same level as that deck.

The platform should be easily accessible from the quarter deck and should have adequate handrails, those on the outboard side being portable. Fittings should also be provided for the rigging of a pilot ladder. When a pilot ladder is rigged from a boarding platform the top rung of the ladder should be not less than 12 in. nor more than 15 in. below the level of the platform. The top of the ladder should be secured at least 3 ft. 6 in. above the platform in such a way as to make a safe handhold for the Pilot entering or leaving the platform.

If a pilot ladder is unsafe a Pilot may refuse to board, thus delaying the ship. If the ladder is unsatisfactory for boarding the Master of that ship renders himself liable to a fine of double the amount of the pilotage dues involved, for failure to comply with the pilotage act 1913; and if the ladder does not meet the statutory requirements, the Master renders himself liable to a fine not exceeding £50 in accordance with the Merchant Shipping Act 1894.

**RESTRICTIONS:** No tanker carrying products with Flashpoint 73° F or below is allowed to navigate, or empty tankers which have carried products below 73° F not gas-free are permitted to navigate above Coal House Point between 1 hour after sunset to 1 hour before sunrise, April to September; otherwise ½ hour. If in any doubt check with Thames Navigation Service.

Certain bulk chemical vessels are subject to this restriction also. Vessels with explosives on board to ascertain before arrival navigation restrictions with Thames Navigation Service, Gravesend, or local Agents.

The tides at London have a rise and fall of about 18 to 20 ft. above LAT (datum) depending on the tidal conditions.

The sea approach to Shellhaven is dredged to allow the passage of vessels to 48 ft. at mean neap tides. The depth to Gravesend Reach is about 26 to 28 ft. below MLWS, varying on tides.

**THAMES NAVIGATION SERVICE:**

*Traffic Co-ordination Centre, Gravesend:* This centre programmes all movements with the port, including the docks. All information required by the Authority regarding ETA, ETD, etc., should be passed through this centre. Also deals with all matters concerning provision of tugs in docks, floating derricks, dummy pontoons, or other services for vessels in dock, moorings in the river and any enquiry reference bye-laws, regulations, etc.

*Gravesend Radio:* VHF R/T Channel 16, Working Channels 12 and 20 – Port Health and Duty Pilot, Channel 18.

Radar coverage – Erith to Edinburgh Channel. Information supplied on request.

All vessels to report to this station on entering the port or before leaving the berth and whilst manoeuvring in the River. Also report position at stated intervals at points laid down in Notice to Mariners.

Tidal heights – Tilbury to Estuary given on request. Navigation broadcast given every 30 minutes on the hour and half-hour.

*Gallions Radio:* VHF Channel 16; Working Channels 14 and 22.

Radar coverage (proposed) – London Reach to Blackwall Reach. Information on request. All vessels entering the area above Crayfordness, leaving the berth, manoeuvring, and whilst on passage, report to this station.

Tidal heights at Royals given on request.

*Warden Point Radar:* VHF and radar coverage for Thames Estuary from Southend to outer limits.

*Patrol Service:* 24-hour patrol by launches fitted VHF Channels 16, 14, 12, 6, and radar. Can be contacted through Gravesend or Gallions Radio.

Liaison is maintained through the Thames Navigation Service with Owners, Agents, Pilots, Watermen and all emergency services.

For help, advice, assistance or any matter affecting ships and shipping, contact: Thames Navigation Service: Traffic Co-ordinator; Duty Officer, Gravesend, 0474-6811; Duty Office, Gallions, 01 476-7801.

**ANCHORAGES:** Southend, Warps Deep Water, Great Nore. Little Nore, Higham Bight (check with Thames Navigation if anchorage available), unrestricted time limit; Authorised explosive anchorages at Higham Bight, Mucking Coaster and Chapman Anchorage. Thameshaven (for oil tankers only); Gravesend, 12 hr. time limit. Depth's, boundaries vary. Sea Pilot is aware of safe anchorages depending size, type draft of vessel.

**SIZE OF VESSEL:** Maximum, oil carriers.

| *Berth* | *Depth at low water* | *Size–length* |
|---|---|---|
| Coryton | 46 ft. maximum | 1,100 ft. |
| Shellhaven | 48 ft. maximum | 1,200 ft. |
| Holehaven | 37 ft. maximum | 720 ft. |
| Purfleet | 28–37 ft. maximum | 700 ft. |
| Grays | 37 ft. maximum | 620–750 ft. |
| *Enclosed docks* | *Maximum* | *Maximum length* |
| Royals/K.G. V | 26–35 ft. depth | 720 ft. |
| Tilbury | 37 ft. depth | 850 ft. |
| West India | 26–29 ft. depth | 565 ft. |

Other river and tanker berths restrictions apply according to tides and berth.

Deep-draft tankers for berthing at Shellhaven is sometimes over a period of 2 tides. Passage on the 1st tide to deep water anchorage, vessel to leave anchorage on make of 2nd tide and arrive off the installation ½ hour before high water of this tide.

**HEALTH:** No automatic pratique, or radio pratique given. The London Maritime Declaration of Health Form which is normally handed to the ship by the Pilot boarding vessel is to be completed and strictly complied to. Any doubts can be clarified by VHF to Thames Navigation, Gravesend, who will connect to the Port Doctor, or to "Northforeland Radio". Pratique is issued by the Customs at the berth after health requirements adhered to, and must be retained on board or if doctor boards at Gravesend.

**RADIO:** Outside UK waters from the South call long range station "Portishead Radio"; approaching London, "Niton Radio" or "Northforeland Radio" giving agents draft and ETA.

**TUGS:** Tugs usually pick up vessels for Shellhaven and Holehaven in reaches approaching berth, or Gravesend for berths/docks up river. Tug lines can be hired to ships.

**CARGO BERTHS:** *Containers:*

Tilbury Dock:
No. 39 Berth OCL depth 37 ft.
No. 40 Common User depth 37 ft.
No. 41 „ „ „ 37 ft.
No. 42 „ „ „ 37 ft.
No. 43 „ „ „ 37 ft.
No. 45 „ „ „ 37 ft.
Victoria Deep-water Terminal depth 20 ft.

*Roll-on/roll-off Traffic:* Tilbury Dock
No. 4 berth – Heavy lifts, depth 36 ft.
No. 42 „ – Canadian Transport, 37 ft.
No. 44 „ – SCA Transport, 37 ft.
No. 46 „ – Seaboard Terminals 37 ft.

*Grain*
Tilbury Grain Terminal, depth 40 ft.
Albion Wharf Erith „ 25 ft.
Royal Docks:
Empire „ 29 ft. 6 in.
Spillers „ 28 ft.
Premier „ 25 ft. 6 in.

*Iron Ore*
Fords Jetty, Dagenham depth 15 ft.

*Latex*
Tilbury Cargo Jetty „ 27 ft.

*Cement*
Wouldhams No. 3 Jetty „ 15 ft.
Bevans Northfleet „ 25 ft.
Whites Wharf, Swanscombe „ 20 ft.
Alpha Jetty, Cliffe „ 27 ft.
Tunnel Cement, Purfleet „ 30 ft.
APCM Greenhithe „ 18 ft.

*Sugar*
Thames Refinery, Silverton „ 27 ft.

*Paper and Liner Board*
Imperial Papers Mills „ 28 ft.
Empire Paper Mills „ 20 ft.
Erith Deepwater Jetty „ 11 ft.
S. Williams No. 4 berth „ 35 ft.
Convoys Deptford „ 14 ft.
New Northfleet Wharf „ 25 ft.
Bowaters Northfleet „ 25 ft.

*LPG* (*Methane*)
North Thames Gas Board, Canvey „ 35 ft.

*Fertilisers*
BOCM, Erith „ 25 ft.

The depths quoted are to be taken as approximate only. For detailed information contact the wharf operator or Thames Navigation Service.

**TANKERS:** There are about 40 berths for tankers in the Thames District, main terminals of which are listed below. Recommended that Masters cable terminal with discharge manifold size, enabling wharf have correct pipes ready. Slop tanks are available at most wharves.

| | | | |
|---|---|---|---|
| *Regent* | | | |
| Upper | depth | alongside | 40 ft. |
| Lower | ,, | ,, | 28 ft. |
| *L.C.O.W.* | ,, | ,, | 35 ft. |
| *Coryton* | | | |
| No. 1 | ,, | ,, | 30 ft. |
| No. 2 | ,, | ,, | 13 ft. |
| No. 3 | ,, | ,, | 41 ft. |
| No. 4 | ,, | ,, | 45 ft. |
| *Shellhaven* | | | |
| Berth A | ,, | ,, | 41 ft. |
| ,, B | ,, | ,, | 48 ft. |
| ,, C | ,, | ,, | 34 ft. |
| ,, D | ,, | ,, | 14 ft. |
| ,, E | ,, | ,, | 29 ft. |
| ,, F | ,, | ,, | 11 ft. |
| ,, G | ,, | ,, | 27 ft. |
| ,, H | ,, | ,, | 32 ft. |
| ,, J | ,, | ,, | 34 ft. |
| ,, K | ,, | ,, | 11 ft. |
| ,, L | ,, | ,, | 31 ft. |
| ,, M | ,, | ,, | 31 ft. |
| *Wouldhams* | | | |
| No. 1 | ,, | ,, | 36 ft. |
| No. 2 | ,, | ,, | 36 ft. |
| *West Thurrock Oil Terminal* | | | |
| No. 1 | ,, | ,, | 24 ft. |
| No. 2 | ,, | ,, | 24 ft. |
| *Purfleet* | | | |
| Shell Mex No. 1 | ,, | ,, | 28 ft. |
| Esso No. 1 | ,, | ,, | 28 ft. |
| No. 2 | ,, | ,, | 28 ft. |
| Cory's | ,, | ,, | 35 ft. |
| Harrisons | ,, | ,, | 20 ft. |
| S. Williams No. 5 | ,, | ,, | 26 ft. |
| *Cliffe* | | | |
| Jet Jetty | ,, | ,, | 44 ft. |

**BRIDGES:** No bridges below Tower Bridge which opens for shipping on request.

**STEVEDORES:** Ordered by the Agents; no ETA to stevedores from vessel necessary; labour to be ordered by 1200 hrs. day before required.

**MEDICAL:** Not necessary to contact Agents once port health requirements satisfied unless urgent medical treatment required on board on arrival. All medical treatment, vaccinations available.

**DENSITY:** Varies according to position and tides.

**FRESH WATER:** Available at all berths either from shore or barge.

**FUEL:** All types, grades available by barge, or from terminals.

**FIRE PRECAUTIONS:** Tankers – no smoking on open decks, only cabins. Deck fire hoses to be connected. Explosive workings at Chapman anchorage, same precautions. Red flag to be flown by these vessels. Fire tug to be in attendance when explosives being worked. Smoking not permitted in the docks or berths.

**GANGWAY/DECK WATCHMEN:** Available but not compulsory, Master's discretion.

**OPENING/CLOSING HATCHES:** Liner vessels by crew, with stevedore assistance. Tramp vessels according to charter party.

**CERTIFICATES:** These certificates to be on board.

- Ship's Register.
- Load Line.
- Safety Radio.
- Safety Equipment.
- Safety Construction.
- Derat. Exemption.
- Previous U.K. Light Due Bills.
- Cargo Gear and Chain Register complying to U.K. Factory Acts.
- British Tonnage Certificate if available.

**CUSTOMS ALLOWANCES:** Customs usually permit 200 cigarettes or ½ lb. tobacco per person on board for 4 days. They can refuse to issue duty free or amount allowed at their discretion. Usually permit 1/6th gallon or 1 bottle spirits per person for 4 days, They can issue less or refuse allow as duty free at their discretion.

**CARGO GEAR:** To comply with U.K. Factory Acts, valid chain and Cargo Gear Register to be on board. Stevedores usually supply cargo slings, etc.

**IDENTIFICATION CARDS:** Seamen's identity book required to be retained on board in port.

**CONSULS:** All British Commonwealth countries are represented in London by a High Commissioner's Office.

All foreign countries maintain embassies or a consular representative in London.

**REPAIRS:** All repairs, gas freeing possible; pre-advice recommended.

**DRY DOCKS:** Largest dry docks at Tilbury, 752 ft. length, 133 ft. breadth; King George Docks, 750 ft. length 128 ft. breadth. There are smaller dry docks available.

**REPATRIATIONS:** All facilities exist for changing crews, repatriations.

**AIRPORTS:** All flights serve London Airport, about 18 miles from centre of London. Gatwick and Southend Airports serve local and Continental services also.

**TIME:** British Standard Time which is one hour in advance of GM GMT during winter months.

**HOLIDAYS:** No work is available on official holidays usual Official Days: 1st January; Good Friday; Easter Monday; Wh Monday; August Monday; Christmas Day; Boxing Day. Som weekend work is possible at certain berths only, at overtime rates.

**POLICE/AMBULANCE/FIRE:** Contact by telephone; dial 999 an ask for service needed.

**TELEPHONES:** Ship to shore connections available at mo berths.

**SERVICE REPAIRS:** All types of service for navigational aid radar, compass adjusting, nautical instruments repaired, slop dis charge barges available. Tank-cleaning, gas-freeing service available.

**SHORE LEAVE:** Crew members allowed ashore but must rejoi on sailing.

**REGULATIONS:** No livestock ɘllowed ashore without permissio Customs and Port Health Authorities.

**AUTHORITY:** Port of London Authority, World Trade Centr London. Tel. 01–476 6900.

**AGENT:** Lambert Brothers Shipping Limited, 193–207 High Roa Ilford, Essex. Telegrams: "Lambert Ilford" and "Lambert Londo EC3". Telex: 897147. Tel.: 01 553–3311.

## LONDONDERRY (incl. Moville): 55.00 N. 07.20 W. (See Plan)

The main port of Londonderry is situated about 21 miles from th sea on the River Foyle.

**PORT LIMITS:** Extend from Lifford Bridge to a line drawn fro Greencastle Fort in the County of Donegal to the Tower on Magilliga Point in the City and County of Londonderry.

**DOCUMENTS:** For Londonderry see "Belfast". For Moville se "Dublin".

Since the Port of Londonderry falls within the Republic of Irelan and the United Kingdom, both Governments are concerned in regar to Customs documents. Moville, which is situated down river fro Londonderry, is located in the Republic of Ireland and is the ancho age where deep-sea vessels lie prior to proceeding to Londonderr Should vessels discharge cargo or load cargo at this anchorag Irish documents are required. The port is under the control of th Londonderry Port and Harbour Commissioners who are recognise by both Governments.

**PILOTAGE:** The Londonderry Port and Harbour Commissioner are the Pilotage Authority for the Londonderry Pilotage Distric For information regarding pilotage application should be made t The Secretary, Harbour Office, Londonderry, Northern Ireland.

Pilotage is compulsory, vessels taking the Pilot at the Foyle Bu or Fairway Buoy, about 2½ miles N.E. from Dunagree Point, Inni showen Head.

The pilot station is located at Carrickarory Pier, Moville, 55° 1 57″ N.; 07° 03′ 27″ W.

Deep-sea vessels usually take Pilot 2 hours before High wat time Londonderry, so as to arrive at Londonderry on the top High Water.

Pilotage service may be obtained in response to following signal

*Inward-bound vessels:* By day. 1. The International Code Signal G 2. The International Code Signal P.T.; 3. The Pilot Jack hoisted the fore; 4. By daylight signalling lamp to the pilot station. If require after hours telephone Pilot Station direct. Tel. Moville 92.

**By night.** 1. The pyrotechnic light, commonly known as a bl light; 2. A bright white light flashed or shown at short or freque intervals just above the bulwarks for about a minute at a time; 3. Th International Code Signal P.T. by flashing; 4. By signalling lamp t the Pilot Station.

**By day or night.** 1. By VHF (FM) radiotelephony to the pil station at Carrickarory Pier. 2. By VHF (FM) radiotelephony to th pilot launch "Foyle Leader." 3. By I.F. radiotelephony to the pil launch "Foyle Leader."

**In poor visibility.** By sounding the letter G in Morse Code on th steam whistle or siren.

As visibility to seaward from Carrickarory Pier is restricted it important that Owners, Masters or Agents notify the Harbour Ma ter (tel. Londonderry 3680) or outside Office hours the pilot stati (tel. Moville 92) of the name of vessel; estimated time of arrival the Fairway Buoy; draft of water of the vessel. It is also importa that VHF (FM) communication be established with pilot station pilot launch "Foyle Leader" or IF R/T communication with the pil launch "Foyle Leader" as early as possible before arrival in Lou Foyle. Call signs, frequencies and procedure are as follows:

*VHF (FM) and R/T Communications::*

**1. Pilot Station at Carrickarory Pier, Moville:** Callsign "Fo Pilots". Equipment VHF (FM) R/T single frequency working. A co tinuous listening watch is kept on Channel 16 (156.80 megacycle except when pilot launch is operating, when watch is transferred the launch. When communication has been established on Chan 16 (calling and safety channel) operators should switch to Chan 12 (156.60 megacycles.)

**2. Pilot launch:** Name of vessel "Foyle Leader". Call sign MI Equipment VHF (FM) R/T single frequency working and IF R When launch is operating a listening watch is kept on Channel (158.80 megacycles). When communication has been established Channel 16 (calling and safety Channel) operators should switch Channel 6 (156.30 megacycles).

When arrival of vessels not yet fitted with VHF (FM) R/T is expected a listening watch on IF R/T will be kept on the pilot launch on frequency 2182 kilocycles per second (calling and distress frequency). When communication has been established on this frequency operators should switch to 2246 or 2301 kilocycles per second.

3. **Harbour Office, Londonderry:** Call sign "Harbour Office" Equipment VHF (FM) R/T single frequency working. All vessels fitted with VHF (FM) R/T while navigating in the river or at anchor in Moville Bay should keep a listening watch on Channel 16 (156.80 megacycles). When communication has been established on Channel 16 (calling and safety channel) Operators should switch to Channel 12 (156.60 megacycles).

Messages must be restricted to those related to the movement of vessels and safety of vessels and persons. Messages of any other nature and messages of a personal character cannot be accepted.

*Outward-bound vessels and vessels shifting:*

When the services of a Pilot are required for an outward-bound vessel or for shifting a vessel, notification should be given to Harbour Master (tel. Londonderry 3680) during office hours, of name of vessel; time of departure; draft of water of vessel; where bound. Early notification should be given to enable Pilot to board vessel in good time.

**ANCHORAGES:** The only anchorage at Londonderry is located at Moville.

**MAX. SIZE:** For vessels using main port of Londonderry, overall length 500 ft., draft (salt water) 23 ft. 6 in., beam 60 ft.

For vessels using E.B.N.I. Oil Jetty, Coolkeeragh, Londonderry, overall length 600 ft., draft (salt water) 23 ft. 6 in.

Maximum draft of ships is increased to 24 ft. on Spring tides at Coolkeeragh and Londonderry.

**HEALTH:** Pratique is automatic except in the case where the Master suspects one of the dangerous diseases on board when he should notify the Agent.

**RADIO:** Malin Head Radio Station, Republic of Ireland, covers W/T transmissions and Portpatrick Radio Station, Scotland, covers R/T transmissions.

**TUGS:** One tug is available which is under the control of the Londonderry Port and Harbour Commissioners.

**BERTHING:** Vessels of deep draft or large dimensions can only berth at Londonderry to arrive on top of high water. Decisions in this matter are taken by the Pilots in conjunction with the Harbour Master.

The reconstruction in ferro-concrete of 300 feet of existing wharf at Coal Cranes Berth, Queen's Quay, made a total length of ferro-concrete wharves of approximately 2,000 ft. All berths have been dredged to give depth of 25 ft. at LWOST.

The Commissioners have also completed reconstruction in ferro-concrete of 15 Berth which is used by Anglo-Irish Transport Limited for a container service between Londonderry and Preston.

The port is especially adapted for shipment of live stock on large scale. The pens for reception of cattle, sheep and pigs for inspection by Government veterinary officers before shipment are situated close to shipping berths, and are completely roofed over for protection of animals.

**STEVEDORES:** ETA advices should be given before 1600 hours on week-days to arrange work for the next morning and before 1100 hours on Saturday to arrange work for Monday morning. Bagged cargoes at Londonderry are discharged by the ship's winches/derricks.

**MEDICAL:** Doctors and hospital facilities available. Agents should be advised in advance of any medical attention required.

**TANKERS:** No slop facilities available. Deep-sea tankers discharge heavy fuel oil for electricity power station at E.B.N.I. Jetty, Coolkeeragh, diameter of pipes 8 in. Crew are required to connect and disconnect hoses under port conditions.

**DENSITY:** Water at Londonderry is brackish and average density 1015 to 1018.

**FRESH WATER:** Available at all berths direct from shore lines.

**FUEL:** Gas-oil and light marine diesel available by road tankers. Shell Mex and B.P. can supply light, medium and heavy fuel oil by road tanker.

**GANGWAY/DECK WATCHMEN:** Can be covered by crew; shore watchmen available if required.

**OPENING/CLOSING HATCHES:** This is required to be carried out by ship's crew under local port labour conditions.

**CARGO GEAR:** Ship's winches and derricks should be in good working order and have BOT Certificates or equivalent. Winches are also required to plough grain on grain vessels. Cluster lighting is required for night work.

**IDENTIFICATION CARDS:** Not obligatory but should be carried.

**CONSULS:**

Portugal Vice-consul – A. Mackenzie, Esq., 13 Foyle Street, Londonderry. Tel. 2033.

Norway Vice-consul – A. Mackenzie, Esq., 13 Foyle Street, Londonderry. Tel. 2033.

Norway – Under the Nordic Treaty, Norway also acts for Denmark, Finland, Iceland and Sweden.

**REPAIRS:** Deck and engine repairs are carried out by a local engineering works. No major repairs available.

**DRY DOCKS:** A small dry dock owned by the Harbour is available when harbour equipment is not being serviced. Size: 345 ft. long on floor, 50 ft. wide at entrance, depth of water on sill HWOST., 14 ft. 6 in.

**REPATRIATION:** Can be arranged by ship's Agent on request.

**AIRPORT:** The nearest airport to Londonderry is Aldergrove (Belfast) Airport, which is 80 miles from Londonderry.

**HOLIDAYS:** Port Holidays at Londonderry are: St. Patrick's Day (17th March); Easter Monday; 1st Monday and Tuesday in August; Christmas Day and Boxing Day.

**POLICE/AMBULANCE/FIRE:** Dial 999 and ask for service required, or Police 2244; Ambulance 5171; Fire 2222.

**TELEPHONES:** No telephones available for connecting on board.

**SERVICES:** No tank cleaning available or facilities for discharging of tank-washings. Compass adjusters available from Glasgow.

**REGULATIONS:** Copies of Port Bye-Laws may be obtained through Agent.

**AUTHORITY:** The Londonderry Port and Harbour Commissioners.

## LOWESTOFT: 52.29 N. 01.45 E.

**DOCUMENTS:**

Crew List (at least two copies).
Passenger List (at least 2 copies).
Manifest (at least 3 copies).
Customs & Health Documents (normal U.K. regulations).
Ship's Papers (to be presented to Customs or Port Authorities).

**PILOTAGE:** Pilots on standby at all times. Pilot launch fitted with VHF and maintains listening watch on Channel 16. Pilots can also be ordered by RT via Humber and North Foreland Radio, hence by phone.

Pilot's private telephone no. Lowestoft 4970 or Lowestoft 61976, or at the Lowestoft Harbour Masters Office, tel. Lowestoft 2286 (this number manned 24 hours). Pilot boat, black hull, white upper work with "Pilot" painted on each side. Light and sound signals as laid down in the International Code of Signals.

Pilot boards vessel at West Holm buoy or East Newcome buoy. Vessel should not approach harbour closer than these limits when awaiting Pilot.

**ANCHORAGES:** Pilotage anchorage North of a line joining West Holm buoy and Lowestoft Lighthouse.

**RESTRICTIONS:** No specific restrictions provided the height of tide is sufficient for draft of vessel. Large vessels normally enter on high water slack tide due to cross currents at entrance.

There are regulations governing the passage of vessels through the harbour entrance. Masters of vessels shall observe the Harbour Control Light which is a white flashing light situated below the fixed red light on the South Pier Lighthouse. This light is visible except between 232 degrees to 286 degrees true from the light. When this light is flashing vessels may proceed to sea, but no vessel shall enter the harbour. At all other times vessels may enter the harbour, but no vessel shall proceed to sea.

A green light is shown on the North Pier head and a red light on the South Pier Head, from sunset to sunrise. A green light is shown from sunset to sunrise on each of the Inner Pier Heads. These lights will become visible to the person in charge upon his vessel entering the harbour. A reed signal is fixed on the South Pier Head for use in foggy weather, four blasts of two seconds each will be given every minute.

**MAX. SIZE:** Maximum length approx. 300 ft. Draft 16½ ft. MHS.

**HEALTH:** U.K. Regulations.

**TUGS:** Two tugs are available; tugs' lines normally used.

**BERTHING:** *Outer Harbour* (comprising Hamilton and Waveney Docks and Trawl and Yacht Basins). Used largely for fish traffic:

| | |
|---|---|
| Width at entrance | 150 ft. |
| Depth at entrance | 22 ft. MHWS |
| Water area | 40 acres |
| Length of quays | 4,500 ft. |
| Depth of water at quays | 18 ft. MHWS |
| | 12 ft. MLWS |

*Inner Harbour.* Used for general cargo and grain traffic.

| | |
|---|---|
| Water area | 70 acres |
| Length of quay | 6,500 ft. |
| Depth of water at quays | 20 ft. MHWS |
| | 14 ft. MLWS |

**STEVEDORES:** Shipping Agent should be advised of ETA, etc., to enable gangs to be available.

**MEDICAL:** Advance notice desirable of medical attention required on arrival. Hospital facilities available in Lowestoft.

**FRESH WATER:** Can be supplied at various points on quays from hydrants with waterman in attendance. Normal hours 8.00 a.m. to 5.00 p.m. Monday to Friday, outside those hours overtime rates payable. Approx. flow 15 tons an hour.

**FUEL:** Marine diesel available from road tankers or fueling points within the docks. Twenty-four hours notice is normally required for supplying gas oil or boiler fuel; this comes from road tankers.

**FIRE PRECAUTIONS:** Local fire services available in an emergency. Special arrangements can be made for taking fire-fighting equipment to sea. Normal harbour fire-prevention regulations apply to all berths.

**OPENING/CLOSING HATCHES:** Carried out by crew.

**CONSULS:**

| | |
|---|---|
| Belgium | tel. Lowestoft 2301 |
| Denmark | „ „ „ |
| France | „ „ „ |
| Netherlands | „ „ „ |
| Norway | „ „ „ |

**REPAIRS:** All types of deck and engine repairs are possible in the port.

**DRY DOCKS:** One dry dock. Length 248 ft. Width at entrance 48 ft. Depth of water on sill 13½ ft. MHWS.

**AIRPORTS:** Nearest international airport served by regular airlines is London (Heathrow). Smaller airport at Norwich (27 miles) not served by regular airlines.

**POLICE/AMBULANCE/FIRE:** In an emergency dial 999 and ask for service required. For normal enquiries: Police Lowestoft 2121; Ambulance Lowestoft 2572; Fire Lowestoft 2227.

**GENERAL:** Helipad on Dock Estate, also Heliport at Beccles (8 miles away).

Air/Sea Rescue Services at R.A.F. Cottishall (35 miles).

Royal National Lifeboat Institution, lifeboat berthed at Lowestoft.

200-ton crane available for heavy lifts.

Modern transit sheds, cattle lairage facilities.

**SERVICES:** Compass adjusting. VHF, Radar, radio repairs. All ships' provisions are available by arrangements with the shipping Agencies.

**SHORE LEAVE:** Leave is permitted.

**AUTHORITY:** British Transport Docks Board, Custom House, Lowestoft, Suffolk. Tel. Lowestoft 2286.

## MANCHESTER: 53.29 N. 02.14 W. (See Plan)

**GENERAL:** The port of Manchester includes the whole of the Manchester Ship Canal and Queen Elizabeth II Dock. The Canal is approximately 36 miles long from its entrance at Eastham on River Mersey to the Manchester Docks.

**DOCUMENTS:**

1 Maritime Declaration of Health.
1 Crew Effects List.
2 Ship's Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Grain Certificate.
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List.
1 Landing Card for each Passenger.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British ships only.
Load-Line Certificate.
Safety Equipment Certificate.
Lloyds Certificate.
Derat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.

In addition, Manifests and Bill of Lading are usually sent to Agent direct from loading port.

**PILOTAGE:** Non-compulsory. Orders for Pilots may be lodged with the Pilotage Office at Eastham (Tel. 051–327–1233) or at Dock Office at Manchester (Tel. 061–872 2411, ext. 150/2). As much notice as possible should be given, particularly in the case of inward-bound vessels due to arrive at Eastham. Helmsmen can be obtained in same manner.

**RESTRICTIONS:** Eastham Locks. The main entrance to the Canal is at Eastham where there are two locks side by side, one 600 ft. by 80ft., and the other 350 ft. by 50 ft. The outer or lower sill of each lock is 13 ft. below Liverpool Bay Datum. The levels of upper sills of the 80 ft. and 50 ft. locks are 32 ft. and 29 ft. respectively below statutory water level in Canal.

Both locks are operated for incoming and outgoing vessels of suitable draft during a period of 8 hours on each tide, i.e. from 4 hours before high water to 4 hours after high water.

The Canal is constructed to give an available depth of water of 30 ft. from Eastham to Ince Oil Berth (5⅜ miles) and of 28 ft. from Ince to Manchester Docks.

The size of vessel which can navigate the Canal is governed by dimensions of locks, the height of fixed bridges and limitations for the draft of vessel.

Maximum length: The greatest length measured between perpendiculars drawn at the foreside of the foremost extremity and at the afterside of the aftermost extremity of the hull or any attachments to the hull shall not exceed 560 ft.

The length measured between perpendiculars drawn at the foreside of the stern and at the afterside of the rudder post, or through centre of the rudder stock if there is no rudder post, on the summer load water-line shall not exceed 535 ft.

The length measured between perpendiculars drawn at the afterside of the rudder plate and at the foreside of the foremost extremity of any part of the hull which is below a horizontal line drawn through the top of the rudder plate shall not exceed 544 ft.

Maximum beam: Vessels not proceeding beyond Ince Oil Berth: 72 ft. overall. Vessels proceeding beyond Ince Oil Berth: 63 ft. 6 in. overall.

Provided the height of masts and/or funnels or other structures is not more than 70 ft. 9 in. from water-line, vessels can pass under all fixed bridges under normal conditions. As, however, the headroom is less during periods of high-water levels, a vessel, in order to avoid possible detention, should reduce masts and funnels or other structures to 70 ft. above the water-line. The restriction as regards height does not apply to vessels proceeding only as far as Runcorn Bridge.

Facilities are available at Eastham for removing and replacing tops of masts and funnels.

**MAX. SIZE:** When vessels are Loading inwards for the canal Masters should take these facts into their calculations and have regard to the following limitations, all of which are expressed maximum draft in fresh water:

| *Vessels inward bound to a berth* | *Arrival draft at Eastham no to be such as would excee* | |
|---|---|---|
| Between Eastham Locks and Ince Oil Berth | 28 ft. 10 in. | in fresh water |
| Between Ince Oil Berth and Manchester Docks (other than Pomona Docks) | 26 ft. 6 in. | |
| To or from Pomona Docks (for coastwise shipping) | 16 ft. 0 in. | |

Vessels loading outwards at any point between Eastham Loc and Ince Oil Berth should not have a draft exceeding 28 ft. 6 in. up completion of their loading in this section.

Vessels loading outwards at any point between Ince Oil Be and Manchester Docks (other than Pomona Docks) should n have a draft exceeding 26 ft. 6 in. upon completion of their load in this section.

Large vessels can swing in the basins at Stanlow and Manches Docks. Small vessels can swing at certain other points on the Can

**HEALTH:** Foreign arrivals to complete Maritime Declaration Health. They are cleared immediately on arrival by either a p doctor or an officer of H.M. Customs depending on where sh comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. Europe ports) and coastal arrivals need not present Declaration in all case when there is sickness on board the Port Health Authority must informed preferably not more than 12 hours and not less than hours before arrival.

**RADIO:** A VHF radio-telephone service is available for commu cation between ships and shore and vice versa for exchange information of a navigational character. The Canal Company Control Station, which operate on channels allocated by the Gene Post Office are:

| | |
|---|---|
| Eastham | Hague Channel 2 |
| Latchford | Hague Channel 2 and 20 |
| Manchester Docks | Hague Channel 2 and 18 |

A continuous watch on Channel 2 is maintained.

**TUGS:** The Canal Company maintains a fleet of high-powe tugs which may be hired to assist vessels, 12 hours notice requir

**BERTHING:**

| *Locality* | *Miles above Eastham* | *Bank N—North S—South* | *Tota Leng in fe* |
|---|---|---|---|
| Queen Elizabeth II Dock | — | S | 3,15 |
| Eastham Laybyes | — | N | 64 |
| Eastham Laybyes | — | S | 1,58 |
| 30-ton Crane Berth | ½ | S | 60 |
| Bowater's Wharf | 2 | S | 1,10 |
| Ellesmere Port | 2⅞ | S | 2,25 |
| Associated Octel Wharf | 4 | S | 60 |
| Stanlow Oil Docks Nos. 1 & 2 | 4½ | N | 2,07 |
| Stanlow Laybye | 4⅝ | S | 60 |
| Shell Company of the United Kingdom Ltd., Ince Coaster Berth | 5¼ | S | 35 |
| Shell Company of the United Kingdom Ltd., Ince Oil Berth | 5⅜ | S | 60 |
| I.C.I. Salt Berth | 11¼ | S | 50 |
| Runcorn Docks | 12¼ | S | 7,50 |
| National Coal Board, Acton Grange Wharf | 17½ | N | 30 |
| Warrington Wharf | 19 | N | 35 |
| Partington | 27⅜ | N | 1,88 |
| Partington | 27⅜ | S | 1,23 |
| Lancashire Steel Manufacturing Co. Ltd., Irlam Wharf | 27¾ | N | 60 |
| Barton Oil Berth | 31⅞ | S | 50 |
| Irwell Park Wharf | 32¼ | N | 1,10 |
| Eccles Oil Wharf | 32½ | N | 60 |
| Brown & Polson Wharf | 32¾ | S | 70 |
| Weaste Oil Wharf | 33¼ | N | 55 |
| Southern Oil Wharf | 33⅝ | N | 50 |
| Esso Petroleum Co. Ltd. Wharf, Mode Wheel | 33¾ | S | 59 |
| Manchester Docks (including Pomona Docks) | 34½ | N & S | 29,875 |

**TANKERS:** *Queen Elizabeth II Dock.* This dock is adjacent to locks at Eastham which give access to the Canal, and is approach from River Mersey through its own entrance lock. This lock is 80 long by 100 ft. wide. The level of outer sill is 20 ft. below Liverp Bay Datum. The dock covers an area of 19 acres in the form o square and has four berths designed to accommodate large tanke the dimensions of berths being as follows:

| | | | |
|---|---|---|---|
| Berth No. 1 | 800 ft. | Berth No. 3 | 900 ft. |
| Berth No. 2 | 725 ft. | Berth No. 4 | 730 ft. |

The dock is directly connected to oil installations by pipelines.

*Stanlow Oil Docks.* No. 1 & 2 (5 berths) 45 miles above Eastham Lo Length 560 ft., draft 28 ft., beam 72 ft.

*Ince Oil Berth.* 55 miles above Eastham Lock. Length 560 ft., dr 28 ft., beam 72 ft.

*Barton.* 32 miles above Eastham Lock. Length 560 ft., draft 28 beam 63 ft. 6 in. Daylight movements only. Max. height above wa line 70 ft.

**DENSITY:** The water in lower section of the Canal betw Eastham Locks and Latchford Locks is brackish. In all sectio above Latchford Locks the water is fresh.

**MEDICAL:** Doctors and hospital facilities available. Agent sho be advised in advance of any medical attention required.

**FUEL:** At Partington, coal tips are available for the loading of cargo coal, etc., and bunkers to vessels. Oil bunkers may be taken by arrangement with oil companies either from craft alongside or at various oil berths along the Canal.

**DRY DOCKS:** The Manchester Marine Limited operates three graving docks at Manchester Docks:

No. 1 Dock–length 535 ft., width 65 ft., depth of water on blocks 20 ft, 3 in.

No. 2 Dock–length 500 ft., width 65 ft., depth of water on blocks 18 ft.

No. 3 Dock–length 450 ft. width 65 ft., depth of water on blocks 19 ft.

There is also a pontoon dock 260 ft. long and 45 ft. wide with a lifting capacity of 2,000 tons.

**CUSTOMS ALLOWANCES:** At discretion of local Customs Inspector. Normal allowances are equivalent to ½ lb. tobacco per man and equivalent to 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port for more than three or four days may receive extra allowances.

**TIME:** British Standard Time is GMT plus 1 hour. Reverting to GMT during Winter months.

**HOLIDAYS:** Good Friday (variable date); Easter Monday (variable date); Spring Bank Holiday (variable date); August Bank Holiday (variable date); Christmas Day (25th December); Boxing Day (26th December).

**POLICE/AMBULANCE/FIRE:** Dial 999 from any telephone and ask for service required.

**AUTHORITY:** The Manchester Ship Canal Company is the Authority for Port of Manchester, and also controls pilotage, towage and labour services of Port.

Ship Canal House, King Street, Manchester 2. Telegrams: Canal Manchester. Tel. 061–872 2411. Telex 669025.

**AGENT:** Cory Brothers Shipping Ltd., Royal London House, 196 Deansgate, Manchester, M3 3WF. Cables "Cory Manchester". Telex: 667207. Tel. 061 834 1167/8.

## MEDWAY (See Plan)

**PILOTAGE:** *Folkestone.* Vessels for River Medway that are approaching from the South obtain Inward Sea Pilot at Folkestone Pilot Station. Telex: 96381. Tel. Folkestone 56766. Telegraphic Address: "Pilots, Folkestone". Notice required: preferably 24 hours notice ETA, then confirmation 12 hours prior arrival with ETA, draft, gross tonnage and destination.

Pilot boards from launch 1 mile South of Folkestone Pier. Contact Pilots by VHF Channel 16, then 9, two hours before arrival (call sign "Folkestone Pilots Radio").

*Sunk Light Vessel:* Vessels for River Medway that are approaching from the North, obtain Inward Sea Pilot at Sunk Pilot Station. Telegraphic address: "Pilots Harwich". Telex: 98472. Tel. Harwich 3129. Notice required: 12 hours prior to arrival. Cutter cruises in vicinity of Sunk Light Vessel, but in bad weather usually moves to Barrow Deep. Contact cutter on VHF Channel 16, then 9 or R/T 2182 kHz (call sign "Sunk Pilot").

Deep drafted vessels can be provided with Pilots in deeper water by arranging to be met by the Sunk Pilot Vessel in a suitable position about 3 miles East of the Sunk Light Vessel.

*Margate:* Vessels approaching within the range Dieppe/Amsterdam obtain inward ISP at North East Spit Buoy. Telegraphic address: "Pilots, Folkestone". Telex: 96381. Tel. Folkestone 56766. Advance notice essential as Pilots not always on station. Notice required: preferably six hours, giving ETA, draft, gross tonnage and destination, confirming two hours prior to arrival. Contact Pilots on VHF Channel 16, changing to Channel 9 for working (call sign "Margate Roads Pilot Radio"). Light or sound signals as per international code. Pilot boat works from Margate Pier-head and boards in the vicinity of North-east Spit buoy, but often has difficulty working in bad weather. Contact Pilots on Channel 16, changing to Channel 9 for working or 2182 Mz.

*Medway:* Medway Pilots join ships at Little Nore Sheerness for all Medway ports, i.e. Isle of Grain, Sheerness, Beeness, Oakham Ness. Otterham, Rochester, Queenborough and Ridham. Telegraphic Address: "Pilot Sheerness". Tel. Sheerness 2276. Notice required, minimum two hours. Pilots may be contacted through Medway Radio on VHF Channel 14 or "Medway Patrol" on R/T 2182 Mz: Pilot launch keeps watch on Channel 14 when in service. Lights and sound signals as per international code.

**VHF/RADAR:** Medway Port Operations and Information Service (Medway Ports Authority) is situated at Garrison Point, Sheerness. Tel. Sheerness 2035. Telex: 96435 (call sign "Medway Radio"). Fitted with VHF, Channels 16, 14, 9 and 22. The station has radar service surveillance of Inner Estuary, Sea Reach, Medway Approach Channel and Lower Reaches of River Medway. Patrol launch maintains watch on RT 2182 kHz (call sign "Medway Patrol") and is also fitted with VHF and radar.

**REGULATIONS:** All vessels required to proceed in accordance with instructions of Port Authority. Vessels are requested to advise Medway Ports Authority – Medway Port Operations Service (call sign "Medway Radio") VHF Channels 16, 14, 9 and 22, or Medway Ports Authority Launch (call sign "Medway Patrol") on 2182 kc/s of ETA, shifting of sailing movements.

## MILFORD HAVEN: 51.42 N. 04.56 W. (See Plan)

**DOCUMENTS:**

Port Health Form.
Immigration Form.
Customs Forms (Crew Declaration, List of Stores.)
3 Crew Lists.

**PILOTAGE:** Pilots normally board incoming ships from a green-hulled pilot vessel, in a position South-west of Mid-Channel Rock Light-tower, as close thereto, as weather, size of ship and circumstances permit. When the Western Channel is being used by very large ships other ships may be requested by the signal station, or by the pilot vessel to use the Eastern channel, if draft, and length of ship permit, in which case the Pilot will board close to Sheep Buoy. Deep-draft ships should not approach too close whilst awaiting the pilot vessel. They should remain at least two miles South-west of Mid-Channel Rock Light-tower. It is important, when manoeuvring at slow speeds to embark a Pilot to make proper allowance for the set of the tidal stream, which sets across the entrance.

*Accurate times of arrival* are requested so that the pilot vessel may be on station at the correct time. ETAs should be given at least 12 hours before arrival and amendments should be made 2 hours before the latest ETA.

ETAs and subsequent amendments should be passed by radio telegram or radio telephone through any United Kingdom Coast Station (preferably Ilfracombe Radio) to Milford Haven Signal Station (Milford Haven 2343) or to the local Agent of the ship. Alternatively when within 20 to 30 miles of St. Ann's Head ETAs may be passed direct to Milford Haven Conservancy Board signal station calling on VHF Channel 16 then transferring to Channel 12 (the Port working frequency). In addition ships may call the pilot vessel on MF radio calling on 2,182 kHz and transfer to the working frequencies 2,241, 2,246 or 2,301 kHz.

**VHF:** It is important to maintain continuous radio telephone contact with Signal Station when within one hour's steaming of St. Ann's Head, and at all times when in Haven and not safely moored to and alongside berth, including times spent at anchor or at buoys.

All vessels equipped with F/M, VHF, R/T should adopt following procedures:

Entering the Harbour: Contact Signal Station on Channel 16 (156·8 mc/s) when within one hour's steaming of St. Ann's Head. After making contact ship will be requested to maintain watch on Channel 12 (156·6 m/cs) until vessel safely moored alongside or at anchor.

Going to anchor or to a buoy mooring: report to Signal Station when secured and then maintain a continuous listening watch on Channel 16.

Berthing alongside: report to Signal Station when safely moored and may then shut down.

Leaving the Haven: Maintain continuous listening watch on Channel 12 (156·6 mc/s) until Pilot has disembarked, when Signal Station should be informed and vessel should maintain a continuous watch on Channel 16 (156·8 mc/s) until one hour after passing St. Ann's Head.

Navigating within the Haven: Maintaining a continuous watch on Channel 12. When radio telephone is used between vessel and tugs during berthing operation Channel 6 or 8 will be used and Signal Station will be informed before vessel comes off Channel 12.

Signal Station will answer calls on Channel 16 for any ship in the port which has been instructed to move off international calling frequency.

**ANCHORAGES:** Anchorage normally available for vessels up to 40 ft. draught in Dale Roads. Anchorage for smaller vessels normally available in Dale Shelf. Signal Station will advise mariners on the availability of these anchorages.

**RESTRICTIONS:** The "West Channel" with minimum depth of 55 ft. at the entrance and 54 ft. inside is the channel used by the largest tankers. The "East Channel" with minimum depth of 32 ft. is available to all vessels of suitable size and vessels able to do so are requested to use it when the largest tankers are entering or leaving in the "West Channel".

**MAX. SIZE:** Vessels of 65 ft. draft can be handled on virtually all high waters, but draft restriction always dependent on tide, e.g. 63 ft. at worst HW neaps, or up to 67 ft. in favourable conditions. Contact Milford Haven Signal Station on VHF Channel 12 for latest information.

**HEALTH:** All vessels from endemic areas are boarded by Port Health Officials on arrival. Any suspected disease or fever on board radio Port Health, Milford Haven not more than 18 hours before arrival and not less than 4 hours before arrival.

**RADIO:** Lands End Radio, Ilfracombe Radio.

**TUGS:** Tugs normally join vessels to Westward of Esso Jetty, but master will be advised by Pilot. Tug's lines used, cost of lines inclusive of towage charge.

**BERTHING:** VLCCs enter at HW and berth heading East. Vessel will be required to swing after unloading and prior to departure.

The Milford Docks includes a wet dock with a water area of 23 acres over 30 ft. deep, 4,000 ft. of quay frontage including a 600 ft. cargo jetty, and berths in the tidal harbour with a depth of 12 ft. of water at all states of the tide. Preparations are being made to deepen the tidal berths.

**STEVEDORES:** Ordered prior to arrival with at least 3 days notice.

**MEDICAL:** Advance notice to Agent not necessary. Local hospital facilities available. Smallpox and yellow fever certificates required.

**TANKER TERMINALS:**

*Esso* No. 1 Berth depth 57 ft. five 12-in. cargo lines
No. 2 Berth: depth 65 ft. four 16-in. and one 10-in. cargo lines
No. 5 Berth: depth 20 ft. for small coastal vessels
Esso swinging ground dredged to 37 ft. Also see "Developments".

*B.P. Angle Bay*
No. 1 Berth: depth 54 ft. five 10-in. cargo lines; one 8-in. fuel line
No. 2 Berth: depth 54 ft. five 10-in. cargo lines; one 8-in. fuel line
No. 3 Berth: depth 66 ft. five 16-in. cargo lines; one 10-in. fuel line

B.P. swinging ground dredged to 32 ft.

*Texaco, Pembroke*

No. 1 Berth: depth 68 ft. 16-in. crude lines
No. 2 Berth: depth 52 ft. 8-in. crude lines
No. 3 Berth: depth 36 ft. 8-in. product lines
No. 4 Berth: depth 18 ft. 6-in. product lines
No. 5 Berth: depth 21 ft. 6-in. product lines
Texaco swinging ground dredged to 32 ft.

*Gulf Oil*

No. 1 Berth: depth 42 ft. three 10-in. and two 12-in cargo lines
No. 2 Berth: depth 55 ft. six 12-in. cargo lines
No. 3 Berth: depth 34 ft. six 8-in. and one 4-in. cargo lines
Gulf swinging ground dredged to 42 ft.

*Amoco*

No. 1 Berth: depth 68 ft. four 16-in. crude lines; two 12-in. and three 8-in. product lines.
No. 2 Berth: depth 38 ft. one 12-in., two 10-in., three 8-in. and one 6-in. product lines.
No. 3 Berth: depth 22 ft. two 8-in. and three 6-in. product lines.
Amoco swinging ground dredged to 32 ft.

**DENSITY:** 1025.

**FUEL:** All terminals, Amoco, Gulf, Texaco, B.P. and Esso supply all grades of bunkers.

**FIRE PRECAUTIONS:** Fire wires to be rigged fore and aft.

**DEVELOPMENTS:** *Esso:* Two new berths under construction, each to be fitted with two 10-in. and three 12-in. hydraulically controlled loading arms.

**GANGWAY/DECK WATCHMEN:** Supplied if necessary – very rarely.

**CERTIFICATES:**

Register.
Load Line.
Safety Radio.
Safety Equipment.
Light Dues, etc.

**CUSTOMS ALLOWANCE:** Tobacco, ½ oz. per man per day. Wine/Spirit, ¼ pint per man per day.

**IDENTIFICATION CARDS:** Not necessary.

**CONSULS:**

| | | |
|---|---|---|
| Norway | tel. | Milford Haven 2313 |
| France | ,, | Milford Haven 2313 |
| Belgium | ,, | Milford Haven 2313 |
| Spain | ,, | Pembroke Dock 2603 |
| Italy | ,, | Milford Haven 2473 |

**REPAIRS:** All types of deck and engine voyage repairs carried out.

**DRY DOCKS:** One dry dock at Milford, 600 ft. × 63 ft. × 18 ft.

**REPATRIATION:** Crew changes frequently carried out and repatriation arranged.

**AIRPORT:** Nearest airport at Rhoose (near Cardiff) distance approximately 100 miles. Flights to London, etc., for onward connections.

**TIME:** Local Time is BST (GMT plus 1 hour). GMT during winter months.

**HOLIDAYS:** Standard U.K. Holidays. Cargo work can be arranged on these days.

**POLICE/AMBULANCE/FIRE:** Police Milford Haven 2351, Pembroke Dock 2121; Ambulance Haverfordwest 3347; Fire Haverfordwest 2131.

**TELEPHONES:** No telephones on board. Public call boxes exist on all jetties.

**GENERAL:** Anti-oil Pollution plan in force with facilities for dealing with any oil pollution.

**SERVICES:** Compass adjusting. D.F. calibration. A "Scamp" underwater hull cleaning service is available.

N.B. Crew and stores directed by rail to vessels at Angle Bay (B.P.) or Pembroke (Texaco) should be directed to Pembroke Station. For vessels at Esso, Amoco and Gulf Terminals, stores should be directed to Milford Haven.

**SHORE LEAVE:** Shore leave allowed.

**AUTHORITY:** Milford Haven Conservancy Board, PO Box 14 Milford Haven Pembrokeshire. Tel. Milford Haven 3091/4.

**AGENT:** Cory Brothers Shipping Ltd., 5, Victoria Road, Milford Haven, Pembs. Cables: "Cory Milfordhaven". Telex: 48338. Tel. Milford Haven 2473.

## NEWHAVEN: 50.47 N. 00.04 E.

**PORT LIMITS:** A line drawn from a position 300 ft. South of the breakwater in a 075° direction to Seaford Bay.

**DOCUMENTS:** See "London".

**PILOTAGE:** Trinity House Pilots, Newhaven District: VHF "Newhaven Radio" Channels 16 and 12. Tel. Newhaven 4822 and Neptune 580. Pilot boats are small fast launches painted red and white. Light and sound signals for a Pilot is "G". Notice of ETA 12 hours before arrival, if possible. Anchorage for a vessel awaiting a Pilot is ½ to 1 mile S.W. of the breakwater, depending on weather conditions. Pilots normally board S. to S.W. of the breakwater, but in severe gale conditions they keep station 100 metres from breakwater end, and guide vessels in with VHF or lamp. Notice should also be given to the red and green signal lights at the West Pier end lighthouse, and on no account should vessels pass breakwater end if signal is at red. In normal weather, pilot ladder should be on lee side about 1 m. above water. In Southerly gales Pilots prefer a ladder on each side, if available.

New U.K. Standard Port Signals may be adopted late 1974.

**RESTRICTIONS:** Three fathoms through entrance to port LWOST through to inner harbour then dredged depth of 13 accordance with new chart datum 11·40 ft. above OD Newlyn.

**MAX. SIZE:** 450 ft. length, 21 ft. 6 in. draft taking bottom on mud at low water. Vessels greater than 350 ft. LOA length either be towed into or out of port. Vessels for North Quay must exceed 250 ft. length, draft 17 ft. During new bridge constru 230 ft.

**RADIO:** Radio Station Niton Radio, call sign Niton Radio.

**RADAR/VHF:** No radar service. Ship's may contact West control point on Channel 16, working on Channel 12.

**TUGS:** Available upon request.

**BERTHING:** Vessels may be berthed at any time, with prior no given.

**BRIDGES:** Vessels requiring to berth at North Quay must a within 2 hours either side of high water in order to pass thro swing bridge which governs access to this quay.

New timings to be introduced with new bridge.

**STEVEDORES:** ETA should be given as far in advance as pos and not less than 24 hours before ETA.

**DENSITY:** Salt water.

**FRESH WATER:** Available on request. Supplied by shore ho pipe.

**FUEL:** Available.

**FIRE PRECAUTIONS:** Usual no-smoking precautions on qu side in port area.

**GANGWAY/DECK WATCHMEN:** Not provided by Port Aut ities but recommended at discretion of Ship's Master.

**CONSULS:** Norwegian Vice-Consul and French Consular Age

**REPAIRS:** Repairs of a temporary nature only may be carried by B.R. workshops.

**AIRPORT:** Nearest airport Gatwick, distance 30 miles. Served regular airlines.

**POLICE/AMBULANCE/FIRE:** Police: Civil, Newhaven 5 Port, Newhaven 4131 (extension: 29). Ambulance: 0830–1700 ho Lewes 5400; 1700–0830 hours, Lewes 2819; Fire: 999.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Shipping and Port Manager, British Rai Board, Newhaven Harbour, Newhaven, Sussex. Tel: Newha 4131. Telex: 87151.

## NEWPORT: 51.35 N. 02.59 W. (See Plan)

**DOCUMENTS:**

Crew List.
List of stores for individual crew members.
Cargo Manifest.
Cargo Plan.
Ship's Register.
Loading Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
United Kingdom Light Bills.

**PILOTAGE:** Telegraphic address – "Newpilots Barry". Adva notice required – 24 hours. VHF Channel – Channel 16 for cont thence Channel 6 for conversation. Description of pilot boat - di launch, black hull, white superstructure, buff funnel and "New Pilots" painted in white on bulwarks. Particular light or sound sig to be made by vessels requiring a Pilot – Code Signal 8, i.e. 3 lo 2 shorts. Pilot boat is located in vicinity of Breaksea Lightvessel in vicinity of Mercur Buoy, for small vessels. Maintain VHF con (if possible) with pilot cutter and obey instructions with refer to positioning of vessel to facilitate boarding of Pilots.

**ANCHORAGES:** Large vessel should anchor in deep wat North of one Fathom banks. Deeper water anchorage (1 fathoms) in area between Breaksea Lightvessel and East one Fat Bank Buoys to the South, and shallow water off Barry Roads to North. Small vessels will find safe anchorage in Barry Road varying depth, depending on weather conditions and draft.

**RESTRICTIONS:** Entrance to Newport Docks is by means sea lock 1,000 ft. long, 100 ft. wide.

**MAX. SIZE:** Maximum size of vessels accepted at Newport is 8 long, 96 ft. beam, 33½ ft. draft.

**HEALTH:** Port Health Authority Board vessel at entrance lock pratique is automatic.

**RADIO:** At sea – Land's End radio station, call sign GIL. Wi Bristol Channel radio station Portishead, call sign GK– (last le according to frequency).

**VHF:** Vessels requiring entry can contact port on VHF n Channels 16 and 11.

**TUGS:** Normally join at Newport Deeps. Ship's line used.

**BRIDGES:** Junction passage connecting South and North D restricts vessels to a maximum size of 56 ft. 6 in. beam and 25 ft. d

**BERTHING:** South Dock, normal depth of water 35 ft. North D normal depth of water 27 ft.

**BULK HANDLING FACILITIES:** Container terminal on sig former East Lock equipped with derrick crane of 32 tons capac

New container terminal in South Dock equipped with cont crane of 35 tons capacity.

Two side loaders each of 35 tons capacity.

One floating crane of 50 tons capacity.

**STEVEDORES:** Labour is allocated to vessels on arrival.

**MEDICAL:** No advance notice of medical attention for crew m bers is required and hospital facilities are available.

**DENSITY:** Average density of water in docks is 1016.

**FRESH WATER:** Available at all berths.

**FUEL:** All classes of fuel available.

**GANGWAY/DECK WATCHMEN:** Available but not compulsory.

**OPENING/CLOSING HATCHES:** Normally carried out by crew.

**CUSTOMS ALLOWANCES:** Tobacco, ½ lb. per crew member, reduced by 50% on coastal trade. 1 pint of spirit and 1 pint wine per crew member, reduced by 50% on coastal trade.

**IDENTIFICATION CARDS:** Not required.

**REPAIRS:** All wet dock and engine repairs possible.

**DRY DOCK:** 454 ft. × 64 ft.

**REPATRIATION:** All facilities for the changing of crew and repatriation are available.

**AIRPORT:** Glamorgan Rhoose Airport terminal 28 miles from Newport. Regular connection planes to London Airport.

**TIME:** BST, GMT plus 1 hour. GMT in winter months.

**HOLIDAYS:** Work not undertaken on Christmas, Easter, Spring and Summer Bank holidays. With the exception of Christmas holiday (25 and 26 December) dates on other holidays vary.

**POLICE/AMBULANCE/FIRE:** Telephone number 999 stating which service is required.

**TELEPHONES:** Telephone facilities are available aboard vessels.

**SERVICES:** Tank cleaning equipment. Facilities for tank washing, compass adjusting are available.

**SHORE LEAVE:** No restrictions to crew members.

**AUTHORITY:** British Transport Docks Board, Alexandra Docks, Newport, Mon. Newport 65411. Telex 49585.

**AGENT:** Cory Brothers Shipping Ltd., 66 Dock Street, Newport, Mon. Cables: "Corship Newportmon". Telex: 49429. Tel. Newport 66351.

## PLYMOUTH: 50.22 N. 04.90 W.

**DOCUMENTS:** Importer to supply Agent with Customs documentation, e.g. original B/L with cheque to cover various details; plus copies of Invoice and Forms C.105 with packing lists. Derating or Exemption Certificate required.

**PILOTAGE:** Compulsory for merchant vessels. Call sign FSG, or 4 short blasts on whistle. Vessels not subject to compulsory pilotage may obtain docking Pilot in Plymouth Sound otherwise Pilot Station off Penlee Point.

Pilot boat is motor boat with white upperworks, black hull. "Pilot" in black on wheelhouse.

**RADIO:** *Pilots:* The calling and listening frequency is 2,182 kHz and the working frequencies are 2,246 or 2,301 kHz. A listening watch is kept on 2,182 kHz at every even hour to 15 minutes past, local time, and for longer periods when a ship is expected. The pilot vessel is also equipped with VHF and should be called on Channel 16; the working Channels 6, 8 or 12 should be used for passing messages. Alternatively, the shore-based Trinity House pilot station, Plymouth, call sign "Cattewater Harbour Radio", maintains a continuous watch on Channel 16 (calling Channel) and is fitted with Channel 12 (first choice Port Operations Channel).

**ANCHORAGES:** In Plymouth Sound.

**MAX. SIZE:** Maximum depth of water 30 ft. Vessel drawing 26 ft. would leave anchorage two hours before High Water.

**HEALTH:** Pratique. Apply to Customs Waterguard. Pratique issued when requirements satisfied.

**TUGS:** Available in Sound.

**BERTHING:** The Outer Basin is tidal and enters directly from Plymouth Sound. West wharf, 750 ft. length, depth 30 ft. LWOST.

Trinity Pier, 500 ft. length
Mill Bay Pier, 450 ft. length.

The Inner Basin, general depth of water 20 ft., with 25 ft. depth alongside a 600 ft. length of wharf quay

**CARGO HANDLING FACILITIES:** Silo for grain imports owned by Spillers Ltd. Calor Gas plant on North Quay for imports of butane and propane gas. Bulk coal imports and processing for the Plymouth Co-operative Society is situated on South Quay.

A roll-on/roll-off terminal is in operation.

**STEVEDORES:** British Transport Docks Board: Commodities regularly handled include fresh fruit and vegetables, timber, coal, scrap metal and general cargoes.

**MEDICAL:** No advance notice required; hospital facilities in Plymouth.

**FRESH WATER:** Available from shore at all berths.

**FUEL:** All normal grades available at short notice.

**OPENING/CLOSING HATCHES:** Performed by ship's crew or by stevedores at request of ship.

**CERTIFICATES:** Tonnage registration.

**CONSULS:**

| | | | |
|---|---|---|---|
| Norwegian | 65154 | Greece | 60604 |
| Swedish | 65154 | Italy | 63445 |
| Spanish | 65154 | Netherlands | 64846 |
| French | 65154 | German | 66444 |
| Belgian | 65154 | Dominican Rep. | 63175 |

**REPAIRS:** Ship repairing facilities available.

**HOLIDAYS:** Cargo work can often be arranged on Public Holidays subject to prior notice.

**POLICE/AMBULANCE/FIRE:** Telephone 999.

**TELEPHONES:** By special arrangement with the GPO, can be placed on aboard.

**AUTHORITY:** British Transport Docks Board, Millbay Docks, Plymouth. Tel. Plymouth 62191.

## POOLE: 50.43 N. 01.59 W. (See Plan)

**DOCUMENTS:** As for other British ports.

**PILOTAGE:** Pilots board ½ mile South of Poole Bar Buoy from cutter. Prefer ladder 2 ft. from water and a good lee. R/T watch kept on 2182 k/cs working frequency 2241 k/cs. As much notice as possible. Address: Pilots, Poole.

**ANCHORAGE:** Vessels can anchor anywhere in Poole Bay and Studland Bay. Good holding ground and protected in all but Easterly gale.

**RESTRICTIONS:** Vessels drawing up to 13 ft. can enter at any state of tide. Draughts of 16 ft. must wait to within 2 hours of high water.

**MAX. SIZE:** Maximum length 350 ft., beam – no limit, draft 17 ft.

**RADIO:** Niton.

**TUGS:** Join off North Haven. Ship's lines. No difference in charges.

**BERTHING:** Berthing time depends on draft at some private quays. No restriction at New Quay, Ro/Ro berths in operation Jan. 1973. 25 ton container crane available. Pneumatic bulk grain and fertiliser loading/discharging equipment in operation.

**BRIDGES:** Poole Bridge at West end of Poole Quay. Will open at any time on request by commercial vessel.

**STEVEDORES:** Normal notice for gangs. No Sunday work.

**MEDICAL:** Advance notice required for ambulance services. Normal medical and hospital services available.

**TANKERS:** Three oil berths. Diameter of load/discharge lines 6 in.

**DENSITY:** 1021.

**FRESH WATER:** Delivery 25 tph by 2 in. hose.

**FUEL:** Gas oil only.

**GANGWAY/DECK WATCHMEN:** Not required.

**OPENING/CLOSING HATCHES:** Work carried out by crew.

**IDENTITY CARDS:** Not required.

**CONSULS:** None.

**REPAIRS:** All types deck and engine repairs can be carried out. Slipways (2) available for vessels up to 220 ft. LOA by 40 ft. beam and 120 ft. LOA by 30 ft. beam.

**AIRPORT:** Charter flights for crew changes can be carried out from Poole/Bournemouth Airport 7 miles away from port.

**POLICE/AMBULANCE/FIRE:** Call 999 and ask for service required.

**AUTHORITY:** Poole Harbour Commissioners: Harbour Master and Collector of Dues, Harbour Office, The Quay, Poole, Dorset. Tel. Poole (020 13) 3845.

**AGENT:** John Carter (Poole) Ltd. The Quay, Poole. Tel. Poole 4102. Telex 41176. Cables: Maritime Poole.

## PORTSMOUTH: 50·48 N. 01·07 W.

**DOCUMENTS:** (Those marked* to be produced to H.M. Customs Boarding Officer.)

*1 Maritime Declaration of Health.
*1 Crew's Effects List C142.
2 Ship's Reports by Master.
*1 Home Office Form 1B6.
*1 Stores List.
*1 Certificate of Deck Cargo Tonnage.
*1 Grain Certificate.
1 Light Dues Certificate.
1 Port Dues Certificate.
*1 Passenger List.
*1 Landing Card for each non-British passenger.
*Ship's Certificate of Registry.
Mercantile Marine Office Certificate (British ships only).
*Load Line Certificate.
*Safety Equipment Certificate.
Lloyds Certificate.
*Derat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.
*List C143 for packages not cargo or crew/passenger effects.
*Danish Tollpass for ships arriving from Denmark.
XS4 (Authority for Agent to make Report and clear vessel outwards for Master).

*Note:* Where cargo is to remain on board for unloading at another port after Portsmouth, 3 copies of Ship's Report are required by the Custom House.

**PILOTAGE:** See "Southampton" entry for sea pilotage. As Portsmouth is within the Isle of Wight Pilotage District, a Sea Pilot must be employed by vessels subject to compulsory pilotage. Trinity House Portsmouth Pilots conduct vessels to and from the commercial berths. (Admiralty Pilots must also be employed by commercial vessels making use of any Admiralty berth or tugs.) Harbour Pilots put to sea only as required. Pilot boat "Spit Sand" (call sign "Portsmouth Pilots") is equipped with VHF, Channels 16, 11, 9 and 6, and shows international signals by day and night. In most cases, vessels bound to and from the Westward will find it more convenient to use the Nab or Eastern approach to Portsmouth.

**ANCHORAGES:** Small vessels may anchor close Westward of the "Outer Spit" buoy, unless prohibition signal flying – see "Restrictions". Larger vessels will be allocated a numbered anchor berth in the Spithead Man-of-War anchorage by the Queen's Harbour Master; Sea Pilots will be fully informed before vessel's arrival. If anchorage is prohibited in Spithead, St. Helen's Roads or Cowes Roads are the nearest safe anchorages. Mooring buoys inside the harbour are occasionally used.

**MAXIMUM SIZE:** Commercial berths: Camber – length 260 ft., draft 16 ft. Flathouse – length 280 ft., draft 18 ft. Albert Johnson Quay – length 340 ft., depth at Spring low water, 14 ft.

Draft refers to arrival at spring tides. Vessels at all these berths must expect to take the bottom in soft mud at low water springs.

Admiralty berths used by commercial vessels: South Railway Jetty, Portsmouth, and Admiralty Oil Jetties at Gosport; regular use; maximum length 648 ft., maximum draft 36 ft. These figures may occasionally be exceeded in special cases.

**RESTRICTIONS:** The following traffic signals are exhibited and must be complied with by all vessels. Shown by Central Signal Station (C), Blockhouse (B), Gilkicker (G), Dolphin Pier (D) and H.M. ships concerned (S).

| *Day* | *Night* | *Meaning* | *Shown by* |
|---|---|---|---|
| Red flag with white diagonal. | Red<br>Green<br>Green | No vessel to enter or leave harbour or enter approach channel North of Outer Spit Buoy. | C<br>B<br>G |
| Red flag with white diagonal over black ball. | | No vessel to enter harbour or approach channel. Outward shipping may proceed. | C<br>B<br>G |
| Black ball over red flag with white diagonal. | | No vessel to leave harbour. Inward-bound shipping may proceed. | C<br>B<br>G |
| Black pendant. | White<br>Red<br>Red | No merchant or private vessel to anchor in man-of-war anchorage in Spithead. | G |
| Answg. Pendant over Pt 0. | | All vessels North of Outer Spit keep clear of warship flying this signal. | S |
| Answg. Pendant over Pt. 9. | Green<br>Green<br>Green | All vessels and boats keep clear of H.M. ships under way. | C<br>B<br>G |
| Answg. Pendant over flags N E | Green<br>Red | Proceed with great caution, ships leaving Camber (Not ferries). | B |
| Answg. Pendant over flag A. | Red<br>Red | Divers down, keep clear. | Diving boat. |
| Flag E | Orange | Submarine entering or leaving Haslar Lake. At night, light flashes when sub. under way. All vessels keep clear of submarines. | B<br>D |

Speed limit of 7 knots in harbour and when within 1,000 yards of shore; 12 knots within 1,000 yards of any of H.M. ships and anywhere within the Dockyard Port not covered by the 7 knots limit. Dockyard Port boundaries are shown on Admiralty charts.

Time of entry is restricted by the vessel's draft and state of tide. Enter Camber only at 4 hours before high water or at high water slack. Vessels do not berth at South Railway Jetty from 2 hours before high water until high water.

**HEALTH:** Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a Port Doctor or an officer of H.M. Customs, depending on where ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (North European ports) and coastal arrivals need not present Declaration in all cases; when there is sickness on board, Port Health Authority must be informed, preferably not more than 12 nor less than 3 hours before arrival.

**RADIO:** See "Southampton" entry for Sea Pilot Communications. "Portsmouth Harbour Radio" keeps continuous watch during normal office hours and from 00 minutes until +15 minutes of every hour when office is closed. VHF only. Channel 16 for calling and Channel 11 working frequency.

Gilkicker Signal Station is equipped with VHF Channels 16, 13, 12, 11, 10 and 6 with limited range, and is also equipped for visual signalling. Medium frequency radio-telephone only by link call through Nitonradio.

**TUGS:** 200-ton tug with bollard pull of 2 tons and several two-boat launches are available for commercial vessels at commercial berths. Two 1,600 hp diesel paddle tugs and five screw tugs are available for larger vessels using Admiralty berths.

**STEVEDORES:** Registered dock workers and cranes must be ordered by 1500 hours on the day previous to commencement of discharge or loading, depending upon receipt of exact ETA from Master.

**MEDICAL:** All medical facilities available. Agent should be advised in advance. (See "Southampton" entry if arrival is solely to land sick personnel.)

**CUSTOMS ALLOWANCES:** As for "Southampton".

**DENSITY:** 1025 salt water.

**FRESH WATER:** Available.

**FUEL AND DIESEL OILS:** Available by road tanker or bunker barge from Fawley.

**FIRE PRECAUTIONS:** Notices will be delivered to Master if berthing at any jetty where special precautions apply.

**HATCHES:** Opened and closed by ship's crew.

**CRANAGE:** Two mobile cranes of 15 tons, 1 mobile crane of 10 tons and 13 mobile cranes of 2 tons capacity are provided by the Port Authority.

**CONSULS:**

Belgium
Denmark
Finland
France
Netherlands
Norway
Sweden

**REPAIRS:** Minor deck and engine repairs can be carried out locally. Larger repairs and dry dock facilities at Southampton.

**AIRPORT:** Fast train service from Portsmouth to London Airp Portsmouth and Eastleigh airports are local, but mainly short flig to Channel Islands and feeder services.

**SERVICES:** All marine, radio and radar services can be obtai from Southampton.

**REPATRIATION:** All facilities exist.

**TELEPHONES ON BOARD:** No.

**AUTHORITY:** Admiralty acting through Queen's Harbour Mas City of Portsmouth for Commercial berths.

## PORT TALBOT: 51.35 N. 03.49 W.(See Plan)

**DOCUMENTS:**

Ship's Register.
Test Certificate for ship's gear.
Manifest.
Master's Report to be completed on arrival.
Customs and Health Documents as required by H.M. Custo and Port Health Authorities, to be completed on arrival.

**PILOTAGE:** Station – Swansea Bay. Usual International sign VHF Channels 16 and 12.

**ANCHORAGES:** Swansea Bay.

**RESTRICTIONS:** *Ore terminal* in New Harbour, entrance chan 1½ miles long, 550 ft. wide. Depth 60 ft. MHWS, 53 ft. MHWN.

**MAX. SIZE:** *Ore terminal* – 100,000 tons dw ore carriers – draft 4

**TUGS:** Off Breakwater.

**BERTHING:**

*New Harbour.* British Steel Corporation provide two unload appliances on the jetty and also a conveyor-belt system to carry iron ore to the stocking ground close to harbour and steel wor Grabs on the unloading appliances weigh 22 tons each, and ea have a pay-load of 22 tons. The two discharging appliances toget have an unloading rate of 3,600 tons per hour. Average rate throu out discharge from start to finish of the two discharging applian together is 1,800 tons per hour.

**STEVEDORES:** ETA advices sent by vessels to local Agent a then advised to British Steel Corp. as stevedores. Labour orde by Agent from B.S.C.

**DENSITY:** Ore Terminal 1025.

**FRESH WATER:** By gravity 10 tons per hr. Harbour pumping tons per hr.

**FUEL:** By barge or road tanker. Any grade available.

**GANGWAY/DECK WATCHMEN:** None, but bye-laws state t vessel must be manned.

**OPENING/CLOSING HATCHES:** Performed by crew.

**CUSTOMS ALLOWANCES:** Tobacco, 1 oz. per day per m maximum 8 days. Wine/Spirits, ¼ pint per day per man, every 4 da

**IDENTIFICATION CARDS:** Docks Police would require ide fication to be available.

**CONSULS:** None at Port Talbot; contact Swansea.

**REPAIRS:** Facilities exist.

**DRY DOCKS:** 460 ft. × 58 ft.

**REPATRIATION:** All facilities exist.

**AIRPORT:** Rhoose Airport 25 miles away. Mainly short trips c necting with main airports.

**TIME:** GMT plus 1. GMT in winter months.

**HOLIDAYS:** It is the custom, at the Tidal Harbour, to wor Bank Holidays.

**POLICE/AMBULANCE/FIRE:** Dial 999 and ask for service quired.

**TELEPHONES:** Can be connected on board.

**AUTHORITY:** Docks Manager, Swansea & Port Talbot, Swans

**AGENT:** Cory Brothers Shipping Ltd., Commercial Buildi Station Road, Port Talbot. Cables: "Cory Port Talbot". Telex: 48 Tel. Port Talbot 2292.

## ROCHESTER: 51.23 N. 00.30 E. (including Chatha Strood, Upnor, Gillingham, Otterham Quay, Snodla Halling & New Hythe)(See Plan)

**DOCUMENTS:** See "London".

**PILOTAGE:** See "Medway".

**ANCHORAGES:** See "Sheerness".

**RESTRICTIONS:** No entry restrictions only as to state of tide a draft and as directed by Medway Radio (Medway Port Con Authority). Station keeps watch on Channel 14. Medway patrol lau on R/T 2182 kc/s. For vessels exceeding 350 ft. in length, dayli navigation on river only.

**MAX. SIZE:** For Rochester ship berths maximum length 40 and 25 ft. draft. River berths available 160/500 ft. in length, with dep of water HWST 14/25 ft. and HWNT 9/20 ft. All wharves NAABSA.

**HEALTH:** Pratique obtained on arrival at Sheerness where P Medical Officer is available if required.

**RADIO:** From South: Lands End, Niton, North Foreland. F North: Cullercoats, Humber, North Foreland.

**TUGS:** Compulsory for vessels over 300 ft. in length.

**BERTHING:**

*Rochester:* Vessels can remain afloat at all stages of the tide a following:

| *Berth* | *Max. length (ft.)* | *Berth* | *Max. length (ft.)* |
|---|---|---|---|
| Strood | 365 | No. 6 | 460 |
| Upper Acorn | 220 | No. 7 | 250 |
| Middle Acorn | 300 | No. 8 | 150 |
| Lower Acorn | 200 | No. 9 | 220 |
| No. 3 | 390 | No. 10 | 220 |
| No. 4 | 260 | No. 11 | 180 |

Current depths can be ascertained from Medway Port Operations Service.

Buoys are provided at other points within the River Medway and The Swale. Arrangements to use these buoys at current charges may be made through the Medway Port Operations Service.

*Kethole Reach*

| Buoys | |
|---|---|
| 21 & 22 | Fore and aft mooring – distance apart 660 ft. Maximum displacement 16,000 tons. 2nd class mooring. |
| 22 & 23 | Fore and aft mooring – distance apart 330 ft. Maximum displacement 8,000 tons. 3rd class mooring |
| 23 | Swinging buoy – maximum length of vessel 200 ft. Maximum displacement 2,500 tons. 4th class mooring |

*Saltpan Reach*

| Buoy | |
|---|---|
| 2 | Super 1st class mooring – maximum displacement 70,000 tons |
| 3* | 2nd class mooring – maximum displacement 16,000 tons |
| 4* | 2nd class mooring – maximum displacement 16,000 tons |
| 5 | maximum displacement 3,500 tons |
| 6 | maximum displacement 3,500 tons |
| 7 | maximum displacement 3,500 tons |
| 8 | maximum displacement 3,500 tons |
| 9 | maximum displacement 3,500 tons |
| 10 | maximum displacement 3,500 tons |

* By permission of the Ministry of Defence (Navy).

**MEDICAL:** Port Medical Officer available if necessary on arrival at Sheerness with 24 hours notice to Agents. Doctor and hospital facilities available at Rochester.

**DENSITY:** 1020 unless excessive land water coming down river.

**FRESH WATER:** Quantities up to 200 tons available for delivery by water barge.

**FUEL:** Oil bunkers may be obtained at the main installation at the Isle of Grain Oil Refinery, or by barge or by road tanker. The last two methods require minimum 48 hours notice, similarly with supplying lubricating oil which is not available at the Isle of Grain.

**HATCHES:** Opening/Closing to be carried out by crew.

**CARGO GEAR:** Discharge by ship's gear at ship berth and by mobile cranes up to 5 tons at all river berths.

**CONSULS:**

Vice-Consul Netherlands, tel. Medway 43256.
Vice-Consul Sweden, tel. Medway 44632.
Vice-Consul Finland, tel. Medway 44632.

**REPAIRS:** All types deck and engine repairs possible.

**DRY DOCKS:** All repair facilities available on river berths for vessels up to 200 ft. in length; on a grid for up to 250 ft., and a slipway for up to 140 ft.

**AIRPORT:** London Airport (Heathrow), Southend Airport.

**POLICE/AMBULANCE/FIRE:** Police, Medway 41566; Ambulance, Medway 52201; Fire, Medway 50005 or Maidstone 54207.

**SERVICES:** Compass adjustors available.

**REGULATIONS:** See "Medway".

**AUTHORITY:** Medway Ports Authority.

**AGENT:** George Watson & Gill Ltd., 276 High Street, Rochester, Kent. Tel. Medway 43256 and 43257. Telex: 96125. Cable: Tug Rochester.

## SHEERNESS: 51.27 N. 00.44 E. (See Plan)

Situated on Isle of Sheppey at junctions of Thames and Medway Rivers.

**DOCUMENTS:** See "London".

**PILOTAGE:** See "Medway".

**ANCHORAGES:** For vessels entering River Medway up to 350 ft. length, Little Nore Anchorage, Sheerness. Over 350 ft. length – as directed by Medway Port Authority (Medway Radio) or Thames Navigation to Great Nore, Sea Reach or Warps.

**RESTRICTIONS:** Entry restrictions only to state of tide and draft and as directed by Medway Radio (Medway Port Control Authority). Station keeps watch on Channel 14, Medway Patrol launch on R/T 2182 kc/s. Occasional restriction for entering approaching channel when Navy claim priority.

**MAX. SIZE:** Sheerness. Max. length of vessel 650 ft., draft 38 ft. deep water berth. 12 berths in docks for vessels up to 250 ft. in length and 16–18 ft. draft dependent on tides.

Queenborough: Max. length of vessel 335 ft., draft of 22 ft.

Ridham Dock: Max. length of vessel 335 ft., beam 50 ft., draft of 22 ft.

**RADIO:** Portishead. Local Stations: From South – Lands End, Niton, North Foreland. From North, Cullercoats, Humber, North Foreland.

**VHF/RADAR:** See "Medway".

**TUGS:** River Medway – For Sheerness, Ridham Dock, Isle of Grain, Bee Ness, Oakham Ness – Tugs usually meet vessels at Garrison Point Sheerness – 7 tugs available with BHP range from 900 to 3,000 BHP. Tug's lines used, no extra charge.

**BERTHING:** Sheerness, deep water berth – no restriction. Dock berths – limited to 2 hours before and 1 hour after high water.

Berths equipped mainly for handling fresh fruit and vegetables, general cargo, wines in cask and bulk.

Storage facilities available for bulk wine.

No facilities exist for handling bulk cargoes at present.

Containers can be handled in Inner Docks where a 30-ton crane is available.

*Sheerness Deep Water Berths – No. 1* – suitable for vessels up to 570 ft. length and 28 ft. draft.

*No. 2.* Suitable for vessels up to 650 ft. length and 38 ft. draft.

*No. 3.* Suitable for vessels up to 650 ft. length and 38 ft. draft.

*Roll on/roll off ferry berth.* Suitable for either bow or stern door vessels of up to 450 ft. length and 18 ft. draft. Present service daily Sheerness/Flushing and vice versa.

*Inner Docks.* Twelve berths suitable for vessels up to 260 ft. length and 16 to 18 ft. draft, dependent on tides. Berths in Inner docks are n.a.a.b.s.a. berths, there being about 8 ft. of water on berths at LW.

*Oakham Ness Jetty.* Max. size 750 ft. 38 ft. draft, 55,000 dwt.

*Private Docks:* Queenborough and Ridham Dock are privately operated.

Queenborough berthing restricted to daylight only.

*Ridham Dock:* Berthing restricted to daylight hours at present time. Maximum size of vessel length 335 ft., beam 55 ft., draft 22 ft. Four berths equipped mainly for pulp, logs and general cargo. Vessels pass through lifting bridge (Kings Ferry), fitted with VHF Channel 10. Lifts can be arranged firect on this Channel or via Medway Radio.

Agents: Independent Sea Terminals Ltd., tel. 079-5-70881. Telex 96409.

*Queenborough:* Four buoys are available at Queenborough with the following limitation on size and numbers of vessels:

Between Nos. 1 & 2 Buoys – not more than 2 vessels of 260 ft.
Between Nos. 2 & 3 Buoys – not more than 2 vessels of 160 ft.
Between Nos. 3 & 4 Buoys – not more than 2 vessels of 160 ft.

**STEVEDORES:** ETA's of vessels passed to Stevedores in daily consultation with Agents – minimum notice of arrival required being 24 hours for arranging gangs. (Main commodity handled at Sheerness is canned or fresh fruit, perishables, wine and general cargo with average discharge rate of 18 tons per gang hour.)

**MEDICAL:** 24 hours notice to Agents so that Port Medical Officer can be advised. Normal boarding point – Garrison Point Sheerness – smallpox vaccination certificate required for sighting. All usual hospital facilities available within 15 mile range of Sheerness.

**DENSITY:** Average density 1021/22.

**FRESH WATER:** Available alongside all berths at Sheerness. Otherwise available anywhere in River by barge.

**FUEL:** All grades available at BP Refinery Isle of Grain – or available by barge or lorry given 48 hours notice.

**GANGWAY/DECK WATCHMEN:** Gangway watchmen – services recommended as all berths at Sheerness are tidal with average rise and fall of 16 ft.

**OPENING/CLOSING HATCHES:** Within Sheerness Docks rigging gangs are employed by stevedores for this purpose.

**REPAIRS:** All types of deck and engine repairs can be carried out either in berth, in dry dock or at river buoys.

**DRY DOCKS:** Sheerness: 4 dry docks available. Largest for vessels up to 280 ft., otherwise only small slipways available.

**REPATRIATION:** Usual facilities available for crew changes – repatriation can be arranged by various air/sea routes.

**TELEPHONES:** Police: Sheerness 2261; Fire: Sheerness 2382 or dial 999 and ask for Fire Service; Ambulance: Sheerness 2028. At Sheerness coin boxes are available for placing on board.

**GENERAL:** All shipping movements co-ordinated by Medway Port Control Authority, tel. Sheerness 3025, all arrangements being made after notification of arrival or departure by vessel's Agent.

**REGULATIONS:** See "Medway".

**AUTHORITY:** Medway Ports Authority.

**AGENT:** Wm. Hurst Ltd., 19 West Street, Sheerness. Tel. 0795-6-2356. Telex 96116. Cables "Hurst Sheerness".

## SHOREHAM: 50.50 N. 00.15 W. (See Plan)

**DOCUMENTS** and all general information, refer to "London". Distance from London, 50 miles.

**PILOTAGE:** Trinity House Pilotage Service. Pilotage Cutter equipped with VHF.

**ANCHORAGE:** Off Harbour. Depths as per English Channel Charts.

**RESTRICTIONS:** No night restrictions. Port normally accessible 4 hours before and 2 hours 40 minutes after High water. According to size and draft these times can be extended.

Main entrance channel, 400 ft. wide, leads into a 300 ft. channel to the Eastern arm, and a 135 ft. wide channel for the Western arm.

Dimensions of Prince Philip Lock: 374 ft. length, 57 ft. width.

**MAX. SIZE:** Length 350 ft. Draft 21 ft. subject tide.

**RADIO:** Niton Radio/North Foreland Radio.

Port operation and information service manned continuously, contact by VHF calling Channel 16, working Channel 14. Station is situated on the middle pier.

**TUGS:** One tug available if required. Tug lines used for which no extra charge.

**BERTHING:** Vessels passing lock gates have locking period of 4½ hours before High water to 2 hours 40 minutes after – both according draft. Heavy lift crane, 32 tons capacity for container handling.

A bulk wine terminal capable of handling 800,000 gallons of wine is available.

**STEVEDORES:** Reasonable ETA is sufficient for gangs to be called.

**MEDICAL:** All facilities available.
**DENSITY:** Approx. 1025.
**FRESH WATER:** Available at Lock Gates and most berths.
**CONSULS:** Danish – P. D. Wharfage & Transport Ltd.
**DEVELOPMENTS:** The gasworks of 32 acres have been purchased and will, when levelled, piled and dredged give additional berthing accommodation, Expected to be operational late 1974.
**AUTHORITY:** Shoreham Port Authority.

**AGENT:** P. D. Wharfage & Transport Ltd., 31, High Street, Shoreham-by-Sea, Sussex, BN4 5EG. Tel. Shoreham-by-Sea 2345. Telex: 87187. Cables: "Shipbroker Shoreham-by-Sea".

## SOUTHAMPTON: 50.54 N. 01.24 W. (See Plan)

**DOCUMENTS:**
1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ship's Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Grain Certificate.
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List.
1 Landing Card for each Passenger.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British ships only.
Load-line Certificate.
Safety Equipment and Safety Construction Certificate.
Lloyds Certificate.
Derat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.

In addition, Manifests and Bills of Lading are usually sent to Agent direct from loading port.

**PILOTAGE:** Compulsory, with usual regular Home Trade and other small exemptions. In addition to 48 hours notice to local Agent, advise Nab or Needles Pilot as appropriate, ETA 48 hours and again 2 to 3 hours immediately prior to arrival. The Nab and Needles stations are maintained by fast launches under the control of the Duty Pilot at Ryde Pier Pilot Station. Duty Pilot keeps a continuous watch on VHF Channel 16; call sign NABPILOT or NEEDLESPILOT as appropriate. Working frequency: Channel 9 only, but can listen on Channels 6, 12 and 14. No medium frequency: M/F and R/T messages via NITONRADIO. Duty Pilot's GPO telephone numbers: Ryde 3192 and 3228.

The launches only put to sea when required. *Failure to send an accurate ETA 2 to 3 hours before arrival could cause delay to the offending vessel.*

The Nab and Needles Pilots also act as sea Pilots for vessels bound for Portsmouth, Cowes and other small ports within the Trinity House Isle of Wight Pilotage District. The limits of the District are defined by a line drawn from a point 180°–1 mile from Selsey Bill to a position in latitude 50° 40′ N., longitude 0° 57′ W (Nab Tower), thence to a point 180°–1 miles from Culver Cliff, thence to a position 180°–1 mile from St. Catherine's Point and thence direct to Peveril Point.

Strict compliance with the requirements of the Merchant Shipping (Pilot Ladders) Safety Rules is requested by the Pilots, who may refuse to board vessels with unsatisfactory and dangerous ladders. Manropes are not required. Ladders should reach to approximately 3 ft. from the water and a good lee provided whilst making approximately 5 to 7 knots headway.

*Eastern Approaches or Nab Tower.* The station is maintained by 40-ft. fast launches, black hulls, white wheelhouses, showing international signals. VHF Channels 6, 9, 12 and 16. Vessels under 40 ft. draft are normally boarded between the "New Grounds" and "Dean Tail" light buoys, although in bad weather, boarding at the "Warner" buoy or St. Helen's Roads might be advised by the Duty Pilot. Launches operate from Ryde pier.

Vessels over 35 ft. draft are restricted by tide for time of entry, and will be advised by the Duty Pilot. Vessels of 40 ft. draft and over use the Nab Channel and a message advising Tanker Master of transit times will be sent by Essoship Fawley and confirmed prior to arrival by Duty Pilot on VHF.

The Nab Channel has a limiting depth of 42 ft. below Chart Datum (June 1971). Pilot will board all vessels of 40 ft. draft and over in a position 2 to 3 miles South of the Nab Tower. Masters of such vessels are strongly recommended not to approach closer than 2 miles to the Nab Tower without a Pilot, owing to strong tidal streams. It is advisable for a deep-drafted ship to anchor 3 miles South of the Nab Tower if waiting for the tide. Advice will always be given on request to the Duty Pilot by VHF.

Pilot *will not* board vessels under 40 ft. draft outside the defined pilotage district unless specifically requested by the Master to do so. The additional "Out of District" charge for boarding beyond the normal limits will be debited to Owners.

*Western Approach – Needles:* Vessels drawing more than 31 ft. are advised to enter via the Nab. Masters are strongly urged not to proceed beyond the Fairway Buoy without a Pilot, especially on the flood tide. Safe anchorage in vicinity of Fairway Buoy.

Station maintained by 40 ft. fast launch with black hull and white wheelhouse, showing international signals. Launch operates from Yarmouth pier or Totland Bay Pier. Needles pilot launch is fitted with VHF Channel 6, 9, 12 and 16. No medium frequency.

When it is considered that the weather is deteriorating to the extent that the boarding and landing of Pilots could in the near future become dangerous, a message will be sent to all ships through Nitonradio, as follows:

> "Needles Pilot operating bad weather routine. Vessels should ascertain at least three hours before their ETA Needles whether a Pilot will be available. This information can be obtained either through Niton Radio or direct from Needles Pilot on VHF."

If it is not safe to ship or land the Pilot at the Needles, Master will be advised to proceed to the Nab.

In poor visibility a vessel requiring Pilot at either Nab or Needles uses a distinguishing signal of "G" to which the pilot launch will reply with "H".

Vessels (*a*) drawing more than 35 ft. (*b*) more than 1,000 ft. in length or (*c*) of more than 100,000 tons deadweight exhibit a large black cylinder by day and three vertical red lights by night. Vessels showing these signals are not to be passed or overtaken within channel limits between the "West Bramble" and "Hook" light buoys and may not be able to comply with the Collision Regulations at other times. Will indicate inability by five short blasts on the whistle. "Clear channel" control is exercised by the Operations Officer at Southampton Port Radar Station.

Information on movements of other vessels can be obtained on VHF from this station, which also controls the movements of the Patrol Launch (Harbour Master flag by day; all-round blue light at night) used for pollution detection and keeping yachts and small craft clear of large vessels navigating in the channels of the port. The Thorn Channel has a limiting depth of 40½ ft. (June 1971) at low water datum.

Up to seven vessels of under 300 ft. in length are permitted to anchor out of the channel to the East of the Hook Buoy in the designated Small Ship Anchorage, the limits of which must be strictly observed. Three numbered anchor berths are available in the Fawley Reach Controlled Anchorage, where vessels must moor to two anchors. Permission to use the Small Ship and Controlled Anchorages must be obtained from the Operations Officer, Southampton Port Radio.

**MAX. SIZE:** The largest passenger and container vessels call regularly at Southampton. Tankers: Fawley can accept partly loaded 200,000 dwt. up to 49 ft. draft.

**HEALTH:** Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration in all cases; when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 3 hours before arrival.

**RADIO:** A Duty Port Operations Officer, responsible to the Southampton Dock and Harbour Master, maintains a continuous watch at 37 Berth Port Communications and Radar Station: call sign "Southampton Port Radio". He is to be informed prior to any movement to, from or within the port area. The following VHF Channels are operated within the port:
Southampton Port Radio: Channels 16, 14, 12, 11, 10, 18, 20 and 22.
B.T.D.B. Patrol Launch: Channels 16, 14, 12, 11, 10, 8 and 6.
Nab and Needles Pilot Launches: Channels 16, 14, 12, 9 and 6.
Berthing Pilot's Launch: Channels 16, 12, 9, 8 and 6.
Tugs: Channels 16, 12, 10 and 8.
Esso Petroleum Terminal, Fawley: Channels 16, 14 and 19. Private frequencies: 163.0/158.5 Mc/s. AM and FM.
Shell-Mex-B.P., Hamble Jetty: Channels 16 and 14.
Duty Pilot, Ryde Pier and Berthing Pilots, Southampton Docks: Channels 16 and 9: can listen on Channels 14, 12 and 6.

**TUGS:** Two tugs are permanently stationed at Fawley; if more than 2 tugs are required it should be noted that week-end requirements have to be advised to the tug operators not later than 1600 hours on Friday of each week.

If a vessel requires more than 2 tugs and is due to arrive at Fawley between 0000 hours Saturday and 0900 hours Monday, ETAs must be submitted well in advance of 1600 hours on the Friday prior to arrival. It is usual to use the wires provided by the tugs for towing.

**BERTHING:**

| *Dock or quay* | *Berth nos.* | *Nominal dredged depth* below chart datum†* feet | *Length of quays* feet |
|---|---|---|---|
| Container berths | 204–5 | 42 | 2,100 |
| Container berth | 202 | 40 | 900 |
| | 201 | 33·5 | 1,000 |
| Western docks | 101–109 | 38·5 | 7,741 |
| | 110 | 33·5 | 273 |
| Ocean dock | 42–47 | 38·5 | 3,807 |
| Dock head | 37 | 25·5 | 470 |
| Empress dock | 20–21 | 24·5 | 848 |
| | 22–23 | 22·5 | 770 |
| | 24–27 | 23·5 | 1,647 |
| Itchen quays | 29 | 18·5 | 350 |
| | 30–33 | 31·5 | 1,406 |
| | 34–36 | 32·5 | 1,590 |
| Princess Alexander dock | 2S–3–4 | 20·5 | 903 |
| | 1–2N–6–7 | 16·5 | 1,760 |
| | 8–9 | | |
| Town quay | 63–65 | 17·5 | 705 |
| | 66 | 21·5 | 340 |
| | 67 | 16·5 | 340 |
| | 68–69 | 17·5 | 700 |

Other berths are available. Lesser draft berths not shown. The depths of water are maintained as far as practicable, but are subject to variation and are not guaranteed.

• To find the depth of water in the berths add the tidal rise to the depths shown in the above table.

† Chart datum is approximately the lowest low water level.

**TANKERS: Esso Marine Terminal, Fawley.** There are 9 berths at Fawley, all running parallel to the main channel. The 5 berths on the outside of the jetty facing the main channel are for ocean-going vessels, No. 1 berth being the most Northerly. The 4 berths on inside of jetty are for small coastal craft. No. 6 berth being the most Northerly.

The following LWD depths are dredged and subject to alteration:

| | *Alongside* | *Approaches* |
|---|---|---|
| Berth No. 1 | 33·5 ft. | 33·5 ft. |
| ,, No. 2 | 37·5 ft. | 35·5 ft. |
| ,, No. 3 | 41·5 ft. | 45·0 ft. |
| ,, No. 4 | 49·0 ft. | 45·0 ft. |
| ,, No. 5 | 49·0 ft. | 45·0 ft. |
| ,, Nos. 6-9 | 18·5 ft. | 18·5 ft. |

Shore gangways are available on Berths 4 and 5 for vessels of 47,000 dwt and over.

*Dirty Ballast Facilities:* Dirty ballast facilities are on all berths with maximum storage of 14,000 tons.

**Shell Terminal, Hamble.** Situated immediately opposite Fawley; has two main berths running parallel to main channel, No. 1 being the Northern berth and also a small inside coaster berth. Depths 32 ft. alongside and approaches 29 ft. at LW.

Facilities and services as for Fawley with the exception of transport facilities, no transport being available within the depot. Ship's personnel are permitted to walk through the depot to Hamble Village where public transport to Southampton is frequent.

All grades of fuel and diesel bunkers and fresh water available on all berths.

**BUNKERS AND WATER:** All grades of fuel oil and diesel oil are available and water is piped on all berths.

**REPAIRS:** All ship repairs can be effected.

**OIL POLLUTION:** Southampton Water is an international yachting centre and has many holiday beaches on its shores. Consequently, oil pollution is treated very severely and heavy fines are imposed on offenders.

The Refinery operates a clean-up service, the cost of which is billed to the offending ship.

**MEDICAL:** Doctors and hospital facilities available. Agent should be advised in advance of any medical attention required.

An organisation exists for hospitalisation of sick seamen from vessels off Cowes, Isle of Wight. Arrange through Nitonradio, Duty Pilot, Ryde, or local Agent. Minimum delay to vessel.

**CUSTOMS ALLOWANCES:** At the discretion of local Customs Inspector. Normal allowances are equivalent to $\frac{1}{2}$ lb. tobacco per man and equivalent to 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port for more than three or four days may receive extra allowances.

**DEVELOPMENTS:** The limits of the port of Southampton have been extended to join up in the East with the westward limit of the dockyard port of Portsmouth. Legislation is in hand to designate a main shipping channel serving the combined port areas, with priority given to vessels using it.

Plans are well advanced for an amalgamated pilot service for Southampton, thus abolishing the need to change Pilots off Netley.

**TIME:** British Standard Time is GMT plus 1 hour. GMT in Winter months.

**HOLIDAYS:** Good Friday (variable date); Easter Monday (variable date); Spring Bank Holiday (variable date); Autumn Bank Holiday (variable date); Christmas Day (25th December); Boxing Day (26th December).

**POLICE/AMBULANCE/FIRE:** Dial 999 from any telephone and ask for service required.

**AUTHORITY:** British Transport Docks Board, Southampton.

**AGENT:** P. D. Wharfage & Transport Ltd., Dibles Wharf, Belvidere Road, Southampton, SO1 1QY. Cables: "Shipbroker Southampton". Telex: 47373. Tel. Southampton 24682.

## STORNOWAY: 58.12 N. 06.22 W. (See Plan)

**PORT LIMITS:** An imaginary line from Holm Head to Arnish Point. Any vessel anchored inside the line would be normally considered an arrived vessel.

**PILOTAGE:** Pilotage not compulsory. Vessels requesting Pilot request same with ETA. Boarding off Arnish Point lighthouse.

**ANCHORAGES:** Anchorage in harbour between Goat Island and mouth of Creed River, 8 fathoms.

**RESTRICTIONS:** Entry night or day and at any state of tide. No bar on entrance.

**MAX. SIZE:** 400 ft. by 60 ft. by 22 ft. draft to berth alongside, 600 ft. length by 35 ft. draft for anchorage in bay.

**HEALTH:** The customary flying of "Q" flag.

**RADIO:** Wick Radio or alternatively Oban Radio.

**RADAR/VHF:** R/T-VHF established in harbour, Channels 16 and 12. Emergency messages may be passed through Stornoway Coastguard on 81·8 metres.

**TUGS:** No tugs available at port. Fishing vessels have been used, when necessary, for this purpose.

**BERTHING:** Vessels can be berthed at any time, provided berth is free.

Roll-on/roll-off ferry terminal for Stornoway/Ullapool service in operation.

*Depth of water at low water spring tides:* West side No. 1 pier: $24\frac{1}{2}$ ft. shallowing to 12 ft. at junction of North Beach Quay. East side No. 1 pier: $24\frac{1}{2}$ ft. shallowing to zero at inward end. West side No. 2 pier: $17\frac{1}{2}$ ft. shallowing to zero at inward end. East side No. 2 pier: $16\frac{1}{2}$ ft. shallowing to zero at inward end. Inner Harbour decreases from 12 ft. at junction of Esplanade Quay to 8 ft. at upper end of Cromwell Street Quay.

**STEVEDORES:** Arranged by Agents on receipt of ETA.

**MEDICAL:** Advance notice desirable. Hospital facilities available in the town.

**TANKERS:** Normal safety requirements. One tanker berth only 15 ft. mean draught, maximum length 220 ft.

**DENSITY:** Pratically always dead salt; 1025 density.

**FRESH WATER:** Fresh water available by hose at 15 tons per hour.

**FUEL:** 24 hours notice required.

**GANGWAY/DECK WATCHMEN:** Service of watchmen not necessary. Watchmen from shore may be employed if required.

**OPENING/CLOSING HATCHES:** Normally crew.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** French, Swedish, Norwegian; tel. Stornoway 12 55, and 367, 73.

**REPAIRS:** Minor deck and engine repairs can be carried out locally.

**DRY DOCKS:** No dry dock but one slipway of 750 tons displacement.

**REPATRIATION:** Facilities exist for this service.

**AIRPORT:** 3 miles from port, served regularly by BEA from Glasgow, Aberdeen and Inverness.

**HOLIDAYS:** New Year's Day, Christmas Day and all other local Bank Holidays. Cargo work can be arranged except New Year's Day. (No Sunday work.)

**POLICE/AMBULANCE/FIRE:** Police, Stornoway 222 (can deal with all three).

**TELEPHONES:** Can be arranged by prior application through Aberdeen office.

**GENERAL:** ETA to be sent 24 hours beforehand so that necessary arrangements can be made.

**AUTHORITY:** Stornoway Pier and Harbour Commission, Harbour Office, Stornoway. Tel: Stornoway 3285.

## STRANRAER: 54.55 N. 05.02 W.

**DOCUMENTS:** As for other British ports.

**PILOTAGE:** Not compulsory—no Pilot available.

**MAX. SIZE:** Largest vessel handled 375 ft. long. Working draft 12 ft. 6 in.

**BERTHING:** Three berths dredged to 14 ft. One with vehicular ramp. Deep water anchorage at Lady Bay.

**CARGO GEAR:** Portable crane of 10 tons capacity.

**TUGS:** Not available.

**RADIO:** VHF watch kept on Channel 16 at Ferry Terminal.

**MEDICAL:** Hospital in town.

**FRESH WATER:** Available at Railway Pier.

**FUEL OIL:** Limited quantities of fuel can be supplied from road tankers.

**REPAIRS:** Small repairs can be carried out by local engineering firm.

**AUTHORITY:** Stranraer East Pier is controlled by the British Rail Shipping and Port Manager, tel. 2262; telex 778125.

Stranraer West Pier is controlled by the Town Council Harbour Master, tel. 2460.

## SUNDERLAND: 54.55 N. 01.21 W. (See Plan)

**DOCUMENTS:**

Crew List. One form I.B.6A to be delivered to an Immigration Officer within 24 hours of arrival.

Passenger Lists. Form P.R.4. in duplicate and Form P.R.10. in duplicate.

Customs Documents. Crew Declaration Form C.142 in duplicate.

Cargo Manifests, triplicate.

*Ship's Papers:*

- Register.
- Load Line Certificate.
- Safety Radio Certificate.
- Safety Equipment Certificate.
- Safety Construction Certificate.
- De-ratisation Certificate.
- Customs Light Bills.

**PILOTAGE:** Call Sunderland Harbour Radio, Channel 16, working Channel for port is 14. Pilotage not compulsory, but advisable for all but small vessels. Pilots maintaining continuous watch on VHF Sound signals for vessel requiring Pilot is Morse Code number 6. Pilot boards $\frac{1}{2}$ to $\frac{3}{4}$ mile off piers. In bad weather pilot cutter leads vessel into inner harbour, and Pilot boards there.

**ANCHORAGES:** $\frac{1}{2}$ to $\frac{3}{4}$ miles North-east of Roker Pier Lighthouse.

**ENTRY RESTRICTIONS:** Vessels enter two hours before high-water for entry into South Dock. For Corporation Quay only restriction is on draft.

**MAX. SIZE:** South Dock – length 465 ft. beam 62 ft., draft 26 ft. 6 in. with spring tides, 23 ft. 6 in. with neap tides.

River – length 600 ft., beam – no restriction, draft 27 ft. 6 in. subject to siltage.

**HEALTH:** Pratique procedure: pratique granted by Port Health Authority on arrival.

Suspected disease or fever: all ships from suspected areas must radio Port Health Authority 24 hours in advance of arrival, stating general condition of crew members. Pratique is automatic when ships arrive from other U.K. ports.

**RADIO:** Cullercoats.

**RADAR/VHF:** Radar based in Pilot House on Old North Pier and is used by Pilots in conjunction with VHF.

**TUGS:** Join vessel at or outside harbour entrance. Ship's ropes normally used.

**BERTHING:** In South Dock vessel must arrive from two hours before up to a half an hour after high water. At Corporation Quay small vessels berth at any time. Large vessels usually berth at same time as mentioned for South Dock.

**BRIDGES:** In South Dock bridges operated at tide time two hours before to a half hour after high water. Railway Bridge clearance, 82 ft. 4 ins. MHWS.

**STEVEDORES:** The Port of Sunderland Authority carry out all stevedoring. Agents should advise as early as possible in order to arrange berthing and gangs, 5 to 6 days notice if possible. ETA from ship 2–3 days in advance. Working rates of principal commodities are:

| | | |
|---|---|---|
| Bagged cargoes | 15 tons per hour | |
| Sisal | 20/25 ,, ,, ,, | |
| Scrap – heavy | 30 ,, ,, ,, | |
| Chrome and heavy ores | 30 ,, ,, ,, | |
| Wood Pulp | 30 ,, ,, ,, | (loose bale) |
| Wood Pulp | 50 ,, ,, ,, | (unitised) |

**MEDICAL:** Well served with General Practitioners and hospital facilities, and attention can be arranged at very short notice. However, unless urgent, 24 hours notice desirable.

**TANKERS:** Four installations – lines either 6 in. or 8 in. Three installations in South Dock and two berths, the South-east oil berth 320 ft., the South-west oil berth 290 ft. One vessel of maximum length 465 ft. can use this berth, draft 26 ft. 6 in. spring tides; 23 ft. 6 in. neap tides. At Corporation Quay vessel 600 ft. long, draft 27 ft. 6 ins.

**DENSITY:** Salt water density 1025.

**FRESH WATER:** Available. Arrangements can be made to supply water at any time.

**FUEL:** Bunkers supplied at Corporation Quay by pipe-line from Petrofina Ltd. All grades available – Corporation Quay and Hendon Dock. Viscosities range from 32 seconds to 3,500 seconds, and can be blended to any requirement in this range. 12 hours notice necessary. Rate 250 t.p.h.

**GANGWAY/DECK WATCHMEN:** Services of watchmen recommended.

**OPENING/CLOSING/HATCHES:** This work is normally carried out by ship's crew, otherwise shore riggers.

**SHIP CERTIFICATES:**

Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
Deratisation Certificate.

**CUSTOMS ALLOWANCES:** As per HM Customs and Excise Regulations.

**IDENTIFICATION CARDS:** Not required. Must possess valid Seaman's Book and/or Passport.

**CONSULS:**

| | | |
|---|---|---|
| Denmark | tel. Sunderland | 70811 |
| Iceland | ,, ,, | 70811 |
| Finland | ,, ,, | 72846 |
| France | ,, ,, | 73694 |
| Norway | ,, ,, | 70101 |

**REPAIRS:** All repairs possible.

**DRY DOCKS:** Large dry dock, length 675 ft., breadth 87 ft. 6 in. 2 smaller dry docks.

**REPATRIATION:** Facilities available for effecting repatriations, with good rail, road and air communications.

**AIRPORT:** Approximately 20 miles. Airport served by regular airlines, all the year round, to all parts of the world. Also chartered flights by Britannia.

**HOLIDAYS:** Official Holidays for General Cargo ships: New Year's Day (no work except by special agreement); Good Friday; Easter Monday; Summer Bank Holiday; Christmas Day (no work except by special agreement); Boxing Day (no work except by special agreement).

**POLICE/AMBULANCE/FIRE:** Police Station tel. Sunderland 76155; Ambulance Control tel. Sunderland 72875; Fire Station tel. Sunderland 56456. Or call 999 from any telephone and ask for service required.

**TELEPHONES:** Permanent arrangements do not exist, but a temporary arrangement can be made at any time.

**AUTHORITY:** Port of Sunderland Authority (Sunderland Corporation).

## SWANSEA: 51.37 N. 03.56 W. (See Plan)

**DOCUMENTS:**

Light Bill receipt.
Ship's Register.
Crew List.
Manifests.
Bill of Lading copies.
Customs and Health.

**PILOTAGE:** Request for Swansea Pilots by International Signal Code for Sea Pilots, by telephone call for Dock Pilots. Telegraphic address for Swansea Pilots is "Pilority, Swansea".

Advance notice of ETA required at least 12 hours. VHF Channels 16 and 6. Pilot boat has bright yellow hull with red boot-topping; superstructure painted white. Pilot cutter's sound signal is SM, three shorts and two long blasts. The area of boarding is usually one mile South-east of Mumbles Lighthouse in all weathers. Usual requirements for ladders are in force, and Pilots require ladder to be about four to five feet above water.

**ANCHORAGE:** About 1 mile South-east of the Mumbles Lighthouse.

**RESTRICTIONS:** Berthing is in accordance with tide. King's Dock Lock operates for a minimum of 8 hours each tide. River-side berths and Swansea Ferryport Terminal operate over a greater period.

No night-time restriction of entry.

**MAX. SIZE:** Maximum size for entry is 655 ft. long, 86 ft. beam, 32 ft. 6 in. draft.

These vessels are docked over high water period. Any vessel whose dimensions are approaching maximum for port should advise Docks Manager well in advance.

**HEALTH:** Usual international health regulations are to be observed. Any vessel which is suspect should inform Port Medical Officer of Health.

**RADIO:** All communications for ship movements through "Swansea Dock Radio" Channels 16 and 14 VHF. Agents, receivers, etc., can be called through usual coastal radio stations – this includes Ilfracombe Radio.

**TUGS:** Towage undertaken by private operators. The Alexandra Towing Co. Ltd., at present use a modern fleet of tugs at Swansea and Port Talbot. It is optional whose lines are used, but if tugs line is taken, an extra charge will be made.

**BRIDGES:** Two in-dock bridges are under direction of duty Assistant Dock Master. A vessel which has to pass them will be informed by the Assistant Dock Master as to their availability.

**BERTHING:** Normal depths of water:

Queen's Dock 35 ft.
King's Dock 33 ft.
Prince of Wales' dock 24 ft. 6 in.

**BULK HANDLING FACILITIES:** *Petro Chemicals.* One jetty in Queen's Dock operated by BP Chemicals International Ltd.

*Coal.* Five coal hoists in the King's Dock, operated by the British Transport Docks Board.

*Bulk Cargoes* (Sulphur, ores, etc.). Two berths in King's Dock equipped with five 7½-ton and five 10-ton grabbing cranes. Operated by British Transport Docks Board.

*Ferryport:* On East bank of River Tawe, used by the B & I Line for its fast service between Swansea and Cork for passengers, cars and wheeled freight.

**CRANES:** Fifty-three electric cranes; capacity up to 11·5 tons. Two floating cranes – of 50 tons and 100 tons capacity. Nine mobile cranes with capacity of 3 tons.

**STEVEDORES:** Stevedoring services are provided wholly by British Transport Docks Board. Advice of labour requirements must be received by the following times:

*General Cargo:* By 07.00 hours to start work at 07.00 hours. By 10.30 hours to start work at 11.30, 1400 or 2200 hours same day.

*Coal Shipping*: By 1530 hours for work at 0600 hours next day. By 1030 hours for work at 1400 hours same day.

**MEDICAL:** Port Medical Officer of Health has an office on King's Dock Lock. Medical attention can be obtained at short notice. In emergencies, the duty Assistant Dock Master can be communicated with, to obtain medical help. Hospital facilities available, and there is a first-class medical centre on the Prince of Wales Dock. Vaccination and fever certificates will be examined when receiving pratique.

**TANKERS:** All tankers arriving, working cargo, and departing are required to observe port's Petroleum By-laws and Oil in Navigable Waters Act. British Petroleum Company has further private directives for oil tankers. Five main tanker berths in the Queen's Dock and three main lay-byes. Also several coastal berths. One tanker general cargo berth in King's Dock. Deepest draft permitted is 32 ft. 6 in. A special fire-float to deal with tanker casualties is maintained in the Queen's Dock by the B.P. Company Ltd.

**DENSITY:** King's Dock Lock density is 1025.

**FRESH WATER:** Fresh water supplied from hydrants on quays by watermen. Rate of delivery is 2,000 gallons per hydrant, approximately, depending on the demand.

**FUEL:** Various grades of gas oils and diesels can be supplied by barge or road vehicles, or it can be delivered ex-pipeline at Queen's Dock.

**FIRE PRECAUTIONS:** All matches and lighters must be declared at entrance to oil installation. There are arrangements at the Queen's Dock depot for shore cooking and eating. There is an oil boom between the King's Dock and Queen's Dock to serve as an oil fire break between two docks. A 24 hours observation is kept at Scherzer Bridge for oil pollution and fires.

**GANGWAY/DECK WATCHMEN:** Under Port Regulations, there shall always be on board sufficient men to move or take care of the vessel. Some vessels employ watchmen. Cost is a tariff charge.

**OPENING/CLOSING HATCHES:** Normally done by the ship's crew, but if riggers are employed by vessel for general duties they open up hatches.

**CERTIFICATES:**
Certificate of Freeboard.
Certificate of Registry.
Certificate of Pratique.
Light Bill.
Manifest.
Bill of Health.
Bills of Lading.
AA (1) Certificate.

**CUSTOMS ALLOWANCES:** At discretion of local H.M. Customs inspectors.

**IDENTIFICATION CARDS:** Not compulsory, but they are helpful if a crew member has to identify himself to Authorities.

**CONSULS:**

| | | | |
|---|---|---|---|
| France | tel. Swansea 55274 | Norway | tel. Swansea 50564 |
| *Vice-Consuls:* | | | |
| Belgium | tel. Swansea 50021 | Netherlands | tel. Swansea 53921 |
| Finland | „ „ 53921 | Portugal | „ „ 57757 |
| Greece | „ „ 50957 | Spain | „ „ 25121 |
| Italy | „ „ 55146 | Sweden | „ „ 55146 |

**REPAIRS:** All types of deck and engine-room repairs are possible.

**DRY DOCK:** Two dry docks in port are entered from King's Dock. Dry docks: "Duke of Edinburgh" 670 ft. × 92 ft.; "Palmers" 560 ft. × 75 ft.

**REPATRIATION:** Mercantile Marine Office in Swansea where ship's crews are paid-off before Superintendent of Shipping. Necessary arrangements can be made for repatriation through the Consular Channels.

**AIRPORT:** Nearest airport at Swansea, 8 miles from Docks. Next are Rhoose (Cardiff) and Bristol airports where regular scheduled flights are handled.

**TIME:** Local time is British Standard Time which is plus one hour to Greenwich Time. Reverting to GMT during winter months.

**HOLIDAYS:** Christmas (25th December); Boxing Day (26th December); Easter, Good Friday and Monday (movable dates); Spring Holiday, Summer Bank Holiday (both movable dates). No cargo is worked on these days.

**POLICE/AMBULANCE/FIRE:** Call 999 from any telephone, and ask for service required.

**TELEPHONES:** Arrangements at most berths for placing telephones on board ships in port.

**GENERAL:** Entrance lock is 875 ft. in length, 90 ft. across at cope level. The inner sill is 7 ft. higher than the outer sill. The outer sill is 11·4 ft. below Admiralty Chart datum.

Tugs are available at the port for in-dock as well as sea towage.

A diver can usually be obtained by enquiry to the British Transport Docks Engineer, Swansea.

Docks Manager: Tel. 50855/200. Dock Engineer: Tel. 50855/275. Dock Master and Fire Officer: Tel. 50855/260.

**AUTHORITY:** The British Transport Docks Board, Adelaide Street, Swansea. Tel. Swansea 50855.

**AGENT:** Cory Brothers Shipping Ltd., Powell Duffryn House, Adelaide Street, Swansea. Cables: "Cory, Swansea". Telex: 48186. Tel. Swansea 55146.

## TEES and HARTLEPOOL: 54.42 N. 01.11 W.

**DOCUMENTS:** Ship's official papers including Register, Loadline Certificate, Derat, Safety Certificates.

Immigration Crew List (one copy).
Manifest (normally sent in advance from last port).
Bill of Lading (if any).

On arrival Master signs X.S4 giving Agent right to sign all documents on his behalf. Pratique, Surplus Stores Lists X.51, Z.5, 25 and 35 and other documents are completed by H.M. Customs on arrival.

**PILOTAGE:** Official Address: The Tees Pilotage Authority, 13–14 Bridge Street East, Middlesbrough, Teesside. Tel. Middlesbrough 2924/5 office hours; Middlesbrough 85255 after hours.
Radio telegraphic address: "Tees Pilots Middlesbrough".

Pilot station is situated at South Gare and Pilot cutter on duty is moored there. Pilot cutter is of MFV type painted black with cream structure, flies pilot flag by day and lights as per International Regulations at night.

The Cutter is equipped with R/T, VHF MHF. VHF call sign "Tees Pilots" on Channel 16. MHF call sign "Tees Pilots" last 10 minutes of every hour on 2182 kc/s. Cutter is also equipped with radar.

As much advance notice of a vessel's arrival as possible should be given to Pilots; this is normally passed from Agent about 24 hours before a ship arrives; minimum requirement for vessels arriving is one hour, and one hour fifteen minutes for sailing.

Pilots will board in vicinity of Tees Fairway Buoy, smaller vessels are occasionally boarded at the South Gare. During severe gales pilot cutter moves to Tees Dock and will board ship when possible at South Gare at No. 11 Light Buoy.

Pilotage is not compulsory.

**ANCHORAGES:** Vessels prohibited from anchoring inside dredged channel and within a $\frac{1}{2}$ mile radius of Tees Fairway Buoy and within area bounded by lines projected through 3 and 1, and 4 and 2 light buoys towards the Fairway Buoy.

Small vessels can anchor close N.E. of No. 4 light buoy; larger vessels are advised to anchor in an area about 1 mile N.E. of the Tees Fairway Buoy and in all cases outside the 10 fathoms line. Vessels awaiting Pilots anchor in these areas.

**RESTRICTIONS:** Vessels over 650 ft. length can only arrive and sail during periods of Traffic Control operated by the Harbour Master. During this period only vessels having Harbour Master's permission may move. Control of traffic on the River Tees for periods of up to approximately one hour may be necessary at any time, at short notice during the passage of large vessels.

*Vessels entering the River Tees.* Masters should, before entering contact Harbour Master's Office by VHF R/T on Channels 16, 14 or 12, call sign "Tees Harbour Radio".

*Vessels moving within or sailing from the River Tees.* Masters should first obtain permission to do so from the Harbour Master's Office by any available means, e.g. telephone Eston Grange 2541 (3 lines); VHF R/T on Channels 16, 14 and 12.

Harbour Master will endeavour to give at least six hours notice of traffic control to all those who are likely to be involved during the period.

*Vessels bound for Middlesbrough Dock* can only enter dock during a period of $2\frac{1}{2}$ hours before to $1\frac{1}{2}$ hours after high water.

Dock Sill, 16 ft. LWOST. Draft formula for entry 14 ft. plus height of tide.

*Vessels bound for Tees Dock.* Nominal dredged depth in dock, 25 ft. Nominal dredged depth in berths, 32 ft. These depths subject to siltation.

**MAX. SIZE:** Max. length accepted is 1,000 ft., with a max. draft of 57 ft. Vessels in excess of this max. draft may enter after consultation with Harbour Master.

*Middlesbrough Dock.* Max. size 580 ft. by 76 ft.

*Note:* The channel has been deepened to 47 ft. 6 in. at LWOST in order to accommodate on all tides vessels of 125,000 dwt. drawing up to 54 ft.

**HEALTH:** Pratique procedure is handled on arrival by HM Customs Boarding Officer. No other notice is required except in case of sickness when Agent can advise Port Health and information can also be passed to Tees Harbour Radio via VHF R/T when within 2 hours of the port.

**RADIO:** Ships approaching from North use Cullercoats Radio. Ships approaching from South use Humber Radio.

**VHF:** Frequencies and channels in use in the Tees and Hartlepool are as follows:

| *Channel* | *Frequency* | *Use* |
|---|---|---|
| 16 | 156·80 mc/s | Calling and Safety |
| 14 | 156·70 mc/s | Port Operations |
| 12 | 156·60 mc/s | Port Operations |
| 11 | 156·55 mc/s | Port Operations (Domestic) |
| 10 | 156·50 mc/s | Intership (3rd choice) |
| 8 | 156·40 mc/s | Intership (2nd choice) |
| 6 | 156·30 mc/s | Intership (1st choice) |

| *Station* | *Call Sign* | *Channels* |
|---|---|---|
| Harbour Master's Office (Tees) | "Tees Harbour Radio" | 16, 14, 12, 11, 8 |
| Harbour Master's Launch | "Tees Harbour launch" | 16, 14, 12, 11, 8, 6 |
| Harbour Master's Office (Hartlepool) | "Hartlepool Radio" | 16, 12, 11, 8 |
| Hartlepool Tugs | "Name" | 16, 12, 11, 8, 6 |
| Tees Tugs | "Name" | 16, 14, 12, 8, 6 |
| Middlesbrough Dock | "Middlesbrough Dock Radio" | 16, 14, 12, 11, 8 |
| Tees Pilot Cutters | "Tees Pilots" | 16, 14, 12, 11, 10, 6 |
| Hartlepool Pilot Cutter | "Name" | 16, 14, 12, 6 |
| Tees & Hartlepool Port Authority, Maintenance Craft. | "Name" | 16, 11, 6 |

Whenever practicable ship/tug operations within the port should be conducted on Channel 8.

**TUGS:** Official Address: Tees Towing & Co. Ltd., Cleveland Buildings, Queen's Square, Middlesbrough. Tel. Middlesbrough 47277 day and night.

Fleet of eight tugs between 1,035 and 3,650 horsepower. Tugs join vessel in Redcar Reach between No. 9 and No. 17 buoys depending on size, draft and destination. Tug's lines may be used at Master's discretion. Tugs are on duty daily and only available on four hours notice for sailing and arriving after normal office hours.

**BERTHING:** Small vessels can usually berth at any state of the tide. Middlesbrough Dock is tidal, $2\frac{1}{2}$ hours before to $1\frac{1}{2}$ hours after high water. Deep-drafted vessels enter in accordance to tide.

**STEVEDORES:** In order to prepare for loading/discharging, i.e. ordering of gangs, transport, etc., it is necessary to give ETA through their Agents not less than 24 hours before arrival.

In Tees berths the port works two shifts daily, i.e. 0600–1400 hr. and 1400–2200 hr. Mondays to Fridays, with voluntary overtime at weekends.

**BULK HANDLING FACILITIES:** *Iron Ore Terminal:* On the site of Redcar Wharf, a terminal which handles all iron ore imports for British Steel Corporation plants in the region, berth dredged to 17·63 metres (57 ft. 10 in.) and able to accommodate ships of up to 120,000 dwt. and 150,000 dwt. on suitable sites. Two ore dischargers each able to handle 2,000 tons an hour.

*Potash Terminal:* A terminal for the export of potash mined near Boulby in the North Yorks National Park is being built on the East side of Tees Dock. Ships of up to 30,000 dwt. will be accommodated at the 365·8 metres (1,200 ft.) quay. Two ship loaders will each be able to handle 1,000 tons per hour. The terminal will have a storage silo for 56,898·6 tons capacity. Throughput is expected to exceed 1,000,000 tons.

*Roll-on/roll-off:* Berth at Tees Dock can accommodate vessels up to 525 ft. length and 78 ft. beam. Berth dredged to 25 ft. LWOST:

**TANKER BERTHS:**

| *Name* | *Vessel's Length* | *Depth at Low Water* | *Remarks* |
|---|---|---|---|
| Teesport No. 1 Jetty (Queen Elizabeth II) | 650 ft. | 37 ft. | Port Authority berth used by ICI & Shell/B.P. |
| Teesport No. 2 (West Byng) | 650 ft. | 34 ft. | |
| North Tees No. 1 | 300 ft. | 21 ft. | Owned by I.C.I./ Phillips |
| North Tees No. 2 | 700 ft. | 37 ft. | Owned by I.C.I./ Phillips |
| North Tees No. 4 | 890 ft. | 43 ft. | Used by Phillips for import of crude oil |
| Shell Crude Oil Jetty | 875 ft. | 45 ft. | Used exclusively by Shell for import of crude oil |
| Billingham Oil Wharf | 265 ft. | 16 ft. | Used by I.C.I. |
| Middlesbrough South Wharf | 270 ft. | 14 ft. | Movements subject to tide |
| Middlesbrough No. 2 Quay | 600 ft. | (Max. draft up to 28 ft. depending upon state of tide) | |
| Middlesbrough No. 11 Quay | 300 ft. | 25 ft. | |
| South Bank No. 6 | 750 ft. | 38 ft. | British Steel Corporation |
| Tees Storage No. 1 | 250 ft. | 25 ft. | Tees storage |
| Tees Storage No. 2 | 600 ft. | 35 ft. | Company |
| Seal Sands No. 1 | 250 ft. | 25 ft. | Seal Sands |
| Storage No. 2 | 600 ft. | 33 ft. | Storage Co. |
| Monsanto No. | 500 ft. | 18 ft. | Monsanto Ltd. |

Slop/oily residue facilities available at most berths.

**DENSITY:** At Teesport 1015 at LW to 1025 at HW.

**FRESH WATER:** Plentiful from wharf and small quantities available from tug in emergency approx. 20 tons per hour.

**FUEL:** All grades available, 48 hours maximum if by barge.

**DEVELOPMENTS:** North Tees No. 3 jetty being built by I.C.I. for tankers around 40,000 dwt. drawing up to 38 ft. (completion mid-1975).

Phillips Ekofisk berth being constructed to handle four oil tankers up to 150,000 dwt. and four gas tankers ranging between 2,800 cu. metres and 60,000 cu. metres. The first berth will be completed early 1975.

**CRANE:** A floating crane, lifting capacity 400 tons, is stationed on the Tees.

**MEDICAL:** Notice of medical attention required in advance, as much notice as possible if emergency expected. All medical facilities available.

**GANGWAY/DECK WATCHMEN:** Recommended (tidal berth and spring range 17 ft.). Travel allowance usually charged.

**OPENING/CLOSING HATCHES:** Always by crew. Riggers available.

**CUSTOMS ALLOWANCE:** ½ lb. tobacco or 200 cigarettes. (¼ lb. tobacco for coasters). 1 spirit and 1 wine bottle. (½ bottle spirit and ½ bottle wine for coasters).

**IDENTIFICATION CARDS:** Not used in Tees.

**CONSULS:**

| | | |
|---|---|---|
| Swedish | tel. Middlesbrough | 43662 |
| Norwegian, Danish, Netherlands | „ | 43231 |
| Portuguese | „ „ | 44402 |
| Belgium, W. Germany | „ „ | 45141 |
| French Consular Agency | „ „ | 47273 |
| *At Hartlepool* | | |
| Belgium | tel. Hartlepool | 3820 |
| Sweden | „ „ | 3142 |
| Finland | „ „ | 3820 |
| Denmark, France, Netherlands and Norway | tel. Hartlepool | 67011 |

**REPAIRS:** All types of repairs deck and engine available.

**DRY DOCKS:** Largest dock 575 ft. × 73 ft. sill 26 ft. Four other dry docks of smaller dimensions.

**REPATRIATION:** All facilities exist.

**AIRPORT:** Teesside Airport 12 miles from port. Regular flights to London, etc.

**TIME:** BST is GMT plus 1 hour. GMT in winter months.

**HOLIDAYS:** New Year's Day; Good Friday; Easter Monday; Whit Monday; Autumn Bank Holiday (Monday); Christmas Day. Work can be arranged if suitable notice is given and at overtime rates.

**POLICE/AMBULANCE/FIRE:** Telephone 999 in emergency will result in quick action or VHF call to Control Room, Harbour Office (24 hour manning).

**TELEPHONES:** Most berths can be connected to telephone system (coin boxes); small connection charge is made.

**AUTHORITY:** Tees and Hartlepool Port Authority, Queens Square, Middlesbrough, Teesside. Tel. Middlesbrough 48321. Telex 58675 Teesbay, Middlesbrough.

## TETNEY MARINE TERMINAL: 53.32 N. 00.07 E.

**DOCUMENTS,** and all General Information: Refer to "Immingham and Killingholme".

**LOCATION:** *Tetney Marine Terminal* is the deep water crude oil terminal of Crude Oil Terminals (Humber) Limited, operated by Conoco Limited.

The position of the mono-buoy is Lat. 53° 32′ 20″ N., Long. 00° 06′ 51″ E., lying in approximately 65 ft. of water at low water and about 2½ miles offshore.

Tetney is an open roadstead in the entrance of the river Humber on the East coast of England. The currents are particularly strong in the area, at times as much as 6 knots, and 4½ knots is common in spring tides. The currents run, generally, parallel to the Southern coastline. The tides have a rise and fall of about 18 ft.

**PILOTAGE:** Vessels are requested to send ETA to Hull Pilots about 72 hours before arrival.

Pilotage is by the Humber Pilots whose vessel is usually stationed near the Humber Light Vessel, and vessels are recommended to anchor in this area and await instructions. Such vessels may contact "Tetney Base" and request any information.

The Berthing Controller will board as the vessel approaches the buoy and will assist the Pilot in the mooring operation by advising the ship's officers. He will also advise on the hose connection, which will be carried out by the ship's crew and will act as Company representative throughout the discharge.

Vessels must provide adequate means of boarding for Pilots and Berthing Controllers, Customs and Agents. A pilot ladder with spreaders and grab lines for the Pilot and Berthing Controller, or alternatively a mechanised pilot hoist.

While in the berth the vessel should provide a suitable gangway with a pilot ladder near the end in order to board from a small boat.

**COMMUNICATIONS:** There is a VHF station at Tetney which is manned 24 hours a day and has the call sign "Tetney Base".

VHF Channels 16 calling 19 (161.55/156.95) for berthing and communication. 48 (163.00/158.40) for port operations.

UHF. 467.725 mc/s. for berthing emergency.

Portable radios can be provided for vessels not having a VHF set and the Agent should be so informed in order to allow time to despatch a portable to the ship on her arrival. A vessel arriving without suitable means of communication and not having informed the Agent of the fact could incur delays which would be to the ship's account.

**MOORING:** The following equipment is required to moor with safety:

4 each 50-ton SWL alloy steel screw-type bow shackles.

2 each 1½ diameter slip wires, with a soft eye in one end and the other end plain, overall length being not less than 100 ft.; some vessels may need a greater length depending on the distance from the forward fairlead to the bitts.

The vessel approaches the mono-buoy head to wind and tide or the resultant of these forces, and should have two mooring ropes lowered to the water, each having a 15-ft. lashing of 3-in. rope on it.

As the vessel nears the moorings a launch will take the port rope from the ship and connect it to the port pick-up rope and return to the ship to take the starboard rope and repeat the operation on that side.

The vessel should have on these ropes as soon as they are inboard and heave herself to the buoy until the chain is in the fairlead. The slip wire should then be shackled to the chain and turned up on a convenient set of bitts. This applies to both sets of moorings. When the vessel is in the berth, additional moorings can be shackled to the chain as required, dependent on the expected weather conditions.

**HOSES:** The ship should be capable of lifting up to 10 tons on her derrick with a minimum of 7½ tons.

Tankers manifolds should be 16-in. 150 ASA. The following sizes can also be accommodated; 10-in. and 12-in. 150 ASA. Should a vessel have any other than these sizes, or be unable to find adaptors to suit one of these sizes, Tetney Terminal will need to be notified at least 72 hours before arrival.

When both hoses are on deck they may be connected to the ship's manifold by the ship's crew under the supervision of the Berthing Controller.

After completion of discharge the hoses will be filled with sea water by the ship. The hoses can then be disconnected from the manifold and lifted over the side of the ship and hung there on slip ropes to be slipped simultaneously with the moorings. This last operation will be carried out on the advice of the Berthing Controller and will depend on weather conditions at the time.

**POLLUTION:** It is the Master's responsibility to see that no oil of any kind is pumped or spilled overboard from his vessel. This includes oil water from the bilges, crude residues from previous voyages or any other matter that may result in the pollution of the sea. Owners and Masters should comply with any international regulations and recommendations concerning the prevention of pollution of the sea, especially in regard to the river Humber.

**SHORE LEAVE:** None of the officers or crew shall be allowed shore leave and no boats of any kind, except in an emergency, shall be lowered during the vessel's stay in the berth.

## TYNE DISTRICT: 55.01 N. 01.24 W. (See Plan)

(Including Newcastle, North and South Shields, Jarrow, Tynemouth and Gateshead).

**DOCUMENTS:**

1 Crew List for H.M. Immigration Office.

1 Form C.142 (Tobacco List) supplied by H. M. Customs.

1 Health Declaration Form supplied by H.M. Customs.

1 List of Private Addressed Packages not manifested (C.143) supplied by H.M. Customs.

Details of Oil in DBT, also measurement in cu. ft. of cargo in non-registered spaces.

**PILOTAGE:** Pilots normally stationed outside Harbour entrance within 1 mile radius. In bad weather Pilots will advise concerning entering. Twelve hours advance notice via Agent requested. Frequency medium wave 2182 kHz. Call "Tyne Pilots". VHF – Call on Channel 16, working Channel 6. Cutter – 55 ft. in length painted black with white lettering "Pilots" – displaying pilot's flag. Efficient pilot ladder required as per Board of Trade regulations.

**ANCHORAGE:** Off entrance River Tyne, recommended 1½ mile N.E. of North Pier. Minimum 12 fathoms.

**RESTRICTIONS:** Depths below Chart Datum:

From sea to Jarrow Oil Jetty (West end) 30 ft.

From Jarrow Oil Jetty (West end) to Newcastle Bridges (except in main channels of Swing Bridge and High Level Bridge, Newcastle) 23 ft.

From Newcastle Bridges to West end of Dunston Staith 20 ft.

**MAX. SIZE:** Harbour entrance, length and breadth: no limit. Draft 30 ft. any state of tide: up to 36 ft. at high water.

Iron Ore Quay, draft up to 36 ft.

Esso Oil Terminal, draft up to 32 ft.

Newcastle Quay, 25–26 berths – 30 ft.

Ranks Mill, 28 ft.

**HEALTH:** Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where the ship comes from and whether there is sickness on board. Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present declaration. In all cases, when there is sickness on board, the Port Health Authority must be informed preferably not more than 12 hours and not less than 4 hours before arrival.

**RADIO:** Cullercoats Radio W/T "GCC." Cullercoats Radio On R/T. VHF: Call sign "Tyne Harbour Radio" on Channel 16, frequency 156·80 mHz and on Channel 12, frequency 156·60 mHz. A VHF Radio Port Operations and Information Service on 24-hour coverage is provided for use by vessels approaching the port, for movement of vessels in the port and for giving information to Shipowners and Agents.

**TUGS:** Normally join inside piers, tow ropes optional except manufactured of man-made fibres. Towing hawsers £6.60 per rope. Orders for week-end arrivals must be given before 1030 hrs. Saturdays.

**BERTHING:** Albert Edward Dock – Warehouse Quay: 1,170 ft. long, depth of water 26 ft.

East Dock Wall: 530 ft. long, depth of water 25 ft.

2 roll-on/roll-off berths: depth of water 25 ft. One of the berths can accommodate loads up to 500 tons.

Tyne Commission Quay: 1,100 ft. long, depth of water 25 ft.

Tyne Commission Quay Extension: 390 ft. long, depth of water 22 ft.

Car Ferry Terminal: 25 ft. depth.

Tyne Dock – North-west Quay: 800 ft. long, depth of water 28 ft.

Factory Quay: 645 ft. long, depth of water 23 ft.

Sutherland Quay: 450 ft. long, depth of water 22 ft.

Iron Ore Quay: 867 ft. long, depth of water 36 ft.

Newcastle Corporation Quay: 7,920 ft. long, depth of water 15 ft. to 30 ft.

Spillers' French Tyne Mill, Newcastle: berth 570 ft. long, depth of water 30 ft. discharge rate 200 tons per hour.

Baltic Flour Mill, Gateshead: berth 650 ft. long, depth of water 28 ft. discharge rate 200 tons per hour.

Coal Staiths – Whitehill Point Staith – 1 berth rate of shipment 1,000 tons per hour depth of water 25 ft.

Jarrow Staith – 2 berths, rate of shipment 1,000 tons per hour, East berth, 500 tons per hour West berth, depth of water 25 ft.

Harton Staith – 1 berth, depth of water 21 ft. 6 in.

Dunston Staith – 3 berths, depth of water 21 ft. to 25 ft.

**TANKERS:** Jarrow – (Shell Mex & B.P. Ltd.) Jarrow Oil Jetty, 600 ft. in length with a depth of 30 ft. below Chart Datum and New Berth 620 ft. length with a depth of 34 ft. below Chart Datum.

Tynemouth – (Esso Petroleum Co. Ltd.) 1 tanker berth 900 ft. in length with a depth of 32 ft. below Chart Datum and 1 Coaster Berth 550 ft. in length with a depth of 22 ft. below Chart Datum.

Tynemouth – Tanker Cleaning River Berth, 700 ft. length with a depth of 25 ft. below Chart Datum.

The Lawe, South Shields – Velva Liquids Ltd. Berth 560 ft. length with a depth of water 27 ft. below Chart Datum.

**BRIDGES:** At Newcastle 10 miles from entrance for proceeding to Dunston Staiths, Swing Bridge negotiated against tide; other bridges, max. mast height 80 ft. above MHWS.

**STEVEDORES:** All arrangements through Agent. Stowage plan required prior to arrival.

**MEDICAL:** Hospitals available, Advise Agent in advance if medical attention required on arrival.

**DENSITY:** Entrance/Tyne Dock – 1025; Tyne Dock/Jarrow 1020; Newcastle Quay 1005/1010.

**FRESH WATER:** Available ex Water Boat, rate of delivery up to 150 tons per hour.

**FUEL:** All grades ex installation, or by barge, 24 hours notice required.

**GANGWAY/DECK WATCHMEN:** Available if required.

**OPENING/CLOSING HATCHES:** Crew allowed open and close.

**CERTIFICATES:**

Register.
Load-line.
Safety Construction.
Safety Equipment.
Safety Radio.
Trinity Light Bills.

**CUSTOMS ALLOWANCE:** At the discretion of Local Customs Inspector. Normal allowances are equivalent of ½ lb. tobacco per man and equivalent to 1 bottle wine per man. Allowances may be halved for home trade vessels. Vessels in port more than 3 or 4 days may receive extra allowances.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:**

| | | |
|---|---|---|
| Belgium | tel. Newcastle | 28767 |
| Brazil | ,, ,, | 22491 |
| Denmark | ,, ,, | 21763 |
| Finland | ,, ,, | 28767 |
| France | ,, Whitley Bay | 25320 |
| Germany (Fed. Rep.) | ,, Newcastle | 25060 |
| Norway | ,, ,, | 21966 |
| Portugal | ,, ,, | 25256 |
| Greece | ,, ,, | 25414 |
| Iceland | ,, ,, | 811212 |
| Italy | ,, ,, | 28971 |
| Liberia | ,, ,, | 24627 |
| Luxemburg | ,, ,, | 28767 |
| Netherlands | ,, ,, | 27314 |
| Sweden | ,, ,, | 850621 |
| Latvia | ,, ,, | 25060 |
| Spain | ,, ,, | 661620 |

**REPAIRS:** All types of repairs possible at many building/repair yards.

**DRY DOCKS:**

| *Name of Owner or Occupier* | *Dock No.* | *Length on bottom Feet* | *Breadth at Entrance Feet* | *Depth Sill at M.H.W.S. Feet/Inches* |
|---|---|---|---|---|
| North side of river: | | | | |
| Swan Hunter North Shields | 2 | 182 | 40 | 18 0 |
| | 3 | 160 | 45 | 22 0 |
| | 4 | 490 | 68 | 23 3 |
| | 5 | 500 | 68 | 24 3 |
| | 6 | 550 | 72 | 22 6 |
| | 7 | 297 | 52 | 17 9 |
| | 8 | 709 | 96 | 28 0 |
| Swan Hunter, Wallsend | 1 | 540 | 66 | 25 0 |
| Swan Hunter (Dry Docks) Ltd. Wallsend | 1 | 560 | 76 | 26 0 |
| | 2 | 490 | 70 | 24 6 |
| | 3 | 570 | 80 | 26 0 |
| | 4 | 715 | 105 | 29 0 |
| South side of river: | | | | |
| Brigham & Cowan Ltd., South Shields | 1 | 715 | 95 | 25 0 |
| | 2 | 455 | 55 | 24 0 |
| | 3 | 204 | 40 | 18 0 |
| Tyne Dock Engineering Co., S. Shields | 1 | 315 | 45 | 16 6 |
| | 2 | 280 | 46 | 18 6 |
| Middle Docks & Engineering Co., South Shields | 1 | 340 | 48 | 18 0 |
| | 2 | 477 | 58 | 21 0 |
| | 3 | 500 | 64 | 23 6 |
| | 4 | 640 | 80 | 26 0 |
| Swan Hunter Ltd., South Shields | 1 | 331 | 48 | 23 6 |
| | 2 | 480 | 65 | 23 6 |
| Mercantile Dry Dock Co. Ltd., Jarrow | 1 | 425 | 60 | 21 0 |
| | 2 | 362 | 50 | 19 6 |
| | 3 | 450 | 60 | 21 3 |
| | 4 | 600 | 85 | 23 6 |
| Vickers Ltd., Shipbuilding Group, Vickers Armstrong Palmers, Hebburn Works, Hebburn | 1 | 714 | 90 | 26 0 |
| | 2 | 850 | 145 | 35 0 |
| Swan Hunter, Hebburn-on-Tyne | 1 | 503 | 66 | 24 0 |

| *Slipways:* | *No. of Slipways* | *Length of Cradle* |
|---|---|---|
| North side of river | | |
| Swan Hunter, Wallsend | 2 | 235′ & 310′ |
| South side of river | | |
| R. B. Harrison & Son Ltd., Hill Quay | 2 | 200′ & 90′ |

**REPATRIATION:** All facilities available.

**AIRPORT:** Newcastle Airport, served by regular airlines.

**TIME:** British Standard Time, GMT plus 1 hour. GMT in winter months.

**HOLIDAYS:** New Year's Day; Good Friday; Easter Monday; Whit Monday; Autumn Holiday Monday; Christmas Day.

**POLICE/AMBULANCE/FIRE:** Dial 999, and ask for service required.

**TELEPHONES:** Can be arranged on board at certain berths.

**SERVICES:** The tanker-cleaning berth at North Shields provides accommodation for vessels about 800 ft. length, depth alongside 25 ft. below Chart Datum. The shore installation, which is owned and operated by the Tyne Tanker Cleaning Co. Ltd., includes large reception capacity for tank washing and oily sludge, separators of the latest type which can deal with oily water at the rate of 1,000 tons per hour and various treatment and storage tanks; together with boilers and steam and pumping plant. Expert staff and modern equipment for carrying out tank washing, cleaning and gas-freeing of vessels at the berth, and for other essential duties are also available, making it possible for tanker crews to be paid off immediately on arrival. The whole installation is protected by a most complete system of fire precautions and fire-fighting equipment. Also available is compass adjusting, etc.

**SHORE LEAVE:** Allowed.

**DEVELOPMENTS:** The Iron Ore Quay is to be redeveloped as a general cargo berth. Expected to be completed early 1975.

**AUTHORITY:** Port of Tyne Authority, Head Office, Bewick Street, Newcastle-upon-Tyne, NE1 5HS. Tel. Newcastle 25541.

**AGENT:** Lambert Brothers (Shipping) Ltd., 'B' Floor, Milburn House, Newcastle-upon-Tyne, NE1.1LY. Tel. Newcastle 27314. Telex: 53405. Cable address: "Lambros."

## WHITEHAVEN: 54.33 N. 03.36 W.

**DOCUMENTS:** Usual required for clearing a vessel from foreign, i.e. Crew list, Passenger list, Customs Documents, Ships Register, Manifest and Bills of Lading.

**PILOTAGE:** Request for Pilot is made by International Code signal G, sound and visual. ETA should be sent twelve hours in advance either to ship's Agent or Harbour Master or both. Area for taking Pilot on board 4 to 5 cables West of Harbour. Pilot boat is a 36 ft. varnished boat, name "J. T. Pears". R/T frequency 2241 and 2182. VHF is installed.

**ANCHORAGE:** Same area as for boarding Pilot according to draft.

**RESTRICTIONS:** Vessels may dock from one and a half hours before high water till one hour after high water according to draft.

**MAX. SIZE:** 270 ft. length, 40 ft. beam and 17 ft. draft (deepest) on spring tides, 14 ft. draft (deepest) on neap tides.

**HEALTH:** Usual pratique procedure.

**RADIO:** Port Patrick and Anglesey Radio Stations.

**TUGS:** No tugs

**MEDICAL:** Agent should receive notice in advance of any medical treatment required. Hospital services are readily available.

**DENSITY:** Any state of tide density is 1025.

**FRESH WATER:** Fresh water is available on all berths, any quantity on request to ship's Agent.

**FUEL:** Most grades and types available.

**FIRE PRECAUTIONS:** Usual precautions are taken when inflammable cargo is being loaded or discharged.

**GANGWAY/DECK WATCHMEN:** Advisable to have a watchman but not absolutely necessary.

**OPENING/CLOSING HATCHES:** Always opened and closed by crew members.

**CERTIFICATES:** Derat certificate, Load Line certificate, Radio R/T certificate, etc.

**CUSTOMS ALLOWANCE:** 200 cigarettes. 1 bottle spirits.

**IDENTIFICATION CARDS:** None required.

**CONSULS:** Norway, Sweden, Denmark and the Netherlands.

**REPAIRS:** All types of deck and engine repairs carried out.

**REPATRIATION:** Facilities exist for effecting crew changes and arranging any necessary repatriations.

**AIRPORTS:** Nearest airports are at Manchester, Newcastle and Prestwick, all approx. 130 miles away.

**HOLIDAYS:** Cargo may be worked on following days: New Year's Day, Good Friday, Easter Monday, Whit Monday, August Monday, Christmas Day and Boxing Day.

**POLICE/AMBULANCE/FIRE:** Telephone numbers of these services in order are: Whitehaven 2616, 3181 and 2151.

**TELEPHONES:** No special arrangements exist for placing telephones on board vessels.

**SHORE LEAVE:** Crew members may come and go at all times.

**DELAYS:** There are very seldom any delays in berthing and none in load or discharge or bunkering.

**AUTHORITY:** The Whitehaven Harbour Commissioners, 1 Duke Street, Whitehaven, Cumberland. Tel. Whitehaven 2435.

# United States of America

**HEALTH:** All ports.

### *Masters of Vessels arriving at United States ports*

Effective July 1, 1973, radio pratique as a method of quarantine clearance will be discontinued at all ports under control of the United States. Changes in regulations, policies, and procedures concerning maritime public health clearance have been promulgated.

*Vessels subject to routine inspection*

Only vessels in the following categories will be subject to on-board public health inspection upon arrival at ports under control of the United States:

A. Crew or passengers having:
  1. Temperature of 100°F (38°C) or greater (a) which persisted for two days or more; or (b) which was accompanied or followed by any one or all of the following: rash, jaundice, glandular swelling; or
  2. Diarrhoea severe enough to interfere with work or normal activity; or
  3. On board occurrence of death, regardless of the signs and symptoms above.

B. Vessels which have been in a smallpox infected country during the 15 days prior to arrival in the United States.

C. Vessels which have been in a plague infected country in the 60 days prior to arrival in the United States.

*Procedures.* Vessels in any of the categories, A, B, or C above will be granted provisional pratique and boarded upon arrival for inspection. In addition, vessels boarded for quality control may be boarded upon or subsequent to arrival. In accordance with regulations you must inform the quarantine station, through your vessel Agent, at or nearest the intended port of your vessel's first arrival in the United States of the occurrence of illness as specified in A above. Based on information you provide your Agent, or information your Agent already possesses regarding your vessel's itinerary, your Agent will notify the quarantine station if your itinerary included a smallpox or plague infected country. Arriving vessels no longer need to complete a maritime public health declaration unless boarded for inspections as described above. The boarding inspector will provide the declaration.

These changes reflect our confidence that you will continue to report, in advance of arrival in the United States, the on-board occurrence of illness compatible with the signs and symptoms specified above.

**SHIP'S OFFICER'S REPORT:** The information given for the po of New Orleans (U.S.A.) applies to all the ports in the U.S.A. in th event of the vessel arriving from abroad or from a previous U.S. po All the documents such as Crew List, Passenger List (Form I-41 Deck, Engine, Stewards & Bonded Stores Lists (Form 1303), Crew Effects Declaration (Form 1304), are required in duplicate at ea port for entry inward.

## ALBANY, New York: 42.40 N. 73.45 W.

**DOCUMENTS:** If first port of call in U.S., 2 complete Custon Manifests describing all cargo on board and ports of discha Also 1 Cargo List for Albany cargo; 3 Crew Lists; 3 Store Lis 3 Curio Lists, the Ship's Register, Load Line Certificate and Tonna Tax Certificate.

**PILOTAGE:** Hudson River Pilot boards vessel off Yonkers, N Cable address: "Hudpilots, Yonkers, N.Y."

**ANCHORAGES:** Several anchorage areas in Hudson River route to Albany if required due to weather. Vessels cannot anch at Port of Albany.

**RESTRICTION:** Hudson River Channel to Albany has contro depth of 32 ft. MLW. Vessels with draft in excess of 28 ft. will required to transit river on favourable tide as directed by Pilot.

**MAX. SIZE:** Maximum permissible length 750 ft.; breadth 110 draft 30 ft. Turning basin at Albany 1,100 ft. in width.

**HEALTH:** Free health pratique only when vessel is arriving fr another U.S. port. If Albany is first port in U.S., Master should ra vessel's Agent prior to arrival and arrangements will be made granting pratique at New York based on information available.

**TUGS:** One 2,500-h.p. tug stationed at port at all times; additio tugs available upon advance request. Normally one tug is suffici for turning and docking. Tug's lines are used.

**BERTHING:** 4,000 linear ft. of marginal wharf available at AP terminal for general cargo, grain, lumber, etc., 32 ft. alongside wh Various privately operated deep-water petroleum terminals in p area.

*Facilities:* 13·5 million bushel grain elevator. 17 million ga molasses storage – 3 terminals. Scrap Iron Terminal, Ba Terminal.

**BRIDGES:** Minimum vertical clearance of bridges on Hudson R en route to Albany is 135 ft.

**STEVEDORES:** Rates and information can be obtained from J W. McGrath Corporation; seven gangs available.

**FRESH WATER:** Supplied during regular working hours d except Saturdays, Sundays, and holidays at $1.00 per 100 cub plus $10.00 service charge per daily delivery on straight time. A tional charge if supplied during other periods.

**GANGWAY/DECK WATCHMEN:** Available via ship chandler not required but recommended.
**CONSULS:** Italian Vice-Consulate located at Albany, other consulates available at New York City.
**REPAIRS:** Minor deck and engine repairs can be handled.
**AIRPORT:** Seven miles distant from port; served by Allegheny, America, Altair and Executive Airlines.
**TIME:** Eastern Standard and Eastern Daylight Saving, 5 hours minus GMT.
**HOLIDAYS:** Standard U.S. holidays; cargo work can be arranged on all holidays at overtime rates, except July 4th, Labour Day and Christmas Day.
**SHORE LEAVE:** Crew members allowed ashore unless restricted by Customs or Immigration requirements.
**AUTHORITY:** Albany Port District Commission, Administration Building, Port of Albany, Albany, N.Y., 12202, Tel. 518–463–1103.

## ALEXANDRIA, Virginia: 38.48 N. 77.03 W. (See Plan)

**DOCUMENTS/PILOTAGE/HEALTH:** Refer to "Hampton Roads".
**RESTRICTIONS:** Anchoring necessary between 2200 to 0600. Berthing daylight only.
**MAX. SIZE:** Governed by draft only – maximum 22 ft. 6 in. all times.
**RADIO:** WMH Baltimore, Md.
**TUGS:** None required.
**BERTHING:** Berthing 0600 to 2200.
**BRIDGES:** One bridge, closed Monday through Friday 1600–1830 and 0630–0900.
**STEVEDORES:** Informally arranged through Receivers or Shipper's Agents.
**MEDICAL:** Hospital available.
**FRESH WATER:** Available at berth – 10 tons per hour.
**FUEL:** Not available.
**GANGWAY/DECK WATCHMEN:** Shore watchman provided.
**OPENING/CLOSING HATCHES:** Stevedores. Vessel – depending on understanding.
**IDENTIFICATION CARDS:** Required by Immigration.
**REPAIRS:** Minimal facilities.
**REPATRIATION:** Facilities exist.
**AIRPORT:** 3 miles. Washington National – multiple flights.
**TIME:** GMT minus 6 hours.
**POLICE/AMBULANCE/FIRE:** Agents arrange. Watchmen on duty.
**SHORE LEAVE:** Allowed.
**DELAYS:** No unusual delays.
**AUTHORITY:** Virginia Port Authority, Norfolk, Va.

## ANACORTES, Washington: 48.31 N. 122.36 W.

**DOCUMENTS, PILOTAGE, HEALTH, etc.:** Refer to "Tacoma".
**ANCHORAGES:** East End Guemes Channel, 54 ft. min. depth.
**MAX. SIZE:** Length, open. Draft, 54 ft.
**TUGS:** Join vessel in Guemes Channel at Anacortes – lines optional.
**BERTHING:** Pier no. 1, depth 31 ft.; Pier no. 2, depth 38 ft.
**STEVEDORES:** Request 24 hours notice.
**FRESH WATER:** Available from city water system.
**FUEL:** Available from Shell and Texaco.
**GANGWAY/DECK WATCHMEN:** Not required by port.
**OPENING/CLOSING HATCHES:** Stevedores.
**CUSTOMS ALLOWANCES:** No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.
**CARGO GEAR:** ILWU requirements.
**IDENTIFICATION CARDS:** Required.
**REPAIRS:** Minor repairs only.
**AIRPORT:** 75 miles Seattle International.
**TIME:** GMT minus 8 hours. From end April to end October, Pacific Daylight Saving Time, GMT minus 7 hours.
**HOLIDAYS:** See "Tacoma".
**POLICE/AMBULANCE/FIRE:** Police 293–3157; Ambulance 293–3183; Fire 293–3155.
**TELEPHONES:** Available at Pier 2 and at Pier 1 by Phone Co.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Port of Anacortes, Robert D. Keller, MGR. 293–3134.

## ANCHORAGE, Alaska: 61.12 N. 150.00 W. (See Plan)

**DOCUMENTS:**
3 copies Cargo Manifest (Forms 7527.A or 7527.B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.418).
2 copies Crew List (Form I.418).
Customs boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002)
Certified Crew List.
**PILOTAGE:** The pilot station for Anchorage is at Homer, Alaska Vessels may contact Pilot by radio telephone. Telegraphic address "Almarrpilot", ETA notice requested 24 hours. Guards VHF Channel 10. Pilot boat green and white. Pilot flag by day, pilot light at night. Pilot boat 1 mile South of Homer Spit (Coal Point) Homer Alaska. In bad weather, wait inside Homer Spit and advise via radio-telephone.
**ANCHORAGES:** The best anchorage for deep-draft vessels is West of Anchorage in depth of 10 to 12 fathoms, silt bottom. Holding ground is good.
**TIDES AND CURRENTS:** The diurnal range of tide is 29·6 ft, Currents from 1·7 to 6 knots or more in mid-channel.
**RESTRICTIONS:** Flow and pan ice is encountered in the Cook Inlet from approximately the end of November until the end of February. This ice does not freeze solid due to the tidal action. The port is in year-round use and expert information on winter conditions may be obtained from any of the highly qualified licensed ship pilots available in the area.
**MAX. SIZE:** All berths 35 ft. MLLW.
**HEALTH:** Pratique available from Agent subject to U.S. Health Regulations. See "Health Regulation" before first U.S.A. port (Albany).
**RADIO:** Port of Anchorage "KBT-42" on HF-AM and SSB. "WHJ-82" on VHF-FM.
**TUGS:** Join vessel 1½ miles South-west of docks.
**BERTHING:** 600 ft. general cargo Terminal No. 1, apron width 47 ft., live load limit 600 lb. per sq. ft.

General cargo Terminal No. 2, 610 ft., apron width 69 ft. Depth alongside face at MLLW 35 ft.

Shore Cranes: Level luffing gantry and Paceco container cranes. Capacity: Level luffing gantry 7½ tons and 40 tons (5 ton high-speed whip lines). Container cranes 27½ tons.

Outreach from fender face is 70 ft. for the gantries and 81 ft. on the PACECO. Clear height above MLLW is 132 ft.
**TANKERS:** The Petroleum Terminal at the port of Anchorage is contiguous to the general cargo docks. The POL Dock is 612 ft, long and contains multiple petroleum manifolds in addition to those on Terminal No. 1. Depth 35 ft. alongside.
**STEVEDORES:** Working Hours: Stevedores do not work on January 1, September 6, November 25 and December 25. The first six hours of any shift between 8.00 a.m. and 3.00 p.m. is at the straight time rate. Work performed on Saturdays, Sundays, holidays and between 5.00 p.m. and midnight is at overtime rate. Meal breaks are 11.45 a.m. to 1.00 p.m.and 4.45 p.m. to 6.00 p.m. Stevedores do not normally work between midnight and 7.00 a.m.
**SPECIALISED CARGO HANDLING FACILITIES:** Two 27½-ton PACECO container cranes servicing general cargo Terminal No. 2; private bulk cement pipe-lines to shore silos.
**DENSITY:** From 1.0098 to 1.0102.
**MEDICAL:** All facilities available. Three local hospitals.
**FUEL:** All grades available.
**FRESH WATER:** Public Health Service certified watering station.
**WATCHMEN:** Gangway/Dock Watchmen required shipside.
**HATCHES:** Opening/closing hatches by stevedores.
**AIRPORT:** Five miles; served by regular foreign and domestic airlines.
**CUSTOMS ALLOWANCES:** At the discretion of customs officer Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.
**IDENTIFICATION CARDS:** Standard U.S. Immigration Forms I.–95 to be made up for each crew member on arrival. Not necessary for crew men already holding Form I.–95, issued for the same vessel
**HOLIDAYS:** New Year's Day (January 1st); Lincoln's Birthday Washington's Birthday; Seward's Day (March 30th); Memorial Day; Independence Day (July 4th); Labour Day; Columbus Day; Alaska Day (October 19th); Veterans' Day; Thanksgiving Day; Christmas Day (December 15th).
**POLICE/FIRE/AMBULANCE:** Police 272–1414; Ambulance/Fire 272–1515.
**TELEPHONES:** Telephones available shipside.
**DEVELOPMENTS:** Present expansion plans call for one full-sized general cargo terminal, a second petroleum terminal and reclamation of approximately 38 acres of tidelands for cargo storage and staging.

Contracts were awarded in 1973 for the first phase of this development, composed of the construction of 366 ft. of additional general cargo berthing space, an additional shore trestle and reclamation of 11 acres of tidelands. Phase I is expected to be completed by the fall of 1974.
**AUTHORITY:** Port Director, 2000 Anchorage Port Road, Anchorage, Alaska 99501. Tel. 272–1531.

## ASHTABULA, Ohio: 41.53 N. 80.48 W.

Refer to "St. Lawrence Seaway" for important general information.
**PILOTAGE:** Nearest pilot station is the Welland Canal, Canada.
**ANCHORAGES:** No anchorage inside boundaries. Good anchorage outside to East of the entrance, depth approximately 20 fathoms,
**MAX. SIZE:** The Pinney Dock and Transport Company stevedoring dock handling overseas cargoes located just East of entrance to the port. Channel depth of 28 ft. Four berths, 27 ft. alongside; length of facilities up to 700 ft. by 75 ft. beam. No facilities for oil carriers.
**RADIO:** Contact Lorain, Ohio ship-to-shore station for local connections.

**TUGS:** Tugs normally join vessels just inside harbour entrance. Use ship's or tug's lines optional; tug lines used at additional charge of 10% of the tons will be added. For tug service call ship-to-shore tug Idaho, FM Channel 51.
**STEVEDORES:** Work gangs for loading and unloading provided by the Pinney Dock and Transport Company.
**MEDICAL:** Vessels requiring medical attention call U.S. Coast Guard station located in the main river by calling AM Channel 20. Ambulance and hospital service available. No inoculation, vaccinations, or fever certificates required.
**DENSITY:** Fresh water.
**FRESH WATER:** Available at stevedoring dock.
**FUEL:** Available on 24-hour notice.
**FIRE PRECAUTIONS:** City fire department. Also water line on face of the dock available.
**GANGWAY/DECK WATCHMEN:** Overseas stevedoring dock enclosed wire fence, watchmen on dock at all times, guard at main gate.
**OPENING/CLOSING HATCHES:** Optional by crew or stevedores.
**CUSTOMS ALLOWANCES:** Only allotments per person consumed aboard allowed.
**IDENTIFICATION CARDS:** Required.
**CONSULS:** Nearest at Cleveland.
**REPAIRS:** All types of deck and engine repairs available; also topside shell repairs.
**REPATRIATION:** Can be arranged.
**AIRPORT:** Nearest airport approximately 10 miles South with commuter services to Cleveland Hopkins Airport. Cleveland Hopkins Airport approximately 70 miles West.
**TIME:** Local Eastern Standard Time except from May to October – Daylight Saving Time.
**HOLIDAYS:** Stevedoring docks double time on holidays and time plus one-half on Saturdays and Sundays.
**POLICE/AMBULANCE/FIRE:** Police, 993–8281; Ambulance, 964–3121; Fire, 964–7123.
**TELEPHONES:** No provisions for placing telephones aboard vessels.
**SHORE LEAVE:** Crew allowed ashore.
**DEVELOPMENTS:** Pinney Dock and Transport Co. are dredging a second slip (length 2,000 ft.) and constructing a third pier (length 2,000 ft., depth 28 ft.).
**AUTHORITY:** Ashtabula Port Authority, 4400 Main Avenue, Ashtabula.

## ASTORIA, Oregon: 46.11 N. 123.50 W.

**PILOTAGE:** Columbia River Bar Pilots, PO Box 81, Astoria, Oregon, 97103. TWX. 910–466–8014. Tel. 503–325–2641.
**FACILITIES:** The port of Astoria has three finger piers with nine berths.

Pier 1: 2 berths – 167,000 sq. ft. covered shed, gallery for elevator – rail trackage.

Pier 2: 5 berths – 600,000 sq. ft. open area, bunkering facilities at berths 3–5–6, rail trackage.

Pier 3: 2 berths – 248,000 sq. ft. covered shed, barge ramp, rail trackage.

Water Depth: 35 ft. at inside berths, 40 ft. at outside berths.
**AUTHORITY:** Port of Astoria, Oregon. PO Box 569, Astoria, Oregon 97103. Tel. (503) 325–4521.

## ATRECO, Texas: 29.59 N. 93.53 W.

**DOCUMENTS, PILOTAGE, HEALTH, RADIO, etc.:** Refer to "Port Arthur".

## BALTIMORE, Maryland: 39.17 N. 76.35 W. (See Plan)

**DOCUMENTS:**

3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.

2 copies Crew Manifest (curio list).
2 copies Stores Lists.
2 copies Passenger List (Form I.–418).
2 copies Crew List (Form I.–418).

Customs boarding officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port.

Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certificate Crew List.

**PILOTAGE:** Each vessel entering the Chesapeake Capes under foreign flag or carrying foreign cargo is required to employ a Pilot of the Association of Maryland Pilots. The Association maintains a pilot boat which is anchored at the entrance of the Chesapeake Capes. Pilots will be furnished with a small transistorised portable radio unit, which provide ships bridge to bridge communication system to ensure navigational safety while traversing the waters of Chesapeake Bay. It is a positive means of communication to ensure ship's position reporting, the safety and movement of vessels, as well as messages related to the operational needs of vessels procee ing to the port, and provide the Pilots communications instructio expediting operations of vessels when they are aboard.
**ANCHORAGE:** Numerous anchorages located within harbo limits for ocean-going vessels. Seven such areas are available f vessels of light and heavy draft. Four of these anchorages are locat on the East side of the main ship channel between the entran channel to the Central Soya Company Grain Elevator and F Carroll. Two are on the West side of the main ship channel, and o on the North side of Curtis Bay channel.

At Sandy Point, approximately 22 miles South of Baltimore, the is an emergency anchorage in natural deep water with depth o 50 ft or more.
**RESTRICTIONS:** There are two different approaches and exi to the sea lanes. The principal route is by way of the Southerly cour through the Chesapeake Bay and Cape Henry to the ocean. Th distance by this route is approximately 150 nautical miles. There is main ship channel 20 miles long from Baltimore to the Chesapea Bay; this channel is 800 ft. wide and 42 ft. deep.

The other route to the sea lanes is via the Chesapeake and Del ware Ship Canal. This offers a short protected route betwe Baltimore and other leading North Atlantic ports by way of Delawa Bay and allows ships serving North Atlantic European ports to sa about 115 miles sailing distance.

Entrance to the Chesapeake and Delaware Ship Canal is locat about 50 miles North of Baltimore. The width of the channel is 450 and the depth is maintained at 35 ft. The canal itself is 15 miles length, and from the Delaware Bay side the distance to sea lanes about 60 miles. Navigation lights are maintained so the canal is op to navigation day and night.
**MAX. SIZE:** Length 1,250 ft., draft 42 ft. at Canton Ore pier.
**HEALTH:** Radio pratique is automatically granted arriving vesse provided no communicable disease or death on board, or vessel h not come from country with outbreak of quarantine disease. W free pratique, vessel may enter port and discharge passengers. given provisional pratique, vessel may enter port, but must ta additional measures specified in connection with discharg passengers and cargo, until free pratique is granted.

Quarantine office is located at Friendship International Airpo Immigration and Quarantine board vessels at dockside. In the ev of vessels not docking, launch arrangements must be made Agent.
**TUGS:** The port has an efficient fleet of tug-boats in operati The tugs usually take vessel in two at Quarantine Station.
**BERTHING:** There are approximately forty-five important piers a terminals, some of which are listed below:

*Marine Terminals*

| *Name* | *Berths* | *Max. draft* | *Cranes* | *Special featur* |
|---|---|---|---|---|
| Canton | 10 General<br>3 Bulk | 42 ft. | | |
| Clinton St. | 4 General | 32 ft. | 1 at 15 t<br>1 at 18 t | |
| Dundalk | 12 | 34 ft. | 1 at 70 t<br>7 at 40 t<br>2 at 50 t<br>2 at 60 t | Berths 7-12<br>for containers<br>1 Ro-Ro berth |
| Hawkins Point | 2 | 36 ft. | | Length 720 ft. |
| Locust Point | 17 General<br>3 Bulk | 34 ft. | | 2 at 75 t Whirl<br>Gantry mount<br>at Pier 4 |
| Port Colvington | 10 General<br>7 Bulk | 38 ft. | 4 at 10 t<br>1 at 45 t | |
| Rukert Term Corp | 6 General | 35 ft. | 6 at 15 t | |
| Sealand | 1 | 32 ft. | 1 at 27½ t | Length 800 ft. |
| Terminal Corp | 1 | 28 ft. | | Length 419 ft. |

*Public Bulk Cargo Piers*

| *Name* | *Berths* | *Length* | *Breadth* | *Draft* | *Loading Cap.*<br>*Storage Cap.* |
|---|---|---|---|---|---|
| (Coal) | | | | | |
| Curtis Bay | 2 | 900 ft. | 117 ft. | 42 ft.<br>(Ship) | 6,000 t.p.h. |
| Coal Pier | | | | 30 ft.<br>(Barge) | 4,000 t.p.h. |
| Penn Central RR Coal Pier | 4 | 1,100 ft. | 223 ft. | 35 ft. | 900 t.p.h. |
| Port Covington Coal Pier | 2* | 888 ft. | 78 ft. | 30 ft. to<br>25 ft.<br>(ES)<br>40 ft.<br>(WS) | 3,500 t.p.h. |
| (Grain) | | | | | |
| Canton Pier 3 | 2 | 1,418 ft.<br>(ES)<br>690 ft.<br>(WS) | 88 ft. | 32 ft. | 3,957,000 bus<br>75,000 b.p.h. |
| Locust Point Pier 7 | 3 | 1,000 ft. | 67 ft. | 35 ft. (2)<br>30 ft. (1) | 3,880,000 bus<br>40,000 b.p.h. |
| Port Covington Pier 2 | 2 | 1,340 ft.<br>(ES)<br>245 ft.<br>(WS) | 57 ft. | 37 ft. | 5,000,000 bus<br>20,000 b.p.h. |
| (Ore) | | | | | |
| Canton | 2 | 1,250 ft.<br>(WS) | 88 ft. | 42 ft. | 3,000 t.p.h. |

| | | | | | |
|---|---|---|---|---|---|
| Pier 2 | 1 | 800 ft.<br>(ES) | | 25 ft. | |
| Curtis Bay Ore Pier | 1 | 650 ft. | 81 ft. | 39 ft. | 2,000 t.p.h. |
| Penn Cent RR Bulk Commodity Pier | 2 | 1,200 ft. | 64 ft. | 30 ft. | 800 t.p.h. |
| Port Covington Pier 6 | 3 | 1,524 ft. | 66 ft. | 30 ft. to 25 ft. (NS)<br>38 ft. (SS) | 2,000 t.p.h. |

**BRIDGES:** The Chesapeake Bay Bridge-Tunnel is located across the entrance to the Bay, between Cape Henry and Cape Charles. This vehicular crossing consists of fixed causeways and bridges, and 2 tunnels – one under the Chesapeake Channel and one under the Thimble Shoal Channel.

No bridges cross the main ship channel in Baltimore Harbour. Vessels en route to the harbour from the ocean via the Chesapeake Bay pass under the Chesapeake Bay Bridge, about 151 statute miles above the ocean entrance to the bay. This bridge is 3·7 miles long from shore to shore; its western end is 0·5 miles South-west of Sandy Point and its Eastern end is on Kent Island, 4·0 miles South-west of Love Point. The Curtis Creek and Middle Branch sections of harbour are each crossed by a highway and a railroad bridge.

**DENSITY:** The salinity of Baltimore harbour waters requires full fresh water draft allowance.

**TANKERS:**

| *Pier* | *Operator* | *Berth* | *Length* | *Draft* |
|---|---|---|---|---|
| American Oil Co. | Amoco Oil Co. | 1 | | 30 ft. |
| | | 1 | | 32 ft. |
| | | 1 | | 32 ft. |
| Ashland Oil | Deep-water Terminals Inc. | 1 | 426 ft. | 33 ft. |
| B.P.–Texas Co. | B.P.–Texaco | 1 | 520 ft. | 33 ft. |
| Continental Oil Co. | Continental Oil Co. | 1 | 700 ft. | 34 ft. |
| Crown Central Pet. Corp. | Petroleum Marketing Inc. | 1 | 800 ft. | 32 ft. |
| Exxon Pier 1 | Exxon | 3 | 810 ft. | 30–42 ft. |
| Exxon Pier 3 | Exxon | 2 | 405 ft. | 27–30 ft. |
| Gulf Oil Co. | Hoffberger | 2 | 544 ft. | 35 ft. |
| Hess Oil Co. | Amerada Hess | 1 | 315 ft. | 36 ft. |
| | | 1 | 250 ft. | 23 ft. |
| Shell Oil Co. | Shell Oil Co. | 1 | 800 ft. | 23 ft. (WS)<br>35 ft. (ES) |

Slop disposal facilities available at Humble Oil Terminal.

**MEDICAL:** All facilities available.

**FRESH WATER:** Can be supplied at all berths. Water barges available.

**FUEL:** All grades supplied by numerous oil companies by barge or ex-wharf at the oil berths.

**REPAIRS:** *Bethlehem Steel Corporation*. At the Sparrows Point Shipyard vessels up to 300,000 tons dwt. are constructed, and the facilities include all the necessary equipment for the construction of large and small vessels.

Two other marine yards, one of which is located at Key Highway, while the second is located on the Eastern end of Locust Point adjacent to Fort McHenry. The facilities of these plants include three dry docks, two graving docks and nine outfitting piers. These facilities handle all types of dry docking and ship repairs.

*Maryland Shipbuilding and Dry-dock Company*. This large marine shipyard is located on the water front at Fairfield. Plant facilities include four dry docks, five outfitting piers and one side launch way. All types of ship repairs are handled in this yard.

In addition to the above mentioned facilities there are numerous companies specialising in minor ship's repairs.

**CUSTOMS ALLOWANCES:** At the discretion of customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

**DEVELOPMENTS:** Chesapeake and Delaware Canal to be dredged to 35 ft. depth by mid 1975.

**IDENTIFICATION CARDS:** Standard U.S. Immigration Forms I.–95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.–95, issued for the same vessel.

**CONSULS:**

Argentina
Belgium
Bolivia
Columbia
Costa Rica
Denmark
Dominican Republic
Ecuador
El Salvador
Finland
France
Great Britain
Guatemala
Honduras
Italy
Netherlands
Norway
Panama
Sweden
Uruguay
Venezuela

**TIME:** Eastern Standard Time, GMT minus 5 hours. Daylight saving time, GMT minus 4 hours from April to October.

**AUTHORITY:** Maryland Port Administration, 19 St. Charles St., Baltimore. Tel. (301) 383 5700.

## BANGOR, Maine: 44.49 N. 68.47 W.

**DOCUMENTS:**

1 copy of Crew List.
1 copy of Passenger List.
2 copies of Stores Lists.
2 copies of Foreign Purchase Lists.
2 copies of Inward Foreign Manifest.
1 form 3251 (Master's Oath on entry of vessel).
2 forms 1374 outward foreign Manifest

**PILOTAGE:** Cable PENBAY via Chatham Radio. Ship's Agent usually notifies Pilot 48 hours and 24 hours before arrival at the pilot station. Pilot boat usually stands by on their radio one hour before ETA on RT 2182 and the VHF Channel 16 (156·8). Pilot boards at Monhegan Is, lat. 43°45′ N., long. 69° 22′ 5″ W. Pilot uses a white boat 36 ft. long and displays "H" by day and the pilot signals at night. Vessels awaiting Pilot in bad weather must heave-to outside.

**ANCHORAGES:** No restrictions on anchoring at Searsport and the Fort Point area.

**RESTRICTIONS:** Large ships are restricted to daylight navigation and high water. Small coastal ships of 14–15 ft. draft run day and night. South Brewer has a controlling depth of 16 ft. at low water. Lower Bangor has controlling depth of 15 ft. and upper harbour has depth of 11 ft. Average rise of tide is 13 ft.

**MAX. SIZE:** At present ships of 560 ft. are taken up the river two hours before high water during daylight. Size and draft of ship depend on the berth.

**HEALTH:** It is the practice of the Agent to notify the U.S. Public Health and arrange for an inspection at the pier. If any disease is found the vessel is quarantined. When vessel has once cleared U.S. quarantine and proceeds to other U.S. ports, the clearance is still valid. Contact Agents for radio pratique.

**RADIO:** Vessels arriving Bangor use radio station at Chatham Mass., or call on the R/T through station WOU at Boston, Mass.

**TUGS:** Usually meet ship at Bucksport, and use ship's lines.

**BRIDGES:** One suspension bridge with a height of 135 ft. at high water. Horizontal clearance is 750 ft.

**MEDICAL:** No advance notice required. There are three large hospitals. Seamen required to have certificate for smallpox vaccination during past three years.

**TANKERS:** One berth for ocean-going vessels. One 8 in. hose with a 10 in. line. Twenty-two ft. at low water.

**DENSITY:** Nearly fresh water.

**FRESH WATER:** Supplied at ocean-going berth at the rate of 50 tons per hour.

**FUEL:** Only available at oil berth.

**CERTIFICATES:**

Load-line.
Foreign Clearance.
Safety Certificate.
Radio Operator's Licence.

**CUSTOMS ALLOWANCES:** 200 cigarettes per man, 1 bottle wine/spirits per man.

**IDENTIFICATION CARDS:** Form I.–95 must be filled out upon arriving unless seaman has made one out before on a previous trip.

**CONSULS:** None.

**REPAIRS:** Only machinery repairs.

**REPATRIATION:** Arrangements must be made ahead of time by telegram.

**TIME:** GMT minus 5 hours in the winter and minus 4 hours in the summer.

**AIRPORT:** Bangor International is 2 miles from the city.

**POLICE/AMBULANCE/FIRE:** Police 9427377; Ambulance 9893311 Fire 9422293.

**TELEPHONES:** None put aboard. One pay phone on ocean-going berth.

**SHORE LEAVE:** Allowed subject to Immigration approval.

**AUTHORITY:** City of Bangor, Dept. of Harbour and Wharves, Harbour Master.

## BATON ROUGE, Louisiana: 30.28 N. 91.12 W.

**DOCUMENTS:**

Original and 3 Crew Lists.
Original and 3 Passenger Lists.
Clearance from last foreign port.
Original and 3 copies Inward Manifest.
Certified Derat Certificate.
Load-line Certificate.
Safety Certificate.
Ship's Register.
3 copies Curio List.

**PILOTAGE:** Advise Agents ETA sea-buoy 48 hours in advance. Agent then makes arrangements for pilots. Seven 46 ft pilot boats—red hulls white cabins, flying white and blue pilot flags. Suggest pilot ladder 6 ft. above water level, no life-line. Call channel 2738 or VHF channel 9, 30 to 40 miles out. Safe anchorage within two miles Southpass or South-west pass entrance.

**ANCHORAGES:** General anchorage Baton Rouge as directed by Pilots.

**RESTRICTIONS:** No night-time restriction for entry or clearanee, docking or undocking.

**MAX. SIZE:** Humble Oil Docks can accommodate 1000 ft. vessels—unlimited breath; draft governed by South-west pass—project depth 40 ft. usually restricted from 37 ft. to 30 ft. draft May through August, due to low water and silting.

**HEALTH:** Vessels en route Baton Rouge from foreign port rig accommodation ladder and anchor off quarantine station New Orleans for pratique and immigration inspection. Infectious diseases referred to Agent for handling with U.S. Public Health Doctor. No pratique required for vessels arriving from another U.S. port. Radio free pratique may be requested through Agents about 36 hours prior arrival by advising no sickness, no animals, no passengers, etc.

**RADIO CALLS:** ETA cables can be routed through Tropical Radio WNU New Orleans.
**TUGS:** Available at Baton Rouge for docking and undocking. Ship's lines used.
**BERTHING:** No time restrictions on berthing.
**CARGO HANDLING FACILITIES:** Two general cargo docks with total 280,000 sq. ft. transit shed and 2,265 ft. long, 40 ft. wide apron with double marginal tracks; grain elevator and bulk terminal at Burnside, for handling ores, concentrates, etc.; container marshalling yard adjacent cargo docks; also 20-acre paved staging area for import automobiles. Dock equipped for roll-on/roll-off. One dock equipped handle liquid chemicals.
**BRIDGES:** Sufficient clearance for all stages of river at all times; two bridges cross at New Orleans, one at Baton Rouge and one at Donaldsonville.
**STEVEDORES:** May be obtained by Agent with 4 hours notice.
**MEDICAL:** Agents should receive 24 hours notice when medical attention is required. Two excellent hospitals at Baton Rouge, U.S. Public Health Hospital at New Orleans.
**TANKERS:** Oil tankers load various petroleum and chemical products at Humble Oil Docks with sufficient hose, reducers, etc., available. Oil residue slop facilities available.
**DENSITY:** No tide—fresh water at all times.
**FRESH WATER:** At public docks. At Humble Oil Terminal simultaneous with loading or discharging at no cost. Ship's crew to make water connections.
**FUEL:** All grades subject inquiry. Barging essential.
**FIRE PRECAUTIONS:** Usual fire lines and sprinkler systems.
**GANGWAY/DECK WATCHMEN:** Only if Master requires.
**OPENING/CLOSING HATCHES:** Depending on terms of charter, usually by ship's crew.
**CUSTOMS ALLOWANCES:** Tobacco, each crew member allowed 300 cigarettes. Master allowed reasonable quantity. Wine and/or Spirit, each crew member allowed one bottle each of wine and spirits. Master allowed reasonable quantity.
**CARGO GEAR:** Safety certificate required for ships gear in handling. Pkg. cargo, etc.
**IDENTIFICATION CARDS:** Usual passports.
**CONSULS:** Norwegian only, all other consuls at New Orleans – 80 miles distant.
**REPAIRS:** All types of deck and engine repairs may be carried out.
**REPATRIATION:** Crew repatriation and crew changes may be made.
**AIRPORT:** Six miles to Ryan Airport, served by regular airlines.
**TIME:** Local time is Central Standard Time—6 hours later than GMT; from April through October local time is CS daylight saving time, 5 hours later than GMT.
**POLICE/AMBULANCE/FIRE:** Tel. Nos. Public Dock: Police 343–5525; Ambulance 344–0566; Fire 343–4140.
**TELEPHONES:** No arrangements for placing telephones aboard.
**GENERAL:** Tankers in ballast advised of drift wood conditions in river and ballast their vessels accordingly so as to avoid propeller damage.
**SERVICES:** Because of restricted river inadvisable adjust compasses. This is usually accomplished below New Orleans where river of sufficient width to permit large vessels to swing. Two firms engaged in tank cleaning, namely, Two Twenty Eight Terminals Inc. and Port Allen Marine Cleaning Plant. Slop facilities available at the Humble Oil & Refining Co. dock.
**SHORE LEAVE:** Shore leave permitted except when detained aboard by U.S. immigration.
**DELAYS:** Normally no delays at Humble Oil docks in berthing except when vessel's tanks unsuitable for loading. Normal delay at city wharf is one day awaiting berth.
**AUTHORITY:** Greater Baton Rouge Port Commission, PO Box 380, Port Allen, Louisiana 70767.

## BAYTOWN, Texas: 29.44 N. 95.01 W. (See Plan)

**DOCUMENTS, PILOTAGE, HEALTH, etc.:** Refer to "Houston".
**TUGS:** Available if required.
**BERTHING:** Humble Oil & Refinery Co. Terminal, depth alongside 35 ft.
**MEDICAL:** All medical assistance available.
**DENSITY:** Brackish.
**FRESH WATER:** Available ex wharf.
**FUEL:** All grades available ex wharf.
**GANGWAY/DECK WATCHMEN:** Required only if crew detained by Immigration.
**CUSTOMS ALLOWANCES:** Each man 300 cigarettes or 100 cigars or 1 lb. tobacco; 1 quart wine/spirits.
**AUTHORITY:** Port of Houston Authority, P.O. Box 2562, 1519 Capital Avenue, Houston, Texas 77001.

## BEAUMONT, Texas: 30.05 N. 94.05 W.

**DOCUMENTS, PILOTAGE, HEALTH, RADIO, etc.:** Refer to "Port Arthur".
**TUGS:** Meet vessel in Neches River before arriving at berth. Normally two tugs used for docking, one for undocking.
**BERTHING:** Beaumont Elevator, distance from sea 50 m., depth alongside 38 ft. Texas Gulf Sulphur Co., distance from sea 47 m., depth alongside 34 ft.
**CARGO HANDLING FACILITIES:** Five general cargo berths, with total of 400,000 square feet transit shed space. Three open berths with double marginal tracks; 700 ft. of gantry tracks with 6 ton travelling gantry crane.
**STEVEDORES:** Normal working hours 0800/1200 and 1300/170 Monday to Friday.
**HOLIDAYS:** Longshore holidays are: Armistice Day; Thanksgiving Day; Christmas Day; New Year's Day; Washington's Birthday; Texas Independence Day (June 19th); Fourth of July; Labou Day; Decoration Day (May 30th). No work performed on Labour Da or Christmas Day.
**TANKERS:** Mobil Oil Co., distance from sea 49 m., depth alongside 36 ft. Pan American Pet. Co., distance from sea 45 m., dept alongside 38 ft.
**MEDICAL:** All facilities available.
**DENSITY:** Fresh water.
**FRESH WATER:** Available at berths, or by barge.
**FUEL:** Available ex-wharf at Mobil terminal. All grades available b barge to other locations.
**GANGWAY/DECK WATCHMEN:** Not required unless crewme detained by immigration.
**CUSTOMS ALLOWANCES:** 300 cigarettes and one quart wine spirits for each man.
**IDENTIFICATION CARDS:** Foreign crew require only Immigration landing permit.
**CONSULS:** Nearest at Houston.
**REPAIRS, DRY DOCKS:** Beaumont's Bethlehem Shipyard offer all types ship repair or reconditioning – plus vessel conversion an jumboizing 2 side-launching ways over 800 ft. each. Floating dry doc with extreme length of 648 ft.; length on bottom 576 ft.; breadth a entrance, 87 ft.; and lifting capacity, 17,500 tons. Active in desig and construction of mobile drilling platforms and oil and ga production and storage facilities for service off shore.
**DEVELOPMENTS:** Two new 600 ft. berths; one shedded wit 120,000 ft. transit warehouse space, one open with 17 acres bac from shipside area. New facilities to be completed early 1975.
**AUTHORITY:** Port Director, Port of Beaumont, PO Drawer 362 Beaumont.

**AGENT:** Hansen & Tidemann Inc. 705, Goodhue Building. PO Drawer 3528. Beaumont, Texas 77701. Tel. (713) 833–7418. TWX 910–884–5135. Cables "Handt".

## BELLINGHAM, Washington: 48.45 N. 122.31 W.

**DOCUMENTS, PILOTAGE, HEALTH, etc.:** Refer to "Tacoma".
**TUGS:** Available, join vessel in Bellingham Bay.
**ANCHORAGE:** Deep water available, but not good holding ground
**BERTHING:** North Terminal, Berthing length 1,500 ft., dept alongside 34 ft. MLLW. South Terminal, Berthing length 400 ft depth alongside 30 ft. MLLW. Georgia Pacific Dock, Berthing lengt 600 ft., depth alongside 30 ft. MLLW.
**CRANES:** Two 50-ton capacity rail-mounted gantry cranes and on barge mounted 60-ton crane.
**STEVEDORES:** Eight local gangs. Additional gangs imported required.
**HOLIDAYS:** See "Tacoma".
**MEDICAL:** All medical facilities available. Local hospital.
**DENSITY:** Salt water.
**FRESH WATER:** Available at all wharves.
**FUEL:** Available. Barge delivery only.
**GANGWAY/DECK WATCHMEN:** Required only if detainee aboard.
**CUSTOMS ALLOWANCES:** No definite quantities prescribe reasonable allowance at discretion of Customs Inspector.
**AIRPORT:** 3 miles from the city.
**AUTHORITY:** Port Manager, Port of Bellingham, P.O. Box 7 Bellingham, Washington 98225.

## BENICIA, California: 38.03 N. 122.10 W.

**DOCUMENTS:** Health and all General Information: refer to "Sa Francisco".
**PILOTAGE:** Port located about 25 miles above Golden Gate Bridg River pilot joins at San Francisco, using VHF for traffic informatio Passage includes passing under two bridges, Carquinez Str Bridge having the least clearance, with 146 ft. (HW) and 151 ft. (LW (using North Channel). River passage is timed to arrive at Benic at the first of ebb tide; this is approximately 2½ hours after HW Fort Point (Golden Gate).
**ANCHORAGE:** At San Francisco.
**RESTRICTIONS:** Tankers must lighten to 36 ft. fresh-water dra This is done at No. 7 anchorage, 1½ miles East of Alcatraz Isla This cargo will later be pumped back to the tanker as barges can overcome shore back pressure. Turning basin off the berths, radi 1,800 ft.
**TUGS:** One small tug assists berthing. Only one normally requi for unberthing.
**BERTHING:** Continuous wharf 2,404 ft. long with berth for thr vessels. Depth alongside 38 ft. The North berth used for crude discharge and the South berth for petroleum products. The cen berth is equipped for handling general and bulk cargoes.
**MOORINGS:** Berths equipped with quick-release hooks and bo lards. Two head wires, four breasts and two springs forward. Th necessary because of current off the bank during ebb tide. Two st lines, two breast lines and two springs aft.

**BULK HANDLING FACILITIES:** Waterside silos capacity 26,000 tons. With loading conveyor belt capacity 1,000 tons per hour.
**TANKERS:** Crude oil discharge through two 12-in. Chiksan arms and 36-in. shoreline, 2½ miles long. Shore tanks are situated 164 ft. above sea level, initial back pressure 65/70 p.s.i.
**FRESH WATER:** Available from shore lines.
**FUEL:** Can only be delivered by barge. Average rate 300 t.p.h.
**DEVELOPMENTS:** Current plans call for: (1) enlargement to 9 berths; (2) deepening of water alongside, including channels to 45 ft.; (3) installation of bulk handling equipment for wood chips; (4) for bulk iron ore and (5) development of a complete container terminal.
**AUTHORITY:** Benicia Port Terminal Company.

## BOSTON, Massachusetts: 42.21 N. 21.05 W.

**DOCUMENTS:**

3 copies Cargo Manifest (Forms 7527–A or 7527–B), two copies showing all cargo on board, and 1 copy showing only cargo for this port.
3 copies Crew manifest (curio list).
3 copies Stores List.
3 copies Passenger List (Form I.–418).
3 copies Crew List (Form I.–418).

Customs boarding officer will also examine Ship's register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States Port:

Health Pratique.
Master's Oath (Customs Form 1300).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified Crew List.

**PILOTAGE:** Is compulsory. Pilots cruise in boats which are designated by numbers painted in black figures 4 ft. high on deck-house. The outer boat cruises outside the Graves.
**ANCHORAGES:** ANCHORAGE NO. 1.

*Upper Harbour Anchorage:* Steam and motor vessels permitted to anchor in this basin anchor within the following area: South-easterly of a line bearing 205 degrees true from North-easterly corner of Boston and Albany Pier No. 5, East Boston; North-easterly of a line bearing 122 degrees true from South-easterly corner of Lewis Wharf, North Pier; South-westerly of a line bearing 392 degrees true from North-easterly corner of Southernmost Airport Approach Pier; North-westerly of a line bearing 025 degrees true from Buoy No. 12, F1.R.6 sec.

ANCHORAGE No. 2. *President RoadsAnchorage* (40 ft. anchorage): All vessels anchoring in this basin anchor within an area beginning at a point bearing 237 degrees, 522 yards from Deer Island Light; thence to a point bearing 254 degrees, 2,280 yards from Deer Island Light; thence to a point bearing 261 degrees, 2,290 yards from Deer Island Light; thence to a point bearing 279 degrees, 2,438 yards from Deer Island Light; thence to a point bearing 319 degrees. 933 yards from Deer Island Light; thence to a point bearing 319 degrees, 666 yards from Deer Island Light; and thence to point of beginning.

*President Roads Anchorage* (35 ft. anchorage): All vessels anchoring in this basin anchor within an area beginning at a point bearing 256 degrees, 2,603 yards from Deer Island Light; thence to a point bearing 258 degrees, 3,315 yards from Deer Island Light; thence to a point bearing 264 degrees, 3,967 yards from Deer Island Light; thence to a point bearing 261 degrees, 2,290 yards from Deer Island Light; and thence to point of beginning.

ANCHORAGE No. 3. *Nantasket Roads Anchorage:* Vessels anchoring in this anchorage basin anchor within following area; Westerly of a line bearing 143 degrees from wharf at Gallups Island to Bell Buoy No. 2, South-west of Georges Island; Northerly of a line bearing 260 degrees from Bell Buoy No. 2, Georges Island, to the Northerly end of Rainsford Island; Northerly of a line bearing 273 degrees from the Northerly end of Rainsford Island to Bass Point, Long Island; Southerly of a line bearing 270 degrees from the wharf at Gallups Island to Long Island.

ANCHORAGE No. 5. *Peddocks Island and Explosive Anchorage:* Vessels anchoring in this anchorage basin anchor within following area; South-westerly of a line bearing 122 degrees true from the Easterly end of Rainsford Island to the North-easterly end of Rainsford Island to the North-easterly end of Peddocks Island, North-easterly of a line bearing 165 degrees true from the Westerly end of Rainsford Island to the South-easterly end of Peddocks Island.
**RESTRICTIONS:** There are three main channels of entrance from sea to President Roads.

*Broad Sound North Channel* from Broad Sound to President Roads from North-eastward. Dredged 35 ft. deep and 1,500 ft. wide and is deepened to 40 ft. in a width of 900 to 1,100 ft. This channel well marked by lighted buoys.

*Broad Sound South Channel* from Broad Sound South-westerly and Westerly to President Roads. Dredged 30 ft. deep and 1,200 ft. wide. This channel is well marked by buoys and ranges but most aids to navigation are not lighted.

*The Narrows* is channel leading into Boston Harbour from South-eastward between Boston Lighthouse and Lovells Island on the North-east and Point Allerton, Georges Island and Gallups Island on South-west. Depth is 27 ft. Width is generally 1,000 ft. except in a section between Narrows Light and Georges Island where shoaling on North-easterly side limits is to 700 ft. Channel is well marked.

*The Main Ship Channel* of Boston Harbour extends from President Roads to the mouths of the Chelsea and Mystic Rivers and to Charlestown Bridge on the Charles River. Channel has been dredged 35 ft. deep and 1,200 ft. wide to the inner end where widths decrease near the river mouths. It has been deepened to 40 ft. for 600 ft. width from President Roads to the mouth of the Mystic River, with a widening to 1,200 ft. at the bend just Northerly of Commonwealth Pier No. 5, South Boston.

*Charles River* is the approach by water to Cambridge and Watertown. About half a mile above the lower bridge there is a dam with a lock 45 by 350 ft. with depth of 17 ft. over the lower sill. Depths above dam decrease gradually to 9 ft., basin level, at head of navigation. *Mystic River* is approach by water to Everett, Malden and Medford. Controlling depths are 35 ft, from Mystic River bridge to approximately 1 mile above, thence 20 ft. from the 35 ft. Channel to 800 ft. above the Malden Bridge to a point abreast Monsanto Chemical Company plant. *Chelsea River* is approach to city of Revere. Channel from entrance to a point opposite the Tenneco Oil Co. terminal has a controlling depth of 35 ft. *Weymouth Fore River* is approach by water to Quincy and Weymouth. Controlling depth is 30 ft. to Fore River Bridge. Controlling depth for a distance of 2,800 ft. above Fore River Bridge is 30 ft. *Town River* extends North-westward from Weymouth Fore River at Quincy point. River has a controlling depth of 27 ft. from deep water in Weymouth Fore River to a point opposite the Quincy Oil Co. terminal. Opposite Quincy Oil Co. terminal there is a turning basin 18 ft. deep, 400 ft. wide and 1,000 ft. long.
**HEALTH:** See Health Regulations before first U.S.A. port (Albany).
**TUGS:** Steamers can proceed from the sea to Boston Upper Harbour under own power. They are usually met by tow-boats, for docking while in the stream. Barges usually left by the outside tow-boats at the anchorage grounds, to be docked later by harbour tugs
**BERTHING:** There are 259 piers or wharves in the port of Boston providing 158,646 lineal ft. or 30 miles of berthing space measured along the sides and ends of piers and along bulkheads or shore wharves. Many of them have railroad connections. The depths of water available alongside these terminals range up to a maximum of 40 ft. at mean low water. Practically all terminals fronting on main ship channel are in close proximity to storage warehouses, both cold and dry which greatly facilitates transfer of cargo between vessel and warehouse.

**Main Terminals:**

| | | |
|---|---|---|
| Hoosac Pier, three berths, | depth alongside | 35 ft. |
| Mystic Pier, four berths | ,, ,, | 40 ft. |
| Commonwealth Pier, five berths | ,, ,, | 40 ft. |
| South Boston, ten berths | ,, ,, | 35 ft. |
| Castle Island, seven berths | ,, ,, | 35 ft. |
| East Boston, Three berths | ,, ,, | 32 to 35 ft. |
| Public Container Terminal, two berths | ,, ,, | 40 ft. |

**SPECIALISED CARGO HANDLING FACILITIES:**

| *Bulk Cement* | *Location* | *Depth at MLW* |
|---|---|---|
| Atlantic Cement Company | Charlestown | 29 ft. |
| Marquette Cement MFG. Company | Everett | 20 ft. |
| Universal Atlas Cement Company | South Boston | 25 ft. |
| *Chemicals and Solvents* | | |
| Union Carbide Corp. | Everett | 36 ft. |
| *General Cargo Terminals* | | |
| East Boston Pier (3 berths) | E. Boston | 35 ft. |
| Mystic Pier (4 berths) | Charlestown | 40 ft. |
| Hoosac Pier (3 berths) | Charlestown | 35 ft. |
| Commonwealth Pier (5 berths) | S. Boston | 40 ft. |
| Boston Army Base Terminal (10 berths) | S. Boston | 35 ft. |
| Castle Island Terminal (7 berths) | S. Boston | 35 ft. |
| *Container Terminals* | | |
| JF Moran Docks (2 berths) | Charlestown | 40 ft. |
| Sea-Land Services Inc. (1 berth) | S. Boston | 35 ft. |
| *Gypsum Rock* | | |
| U.S. Gypsum Company | Charlestown | 24 ft. |
| *Sulphur* | | |
| Freeport Mineral Company | Everett | 36 ft. |
| *Iron and Steel Products* | | |
| Boston Army Base Terminal (1 berth) | S. Boston | 35 ft. |
| *Raw Sugar* | | |
| American Sugar Co. | Charlestown | 30 ft. |
| Revere Sugar Refinery | Charlestown | 30 ft. |
| *Salt (Sodium Chloride) and Pumice* | | |
| Eastern Minerals Inc. | S. Boston | 35 ft. |
| Castle Island Terminal, Berth II | S. Boston | 35 ft. |
| *Scrap Metal* | | |
| Prolerized N.E. Co. | Everett | 36 ft. |
| Schiavone & Sons Inc. | Charlestown | 34 ft. |
| *Vegetable Oils, Liquid Caustic Soda, etc.* | | |
| Procter & Gamble MFG Co. | Quincy | 30 ft. |
| *Animal Oils Greases and Fats (Tallow)* | | |
| Commonwealth Pier 5 (Corenco) | S. Boston | 40 ft. |
| *Automobiles* | | |
| Castle Island Terminal Berth 16 | S. Boston | 35 ft. |
| East Boston Pier I | E. Boston | 35 ft. |
| Commonwealth Pier 5 | S. Boston | 40 ft. |
| *Lumber* | | |
| Castle Island Terminal Berth II | S. Boston | 35 ft. |
| *L.N.G. Terminals* | | |
| Boston Gas Company | Dorchester | 25 ft. |
| Distrigas | Everett | 36 ft. |

**TANKERS:**

| *Tanker berths* | *Location* | *Depth at MLW* |
|---|---|---|
| State Fuel Co. Inc. | E. Boston | 29 ft. |
| Mobil Oil Corp. | Quincy | 35 ft. |
| " " " | E. Boston | 30 ft. |
| Gibbs Oil Company | Revere | 35 ft. |
| Atlantic Richfield Company | Revere | 35 ft. |
| Sun Oil Company | Revere | 30 ft. |
| Northeast Petroleum Corp. | Chelsea | 32 ft. |
| " " | Revere | 30 ft. |
| Union Oil Company of Boston | Revere | 35 ft. |
| Gulf Oil Corp. | Chelsea | 31 ft. |
| American Oil Company | Chelsea | 32 ft. |
| Cities Service Oil Co. | Braintree | 35 ft. |
| " " " " | Chelsea | 30 ft. |
| Texaco Oil Inc. | Chelsea | 36 ft. |
| Quincy Oil Co. | Quincy | 32 ft. |
| Metropolitan Petroleum Co. | Chelsea | 35 ft. |
| Exxon | Everett | 42 ft. |
| White Fuel Oil Co. | S. Boston | 40 ft. |

**STEVEDORES:** Available at various rates.

**FRESH WATER:** Plentiful supply of excellent water in Boston It is supplied by terminal at prevailing rates.

**FUEL:** All grades available in various viscosities. Normally supplied by barge subject to advance notices.

**CUSTOMS ALLOWANCES:** At the discretion of customs officers. Normal allowance is 200 cigarettes or 2 lb. of tobacco and one quart wine or spirits per man. Additional allowances may be given it considered necessary, due to length of vessel's stay in port.

**IDENTIFICATION CARDS:** Standard U.S. Immigration Forms I.–95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.–95, issued for the same vessel.

**GANGWAY/DECK WATCHMEN:** Available at prevailing prices.

**OPENING/CLOSING HATCHES:** Performed by stevedores.

**CONSULS:**

Australia
Argentina
Austria
Belgium
Bolivia
Brazil
Canada
Cyprus
Colombia
Costa Rica
Denmark
Dominican Republic
Ecuador
El Salvador
Finland
France
W. Germany
Great Britain
Greece
Guatemala
Haiti
Honduras
Iceland
Ireland
Israel
Italy
Japan
Korea
Lebanon
Mexico
Netherlands
Nicaragua
Norway
Panama
Paraguay
Peru
Portugal
Spain
Sweden
Switzerland
Taiwan
Thailand
Turkey
Venezuela

**REPAIRS:** Any type of repair undertaken.

**DRY DOCKS:**

| *Bethlehem Steel Co., Shipbuilding Division, East Boston, Massachusetts* | *Length* | *Capacity* |
|---|---|---|
| Floating Dry Dock No. 1 | 622 ft. | 18,000 tons |
| Floating Dry Dock No. 2 | 479 ft. | 20,000 tons |
| Graving Dry Dock No. 4 | 256 ft. | |

Modern facilities for repair, overhaul, and conversion of vessels of all sizes:

(*a*) A 10,000 ton capacity floating dry dock serviced by two 150 ton overhead cranes with a yoked capacity of 350 tons. The five-section dock is 415 ft. long, 120 ft. wide, and has an inside dimension of 85 ft. 7 in.

(*b*) 3 building basins (actually a three-positioned graving dock), 2 are 132 ft. wide, 867 ft. long; 1 is 150 ft. wide, 938 ft. long Each basin serviced by two whirley type cranes of 75 and 50 ton capacity.

(*c*) Four outfitting piers capable of handling up to 10 ships simultaneously provide adequate space for dockside work and for mooring personnel or service barges.

(*d*) Three conventional "sliding" ways capable of handling ships up to 1,000 ft. in length.

*Major Shops:* Two-bay fabricating shop served by 17 bridge cranes. Machine shop equipped with large vertical and horizontal mills planers, lathes and a complete small machine complement. Fully equipped sheet metal, joiner, boiler, blacksmith, pattern, foundry galvanizing, pipe and copper, and electrical shops. Complete facilities for inspection of all types including nondestructive testing such as radiography, magnetic particle, liquid penetrant and ultrasonic.

**REPATRIATION:** Good facilities exist.

**HOLIDAYS:** New Year's Day (1st January); Washington's Birthday (22nd February); Patriots' Day (19th April); Memorial Day (30th May); Bunker Hill Day (17th June); Independence Day (4th July); Labour Day (first Monday in September); Columbus Day (8th October); Veteran's Day (22nd November); Thanksgiving (fourth Thursday in November); Christmas Day (25th December). *Note:* "Or any day celebrated in lieu thereof".

**TIME:** Eastern Standard Time, GMT minus 5 hours. Daylight saving time, GMT minus 4 hours from April to October.

**AUTHORITY:** Massachusetts Port Authority, 470 Atlantic Avenue, Boston 02210.

## BRIDGEPORT, Connecticut: 41.07 N. 73.11 W.

**DOCUMENTS:** Refer to "New York".

**PILOTAGE:** Vessel usually notifies Agent 48 hours before arriva who will arrange pilot boarding. Pilot boards either at Brenton Re pos. 41.25 W., 71.23 W. or Point Judith pos. 41.17 N., 71.29 W.

**ANCHORAGE:** 2 miles South of No. 2 entrance buoy.

**RESTRICTIONS:** Local Pilot usually boards vessel at anchora at 0600 hours and docks vessel about 0700 hours. Entrance chann 33 ft.

**MAX. SIZE:** Draft up to 33/36 ft. subject to weather and tides.

**HEALTH:** Vessel to cable Agent 24 hours prior to arrival of a illness on board, otherwise radio pratique not necessary.

**RADIO:** Vessels arriving from North use Chatham Radio. Vesse from South use Amagansett Radio on Long Island.

**TUGS:** Assistance is available.

**BERTHING:** Cilco terminal, depth 30 ft. 6 in. at MLW. Length o dock 1,100 ft.

**TANKERS:** Shell dock, depth 38 ft. at MLW. United Illuminati Co., depth 35 ft. at MLW, max. length 800 ft.

**FRESH WATER:** Available at all berths.

**FUEL:** No fuel barge service available. In emergency tank tru delivery can be arranged.

**MEDICAL:** All facilities available.

**AIRPORT:** Bridgeport Airport about 3 miles away. New Yo airports about 50 miles distance.

**CONSULS:** All countries represented in New York.

**HOLIDAYS:** New Year's Day (1st January); Lincoln's Birthda (12th February); Washington's Birthday 18th February); Goo Friday–Memorial Day–Independence Day (4th July); Labour Da Columbus Day (14th October); Veterans' Day–Election Day (5 November); Thanksgiving Day (28th November); Christmas Da (25th December).

**TIME:** Daylight Saving Time, GMT minus 4 hours from April t October.

**AUTHORITY:** Office of the Harbour Master, Room 16 Munici Parking Terminal, 35 John Street, Bridgeport, Connecticut 06603.

**AGENT:** Cilco Terminal Company Inc., (Main office) 75 Third Stre (Terminal and Operations) 535 Seaview Avenue, Bridgepo Connecticut 06601. Tel. (203) 336–3841. TWX 7104534028. Cabl "Cilco".

## BROWNSVILLE, Texas: 25.54 N. 97.28 W.

**DOCUMENTS:** See "Houston".

**PILOTAGE:** When a vessel is scheduled to arrive at the port o Brownsville the vessel's Agent notifies the Harbour Master's offi of the approximate ETA. Later, when a firm ETA is received, t Harbour Master's office notifies the pilot office that the vessel i expected on the bar at a certain time and also gives the time whi she would like to enter.

The telegraphic address of the pilot office is: Brazos-Santia Pilots, 411 First National Bank Bldg., Brownsville, Texas.

If possible, it is desired that the pilot office be notified two hou in advance of the ETA of any vessel.

The VHF Channel to be used when contacting the pilot boat is 1 When contact is made, this will be switched to Channel 13.

The pilot boat is an oil screw vessel, powered by a Caterpil diesel engine. Her gross tonnage is 1,782, length 45 ft., beam 12 7 in. and draft 6 ft.

No light or sound signals are necessary from vessels requir a Pilot, although light signals may sometimes be used at nigh ordinarily a vessel is picked up by visual sighting.

The pilot boat is located on the South tip of Padre Island - t pilot station is adjacent to the entrance to ship channel with a cl view of the approach to the jetties.

The Pilot is taken on board an incoming vessel at the sea bu which is located 2 miles off shore.

The anchorage for a vessel awaiting Pilot is 1½ miles North o sea buoy.

**ANCHORAGES:** Anchorages are marked on charts.

**MAX. SIZE:** The maximum permissible: Length 800 ft., beam 100 draft 35 ft.

**RADIO:** ETA cables to Agent, etc., should be addressed to t Agent via Mackay Radio at Galveston or RCA in Port Arthur. Wh within a 60 miles range of the port, calls may be made through t Harbour Master's office on VHF Channel 16 or 26 and the calls w then be transferred to land lines to any point.

**VHF:** A vessel approaching the port of Brownsville may con the Harbour Master's office on VHF Channel 16 or 26.

**TUGS:** Tugs normally join an incoming vessel 1¼ miles before s enters the turning basin. The tug's lines are used for which ther no charge.

**STEVEDORES:** To arrange for gangs the vessel needs to no the ship's Agent of ETA; the Agent will in turn notify the steved It is necessary that the Agent be advised of an ETA before 1900 an 0800 start.

Main commodities and average load and discharge rates:

| | |
|---|---|
| Grain | Bulk carrier 1,200 tons per hour |
| ,, | between deck 600 tons per hour |
| Cotton | 100 bales per hour per gang |
| Lead and zinc pigs | 30 tons per hour per gang |
| Citrus in boxes | 18 tons per hour per gang |
| Onions and carrots in bags | 18 tons per hour per gang |
| General cargo | 25 tons per hour per gang |

**MEDICAL:** When medical attention is required, advance notice should be given the Agent by ship's radio. U.S. Public Health radio pratique questionnaire should be complied with to expedite vessel's clearance on arrival from a foreign port.
**TANKERS:** Ballast facilities are available up to 6,000 barrels per hour. The port loads residual crude only – about 13·2 API. The port has three tankers berths, with 34 ft. 7 in. maximum draft.
**DENSITY:** The average density is 32 parts per 1,000.
**FRESH WATER:** Fresh water is available and can be delivered to a vessel through hose or pipe line at 150 gallons per minute.
**FUEL:** No fuel is available locally. It must be barged in from Corpus Christi – advance arrangements are necessary.
**FIRE PRECAUTIONS:** Tankers are required to berth head out.
**DEVELOPMENTS:** The Federal Government has made an appropriation to initiate a study on deepening ship channel from 36 ft. to 45 ft. and to widen the channel from 200 ft. to 400 ft., bottom width. Plans are being made to build another grain elevator/bulk materials dock, and another chemicals dock within two years. A bulk liquid cargo dock will be completed early 1974.
**GANGWAY/DECK WATCHMEN:** Such services are necessary only when detainees are held on board.
**OPENING/CLOSING HATCHES:** This work is done by the stevedores.
**IDENTIFICATION CARDS:** Immigration requires form No. 1–95 Landing Permit.
**CONSULS:** Mexico: tel. 542–4431; Guatemala, Costa Rica and Honduras, tel. 542–3506; Nicaragua, tel. 546–6861.
**REPAIRS:** Howard Iron Works, located at the port, is equipped to handle all normal temporary ship repairs.
**DRY DOCKS:** None available.
**REPATRIATION:** There are facilities for this service.
**AIRPORT:** The local airport is located 2 miles from the port. Braniff Airways operates three flights daily.
**TIME:** Local Time is 6 hours behind GMT.
**HOLIDAYS:** The following holidays are observed here: Veterans Day (4th Monday of October); Thanksgiving; Christmas; New Year; Washington's Birthday (Feb. 22); Texas Independence Day (March 2); Emancipation Day (June 19); July 4th; Labour Day (first Monday in September); Decoration Day (last Monday in May).

No work shall be performed on Labour Day or Christmas Day except in case of fire or where property is in danger. When holidays come on Sunday, the following day will be recognised as the holiday. Also, no work will be performed between 1600 and 1900 hrs. on election days.
**POLICE/AMBULANCE/FIRE:** Brownsville Police 546–3751; Brownsville Fire Dept. 542–4375; Ambulance Service 542–2121.
**TELEPHONES:** Telephones are not available for placing on ships.
**SERVICES:** Tank cleaning service is available through the Howard Iron Works at the port. Ballast facilities are available at oil docks 1, 2 and 3. The Gulf Radio Electronics Company can take care of compass adjusting, etc.
**DELAYS:** There are no delays unless an incoming ship has been assigned to a berth now occupied. Bunkers must be barged in; arrangements may be made ahead of time to avoid delay.
**AUTHORITY:** Port Director, PO Box 3070, Brownsville, Texas. Tel. 831–4592.

## BRUNSWICK, Georgia: 31.09 N. 81.30 W.

**DOCUMENTS:**
Crew Lists: 1 certified copy for Immigration; 2 copies uncertified for Customs.
1 copy Pratique.
3 copies Inward Customs Manifests.
3 copies each Stores, Curio & Narcotics List.
**PILOTAGE:** Compulsory. 24-hour pilot service arranged by Agent with 48–24 hour prior notice from ship. Pilot station at Buoy "St. S." Pilot reached through UHF Channels 12, 14, 16 on voice radio (R/T). Pilot boat is 35 ft. white hull. No special signals required to pilot other than International code flag "G" if desired.
**ANCHORAGES:** 3 miles S.E. of buoy "St. S." sand and mud bottom. In event deep draft (30 ft.) and high winds, anchorage near Ocean Buoy 2B and inform pilot as in "Pilotage". Vessels in need or for other good reason, may anchor in St. Simon's Sound, depth 10 fathoms.
**APPROACHES:** The harbour is located about midway between Savannah and Jacksonville. The harbour is reached by a channel from the Atlantic Ocean, running between St. Simons and Jekyll Island. The channel has a minimum width of 500 ft. and a depth of 32 ft. to St. Simons Sound, thence a width of 400 ft. and a depth of 30 ft. to Sidney Lanier Bridge, where the channel divides, thirteen miles from sea. The Northern branch leads to Lanier Dock, State Dock and the city, 400 ft. wide and 30 ft. deep. The other branch leads NW to the pulp plant dock, chemical docks and electrical generating plant, 300 ft. wide and 30 ft. deep.
**RESTRICTIONS:** No restrictions unless vessel drawing 30 ft. or more, then must await high tide to cross bar.
**MAX. SIZE:** Maximum permissible length 650 ft. Max. dwt. over 33,000 tons.
**HEALTH:** Pratique obtained from Boarding Officer upon mooring alongside.
**RADIO:** Prior arrival, use commercial Lantana, Chatham Radio for advices to Agent, 48–24 hours in advance.
**TUGS:** 2 tugs, 500 h.p. each. Join vessel in St. Simon's Sound after passing lighthouse. Tug lines used.
**BERTHING:** 1,600 ft. continuous marginal wharf; steel & concrete construction, 57 ft. wide apron. Vessels normally turned to moor port side alongside unless deck cargo or other vessel obstruction means cargo may not be worked over port side. Gantry crane of 27 tons capacity available.

The Brunswick Port Authority operates a bulk commodity terminal at Lanier Dock. The facility is 500 ft. long and constructed of steel and concrete, with a project depth of 30 ft. MLW, equipped with a grab bucket, conveyors and marginal tracks for handling bulk cargoes at rates up to 600 tons per hour. It operates a covered warehouse with a capacity of approximately 10,000 tons. A limited amount of open storage space is available equipped with a conveyor system and reclaim facilities. Lanier Dock lies directly adjacent to the Brunswick State Docks and warehouses. Both wharves have a turning basin of 1,000 ft. in length and 600 ft. wide with a project depth of 30 ft. MLW (mean low water), also Barge Dock facility 250 ft. long.
**BRIDGES:** One: Lanier Bridge draw bridge; 250 ft. horizontal clearance, 139 ft. vertical clearance, up position, high water. Vessels under pilot and tugs when passing through.
**STEVEDORES:** Wireless to Agent 48–24 hours prior arrival with number of gangs, working hatches and space in hatch, and special factors, e.g., pilferable cargo, autos, heavy-lifts, etc.
**MEDICAL:** Advance notice to Agent, or notify on arrival.
**TANKERS:** Petroleum tankers do not now call at Brunswick. Liquid bulk cargo is pine oil distillates loading.
**DENSITY:** Average 1.0166 (high) to 1.0141 (low). Water inside considered brackish.
**FRESH WATER:** From shore connections at 20 tons per hour.
**FUEL:** Not available locally. Must be delivered from Jacksonville, Florida. If required, 72 hour advance notice to Agent, giving type & quantity.
**DEVELOPMENTS:** Tanker and solid-bulk facility, 1974.
**GANGWAY/DECK WATCHMEN:** Not required but available.
**OPENING/CLOSING HATCHES:** "MacGregor" hatches must be opened by vessel prior working. All others may open at discretion to save turn-around time.
**CERTIFICATES:** Registry, U.S. tonnage tax.
**CUSTOMS ALLOWANCES:** Tobacco, 2 cartons. Customs will open bonded stores on request. Spirits, reasonable amount.
**IDENTIFICATION CARDS:** U.S. Immigration Landing Permits.
**CONSULS:** None, consulates at Savannah, Ga., and Jacksonville, Fla., may be used as required by vessel.
**REPAIRS:** Limited to minor replacement parts to engine, radio, radar of standard makes. Major repairs may be arranged with shipyards of Savannah or Jacksonville.
**DRY DOCKS:** None.
**REPATRIATION:** Through Agent.
**AIRPORT:** 20 minutes drive from quays; 4 flights daily.
**TIME:** GMT minus 5. Daylight Saving Time, 15 April through last Sunday October. April: advance; October: retard.
**HOLIDAYS:** 1 Jan., 15 Jan., 12 Feb., 22 Feb., 30 May., 4 July, 1st Monday in September, 12 October, 11 November, 4th Thursday in November, 25 December.
**POLICE/FIRE/AMBULANCE:** Numbers given in Boarding Brochure.
**TELEPHONES:** None placed aboard. Public pay (coin) telephones on quay clearly marked.
**GENERAL:** Brunswick, Georgia, is a small port specialising in export of woodpulp in bales, pine-tree products in drums. Imports bulk salt, salt-cake, and gypsum, little break-bulk general cargo. Vessel requirements handled by Agent in residence, communication by wireless or R/T essential in advance.
**AUTHORITY:** The Brunswick Port Authority, PO Box 1039, Brunswick, Georgia 31520. Tel. 265–3700, A.O. 265–3703.
Georgia Port Authority, PO Box 2406, Savannah, Georgia 31402.

**AGENT:** Southern Shipping Company, State Port Bldg. Tel. 912/256/7588. Cables: Soshipco.

## BUFFALO, New York: 42.55 N. 78.55 W. (See Plan)

**DOCUMENTS:** For vessels arriving from foreign ports:
3 Unfreighted copies of Complete Manifest covering all cargo to be discharged in the Great Lakes.
4 Personal Effects Lists.
4 Crew Lists.
4 Narcotics Lists.
Vessel's Registry and copies of Paid Tonnage Tax Certificates.
Health Pratique.
Clearance from previous port.
**PILOTAGE:** Not compulsory. Seaway Pilots will assist if required.
**MAX. SIZE:** Limited by Seaway Locks. 730 ft. length and Seaway draft.
**RESTRICTIONS:** St. Lawrence Seaway navigation season approximately from 15th April to 10th December. Controlling depth 25 to 27 ft.
**HEALTH:** Ocean-going vessels must obtain a free pratique before entering the Seaway, which may be obtained from Canadian Authorities in Montreal.
**TUGS:** Available.
**RADIO:** WBL – Buffalo.
**BERTHING:** Outer harbour: Total berth space 2,400 ft.; depth alongside 27 ft. LWD. Two transit sheds – total of 184,000 ft. dry dock space; sprinkler system equipped, seaway piers for bulk cargoes. South and North Piers 3,506 ft. of berth space, 200 acres open storage area. Depth alongside 27 ft.

**SPECIALISED CARGO HANDLING FACILITIES:** Niagara Frontier Transportation Authority has a mobile gantry crane capable of handling lift of 50 tons at 40 ft. with a boom. Additional heavy lift equipment available from commercial sources.
**DENSITY:** Fresh water.
**MEDICAL:** U.S. Public Health Outpatient Clinic as well as numerous hospital facilities.
**FRESH WATER:** Available at most berths.
**FUEL:** All grades available by tank truck delivery or by harbour tank barge.
**REPAIRS:** Machinery and above-water repairs available.
**GENERAL:** Refer to "Great Lakes Pilot".
**AUTHORITY:** Niagara Frontier Transportation Authority, 901 Fuhrmann Boulevard, Buffalo, New York 14203. Tel. 716–852–8985. Telex 91–6423.

## BURNSIDE, Louisiana: 30.08 N. 90.55 W.

East bank of Mississippi River, about 200 miles from sea.
**DOCUMENTS/HEALTH/PILOTAGE:** For all general information refer to "New Orleans".
**TUGS:** Not normally required.
**BERTHING:** Bulk Marine Terminal: berth 800 ft. long, 40 ft. depth; Ormet Corporation berth 825 ft. long, 50 ft. depth.
**FRESH WATER:** Available ex-berth.
**FUEL:** Not available.
**DENSITY:** Fresh water, 1000.

## CAPE COD CANAL, Massachusetts

The Cape Cod Canal is a sea-level canal, extending from a point on Cape Cod Bay about 50 miles South-east of Boston Harbour, Mass., to the head of Buzzards Bay, Mass. In general direction the canal trends from Cape Cod Bay Westerly to Buzzards Bay.
**PILOTAGE:** The Corps of Engineers, Department of the Army, does not maintain pilot service but independent Pilots, licensed by the U.S. Coast Guard, are usually available at the canal. Messages will be transmitted to Pilots with the understanding that the Government will assume no responsibility in connection therewith.
**RESTRICTIONS:**

| | *Width bottom Feet* | *Length Miles* |
|---|---|---|
| Easterly Entrance to Station 430 | 480* | 8·4 |
| Station 430 to Wings Neck (Hog Island Channel) | 500 | 4·3 |
| Wings Neck to Cleveland Ledge (Cleveland Ledge Channel) | 700 | 4·7 |

* Except narrows to 450 ft. opposite State Pier.

The canal and approach channels have been dredged to the project depth of 32 ft. below mean low water.
**RADIO:** Direct communication with the Cape Cod Canal Sub-office, New England Division, Corps of Engineers, is available at all hours by means of telegraph, telephone or radio. The tel. number is 759 4431. The nearest ship-to-shore telephone station is at Scituate (call letters WOU). Bridge to Bridge radio-telephone facilities are available on 156·65 Mc.
**TUGS:** Not available.
**BERTHING:** Mooring basins are located at the East and West ends of the canal. The East Mooring Basin, located on the North side of the canal is 3,000 ft. in length, 550 ft. in width and has been dredged to a depth of 25 ft. at mean low water. The West Mooring Basin, located on the South-east side of the Hog Island Channel is 4,000 ft. in length, 350 ft. in width and has been dredged to a depth of 32 ft. at mean low water. Mooring dolphins are provided in both mooring basins.
**BRIDGES:** Two fixed span high-level highway bridges and one vertical lift railroad bridge cross the canal.
**COAST GUARD STATION AND WEATHER SIGNALS:** A U.S. Coast Guard Station is located near the Eastern entrance. U.S. Weather Bureau Signals are displayed at the eastern entrance and at Wings Neck.
**TRAFFIC LIGHTS:** Red, green and amber electric lights, visible for a distance of about 2 miles in clear weather, day or night, are located at the following points:

(*a*) Eastern or Cape Cod Bay entrance, on South side of entrance at an elevation of about 55 ft. above high water.

(*b*) Supplemental traffic lights at a mean elevation of 28 ft. above MHW are installed at the Easterly side of the Sandwich Control Station, South side of canal, canal station 35+00 and will be energised at such times as power failures and/or other conditions make the regular traffic lights at the Easterly canal entrance inoperative.

(*c*) Western or Buzzards Bay entrance, (1) Wings Neck, near Wings Neck Light at an elevation of about 48 ft. above high water.

(*d*) Station 389 – on North side, near the U.S. Engineer Sub-office, elevation of about 37 ft. above high water, for East-bound traffic only.

**AUTHORITY:** Corps of Engineers, Dept. of the Army, Waltham, Massachusetts.

## CASTLE ISLAND, Alaska

Located in Duncan Canal off Kupreanof Island between Wrangell and Petersburg. Open all year.
**DOCUMENTS:** See "Anchorage, Alaska".
**PILOTAGE:** (From sea via Dixon Entrance up Clarence Strait to Guard Island.) Under pilotage from Guard Island.
**MAX. SIZE:** Harbour depth 45 ft.
**TIDES:** Diurnal range 16 ft. Also see "Berthing".
**ANCHORAGE:** Fair weather anchorage only.
**CUSTOMS:** Quarantine and Immigration available from G Island. Customs available from Petersburg or Guard Island.
**BERTHING:** Alaska Barite facility: dolphins and two floats. sent facilities limited to about 22,000-ton ships. Loading equip consists of one loading spout for bulk cargo. Production averag 1,000 tons per hour.
**TUGS:** From Wrangell three available 500 h.p. each.
**STEVEDORES:** Sufficient to work ore loading facility 24 hou day when necessary.
**REPAIRS/WATER/FUEL:** None.
**MEDICAL:** Facilities available in Petersburg or Wrangell.
**AIRPORT:** Charter airplane only.

## CHARLESTON, South Carolina: 32.47 N. 79.56 W. (See Plan)

**DOCUMENTS:**
3 Crew Lists.
3 Curio Lists.
3 Stores Lists.
3 Manifests.
At least 1 copy of Bill of Lading, if provided by shipper, and 1 c of Parting Crew List.
**PILOTAGE:** Shipmasters to notify Agent 48, 24 and 12 hours arrival at C-2 Buoy. Pilot may be contacted by VHF Channe and 18. Pilot boards on lee side from black-painted launch "PILOT" painted in white letters on the side. Normally vess berthed by Docking Master from tug company.
**ANCHORAGES:** Rarely required.
**RESTRICTIONS:** Only restriction affecting operation relate channel depth of 35 ft. at low tide.
**MAX. SIZE:** Can handle vessels 950 ft. long. Present facil measure 475 ft. from centre of discharge pipeline to end of doc
**HEALTH:** Recommend shipmaster's use of free radio prat request when arriving direct from a foreign port. If Master fai radio for pratique, automatically arranged for boarding of ve by proper Health authority. No pratique necessary if foreign ve is arriving from another U.S. port.
**RADIO:** Normal procedure. No special or unusual proced required.
**TUGS:** Tugs usually join tankers between Cooper River Bridge Coal Pier, approximately ½ mile from dock. Tug lines used. No cha made for this service.
**BERTHING:** No specific requirements exist other than 35 ft. draft at low tide.

There are two container berths equipped with two conta cranes, capacity 40 tons each.
**CRANES:** A 400-ton fixed crane has been installed at Colon Street Terminal.
**STEVEDORES:** *Working hours:* Labour may be ordered for to start at the following times: 0800, 1000, 1200 and 1900. Labour usually work as long as necessary; shift system not used in port.
**RADAR/VHF:** Services required are handled through Agent.
**MEDICAL:** Advance notice when possible.
**TANKERS:** Discharge lines all 8 in. dia. and 1 solvent line Adapter to conform to ship's discharge lines supplied. Draft no exceed 35 ft. low tide. Tanker berths operated by Humble Oil, S Oil, Hess Oil, BPT, and Phillips Petroleum, all suitable for 3 draft. Gulf Oil berth, max. draft 30 ft. Texaco berth, max. draft 32
**FRESH WATER:** Available via 2½ in. hose at a rate of 500 bbls hour.
**FUEL:** Bunker "C" at API of 14.4 to 16.6 (approx.) and blended Bo Intermediate grades from 1 to 30.
**FIRE PRECAUTIONS:** Normal precautions.
**DEVELOPMENTS:** No changes planned in present facilities channel depth is increased.
**GANGWAY/DECK WATCHMEN:** Supplied by Agent request from Shipmaster only.
**CERTIFICATES:** Normal International certificates.
**CUSTOMS ALLOWANCES:** Tobacco, Wine and/or Sp governed by length of time in port and existing Customs regulat
**CONSULS:**
Danish Vice-Consulate 722–7016
Norwegian Vice-Consulate 723–9241
**REPAIRS:** Available.
**DRY DOCKS:** One 10,000-ton floating dock, one 1,500-ton two 1,000-ton floating docks.
**REPATRIATION:** Facilities available.
**AIRPORT:** Ten miles from Terminal, served by regular airline
**HOLIDAYS:** Work continues on holidays.
**POLICE/AMBULANCE/FIRE:** Contact dockmaster at any tim
**TELEPHONES:** No arrangements exist for placing phones ab vessels. Phone facilities are situated within 100 ft. of vessel at
**SERVICES:** No tank cleaning/washing facilities available at Can be arranged and handled at local shipyard. Practically any service available at dockside.
**SHORE LEAVE:** Subject Shipmaster's permission and exi Immigration regulations.
**DELAYS:** Normally, no delays beyond normal time requi connect/disconnect hoses.
**AUTHORITY:** South Carolina State Ports Authority.

## CHICAGO, Illinois: 41.50 N. 87.45 W.

**DOCUMENTS:**
For Agent in Montreal:
3 unfreighted copies of Complete Manifest for Seaway Toll purposes covering all cargo to be discharged in the Great Lakes.
In first U.S. port: a "Traveller" is made up by the Customs Inspector with the following documents:
2 complete sets of U.S. Cargo Manifests, plus 6 copies for Agents.
1 set Manifest of Cargo for first U.S. port.
4 Stores Lists.
4 Personal Effects Lists.
4 Firearms and Ammunition Lists.
4 Crew Lists, Form I418.
4 Narcotics Lists.
4 Vessel's Itinerary Lists.
Vessel's Registry and copies of Paid Tonnage Tax Certificates.
Health Pratique.
Clearance from previous port.
2 sets Bills of Lading.
3 copies Stowage Plan.
In subsequent U.S. ports the following are required:
5 sets Manifest of Cargo for that port.
The "Traveller" and Permit to Proceed issued in previous port.
2 Stores Lists.
2 Personal Effects Lists.
2 Firearms and Ammunition Lists.
2 Crew Lists.
2 Narcotics Lists.
2 sets Bills of Lading.
3 copies Stowage Plan.

**PILOTAGE:** Compulsory unless Master holds exemption "B" license. 24 hours notice of arrival required by Agents who arrange Pilot.

**ANCHORAGE:** In Chicago Harbour, anchorages A, B and F designated for merchant ships and marked on charts. In Calumet Harbour vessels should not anchor within 1,000 ft. of the breakwaters.

**RESTRICTIONS:** St. Lawrence Seaway navigation season approximately from April 15th to November 15th. Controlling depth 27 ft.

**MAX. SIZE:** Limited at Seaway Locks. 730 ft. length, 26 ft. draft. Depth alongside terminals 27 ft.

**RADIO:** Port can be contacted by Illinois telephone station WAY.

Notice of arrival; Master must give at least 24 hours notice to Commander 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also at least 24 hours notice of ETA at first U.S. discharge port is required.

**HEALTH:** See Health Regulations before first U.S.A. port (Albany).

Department of Agriculture board all vessels. Immigration board vessels arriving from foreign ports.

Every vessel must obtain a free pratique before entering the St. Lawrence Seaway. This is usually done by means of radio and is automatically granted unless illness on board.

This free pratique is valid also for United States Great Lakes ports and the Customs officer at the first U.S. port of call will secure it from the vessel.

**TUGS:** Available, not compulsory but recommended.

**BERTHING:** *Navy Pier Terminals:* The Great Lakes Storage and Contracting Co. terminal at Navy Pier contains 1,280 ft. of berthing space and a storage area of 450,000 sq. ft. under cover. The terminal has a general cargo capacity of 25 tons per hour. Lift trucks at Great Lakes range up to 20,000 lb. in capacity.

The North Pier Terminal Co. terminal has 1,235 ft. of berthing space and more than 250,000 sq. ft. of dock space, with 185,000 sq. ft. under cover. North Pier also features adjacent warehousing available in its downtown distribution centre. Lift truck capacity at North Pier ranges up to 62,000 lb.

Both terminals feature dockside rail and truck service and mobile cranes for heavy lifts.

*Calumet River Terminals:* Transoceanic Terminal Corp. has its facilities at the mouth of the Calumet River. Transoceanic handles general cargo, automobiles, steel products, bulk liquids and containers. The terminal has 3,000 ft. of berthing space, 130,000 sq. ft. of transit shed storage, and 850,000 sq. ft. of open storage. Heavy lift cranes run from 75 to 110 tons in capacity. Transoceanic also has numerous lift trucks, with capacities to 56,000 lb.

Federal Marine Terminals Inc. handles general cargo, steel products and containers. This facility has 730 ft. of berthing space, 34,000 sq. ft. of covered storage space and 11 acres of open storage space. Heavy lift cranes at Federal Marine range from 20 to 150 tons. Lift truck capacities range up to 52,000 lb.

The Rail to Water Transfer Corp. (RTW) on the Calumet River specialises in handling, storing and distributing raw materials or dry bulk commodities. RTW's twin bulk loading facilities offer two deep-water berths, each more than 700 ft. long. The facility has railroad yards that accommodate 2,200 rail cars adjacent to the dock. The twin loading towers provide fast handling at up to 2,500 tons per hour.

Western Navigation Co. handles bulk cargo, such as coal, coke, pig iron, ore and scrap. Berthing space is 1,000 ft. Western Navigation has 28 acres of open storage space. Rail facilities feature a complete switcharound that holds 30 cars. Heavy lifts include 3 cranes with capacities from 25 to 100 tons. Handling mostly Great Lakes vessels. Western also loads coke and scrap on ocean vessels.

*Lake Calumet Terminals:* Bulk Terminals Co. in Lake Calumet transfers liquid bulk cargoes – animal fats, vegetable oils and chemicals. Bulk Terminals has 400 ft. of berthing space, with storage capacity of more than 550,000 barrels and 16,000 sq. ft. of drumming warehouse space. This facility has a transfer capacity of approximately 200 tons per hour. Bulk also has 5 miles of internal railroad trackage and a switch engine.

The International–Great Lakes Shipping Company (INGLA) terminal at Lake Calumet handles steel, ores, pig iron, scrap and containers. The terminal was designed for easy interchange of cargoes to and from deep sea vessels. Mississippi River barges, Great Lakes vessels, railroads and trucks – both local and interstate. Truck and railcar weighing services are available also. INGLA has 1,500 ft. of berthing space; 45,000 sq. ft. of covered storage, and 27 acres of open storage. Heavy lift equipment includes 5 cranes ranging from 125 to 150 tons. Lift truck capacities range up to 50,000 lb. per unit.

Calumet Harbor Terminals Inc. facilities are at the entrance to Lake Calumet. This terminal handles general cargo, steel, liquid bulk and containers. Berthing space is 2,600 ft. Complete barge facilities are available. There are 300,000 sq. ft. of covered storage space and 13 acres of open black-topped storage space. Heavy lift equipment includes seven cranes, ranging from 35 to 150 tons. Also available are 40 heavy lift trucks ranging from 10,000 to 62,000 lb.

North Pier Terminal Co. facilities on Lake Calumet have 176,000 sq. ft. of transit shed (60,000 heated); 100,000 sq. ft. of general storage, warehouse and distribution area (50,000 heated), and 50,000 sq. ft. of open storage. Refrigerated space is available in the transit warehouse. Equipment includes a 110-ton crane and lift trucks with capacities up to 62,000 lb. North Pier services barge traffic to and from locations along the entire inland waterway system, and as far south as the Gulf, in addition to serving deep draft vessels.

EmEsCo warehousing and marine terminal facilities on Lake Calumet are designed for efficient handling of steel, machinery, containers, scrap, pig iron, ferro-alloys and other metallic bulk commodities. EmEsCo's 800 ft. of heavy duty bulkhead and two 75-ton gantry mounted cranes operating over 3,700 ft. of tracks provide more than 1,000,000 sq. ft. of open storage under cranes. EmEsCo has 100,000 sq. ft. of heated warehouse, with plans to expand that to 425,000 sq. ft. Other features are 25 acres of open storage, miscellaneous auxiliary cranes, an electronic truck and rail scale, 25,000 ft. of railroad track, ship to barge transfer, 100 intra-plant flat and gondola cars.

(The Chicago Regional Port District also has a 110-ton floating crane available for shippers at Calumet Harbour.)

*Indiana Harbour:* Located about 7 miles South-east of Calumet Harbour and has 2 miles of waterfront along Indiana Harbour Canal. Depth of water alongside 22–29 ft. depending on berth.

*Buffington Harbour:* Private harbour owned by Universal Atlas Cement. Located about 9·5 miles South-east of Calumet Harbour. A concrete dock 1,755 ft. long, enclosed by a breakwater with entrance 880 ft. wide. Exposed to heavy North-easterly swell. Depth alongside from 25 to 31 ft.

**BULK HANDLING FACILITIES:** Garvey Grain Co. Rock Island Elevator. Berthing space 650 ft. Storage capacity 3,800,000 bushels. Shipping capacity 25,000 bushels per hour. The elevator has one leg with three spouts. Unloading capacity from rail cars is 12,000 bushels per hour. It is also equipped with pellet mills for pelletizing grain products.

Garvey Penn Central Elevator. Berthing space 770 ft. Storage capacity 2,150,000 bushels. Shipping capacity 25,000 bushels per hour. The elevator has one marine leg and 2 loading spouts. Unloading capacity is 10,000 bushels per hour.

Continental Grain Company's Elevator "B" on the Calumet River has a storage capacity of 6,800,000 bushels. Elevator "B" has 5 loading spouts with a shipping capacity of 40,000 bushels per hour. Unloading capacity from barges is 15,000 bushels per hour. Receiving capacity from rail cars is 10,000 bushels per hour and from trucks 15,000 bushels per hour. The berthing space at elevator "B" is 1,025 ft.

The Cargill Inc. grain elevator on the Calumet River has a capacity of 23 million bushels. In addition to grain, this facility handles salt, molasses, and grain by-products. Cargill has 3,600 ft. of berthing space – 1,200 of this for elevator use, and 20 acres of open storage. Loading capacity is 60,000 bushels per hour, while unloading is 12,500 bushels per hour. Cargill has 3 marine legs, and 5 loading spouts.

The Gateway Elevator of the Indiana Grain Co-Operative at Lake Calumet offers storage capacity of 6,500,000 bushels for bulk grains. The eight loading spouts have a capacity of 20,000 bushels each per hour. Unloading speed is 10,000 bushels per hour. Berthing space is 1,000 ft.

Continental Grain's Elevator "C" at Lake Calumet has a capacity of 6,500,000 bushels of bulk grain and grain products. The 8 loading spouts have a capacity of 20,000 bushels each per hour. Unloading capacity is 10,000 bushels per hour. This facility has 1,000 ft. of berthing space.

**DENSITY:** Fresh water.

**MEDICAL:** Doctors, hospital and all facilities available.

**FRESH WATER:** Available at most berths.

**FUEL:** All grades available, ex-wharf, or delivered by barge.

**CONSULS:**
Argentina
Australia
Austria
Barbados
Belgium
Bolivia
Brazil
Canada
Great Britain
Greece
Guatemala
Honduras
Iceland
India
Iran
Ireland
Israel
Monaco
Netherlands
Nicaragua
Norway
Panama
Paraguay
Peru
Philippines
Poland

Chile
China
Colombia
Costa Rica
Denmark
Dominican Republic
Ecuador
El Salvador
Finland
France
Germany

Italy
Jamaica
Japan
Jordan
Korea
Lebanon
Liberia
Lithuania
Luxembourg
Malagasy Republic
Mexico

Portugal
Senegal
Spain
Sri Lanka
Sweden
Switzerland
Thailand
Turkey
Uruguay
Venezuela
Yugoslavia

**REPAIRS:** All marine repairs can be effected.

**DRY DOCKS:** No. 1, 570 ft. length, 71 ft. 8 in. wide, 16 ft. sill depth. No. 2, 727 ft. length, 90 ft. 2 in. wide, 16 ft. 3 in. sill depth.

**GENERAL:** Refer to "St. Lawrence Seaway" for important general information.

**AUTHORITY:** Department of Port of Chicago, Navy Pier, Chicago.

## CLEVELAND, Ohio: 41.31 N. 81.43 W.

**DOCUMENTS:**
For Agent in Montreal:
3 unfreighted copies of Complete Manifest for Seaway Toll purposes covering all cargo to be discharged in the Great Lakes.
In first U.S. port: a "Traveller" is made up by the Customs Inspector with the following documents:
2 complete sets of U.S. Cargo Manifests, plus 6 copies for Agents.
1 set Manifest of Cargo for first U.S. port.
4 Stores Lists.
4 Personal Effects Lists.
4 Firearms and Ammunition Lists.
4 Crew Lists, Form I418.
4 Narcotics Lists.
4 Vessel's Itinerary Lists.
Vessel's Registry and copies of Paid Tonnage Tax Certificates.
Health Pratique.
Clearance from previous port.
2 sets Bills of Lading.
3 copies Stowage Plan.
In subsequent U.S. ports the following are required:
5 sets Manifest of Cargo for that port.
The "Traveller" and Permit to Proceed issued in previous por
2 Stores Lists.
2 Personal Effects Lists.
2 Firearms and Ammunition Lists.
2 Crew Lists.
2 Narcotics Lists.
2 sets Bills of Lading.
3 copies Stowage Plan.

It is especially important that vessels try to have their vis Crew List on board which is required by U.S. Immigration at f U.S. port. Failure to have this visaed Crew List can result in personnel being detained on board. Visa waivers are applied and granted fairly regularly but Immigration has the discretio refuse these at will.

**PILOTAGE:** Compulsory, unless Master has a "B" Certificate board. Vessels are not permitted to transit the lakes from P Colborne to Cleveland without either a "B" Certificate on board special Waiver from the U.S. Coastguard.

**ANCHORAGE:** In the outer harbour, 28 ft. depth, mud and s bottom.

**RESTRICTIONS:** St. Lawrence Seaway navigation season proximately from April 15th to December 15th. Controlling de 25 to 27 ft. Access to berths in the River is limited by hei restriction of 97 ft. above waterline.

**MAX. SIZE:** Limited at Seaway Locks. 730 ft. length, 26 ft. d

**HEALTH:** All ocean-going vessels must obtain a free prati before entering the Seaway. Vessels may obtain quarantine insp tion and clearance from the Canadian Authorities at Mont while awaiting entrance to the Seaway. See Health Regulati before first U.S.A. port (Albany).

**TUGS:** Available and use is compulsory in Cuyahoga River Old River channel.

**RADIO:** U.S. Coast Guard can be contacted by R/T on 2182 k
Notice of arrival: Master must give at least 24 hours notic Commander 9th Coast Guard District, Cleveland, Ohio, of the sel's ETA at Snell Lock. Also at least 24 hours notice of ET first U.S. discharge port is required.

**BERTHING:**

| *Pier* | *Owner/ Operator* | *Berth features* | *Depth (ft.)* | *Mechanical Equipment* |
|---|---|---|---|---|
| Dock 20 | Cleveland Stevedore Co. | East 900 ft. | 27 | Three 40-ton capacity Diesel-Locomotive Cranes<br>One 200-ton capacity Crawler Crane<br>Three 150-ton capacity Crawler Cranes<br>One 100-ton capacity Truck Cran<br>55 Fork Lift Trucks up to and inclu 30-ton capacity<br>50-ton capacity Truck Scale |
| Dock 24<br>West 9th St. Pier | Cleveland Cuyahoga County Port Authority | East 670 ft.<br>North 519 ft.<br>West 640 ft. | 27 | *Available on Port Authority Piers*<br>Great Lakes International<br>One 200 ton capacity Crawler crane<br>One 150 ton capacity Crawler crane<br>One 130 ton capacity Crawler crane<br>One 110 ton capacity Crawler crane<br>One 85 ton capacity Crawler crane<br>32 Fork Lift trucks up to and including 40 ton capacity. Container top-handling racks, modern gear for Break Bulk and Steel cargoes.<br>Cleveland Stevedore Co.<br>Three 40 ton capacity Diesel L motive Cranes<br>One 200 ton capacity Crawler cra<br>Three 150 ton capacity Crawler cr<br>One 65 ton capacity Crawler cra<br>55 Fork Lift Trucks up to and inclu 31 ton capacity. Automatic conta handling gear. Pumps, Clam, S Buckets, Electro Magnets, Steel h ling and Break Bulk equipm Special Fork Lift trucks for newsp Stuffing and Stripping facilities.<br>*Serving Pier 28*<br>Cleveland Cuyahoga County Port Authority<br>One 150 short (2,000) ton capacity stiff-leg crane.<br>The "Buckeye Booster". Capacity – 150 tons at 65 ft., 100 tons at 85 ft. Max. arc swing 265° |
| Dock 26<br>West 6th St. Pier | Cleveland Cuyahoga County Port Authority | East 698 ft.<br>North 297 ft.<br>West 681 ft. | 27 | |
| Dock 28<br>West 3rd St. Pier | Cleveland Cuyahoga County Port Authority | West 710 ft. | 27 | |
| Dock 30<br>Stadium Pier | Cleveland Cuyahoga County Port Authority | North 1,606 ft.<br>(28–30–32) | 27 | |
| Dock 32<br>Stadium Pier | Cleveland Cuyahoga County Port Authority | East 712 ft. | 27 | |
| Dock 54<br>Nicholson Pier | Nicholson Cleveland Terminal | West 574 ft. | 21 | Two 3-ton capacity Fixed Cranes<br>Fork Lift Trucks |
| Dock A | Baltimore & Ohio R.R. | East 500 ft. | 23 | Two 5-ton capacity Bridge Type Cranes |
| Dock C<br>Sycamore Dock | Cleveland Stevedore Co. | East 425 ft. | 23 | Three 40-ton capacity Diesel Electric Locomotive Cranes<br>Fork Lift Trucks up to and including 26-ton capacity<br>Liquid and Solid Bulk Handling Equipment<br>50-ton capacity Truck Scale |
| Dock 1 | Penn Central Railroad | 450 ft. | | |
| Ore Dock Erie (Nypano) | Erie Dock Co. | 1,600 ft. | | Three 17-ton capacity Hullett Unloaders. Unloading speed – 2,400 tons pe |
| Ore Dock "C & P" | Ohio & Western Penna Dock Co. | 1,875 ft. | | Four 17-ton capacity Hullett Unloaders. Unloading speed – 3,500 tons pe<br>Storage capacity 1,000,000 tons |

**BULK-HANDLING FACILITIES:** *Ore:*

| *Operator* | *Berthing space (ft.)* | *Depths alongside at LWD (ft.)* | *Unloading equipment Type* | *Unloading equipment Rate (tons/hr.)* | *Storage capacity (tons)* |
|---|---|---|---|---|---|
| Ohio and Western Pennsylvania Dock Co. | 1,875 | 30–24 | 4 huletts | 800, each | 1,036,000 |
| Erie Dock Co. | 1,620 | 26–21 | 3 huletts | 2,500, total | – (1) |
| Jones & Laughlin Steel Corp. | 920 | 23–19 | Self-unloading vessels | | 100,000 (2) |
| United States Steel Corp. | 900 | 23–21 | 2 huletts | 350, each | 530,000 |
| Republic Steel Corp. | 3,340 | 23–10 | 2 huletts | 1,000, total | 750,000 |
| Jones & Laughlin Steel Corp. | 1,780 | 23–19 | 2 gantry | 300, each | 955,500 (3) |
| | | | 1 bridge | 500 | |
| Republic Steel Corp. | 1,250 | 23–20 | 2 huletts | 500, each | 785,500 |

(1) No storage available at wharf, iron ore is unloaded directly from vessels to rail cars for shipment.
(2) Reserve storage.
(3) Additional open storage area for 261,200 tons of ore available North of Clark Avenue Viaduct.

*Grain:* Two private waterside, grain elevators are located at the port; each has facilities for receiving grain by rail and by water.

The International Multifoods, Inc., owns and operates a 590,000-bushel elevator at the rear of its wharf on the right bank of the Cuyahoga River, approximately 270 ft. above the Centre Street Bridge. This elevator, consisting of 2 wooden, storage bins and 20 concrete silos, is used in connection with the milling operations of the company. The wharf provides 350 ft. of berthing space with 22- to 18-ft. depths of water alongside at low water datum. A marine leg unloads grain from vessels at a rate of 8,000 bushels per hour; grain is unloaded from rail cars by power shovels at a rate of 4 cars per 8 hours. Rail tracks serving the elevator and flour mill connect with tracks of the Penn Central Transportation Co.

The elevator and wharf of Sherwin-Williams Chemicals, a division of The Sherwin-Williams Co., are on the left bank of the Cuyahoga River, approximately 475 ft. below the West 3d Street Bridge. The wharf provides 763 ft. of berthing space with 23- to 18-ft. depths of water alongside at low water datum. A marine leg unloads flaxseed from vessels into 9 steel storage tanks at a rate of 5,000 bushels per hour. The tanks, at rear of the upper part of the wharf, have a total capacity for 700,000 bushels. Additional storage for flaxseed is provided in the holds of vessels moored alongside the wharf during the closed navigational season. In addition to receiving flaxseed, the company also uses the wharf for the shipment of linseed oil. Two 3-in pipe-lines extend to the wharf from 22 storage tanks located at the mill in rear; the tanks have a total capacity for 2,000,000 gallons. Rail tracks serving the elevator and linseed oil mill connect with the Erie-Lackawanna Railway.

**DENSITY:** Fresh water.

**MEDICAL:** Doctors, hospital and all facilities available.

**FRESH WATER:** Available at most berths.

**FUEL:** Marine gas oil and diesel oil readily available, ex-wharf or delivered by barge.

**CONSULS:**

Austria
Belgium
Canada
Colombia
Denmark
Dominican Republic
Finland
France
Germany (Federal Republic)
Haiti
Honduras
India
Italy
Korea
Mexico
Netherlands
Norway
Peru
Sweden
Switzerland
United Kingdom
Yugoslavia

**REPAIRS:** All marine repairs can be effected. Dry dock 730 ft. length at Lorain, Ohio.

**GENERAL:** Refer to "St. Lawrence Seaway" for important general information.

**AUTHORITY:** Cleveland-Cuyahoga County Port Authority. 101 Erieside Avenue, Cleveland, Ohio 44114. Tel. 216–241–8004.

## COOS BAY, Oregon: 43.22 N. 124.13 W.

**DOCUMENTS:** Local Port Authority does not require any documents from merchant vessels entering this harbour. This does not preclude United States Customs requirements for documents.

**PILOTAGE:** No specified amount of advanced notice of ETA required. Radio contact may be made on frequency 8182, also on frequency 2182. Pilot will be taken on board at entrance of Coos Bay channel. No designated anchorages for vessels awaiting a Pilot.

**ANCHORAGES:** Only anchorage in Coos Bay is South of buoy 23. Limiting draft 30 ft.

**RESTRICTIONS:** Only entry restriction is vessel's draft which is normally acceptable at 28½ ft. maximum flood tide, depths of 30 ft. to 33 ft. have been accommodated.

**MAX. SIZE:** Maximum permissable length is 675 ft. Breadth 100 ft. and draft normally 28½ ft. with above-mentioned exceptions. A 2 ft. clearance under keel is considered necessary for safe navigation. Vessels entering Coos Bay from sea draw down about ⅛" per foot of draft because of difference of density.

**HEALTH:** See Health Regulations before first U.S.A. port (Albany). Immigration and Department of Agriculture board on arrival.

**RADIO:** Independent Stevedore Co. KVR 484, Radio frequency 156.9 MEG.

**TUGS:** Pilot vessel acts as Tug. Emergency small harbour tugs available and ship's lines generally used.

**BRIDGES:** Two bridges cross the main ship channel. The Southern Pacific railway drawbridge 9 miles from the entrance and the Coast highway bridge 9·6 miles from the entrance. Clearance height of the highway bridge is 149 ft. in the centre of the span at MLW. Clearance width of swinging railway bridge 194 ft.

**BERTHING:** *Cape Arago Dock:* Length 504 ft. Depth alongside at MLW 22 ft. 6 in. (West end) and 25 ft. (East end). No dock cranes available. Fresh water available. Distance from entrance 5 miles.

*Roseburg Lumber Co. Dock:* Length, 635 ft. Depth alongside at MLW 35 ft. No fresh water available. Distance from entrance 8 miles.

*Ocean Terminals Dock:* Length, 400 ft. Depth alongside at MLW, 33 ft. No dock cranes available. Fresh water available. Distance from entrance 11 miles.

*Weyerhaeuser Dock:* Length: (Lumber Dock) 1,433 ft. (Wood Chip Dock) 694 ft. Depth alongside at MLW 30 ft. No dock cranes available. Fresh water available. Distance from entrance 12 miles.

*Fibrex and Shipping Co Dock:* Length of floating walkway 700 ft. Depth alongside at MLW 32 ft. Wood chip loaded by pneumatic pipe. Fresh water available. Distance from entrance 12·5 miles.

*Bayshore Dock:* Length 504 ft. Depth alongside at MLW 30 ft. No dock cranes available. Fresh water available. Distance from entrance 13 miles.

*Dolphin Terminals:* Vessels moor to dolphins adjacent to apron 60 ft. long and 26 ft. wide which is joined to the shore by a causeway length 190 ft. and width 12 ft. Depth alongside at MLW 30 ft. Fresh water available. Distance from entrance 13 miles.

*Central Dock:* Length 1,348 ft. Depth alongside at MLW 30 ft. No dock cranes available. Fresh water available. Distance from entrance 13·5 miles.

*Portland Dock:* Length 576 ft. Depth alongside at MLW 33 ft. No dock cranes available. Fresh water available. Distance from entrance 15 miles.

*Coos Bay Dock:* Length 1,326 ft. Depth alongside at MLW 30 ft. No dock cranes available. Fresh water available. Distance from entrance 15 miles.

**STEVEDORES:** Should have minimum of 48 hours to arrange gangs. Also see "Radio".

**MEDICAL:** Advance notice of required medical attention is desirable, in order to expedite use of ambulance, if necessary.

**TANKERS:** Two tanker berths, Standard Oil and Union Oil Co., draft 30 ft. Tankers discharge into tank farms. Union Oil Co. is the bunkering agent.

**FRESH WATER:** Available. Cost per ton is negotiable.

**FUEL:** Twenty-four hours advance notice desirable, both bunker and diesel fuel available.

**DEVELOPMENTS:** Depth of channel at entrance 40 ft. Inner channel, to head of channel 30 ft. It is expected entrance channel to be dredged to 45 ft., inner channel to depth of 35 ft. An additional anchorage will be installed, directly East of beacon 17.

**GANGWAY/DECK WATCHMEN:** Service of watchman at discretion of ship's master.

**OPENING/CLOSING HATCHES:** Normally by stevedores.

**IDENTIFICATION CARDS:** Not required by local authorities.

**CONSULS:** None.

**REPAIRS:** Only minor deck and engine repairs possible.

**DRY DOCKS:** Largest dry dock handles vessels not exceeding 125 ft.

**REPATRIATION:** All repatriation handled in Portland, Oregon.

**AIRPORT:** All docks within 5 miles of airport. Airport served by regular airlines.

**TIME:** GMT minus 8 hours, clocks advanced 1 hour on 1st May, clocks retarded 1 hour, 1st November.

**HOLIDAYS:** All legal holidays observed, plus state-wide elections. Cargo work through negotiations with stevedore contractors.

**POLICE/AMBULANCE/FIRE:** Police: Coos Bay 269–1181, North Bend 756–3161; Ambulance 756–3234; Fire Coos Bay 267–4123, North Bend 756–6111.

**SHORE LEAVE:** Crew members allowed ashore except when Federal directives may be applied to a specific vessel.

**DELAYS:** No delays in berthing, loading or discharging, or bunkering can normally be expected.

**AUTHORITY:** Administrator and Harbour Master, Port of Coos Bay, PO Box 787, Coos Bay, Oregon 97420. Tel. 269–1131.

## CORDOVA, Alaska: 60.33 N. 145.46 W.

Located at South-east side of Prince William Sound. Open all year.

**APPROACHES:** Via Prince William Sound to pilot station.

**DOCUMENTS:** See "Anchorage, Alaska".

**PILOTAGE:** Pick-up point is Sheep's Point.
**MAX. SIZE:** Recommend max. draft 25 ft. Tides: diurnal range 12·4 ft. Tide runs parallel to dock. Also see "Berthing".
**ANCHORAGE:** Good holding ground. Mud bottom between Spike Island and City dock.
**CUSTOMS:** Quarantine, local. Immigration and Customs from Anchorage, Alaska.
**BERTHING:** City Dock: 18 ft. deep, 400 ft. long, 72 ft. wide. Open storage – 300 ft. by 45 ft. One 140-ton mobile crane.
**TUGS:** Limited availability.
**STEVEDORES:** One gang.
**REPAIRS:** Minor repairs only.
**WATER:** Available.
**FUEL:** No bunker "C" available.
**MEDICAL:** 22-bed hospital and a medical clinic, 1 doctor, 1 dentist.
**TRANSPORTATION:** Ferry service to Whittier and Valdez, air.

## CORPUS CHRISTI, Texas: 27.48 N. 97.23 W. (See Plan)

**PORT LIMITS:** Corpus Christi's port limits include all of Nueces County, which has been officially designated as Nueces County Navigation District No. 1. The Corpus Christi turning basin, Avery Point turning basin, Chemical turning basin, Tule Lake turning basin and the Viola turning basin are interconnected by the Industrial Canal, the Tule Lake Channel and the Viola Channel and constitute the Corpus Christi Main Harbour. Other Bay points included in the port of Corpus Christi area are: Harbour Island, the North end of Mustang Island, near the inner end of the Aransas Pass entrance, and Port Ingleside and La Quinta along the route of dredged deep-water channels on North side of Corpus Christi Bay.
**DOCUMENTS:**
3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.–418).
2 copies Crew List (Form I.–418).
Customs boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All Foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified Crew List.
**PILOTAGE:** Pilot boards off Port Aransas.
**RESTRICTIONS:** The port of Corpus Christi is situated on the West side of Corpus Christi Bay, in South-western Texas. Port facilities at Corpus Christi lie along a 9½ miles stretch of dredged channels and basins about 18 miles from Aransas Pass entrance at the Gulf of Mexico, Channel depth 40 ft., width 400 ft.
Turning Basins: 3 turning basins in Main Harbour are each 1,000 ft. wide and more than 1,000 ft. in length.
**MAX. SIZE:** Cargo vessels: 39 ft. draft. Tankers 39 ft. draft. (A tanker with a draft of 45 ft. 9 in. has docked.)
**HEALTH:** Radio pratique may be granted basis information received prior to arrival of vessel provided no communicable diseases on board. Normally, vessels are boarded by Medical Officers on arrival unless free pratique previously given at U.S. port in same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
**TUGS:** Tug assistance available.
**BERTHING:** The main basin is over a mile long and 1,000 ft. wide. There are four additional basins in main harbour, which extends Westward from Corpus Christi Harbour Bridge for 9½ miles. The water in all basins, channels and canals is 40 ft. deep, enabling port to handle largest merchant ships operating in Gulf trade.
Depth alongside docks:

| | | | |
|---|---|---|---|
| Southside Docks 1–8 | 32 ft. | Northside Docks 9, 10 & 11 | 36 ft. |
| Southside Docks 14 & 15 | 36 ft. | Bulk Materials Dock | 38 ft. |

*Note:* Staging area back of cargo docks 14–15 for storing containers, vehicles, etc.
**TANKERS:** Between Main Basin and Viola Basin are 12 public and 5 private Oil Docks, some capable of berthing tankers of 67,000 capacity.
Oil Docks:

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | depth alongside | 36 ft. | No. 7 | depth alongside | 40 ft. |
| 2 | ,, ,, | 33 ft. | 8 | ,, ,, | 40 ft. |
| 4 | ,, ,, | 40 ft. | 9 | ,, ,, | 34 ft. |
| 5 | ,, ,, | 36 ft. | 11 | ,, ,, | 40 ft. |

**CARGO GEAR:** *Heavy Lift facilities:* Derrick at Cargo Dock 14 100 tons capacity at 53 ft. radius, can handle containers, 40 ft larger. Locomotive cranes (5) 30 tons capacity.
Facilities are available for all types of liquid cargo, dry bulk general cargo, except cannot handle restricted cargo such ammunition and explosives.
**IDENTIFICATION CARDS:** Standard U.S. Immigration Fo I.–95 to be made up for each crew member on arrival. Not neces for crew man already holding Form I.–95, issued for same vesse
**DEVELOPMENTS:** Deepening of all waterways, channels inc ing La Quinta Channel and turning basins to a depth of 45 ft. is in progress and proceeding on schedule. When completed Co Christi will be deepest port on entire Gulf Coast.
Latest port plans include an inshore multi-purpose facili Harbor Island that will accommodate VLCC's up to 275,000 dwt.
**CUSTOMS ALLOWANCES:** At the discretion of custo officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and quart wine or spirits per man. Additional allowances may be g if considered necessary, due to length of vessel's stay in port.
**GENERAL:** Refer to Houston for all general information.
**AUTHORITY:** The Nueces County Navigation Commiss Port Director, PO Box 1541, Corpus Christi, Texas 78403.

**AGENT:** Hansen & Tidemann, Inc. Wilson Building, PO Box 1 Corpus Christi, Texas 78403. Tel. 512–882–9418. TWX 910–876- Cables: "Handt".

## DEER PARK, Texas: 29.44 N. 95.08 W. Refer to "Ho ton".

## DESTREHAN, Louisiana: 29.56 N. 90.21 W.

East bank of Mississippi River about 135 miles from sea.
**DOCUMENTS/PILOTAGE/HEALTH:** For all general informa refer to "New Orleans".
**TUGS:** At least one tug required for mooring/unmooring.
**BERTHING:** St. Charles Elevator, berth 800 ft. length, 45 ft. de Loading rate, 70,000 bushels per hour; two loading belts. B Grain Elevator, berth 600 ft. length, 40 ft. depth. Loading rate, 5 bushels per hour; two loading belts.
**FRESH WATER:** Available ex-berth.
**FUEL:** Not available. Barge not permitted alongside at B Elevator.
**DENSITY:** Fresh (1000).

## DETROIT, Michigan: 42.19 N. 83.05 W.

Refer to "St Lawrence Seaway" for important general informati
**PILOTAGE:** Compulsory unless Master holds exemption license. 24 hours notice of arrival required by Agents who ar Pilot.
**ANCHORAGE:** In depths from 29–51 ft. in the Detroit River of marine terminals and away from main channel.
**RESTRICTIONS:** St. Lawrence Seaway navigation seaso proximately from April 15th to November 15th. Controlling d 27 ft. Minimum depth of 25 ft. in the Detroit River. The Amherst Channel has a depth of 27 ft. 6 in. for up bound traffic.
**MAX. SIZE:** Limited at Seaway Locks. 730 ft. length, 26 ft. dr
**HEALTH:** All ocean-going vessels must obtain a free pra before entering the Seaway. Vessels may obtain quarantine ins tion and clearance from the Canadian Authorities at Mo while awaiting entrance to the Seaway.
**TUGS:** Available, not compulsory but recommended.
**Berthing:** See below

**BERTHING:** (Detroit)

| *Terminal* | *Length of dock* | *Depth of water* | *Equipment* |
|---|---|---|---|
| Detroit Harbour Terminals, Inc. | 2,325 ft. | 27 ft.<br>LWD | One 165-ton diesel mobile crane<br>One 150-ton diesel mobile crane<br>One 45-ton diesel mobile crane<br>One 50-ton diesel electric travelling gantry crane<br>One 35-ton diesel electric travelling gantry crane<br>One 15-ton diesel electric gantry crane<br>Three 10-ton diesel locomotive cranes<br>One 150-ton rail scale<br>Straddle carriers with capacity to handle 20–40 ft. containers |

(continued o

| | | | |
|---|---|---|---|
| Detroit Marine Terminals, Inc. | 1,400 ft. | 27 ft. LWD | Three 140-ton caterpillar cranes<br>One 50-ton gantry crane<br>Two 40-ton railroad cranes<br>One 25-ton gantry crane<br>One 600 hp switch engine<br>One rail scale, 212,000 lb. capacity<br>One truck scale, 212,000 lb. capacity<br>Six magnets<br>Five clam buckets<br>Seventeen yard and warehouse lift trucks up to 56,000 lb. capacity |
| Federal Marine Terminal | 520 ft. | 25 ft. 9 in. LWD | One 140-ton crane<br>Two 100-ton crawler cranes<br>Fork lift trucks up to 40-ton capacity. |
| Nicholson Terminal & Dock Company | 3,400 ft. | 27 ft. LWD | Two cranes; 70-ton capacity at 40 ft. radius and 50-ton capacity at 60 ft. radius<br>Four 12-ton gantry cranes<br>Six 30-ton diesel locomotive cranes<br>One 85-ton mobile crane<br>Two 1,000 hp diesel yard engines<br>One 290 hp diesel yard engine<br>One 150-ton railroad scale<br>One 72 ft. combination rail and truck scale, 400,000 lb.<br>Two 87-in. magnets<br>Eleven 65-in. magnets<br>Five 55-in. magnets<br>Twelve buckets 1½ yards to 7 yards capacity<br>One fork lift truck, 40,000 lb. capacity<br>One fork lift truck, 50,000 lb. capacity<br>Twenty-five fork lift trucks, various capacities<br>One 80,000 lb. capacity container handler<br>Two 6½ yard bucket front end loaders |

**DENSITY:** Fresh water.
**MEDICAL:** Doctors, hospital and all facilities available.
**FRESH WATER:** Available at most berths.
**FUEL:** All grades available, ex-wharf, or delivered by barge.
**CONSULS:**

Austria
Belgium
Canada
Chile
Colombia
Costa Rica
Denmark
Dominican Republic
Ecuador
El Salvador
Finland
France
Germany
Great Britain
Guatemala
Haiti
Italy
Ivory Coast
Japan
Jordan
Lebanon
Liberia
Malta
Mexico
Netherlands
Norway
Panama
San Marino
Sweden
Thailand

**REPAIRS:** All marine repairs can be effected.
**AUTHORITY:** Detroit-Wayne County Port Commission. 2nd Floor Veterans Memorial Building. 151, W. Jefferson, Detroit, Michigan, 48226. Tel. (313) 224–5656.

## DULUTH-SUPERIOR, Minnesota: 46.49 N. 92.09 W.

Refer to "St. Lawrence Seaway" for important general information.
**PILOTAGE:** U.S. or Canadian Pilot compulsory except when Master or officer specially qualified to navigate waters concerned. Pilots obtained from Upper Great Lakes Pilots Inc., Clure Marine Terminal, Duluth. Duluth entry – Pilots picked up at point 2 miles due East of pierhead lights. Superior entry – pick up Pilot 2 miles North North-east of lighthouse. Advise Agents 24 hours in advance of ETA for scheduling Pilot, Customs, Immigration, and agricultural inspection. Masters should hold to the South of convergence of shipping lanes at the Duluth Entry and to North of this convergence at Superior Entry when approaching to embark a Pilot.
**ANCHORAGES:** Anchorage areas near Duluth and Superior entries are South and Eastward and North and Eastward respectively of main channel through harbour. Marked by anchorage buoys. Vessels must only anchor clear of channels at all times.
**RESTRICTIONS:** Because of varying conditions of wind and current, no restriction placed on speed passing through entry piers at either Duluth or Superior entry. Speed throughout harbour limited to 7 knots. Speed through bridges other than the Aerial Bridge at Duluth entry limited under normal conditions to 6 miles per hour. Because of current conditions at inner end of Duluth entry, both inbound and outbound vessels must leave vertical black/white striped mid-channel or traffic buoy on starboard hand. This gives outbound ships maximum straight run.
**MAX. SIZE:** Draft 26 ft. Duluth Harbour Entry: Duluth ship's canal, minimum width 300 ft. Superior Entry: Minimum width 500 ft. minimum depth at inner end of 27 ft.
**RADIO:** Prior to entering harbour vessels must make "Security Call" on Channel 51 (2185 kc/s) from 10 to 20 minutes in advance advising intended movement. All vessels should monitor Channel 51 all times when under way to determine position and intent of other vessels moving in constricted areas within harbour and approaches.
**TUGS:** Available, not compulsory.
**BRIDGES:** Aerial bridge spanning Duluth entry vertical clearance of 138 ft. Signal for opening bridge shall be given by vessels approaching from lakes, in all circumstances, when not less than 1 mile from bridge. A flashing amber light on harbour side of Aerial bridge warns outbound vessel of approach of inbound vessel in lake.

**BERTHING:** *Clure Marine Terminal.*
Length of dock: 6,600 lineal ft., nine ship berths, five for unloading/loading, four for fitting, cleaning, standby, etc. Water depth: 30 ft. Two 90-ton Clyde gantry cranes for container handling. One 35-ton mobile crane.

| | | |
|---|---|---|
| *Duluth Iron & Metal* | – length of berth 1,586 ft. | – water depth 26 ft. |
| *Great Lakes Storage & Contracting* | – length of berth 1,059 ft. | – water depth 22 ft. |
| *Hallet 3* | – length of berth 2,080 ft. | – water depth 23 ft. |
| *Hallet 5* | – length of berth 2,373 ft. | – water depth 23 ft. |
| *Hallet 6* | – length of berth 2,060 ft. | – water depth 23 ft. |
| *Northern Pacific No. 2* | – length of berth 2,415 ft. | – water depth 22 ft. |
| *Paper Calmenson– Duluth* | – length of berth 853 ft. | – water depth 21 ft. |
| *Paper Calmenson– Superior* | – length of berth 700 ft. | – water depth 20 ft. |

**MEDICAL:** All medical assistance available.
**DENSITY:** Fresh water.
**FRESH WATER:** Available at most docks in both ports.
**FUEL:** Available from dock or by barge.
**FIRE PRECAUTIONS:** No open fire permitted on deck of any vessel while in harbour. This restriction does not apply to a vessel at a shipyard which will be governed by this shipyard's local rules, nor to vessels in lay-up or fit-out status at ore docks.

Ocean vessels, upon docking, shall put on off-shore side of vessel, wire rope lines fore and aft as tow lines for use in pulling ship off dock face in case of fire. Such tow line shall be securely made fast to bitts with eye about 1 ft. above the water.
**CERTIFICATES:** Masters are required to present Safety Inspection Certificate of cargo handling equipment and gangways to stevedoring companies and other employers of harbour labour upon request.
**IDENTIFICATION CARDS:** Required by Immigration.
**REPAIRS:** All ship repairs can be effected.
**DRY DOCKS:** At Superior, one 831 ft. by 95 ft. and one 628 ft. by 76 ft.
**SHORE LEAVE:** Allowed.
**DEVELOPMENTS:** A grain terminal, meal-handling facility and coal-handling facility under construction.

A container terminal, together with all the back-up facilities located near the South-west corner of Clure terminal is expected to be completed in August 1975. The container crane will be a Paceco Economy Portainer with a capacity of 30 tons, outreach 84 ft., back reach 22 ft. The Portainer will be equipped to handle 20 ft., 35 ft., and 40 ft. containers.
**AUTHORITY:** Seaway Port Authority of Duluth, Superior Board of Harbour Commissioners.

## ERIE, Pennsylvania: 42.10 N. 80.05 W.

Refer to "St. Lawrence Seaway" for important general information.
**PILOTAGE:** Not compulsory. Seaway Pilots will assist if required.
**RESTRICTIONS:** Navigation season from mid-April to end-December approx. The port is connected to Lake Erie by an entrance channel, depth 27 ft. Vessels size restricted by Seaway locks.
**MAX. SIZE:** 730 ft. length; 26 ft. draft.
**HEALTH:** All ocean-going vessels must obtain a free pratique before entering Seaway. Vessels may obtain quarantine inspection

and clearance from the Canadian Authorities at Montreal while awaiting entrance to the Seaway.

**RADIO:** Master must give at least 24 hours notice to Commander 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also, at least 24 hours notice of ETA at first U.S. discharge port is required.

**TUGS:** Available. Not compulsory, but sometimes necessary in bad weather.

**BERTHING:** Duquesne Marine Terminal: berth 600 ft. length, 27 ft. depth; berth 600 ft. length, 18ft. depth; berth 1,000 ft. length, 22 ft. depth; berth 1,500 ft. length, 28 ft. depth.

Ore and Coal Docks: berth 1,100 ft. length, 26–17 ft. depth.

Grain Elevator: berth 980 ft. length, 22 ft depth. Average capacity: 16,000 bushels per hour.

**DENSITY:** Fresh water.

**MEDICAL:** All facilities available.

**FRESH WATER:** Obtainable by pipe-line at all docks.

**FUEL:** All grades available by pipeline at all docks.

**REPAIRS:** Local shipbuilding company can handle most repairs. Dry dock available.

**AUTHORITY:** City of Erie, Port Commission.

## EUREKA, California: 40.48 N. 124.10 W.

**DOCUMENTS:** In addition to the documents detailed below, Agent will present to Master normal Customs forms to be signed, such as Master's Oath, Permit to Lade, Inward & Outward Manifest, etc. These forms will be filled out by local Agent and Customs Broker and presented to local Customs house when entering and clearing vessel:

*Foreign Flag Vessels:* I. Entering from another U.S. port:
3 Crew Lists.
3 Passenger Lists (only if passengers on board).
3 Curio Lists.
3 Store Lists.
Permit to Proceed (issued at last U.S. port).
Travelling Manifest (only if there is foreign cargo on board).
Ship's Register.

II. Entering from a foreign port:
3 Crew Lists.
3 Passenger Lists (only if passengers are on board).
3 Curio Lists.
3 Store Lists.
Travelling Manifest.
Permit to Proceed.
Ship's Register.
Ship's tonnage tax Certificate.
Clearance from a foreign port.

**PILOTAGE:** Telegraphic address of pilot station "Humbar". 24 hours advance notice of ETA; in case of change in ETA give minimum 4 hour notice. Contact pilot boat on VHF 156.8 (Channel 16) or radio watch on 2182. Radio watch is maintained two hours prior to arrival at sea buoy on Channel 16. Working Channels are 6, 13 and 18A.

No pilot boat on station. Local Pilots use tug "Thor" length 65 ft. horsepower 800. Tug colours: black funnel, red and white superstructure and black hull. As no pilot boat on station, sound signals not required. Visual international flag and light signals observed. Pilot will board vessel within 1 mile radius North, South and West of sea-buoy. Sea-buoy located 1.4 miles from end of North jetty lined up with range lights bearing 105 degrees true.

Specific requirements: (*a*) Pilot ladder with spreaders in accordance with Solas regulations, and 9 ft. above water. (*b*) At night – brilliant light to illuminate ladder. (c) Recommended anchorage outside Humboldt Bay located 1 mile South of sea-buoy in 15 fathoms of water.

**ANCHORAGES:** Inside harbour, weather permitting. Light draft vessel (22 ft or less) South of Fairhaven Dock (Crown Simpson) and West of Standard Oil Dock. Deep draft vessels (22 ft. to 32 ft.) will anchor North of Union Oil Terminal and South of Samoa Channel entrance buoys.

**RESTRICTIONS:** Humboldt Bay is a 24-hour port; restrictions if any would depend upon manoeuvrability and horsepower of vessel during peak tide. Range of tide normally 8 ft. extreme cases 10 ft. At present vessels normally limited to a deep draft of 30 ft. at zero tide.

**MAX. SIZE:** Largest vessel to enter Humboldt Bay to date had LOA 657 ft. and beam 90 ft. Draft limitation 30 ft. at zero tide. Vessels of this size and draft normally enter and depart about 1½ hours before high water.

**HEALTH:** No specific health or quarantine requirements for vessels coming from another U.S. port; unless vessel is under Public Health remand (example: Derat Certificate expired). If this is the case, it would be necessary for Public Health Officer to board and inspect vessel. Same regulations apply in Eureka as in other major U.S. West Coast ports when pratique required. Radio pratique when required may be granted through the Quarantine officials in San Francisco. For details contact Agent.

**RADIO:** Send cables through one of following stations:

ITT World Communications, Inc.—San Francisco Marine Radio Station KFS.

RCA Global Communications—San Francisco Marine Radio Station KPH.

**TUGS:** Two 800 h.p. tugs available, one tug acts as pilot boat, other tug joins vessel when in harbour. Tug lines are normally used, occasionally a ship's line is used. No extra charge assessed for of tug's line. Depending upon size of vessel and weather conditio Pilots will use one or two tugs.

**BERTHING:** No specific requirements relating to berthing; nor procedures prevail. Vessel normally docks stemming the tide.

Presently available berths at Eureka as follows:
Crown-Simpson Pulp Co.
Eureka Forest Products
Louisiana-Pacific Corporation
Humboldt Dock & Shipping Co.
Kramer Lumber Sales
Olson Terminal
Standard Oil of California
Union Oil of California
North Coast Exporting Co.

Harbour channels maintained to 30 ft. zero tide. Most of berths above-mentioned docks also maintained at 30 ft. zero tide; howe some occasionally fill in and recommended check with Agent as depth available at specific dock which vessel intends moor and lo

**STEVEDORES:** Ten local gangs available. Groups ordered 0630 in the morning for both day and night gangs. Therefore ess tial that local Agent or stevedore company receives accurate E by 0600 in the morning. Normally, vessel will advise arrival sea-b with a 24-hour ETA and correct ETA at a later time if necess The basic commodities exported from Eureka are woodpulp, l and lumber.

Westfall Stevedore Co. Cable Address: Westfall, Eureka. T (707) 443–5688.

**MEDICAL:** Not necessary for Agent to receive advance notice required medical attention unless ambulance and doctor are quired on arrival. Three hospitals in immediate area. Inoculations vaccination certificates should be up-dated.

**TANKERS:** Two tanker berths available: Standard Oil of C fornia – deepest draft 25 ft. at zero tide. Union Oil – deepest d 30 ft. at zero tide. Normally only Company tankers use own facili Facilities privately owned and are not available for bunkering o vessels.

**DENSITY:** Pure salt water. No fresh water allowance on any t

**FRESH WATER:** Available all berths. Delivery by hose. Ra delivery: 10 tons per hour.

**FUEL:** If bunkers required, Agent must go through major c tractors, who in turn will inform their local supplier of requireme Generally speaking bunkers are only supplied to vessels on emergency basis in limited quantities. The bunkers usually de grade and delivered by truck on a prearranged schedule.

**DEVELOPMENTS:** Deepen North bay channel to 35 ft. and wi bends in channel at channel miles 0·74 and 2·6. Deepen Sa channel and outer reach of the Eureka channel to 35 ft. Provide anchorage area in North bay, at a suitable location between je entrance channel and Gunther Island, 35 ft. deep, 1,200 ft. wide 1,200 ft. long.

**GANGWAY/DECK WATCHMEN:** Services of gangway gu available if required by ship.

**OPENING/CLOSING HATCHES:** Normally stevedores' wor Vessel's crew may assist in opening and closing hatches, if hat require special attention.

**CERTIFICATES:**
Ship's Register.
Load-line Certificate.
*valid* Derat Certificate.
Cargo Gear Certificate.
Tonnage Tax Certificate and all other usual certificates requ

**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes and pound of tobacco. Wine and/or Spirit, one bottle (approx. one qu

**CARGO GEAR:** Must be in good order and safe operating co tion and all cargo gear certificates must be valid.

**IDENTIFICATION CARDS:** Alien seamen require Crew Landing Pass (U.S. Form I-95).

**CONSULS:** None. Nearest consuls at San Francisco.

**REPAIRS:** Small welding jobs, and minor machine work Major repairs normally carried out in San Francisco.

**DRY DOCKS:** None.

**REPATRIATION:** Normally done in conjunction with San F cisco, Portland, Los Angeles or Seattle Agent.

**AIRPORT:** Airport located approximately 20 miles North of Eu Limousine service available. Major airlines. Air West and Go Pacific Airlines. At present 8 flights per day to San Francisco flights per day to Portland.

**TIME:** Eureka local time is Pacific Standard Time and is GMT m 8 hours. However, from the last Sunday in April to the last Sund October, Eureka is on Daylight Saving Time.

**HOLIDAYS:** No work performed on following holidays: New Ye Day (January 1); Independence Day (July 4); Bloody Thu (July 5); Labor Day (first Monday in September); Thanksgiving (last Thursday in November); Christmas Day (December 25).

**POLICE/AMBULANCE/FIRE:** Eureka City Police 442- Eureka City Ambulance 442–4551; Eureka Fire Department 443- Humboldt County Sheriff Department 443–5671; Arcata Fire Dis 822–2424; Humboldt Fire District No. 1 442–1212.

**TELEPHONES:** No arrangements for placing telephone board; however, there are pay phones nearby at each dock an as phones in nearby offices.

**SERVICES:** Specific services such as tank cleaning, com adjusting, tank washing, etc., are not normally performed in the of Eureka and are usually performed in one of the close major such as San Francisco; however, there are facilities availab minor repair.

**SHORE LEAVE:** Crew members allowed ashore unless restricted for customs or immigration reasons.
**DELAYS:** Berthing delays seldom incurred primarily due to the fact that the prime Agents are always in contact with the local Agent at Eureka informing them of vessel's ETA and prime Agent is always advised with regard to all arrivals and possible berth conflicts at this port.
**AUTHORITY:** State of California, Board of Harbor Commissioners for Humboldt Bay, Foot of Washington Street, PO Box A, Eureka, California 95501. Tel. (707) 443–5688. Teletype 510–742–6015.

## EVERETT, Washington: 47.59 N. 122.13 W.

**DOCUMENTS, PILOTAGE, HEALTH, etc.:** Refer to "Tacoma".
**PILOT:** Boards off Port Angeles pilot station.
**TUGS:** Available, join vessel off berth.
**ANCHORAGE:** Unlimited deep water anchorage in Possession Sound.
**BERTHING:**
Pier 1. North berth, 45 ft. MLLW; South berth, 35 ft. MLLW.
Pier 3. North and South berths, 35 ft. MLLW; West berth, barge dock, 15 ft. MLLW.
Scott Paper Co. berth, 29 ft. MLLW.
Weyerhauser Berth, 32 ft. MLLW.
**STEVEDORES:** Eleven local gangs, additional gangs may be imported if required.
**HOLIDAYS:** See "Tacoma".
**MEDICAL:** Doctors and local hospital available.
**DENSITY:** Salt water.
**FRESH WATER:** Available at wharves.
**FUEL:** Available by barge.
**GANGWAY/DECK WATCHMEN:** Required only if detainees aboard.
**CUSTOMS ALLOWANCES:** No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.
**AIRPORT:** Seattle–Tacoma International Airport is 45 miles South of city of Everett on excellent highway. Driving time is approx. 45 minutes.
**POLICE/AMBULANCE/FIRE:** Port of Everett Security: 259–3164; Everett City Police: 259–8711; Everett City Fire Dept.: 252–1111; Ambulance Service: 252–1234.
**TELEPHONES:** Will be placed on board vessel on request. Charges are made only for calls made. Arrangements should be made through ships Agent.
**SHORE LEAVE:** Crew members are able to visit Everett at all times.
**AUTHORITY:** Port of Everett, Pier 1, Everett, Washington. Tel. 259–3164.

## FALL RIVER, Mass.: 71.10 W. 41.42 N.

**DOCUMENTS:** If first port of call in U.S., 2 complete Custom's Manifests describing all cargo on board and ports of discharge. Also 1 Cargo List for Fall River cargo; 3 crew's lists; 3 store lists; 3 curios list; the Ship's Register, Load-line Certificate and Tonnage Tax Certificate.
**PILOTAGE:** Vessel first contact ship's Agents for Pilot and tug arrangements. R.I. State Pilots Association radio call letters KDF-375 on frequency 156.9 kc/s., Channel 18. Usual Pilot pick-up is at Brenton Reef Light Tower off Newport, R.I.
**RADIO:** Chatham Radio or Amagansett Radio.
**HEALTH:** Free Health pratique only when vessel is arriving from another U.S. port. Master should radio to vessel's Agent prior to arrival at Fall River if it is first port, and pratique will be granted by Health office in Boston, based on information available at the time.
**TUGS:** Tugs for N.E. Power Station met at Buoy 6; all other berths north, meet tugs at Buoy 10. Tugs provide own lines at no extra charge. Coastline Towing Corp., Fall River, Mass. has 5 tugs available for 24-hour operation.
**BERTHING:** Vessels berth at State Pier. Depth alongside 35 ft.
**BRIDGES:** All bridges have 135-ft. clearance with exception of Brightman Street Bridge at approach to Montaup Electric Co. and Shell Oil docks. This bridge has a draw clearance of 97·5 ft. and passage allowed for vessels with less than 75 ft. beam. No unusual requirements. Practice is to depart on flood tide. (See "Developments".)
**TANKERS:** Berth at Shell Oil Docks, Depth alongside 32 ft.
**FRESH WATER:** Available at most berths. State Pier delivery is at 125-pounds pressure.
**OPENING/CLOSING HATCHES:** Usually performed by stevedores.
**SHIP CERTIFICATES:** All certification of vessel, safety conditions and radio facilities should be available for U.S. Coast Guard.
**CARGO GEAR:** No additional safety requirements.
**TELEPHONES:** Available at most berths. Contact Agents.
**DEVELOPMENTS:** Plans for construction of a new 300-ft. wide draw bridge to replace the existing Brightman Street Bridge. Completion not expected before 1975. This will mean unobstructed use of the entire port area. Channel deepening work under way with depths to 40-ft. MLW.
**SHORE LEAVE:** Permitted, but consult Agents.
**IDENTIFICATION CARDS:** Standard U.S. Immigration Forms I.95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.95. issued for the same vessel.
**TIME:** Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time, GMT minus 4 hours from April to October.
**HOLIDAYS:** New Year's Day (January 1); Washington's Birthday (February 22); Patriots' Day (April 19); Memorial Day (May 30); Independence Day (July 4); Labour Day (first Monday in September); Columbus Day (October 12); Veterans' Day (November 11); Thanksgiving Day (last Thursday in November); Christmas Day (December 25); or any day celebrated in lieu thereof.
**AUTHORITY:** Fall River Port Authority, State Pier, Fall River.

## FERNDALE, Washington: 48.59 N. 122.43 W.

*Mobil Oil Tanker Terminal*
**DOCUMENTS/HEALTH/etc.:** Refer to "Seattle".
**PILOTAGE:** Compulsory. Pilot boards at Port Angeles.
**TUGS:** Available up to 1,200 h.p. Additional tugs ordered from Seattle if required.
**RESTRICTIONS:** Vessels enter any hour day or night, 4 ft. keel clearance required. Deep water channel.
**MAX. SIZE:** 850 ft. length, 42 ft. maximum draft depending weather and tides.
**BERTHING:** Terminal used for crude and product discharging. Vessels berth alongside finger pier, lines to bollards. Inner berth 700 ft. long, depth alongside 35 ft. Outer berth 700 ft. long, depth alongside 42 ft. Slop discharge facilities available, capacity 40,000 barrels.

## FREEPORT, Texas: 28.57 N. 95.21 W.

**DOCUMENTS:** Refer to "HOUSTON".
**PILOTAGE:** VHF Channels 6, 8, 12, 14, 16 – at sea buoy – Pilot Office (tel. 233–1120) – 304 West Park, Freeport, Texas; – Pilot boards ¼ mile North of sea buoy. Anchor one mile from end of sea buoy if awaiting Pilot.
**ANCHORAGES:** One to two miles from end of sea buoy.
**RESTRICTIONS:** Depth 36 ft. at bar.
**MAX. SIZE:** Length 650 ft., draft 35 ft. Tide governing these dimensions – plus or minus 3 ft.
**HEALTH:** Agent notifies Department of Health and U.S. Department of Agriculture.
**RADIO:** Galveston Marine Operator.
**TUGS:** Join vessel at shore line. Tug's lines to be used, and no charge for use.
**BERTHING:** One hour to reach berth. Deep water terminals consist of 1,250 linear ft. of deep water bulkhead wharf. Two very modern transit sheds each 400 ft. long, 150 ft. wide with no obstructions. A new and modern warehouse is now complete. The railroad tracks at the terminal transit sheds are under cover, permitting all-weather work and preventing cargo damage.

The Navigation District owns a total of 1,285.30 acres of land for future port and industrial development. 2,400 ft. of this land is situated on the Brazos River which has a controlling depth of 36 ft.
**STEVEDORES:** Obtained through Agent.
**MEDICAL:** Obtained through Agent and advance notice required. Doctors, hospital available.
**DENSITY:** 1020.
**FRESH WATER:** Available ex wharf at Brazos Harbor.
**FUEL:** All grades available.
**GANGWAY/DECK WATCHMEN:** Special watchman required for certain commodities.
**OPENING/CLOSING HATCHES:** Stevedore contract.
**CUSTOMS ALLOWANCE:** See "Port Arthur".
**IDENTIFICATION CARDS:** None needed.
**CONSULS:** None. Nearest at Port Arthur or Houston.
**REPAIRS:** Available.
**DRY DOCKS:** None.
**REPATRIATION:** All changes made through Houston, Texas.
**AIRPORT:** Hobby International Airport at Houston, Texas – 60 miles to Brazos Harbor.
**TIME:** GMT minus 6 hours. Daylight saving time starts last Sunday in April and ends the last Sunday in October – GMT minus 5 hours.
**HOLIDAYS:** New Year's Day (January 1); Washington's Birthday (February 22); Texas Independence Day (March 2); Memorial Day (Decoration Day) (May 30); Independence Day (July 4); Labour Day (First Monday in September); Veterans' Day (November 11); Thanksgiving Day (Fourth Thursday in November); Christmas Day (December 25).

If any of the above holidays fall on Sunday the following Monday will be observed as a holiday.
**POLICE/AMBULANCE/FIRE:** Police 233–5434; Fire 233–6161; Ambulance Service 233–4700.
**TELEPHONES:** Arrangements exist for placing telephones on board through Southwestern Bell Telephone Co.
**SERVICES:** Tank-cleaning facilities available locally. Compass adjusting available from Houston, Texas.
**SHORE LEAVE:** Crew members allowed ashore.
**AUTHORITY:** Brazos River Harbor Navigation District, Brazoria County, Brazosport, Texas.

## GALENA PARK, Texas: 29.44 N. 95.14 W. Refer to "Houston".

## GALVESTON, Texas: 29.17 N. 94.50 W.

**DOCUMENTS:**
1 visaed Crew List.
3 Passenger Lists.

3 or more copies of complete Manifests of Cargo for discharge at all United States ports.
2 or more copies of Manifest of Cargo for each United States port.
1 Souvenir List.
1 Stores List.
Ship's Register.
Tonnage Tax.
Load Line Certificate.
Nationality Certificate.
No health document required.

**PILOTAGE:** Radio to local agent who arranges Pilot and specifies boarding time. United States Coast Guard require 24 hours notice of arrival at Galveston Bar. Contact pilot boats and pilot station on VHF Channel 12. Pilot boats marked HP No. 1, 53 ft. long; HP No. 2, 61 ft. long; HP No. 3, 106 ft. long. Pilot boats can be signalled by light in international code. Pilot taken on board at sea buoy No. 1 located 6·7 miles from Galveston.
**ANCHORAGE:** In Bolivar Roads, 6·7 miles inwards from sea buoy No. 1. Depths 32–34 ft.
**RESTRICTIONS:** Prolonged North winds can reduce water level as much as 4 ft. in winter. Channel depth 40 ft. Spring 1974.
**MAX. SIZE:** No length restrictions. Draft according to berth depth.
**HEALTH:** See Health Regulations before first U.S.A. port (Albany). Department of Agriculture board all vessels. Immigration board vessels arriving from foreign ports.
**RADIO:** International Telephone and Telegraph station Galveston, call sign KLC.
**TUGS:** Available if required.
**BERTHING:**

| | | |
|---|---|---|
| Grain elevators | Bayside Elevator (completion 1975) | Depth alongside 40 ft. |
| | Port Richmond El. Co. | " " 40 ft. |
| Bulk loading | Pier 14 East | " " 36 ft. |
| | Pier 34 (Sulphur) | " " 32 ft. |
| | Duval Sulphur Terminal | " " 40 ft. |
| | Seebee Berth | " " 40 ft. |
| | Imperial Sugar Dock | " " 40 ft. |

Container terminal, wharf 1,000 ft. length, equipped with container crane handling 40 tons under the spreader or 60 tons with cargo hooks at 100 ft. outreach—depth alongside 40 ft.
**STEVEDORES:** Order before 1700 for 0700 or 0800 following day. During day can be ordered at two hours notice. Gangs must be ordered before 1900 on Saturday for Sunday or holiday.
**MEDICAL:** All medical assistance available.
**FRESH WATER:** at all wharves.
**FUEL:** All grades available. Delivery only by barge from Houston.
**GANGWAY/DECK WATCHMEN:** Required only if crewmen detained by Immigration.
**OPENING/CLOSING HATCHES:** By stevedores only.
**CUSTOMS ALLOWANCES:** Each man 300 cigarettes, or 100 cigars or 1 lb tobacco; 1 quart wine/spirits.
**IDENTIFICATION CARDS:** Immigration form 1–95 required.
**CONSULS:**

Chile
Dominican Rep.
Finland
Guatemala
Haiti
Iceland
Italy
Mexico
Netherlands
Norway
Sweden
Venezuela

**TIME:** Central Standard Time. Daylight Saving Time effective from April to October.
**HOLIDAYS:** January 1st; February 22nd; March 2nd; May 30th; June 19th; July 4th; First Monday in September; November 11th; December 25th; No work on Labour Day or Christmas Day.
**POLICE/AMBULANCE/FIRE:** All services provided.
**SHORE LEAVE:** No restrictions unless detained by Immigration.
**AUTHORITY:** Galveston Wharves (The Port of Galveston), P.O.B. 328 Galveston, Texas 77550.

**AGENT:** Hansen & Tidemann, Inc. Cotton Exchange Building. PO Box 360. Galveston, Texas 77550. Tel. 713–762–9633. TWX 910–885–5206. Cables "Handt".

## GEISMAR, Louisiana: 30.13 N. 91.01 W.

East bank of Mississippi River, about 187 miles from sea.
**DOCUMENTS/PILOTAGE/HEALTH:** For all general information, refer to "New Orleans".
**TUGS:** Available if required; normally not used.
**BERTHING:** Wyandotte Chemical Co: berth 620 ft. long, 32 ft. depth.
**FRESH WATER:** Available ex-wharf.
**FUEL:** Not available.
**DENSITY:** Fresh water (1000).

## GOOD HOPE, Louisiana: 29.59 N. 90.24 W.

East bank of Mississippi River, about 140 miles from sea.
**DOCUMENTS/HEALTH:** For all general information, refer to "New Orleans".
**ANCHORAGE:** South of berth in river for unlimited number of ships.
**TUGS:** One tug used for mooring/unmooring.
**BERTHING:** General American tank storage terminal; tanker berth, 40 ft. depth alongside. Two 8-in. hoses. Loading 17,000 bbls. per hour. No ballast facilities.

*Norco:* Shell Oil Co. two tanker berths 45 ft. alongside. Two 8- hoses, loading 10,000 bbls. per hour. Ballast line 12-in., max. capac 20,000 barrels.
**FRESH WATER:** Available ex-wharf.
**FUEL:** Bunker "C" available ex-wharf.
**DENSITY:** Fresh water, 1000.

## GRAMERCY, Louisiana: 30.03 N. 90.41 W.

East bank of Mississippi, about 144 miles from sea.
**DOCUMENTS/HEALTH/PILOTAGE:** For all general inform tion, refer to "New Orleans."
**TUGS:** Available if required; normally not used.
**BERTHING:** Colonial Sugar Refinery: berth 600 ft. long, 40 depth. Kaiser Aluminium and Chemical Corp: berth, 40 ft. depth.
**FRESH WATER:** Available ex-wharf.
**FUEL:** Not available.
**DENSITY:** Fresh water, 1000.

## GRAYS HARBOR, Washington: 46.55 N. 124.08 W.

**DOCUMENTS, HEALTH, etc.:** Refer to "Tacoma".
**PILOTAGE:** A vessel approaching requested to give 24 hou advance notice of arrival to Grays and Willapa Pilots throu Everett Radio, KLB which runs on a calling frequency of 500 kc and VHF channels 6, 8, 12 and 16. Pilot boat, "Mercury", 65 ft. lon with an 18 ft. beam, powered by a 330 h.p. GM diesel engine. "Me cury" moored at Westport Fishing Basin, and delivers Pilots vessels outside Grays Harbor bar.
**ARRIVED VESSEL:** Vessels must be inside Grays Harbor b to be considered an "arrived vessel".
**ANCHORAGE:** No specific areas in Grays Harbor have be designated as anchorage grounds. The best area is southward Sand Island Shoal in depths of 35 to 40 ft.; the holding ground is goo
**RESTRICTIONS:** Bar Channel and Approach Channel, dep 30 ft. MLLW. Mean tidal range, about 10 ft.
**BERTHING:** Seven wharves in port dock. Depths alongside fr 20–35 ft.
**BULK CARGO FACILITIES:** One berth in port dock for petrole discharge and/or bunkering. No other bulk cargo berths. No liq chemical or LPG berths. No roll-on/roll-off berths. One berth w container capability.
**STEVEDORES:** Twelve local gangs. Additional gangs impor if required.
**HOLIDAYS:** See "Tacoma".
**MEDICAL:** All medical facilities available. Local hospital.
**DENSITY:** Salt water.
**FRESH WATER:** Available at all wharves.
**FUEL:** Available.
**GANGWAY/DECK WATCHMEN:** Required only if detaine aboard.
**CUSTOMS ALLOWANCES:** No definite quantities prescrib reasonable allowance at discretion of Customs Inspector.
**AUTHORITY:** Port of Grays Harbor, PO Box 660, Aberde Washington 98520. Tel. Area Code 206 533–3620.

## GREEN BAY, Wisconsin 44.32 N. 88.02 W.

For important general information refer to St. Lawrence Seaway
**DOCUMENTS:** No special port documents required. All U customs, immigration and St. Lawrence Seaway documentati should be accomplished prior arrival.
**PILOTAGE:** Pilot not compulsory although some masters pr Pilot aboard.
**CHANNEL:** From Grassy Island, at mouth of Fox River, to upriver of the C. & N. W. railroad bridge, channel is maintained 24 ft. below low water datum (576.8 ft. above Father Point, Queb and 300 ft. width. Upriver to DePere, channel maintained at 18 ft., 150 ft. width. From Grassy Island lakeward, deepening to 26 ft. T portion of channel will vary from 300 to 500 ft. width for appr mately 8 miles. Turning basins maintained at 24 ft. depth oppo Fort Howard Paper Company and at confluence of Fox and E Rivers. Currents will flow up and down river and will influence wa depth at times.
**MAX. SIZE:** Subject water depths and width of bridge openin
**HEALTH:** No particular port regulations. St. Lawrence Seaway U.S. Immigration procedures.
**RADIO:** Ships' Agents located at Milwaukee and Chicago, E should be directed accordingly.
**TUGS:** Join vessel lakeward of Grassy Island or at any design point. Charges should be obtained from tug operators.
**BERTHING:** No particular arrival times necessary. Docks for gen cargo operated by Leicht Transfer and Storage Co. who ass berths.

Port has capacity for the movement of bulk commodities suc coal, ore, fertiliser, chemicals, etc. that may be stored or han in the open.

There is available a 100-ton stiff-leg derrick that has suffi reach to move cargo to and from ship's deck and hold.
**BRIDGES:** No bridge opening restrictions for railroad brid City bridges permit vessels of 300 tons or over to transit at any t However, heavy land traffic occurs about 7.30–8.30 a.m., 11.45 1.15 p.m. and 4.30–5.30 p.m., and co-operation of Masters is u during these times so that city bridges may remain closed.

**STEVEDORES:** Services performed by Leicht Transfer and Storage Co. and arrangements should be handled by ship's Agent or directly with Leicht's.
**MEDICAL:** Subject to regulations of U.S. Customs and Immigration and St. Lawrence Seaway authorities. Three excellent hospitals.
**CURRENTS:** Atmospheric conditions cause currents to flow upriver as well as downriver.
**FRESH WATER:** Available in any quantity.
**FUEL:** Coal and oil available in any quantity.
**DEVELOPMENTS:** No definite plans at this time.
**GANGWAY/DECK WATCHMEN:** May be engaged at Master's option. Ship's Agent can make arrangements with Sheriff's department.
**OPENING/CLOSING HATCHES:** Can be performed by ship's crew or stevedores (per contract).
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** No consuls. Nearest are at Milwaukee, Chicago, Minneapolis.
**REPAIRS:** Topside and engine repairs available. Complete repair service available at Sturgeon Bay, 45 miles North.
**DRY DOCKS:** No local facilities. Available at Sturgeon Bay, Wisconsin.
**REPATRIATION:** Available subject Immigration laws.
**AIRPORT:** 8 miles from port. Served by regular airlines with over 30 flights daily.
**TIME:** Central standard time. Central daylight saving time in effect from the last Sunday in April to the last Sunday in October each year.
**DEVELOPMENTS:** The turning basin lying just South of the Chicago and North Western Transportation Company bridge is in the process of being enlarged.
**AUTHORITY:** Brown County Board of Harbor Commissioners, Office of the Port Director, Brown County Courthouse Annexe, Green Bay, Wisconsin 54301.

## GULFPORT, Mississippi: 30.21 N. 89.05 W.

**DOCUMENTS:** See "New Orleans".
**PILOTAGE:** Compulsory from outer sea buoy to docks, provided by Gulfport Pilots Association, arranged through Agent. Pilot boards at Sea buoy
Pilot boat has red hull, white superstructure with "PILOT" in black lettering. When pilot boat is underway, contact can be made by VHF Channel 16.
**RESTRICTIONS:** The Gulfport Channel is 12 miles long running between Ship Island and Cat Island. Channel is 225 ft. wide and has a minimum depth throughout of 30 ft. at MLW. Harbour is dredged rectangular basin about a quarter of a mile wide and half a mile long, this area being protected by piers. Depth in harbour and along wharves is 30 ft. with a 2½ ft. tide variation. No entry restrictions as to time.
**MAXIMUM SIZE:** Length of vessel is restricted to approximately 900 ft. by turning basin, no breadth restrictions.
**RADIO:** Gulfport Radio KKM 650 – VHF Channel 16 (26 safety only). Continuous service.
**CARGO HANDLING:** Four gantry banana terminal capable of unloading 16,000 boxes per hour. 35,000 sq. ft. transit shed refrigerated facility.
**TUGS:** Two tugs available but not required unless requested to assist in berthing.
**STEVEDORES:** Must have 12 hours' notice to arrange stevedore gangs. Normal work day 0800–1200, and then 1300–1700. Monday through Friday.
**MEDICAL:** No advance notice required for medical attention, doctor and hospital care readily available.
**FRESH WATER:** Fresh water is available.
**FUEL:** Only on advance notice.
**DENSITY:** Brackish.
**WATCHMAN:** Port guards or Dubuisson Detective Agency.
**CONSULS:** Many countries have consuls within a 100 mile radius of Gulfport.
**REPAIRS:** Most deck and engine repairs could be arranged within port facilities.
**AIRPORT:** Gulfport Municipal Airport is approximately 4 miles from the port and served by regularly scheduled airlines.
**REPATRIATION:** Can be arranged.
**TIME:** The Port of Gulfport is on Central Standard Time, GMT minus 6 hours; clocks are moved ahead 1 hour during summer months.
**HOLIDAYS:** United States national holidays are observed, cargo work can be arranged on these days at a penalty time.
**POLICE/FIRE/AMBULANCE:** Telephone numbers for emergency services are; Fire 863-1212; Police 863–4211; Ambulance 863–1441.
**TELEPHONE:** Can be placed aboard only by special arrangement not normally available.
**DEVELOPMENTS:** The Wheat Pier is being extended 600 ft. southward into the Mississippi Sound with 10 acres of fill being pumped in which will be a hard stand area for open storage.
The West Pier is being extended 550 ft. southward into the Mississippi Sound with 7 acres of fill being pumped in which will be a hard stand area for open storage.
**AUTHORITY:** Mississippi State Port Authority at Gulfport, POB 40, Gulfport, Mississippi 39501.

## HAINES, Alaska

(Lutak Inlet) Located 5 miles North-west of Haines. Open all year.
**APPROACHES:** Lynn Canal to Lutak Inlet.
**DOCUMENTS:** See "Anchorage, Alaska".
**PILOTAGE:** Pilot pick-up point located in vicinity of Point Retreat.
**MAX. SIZE:** Harbour depth 36 ft. from 0 tide. Tides: diurnal range 16 ft. Also see "Berthing".
**ANCHORAGE:** Lutak Inlet.
**CUSTOMS:** Quarantine, immigration and Customs, local.
**BERTHING:** 1. U.S. Government Dock: can be secured by request through proper channels of the U.S. Army and South-east Stevedore Company Use permit. Berthing length – 1,000 ft. and a clear surface of over 300 ft. in depth. Depth at face of dock – 36 ft. MLLW. No covered sheds. Large open staging area. Adjacent to Alaska State Ferry Terminal with facilities for roll-on/roll-off cargo for barges or ferries (by special arrangement). One berth only as remainder of dock is required for Alaska state ferries.
2. Schnabel Lumber Co. Dock: Berthing length – 520 ft. long and 80 ft. wide. Depth at face of dock – 45 ft. No covered storage. Open storage – acres. 30,000-ton capacity for bulk cargo storage. No crane. Chip loader with 350-ton per hour capacity.
**TUGS:** Three.
**STEVEDORES:** Four gangs.
**REPAIRS:** None.
**WATER:** Available in small quantities in temperate seasons only.
**FUEL:** None.
**MEDICAL:** Doctor/dentist available.
**TRANSPORTATION:** Air, ferry. Highway to Whitehorse, Yukon Territory.

## HAMPTON ROADS DISTRICT, Virginia: (See Plan)
## NORFOLK, 36.51 N. 76.19 W.
## NEWPORT NEWS, 36.59 N. 76.26 W.
## PORTSMOUTH, 36.50 N. 76.17 W.

**DOCUMENTS:**
3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I–418).
2 copies Crew List.
Customs boarding officer will also examine ship's register and load line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours of arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of Tonnage Tax (Customs Form 1002).
Certified Crew List.
F.M.C. Certificate of Financial Responsibility.
**PILOTAGE:** Compulsory; is generally arranged through port Agent. Vessels approaching port may use VHF telephone, Channel No. 16, radio telephone 2738 k/cs. Advance notice of 24 hours is required of ETA. Pilot boat is 165 ft. long, black steel hull, with "VA Pilot" painted on hull, white superstructure, and buff funnel. Long and short light or sound signals are used by vessels requiring a Pilot. Location of pilot boat is 1 mile north of Cape Henry Lighthouse. Pilot boat will issue instructions in event of bad weather or when pilot boat is off station and information on anchorage for vessel awaiting a Pilot.
**ANCHORAGE:** In Hampton Roads, depth 45 ft.
**RESTRICTIONS:** Channels to Norfolk and Newport News – 45 ft. depth. Elizabeth River Channel – 40 ft. depth to Norfolk and Western Railway Bridge, then 35 ft. to Chesapeake.
**HEALTH:** See Health Regulations before first U.S.A. port (Albany).
**RADIO:** Radio-telephone communications in the Hampton Roads area are furnished by the Chesapeake and Potomac Telephone Company of Virginia. A regular ship-to-shore channel transmits to ship on 2538 kHz and the ship returns the call on 2142 kHz. A "daytime" ship-to-shore channel transmits to ship on 2450 kHz and the ship returns the call on 2366 kHz. In the very high frequency band, "XY" ship-to-shore is available which transmits to the ship on 161·9 mHz and the ship returns the call on 157·3 mHz.
**BERTHING:**
*Public General Cargo Facilities:*
**Lambert Point Terminal:**

| | | *Length (ft.)* | *Depth (ft.)* | *Cranes* |
|---|---|---|---|---|
| Pier L | Berth 1 | 600 | 32 | Nil |
| | Berth 2 | 600 | 32 | Nil |
| | Berth 3 | 600 | 32 | Nil |
| | Berth 4 | 600 | 32 | Nil |
| Pier N | Berth 1 | 550 | 32 | Nil |
| | Berth 2 | 550 | 32 | Nil |
| | Berth 3 | 550 | 32 | 2×15 ton gantries |
| | Berth 4 | 550 | 32 | |
| Pier P | Berth 1 | 598 | 32 | 2×25 ton cranes serve all berths |
| | Berth 2 | 598 | 32 | |
| | Berth 3 | 598 | 32 | |
| | Berth 4 | 598 | 32 | |

*(continued over*

| | | | | |
|---|---|---|---|---|
| **Sewell's Point:** | | | | |
| Pier A | Berth 1 | 600 | 35 | 1×15 ton revolving crane |
| | Berth 2 | 600 | 35 | 1×7·5 ton cantilever crane |
| Pier B | Berth 1 | 600 | 35 | Nil |
| | Berth 2 | 600 | 35 | Nil |
| **Norfolk International Terminals:** | | | | |
| Pier 1 | Berth 1 | 664 | 35 | Nil |
| | Berth 2 | 664 | 35 | Nil |
| | Berth 3 | 664 | 35 | Nil |
| | Berth 4 | 664 | 35 | Nil |
| Pier 2 | Berth 1 | 664 | 35 | Nil |
| | Berth 2 | 664 | 35 | Nil |
| | Berth 3 | 664 | 35 | 1×7·5 ton gantry crane |
| | Berth 4 | 664 | 35 | serves berth 3 and 4 |
| Container Pier | 2 berths | 1,589 | 35 | 2×50 ton, 1×30 ton container gantries |
| **Newport News Terminal:** | | | | |
| C. &. O. Pier B | Berth 1 | 543 | 35 | Nil |
| | Berth 2 | 620 | 40 | 1×50 ton gantry crane |
| | Berth 3 | 620 | 40 | serves berth 2 and 3 |
| C. & O. Pier 2 | Berth 1 | 606 | 32 | 2×30 ton gantry crane |
| | Berth 2 | 606 | 35 | serves berth 1 and 3 |
| C. & O. Pier 8 | Berth 1 | 818 | 35 | Nil |
| | Berth 2 | 818 | 35 | Nil |
| **Portsmouth Marine Terminal:** | | | | *Equipment* |
| | | 1,700 | 35 | 2×20 ton container cranes; 1×110 ton gantry crane; 3×35 ton container carriers |

*Private Cargo Facilities:*

**Norfolk:** Elizabeth River Terminal, berth 1,000 ft. long, 35 ft. depth; Imperial Tobacco Piers, Nos. 2 and 3, 27 ft. depth; Southgate Warehouse Terminal, 3 general cargo berths, 18–25 ft. depth; N.B. & C. Line Piers, 4 general cargo berths, 20 ft. depth. Coal: Pier No. 5, 1 berth 1,000 ft. long, 36 ft. depth; Pier No. 6, 2 berths, 1,800 ft. long, 45 ft. depth. Grain: Cargill Grain Elevator, 1 berth 35 ft. depth, loading rate 30,000 bushels per hour. Continental Grain Elevator, 1 berth 35 ft. depth, loading rate 45,000 bushels per hour.

**Newport News:** Coal: Pier No. 14, 2 berths, 1,090 ft. long, 38 ft. and 41 ft. depth; Pier No. 15, 2 berths, 1,000 ft. long and 38 ft. depth. Ore: Pier No. 9, 2 berths, 707 ft. long, 35 ft. and 42 ft. depth.

**Portsmouth:** Lumber: One berth, 400 ft. long, 32 ft. depth.

**TANKERS: Sewells Point:** Humble Oil Terminal, 2 berths, 38 ft. depth.

**Elizabeth River:** *Lower Norfolk:* American Oil Company, one berth, 31 ft. depth; Crown Central, one berth, 31 ft. depth; Gulf Oil two berths, 32 ft. depth; Mobil Oil, one berth, 36 ft. depth; Philips Petroleum one berth, 32 ft. depth; Union Oil Company, one berth, 36 ft. depth; Shell Oil Company, one berth, 38 ft. depth; Tenneco/Cities Service, one berth, 32 ft. depth; Texaco Inc. one berth, 35 ft. depth.

**Newport News;** Humble Oil Terminal, 3 berths, 27 ft. and 35 ft. depth.

**Portsmouth River;** Sinclair Ref. Co., two berths, 30 ft. depth.

**TUGS:** Compulsory, normally join the vessel in Elizabeth River.

**BRIDGES:** Sufficient clearance at all times.

**STEVEDORES:** Labour arranged through International Longshoremen's Association.

1. Straight Time – work between the hours of 8.00 a.m. and noon and between the hours of 1.00 p.m. and 5.00 p.m. daily except Saturdays, Sundays and holidays.
2. Double Time – hours daily between 6.00 a.m. to 7.00 a.m. and noon to 1.00 p.m., 6.00 p.m. to 7.00 p.m., midnight to 1.00 a.m. and all Sundays.
3. Time and one-half – shall be all those hours not included above, except holidays.

**DENSITY:** Average 40% fresh.

**FRESH WATER:** Available at all berths. Barge service available if required.

**FUEL:** All grades available at oil company berths. Delivery by barge to all other locations.

**GANGWAY/DECK WATCHMEN:** Not required unless crew members detained by Immigration.

**SHIP CERTIFICATES:** Cargo Gear Certificate, Derat, Radio, Safety Equipment, and Ship's Register.

**CUSTOMS ALLOWANCES:** At the discretion of Customs Officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and 1qt. wine/spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

**IDENTIFICATION CARDS:** Identification required by Immigration for shore passes.

**CONSULS:** The following countries are represented at Norfolk:

Belgium
Brazil
Denmark
Finland
France
Germany
Great Britain
Iceland
Italy
Mexico
Netherlands
Norway
Sweden

**REPAIRS:** Newport News Ship Building and Dry Dock Company in James River; eight outfitting piers up to 1,050 ft. length. Floating cranes up to 67 tons capacity.

Norfolk Ship Building and Dry Dock Corporation, situated on East Branch of Elizabeth River. Channel depth 25 ft.; seven piers equipped for ship's repairs. Floating crane 25 tons capacity. Other repair companies in addition.

**DRY DOCKS: Norfolk:** one dry dock 450 ft. long, 57 ft. beam; floating dock 360 ft. long, 64 ft. beam.

**Newport News:** Dry docks:

| | *Length inside gate* | *Width of entrance* | *Depth of water over sill MHW* |
|---|---|---|---|
| No. 1 | 649 ft. | 92 ft. | 33 ft. |
| No. 2 | 862 ft. | 118 ft. | 32 ft. 3 in. |
| No. 3 | 536 ft. | 78 ft. | 24 ft. |

Slipways: The shipyard has 3 inclining slipways with lengths up to 715 ft. and capacities up to 15,000 tons.

**AIRPORT:** Norfolk Airport, and Patrick Henry Airport at Newport News, over 100 flights daily.

**TIME:** Eastern standard time, GMT minus 5 hours. Daylight saving time, GMT minus 4 hours, from April to October.

**HOLIDAYS:** New Year's Day; Lee's Birthday (January 19th); Washington's Birthday (February 22nd); Good Friday; Memorial Day (May 30th); Jefferson Davis Day (June 3rd); Independence Day (July 4th); Labour Day; Election Day (1st Tuesday after 1st Monday in November); Armistice Day (November 11th); Thanksgiving Day; Christmas Day. No work can be arranged on New Year's Day, Labour Day or Christmas Day.

**TELEPHONES:** On board telephones only available at shipyards.

**DEVELOPMENTS:** *Newport News Terminal:* One container berth, with container crane and two break-bulk berths recently completed. Berth A, length 750 ft., depth 35 ft. Berth B, length 750 ft., depth 35 ft. Container berth, length 750 ft., depth 35 ft.

*Portsmouth Marine Terminal:* One container berth under construction, completion expected December 1975. Length 800 ft., depth 36 ft. The berth is to be leased to Sealand.

*Norfolk International Terminals:* One container berth under construction with container crane, completion expected September 1975. Length 1,000 ft., depth 35 ft.

**AUTHORITY:** Virginia Port Authority, Maritime Tower, Norfolk, Virginia 23510. Tel. 622–1671.

## HILO: Hawaii 19.46 N. 155.06 W. (including Kawaihae 20.02 N. 155.50 W.) (See Plan)

**DOCUMENTS:**

4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.
Local Manifests.
Health Documents.
Bill of Health and Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Ship's Papers.
Certificate of Registration or Enrolment.
Annual Inspection Certificate.
Load-line Certificate.
Derat Certificate.
Drinking Water Certificate.
Radio Certificate and Licence.
4 Store Lists.

**PILOTAGE:** Pilot boats have VHF and Radio telephone Channels 2182, 2638, 2738. Pilot service is provided on a 24-hour basis upon suitable advance notice.

*At Hilo*, Pilot boards on starboard side in position ¾ mile due East of Paukaa light. In picking up Pilot, vessels should be on Southerly course with enough speed for steerageway. Special instructions will be given by radio telephone.

*At Kawaihae* pilot station in position 1 mile 287° true from No. 2 buoy. Pilot usually boards on port side with vessel on course for the entrance at dead slow speed.

**ANCHORAGES:** No safe anchorages either Hilo or Kawaihae for vessels awaiting Pilot. In this situation, a vessel should heave to or steam. Under good weather conditions, safe anchorage can be had in Hilo Bay. Anchorage is inside pilotage waters and requires local knowledge for safety; vessels should not anchor without Pilot.

**RESTRICTIONS:** At Hilo, under good weather conditions, vessels up to 600 ft. with draft up to 32 ft. 6 in. can be handled at any time. Vessels over 600 ft. length are restricted to daylight hours entering and leaving.

At Kawaihae, vessels of T-2 size are restricted to daylight for entering. No restrictions for leaving. Max. allowable draft 33 ft.

**HEALTH:** Usual quarantine regulations, doctor and Customs and Immigration and Agriculture and meat inspectors board at dock for vessels arriving from foreign ports. Serious or contagious diseases should be reported by radio. No quarantine for vessels from United States or Canadian ports.

**RADIO:** Communicate through RCA or ITT stations in Honolulu.

**TUGS:** Tugs join vessels at entrance at Kawaihae and at Coconut Island at Hilo. Tugs lines are usually used at no extra charge.

**BERTHING:** There are many factors which affect berthing at Hawaii Island ports, the most important of which are surge and wind. Vessels should be well equipped with long mooring lines and sufficient additional line to make up two 900 ft. buoy lines. In all instances berthing instructions will be given after details concerning vessel and her cargo are received.

**MEDICAL:** All facilities available.

**DENSITY:** Variable in Hawaii area due to fresh water run-off.

**FRESH WATER:** Available from county of Hawaii by pipe-line.
**FUEL:** Can be supplied subject advance notice.
**GANGWAY/DECK WATCHMEN:** Required for tankers. Other ships as may be necessary due to special circumstances.
**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.
**CUSTOMS ALLOWANCES:** 200 cigarettes, 50 cigars per man, and one bottle U.S. quart, wine or spirits.
**IDENTIFICATION CARDS:** Seamen's passports only required.
**REPAIRS:** Limited repair service available; almost any type of machine work, welding and ordinary electrical repairs can be handled.
**REPATRIATION:** Direct air service to Continental United States and to Honolulu International Airport.
**AIRPORT:** About 1 mile from Port of Hilo and is served by regular airlines.
**POLICE/AMBULANCE/FIRE:** *Hilo:* Police 9353311; Ambulance 9354841; Fire 9351300.

*Kawaihae:* Police 8857334; Ambulance 7757211 or 889699 or 8896211; Fire 9351300.
**TIME:** GMT minus 10 hours all year round.
**TELEPHONES:** Special arrangements may be made with Hawaiian Telephone Co.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** State of Hawaii, Department of Transportation, Harbours Division, PO Box 1555, Hilo, Hawaii 96720. Tel. 935–4877.

## HOMER, Alaska: 59.36 N. 151.25 W.

**APPROACHES:** Via Cook Inlet. Port located at mouth of Kachemak Bay on Kenai Peninsula.
**DOCUMENTS:** See "Anchorage – Alaska".
**PILOTAGE:** Homer Pilots Association, Radio KTE 21, tel. 235–8526. Pilot boards one mile South of Homer Spit Light on Coal Point.
**MAX. SIZE:** Harbour depth 40 ft. MLLW. Tidal range 18 ft. Max. draft for bething 24 ft.
**HEALTH:** Quarantine, Immigration and Customs Officers come from port of Anchorage.
**ANCHORAGE:** Kachemak Bay is excellent anchorage for vessels of any size. Foreign vessels may enter bay to anchor, but must have a Pilot aboard to come to dock.
**BERTH:** 410 ft. face sloping bottom suitable for vessels with 20 ft. draft or less at chine. Inside and outside storage is available for holding and staging. Water, gasoline and diesel are available on dock
**RADIO:** Homer Port Radio – WJU 71 on 5195 Khz and WKD 32 on 2182 Khz.
**BERTHING:** Homer City Dock, 480 ft. long and 50 ft. wide. Limited to draft of 24 ft. Three-ton mobile crane.
**TUGS:** One tug available.
**FRESH WATER:** Available from the berth.
**FUEL:** Available for small craft only.
**REPAIRS:** No facilities for repairs.
**MEDICAL:** Homer Hospital is a nine-bed hospital with 2 full-time doctors.
**EMERGENCIES:** Police department and a volunteer fire department are available plus a rescue truck.
**AIRPORT:** Daily air service.
**AUTHORITY:** City of Homer, Box 335, Homer, Alaska 99603, tel. 235–8597/8767/8756, manager tel. 235–8767, Harbour Master tel. 235–8959.

## HONOLULU, Hawaii (including Barbers Point and Pearl Harbour): 21.19 N. 157.52 W. (See Plan)

**PILOTAGE:** Pilot requested by Agent. Pilot station telegraphic address on VHF (only) Channel 16, call KFQ 907. Pilot boat, 36 ft. cabin cruiser, white house, black hull. Only "G" flag necessary for vessel requiring Pilot. Pilot station, latitude 21° 16′ 12″ N., longitude 157° 53′ 24″ W., no alternative.
**DOCUMENTS:**
4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.
Local Manifests.
Health Documents.
Bill of Health and Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Ship's Papers.
Certificate of Registry.
Annual Inspection Certificate.
Load-line Certificate.
Derat Certificate.
Radio Certificate and Licence.
4 Stores Lists.

Vessels scheduled to call at Pearl Harbour are required to furnish six copies of crew lists and passenger lists, if applicable, at least one working day prior to arrival, for Naval security requirement.

The United States Immigration Service require that the Master of vessels manned by alien crew members arriving from a foreign port present the United States Immigration and Naturalisation Service's Officer with a current crew list (Form I. 418) properly visaed in their possession. An I. 94 should be prepared for each passenger prior to vessel's arrival.

U.S. Immigration Department representatives are not stationed at any Hawaiian outports. Customs officials, however, are stationed at all entry ports and accomplish both Customs examination and Immigration.

The United States Agriculture Service examines and seals ship's stores from restricted ports. Special arrangements for garbage disposal may also be required by this agency, if for example meat aboard has been purchased in a port where there is a high incidence of "hoof and mouth" disease. All garbage should be disposed of prior to arrival in port.

All regulatory bodies assess overtime charges for services of their personnel if rendered on Saturdays, Sundays, holidays or after hours on week-days.
**RESTRICTIONS:** Entry at any time subject to harbour control signals. 24 hours notice of arrival is obligatory.
**MAX. SIZE:** Controlling depth 33 ft. MLLW. Length depends on availability of berths.
**HEALTH:** See Health Regulation before first U.S.A. port (Albany). Any foreign flag vessel arriving at any United States port is subject to Department of Agriculture and Department of Immigration and Naturalisation Service on board inspection. This condition governs whether or not the last port of call was a foreign port or a United States port.
**RADIO:** Call KHK, HF—8 Mc/s., 12 Mc/s., 16 Mc/s.; LF-500. VHF Channel 16, call KFQ907, Aloha Tower Harbour Control Station.
**TUGS:** Tugs normally join vessel within harbour limits. Both ship's lines and tug's lines used depending on conditions.
**BERTHING:** Berthing given on a first-come-first-served basis according to type of vessel and particular requirements as to cargo bunkering, etc.
**STEVEDORES:** Gangs must be ordered 24 hours in advance. General cargo, average load per hour: 15 L/tons; average discharge per hour: 15 L/tons.
**MEDICAL:** Agents would like as much advance notice as possible. Complete medical facilities available. Vaccinations in accordance with U.S. Public Health requirements.
**TANKERS:** Four tanker berths, maximum draft 35 ft. No slop discharge facilities.

Barber's Point: Tanker berths, tugs not normally required. Mooring Master attends berthing procedure. Fresh water not available. Fuel available ex pipe-line.

Pearl Harbour: U.S. Navy Terminal. Max. LOA 800 ft. Max. draft 38 ft. 6 in.
**DENSITY:** Pure salt water, no fresh water allowance.
**FRESH WATER:** Delivered via 2½ in. fire hose with meter on pier. Rate of delivery between 30 and 60 tons per hour, depending on the berth.
**FUEL:** All U.S. grades available, no advance notice other than establishment of credit.
**FIRE PRECAUTIONS:** Fire wires required by tankers berthed alongside.
**DEVELOPMENTS:** Container facilities being developed at Sank Island. One 800-ft. berth for tankers and containers under construction.
**GANGWAY/DECK WATCHMAN:** Services of watchman recommended, usually arranged by Agent.
**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.
**CUSTOMS ALLOWANCES:** 200 cigarettes, 50 cigars per man, and one bottle, U.S. quart, wine or spirits.
**IDENTIFICATION CARDS:** Seamen's passports needed.
**CONSULS:** The following countries are represented in Honolulu:

Belgium
China
Great Britain
Japan
Denmark
Finland
India
Norway
Panama
France
Germany
Korea
Netherlands
Philippines
Portugal
Sweden
Thailand

**REPAIRS:** All types of deck and engine repairs possible. Hull repairs below water-line in accordance with dry dock capacities.
**DRY DOCKS:** Commercial within Honolulu Harbour. Dry dock: 2,800 L/Ton lifting capacity, 385 ft. long, 56 ft. wide. Marine railway: 1,400 L/Ton lifting capacity, 223 ft. long, 65 ft. wide.
**REPATRIATION:** All facilities, crews generally leave State within 24-hour period.
**AIRPORT:** International airport, served by all major airlines, 5 miles from harbour.
**HOLIDAYS:** New Year's Day (January 1); President's Day (February 21); Kuhio Day (March 26th); Good Friday; Memorial Day (May 30); Kamehameha Day (June 11); Independence Day (July 4); Labour Day (September 1); Veterans' Day (November 10); Thanksgiving Day (November 27); Christmas Day (December 25th).

Admission Day (August 20th) and Colombus Day (October 11th).
**POLICE/FIRE/AMBULANCE:** Police 944–1212; Ambulance 955–2633; Fire 955–1212.
**TIME:** G.M.T. minus 10 hours all year round.
**TELEPHONES:** Telephones can be placed on board at any dock.
**SERVICES:** All services found in major U.S. ports are available.
**SHORE LEAVE:** No restrictions if papers are in order.
**AUTHORITY:** State of Hawaii, Department of Transportations, Harbours Division, 700 Fort Street, Honolulu, Hawaii 96813; Tel. 5486255.

## HOUSTON, Texas: 29.45 N. 95.20 W. (See Plan)

**DOCUMENTS:**

1 visaed Crew List.
3 Passenger Lists.
3 or more copies of complete Manifests of Cargo for discharge at all U.S. ports.
2 or more copies of Manifest of Cargo for each individual U.S. port
1 Souvenir List.
1 Stores List.
Ship's Register.
Tonnage Tax.
Load-line Certificate.
Nationality Certificate.
No health document required.

**PILOTAGE:** Radio to local Agent who arranges Pilot and specifies boarding time. U.S. Coast Guard requires 24 hours notice in advance of arrival Galveston Bar. Pilot boats and station on VHF Channel 12, Bridge to Bridge is Channel 13 and tugs for docking and off-docking on Channel 14. 3 Pilot boats marked HP No. 1–53 ft., HP. No. 2 – 61 ft. and HP No. 3 – 106 ft. in length. Pilot boats contacted by light in International Morse code; No sound signal. Pilot taken on board at Sea Buoy No. 1, located 6·7 miles from Galveston. Seldom, if ever, is water too rough for boarding at above location. Anchorage located in Bolivar Roads, 6·7 miles inward from Sea Buoy No. 1.

**ANCHORAGES:** Anchorage for Houston is only in Bolivar Roads in Galveston, Texas, which has ample space and depth for all Houston bound vessels.

**RESTRICTIONS:** None with respect to time of day or night, or with state of tide.

**MAX. SIZE:** Maximum 850 ft. long, 115 ft. breadth and 39 ft. draft. Tide minimal, effected primarily by wind only. Should a vessel's draft exceed 39 ft., permission to enter must be obtained from the U.S. Coast Guard.

**HEALTH:** Dock boarding by quarantine officers.

**RADIO:** International Telephone and Telegraph – ITT – Galveston call letters KLC.

**TUGS:** Tugs come alongside just off dock or immediately prior to entering turning basin if vessel is to turn, or at Pilot's discretion.

**BERTHING:** No special requirements other than authority from terminal operator local Agent.

The Port Authority has a public grain elevator capable of storing 6 million bushels. There are four private grain terminals, one with a 10-million bushel capacity, two with 5-million bushel capacity and one with 2-million bushel capacity. This latter specialises in rice while the others handle (principally) wheat and milo. Bulk materials handling plant owned by the Port of Houston Authority, capable of loading or discharging at the rate of 1,000 tons an hour.

Private facilities include a steel plant, five refineries, a paper mill, two fertiliser plants, two cement plants and several petroleum or liquid gas storage farms, all with their own docks. In addition to the Port Authorities 40 docks for public hire, there are four private terminals with a total of ten berths for public hire.

A new facility owned by the Port Authority has been opened at Barbours Cut, 25 miles across Galveston Bay from Bolivar Roads, where the ship channel moves inland at Morgans Point. This is a 500 ft. pier with mooring dolphins for handling the new, large barge-carrying vessels (LASH).

**BRIDGES:** One bridge to be opened 1973 to cross channel immediately East of Public Wharf 31 will have clearance of 139 ft.

**STEVEDORES:** Stevedore, on advice from representative of local Agent, must order labour prior to 1700 for 0700 or 0800 start the following day. Can order at 0800 for 1000, 1100 for 1300 and 1700 for 1900 start. Gangs must be ordered prior to 1700 on Saturday for Sunday or holiday.

**MEDICAL:** Give sufficient notice to order doctor or ambulance. Numerous hospitals available. Seaman's health certificate required.

**TANKERS:** No specific requirements for oil carriers with respect to load/discharge lines. Tankers must be gas free to enter turning basin area. Approximately 12 tanker berths, excluding Humble Oil & Refining Co. in Baytown, Texas.

**DENSITY:** Classed as full fresh but varies with rainfall and tide, usually 4 to 5 in. allowance on full draft.

**FRESH WATER:** Available at all terminals through pipe and hose.

**FUEL:** All grades and viscosities available.

**FIRE PRECAUTIONS:** All standard precautions per code of Federal Regulations plus local ordinances. Tankers, unless gas free, not permitted at wharves in the immediate turning basin area.

**GANGWAY/DECK WATCHMEN:** Not required, but are available and can be arranged by local Agent at Master's request.

**OPENING/CLOSING HATCHES:** By stevedores only—vessel will be charged for this work if done by crew.

**CUSTOMS ALLOWANCES:** Tobacco, 300 cigarettes, 100 cigars, 1 lb. of tobacco or combination for each man. Wine and/or Spirit, one quart for each crew member.

**CARGO GEAR:** Cargo gear safety certificate required.

**IDENTIFICATION CARDS:** Immigration Form I-95 card required.

**CONSULS:**

Argentina
Belgium
Bolivia
Brazil
Chile
China
Columbia
Costa Rica
Denmark
Dominican Republic
Ecuador
El Salvador
Finland
France
Germany
Great Britain
Guatemala
Haiti
Honduras
Israel
Iceland
Italy
Japan
Jordan
Korea
Netherlands
Luxembourg
Mexico
Netherlands
Nicaragua
Norway
Panama
Paraguay
Peru
Portugal
South Africa
Spain
Sweden
Uruguay
Venezuela

**REPAIRS:** All types available.

**DRY DOCKS:** Todd Shipyard, 485 ft. long, 17 ft. draft, 8,200 long tons.

**REPATRIATION:** Danner Guard Service can handle all phases.

**AIRPORT:** Approximately ½ hour by car; served by regular airlines.

**TIME:** Central Standard with daylight saving time effective from April to October.

**HOLIDAYS:** January 1; February 22; March 2; May 30; June 1 July 4; First Monday in September; November 11; December 25. N work performed on first Monday in September and December 2 except in emergency.

**POLICE/AMBULANCE/FIRE:** All services provided or available.

**TELEPHONES:** Currently no arrangements for placing telephones aboard but easily accessible on wharves.

**SERVICES:** All services available.

**SHORE LEAVE:** Shore leave granted except when individual no qualified.

**DEVELOPMENTS:** Channel depths to be maintained at 40 ft. Bayport development East and South of Morgans Point to have deep draft berths for liquid bulk and general cargo.

**AUTHORITY:** Port of Houston Authority, PO Box 2562, 151 Capitol Avenue, Houston, Texas 77001. Tel. (713) 225–0671.

**AGENT:** Hansen & Tidemann, Inc. 16th floor, Cotton Ex. Building PO Box 52620, Houston, Texas 77052. Tel. 713–223–4181. TW 910–881–2549 and 910–881–1797. Telex 762842. Cables "Handt".

## HUENEME, California: 34.09 N. 119.12 W. (See Plan)

**DOCUMENTS:** See "San Francisco".

**PILOTAGE:** It is requested that ships entering port stand by one mile off harbour entrance and await port Pilot who will board from a tug. The U.S. Coast Guard Station at the harbour entrance maintains a radio beacon.

All vessels 300 gross registered tons and over entering, leaving and shifting within the Port of Hueneme, including area of the Oxnard Harbor District, must be piloted by a port Pilot duly licensed to perform the services of piloting vessels within the Port of Hueneme. The Oxnard Harbour District does not maintain Pilots; licensed pilots are available on a 24-hour-a-day basis from the Commanding Officer, Naval Construction Battalion Center. As a service to all vessels, requests for Pilots may be made by Agent or ship to General Manager of Oxnard Harbor District, who will act for ship in obtaining necessary Pilots. They can also be obtained by an electronic message request addressed to "CO, CBCEN, PORHUE" or by direct request to the Port Services Officer, U.S. Naval Construction Battalion Center. It is not necessary to change Pilots at this port.

**ANCHORAGE:** If there is a wait for Pilot caused by weather, visibility, congestion in harbour, or any other reason, the best anchorage area is West-south-west of the harbour entrance where there are no hazards and there is some protection afforded by the natural curve of the coastline.

**RESTRICTIONS:** The length of entrance channel is 2,300 ft. The narrowest width of harbour entrance channel is 330 ft. However, because of prevailing fresh winds, this is a one-way channel; thus deep-draft ships not able to manoeuvre easily in a restricted channel have precedence over smaller craft.

**RADIO:** The U.S. Coast Guard Station, Port Hueneme, located at the entrance to harbour, guards the following frequencies: 21 kc/s., 156·8 Mc., 157·1 Mc. After initial call up the Coast Guard can shift to 2670 kc/s., 2694 kc/s., 5080 kc/s. The Naval Construction Battalion Center (Port Hueneme Control) guards, 2150 kc/s. and 2716 kc/s. The harbour tugs guard 2150 kc/s. voice continuously. The harbour pilots, when expecting a commercial merchant vessel guard 2716 kc/s. voice circuit and voice call "Port Hueneme Control Three".

**HEALTH:** Ships required to pass quarantine may enter port and moor. "Q" Flag is to be flown. Upon mooring, ship must post gangway watch until ship has passed quarantine. A local physician has the authority of U.S. Public Health Officer and conducts the check. When port of Hueneme is its port of first arrival in the United States from foreign ports or from states other than California, a ship must be inspected by the Department of Agriculture. There is a local representative in Oxnard. The Oxnard Harbor District will order officials if requested by ship or Agent.

**TUGS:** Tug services for port of Hueneme are furnished by the Commanding Officer, Naval Construction Battalion Center, Port Hueneme, California. Requests for tug services may be made to the General Manager of the Oxnard Harbor District, who will act as Agent for ship in forwarding them. Two tugs are available on a 24-hour basis. They are Class YTM, with 1,000 shaft horsepower. The number of tugs to be used on any movement is determined by port Pilot in charge of the movement. Tugs are not available for deep-sea towing, except in case of emergency to save life or property. As a service to all vessels, the Oxnard Harbour District, acting as Agent for vessel, will pay all necessary tug fees to United States Government, subject to reimbursement conditions as arranged between the vessel, her owners, or Agents, and the General Manager Oxnard Harbour District. Seldom are tug charges more than the minimum due to the short transit time to berths.

**BERTHING:** Berthing arrangements should be made with the General Manager by Agent as far in advance of arrival date as po sible, specifying dates of arrival and sailing, and nature and quantity of cargo to be handled. The Oxnard Harbor District also has a licence agreement with the U.S. Naval Construction Battalion Center, Port Hueneme, for the use of additional berths and terminal facilities on an "as available" basis. Prior arrangements must be made, should use of these additional facilities be desired or necessary. The Port of Hueneme has three 600 ft. berths with depth 35 ft. MLW and appropriate terminal facilities. At the present time there are 10 deep-draft berths within the entire port area.

Bottom is sand and mud. Mean low water is + 1.5 ft. Height of wharf above MLLW is 13 ft.

**STEVEDORES:** All stevedore work is presently performed by resident stevedores, the Marine Terminals Corporation, who also have offices in San Francisco, Long Beach, etc. They maintain an office at 111 Ponoma Street, Port Hueneme. They provide modern handling equipment to suit cargo's need. There is no special fixed bulk handling equipment available as yet. Longshoremen are members of the International Longshoremen's and Warehousemen's Union and conform to the Pacific Coast Longshore Agreement. Hours of work are as outlined in this agreement. Longshoremen at this port do all covering and uncovering of hatches and rig the gear. There are eight gangs available in the port. Day and night gangs for Tuesday through Saturday (except Monday through Saturday, 7 p.m. initial start) must be ordered by 3.30 p.m. the previous day. Night gangs required Monday for a 7 p.m. initial start, and Sunday and Monday gangs must be ordered by 11 a.m. Saturday. Cancellation time is same as ordering time, if gangs which have been ordered are cancelled after the aforementioned deadlines, the agreement's four-hour minimum applies. Normal day shifts begin at 8 a.m. and normal night shifts at 6. p.m. Each shift consists of 8 hours and on sailing day 10 hours may be worked by the final shift. There are no obstructions on the wharf to keep all hatches from being worked concurrently.

**MEDICAL ATTENTION:** Patients are provided medical attention at the Medical Center, Port Hueneme, or St. John's Hospital, Oxnard California. Temporary visa must be obtained from Department of Immigration and Transportation if a crew man or passenger must remain after the ship sails.

**FRESH WATER:** Fresh water is available. There are hydrants along the wharf and delivery to ship is effected by hose. Water is good to taste but is hard. It is suitable for boilers. Contact wharfinger on duty for delivery of water.

**FUEL:** Fuel and diesel oil are obtainable from a local port-based tenant. Quantities beyond the capability of that tenant's ability can be delivered by tank truck direct to ship's tanks. In an emergency, the Navy will make Navy special black oil available.

**REPAIRS:** Minor repairs may be made in port. Machine shops in Ventura and Oxnard are qualified for normal voyage repair work.

**WATCHMEN:** Gangway or special wharf watchmen are available upon request.

**TELEPHONES:** Two pay-telephone booths are located at the South-west corner of Wharf 1 adjacent to the wharfinger's office and maintained for the convenience of ships berthed at Wharf 1. The wharfinger's office has a telephone which may be used by people calling in to contact the ship. This phone is manned 24 hours a day for convenience. Its number is (805) 488–4615. The Port of Hueneme office telephones are available to ship's officers and Agents for local calls or collect long distance calls. Wharf lines permit a telephone to be installed at a nominal charge if desired by Agent.

**HEAVY LIFT EQUIPMENT:** The U.S. Navy, in special circumstances, makes available a 100-ton floating derrick barge, subject to its prior needs. The General Manager of the Oxnard Harbor District will assist those desiring derrick barge services. Typical rental cost is about $150.00 per hour on a straight time basis (8 a.m.–4.30 p.m. on week-days) and $185.00 per hour on an overtime basis (4.30 p.m.–8 a.m. during week-days and all hours on Saturdays, Sundays and holidays). This includes equipment costs, mobilisation time, man-power, fuel and use of required slings.

**HOLIDAYS:** U.S. Federal holidays are observed by the Port and Terminal management. If stevedoring is required on holiday it is performed in accordance with the International Longshoremen's and Warehousemen's Union-Pacific Coast Longshore Agreement.

**AUTHORITY:** The U.S. Navy (Commanding Officer, U.S. Naval Construction Battalion Center) exercises overall Port Control Authority; the Oxnard Harbor District is solely responsible for its commercial operations.

Oxnard Harbor District Board of Harbor Commissioners 105, Port Hueneme Road, Port Hueneme Cal. Tel. (805) 488–3677.

## HURON, Ohio: 41.24 N. 82.35 W.

Refer to "St. Lawrence Seaway" for important general information.

**PILOTAGE:** None required other than what is required for Great Lakes.

**ANCHORAGE:** Depth 3 to 10 fathoms.

**MAX. SIZE:** Length 716 ft., breadth 75 ft., draft 26 ft.

**RADIO:** WMI Lorain.

**TUGS:** Meet vessel at the Pier Head. Use ship's lines.

**BERTHING:** Norfolk and Western Ore Dock, operated by the Lake Erie Dock Co., can handle 15,000 tons of ore in eight hours. Ore slip is 1,400 ft. long with 26 ft. of water.

Limestone Dock, 700 ft. length with 26 ft. of water.

Grain loading facilities operated by the Pillsbury Company. Load speed, 20,000; unload speed, 15,000; berthing space, 832 ft.; max. length, 610 ft.

**STEVEDORES:** None available.

**FRESH WATER:** Available.

**FUEL:** None available.

**IDENTIFICATION CARDS:** Required by Immigration.

**CONSULS:** Nearest at Cleveland.

**REPAIRS:** No facilities.

**REPATRIATION:** No facilities.

**AIRPORT:** 50 miles from port (Cleveland International Airport).

**POLICE/AMBULANCE/FIRE:** 433–4114.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** The Huron Joint Port Authority, 107 Wall Street, Huron, Erie County, Ohio, 44839, U.S.A.

## JACKSONVILLE, Florida: 30.20 N. 81.40 W. (See Plan)

**DOCUMENTS:**

*Public Health:*

Maritime Quarantine Declaration Form HSM 13.19.

*Customs:*

3 U.S. Customs Manifests for cargo to be discharged at first port of entry.
2 U.S. Customs Manifests covering all other cargo on board vessel for discharge at other than first port of entry.
3 Stores Lists.
3 Crew Lists.
3 Passenger Lists.
3 Curio and Crew Personal Items Lists.
Vessel's Clearance from last port.
Vessel's Register and Load Line Certificate.
Vessel Utilization and Performance Report.
Form MA.578 for dry cargo vessels.

*Immigration:*

1 Certified Crew List and Landing Permit form I–95A for each crew member.
Valid passport for each crew member.

**PILOTAGE:** Vessels approach Pilot Entrance Buoy STJ No. 2 (Red) approximately six miles at sea off jetty entrance to St. John's River. Pilot station located just inside jetty on river channel at Mayport Naval Station. Pilot station operates both VHF and UHF frequencies, VHF Channels 16 and 18A. UHF Frequencies 2738 and 2182. Pilot cable address "Jaxpilot". Pilot boards from pilot boat Jaxpilot just east of sea buoy STJ No. 2. Pilot boat does not maintain station at sea but answers call or is dispatched on information by vessels' agents. Vessels anchoring awaiting Pilot should anchor as near entrance buoy as safely possible.

**ANCHORAGES:** Two anchorages located inside harbour near dock sites with depth of about 31 ft.

**RESTRICTION:** For vessel drawing not more than 30 ft. water no restrictions and vessel can enter and clear harbour on 24 hour basis. Pilots and tug assistance available all hours day or night. Vessels drawing more than 30 ft. required to await tide.

**MAX. SIZE:** Draft should not exceed 31 ft. for dry cargo vessels and 34 ft. for tankers.

**HEALTH:** Vessels boarded on arrival at piers by Health Officials. Vessel may obtain radio free pratique by making request at least 48 hours prior to arrival. Request is made to local Agent who obtains clearance from Public Health Service and replies to Master that request has either been granted or denied. In request for free pratique Master must indicate nature of any illness on board vessel. In the event of communicable diseases vessel can proceed in harbour but must give advance notice of disease either in suspect or actually existing.

**RADIO:** Tropical Radio, Miami, Fla. Call letters WAX. Lantana Radio, Boynton Beach, Fla. Call letters WOE.

**TUGS:** Under normal conditions with vessels able to proceed under own power, tugs approach vessel in vicinity of pier at which vessel is to dock. Tugs use own lines but no charge made.

**BERTHING:** Vessels can dock day or night. Transit time from pilot station to berths about two hours.

**BRIDGES:** Only one bridge that vessel would have to negotiate and that only if docking at Commodore Point terminal.

**STEVEDORES:** Master should keep Agents closely advised by radio of ETA and any amendments to first ETA given. Recommended that Master give ETA 72–48–24 hours in advance to arrival. Enables ordering gangs or cancelling gangs ordered in event of delayed ETA.

**MEDICAL:** Hospital facilities available. International Vaccination Certificates required by all crew members.

**TANKERS:** All petroleum terminals provide own hose ranging from 8 in. to 12 in. Prior to arrival, Master should request information from Terminal Company size of connection required. Three berths available. Depth alongside 34 ft.

**DENSITY:** Varies from fresh water 1·000 density to mixed salt water 1·0075 density. St Johns River is fed from fresh water sources and for most practical purposes may be considered fresh.

**FRESH WATER:** Fresh water supplied by barge delivery with minimum 100 tons.

**FUEL:** Most grades marine fuels available ranging from bunker "C" to light marine diesels with intermediate blends in between. Most major oil companies have bunkering facilities.

**FIRE PRECAUTIONS:** No smoking except in officers' lounge and crew's lounge. No open flames. No sparking from funnel.

**DEVELOPMENTS:** New marginal wharves with marginal tracks and supporting warehouses now under construction. Also planned deepening of river channel from sea buoy to dock area from present 34 ft. to 38 ft. Container berth presently under construction at Blount Island which will be equipped with 45 tons Paceco type crane.

**GANGWAY/DECK WATCHMEN:** Watchmen services available but not necessary.
**OPENING/CLOSING HATCHES:** Crew may open hatches prior to vessel's arrival at dock. After arrival at dockside this work reserved for longshoremen. Vessels equipped with McGregor type of other automatic opening devices, crew may open hatches at any time. Longshoremen do not open and close these type hatches.
**CERTIFICATES:** Vessel Register, Load Line, Gear Certificate, Derat.
**CUSTOMS ALLOWANCES:** Tobacco: 200 cigarettes per man. If vessel remains in port over extended period of time, sea stores can be opened under customs supervision and additional allowances made. Wine/Spirits: No specific limits as to quantity allowed per man; customs accept Masters' recommendations for allowances so long as they are reasonable. This applies to beers, wines and spirits.
**IDENTIFICATION CARDS:** Form I–95A only.
**CONSULS:** Vice-Consulates – Norway, Denmark, Sweden, Finland, Italy, France, Venezuela, Guatemala, Uruguay, Dominican Republic.
**REPAIRS:** All types engine and deck repairs possible. Two well equipped shipyards.
**DRY DOCKS:** Three large dry docks of 16,000 to 20,000 tons capacity and three smaller dry docks of 6,000 to 10,000 tons capacity.
**REPATRIATION:** Facilities available to effect crew changes and repatriation.
**AIRPORT:** Airport 20 miles. Daily flights to all major U.S. cities.
**TIME:** Eastern Standard Time and Daylight Saving Time during summer months late April through October.
**HOLIDAYS:** Holidays observed by Stevedores: New Year's Day (Jan. 1st); Martin Luther King's Birthday (Jan. 15th); Lincoln's Birthday (Feb. 12th); Geo. Washington's Birthday (Feb. 22nd); Memorial Day (May 30th); Independence Day (July 4th); Labor Day (First Monday September); Columbus Day (October 12th); Armistice Day (Nov. 11th); Thanksgiving (Fourth Thursday November); Christmas (December 25th).

When holidays fall on Sunday, the following Monday observed to the extent of paying overtime and eight hour minimum pay period shall apply. No work performed on the following holidays: New Year's Day, Independence Day, Labor Day, Christmas Day.
**POLICE/AMBULANCE/FIRE:** Police 356–7392; Ambulance 355–8833; Fire 355–8833.
**TELEPHONES:** No facilities available for placing phones on board vessels except in shipyards.
**SERVICES:** Compass-Adjusting, radar, navigational equipment. No tank-washing or tank-cleaning services available.
**SHORE LEAVE:** No restriction on shore leave if not detained by immigration.
**REGULATIONS:** No garbage to be disposed overside, no pumping of dirty ballast into river. Smoke emissions must be controlled to minimum.

**AGENT:** Southern Shipping Company, PO Box 4668, Jacksonville, Fla. 32201. Telephone Area 904 355–4751. Cable address "Soshipco" After hours contact: C. R. Opper (Area 904 388–4374); J. Miller (Area 904 742–4516). Nature of business: Steamship Agents, Stevedores, Foreign Freight Forwarders.

### JUNEAU, Alaska: 58.18 N. 134.24 W.

Located at North-easterly side of Gastineau Channel, eight miles from Stephens Passage. Juneau is the capital of Alaska. Open all year.
**APPROACHES:** Via Chatham Straits, Lynn Canal and Stephens Passage.
**DOCUMENTS:** See "Anchorage, Alaska".
**PILOTAGE:** Pick-up point is Guard Island.
**ANCHORAGE:** 16 fathoms in centre of Juneau Harbour.
**MAX. SIZE:** Harbour depth 15/19 fathoms. Tides: diurnal range 16·4 ft. Also see "Berthing".
**CUSTOMS:** Quarantine, Immigration and Customs, local.
**BERTHING:** 1. Foss Alaska Line Dock: berthing length 550 ft. 36 ft. LW. No cranes.

2. Juneau Cold Storage (capacity 8,000,000 lb.): berthing length 250 ft., 36 ft. LW. Cranes, 2 electric hoists, 3 lift trucks, 40,000 sq. ft. covered shed space. Fresh water.

3. Juneau Ferry Terminal: berthing length 350 ft. 32 ft. LW. No cranes. This is a roll-on, roll-off facility for wheeled vehicles and self-propelled or towed. 35 tons capacity. No covered shed space. Fresh water.

4. Coast Guard Dock: 750 ft. long, 31 ft. deep at face. No storage.
**STEVEDORES:** One gang.
**REPAIRS:** Minor engine repairs only.
**WATER:** Available.
**FUEL:** Not available.
**MEDICAL:** Hospital available.
**TRANSPORTATION:** Air and ferry.
**DEVELOPMENTS:** Berner's Bay under construction 40 miles north, will produce pulp and lumber for export.

### KAHULUI, Hawaii: 20.53 N. 156.28 W. (See Plan)

**DOCUMENTS:**
4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.
Local Manifests.
Health Documents.
Bill of Health and Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Certificate of Registry.
Annual Inspection Certificate.
Load-line Certificate.
Derat Certificate.
Radio Certificate and Licence.
4 Store Lists.

**PILOTAGE:** Request for Pilot normally made through Agent o through Harbour Master's office. Contact Pilot on VHF Channel 1 36 ft. pilot boat, black hull, white cabin. Pilot boards ¼ mile East o Waihee Reef lighted buoy No. 2. Anchorage ½ mile East of buoy.
**ANCHORAGE:** No anchorage inside breakwaters. Only anchorag ½ mile East of Waihee Reef lighted buoy No. 2 in 9 to 12 fathoms.
**RESTRICTIONS:** 24 hours notice of arrival is obligatory. No en at night time for vessels over 600 ft. long. No tide restrictions.
**MAX. SIZE:** Maximum length about 700 ft. Maximum draft 32 ft. 6 i
**HEALTH:** Usual quarantine regulations, Customs and Immigratio and agriculture and meat inspectors board at dock for vesse arriving from foreign ports. Serious or contagious diseases shou be reported by radio. No quarantine for vessels from United Stat or Canadian ports.
**RADIO:** Communicate through RCA or ITT stations in Honolul
**TUGS:** One 1,500 h.p. tug stationed at Kahului. Additional tug dispatched from Honolulu if necessary. Tug joins vessel betwee breakwater and Waihee Reef lighted buoy No. 2. Tug's lines normal used. No extra charge.
**CARGO HANDLING:** Kahului has one berth specially equipped t load bulk sugar. Matson Navigation Company operates a straddle to move Matson containers. Other containers are normally barged t Kahului on roll-off chassis.
**STEVEDORES:** To be ordered by 1500 of day prior to operations.
**MEDICAL:** Hospital facilities available.
**TANKERS:** Discharge only. 8 in. line for heavy fuel oil, 6 in. line for light fuel oils. No slop discharge facilities. Two berths availab for tankers, maximum draft 32 ft. 6 in.
**FRESH WATER:** Available from water line at each berth. Rate o delivery about 150 gallons per minute.
**FUEL:** Small amount of diesel fuel and heavy fuel available in a emergency only.
**GANGWAY/DECK WATCHMEN:** Services of watchman recommended, usually arranged by Agent.
**OPENING/CLOSING HATCHES:** Normally carried out by stevedores.
**CUSTOMS ALLOWANCES:** 200 cigarettes, 50 cigars per ma and one bottle wine or spirits.
**REPAIRS:** Minor deck and engine repairs only.
**AIRPORT:** Distance to airport 1 mile. Served by regular airlines.
**TELEPHONES:** Arrangements made with Hawaiian Telephone Co. to install on board.
**DELAYS:** Occasional delays due to limited berthing space an shortage of stevedore gangs.
**POLICE/FIRE/AMBULANCE:** Police 244–7811; Ambulance 244–9056; Fire 244–4860.
**TIME:** GMT minus 10 hours all year round.
**AUTHORITY:** State of Hawaii, Dept. of Transportation, Harbo Division. PO Box 201, Kahului, Maui 96732. Tel. 877–6051.

### KETCHIKAN, Alaska: 55.20 N. 131.38 W.

**DOCUMENTS:** See "Anchorage, Alaska."
**APPROACHES:** Port located on Revillagigedo Island. Open a year round. Ships coming from Hecate Straits or outside Graha Island proceed into Dixon Entrance to vicinity of Guard Island whe the Pilot will meet them.

Vessels coming up the inside passage from Vancouver BC, a met at Lucy Island pilot station.
**PILOTAGE:** South eastern Alaska Pilots Association, Box 153 Ketchikan Alaska 99901. Telegraphic address; Alaska Pilo Ketchikan.

The Alaska Pilot Service requires 5 days, 48 hours, and 12 hou advance notice of ETA and can be contacted on Channel 16 VHF o 2182 kHz.

The pilot boat "Magdalene" (WA 7513) normally rendezvous w the vessel ¾ mile from Guard Islands.
**ANCHORAGE:** Safe anchorage can be obtained in the area f deep-draft vessels; however there are no specified anchorage areas.
**MAX. SIZE:** The largest vessel to be berthed to date is a 26,000 t freighter; however larger vessels could be accommodated.
**RADIO:** Cables to Agent, Receivers, and Pilots can best be rou through AKM Juneau.
**TUGS:** Tugs can be arranged through the ship's Agent. Lines fro tug are normally used with no additional charge.
**BERTHING:** Alaska Line Dock: berthing length 400 ft., depth 26 f at North end, 39 ft. at South end at low water, no cranes.

Talbots' Inc: private berth length 300 ft., depth 35 ft. low water.

Ketchikan Spruce Mill: berthing length 450 ft., depth 33 ft. lo water. Height of pier at low water 22 ft.

Ketchikan Pulp Company (at Wards Cove, 6 miles North o Ketchikan): private dock, berthing length 800 ft., depth 33 ft. at lo water.
**STEVEDORES:** Stevedores obtained through shipping Agent. hours notice normally required.

Four or possibly five gangs available dependent on obtaining casual labour.
**MEDICAL:** Medical matters may be referred to shipping Agent. Excellent hospital and out-patient treatment facilities are available.
**FRESH WATER:** Ample fresh water available at no cost.
**FUEL:** Fuel available for deep-draft vessels: PS–300. Vis. 33.5 Pour Pt. –15 to –20.
**TANKERS:** Tow-away lines required fore and aft.
**WATCHMEN:** Recommend security watch for passenger vessels. Watchmen can be arranged through the shipping Agent.
**HATCHES:** Opening/closing of hatches done by longshoremen.
**IDENTIFICATION CARDS:** Crew identification cards are required by Immigration officials.
**CONSULS:** The nearest Consul is in Anchorage, Alaska.
**REPAIRS:** Repair facilities are limited. Excellent welding and machine-shop services are available, however.
**REPATRIATION:** Repatriation matters can be handled through the shipping Agent and Immigration officials.
**AIRPORT:** Daily flights to and from Seattle as well as points North may be obtained.
**TIME:** Ketchikan is on GMT minus 8 hours during the winter and GMT minus 7 during the summer. Time changes the third Sunday in April through the third Sunday in October.
**AUTHORITY:** Captain of the Port, c/o U.S. Coast Guard Base, Ketchikan, Alaska.

## KINGS BAY, Georgia: 30.49 N. 81.31 W.

**DOCUMENTS:**

Crew List, from foreign, 1 Crew List visaed by American Consul in or near foreign port of departure; Coastwise, U.S.A., three copies, one for Customs, one for Immigration and one for the Agents' office.
Curio List, three copies, both from foreign and coastwise movements.
Stores List, three copies, both from foreign and coastwise movements.
Five copies of Foreign Manifest.
Five copies of Bill of Ladings.
Permit to sail from foreign.
International Vaccination Certificates and/or other health certificates.

**PILOTAGE:** Channel entrance is between Cumberland and Amelia Islands, and is approximately 11 miles in length, 200 ft. wide and 32 ft. deep at MLW. Kings Bay Pilot usually boards vessels at the St. Mary's Entrance Sea Buoy No. 1 or 1 mile East of St. Mary's Entrance Buoy No. 2. Pilot may be reached by marine phone (ship-to-shore), Fernandina Beach, Florida, tel. 261–3824 or 261–3495. There are two turning basins, one 2,400 ft. long by 800 ft. wide and 32 ft. deep at MLW, and the other is 1,996 ft. long by 800 ft. wide and 32 ft. deep at MLW.
**ANCHORAGE:** Two, capable handling deep draft vessels. Pilot handles this phase.
**MAX. SIZE:** 650 ft. in length, 32 ft. in depth.
**HEALTH:** Boarding physician. New modern hospital located in St. Mary's, Ga.
**RADIO:** Kings Bay has only marine ship-to-shore telephone facilities. Cables arrive through R.C.A. Communications via Lantana, Fla., Radio, and Chatham, Mass., Radio and via Western Union.
**TUGS:** Available.
**BERTHING:** Berthing at any time, except when draft requires to come in on high tide, rise and fall of tide is 6 ft.
**STEVEDORES:** All stevedoring performed by St. Mary's Stevedoring Company, St. Mary's, Ga., on high explosives. General cargo outside stevedores permitted.
**FRESH WATER:** Plenty of fresh water available, pumped into ship's tanks via hose.
**FIRE PRECAUTIONS:** Smoking in the warehouses, on wharf or on any vessel while loading or discharging any inflammable or explosive cargo is strictly prohibited. In the event of a fire occurring on board any vessel berthed at the Kings Bay Marine Terminal, except vessels under way, such vessel may sound five prolonged blasts of the whistle or siren as an alarm indicating fire on board or at the dock to which the vessel is moored. Fire hose on dock and water running therefrom when loading plus fire extinguishers placed at various intervals.
**GANGWAY/DECK WATCHMEN:** Not required.
**OPENING/CLOSING HATCHES:** Crew open, stevedores close.
**CUSTOMS ALLOWANCES:** Tobacco and wine/spirits – reasonable quantities for personal use.
**IDENTIFICATION CARDS:** Immigration issues landing permit.
**REPATRIATION:** Via airlines at Jacksonville, Florida, 41 miles away.
**TIME:** Eastern Standard Time.
**HOLIDAYS:** New Years' Day (1st January); Lincoln's Birthday (12th February); Washington's Birthday (22nd February); National Memorial Day (30th May); Independence Day (4th July); Labor Day (first Monday in September); Columbus Day (12th October); Thanksgiving Day (fourth Thursday in November); Armistice Day (11th November); Christmas Day (25th December). In the event of one of above holidays falling on a Sunday, the following Monday will be observed.
**POLICE/AMBULANCE/FIRE:** Police Departments St. Mary's and Kingsland, Ga., plus County Sheriffs. Ambulance, Kingsland. Fire, both Kings Bay and St. Mary's, Ga.
**TELEPHONES:** Only three lines and all in office of Blue Star Shipping Co. No telephone service to be placed on board vessel.
**SHORE LEAVE:** Only via Immigration landing permit. No taxi service, no bus lines operate from Kings Bay, Ga. Since nearest town is 11 miles away, crew as a rule remain aboard vessel.
**AUTHORITY:** None. Blue Star Shipping Corporation, St. Mary's, Ga., operates the port.

**AGENTS:** Blue Star Shipping Corporation, PO Box 487, St. Marys, Georgia. Zip Code: 31558.

## KODIAK, Alaska: 57.47 N. 152.24 W.

Located near the North-eastern tip of Kodiak Island in the Gulf of Alaska, South of Anchorage and East of the Alaska Peninsula.
**APPROACHES:** South of Trinity Islands then North-west to Cape Chiniak and meet Pilot.
**DOCUMENTS:** Also see "Anchorage, Alaska".
**PILOTAGE:** Pick-up point in the vicinity of Cape Chiniak.
**MAX. SIZE:** Harbour depth in excess of 30 ft. Tides: diurnal range approximately 10 ft. Also see "Berthing".
**ANCHORAGE:** Fair weather anchorage only.
**CUSTOMS:** Quarantine, Immigration and Customs, local.
**BERTHING:** 1. Kodiak City Dock: made of timber, pile and steel deck. One berth only. 350 ft. by 50 ft. Covered warehouse on half of pier 200 ft. by 150 ft. 35 ft. MLLW. Heated space available.
2. Woman's Bay Naval Base: Finger Pier 600 ft. operated by U.S. Navy. Depth of water in excess 40 ft. U.S. Navy permission required for commercial use.
**TUGS:** From Anchorage.
**STEVEDORES:** Two gangs.
**REPAIRS:** Limited. Divers available.
**WATER:** Available.
**FUEL:** Light fuels only.
**MEDICAL:** 26-bed hospital, 3 doctors, 2 dentists, 1 optometrist.
**TRANSPORTATION:** Air and ferry.

## LAKE CHARLES, Louisiana: 30.13 N. 93.15 W.

**PORT LIMITS:** Buoy No. 26, in Calcasieu Ship Channel, 3 miles off Cameron, Louisiana.
**DOCUMENTS:**

3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I–418).
2 copies Crew List (Form I–418).

Customs boarding officer will also examine Ship's Register and Load Line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:

Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of Tonnage Tax (Customs Form 1002).
Certified Crew List.

**PILOTAGE:** Radio Agent ETA., who will arrange Pilot board at Calcasieu Bar.
**ANCHORAGE:** At Calcasieu Bar only.
**RESTRICTIONS:** Entrance channel 40 ft. depth. Distance 40 miles.
**MAX. SIZE:** 1,000 ft. length, 38 ft. draft.
*St. James:* Max. draft at berth 35 ft.; no restriction on length.
**HEALTH:** See "Health Regulations" before first U.S.A. port (Albany).
**RADIO:** Tropical – New Orleans, WNU.
**TUGS:** Meet vessel thirty minutes away from berth. Use tugs' own lines. Two for berthing, one for unberthing.
**BERTHING:** Three bulk-loading berths: No. 1, West bank of Calcasieu River, 8 miles below main port facilities, 800 ft. length, 35 ft. depth, loading rate 1,250 tons per hour.

No. 2, Contraband Bayou Section, main port, 850 ft. length, 35 ft. depth, loading 480 tons per hour. 1,600 tons storage facilities.

No. 3, Contraband Bayou Section, main port, 600 ft. length, 35 ft. depth, loading rate (bulk rice) 180 tons per hour from stationary tower. Twin 1,250 tons storage tanks adjacent.

Cities Service Oil Co. B-Dock, 673 ft. length, 40 ft. depth; C-Dock, 660 ft. length, 40 ft. depth; C-Dock 665 ft. length, 40 ft. depth.

Continental Oil Co. Berth 1, 1,000 ft length, 40 ft. depth; Berth 3, 1,000 ft. length, 40 ft. depth,

Columbia Southern Dock, 650 ft. length, 30 ft. depth.

Olin Mathieson Dock, 400 ft. length, 28 ft. depth.

**DENSITY:** Saltwater in summer, fresh in winter. Allow density 1000 for drafts.
**FRESH WATER:** Available at all berths.
**FUEL:** Bunker "C" and diesel available at Cities Service berths; other berths none available except light marine diesel delivered by tank truck.
**DEVELOPMENTS:** Under construction: forest products berth, specialising in volume handling of wood pulp, newsprint and liner board.
**CUSTOMS ALLOWANCES:** At the discretion of Customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.
**IDENTIFICATION CARDS:** Standard U.S. Immigration Forms

I-95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I-95, issued for the same vessel.
**REPAIRS:** Small repairs carried out only; very limited facilities.
**REPATRIATION:** Facilities exist. Arrange through Agent.
**AIRPORT:** Seven miles from port. One line (TI) nine flights per day.
**TIME:** On CST, that is GMT minus 6 hours.
**HOLIDAYS:** Only two days affected on which no work carried out – Labour Day and Christmas Day.
**POLICE/AMBULANCE/FIRE:** Police, 439–4511; Ambulance, 477–5530; Fire, 433–4633.
**TELEPHONES:** None on board ship.
**SHORE LEAVE:** Allowed if not detained by immigration.
**AUTHORITY:** Lake Charles Harbor and Terminal District, H. M. Neely, Director of Port, PO Box AAA, Lake Charles, Louisiana 70601. Tel. 318–439–3661.

## LONG BEACH, California: 33.45 N. 118.13 W. (See Plan)

**DOCUMENTS:**

Certificate of Registry.
International Load Line Certificate– Tonnage Certificate (Admeasurement).
Inspection Certificate.
Derat Certificate.
Radio Safety Certificate.
Inbound cargo for discharge – United States must have a Travellers' Manifest (Form 7527), original manifest, and dock inspection copy covering cargo to be discharged at first U.S. port of entry Custom's Utilization Form 7801 (Inbound), Form 7802 (Outbound) must be filed within 10 working days after vessel's entry at first U.S. port. Landing permits must be made out prior to arrival (Form I-95-A) for each crewman of alien origin for the U.S. Department of Immigration (and Form I-94 for each passenger of alien origin). Three sets of crew lists (Form I-418) must be presented to U.S. Customs, plus two sets to the Immigration Inspector, and One for the U.S. Public Health Service (Quarantine), and three sets stores lists plus three sets curio purchases list for U.S. Customs.

American Ships from Foreign:
Safety Equipment Certificate.
Cargo Ship Safety Construction Certificate.
Customs Form 3415 Affidavit of Repairs Abroad.
Certified Crew List.

Foreign Ships:
1 copy of Visaed Crew List for Immigration (Form I-418 & 5 copies).

Other forms may be necessary under certain circumstances, but normally can be taken care of after the vessel's arrival.

*If a foreign vessel from a foreign port departs for a foreign port, two copies of (Form I 418) covering crew changes in the United States must be submitted to the Department of Immigration upon sailing of the vessel.*

(*a*) Number of copies required: all single except as noted.
(*b*) The reports mentioned above are all government laws, requested by U.S. Customs, U.S. Immigration, Department of Agriculture, Public Health Service, and B.I.A.
(*c*) Purpose of documents: to record all vessel movements such as cargo, crew changes, health standards, etc.
(*d*) Procedure of presenting documents: documents must be presented to Quarantine Boarding Officer and Customs Broker and/or Agent, during or immediately after Quarantine.

**PILOTAGE:** Pilots ordered by local Agents. Order placed by telephone to 435–6354. Local tariff requires at least 1 hour notice prior to arrival. Pilot station contacted on VHF radio Channel 12 (156·6 Khz) or Channel 16 (156·8 Khz). Pilot boats motor cruisers, light grey, fly International Flag "H". Local whistle signal for a Pilot on ship's whistle, one short and one long blast. Pilot boat normally meets vessels in vicinity Long Beach Sea Buoy or approximately 1 mile South of breakwater entrance. Vessels should have Pilot ladder on starboard side, weather permitting. In bad weather vessels may be required to proceed inside breakwater entrance prior to Pilot boarding.

**ANCHORAGE:** Preferable outside anchorage approximately ½ mile South-east of Long Beach Sea Buoy in 66 ft. of water. Inside anchorage available North-east of channel in outer harbour at approximately 8 fathoms of water depth. Special explosive anchorages available by request, on both sides of entrance channel in 48 ft. of water.

**RESTRICTIONS:** Vessels with dangerous cargoes aboard or loading or discharging such cargo within port district shall obtain permit from U.S. Coast Guard, countersigned by Long Beach Fire Prevention Bureau and Long Beach Port Authority, subject to safety inspection prior entry to assigned anchorage or berth. (Application for entry or handling dangerous cargoes must be requested by Steamship Company or authorised Agent and approved prior entry.)

**MAX. SIZE:** (1) Average depth of water at general cargo berths is 37 ft. at mean-lower-low-water.

The Entrance Channel is maintained at 60 ft. MLLW.

(2) No restriction as to length or breadth of vessel at general cargo berths.

(3) Dry bulk facility berths average depth at mean-lower-low-water is 42 ft. No restriction on length. However, ships with over 130 ft. beam might experience some difficulty in loading without turning ship.

There are five bulk oil facilities, two with 55 ft. of water at mean-lower-low-water and three with 49 to 37 ft. of water at mean-lower-low-water alongside berths. It is feasible that vessels over 1,000 ft. in length could use our deep-water oil facilities. There are no restri tions as to beam. A sixth bulk oil terminal is being constructed whic will accommodate vessels in the 200,000 dwt. class, drawing up to ft.

**HEALTH:** Pratique is a certificate issued by Quarantine Office U.S. Public Health Service releasing a vessel from Quarantine. See Health Regulations before first U.S.A. port (Albany).

**RADIO:** Station KOU Marine Operator, San Pedro.

*Channel 1*—ship transmit on 2009 kHz
ship receive on 2566 kHz
**Channel 2*—ship transmit on 2126 kHz
ship receive on 2522 kHz
**Channel 3*—ship transmit on 2206 kHz
ship receive on 2599 kHz
*Channel 4*—ship transmit on 2382 kHz
ship receive on 2466 kHz
* 7 a.m. to 7 p.m. Pacific Standard Time

Station KOU also monitors Channel 16 (156·8 mHz) and Chann 26 (157·3 mHz) for distress, safety and calling.

**RADAR/VHF:** Radar service provided to vessels only if Pilo aboard, in which case radar advisory information will be fed from shore-based radar at pilot station. VHF see "Pilotage".

**TUGS:** Tugs will meet vessel inside breakwater prior reaching inner harbour area. Pilot and tugs are in communication.

**BRIDGES:** No restrictions into port of Long Beach. The Gera Desmond Bridge over Back Channel has vertical clearance of 155 f Cerritos Channel which connects Long Beach through back channe to Port of Los Angeles has two bridges which must be opened fo passage of vessels.

*Signal for Opening:* Three long blasts on horn or whistle. During inclement weather, call through a megaphone or loud and distinc stroke of bell.

**BERTHING:** No requirement as to time of entry providing berthing arrangements have been made with Port Authority. Assignments classified as follows:

Preferential Assignments. Secondary Assignments, Subordina Right granted for use of Preferential Assigned Berth. Tempora Assignment—temporary permission granted to use certain berth.

*Note:* All berth assignments shall be held by Assignee subjec provisions of Port of Long Beach Tariff No. 3 as to charges, rates rules and regulations applicable thereto, and to all of terms, cond- tions and provisions contained in such assignment.

*General Cargo:*

| | *No. of berths* | *Total length* (ft.) | *Depth* (ft.) |
|---|---|---|---|
| Pier A | 11 | 6,309 | 30–36 |
| Piers B, C, D | 12 | 7,686 | 31–36 |
| Pier F | 4 | 2,467 | 32–36 |
| Piers 1 and 2 | 6 | 2,998 | 36 |

**BULK HANDLING FACILITIES:** *Berth 28–29:* Length 993 ft. depth alongside 43 ft. One fixed bulk loading tower with hinged cantilevered boom with 31½ ft. outreach. Maximum loading rate 600 tph. Cargo handled: Borax, coal, coke, iron ore, pitch, potash soda ash and zinc ash.

*Berths 30–31:* Length 992 ft., depth alongside 43 ft. Three electric travelling, revolving, high-tower, full-portal gantry cranes, each with lifting capacity of 30 tons. Cranes can be equipped with buckets and hooks, or electric magnets. Loading rate 200 tons per hour each crane. Types of cargo handled: steel and iron scrap, pig iron, steel slabs, ore, urea, bauxite, rutile sand.

*Berths 210–211* (*Grain Terminal*)*:* Length 1,100 ft., depth alongside 40 ft. Grain gallery with 5 loading spouts extends 335 ft. along rear of Berth 211. Loading rate up to 43,000 bushels per hour. Gallery equipped with electric, belt-conveyor system and connects with an approach gallery extending from 2,225,000-bushel grain elevator. There is an aerveyor system for ship discharging.

*Berths 212–215* (*Bulkloader*)*:* Length 2,110 ft., depth alongside 34 ft. Depth 9 ft. off the berth is 40 ft. Breasting camels 20 ft. wide available Stockpile area 85,682 sq. ft. (7,960 sq. metres). One electric, travelling bulk shiploader with retractable, straight-line bridge boom having 58-ft. outboard reach–height of 60 ft. above MLLW. Boom equipped with 48-in. electric belt conveyor and a telescopic loading spout with mechanical trimming head. Loading rate 3,300 long tons of iron ore per hour. Shiploader travels on rails along rear of face for distance of 600 ft. Bulk materials are handled by 48-in. and 54-in., electric belt conveyor system extending to shiploader through tunnel reclaim from car unloading sheds and storage areas. Types of cargo handled iron ore, coke, coal.

**CONTAINER HANDLING FACILITIES:** *Berths 227–228–2* Length 1,950 ft., depth alongside 42 ft. Pier G expansion: New land has been created on the East side of Pier G to provide for a 65-acre (26·3 hectares) container terminal which is leased to Sea-Land Service Inc. This terminal is complemented by an adjacent 16·3 acre (6·6 hectares) container freight station, also leased to Sea-Land The project includes a reinforced concrete wharf, four travelling 30 long ton container cranes with 100 ft. span and 115 ft. outreach surfaced storage area. There is space for storing 6,541 TEU con- tainers, including 242 spaces for refrigerated containers.

*Berth 230:* Length 650 ft., depth alongside 42 ft. Two 30 long ton travelling container cranes with 100 ft. span and 115 ft. outreach. Has space for storing 1,784 TEU containers, including 50 spaces for refrigerated containers.

*Berths 232–233–234:* Length 2,300 ft., depth alongside 36–42 ft. Four 30 long ton electric, travelling Paceco container cranes, each with hinged cantilevered boom with 113 foot outboard reach. Three Paceco 40 ton capacity transtainers. Has space for storing 7, TEU containers on chassis, plus 200 empty chassis and 140 spaces for refrigerated containers.

*Berths 245–246–247:* Length 2,100 ft., depth alongside 36 ft. Two travelling shore container cranes of 45-ton and 40-ton capacity and one 40-ton transtainer. The only public container terminal in Southern California. Expansion of container freight station will provides 2·35 times more inside storage area. Has space for storing 7,435 containers TEU.

**SPECIALISED CARGO HANDLING FACILITIES:** *Berths 32–33 (Tallow, Coconut Oil, Bulk Copra):* Length 824 ft., depth alongside 36 ft. Two 6-in. pipelines extend from Berth 32 to five coconut oil storage tanks, total capacity 7,750,000 lb.; 13 tallow storage tanks, total capacity 31,000,000 lb. Dry storage 7,500 tons.

*Berth 83* (*Gypsum, Lumber, Oil, Gasoline*)*:* Length 600 ft., depth alongside 38 ft. Vessels unload gypsum rock into an adjustable, elevated, receiving hopper at pier face, served by an elevated 36-in., electric belt-conveyor system extending to a 60,000-ton capacity dome-roof storage building in rear.

*Berth 122* (*Auto or Multi-purpose*)*:* Length 765 ft., depth alongside 40 ft. Multi-purpose open berth capable of handling vessels with self-contained or mobile cranes, lumber, steel and other general and special cargoes. Also ideally suited for automobiles. All adjacent 12·4 acre storage area is available for autos and other commodities. Dolphin and cat walk design to accommodate large vessels.

*Berths 243–244:* Length 1,200 ft., depth alongside 42 ft. These berths are shared by Port Auto Terminal No. 1, operated by Toyota Motor Sales and covering 35 acres, and Port Auto Terminal No. 2, operated by the Pasha Group and covering 40 acres. Toyota's facility provides for offices, warehousing, dewaxing, painting, repairing and accessory installation, with 28,000 sq. ft. under roof and storage for 6,000 automobiles. Pasha's facility furnishes an automobile preparation centre, offices and dewaxing operation, with 41,000 sq. ft. under roof, plus storage area for up to 18,000 automobiles.

*Berth 208* (*Bananas*)*:* Length 550 ft., depth alongside 40 ft. Four electric, travelling banana unloaders, total capacity 3,000 banana boxes per hour. Electric, belt-conveyor system transfers banana boxes from unloaders to 2 rail car and truck loading platforms and to interior of harbour banana warehouse. Banana warehouse is divided into cold storage and ripening areas. Truck loading platform along West side.

*Berth 209* (*Salt*)*:* Length 550 ft., depth alongside 38 ft. Vessels unload bulk salt into a receiving hopper at outer end of a moveable, inclined, 48-in., electric belt conveyor. This conveyor serves an adjustable elevated receiving hopper at outer end of an elevated, 48-in., electric belt-conveyor system extending to a large open storage area in rear. Unloading rate: 800 tons per hour.

*Berth 242* (*Liquid Bulk*)*:* Length 700 ft., depth alongside 36 ft. Storage capacity: 18,612,000 gallons in tanks ranging in size from 6,000 to 3,000,000 gallons. Product handling equipment: the pumping and pipeline system is designed to load and unload products to and from barges, ships, rail cars and trucks. Large, heavy-duty pumps efficiently handle a variety of bulk liquids. Molasses is the principal cargo handled.

**CRANES:** Barge cranes available capacity 45–175 tons. A U.S. Navy floating crane capacity 385 tons available for hire. There is also a derrick barge in the area capacity 500 tons that can handle 750 tons over the stern.

**MEDICAL:** Advance notice preferable. Adequate hospital and medical facilities available for providing necessary or emergency care. From information available, Public Health Department may, if required, request certain information prior to granting free pratique for inoculations, Vaccination/Fever Certificates.

**TANKERS:** There are four tanker berths available, operated by private companies, in addition to the seven municipal tanker berths now in operation and one under construction. Berths have 55 to 37 ft. of water alongside at mean-lower-low-water. The range between MLLW and mean-high-water is about 3·7 feet. Extreme range of about 9 ft. may occur at times of maximum tide. Chiksan loading and discharge arms are used and adapters available for various size fittings. Tanks available for discharge of ship's residue and SG and API local type oil (loading or discharging).

**DENSITY:** Local water density 1025 or pure sea water at all stages of tide.

**FRESH WATER:** Potable fresh water available all Municipal berths through 2 in. lines. Rental charge for use of each 50 ft. length water hose when furnished.

**FUEL:** All grades (viscosities) of bunker fuels available in any amount through pipelines at most Municipal berths, and by barge at anchor or at berths if desired. Notify quantity and type desired to local Steamship Company or Agent.

**FIRE PRECAUTIONS:** Two fire boats and one fire station; in addition City fire service available.

Special fire precautions required at all berths handling petroleum products or dangerous cargoes. In addition to all applicable provisions of Long Beach Municipal Code, flammable and combustible liquids and flammable gases shall be handled and stored at Marine Petroleum Terminals in accordance with minimum fire safety requirements promulgated by Chief, Department of Fire, City of Long Beach.

**DEVELOPMENT:**

(1) The complete containerisation complex consists of 12 cranes, 10 berths and nearly 300 acres. Eight berths in operation 1972.

(2) A new bulk oil terminal is being constructed to accommodate vessels up to 200,000 dwt., drawing 62 ft.

**GANGWAY/DECK WATCHMEN:** Normally used, but only compulsory when detainees aboard.

**OPENING/CLOSING HATCHES:** Crew can open or close hatches at sea or at anchor. If closed or opened at dockside, the use of longshoremen compulsory.

**CUSTOMS ALLOWANCES:** Tobacco, each crew member entitled to 300 cigarettes, 50 cigars and 3 pounds of tobacco or combination of above. If stay in port is such that additional tobacco is required, Customs will so issue. Wine and/or Spirit, not to exceed 1 quart of alcholic beverage each adult non-resident. This exemption for alcoholic beverages may be applied to more than one kind but not to an aggregate volume of more than one quart for each adult crew member.

*Note:* Upon arrival of vessel from foreign port, or vessel engaged in foreign trade from a domestic port, sea stores and ship's stores not required for immediate use or consumption on board while vessel in port, and articles acquired abroad by officers and members of crew, for which no permit to land has been issued, shall be placed under seal, unless Customs Officer is of the opinion that circumstances do not require such action.

**CARGO GEAR:** Employer shall not use ship's cargo handling gear until he has ascertained that vessel has a current and valid Cargo Gear Register and Certificate indicating that cargo gear has been tested, examined and annealed in accordance with requirements of International Labor Organization Convention No. 32.

**IDENTIFICATION CARDS:** U.S. Department of Justice Immigration and Naturalization Service Form I-95-A (Form I-94 for passengers) must be completed.

**CONSULS:**

| *Country* | *Phone* | *Country* | *Phone* |
|---|---|---|---|
| Argentina | 624–1951 | Korea | 931–1331 |
| Austria | 626–1409 | Latvia | 620–0300 |
| Belgium | 385–8116 | Lebanon | 462–5384 |
| Brazil | 466–6477 | Liberia | 681–3025 |
| Canada | 622–2233 | Lithuania | 474–1185 |
| Chile | 624–6357 | Luxembourg | 394–2532 |
| China | 629–3369 | Malta | 685–6365 |
| Columbia | 935–5143 | Mexico | 624–9604 |
| Costa Rica | 462–2060 | Netherlands | 627–2803 |
| Denmark | 387–4277 | New Zealand | 624–1491 |
| Dominican Repub. | 278–5036 | Nicaragua | 624–6840 |
| Ecuador | 628–3014 | Norway | 832–0955 |
| El Salvador | 464–5600 | Panama | 469–8831 |
| Estonia | 938–7644 | Paraguay | 464–4811 |
| Finland | 385–1779 | Peru | 628–9442 |
| France | 272–5452 | Philippines | 387–5321 |
| Germany | 384–2141 | Portugal | 277–1491 |
| Great Britain | 385–7381 | Spain | 931–1474 |
| Guatemala | 629–1901 | Sri Lanka | 274–7431 |
| Haiti | 622–3253 | Sweden | 628–6308 |
| Honduras | 465–7095 | Switzerland | 388–4127 |
| Iceland | 625–7961 | Thailand | 383–0029 |
| Israel | 938–3691 | Turkey | 275–4282 |
| Italy | 622–6618 | Uruguay | 473–6343 |
| Japan | 624–8305 | Venezuela | 622–0133 |
| Jordan | 465-3708 | | |

**REPAIRS:** Within greater port area facilities to accomplish all types of deck and engine repairs.

**DRY DOCKS:** Within greater port area three large private commercial dock yards, Bethlehem Shipbuilding and Repair, and Todd Shipyard Corporation, and California Shipbuilding and Drydock Co. with large floating dry docks and repair facilities. Also, three large capacity graving docks located at Naval Shipyard available for emergency use by merchant vessels when not occupied by naval vessels.

**REPATRIATION:** Through U.S. Department of Justice Immigration and Naturalization Service, and clearance of personal effects by U.S. Customs.

**AIRPORT:** Los Angeles International Airport approximately 18 miles from port, and provides regular scheduled and international airline service.

**TIME:** GMT minus 8 hours. United States observes Daylight Saving Time, begins at 2 a.m. (0200) on last Sunday of April each year and ends at 2 a.m. (0200) on last Sunday of October of each year.

**HOLIDAYS:** The subject Legal Holidays are defined as follows:

| *Name* | *Means* |
|---|---|
| New Year's Day | 1st day of January |
| Lincoln's Birthday | 12th day of February |
| Washington's Birthday | 3rd Monday of February |
| Memorial Day | Last Monday of May |
| Independence Day | 4th day of July |
| Labour Day | 1st Monday of September |
| Admission Day | 9th day of September |
| Columbus Day | 2nd Monday of October |
| Veterans' Day | 4th Monday of October |
| Thanksgiving Day | 4th Thursday of November |
| Christmas Day | 25th day of December |

Notes: (1) Also, every Statewide Election is a holiday.
(2) Also, any other legal holiday that may be proclaimed by State or National authority is a holiday.
(3) When one of the above days falls on Sunday, the following Monday shall be observed as a holiday.

**POLICE/AMBULANCE/FIRE:** Port of Long Beach—Police 436–9811; Ambulance 436–9811 or 436–8211. Fire 436–8211; Harbour Security Officer 437–0041; U.S. Customs 436–3916

In an emergency and unable to dial direct – dial operator giving telephone number and exact location where emergency exists.

**TELEPHONE:** Installation of telephone aboard ship at Municipal berths.

**GENERAL:** For information regarding various social organisations,

call 436–9041. Long Beach Recreation Department, for information.
**SERVICES:** All services from tank cleaning to compass and instrument repair available at various locations within greater port area.
**SHORE LEAVE:** Crewmen allowed shore-leave providing necessary application presented to U.S. Immigration Officer and approved and Crewmen's Landing Permit issued (Form I-95A). Customs declaration required for articles to be landed by crew members (one quart of alcoholic beverage with seal broken is allowed).
**DELAYS:** Arrival at berths are normally on time as scheduled. However, there are times of inclement weather or lack of cargo at a berth which might create a short delay. Shortage of longshoremen can also cause a delay in discharging or loading cargo. No delay experienced in bunkering.
**AUTHORITY:** Board of Harbor Commissioners, Port of Long Beach, 925 Harbor Plaza, PO Box 570, Long Beach, California 90801. Tel. 437–0041 (Area Code 213). Telex 65–6452. Cable Portobeach.

## LONGVIEW, Washington: 46.08 N. 122.55 W. (See Plan)

**DOCUMENTS:**
3 Complete Cargo Manifests.
3 Store Lists.
3 Possession Lists.
3 Crew Lists on Immigration forms.
Vessel Documents.
Tonnage Tax Statement.
Quarantine Form completed.

At first port of arrival, ship is boarded and inspected by Customs, Immigration, Public Health and Agriculture officials. At each subsequent port only a Customs Agent will board prior to docking.
**PILOTAGE:** See "Portland, Oregon".
**ANCHORAGE:** Safe anchorages indicated by Columbia River Pilots.
**RESTRICTIONS:** None in regard to arrival time or state of tide. Channel depth 40 ft. at mean low water and tidal range varies between 2½ and 4 ft.
**MAX. SIZE:** No limitation on length or breadth. Draft limited to 40 ft.
**HEALTH:** Pratique automatic after vessel is inspected by Public Health doctor at first port of entry. See "Portland, Oregon".
**TUGS:** Columbia River Pilots have knowledge of tug positions and other knowledge pertaining to tugs aiding a vessel.
**BRIDGES:** One bridge crossing Columbia River at Longview has sufficient clearance so as not to present a problem.
**BULK HANDLING FACILITIES:** In addition to the Berth 6–7 area, containers are being handled by two gantry cranes at Berths 1 and 2. There is also considerable backland storage area available near these berths for storage of containers.

A facility for unloading aluminium ore from Reynolds Metals Company's custom-built vessels is located at Berth 5. The alumina discharge equipment consists of two travelling hoppers with boom conveyors which extend over the face of the wharf to the side of the self-unloading vessel. These hoppers feed alumina on to a 60-in. electric belt conveyor located along the lower 451 ft. section of the wharf.

The Continental Grain Company operates a 700,000 to 800,000 bushel elevator at the Port of Longview Terminal. An overhead grain gallery equipped with two 36-in. electric belt conveyors extends from the elevator to the grain berth and then for 225 ft. along the rear of the wharf where it serves five vessel-loading spouts located on the face of the berth. Vessels can be loaded with grain through any two of the given spouts at a combined rate of 29,040 bushels per hour.
**STEVEDORES:** At least 24 hours notice necessary to arrange gangs before ETA. Arrange through port Office via Ship's Agent.
**MEDICAL:** Hospital facilities available.
**TANKERS:** Petroleum discharge lines consist of one 12-in. and three 8-in. pipelines. One tanker berth available.
**DENSITY:** Columbia River is fresh water at Longview.
**FRESH WATER:** Available through 8-in. line with 2½ in. connections. Rate of delivery approximately 14½ tons per hour.
**FUEL:** Bunker C fuel available through 12-in. line at 850 barrels per hour, and light diesel fuel through 9-in. line at 1,200 barrels per hour.
**DEVELOPMENTS:** Berth No. 7 is being extended 300 ft. to accommodate roll-on/roll-off vessels.

A 600 ton capacity fixed crane, "Columbia Giant", largest on U.S. West coast has been acquired.
**GANGWAY/DECK WATCHMEN:** Not needed, but arrangements can be made if necessary.
**OPENING/CLOSING HATCHES:** Work carried out normally by stevedores.
**CUSTOMS ALLOWANCES:** See "Portland Oregon".
**IDENTIFICATION CARDS:** Advisable but not necessary.
**CONSULS:** At Portland, Oregon.
**REPAIRS:** Some deck and minor engine repairs are possible at Longview.
**REPATRIATION:** No facilities for effecting crew changes or repatriations.
**AIRPORT:** Nearest airport served by regular airlines is in Portland. Charter flights may be arranged from a small local airport.
**TIME:** GMT minus 8 hours. In addition, clocks are moved ahead one hour on the last Sunday in April and returned back one hour on the last Sunday in October, at 2 a.m. local time on those two days.
**HOLIDAYS:** New Year's Day (Jan. 1); Washington's Birthday (Feb. 22); Memorial Day (May 30); Independence Day (July 4); Labor Day (first Monday in September); Veteran's Day (Nov. 11); Thanksgiving Day (fourth Thursday in November); Christmas Day (Dec. 25). Cargo work can be arranged on most of these holidays.
**POLICE/FIRE/AMBULANCE:** Police 423–1424; Fire 423–3212; Ambulance 425–3820.
**TELEPHONES:** Available at dockside.
**SHORE LEAVE:** Crews allowed ashore if papers are in order.
**AUTHORITY:** Port of Longview, PO Box 1258, Longview, Washington 98632, U.S.A. Tel. (206) 425–3305. Telex (910) 473–8615.

## LOS ANGELES, California: 33.43 N. 118.17 W. (See Plan)

**PORT LIMITS:** The seaward boundary of the port of Los Angeles is, for most purposes, the breakwater through which arriving vessels pass at Angels Gate Light.
**DOCUMENTS:** First Port of Arrival.
1 Complete Manifest deposited with customs, original and traveller.
1 Complete Manifest returned to vessel.
1 Manifest of first port cargo deposited with customs broker.
2 Quarantine Declarations (Form PHS 43).
2 Agriculture Declarations (Form AIQ 43).
1 Visaed Crew List (Form I-418) 5 additional copies.
1 Crewman's Landing Permit (Form 1-95A) for each crew member and (Form I-94) for each passenger.
1 Dangerous Cargo Manifest deposited with Captain of the port. 1 copy in hands of Chief Officer for review by the Fire Department.

The Coast Guard Captain of the Port must be informed of vessel's ETA 24 hours prior to vessel's arrival.

Second and each subsequent Port of Call in U.S.
2 Manifests of Cargo for second U.S. port left with customs.
1 Travelling manifest returned to Master.

(*Note:* Travelling Manifest is carried and deposited with customs at final port of discharge in U.S.—in addition to above required documents 4 additional copies should be available.)
**PILOTAGE:** Request made through Agent. Contact can be made through VHF Channels 14 (156·7 mHz) or 16 (156·8 mHz). Not less than 1 hour notice of arrival or departure. One long and one short blast on ship's whistle or siren, or international signal. Pilot will board in vicinity of sea-buoy (LA entrance buoy, lighted bell buoy "L.A." black and white vertical stripes. Radar reflector).
**ANCHORAGES:** Anchorages defined on charts. No permit required to anchor less than 10 days. Permit for over 10 days obtained from Captain of the Port, USCG and Harbour Department Port Warden. Permit is required for Explosive anchorage.
**MAX. SIZE:** Restrictions on draft only. Main channel and inner harbour 35 ft. Super tanker terminal in outer harbour has fairway of 51 ft.
**HEALTH:** Immunisation certificates for crew and/or passengers. Derating certificate or derating exemption certificate. Report of cargo aboard in general, if any rats have been trapped. Report to the effect of a rat control programme.

Tons of cargo and tons to be discharged. Report of any illnesses. Report of ports touched last 60 days or last port of call. U.S. Public Health to be notified 4 hours in advance of arrival. All foreign ships arriving will be inspected – cleared at first port of entry. Radio pratique available on request to Agent.
**RADIO:** International Telephone and Telegraph, call letters "KOK" Los Angeles radio.
**RADAR/VHF:** The Los Angeles harbour pilot's station equipped with radar for use of Pilots. The Pilots also monitor VHF channels 14 (156·7 mHz) and 16 (156·8 mHz).
**TUGS:** On stand-by 24 hours a day. However, should be ordered prior arrival. Tugs join vessel in main channel, tug lines used, except when towing astern.
**BERTHING:** Generally arranged through Agent. Berthing under control of Port of Los Angeles' Chief Wharfinger. There are 32 general cargo berths with depth alongside 35 ft.
**BRIDGES:** Highway suspension bridge (Vincent Thomas) crosses main channel between berth 95 and berth 225; overhead clearance of 185 ft. in centre. Two bridges on Cerritos channel separating Los Angeles and Long Beach harbours, one a double leaf-bascule (Badger Avenue Bridge) the other is a lift bridge (Schuyler F. Heim), as these bridges are less than 50 ft. apart they will be treated as one, overhead clearance 155 ft. at centre of Heim bridge.
**CONTAINER HANDLING FACILITIES:**
*See Table opposite*
**SPECIALISED CARGO-HANDLING:** There are at least seven terminals capable of handling the port's roll-on/roll-off traffic.

The bulk loading facility, especially designed to handle iron ore and iron ore pellets, also handles other commodities such as coal and other dry bulk materials. Wharf length 800 ft. Depth alongside 51 ft. Loading rates up to 3,000 tons per hour, and unloading 500 tph.

The grain and tallow terminals at berth 174 have 13 silos that hold 410,000 bushels. Vessels can be loaded at a rate of up to 400 tons per hour. Accommodating vessels up to 35 ft. draft, any length.

Other specialised facilities include the McGuire Petro Chemical Terminal, designed especially to receive petro chemicals; the Hugo Neu Corporation installation, where old automobiles are reduced to scrap metal for export; Coos Head and Sun Lumber Terminals; Cargill and National Molasses Terminals; United Fruit Company's Banana Terminals; and the processing and shipping plant of the U.S. Borox Company.
**STEVEDORES:** Agents make necessary arrangements.
**MEDICAL:** Necessary to notify Agents of required medical attention: this can be done when final ETA is determined. Hospital facilities available (private).

Vaccinations/fever certificates, etc., shall conform with rules and models prescribed by the International Sanitary Regulations.

| *Terminal name and location* | *Consolidated Marine Terminal berths 87–93 ABC* | *East–West terminal berth 131* | *Available container terminal berth 200 A* | *Matson Terminal berths 207–209* | *Overseas terminal berths 228 D/E 230 A/B* | *Pacific Far East Line Terminal berths 232C/235* |
|---|---|---|---|---|---|---|
| Operated by | Consolidated Marine Terminal<br>PO Box 1551<br>San Pedro, CA 90733<br>(213) 831–2311 | Los Angeles Container Co. Inc.<br>PO Box 271<br>San Pedro, CA 90733<br>(213) 835–4861 | Crescent Wharf & Whse. Co.<br>Berth 200–A<br>PO Box 398<br>Wilmington, CA 90744<br>(213) 835–7111 | Matson Term. Inc., 1001 New Dock Street<br>Terminal Isl., CA 90731<br>(213) 547–5531 | Overseas Shipping Co.<br>PO Box 3128<br>Term. Isl. CA 90733<br>(213) 832–3341 | Pacific Far East Line<br>612 S. Flower St.<br>L.A., CA 90017<br>(213) 626–8771 |
| Number of berths | B. 87–89 (1)<br>B. 90–93 (3)<br>1 berth (798 ft.) used for containers and 3 berths for general break-bulk and LASH cargo | B. 126–131 (3) | B. 200A (1)<br>This berth is not in use for containers at the present time | B. 207–209 (2)<br>Used for both container and roll-on/roll-off cargo | B. 228 D/E (1)<br>B. 229–230 (2)<br>2 berths used for containers and one berth used for both break-bulk cargo and containers | B. 233–235 (1)<br>1 berth (1,014 ft.) used for combination LASH/container vessels. Berth 232 CDE (1,368 ft.) used for LASH barge operations |
| Length of berths | 3,775 ft. | 750 ft. (Quay length of 2,532 ft. for cont. vessels) | 738 ft. | 1,572 ft. | 2,359 ft. | 2,382 ft. |
| Elevation of wharf deck (nearest ½ ft.) | 15 ft. | 15 ft. | 15·5 ft. | 15·5 ft. | 15 ft. | 15 ft. |
| Depth of water (existing/proposed) | 35/45 ft. MLLW | 35/45 ft. MLLW | 35/45 ft. MLLW | 35/45 ft. MLLW | 35/45 ft. MLLW | 35/45 ft. MLLW |
| Number of container spaces (stacked one high) | 1,485 (20 ft. equiv.) | 1,800–2,000 (20 ft. equiv.) | N/A | 2,600 (24 ft. equiv.) | 926 (20 ft. equiv.) | 638 (20 ft. equiv.) |
| Number of reefer outlets | 90 | 130 | 198 | 193 | 20 | 84 |
| Container crane: | | | | | | |
| Number | 1 | 1-twin lift | N/A | 3 | 2 | Shipboard Crane |
| Lifting capacity | 40 long tons | 40 long tons | | 37 tons, 2–25 tons | 35, 40 long tons | |
| Outreach offshore | 107 ft. | 106·5 ft. | | 102 ft., 102 ft. | 81 ft., 113 ft. 6 in. | |
| Outreach inshore | 88 ft. | 91 ft. | (2–25 long ton cranes moved to B. 207–209 in Dec., 1971) | 73 ft., 74·5 ft. | 20 ft., 61 ft. | |
| Wheel span | 50 ft. | 50 ft. | | 34 ft., 34 ft. | 70 ft., 50 ft. | |
| Container capacity | 30–20′/hr. | 96–20′/hr. | | 56–20′/hr.,<br>40–20′/hr. | 30–20′/hr.,<br>40–20′/hr. | |
| Built by | Star Iron | PACECO | | Star Iron<br>PACECO | Houben Industries<br>Star Iron | |
| Owner | Am. Pres. Line | Port of Los Angeles | | Matson Term., Inc. | Overseas Ship. Co. | |
| Date installed | 1972 | 1968 | | 1973, 1971 | 1969, 1971 | |
| Container handling equipment (add. handling equip. is available from stevedoring co. on an "as needed" basis) | (numerals in parenthesis indicate the number of containers that can be stacked vertically by type of equipment) | | | | | |
| Travel crane | — | 5-Drott, 40 ton/cap. (3) | N/A | 1-PACECO 25 ton/cap. (2) | 2-PACECO, Drott 30 ton/cap. (3) | — |
| Straddle carrier | 6-Star Karricons, 40 ton/cap. (3)<br>6–Ross, 25 ton/cap. (1) | — | — | 10–Clark, 25 ton/cap. (2)<br>2–Taylor/Clark 25/30 ton/cap. (3) | Various types 20 ton/cap. (2) | Straddle carrier operation |
| Fork Lifts | 8-Hyster, Clark 15–30 ton/cap. (1) | 3-Hyster, 7 ton/cap. (3) | — | — | 2-Rayco Wagner 35 ton/cap. (3) | — |
| Chassis | 200–40 ft.<br>150–20 ft. | 400–40 ft.<br>400–20 ft. | — | 100–20 ft.<br>150–40 ft.<br>500–24 ft. | 8–41′ yd. chassis<br>8-yard trucks | — |
| Container freight station | 200 ft. × 1,008 ft.<br>201,600 sq. ft. for containers<br>201,600 sq. ft. for LASH | 335 ft. × 70 ft.<br>24,500 sq. ft. | 731 ft. × 60 ft.<br>45,860 sq. ft. | 776 ft. × 80 ft.<br>62,080 sq. ft. | 880 ft. × 160 ft.<br>137,200 sq. ft.<br>Main use is for break-bulk cargo | 736 ft. × 120 ft.<br>88,320 sq. ft.<br>Operate existing shed as CFS for Cont. and LASH |
| Railroad and truck service | Yes | Yes | Yes | Yes | Yes | Yes |

*Notes*

West basin development berths 120–131: A major new container terminal complex is presently being considered in the general area of Berths 120–131. The key element of this project involves relocating Wilmington–San Pedro Road Westward parallel to the Harbour Freeway thereby making the existing backland area more easily accessible to the waterfront. Once completed, the relocation will add approximately 100 acres to the 57 acres that now have direct access to the waterfront.

**TANKERS:** Load and discharge lines have 6- and 8-in. standard flanges (super-tanker terminal has 12-in. lines with standard flanges). If not so equipped ship must furnish its own "C" clamps. Recommend ship have reducers on board to handle 6- and 8-in. flanges. Residue discharge facilities available for limited quantities. All types and grades of petroleum available. Twenty tanker berths available in inner harbour, 35-ft. draft at MLLW, two are available outer harbour 51 ft. draft at MLLW.

**DENSITY:** Average density 0·026 (exception during or after heavy rain).

**FRESH WATER:** Availability unlimited, delivery universal, rate of delivery 100 tons an hour.

**FUEL:** Unlimited fuel, all grades at attractive rates. 48 hours advance notice generally required.

**FIRE PRECAUTIONS:** Whenever vessel bunkering, sufficient serviceable fire hose with suitable nozzles attached to reach all parts of vessel shall be connected to fire main on vessel and made ready for instant use at all times during bunkering operations. If no adequate water pressure available on board, connections shall be made to shore lines to obtain adequate pressure. All Tank Ships shall be moored bow seaward and have wire towing pendants rigged fore and aft readily available for emergency use, fire hoses shall be connected as above at all times while vessel in port.

International fire signals will be used in case of fire (5 prolonged blasts of ship's whistle or siren of 4 to 6 seconds duration).

**DEVELOPMENTS:** Depths at Los Angeles will be increased in the Inner Harbour from 35 ft. to 45 ft. by 1975, and from 50 ft. to 80 ft. in the Outer Harbour by 1978.

A new container wharf is to be constructed in the main Channel of the port on the site of berths No. 233–235. The new facility will serve conventional containerised cargo and LASH vessels.

**GANGWAY/DECK WATCHMEN:** Gangway watch recommended. Tankships and vessels handling dangerous cargo required to have gangway and deck watch.

**OPENING/CLOSING HATCHES:** Automatic hatches may be opened and closed by crew, manual hatches opened and closed by stevedores.

**CERTIFICATES:** *Passenger Vessels:*

Safety Certificate, with 50 or more passengers must comply with 1966 amendment (fire safety amendment) to Solas 60.
Load-line Certificate.
Radio Certificate.
Radio Telephone Certificate, if aboard.

*Cargo Vessels:*

Safety Equipment Certificate.
Load-line Certificate.
Certificate of Inspection/home Certificate.
Trading Certificate
Cargo Gear Certificate.
Radio Certificate, Radio Telephone Certificate, if aboard.
If carrying passengers from U.S. ports, vessels must have PAC (Persons in Addition to Crew) Certificate issued by USCG.

*Tank Vessels:*

Same as cargo. Exception: if carrying exotic cargo, required to have cargo facilities plan, reviewed and approved by USCG, Washington, D.C. On vessel's first visit it will be inspected and receive a letter of compliance.

**CUSTOMS ALLOWANCES:** Tobacco, either 300 cigarettes, 50 cigars, or 3 pounds of smoking tobacco, for the personal use of crew member. Wine and/or Spirit, 1 quart for personal use of crew member.

**CARGO GEAR:** Gangway net attached between ship and dock; extending 5 ft. beyond turntable in one direction and 5 ft. beyond point of intersection of gangway and stringpiece in the other direction. Preventer guy must be rigged separately to head of boom from working guy. Exception if cast head of boom is capable of withstanding the stress of all the lines attached thereto. (This is a West-Coast requirement.)

**IDENTIFICATION CARDS:** 1 crewmans landing permit (Form I-95A) or immigration card (Form D-1).

**CONSULS:**

Argentina – Consul
Australia – Consul General
Austria – Consul General
Belgium – Consul General
Bolivia – Consul General
Botswana – Consul
Brazil – Consul General
Canada – Consul General
Chile – Consul
China – Consul General
Columbia – Consul General
Costa Rica – Consul General
Denmark – Consul General
Dominican Republic – Consul General
Ecuador – Consul General
El Salvador – Consul General
Estonia – Vice-Consul
Finland – Consul
France – Consul General
Germany – Consul General
Great Britain – Consul General
Guatemala – Consul General
Haiti – Consul
Honduras – Consul General
Israel – Consul General
Italy – Consul General
Ivory Coast – Consul General
Japan – Consul General
Jordan – Consul
Korea – Consul General
Latvia – Consul
Liberia – Consul
Lithuania – Consul General
Luxembourg – Consul
Lebanon – Consul General
Malawi – Consul
Malaysia – Consul
Malta – Vice-Consul
Mexico – Consul General
Monaco – Consul
Netherlands – Consul General
New Zealand – Consul General
Nicaragua – Consul General
Norway – Consul General
Panama – Consul General
Paraguay – Consul
Peru – Consul General
Philippines – Consul General
Portugal – Consul
Senegal – Consul
South Africa – Consul
Spain – Consul General
Sri Lanka - Consul
Sweden – Consul General
Switzerland – Consul General
Thailand – Consul General
Turkey – Consul General
Uruguay – Consul
Venezuela – Consul
Western Samoa – Consul

*Commercial Representatives of foreign Governments:*

Australia – Trade Commissioner
Austria – Trade Delegate
Belgium – Commercial Officer
Brazil – Trade Commissioner
Canada – Trade Commissioner
Denmark – Consul Attaché
France – Commercial Counsellor
Finland – Trade Commissioner
Germany – Deputy Consul General
Great Britain – Commercial Consul
Hong Kong – Trade Development Council
Israel – Consul
Italy – Trade Commissioner
Japan – Consul
Korea – Consul
Mexico – Commercial Attaché
Netherland – Vice-Consul
Nicaragua – Commercial Attaché
Philippines – Trade Representative
Portugal – Trade Office
Sweden – Trade Commissioner
Switzerland – Vice Consul
Yugoslavia – Trade Commissioner

**REPAIRS:** All types of deck and engine repairs possible.

**DRY DOCKS:** Largest dry dock 659 ft. by 97 ft., 22,000 displacement tons. 3 smaller dry docks (17,500, 15,000, 10,000 tons).

**REPATRIATION:** Arrangements can be made through immigration on request of agent to have crewman change ship or return to home port.

**AIRPORT:** Approximately 20 miles to International Airport which serves all major airlines.

**TIME:** Standard Time, GMT minus 8 hours. Daylight saving time GMT minus 7 hours (April through October).

**HOLIDAYS:** Cargo may be worked on holidays with holiday pay scale. Exception: the first Thursday in July, at which time it is almost impossible to find working crews, although there are now exceptions to this practice.

**POLICE/AMBULANCE/FIRE:** The telephone numbers are all the same (area code 213) 831–9211, simply ask for Police, Ambulance or Fire. Fire Alarm boxes adjacent to all cargo sheds.

**TELEPHONES:** Connections for passenger vessels at passenger terminals only.

**SERVICES:** A ship-reporting service "The Marine Exchange" located at entrance to main channel, Los Angeles harbour. They monitor Channels 14 (156·7 mHz) and 16 (156·8 mHz) VHF and have Channel 9 (156·45 mHz) VHF as their own. Primary duties are reporting arrivals, departures and locations of vessels.

**SHORE LEAVE:** Crew members are allowed ashore.

**REGULATIONS:** Permits required for hot work (welding, cutting etc.). Permit required for any dangerous cargo. Permit to discharge ballast (clean water) required. Restrictions on bunkering operations (scuppers plugged, valves closed).

**DELAYS:** No delays in berthing, load or discharge or bunkering can be expected.

**AUTHORITY:** The Harbor Department, City of Los Angeles, 255 W. 5th Street – Pacific Trade Center Building, San Pedro, California 9073. Tel. (213) 832–7241.

## MAGPETCO, Texas: 30.02 N. 93.59 W.

**DOCUMENTS, PILOTAGE, HEALTH, RADIO, etc.:** Refer to "Port Arthur". Also see "Port Neches".

## METLAKATLA, Alaska: 55.08 N. 131.35 W.

Located on Annette Island. Open all year.

**DOCUMENTS:** See "Anchorage, Alaska".

**PILOTAGE:** Ships coming up from the Hecate Straits or outside of Graham Island proceed into Dixon Entrance to the vicinity of Point McCartey where the Pilot will meet them. Vessels coming up the inside passage from Vancouver, B.C. are met at Lucy Island Pilot Station.

**MAX. SIZE:** Depths in harbour 120 ft. Tides: diurnal range – 14·7 ft. Also see "Berthing".

**ANCHORAGE:** Good anchorage in gravel and mud.

**CUSTOMS:** Quarantine, Immigration and Customs, from Ketchikan.

**BERTHING:** Two berths: 1. City Dock: 400 ft. long and 60 ft. wide. More than 35 ft. deep. Due to shallow water at East end, a starboard landing is usually made. No covered storage, temporary open storage. Four fork-lifts, two of 20,000 lb capacity.

2. Annette Island Canning Co.; 200 ft. long and 23 ft. deep. 15-ton crane and 2 fork-lifts. One 25-ton fork-lift.

**TUGS:** Available in Ketchikan.

**STEVEDORES:** Four gangs available.

**REPAIRS:** Facilities at Ketchikan.

**SUPPLIES:** Bonded and unbonded stores from Ketchikan.

**WATER:** Available.

**FUEL:** Not available.

**MEDICAL:** Hospital available in Ketchikan; small clinic in Metlakatla.

**AIRPORT:** Small charter plane only. Jet to Juneau and Seattle from nearby Annette. (Water transportation to Ketchikan.)

## MIAMI, Florida: 25.46 N. 80.11 W.

**DOCUMENTS:** See "Jacksonville".

**PILOTAGE:** Address: Biscayne Bay Pilots, PO Box 134, Miami Beach, Florida.

Advance notice, 1 hour. To call pilot office: call on VHF Channel 16 and switch to 12. Pilot boat can be called on 2182 kc/s or 2738 kc/s. Pilot boat black hull with orange deck. 36 ft. long. Fly code flag G for a pilot. Pilot boat flies code flag H. Pilot boat moors at pilot station at Government Cut, 2 miles west of sea buoy.

**ANCHORAGE:** Vessel can anchor near sea buoy. Anchorage area located Eastward of a line about 1·5 nautical miles offshore and Northward of a line about 0·5 nautical miles North of sea buoy at the entrance to the ship channel. Area marked by spar buoys to North and South. Depth of water is 26ft. at MLW to over 100 ft.

**ENTRY RESTRICTIONS:** Pilots available 24 hours per day. Channel, turning basin and main channel have 30 ft. MLW. Mean range of tide at harbour entrance 2·5 ft. and in bay 2 ft. Tidal current average velocity of 2 knots. Extreme tidal range at entrance of 4·5 ft. Main ship channel can have tidal current velocity of 3 to 4 knots through main ship channel.

**MAX. SIZE:** Recommend draft restriction of 27 ft. at MLW. Size restricted by size of turning basin which has 30 ft. at MLW, is 1,700 ft. North and South; 1,650 ft. East and West. No limit to length at new port which has 9,000 ft. of straight bulkheading and 31 ft. at MLW. A 1,000 ft. ship can be handled in turning basin if draft under 27 ft.

**HEALTH:** See "Jacksonville".

**RADIO:** The Coastguard can be raised on 2182 kc/s (distress and calling). Pilot station can be raised on VHF Channel No. 16. Telephone contact to Agents, receivers, etc., can be made via Miami Marine Operator.

**TUGS:** Large tugs up to 2,000 h.p. available 24 hours per day. Request tug service via pilot station. Big tugs privately owned by Belcher Oil Company who work closely with Pilots. Smaller tugs available on Miami River and operated by Backus Towing Inc.

**BERTHING:** All berths assigned on a basis of first come first served. Request for a berth must be made by Ship's Agent on a port form. This request should be made as far in advance as possible, but at least 7 days when possible. Three roll-on/roll-off ramps available, 100 ft. by 40 ft. each and 7½ ft. above MLW. A berth will be held about 4 hours then reassigned if necessary.

**BRIDGES:** There are no bridges between the open sea and the port. To enter Miami River requires passage through a highway and railroad bridge. This bridge manned 24 hours per day. Only smaller ships enter Miami River which is dredged to 15 ft. at high water and is 150 ft. wide for a distance of 3 miles above entrance. A bridge about ½ mile from entrance is closed from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.

**TANKERS:** No slop (residue) discharge facilities. One tanker berth (1,000 ft.) available. Maximum draft 30 ft. at MLW. No special fittings required.

**FRESH WATER:** Available every 240 ft. at new port on Dodge Island. Delivered via hose.

**FUEL:** All grades; bunker, intermediate and marine gas oil, Diesel, bunker C. Ships fuelled at dockside from Belcher Oil Co. barges.

**FIRE PRECAUTIONS:** Usual safety precautions on smoking, flying baker, mooring pendant available, ample persons aboard to fight fires, fire hose led out, etc.

**DEVELOPMENTS:** A passenger terminal to serve seven ships simultaneously on main approach channel where ships may turn at berth site in the 900 ft. width provided. Completed in last two years. Additional dredging of all main channels and turning basin approved to 36 ft. MLW started 1972.

**GANGWAY/DECK WATCHMEN:** Usual shipboard watches to tend lines. Special guards (security) through Wackenhut, Burns Security, etc.

**OPENING/CLOSING HATCHES:** Work normally done by longshoremen.

**CUSTOMS ALLOWANCES:** See "Jacksonville".

**IDENTIFICATION CARDS:** Definitely needed in order to return to ship at night. A security guard at new port will check.

**CONSULS:**

| | | | |
|---|---|---|---|
| Argentine | tel. 373–7794 | France | tel. 374–2626 |
| Brazil | ,, 377–1734 | Germany | ,, 865–0131 |
| Panama | ,, 379–7280 | Great Britain | ,, 371–7544 |
| Venezuela | ,, 373–4311 | Italy | ,, 374–5932 |
| Belgium | ,, 379–5621 | Netherlands | ,, 374–2683 |
| Denmark | ,, 379–3651 | Norway | ,, 373–3391 |
| Finland | ,, 374–5111 | Sweden | ,, 667–8816 |

**REPAIRS:** All deck and engine dockside repairs available.

**DRY DOCKS:** To 1,000 tons plus two small facilities.

**AIRPORT:** Eight miles or 15 minutes from airport by expressway. Serviced by 24 foreign and 10 United States scheduled air carriers.

**TIME:** Eastern Standard Time, GMT minus 4 hours. Daylight Saving Time in effect from first Sunday in April to first Sunday in October and adds one hour to Eastern Standard Time.

**HOLIDAYS:** Official holidays are New Year's Day (January 1); Memorial Day (May 30th) Independence Day (July 4th); Labor Day (first Monday in September); Columbus Day (October 12th); Thanksgiving Day (last Thursday in November); Christmas (December 25th). Cargo can be worked on holidays by advance arrangement and payment of double time.

**POLICE/AMBULANCE/FIRE:** Police Department, tel. 377-7011; Fire Department 377-6231 (Rescue Squad 377-6231).

**TELEPHONES:** Telephone jacks available at every other bay which places the jacks 240 ft. apart.

**SERVICES:** All types of special services such as tank cleaning, compass adjusting, admeasurement, radar/radio repairs, rathometer repairs, etc. available.

**SHORE LEAVE:** Crew members are allowed ashore after clearance by customs, immigration and quarantine.

**AUTHORITY:** Port of Miami. Bills are to Dade County Seaport Department. Tel. 377-5841. No Telex. Address: 1015 North American Way, Room 210, Miami, Florida 33132.

**AGENT:** Hansen & Tidemann, Inc. PO Box 1470, Miami, Florida 33101. Tel. 305-377-3781. WU 51-9437. TWX 810-848-6535. Cables "Handt".

## MILWAUKEE, Wisconsin: 43.01 N. 87.53 W. (See Plan)

**PORT LIMITS:** The port of Milwaukee limits are generally considered to be the harbour breakwall housing the harbour entrance lighthouse. However, unless specifically declared to the contrary in the covering charter party, a vessel will be considered an "arrived ship" upon anchoring outside the harbour breakwall, in the event that a proper berth and/or anchoring space inside the harbour breakwall is not available.

**DOCUMENTS:**

*Vessels from Canadian ports*
Dominion clearance and Public Health Pratique (both issued at Montreal).
*Vessels from all other nations* (Required only at first port of call)
Inward Foreign Manifest(s)
Stores Lists, over master's oath.
Curio Lists, over master's oath.
Permit to Lade and Unlade.
Discharge Manifest.
Inspection by U.S. Dept. of Immigration (Crew List).
Inspection by U.S. Dept of Agriculture.
Receipt of Entrance fee.
Receipt of Tonnage Tax.

Additional documents may be required, dependent on commodity involved in the carriage, point of origin, flag, or any unusual circumstances existing.

**PILOTAGE:** Pilot boards at Montreal and at several other stations along St. Lawrence Seaway route.

**ANCHORAGES:** The chart does not delineate anchorage area for large vessels but shows the 28 ft. depth just East of South Piers 1, 2, and Liquid Cargo Pier. This deep area, about 2,400 ft.×5,400 ft., used by large vessels for anchorage.

**MAX. SIZE:** 739 ft.×75 ft. with 26 ft. draft. No tidal effect, although lake levels vary seasonally. Minimum depth above low water level 27 ft.

**HEALTH:** U.S. regulations.

**RADIO:** Radio station at City Heavy Lift Dock. Harbour Master and Dock Superintendent can be reached at this facility Monday through Friday between 0800 and 1630; 156·8, 156·6 and 156·5 megacycles.

**TUGS:** Normally pick up vessel inside breakwater. Tugs optional at discretion of ship's Master. Fee for use of tug's lines.

**BERTHING:** The time of passing harbour entrance lighthouse establishes order of berthing, provided vessel is ready to work.

**BRIDGES:** Bridges closed between 0730 and 0830 and 1630 and 1730 except on Sundays and eight legal holidays. In addition, two hours' notice required for opening bridges across Milwaukee River North of and including Buffalo Street.

**SPECIALISED CARGO HANDLING FACILITIES:** In addition to the three general cargo terminals of approx. 340,000 sq. ft. covered area (9 berths), and dry bulk terminal of 60,000 sq. ft. covered area (2 berths), the port is served by a refrigerated warehouse of 10,000 sq. ft.; one open dock area (2 berths) for handling bulk commodities such as pig iron; one open dock (3 berths) for heavy lifts and equipped with a 200-ton stiff-leg crane and two gantry cranes of 70 and 50 tons; one liquid cargo pier for edible and inedible fats, greases and tallow; two grain elevators of 3·5 million and 2·5 million bushel capacity and two scrap iron loading facilities. The port is also equipped with a mobile heavy crane lift/container crane capable of serving all berths.

**STEVEDORES:** Vessel should provide a stowage plan, manifest of inbound cargo and exceptions list (unusual vessel or cargo characteristics effecting facilitation of cargoes). Vessel should comply with the U.S. Dept. of Labor's safety regulations.

**MEDICAL:** Advance notice desirable. Hospitalisation available.

**TANKERS:** Diameter of load lines and discharge lines 8 in. and 10 in. No slop residue facilities. Four berths available, with draft to seaway depth.

**FRESH WATER:** Potable water available at most berthing areas.

**FUEL:** All grades of fuel oil available by truck delivery at shipside.

**GANGWAY/DECK WATCHMEN:** Not necessary.

**OPENING/CLOSING HATCHES:** At the option of ship, if terminal stevedores perform operation, it is based on cost plus 20%.

**CERTIFICATES:**

Registry of Ship.
Master's Licence.
1st, 2nd and 3rd Officer's Licences.
Radio Licence.
Wireless Operator's Licence.
Ratification Certificate (done each year).
(Additional certificates may be required, dependent upon Registry, cargo, trade route engaged in, nationality of crew, etc.).

**CUSTOMS ALLOWANCES:** Tobacco, 10 packages or 200 cigarettes in possession at any time. Wine and/or Spirits, one bottle per officer.

**IDENTIFICATION CARDS:** U.S. Immigration rules.

**CONSULS:** The following countries are represented:

Costa Rica
Dominican Rep.
Ecuador
Germany
Nicaragua
Norway
Pakistan
Sweden
Yugoslavia

**REPAIRS:** Limited to above water line, and boiler repairs.

**REPATRIATION:** Local Agents effect repatriation.

**AIRPORT:** 5 miles distant.

**TIME:** U.S.A. Central Time. Central Daylight Time from late April to late October—5 hours behind GMT. Central Standard Time from late October to late April—6 hours behind GMT.

**HOLIDAYS:** Easter Sunday; May 30 (if on a Saturday, previous day is a holiday); July 4 (if on a Sunday, Monday is a holiday); First Monday in September; Fourth Thursday in November and following day; Christmas Day; New Year's Day. Cargo can be worked on these days at holiday pay.

**POLICE/AMBULANCE/FIRE:** Police – non-emergencies 273-8660; Emergency, including emergency ambulance service 765-2323; Fire, including rescue squad service 347-2323.

**TELEPHONES:** Can be arranged, but unnecessary because sufficient phones available in dockside offices.

**GENERAL:** Chandlery services for foodstuffs, ship complements and laundry services available. Garbage and waste disposal are available through private operators, chandler usually making the arrangements.

The Liquid Cargo Pier is also available for non-petroleum liquid cargoes.

**SERVICES:** Tank cleaning. Tank-washing. Compass adjusting, none, but can be arranged from out of town by Agent.

**SHORE LEAVE:** Crew allowed ashore.

**DELAYS:** Little or no delay.

**DEVELOPMENTS:** A 20-acre container terminal is to be constructed close to the breakwater entrance.
**AUTHORITY:** Board of Harbor Commissioners, City of Milwaukee, Room 606, City Hall, Milwaukee, Wisconsin 53202. Cable "Milharco". Tel. (414) 278–3511.

## **MOBILE,** Alabama: 30.40 N. 88.02 W. **(See Plan)**

**DOCUMENTS:**
3 copies Cargo Manifest (Forms 7527-A or 7527-B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.418).
2 copies Crew List (Form I.418).
Customs boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified crew list.
**PILOTAGE:** Pilotage is compulsory.
**ANCHORAGE:** If berth is congested, vessel may anchor at the bar (35 miles from harbour).
**RESTRICTIONS:** Controlling depth: 40 ft. for entrance, channel and anchorages. Mean tidal range 1½ ft. Nature of bottom: soft mud. Vessel can dock and sail at any hour at any stage of the tide.
**HEALTH:** See "Health Regulations" before first U.S.A. port (Albany).
**TUGS:** There are seven tugs available 24 hours with maximum horsepower of 1,800.
**BERTHING:** There are 34 berths at most of which, direct loading or unloading can be effected from quayside tracks.
*Public Grain Elevator,* depth alongside 42 ft. Two berths, each with 5 loading spouts. Unloading rate for grain 40,000 bushels/hour at each berth. Loading rate 115,000 bushels/hour for grain and 1,000 tph for meal.
*Bulk Handling Plant,* three berths, depth alongside 40 ft. Total quay length 1,600 ft. Four unloading towers which can unload 2,200 tph and two loading conveyors, rate 2,000 tph.
Depth alongside other public berths as follows:

| | | | |
|---|---|---|---|
| Pier 2 | 38 ft. MLW | Pier River End B | 38 ft. MLW |
| Pier 3 | 38 ft. MLW | North Pier B 1 | 40 ft. MLW |
| Pier 4 | 38 ft. MLW | Pier North B 2 | 40 ft. MLW |
| Pier 5 | 38 ft. MLW | Pier North B 3 | 40 ft. MLW |
| Pier 6 | 38 ft. MLW | Pier South C 1 | 41 ft. MLW |
| Pier 7 | 38 ft. MLW | Pier South C 2 | 41 ft. MLW |
| Pier 8 | 38 ft. MLW | Pier South C 3 | 41 ft. MLW |
| Pier South A | 37 ft. MLW | Pier River End C | 38 ft. MLW |
| Pier River End A | 30 ft. MLW | Pier North C 1 | 39 ft. MLW |
| Pier North A 1 | 38 ft. MLW | Pier North C 2 | 37 ft. MLW |
| Pier North A 2 | 38 ft. MLW | Pier D Cold Storage | 37 ft. MLW |
| Pier North A 33 | 38 ft. MLW | Berth 1 tipple | Under repairs |
| Pier South B 1 | 41 ft. MLW | | |
| Pier South B 2 | 41 ft. MLW | Berth 2 tipple | 44 ft. MLW |
| Pier South B 3 | 41 ft. MLW | Berth 3 tipple | 40 ft. MLW |

**CRANES:** 75 ton stationary crane, 50 ton mobile crane and 80 ton floating crane available.
**TANKERS:** Maximum length 950 ft. restricted by turning basin. American Bituminals & Asphalt Co. – Jetty berth dredged to 38 ft. *Magazine Point:* Hess Terminal: Jetty berth dredged to 43 ft.
**FRESH WATER:** Available ex wharf at all berths.
**FUEL:** Most grades fuel/diesel available via pipeline, barge or truck.
**STEVEDORES:** Normal working hours for the port are 0800/1700 Monday through Friday.
**REPAIRS:** *Alabama Dry Dock & Shipbuilding Company* – Dry Docks ranging from 5,000 to 18.000 tons displacement all serviced by 51-ton gantries. Dock length range from 380 ft. to 620 ft. Also available is a 70-ton floating crane. Any type of repair can be effected.
*Bender Ship Repair.* One Dry Dock of 2,500 tons displacement. Majority of repair work is top-side. 100-ton floating crane available.
**DENSITY:** 1,000 (Fresh Water).
**DEVELOPMENTS:** Improving the present bulk material handling plant, construction of the container yard, and development of the new bulk material handling plant on McDuffie Island, where rotary wheel reclaimers will remove the coal from the vast storage pads on to fast-moving conveyors that will load the ships at a rate of up to 4,000 tons per hour. The McDuffie Terminal is expected to be operational late 1974 and will handle vessels up to 80,000 tons.
**CUSTOMS ALLOWANCES:** At the discretion of customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.
**IDENTIFICATION CARDS:** Standard U.S. Immigration Forms I.95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.95, issued for the same vessel.
**HOLIDAYS:** Absolutely no work is performed on New Year's Day, Easter, July 4th, Labour Day and Christmas Day. Working holidays are Mardi Gras Day, Veteran's Day and Thanksgiving Day.
**AUTHORITY:** Port of Mobile, Alabama State Docks Dept. PO Box 1588, Mobile, Alabama 36601. Tel. 438–2481.
**AGENT:** Hansen & Tidemann, Inc. 2309 First National Bank Building, PO Box 50. Mobile, Ala 36601. Tel. 205–438–9741. TWX 810-741-9237. Cables "Handt".

## **MOREHEAD CITY,** N. Carolina: 34.43 N. 76.42 W. **(See Plan)**

**DOCUMENTS:**
3 copies Cargo Manifest (Form 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Passenger List (Form 1418).
2 copies Crew List (Form 1418).
Customs Boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hrs. of arrival from abroad, or 24 hrs. from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All Foreign Clearances.
U.S. Certificates of Payment of Tonnage Tax (Customs Form 1002).
Certified Crew List.
**PILOTAGE:** Pilots obtained from Morehead City Pilots' Association, Morehead City, North Carolina 28557. Tel. 726–6134.
The Port Terminal at Morehead City is 3·5 miles from the sea buoy. The port is located on the Intracoastal Waterway and is situated 75 miles S.W. of Cape Hatteras and 14 miles W. of Cape Lookout.
Pilots should be given 24 hours notice and then contacted by VHF Channel 16 about two hours before arrival at sea buoy R "2BI".
Pilot boat is about 40 ft. long, with white hull and superstructure; the hull is marked with "PILOT" in black letters on both sides.
**RESTRICTIONS:** The channel and basin at Morehead City are maintained at a controlled depth of 35 ft. – mean low water. A 40 ft. channel is projected.
The wharf is constructed of concrete and steel and has marginal tracks and crossovers for full length. Truck ramps are located at various points for easy roll-on/roll-off access.
**HEALTH:** Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally, vessels are boarded by Medical Officers on arrival unless free pratique previously given at U.S. port on the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
**TUGS:** Available. Service provided by Carteret Towing Co. Inc., Radio Island, Morehead City, North Carolina 28557. Tel. 919-726-5440.
**BERTHING:** The wharf is 5,300 ft. long. This length enables the port to provide berths for ten 500 ft. general cargo ships and one petroleum tanker at any given time.
Adjacent to the general cargo dock area is a 1,000 ft. deep-water berth for out-loading through the bulk handling facility.
Morehead City also provides a barge terminal with 1,200 ft. of modern berths. This terminal was developed as a part of the bulk handling facilities, but is also used for the loading or off-loading of a variety of cargoes.
The bulk handling facilities of the port terminal at Morehead City are designed to out-load bulk and aggregate cargoes at a rate of 3,000 tons per hour.
The out-loader is served by a 1,200 ft. gallery which feeds from a 106,000 ton storage warehouse, and in turn is fed by a portable conveyor system from the barge terminal. The entire system is automated.
*Wharf:* 5,300 ft. of continuous concrete wharf. 1,000 ft. deep-water berth for bulk-handling facility. Additional 2,000 ft. projected.
*Barge Terminal:* 1,200 ft. of dock space providing four 300 ft. berths.
*Bulk Handling Facilities:* 3,000,000 ton annual capacity bulk facility for receipt, conveyance, storage and shipment of bulk cargoes. Loading capacity 3,000 tons per hour, storage capacity 106,000 tons.
**CRANES:** Two 115-ton capacity gantry cranes and container handling facilities.
**FUEL:** Available from Blue Ridge Fuel Company, Esso Oil Company, and Texaco Inc.
**CONSULS:** Finnish Vice-Consul, Wilmington, N. Carolina 28401. Tel. 763–5451.
Royal Norwegian Consulate, Wilmington, North Carolina 28401. Tel. 763–8271.
**IDENTIFICATION CARDS:** Standard U.S. Immigration Forms 195 to be made up for each crew member on arrival. Not necessary for crew man already holding Form 195, issued for the same vessel.
**SERVICES:** There are no shipyards in the port. Service on any kind of electronic equipment is not available.
**REPATRIATION:** This is possible but should be avoided as there is no Immigration Office. Closest airport is about one hour's drive from the town.
**TIME:** Eastern Standard Time, GMT minus 5 hrs. Daylight Saving Time, GMT minus 4 hrs. from April to October.
**AUTHORITY:** Manager, State Port Terminal, PO Drawer 648, Morehead City, North Carolina 28557. Tel. 919–726–3158. Telex: 510–924–2983.

## MYRTLE GROVE, Louisiana: 29.38 N. 89.57 W.

West Bank of Mississippi River, about 62 miles from sea.

**DOCUMENTS/PILOTAGE/HEALTH:** For all general information refer to "New Orleans".

**TUGS:** Two tugs required for vessels under 25,000 dwt. Three tugs for vessels over 25,000 dwt.

**BERTHING:** Mississippi River Grain Elevator Co. berths: distance between buoys 900 ft., alongside 400 ft. dock, depth 40 ft. Loading rates, 80,000 to 120,000 bushels per hour.

**FRESH WATER:** Not available.

**FUEL:** Not available.

**DENSITY:** Fresh Water (1000).

## NAWILIWILI, Hawaii (including Port Allen): 21.57 N. 159.21 W. (See Plan)

**DOCUMENTS:**

4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.
Local Manifests.
Health Documents.
Bill of Health and Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Ship's Papers.
Certificate of Registration or Enrolment.
Annual Inspection Certificate.
Load-line Certificate.
Derat Certificate.
Drinking Water Certificate.
Radio Certificate and Licence.
4 Store Lists.

**PILOTAGE:** Vessel's Agent orders Pilot 48 hours in advance by telephone, correcting ETA as necessary with 4 hours final notice if a last-minute change occurs. Tug-boat Lihue III serves as pilot boat for Nawiliwili and Port Allen, 64 ft. long, hull black, house white, topsides orange. Radio telephone and VHF communication within 1 hour of arrival and while tug is working. 2638 and 2738 kc/s. and Channels 6, 12 and 16 on VHF. Pilot boards 1 mile East of Nawiliwili and ½ mile South of Port Allen. Signals in accordance with International Code.

**ANCHORAGES:** Nawiliwili: between Nawiliwili Light and Carters Point in 5–9 fathoms. Not good in strong trade-wind weather. Fair holding ground. Not recommended.

Port Allen: half mile South of Port Allen breakwater light in 5–10 fathoms. Fair holding ground. Untenable in Kona or South-west storms which occur from November to March.

**RESTRICTIONS:** 24 hours notice of arrival is obligatory. Nawiliwili: no entry at night. From October 21 to March 21 Pilot boards at 0630. Balance of year 0600. Port Allen: no time restrictions.

**MAX. SIZE:** Nawiliwili: Length 650 ft., beam 90 ft., draft 32 ft. 6 in.

Port Allen: Length 650 ft., beam 90 ft., draft 32 ft. on north side and 28 ft. on south side. Pier is 600 ft. long, so larger vessels overhang.

**HEALTH:** Customs and Immigration and Agriculture board at dock for vessels arriving from foreign ports. Serious or contagious diseases should be reported by radio. No quarantine for vessels from United States or Canadian ports.

**RADIO:** Communicate through RCA or ITT stations in Honolulu. Also KQM marine operator for radio telephone and telephone to Kauai.

**TUGS:** One 1,100 horsepower tug meets vessels off port and in outer harbour. Both ship's lines and/or tug's line may be used. No charge for tug's line. Tug has bow fender and is used for pushing. Has radio telephone, WP 4371 and VHF with Channel 12 usually used. Extra tugs available from Honolulu.

**BERTHING:** Limited to two large vessels at Nawiliwili and two at Port Allen. Considerable barge traffic. Prior reservations by Agent necessary with District Manager. Berth conflicts usually solved in Honolulu by rerouting of Island ports.

**CARGO HANDLING FACILITIES:** Nawiliwili has two sugar loading gantries on Pier 2; no equipment or storage to handle grain, ore, coal, sulphur. Fertiliser is discharged by self-unloading barge, and the bulk hauled away via truck. There is a container yard but no facilities to off-load containers. Weekly service is by a self-unloader. Roll-on/roll-off cargo is moved on ramps furnished by barges. LPG and petroleum product lines are privately owned.

**STEVEDORES:** All stevedoring by McCabe Hamilton and Renny Co. Ltd., with headquarters in Honolulu and branches in outports. 48 hours notice by Agent for labour and equipment. Inward cargo is containers, general, bulk fertiliser, petroleum products, and building and construction materials. Outward is raw sugar, canned pineapple, general and molasses. Foreign vessels are subject to heavy fines for carrying stevedore gear inter-island without Customs clearance.

**MEDICAL:** Two hospitals on Kauai with two doctors under contract to United States Public Health Service. Standard international inoculations and vaccination required. Advance notice by Agent desirable but not necessary.

**TANKERS:** All piers have pipe-line connections for incoming cargo and outgoing molasses. Fuel oil 10 in., molasses 10 in., water line 6 in., gasoline, kerosene and diesel 8 in. These are the main lines under the wharves. Hose connections to ships vary with the type of riser and hose so size of fittings should be checked with Agent. No slop discharge facilities available. Four tanker berths available.

**DENSITY:** Varies from full salt to brackish in periods of heavy rainfall with freshets in the streams. No specifics available.

**FRESH WATER:** Available from 2 in. dock hydrants via ship's hose. About 100 gallons per minute.

**FUEL:** Bunker C not available for large vessels. Diesel fuel available via tank truck with 6 hours notice. Weekend and holidays order previous day.

**DEVELOPMENTS:** Turning basin may be enlarged to handle liners and large bulkers. Project depth 35 ft.

**GANGWAY/DECK WATCHMAN:** Tankers discharging gasoline required to have uniformed dock watchman. Usually off duty policeman. All ships provide own gangway and deck watch.

**OPENING/CLOSING HATCHES:** Normally done by stevedores. A few foreign ships prefer doing it with own crew.

**CUSTOMS ALLOWANCES:** 200 cigarettes, 50 cigars per man, and one bottle, U.S. quart, wine or spirits.

**IDENTITY CARDS:** Desirable but not required by law.

**CONSULS:** All in Honolulu.

**REPAIRS:** Light machine shop, welding and burning and pipe work available. Plantations may do some heavy repairs if part can be sent to their shop. Their engineers are helpful in emergencies. Heavy or technical repairs must be done in Honolulu.

**REPATRIATION:** Agent can arrange by air via Honolulu. Immigration clearance necessary.

**AIRPORT:** Lihue is 3 miles from Nawiliwili and 20 miles from Port Allen; served by inter-island regular carriers. Numerous lines, and charter flights available.

**TIME:** GMT minus 10 hours, all year round.

**HOLIDAYS:** National: New Year's Day (Jan. 1); President's Day (Feb. 22nd); Memorial Day (May 30th); July 4th; Labor Day (first Monday in September); Election Day (first Tuesday in November); Veterans' Day (Nov. 11th); Thanksgiving Day and Christmas Day (December 25th). Cargo can be worked but at penalty rates.

**POLICE/AMBULANCE/FIRE:** Nawiliwili: Police 245–6721; Ambulance 2721; Fire 245–2222. Port Allen: Police 382–311; Ambulance 338–8311; Fire 335–5444, or call "O" for operator.

**TELEPHONES:** Arrangements by Agent.

**SHORE LEAVE:** Permitted after immigration check. Iron Curtain or Communist visitors may be restricted.

**AUTHORITY:** Department of Transportation, Harbors Division, administered by the District Manager. Honolulu Pilots.

## NEW BEDFORD, Massachusetts: 41.38 N. 70.55 W.

**DOCUMENTS:** See "Boston".

**PILOTAGE:** 3 Massachusetts State pilots available, ordered through Agent. VHF monitored Channel 16. Pilot on station only after 12 hours notice. Small pilot vessel with basic communication equipment. Pilots board all vessels at Buzzards Bay Buoy at the entrance to New Bedford outer harbour situated at long. 70° 50′ 7″ W. and lat. 41° 30′ 42″ N.

**ANCHORAGE:** It is recommended that vessels delayed due to weather, etc., anchor ½ mile South of Buzzard's Bay Bell Buoy.

**RESTRICTIONS:** A modern harbour approach begins at Buzzard's Bay Buoy and runs a straight course of 7½ miles direct to the pier facilities. The channel is 350 ft. wide and has a depth of 30 ft. MLW. The channel leads into a moderate size (1,000 yd.) turning basin.

**MAX. SIZE:** 700 ft. length. Vessels over 30 ft. draft restricted by tides.

**HEALTH:** Radio Pratique and doctor arranged through Agent.

**RADIO:** RCA Chatham Radio, New Bedford Marine Operator for VHF, and Boston Marine Operator for ship to shore frequencies.

**TUGS:** Tugs join vessel in inner harbour. Tug lines used. Two tugs available. Tugs are not normally used at the State Pier in docking and undocking of deep-water vessels. The large turning harbour basin, the wind-sheltered position of the pier and lack of tidal current minimise use of tugs. In extreme weather conditions tugs are used.

**BERTHING:** At State Pier, berthing space for three ships: North side 600 ft. length, South side 775 ft. length, East side 450 ft. length.

Depth of water at all berths is 30 ft. MLW.

Maritime Terminal, depth 27 ft.

**BRIDGES:** Passage to upper reaches of harbour to Maritime Terminal requires navigation through the New Bedford and Fairhaven bridge only in daylight for larger vessels over 250 ft. length,

**STEVEDORES:** 24 hour notice required for New Bedford Stevedoring Corporation to prepare gear. 25 tons discharged or loaded per hour as average production per gang. Nearly all cargoes handled.

**MEDICAL:** 24 hours notice required. Excellent hospital facilities available.

**TANKERS:** Hurricane dike barrier gate 150 ft. wide with depth of 30 ft. MLW.

**DENSITY:** Static, since tidal variations light. Density same as ocean water.

**FRESH WATER:** Fresh water available.

**FUEL:** All types available, to be ordered in advance.

**GANGWAY/DECK WATCHMEN:** Watchmen available. Non police or police.

**OPENING/CLOSING HATCHES:** Depends on negotiated contract and cargo handled.

**CUSTOMS ALLOWANCES:** Designated by U.S. Customs with regard to particular circumstances.

**CONSULS:** Most Consuls available in Boston, 50 miles or 1 hour away.

**REPAIRS:** All types of minor ship repairs available.
**REPATRIATION:** Agent can handle formalities.
**AIRPORT:** Three airports within one hour drive. All international services.
**TIME:** Shift from Standard to Eastern Daylight Saving Time. Local time GMT minus 6 hours.
**HOLIDAYS:** New Year's Day (January 1st); Washington's Birthday (February 22nd); Patriots' Day (April 19th); Memorial Day (May 30th); Independence Day (July 4th); Labor Day (first Monday in September); Columbus Day (October 12th); Veterans' Day (November 11th); Thanksgiving Day (last Thursday in November); Christmas Day (December 25th).
**TELEPHONES:** No telephones on board, but exist adjacent to pier.
**SERVICES:** All services can be obtained if required.
**SHORE LEAVE:** If U.S. Immigration has cleared crew member, he is allowed ashore.
**AUTHORITY:** Harbor Development Commission.

**AGENT:** New Bedford Stevedoring Corporation, PO Box A. 2090, 10 William Street, New Bedford, Massachusetts 02740. Tel. 617–9934522 (24 hours), 617–9979893 (home), 617–44264. Cable address: "NEBCO", New Bedford, Mass. U.S.A.

## NEW HAVEN, Connecticut: 41.14 N. 72.55 W.

**DOCUMENTS:** Refer to "New York".
**PILOTAGE:** Compulsory. State Pilots are available on a 24-hour basis and are usually arranged through the ship's Agent or directly by shipping companies. Pilot will board vessel in vicinity of New Haven Sea Buoy, marked "N.H." – short and long flash; black and white vertical stripes. Boarding will be from a 34-ft. steel launch named *New Haven Pilot* – black hull with "Pilot" marked on both sides in white letters, or from a tug-boat. Contact can be made via VHF telephone, Channel 13 156·65 mHz, Channel 16 156·80 mHz, or Channel 24 157·20 mHz.

Vessels can proceed to and from berths in New Haven Harbour at any hour, day or night, weather, tide and draft permitting.
**RESTRICTIONS:** Vessels can proceed to and from berths in New Haven Harbour at any hour during the day or night, weather and tide permitting. Entrance channel dredged to 34 ft. MLW.
**MAX. SIZE:** Draft up to 35 ft. subject weather and tides.
**HEALTH:** Radio pratique may be granted basis information received prior arrival of vessel, provided no communicable diseases on board. Normally vessel boarded by Medical Officers on arrival unless free pratique previously given at U.S. port in same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given. Quarantine inspection is carried out at the dock.
**RADIO:** Vessels arriving from North use Chatham Radio. Vessels from South use Amagansett Radio on Long Island.
**TUGS:** Assistance is available.
**TANKERS:** *Atlantic Refining Company:* is on the Eastern side of New Haven Harbour about 0·3 mile South of Tomlinson Bridge.

*Humble Oil & Refining Company* is on the eastern side of New Haven Harbour about 0·6 mile South of Tomlinson Bridge.

*T.A.D. Jones Coal Company* is on the Eastern side of New Haven Harbour about 0·2 miles South of Tomlinson Bridge. Only used for loading oil barges.

*Texas Company* uses the North side of the New Haven Terminal Pier located on the Eastern side of the New Haven Harbour about 0·4 miles South of Tomlinson Bridge.

*Wyatt Coal Sales Company Inc.* is on the North-West side of New Haven Harbour about 0·2 miles South of Tomlinson Bridge.

*Gulf Oil Corp.:* (Eastern side New Haven Harbour) 0·1 miles South of Tomlinson Bridge.
**BALLAST:** There are no slop lines available.
**FUEL:** Available from oil terminals or delivered by barge.
**FRESH WATER:** Available at all terminals.
**MEDICAL:** All facilities available.
**CUSTOMS ALLOWANCES:** At the discretion of Customs Officers. Normal allowance is 200 cigarettes or 2 lb. of tobacco and one quart wine/spirits per man. Additional allowances may be given if considered necessary, due length of vessel's stay in port.
**AIRPORT:** New Haven Airport 1 mile distant. New York International Airport 70 miles distant.
**CONSULS:** All countries represented in New York.
**HOLIDAYS:** New Year's Day (1st January); Washington's Birthday (22nd February); Memorial Day (30th May); Independence Day (4th July); Labor Day (first Monday in September); Columbus Day (12th October); Veterans' Day (11th November); Thanksgiving (fourth Thursday in November); Christmas Day (25th December).
**TIME:** Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time, GMT minus 4 hours from April to October.
**AUTHORITY:** State of Connecticut, Department of Transportation, Bureau of Waterways, State Pier, New London, Connecticut 06320.

## NEW LONDON: Connecticut: 41.21 N. 72.06 W.

**DOCUMENTS:** Refer to "New York".
**PILOTAGE:** Vessel usually notifies Agent 48 hours before arrival, who will arrange Pilot boarding. Pilot boards at Sarah's Ledge, which is close to anchorage at harbour entrance.
**ANCHORAGE:** In Thames River, and in Long Island Sound, approx. 2 miles West South-west of New London Ledge Light bounded by lines connecting points which are following bearings and distances from New London Ledge Light: 246°, 2·6 miles; 247°, 2·1 miles; 233°, 2·1 miles; and 235°, 2·6 miles.
**RESTRICTIONS:** Pilots recommend daylight docking but can dock at night if necessary. Entrance channel 33 ft. deep.
**MAX. SIZE:** Dry cargo vessels and tankers 700 ft. long are using the harbour. Facilities for larger vessels will be available when proposed dredging to 36 ft. is completed around June 30th 1975.
**HEALTH:** Quarantine inspections are made either at pier or quarantine anchorage opposite White Rock, usually during daylight hours. Off-hour inspections can be arranged with Medical Officer in Charge. Radio Pratique available.
**RADIO:** Vessels arriving from North use Chatham Radio on Cape Cod. Vessels from South use Amagansett Radio on Long Island. However, either one may serve the purpose.
**TUGS:** Usually join vessel at Ledge light if a dry cargo vessel, and off Sarah's Ledge if a tanker. Tugs use ship's lines; if tug's lines are used this is part of charge.
**BERTHING:** Advance ETA must be made for berthing, and it is suggested to dock during daylight hours when possible.
State Pier No. 1: depth, 28 to 36 ft. MLW.
Dow Chemical Co. Wharf: depth, 22 ft. MLW.
City Wharf Ferry Terminal: depth, 22 ft. MLW.
**BRIDGES:** There are no bridges across Main Ship Channel. However, at New London, at the head of the Main Harbour, the Thames River is crossed by one drawbridge and a twin fixed bridge: the New York, New Haven and Hartford Railroad bascule bridge with a horizontal clearance of 151·5 ft. and a vertical clearance of 30·9 ft. at high water and a fixed highway bridge with a horizontal clearance of 200 ft. and a vertical clearance of 135 ft. at high water.
**STEVEDORES:** ETA of 72, 48 and 24 hours is required, as gangs must be requested by 1500 hours on weekdays. Average discharge, about 20 tons per gang per hour.
**TANKERS:** Discharge at Hess Oil Co. berth, 12 in. and 10 in. lines.
Hess Oil Dock: depth alongside 36 ft.
Texaco Wharf: depth alongside 18 ft.
Pfizer Wharf: depth alongside 18 ft.
**MEDICAL:** All facilities available.
**FRESH WATER:** Available at pier side through 2½-in. and 1½-in. hoses.
**FUEL:** Available at tanker berths or by barge.
**GANGWAY/DECK WATCHMEN:** Not required and not recommended.
**OPENING/CLOSING HATCHES:** Performed by stevedores.
**IDENTIFICATION CARDS:** Not required.
**CONSULS:** Nearest at New York.
**REPAIRS:** Three waterfront marine repair plants are equipped to repair vessels at the port. The Nelseco Navigation Co. and Thames Shipyard Inc. each owns and operates a plant at New London on the right bank of the Thames River; the General Dynamics Corp., Electric Boat Division owns and operates a shipyard and marine repair plant at Groton on the left bank of the river.
**DRY DOCKS:** One floating dry dock, one graving dock and three marine railways are available to the public at two of the marine repair plants.

One floating dry dock, steel construction, with a lifting capacity of 6,500 tons, located on the West side of the pier E, has an overall length of 448 ft. length of 435 ft. 6 in. on the keel blocks, overall width of 97 ft. inside clear width of 70 ft. and depth of 26 ft. of water over the keel block when submerged.

One graving dock, located South of Piers A, B, C, and E, has length of 515 ft., width of 70 ft., and 35½ ft. depth of water over the sill and 34½ ft. over the keel blocks at MHW.
**REPATRIATION:** Facilities exist.
**AIRPORT:** Nearest airport is Trumbull Airport, situated about 3 miles East of Groton, Connecticut. There are scheduled commercial airlines serving this field. Allegheny Airlines and Pilgrim Airlines run frequent connecting flights to Bradley and Kennedy International Airports.
**TIME:** Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time, GMT minus 4 hours, from April to October.
**HOLIDAYS:** New Year's Day (1st January); Lincoln's Birthday (12th February); Washington's Birthday (22nd February); Good Friday; Memorial Day (30th May); Independence Day (4th July); Labour Day; Columbus Day (12th October); Veteran's Day; Thanksgiving Day; Christmas Day (25th December). Cargo work can be arranged on holidays.
**POLICE/AMBULANCE/FIRE:** Police, 443–4315; Ambulance, 443–4388; Fire, 443–4381.
**TELEPHONES:** Available if required.
**SHORE LEAVE:** Allowed.
**DELAYS:** Availability of berthing might cause some delay.
**AUTHORITY:** State of Connecticut, Dept. of Transportation, Bureau of Waterways, State Pier, New London, Connecticut 06320. Tel. area code 203 443–4338.

## NEW ORLEANS, Louisiana: 29.56 N. 90.04 W. (See Plan)

**DOCUMENTS:**
- 3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
- 2 copies Crew Manifest (curio list).
- 2 copies Stores List.
- 2 copies Passenger List (Form I–418).

2 copies Crew List (Form I–418).

Customs boarding officer will also examine Ship's Register and Load Line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States Port:

Health Pratique.

Master's Oath (Customs Form 3255).

All foreign clearances.

U.S. Certificates of payment of Tonnage Tax (Customs Form 1022).

Certified Crew List.

The Bureau of Customs at New Orleans, Louisiana, will not, regardless of the circumstances, accept Customs Entry Papers from vessels unless they are on the proper U.S. Custom Forms and properly prepared.

Specially referred to are Customs Forms 1303 (Ship's Stores Declaration), 1304 (Crew Effects Declaration) and 7527 (Inward Foreign Manifest).

U.S. Customs at New Orleans require that the 1303 be completed, that is all stores (deck, engine, etc.) be listed on the form; it must also include fire-arms and medicines. They will not accept "as per attached list".

Form 1304, Crew Effects List, must likewise be properly completed. All effects and curios will have to be listed on the form. The term "souvenirs" is not sufficient and may not be used. All values have to be listed. Attachments to the 1304 are not permitted. (This does not apply to American Flag vessels using the form I 418 Crew List with Crew Declaration numbers listed for their souvenir list.)

The Inward Foreign Manifest must be customs forms 7527–A, 7527–B, or a manifest form approved by the Bureau of Customs, Washington D.C. Should the latter be used it must have the Bureau's approval number printed on the form.

**PILOTAGE:** Advise Agents ETA at sea buoy 48 hours in advance. Agent will arrange for Pilot. Pilot boat 46 ft. long, red hull, white cabin, flying blue and white pilot flag. Pilot boards at sea buoy, requires pilot ladder 6 ft. above water level. Pilot boats can be contacted by VHF, Channel 9 when 30 to 40 miles off, or ship-to-ship Channel 2738. Bar Pilot is exchanged for river Pilot at Pilot town, Head of Passes.

**ANCHORAGE:** Safe anchorage within 2 miles South pass or South West pass entrance. At the Point, below New Orleans, vessels may anchor without tug assistance.

**RESTRICTIONS:** Draft governed by South West pass, project depth 40 ft. Entrance day and night. New Orleans is 115 miles upriver.

**HEALTH:** See "Health Regulations" before first U.S.A. port (Albany).

**TUGS:** Available, and join vessel off berth if required. One tug normally used for berthing/unberthing at New Orleans.

**BRIDGES:** Two bridges cross river at New Orleans, one at Baton Rouge and one at Donaldsonville. Sufficient clearance at all times.

**BERTHING:** *Public Grain Elevator.* No. 2 berth, 670 ft. long, 40 ft. depth; No. 3 berth, 650 ft. long, 40 ft. depth; No. 4 berth, 635 ft. long, 40 ft. depth.

Loading Rates 20,000 bushels per hour per belt, in berths 2 and 3; up to 40,000 bushels per hour per belt, in berth 4. Each berth has 2 loading belts.

*Dockside Commodity Terminals:* berth 1,200 ft. long, 38 ft. depth, Loading/discharge rates about 200 tons per hour. Bulk handling facility: No. 1 berth, 600 ft. long, 36 ft. depth; No. 2 berth, 600 ft. long, 36 ft. depth; No. 3 berth, 600 ft. long, 42 ft. depth. Loading/discharge rates about 600 tons per hour.

*Southern Scrap Material Co:* Berth 550 ft. long, 32 ft. depth. Loading 200 tons per hour with cranes.

**Chalmette:** Humble Oil Terminal: tanker berth 30 ft. depth; Tenneco Oil Terminal: tanker berth 35 ft. depth.

*Terminals on West Bank of Mississippi:*

**Amesville:** Texaco tanker loading berth, 34 ft. alongside. Two 8-in. hoses loading up to 12,000 barrels per hour. No ballast facilities.

**Avondale:** American Liberty Tank Terminals berth, 60 ft. alongside. Four 6-in. hoses loading up to 18,000 barrels per hour. No ballast facilities. International Tank Terminals berth, 45 ft. alongside. 12-in. hoses loading 150 tons per hour.

**Gretna:** Publicker Chemical Corp: berth 30 ft. alongside. Southern Pacific Company: berth 600 ft. long, 35 ft. depth; dry cargo discharging only. Industrial Molasses Corp: berth 27 ft. depth; 2–10-in. pipelines, loading 200 tons per hour.

**Marrero:** Hess Terminal Corp: tanker berth 38 ft. depth; 6–12-in. hoses loading 500 tons per hour. Texaco: tanker berth 35 ft. depth; 6-16 in. lines loading 250 tons per hour. No ballast facilities.

**St. Rose:** Cities Service: tanker berth 35 ft. depth; International Tank Terminals: berth 35 ft. depth; no fresh water available.

**Westwego:** Continental Grain Elevator: berth 600 ft. long, 40ft. depth; loading 1,000 tons per hour, 2 loading belts. Louisiana Dock: 28 ft. alongside, bulk oil products loaded 200 tons per hour. Pacific Molasses Co: berth 35 ft. alongside.

**CONTAINER HANDLING FACILITIES:** Handled at most docks. Full container facilities at Morrison Yard wharf, length 430 ft. France Road berth No. 1 with 830 ft. leased to Sealand. Berth No. 5 of same facility will be in public use January 1974, length 700 ft. Napoleon Avenue wharf 1,520 ft. Nashville/Henry Clay wharf 2,820 ft.

**STEVEDORES:** Working hours 0800–1200 and 1300–1700, Monday to Friday.

**MEDICAL:** All facilities available.

**DENSITY:** Fresh water (1000).

**FRESH WATER:** Available ex-wharf.

**FUEL:** Only available by barge. Oil companies can supply Bunker "C" ex-terminals at Amesville and Marrero.

**GANGWAY/DECK WATCHMEN:** Recommended if any crew detained by Immigration.

**DEVELOPMENTS:** A second container berth under construction at France Road Container Terminal. Wharf will be 700 ft. long with crane capacity 40 tons.

**CUSTOMS ALLOWANCES:** At the discretion of Customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

**IDENTIFICATION CARDS:** Standard U.S. Immigration Forms I–95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I–95, issued for the same vessel.

**AIRPORT:** New Orleans International Airport, served by most airlines.

**TIME:** Central Standard Time. Daylight Saving Time from May to October.

**HOLIDAYS:** New Year's Day (1st January); Martin L. King's Birthday (15th January); Good Friday; Memorial Day (30th May); Independence Day (4th July); First Monday in September (Labor Day); Veteran's Day (Last Monday in October); Fourth Thursday in November (Thanksgiving); Christmas Day (25th December). No work on New Year's Day, Independence Day, Labor Day and Christmas Day.

**SHORE LEAVE:** Allowed for any crew member not detained by Immigration.

**DEVELOPMENTS:** A three-berth general cargo complex, to be built on part of the old Illinois Central–Gulf's Stuyvesant Docks site, beginning at Louisiana Avenue and extending several blocks upstream.

A third full-container berth and marshalling area at the France Road Container Terminal on the Industrial Canal.

A new roll-on/roll-off cargo-handling facility on the Industrial Canal adjacent to the Florida Avenue wharf, and new ship-repair facilities at the Alabo Street wharf on the Mississippi below the Industrial Canal.

The roll-on/roll-off facility is expected to be completed late 1974 and the other facilities during the next three years.

**AUTHORITY:** Port of New Orleans, Board of Commissioners, 2 Canal Street, New Orleans La. 70130. Tel. 504–522–2551. Telex 58–7496.

**AGENT:** Hansen & Tidemann, Inc. 310, Sanlin Building, 442 Canal Street, New Orleans, La 70130. Tel. 810–JA–2–6753/59. TWX 810–951–6127. Cables "Handt".

## NEW YORK, New York and New Jersey: 40.43 N. 74.00 W. (See Plan)

**DOCUMENTS:**

3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.

2 copies Crew Manifest (Curio List).

2 copies Stores List.

2 copies Passenger List (Form I–418).

2 copies Crew List (Form I–418).

Customs boarding officer will also examine Ship's Register and Load Line Certificate.

In addition the following documents will be required for formal entry, to be made within 48 hours of arrival from abroad:

Health Pratique.

Master's Oath (Customs form 3255).

All Foreign Clearances.

U.S. Certificates of payment of Tonnage Tax (Customs Form 1002).

Certified Crew List.

**PILOTAGE:** Compulsory for foreign flag ships, and U.S. ships bound to and from foreign ports.

24 hours notice of ETA required. Pilot boat should be contacted on VHF Channel 16, or ship-to-ship Channel 2638 or 2738. Vessels requiring Pilot should hoist signal letter "G" in daytime. In foggy weather the letter "X" should be sounded on the whistle.

Pilot boat is generally found about 1½ miles West of Ambrose Light Tower. In bad weather pilot tries to stay to windward of normal pilot station.

In poor visibility an inbound ship should make Ambrose Tower and then proceed at slow speed to the Ambrose Channel sea buoy while blowing the letter "X" on her whistle. If no Pilot is obtained by the time she is in the vicinity of the sea buoy she should then anchor about a ½ mile to a mile North of the line from Ambrose Tower to the sea buoy and await Pilot.

**RESTRICTIONS:** Ambrose Channel, 10 miles long, maintained to a width of 2,000 ft. and a depth of 45 ft. MLW. The Northern approach to the harbour is through Long Island Sound into the East River. Main channels in the port are maintained to a depth of 45 ft. MLW.

**MAX. SIZE:** Restricted only by berth depth and location.

**ANCHORAGES:** For ships entering from Sandy Hook there are anchorages in lower New York Bay, Gravesend Bay, Raritan Bay, and Arthur Kill off Perth Amboy. In the Upper Bay, anchorages available off Bay Ridge for 30 days, off Jersey City for 72 hours, and off Stapleton for 48 hours. For vessels entering via Long Island Sound there are anchorages in the Western end of the Sound and in the East River.

**PRATIQUE:** Medical officers board vessels if necessary in the Narrows from the quarantine station at Rosebank, Staten Island.

Derat. Certificate or exemption required. Master will be required to submit U.S. Dept. of Agriculture AIQ Form 43.

Requests for radio pratique will be received through the vessel's Agent at all ports staffed by full-time quarantine personnel.

Vessels arriving from foreign non-quarantine exempt areas will receive radio free or radio provisional pratique if certain well-defined quarantine criteria are met. In the case of free radio pratique a vessel may proceed to dockside, without boarding by a quarantine officer. In the case of radio provisional pratique the vessel may proceed to dock for partial or complete inspection by quarantine personnel, depending upon the evaluation of information contained in the radio pratique request.

Maritime Quarantine Declaration Form (HSM 13.19 NCDC 7–69) should be completed prior to each vessel's arrival at a U.S. port. Instructions for use of the Maritime Quarantine Declaration are included on the reverse side of the form. Supplies of the Maritime Quarantine Declaration may be obtained from U.S. Quarantine Stations, Shipping Agents and Operators and American Consulates abroad.

**VHF:** All vessels over 100 tons gross are required to keep continuous watch on VHF Channel 13 when in areas where U.S. Inland Water Regulations apply.

**ANCHORS:** Vessels entering New York harbour are required to have two working anchors, by U.S.C.G. regulations.

**TUGS:** Over 50 private towing and transportation companies registered in the port.

**BERTHING:**

*Staten Island* – 15 piers handling general cargo. Gypsum Terminal, 25 ft. alongside.

*Brooklyn and East River* – over 50 piers handling general, bulk, and container cargo, including Brooklyn Marine Terminal (25 berths average 30 ft. depth); Erie Basin Marine Terminal (5 piers); Grain Terminal (2 piers bulk grain and lumber, 30 ft. depth).

*Hudson River* – Edgewater: Sea Train Terminal (26 ft. depth); Weehawken: United Fruit Co. Terminal (27 ft. depth); Jersey City (3 piers, general cargo, 32 to 35 ft. depth); Hoboken Marine Terminal (3 piers, general cargo); Transatlantic Terminal (Passengers and general cargo); Chelsea (26 piers, general cargo).

*Newark N.J.* – Port Newark (31 berths for general cargo, average depth 30 ft.); United Vintners Wine terminal (32 ft. depth).

*Elizabeth N.J.* – Elizabeth Marine terminal (22 berths, mainly container services). Channel depth 35 ft.

*Arthur Kill* – Chemical and bulk handling facilities up to 32 ft. depth.

**CRANES:** Mobile floating cranes with capacity up to 500 tons available.

**STEVEDORES:** Forty stevedoring firms are active in the port, many of whom are also terminal operators. Normal working hours 0800–1700. For bulk cargoes work usually continues through 24 hours.

**TANKERS:** *Brooklyn:* Paragon Oil Terminal, 2 berths, depth 37 ft.; Patchoque Oil Terminal, 2 berths, depth 29 ft. and 35 ft.; Whale Oil Terminal, 1 berth, depth 36 ft.

*Hudson River:* Tappan Oil Co., 1 berth, 35 ft.

*Bayonne, N.J.:* Public Oil Terminal, 3 berths, 32 ft. depth; Humble Oil Terminal, Constable Hook, up to 38 ft. depth; Ross Oil Co., 3 tanker berths up to 38 ft. depth; Texas Oil Co., 4 tankers berths, up to 32 ft. depth; Texaco, 4 berths up to 32 ft. depth.

*Kill Van Kull:* Lehigh Tanker Terminal, chemicals, 35 ft. depth; Humble Oil Co., 3 tanker berths, up to 38 ft. depth; Texas Oil Co., 4 tanker berths up to 32 ft. depth; Ross Oil Co., 1 berth up to 32 ft. depth.

*Newark N.J.:* Four berths, 31 and 32 ft. depth.

*Elizabeth N.J.:* Chevron Oil Company, 1 tanker berth, 26 ft. depth; Crown Central, 1 tanker berth, 30 ft. depth.

*Arthur Kill:* **Perth Amboy:** Chevron Oil Co. (tanker berth, 26 ft. depth); Hess Oil Co. (tanker berth 30 ft. depth); Cities Service (tanker berth, 34 ft. depth). **Sewaren,** Royal Petroleum Co. (tanker berth, 32 ft. depth); Public Service Co. (tanker berth, 35 ft. depth); Shell Oil Co. (tanker berth, 35 ft. depth). **Port Socony,** Mobil Oil Co. (2 tanker berths, 27 and 30 ft. depths). **Carteret,** American Oil Co. (tanker berth M, 25 ft. depth); General American (2 tanker berths, 25 and 35 ft. depths). **Linden,** Cities Service (tanker berth, 32 ft. depth); Humble Oil Co. (tanker berth, 35 ft. depth); Sinclair Oil Co. (tanker berth 31 ft. depth). **Gulfport,** Gulf Oil Co. (tanker berth, 32 ft. depth).

**CONTAINERS:** Newark and Elizabeth, N.J. – Port Newark and Elizabeth Port Authority Marine Terminal (on the Western shore of Newark Bay) – most intensely developed container terminal area in the world, with 7 miles of berthing space, over 1,300 acres for container operations, 19 container cranes with 50-ton capacity. Other terminal facilities at Port Newark. A 10-acre railroad container transfer and storage yard serves both terminals.

**DEVELOPMENTS:** The Passenger Ship Terminal on the Hudson River under development involves reconstruction of Piers 88, 90 and 92 between 48th and 52nd Streets to provide six ship berths with the most modern passenger facilities. In addition, Pier 40 at Houston Street will be improved as a companion three-berth facility, thus providing a total of nine steamship berths to accommodate transatlantic and cruise liners. To be completed 1974.

During construction of the Passenger Ship Terminal, temporary passenger ship facilities will be provided at Piers 88, 86, and 97, as well as at Pier 40.

**FRESH WATER:** Available at most piers in the port district at a nominal rate. Water barge available to serve vessels at anchor in emergency but this is expensive.

**FUEL:** All grades of fuel readily available. Except for tankers loading or discharging, bunkers are normally delivered by barge. It may be economical to shift vessel to refuelling berth.

**GANGWAY/DECK WATCHMEN:** Available and recommende if any crew detained by Immigration.

**CUSTOMS ALLOWANCES:** 200 cigarettes or 2 lb. tobacco, o quart wine/spirits per man.

**IDENTIFICATION CARDS:** Standard U.S. Immigration form I–95 to be made up for each crew member on arrival.

**CONSULS:**

| | | |
|---|---|---|
| Australia | tel. | Circle 5–400 |
| Belgium | ,, | Judson 6–5110 |
| Brazil | ,, | Plaza 7–3080 |
| Canada | ,, | Judson 6–2400 |
| Chile | ,, | 682–9120 |
| Denmark | ,, | 679–5101 |
| Finland | ,, | 832–6550 |
| France | ,, | Lehigh 5–0100 |
| Germany | ,, | Murray Hill 8–3523 |
| Great Britain | ,, | Plaza 2–8400 |
| Greece | ,, | Yukon 8–5500 |
| India | ,, | Trafalgar 9–7800 |
| Italy | ,, | Regent 7–9100 |
| Japan | ,, | Yukon 6–1600 |
| Liberia | ,, | Mu. 7–1025 |
| Netherlands | ,, | 246–1429 |
| Norway | ,, | Wh. 4–6920 |
| Panama | ,, | Circle 6–3773 |
| Portugal | ,, | Circle 6–4580 |
| South Africa | ,, | Templeton 8–1700 |
| Spain | ,, | Eldorado 5–4080 |
| Sweden | ,, | 751–5900 |
| Venezuela | ,, | Plaza 7–7750 |

And many others.

**REPAIRS:** All facilites available for any size vessels.

**DRY DOCKS:** Four docks with lifting capacities up to 25,000 tons (Bethlehem).

**TIME:** Eastern Standard Time, GMT minus 5 hours. Daylight Savin Time, GMT minus 4 hours from April to October.

**AIRPORT:** Kennedy International Airport; Newark, New Jerse Airport.

**HOLIDAYS:** New Year's Day; (1st January); Lincoln's Birthda (12th February); Washington's Birthday (22nd February); Good Friday; Memorial Day (30th May); Independence Day (4th July); Labor Day (first Monday in September); Columbus Day (12t October); Armistice Day (11th November); Thanksgiving (fourt Thursday in November); Christmas Day (25th December). No wor on New Year's Day, Independence Day, Labor Day and Christma Day.

**SHORE LEAVE:** Allowed except for crew members detained b immigration.

**AUTHORITY:** Port Authority of New York and New Jersey, On World Trade Centre, New York, N.Y. 10048. Tel. 446–7000.

**AGENT:** Hansen & Tidemann, Inc. Suite 1623, 1 World Trad Centre. New York, N.Y. 10048. Tel. 212–432–1910. TWX 710–581–607 Telex RCA 232443 ITT 421274. Cables "Handt".

## NIKISKI, Alaska: 60.41 N. 151.24 W.

Located on West side of Kenai Peninsula between Homer and An-chorage. Pan and brash ice in Inlet from November to March. Neve freezes solid. Open all year.

**APPROACHES:** Via Cook Inlet.

**DOCUMENTS:** See "Anchorage, Alaska".

**TUGS:** From Anchorage.

**PILOTAGE:** Pilot pick-up point 1 mile South of Homer Spit light.

**MAX. SIZE:** Harbour depth excess 40 ft. Max. size 80,000 dwt. Tide diurnal range 28 ft. Also see "Berthing".

**ANCHORAGE:** Good anchorage.

**CUSTOMS:** Quarantine, local. Immigration and Customs fron Anchorage, Alaska.

**BERTHING:** 1. Port Nikiski Dock: three sided, 550 ft. long, 200 f on each side, 1,000 ft. wide, 12 feet at MLLW. 400 ft. by 75 ft. covere storage.

2. Three finger piers for tankers and bulk carriers. All exceed 40 f depth.

All three berths are dolphin berths ideal for rapid bulk loadin Main products, (*a*) Collier Chemical Dock: bulk area and ammoni gas. (*b*) Phillips Petroleum Dock: petroleum products and liqui natural gas. (*c*) Kenai Pipe-line Dock: refined and crude petroleu products.

**STEVEDORES:** Two gangs.

**REPAIRS:** Some at Kenai.

**WATER:** Limited.

**FUEL:** Not available.

**MEDICAL:** Health Centre, 3 doctors, 3 dentists.

**TRANSPORTATION:** Highway to Anchorage and Homer. A transport available.

## OAKLAND, California: 37.50 N. 122.18 W. (See Plan

*Also See* "San Francisco" *for Documents, Pilotage, etc.*

**BERTHING:** *Grove Street Terminal:* Operator: Howard Termina Co., PO Box 24454, Oakland, Ca 94623. Tel. 451–4722. Three berths length 1,742 ft., depth 35 ft. at MLLW. Facilities: Break-bulk carg operation utilising fork-lifts and tractors. Rail tracks alongsi berths.

*Outer Harbour Terminal:* Operator: Cresent Wharf & Warehouse Co., 1401 Terminal Street, Oakland, Ca. 94607. Tel. (415) 832–1682. Berth 10 operated by Crescent Warehouse Co., 1625 Maritime Street, Oakland, Ca. 94607. Tel. (415) 763–1550.

Four break-bulk and one combined break-bulk/container berth. Length 2,245 ft. (839 ft. at berth 10). Depth 35 ft. at MLLW. Facilities: Fork-lift and tractor break-bulk cargo operations. 250-ton mobile crane, equipped to handle 20 and 40 ft. containers; rail tracks alongside berth.

*Oakland Container Terminal:* Operator: Oakland Container Terminal Co., 5100 7th Street, Oakland, Ca. 94607. Tel. (415) 834–5822.

Berths: One, length 638 ft., depth 35 ft. MLLW.

Container-handling facilities: One low-profile Paceco, 30-ton container crane; one truck scale; 115 refrigerated container outlets. Container yard utilises wheeled Paceco transtainers. Containers are stored five abreast and two or more high.

*Matson Container Terminal:* Operator: Matson Terminals, Inc., 3050 7th Street, Oakland, Ca. 94607. Tel. (415) 893–2456.

Berths: Three, including one for roll-on/roll-off operations. Length 2,220 ft., depth 35 ft. MLLW.

Container-handling facilities: Three container cranes – 27·5-ton Star; 30-ton Paceco; 33-ton Star. One truck scale; 200 refrigerated container outlets. Container yard is straddle carrier-type operation (containers stored two or more high).

*Seatrain Container Terminal:* Operator: Seatrain Lines California, Inc., 1395 Middle Harbor Road, Oakland, Ca. 94607. Tel. (415) 271–8000.

Berths: Two. Length 1,300 ft., water depth 35 ft. MLLW.

Container handling facilities: 2 Alliance low-profile, 45-ton container cranes; 3 truck scales; 82 refrigerated container outlets. Container yard is chassis-type operation.

*Sea-land Container Terminal:* Operator: Sea-Land Services, Inc., 1425 Maritime Street, Oakland, Ca. 94607. Tel. (415) 835–8240.

Berths: Two. Length 1,355 ft., water depth 40 ft. MLLW.

Container handling facilities: 4 Paceco, 30-ton cranes; 2 truck scales; 250 refrigerated container outlets. Chassis operation.

*7th Street Public Container Terminal:* Operator: Marine Terminals Corporation, 5190 7th Street, Oakland, Ca. 94607. Tel. (415) 839–6490.

Berths: Four. Two container, one roll-on/roll-off and combination break-bulk/container, and one for barge and break-bulk operations. Length 2,931 ft., water depth 35 ft. MLLW.

Container handling facilities: Two Paceco low-profile, 40-ton container cranes; one 140-ton Manitowac crawler crane; two truck scales; 96 refrigerated container outlets.

*United States Lines Container Terminal:* Operator: United States Lines, 1579 Middle Harbor Road, Oakland, Ca. 94607. Tel. (415) 465–4010.

Berths: One. Length 722 ft., water depth 35 ft. MLLW.

Container-handling facilities: Two alliance low-profile, 51-ton container cranes; truck scales and outlets for 51 refrigerated containers. Container yard is chassis-type operation.

*Middle Harbour Public Container Terminal:* Operator: Marine Terminals Corporation, 1567 Middle Harbor Road, Oakland, Ca. 94607. Tel. (415) 839–6490.

Berths: One. Length 721 ft., water depth 35 ft. MLLW.

*9th Avenue Terminal:* Operator: Marine Terminals Corporation, Foot of 9th Avenue, Oakland, Ca. 94606. Tel. (415) 452–3742.

Berths: Three. Length 2,052 ft., depth 35 ft. at MLLW.

Facilities: Import steel and bulk cargo-handling centre. Two Manitowac crawler cranes (capacity 150 and 100 tons). Two Manitowac truck cranes (capacity 100 and 80 tons). Bulk-loading facilities with 10 steel storage silos capable of holding 9,750 cu. ft. each. Bulk bagging plant capable of bagging 600 short tons per five hours. Rail track alongside berth.

**TANKERS:** *Outer Harbour Terminal, Oil Pier:* Operators Mobil Oil Co. and Ashland Oil Co. Length, 623 ft. (Lower Side) 683 ft. (Upper Side). 50 ft. (Face). Depth at MLLW. 33 ft. (Lower Side), 35 ft. (Upper Side), 36 ft. (Face).

Mobil Oil: Pipelines 4×10 in., 2×8 in., 3×6 in. and 1×4 in. 14 storage tanks, total capacity 522,100 barrels.

Ashland Oil: Pipelines 2×8 in., 3×6 in. 9 storage tanks, total capacity 142,300 barrels.

**AUTHORITY:** Port of Oakland, 66 Jack London Square, PO Box 2064, Oakland, California 94607. Tel. (415) 444–3188. Cable address: "Portofoak", Oakland. Telex 336–334.

## OGDENSBURG, New York: 44.42 N. 75.30 W. (See Plan)

Refer to "St. Lawrence Seaway" for important general information.

**PILOTAGE:** Seaway Pilot boards at Cape Vincent or Snell Lock and acts as docking Pilot.

**ANCHORAGE:** Anchorage area West of city at open roadstead area.

**RESTRICTIONS:** No tide. No restrictions other than Pilots' discretion as to wind and visibility.

**MAX. SIZE:** Largest vessel to enter 600 ft. long. Draft 27 ft.

**RADIO:** Western Union to OCN Corp. VHF Seaway Channel via Maria Radio Cardinal.

**TUGS:** No tugs necessary.

**BRIDGES:** Ogdensburg/Prescott International Bridge – 126 ft. clearance MWD.

**BERTHING:** By prior notice only. Port Authority Terminal, length 600 ft., depth 27 ft. One Grain Elevator capacity 500,000 bushels.

**CRANES:** Available, up to 82 tons capacity.

**STEVEDORES:** Order by 18.00 hours day preceeding arrival. Advise any change of ETA.

**MEDICAL:** Excellent medical service and availability of doctors. No vaccination necessary.

**DENSITY:** Fresh water.

**FRESH WATER:** Available by pipeline at Port Authority Terminal.

**FUEL:** One day's notice, all grades. Diesel, Bunker "C", Kerosene.

**GANGWAY/DECK WATCHMEN:** Normally not used.

**OPENING/CLOSING HATCHES:** By stevedores.

**CUSTOMS ALLOWANCES:** Tobacco, wine/spirits, normal Customs allowance U.S. Ports.

**CARGO GEAR:** To be in good working order.

**IDENTIFICATION CARDS:** Needed as per immigration department requirements.

**REPAIRS:** Limited dockside repairs available.

**REPATRIATION:** Can be arranged.

**AIRPORT:** (½ mile from city). Allegheny Airline – three flights daily to Syracuse, New York, etc.

**TIME:** Five hours difference Eastern Standard Time. Daylight Saving time in summer.

**HOLIDAYS:** New Year; Washington and Lincoln's Birthdays; Memorial Day; 4th July. Labour Day, Veteran's Day.

**POLICE/AMBULANCE/FIRE:** Police, 393–1551; Ambulance, 393–1221; Fire, 393–1010.

**TELEPHONES:** Available at Pierside (315) 393–7580.

**SHORE LEAVE:** Crew members allowed ashore.

**AUTHORITY:** Ogdensburg Bridge and Port Authority, Bridge Plaza. Ogdensburg, N.Y. 13669. Tel. 315–393–4080.

## OLYMPIA, Washington: 47.00 N. 122.53 W.

**DOCUMENTS, PILOTAGE, HEALTH, etc.:** Refer to "Tacoma".

**ANCHORAGE:** Good with muddy bottom found anywhere north of the channel entrance and the Olympia shoal.

**MAX. SIZE:** Olympia's turning basin is 800 ft. in width; the pier, 2,000 ft. in length; depths in channel, 30 ft., and alongside pier, 35 ft.; both at MLLW. Depth at Berths No. 1 and 4, 35 ft. and at Nos. 2 and 3, 40 ft. MLLW.

**TUGS:** Tugs normally join vessels in outer channel, use ships lines and are primarily engaged for turning vessel in turning basin on entry.

**STEVEDORES:** Available.

**FRESH WATER:** Available.

**FUEL:** Available.

**CARGO GEAR:** Usual requirements only as good facilities are available.

**REPAIRS:** Most types of repairs undertaken.

**AIRPORT:** Located 4 miles South of Olympia, fronts on Interstate Highway 5. Operates twice daily service to and from Seattle and Portland.

**TELEPHONES:** Shipboard telephone service is provided..

**SERVICES:** Most services are available upon request.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Port of Olympia, 915 North Washington Street, Olympia, Washington 98501. Area Code 206, 357–4433.

## ORANGE, Texas: 30.06 N. 93.44 W.

**DOCUMENTS:** See "Port Arthur."

**PILOTAGE:** Radio to Agent, 12 hour advance of ETA, also Sabine Pilots may be contacted by VHF Channel 12 KKB 150.

Pilot boards at Sabine Pass, sea buoy position 29.36 N. 93.48 W., buoys marked "17" and "18".

Pilot will upon request and at extra cost board incoming vessels at buoy marked "SB" position 29.25 N. 93.40 W.

Ships headed for Orange with a draft of 30 ft. are only handled during daylight.

**ANCHORAGE:** Off Sabine bar – 40 ft.

**RESTRICTIONS:** Sabine River Channel; project depth 30 ft.; bottom width 200 ft., including slip at port; marked and lighted for 24-hour navigation. Turning basin, 1,000 ft.×3,000 ft.

**MAX. SIZE:** Length – no limit, breadth – no limit, draft – 30 ft.

**RADIO:** RCA – Port Arthur, McKay – Galveston.

**TUGS:** Join vessel in port turning basin. Tug's line used, no charge.

**BERTHING:** 2100 ft. mooring space to accommodate four deep-sea vessels; all concrete docks; additional berthing space in slip for laying-up four vessels.

**STEVEDORES:** Five stevedore companies – handled through Agent.

**MEDICAL:** Local facilities – complete.

**TANKERS:** Limited to 30 ft. draft.

**DENSITY:** Brackish.

**FRESH WATER:** Ample fresh water, through 2 ½ in. connection, rate of delivery about 500 gallons per minute.

**FUEL:** All grades available; 8 hours advance notice required.

**FIRE PRECAUTIONS:** No welding or burning without U.S. Coast Guard welding permit; also special authority required for ships loading explosives.

**DEVELOPMENTS:** 50-acre tract of land on the East bank of the Neches River in the area of Mobil Refinery to be developed for port.

**CONSULS:** None available locally.

**REPAIRS:** Facilities available.

**DRY DOCKS:**

Levingston Shipyard – Orange.

400 ft.×126 ft. 11,000 tons, 17 ft. draft over blocks.

350 ft.×60 ft. 3,000 tons, 15 ft. draft over blocks.

250 ft.×72 ft. 3,000 tons, 11 ft. draft over blocks.

**REPATRIATION:** Can be arranged through area immigration.
**AIRPORT:** Distance to airport 2 miles; no regular air lines and scheduled flights.
**HOLIDAYS:** New Year's Day (January 1); Texas Independence Day (March 2); Memorial Day (May 30); Independence Day (July 4); Labour Day (first Monday in September); Veterans' Day (November 11); Thanksgiving Day (November 26); Christmas Day (December 25); No work performed on Labor Day or Christmas Day.
**POLICE/AMBULANCE/FIRE:** Police 883–5654; Ambulance 886–4445; Fire 886–7431; County Sheriff 883–2612.
**TELEPHONE:** Can be connected on board.
**GENERAL:** No strong tidal currents at the berths, excellent shelter during tropical storms.
**AUTHORITY:** Orange County Navigation and Port District, POB 516, Orange. Tel. 883–4363.

## OSTRICA, Louisiana: 29.22 N. 89.32 W.

East Bank of Mississippi River about 42 miles above S.W. Pass entrance.
**DOCUMENTS/PILOTAGE/HEALTH:** For all general information refer to "New Orleans".
**ANCHORAGE:** Available in river downstream of docks.
**TUGS:** Not normally required.
**BERTHING:** Gulf Refining Co. Terminal, tanker berth 45 ft. depth. Two 8-in. hoses loading 34,000 bbls. per hour. Ballast line 18 in. for slop discharge.
**FRESH WATER:** Not available.
**FUEL:** Bunker "C" available ex-wharf.
**DENSITY:** Fresh water (1000).

## PALM BEACH, Florida: 26.46 N. 83.03 W.

**LOCATION:** Port is located on a salt water sound known as Lake Worth and lies 1½ miles from the 27 ft. contour of the Atlantic Ocean to which it is connected by an artificial cut at the North end of Lake Worth known as Lake Worth Inlet. The Inlet is located within the boundaries of the City of Riviera Beach, Florida.
**PORT LIMITS:** Sea buoy at channel entrance. Dockage charges commence when vessel is made fast to wharf, and are on a 24-hour basis or fraction thereof.
**DOCUMENTS:** See "Jacksonville". All vessels shall, upon arrival, report to Port Director all cargo to be discharged. Such report shall be in form of copies of Ship's Manifest, or certified statements, and shall show number of units, commodity, weight, destination, consignee, and all other information which port of Palm Beach deems necessary for compilation of commercial statistics, for reserving of necessary warehouse or wharf space, or other purposes.

All vessels shall, before sailing, report to the Port Director all cargo loaded into such vessels. Such reports shall be in the form of copies of the ship's manifest, or certified statements, and shall show numbers of units, commodities, and all other information which the port of Palm Beach deems necessary for compilation of commercial statistics, or other purposes.
**PILOTAGE:** Compulsory. Provided by Pilots' Association of the port of Palm Beach, 130 East Port Road, Riviera Beach, Florida, 33404.
**CHANNEL:** Entrance to the harbour is by a dog-leg channel running due West through the jetties and then turning South-westerly to the terminals. The channel is 400 ft. wide, narrowing to 300 ft. in width as it continues across the lake another 3,000 ft., leading into a trapezoidal turning basin, 1,400 ft. by 1,310 ft. adjacent to the port terminals on the West shore. Present depth of entrance channel is 35 ft. at MLW.
**ANCHORAGE:** Anchorage is designated by the Bar Pilots, which in most instances is at sea. Port has no established anchorage.
**MAX. SIZE:** Vessels up to 620 ft. in length with draft of 34 ft. have used facilities.
**RADIO:** Port has no communication equipment. U.S. Coast Guard Station, Peanut Island, Riviera Beach, Florida, be reached by 2182 kHz – 2678 kHz – 156·8 MHz.
**TUGS:** Available to assist berthing. Service is provided by the Port Towing Corporation, PO Box 12425, Lake Park, Florida 33403. Office tel. 844–4781 or 844–6422, at night 844–4244 or 844–6422.
**BERTHING:** Two slips and three marginal wharves for docking vessels; with four ramps for roll-on/roll-off facilities:

| *Berth* | | *Length* (ft.) | *Depth* (ft.) |
|---|---|---|---|
| No. 1 | South Marginal | 190 | 35 |
| No. 2 | East Half, South Side of Slip 2 | 325 | 35 |
| No. 3 | West Half, South Side of Slip 2 | 325 | 35 |
| No. 4 | West End of Slip 2 | 225 | 35 |
| No. 5 | West Half, North Side of Slip 2 | 325 | 35 |
| No. 6 | East Half, North Side of Slip 2 | 325 | 35 |
| No. 7 | Middle Marginal | 150 | 35 |
| No. 8 | East Half, South Side of Slip 1 | 345 | 25 |
| No. 9 | West Half, South Side of Slip 1 | 345 | 25 |
| No. 10 | South Ramp, West End of Slip 1 | 40 | 25 |
| No. 11 | Middle Ramp, West End of Slip 1 | 40 | 25 |
| No. 12 | North Ramp, West End of Slip 1 | 40 | 25 |
| No. 13 | West Half, North Side of Slip 1 | 345 | 25 |
| No. 14 | East Half, North Side of Slip 1 | 345 | 25 |
| No. 15 | South Half, North Marginal | 330 | 27 |
| No. 16 | North Half, North Marginal | 280 | 27 |
| No. 17 | Ramp, Northside of Port | 145 | 12 |

Supplementing the berths are 157,400 sq. ft. of warehousing space. Open storage area is within easy reach of all berths.

All vessels, their Owners or Agents, desiring a berth at wharves shall, as far in advance of date of docking as possible, make application to port specifying date of docking, sailing, nature and quantity of cargo to be handled, and name of the vessel.
**SPECIALISED CARGO HANDLING FACILITIES:** Ramps for roll-on/roll-off cargo and wharfside accommodation for equipment to handle containerised cargo only.
**STEVEDORES:** The recognised working hours of port shall be from 08.00 until 12.00 and from 13.00 until 17.00, Monday through Friday, holidays excepted. During the recognised working hours services will be charged for on a straight time basis.

When vessels are loading or discharging cargo the port may furnish checker-foremen to supervise release of cargo being loaded and/or check cargo being discharged. The charge for each man furnished will be based on labour-furnished rates for foremen, with the Port reserving right to furnish as many men as they deem necessary to protect their interests. Charges for this service will be rendered against the vessels, their Owners, or Agents.
**TANKERS:** The port receives tankers each month in the 15 to 18 thousand gross ton limit.
**FRESH WATER:** Fresh water delivered to vessels at wharves or docks.
**FIRE PRECAUTIONS:** Smoking is strictly prohibited in transit sheds, warehouses, or on apron of wharves and on vessels, handling dangerous, hazardous, or inflammable cargo. Smoking is also strictly prohibited in any areas where gasoline or like materials are being handled or serviced to equipment.

Explosives and hazardous or highly inflammable commodities or materials may be handled over, or received on, the wharves or other facilities of port of Palm Beach by special arrangements with and at the option of the Port Director, and the receiving, handling, or storage of such commodities shall be subject to Federal and State laws, rules and regulations.

In all cases where explosives and hazardous or highly inflammable commodities or materials are to be handled, prior consent by the U.S. Coast Guard must be received and a copy of the consent filed with the Port Director. Responsibility for safeguarding of life and property will be the duty of the shipper. Proof of sufficient liability insurance must be presented to Port Director prior to arrival of such materials.
**DEVELOPMENTS:** Plans for the development of acreage adjacent to Highway I–95 as a liquid storage area, and development of Peanut Island as an Oceanographic Centre.
**CARGO GEAR:** Crane capacity can accommodate single lifts up to 300 tons. Also available are two 150 ton cranes, one 40 tonnes, and one 23 ton fork lift.
**HOLIDAYS:** New Year's Day; Washington's Birthday; Decoration (Memorial) Day; Independence Day; Labour Day; Veteran's (Armistice) Day; Thanksgiving Day; Christmas Day. When any one of these falls on Sunday, the following Monday is observed as a holiday. When any one of these falls on Saturday, the preceding Friday is observed.
**GENERAL:** Marine terminal 1·3 miles from the open sea, served by U.S. Highway 1 and is directly connected by port-owned belt-line railroad to the Florida Coast Railway.

Broad aprons (80 ft.) with ship-side rail, and warehouses backed by open storage areas. The slips and wharves are located on a salt water sound, fully protected from the sea by barrier islands; departures from the slips average only 15 minutes through inlet to open sea.
**AUTHORITY:** Port of Palm Beach. PO Box 9935, Riviera Beach, Florida 33404. Tel. (305) 842–4201.

## PANAMA CITY, Florida: 30.10 N. 85.40 W. (See Plan)

**DOCUMENTS:**
2 Passenger Lists.
2 Crew Lists.
2 Curio Lists.
2 Stores Lists.
Register.
Load-line Certificate.
Tonnage Tax Certificate.
**PILOTAGE:** Compulsory. Pilots board at sea-buoy. Guard Channel 16 VHF. Safe anchorage at sea-buoy if waiting for Pilot. Pilot boat black hull with white lettering.
**ANCHORAGE:** Several safe anchorages inside bay with 32 or more ft. depth.
**RESTRICTIONS:** Maximum safe draft over bar is 32 ft. No other restrictions except in case of bad weather.
**HEALTH:** See Health Regulations before first U.S.A. port (Albany).
Immigration, Customs and Department of Agriculture will board all foreign arrivals.
**RADIO:** Preferably WLO Radio, Mobile, Alabama, U.S.A. Also good service from RCA. Vessel should radio ETA and cash requirements.
**TUGS:** Only one tug, Tug is used only to assist in berthing. Always uses ship's lines.
**BERTHING:** Anytime, except for unusual weather. Good safe port. Berths are about 1 hour from pilot station.
**STEVEDORES:** Must have ETA by 1500 hours local time in order commence loading 0800 next day. Normal work day 0800–1200, and then from 1300–1700, Monday through Friday.
**MEDICAL:** Medical and hospital service available.
**TANKERS:** No slop discharge facilities. One tanker berth – 29ft. maximum draft.

**ENSITY:** Salt water. 18 ft. tide range.
**RESH WATER:** Available all berths but ships must supply hose.
**UEL:** Only on advance notice – limited supplies.
**ANGWAY/DECK WATCHMEN:** Only if required by ship's wners or Master.
**PENING/CLOSING HATCHES:** Normally done by stevedores. some cases, is done by ship's crew.
**USTOMS ALLOWANCES:** Tobacco, one carton 200 cigarettes. ine/Spirits, reasonable quantity – one or two bottles.
**ARGO GEAR:** Must show safety inspection if requested.
**DENTIFICATION CARDS:** All crew must have U.S. Immigraon Landing Permit.
**ONSULS:** None.
**EPAIRS:** Limited deck and engine repairs can be effected.
**EPATRIATION:** Available.
**IRPORT:** Approximately 12 miles from port. Served by two cheduled air lines.
**IME:** Central Standard Time (GMT – 6 hours or 90° Meridian). entral Daylight time in summer (minus five or 75° Meridian time).
**OLIDAYS:** No work holidays: New Year's Day; Easter; Fourth of uly; Labour Day; Christmas Day; Working holidays: Veteran's Day; hanksgiving Day; (time and-a-half).
**OLICE/AMBULANCE/FIRE:** Dial operator, or 785–6161.
**ELEPHONES:** Placed aboard only by very special arrangement – ot normally available.
**ERVICES:** Most repairs to radio, radar and other such equipment. dvance notice required.
**HORE LEAVE:** Any time—any berth.
**ELAYS:** Normally, delays infrequent and for short durations.
**UTHORITY:** Panama City Ports Authority.

**GENTS:** Fillette, Green & Co., Inc., PO Box 1640, Panama City, lorida 32401 U.S.A. Address: 432-a Magnolia Avenue. Tel. 904–63-7675–6–7. Teletype 510–738–7897. Office phone answered 24 hours day, 7 days a week.
Steamship Agents & Brokers – Freight Forwarders – Stevedoring rrangement Personnel. Phones: Vice-President and Manager 04-763–1916. Operations 904–785–8798. Dock Superintendent 904–63-1912.

## PASADENA, Texas: 29.43 N. 95.13 W. Refer to "Houson" for all general information.

## PASCAGOULA, Mississippi: 30.21 N. 88.34 W. (See Plan)

**OCUMENTS:** See "New Orleans".
**ILOTAGE:** Pascagoula Bar Pilots' Association (no code addess). Pilot boat to be contacted on VHF Channel 16, pilot boat has lack hull with white house, International light and sound signals to e made by vessel requiring a Pilot. Pilot to be taken aboard vessel n vicinity of Horn Island sea buoy. Usual safety measures are equired, with respect to boarding. Vessels may anchor in this area while awaiting Pilot, there is a 35 to 50 ft. depth with good holding ottom.
**ESTRICTIONS:** The Pascagoula channel and turning basin imensions are: through Horn Island Pass, 350 ft. wide by 40 ft. deep; rom Horn Island Pass to the Pascagoula River turning basin, 350 ft. y 38 ft. deep with a turning basin 950 ft. wide by 38 ft. deep; into ayou Casotte (East Harbor) from Beacon "A" into the mouth of the arbour channel, 225 ft. wide by 38 ft. deep; thence an inner harbour 00 ft. wide by 38 ft. deep to a turning basin 1,000 ft. wide by 38 ft. eep.
No entry restrictions as to time or state of tide.
**AX. SIZE:** Length of vessel is restricted to approximately 900 ft. y turning basin, no breadth restriction, draft 38 ft.
**ADIO:** Mobile Marine operator, Station WLO best for vessels to oute ETA cables to Agent.
**ADAR/VHF:** Radar and VHF radio on pilot boat, Channel 16.
**TUGS:** Tugs will join vessels in harbour or off docks. No escort equired.
**BRIDGES:** Two bridges cross the Pascagoula River above the turng basin, not passed through between channel and harbour.
**BERTHING:** All berths have 38 ft. water depth.
*West Harbour:* Grain elevator with 3,100,000 bushels capacity.
Terminal "A": One pier 500 ft. length. Terminal "B" 544 ft. length.
*East Harbour:* H. K. Porter dock 650 ft. length.
Standard Oil Co. dock 750 ft. length.
Coastal Chemical bulk handling plant, four berths.
Terminal "E" 540 ft. length, Terminal "F" 650 ft. length.
Terminal "G" 516 ft. length. Terminal "H" 555 ft. length.
**CRANES:** The Port has a heavy lift capability of 400 tons by an rrangement with Ingalls West Bank Facility.
**STEVEDORES:** 12 hours notice requested to arrange stevedore angs.
**MEDICAL:** No advance notice required for medical attention, octor and hospital care readily available.
**TANKERS:** The Standard Oil Co. owns and operates three harves on East side of Bayou Cosotte harbour. Facilities have 6, 8 nd 12 in. lines with adaptors, discharge tanks with a capacity of 60,000 tons, three tanker berths with a 38 ft. draft.
**FRESH WATER:** Fresh water is available.
**DENSITY:** Density varies with the state of tide and wind, from resh to salt water.
**FUEL:** Large vessels are bunkered at berth in the harbour by two tank barges, operated by Fuel Services, Inc. All grades fuel are available.
**WATCHMEN:** Port guards are furnished for the general cargo terminals at the port's expense. At least one watchman must be on duty aboard vessel.
**CARGO GEAR:** No requirements for cargo gear other than it be certified by a recognised International organisation.
**IDENTIFICATION CARDS:** Crew Identification Cards are recommended.
**CONSULS:** Many countries have consuls within a 100-mile radius of Pascagoula.
**REPAIRS:** Most deck and engine repairs could be arranged within port facilities.
**DRY DOCKS:** Two floating dry docks, five marine railways, and a graving dock are located at four of the marine repair plants within this area. Lifting capacities of the floating dry docks are 800 and 600 tons and haul-out capacities of the marine railways range from 20 to 425 tons.
**REPATRIATION:** The city of Pascagoula is served by regularly scheduled transportation.
**AIRPORT:** An airport is available approximately five miles from the city and is served by regularly scheduled airlines.
**TIME:** The port of Pascagoula is on Central Standard Time, GMT minus 6 hours; clocks are moved ahead 1 hour during summer months.
**HOLIDAYS:** United States national holidays are observed, cargo work can be arranged these days at penalty time.
**POLICE/FIRE/AMBULANCE:** Telephone numbers for emergency services are; Fire 762–1133; Police 762–2211; Ambulance 762–6332.
**TELEPHONES:** Telephones can be installed aboard vessels at a nominal charge.
**SERVICES:** Facilities are available for fuel service, compass adjusting, and many other special services that may be required.
**DEVELOPMENTS:** A dry bulk handling facility with a 3,000–6,000 ton per hour loading capacity, scheduled for operation during 1974, built South of the Corchem, Inc. plant. Adjacent to this facility a wharf equipped for the transfer of liquid commodities is planned. This also is scheduled for operation during 1974.
**AUTHORITY:** Jackson County Port Authority, Chancery Court Building, Room 211 235 Canty Street (PO Box 878), Pascagoula, Miss. 39567.

**AGENT:** Hansen & Tidemann, Inc. 309 Pascagoula/Moss Point Bank Building. Pascagoula, Miss 39567. Tel. 601–762–9154. TWX 510–990–3172. Cables "Handt".

## PENSACOLA, Florida: 30.25 N. 87.13 W.

**BERTHING:**

| *Number* | *Length* (ft.) | *Depth at MLW* (ft.) | *Use* |
|---|---|---|---|
| No. 2 | 400 | 35 | General Cargo |
| No. 3 | 425 | 35 | General cargo and Lumber |
| No. 5 | 425 | 34 | General Cargo |
| No. 6 | 580 | 35 | General Cargo |

**BULK HANDLING FACILITIES:** No. 1 Berth. Length 600 ft. Depth at MLW 35 ft. Discharge of bulk materials by conveyor, rate 400 tph.
No. 1 Berth is also used for the discharge of oil, creosote oil and liquid chemicals into private facilities.
**FRESH WATER:** Available.
**AUTHORITY:** Port of Pensacola, Department of Transportation. PO Box 889, Pensacola, Florida 32594. Tel. (904)–438–8537.

## PETERSBURG, Alaska: 56.49 N. 132.57 W.

Located on Mitkof Island, Northern end of Wrangell Narrows. Open all year.
**DOCUMENTS:** See "Anchorage, Alaska".
**PILOTAGE:** (From sea via Dixon Entrance up Clarence Strait to Guard Island.) Under pilotage from Guard Island.
**MAX. SIZE:** Harbour depth 24 ft. MLLW. Tides: diurnal range 15·7 ft. Also see "Berthing".
**ANCHORAGE:** Good anchorage in Scow Bay, mud bottom.
**CUSTOMS:** Immigration, Guard Island. Quarantine and Customs, local.
**BERTHING:** Pacific American Fisheries Inc.: 75 ft. long, 65 ft. wide. Should dock at slack water. Strong current.
**TUGS:** One 320 h.p.
**STEVEDORES:** One gang.
**REPAIRS:** Marine Ways to 35 tons.
**WATER:** State approved water available.
**FUEL:** Diesel and Gasoline available.
**MEDICAL:** 21 bed hospital.
**TRANSPORTATION:** Scheduled and Charter Airlines and ferry.

## PHILADELPHIA, Pa.: 39.57 N. 75.10 W. (See Plan)

AMERIPORT (Ports of Philadelphia)
**DOCUMENTS:**
3 Crew Lists Form I.418 (suggest 6 be made).
3 Passenger Lists Form I.418 (suggest 6 be made).
3 Customs Stores Lists (suggest 6 be made).

3 Curio Lists (own ship Form) (suggest 6 be made).
3 Narcotics Lists (own ship Form) (suggest 6 be made).
Manifest (Ship Cargo List). If Philadelphia first port of call, require 1 copy for Customs and 1 copy to be used as "traveller" surrendered last port of call. If Philadelphia not first port of call, required 2 copies, all cargo to be discharged at Philadelphia.

*For Immigration Service:*
Visaed Crew List.
Valid passport or Seaman's Book for each person on board.
Crewman's landing card (Form I.95) for each crew member.

**PILOTAGE:** The pilot boat serving the Delaware River and ports of Philadelphia is a 165 ft., 1,000 gross ton steam vessel, painted light blue with letter "P" on stack. All pilots carry portable radios for bridge-to-bridge traffic to facilitate movement of vessel (VHF 156·7). Pilot boat is on permanent station in Cape Henlopen on a 24-hour basis and guards following frequencies: 156·65 VHF and 2738 and 2182 Khz. Telegraphic address is Del. Riv. Pilots, 214 S. 11th St., Phila., Pa. 19107. Arrangements for Pilot are normally made by ship's Agent but can be made direct by vessel.

No particular advance notice is required and incoming vessels are served as they arrive. Normally no delays are encountered. There are no particular boarding or safety measures required, other than the usual practice of good seamanship. In event of an unscheduled delay in berth availability, a deep-water anchorage is readily available in the bay adjacent to pilot boat. There are 18 anchorage areas available along the Delaware.

**RESTRICTIONS:** There are no restrictions imposed upon entry except those dictated by vessel draft. Throughout most of its length, the Delaware River is dredged to 40 ft. at MLW. In addition there is a mean tidal range of about 5·7 ft. Vessels of 38 ft. draft can readily navigate the river.

**MAX. SIZE:** Deep-draft vessels (oil-carriers) can off-load to barge in the lower Bay in water capable of handling vessels up to 60 ft draft.

**HEALTH:** Pratique procedures required for first port of entry. Pratique is automatic for subsequent port calls. Vessels can request "radio pratique" clearance at all ports in the U.S. The Maritime Quarantine Declaration is usually delivered by Pilot, and the Master, after completion of the Declaration, may then send the radio request to ship's Agent via ship's radio.

**RADIO:** RCA Global Communication. "WSC" Tuckerton, N.J.

**TUGS:** Tugs normally join vessels adjacent to berth. Ship's lines are used.

**BERTHING:**

| | | | |
|---|---|---|---|
| Northern Metal Co. Terminal | 9 berths depth | | 25 ft. to 32 ft. |
| Tioga Terminal | 7 ,, | ,, | 40 ft. |
| Delaware River Terminal | 4 ,, | ,, | 29 ft. ,, 32 ft. |
| Port Richmond | 10 piers depth alongside | | 26 ft. to 36 ft. |
| Delaware River | 21 ,, | ,, ,, | 26 ft. ,, 35 ft. |
| Greenwich Point Tide-water Ore Terminal | 2 berths 850 ft. length, depth 37 ft. and 42 ft. | | |
| Girard Point | 3 piers depth alongside | | 28 ft. to 36 ft. |
| Camden | 3 ,, | ,, ,, | 30 ft. ,, 40 ft. |
| Gloucester | Ore Pier, depth alongside 25 ft. and 31 ft. | | |

Packer Avenue Terminal, 5 berths, depth alongside 35 ft.
Port of Wilmington, 5 berths, depth alongside 35 ft.

**CONTAINER HANDLING FACILITIES:** *Tioga Marine Terminal:* Handles containerised and roll-on/roll-off cargoes. The terminal is equipped with two container cranes and a 300-ton mobile crane. Length of the marginal wharf is 3,300 ft., upper slip berth 725 ft. and lower slip berth 625 ft.

*Packer Avenue Marine Terminal:* Handles containerised and roll-on/roll-off cargoes. The terminal is equipped with two container cranes. The marginal wharf is 3,200 ft. in length and the roll-on/roll-off slip berth is 825 ft. in length.

**STEVEDORES:** Ship's Agents make arrangements for stevedore gangs. Agents should be kept advised of any change in ETA.

**MEDICAL:** Advance notice of requirements desirable to the extent possible. Hospital facilities are available. Smallpox vaccination certificate required (see Quarantine Declaration Form).

**TANKERS:** There are 83 petroleum handling berths along the Delaware River. All terminals are equipped with reducers. There are slop (residue) facilities at most terminals. Some main terminals listed below:

| | | |
|---|---|---|
| Fort Mifflin | Atlantic-Richfield | 40 ft. depth |
| Point Breeze | Atlantic Richfield | 32 ,, ,, |
| | Ballast Wharf | 32 ,, ,, |
| Hog Island | Gulf Oil Terminal | 40 ,, ,, |
| Paulsboro | Mobil Oil Terminal | 30 ft. and 40 ft. depth |
| | Patterson Oil Terminal | 36 ft. depth |
| Marcus Hook | Sinclair Refining Co. | 35 ,, ,, |
| | Sun Oil Co. | 33 ,, ,, |
| Westville (Eagle Point) | Texas Oil Terminal | 40 ,, ,, |
| Pennsauken | Greater Valley Oil Co. | 34 ,, ,, |
| Girard Point | Gulf Oil Co. | 33 ,, ,, |
| Delair | Hess Oil Co. | 31 ,, ,, |

**DENSITY:** Philadelphia ports are fresh-water ports.

**FRESH WATER:** Fresh water normally not available directly at berth. Fresh water available by tank truck or through Fire Department. No water barges available.

**FUEL:** Bunker C and diesel fuel available most oil terminals. Vessel's Agent should confirm berthing space at least 24 hours in advance.

**WATCHMEN:** These services are left to the discretion of the Master. It is often recommended by ship's P & I Club that watchmen be engaged when seamen are detained by U.S. Immigration. Ship subject to heavy fines by U.S. Government if any detained seam deserts vessel.

**HATCHES:** Normally opened/closed by stevedores.

**CERTIFICATES:** Ship's Register and Load-line Certificate mandatory. If vessel is carrying passengers from the U.S. they require a U.S. Coast Guard Certificate. This can easily be obtain in about one or two days subject to meeting the requirement life-saving equipment.

**CUSTOMS ALLOWANCES:** No set rule. Reasonable amou allowed for personal use.

**CARGO GEAR:** For exceptionally heavy lifts, Philadelphia Nav Shipyard has a 350-ton crane. Special permission is required to u this machine when there are no commercial facilities available.

**CONSULS:** The following countries are represented in Philadelphi

Belgium
Brazil
Canada
Chile
Colombia
Costa Rica
Denmark
Ecuador
Germany
Great Britain
Guatemala
Haiti
Honduras
Iceland
Israel
Italy
Japan
Liberia
Mexico
Netherlands
Norway
Panama
Paraguay
Peru
Portugal
Sweden
Switzerland
Thailand
Uruguay
Venezuela

**REPAIRS:** All types of ship repairs can be effected.

**AIRPORT:** Philadelphia International Airport is located approx mately 6 miles from central harbour area.

**TIME:** Standard time GMT minus 5. Daylight Saving Time (minu 4) is usually implemented about the last week-end in April.

**HOLIDAYS:** New Year's Day (1st January); Lincoln's Birthda (12th February); Washington's Birthday (22nd February); Goo Friday; Decoration Day (May 30th); Flag Day 14th June); Independence Day (4th July); Labor Day (1st Monday in September Colombus Day (12th October); November Election Day (1st Tuesda in November); Armistice or Veteran's Day (11th November); Thanksgiving Day; Christmas Day; and any other national holiday as may b provided by executive authority.

**POLICE/FIRE/AMBULANCE:** Fire LO 3–6700; Police 231–313 Port Disaster 609–WO 3–6420, WA 5–8780.

**GENERAL:** If garbage removal is required while in port, it must b done under supervision of the plant quarantine service.

**AUTHORITY:** Delaware River Port Authority, Public Ledger Building, Independence Square, Philadelphia, 19106. Cable address "Delripva."

## PINEY POINT, Maryland: 38.08 N. 76.32 W.

Steuart Petroleum Company Terminal on East bank of Potomac River 82 miles from sea.

**DOCUMENTS/PILOTAGE/HEALTH:** Refer to "Baltimore".

**ANCHORAGE:** Unlimited, available in Chesapeake Bay.

**RESTRICTIONS:** Berthing 24 hours a day with maximum draf of 38 ft. Vessels exceeding 725 ft. or 37 ft. draft, 2 tugs required docking – 1 sailing. Vessels under, 1 tug docking, none sailing.

**MAX. SIZE:** Limited by depth at berth, 38 ft.

**RADIO:** WMH Baltimore Radio. VHF channel 26.

**TUGS:** Two tugs available for berthing, join vessel off berth.

**BERTHING:** One tanker berth only. Long lines required for firs ashore.

**FRESH WATER:** Available at berth.

**FUEL:** Bunker "C" only, available ex-berth.

**GENERAL:** Nearest city with full services is Washington, 65 miles distance.

**AIRPORT:** Washington National or Friendship International.

**TIME:** GMT minus 6 hours.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Maryland Ports Authority.

## PORT ADAMS, Texas: 29.45 N. 95.11 W. Refer to "Houston" for all general information.

## PORT ANGELES, Washington: 48.08 N. 123.25 W.

**DOCUMENTS, HEALTH, etc.:** Refer to "Tacoma".

**PILOTAGE:** Compulsory for all vessels except those in coasting trade. Pilot station at Ediz Hook serves all vessels bound for Puget Sound ports. Pilot boards off Port Angeles.

**ANCHORAGE:** In harbour, depth at least 42 ft. MLLW.

**BERTHING:** Four principal wharves, depth alongside 28–38 ft. MLLW.

**STEVEDORES:** Eight local gangs, additional gangs may be imported if required.

**HOLIDAYS:** See "Tacoma".

**MEDICAL:** All medical facilities available. Local hospital.

**DENSITY:** Salt water.

**FRESH WATER:** Available at all wharves.

**FUEL:** Barge delivery only.

**GANGWAY/DECK WATCHMEN:** Required only if detainees aboard.

**CUSTOMS ALLOWANCES:** No definite quantities specified: reasonable allowance at discretion of Customs Inspector.

## PORT ARTHUR, Texas: 29.53 N. 93.57 W.

**DOCUMENTS:**

*Entrance Direct from a Foreign port:*

Master's Oath on Entry, CF.3251 (signed by Master and notarised).

Master's Certificate on Preliminary Entry, CF 3255 (soon to be abolished, at which time this certificate will be made on the reverse of the last page of the manifest.)

Oath on Repairs, CF.3415 (American vessels only).

Clearance from last port.

Store List.

Crew List on Form I. 418 (including the certified copy from last American port).

Passenger List on Form I. 418.

Manifest of Cargo on CF.7527A or 7527B in the order of ports of discharge, or if in ballast use the same form and state that the vessel is in ballast.

*Entrance from another Domestic Port with residue cargo, American or Foreign vessel:*

Master's Oath on Entry, CF.3251 (signed by Master and notarised).

Master's Certificate on Preliminary Entry CF.3255 (if vessel boarded).

CF.1385 from latest port, Master signs sub-div. 3.

Store List.

Crew Curios List.

Passenger List (Form 1.418) but only if passengers are disembarking.

Cargo Manifest for cargo to be discharged at this port. If there is no cargo for this port it will consist of a "pro-forma manifest".

In addition to the customs forms needed, as shown in the above, Master will also need to present the following ship's papers to ustoms on arrival: (*a*) Certificate of Nationality; (*b*) Ship's Registraion; (*c*) Safety Equipment Certificate; (*d*) Load Line Certificate; ) Tonnage Tax Certificate. These papers are returned to the vessel pon filing clearance. Every vessel must have these papers onboard n arrival and on departure.

**PILOTAGE:** Come up in vicinity of the sea buoy. Twenty-four hours otice of ETA should be given and revised if ship is delayed one our or more. Telegraphic address is Sabine Pilots, Port Arthur, Texas. Pilot station stands 24 hour continuous watch on VHF Channel 12 – 156·6 mc/s. and on Channel 2738 kc/s. Pilot boat is otor vessel with black hull, white housing flying pilot insignia by ay and pilot light by night. Location of pilot boat is in general icinity of Sabine Pass sea buoy. Pilot ladder only on lee side of essel.

Pilot will, upon request and at extra cost, board incoming vessels t buoy marked "SB" in position 29.25 N. 93.40 W.

**RESTRICTIONS:** Port Arthur ship channel is in operation 24 ours a day. Only restriction that might hamper traffic would be raft of vessel. Able to handle vessels taking up to 40 ft. draft. Extremely bad weather conditions, such as fog or high winds, may elay entry.

**MAX. SIZE:** Port Arthur ship channel authorised to 40 ft. in depth nd will vary from 400 to 800 ft. in width. Turning basin, which is ocated at mile 19 (only about ½ mile upstream from existing port acility) 900 ft. in width. Bulk carriers going to grain elevator at Port Arthur or to one of the oil refineries would only be restricted by draft hich would vary from 30 ft. to 40 ft. depending on load/discharge erth. See "Berthing".

**HEALTH:** See Health Regulations before first U.S.A. port (Albany).

**RADIO:** For a vessel in Gulf of Mexico, and *en route* to Port Arthur, adio "Port Arthur Radio" (Radio Marine Corporation of America) hose call sign is WPA. Also radio stations located in Galveston, exas (Mackay Radio, call sign KLC) and in Mobile, Alabama (call gn WLO).

**TUGS:** Exact position that the tug meets vessel varies with each essel, but usually they meet just below Texaco Island. In some cases hey meet as far up as Great Lakes Carbon (when vessel is in ballast nd going to Gulf Oil Docks). The tugs usually use ship's lines. Port of Port Arthur is served by two towing companies (1) D.M. Picton Towing Company and (2) Sabine Towing Company, Inc.

**BERTHING:**

| | *distance from sea* | *depth alongside* |
|---|---|---|
| Atlantic Refining Co. | 30 m. | 38 ft. |
| Cargil Grain Elevator | 17 m. | 32 ft. |
| Great Lakes Carbon Corp. | 17 m. | 30 ft. |
| Gulf Oil Terminal | 18 m. | 38 ft. |
| Texaco Terminal | 17 m. | 35 ft. |

Public Ocean Terminal, 19 miles from sea, 40 ft. depth alongside. Three berths, six more to be added in future. Equipped with gantry rane, 75 tons capacity.

Topco Terminal, 26 miles from sea, 40 ft. depth alongside. Can ccommodate bulk carriers up to 100,000 dwt. Discharge rates up to 000 tons per hour. Shiploader capacity also 3,000 tons per hour.

See also "Beaumont", "Magpetco", "Port Neches", "Smiths Bluff".

**STEVEDORES:** Advance order for longshore gangs varies as to ontract held by ILA (International Longshoremen's Association). Port Arthur, gangs have to be ordered as follows: Order by 7 p.m. or the next morning (either 7 a.m. or 8 a.m.); order by 5 p.m. for 7 .m. Order by 8 a.m. for 10 a.m.

**MEDICAL:** Port Arthur is served by two hospitals: (1) St. Mary's ospital and (2) Park Place Hospital, both of which are very well taffed and have adequate facilities for almost any emergency. Also, dvanced notice is helpful when vessel is scheduled to dock late in vening or during night, as doctors have to be located.

**TANKERS:** There are three major oil companies, Gulf Oil Corporation; Texaco Oil Company, Inc.; and Atlantic Richfield Company. Gulf Oil Corporation and Texaco Oil Co., Inc. are two of largest oil refineries in the country. The diameter of load/discharge lines range anywhere from 4 in. to 12 in. depending on the grade of the petroleum product being loaded. As far as slop discharge facilities are concerned, ballast tanks are sure at all major oil companies. Tank cleaning in port must be done by longshore labour. Gulf Oil has 3,400 linear ft. of berth accommodations and Texaco Oil Co. has 5,299 linear ft. of berth accommodations, together enough to accommodate 11 supertankers plus barges. Atlantic Richfield Co., being the smallest of the three oil companies, has berth accommodation for three vessels.

**DENSITY:** Varies from almost fresh water (1000) to pure salt water (1025) depending on amount of rainfall and tide variations. According to figures obtained from the National Cargo Bureau, average density is 50% salt water or (1012·5).

**FRESH WATER:** Available at wharves, or by barge.

**FUEL:** Almost any grade of fuel or marine diesel is available. In some instances there are fuel lines running directly to docks, but if not a bunkering barge is available. An advance notice is usually required by bunkering barge depending on number of vessels awaiting bunkering.

**GANGWAY/DECK WATCHMEN:** Under normal conditions a watchman is not necessary on most vessels. Under certain conditions such as a communicable disease or a malafide crewman a watchman would be feasible but the decision is left to Master. There is a $1,000 fine if a malafide crewman disembarks from vessel.

**OPENING/CLOSING HATCHES:** Paragraph 2, Rule 1 of the Deep Sea Longshore and Cotton Agreement for Texas ports and Port of Lake Charles, Louisiana, states as follows: "When vessel is in loading or unloading berth, loading and laying of dunnage and the opening and closing of hatches, when in connection with the handling of general cargo and/or cotton, is longshore work and will not be done by ship's crew."

**CUSTOMS ALLOWANCES:** Tobacco: Each crewman is allowed to keep 300 cigarettes out of bond while in port. Wine and/or Spirits: Each crewman is allowed to keep one quart of spirits out of bond while in port.

**CARGO GEAR:** A current certified Gear Certificate is required to be on board at all times and is to be kept up to date.

**IDENTIFICATION CARDS:** American crewmen do not need any identification card. Foreign crewmen need only the landing permit from Immigration Department in order to go ashore.

**CONSULS:** The nearest Consul-Generals are in Houston, Texas. Port Arthur has only 5 honorary Vice-Consuls, which are: Norwegian, Spanish, Panamanian and Honduran. Houston is approximately 90 miles from Port Arthur.

**REPAIRS:** All types of deck and engine repairs can be accomplished. Main ship repairers are; Gulfport Shipbuilding Corp., Burton Ship Yards, Inc., Sabine Propeller Company and Sabine Neches Shipbuilding Corporation.

**DRY DOCKS:** Two dry docks, largest being Gulfport shipbuilding Co., which occupies 50 acres with 3,300 ft. of frontage on Port Arthur Ship Channel. Yard designs, constructs and repairs barges, tugs and other vessels. It has fully equipped shops and four floating dry docks with lifting capacities of 500, 1,800, 4,000, and 4,200 tons. Smaller dry dock is Burton Shipyards, Inc., which occupies 60 acres with 3,200 linear ft. of frontage on Port Arthur Ship Channel. This yard also designs, constructs and repairs barges, tugs and other vessels. It has fully equipped shops, two marine railways with haul-out capacities of 1,000 and 1,500 tons and one floating dry dock of 3,000 ton capacity.

**REPATRIATION:** There are facilities for effecting crew changes and repatriation.

**AIRPORT:** Is located approximately 10 miles north of port on Highway 69. The Mid-Jefferson County Airport is served by TI (Texas International) and Delta Airlines and offers 16 arrivals and 16 departures daily.

**TIME:** Central Standard Time during winter. Beginning April 28th until October 27th Central Daylight Time (clocks are moved ahead one hour). Central Standard Time is GMT minus 6 hours.

**HOLIDAYS:** Longshore holidays are: Armistice Day or Veterans' Day (Nov. 11th); Thanksgiving Day; Christmas Day; New Year's Day; Washington's Birthday; Texas Independence Day (June 19th); Fourth of July; Labor Day; Decoration Day (May 30th). No work shall be performed on Labour Day or Christmas Day, except in case of fire or where property is in danger. When holidays come on Sunday, the following day is to be recognised as the holiday. No work to be performed between 4 p.m. and 7 p.m. on election days.

**POLICE/AMBULANCE/FIRE:** Police Department 983–5101; Fire Department 985–5511; Ambulance Service 985–5504 or 983–5666.

**TELEPHONES:** No facilities for placing a telephone on a vessel. However, a coin-operated telephone on the dock for anyone's use.

**SHORE LEAVE:** Shore leave is allowed. Only requirements being; each crewman on shore leave must have a landing permit issued by Immigration Department and no malafide crewman may be granted shore leave.

**DELAYS:** Delays in berthing usually arise from vessels ETA being delayed and thereby causing a berth conflict. The port of Port Arthur is on a first come first serve basis.

**AUTHORITY:** Port of Port Arthur Navigation District of Jefferson County, Texas, 500 World Trade Building, PO Box 1428, Port Arthur, Texas 77640.

**AGENT:** See "Beaumont".

## PORT CANAVERAL, Florida: 28.25 N. 80.35 W.

**DOCUMENTS:** Vessels arriving in the Customs Territory of the United States, Bureau of Customs Documentary Requirements:

1. The vessel's Register, Load-line International Certificate, Tonnage Tax Certificates, Clearance from last Foreign Port, and Public Health Pratique (if applicable) must be available for the Boarding Customs Inspector and later for entry at the Customhouse.

2. Additional Documents required:

(*a*) Original Manifest (lists) of:
All Cargo on Board.
All Passengers on Board.
Stores List.
Crew Purchase List.
Crew List.
Narcotic List.

(*b*) All items listed in Nos. 1 and 2 (*a*) must be presented to the boarding Customs Inspector and later at the Customhouse for entry. In addition a Customs Form 1300 (Masters Oath) must be presented at the Customhouse.

(*c*) Duplicate Manifest (lists) of:
1. All Cargo to discharge at this port.
2. All Passengers for discharge at this port.
3. Stores List.
4. Crew Purchase List.
5. Crew List.
6. Narcotic List.
7. CF3171 – Permit to Lade or Unlade (this will usually be furnished by the vessels agent prior to the arrival of the vessel.

(*d*) If vessel is proceeding coastwise from Port Canaveral with residue foreign cargo on board, prepare a Traveling Manifest which is a true copy of everything listed in the Original Manifest (2(*a*)). This must be presented to the boarding Customs Inspector and later at the Customhouse.

3. Other Documentary requirements: The Immigration Officer will require the original certificate crew list on form I–418. The same for passengers. He will also require the presentation of all passports and documents of seamen and pax as to their immigration status for entry into the United States. A supply of Seaman's Landing Permit Form No. I–95A and passenger Permit No. I–94 should be maintained and they should be typed and ready for landing.

The Public Health Officer will require a copy of the crew and the stores lists and the Quarantine Declaration Form PHS 43 already executed by the Master of the vessel. The Immigration and Quarantine Officers will want to inspect the entire crew. The Customs and Agriculture Officers will want to inspect the food storage areas and the quarters of the crew. The Agriculture Officer will also require a stores list. The Customs Officer will place a seal on the Bonded Stores Locker.

**PILOTAGE:** Pilotage is compulsory for all foreign vessels and for United States vessels under register in the foreign trade. Pilotage is optional for United States coastwise vessels who have on board a Pilot licensed by the Federal Government. Vessel applies for Pilot through Agent or Port Authority. May also call Pilot Office direct, 305–783–4645. Pilot will board at buoys 7 and 8 (28° 23.8′ N. 80° 33.4′ W.). Pilot boat is 30 ft. long with grey hull, white house and buff deck, has "Pilot" painted on sides. There is no particular signal for Pilot. Pilot boat stations itself one mile S.E. of buoys 7 and 8 ½ hour before ETA of vessel. Vessels may anchor anywhere in area. Pilot boat is equipped with VHF Channels 12 (156.60 mHz) and 16 (156.80 mHz), but no continuous radio watch is maintained. Advance notice of at least 24 hours should be given.

**ANCHORAGES:** Within harbour itself, none. Vessels may anchor anywhere in the area of the pilot station, buoys 7 and 8.

**RESTRICTIONS:** Docking and undocking carried on day and night. Draft restrictions – if vessel draft exceeds 33·6 ft. must await rising tide to enter port.

**MAX. SIZE:** Length and draft at Tanker Berth No. 1 and No. 2 600 ft., with 32 ft. draft. Cargo dock length unlimited – 30 ft. draft.

**HEALTH:** See "Health Regulations" before first U.S.A. port (Albany).

**RADIO:** Pilot boat is equipped with VHF Channels 12 (156.60 mHz) and 16 (156.80 mHz) but no continuous radio watch is maintained. Advance notice of at least 24 hours should be given. Best to route ETA cables through Western Union Telegraph. Port Canaveral is equipped with VHF Port Operations frequency 156.6.

**TUGS:** There are two 1,800 h.p. tugs at Port Canaveral; most ships use the tugs for docking and undocking. Tugs normally join vessel inside jetties and tugs lines are used.

**BERTHING:** All vessels unless prevented by conditions will be turned around upon entering turning basin and will be berthed headed seaward. No berthing permitted without Port Pilot aboard.

**STEVEDORES:** Important vessel gives accurate ETA at least 24 hours in advance to enable Agent to order gangs.

**MEDICAL:** Advance notice for Agents not required, but if available is appreciated. No Public Health Clinic in area, but there are good hospital facilities available. A contract physician's office of the U.S. Public Health Service is in Cocoa Beach, just South of the port.

**TANKERS:** Two Tanker Berths available, 32 ft. draft at these berths. No oil to be pumped overboard. Heavy fines imposed for oil pollution, however slight. The ship or ship's Agent will immediately report any spillage of oil on the wharf or on the water and the extent of the spill to the Port Manager and the Harbour Master. If spillage is considerable all cargo operations must stop and vessel prepare to undock.

**FRESH WATER:** All wharves have facilities for supplying fresh water, delivered by 4-in. water line.

**FUEL:** The general cargo wharf, and Tanker Berth No. 1 has fa ties for supplying fuel. 24 hours notice requested.

**FIRE:** Ships discovering fire on board or close by on shore sound repeated long whistle blast signals and use every o available means to report the fire. Gasoline Tankers: All deck sc pers must be plugged before starting to discharge cargo. Su of sand or sawdust must be on hand near the discharge head Static cable must be connected to wharf. Minimum 100 lb. press must be on water main and fire hose connected. Discharging m be stopped during severe lightning. Deck Officers must keep cl check on hose connections for gasket leaks. Emergency Ship Mo ment Policy of Port Canaveral must be observed.

**GANGWAY/DECK WATCHMEN:** Not usually employed, t service left to discretion of Master.

**OPENING/CLOSING HATCHES:** Usually done by stevedore

**SHIP CERTIFICATES:**
Ship's Register.
Load Line Certificate.
Tonnage Tax Certificate.
Derating Certificate or Derating Exemption Certificate.

**CUSTOMS ALLOWANCES:** 300 cigarettes per crew memb Wine and/or spirits: One quart per crew member.

**CREW IDENTIFICATION CARDS:** Required.

**CONSULS:** None.

**REPAIRS:** None – nearest port would be Jacksonville.

**REPATRIATION:** All facilities available for effecting cr changes and arranging any necessary repatriations.

**AIRPORT:** Two airports available, serviced by regular airlin McCoy Airport, Orlando, Florida approximately 50 miles from t Port, Cape Kennedy Regional Airport at Melbourne, Florida appro mately 35 miles from Port and Ti-Co Airport approximately 25 mil from the Port, but this airport has only limited service.

**TIME:** GMT minus 5 hours normal, GMT minus 4 hours Dayli Saving Time.

**HOLIDAYS:** Numerous holidays do not affect operation of po which operates 24 hours a day, seven days a week.

**POLICE/AMBULANCE/FIRE:** Police/Fire, tel. 783 8203; Amb lance, tel. 632 1444 and 636 2929.

**TELEPHONES:** Arrangements are not available for placing o board.

**GENERAL:** All vessels, civilian and military, will provide wire rop from the bow and stern with eyes that can be reached by tugs comi alongside. Pilots will make sure wires are in proper position befo leaving vessel. All vessels will undock and proceed to outer ancho rage when so ordered by Port Manager and/or Harbour Master i the event of: (*a*) a severe oil spillage; (*b*) fire is discovered on boa a vessel laden with petroleum, explosives or a quantity of dangerou cargo; (*c*) vessel is in jeopardy due to conditions on shore. Eme gency movement of ships will be made with an able sea wat without awaiting for return of other ships personnel.

**SHORE LEAVE:** Crew allowed ashore.

**REGULATIONS:** All radio frequency radiations from ships i Port Canaveral must be scheduled to prevent any possible inte ference to missile tests conducted on the Cape Canaveral Missi Test Annex. The only exception is standard ship/shore HF harbo control frequencies. Vessels desiring to radiate will request permi sion from the Port Manager and/or Harbour Master.

**AUTHORITY:** Canaveral Port Authority, PO Box 267, Port Cana veral Station, Cape Canaveral, Florida 32920. Telephone numb 305–783–7831.

## PORT EVERGLADES, (including Fort Lauderdale) Florida: 26.05 N. 80.05 W.

**DOCUMENTS:**
3 copies Cargo Manifest (Forms 7527-A or 7527-B), the origin showing all cargo on board, and 2 copies showing only carg for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.418).
2 copies Crew List (Form I.418).

Customs boarding Officer will also examine Ship's Register an Load-line Certificate. In addition, the following documents will b required for formal entry to be made within 48 hours of arrival fro abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 100 Certified Crew List.

**PILOTAGE:** Pilot boards at Port Everglades sea buoy, locat 26° 05′ 30″ North latitude, 80° 04′ 45″ West longitude.

**ANCHORAGE:** The prescribed anchorage area at Port Everglade is outside the harbour and North of the channel. Vessels desiri to anchor off harbour of Port Everglades are required to do so i this area to avoid possible damage to cables laid on ocean flo South of the channel.

South of the channel, immediately offshore, there is a Governme Restricted Area.

North of the channel, immediately offshore, there is a spoil ba visible at low water.

**RESTRICTIONS:** Entrance to Port Everglades is by a straig channel running in a due Westerly direction for a distance of miles from the 50 ft. contour of the ocean to the turning basin. Th hannel is 500 ft. wide at its seaward end, narrowing to 300 ft. wide rom jetty entrance to turning basin. The water depth is 39 ft. includ- g the turning basin. All depths are at Mean Low Water.

**AX. SIZE:** Max. draft 36 ft. MLWS.

**ASIN:** The main turning basin is 1,200 ft. East and West and 2,450 . North and South with a depth of 39 ft. The North extension of urning basin is 620 ft. wide East and West on the North limits and 00 ft. wide East and West on the South limits and 1150 ft. North and outh, with a depth of 33 ft. The South extension of turning basin is 300 ft. wide East and West by 1,300 ft. North and South, with a epth of 32 ft., except Berths 17 and 18, which have a depth of 37 ft. ll depths are at Mean Low Water.

**EALTH:** See "Health Regulations" before first U.S.A. port Albany).

**ADIO:** The following radio channels are available to communi- ate with facilities at Port Everglades:

Ship calling and safety: Channel 16, 156·8 Mc.

Business and operation: Channels 14, 156·7 Mc; 7A, 156·35 Mc; 18A; 156·9 Mc.

Port Everglades Bar Pilot: Channels 16, 13, 14, 18A, 19A.

Port Everglades Towing Co.: Channels 16, 13.

**UGS:** Three tugs available to assist berthing.

**ERTHING:** Port Everglades has 16,200 linear ft. of berthing facili- es, as follows:

| Berth | *Length in feet* | *31 ft. depth* | *32 ft. depth* | *37 ft. depth* | *38 ft . depth* |
|---|---|---|---|---|---|
| -2-3 | 1,601 | 1,300 | | 301 | |
| | 700 | | | 700 | |
| | 700 | | | 700 | |
| | 378 | | | 378 | |
| -8 | 1,200 | | | 1,200 | |
| A | 300 | | | 300 | |
| -10 | 1,200 | | | 1,200 | |
| 1 | 500 | | | 500 | |
| 2-13 | 1,201 | | | 1,201 | |
| 4-15 | 1,201 | | | 1,201 | |
| 6*-17-18 | 1,648 | | | 1,648 | |
| 9-20 | 1,300 | | 1,100 | 200 | |
| 1-22 | 1,325 | | 1,325 | | |
| 3 | 240 | | | | 240 |
| 4-25 | 1,369 | | | | 1,369 |
| 6-27 | 1,337 | | | | 1,337 |
| otal | 16,200 | 1,300 | 2,425 | 9,529 | 2,946 |

Berth 16 has a depth of 39 ft.

**RANES:** 200 ton mobile crane available for hire.

**TEVEDORES:** These services are provided by licensed stevedor- g firms. Arranged by Agent.

**UNKERING:** All berthing facilities are provided with facilities for rnishing fuel oils and fresh water.

**EPAIRS:** Shipyard equipped with a 350 ft. Syncrolift dry dock with capacity of 4,200 tons, one 1,000 ton floating dry dock, complete achine-shop and all supporting facilities.

**DENTIFICATION CARDS:** Standard U.S. Immigration Forms 95 to be made up for each crew member on arrival. Not necessary r crew man already holding Form I.95, issued for the same vessel.

**USTOMS ALLOWANCES:** At the discretion of customs offi- ers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one uart wine or spirits per man. Additional allowances may be given considered necessary, due to length of vessel's stay in port.

**OLIDAYS:** New Year's Day (January 1); Martin Luther King's irthday (January 15); Lincoln's Birthday (February 12); Washing- n's Birthday (February 22); Good Friday; Memorial Day (May 30); dependence Day (July 4); Labor Day; Columbus Day (October 2); Veteran's Day (November 11); Thanksgiving Day; Christmas December 25). When any of the above holidays fall on a Sunday, hey will be observed on the Monday following. Work on these holi- ays is by special arrangement only.

**IME:** Eastern Standard Time, GMT minus 5 hours. Daylight aving time, GMT minus 4 hours, from April to October.

**UTHORITY:** Port Everglades Authority, Port Everglades, Florida 3316.

**GENT:** Hansen & Tidemann, Inc. PO Box 13044, Fort Lauderdale, LA 33316. Tel. 305–527–1503. TWX. 510–955–9899. Cables "Handt".

## ORT HURON, Michigan: 42.59 N. 82.26 W.

efer to St. Lawrence for important general information.

**ILOTAGE:** Compulsory, by Seaway Pilots.

**NCHORAGES:** Near head of St. Clair River at Sarnia. Vessels hould anchor as close to shore as safely possible to keep channel lear for passing vessels.

**ESTRICTIONS:** Navigation season from mid-March to end- December approx. Dock channel depth – 25 ft. Vessels size restric- ed by Seaway locks.

**AX. SIZE:** 730 ft. length; 26 ft. draft.

**EALTH:** All ocean-going vessels must obtain a free pratique efore entering the Seaway. Vessels may obtain quarantine inspec- ion and clearance from the Canadian Authorities at Montreal hile awaiting entrance to the Seaway.

**ADIO:** Master must give at least 24 hours notice to Commander th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at nell Lock. Also, at least 24 hours notice of ETA at first U.S. dis- harge port is required. Port can be contacted through Marine perator, Sarnia.

**UGS:** Available. Not compulsory, but sometimes necessary in ad weather.

**BERTHING:** Port Terminal Co. Dock: 700 ft. long 26–31 ft. depth.

**DENSITY:** Fresh water.

**MEDICAL:** All facilities available.

**FRESH WATER:** Obtainable by pipe-line at all docks.

**FUEL:** All grades available by pipe-line at all docks.

**REPAIRS:** Machine shops available for limited deck and machinery repairs.

**AUTHORITY:** Port Huron Maritime Commission, PO Box 273, Port Huron 48060.

## PORTLAND, Maine: 43.39 N. 70.14 W.

**DOCUMENTS:**

1 Crew list.
1 Passenger list.
2 Stores lists.
2 Foreign purchases lists.
2 Inward foreign manifests uniform cargo.
Original bill of lading.
1 form 3251 Masters oath on entry of vessel.
2 form 1374 outward foreign manifest.

**PILOTAGE:** Ship's Agents usually notify pilot approximately 48 hours in advance of arrival then changes are made at 24 and 12 hours. Pilot boat usually called on Channel 16 and then switched to Channel 11 to continue conversation. Pilot goes aboard ship in vicinity of lightship using ladder on lee side. When weather bad suggest vessel anchor approximately 1 mile North of lightship.

**ANCHORAGES:**

*Anchorage A (general)*

Beginning at Eastern corner of Grand Trunk Railway Company Pier No. 3; thence approximately 90°, 1,700 yd. to Brooklyn Ledge Buoy 16; thence 330°, 350 yd.; thence 25°, 780 yd.; thence 303°, 750 yd.; thence 254°, 560 yd.; thence 186°, 750 yd.; and thence to the point of beginning.

*Anchorage B (general and quarantine)*

Beginning at Brooklyn Ledge Buoy 16, thence 58° to Little Diamond Island thence along the South-western shore to the pier on the Southern end of Little Diamond Island; thence 143°, 1,200 yd.; thence 270¼° to House Island Light; thence along the western shore of House Island to Fort Scammel Point Light; and thence 329°, 1,620 yd. to the point of beginning. Anchorage B is intended for general purposes, but especially for use by oil tankers and other deep-draft ships entering the harbour at night and intending to proceed to the dock allotted at daylight the following morning, or as soon as practicable. This area also is to be used for quarantine anchorage. Any vessel anchored in this area shall be ready to move on short notice.

*Anchorage C*

Bounded on the North-west by House Island; on the North by a line running 90° from House Island Light to Peaks Island; on the East by the Western shore of Peaks Island, by a line running 198° from the Westernmost point on Peaks Island to Cushing Island, and by the shore of Cushing Island to its Westernmost point; and on the South-west by a line running from the Westernmost point on Cushing Island to Fort Scammel Point Light. Anchorage C is intended for use only by small vessels and for temporary anchorage.

*Anchorage D*

Southerly and Westerly of a line beginning at Lighthouse Channel Buoy 1; thence 35° to Anchorage Buoy E; and thence 145° to the mainland. Anchorage D is for use only by small yachts and pleasure craft, and small, light draft coastwise freighters.

**RESTRICTIONS:** No entry restrictions at night. Deep draft vessels brought in on high water only.

**MAX. SIZE:** Size of vessel restricted to 45 ft. draft in harbour area. No outside installations at port yet.

**HEALTH:** Agent notifies Public Health Service and arranges for inspection at pier. If any disease or fever suspected, vessel quarantined. When vessel once cleared at U.S. port and proceeds to another, clearance still valid. Radio pratique available on request to Agent.

**RADIO:** Tugs in Portland Harbour use Channel 07. Vessels arriving Portland go through radio station in Chatham, Mass., RCA installations, or call station WOU via radio-telephone. VHF Harbour Control at Portland.

**TUGS:** Tugs join vessel at Spring Point in Portland Harbour. Tugs use own lines at no additional charge. Docking Pilots not supplied by Company but are available.

**BERTHING:** Tidal conditions govern arrivals and departures.

**BRIDGES:** No undocking on ebb tide through bridge.

**STEVEDORES:** Four hours notice on ordering gangs.

**MEDICAL:** No advance notice required by Agent. Two hospitals, Maine Medical Center and Mercy Hospital, who take bed patients. All seamen require certificate showing they have had a smallpox vaccination during last three years.

**TANKERS:** Tankers arriving at Portland Pipe Line, Pier 2, make preparations for two 10 in. and 12 in. hoses.

| *Berth* | *Depth Alongside* |
|---|---|
| American Oil Terminal | 30 ft. MLW |
| Chevron Terminal | 32 ft. MLW |
| Portland Pipeline Pier No. 1 | 35 ft. MLW |
| Portland Pipeline Pier No. 2 | 48 ft. MLW |
| Texaco Terminal | 30 ft. MLW |

**DENSITY:** Average density 1024.

**FRESH WATER:** Available by tug for boilers only at rate of tug hire. Drinking water available at piers.

**FUEL:** No. 6 diesel oil and blended interfuel oils. Delivery is via barge only and 24 hours notice required.
**FIRE PRECAUTIONS:** None—except at certain oil piers where information given to Shipmaster upon arrival at pier. Ample fire protection, salt water lines, sprinkler system on pier, local fire department.
**DEVELOPMENTS:** Plans under way for redevelopment of waterfront. Plans call for deepening Fore River from 35 ft. to 45 ft. and studies also under-way to provide offshore unloading of giant super-tankers. Plans to construct a $140 million oil transfer facility. In order to complete project, existing 40 ft. ledge will be removed to 90 ft. and dredging in the inner harbour of Hussey Sound will be done. No date set for final completion.
**GANGWAY/DECK WATCHMEN:** Not required.
**OPENING/CLOSING HATCHES:** Ship's crew open hatches.
**CERTIFICATES:**
Load-line certificate.
Certificate of Foreign Clearance.
Ship's Safety Certificate.
U.S. tonnage tax certificate of previous trip if available
Radio Operator Licence.
**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes per man. Wine and/or Spirits, 1 bottle per person.
**CARGO GEAR:** No additional cargo gear necessary.
**IDENTIFICATION CARDS:** Form 1-95 must be filled-out on arriving unless seaman has had a prior one made out for a previous arrival on same ship.
**CONSULS:**
Norwegian: Allan Kjos-Hanse, 30 Mayer Road, Portland, Maine, Vice-Consul.
French: Dr. Paul O. Proudian, 776 Main Street, Westbrook, Maine.
Finnish: Frank W. Bjorklund, 163 Main Street, Norway, Maine.
Italian: Dr. Domenico A. Santoro, 43 Deering Street, Portland, Maine.
Panamanian: Mary Navarro de Cerrillo, Lafayette Town House, Portland.
Swedish: Martin Johnson, Vice Consul, 443 Congress Street, Portland.
**REPAIRS:** Repair facilities for all types of machinery available.
**DRY DOCKS:** Three basins divided into 7 berths which can handle a vessel up to 455 ft. long and 62 ft. wide (not currently activated). Also three other smaller marine slipways.
**REPATRIATION:** Arrangements must be made with Agent in advance by telegram.
**AIRPORT:** Portland Municipal Airport 3½ to 4 miles distant. Served by Northeast Airlines and Executive Airlines.
**HOLIDAYS:** New Year's Day; Washington's Birthday; Patriots Day; Memorial Day: Independence Day; Labor Day; Thanksgiving Day; Christmas and Veterans Day. Possible to get gangs to work all days except Labor Day and Christmas.
**POLICE/AMBULANCE/FIRE:** Police 773–5651; Ambulance 772–5463; Fire 772–6531.
**TELEPHONE:** Arrangements can be made to have phone put on ship, but most docks have pay phones.
**GENERAL:** Discussions underway with Coast Guard and other officials to install fixed lighthouse stations to replace lightships at entrance.
**AUTHORITY:** Maine Dept. of Transportation Bureau of Waterways, Maine State Pier, Portland, Maine 04111, (207 773–5608).

## PORTLAND, Oregon: 45.30 N. 122.40 W.

**PORT LIMITS:** The seaward boundary of the Port of Portland is Astoria, 96 miles North West of Portland.
**DOCUMENTS:**
3 Cargo Manifests.
3 Store Lists.
3 Crew Curio Lists.
3 Crew Lists.
1 Clearance from Last Port.
1 Tonnage Tax Certificate.
1 Copy of Vessel's Register.
1 Itinerary of Vessel, port by port.
**PILOTAGE:** When entering from sea (without service of bar Pilot) vessels or Agents must give notice between 0800 and 1700 and at least 12 hours prior ETA at Astoria. Calls may be placed with Astoria office (325–4532) or Portland office (228–9325) or by radio to "Colrip Astoriaore". River Pilots board at Astoria in channel in vicinity Astoria Crossing Lighted Buoy No. 37. Signal for river Pilot one long, three short whistles. When ordering bar Pilots, request by radio via KLB, Seattle, Wash., about 12 hours before arrival. Address Bar Pilots, "Astoria, Ore.," giving date and time of arrival at lightship. When "Peacock" on station Pilot boards from small power boat; when "Columbia" on station. Pilot boards directly from "Columbia". When Pilot boarding from small boat, maintain reduced speed about 4 knots. Do not change course or speed until signalled by pilot vessel. Vessels having radio telephone contact pilot vessels for instructions on following frequencies: radio phone watch Channel 16 VHF (156·8 mgc/s) also 2182 and 2738 kc/s. Pilot boat "Peacock" call WS 7217; pilot boat "Columbia" WZU 7337; Astoria bar pilots' office (Channel 16) KOK 360.
**ANCHORAGES:** The only designated anchorages are at Tongue Point (Astoria), Oregon. Two anchorages at No. 1 Lower Tongue Point, and No. 2 Upper Tongue Point. Additional locations Columbia and Williamette Rivers where safe anchorages can made upon advice of Columbia River pilots. Anchorage in Portla harbour by permission of Harbour Master.
**RESTRICTIONS:** No restrictions on night entry. State of tide draft restrictions not applicable to vessels drawing less than 40
**MAX. SIZE:** No restrictions length and breadth. Depth at Columb River entry 48 ft. River channel to Portland/Vancouver maintained 45 ft. by 600 ft. Seasonal tidal effect up to 3 ft. at Portland.
**HEALTH:** Radio pratique procedure extended to all vessels requ ing quarantine clearance. Vessels requiring clearance must comple Maritime Quarantine Declaration HSM 13.19 available from U.S Consular Offices abroad, from steamship agents, custom hou brokers, and U.S. Quarantine stations.
**RADIO:** Route ETA cables through KLBITT Seattle, Wash.
**TUGS:** Tugs normally join vessel at designated berth. Tugs line used at no charge.
**BERTHING:** Present depths alongside berths at new facilit 45 ft. minimum at mean low water. Older piers 35 ft. minimum at mea low water. A 1,341-ft. container/general cargo pier with a 40 to and a 50 ton straight line crane and two 65-ton gantry cranes. Pi has a 25-acre open storage yard with rail and truck service. Piersid warehouse about 80,000 sq. ft.

A container pier, length 1,400 ft. with three 50-ton straight li cranes and 60,000 sq. ft. Container freight station in service mid-19 
**BRIDGES:** No arrival times designated if coming from sea and excess of 750 tons gross. Departures regulated, with bridge closure during peak traffic flow (0700 to 0900 hours and 1615 to 1815 hour unless permission granted by Harbour Master.
**SPECIALISED CARGO HANDLING FACILITIES:** The po operates four public ocean cargo terminals containing 26 dee water berths, including five container berths with six high-spee container cranes. At terminal two, a 90,000 sq. ft. transit shed handle break-bulk cargo. Four straddle carriers, capable of stacking 20-foo containers three high, or 40-foot two high, serve the yard.

At Terminal four there is an 8,000,000 bushel capacity grain el vator, a box car tipper, truck dumper and eight storage tan capable of storing 5 million bushels of grain. Log dock is equippe with three whirley cranes. There is a Dravo bulk unloader wi digging capacity of 900 tons per hour for unloaded ores. Tank farm are available for special cargoes such as petroleum, molasses, tallo and ore concentrates.

There are general cargo berths and berths for commodities whic require special handling. Terminal two contains a roll-on/roll-o berth. Port facilities include 21 transit sheds, and four warehouse with almost 2 million sq. ft. of sprinkled storage area.

As well as six whirley cranes and a 150-ton capacity sheer le crane, there is a 175-ton mobile crane, largest of its kind on th Pacific Coast.
**STEVEDORES:** Allocation for gangs Monday to Saturday mu be confirmed at 1100 to longshore hiring hall. Allocation for gang Sunday and Monday made at 1100 Saturday for both day and nigh gangs. Same procedure applies to allocation of night gangs, bu night gangs may be cancelled by 1400 in afternoon if night gangs ar to work.
**MEDICAL:** Any type medical treatment provided and hospita facilities available. Only inoculation requirements for entry to U.S is smallpox, except when vessels have called at an area infected b another disease.

**TANKERS:**

| Berth | Max. Size Vessel<br>Length | Draft |
|---|---|---|
| Shell Oil Company | 575 ft. | 32 ft. |
| Standard Oil | 660 ft. – 700 ft. | 35 ft. |
| Texaco Inc. | 650 ft. | 30 ft. |
| Phillips Petroleum Co. | No maximum | 30 ft. |
| Time Oil Co. | 600 ft. | 40 ft. |
| Mobil Oil Corp. | 550 ft. | 31 ft. |
| Richfield | 600 ft. | 30 ft. |
| Union Oil Co. | 550 ft. | 30 ft. |

**DENSITY:** Fresh water at all times.
**FRESH WATER:** Available at all berths delivered through pier-sid connections.
**FUEL:** Viscosity grades of B and lower. No advance notice require Barging essential.
**FIRE PRECAUTIONS:** Fire precautions respecting tanker administered by U.S. Coast Guard, which enforces shipboard regu lations under the Code of Federal Regulations, Part 46, Sub-Part D Sections 20 to 40; the Police Harbour Patrol, which controls po movements, boards vessels to warn Master regarding harbou regulations, including spilling of oil, etc.; Fire Marshal exercise jurisdiction regarding fire regulations at shoreside facilities servi tankers.
**GANGWAY/DECK WATCHMEN:** Option of vessel owner/age and available through private firms.
**OPENING/CLOSING HATCHES:** While ship at dock, openin and closing is work of longshoremen. Ship may open or close ow hatches while underway.
**CERTIFICATES:** Registered tonnage certificate.
**CARGO GEAR:** Valid cargo gear certificate required, acceptab to U.S. Bureau of Labor Standards.
**IDENTIFICATION CARDS:** Immigration Dept. requires for No. 595 and No. 31 (Repatriation). Changes can be effected at an U.S. Consulate.
**CONSULS:** The following countries are represented in Portland

Austria
Belgium
Costa Rica
Denmark
El Salvador
Finland
France
Germany
Ghana
Great Britain
Iceland
Italy
Japan
Korea
Lebanon
Mexico
Netherlands
Nicaragua
Norway
Panama
Peru
Senegal
Sweden
Venezuela

**REPAIRS:** All types of deck and engine repairs possible.
**DRY DOCKS:** Three floating docks, largest 661 ft. long by 114 ft. wide.
**REPATRIATION:** Arrangements possible for crew changes or other repatriation.
**AIRPORT:** Airport 10 miles distant, served by eight regularly scheduled airlines with direct service and/or connections domestically and world wide.
**TIME:** GMT minus 8 hours. Daylight saving time becomes effective annually on the last Sunday in April through the last Saturday in October.
**HOLIDAYS:** *New Year's Day; President's Day (Feb. 21); Memorial Day (May 30); *Independence Day (July 4); *Labor Day (First Monday in September); Veterans' Day (Nov. 11), Thanksgiving Day, *Christmas Day (Dec. 25), State-wide Election Days. Other legal holidays may be proclaimed by state or national authority. When holiday falls on Sunday, the following Monday is observed as holiday. Longshore work performed on any of above listed days is overtime, which is one and a half time rate. Days marked (*) are stop-work days, i.e. no ships will be worked. This also applies to July 5, which observed locally on unilateral basis.
**POLICE/AMBULANCE/FIRE:** Police 226–7551; Fire 232–2111; Ambulance: provided by several private firms, but can be obtained through police or fire number.
**TELEPHONES:** Available by order from terminal superintendents at $5.00 connection charge.
**SERVICES:** All services available such as compass adjusting, major or minor repairs either with work barges or at ship repair berths; lay berths available; charts available from private companies; all chandlery supplies available.
**SHORE LEAVE:** Crew members permitted ashore except where vessel has made first arrival from Communist-controlled port.
**AUTHORITY:** Port of Portland, POB 3529, Portland, Oregon 97208. Tel. (503) 233–8331. Twx: 910–464–6151 FAX/FDH.

## PORT LAVACA/POINT COMFORT, Texas: 28.40 N. 96.35 W.

**DOCUMENTS:**
2 Cargo Manifests.
2 Stores Lists CF1303.
2 Crew's Effects Declaration CF1304.
1 Clearance from last Port.
Vessel's Register, tonnage, tax receipts, etc.
2 Copies Crew List.
2 Copies Passenger List.

**PILOTAGE:** Ship's Agents usually notify Matagorda Bay Pilots as to vessel's ETA. Pilot boat can be contacted on VHF Channel 16, then switch to Channel 26 to continue conversation. Pilot boards at buoy 1-A at position 28° 23′ N. 96° 17′ W.
**ANCHORAGES:** Marked on chart of Matagorda Bay and approaches.
**RESTRICTIONS:** Vessels may enter any time day or night. Entrance channel depth 38 ft. Bay Channel depth 36 ft.
**MAX. SIZE:** Alcoa Dock – size restricted only by channel depth of 38 ft. Public Dock – max. length approximately 600 ft. Draft controlled by channel depth of 38 ft.
**HEALTH:** Vessel may request radio pratique in accordance with USPH Form 13.19 or may be boarded by contract physician.
**RADIO:** Galveston Radio (ITT Mackay Marine) and Port Lavaca Marine operator can be contacted on VHF Channel 16, then switch to channel 26 for continued conversation.
**TUGS:** One tug available joining vessel shortly before arriving at berth.
**BERTHING:** Ore carriers berth at Alcoa private dock. All other vessels berth at Public Dock.
**STEVEDORES:** Richard Bugg & Co. Inc., PO Box 457, Corpus Christi, Texas. At Alcoa's Dock all plant labour is used.
**MEDICAL:** No advance notice required. Several clinics and one hospital available in Port Lavaca.
**DENSITY:** Average density is 1010/1012.
**FRESH WATER:** Fresh water available alongside berth.
**FUEL:** Not readily available, must be barged or trucked from either Houston or Corpus Christi. Very expensive.
**DEVELOPMENTS:** Plans for lengthening dock and another warehouse are now being considered.
**OPENING/CLOSING HATCHES:** At public Dock this is done by stevedores. At Alcoa Dock this is done by ship's crew.
**CERTIFICATES:** Load line, foreign clearance, safety equipment, financial responsibility (oil pollution), tonnage tax receipts, will be required.
**IDENTIFICATION CARDS:** Immigration Crew Landing Permit I-95 required for each man.
**CONSULS:** Only Norwegian Vice-Consul Tel. 512–987–2311.
**REPAIRS:** Only minor repairs possible. No dry docks.
**REPATRIATION:** Arrangements are possible but preferably should be accomplished in larger ports.
**AIRPORT:** Nearest airport 20 miles at Victoria, Texas, served by Texas International only, Corpus Christi airport about 90 miles; Houston airport about 150 miles.
**TIME:** Central Standard Time during winter. Beginning last Sunday in April until last Sunday in October, Daylight Saving Time (clocks are moved ahead one hour).
**HOLIDAYS:** All holidays observed by contract with ILA. See "Houston".
**POLICE/AMBULANCE/FIRE:** Police Department, 552–6767; Fire Department, 552–2222; Ambulance Service, 552–2988.
**TELEPHONES:** Telephones are available ashore only. Telephone booth on Public Dock.
**AUTHORITY:** The Calhoun County Navigation District, PO Box 107, Port Lavaca, Texas 77979. Telephone number: Area Code 512 – 987/2813.

Private Dock owned by Aluminium Company of America with its Agent being Alcoa Steamship Company Inc., PO Box 646, Point Comfort, Texas 77978. Telephone number: Area Code 512 – 987/2311

## PORT NECHES, Texas: 30.00 N. 93.57 W.

**DOCUMENTS, PILOTAGE, HEALTH, RADIO, etc.:** Refer to "Port Arthur".
**TUGS:** Meet vessel in Neches River before arriving at berth. Normally two tugs used for docking, one for undocking.
**BERTHING:** Jefferson Chemical Co.: distance from sea 30 m., depth at berth 36 ft. Texaco terminal: distance from sea 34 m., depth at berth 32 ft.
**MEDICAL:** All facilities available.
**DENSITY:** Fresh water.
**FRESH WATER:** Available by barge.
**FUEL:** Bunker C not available ex wharf at Texaco terminal, only by barge from Port Arthur or Beaumont.
**GANGWAY/DECK WATCHMEN:** Not required unless crewmen detained by Immigration.
**CUSTOMS ALLOWANCES:** 300 cigarettes and one quart wine or spirits for each man.
**IDENTIFICATION CARDS:** Foreign crew require only Immigration Landing Permit.
**CONSULS:** Nearest at Houston
**REPAIRS, DRY DOCKS:** See "Port Arthur".

## PORT ST. JOE, Florida: 28.49 N. 85.19 W.

**DOCUMENTS:**
All documentation must be on United States forms. At least:
3 Passenger Lists.
3 Crew Lists (1 for visa crew list).
3 Curio Lists.
3 Stores Lists.
2 Complete Manifests.
Clearance Papers from last port.

**PILOTAGE:** Apply for Pilot through ship's Agent – address is "Port St. Joe, Pilots" and advance ETA 18 hours. "VHF – Channel 16." Pilot boat station is at Sea Buoy, Port St. Joe only and location of anchorage for vessel awaiting a Pilot is 1 mile West of Sea Buoy.
**ANCHORAGES:** Local harbour charts indicate safe anchorages.
**MAX. SIZE:** Draft 28 ft. 6 in.
**HEALTH:** Quarantine inspection pratique on all ships entering from foreign port. Contagious disease kept under watch on board. Persons critically ill transferred to Municipal Hospital. All ships that have previously, on this voyage, docked at another United States port enter without inspection. Radio pratique granted under certain circumstances as per Maritime Quarantine Declaration.
**RADIO:** Call sign WLO, Mobile, Alabama.
**TUGS:** None presently available.
**STEVEDORES:** ETA must be received by 1800 in order to have gangs at 0800 following day.
**MEDICAL:** No notice required. Hospital facilities available. Inoculations required same as public health U.S. Government requirements.
**TANKERS:** Discharge lines 8 in. No residue discharge allowed. Two tanker berths 32 ft. draft.
**DENSITY:** Salt water – heavy concentration.
**FRESH WATER:** Available in unlimited quantities by hose connection from dock to ship, 1½ in. to 2½ in. size at 60 psi.
**FUEL:** Fueling facilities limited. Tanker trucks only. Two days advance notice advisable. Two grades of fuel oil available: *(a)* grade 6 – Bunker C – 156SSF at 122 degrees Fahrenheit; *(b)* Diesel oil – 36.5 SSU at 100 degrees Fahrenheit; *(c)* Gasoline, kerosene and motor oils available.
**GANGWAY/DECK WATCHMEN:** Only when requested by ship.
**OPENING/CLOSING HATCHES:** Work can be performed by either stevedores or crew.
**CUSTOMS ALLOWANCES:** one carton of cigarettes per week per crew member permitted. Further allowances would depend on circumstances. Wine and/or Spirits one bottle per crew member as allocated by Customs.
**CARGO GEAR:** Must be in compliance with "U.S. Government Longshoremen Safety Codes".
**CONSULS:** None.
**REPAIRS:** None.
**DRY DOCKS:** None.
**REPATRIATION:** Can be accomplished by Agent and Immigration but should be accomplished in larger ports if possible.

**AIRPORT:** Served by regular airlines. (Southern Airways, National Airways). Six combined flights a day. Distance 40 miles.
**TIME:** Saving time from first Sunday in May to last Sunday in October. GMT minus 5 hours Standard Time. GMT minus 4 hours daylight saving time.
**HOLIDAYS:** No Work Holidays—No work performed New Year's Day, Fourth of July, Labor Day, Christmas Day, or December 24 & December 26, and Easter Sunday, except handling of mail, baggage and perishables (except bananas) or unless a ship is in distress, such as fire or leaking bottom, or, other causes that would damage cargo or vessel. In event work done on New Year's Day, Fourth of July, Labour Day, Christmas Day, December 24 & December 26, or Easter Sunday, rate of pay for such ship work shall be double the normal time rate. Should above holidays fall on Sunday, double time will be paid. Following Monday will be paid at time and one-half.

Working Holidays—Armistice Day, Thanksgiving Day and Memorial Day are to be paid for at overtime rate – one and one-half times straight-time rate. Should any of above holidays, except Sunday fall on Sunday, the following Monday will be observed.
**POLICE/AMBULANCE/FIRE:** Police 227–3181; 227–4526; Ambulance 227–3511 (Comforter), 227–2491 (Prevatt), 227–4011; Fire 227–4011.
**TELEPHONES:** None available for placing aboard.
**GENERAL:** In sending ETA when ship is going to arrive over weekends (Saturday and Sunday), a notice wire should be placed and notice ETA should arrive prior to 1700 Friday.
**SHORE LEAVE:** Shore leave allowed when cleared by Immigration.
**REGULATIONS:** Normal working hours of longshoremen from 0800 to 2230 only seven days a week.
**DELAYS:** Only when due to port congestion.
**AUTHORITY:** Port St. Joe Port Authority, PO Box E, Port St. Joe, Florida. 32456.

## PORT SAN LUIS, California: 35.10 N. 120.45 W.

**TERMINAL OPERATORS:** Union Oil Company, Avila Beach, California. Tel. 805 595 2069.
**MAX. SIZE:** Tankers up to 750 ft. length and 26 ft. draft.
**RADIO:** Vessels should contact Union Oil Company through Marine Operator. "Walkie-talkie" sets used for communication with terminal. VHF station KTD 411, Channels 10 and 16.
**BERTHING:** Tanker berths only at Union Oil Company Pier. Vessels tie off pier at berths No. 4 and 5. Depth alongside 36 ft. MLW.

Two 12-in. and one 16-in. load/discharge lines. Ballast discharge available through one 8-in. line to ballast tank of 20,000 barrels max. capacity.
**DENSITY:** Salt water, 1025.
**FRESH WATER:** Limited amounts only available from the pier.
**FUEL:** Not available.
**CONSULS:** Nearest consuls situated at Los Angeles and San Francisco.
**AIRPORT:** County Airport, San Luis Obispo, situated 12 miles distant. Two flights daily to Los Angeles and to San Francisco.
**AUTHORITY:** Port San Luis Harbor District, PO Box 248, Avila Beach, California.

## PORT SULPHUR, Louisiana: 29.28 N. 89.41 W.

**DOCUMENTS/HEALTH ETC:** Refer to "New Orleans".
**PILOTAGE:** A vessel coming into port from sea can arrange to pick up a Bar Pilot (Associated Branch Pilots) by furnishing ETA to the ship's Agents, radio contact by VHF Channel 9 and AM Channels 2738 and 2183. Bar Pilot is exchanged for river Pilot at head of Passes, Pilot town, Louisiana. River Pilot (Crescent River Port Pilot's Association) can be arranged through ship's Agent in New Orleans and radio contact as above. Vessel awaiting Pilot for departure may remain at dock until Pilot arrives. Advance notice of three hours is required for departing Pilots. This can be arranged by the ship's Master with our shipping foreman.
**ANCHORAGES:** Anchorage is available on East bank of river opposite to Freeport Sulphur Company dock. Depth of water at anchorage is 40 ft, the controlling depth in the river.
**RESTRICTIONS:** No restrictions for entry because of time of day, nor conditions of tide or draft except the controlling depth of Mississippi River to Port Sulphur (35–40 ft. as published in reports by U.S. Army Corps of Engineers).
**MAX. SIZE:** Maximum permissible length – 560 ft., breadth not limited, draft equal to controlling depth of river.
**RADIO:** Tropical Radio WNU New Orleans.
**TUGS:** Tugs not normally required. Shore crews usually handle ship's lines. Tug may join the vessel opposite the dock. Charges for handling ship's lines.
**STEVEDORES:** Not normally required. When requested, stevedoring services can be obtained from port of New Orleans; contact ship's Agents for particulars.
**MEDICAL:** Advance notice for personnel requiring medical service is required through ship's Agents. Hospital facilities are available.
**TANKERS:** One tanker berth, permitted draft equal to or greater than controlling depth of Mississippi River. Diameter of loading/discharge lines is 12 in. and 16 in. respectively.
**DENSITY:** Density in port not affected by tide. Fresh water.
**FRESH WATER:** Fresh water is available, can be loaded with 1½ in. fire line.
**FUEL:** Fuel may be loaded by barge with vessel at anchor. F transfer is not permitted at dock.
**FIRE PRECAUTIONS:** No welding repair permitted at docksi Fuel transfer is not permitted. No other specific precautions obse ved except for "no smoking" precautions, etc.
**GANGWAY/DECK WATCHMEN:** Services of watchmen d sirable but not required. Port does not furnish this service.
**CERTIFICATES:** Certificate of condition of cargo handling ge required when use of gear is necessary.
**IDENTIFICATION CARDS:** Immigration form I–95.
**CONSULS:** Consuls offices are located in New Orlean Louisiana.
**REPAIRS:** Engine and deck repairs are possible when the dock not otherwise occupied.
**AIRPORT:** New Orleans International Airport, served by mo major airlines. 55 miles from Port Sulphur.
**TIME:** Local time is Central Standard Time, except from May/Oc ber, Daylight Saving Time is in effect.
**HOLIDAYS:** Vessels are loaded on all holidays except Christma Day.
**POLICE/AMBULANCE/FIRE:** Port Sulphur, Louisiana, 564-25 564–2525; 564–3231, respectively.
**TELEPHONES:** Jacks for telephones are provided at no additio cost to tankers loading at port.
**SHORE LEAVE:** Crew members are allowed ashore.
**DELAYS:** Loading will not commence until all holds are clean scale and other foreign matter.
**AUTHORITY:** Private port, Freeport Sulphur Company, Po Sulphur, La., tel. 564–3341; New Orleans Office, Freeport Su phur Company, New Orleans, La., tel. 529–4393; teletype 810-98 5386.

## REDWOOD CITY, California: 37.50 N. 122.28 W.

**DOCUMENTS, PILOTAGE** and all general information refer t "San Francisco".
**RESTRICTIONS:** Though a natural deep water channel extend down the bay to Redwood City there is controlled depth chann 500 ft. wide and 30 ft. deep across San Bruno Shoal. The entran channel to the port is 2 miles long and 30 ft. deep (all depths are MLLW) and 300 to 350 ft. wide. There are two large turning basins either end of the port harbour channel.
**BRIDGES:** The San Mateo Hayward Highway Bridge with a vertic clearance of 138·5 ft. and horizontal of 500 ft. crosses the ship channe
**BERTHING:** *Wharf No. 1*, 500 ft. of berth space, and *Wharf No.* 355 ft. of berth space, are dredged to a depth of 32 ft. alongsid Wharf No. 1 has 32,000 sq. ft. There are pipe-line connections f petroleum products and bulk cement.

*Wharf No. 3* is an open wharf, 450 ft. long, and is used primarily f handling lumber and gypsum rock. It also has petroleum pipe-line

*Wharf No. 5* has 500 ft. of berthing space with a depth of 33 f alongside. It was designed to accommodate large oil tankers an freighters, and for handling heavy lifts.

Capabilities include complete facilities to handle LASH (Ligh Aboard Ship) system.
**AUTHORITY:** Port of Redwood City, 775 Harbor Bouleva Redwood City. California 94063. Tel. (415) 365–1613.

## RICHMOND, California: 37.56 N. 122.25 W. (See Pla

(a) *STANDARD OIL COMPANY OF CALIFORNIA TERMINAL.*
(b) *OTHER TERMINALS AT RICHMOND.*

### (a) STANDARD OIL COMPANY OF CALIFORNIA TERMINAL

**DOCUMENTS** and all general information, refer to "Sa Francisco".
**LOCATION:** Richmond Long Wharf and Point Orient Wharf a situated on North East side of San Francisco Bay, a protect harbour. The refinery and storage tanks are near the wharves.

The exact position of the Long Wharf is Lat. 37° 55′ 20″ N. Lon 122° 24′ 35″ W. Wharf heading is 324° to 144°.

The exact position of the Point Orient Wharf is Lat. 37° 57′ 20″ Long. 122° 25′ 39″ W. Wharf heading is 356° to 176°.

There is adequate anchorage and room for manoeuvring in the ba
**MAX. SIZE:** The main ship channel into San Francisco has project depth of 50 ft. However, the 35 ft. depth of the Southampto Shoal channel restricts the size of ships to wharves.
**LIGHTENING:** When a lightening operation is necessary th terminal management will direct the ship to anchorage nine. Th ship to be lightened will install fenders before the lighter ties alon side. The terminal will provide the fenders. The lightening supervis and ship's officer will hold a meeting to discuss the cargo transf During transfer, follow the same precautions and safety regulatio that apply to cargo transfer at the wharf. The transfer rate will b regulated by the lightening vessel. The lightening supervisor w observe all the lightening operations. The terminal will provide o spill recovery equipment during lightening.
**RADIO:** San Francisco harbour advisory radar system, designat bridge-to-bridge frequency: VHF Channel 18a (156·9 mHz).

Federal communication regulations require that at any time VH radio is in operation, Channel 16 must be monitored (156·8 mH distress and calling frequency).

The 2–3 mc. radio telephone call letters for the San Francisc Bay area are KLH.

Richmond Long Wharf (radio call – Chevron Shipping) is equipp with VHF radio, manned 24 hours per day. Channel 10 (156·5 mH is the operating frequency. While at anchor, in San Francisco Bay, vessels should maintain normal listening watches on VHF Channel 10.

The Master of a vessel bound for San Francisco Bay is requested to advise Chevron Shipping (Cables address: Chevronship Richmond Sanfrancisco) of ETA, seven days, three days and again one day (24 hours) before arrival at the wharf. First ETA message should include:

Estimated time of arrival at the wharf (local time).
Last port of call.
Estimated deep draft at arrival.
Quantity of ballast to be discharged.
Quantity and grade of cargo to be transferred.
Distance from bow to cargo and bunker manifolds.
Size and type of cargo and bunker connections.
Quantity and grade of bunkers and lubes required.
Quantity of fresh water required.
Number of crew replacements expected.
Amount of provisions and stores to be loaded.
Repair work anticipated.
Make 24-hour ETA as accurate as possible and whenever arrival time changes, by one hour or more, send a correcting message promptly.

**BERTHING:** At least one hour before docking contact Chevron Shipping, in Richmond, by VHF radio (Channel 10, 156·5 mHz) and request a berth assignment. They will try to berth as soon as you arrive. However, if no berth is available, anchor in the prescribed anchorage (as directed by the captain of the port) and maintain radio contact with Chevron Shipping, Richmond.

There are two piers that accommodate oil transfers. They are referred to as Richmond Long Wharf and Point Orient Wharf.

*Long Wharf:* Richmond Long Wharf, a "T"-head pier, has an overall length of 2,464 ft. It consists of concrete and wooden piles and a concrete superstructure connected to the shore, 4,200 ft. away by a piled causeway. The fender-to-fender width is 114·5 ft.

There are four deep water berths on the West side, each approximately 600 ft. long. They are numbered 1 to 4 from South to North. Water depth is 38 ft. at MLLW. Carefully observe deep draft during periods of low water. There is an inner berth, No. 5, that may be used for bunkering small ships; water depth is 18 ft. at MLLW. The other inner berths, Nos. 6 to 12, are used primarily for barge loading.

*Point Orient:* The Point Orient wharf, an "L"-head pier, is 2¼ miles North of the long wharf. It is 504 ft. long and 60 ft. wide. It is supported on wooden piles and has a causeway that extends 1,200 ft. to the shore.

There is one ship berth, No. 1, where the water depth is 36–40 ft. at MLLW. There is also one barge berth No. 2.

**LOADING AND UNLOADING:** All berths are fitted with 4-, 6- and 8-in. hoses for cargo transfer. Berth No. 4 is fitted with one 8-in. and two 12-in. Chiksan loading arms. Berth 1, at the Long Wharf, has a similar Chiksan system – two 12-in. arms. All flange facings are ANSI 150-pound rating.

Several products can be loaded at each berth.

**BALLAST:** The terminal has facilities to receive some ballast (maximum capacity 25,000 bbl/s – normal capacity 15,000 bbl/s). However, arrangements for this to be made through Agent before arriving at the wharf. All ballast to be discharged must be pumped to shore while berthed at wharves.

**POLLUTION:** The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste in the waters of San Francisco Bay which causes a film or sheen on the water or discolours it or causes a sludge or emulsion beneath the surface of the water.

Regulations enforced by the Bay Area Pollution Control District also prohibit the emission of smoke and soot. Vessel can be fined if it emits visible smoke (Ringelmann 1) for more than three minutes in one hour, or blows its boiler tubes enough to create a soot nuisance on shore.

In addition, the terminal has certain regulations designated to eliminate obnoxious odours. Vessel may, therefore, be required to follow special procedures before tank cleaning, loading or ballasting. If, in spite of precautions, vessel does cause such odours, loading or unloading operations may be stopped.

**MEDICAL:** No facilities at wharves. Local ambulance may be reached at: Cadillac Ambulance Service (415) 234–3242; Alhambra Air-ground Ambulance Service (air) (415) 228–1096; California Aviation Service Inc. (air) (415) 569–3855.

**FUEL:** Many grades of bunkers, diesel and lubricating oils are available in bulk or drum quantities. Agents order them from Traffic and Distribution or Chevron International at least 48 hours before vessel arrives, otherwise, vessel may be delayed.

To take on bunkers and diesel, vessels must be able to connect to terminal's 3-in., 4-in. or 6-in. 150-lb. ANIS flanges.

**PROVISIONS:** Provisions and stores will be loaded only at Richmond Long Wharf, and only when loading does not interfere with cargo or ballast transfer. If vessel is large and not equipped with booms, Agent need to supply a crane for the loading. Stores will not be handled by wharf personnel.

**FRESH WATER:** Potable water provided. Make arrangements through Agent.

**REPAIRS:** Terminal Management approval required for any repairs, hot work or maintenance work at the piers. No repairs will be allowed that delay cargo transfer or lengthen the time it takes.

**SHORE LEAVE:** Ship's personnel are not permitted ashore and shore personnel are not permitted aboard for any purpose whatsoever until pratique has been granted. Once it is granted, no one may walk to shore on the Long Wharf causeway.

**AUTHORITY:** Standard Oil Co. of California, Richmond, California.

### (b) OTHER TERMINALS AT RICHMOND

**BERTHING:** *Parr–Richmond Bulk Commodity Wharf:*

*Owners:* Parr–Richmond Terminal Co.

*Operated by:* Parr–Richmond Terminal Co.

*Use:* Receipt and shipment of various dry-bulk commodities.

*Water Depth:* 35–36 ft.

*Mechanical handling facilities:* On wharf; four 50-ton electric, travelling full portal gantry cranes, each with 100-ft. boom and two 45-ton electric travelling full portal gantry cranes, each with 118-ft. boom, 36-in. belt conveyor for shiploading with 10,000-ton-capacity covered storage warehouse.

*Santa Fe Sugar Dock:*

*Owned and operated by:* Atchison, Topeka and Santa Fe Railway Co.

*Use:* Receipt of sacked sugar by inland waterway vessels for transfer to railroad cars.

*Dimensions:* Length of face 545 ft., lower end 51 ft.; depth alongside at MLLW 24 ft.

*Levin Metals Corporation:*

*Owner:* City of Richmond Port Commission.

*Operated by:* Levin Metals Corporation.

*Use:* Scrapping of ships, consolidation of scrap and export loading of cargo.

*Dimensions:* Length of face 555 ft. each; Pier 1 depth 35–38 ft., Pier 2, 17 ft.

*Richmond Terminal No. 3 General Cargo Wharf:*

*Owners:* City of Richmond.

*Operated by:* Canal Industrial Park.

*Use:* Receipt and shipment of general cargo in foreign and domestic trade, automobiles; bulk liquids, including petrochemicals, chemicals, and vegetable oils.

*Dimensions:* Length of face 900 ft.; South side 75 ft.; depth alongside at MLLW 35–32 ft.; usable berthing space with dolphins 960 ft.

*Mechanical handling facilities:* Forklift trucks and other types of cargo-handling equipment are available.

*Remarks:* Face of wharf is in line and contiguous with the face of adjacent wharf providing 1,340 ft. of continuous berthing.

*Richmond Terminal No. 4 Wharf:*

*Owners:* City of Richmond.

*Operated by:* Richmond Terminal Agency, Pacific Molasses Co. Ltd., & Dorward & Sons Co.

*Use:* Bulk Liquids.

*Dimensions:* Length of face 1,047 ft.; South side 175 ft.; North side 100 ft.; depth alongside at MLLW 32–50 ft.

*Canal Industrial Park and Willamette Iron & Steel Co.:*

*Owner:* City of Richmond Port Commission.

*Operated by:* Canal Industrial Park (Pasha Truckway) & Willamette Iron & Steel Co.

*Use:* Import service and delivery of foreign automobiles; ship repairs.

*Dimensions:* Length of face 700 ft.; depth alongside at MLLW 35 ft.; usable berthing space with dolphin 900 ft.

*Mechanical handling facilities:* Mobile handling equipment available. Complete range of crane and ship facilities for major ship repair.

**TANKERS:** *Atlantic Richfield Tanker Dock:*

*Owned and operated by:* Atlantic Richfield Co.

*Use:* Receipt and occasional shipment of petroleum products; bunkering vessels.

*Dimensions:* Length of face approx. 250 ft.; lower and upper sides 40 ft. each.

*Atlantic Richfield Barge Dock:*

*Owned and operated by:* Atlantic Richfield Co.

*Use:* Receipt and shipment of petroleum products by barge; bunkering vessels.

*Dimensions:* Length of face 150 ft.; depth alongside at MLLW 34 ft.

*Richmond Terminal No. 1 Wharf:*

*Owners:* City of Richmond.

*Operated by:* Petromark Inc.

*Use:* Receipt and shipment of petroleum products, chemicals and petrochemicals.

*Dimensions:* Length of face 557 ft.; West side 90 ft.; East side 90 ft.; depth alongside at MLLW face 33 ft.; West side 33 ft.; East side 32 ft.

*Richmond Terminal No. 3 Liquid Cargo Wharf:*

*Owners:* City of Richmond.

*Operated by:* Canal Industrial Park.

*Use:* Receipt and shipment of vegetable oils, chemicals and petrochemicals.

*Dimensions:* Length of face 380 ft.; depth alongside at MLLW 34–32 ft.

*Texaco Wharf:*

*Owners:* Texaco Inc.

*Operated by:* Texaco Inc.

*Use:* Receipt and shipment of petroleum products.

*Number of berths:* 1.

*Water depth:* 35 ft.

*Time Oil Company Wharf:*

*Owned and operated by:* Time Oil Co.

*Use:* Receipt and shipment of petroleum products.

*Number of berths:* 1.

*Water depth:* 35 ft.

*Special remarks:* Three 10-in. pipe-lines extend to 25 steel storage tanks in rear; total capacity of 618,000 barrels.

*Union Oil Co. Tanker Dock:*

*Owned and operated by:* Union Oil Co. of California (also services GATX Terminal).

*Use:* Receipt and occasional shipment of petroleum products; bunkering vessels.

*Dimensions:* Length of face 225 ft.; lower end 45 ft.; upper end 45 ft.; depth alongside at MLLW 35 ft.

*Mechanical handling facilities:* Hosehandling at wharf is by ship's gear and small tractor crane.

*Union Oil Co. Barge Dock*

*Owned and operated by:* Union Oil Company of California.

*Use:* Shipment and occasional receipt of petroleum products; bunkering vessels.

*Dimensions:* Length of face 150 ft. (approx.); lower end 45 ft.; depth alongside at MLLW 35 ft.

*Mechanical handling facilities:* Hosehandling at wharf is by ship's gear and small tractor crane.

*Remarks:* Wharf and Tanker Docks are spaced about 230 ft. apart; together they provide one large tanker berth.

## RICHMOND, Virginia: 37.32 N. 77.25 W.

**DOCUMENTS:** See "Hampton Roads".
**PILOTAGE:** Entrance through Hampton Roads. Virginia Pilots Assn. original contact same as for Norfolk, Virginia. Pilots will arrange for change of pilots to proceed up the James River.
**ANCHORAGE:** Hampton Roads anchorage, also river anchorage approximately 40 miles up river, shown as "Upper Brandon" on charts.
**RESTRICTIONS:** Navigation of river above Upper Brandon recommended in daylight hours, except vessels under 250 ft. length.
**MAX. SIZE:** Maximum length recommended by pilots 550 ft., draft 21 ft. 6 in. any tide, depth of channel 25 ft. mean low water tide, change 3 ft. 5 in.
**HEALTH:** See "Hampton Roads".
**RADIO:** See "Hampton Roads".
**TUGS:** Not needed for berthing unless vessel is to be turned around on arrival. Tug available at Terminal on reasonable notice.
**BERTHING:** Vessels berth alongside wharf 1,200 ft. long.
**BRIDGES:** Two bridges across river between Hampton Roads and Richmond. No specific time or notice required.
**STEVEDORES:** Arrangements to be made through Agents. 48 hours notice requested.
**MEDICAL:** Vessels cleared by U.S. Health officials at Hampton Roads before proceeding up river.
**DENSITY:** Water considered as 100% fresh.
**FRESH WATER:** Available at pier.
**FUEL:** Bunkers available only at Hampton Roads.
**GANGWAY/DECK WATCHMEN:** None required, unless crew detained by U.S. Immigration.
**OPENING/CLOSING HATCHES:** On bulk cargo usually opened and closed by ship crew, also steel hatches handled by ship crew, sometimes determined by terms of Charter.
**CERTIFICATES:**

Ship's register.
Load-line Certificate.
Safety Certificate.
Tonnage tax receipts.
Certificate of nationality.
Passenger Certificate.

**CUSTOMS ALLOWANCE:** Tobacco, 200 cigarettes (1 carton for 2/3 days) if further allowance is needed Customs Officer will return on request of Master. Wine and Spirit, 1 bottle per officer, Customs Officer will return on request of Master.
**IDENTIFICATION CARDS:** Immigration landing permit required.
**CONSULS:** No consuls in Richmond, handled through Hampton Roads if needed.
**REPAIRS:** Only minor repairs, no shipyards.
**REPATRIATION:** Handled through Norfolk, Virginia.
**AIRPORT:** Approximately 10 miles from port, regular airline service.
**TIME:** Eastern time GMT minus 5 hours. Daylight saving time from first Sunday in May to last Sunday in October.
**HOLIDAYS:** January 1, May 30, July 4, Labour Day (first Monday in September), Thanksgiving Day, Christmas Day.
**POLICE/AMBULANCE/FIRE:** Police 644–9461; Ambulance 644–9404; Fire 649–9191.
**TELEPHONES:** No arrangements for placing aboard vessels.
**SHORE LEAVE:** Allowed. Proper papers should be available.
**AUTHORITY:** Port of Richmond Advisory Commission, 217 Governor Street, Richmond, Virginia 23219.

## RIVERHEAD, Long Is., New York. Petroleum fuel storage terminal operated by Northville Industries Corporation. (See Plan)

**DOCUMENTS:** See "New York".
**LOCATION:** Steel berthing jetty, with North and South berths, is situated in latitude 41° 00′ 01″ North and longitude 72° 38′ 50″ West. One and two-tenths nautical miles offshore from Long Island and four miles 257° true from Mattituck Inlet Light. A white flashing bell buoy is situated three-tenths mile West-north-west of the jetty which has four navigation lights situated on each corner of the structure flashing every second.
**PILOT:** Pilot arranged by ship's Agent. Generally Pilot boards off Brenton Reef Lightship or at South-east buoy, Block Island. Distance from Brenton Reef 65 miles and 69 miles from Block Island.
**ANCHORAGE:** Vessels arriving at night or at times not suitable for mooring should anchor 1 to 1½ miles North-east of lighted bell-buoy marking area. Holding ground good and 75 fathoms of chain in t water is considered safe. Mooring Master and crew will board abo one hour prior scheduled mooring time. Generally launch does n arrive before this time except for emergency.
**MAX. SIZE:** Length in North berth 1,150 ft. LOA and draft not exceed 60 ft. Length in South berth 550 ft. LOA and draft not to exce 50 ft.
**TUG SERVICE:** Arranged by ship's Agent. Tug boats genera come from New Haven. When ordering tug, sufficient time shou be allowed for tug to cross Sound, a distance of approximately miles.
**RESTRICTIONS:** Vessels are moored on any stage of the tide an during daylight hours only.
**COMMUNICATION:** Telephone at Riverhead Park 7–5600 (Co for station to station: dial 516 PArk 7–5600). Cable Address Nor ville Riverhead New York. Radio I.T.T. Amagansett.
**BALLAST:** No ballast disposal facilities. Long Island Sound inland water and United States Anti-pollution Regulations rigid enforced. No bilge water, oil-contaminated water, garbage or a waste matter which may pollute sea water is to be discharged ove board while vessel within Long Island Sound and approaches.
**STORES/FRESH WATER/FUEL:** No fresh water faciliti Small quantities provisions may be purchased at local stores Riverhead, 4 miles inland. All services contingent upon Moorin Master's approval and on weather conditions. No fuel availab except by barge from New York.
**QUARANTINE, CUSTOMS AND IMMIGRATION:** New Yo City is port of entry for Northville. Entry and clearance must b arranged by ship's Agent. Boarding officers board in the anchora prior to arrival within mooring area. Pertinent Government officia should be advised in sufficient time, usually not less than 24 hou Monday through Friday and 48 hours on Saturday and Sunda Generally, entry and clearance can be arranged by agent who shou advise Customs well in advance of vessel's arrival, thus savi necessity of having Master go to Custom House in New York. Whe pratique granted, Mooring Master will board vessel to assist Maste to moor in berth.
**MEDICAL:** Hospital in Riverhead. Medical attention must be arra ged by ship's Agent. U.S. Public Health Service not available local Nearest Marine Hospital in New York City 80 miles West of Rive head.
**BERTHING:** North berth: Vessels berthed during flood tide curre will moor starboard side to and during the ebb tide current wi moor port side to. Forward and stern spring lines are secured to th breasting dolphins and bow and stern lines are secured to fo mooring buoys situated South of the jetty.

South berth: Vessels berthed during flood tide current will moo port side to and during the ebb tide current will moor starboard sid to. Forward and stern spring lines are secured to the breasti dolphins in the South berth and bow and stern lines are secured t the North berth breasting dolphins.

Masters will note that jetty is situated in an open roadstead an that all mooring equipment must be in proper working order and i good condition. If, in the opinion of the Mooring Master, the vessel mooring equipment is inadequate the vessel will not be permitte to remain in the berth.

Vessels must be equipped with manilla or better mooring lines o not less than 8 in. circumference and not less than 90 fathom length.

Vessels having wire moorings secured on warping winches wi surge valve and brake are very acceptable. Warping winches must b adequate to handle mooring lines under heavy strain. Efficie stopper lines must be readily available to "stop off" mooring line for transfer from winch to bitts without loss of tension.

Mooring Master will pilot vessel into moorings, supervise moori and unmooring operation and connecting and disconnecting steel loading arms.

**OIL TRANSFER CONNECTIONS:** In each berth there are tw steel loading arms with reducers from 12 in. to 10 in., from 12 in. 8 in. applicable to standard U.S. flanges.
**LOADING AND DISCHARGE OF CARGO:** Oil transfer opera tions are entirely in accord with the Rules and Regulations of th United States Coast Guard. Declaration of Inspection by the Doc Person in Charge and the Vessel Person in Charge must be com pleted prior to commencement of any oil transfer operations.
**WEATHER AND TIDE:** Strong winds from North and North-wes experienced during winter and spring. Tide during maximum eb and flood often reaches 3½ to 4 knots velocity.
**VHF:** Communication with shore and launch via portable VH radiophone. This equipment on continuously during vessel's sta Mooring Master's crew maintain radio watch and constant com munication with shore for general purposes and emergencies.
**DENSITY:** Flood tide density 1025. Ebb tide density 1020.
**CUSTOMS ALLOWANCES:** Tobacco, Wine and/or Spi Allowance: Same as permitted in New York Harbour.
**IDENTIFICATION CARDS:** Issued by Immigration Officer.
**CONSULS:** All Consuls Offices located in New York City.
**REPAIRS:** No repair facilities available.
**DRY DOCKS:** At New York Harbour.
**REPATRIATION:** Agent arranges all crew repatriation via Ne York.
**AIRPORT:** New York Airports 80 miles distant.
**TIME:** Standard time GMT minus 5 hours. Daylight Saving Tim first Sunday of May to last Sunday of October GMT minus 4 hou
**POLICE/AMBULANCE/FIRE:** Terminal attends Polic Ambulance and Fire services.
**SHORE LEAVE:** Shore leave permissible.

**LAUNCH SERVICE:** The terminal does not provide launch service for crew shore leave. There is a local contractor who has launch service available and arrangements must be arranged by the vessel's local Agent.

**AUTHORITY:** Northville Industries Corp., PO Box 111, Riverhead, N.Y. 11901.

## ROCHESTER, New York: 43.17 N. 77.36 W.

Refer to "St. Lawrence Seaway" for important general information.

**ANCHORAGE:** No anchorage available within harbour limits.

**MAX. SIZE:** Channel depth 23 ft. (LWD). All depths in channels or alongside wharves should be checked carefully against the latest recorded elevated or lake level. This may vary from month to month. Entrance width 300 ft., turning basin depth 23 ft., 600 ft. in width.

**TUGS:** Available. Arrange via ship's Agent.

**BERTHING:** Entrance piers are parallel to each other, and about 450 ft. apart. The West Pier is 3,036 ft. long and the East Pier 2,699 ft. long. Fog horn and beacon on West Pier, East pierhead lighted. Radio beacon. Port Authority Terminal located on West bank of Genesee River at end of Lake Pier. Has a quay wall of about 1,400 ft. in length, Depth of water alongside 23 ft. (LWD). Charlotte Docks located about 2 miles upstream from mouth of river on West bank. Consists of gravity bulk coal loading facilities and cement loading.

**BRIDGES:** New York Central Railroad swing bridge near mouth of the river and upstream from Port Authority Terminal. Traffic lift bridge about ½ mile upstream from railroad bridge.

**STEVEDORES:** Available by request. Charges to suit individual commodities.

**DENSITY:** Fresh water.

**FRESH WATER:** Available at both docks.

**FUEL:** Available coal bunker facilities, at Charlotte Docks. Oil may be furnished direct from trucks at Port Authority Terminal.

**IDENTIFICATION CARDS:** Required.

**CONSULS:** None.

**REPAIRS:** Minor only.

**REPATRIATION:** Can be arranged.

**AIRPORT:** Approximately 10 miles from port.

**POLICE/AMBULANCE/FIRE:** Police, 232–3311; Ambulance/Fire, 232–2121.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Rochester-Monroe County Port Authority, 4664 Lake Avenue, Rochester 12, N.Y. Tel. 716–663–6600.

## SACRAMENTO, California: 38.32 N. 121.30 W. (See Plan)

**DOCUMENTS/HEALTH:** See "San Francisco."

**PILOTAGE:** Pilots board vessel in San Francisco Bay.

**RESTRICTIONS:** *Ship Channel:* Distance, Fort Point to Sacramento, 79 nautical miles (146 kilometres). Bottom width in river reach 300 ft. (91·4 metres). Bottom width in channel reach 200 ft. (61·0 metres). Minimum depth at MLLW tide 30 ft. (9·1 metres).

*Harbour:* Area 60 acres (24·3 hectare). Minimum depth at MLLW tide 30 ft. (9·1 metres). Tidal variation average 5 ft. (1·5 metres).

**MAX. SIZE:** 750 ft. LOA and 110 ft. beam, 30 ft. deep at MLLW.

**RADIO:** KBA 386, 156·9 megacycles (24 hours).

**TUGS:** Join vessel at Light 99 (turning basin).

**BERTHING:** Anchor – ships will have at least one anchor ready to let go in case of emergency, when docking or undocking. Anchor will be raised immediately upon ship being made fast to wharf.

Insurance lines are required on off-shore side, fore and aft, immediately after ship is made fast to wharf.

A cargo net shall be securely placed under gangways. Save-all nets shall be rigged abreast of holds at which general cargo is being handled.

Rat guards, at least 3 ft. in diameter, shall be placed on all mooring lines immediately after docking, and shall be maintained in place until ship's departure.

*Pier 1:*

*Owned and operated by:* Port of Sacramento.

*Use:* Bulk-loading rice facility.

*Construction:* Concrete with timber fender piles, length 600 ft. (182·9 metres).

*Water depth:* 32 ft. (9·8 metres).

*Storage capacity:* 22,000 tons; 8 silos at 2,200 tons each; 6 silos at 470 tons each; silos at 270 tons each.

*Mechanical handling facilities:* Three loading spouts dockside, conveyor system to storage facility.

*Loading rate:* 600 tons per hour.

*Wharf 2:*

*Owned and operated by:* Port of Sacramento.

*Use:* General cargo.

*Construction:* Concrete with timber fender piles; apron width 60 ft. (18·3 metres); length 600 ft. (182·9 metres).

*Water depth:* 30 ft. (9·1 metres).

*Transit sheds:* One, 40,000 sq. ft.

*Pier 5:*

*Owned by:* Port of Sacramento.

*Operated by:* Cargill of California, Inc., as a public utility.

*Use:* Bulk-grain facility.

*Construction:* Concrete and steel silos; concrete with timber fender piles; length 600 ft. (182·9 metres).

*Water depth:* 32 ft. (9·8 metres).

*Storage capacity:* 1,250,000 bushels (30,000 tons); 17 concrete silos; total capacity 500,000 bushels; 6 steel silos; total capacity 750,000 bushels.

*Mechanical handling facilities:* Conveyor system to storage facility.

*Wharf 6:*

*Owned and operated by:* Port of Sacramento.

*Use:* General cargo and containers.

*Construction:* Concrete with timber fender piles; length 600 ft. (182·9 metres), apron 60 ft. (18·3 metres).

*Water depth:* 30 ft. (9·1 metres).

*Mechanical handling facilities:* Two gantry cranes, 45 ton each.

*Remarks:* 6 acres of open wharf; 70,000 sq. ft. off dock warehouse.

*Wharves 7–8:*

*Owned and operated by:* Port of Sacramento.

*Use:* Bulk-material facility and general cargo.

*Construction:* Concrete with timber fender piles; apron 60 ft. (18·3 metres), length 600 ft. (182·9 metres).

*Water depth:* 30 ft. (9·1 metres).

*Storage capacity:* Covered 75,000 tons, open 850,000 tons.

*Mechanical handling facilities:* Conveyor-belt system from truck to storage, from ship to storage; from storage to ship, or from storage to truck; two gantry cranes.

*Loading rate:* 600 tons per hour.

**STEVEDORES:** Same as San Francisco.

**MEDICAL:** All normal medical facilities available.

**DENSITY:** Full fresh.

**FRESH WATER:** Available at all berths.

**FUEL:** All grades available with 24 hours notice. Delivered by barge.

**GANGWAY/DECK WATCHMEN:** Each ship shall have a security detail in readiness on board at all times it is in port. The security detail shall perform tasks of an emergency nature and shall have information concerning cargoes aboard in case of need for fire fighting purposes.

**OPENING/CLOSING HATCHES:** Opening/closing hatches is stevedore work while docked in port.

**IDENTIFICATION CARDS:** A pass signed by the Master or his designated officer will be required for crew members, passengers and their personal property to leave the port's fenced area. Property may be subject to physical inspection before leaving the fenced area.

**CONSULS:** Nearest at San Francisco.

**REPAIRS:** Limited repair facilities available.

**REPATRIATION:** Can be arranged through local Agent.

**AIRPORT:** 16 miles from port and served by regular airlines.

**TIME:** GMT minus 8 hours.

**HOLIDAYS:** Only days not worked are 4th and 5th July, Labor Day, Christmas Eve and Day, New Year's Eve and Day.

**POLICE/AMBULANCE/FIRE:** Tel. 371–8000. Extensions 252 and 228.

**TELEPHONES:** Telephones available on board free of charge.

**SHORE LEAVE:** Crew members allowed ashore subject to Immigration clearance.

**GENERAL REGULATIONS:** Ships will not blow boiler tubes while in port. Bilge water or oil will not be discharged into harbour. Accidents will be reported immediately to the Terminal Superintendent. Splash boards will be placed over disposal vent-pipe openings on inboard side of vessel.

Garbage – United States and California State laws make it unlawful to dispose of ship's garbage except in approved ways. Port makes approved garbage disposal available – contact the Terminal Superintendent. Garbage retained on board must be kept in tightly closed containers.

Smoking – Smoking prohibited in and around cargo compartments, and on open decks except that it may be permitted in marked areas under sheltered portion of weather decks on offshore side. Smoking prohibited on wharfs and piers except in marked areas. Smoking prohibited on or near ship while it is bunkering.

Welding/Burning – Welding or burning will not be done until written approval is obtained from the Terminal Superintendent and the Fire Marshal. All requirements of both the Superintendent and Marshal will be strictly adhered to.

Fire Signal – Upon detection of a fire, regardless of location or size, the alarm of fire will be sounded. The alarm shall be sounded by telephone and/or whistle or siren blasts. Five each, five second blasts repeated as necessary.

**AUTHORITY:** Sacramento-Yolo Port District, PO Box 815, West Sacramento. Tel. 910–367–3581.

## SAN DIEGO, California: 32.41 N. 117.07 W. (See Plan)

**PORT LIMITS:** The seaward boundaries of the port of San Diego at which a vessel is considered to be an "arrived vessel" is that time when the vessel is boarded by a Port Pilot at Seabuoy No. 1 and (subject to charter party terms) lay time commences when notification of readiness is tendered at berth.

**DOCUMENTS:**

Crew Lists.
Passenger Lists.
Customs Documents.
Manifests.
Stores Lists.
Crew Curio Declaration List.

If the vessel arrives from foreign direct, 3 copies each of the above documents are required.

If the vessel movements are between U.S. ports, 2 copies each of the above documents are required.

*Health Documents.* Arrival from foreign direct, 1 copy only. All crew members should be in possession of valid vaccination certificates.

*Manifests.* Arrival from foreign direct, 1 copy of travellers manifest which remains with vessel, and 3 copies each of U.S. Customs inward foreign manifest. Bills of lading, ship's papers carried aboard vessel varies with steamship companies.

**PILOTAGE:** The San Diego Pilots do not maintain Pilots on station. Service is rendered according to ETA received from vessel. If any vessel's arrival or departure is delayed over one hour, an additional charge will be made. Telegraphic address of pilot station – radio ETA to "Pilots", San Diego. Advance notice of ETA required – 24 hours prior to arrival of vessel. Pilot boat is 54 ft. in length, painted white. The exact area where pilot boards the vessel is No. 1 sea buoy.

**ANCHORAGE:** 3 miles South-east of Point Loma Light.

**MAX. SIZE:** Length, breadth – no restrictions. Maximum draft alongside face of terminal, 36 ft.

**HEALTH:** Vessel remains under quarantine until such time as pratique procedure is completed by an officer of the U.S. Department of Health and clearance is given to lower quarantine flag. Pratique automatic for vessels moving to another port within United States.

See "Health Regulations" before first U.S.A. port (Albany).

**RADIO:** All radio messages go through the Los Angeles station for relay.

**TUGS:** Tugs normally join vessel approximately one mile before berth. Five available with h.p. ranging from 200–1,700. There is no charge for the use of tug's lines.

**CONTAINER FACILITY:** A new generation, high-speed, all-electric container crane capable of handling 20-ft. and 40-ft. units, or single hook lifts of 40 long tons at National City Marine Terminal. This 17·4 acre facility will include 32,500 sq. ft. for a container freight station, a container steam-cleaning facility, office, maintenance shop, truck scales, railroad spur, and paved storage for 2,280 containers including electrical outlets for 45 refrigerated containers. Depth 35 ft.

**SPECIALISED CARGO HANDLING FACILITIES:** High-speed bulk-loading facilities exist with 800 ft. of 37 ft. deep water berthing space and bulk storage for 13,600 metric tons, plus a bulk loader boom that travels 500 ft. laterally and can be extended or raised enough to load nearly any size or type of ship.

High-speed bagging of bulk commodities is available for bagging of bulk materials from powder to pellets at the rate of 1,000 tons per 8-hour shift.

**STEVEDORES:** Advance notice of 24 hours desired in order to arrange gangs.

**MEDICAL:** Agents should receive notification of medical attention required 24 hours prior to ETA of vessel. Complete hospital facilities available.

**TANKERS:** Diameter of load/discharge line 6 to 8 in. Slop (residue) discharge facilities available upon request. Two tanker berths – maximum draft 30 ft. There are also 2 new Tanker Berths at National City Marine Terminal with 12 in. discharge lines.

**DENSITY:** Salt water in bay.

**FRESH WATER:** Fresh water available, delivery via pipeline.

**FUEL:** Diesel and Bunker fuel available.

**GANGWAY/DECK WATCHMEN:** Available if considered necessary.

**OPENING/CLOSING HATCHES:** Carried out by stevedores.

**CERTIFICATES:** Registered Load-line Certificate, Certificate of Inspection, Safety Certificate.

**CUSTOMS ALLOWANCE:** Tobacco: Per each crew member U.S. Customs allowed two cartons of cigarettes and one box of cigars. Wine and/or Spirits: Quantity allowed per each crew member – 1 quart.

**CARGO GEAR:** Up-to-date certification of all cargo gear required in order to comply with Pacific Coast Marine Safety Code.

**IDENTIFICATION CARDS:** U.S. Immigration requires completion of Form 95, U.S. Coast Guard requires landing permits.

**CONSULS:**

Chile
Costa Rica
Denmark
Dominican Rep.
Ecuador
El Salvador
Finland
France
Honduras
Italy
Mexico
Netherlands
Norway
Panama
Peru
Sweden
West Germany

**REPAIRS:** All types of deck and engine repairs are available.

**DRY DOCKS:** Largest dry dock 700 ft. length, 104 ft. width. Capability can accommodate C–2 mariner type or San Diego type hulls (600 ft. length, 85 ft. width) and up to and including 28,000 displacement tons. Four additional floating dry docks with capabilities up to and including 3,500 displacement tons.

**AIRPORT:** Distance from marine terminal approximately 5 miles. Airport is serviced by major airlines.

**TIME:** Local time GMT minus 8 hours. Daylight Saving Time becomes effective the last Sunday in April and continues to the last Sunday in October.

**HOLIDAYS:** Recognised holidays are: New Year's Day; Lincoln's Birthday; Washington's Birthday; Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, Statewide Election Day, Christmas Day, or any other legal holiday that may be proclaimed by State or National Authority; when a holiday falls on a Sunday, the following Monday shall be observed as a holiday.

**POLICE/AMBULANCE/FIRE:** Police 238–7373; Emergency Ambulance 238–7373; Fire 238–1212.

**TELEPHONES:** Arrangements exist for placing telephones on board. No charge for hooking up.

**SERVICES:** Tank-cleaning equipment. Facilities for tank washings. Compass and radar adjustments, etc.

**SHORE LEAVE:** Permitted.

**DEVELOPMENTS:** Broadway Pier has been reconstructed f use as a passenger vessel facility, public park, for berthing of publ visit Naval vessels, and for berthing and clearance of fishing vessel U.S. Customs has an office at the end of the pier.

**AUTHORITY:** Port of San Diego, Unified Port District, 31 Pacific Highway, San Diego, California. Tel. 291–3900. Mailin address PO Box 488, San Diego, California 92112. Telex Sun Harbo San Diego, California.

## SAN FRANCISCO, California: 37.48 N. 122.25 W.

**DOCUMENTS:** **(See Pla**

General Declaration (arrival) on Customs Form 1301.

Cargo Manifest (Customs Form 7257 A or 7527 B). One origin copy indicating all the cargo on board, used for making form entry. One copy listing all cargo on board, used as travellin manifest. One copy indicating cargo for this port only.

2 copies Crew's Effects Declaration on Customs Form 1304.
2 copies of Ship's Stores Declaration on Customs Form 1303.
2 copies Passenger List (Form I 418).
2 copies Crew List (Form I 418).

Customs boarding officer will also examine ship's register an Load-line Certificate. In addition, the following documents will b required for formal entry to be made within 48 hours of arrival fro abroad, or 24 hours of arrival from abroad, or 24 hours of arrival fro a U.S. port:

(*a*) Health Pratique.
(*b*) Master's Oath (Customs Form 1300).
(*c*) U.S. Certificates of Payment of Tonnage Tax (Customs For 1002).
(*d*) Certified Crew List (U.S. vessels only).

**PILOTAGE:** Pilotage in and around Golden Gate Region i provided by two groups of experienced, licensed ship Pilots.

The San Francisco Bar Pilots' Association, maintains a sea station 12 miles outside the Golden Gate, in the vicinity of the lightshi for vessels arriving and leaving the area.

On station around-the-clock. Pilot boats are equipped with VH radio-telephone, and maintain continuous watch for ship traffic an operate co-operatively with the Marine Exchange communicatio centre and lookout station. The Bar Pilots also carry portable VH radios.

Some 8,500 ships are piloted annually into and out of the po complex, through the Golden Gate and the 2,000-ft. wide, 50-ft. dee main ship channel across the alluvial sand bar about 9 miles outsid the Gate.

Considerable Summer fog is experienced on the pilot grounds. I Winter months radiation or tule fogs frequently occur. The tida prism of hundreds of square miles of inland waters cause unusual swift and changing currents in the area. Pilotage for San Francisc Bar and entrance is compulsory and available 24 hours a day. Th Pilot boat is at a station 3 miles outside Main ship Bar channe about 14 miles from San Francisco, VHF Channels 18A and 10 fo radio contact. Vessels with a draft of 42 ft. or more are requested t arrive at the pilot station for the inward passage about one hou before high water at the Golden Gate Bridge.

**ANCHORAGE:** Several anchorages available in San Francisc Bay for any type of vessel up to 50 ft. draft.

The well-protected bay affords excellent shelter and anchorage i all weather. The Captain of the Port (Coast Guard) will assign a anchorage to a vessel upon request. In San Francisco and San Pabl Bays, there are a large number of anchorages available for nava quarantine, general and explosives.

**RESTRICTIONS:** The San Francisco Bay region is the first on th West Coast to have sea lanes established by the Coast Guard fo greater safety in its ocean approaches. Use of the lanes is not mandatory, but is strongly recommended to reduce chance of ship collisions in congested approach and departure areas. The lanes are no intended to supersede or alter applicable rules of the road.

The lanes begin within 6 miles of the San Francisco Lightship, wi each lane inbound and outbound separated by a buffer zone. Th headings are: North lane outbound, 305°: North lane inbound 120°; main line outbound, 247°; main line inbound, 058½°; Southern lan outbound, 169°; Southern lane inbound 343°.

The size of the bay and the narrowness of the Golden Gate caus tricky and sometimes difficult tidal and current conditions. The floo current sets into all parts of the bay and causes swirls as far East a Alcatraz and Angel Islands. At the San Francisco–Oakland Ba Bridge there are large current eddies near the foundation pie which may require care to maintain proper course.

The bar channel is dredged to 50 ft. mean lower low water by th U.S. Army Corps of Engineers. Entrance channels to the variou ports are dredged to 35 ft., with the exceptions of Sacrament Stockton and Redwood City, which are 30 ft. Stockton, however, i approved for a 5-ft. deepening, and study of similar deepening fo Redwood City is being completed.

**MAX. SIZE:** The maximum permissible draft for tankers at the oi installation is 35 ft., for regular freighters and passenger ships at th San Francisco piers is 30 ft. No restrictions on length or berth. Th best time to dock with maximum draft is at a rising tide.

**HEALTH:** Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseas on board.

Normally, vessels are boarded by Medical Officers on arrival unless free pratique previously given at U.S. port in the same voyag If granted free pratique, vessel may enter port and discharge pa sengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.

**RADIO:** Radio station via RCA – Radio Corporation of America – Station KPH ITT – World Communications – Station KFS.

Safe and efficient navigation for all bay vessel traffic is maintained through a Ship Location and Reporting Service operated by the Marine Exchange. VHF radio and radar are used to report all bay activity, 24 hours a day.

**TUGS:** Tugs available and normally join the vessel when approaching their pier. Always the tug's lines are used, with no extra charge.

**BERTHING:** No restriction on berthing other than draft limitation and preferable at slack water.

| Pier | No. of berths | Length (ft.) | Depth (ft.) | Remarks |
|---|---|---|---|---|
| 9 | 2 | 154 Face<br>800 North<br>800 South | 35 | General cargo |
| 15–17 | 3 | 490 F<br>800 N<br>800 S | 35 | Importing newsprint |
| 19 | 2 | 160 F<br>800 N<br>800 S | 35 | General cargo |
| 23 | 2 | 160 F<br>800 N<br>800 S | 35 | General cargo |
| 27 and 29 | 3 | 206 F<br>750 N<br>1,340 S | 35 | General cargo (some containers) |
| 31 | 2 | 150 F<br>788 N<br>589 S | 35 | General cargo |
| 33 | 2 | 150 F<br>787 N<br>807 S | 35 | General cargo |
| 35 | 2 | 200 F<br>802 N<br>1,053 S | 35 | General cargo and passenger |
| 39 | 2 | 140 F<br>878 N<br>937 S | 35 | General cargo |
| 45 A–C | 2 | 140 F<br>1,314 S | 35 | Importing newsprint and pulp |
| 45 B–D | 1 | 140 F<br>1,314 S<br>1,200 N | 35 | Container freight Station |
| 26 | 2 | 200 F<br>620 N<br>635 S | 50<br>35<br>35 | General cargo: Government meat inspection facility |
| 28 | 2 | 150 F<br>541 N<br>675 S | 35 | General cargo |
| 30 and 32 | 3 | 622 F<br>845 N<br>932 S | 40<br>35<br>35 | General cargo |
| 34 | 2 | 139 F<br>634 N<br>652 S | 30<br>35<br>35 | Storing automobiles |
| 46 A | 1 | 201 F<br>802 N<br>679 S | 30<br>35<br>35 | General cargo |
| 46B | 2 | 1,035 F | 35 | Servicing automobiles |
| 48 A | 1 | 216 F<br>610 N | 35<br>35 | General cargo |
| 48 B | 1 | 155 F<br>636 S | 35<br>35 | General cargo |
| 60 |  | 740 F<br>866 | 32<br>20 |  |
| 64 North | 2 | 48 and 130 F<br>408 and 240 N<br>719 S | 30<br>25<br>25 | Repairs: One 65-ton crane |
| 64 South | 2 | 126 F<br>588 N<br>852 S | 25<br>25<br>20 | 10-ton Truck crane 75 ft. boom. Repairs. Bunkers. Receiving petroleum |
| 70 and 72 | 2 | 723 F | 25 | Importing automobiles |
| 92 | 1 | 702 F<br>166 | 35<br>35 | Receiving automobiles, bulk animal and vegetable oils |

**Alameda:** Alameda, an island and city across the Inner Harbour channel from Oakland, is the home of Encinal Terminals, the largest privately owned and operated steamship terminal in the United States. There are six berths for vessels at Encinal.

*Berths 1, 2, 3 and 4:* Used for general cargo and bulk or drummed liquids. Total berthing length 2,125 ft. Depth 31 ft.

*Berth 5:* Used for general and containerised cargoes. Length 750 ft. Depth 35 ft. Berth equipped with Paceco container crane.

*Berth 6:* Used for receipt and shipment of bulk or drummed liquids. Depth 30 ft. Facility has tank storage of 12 million gallons.

**BULK HANDLING FACILITIES:** *Copra Terminal, Pier 84:* Pier assigned to Cargill Company for receiving bulk copra. Berthing for 1 vessel. Length of face 185 ft. and 430 ft. North side 120 ft. Depth alongside face 32 ft. Facilities include four portable pneumatic unloaders, total capacity 180 tph.

*Port of San Francisco Grain Terminal, Pier 90:* Berthing for 2 vessels. Length 1,285 ft. Depth alongside 40 ft. The terminal is used for receiving, storing and loading of grain, feeds, chemicals, fertilisers and storing automobiles. Facilities consist of a 2 million bushel grain elevator. Rail holding yard for 100 cars. Six marine loading spouts with capacity of up to 1,500 tons of bulk material per hour (no shifting required).

**CONTAINER HANDLING FACILITIES:** *Mission Rock Terminal, Pier 50:* Berthing for 6 vessels. Pier used for container traffic, general cargo and passengers. Length of face 1,000 ft. North side 1,480 ft. and South side 1,100 ft. and 582 ft. Depth alongside terminal 35 ft. Facilities include a 250-ton container crane rated at 25 containers per hour. Container wharf length 1,000 ft. and width 200 ft. Storage for 900 (20 ft.) containers on pier.

*Pier 80:* Berthing for 8 vessels. Length of face 1,296 ft. North side 1,138 ft. South side 2,657 ft. Depth alongside 40 ft. Pier equipped with container cranes.

*Pier 94:* Container terminal under construction. One berth to be completed late 1975. The terminal will be served by a rail-mounted container gantry.

*Pier 96:* Berthing for 2 vessels. Depth alongside 40 ft. The facility is used by LASH vessels, container ships and general cargo vessels. Lifting equipment consists of 2 Paceco container cranes, miscellaneous fork lift and straddle carriers and mobile cranes.

**STEVEDORES:** Stevedores orders must be placed 1000 hrs. for night gangs and day gangs. Two 8 hour shifts 7 days a week. Sunday and Sunday night gangs must also be ordered on Saturday 1000.

**MEDICAL:** Medical, and all hospital facilities available. No advance notice required.

**TANKERS:** San Francisco is an oil discharging port. All major oil companies have their own oil discharging pier. Reducing pieces are available. The maximum drafts are 35 ft. Tankers arriving with a greater draft are partly discharged in the bay before docking.

*Davis Point:* Union Oil Co. Oleum Refinery Wharf, depth up to 38 ft. MLW.

*Martinez:* Shell Oil Co. Wharf, depth alongside 30 to 42 ft. MLW. Phillips Petroleum Co. Amorco Wharf, two berths, depth 30–42 ft. MLW. Phillips Petroleum Co. Avon Wharf, depth alongside 35 ft. MLW. Urich Oil Co. depth alongside 35 ft.

*Ozol:* Oil Wharf, depth alongside 39 ft. MLW.

*Hercules:* Sequoia Ref. Corp. Terminals, depth 35 ft. MLW.

**DENSITY:** Average density in the bay is 1016.

**FRESH WATER:** Available at all piers rate between 25 and 50 tons per hour.

**FUEL:** Fuel available by barge or at the oil companies own pier. Special blends require some advance notice.

**FIRE PRECAUTIONS:** Any special instructions are given to the Master upon docking.

**DEVELOPMENTS:** At present a LASH terminal under construction at Pier 92 for lease to Pacific Far East Lines.

**WATCHMEN:** Not required but this service available at Master's request.

**OPENING/CLOSING HATCHES:** Normally done by stevedores. But crew may open and close before arrival at the dock or after departure.

**CUSTOMS ALLOWANCES:** Each crew member may land free of duty and/or taxes articles acquired abroad not exceeding $10 in value, plus 50 cigars or 300 cigarettes or 3 lb. of smoking tobacco, and not over 1 quart of alcoholic beverages.

**IDENTIFICATION CARDS:** Standard U.S. Immigration Forms I.–95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.–95, issued for the same vessel.

**CONSULS:** All Maritime countries represented at San Francisco.

**REPAIRS:** The major yards in the Golden Gate region have fully equipped machine-shop facilities capable of handling virtually any job; welding, heavy plate construction, turning, boring, facing, grinding, milling and rolling.

The larger yards also have facilities for pipe, sheet metal, electrical carpentry, painting, rigging, machining and boiler work.

Pacific Ship Repair and Triple "A" Repair are both located in San Francisco and provide berth space for all types of ship repairs at plant and at any location in the San Francisco Bay area.

**DRY DOCKS:** Bethlehem Steel's San Francisco shipyard has three floating dry docks, one with 22,000 tons capacity and 654 ft. long, one of 11,400 tons capacity and 542 ft. long, and one of 6,500 tons capacity and 450 ft. long. With a recently completed pier, it's tie-up and outfitting space totals 4,271 ft.

*Todd Shipyards Corp.* has two dry docks at Alameda. Their larger dry dock is 873 ft. long with a clear width between wing-walls of 140 ft. and a lifting capacity of 40,000 tons. The smaller dry dock has a lifting capacity of 10,000 tons and is 542 ft. long with a clear width between wing-walls of 86 ft. There are 3,500 ft. of berthing space for ships undergoing in-the-water repairs. Todd has three mobile units for out-of-yard work.

*Williamette Iron and Steel Company's* yard in Richmond has five concrete graving docks. Four of these docks can each accommodate a vessel 600 ft. long with 83 ft. beam, and one dock can handle a vessel 750 ft. long by 83 ft.

Tonnage capacity is limited only by the above dimensions. Williamette's facilities include 1,500 ft. of concrete outfitting pier for in-the-water repairs. The graving docks are served by four gantry cranes of 60-ton capacityand two of 45-ton capacity, and the outfitting pier by three 45-ton cranes. Williamette has fully equipped shops for repair and conversion work, and mobile units for out-of-yard work at all Bay Area piers.

**DEVELOPMENTS:** The channel over the bar will be deepened to 55 ft. A new channel will be cut 600 ft. wide and 45 ft. deep (at low water), through the upper bay and the channel through San Pablo and Suisun Bays will be deepened to 45 ft. Manoeuvring areas near Richmond and the refinery terminals will be widened. The Stockton Deep Water Channel will be deepened to 35 ft. and the channel alignment improved.

**REPATRIATION:** All facilities available for crew changes by sea, air or land.

**AIRPORT:** Distance about 10 miles from San Francisco and is served by regular airlines.

**TIME:** GMT minus 8 hours, summertime from last Saturday in April till last Saturday in October GMT minus 7 hours.

**HOLIDAYS:** New Year's Day; Lincoln's Birthday (February 12); Washington's Birthday (February 22); Good Friday (afternoon); Memorial Day (May 30); Independence Day (July 4); Labor Day (first Monday in September); Admission Day (Calif. only Sept. 9); Columbus Day (October 12); Veteran's Day (November 11); Election Day (First Tuesday after the first Monday in November); Thanksgiving Day (last Thursday in November); Christmas Day.

When any of the holidays fall on Sunday, the holiday will be observed on Monday.

On a holiday the longshoremen are working at the overtime rate (time and one half) except on the following days when no work will be performed:

1 New Year's Day;
2 Bloody Thursday (July 5, memory of three longshoremen killed during the 1936 strike);
3 Labor Day;
4 Thanksgiving Day;
5 Christmas Day.

**POLICE/FIRE/AMBULANCE:** Police, tel. 533–0123; Fire, tel. 861–8020; Ambulance, tel. 431–2800.

**TELEPHONES:** On some piers telephone connections to ships are available, no extra cost for this service.

**GENERAL:** Vessels arrival has to be reported to the U.S. Coast Guard 24 hours prior arrival by agent.

**SHORE LEAVE:** Crew members are allowed to go ashore after passing U.S. Immigration at first U.S. Port.

**AUTHORITY:** San Francisco Port Commission.

**AGENT:** Holland America Line, 350 Sansome Street, San Francisco Tel. 362–7510. Telex 470397.

## SAVANNAH, Georgia: 32.02 N. 81.07 W.

**DOCUMENTS:**

3 Crew Lists.
3 Store Lists.
3 Curio Lists.
3 Manifests.
3 Passenger Lists.

These documents required in order to enter vessel at U.S. Customs. *Direct Foreign Arrival*—Quarantine Pratique issued by Public Health Service representative; Cargo on Inward Foreign Manifest Form 7527 A or B or substantially similar form, in duplicate with abstract manifest of Savannah only cargo; Crew list on Form I-418, in triplicate; Passenger list on Form I-418, or other acceptable form, in triplicate; Crew curio list, in triplicate, with crew declaration on Form 5123, or crew list on Form I-418, in triplicate, with numbers of attached Forms 5129 endorsed thereon; List of sea stores and ship's stores, in triplicate; for American vessels, repair declaration on Form 3415; for American vessels, certified crew list; Clearance from last foreign port, if one issued.

*Coastwise arrival with Residue Foreign Cargo or Passengers*—Form 1385, "Permit to Proceed", in duplicate; Travelling Manifest; Abstract Manifest, in duplicate, of cargo to be discharged in Savannah— if none, two "pro forma" manifests; Stores list, in duplicate; Crew list, in duplicate; Crew purchase list, in duplicate, and any crew declarations on Customs form 5123 for Savannah; Passenger list, in duplicate, if passengers are disembarking in Savannah.

**PILOTAGE:** Savannah Pilots' Association, 204 East Bay Street, Savannah, Georgia, 31401 (telegraphic); Pilot required all vessels; ETA 24 hours advance notice, change ETA 8 hours; VHF Channel 16 (monitored at all times), 18, 12, 13 – Radio telephone 2182, MG, 2738; Pilot boards vessel one mile outside fairway buoy.

**ANCHORAGES:** Outside fairway buoy North and North-east of fairway buoy; no anchorages in river.

**RESTRICTIONS:** 27 ft. at any time; over 27 ft. on incoming tide, no restrictions day or night.

**MAX. SIZE:** Abbreviation OT: Ocean Terminal. Vessels berthing at OT 10 A/B and OT 12 A/B should not exceed 550 ft. length and 32 ft. draft. For berths OT 14–15–16–17 vessels 550 to 600 ft. on slack water; vessels less than 550 ft. any time to berths 14 and 17; vessels docking or undocking at OT 15–16, with vessels in OT berths 14–17, can be docked or undocked during slack water. Vessels entering Stevens Terminals should not exceed 525 ft.; maximum of 550 ft. could be handled under ideal conditions, i.e. slack water and all berths clear in slip. Vessels over 500 ft. undocking from berths 35–37–41–42, Stevens Terminals, should not be undocked during strength of ebb or flood tide, but may be undocked at or near high or low water slack. Vessels berthing at river front berths: vessels up to 650 ft. will be handled any time and vessels from 650 to 800 ft. on tide conditions; vessels will be handled at whatever drafts Bar Pilots will bring them in or out. Also see "Developments".

**HEALTH:** Radio Pratique in effect by U.S. Public Health Servic Captain on 4 hours notice in advance to Agent can obtain rad pratique. Also see "Documents".

**RADIO:** Vessels route ETA cables to agents, etc., via radio Lanta

**TUGS:** Tugs join vessels at city front for berths above city; berths below city, tugs usually meet vessels in vicinity of Fort Jac son or well below berth. Tugs' lines used all times.

**BERTHING:** The Georgia Ports Authority operates 17 gener cargo berths, 2 tanker berths, 2 containership berths and 2 bulk cargo berths. Max. draft will vary from 34 ft. to 40 ft. dependi on facility.

*Special cargo–handling facilities:* Located at The Garden C Terminal of the Georgia Ports Authority is a container facil consisting of two container ship berths and two 45 ton contain cranes. Also at Garden City Terminal is a dry bulk facility consistin of one loading berth, one unloading berth and dry storage for bu cargo of many types.

**BRIDGES:** *S.A.L.R.R. Lift Bridge:* Horizontal clearance 200 Vertical clearance is 10 ft. when closed and 135 ft. when open MHW.

*Eugene Talmadge Memorial Bridge:* 135 ft. vertical clearance 400ft. at MHW.

**STEVEDORES:** In order to order gangs agent should receive ETA from vessel no later than 1300 hours day prior to arrival, when vess coming coastwise. When calling at Savannah from a foreign po agent normally receives ETA 72 hours and again 24 hours prior arrival.

**MEDICAL:** Agent should be advised as far in advance as practic able for required medical attention. U.S. Public Health Hospital Savannah, also other extensive medical facilities. Standard informa tion required as to inoculations, vaccinations, etc.

**TANKERS:** Standard requirements on diameters of load–discharg lines. No facilities for slop (residue) discharge facilities excep American Oil Company. S.G. & A.P.I. of local types of oil is gravity marine diesel fuel. 6 tanker berths in port, maximum draft 32 ft. (Draft at tanker berth will in all probability be increased to 34 upon completion of the current improvement programme.)

**DENSITY:** Average density of water at 20 degrees Centigrade i channels of Savannah Harbour are:

| | High water | Low water |
|---|---|---|
| | *Savannah River Entrance* | |
| Surface | 1.0196 | 1.0090 |
| Bottom | 1.0196 | 1.0181 |
| | *Port Area* | |
| Surface | 1.0022 | 0.99915 |
| Bottom | 1.0120 | 1.0075 |

**FRESH WATER:** Available at all terminals. Charge $1.05 per ton.

**FUEL:** Light marine diesel fuel (No. 2 Fuel), heavy marine diesel fue (No. 4 Fuel), all Intermediate grades from Intermediate 2 (equals 20 secs. Redwood 1 scale at 100° F.) through No. 30 (equals 3,000 secs Redwood 1 scale at 100° F.), Bunker "C" Fuel (No. 6 Fuel). All above grades available in either bonded or domestic except light marine diesel, which is domestic only. Advance notice required 24 hours.

**FIRE PRECAUTIONS:** No special fire precautions. All tanker berths have water and fire extinguishers on dock. Fire fighting equipment on dock. Fire fighting equipment on tugs.

**DEVELOPMENTS:** The Georgia Ports Authority is making plans for the construction of a third container berth.

The channels project depth and width ranges from 40 ft. depth and 600 ft. width at the entrance to 38 ft. depth and 400 ft. width to the upstream end of Kings Island turning basin.

**GANGWAY/DECK WATCHMEN:** Garden City and Ocean Terminals of Georgia Ports Authority require that a watchman, or someone in authority, will be aboard any vessel tied to their facilities at al times. Seaboard Coast Line Terminal watchman furnished by Steamship Company if watchman required. The Stevens Shipping and Terminal does not require a watchman.

**OPENING/CLOSING HATCHES:** By crew if mechanical; by stevedores if not mechanical.

**CERTIFICATES:** See "Documents". Current Registry Papers Load Line Certificates, Certificates of Inspection, etc., are required

**CUSTOMS ALLOWANCES:** Tobacco, a crew member may take ashore 50 cigars, 300 cigarettes, or 3 pounds of smoking tobacco or a proportionate amount of each. An appropriate amount of tobacco products may be held out of bond for use of passengers and crew members while aboard ship when in port. Wine and/or Spirit a crew member may take ashore one quart of alcoholic beverage for his own use. Container should be opened, that is the seal should be broken. An appropriate amount of wine and/or spirits may be held out of bond for consumption by passengers and crew while aboard ship when in port.

**CARGO GEAR:** Certified in accordance with U.S. Department of Labor Regulations. Supplied by stevedores.

**IDENTIFICATION CARDS:** Identification required by crew members coming ashore. U.S. Immigration & Naturalisation Service issues landing permit, Form I-94, to any crew member of a foreign vessel who is not considered a security risk. This form must be i man's possession any time he is ashore.

**CONSULS:** The following countries are represented in Savannah

Brazil
Costa Rica
Dominican Rep.
France
Germany
Italy
Norway
Sweden
Venezuela

**REPAIRS:** All types of deck and engine repairs possible at Savannah Machine and Foundry Company. Deck repairs from Diamond Manufacturing Company.

**RADAR/VHF REPAIRS:** Marine Industrial Electronics has quali- fied radar and RDF, also VHF men available. They can be contacted through ships' Agents or through the Pilots or Atlantic Towing if vessels should require service on arrival.

**DRY DOCKS:** Savannah Machine & Foundry Drydock 540 × 72 × 21 ft.

**REPATRIATION:** Responsibility of Owner's Agents. Can be arranged to all points.

**AIRPORT:** Savannah Municipal Airport regularly served by Delta Air Lines with thirteen scheduled flights daily and National Airlines with five flights daily. Charter service also available. Distance to Garden City Terminal approximately 5 miles, to Ocean Terminal approximately 7 miles, and to Stevens Terminal and SCL Terminal approximately 9 miles.

**TIME:** Savannah maintains Romeo or Eastern Standard Time GMT minus 5 hours, from 0200 the last Sunday in October, to 0200 the last Sunday in April. Quebec or Eastern Daylight Saving Time GMT minus 4 hours maintained from April to October.

**HOLIDAYS:** New Year's Day (January 1st); Martin Luther King's Birthday (January 15th); Lincoln's Birthday (February 12th); George Washington's Birthday (February 22nd); Memorial Day (May 30th); Independence Day (July 4th); Labor Day (First Monday in September); Columbus Day (October 12th); Armistice Day (November 11th); Thanksgiving Day (Fourth Thursday in November); Christmas Day (December 25th); Good Friday.

No work will be performed on New Year's Day, Independence Day, Labor Day, and Christmas Day.

**POLICE/AMBULANCE/FIRE:** Police, City: 232–4141 and 233–9321, County: 232–8171; Ambulance: Fields and Sons Ambulance Service, 233–0191, Ambulance Service of Savannah, 236–1513; Fire: City: 232–5121.

**TELEPHONES:** G.P.A., Garden City and G.P.A., Ocean Terminals: telephones on board can be provided through local agents. Stevens Shipping & Terminals – not available to ship (phones on dock). S.C.L. Terminal – not available to ship (phones on dock).

**SERVICES:** Compass Adjusting, Coste Compass Adjusters, 121 East 63rd Street, Savannah, Georgia 31405, Tel. 355–9607.

Radar, RDF, VHF, Marine Industrial Electronics, Inc., Savannah Industrial Park, Savannah, Georgia, Tel. 232–3489.

**SHORE LEAVE:** Crew members are allowed ashore provided they are not detainees.

**DELAYS:** With reasonable advanced notice of ETA no delay anticipated in berthing, loading, discharging or bunkering.

**AUTHORITY:** *Georgia Ports Authority:* Garden City Terminal, Ocean Terminal, Georgia Ports Authority, PO Box 2406, Savannah, Georgia 31402. Tel. (912) 964–1721 TWX: 810–784–5634.

*Stevens Shipping & Terminal:* PO Box 1468, Savannah, Georgia, Tel. 233–8131, TWX: 810–784–5625.

*Savannah Port Authority:* 42 East Bay Street, PO Box 128, Savannah, Georgia 31402. Tel. 233–9604. Cable Address: Savanaport.

The Savannah Port Authority does not operate terminals; however, is engaged in port and industrial development for the City of Savannah and Chatham County, Georgia. Harbour regulations, pier and bulkhead lines, etc., come under the jurisdiction of this organisation.

**AGENT:** Hansen & Tidemann, Inc. 26, East Bay Street, PO Box 8145. Savannah, Georgia 31402. Tel. 912–233–8104. TWX 810–784–5625. Cables "Handt".

## SEARSPORT, Maine: 44.28 N. 68.56 W.

**DOCUMENTS:**

1 Crew List.
1 Passenger List.
2 Stores Lists.
2 Foreign purchases Lists.
2 Inward foreign Manifest uniform cargo.
Original Bill of Lading.
1 Form 3251 Masters oath on entry of vessel.
2 Form 1374 outward foreign Manifest.

**PILOTAGE:** Ship's agent notifies Pilot approximately 48 hours in advance of arrival, correcting at 24 hours. Pilot's boat called on Channel 16 and 13 VHF. Pilot boards at Monhegan Island, W.B. 14 m. When weather bad, suggest vessel heaves-to at 43° 45.3 N. 69° 22.5 W.

**ANCHORAGES:** No restrictions on anchoring.

**RESTRICTIONS:** No restrictions at night. Deep draft vessels brought in only on high water. Draft in concurrence with docks, 32 ft. low water. 10 ft. rise in tide – approach to Searsport 35 ft. – Bay 60 ft. limit.

**MAX. SIZE:** Size of vessel restricted to 38 ft. draft in harbour area. No outside installations at the port yet.

**HEALTH:** Agent notifies Public Health Service and arranges inspection at pier. If any disease or fever suspected, vessel quarantined. When vessel cleared at a U.S. port and proceeds to another, clearance is still valid.

**RADIO:** Tugs in Searsport Harbour use Channel 16 and 2182. Vessels arriving Searsport go through radio station at Chatham, Mass., RCA installation, or call station WOU via Radio-Telephone.

**TUGS:** Eastern Maine Towage Company, Inc., Marshall Wharf, Belfast, Maine 04915. Cable address: Eastow. Tel. (207) 338–3000. 24-hour service. Requested that orders for tugboat service be given during normal business hours, 24 hours in advance.

Tugs: "Clyde B. Holmes", steam 1,000 h.p.
"Evelyn M. Holmes", diesel 1,200 h.p.
"Candace A. Holmes", diesel 1,200 h.p.
"Pauline H. Holmes", diesel 600 h.p.

Radio: ship to ship, VHF 2182 Channels 16–13–14, 2638, 2738; Boston Marine; Cape Cod Canal.

Sea Pilots dock ship with tug's assistance.

**BERTHING:** Draft conditions govern arrival and departures.

**STEVEDORES:** 4 hours notice on ordering gangs.

**MEDICAL:** No advance notice required by Agent. One hospital, Waldo County, which takes bed patients. All seamen require Certificate showing they have had smallpox vaccination during last three years.

**TANKERS:** Two berths at Searsport – one for No. 6 oil and one for light oil and gas. Two 8-in. hoses. 32 ft. low water.

**DENSITY:** Average density 1024.

**FRESH WATER:** Available by tug for boilers only at rate of tug hire. Drinking water available at piers.

**FUEL:** No. 6 oil at C.H. Sprague dock. Light oils delivered by tank truck at dock.

**FIRE PRECAUTIONS:** At certain oil piers information given to Shipmaster upon arrival at pier. Ample fire protection, salt-water lines, sprinkler system on pier, local fire department.

**DEVELOPMENTS:** Two new 40,000 bbls. tanks for liquid fertiliser.

**GANGWAY/DECK WATCHMEN:** Not required.

**OPENING/CLOSING HATCHES:** Ship's crew may open hatch after longshoremen boarded ship.

**SHIP CERTIFICATES:**

Load-line Certificate.
Certificate of Foreign Clearance.
Ship's Safety Certificate.
U.S. tonnage Tax Certificate of previous trip if have them.
Radio Operator Licence.

**CUSTOMS ALLOWANCES:** Tobacco, 200 cigarettes per man. Wine and/or Spirit Allowance 1 bottle per person.

**CARGO GEAR:** No additional cargo gear necessary.

**IDENTIFICATION CARDS:** Form I-95 must be filled out on arriving unless seaman has had a prior one made out for a previous arrival on same ship (on a plastic card.)

**CONSULS:**

Norwegian: Allan Kjos-Hansen, 30 Mayer Road, Portland, Maine, Vice-Consul.
French: Dr. Paul O. Proudian, 776 Main Street, Westbrook, Maine.
Finnish: Frank W. Bjorklund, 163 Main Street, Norway, Maine.
Italian: Dr. Domenica A. Santoro, 43 Deering Street, Portland, Maine.
Panamanian: Mary Navarro de Carrillo, Lafayette Town House, Portland, Maine.
Swedish: Martin Johnson, Vice Consul, 443 Congress St., Portland, Maine.

**REPAIRS:** All types of machinery repairs.

**DRY DOCKS:** None.

**REPATRIATION:** Arrangements must be made with Agent in advance by telegram.

**AIRPORT:** Bangor International Airport, 30 miles, Northeast Airlines.

**HOLIDAYS:** New Year's Day; Washington's Birthday; Patriot's Day; Memorial Day; Independence Day; Labour Day; Thanksgiving Day; Christmas Day and Veteran's Day. Possible to get gangs to work all days except on Labour Day and Christmas.

**POLICE/AMBULANCE/FIRE:** Police 548–2256; Ambulance 548–2900; Fire 548–2900.

**TELEPHONE:** Arrangements can be made to have phone put on ship, but most docks have pay phones.

**AUTHORITY:** Maine Port Authority, Maine State Pier, Portland, Maine 04111 (207) 773–5608

## SEATTLE, Washington: 47.36 N. 122.20 W. (See Plan

**PORT LIMITS:** Port of Seattle limits are co-extensive with the boundaries of King County in which Seattle is situated. A vessel has "arrived" when it has tied-up to a berth.

**DOCUMENTS** (on arrival from foreign):

Clearance from Last Foreign Port.
2 Crew Lists on Form I.418.
2 Passenger Lists on Form I.418 (if applicable).
Passenger Declarations if applicable.
2 Store Lists.
2 Crew Purchase (curio) Lists.
2 Manifests of Cargo for discharge on CF.7527–A or 7527–B.

If first arrival port on an inward voyage, must also have 2 sets of Manifests of complete cargo on CF.7527–A or 7527–B, one for Customs at this port and the other for use as a "Travelling Manifest" to go forward to other discharge ports.

A – For U.S. Public Health Quarantine Boarding Officer: "Quarantine Declaration" on Form PHS.43.

B – For U.S. Dept. of Agriculture Boarding Officer: "Shipmaster's Declaration and Warning Notice" on Form AIQ.43.

C – For U.S. Immigration Boarding Officer:
1. Crew List on Form I.418 visaed by U.S. Consul abroad.
2. Passenger List on Form I.418.
3. Attachment to Passenger List on Form I.92.
4. Form I.94 for each passenger.
5. Form I.95 or ID Card (Form 184) for each crewman. (These are reusable for multiple entries, but for seamen on first trip to United States a new Form I.95 must be ready for presentation on arrival.)

D – For U.S. Customs Boarding Officer and Agent or Broker:
1. 3 copies Crew List (Form I.418).
2. 3 copies Cargo Manifest on Form 7527A or B.*
3. 3 copies Store List – no official form provided.*
4. 3 copies Crew Purchases or Curio List (no official form provided).*

5. 3 Passenger Lists on Form I.418.
6. For U.S. Ships – Declaration re foreign repairs on Form 3415.
7. For U.S. Ships – Certified Crew List from last U.S. port before going foreign.

*At subsequent U.S. ports of call two copies required of extracts Cargo Manifests of cargo for the port concerned, and two copies of lists of stores and curios remaining on board.

**PILOTAGE:** Compulsory for all vessels except those on coasting trade. Pilots may be obtained from Puget Sound Pilots' Association, Seattle, at short notice. Inward, Pilot boards vessel at pilot station off Port Angeles.

**ANCHORAGE:** Extensive anchorage in Eliott Bay, depths of 90 ft.

**RESTRICTIONS:** Only for Inner Harbour, entrance through Canal Locks, maximum 800 ft. ×80 ft.×29 ft. fresh water.

**MAX. SIZE:** Controlled by depth at berth.

**HEALTH:** Vessels subject to Quarantine inspection usually proceed to their docks where they are boarded by the Quarantine officer. Fumigation service is performed at the port; however advance notice of 24 hours should be given to the U.S. Public Health Service at Seattle.

**TUGS:** Available, but not normally required.

**BERTHING:** Over 62 berths for ocean-going vessels. Depths alongside, 30 to 73 ft. MLLW.

**SPECIALISED HANDLING FACILITIES:** Terminal 20 has among its equipment a 200-ton capacity shear-leg crane. Also has pipe-lines to carry molasses, tallow or other non-petroleum liquid cargo, and has a tank farm for storage.

Terminal 115 – two berths, capacity, Auto-Terminal.

Terminal 115 – Foss Alaska Barges, has specialised finger piers, to handle container-to-barge operations.

Terminals 5, 18, 46 and 25 – Container Terminals, equipped with large container cranes and yards to handle van shipments. Depth alongside, Terminals 18 and 25 – 50 ft.

Pier 86 – fully automated, deep water, Grain Terminal. With one berth it can accommodate a vessel with up to 73 ft. draft and length up to 1,400 ft. Storage capacity 4·2 million bushels. Loading rate 3,000 tph.

Terminal 5 – Banana Terminal. One berth, fully automated and is the only one in the North West with four pocket elevators.

**CRANES:** *Terminal 18:* Two 45-ton and two 33-ton container cranes.
*Terminal 20:* One 45-ton container crane, three 50-ton revolving cranes and one 200-ton sheer leg.
*Terminal 25:* Two 45-ton container cranes.
*Pier 28:* One 50-ton gantry crane.
*Terminal 46:* Two 34-ton container cranes.

**STEVEDORES:** 58 local gangs available. Gang requirements must be made known to the contracting stevedore prior to 11.00 on day before vessel plans to dock. Order before 10.30 on Saturday for Saturday afternoon, Sunday, and Monday.

**DENSITY:** Salt water in Outer Port. Fresh water inside Canal Locks.

**FRESH WATER:** Available at all wharves.

**FUEL:** Available.

**GANGWAY/DECK WATCHMEN:** Watchmen required if detainees aboard.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores while vessel in port.

**CERTIFICATES:**
- Certificate of Registry.
- Certificates for any previous U.S. tonnage tax payments within the past year.
- International Load Line Cert.
- Safety Radio Cert.
- Deratisation Cert.
- Cargo Gear Inspection Cert.
- Cert. of Inspection (for U.S. vessels).

**CUSTOMS ALLOWANCES:** No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.

**IDENTITY CARDS:** Required.

**CONSULS:**
Austria
Belgium
Bolivia
Canada
Chile
China
Denmark
Dominican Republic
Ecuador
El Salvador
Finland
France
Germany
Guatemala
Honduras
Iceland
Italy
Japan
Korea
Mexico
Netherlands
Nicaragua
Norway
Paraguay
Peru
Philippines
Sweden
Switzerland
United Kingdom

**REPAIRS:** All types of repair possible.

**DRY DOCKS:** Ten dry docks for vessels up to 20,000 tons.

**REPATRIATION:** All facilities exist.

**AIRPORT:** Seattle International Airport.

**TIME:** Pacific Standard Time, GMT minus 8 hours; Pacific Daylight-saving Time, from end April to end October, is GMT minus 7 hours.

**HOLIDAYS:** New Years' Day (January 1) no work; Lincoln's Birthday (February 12); Washington's Birthday (February 22); Memorial Day (May 30); Independence Day (July 4) no work; Bloody Friday (July 5) no work; Labour Day (September 1) no work; Columbus's Day (October 12); Veteran's Day (November 11); Thanksgiving Day (November 27) no work; Christmas Day (December 25) no work.

**SHORE LEAVE:** Allowed, except for crewmen detained by Immigration.

**AUTHORITY:** Port of Seattle, PO Box 1209, Seattle, Washingto 98111. Tel. (206)–587–3300.

## SEWARD, Alaska: 60.06 N. 149.27 W.

**DOCUMENTS:**
- 3 copies Cargo Manifest (Forms 7527–A or 7527–B) the origin showing all cargo on board, and 2 copies showing only carg for this port.
- 2 copies Crew Manifest (curio list).
- 2 copies Stores List.
- 2 copies Passenger List (Form I.–418).
- 2 copies Crew List (Form I.–418).

Customs boarding Officer will also examine Ship's Register an Load-line Certificate. In addition, the following documents will b required for formal entry to be made within 48 hours of arrival fro abroad, or 24 hours from arrival from a United States port:
- Health Pratique.
- Master's Oath (Customs Form 3255).
- All Foreign clearances.
- U.S. Certificates of payment to tonnage tax (Customs Form 100
- Certified Crew List.

**PILOTAGE:** Alaska Marine Pilots' Association, Box 273, Home Alaska 99603. 48 hours advance notice. 2182 calling frequency KC KTE–21. Anchorages as noted on chart. C. & G. S. 8529 Resurrectio Bay.

Pilot boards at Cains Heads in Resurrection Bay.

**MAX. SIZE:** Harbour depth 35 ft. MLLW.

**ANCHORAGE:** Suitable anchorage in 30 fathoms depth availab for deep draft vessels at the head of the Bay, South of marked buoy

**HEALTH:** Radio pratique may be granted basis information rece ved prior to arrival of vessel, provided no communicable diseases o board. Normally, vessels are boarded by Medical Officers on arriv unless free pratique previously given at U.S. port in the same voyage If granted free pratique, vessel may enter port and discharge passe gers and cargo. If given provisional pratique, vessel may enter por but must take any additional measures specified in connection wi discharging passengers and cargo, until free pratique is given.

**RADIO:** KWA 364 (AM) Alaska Railroad Dock, frequency monito red 2182 kc/s. KWA 364 (SSB) Alaska Railroad Dock, frequenc monitored 4–6–8–12 Megs.

**TUGS:** No regular tug service available. Prior arrangements nee be made with tugs from Cook Inlet. Foss Tug & Barge or Puge Sound Tug & Barge Company.

**BERTHING:** 24 hour berthing. Berthing permit required. Advanc notice of 48 hours requested.

200 ft. by 735 ft. steel and concrete finger pier.
East Side – 600 ft. long with 35 ft. depth of water.
West Side – 600 ft. long with 35 ft. depth of water.
South End – 200 ft. long.

(East and West Berths serviced by railroad spurs).

**STEVEDORES:** Northern Stevedoring and Handling Corporatio supply labour force.

**MEDICAL:** Fully staffed 30 bed hospital. All medical facilitie available.

**DENSITY:** 1.0248 water density at Mean High Water.

**FRESH WATER:** Available at berths. 4 in water line; 67 l pressure.

**FUEL:** Diesel fuel available from pipeline at West Berth only. Othe grades delivered by tank wagon.

**HATCHES:** Handled by crew, if done before berthing ship. B stevedores if tied to dock.

**IDENTIFICATION CARDS:** U.S.C.G. Port Security Card o Seaman's Card required.

**REPAIRS:** Radio, radar, welding, machining and light engin repairs can be effected.

**AIRPORT:** 1 mile. Charter Service. No regular air service.

**TIME:** Alaska Standard Time.

**HOLIDAYS:** All holidays are time and one half. Cargo can b worked on all except Christmas, New Year and Labour Day.

**POLICE/FIRE/AMBULANCE:** Police, tel. CA 4–5201; Ambulanc tel. CA 4–3042; Fire, tel. CA 4–3444.

**AUTHORITY:** The Alaska Railroad, Box 95, Seward, Alaska 9966 Tel. CA 4–5550.

## SITKA, Alaska: 57.03 N. 135.20 W.

Located on the Western side of Sitka Sound, Baranof Island. Ope all year.

**APPROACHES:** Three natural channels: Western, Middle an Eastern.

**DOCUMENTS:** See "Anchorage, Alaska".

**PILOTAGE:** Pilot pick-up point – close aboard vicinity Eckhol Light.

**ANCHORAGE:** Jamestown Bay.

**MAX. SIZE:** Harbour depth 22 ft. MLLW. Tides: diurnal range 9·9 ft.

**CUSTOMS:** Quarantine, Immigration and Customs, local.

**TUGS:** 7 tugs 300 h.p. to 1,200 h.p.

**BERTHING:** Three wharves.

1. Conway Dock: Berthing length 160 ft., depth 30 ft. MLLW. N cranes, 3 lift-trucks; 10,000 sq. ft. covered shed space; fresh wate
2. Japonski Dock: Government dock only for limited commercia use.
3. Alaska Lumber & Pulp Co.: (Private) Berthing length 700 f depth 35 ft. LW. Walking cranes only. Not less than 12 lift-truck

30,000 sq. ft. covered shed space; fresh water. (Located at Silver Bay, Sawmill Cove, 4 miles South of Sitka). 30,000 sq. ft. open storage.
**STEVEDORES:** Three gangs.
**REPAIRS:** Light repairs only.
**WATER:** Available.
**FUEL:** Not available.
**MEDICAL:** Sitka Community Hospital and U.S. Public Health Service Hospital on Japonski Island.
**TRANSPORTATION:** Air and ferry.

## SKAGWAY, Alaska: 59.27 N. 135.18 W.

Located at the Northern end of Lynn Canal, 14 miles North of Haines.
**APPROACHES:** Via Lynn Canal.
**DOCUMENTS:** See "Anchorage, Alaska".
**PILOTAGE:** Pick-up point located in vicinity of Point Retreat.
**MAX. SIZE:** Harbour depth 30 ft running out to 300 ft. Tides diurnal range 16·7 ft. Also see "Berthing".
**ANCHORAGE:** In Lutak Inlet, 14 miles south of Skagway.
**CUSTOMS:** Quarantine, and Customs, local. Immigration from Haines.
**BERTHING:** 1. White Pass and Yukon Railroad Dock: Containerized cargo to Vancouver and Whitehorse is the principle use, also used for tankers and cruise ships. 900 ft. long, 100 ft. wide; depth at face varies from 20 to 43 ft. Southern end in poor condition. No covered storage. Open storage 80,000 sq. ft. One fork-lift is available. Containers presently loaded and unloaded with ship's gear. Two straddle cranes for containers on dock.

2. Skagway Terminal Co.: Ore loading facility. 1,000 ft. berth, fender dolphins, and walkway. 42·5 ft deep at face. Sole use for bulk cargo ships. Adjacent to the berth is a warehouse of 108,000 sq. ft. Also available are 50 acres for open storage. Loading equipment consists of one fixed loading spout with a capacity of 1,500 tons per hour.
**TUGS:** Three available from Haines.
**STEVEDORES:** Three gangs.
**REPAIRS:** None.
**WATER:** Available in small quantities in temperate seasons only.
**FUEL:** None.
**MEDICAL:** Medical clinic and one nurse.
**TRANSPORTATION:** Rail, ferry and air.

## SMITHS BLUFF, Texas: 30.00 N. 93.59 W.

**DOCUMENTS, PILOTAGE, HEALTH, RADIO, etc.:** Refer to "Port Arthur".
**TUGS:** Meet vessel in Neches River before arriving at berth. Normally two tugs required berthing/unberthing.
**BERTHING:** Pure Oil Co.: distance from sea 38 m., depth at berth 37 ft. Sun Oil Co.: distance from sea 38 m., depth at berth 36 ft.
**MEDICAL:** All facilities available.
**DENSITY:** Fresh water.
**FRESH WATER:** Available ex wharf at Pure Oil terminal, otherwise by barge.
**FUEL:** Available ex wharf at Pure Oil terminal. All grades available by barge from Port Arthur or Beaumont.
**GANGWAY/DECK WATCHMEN:** Not required unless crewmen detained by Immigration.
**CUSTOMS ALLOWANCES:** 300 cigarettes and one quart wine or spirits for each man.
**IDENTIFICATION CARDS:** Foreign crew require only Immigration Landing Permit.
**CONSULS:** Nearest at Houston.
**REPAIRS: DRY DOCKS:** See "Port Arthur".
**AUTHORITY:** Port Director, Port of Beaumont, PO Drawer 3626 Beaumont.

## STOCKTON, California: 37.57 N. 121.19 W.

**DOCUMENTS:** See "San Francisco".
**PILOTAGE:** Pilots commissioned by Stockton Port District. Pilots obtained by contacting Secretary of California Inland Pilots' Association, located at Marine Exchange, World Trade Center, San Francisco, California (KBP 386).
**ANCHORAGE:** Emergency anchorage only permitted in Turning Basin, 32 ft. depth.
**RESTRICTIONS:** Restrictions only in effect if water at flood stage. See "San Francisco".
**MAX. SIZE:** No restrictions to length or breadth; draft restrictions of 30 ft. at low tide, 32 ft. at high tide.
**HEALTH:** Clearance through San Francisco. No further clearance necessary for Stockton.
**RADIO:** Ship to shore Radio (KBP 376) enables constant contact with Pilots who therefore aware of any problem that may develop up or down river. Arrangements also may be made for readiness of ordered gangs within 15 minutes of ship's arrival.
**TUGS:** Tugs join vessel one-half mile up river from Main Channel; generally, ship lines used, however, tug lines may also be utilised.
**BERTHING:** *Port Stockton Rough and Ready Island Wharf, Berths 14–15:*
*Owners:* U.S. Government.
*Operated by:* Stockton Port District.
*Use:* Receipt and shipment of general cargo.
*Dimensions:* Length of face 1,200 ft., East side 60 ft.; depth alongside at MLLW 30 ft.; usable berthing space 1,200 ft.; width of apron 51·7 ft.
*Mechanical handling facilities:* Cranes and forklift trucks and other cargo-handling equipment are available.

*Port Stockton Bulk Material Wharf, Berths 12–13:*
*Owned by:* City of Stockton and Stockton Port District.
*Operated by:* Stockton Port District.
*Use:* Shipment of dry-bulk commodities, including iron ore and petroleum coke; receipt of molasses and petroleum products.
*Dimensions:* Length of face 566 ft.; lower side 13·5 ft., upper side 13·5 ft.; depth alongside at MLLW 35 ft.; usable berthing space 566 ft.
*Mechanical handling facilities:* Maximum vessel iron-ore loading rate 800 long tons per hour. Two small bulldozers available for trimming cargo in holds of vessels, in addition to 360 degrees spout trimmer.
*Remarks:* Car dumper has an operating rate of 550 tons iron ore/hour.

*Port Stockton Ore Wharf, Berths 10–11:*
*Owned by:* City of Stockton and Stockton Port District.
*Operated by:* Stockton Port District.
*Use:* Container-handling dock; receipt of molasses and petroleum products.
*Dimensions:* Length of face 810·5 ft., lower side 102 ft.; depth alongside at MLLW 32 ft.; usable berthing space 810·5 ft.
*Mechanical handling facilities:* Loading tower located at centre portion of wharf.
*Remarks:* Face of wharf is in line and contiguous with face of Berth 9 providing a total of 1,455·5 ft. of berthing.

*Port Stockton General cargo Wharf, Berth 9:*
*Owned by:* City of Stockton and Stockton Port District.
*Operated by:* Stockton Port District.
*Use:* Receipt and shipment of general cargo, receipt of molasses.
*Dimensions:* Length of face 645 ft., upper side 75 ft.; depth alongside at MLLW: Face 37–34 ft., upper side 35 ft.; usable berthing space; Face 645 ft., upper side 110 ft. with dolphin; width of apron: Face 41·25 ft.
*Mechanical handling facilities:* Forklift trucks and other types of cargo-handling equipment, owned by the Port District and by stevedoring companies, are available as needed.

*Port Stockton Wharf No. 8:*
*Owned by:* City of Stockton and Stockton Port District.
*Operated by:* Stockton Port District.
*Use:* Receipt and shipment of general cargo; shipment of wine and receipt of molasses.
*Dimensions:* Length of 396 ft.×88 ft.; depth alongside at MLLW 37–36 ft.; usable berthing space 484 ft. with trestle.
*Mechanical handling facilities:* One 32-ft., hinged boom, four 6-in. stainless-steel pipe-lines for loading wine into ocean tankers.

*Port Stockton Wharf No. 7:*
*Owned by:* City of Stockton and Stockton Port District.
*Operated by:* Stockton Port District.
*Use:* Receipt and shipment of general cargo.
*Dimensions:* Length 516 ft.; depth alongside at MLLW 37–36 ft.; usable berthing space 516 ft.; width of apron 31 ft.

*Port Stockton Wharf No. 6:*
*Owned by:* City of Stockton and Stockton Port District.
*Operated by:* Stockton Port District.
*Use:* Receipt and shipment of general cargo.
*Dimensions:* Length 418 ft.; depth alongside at MLLW 37–36 ft.; usable berthing space 418 ft.; width of apron 31 ft.

*Port Stockton Wharf No. 5:*
*Owned by:* City of Stockton and Stockton Port District.
*Operated by:* Stockton Port District.
*Use:* Receipt and shipment of general cargo.
*Dimensions:* Length of face 428 ft.; depth alongside at MLLW 34–32 ft.; usable berthing space 429 ft.; width of apron 31 ft.

*Port Stockton Grain Wharf No. 4:*
*Owned by:* City of Stockton.
*Operated by:* Stockton Port District.
*Use:* Receipt and shipment of general cargo, receipt of bulk phosphate rock by self-discharging vessel; and shipment of bulk fertilisers.
*Dimensions:* Length of face 461 ft.; depth alongside at MLLW 32–35 ft.; usable berthing space 462 ft.; width of apron 31 ft.

*Port Stockton Wharf No. 3:*
*Owned by:* City of Stockton.
*Operated by:* Stockton Port District.
*Use:* Receipt and shipment of general cargo.
*Dimensions:* Length of face 461 ft.; depth alongside at MLLW 32–36 ft.; usable berthing space 461 ft.; width of apron 31 ft.

*Port Stockton Open Wharf No. 2:*
*Owned by:* City of Stockton.
*Operated by:* Stockton Port District.
*Use:* Receipt and shipment of general cargo; shipment of logs, and handling of heavy-lift cargo.
*Dimensions:* Length of face 506 ft.; depth alongside at MLLW 32–36 ft.; usable berthing space 506 ft.; width of apron: open.
*Remarks:* Wharf has 39,000 sq. ft. of open storage area with an additional 2·3 acres of open storage area in rear. At the Industrial Park approximately 104 acres of open storage area are located South of W. Washington Street; over 50 acres of this area are used for storing logs awaiting shipment. An additional 56 acres of open storage are located North of W. Washington Street.

Logs are transferred to wharf by trucks and by tractors equipped with log clamps.

*Stockton Elevators Grain Elevator Main Wharf No. 1:*
*Owned by:* Stockton Elevators Inc.

*Operated by:* Stockton Elevators Inc.

*Use:* Shipment of grain by vessels and by ocean going and inland waterway barges; receipt of grain by self-unloading barges.

*Dimensions:* Length of face 564 ft., West side 20 ft., East side 20 ft.; depth alongside at MLLW 35–37 ft.; usable berthing space 564 ft.; width of apron, open end 20 ft.

*Mechanical handling facilities:* Two towers on wharf, each with 13-in. diameter, telescopic, mechanically operated, grain-loading spout; loading rate, 900 short tons/hr. (29,877 bu.) at East tower; 800 (26,557 bu.) at West tower; combined rate, 900 short tons.

*Remarks:* Grain gallery connecting towers on wharf has a 30-in., electric-belt conveyor; and gallery extending from East tower to grain elevator has two 30-in. belt conveyors.

**BRIDGES:** Fixed-span high-level toll bridge across Carquinez Strait, with minimum clearance of 135 ft. above mean higher high water. Southern Pacific Railroad lift span bridge crosses Suisun Bay 6.5 miles upstream from Carquinez bridge, with minimum clearance above mean higher high water of 70 ft. when closed and 135 ft. when open. Horizontal clearance on lift span 290 ft. A third bridge, 22 miles above Southern Pacific bridge, near Antioch, has minimum clearance 70 ft. when closed and 135 ft. when open. Horizontal clearance of span 265 ft.

**STEVEDORES:** *General Cargo* – For gang start at 0800, orders must be placed at 1600 of previous day; night gangs must be ordered by 1100. These times pertain to week-day gangs. For week-end gangs, 1100 Saturday for Saturday night, Sunday morning, Sunday night and Monday morning. Day shifts run from 0800 to 1700. Night shifts 1700 to 0300. Arrangements can be made for a special third shift from 0300 to 0800. Rates quoted on request.

*Bulk Ore and Grain Cargoes*—Orders for gangs must be placed at same time as for general cargo. This operation on 24 hour basis; day shift, 0800 to 1600, night shift 1600 to midnight, swing shift, midnight to 0800. Also see "Radio".

**MEDICAL:** Arrangements with San Joaquin Medical Society for physicians, surgeons and dentists. Five hospitals within radius of 6 miles from port. Ambulance service readily available. Telephone number for this service is 466–9535 (day or night).

**TANKERS:** Two berths, 32 ft. depth available.

**FRESH WATER:** Available through pipelines.

**FUEL:** All grades of fuel available with one day's advance notice.

**DEVELOPMENTS:** Deepening of channel to 35 ft. proposed.

**GANGWAY/DECK WATCHMEN:** Services of watchmen not necessary. Available if requested.

**OPENING/CLOSING HATCHES:** Hatches may be opened prior arrival and closed after ship sailed from port; any opening or closing of hatches at dockside must be performed by stevedores.

**CERTIFICATES:** See "San Francisco".

**CUSTOMS ALLOWANCES:** Tobacco, Wine and/or Spirit, see "San Francisco".

**CARGO GEAR:** Safety regulations require strict adherence to maximum loading or unloading weight capacity of ship's gear.

**IDENTIFICATION CARDS:** Not required.

**CONSULS:** See "San Francisco".

**REPAIRS:** Minor types of repairs carried out.

**DRY DOCKS:** Nearest dry docks, San Francisco.

**REPATRIATION:** No facilities in Stockton for effecting crew changes and arranging any necessary repatriations. Special arrangements may be made through Customs.

**AIRPORT:** Stockton Metropolitan Airport located approximately 6 miles from port. Serviced by United Air Lines and Air West.

**TIME:** Pacific Standard Time in effect from last Sunday in October to last Sunday in April; Pacific Daylight Time goes into effect on last Sunday of April until last Sunday in October, when clocks are advanced one hour.

**HOLIDAYS:** New Year's Day; Lincoln's Birthday; Washington's Birthday; Memorial Day; Independence Day; Labour Day; Admission Day; Columbus Day; Veteran's Day; Thanksgiving Day; Christmas Day are all holidays. In addition to above. General Election Day, both State and National, as well as any day proclaimed by Governor of California or President of United States shall be observed as holiday. Work can be arranged for all holidays.

**POLICE/AMBULANCE/FIRE:** Security Force on duty 24 hours a day and can be reached by dialling extension 246 for any emergency that might arise. Stockton Police Department's emergency telephone number (209) 466–6843. Stockton Fire Department (209) 464–4646. Ambulances may be secured by telephoning (209) 466–6869; 464–4846; 463–3202; 466–1601; 464–4611; 464–1546.

**TELEPHONES:** Telephones placed aboard on request.

**ELECTRIC CURRENT:** At wharves where current available for ship's use, it is 110 volt, single phase, 60 cycle for lighting and 440 volt, 3 phase, 60 cycle for power.

**SHORE LEAVE:** Permitted.

**REGULATIONS:** Port of Stockton requests notice of ship's intent to come into port at least seven days prior to arrival; vessels, who have made prior arrangements will have precedence over vessels who sail into port without previous notice.

**AUTHORITY:** Stockton Port District, PO Box 2089, 2201 West Washington Street, Stockton, California, 95201. Tel. (209) 466–6011. Telex 510–765–6661.

## TACOMA, Washington: 47.14 N. 122.28 W.

**DOCUMENTS** (on arrival from foreign):

Ship's document.
Clearance from Last Foreign Port.
2 Crew Lists on Form I.418
2 Passenger lists on Form I.418 (if applicable)
Passenger declarations if applicable.
2 Store Lists.
2 Crew Purchase (curio) Lists.
2 Manifests of cargo for discharge on C.F. 7527–A or 7527–B.

If first arrival port on an inward voyage, must also have 2 sets of Manifests of complete cargo on CF.7527-A or 7527-B, one for customs at this port and the other for use as a "Travelling Manifest" to go forward to other discharge ports.

A – For U.S. Public Health Quarantine Boarding Officer: "Quarantine Declaration" on Form PHS.43.

B – For U.S. Department of Agriculture Boarding Officer: "Shipmaster's Declaration and Warning Notice" on Form A1Q.43.

C – For U.S. Immigration Boarding Officer:
  1. Crew List on Form I.418 visaed by U.S. Consul abroad.
  2. Passenger List on Form I.418.
  3. Attachment to Passanger List on Form I.92.
  4. Form I.94 for each passenger.
  5. Form I.95 of ID Card (Form 184) for each crewmen. (These are reusable for multiple entries, but for seamen on first trip to United States a new Form I.95 must be ready for presentation on arrival.)

D – For U.S. Customs Boarding Officer and Agent or Broker:
  1. 3 copies Crew List (Form I.418).
  2. 3 copies Cargo Manifest on Form 7527A or B.*
  3. 3 copies Store List – no official form provided.*
  4. 3 copies Crew Purchases or Curio List (no official form provided).*
  5. 3 Passenger Lists on Form I.418.
  6. For U.S. Ships – Declaration re foreign repairs on Form 34
  7. For U.S. Ships – Certified Crew List for last U.S. port before going foreign.

* At subsequent U.S. ports of call two copies required of extract Cargo Manifests of cargo for the port concerned, and two copies of lists of stores and curios remaining on board.

**PILOTAGE:** Is compulsory for all vessels except those under coasting trade on West coast of the United States, including Alaska and British Columbia. Pilots board off Port Angeles Pilot Station.

**ANCHORAGE:** The depths as a rule are too great for convenient anchorage, but vessels occasionally anchor under the Northern shore about 1 mile Eastward of Brown's Point. Vessels may anchor in about 60 ft. 450 yd. North-north-westward of the outer end of Puyallup Waterway West jetty.

City regulations permit anchorage in any part of the bay outside harbour lines so as not to interfere with vessels arriving or departing from their docks.

**MAX. SIZE:** Length over 1,000 ft. (centre to centre dimensions of mooring dolphins), draft subject to berth depth.

**HEALTH:** Vessels subject to quarantine inspection usually proceed to their docks, where they are boarded by Quarantine Officer. Fumigation service is performed at the port; however advance notice of 24 hours should be given to Quarantine officer at Tacoma or the U.S. Public Health Service at Seattle.

**TUGS:** Available, join vessel in Commencement Bay, approximately half way between Brown's Point and the designated Dock. Tug's lines are used and there is a charge for tug's lines.

**BERTHING:** 28 Deep water berths.

General Cargo: 1,327,000 sq. ft. warehouse space, 83 acres of open storage area serving all piers.

Water depths: 30 to 50 ft. below MLLW.

**BULK HANDLING FACILITIES:** 1,800-ft. pier with 40 to 50 ft. water depth. Five heavy lift whirley cranes and bulk unloading cranes with 750 to 1,500 tons per hour capacity; 50,000 tons capacity alumina storage structure with load-out facility; 30-acre stockpile area including holding area for 300 rail cars.

Bulk grain elevator: 4,500,000 bushel capacity; loading rate: 60 tons per hour; 700 ft. dock; 50 ft. water depth.

**BRIDGES:** The Port Industrial Bridge and the 11th Street Bridge all ships are required to notify for opening two hours in advance. The Puyallup River Bridge on 11th Street has been deactivated. The Hylebos Bridge. There are no restrictions on the Hylebos Bridge. Closed periods apply to the 11th Street Bridge and the hours are as follows: 6.45 a.m. to 7.45 a.m., 3.30 p.m. to 5.30 p.m.

**STEVEDORES:** Seattle Stevedoring Company, Rothschild International Stevedores, Crescent Wharf and Warehouse Co.

Gang requirements must be made known to contracting stevedore prior to 11.00 a.m. on day before the vessel plans to dock. (10.30 on Saturdays for gangs on Saturday p.m., Sunday and Monday.)

Stowage of cargo for discharge or load determines the gang size requirements. Sufficient information for intelligent gang orders is a necessity – i.e. advance cargo plans, unusual size and/or weight, etc.

**TANKERS:** Loading/discharge lines 8 in. and 10 in. 150 ASA flanged connections. Slop discharge facilities not available. Fresh water available. Coast Guard regulations strictly enforced.

**DENSITY:** The average density in the port is 16·8 at 15°C.

**FRESH WATER:** Available. Delivers to vessel through portable meter hose.

**FUEL:** Available.

| *Grade* | *Viscosity at* 122° *SSF* |
|---|---|
| Bunker "C" | 165–175 |
| PS–400 | 112–116 |
| Bunker Special | 50–60 |
| PS–300 | 32–35 |

Advance notice required

**FIRE PRECAUTIONS:** Very strict precautions in force.

**GANGWAY/DECK WATCHMEN:** Watchmen required if detainees are aboard.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores. In practice, however, the crew can perform this task while in transit.

**CERTIFICATES:**

Certificate of Registry.
Certificates for any previous U.S. tonnage tax payments within the past year.
International Load-line Certificate.
Safety Radio Certificate.
Deratisation Certificate.
Cargo Gear Inspection Certificate.
Certificate of Inspection (U.S. vessels).

**CUSTOMS ALLOWANCE:** Tobacco: Wine/Spirit: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.

**IDENTIFICATION CARDS:** Required.

**REPAIRS:** The largest repair yard in Tacoma can haul out vessels up to 1,000 tons for all kinds of repairs, including electronics, welding, painting and machining; shafts up to 30 ft. in length are machined here. Another plant does shipbuilding exclusively, but will perform topside repairs if needed. Wreckage and salvage facilities are available. Larger vessels go to Seattle for dry-docking. Minor repairs and services for small craft are available at marinas on the City Waterway and the North-eastern shore of Commencement Bay.

**AIRPORT:** Seattle – Tacoma Inter Airport is 16 miles North from port and Tacoma Industrial Airport 8 miles West.

**TIME:** Local time reference is GMT minus 8 hours. In Summer time it is GMT minus 7, or Pacific Daylight Saving Time, started the last week-end in April and finished the last week-end in October.

**HOLIDAYS:** New Year's Day (January 1st) no work; Lincoln's Birthday (February 12th); Washington's Birthday (February 22nd); Memorial Day (May 30th); Independence Day (July 4th) no work; Bloody Thursday (July 5th) no work; Labour Day (September 1st) no work; Columbus Day (Friday after Thanksgiving); Veterans' Day (November 11th); Thanksgiving Day (November 27th) no work; Christmas Day (December 25th) no work.

**POLICE/AMBULANCE/FIRE:** Emergency tel. numbers: Police MA 7–6141; Fire MA 7–0151; Ambulance MA 7–4118 or FU 3-1555.

**TELEPHONES:** Pay telephones available at Piers 1, 2, 4, 7 and Blair Waterway. There is no charge for this service.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Manager, Terminal Division, Port of Tacoma, Box 1837, Tacoma, Washington.

## TAMPA, Florida: 27.57 N. 82.28 W.

**DOCUMENTS:**

Passports and Seamen's Books.
Vaccination Certificate for each Seaman.
Certified Crew List: must be on American form and certified by American consular office at foreign country from which departed.
U.S. Customs requires Inward Foreign Manifest (original and 3 copies). This must describe cargo which is to be discharged this port and/or any other port in vessel's itinerary. It must show:
Vessel's name and flag.
Master's name.
Last foreign port of departure.
Net registered tons of vessel.
When and where vessel built.
Consigned to Agent.
Bill of Lading Number.
Marks and numbers (on cargo).
Complete description of merchandise.
Weight in kilos or pounds.
Port of loading.
Port of discharge.
Stores Lists (original and 3 copies)
Crew Curio List (original and 3 copies)
Narcotic List (original and 3 copies)
*Dangerous Cargo List (original and 3 copies)
*This should be filled out even if nothing dangerous aboard.
Health officials will board vessel first. Bills of Lading not needed for Customs purposes.

**PILOTAGE:** Vessel applies for Pilot through radio station WPD and through Agent. Telegraphic address for Pilots is: Tam-pilot. Advance notice is not necessary. However, U.S. Coast Guard requires a 24-hour notice of the vessel's ETA. VHF Channel in Tampa is Channel 12.

Five pilot boats – each are different. All 40–45-ft. motor launches flying "H" flag and carrying prescribed red and white pilot lights. No light or sound signals necessary by vessels requiring Pilots.

Normally pilot boat located between sea buoy and No. 2 Buoy in main channel. During bad weather they are located off lighthouse at Egmont Key. Anchorage within 1 mile area of sea-buoy.

**ANCHORAGES:** Vessels with good ground tackle can anchor anywhere outside Egmont Bar in depths of 35 to 50 ft. Inside anchorages Southward of Mullet Key in depths of 30 to 35 ft.; and Southwestward of Gadsden Point in depths of 29 to 36 ft.

Explosives and quarantine anchorages East of Mullet Key and South of Interbay Peninsula.

(1) Explosives anchorage East of Mullet Key. A rectangular area in Tampa Bay, approximately 4,459 yd. long and 1,419 yd. wide, beginning at latitude 27° 38′ 30″, longitude 82° 39′ 09″, and extending North-easterly to latitude 27° 39′ 48″, longitude 82° 37′ 15″; thence South-easterly to latitude 27° 39′ 17″, longitude 82° 36′ 46″; thence South-westerly to latitude 27° 37′ 52″, longitude 82° 38′ 38″; thence North-westerly to point of beginning. Anchorage is used by vessels awaiting loading or unloading at Port Tampa where duration of anchorage will exceed 72 hours.

(2) Temporary explosives anchorage South of Interbay Peninsula. Beginning at a point bearing 107°, 1,750 yd. from Cut F Range Front Light; thence to a point bearing 125°, 2,050 yd., from Cut F Range Front Light; thence to a point bearing 180°, 1,725 yd., from Cut F Range Front Light; thence to a point bearing 222°, 2,180 yd., from Cut F Range Front Light; thence to a point bearing 251°, 1,540 yd., from Cut F Range Front Light; and thence to the point of beginning. Anchorage is used for vessels engaged in loading explosives when duration of the anchorage is less than 72 hours.

(3) Temporary explosives anchorage off Port Tampa. A circular area with a radius of 200 yd. with the point at latitude 27° 50′ 22″, longitude 82° 34′ 15″.

(4) Quarantine anchorage. South-east of the temporary explosives anchorage, beginning at a point bearing 97° true, 4,370 yd., from Cut F Range Front Light; thence to a point bearing 113° 30′, 5,370 yd., from Cut F Range Front Light; thence to a point bearing 161° 30′, 3,770 yd., from Cut F Range Front Light; thence to a point bearing 163° 30′ 2,070 yd., from Cut F Range Front Light; thence to the point of beginning.

**RESTRICTIONS:** Draft recommendation is 33 ft. 6 in. No tidal restrictions with exception of loaded vessels into Port Tampa.

**MAX. SIZE:** Maximum draft 34 ft. MLW. No limit on length and breadth.

**HEALTH:** Vessel to notify Quarantine Station by radio if any communicable disease is suspected to be on board or if vessel has been in an infected port within 15 days. This is to be done prior to arrival in port so that medical officer can check ship and take necessary control measures such as isolation for persons involved or hospitalisation.

**RADIO:** Radio station "WPD" should be used by vessel to route ETA cables to Agents, receivers, etc. Station KUZ 383 on Channel 25 VHF, available for public messages.

**TUGS:** Positions are:

Main port area – right past Beacon No. 35
Port Sutton & East Bay – Beacon No. 29
Port Tampa – Cut "K"
East Tampa – Beacon No. 16

Tug's lines only.

**BERTHING:** Port Sutton: Max. length 800 ft., draft 33 ft. 6 in., waterline to hatchcoaming 43 ft.

Rockport Berth: Max. length 900 ft., draft 33 ft. 6 in., waterline to hatchcoaming 50 ft.

Eastern Associated Terminal: Max. length 850 ft. draft 33 ft. 6 in. waterline to hatchcoaming 50 ft.

All berths can accommodate large vessels by shifting.

**STEVEDORES:** Stevedoring gangs must be ordered approximately 24 hours in advance (before 1700 on day before needed).

**MEDICAL:** Advance notice for medical attention not required, but is preferable. All U.S. ports require valid certificate of vaccination (renewable every three years) for smallpox.

**TANKERS:**

| *Company* | *Pipe lines* | *Berthing space* | *Depth* |
|---|---|---|---|
| American Oil Co. | (1) 12″ (2) 10″ | 275 ft. | 30 ft. |
| American Petrofina | (2) 10″ (5) 8″ | 600 ft. | 31 ft. |
| Brimstone Terminals | (1) 14″ | 700 ft. | 34 ft. |
| Chevron Asphalt | (3) 8″ | 320 ft. | 18 ft. |
| Cities Service | (3) 10″ | 550 ft. | 30 ft. |
| Florida Portland Cement | (3) 8″ (2) 6″ | 700 ft. | 30 ft. |
| WR Grace (ammonia) | (1) 10″ | 200 ft. | 34 ft. |
| Gulf Oil Co. | (3) 14″ (2) 10″ (1) 8″<br>(2) 6″ | | |
| | (2) 6″ | 650 ft. | 32 ft. |
| Humble Oil & Ref. Co. | (1) 10″ | 300 ft. | 18 ft. |
| Marathon Oil Co. | (2) 12″ (3) 8″ | 800 ft. | 32 ft. |
| Murphy Oil Co. | (1) 12″ (1) 8″ (1) 6″ | 500 ft. | 34 ft. |
| Petroleum Packers | (1) 6″ | 600 ft. | 34 ft. |
| Phillips Petroleum | (2) 12″ | 300 ft. | 34 ft. |
| Union Oil Co. | (5) 10″ | 880 ft. | 22–30 ft. |
| Shell Oil Co. | (1) 12″ (2) 10″ | 850 ft. | 34 ft. |
| | | 250 ft. | 34 ft. |
| Sulphur Terminal Co. | (2) 10″ | 700 ft. | 34 ft. |
| South State Terminals | (3) 6″ (3) 10″ | 800 ft. | 33 ft. |
| Standard Oil Co. | (3) 12″ (5) 8″ (6) 6″ | 884 ft. | 34f t. |
| Sun Oil Co. | (2) 6″ | 200 ft. | 26 ft. |
| Tampa Electric Co. | (1) 10″ | 550 ft. | 28 ft. |
| Detsco Terminals | (1) 10″ | 380 ft. | 32–34 ft. |
| Pasco Terminals Inc. | (1) 10″ | 600 ft. | 30 ft. |
| Texaco Inc. | (1) 12″ (2) 8″ (4) 6″ | 250 ft. | 33 ft. |
| Gardinier Inc. | (1) 12″ | 448 ft. | 32 ft. |
| Warren Petroleum Co. | (1) 4″ | 325 ft. | 14–12 ft. |

Note that part of above terminals use same piers. Most terminals have residue discharge facilities.

**DENSITY:** Density is affected by local rains due to Hillsborough River. Seasonal variances too great to allow advance prediction.

**FRESH WATER:** Available all over port and delivered through hoses and meters. Rates of delivery various.

**FUEL:** All grades and types available, including all types of blended fuel and Bunker "C". 24 hour notice required. All types of lube-oil available with delivery in bulk or drums – 24 hour notice is required.

Major oil companies (i.e. Shell, American Oil, Texaco, Gulf, Standard, etc.) represented in Tampa. Delivery ex pipeline, barge or truck.
**PRECAUTIONS:** No specific precautions other than usual.
**DEVELOPMENTS:** The Tampa Port Authority is now completing three new general cargo berths, a total of 1,800 ft., on the East Bay Channel and Turning Basin at the Port of Tampa.

The berths were designed with container capability in mind. The Port Authority is in the process of purchasing a heavy-lift crane capable of handling containers.

Plans are also underway for the construction of a possible four additional 600-ft. general cargo berths to meet the requirements of the port as indicated by port operators.

The U.S. Corps of Engineers plans to begin dredging operations for deepening the harbour channels from their present 34 ft. to 43 ft. Commencement of this project is scheduled for early 1975 with work continuing until completed, a total of about five years.
**GANGWAY/DECK WATCHMEN:** Watchmen not necessary, but available when required.
**OPENING/CLOSING HATCHES:** Longshoremen open and close hatches.
**SHIP CERTIFICATES:**

Documentation Papers.
Load-line Certificate.
Certificate of Safety at Sea (when carrying passengers).
Certificate of Safety Equipment.

**CUSTOMS ALLOWANCES:** Tobacco, two packs of cigarettes per day per man. Wine and/or Spirit, no set amount. Each boarding officer has different views (i.e. German and Scandinavian vessels allowed two bottles of beer per day per man). Allowances made within reasonable bounds at Master's discretion subject to boarding officer's approval.
**CARGO GEAR:** No local special safety requirements. Longshoremen and U.S. Department of Labor requirements are uniform over the U.S.
**IDENTIFICATION CARDS:** Passports required.
**CONSULS:** The following countries are represented in Tampa:

Belgium
Colombia
Costa Rica
El Salvador
Finland
France
Guatemala
Honduras
Italy
Mexico
Netherlands
Nicaragua
Norway
Peru
Sweden
Turkey

**REPAIRS:** All types are possible.
**DRY DOCKS:** Graving dock: 525 ft. long on bottom × 80 ft. wide, and depth over keel blocks 16–18 ft. at MHW; Dry dock: 200 ft. long × 65 ft. wide. There are two other dry docks besides those listed above.
**REPATRIATION:** No foreign crew pools in Tampa (located in New Orleans, San Francisco and New York). But crew changes can be made when Master radios requirements to Agent who arranges with local consul or through crew pool in nearest city named above for applicable country (if no consul is available in Tampa). American crew pools for all unions in Tampa.

Repatriation available at Tampa International Airport and is handled by consul or Master.
**AIRPORT:** Tampa International Airport served by regular airlines and located approximately 5 miles from main port area; 5 miles from Port Tampa and 16 miles from East Tampa.
**TIME:** Tampa normally on Eastern Standard time with Daylight Saving Time in effect from last Sunday in April to last Sunday in October.
**HOLIDAYS:** New Year's Day (January 1); Jan. 15th; Gasparilla Day (2nd Monday in February, local holiday); Lincoln's Birthday (February 12); Memorial Day; Independence Day (July 4); Labor Day (1st Monday in September); Columbus Day; Veterans Day; Thanksgiving Day (last Thursday in November); Christmas (December 25).

When any of these holidays fall on a Sunday, they will be observed on Monday following. Work on these holidays by special arrangement only.
**POLICE/AMBULANCE/FIRE:** Police 223–8521; Ambulance 223–1551; Fire 223–4211.
**TELEPHONES:** Installation of telephone aboard can be arranged.
**SERVICES:** Compass adjustments available; radio direction finder; radar repairs; tank cleaning.
**SHORE LEAVE:** Immigration authorities grant clearance after examination of passport or bona fide seaman's papers.
**DELAYS:** Delay can be expected in loading phosphate rock (one to two days), and same delay applicable for berthing at elevators. No delays in general cargo loading or berthing and bunkering.
**AUTHORITY:** Tampa Port Authority, PO Box 2192, Tampa, Florida 33601. Tel. (813) 248–1924.

## TEXAS CITY, Texas: 29.22 N. 94.53 W.

**DOCUMENTS, PILOTAGE, HEALTH, Etc.,** refer to "Galveston".
**RESTRICTIONS:** Controlling depth in entrance channel 40 ft. Otherwise restricted by depth available at berth. Vessels enter day and night.
**TUGS:** Available if required.
**BERTHING:**

| | | |
|---|---|---|
| American Oil Tanker Docks | depth | 36 ft. |
| Monsanto Tanker Dock | „ | 32 ft. |
| Texas City Oil Docks | „ | 36 ft. |
| Union Carbide Terminal | „ | 33 ft. |

**MEDICAL:** All medical assistance available.
**DENSITY:** Brackish.
**FRESH WATER:** Available at all wharves except Union Carbide Terminal.
**FUEL:** Bunker C available to tankers loading/discharging. All grades available by barge from Houston.
**GANGWAY/DECK WATCHMEN:** Required only if crewmen detained by Immigration.
**CUSTOMS ALLOWANCES:** Each man 300 cigarettes or 10 cigars or 1 lb. tobacco. 1 qt. wine/spirits.
**CONSULS:** See "Houston".
**TIME:** Central Standard Time. Daylight saving time effective from April to October.
**SHORE LEAVE:** No restrictions unless detained by Immigration.
**AUTHORITY:** Texas City Terminal Railway Co.

## TOLEDO, Ohio: 41.42 N. 83.28 W. (See Plan)

Refer to "St. Lawrence Seaway" for important general information.
**PILOTAGE:** By Seaway Pilots.
**RESTRICTIONS:** Navigation season from mid-March to end December, approx. The port is connected to Lake Erie by an entrance channel, depth 27 ft. Vessels size restricted by Seaway locks.
**MAX. SIZE:** 730 ft. length; 26 ft. draft. Height restriction of 104 ft. above water-line which applies to grain berths only.
**HEALTH:** All ocean-going vessels must obtain a free pratique before entering the Seaway. Vessels may obtain quarantine inspection and clearance from the Canadian Authorities at Montreal while awaiting entrance to the Seaway.
**RADIO:** Master must give at least 24 hours notice to Commander 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also, at least 24 hours notice of ETA at first U.S. discharge port is required. Toledo Port can be contacted through Lorain, Ohio, or Port Colborne, Ontario.
**TUGS:** Available. Not compulsory, but sometimes necessary in bad weather.
**BERTHING:**

C & O Railway Dock: 2,000 ft. long, 26 ft. depth alongside.
Lake Front Dock: 1,200 ft. long, 26 ft. depth alongside.
Interlake Steel Corporation: 23 ft. depth alongside.
Mid States Terminals: 27 ft. depth alongside.
East Side Iron Elevator: 27 ft. depth alongside.
Port Authority Facility: 4,000 ft. long, 27 ft. depth alongside.
Anderson Elevator: 27 ft. depth alongside.

**CARGO HANDLING FACILITIES:** Three grain elevators at Toledo load vessels at 50,000 bushels per hour. There are six coal loading machines, each of which can dump one 100-ton car per minute, also one machine which dumps two cars simultaneously for a maximum of 6,000 tons per hour. There are seven Hulett ore machines; unload lake vessels at a rate of 4,000 tons per hour. Bulk liquids handled include petroleum products, industrial molasses, palm kernel oil, liquid sugar, trichlorethylene and perchlorethylene.
**TANKERS:**

Hocking Valley Pier: 22 ft. depth alongside.
Ashland Oil Company: 22 ft. depth alongside.
Standard Oil Company: 23 ft. depth alongside.
Gulf Refining Co.: 21 ft. depth alongside.

**DENSITY:** Fresh water.
**MEDICAL:** All facilities available.
**FRESH WATER:** Obtainable by pipe-line at all general cargo docks.
**FUEL:** All grades available at oil piers, and by harbour fuel barge.
**REPAIRS:** Major repair facilities available.
**DRY DOCKS:** No. 1: 510 ft. × 72 ft. 6 in.; No. 2: 641 ft. × 78 ft.
**AUTHORITY:** Toledo – Lucas County Port Authority, 241 Superior Street, Toledo.

## VALDEZ, Alaska: 61.07 N. 146.21 W.

Located at head of Valdez Arm in Prince William Sound.
**APPROACHES:** Via Prince William Sound to the Valdez pilot station.
**DOCUMENTS:** See "Anchorage, Alaska".
**PILOTAGE:** Pilots board approx. 2 miles North of Busby Light.
**MAX. SIZE:** Harbour depth over 300 ft. Tides: diurnal range 12 ft. Also see "Berthing".
**ANCHORAGE:** Excellent, close by dock. Bay is too deep.
**CUSTOMS:** Quarantine, local. Immigration and Customs from Anchorage.
**BERTHING:** 1. Valdez City Dock: 36 ft. MLLW. 600 ft. long by 4 ft. wide. Two warehouses, one heated, one unheated. Stevedore provides equipment which includes fork-lifts and two 100-ton mobile cranes and one 150-ton mobile crane. Dock operated by North Star Stevedoring Co.
**TUGS:** Limited availability.
**STEVEDORES:** Three gangs.
**REPAIRS:** Minor repairs only.
**WATER:** Available in temperate seasons.
**FUEL:** Not available.
**MEDICAL:** 150-bed mental patient hospital; 15 beds for local use; 1 doctor, 1 dentist regularly from Anchorage.
**TRANSPORTATION:** Air; highway to Fairbanks and Anchorage.
**DEVELOPMENTS:** Valdez is the projected terminus of the Trans-Alaska Pipe-line and construction of tanks and oil dock facilities is anticipated across Valdez Arm from City Dock.

## VANCOUVER, Washington: 45.36 N. 122.40 W.

**DOCUMENTS**: Three copies of following:
Cargo Manifest.
Store List.
Crew Cargo List.
Crew List.
One copy of following:
Clearance from Last Port.
Tonnage Tax Certificate.
Copy of Vessel Register and itinerary of vessel port by port.

**PILOTAGE**: When entering from sea (without service of a bar pilot) vessel or Agent must give notice between hours of 0800 and 1700 and at least 12 hours prior to ETA Astoria. Calls may be placed with Astoria office (325–4532) or at Portland office (228–9325) or by radio to "Colrip Astoriaore". River Pilots board at Astoria in channel in vicinity of Astoria Crossing Lighted Buoy No. 37. Signal for river Pilot is one long and three short whistles. When ordering bar Pilots, request radio via KLB, Seattle, Wash., about 12 hours before arrival. Address "Bar Pilots, Astoria, Ore.", giving date and time of arrival at lightship. When "Peacock" is on station Pilot boards from small power boat; when "Columbia" is on station, Pilot boards directly from "Columbia". When pilot is boarding from small boat keep engines at about 4 knots speed. Do not change course or speed until signalled by Pilot vessel. Vessels having radio telephone contact pilot vessel for instructions on following frequencies: radio phone watch on Channel 16 VHF (156·8 mgc/s) also 2182 and 2738 kc/s. Pilot boat "Peacock" call WS 7217; pilot boat "Columbia" WJ 8200; Astoria bar Pilots' office (Channel 16) KOK 360.

**ANCHORAGES**: Only designated anchorages on U.S. Coast and Geodetic Charts are at Tongue Point (Astoria), Oreg. Two in number and designated on Chart 6151 Columbia River, Pacific Ocean to Harrington Point, as 1 Lower Tongue Point and 2 Upper Tongue Point. Additional locations on Columbia and Willamette Rivers where safe anchorages can be made upon advice of Columbia River pilots. Anchorage in Vancouver harbour by permission of Harbour Master.

**RESTRICTIONS**: No restrictions on night entry. State of tide and draft restrictions not applicable to vessels drawing less than 40 ft.

**MAX. SIZE**: No restrictions length and breadth. Depth at Columbia River entry 48 ft. River channel to Vancouver maintained at 45 ft. by 600 ft. Seasonal tidal effect up to 3 ft. at Vancouver.

**HEALTH**: See Health Regulations before first U.S.A. port (Albany). Department of Agriculture board all vessels. Immigration board vessels arriving from foreign ports.

**RADIO**: Route ETA cables through KLBITT Seattle, Wash.

**TUGS**: Normally join vessel at designated berth. Tug lines used at no charge.

**BERTHING**: No special requirements for berthing and no special arrival times required except under particular circumstances.

**STEVEDORES**: Allocation for gangs Monday through Saturday must be confirmed at 1100 to the longshore hiring hall. Allocation for gangs Sunday and Monday are made at 1100 Saturday for both day and night gangs. Same procedure applies to allocation of night gangs, but night gangs may be cancelled by 1400 afternoon of night gangs are to work.

**MEDICAL**: Any type of medical treatment can be provided and hospital facilities available. Only inoculation requirement for entry to U.S. is smallpox, except when vessels have called at an area infected by another disease.

**DENSITY**: Fresh water at all times.

**FRESH WATER**: Available at all berths delivered through pier-side connections.

**FUEL**: Viscosity grades of B and lower. No advance notice required. Barging essential.

**FIRE PRECAUTIONS**: Port fire precautions respecting tankers are administered by U.S. Coast Guard, which enforces shipboard regulations under Code of Federal Regulations, Part 46, Sub-part D, Sections 20 to 40; Police Harbour Patrol, which controls port movements, boards vessels to warn Master regarding harbour regulations, including spilling of oil, etc.; and Fire Marshal, who exercises jurisdiction regarding fire regulations at shoreside facilities serving tankers.

**DEVELOPMENTS**: Will continue building new cargo warehouses, additions to dock facilities, three 50-ton gantry cranes available, berths for four cargo vessels, container yard and lumber yard.

**GANGWAY/DECK WATCHMEN**: Services at option of vessel Owner/Agent and available through private firms.

**OPENING/CLOSING HATCHES**: While ship is at dock, opening and closing hatches is work of longshoremen. Ship may open or close own hatches while under way.

**CERTIFICATES**: Registered tonnage certificate.

**CUSTOMS ALLOWANCES**: Tobacco, reasonable quantity. Wine and/or Spirit, reasonable quantity.

**CARGO GEAR**: Valid cargo gear certificate required, acceptable to U.S. Bureau of Labor Standards.

**IDENTIFICATION CARDS**: Immigration Dept. requires forms No. 595 and No. 31 (Repatriation). Changes can be effected at any U.S. Consulate and are honoured here.

**CONSULS**:
Austria
Belgium
Costa Rica
Denmark
Dominican Republic
El Salvador
Finland
France
Federal Republic of Germany
Great Britain
Iceland
Italy
Japan
Lebanon
Mexico
The Netherlands
Norway
Republic of Panama
Peru
Sweden
Venezuela

**REPAIRS**: All types of deck and engine repairs possible.

**DRY DOCKS**: See "Portland, Oregon".

**REPATRIATION**: Any arrangements possible for crew changes or other repatriation.

**AIRPORT**: Airport 10 miles from town, served by seven regularly scheduled airlines with direct service and/or connections domestically and world-wide.

**TIME**: GMT minus 8 hours. Daylight saving time becomes effective annually on last Sunday in April through last Saturday in October.

**HOLIDAYS**: Following holidays are recognised: *New Year's Day; Lincoln's Birthday (Feb. 12); Washington's Birthday (Feb. 22); Memorial Day (May 30); *Independence Day (July 4); *Labor Day (First Monday in September); Columbus Day (Oct. 12); Veteran's Day (Nov. 11); Thanksgiving Day; *Christmas Day (Dec. 25); Statewide Election Days. Other legal holidays may be proclaimed by State or national authority. When holiday falls on Sunday, following Monday observed as holiday. Longshore work performed on any of above-listed days is at overtime, which is one-and-a-half time rate. Days marked (*) are stop-work days, viz., no ships will be worked. This also applies to July 5, which observed locally on unilateral basis.

**POLICE/AMBULANCE/FIRE**: Police 693–2555; Fire 693–1441; Ambulance provided by several private firms, but can be obtained through police or fire number.

**TELEPHONES**: Available by order from terminal superintendents at $5.00 connection charge.

**SERVICES**: All services available such as compass adjusting, major or minor repairs either with work barges or at ship repair berths; lay berths available; charts available from private companies; all chandlery supplies available.

**SHORE LEAVE**: Crew members permitted ashore except where vessel has made first arrival from Communist-controlled port.

**AUTHORITY**: Port of Vancouver, Washington, Foot of West 16th Street and Lower River Road, Vancouver, Washington 98660. Tel. Vancouver 693–3611, Portland 289–8824. Telex 910–474–8673.

## WILMINGTON, Delaware: 39.44 N. 75.32 W.

**DOCUMENTS/PILOTAGE**: See "Philadelphia."

**ANCHORAGE**: At Cherry Island.

**MAX. SIZE**: Length unlimited, breadth unlimited, draft 40 ft. MLW tide rise and fall 5½ ft.

**HEALTH**: U.S. Public Health Service requirements.

**RADIO**: Station W.S.C., Tuckerton, N.J.

**TUGS**: Normally, tugs are not required. A docking Pilot is available. If tugs are required, they must be ordered from Philadelphia, Pa.

**BERTHING**: 3,000 ft. marginal berth, 25 to 140 ton crane capacity. 600 tons per hour bulk unloader. Covered bulk storage of 725 cubic feet. Dockside freezer capability for liquid import and export.

**DENSITY**: Fresh water port. Normal 12 hour tide.

**FRESH WATER**: Hose connection from dock.

**FUEL**: Available.

**GANGWAY/DECK WATCHMEN**: Required.

**OPENING/CLOSING HATCHES**: Optional.

**IDENTIFICATION CARDS**: See "New York".

**CONSULS**: All Consuls are located in Philadelphia, Pa.

**REPAIRS**: Engine and other repairs at Wilson Ship Yard, Wilmington, Del.

**DRY DOCKS**: Major repairs and dry dock facilities – Sun Ship Yard, Chester, Pa.

**REPATRIATION**: Facilities are available and arranged by Agent.

**AIRPORT**: Philadelphia International Airport, regular service.

**TIME**: U.S. Eastern Standard and Daylight Time.

**POLICE/AMBULANCE/FIRE**: Police, tel. 302; Ambulance, tel. 654; Fire, tel. 5151.

**TELEPHONES**: Dock-side pay phones.

**SERVICES**: All services available.

**SHORE LEAVE**: Allowed unless restricted by Immigration.

**AUTHORITY**: Port of Wilmington, Board of Harbour Commissioners, PO Box 1191, Wilmington, Delaware. Tel. 302–656–8566. TWX: 510–666 2181.

## WILMINGTON, N. Carolina: 34.14 N. 77.57 W. (See Plan)

**PORT LIMITS**: A ship is considered an "arrived vessel" upon arrival at Buoy 2CF.

**DOCUMENTS**:
3 copies Cargo Manifest (Forms 7527-A or 7527-B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
3 copies Crew Manifest (curio list) (Customs Form 1304).
3 copies Stores List (Customs Form 1303).
3 copies Passenger List (Form I.418).
3 copies Crew List (Form I.418).

Customs boarding Officer will also examine ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Master's oath (Customs Form 1300).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified Crew List.
Oil Pollution Cert.
General Declaration (Customs Form 1301).
Load Line Certificate.
Safety Equipment Certificate.

**PILOTAGE:** Pilots board vessels at Buoy 2CF off the mouth of the Cape Fear River. Masters should notify local Agents by radio of their ETA's at Buoy 2CF in order that the Pilots may be on station in advance of arrival. Additionally, Masters may communicate with Pilots by radio telephone on 2738 frequency and by VHF Channel 18A. Pilots remain on board until harbour limits of Wilmington, where docking masters normally board vessels for purposes of docking.
**APPROACHES:** The port terminal at Wilmington is located on the East bank of Cape Fear River, approximately 26 miles from the sea buoy at the mouth of the river. Wilmington is 150 miles South-west of Cape Hattaras and 26 miles North of Cape Fear.
**RESTRICTIONS:** The approach channel and basins adjacent to the port are maintained at a depth of 38 ft. MLW.
**ANCHORAGE:** Vessels awaiting Pilots normally anchor in area off Buoy 2CF. There is no safe anchorage in the port of Wilmington for large vessels to be accommodated. Small vessels can be accommodated for brief periods in anchorage basin, although it is necessary to swing with the tide in order to avoid blocking channel.
**MAX. SIZE:** No limit on length, breadth, and draft limit is present channel project depth of 38 ft. Master should communicate with local Agent regarding stage of tide for passage of vessels drawing 34 ft. or above.
**HEALTH:** Radio pratique not required. Vessels not boarded by health authority, unless vessel from plague infected country or illness on board.

Vessels are boarded by Immigration, Customs and Agriculture.
**TUGS:** Two towing companies operate at Wilmington.
**BERTHING:** A continuous marginal wharf, 6,680 ft. long. Docking at any hour, day or night.
**SPECIALISED CARGO HANDLING FACILITIES:** State Port Terminal: fully equipped to serve cellular type container ships, for bulk handling; equipped with 6 yard rehandler buckets, receiving hoppers, and paved open storage areas, two 45-ton, one 115-ton and one 225-ton gantry crane; one berth with tank farm for handling liquid chemicals.

Almont Shipping Company: three berths, open and covered bulk storage, two 25-ton cranes and one 85-ton derrick. No facilities for LPG carriers.
**TANKERS:** Ten tanker berths with drafts from 30 to 40 ft. MLW. Night berthing at all berths. Fresh water available.
**FRESH WATER:** Available from shore connections at rates up to 50 tons per hour.
**FUEL:** Bunker "C" and diesel fuels available locally.
**FIRE PRECAUTIONS:** Normal precautions observed.
**DEVELOPMENTS:** One 225-ton gantry crane, nine additional acres paved open storage and dockside sewage facilities to receive waste from ships to be available 1973.
**REPAIRS:** Minor ship repairs available.
**DRY DOCKS:** One 1,000-ton lift floating dry dock.
**AIRPORT:** New Hanover Country Airport, 7 miles from N.C. State Port Terminal. Served by Piedmont Airlines.
**IDENTIFICATION CARDS:** Standard U.S. Immigration Forms I.95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.95, issued for the same vessel.
**TIME:** Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time, GMT minus 4 hours from April to October.
**AUTHORITY:** North Carolina State Port Authority. PO Box 3037 Wilmington, N.C. 28401. Tel. (919)–763–1621.

**AGENT:** Wilmington Shipping Company, North Carolina State Terminals, POB 1809, Wilmington, North Carolina. Tel. 763–7333, Cables "Wilshipco."

## WRANGELL, Alaska: 56.28 N. 132.22 W.

Located on Wrangell Island. Open all year.

**DOCUMENTS:** See "Anchorage, Alaska".
**PILOTAGE:** (From sea via Dixon Entrance up Clarence Strait to Guard Island.) Under pilotage from Guard Island.
**MAX. SIZE:** Harbour depth 32 ft. MLLW. Tides: mean range 13·7 ft., diurnal range 16·1 ft. Also see "Berthing".
**ANCHORAGE:** Good anchorage North-east of Woronofski Island in 22 fathoms of water.
**CUSTOMS:** Immigration, Guard Island or local Customs office. Quarantine and Customs, local.
**BERTHING:** Three wharves. 1. Wrangell Wharf Co. Berthing length 220 ft., East end depth 24 ft., West end depth 38 ft. Two lift-trucks; 4,800 sq. ft. covered shed space.

2. Wrangell Lumber Co. Dock; Berthing length 320 ft., 150 ft. wide, depth South end 32 ft. North end 40 ft. LW. Height of pier from 0 tide 23½ ft. Crane – 1 mobile, 8 ton, 6 lift-trucks. No shed space. Three acres open storage.

3. Alaska Wood Products: Berthing length 300 ft., 50 ft. wide. Depth at LW 32 ft. Height of pier from 0 tide 23 ft. No shed space.
**TUGS:** Three available, 500 h.p. each.
**DEVELOPMENTS:** Possible mineral potential for future development from Iskut River and Stikine River lodes.
**STEVEDORES:** Four gangs available.
**REPAIRS:** None.
**WATER:** Available.
**FUEL:** None.
**MEDICAL:** Small but new hospital.
**TRANSPORTATION:** Air and ferry.

# Uruguay

**REGULATIONS:** Increased fines became effective in June 197 respect of infringements of the Uruguayan Marine Code. There approximately 119 Articles to the Marine Code, and Owners a Masters of vessels proceeding to Uruguayan ports are reco mended to obtain a copy of the Code (which lists port regulatio and amounts of fines for infringements) prior to arrival. We und stand that copies of the Code, entitled "Reglamento Preventiv Represivo de Infracciones Maritimas, Fluviales y Portuarias", m be obtained from Centro Navegacion Transatlantica, Colon 14 p. 3, Montevideo.

Freely translated, we give below some extracts of Port Regulatio as specifically applicable to Montevideo, but also to all Urugua ports in general:

Articles 1 to 8 cover respectively the reasons for setting up th preventive set of regulations; the definition of what a vessel is terms of the legislation; the establishment and amount of fine (they may be tripled in the event of repeated offences); the fact th very small vessels may only have imposed 10 per cent of the fu fine; the jurisdiction for the regulations covering the whole of th Uruguayan coast and river frontage; the stipulation whereby th General Marine Prefecture must send to the Captain of the vess a statement of the offence immediately it is observed and this i triplicate and to the local Agent for the vessel.

The actual information which the form must contain is delineate Notification of offences can be made after a vessel has sailed, th being to the local ship's Agent by phone and confirmed with 24 hours in writing; All Captains must give written consent to the local Agent, and the Agent must accept this in writing, empoweri the Agent to act in the Captain's name in all cases of fine paymen The Authorities may delay the sailing of a vessel if they see fit i connection with any offence. Finally, article 8 deals with the right t appeal to the General Marine Prefecture against any fine impose this having to be done within 10 days dating from the day followi personal notification of the offence.

Articles 9 to 119 cover the specific offences subject to fine an indicate individually the full fine imposable in local pesos.

An abridged summary of each of the articles is as follows: N anchoring within 900 metres of the illuminated buoy in the port acces channel.

Vessels carrying hazardous cargo must hoist flags according t the Int. Code of Signals.

Vessels with anyone on board with contagious diseases mus hoist appropriate flag (letters QL).

Flag Q must be hoisted and maintained in position until healt authority has given free pratique.

All vessels anchoring in the roads, bay or ante-port must take du precautions not to harm or cause damage to other vessels; the fin will be imposed notwithstanding claims for damages from thir parties.

Agents of vessels which may wish to anchor in the roads mus obtain prior permission from the Marine Authority, specifying vessel's measurements and the reason. If authorised, the anchorage to b used will be notified.

No anchoring at the docks unless justified, and anchors must b raised immediately the reason for dropping them has gone. Ther must be no delay on the part of vessels in complying with the Marin Authorities instructions to change berth or anchorage.

No tying up to other vessels without Marine Authority per-mission; no attachment to berths which have not been allocate and no changing of berth without authorisation.

No anchoring in places not authorised by the Marine Authorit the maximum fine being applied should this have caused damag to third parties.

No small craft to be tied up obstructing gangways or quays Where this is necessary for embarking crew members, passengers provisions, etc., the small craft must be removed immediately the operation has been completed.

Small craft must not be tied up to buoys or beacons. Vessels must not tie up at buoys or beacons.

Maximum speed of vessels in docks is 4 knots.

Navigation in channels of access to ports is governed as follows:

Maximum speed 8 knots.

Vessels must always keep to starboard.

Vessels must not overtake each other, but where this is necessar they must conform to the International Signal Code.

No anchorage in channels.

No fishing in channels.

Vessels navigating in channels must keep a distance of 1,000 metres from each other.

Vessels must not cross in front of each other in the fore-ports.

All vessels entering or leaving the ante-port or docks, changing berths or anchorages must be assisted by a Pilot and a tug, unless specifically given exception to this rule by the Marine Authority.

No vessel must enter port with damage to hull, machinery or rudder unless prior inspected by the Technical Commission of the Mercantile Marine Directorate.

Any vessel springing a leak whilst navigating in the access channel and which the bilge pumps cannot overcome, must go aground as quickly as possible off the channel so as to leave the channel open.

In case of fire on board whilst navigating in the access channel, Captains must observe usual procedure and give signals accordingly.

The strict use of semaphore signals within port must be observed.

When vessels enter the docks or remain in them, Captains owners or Agents must request permission from the Marine Traffic Office, and report to the Office of Pilotage, and proceed in whatever form they may instruct. On leaving the same procedure must be followed.

Captains and owners of vessels must see that their vessels do not obstruct or cause harm to port works, beacons, buoys, or semaphores and once tied up they must not slacken ropes without permission of the Marine Authority except under conditions covered by items 1, 2 and 3 of article 64 of the Port of Montevideo Marine Regulations.

No vessel to have badly stowed cargo, excess weight, or evidence of lists due to bad trim of cargo.

Only those lines necessary for tying up to be used. When two or more vessels tie up alongside to load or discharge they are all obligated to ensure that the handling of their respective cargoes does not prejudice the working of the others.

Vessels must take proper precautions when loading or discharging raw material, i.e. sand, bones, ash, coal, etc., by placing suitable planks of wood close together to prevent any such material falling into the water.

No vessel to enter docks with the gangway already rigged.

During unloading operations, no goods to be thrown on to the quay. This must be done manually or mechanically.

During discharge operations, cargo must be so positioned on the quay as to leave adequate passage for vehicular traffic, i.e. police, fire-brigade, health authorities, customs and port officials.

Planks of wood – when planks are used for any operation, they must not be placed in contact with mooring bitts or cables. When work ceases all pieces of wood, ladders, small trucks, etc, must be removed from the quay, and those belonging to the ship must be taken on board, this so as not to obstruct the public path along the quay.

When cleaning or washing ships tied up at quays, no rubbish, water or cleaning material must be allowed to fall on the quay.

A very serious offence is the throwing into the water of any rubbish, sewage or other materials susceptible to dirtying the water.

Very serious offences are the lightening of ships carrying petrol, crude oil, or the like, likewise the washing-out of tanks, except in authorised zones. The fine is based on the area spoiled by the wrongful discharge.

All ships should have local Agents, otherwise in the case of offences the Captain is held responsible and vessels may be detained.

Vessels are responsible to ensure that no damage is made to quay installations by the cargo they load or discharge, and must always leave berths in a tidy and clean state.

Vessels' auxiliary small craft, launches and the like must not hang over the side of the vessel in port, except during the operations of launching and reshipping on board, where such operations are conducted at points indicated by the Marine Authority. Such small craft may only be used for the purpose and at the times authorised by the Marine Authority.

Usual regulations concerning carriage of passengers in vessels and heavy fines are imposable for the carriage of passengers or crew members not listed.

Vessels exceeding their navigation limits shown in their Certificate of Navigability are subject to fine.

All vessels must be cleared to sail by the Marine Authority.

Vessels must use their proper name, and this must be painted on in letters of a minimum of 15 centimetres height and 8 centimetres wide. Letters must be white on black or black on light colour.

Captains, Owners and Agents must report any crew offence or irregularity on board to the Marine Authority.

Vessels in port must hoist the Uruguayan flag. *N.B. It is recommended that Masters correctly establish the proscribed times for raising and lowering the Uruguayan flag, in order to avoid fines.*

Vessels must have their gangway equipped with handrails, and the gangway must be clearly lit at night.

All lines to shore must have rat-guards fitted.

When there are hazardous goods on board or when such goods are being worked, the vessel must hoist the International Signal Code letter B, and at night show a red light on the bow masthead, must always have engines in a state of readiness in case of danger, keep two-thirds of the crew on board, keep watchmen and firemen available (the number of whom will be determined by the number of holds containing the hazardous material), must only work with incandescent lights, and keep a port pilot on board if the Marine Authority so directs.

Vessels moored at quays must not move propellors, except under the direction of the Marine Authority.

Vessels must not moor in the port access channel. There must be no improper use of the International Signal Code. Signal flags must not be interspersed with flags of nationality.

If a vessel wishes to dress flags over all, or fly a flag at halfmast due to a bereavement on board, the Marine Authority's permission must be first obtained.

The use of whistles, sirens or any other audible signal within the area of the roads, bay, ante-port or docks, for any reason other than justifiable for navigation is prohibited.

Any vessel anchored, tied up to other vessels or to the shore or quays, must show a white light from sunset to sunrise which can be seen at a distance of 500 metres.

In the access channel to Montevideo, no more than four vessels may navigate at one time – two entering, two leaving.

Maximum speed in the Montevideo ante-port is six knots. There must be no anchoring in the Free Zone, reserved for the manoeuvring of vessels entering and leaving.

At Montevideo there must be no anchoring along the route leading from the Free Zone to channel "A", between the quay and the pier of the same letter. Also on the route leading from pier "A" along a line to 100 metres to the North of the end of the West Jetty.

No anchoring in any area less than 200 metres from pier "A" in a semi-circular coverage, taking as middle point a position half way between quay "A" and pier "A".

All vessels must keep to the right or to the middle when there are no other vessels in the vicinity.

International Regulations for the Prevention of Collisions apply, plus the following:

Vessels navigating along the routes established in the anteport or which have to pass directly through the passage between jetties "A" and "B", must keep to the right when another vessel is coming in the opposite direction.

Vessels which have to cross the North, the South route or directly between jetties "A" and "B", must ensure that they pass any other vessel at a distance not less than 50 metres.

Any vessel navigating under her own power must give way to a vessel under tow by a tug.

Vessels with tugs following routes which cross one another, thereby creating a collision risk, the one passing to starboard of the other is the vessel which must take the precautionary measures to avoid collision. If, however, the risk persists, the vessel passing to port of the other must also take measures to increase the distance between the two vessels.

No vessels to pass in pairs or in opposite direction between jetties "A" and "B"; the semaphore signals transmitted by quay "A" must be observed. If the signal is "vessel entering from the ante-port to the docks", the vessel in the docks, ready to sail, must wait until the incoming vessel has entered.

If the signal is "vessel leaving the docks for the ante-port" the vessel in the foreport, moving towards jetty "A" to enter the docks, must wait in the free zone, stop engines, keeping to the right, and drop an anchor if necessary, until the outgoing vessel is outside and well clear of jetty "A".

The same regulation applies to vessels leaving the River Dock. In this case, the vessel leaving to jetty "A" has priority, coming from docks I and II and the first will wait for the second before starting engines.

All vessels navigating in the same direction in the ante-port must keep a distance of not less than 300 metres from each other stern to bow. They must not pass each other or navigate in pairs.

In the event of offences being incurred whilst an Uruguayan pilot is on board, at the request of the local ship's Agent, the Marine Authority will determine whether the Pilot is responsible for the offence having occurred, and take measures accordingly.

Vessels which load beyond the appropriate load line will be subject to a fine of 1,000,000 pesos.

**DOCUMENTS:**

*1. Required by Vessel*

*For Customs:*

Visaed Manifest and Bills of Lading – see below.
1 Visaed copy of ballast certificate from each port of origin.
1 Visaed negative cargo certificate from each port of call; if there is no Uruguayan Consulate at any of the ports the negative cargo certificate must be visaed at the next port of call where there is a Uruguayan Consul.
3 Copies of Store List covering Deck, Engine and Cabin Stores. List giving detailed declaration of crew effects for each individual on board. List detailing total available stocks on board of cigars, cigarettes, tobacco and all spirits. *Note:* All these lists must be made out in triplicate, original and duplicate to be handed to Customs and triplicate to be kept on board for reference purposes. Store List covering Engine Room stores must include total quantity of bunkers on arrival – *this is most important.*
1 Copy of list of passengers finally disembarking at Montevideo (or negative). Passengers' Baggage declaration forms, signed by each passenger.

*For Port Health Officer*

1 International Health Declaration, signed by Master and Doctor, if aboard. This is the first document requested by the Receiving Commission, and must be ready for delivery immediately the authorities come on board.
1 Copy of list of passengers finally disembarking at Montevideo.
1 Copy of crew list.
Consular clearances – see note.

*For Immigration Officials:*

2 Copies of list of passengers finally disembarking at Montevideo (or negative list).
1 Copy of crew list.
2 Copies of transit list of passengers.

*For Police Authorities:*

2 Copies of list of passengers finally disembarking at Montevideo.
1 Copy of crew list.
2 Copies of transit list of passengers.

*For Port Captaincy (Prefectura):*

2 Copies of list of passengers finally disembarking at Montevideo.
1 Copy of crew list.
2 Copies of transit list of passengers.
1 Visaed copy of passenger list from port of origin.
1 Visaed copy of crew list from port of origin.
1 Visaed passenger list or negative list from all ports of call.
1 Visaed crew list from every port of call in which there have been changes in crew.

*For Agents:*

2 Copies of list of passengers finally disembarking at this port.
2 Copies of transit list of passengers.
2 Copies of crew list.
2 Copies of all Store Lists.

*Other Documents*

Masters must also have at hand all the usual certificates, such as Freeboard, Classification, Measurement, Safety Equipment, Radio, Fumigation, or certificate of exemption (valid for six months only).

All persons on board must have their smallpox vaccination certificates, while vessels proceeding from recognised endemic or epidemic Cholera or Yellow Fever zones must also have the necessary certificates, or Inoculation or Vaccination. All these certificates will be examined by the Boarding Commission before pratique is confirmed.

In resumé, the following number of various documents are needed, plus extra copies where possible:

Crew List: six, plus one visaed form from each port where changes are made.
Passenger List for the port: ten, plus one visaed list from port of origin and from each port of call with new passengers.
Store Lists: Five.
Health Declaration: One.
Baggage Declaration: One for each passenger.
Manifest and Bill of Lading: One visaed, alternatively Ballast certificate or Negative plus sufficient copies for Agents as per individual needs.

*Consular Clearances and Manifest etc.* – Great importance is attached to these documents. Consular clearances must cover all ports declared in the Health form by the Master, irrespective of whether the ship has cargo or passengers for Uruguay from those ports. These documents must be carefully checked prior to arrival to make sure that the Health form only shows those ports with clearances and/or cargo or passengers for the Country.

A vessel receiving orders en route to call at Montevideo, if not previously contemplated, must take out Consular Clearances at that port and take care with the declarations.

Vessels arriving from Buenos Aires, with no cargo or passengers from previous ports of call for Uruguay, can declare Buenos Aires only on this form.

At first port of sailing, the crew list is legalised by the Consul, and any subsequent changes must be legalised at the port where the change takes place, or if not at the next port of call where there is a Consul.

The Consuls at first and subsequent ports will send, care of the Master, envelopes addressed to the Dirección General de Aduanas (Custom House) and to the Prefecto del Puerto de Montevideo. The former will contain the legalised manifest and stamped Bill of Lading, or a negative manifest, and the latter a Consular Passenger List or a legalised Negative passenger declaration. Such envelopes must by produced for each port as declared by the Master.

A vessel arriving direct from a port or series of ports where there is no Uruguayan Consul will pay the dues on arrival, but without fine.

The fine for non compliance with these regulations is heavy.

*2. Required by Passengers*

*Valid Passport* – With or without visa, see below.

*Vaccination Certificate* – International form against smallpox.

*Tourists* – Citizens of the following countries can enter as Tourists for 90 days without visa:

Austria
Belgium
Bolivia
Canada
Colombia
Costa Rica
Chile
Denmark
Rep. Dominica
Greece
Great Britain
W. Germany
Guatemala
Haiti
Holland
Honduras
Hong Kong
Ireland
Italy
Mexico
Nicaragua
Norway
Panama
Peru
E. Salvador
Spain
Sweden
Switzerland
United States

while citizens of these countries require visas:

Australia
Dutch West Indies
Egypt (UAR)
Hungary
India
Japan
Lebanon
Portugal
Syria
South African Republic
Thailand
Turkey
Yugoslavia

Citizens of Argentina, Brazil and Paraguay can enter with their own police identity cards.

Tourists in transit, without a visa, are permitted from all countries, provided they have a confirmed outbound passage, and with the exception of European Communist countries.

Consular Visas are valid for one year.

Passengers intending to reside in Uruguay must complete all formalities in the respective Consulate before embarking.

*3. Store Lists*

Separate lists for Deck, Engine and Cabin stores must be prepared before arrival, and be ready in triplicate for the authorities with extra copies for the Agents, whose intervention is later needed in any ordering of further stores or in case of difficulties.

The same forms as in use in Buenos Aires are accepted, and the same regulations as to weights in kilos or measures in litres, etc., rule. There are some points of difference, however.

Full quantity of bunkers must be declared. A separate list must also be made, detailing ship's store of cigarettes, cigars, tobacco and liqueurs.

This refers to the maximum quantities which it is permitted to purchase in Montevideo for ship's stores of these particular items, as the final permit for such shipments will be subject to the lis cigarettes, spirits and liqueurs on board on arrival.

According to the latest decree, vessels of over 1,000 tons gr will have the right to purchase, ex bond, one litre bottle per pers on board for each six days of voyage, with a maximum of 40 cas of 12 litre bottles. In cigarettes, the allotment is one packet of 20 p person per day of voyage, with a maximum of 20,000 such packe

Agents must be informed of any orders placed for Bonded sto since their signature is required on the documents.

Bonded lockers are sealed by Customs on arrival, and any bond stores purchased in Uruguay must not be opened or used whi in port.

**PILOTAGE:** Pilotage is compulsory in all river and port zone except for vessels coming from the East to ports between La Palom and Montevideo Roads, or entering Montevideo Roads for a commercial reason. All coastal vessels either Uruguayan or forei are also exempt.

*Pilotage Zones.*

(1) RIVER PLATE – Comprises zone between imaginary Lin in the East between Cape Santa María and San Anton (Argentina) and on the West between Colonia and San Isid (Argentina).
(2) RIVER URUGUAY – From 56·5 km. of Farallon Channel t Uruguayan ports on the River Uruguay.
(3) PORTS – Pilotage zones, comprises limits of each po including its Roads.

In the River Plate, Pilots presently board to the South of the wrec of the *Calpean Star*, approximately 4½ km. South and lying 70 metre West of the dredged access channel.

Several of the pairs of buoys are missing, and only the mi channel buoy indicating the entrance to the access channel, 5 mile South from the port, and the two pairs nearest to the breakwate are operating.

When taking tankers, the port Pilot usually goes out to the fiv mile mark.

There is no more than 30 ft. in the access channel at the momen dredging is being carried on, but there are only two dredgers opera ting between the channel and the port of Montevideo itself.

The current is across the channel, running at about one knot, an changes direction more with the wind than the tide.

Vessels awaiting Pilot should anchor on the West of the chann and South of the *Calpean Star*; there is 24 ft. up to 500 m. West of th channel. The zone to the East of the access channel has submarin cables and must therefore be avoided.

Pilots are ordered through the Agent, and have an up to da communications system installed in their office on the 21st floor of modern skyscraper, whence they dominate a large area of th estuary.

Permanent watch is kept on Channel 16 VHF, and operator speak English. It is possible to call "Prácticos Montevideo" and ask to b connected by phone to the vessel's Agent's office for last minut instructions, etc.

| Channel | Frequency |
|---|---|
| 9 | 15450 |
| 11 | 15550 |
| 16 | 15800 |

The port is closed when wind force exceeds 35 knots or, at nigh 40 knots, or if visibility is less than one kilometre, but otherwis vessels can enter or sail at any time.

There is also a Telex machine with 24 hour watch, over whic messages can be transmitted to Agents out of office hours, over a weekend, for example. Call sign is 843 Pilot CX. This is particular useful for vessels sailing late from Buenos Aires, and the Offic will pass on the message to the corresponding Agency by phone

All pilots carry a "walkie-talkie" and can communicate either wit their office, the Port Authority or the Semaphore station, usin Channel 9 for the port offices and 11 for the Pilot's office, 16 bein kept for use with vessels.

*Ordering of River Pilots for sailings from Uruguayan River Ports* – Although Masters can apply directly for pilots such applicatio must be made by telegram addressed to the Practico Mayor Montevideo, it is preferable for them to keep their Montevideo Agent full informed and leave the latter to order the Pilot.

The opportunity of ordering pilots at any hour having been discontinued makes it more essential than ever that Montevideo agents are kept accurately informed regarding expected readiness to sa Failure to do so will result in unnecessary demurrage being pai to pilots or delay to the ship concerned.

*Pilots for vessels proceeding from sea to a Uruguayan Port on th River Uruguay* – A Uruguayan Pilot must be employed to conduc ships from sea to a Uruguayan Port on the River Uruguay.

Vessels must call at Montevideo Roads to embark pilot and pa the cost of tug to take out pilot. They can also, alternatively, take an Argentine Pilot at Recalada who will take the vessel to Intersectio where in either case an Argentine river pilot will board to take th vessel to the Roads of port of destination, where a Uruguayan Po pilot will come aboard, this being a simpler procedure and a handled by Agents in Buenos Aires (one radio advice).

*Vessels from an Argentine Port bound for Uruguayan River Port* – Such vessels are normally taken to immediately off port of destination by an Argentine pilot, but they must be berthed by a Uruguayan pilot who has to be sent from Montevideo, thus Montevideo Agents must be kept promptly informed of vessels's position to enab them to order a pilot to [illegible]th ship without delay.

*Vessels leaving Uruguayan Port for Argentine Ports on the Riv Parana* – Uruguayan River Pilot supplied from Montevideo must b employed for unberthing, and this pilot takes vessel to the Bravo Channel off Nueva Palmira, where the Argentine River Parana Pilot, who is normally already aboard, takes over.

The Uruguayan Pilot is paid in accordance with tariff to Nueva Palmira plus an unberthing fee and travelling expenses.

**HEALTH:** In order to be able to enter port and berth without delay, the Authorities accept a radio, cable or telex request, couched in the following terms (messages must be sent in Spanish).

*Vessels arriving from elsewhere*

Capitan ........................................ solicita libre platica
here the name of the vessel
informando proceder de Buenos Aires, siendo su escala anterior
..........................................................
here a port in another previous country which could be Santos, Valparaíso, Capetown, etc.
condicion sanitaria buena ................................ Capitan
here the name of the Master

*Vessels arriving from Buenos Aires*

Capitan ........................................ solicita libre platica
here the name of the vessel
informando proceder de ....................................
here a port of origin, say London – Liverpool – San Francisco – Rijeka – Kotka – Tokyo – Oslo, etc.
siendo su ultimo puerto ....................................
here say Santos – Valparaíso – Capetown, etc.
condicion sanitaria buena ................................ Capitan
here the name of the Master

There have been cases of delay in delivery of radio messages, even though passed on by phone, but the original message must accompany Agent's request for free pratique, hence it is advisable to use cable or telex services if possible. Messages must be sent at least twenty four hours ahead, and changes in ETA advised.

Although it is possible to take pratique in Uruguayan River ports, there is frequently delay there, and since vessels must enter Montevideo to pick up the river port pilot also, it is advisable in these cases to ask for pratique at Montevideo as above, and the order from Sanitary Authorities granting Free Pratique will be handed to the Pilot to take on board with him.

In no case, however, does the granting of pratique by radio modify the inspection in port, where the usual commission must be the first to go on board.

*Illness on board* – Any private doctor attending a patient on board must immediately inform the Sanitary Inspector should the disease be contagious.

No patient can be landed without the consent of the doctor of the Health Department with the exception of accident cases that require immediate medical attention, and even in those cases the Health Department Doctor must be informed in order to issue a Sanitary Pass for the Hospital where the man was taken to.

If a Captain does not report the existence of illness on board he is liable to fines which are double if patients land without the consent of the Sanitary Authorities.

**RADIO:**

*Notices to Mariners*

Official Uruguayan Notices to Mariners are transmitted in Spanish only preceded by the signal TTT, the number of the Notice, letter R, then contents and are repeated for 15 days. Should there be no Notices to transmit, the wording "no hay avisos para navegantes" will be radioed.

*Punta Carreta* CWF 2768·5 kc/s. A 3 0·4 kW. at 00.03, 14.03 and 19.03. (after the weather forecast).

*Cerrito* CWA on 4346, 8602, 12750, 17208·8 A1, 1·5 kW., also on 421·5 kc/s. A1 and A2 5 kW. at 00.00, 14.00 and 19.00 (after the weather forecast).

*Montevideo* CX 16 850 kc/s. A3 10 kW. at 13.02 and 16.02 on working days, at 17.00 on Sundays.

| | | | |
|---|---|---|---|
| *Montevideo* | CX 6 | 650 kc/s. | A3 2·5 kW. |
| | CX 26 | 1050 | A3 all transmit Notices to Mariners at 16.00. |
| | CX 38 | 1290 | A3 5 kW. |
| | CXA 4 | 6125 | A3 10 kW. |
| | CXA 6 | 9620 | A3 20 kW. |
| | CXA 10 | 11900 | A3 20 kW. |

*Weather Forecast*

A weather forecast is transmitted in Spanish to cover three zones.

Reference AAA 830 is the Coastal area from 30′ S. 50 W. out to 30′ S. 46 W. and down to 33° 30′ S. 53° W. and 35° S. 49° W.

AAA 860, River Plate zone from 33° 30″ S. 57° W. to 35° S. 49° W. and down to 35° 30″ S. 57° W. to 39° S. 53° W.

AAA 870 Coast of Argentina from 35° 30″ S. 57° W. to 39° S. 53° W. and down to 41° S. 62° W.

Details of all three zones are transmitted as follows, valid for 24 hours.

CWA on 421·5 A1 5 kW. at 00.00, 14.00 and 19.00.

CWF on 2768·5 A3 0·4 kW. at 00.05, 14.05 and 19.05 and in A1 over 4346 kcW. 8602 kc/s., 12750 kc/s. and 17208 kc/s.

*Time Signals*

Are transmitted from two stations in Montevideo at 15.00 and 20.00. The hour is indicated by six dots preceded by a ten second dash and a five second silence. The last dot indicates the hour.

| | | |
|---|---|---|
| CX 6 on | 650 kc/s. | A3 25 kW. |
| CXA 6 | 9620 kc/s. | A3 20 kW. |

Standard time is GMT less three hours.

*Direction Finding*

There are two radio beacons specially for maritime navigation. Both operating on circular sweep from the lighthouses at Cape Polonio and Isla de Lobos.

*Cape Polonio* at 34° 24′ 00″ and 53° 47′ 45″ W. frequency 295 kc/s. A2 range 380 miles, and 500 kc/s. A1 A2.

The signal is P repeated three times in ten seconds followed by 18 dashes in 30 seconds, repeat P three times and ten seconds silence total period one minute. This is repeated four times after five minutes silence, total ten minutes.

In good weather transmission must be requested from CWM 21 on 500 kc/s. A1 A2. In fog, there is continuous transmission from the hour.

*Isla de Lobos* 35° 01′ 33″ S. 54° 53′ 17″ W. frequency 300 kc/s. A2 range 380 miles. The signal is L repeated three times in ten seconds, followed by 18 dashes in 30 seconds, repeat L three times, silence ten seconds. Total period one minute, repeated four times, then five minutes silence total period ten minutes.

In good weather this transmission must be requested from CWM 26 on 500 kc/s. A1 and A2.

In fog transmission is continuous from 05 minutes in each hour.

There are also the following airbeacons which can be used.

| | | S. | W. | kc/s. | |
|---|---|---|---|---|---|
| Colonia | COL | 34° 27′ 33″ | 57° 45′ 49″ | 203 | A 2 0.075 kW cont. |
| Montevideo | CAR | 34° 46′ 15″ | 56° 01′ 28″ | 380 | A 2 0.05 kW cont. |
| | CRO | 34° 48′ 55″ | 56° 01′ 45″ | 305 | A 2 0.05 kW cont. |
| | CRR | 34° 49′ 50″ | 56° 00′ 15″ | 280 | A 2 0.05 kW cont. |
| Gral. Artigas | GA | 34° 45′ 00″ | 55° 58′ 00″ | 260 | A 2 0.05 kW cont. |
| Punta del Este | CB | 34° 55′ 00″ | 54° 55′ 00″ | 325 | A 2 occasional only |

## GENERAL INFORMATION:

*River Uruguay*

Rises in Brazil, and later separates Argentina and Uruguay. Its right bank is generally low, wooded and swampy, the left bank high and hilly. Preparatory work has commenced on a large hydroelectric dam to be built at 332 km., above Concordia, which will take some years but will contribute to a regularisation of the river, which at present rises and falls twice every year, with the varying rainfall seasons in its basin, so that approximately half the year the water is low, usually from January to April and again in August. However, the wind also affects the depth of water as in the River Plate, so that any seasonal forecast is impossible. A safe year round draft to Concepcion del Uruguay can be taken at 20 ft. 6 in., though vessels from time to time load to 22 ft. 6 in.

The Ministry of Marine publishes fortnightly a bulletin with all information on depths of water in the channels, as well as of changes in buoys, lights, etc.

A road bridge is being built from Argentina (Puerto Unzue) into Uruguay opposite Fray Bentos, which will have a clearance of 36 metres over zero at Fray Bentos, and a main span of 220 metres.

This, when ready in two years time, will bring Buenos Aires and Montevideo within 600 km. of each other by road, the bridge being almost equidistant from each city.

**CARGO**

*Movement of Cargo*

Once stevedores have come aboard, no cargo, either for the port or in transit, may be handled by the crew, as otherwise the vessel will be called on for high extra wages to stevedores. This also affects the lashing of transit cargo on deck.

Stevedores will not work in the rain, except when loading meat, earning double wages while doing so. They can also be persuaded to handle baggage or mail.

When handling dusty cargo in general, or which gives off ammoniacal, nicotine, or organic emanations, masks must be provided for stevedores' use.

*Overcarried Cargo*

Cargo for Montevideo is often overcarried to Buenos Aires with the consequent delays in delivery and expenses for the vessel. Holds should be carefully inspected as soon as discharge is said to have been finished to avoid possible overcarrying.

*Clean Receipt*

Agents will advise if they wish to receive any cargo for which a clean receipt cannot clearly be given, otherwise the cargo should be rejected. Mate's receipts cannot be claused to cover any damage from rain, wetting or other causes which might be sustained after the cargo is received on ship's tackle.

*Bulk cargoes falling or drifting into water or on dock*

When handling bulk cargoes vessels must place between the vessel and dock side a wooden scaffolding, with lateral boards, or strong canvas to collect all material which is liable to fall into the water or on to the Dock during handling. There is a heavy fine for non-compliance.

This should be remembered when writing charter parties, especially under FIO conditions, as this should be for account of shippers or receivers.

*Delivery of cargo from vessels*

The cargo is discharged direct to Fiscal Warehouses, to lorries, lighters or waggons. When the cargo is delivered to Fiscal Warehouses, receipt for this is given to the vessel's agents by the Custom House official in charge of the Warehouse. If discharged to lighters the lighterman obtains receipt from the Custom House official once the cargo is received in warehouse. When the cargo is delivered direct to Consignees' lorries, the receipt is given by special Custom House officials called "Cargo Receivers".

The goods are delivered by the Custom House officials to the Consignees against the presentation of the "transferencia" (transfer ticket) signed by the Agents of the vessel. The agents sign the ,'transferencia", extended on stamped paper, against the Original

Bill of Lading, which must be legalised by the Uruguayan Consul at the port of loading.

The steamship Agents must keep a special register of all "transferencias", and are responsible to the Authorities for keeping this register. Agents must retain original Bill of Lading for cargo discharged, as it must be shown to the Customs Authorities immediately if demanded.

When the Consignees have not received the original documents and they wish to take delivery of the goods from the Custom House they must present a Bank guarantee, drawn up in accordance with the form approved by the Shipagents Association.

Cargo manifested to this country in transit to other countries without documents for Uruguay may not be re-shipped to other countries without government permission.

*Marks on goods imported to Uruguay*

By a Decree dated 30th January 1939, the Uruguayan Government decided that:

"Packages entering Bonded Warehouse, excepting those containing provisions or beverages, and excepting also 'Barraca' articles, shall be marked with the gross weight, the nett weight and corresponding measurement, in a clear and legible manner. These marks may be either 'fire-branded or printed'.

"The 9th August 1939, the Customs Authorities requested that marks and numbers of cases entering Montevideo warehouses should be placed on the extreme ends".

The Customs Authorities have also made known that it is necessary for the packages entering the warehouse to show their weight and measurement in the decimal-metric system.

The inspection of potato cargoes can be effected on board the carrying vessel, and if found in good sanitary condition, can be discharged direct to shore.

*Opening and Closing of Hatches*

This can be carried out by either crew or stevedores, and hatches must be kept closed when not in use.

*Shipments of Meat*

These are controlled by the Ministry of Agriculture, whose inspectors check ships' holds before shipment can commence. Holds must be clean and disinfected, and temperature controlled to minus 1° to a maximum of plus 1° Celsius for chilled meat, or to minus 10° for frozen meat.

Chilled is to be hung on hooks adjustable for height and space and stow of frozen must give a uniform distribution of weight. Alternatively, special cuts are packed and shipped in cartons.

*Containers*

Use of containers is very limited, since these must be opened up and emptied on the dock alongside, or even on board the vessel. The container itself is considered as part of the vessel's gear, and must be reshipped without delay.

On rare occasions the Armed Forces have had containers moved out to their barracks.

The Port Authority is buying a crane to handle containers of 8 ft. × 8 ft. × 20 ft. and a maximum loaded weight of 44,800 pounds.

*Consular Dues*

All ships arriving at Montevideo must pay Consular dues, with the following exceptions:

Ships that due to a change en route, or by special call of their Agents in Uruguay, during passage, arrive at Montevideo with the sole purpose of receiving orders, as long as no commercial operations are effected.

Ships arriving in distress and which leave port without effecting operations.

Ships arriving for the sole purpose of landing or embarking pilot.

The Ministry of Foreign Affairs consider bunkering as an operation, therefore ships calling at Montevideo for bunkers must pay Consular dues.

*Consular value of the Uruguayan Peso* – For the payment of fees abroad, the Executive Power will fix periodically the respective values of the peso, in accordance with exchange fluctuations.

*Hours of Attendance at the Uruguayan Consulates* – The Office hours of the Consulate will be those fixed by the Government in agreement with the Consuls in each country, endeavouring in each case to have the same working hours as those of the Custom House and other Public Offices of each City. Outside these hours, overtime is charged.

*Consular dues on Bills of Lading* – When vessels load cargo for Uruguay at ports where there is no Uruguayan Consulate, these dues are collected when the vessel arrives at Montevideo or at any other Uruguayan port. The Agent then recovers these charges from the Consignees.

**CREW:**

*Deserters* – Captains and/or Agents must report any deserters when the vessel sails. The Maritime Authorities give intervention to the Police Department, and if the men are located, the Agents must hand them over to the respective Consuls. However, the Agents continue to be responsible before the Authorities for the ultimate repatriation of the men, which must be done at first opportunity.

Vessels are subject to a fine per man. The Agents have also to pay repatriation expenses, in cases where the respective Consuls will not do so.

They must also deposit a guarantee which can be used for repatriation expenses in case the deserter stays in the country for more than 15 days.

*Time limit for getting crew members left behind out of the country* – According to law, Agents must arrange that such crew members leave the country within fifteen days. This period of grace commences as from the date of vessel's departure in respect of deserters and for those disembarked for medical treatment as from date which they are medically certified as fit for travel.

*Upkeep of men left in hospital or temporarily disembarked and transit deserters* – The Agents are responsible for the maintenance of men disembarked for medical treatment, or temporarily with a special Immigration permit, and for deserters, until they leave the Country.

*Stowaways* – Captains of vessels having stowaways on board must report them to the Authorities, stating their name and port of embarkation. The stowaways must be kept on board. If they escape and are found after the vessel sails, Agents will be responsible for their repatriation and upkeep charges until they leave the Country. As with deserters, vessels with stowaways on board are liable to fine per man if this regulations is not complied with.

Agents must also deposit a guarantee per man, amount to be used for repatriating the stowaway or for conveyance to the port of embarkation.

*Landing members of crew* – Paying off men for other than medical assistance is not permitted, but exceptions are granted in special cases. An application must be presented by the Agents to the Immigration Department, and, if the permit is granted, a form declaration is signed by the Captain of the vessel, the Agents, the Immigration Inspector and the person wishing to disembark, setting forth length of time he is going to remain in the Country and conditions of departure. The personal documents of the person allowed to land, remain in charge of the Immigration Board.

If any member of the crew is landed for medical treatment or paid off without the corresponding permit, the vessel will be fined.

*Gangways and Rat-Guards*

A gangway must be placed and ready after a vessel comes alongside the quay, but this must not be presented before coming in to the quay. Authorities will only come aboard by the gangways.

Gangways must also have a lifebuoy with suitable line attached and handy, and a safety net must be placed under the gangway otherwise shore labour will not board vessels, with consequent delay.

The gangway must also be brightly illuminated at night; an oil lamp is not sufficient.

As soon as vessel is securely moored, regulation size (not less than 80 centimetres) rat-guards must be placed on all ropes, wires, fenders, lines and hoses.

Heavy fines are imposed for non-compliance with any of these or other regulations.

*Overside Discharges*

All overside discharges from latrines, bathrooms, galley, scuppers, engine room, etc. must be screened or covered when vessel is alongside the quay, as vessels will be fined if the discharge falls on the dock or gangway.

*Adjustment of Compasses*

*Vessels proceeding through Magellan Straits* – The disposition issued by the Chilean Shipping Authorities on 13th April 1953, states "When a foreign ship arrives at the Magellan Straits and applies for a pilot, official or private, for navigating the Channels, the pilot must first check the compass for deviations of more than 5 degrees and if such deviation has been determined more than six months ago, especially in a place with great difference of latitude or different hemisphere, compensation of compass is obligatory when not in true order, and a written declaration to this effect will be made in the pilotage agreement. The Authorities will also send an officer to verify that the compass is in satisfactory condition before entering the Straits".

To avoid probable delays, ships heading for the Straits can make the necessary compensation in the Port of Montevideo or in the ante port whilst waiting for orders for departure. This port is most convenient for this class of compensation because at the present moment there is no magnetic variation and also because it is a quiet harbour with sufficient depth for turning. A compass adjuster may be obtained at any time.

*200 Mile Limit and Fishing*

Uruguay has declared sovereignty over 200 miles off shore, reserving all fishing and undersea exploitation rights. A number of foreign flag vessels fishing without permits have been seized and heavily fined, their catch and gear being confiscated.

Permits are obtainable, but in no case for vessels over 500 tons gross, to operate within sixty miles from shore, while all activity in territorial waters (200 miles) is forbidden in the months of May and June.

*Garbage*

Garbage is collected every morning by truck. There is a strict prohibition of dumping anything into the port, and oil tanks must not be cleaned within 30 miles of the coast, and on a falling tide.

Old dunnage should not be dumped or sold, without permission from the Authorities, through Agents.

*Ships' Boats*

Use of ship's boats is forbidden within the port, unless they are being lowered, with prior permission, for maintenance or exercises.

*Fenders*

All vessels must have at least two large fenders, to keep them five feet or more off the quay. If the vessel has no fenders, or due to deck cargo cannot use them Agents should be warned in advance to rent the necessary equipment and have it ready on arrival.

*Dropping Anchor when Berthing*

If an anchor is dropped when approaching a dock to berth, to control the vessel as she moves in, it is essential that the anchor should be hove in again once the ship is moored. Port regulations require this and any damage to other craft, real or imaginary, through fouling anchor or chain, would cause considerable trouble.

## COLONIA: 34.28 S. 57.51 W.

On the right bank of the River Plate from seaward exactly 27 miles in a straight line E.N.E. of Buenos Aires, to which it is connected by ferry and hydrofoil services.

**DOCUMENTS/PILOTAGE/HEALTH/RADIO:** See beginning of Uruguay section.

**DESCRIPTION:** There are three accesses to the port, of which only two are of use to ocean-going vessels. Canal del Medio, for those coming down river, with 18 ft. and Canal Gabriel from S.W., with 16 to 33 ft.

The port consists of an angled breakwater, and a basin with two quays. One of these, with 17 ft. is used for ocean-going vessels and has four 3 ton cranes and two 5 ton cranes.

The west quay is for coastal vessels, with only 13 ft. of water.

**FUEL:** Not available.

**FRESH WATER:** Available.

**MEDICAL:** Attention available.

**CONSULS:** Argentine, all others at Montevideo.

## FRAY BENTOS: 33.06 S. 58.18 W.

Km 95 River Uruguay. On the right bank of the River Uruguay from seaward 213 miles by river from Montevideo or 145 miles from Buenos Aires.

**DOCUMENTS/PILOTAGE/HEALTH/RADIO:** See beginning of Uruguay section.

**RESTRICTIONS:** Vessels loading should pay particular attention to the daily river and draft forecast issued by local authorities. Draft depends on depth at Martin Garcia Bar.

**MAX. SIZE:** For berthing maximum draft 26 ft. fresh water, depending on river conditions.

**BERTHING:** Official Pier: 325 metres long, depth in deepest berths 26 ft. Grain and general cargo handling. Railway Pier: One berth, depth 26 ft., used principally for discharging coal. Anglo Pier: Depth alongside 26 ft., used for loading frozen meat and products.

**STEVEDORES:** Working hours: 0700–1100 and 1300–1700. Saturdays: 0700–1100.

**MEDICAL:** Doctors and hospital facilities available.

**FRESH WATER:** Obtainable from berth at Official and Anglo Piers.

**FUEL:** Not available.

**REPAIRS:** Only minor repairs can be effected.

**CONSULS:** Argentina is represented locally. All others at Montevideo.

## MONTEVIDEO: 34.55 S. 56.13 W. (See Plan)

**DOCUMENTS/PILOTAGE/HEALTH/RADIO:** See beginning of Uruguay section.

**APPROACHES:** The Roads of Montevideo consist of the Outer Roads situated to the South of the bay and the Inner Roads situated outside the Western breakwater.

Both anchorages are very exposed and vessels are recommended to enter the anteport.

The entrance channel has 30 ft.; the channel to Ancap's wharf (La Teja) 30 ft. 6 in. Basins I and II have a depth of 28 ft. to 31 ft., and the River Traffic Basin, 15 ft., These depths depend on dredging being maintained, but even so vessels often "drag" when on the higher marks; the bottom is fine soft silt.

**BREAKWATER:** The Eastern breakwater projecting from Punta Sarandi is 940 metres long and the breakwater lying to the West at right angles with the Eastern one is 1,300 metres long. The passage between the two breakwaters is 300 metres wide.

**ANTEPORT:** The Anteport is to the North of the entrance, between the breakwaters, and has 27 ft., but requires dredging, there not being safe room for more than five vessels at present.

**PORT:** The port is formed by the North side of the Montevideo Peninsula and the "Dique de Cintura", a breakwater running parallel to the coast, about 840 metres distant.

It consists of 3 basins, two of which are for ocean-going vessels and one for river traffic.

Basins 1 and 2 have a depth of 30 ft., and the basin for river traffic 15 ft.

**ANCHORAGE:** In Montevideo outer or inner roads. Vessels must not anchor within half a mile of the entrance channel to the anteport, not in the area bounded by latitudes 35° S. and 35° 15′ S. and longitudes 55° 66′ 30″ W. and 56° W. where there are submarine cables. Outer roads and inner roads are separated by the Western breakwater. Both anchorages are exposed in bad weather.

Captains of vessels anchoring in the roads should bear in mind that as the bottom consists of soft clay, it does not afford a good hold for the anchors, which are liable to drag during a severe storm. In consequence, precautions should be taken to anchor at a safe distance from other vessels already riding at anchor, and to use a stout anchor and chain, while having another ready for emergency.

A vessel that anchors in the Outer or Inner Roads and does not effect commercial operations is not considered an arrived vessel in Uruguayan waters, and is not boarded by the Authorities.

*Semaphores:* There are two Semaphores, one on the corner of Depot 1, on Pier A, which controls traffic in the port and which is in constant touch with Pilots on board through the "walkie-talkie". At night the following emergency code signals are used.

| | |
|---|---|
| Red light | meaning stop |
| Green light | meaning proceed |
| White light | meaning anchor |

These are beamed with an aldis lamp to the bridge of the vessel, and must be obeyed.

The other semaphore is situated 47 metres above sea level, on the S.W. post of the anemometric tower of the Central office, and indicated wind forecast as follows:

| | |
|---|---|
| Red<br>Red | strong wind starting to blow from the N.W. |
| White<br>White | strong wind starting to blow from the S.W. |
| Red<br>White | strong wind starting to blow from the N.E. |
| White<br>Red | strong wind starting to blow from the S.E. |
| Red | strong wind from indeterminate quarter. |
| Green | winds over 100 km/hour are expected. |

**RESTRICTIONS:** Entrance channel is dredged to 33 ft. for a distance of 5 miles out of the port. Channel to Ancap Basin dredged to 30 ft.

**MAX. SIZE:** Up to 30 ft. fresh-water draft. Also see "Tankers".

**TIDE:** Rise and fall is nominal, rarely exceeding one foot.

**TUGS:** Compulsory for vessels berthing in the harbour basins. Two tugs normally used, join vessel in the anteport.

*Booms* – Masters are reminded that the Port Authorities require a special boom to be placed on the side of the vessel where the nose of the tug will push, to avoid damages and subsequent claims.

**BERTHING:** Anteport: 7 anchorage berths in 27 ft. depth. Muelle de Escala: 288 metres long, 28 ft. depth. Basin No. 1: 7 berths, 28 to 33 ft. depth alongside. Basin No. 2: 4 berths, 28 to 33 ft. depth alongside. La Teja: Ancap basin with berths for two tankers 30 ft. depth in basin and entrance channel.

Berths are allotted by the Port Authorities in the order of arrival of the vessels and according to their category, as follows.

1. Mail vessels.
2. Regular Line vessels carrying immigrants.
3. Cargo vessels.
4. Sailing vessels.

The Authorities allocate the deposit at which vessel must discharge or load.

Port Authorities give preference at Deposit No. 10 to ships operating with refrigerated cargo from this Deposit; and at Deposit No. 11 (Florida Wharf) to tankers discharging to the pipeline situated there. Conditional that they vacate the berth within two hours notice, to permit berthing a preference vessel, other ships may operate at either berth.

*Muelle de Escala* – On the pier head, formed by the Southern side of the River Traffic Basin, and running Westwards, a quay has been built, known as "Muelle de Escala", 288 metres long, originally constructed for berthing passenger liners and war vessels, but now only used by cargo vessels, loading and discharging, when there is port congestion. There are no shore cranes and work is very slow, nor are there shore deposits. A fixed heavy lift boom capacity 200 tons is placed at the East end.

The berth is very exposed to wind and swell, and Masters are recommended to take every precaution to ensure their vessels are strongly moored and a lookout kept for changes of weather which, locally, are very sudden.

The depth of water alongside depends on dredging, but generally is over 28 ft.

Vessels must leave this berth immediately passengers are disembarked.

*River Traffic Basin* – This basin is situated on the Western side of Pier "A". It is 400 metres long and has a passenger landing station on one side. The opposite side of the basin is used for coasting vessels, but mainly by the Navy.

Two warehouses, called Warehouse "A" and Warehouse "B", have been built on the other side of this basin and are serviced by 3 electric cranes. In addition, there are on the quay a 1½ and 6-ton steam crane, which are employed when necessary.

These berths can only be used by light-drafted vessels, as depth of water is around 16 ft.

*Basin No. 1* – This basin is situated between piers "A" and "B". Its entrance between the "Dique de Cintura" and the pier head "A" is about 150 metres wide. It encircles a total mooring space of 1,093 linear metres and 7 vessels can comfortably berth along the quay walls.

Pier "A" is 501 metres long on the West side; 306 metres on the East side, and 50 metres wide at the Northern pier-head.

On this pier two brick and concrete warehouses, Nos. 1 and 2, have been constructed, consisting of a ground floor, 3 storeys and a basement.

On the City side of Basin 1, there are three brick warehouses, numbered 3, 4 and 5, consisting of a ground floor of between 17,000 and 19,600 cubic metres capacity.

On the Western side of Pier "B" facing Basin No. 1, there are two brick and concrete warehouses, Nos. 6 and 7, with a ground floor and one storey having a capacity of 30,174 and 33,140 cubic metres respectively.

In Basin No. 1, berths Nos. 1, 2, 3, 4 and 5 are generally used for the discharge and/or loading of liners running to timetable.

Depths alongside vary, as it depends upon dredging, but generally are 28 ft. to 31 ft.

*Basin No. 2* – This basin is situated between Pier "B" and the foot of Florida Street. The entrance to this basin is also about 150 metres wide. It has a total mooring space of 722 metres and it can accommodate 4 vessels.

Pier "B" is 294 metres long on the Western side, 328 metres long on the Eastern side, 148 metres at the Northern pier-head and 13 metres wide on the bend at the Western corner of the pier-head.

At the Northern end of pier head "B", livestock is embarked. This berth is also used for general cargo operations in times of congestion. Moorings must be strong and carefully watched as the berth is very exposed to wash of passing vessels.

There are two warehouses on this pier, numbered 8 and 9, facing Basin No. 2, built of brick and concrete, with a ground floor and one storey and with a capacity of 33,320 cubic metres each. On the city side, there are two warehouses, built of brick, numbered 10 and 11, consisting of a ground floor with a capacity of 15,362 cubic metres each. Warehouses No. 10 carries an additional storey, and is being used for refrigerated cargo. Vegetable oils can also be loaded at Warehouse 11 berth ex pipe-line from 4 storage tanks each of a capacity around 1,250 tons, in the vicinity.

Depths of water alongside vary, depending upon intensity of dredging but are generally 28 to 31 ft.

*Coasting Quay Wall* – From Florida Street to Mole F, which is the end of the Port, and over a distance of 1,900 metres, there is a quay used for coastal craft, and on part of which a fish-receiving and industrialising plant is being opened; depth in this zone is 15 ft.

A floating dock is also anchored in the North-east part of this section.

*Basin For Inflammables "La Teja"*. (Also see "Tankers".)

On the North side of the Bay, the National Admininstration of Alcohol, Cement and Fuels, known as A.N.C.A.P., has a basin with concrete walls for the discharge of tankers arriving with oil to their consignment. This basin is known as the "Dársena de Inflamables", and has one berth for tankers on the North side in 30 ft. 6 in. and for liquid gas discharge on the Southern side, maximum draft 22 ft.

Receiving rate from tankers is around 900 cubic metres per hour if vessel has centrifugal pumps and around 600 cubic metres per hour with piston pumps.

Coal and cement are also discharged at this berth. The coal is discharged to Decauville wagons, and the cement to trucks. The average work per day is 750 tons; 5 gangs, two shifts of 4 hours each.

There are 7 cranes: 3 electric, 2 hydraulic and 2 diesel.

A channel with lighted buoys has been dredged from the anteport across the bay to this basin. Depth of the channel is 30 ft. 6 in.

The other parts of the bay are not used for shipping excepting small coasters, as there are numerous shallows and rocks.

The depth outside the dredged area varies between 10 and 15 ft.

*Railway Connections* – Basins 1 and 2, River Traffic Basin and also Deposits "A" and "B" have railway lines on all sides, belonging to the Port Administration, which are connected with the main lines of the Uruguayan State Railways.

The Port Administration has 2 electric locomotives used exclusively in the port.

*Cranes* – The Port Administration has one heavy-lift floating crane of 80,000 kilos, a mobile crane of 20,000 kilos, also 46 movable electric cranes of 5,000 kilos each; 5 movable electric cranes of 1,500 kilos each; 1 fixed electric crane of 4,000 kilos; 33 of the aforementioned 5,000 kilos cranes, are placed alongside the quay walls for vessel's operations.

There are also 24 electric trolleys of 1,500 kilos, and one of 1,000 kilos. There is a fixed crane for 200 tons on Muelle Escala.

*Fiscal Lorries* – The Port Administration has purchased special lorries and 12 auto cranes for receiving cargo, as the railway wagons available are not sufficient to carry all the cargo that is at present being handled at this port.

*Loading Operations* – Loading is effected from carts, lorries and/or wagons and the cargo is hoisted on board with the cranes. Cargo is also loaded from lighters.

*Grain Loading* – There are 2 Mobile grain vacuvators, each of which can load bulk grain at around 35/50 tons per hour, also ten smaller machines that can each load around 20 tons per hour.

*Fumigation* – Montevideo is the only port in Uruguay at which vessels can fumigate, using the Cyanide method. The tariff is per cubic metre fumigated over a basic charge which varies according to nrt. There are surchages for overtime.

*Disinfection of Mail Bags* – To avoid delay through disinfection mail bags can be fumigated on board in a 10% formalin solution and kept in a closed space for four hours before vessel gets into port. The closed space will be opened in the presence of a Health officer who will verify the use of formalin. When in doubt, fumigation will be carried out again and exposed for two hours.

*Height of Quay above water* – Tide being very small, the height of quay above water only varies from 8 to 10 ft. at low water to 10 to 12 ft. at high water. Wind influence is felt even in the bay, as a South wind will raise water as much as 5 ft., or a Northerly wind reduce it 2 or 3 ft.

*New Equipment* – In process of supply:

Fork-lift trucks – 3 of 5 tons and 1 of 6 tons, to lift to 3 metres.

Container lifter – 1 to lift to 22·4 short tons, size 8 ft. × 8 ft. × 20 ft.

Fork extensions for fork-lift trucks in use – 25 pairs.

Mobile cranes (diesel) – 2 capacity 7·5 tons with telescopic arm up to 10 metres, turning through 360°; 8, capacity 7·5 tons, fixed arm; 1, capacity 10 tons with telescopic arm up to 12 metres, 360°; 1 truck-mounted crane no less than 60 tons, with arm not less than 21·5 metres.

Pallets – material for making 15,000 pallets, in two sizes.

Slings for these pallets, also for heavy-lift cargo for use with the mobile cranes.

Lighters – 7 new lighters, ranging from 100 to 400 tons.

**STEVEDORES:** Working hours: 1st shift, 0700 to 1300 hours; 2nd shift, 1300 to 1900 hours; 3rd shift, 1900 to 0100 hours; 4th s 0100 to 0700 hours.

Normal capacity per gang per hour: (*a*) Rice – about 80/90 t per gang/hour. (*b*) Meat – about 60/100 tons per gang/hour.

Overtime is compulsory if port congested.

*Lavatory Conveniences for Shore Labour* – Each vessel m furnish conveniences for all shore labour employed on board. W has been stopped until such conveniences are installed. I advisable, therefore, for vessels calling at Montevideo to be equipp with two spare lavatories, one for tally clerks and one for stevedo etc.

**FRESH WATER:** Fresh water is supplied by the Port Authori at all quay berths. Request must be made through the Age vessels supplying their own hoses where possible. It is importa that the water meter should be read together with the Port offic both at connecting and disconnecting to verify the exact quant Water is also available ex barge, but cost is very much higher.

**FUEL:** All grades available by barges during loading/discharg Vessels calling for bunkers only are refuiled in the anteport. T are two barges, capacities respectively 311 tons and 598 tons.

**TANKERS:** Apart from La Teja Basin, mentioned above, tank discharge in Basin No. 2 at Muelle Florida. Distance to oil tanks considerable and discharge rate is about 80/100 tons per ho Heavy grades of cargo require high heating to facilitate dischar

At La Teja, vessel's max. dimensions LOA. 230 m., Draft at Hi 31 ft. Maximum dwt. 35,000. Max. loading rate 300 m³/hour. Maximu discharge rate 850 tons per hour.

**REPAIRS:** All repairs possible.

**DRY DOCKS:** Two dry docks available: Nacional, length 463 f width 61 ft. Maua, length 260 ft., width 28 ft. Also a floating doc lifting capacity 12,000 tons, 545 ft. long and 93 ft. wide.

Entrance is by turn, counting from presentation of the applicatio but this may vary.

(*a*) when the vessel has damage to repair.
(*b*) when there is a fixed sailing date.
(*c*) when a vessel requires a dock for no more than four days, an is preceded by one requesting 15 days or more.
(*d*) when by reason of size a vessel cannot enter with anothe which is on turn.
(*e*) national Naval vessels.

**GANGWAY/DECK WATCHMEN:** Shore watchmen compulsor Arranged by Agents. One required on deck and one for eac gangway. Vessels carrying dangerous cargo must also employ guard of the Prefectura.

Vessels calling for supplies only, for orders, in distress or to lan sick crew members, or to enter dry dock, need not employ Watchmen. Repairs afloat require a watchman, if they do not carry ou commercial operations.

Shifts are of eight hours, commencing at 0700. Vessels unde repair, and those at Ancap moles may fix 12-hour shifts, paying shift and a half.

If special watchmen are required for goods or working equipmen application must also be made to the Union.

If watchmen are needed in the holds, same applies.

Regulations also require a watchmen in the holds wherever th ship has a crew member, cadet or officer permanently on watch t prevent pilferage. However, where ship's personnel are in the hol to watch the stowage of the cargo, no extra watchman is required Masters should therefore, advise Agents if they intend to plac crew members permanently in the holds during discharge, so tha Agents can advise the Association before they make their claims.

Care must also be taken on arrival, since the watchman is on dut from 0700 on, whereas it may be necessary to place the gangwa safety net, etc., before that time, and the Pilot may disembark.

Only those involved in this operation should go ashore. The Receiving Commission may ask for the gangway to be opened befor 0700, which is in order, but no one else should use the gangway t avoid claims from the Union.

Vessels lying in the anteport must provide launches for th transport of watchmen employed.

**DENSITY:** This varies according to wind and tide. The degree o salinity is broadcast daily in the weather reports by radio, and varie from fresh to brackish to sea water. Steady South winds give th highest degree of salinity.

**CONSULS:**

| | | |
|---|---|---|
| Argentina | Rio Branco 1281 | Tel. 8085 |
| Austria | Av. Uruguay 936 | 9400 |
| Belgium | Leyenda Patria 2880 | 79960 |
| Bolivia | Rio Branco 1320 | 9234 |
| Brazil | 18 de Julio 984 | 9114 |
| Canada | P. Vasquez y Vega 1005 | 78681 |
| Chile | Cuareim 1473 | 9068 |
| China (Nationalist) | 8 de Octubre 2628 | 40518 |
| Colombia | P. Independencia 759 | 97811 |
| Czechoslovakia | L. B. Cavea 2996 | 78780 |
| Denmark | Br. Artigas 962 | 78268 |
| Ecuador | J. Ellami 60 | 79974 |
| El Salvador | Av. Brazil 2807 | 78314 |
| France | Zabala 1542 | 9084 |
| Germany (W) | B. Mitre 1370 | 8488 |
| Great Britain | Cerrito 420 | 9257 |
| Greece | Misiones 1481 | 9214 |
| Guatemala | Guai 961 | 4941 |
| Haiti | Colon 1486 | 91276 |
| Holland | L. Patria 2880 | 78553 |
| Honduras | Milan 3491 | 3591 |

| | | |
|---|---|---|
| Hungary | 8 Octubre 2995 | 48102 |
| Iceland | JM Perez 6430 | 502774 |
| Israel | B. Artigas 1585 | 407522 |
| Italy | J. B. Lamas 2857 | 785316 |
| Japan | Rincon 487 | 93936 |
| Korea | Rincon 487 | 982626 |
| Lebanon | Luis B. Cavia 3099 | 789938 |
| Mexico | J. B. Blanco 1261 | 786791 |
| Monaco | Rincon 487 | 97277 |
| Norway | Colon 1580 | 987121 |
| Panama | D. Cullen 927 | 416201 |
| Paraguay | Rio Negro 1370 | 984775 |
| Peru | Cuareim 1537 | 90694 |
| Portugal | Rincon 1708 | 80210 |
| South African Republic | Rincon 487 | 986956 |
| Spain | P. Cagancha 1344 | 86642 |
| Sweden | Av. Brazil 3079 | 780088 |
| United Arab Republic | Ant. D. Costa 3469 | 789904 |
| Unites States of America | Abadie Santos 808 | 417603 |
| Venezuela | B. Artigas 1276 | 412058 |
| Yugoslavia | 21 Sept. 2993 | 782020 |

**LAYING UP MONTEVIDEO:** Montevideo Ante-Port is considered the most convenient and cheapest place for vessels arriving in the Plate in ballast, unfixed, to anchor, lay up or await orders.

Vessels could subsequently load at any of the Argentine or Uruguayan River Ports and would also be in a handy position to load at an Argentine South Atlantic coast port. She could also be ordered away again from the Plate in ballast having incurred no heavy pilotage bills or other expenses, as would be the case had vessel proceeded up to, and anchored in Buenos Aires Roads, or entered an Argentine port.

The expenses at Montevideo, including inward and outward pilotage, light dues and clearance, are not high, and no written permit is necessary for a vessel to lie in the anteport, but the permission of the Captain of the Port must be obtained in each case. This permission will not be refused unless there is congestion in the anteport.

No vessel can be laid up at Uruguayan ports, unless a responsible shipping Agent is nominated to attend.

**HOLIDAYS:** 1st and 6th January, Carnival Monday, Shrove Tuesday, Easter (six days), 19th April, 1st and 18th May, 19th June, 18th July, 25th August, 12th October, 2nd November, 8th and 25th December.

**AIRPORT:** International airport with world-wide connections.

**TIME:** April to October: GMT minus 4 hours; October to April: GMT minus 3 hours.

**SHORE LEAVE:** Allowed.

**TELEPHONES:** Can be connected on board vessels berthed at the quays.

**AUTHORITY:** Administracion Nacional de Puertos.

## NUEVA PALMIRA: 33.53 S. 58.25 W.

Situated on East bank of Uruguay River, 155 miles above Montevideo. Km 0 on River Uruguay.

**DOCUMENTS/PILOTAGE/HEALTH/RADIO:** See beginning of Uruguay section.

**RESTRICTIONS:** Vessels loading should pay particular attention to the daily river draft forecast, issued by local authorities. Draft controlled by depth of Martin Garcia Bar.

**ANCHORAGE:** Off Montevideo.

**MAX. SIZE:** Up to 25 ft. draft fresh water depending on river conditions.

**TUGS:** Not required. Mooring launches available.

**BERTHING:** Manganese Pier: Depth alongside 25 ft. Loading rate: 600 tons per hour. Pier Head Berth: Depth alongside 21 ft. Grain loading.

**STEVEDORES:** Working hours: 0700–1100 and 1300–1700 hours. Saturdays: 0700–1100.

**MEDICAL:** Doctor and hospital facilities available.

**FRESH WATER:** Obtainable from berths.

**FUEL:** Not available.

**REPAIRS:** Only minor repairs can be effected.

**GENERAL:** Refer to "Montevideo" for all general information.

## PAYSANDU: 32.18 S. 58.02 W.

Situated on the East bank of Uruguay River, 300 kms. above Montevideo. Km 207 on River Uruguay.

**DOCUMENTS/PILOTAGE/HEALTH/RADIO:** See beginning of Uruguay section.

**RESTRICTIONS:** River navigation controlled by depth on Martin Garcia Bar, and in the passes at Almiron, Vera and Urquiza. Since river conditions vary from season to season, Agents should be consulted beforehand regarding available draft at any particular time.

**ANCHORAGE:** Off Montevideo.

**MAX. SIZE:** Up to 20 ft. draft fresh water, depending on river conditions.

**TUGS:** Available.

**BERTHING:** Grain Elevator Berth: 30 ft. depth alongside. General Cargo Berth: 30 ft. depth alongside, 100 metres long. Ancap Pier: One berth for tankers, 22 ft. depth. Grain berth output 120 tons per hour. At the general cargo berth there are railway lines and 7 electric cranes of 5 and 3 tons lifting capacity. There is also a movable diesel crane, that can lift up to 5 tons. Ancap tanker berth has a 2-ton crane.

**STEVEDORES:** Working hours: 0700–1100 and 1300–1700 hours. Saturdays: 0700–1100 hours.

**MEDICAL:** All assistance available.

**FRESH WATER:** Available at all berths.

**FUEL:** Not available.

**REPAIRS:** Minor repairs can be effected.

**CONSULS:** Local representation for Argentina, Brazil, Italy and Paraguay. All other Consuls at Montevideo.

**GENERAL:** Refer to "Montevideo" for all general information.

# Venezuela

## AMUAY BAY: 11.46 N. 70.15 W. (See Plan)

**OPERATORS:** Creole Petroleum Corporation. Cable address, Creole Judibana.

**ESSENTIAL REQUIREMENTS:**

1. Incoming vessels must send ETA at least three days before arrival at Amuay Bay.
2. If a ship originally cleared for another port (including some other Venezuelan port) is diverted at sea to Amuay Bay, certain information must be radioed prior to arrival to avoid heavy fine and/or delays. See "Radio".
3. No dirty ballast may be pumped overside in port or in Venezuelan coastal waters. Ballast disposal facilities are available at Amuay Terminal.
4. The use of Venezuelan Government Pilots is compulsory for docking and for movements inside the bay.
5. The Venezuelan flag should be displayed at the mast-head during daylight hours by ships anchored and berthed in Venezuelan waters.
6. In addition to other clearance documents, two copies of an itemised list of articles in the ship's slop chest must be presented to Authorities on arrival.
7. Emergency fire signal is five long blasts on ship's whistle or siren. No other signal is to be given in the case of emergency.
8. Ratguards must be in place on all mooring lines.

**LOCATION:** The port of Amuay Bay is located on the Gulf of Venezuela, on the West Coast of the Paraguana Peninsula, Venezuela. The seabuoy marking the entrance to the bay is located in Latitude 11° 44′ 25″ N., Longitude 70° 14′ 53″ W.

**DOCUMENTS:** Inward clearance is effected on board immediately after docking by Government Port Officials and a representative of the Marine Department. It is necessary that the following documents be ready on arrival:

- Clearance from last port (1 copy).
- Ballast Manifest from last port (1 copy, visaed according to paragraph (*a*) if there is no Venezuelan Consul).
- Crew Lists (6 copies).
- Passenger and Baggage Lists (5 copies visaed, 2 copies not visaed).
- Lists of Passenger in Transit, if any (4 copies not visaed).
- Lists of Personnel Effects (3 copies not visaed).
- Store Lists (3 copies, see note below).
- Lists of Slop Chest (3 copies not visaed).
- Sailing Permit (issued by Maritime Authority of last port).

Vessels arriving with cargo to discharge, will also require:

- Manifest (Sobordo) (one original visaed and 2 copies not visaed from each loading port).
- Consular Mail (one sealed envelope from each loading port).
- Bills of Lading, one original and 1 copy visaed, and 4 copies not visaed from each loading port.
- Tally Books (6 from each loading port).
- Consular Invoice (3 originals visaed and 3 copies not visaed from each loading port).
- Commercial Invoices (3 from each loading port).
- Store Lists prepared should indicate separately all deck, engine and cabin stores.

The store lists may be prepared on board prior to arrival unless the ship is coming from the Islands of Aruba, Curacao, Barbados, Jamaica, Trinidad and the Guianas, in which case they must be visaed by the Venezuelan Consul at the port of departure.

(*a*) Cargo and clearance documents should be visaed by the Venezuelan Consul at the last port of call. In the absence of a Venezuelan Consul, they may be visaed by the Consul of a friendly nation, by the Chamber of Commerce, or by two reputable merchants, the latter's signatures to be notarised. In the absence of a Venezuelan Consul the following notation should be written on each document, in Spanish, and signed by the alternates designated above:

"Por no existir en la localidad Agente Consular Venezolano y a petición de los embarcadores, certifico el presente documento."

(Signature)..................................................

Although vessels proceed directly to Amuay Bay, clearance documents should be prepared showing the port as Las Piedras, Paraguana (Amuay Bay). Failure to observe this requirement may result in penalties up to a maximum of Bs.2,000.

All ships calling at a Venezuelan port for the first time must be measured for tonnage by the Captain of the Port. It is the usual practice to take ashore the ship's Panama Canal or Suez Canal

Certificate, which is used as a basis for recalculating tonnage under the Venezuelan Regulations, and is returned before sailing. The Venezuelan Admeasurement Certificate, when later issued, is forwarded to the owners. A fee is charged for this certificate, which is payable only on the ship's first call. Vessels registered in the following countries are excluded from the above regulations: Netherlands, Germany, France, Portugal, United Kingdom, Denmark, Sweden, U.S.A., Ireland and Norway.

Outward clearance and cargo documents are delivered on board by the Marine Dispatcher. However, in order to obtain the sailing permit, a special form, delivered on board on arrival, must be completed, not later than two hours before sailing time. This form gives cargo and freeboard information by the Captain of the Port.

In the event the berth is required by another vessel, a vessel having completed loading may be required to vacate the berth promptly and proceed to anchorage to await cargo documents.

**PILOTAGE:** Pilots are employees of the Venezuelan Government and pilotage is compulsory for vessels entering or leaving the harbour. The Marine Department will arrange for Pilots to board all vessels as necessary.

The Pilot acts in an advisory capacity; the Master retains responsibility for the ship at all times. In the event it becomes necessary to disregard the Pilot's instructions in order to ensure the safety of the ship, the Master must forward through the Marine Department a full written report of the circumstances, for delivery to the Captain of the Port.

**ANCHORAGE:** For vessels awaiting berth, there is a good anchorage about 1 mile N.W. of the seabuoy in 8 to 12 fathoms with a sand and mud bottom. Ship Masters are requested not to anchor at a distance greater than three miles from the seabuoy.

**RESTRICTED AREA:** A restricted fishing area has been established by the Venezuelan Government which is prohibited for mechanically propelled vessels drawing more than 5 ft. This zone lies within the area off the Paraguana Peninsula from Punta Macolla, Lat. 12° 5′ 32″ N., Long. 70° 12′ 55″ W., to Punta Estanques (Los Taques), Lat. 11° 48′ 45″ N., Long. 70° 16′ 45″ W., and a line connecting the positions below indicated: Latitude 12° 07′ 40″ North, Longitude 70° 14′ 25″ West; Latitude 12° 03′ 15″ North, Longitude 70° 19′ 23″ West; Latitude 11° 49′ 25″ North, Longitude 70° 21′ 50″ West.

**MAX. SIZE:** Length 1,000 ft.; draft 42 ft. 06 in.

**BERTHING:** Four finger piers provide eight berths, numbered one to eight, from South to North.

| Berth | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| TJ-102 Crude | x | x |  |  | x | x |  |  |
| All other crudes | x | x | x | x | x | x | x | x |
| Fuel Oils | x | x | x | x | x | x | x | x |
| Gas Oil | x | x |  |  | x | x | x | x |
| Lube Stocks |  |  | x | x |  |  |  |  |
| Penetration Asphalt |  |  | x | x |  |  |  |  |
| Cut back Asphalt |  |  | x | x | x | x | x | x |
| All other Products |  |  |  |  | x | x | x | x |
| General Cargo |  |  | x | x |  |  |  |  |
| Safe Draft | 43′ | 43′ | 40′ | 40′ | 40′ | 40′ | 41′6″ | 43′ |
| Max. Length Ship | 1000′ | 1000′ | 650′ | 700′ | 700′ | 700′ | 700′ | 700′ |
| Max. Beam | Unl. | Unl. | Unl. | * | * | * | * | Unl. |

Ballast line, fresh water and all grades bunkers at all berths.

* Maximum beam permissible varies dependent upon the beam of vessel berthed on other side of the slip.

The use of an anchor when docking is permitted at all berths. It is considered prudent to have the outboard anchor hove-out prior to entering the harbour in order to facilitate speedy release if necessary while docking. The Pilot will advise whether the ship is to be berthed port or starboard side to the dock.

**LOADING:** Loading rates, particularly for low-flash products loaded during the hours of darkness or when topping-off cargo tanks, will be reduced by the terminal to meet existing conditions

All loading and discharging will be stopped during the passage of an electric storm, and ullage covers must be closed and dogged down. During periods of calm, loading of gasoline or other similar low-flash products may be loaded at reduced rates or loading stopped if the heavy vapours are not being dispersed quickly enough to prevent hazards from accumulated gas pockets. Ship's officers are cautioned to be on their guard during such conditions.

Loading rates will be reduced when topping-off, if requested by the ship's officer.

Some of the fuel cargoes are loaded from fuel reservoirs through certified positive displacement meters, and shipping documents are prepared on the metered figures. All reconstituted crudes are line blended with conditions recording of component rates and quantities. Actual loading rates of both this crude and metered fuel cargoes are available at any time upon request of the standby.

Instructions as to grade or grades of cargo, and the approximate loading rate anticipated, will be given to the Master on completion of inward clearance. Supplementary information including number and size of lines and hoses will be furnished to the Chief Officer before loading commences.

If vessel's loading order from owners or charterers do not agree with the terminal's orders, either as to grades or quantity, the marine representative should be advised immediately. The terminal is authorised to load 10% more or less than the quantity nominated; if the cargo to be lifted will be more or less than this 10% limitation it is necessary to cable New York for confirmation.

A terminal employee is stationed at each pier during the entire time the ship is discharging ballast, bunkering, or loading ca Fifteen minutes "stand-by" notice should be given to this man p to completion of ballast, bunkers, or cargo.

**TUGS:** Tug-boat assistance is considered essential and is affor all vessels entering, leaving or shifting in the harbour by two 1 h.p. tugs. Disposition and manoeuvres of tug-boat are directe the Pilot, who uses a "walkie-talkie" to convey orders to the tu

**RADIO:** The cable and telegraphic address for the Creole Pe leum Corporation at Amuay is "Creole Judibana". Radio messa to and from ships at sea are routed through the government ra station at Maiquetia (La Guaira) call letters YVG. This sta operates on a 24 hour continuous watch, on the following freque cies:

Listening Frequencies: Long Wave, 500 kc/s., Short Wave, 47 6267, 8356, 12534, 16712, 22225 kc/s.

Transmitting Frequencies: Long Wave, 500, 472, 464, 417 k Short Wave, 17141.6, 12817.5, 8730, 8722, 6519.5, 6505·5, 4352, 4 kc/s.

Master should call Amuay Marine, two hours before arri by VHF or on 2182 kHz, to confirm the exact arrival time at the s buoy.

Vessels that were originally cleared for another foreign port, another Venezuelan port, and were subsequently diverted at se should radio the following information to "Creole–Judibana" pri to arrival:

| | |
|---|---|
| Vessel's name | Last port of call |
| Master's name | Port for which originally cleared |
| Vessel's flag | |
| Number of crew | Grade and quantity of cargo to be lifted. |
| Estimated time of arrival. | |

This information is required in order to make in advance spec arrangements for inward clearance, to avoid payment of fine.

Radio notice of arrival should be sent 72 hours prior to arrival Amuay.

Ship-to-shore telephone: Radio-telephone listening watches a maintained on a 24-hour basis in the Marine Office on the follow frequencies: 2182 kc.; 156·8 Mc.; 8797·3 kc (single sideband).

International telephone: International telephone calls are rout through Caracas, Venezuela. Telephone number is Punto Fijo 34 (It is usually difficult if not impossible to complete a call.)

**BALLAST:** Vessels should arrive with sufficient ballast to perm safe handling. The Pilots require a draft of minimum 8 ft. forwa 18 ft. aft, on a T-2 or similar size tanker, 11 ft. forward and 20 ft. aft o a 26,000 dwt. or larger vessel. Ballast should be carried in a minimu number of tanks, and all other tanks stripped, so as to minimi deballasting time.

A relatively small amount of salt water remaining in ship's tanks lines can contaminate crude and cause operating problems for th refiners. It is important therefore to strip tanks and lines as dry a possible.

Vessels provided with completely segregated ballast system a permitted to discharge ballast and load cargo simultaneously.

Absolutely oil-free ballast may be discharged overside. All di ballast must be pumped ashore. A 20-in. ballast line, two 60,000 bar slop tanks and separator system are available.

A considerable number of vessels are now participating in th programme to eliminate pollution of the seas. Under this programm vessels may arrive carrying quantities of oil/water emulsion. If it desired to follow the "load-on-top" procedure in such instances is requested that the Marine Representative be informed on arriva

**MEDICAL:** Medical treatment and hospitalisation, if required, provided at a hospital located in the Creole concession, operated b the Society of Catholic Medical Missionaries. Several dentists a located in the area.

Italian crew members covered by Casa Maritime insurance r ceive medical attention from the appointed medical representat in Punto Fijo.

Authorisation forms for medical and dental treatment are pr vided, which require Master's signature. Transportation is availab at the Marine Office. Please note that if the patient does not spea Spanish or English, an interpreter should accompany him.

**FUEL:** Ship's requirements specifying grade and quantity desi are to be given to the Marine Representative boarding the vessel o arrival. All grades of bunker fuel, intermediate fuels and Diesels a available, except Esso diesel. Bunker delivery rates average 2,5 3,500 barrels per hour. Bunkers are loaded through meters whi automatically register quantities on bunker receipts. It is the respo sibility of ship's engineer to give "standby" notice to the termi employee and advise him when to shut down.

**FRESH WATER:** Fresh water can be supplied if necessary; how ever, supplies are limited to essential requirements. All fresh wa is piped from distant sources. Loading rate is about 10 tons per hou

**CUSTOMS:** Venezuelan laws are strict in regard to contraband a Masters are requested to instruct their crews not to take cigarettes other articles ashore. Cigarettes in carton lots, cigars, tobacc souvenirs, gifts (particularly items of women's apparel) should b collected prior to arrival in port, listed with the items in the slop ch and placed in the custody of the Master for deposit in the slop ch or closet which will then be sealed for the duration of the vesse stay in port.

Firearms on board any merchant vessel calling at Venezue ports must not exceed one per officer, nor can the ammunition e ceed 18 cartridges per officer. All firearms and ammunition must b noted on the stores list. Officers must not carry firearms while th ship is in Venezuelan waters and these sidearms and ammuni should be collected and held in the Master's safe custody. C members should be warned against taking knives or other weapons ashore.

While the vessel is in port, Venezuelan National Guard Officials are assigned on board to ensure compliance with Customs regulations. The law requires that meals be supplied to these officials during regular meal hours. Masters are requested to give them the privilege of eating in the officers' mess-room, to avoid difficulties.

**DENSITY:** The usual specific gravity of sea water at the berth is 1.025, temperature ranges from 78°F. to 85°F.

**CONSULS:** Brazil, Great Britain, Italy, the Netherlands, and Norway have consular representatives in the area.

**TIME:** GMT minus 4 hours.

**SHORE LEAVE:** Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing, and given to the Pilot undocking the vessel. Vessels are not permitted to sail until all crew members are on board, unless hospitalised or prior arrangements made for disembarking.

**REGULATIONS:** (i) *Pollution:* The laws of Venezuela are very strict in regard to the pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast, oil or bilge slops are to be pumped or allowed to escape overboard. All overboard discharge valves from cargo tanks and bilges are to be secured before loading or discharging commences. Loading is to be conducted with the greatest care and vigilance in order that errors or delays in handling cargo valves may not result in overflows. All deck scuppers should be plugged before loading to avoid harbour contamination should an overflow occur. The Authorities require that a written report be submitted by the ship involved in the event of an oil spill.

(ii) *Gangways:* All vessels using the port of Amuay must provide a safe gangway. The use of rung ladders, pilot ladders, etc., is contrary to Port Regulations, and Port Authorities will not board except by means of a safe gangway or accommodation ladder.

(iii) *Passengers:* Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include advice to this effect in his radio ETA.

(iv) *Visitors:* All visitors to ships are prohibited except those company employees, petroleum inspectors, etc., whose duties require their presence aboard.

**GENERAL:** (*a*) *Weather Conditions:* There is little rainfall at Amuay Bay; annual precipitation averages 12 in. The so-called rainy season usually coincides with the Caribbean hurricane season, from August to November, although Amuay lies South of the usual hurricane track. During these months calms are often experienced and winds from a Westerly direction may be expected. Normal winds are steady from the North-east, average force 4, Beaufort Scale, with a maximum of force 8. Temperatures average about 85°F., with little variation from day to night or season to season.

(*b*) *Tides:* The normal range of the tide is about 11 in.; however, a 28-in. range has been observed during spring tides.

(*c*) *Lubricating oil:* Supplies of Essomarine lubricating oils are available. Requirements should be given in vessel's radio notice of arrival.

(*d*) *Bonded Stores:* Cigarettes or other stores in bond are not obtainable in Amuay Bay.

(*e*) *Cash Advances:* The local currency is the Venezuelan Bolivar and cash advances are made only in this currency. It is requested that any requirement for cash advances be included in the vessel's ETA radio, to permit delivery on board on arrival.

(*f*) *Charts:* No supplies of charts or sailing directions are available at Amuay Bay.

(*g*) *Laundry:* A six-hour laundry service is available throughout each working day. Such service should be requested in the vessel's ETA message.

(*h*) *Mail:* Itemised lists are required for ship's mail, to be signed by the Master. Unless other instructions are given, ship's mail received after sailing, or for vessels on which no advice has been received, will be held for 30 days and then returned to Owners or Operators at ship's expense.

(*i*) *Inspection – Petroleum Products:* Chas. Martin & Co. and E. W. Saybolt, petroleum inspectors, are available if specified. Telephone numbers, Chas. Martin 44665, 44650; Saybolt 44639.

(*j*) *Norwegian Government Seamen Service:* A field representative of the above service is stationed at Amuay providing Norwegian and Swedish film exchange and other usual services. His telephone number is 44511.

(*k*) *Personnel – Seamen Left Ashore:* In the case of seamen left ashore for hospitalisation, repatriation or other reason, all documents and personal effects are to be delivered to the Marine Office before sailing. A letter is required from the Master advising the maximum advances to be made to the seamen, if any, and instructions concerning his repatriation. All expenses incurred by seamen left ashore, including cost of repatriation, are for ship's account. It is important that Masters bear in mind that the Venezuelan law will at all time hold the vessel, her Master, Agent or owner, responsible for any seamen left behind in Venezuela.

(*l*) *Provisions and Stores:* Provisions and stores in limited quantities are available, the prices and quality of some items, such as fresh fruit, fish, shrimps, vegetables, etc. are competitive; dry stores are considerably higher than in most ports. The Port Steward will assist in filling requisitions.

(*m*) *Radar and Radio:* Radar and radio repairs can be effected in Amuay. A service repair man is available, but spare parts are limited.

(*n*) *Repairs:* Shore facilities are available only for emergency repairs of a minor nature. The nearest dry docks are those at Puerto Cabello and Curacao, N.A. Several contractors in the area provide labour for hull painting and for tank cleaning. Contracts for these services are made by the ship's Master directly with the contractor.

(*o*) *Surveyors:* There are no appointed surveyors to American Bureau of Shipping or Lloyd's in the area. However, with sufficient advance notice, arrangements can be made to have their nearest representatives come to Amuay to attend surveys.

(*p*) *Walport Film Exchange:* Subscribers to the Walport Service may exchange films at the Marine Office.

**ATTENDANCE:** Representatives of the Marine Department board vessels immediately on arrival, and it is particularly requested that Masters indicate at that time all ship's requirements. The Marine Office building is located at the Pierhead Trestle and personnel are available for assistance at all hours. Telephones are located on all docks and the Marine Shift Supervisor can be called on telephone No. 444475 or 444465.

## CARIPITO: 10.09 N. 63.02 W.

**OPERATORS:** Creole Petroleum Corporation.

**LOCATION:** Caripito is located on the West bank of the San Juan River in latitude 10° 09′ 25″ N., longitude 63° 02′ 01″ W.

**ESSENTIAL REQUIREMENTS:**

1. Incoming vessels must send to Caripito their ETA Guiria at least three days in advance.
2. If a ship originally cleared for another port (including some other Venezuelan port) is diverted at sea to Caripito, certain information must be radioed to Caripito prior to arrival to avoid a heavy fine and/or delays. See "Radio".
3. No dirty ballast may be pumped overside in port or in Venezuelan coastal waters. Limited ballast facilities are available at Caripito Terminal.
4. Vessels calling at Caripito must obtain Government Pilots at Guiria.
5. The Venezuelan flag must be displayed during daylight hours while vessel is within port limits.
6. The emergency fire signal in Caripito dock area is six short and one long blasts on ship's whistle or siren. No other signal is to be given in the case of emergency.

**APPROACHES:** The traffic in San Juan River is restricted to one-way from Marieta Point to Caripito. Therefore, instructions are issued at Guiria to incoming vessels relative to what action to take on arrival at Marieta Point. Outbound traffic is controlled so as not to conflict with these instructions.

1. Guiria. The town of Guiria is located on South coast of Paria Peninsula on N.W. shore of Gulf of Paria. When approaching from East a signal tower will be observed on a bluff slightly to North of town.
2. Maturin Bar. Buoy E-1, marks the entrance to Maturin Bar Channel. At Punta Gorda there is a light tower located in approximare Lat. 10° 09′ 50″ N., Long, 62° 37′ 52″ W. displays a flashing red light.
3. Channel. Maturin Bar Channel is 14 miles in length and 400 ft. in width. The tidal range over the bar varies from 4 ft.-6 in. to 4 ft.-9 in. with currents up to 3 knots. The average salinity of water is 1.009; however, this may vary considerably between wet and dry seasons and spring and neap tides. Maximum draft permitted by Venezuelan regulations is 34 ft. in fresh water. There is a restriction of 6 in. less for all motor tankers. On leaving Maturin Bar Channel the San Juan River narrows from approximately $1\frac{1}{4}$ miles in width to about 0.7 miles with slight variations in width up to Marieta Point where it narrows to about 1,200 ft. and varies between 800 and 2,000 ft. up to Caripito. Marieta Point marks intersection of Caño Frances and the San Juan River. It is also at this point that course of San Juan River changes approximately 100° to starboard and it is the beginning of one-way traffic. Frequently, incoming vessels are requested to anchor below this point to await outbound traffic. There are 32 lights marking strategic points in San Juan River between Maturin Bar and Caripito terminal. These light towers are painted aluminium and are easily visible during daylight hours.

**DOCUMENTS:** (also see under "Radio").

1. *Clearance (inward and outward).* Inward clearance is effected at Caripito. The sanitary inspector boards vessel at anchor or at berth depending on tidal conditions and/or the availability of a berth. The Customs and other Government officials usually board at the berth. However, should there be a delay awaiting berth or tide, the entry will be granted while vessel is at anchor, in which case accommodation ladder must be rigged.

It is necessary that the following documents be ready on arrival:

Ballast List (1 original, visaed).
Passenger List (5 copies, of which none visaed).
Baggage List (5 copies, of which none visaed).
Crew List (7 copies, of which none visaed).
Sailing Permit from Last Port (1 original, visaed).
Stores List (5 copies, see *Note*).
List of Personal Effects (3 copies, of which none visaed).
List of Contents of Slop Chest (3 copies, of which none visaed).
List of Passengers in Transit (5 copies, of which none visaed).

*Note:* The Stores Lists may be prepared on board prior to arrival unless ship is coming from Netherlands Antilles or the Guianas, in which case they must be visaed by Venezuelan Consul at port of departure.

2. *Cargo documents.* The Port of Caripito has in force a system of cargo documentation for expediting the sailing of vessel. It is as follows:

*a.* Certain documentation with approximate cargo figures of unofficial nature are placed on board and official cargo documents are airmailed to discharge port.

*b.* Blank signed documents are placed on board to vessel's departure from Caripito and thence correct figures are radioed to sub-agency at Guiria who delivers them in writing to Master, who acknowledges its receipt by signing carbon copies of transmittal sheet.

**PILOTAGE:** Pilots are employees of Venezuelan Government and act in an advisory capacity. The Master retains responsibility for ship at all times. In the event it becomes necessary to disregard the Pilot's instructions in order to ensure the safety of the ship, the Master must forward through the Marine Department a full written report of the circumstances, for delivery to the Captain of the Port.

Pilots are compulsory and are embarked and disembarked at port of Guiria through a sub-agent. Vessels should proceed to the Guiria sea buoy (position 10° 33′ 12″ N. 62° 15′ 00″ W.) and await instructions. If arriving during the hours of darkness, certain instructions are usually transmitted by light signals from the signal tower. Voice radio communications can be established at any time with Guiria or Creole Caripito on frequencies 2182 kc/s, 2638 kc/s and 2738 kc/s. The launch which embarks the Pilot will also deliver instructions to the Master relative to the movements of his vessel en route to Caripito, port regulations, facilities, etc. The regular pilotage fees cover the area from the entrance to Maturin channel to and from Caripito. The Pilot is to be provided sleeping quarters and food equal to that provided the officers aboard ship.

*Note:* Complaints or observations concerning the Pilots handling of vessel should be noted on back of pilotage ticket.

**TIDES:** The normal range of tide in the dock area is about 12 ft. with currents up to 3 knots during the flood and 4 knots during the ebb in rainy season (May-December). The normal current is 2½ knots during the flood and 3 knots during the ebb.

**ANCHORAGE:** For vessels awaiting berth, there is an anchorage about 1,000 metres up-stream from the Caripito terminal. Vessels awaiting clear channel may at times be requested to anchor at Punta Marieta. Vessels awaiting high tide anchor at Punta Marieta or off Punta Gorda.

**MAX. SIZE:** Vessels up to 780 ft. and 48,000 dwt. can be accommodated with a low water depth of 35 ft.

**RADIO:** The cable and telegraphic address for the Creole Petroleum Corporation at Caripito is "Creole – Caripito". Radio messages to and from ships at sea are routed through the Government Radio Station at Maiquetia (La Guaira), call letters "YVG". This station operates on a 24-hour continuous watch, on the following frequencies:

Listening Frequencies: low frequency, 500 kc/s; high frequency, 4178, 6267, 8356, 12534, 16712, 22225 kc/s. Transmitting Frequencies: low frequency, 500, 472, 464 417 kc/s; high frequency, 4322, 4352, 6505·5, 6519·5, 8722, 8730, 12817·5, 17141·6 kc/s. Radio notice of arrival should be sent 72 hours prior to arrival at Guiria and corrected if weather or other conditions delay the vessel.

Radio telephone listening watches are maintained on a 24-hour basis at Guiria and at Caripito on 2182 kc. The following frequencies are available for communications after contact: 2638 kc and 2738 kc.

All vessels en route to Caripito may also communicate with Amuay or La Salina Marine offices and request that message dealing with corrected ETA's, Pilots and other business be relayed to the Caripito Marine Office.

Vessels that were originally cleared for another foreign port, or another Venezuelan port, and were subsequently diverted at sea, should radio the following information to Creole Caripito prior to arrival:

Vessel's name
Master's name
Vessel's flag
Number of crew
Estimated time of arrival at Caripito
Last port of call
Port for which originally cleared.
Grade and quantity of cargo to be lifted.

This information is required in order to make in advance special arrangements for inward clearance, to avoid payment of a fine. It is necessary in such a case that the following documents be ready on arrival:

Crew List (original and 6 copies).
List of Personal Effects (original and 2 copies).
List of Contents of Slop Chest (3 copies).
Stores List (original and 1 copy).

Also required are the original and 2 copies of the radiogram instructing Master to proceed to Caripito. Outward clearance documents are placed on board the vessel prior to departure from the Caripito terminal.

Masters should bear in mind that while vessels are within Venezuelan territorial waters, Government authorities do not permit the use of ship's radio equipment. Cables and radiograms should be handed to the company representative for transmittal via shore radio communication system. Caripito has also radio telephone communication with North and South America and Europe. For further information contact Port Services Section in the terminal building, telephone C-335.

**BALLAST:** Ballast is not required when mooring. Any ballast carried should be in a minimum number of tanks, and all other tanks stripped, so as to minimise deballasting time.

A relatively small amount of salt water remaining in ship's tanks or lines can contaminate crude and cause operating problems for the refiners. It is important therefore to strip tanks and lines as dry as possible.

Vessels provided with completely segregated ballast system are permitted to discharge ballast and load cargo simultaneou Absolutely oil-free ballast may be discharged overside. Cons dated residues may be pumped ashore, where facilities are availa for receiving up to a maximum of 20,000 barrels.

A considerable number of vessels are now participating in t programme to eliminate pollution of the seas. Under this programm vessels may arrive carrying quantities of oil/water emulsion. If i desired to follow the "load-on-top" procedure in such instanc it is requested that the Marine Representative be informed arrival.

**BERTHING:** The Marine Office Building is located on the We bank of the San Juan River upstream from the berths. Represen tives of the Marine Department board vessel immediately up arrival and it is particularly requested that Masters indicate at th time all ship's requirements. Personnel are available for assistan at all hours.

Caripito Creole maintains a deep water terminal, consisting two ocean tanker berths, Nos. 2 and 3. These are T-type piers wi breasting dolphins located approximately 10 ft. off the face of eac pier.

All terminal facilities are under the control of Creole Petroleu Corporation. The port is open for navigation during day and nig All ocean tankers are moored at berths No. 2 and 3 on the flood ti only. Vessels may sail from berth No. 3 at any stage of the ti Sailings from berth No. 2 are restricted to flood tide only when ber No. 3 is occupied.

A vessel entering or leaving port must be assisted by a Dockin Master in the general employ of and furnished by Creole Petroleu Corporation. The Docking Master will board an inbound vessel a San Juan River Light Beacon No. 29 and relieve the Governme Pilot of his duties. A Custom guard will board at the same time an remain with the vessel. The Docking Master will deliver to the Ma ter his loading and docking instructions together with any othe information pertinent to the vessel's call. He will also sign the Notic of Readiness if requested. The vessel will proceed to anchor to awa flood tide to dock, to await berth, or will swing to the flood tide in th turning basin and proceed directly to the berth depending on ci cumstances.

**LOADING:** Loading rates, particularly for low-flash produc loaded during the hours of darkness or when topping off carg tanks, will be reduced by terminal to meet existing conditions.

All loading and discharging will be stopped during passage of a electric storm, and ullage covers must be closed and dogged dow During periods of calms, loading of gasoline or other similar low flash products may be loaded at reduced rates or loading stopped the heavy vapours are not being dispersed quickly enough to prevent hazard from accumulated gas pockets. Ship's officers ar cautioned to be on their guard during such conditions.

Loading rates will be reduced when topping off, if requested b the ship's officer.

Instructions as to grade or grades of cargo, and the approxima loading rate anticipated, will be given to the Master. Supplementar information including number and size of lines and hoses will b furnished to the Chief Officer before loading commences.

If vessel's loading order from Owners or charterers do not agre with terminal's orders, either as to grades or quantity, the marin representative should be advised immediately. The terminal is authorised to load 10% more or less than the quantity nominated; if th cargo to be lifted will be more or less than this 10% limitation it i necessary to cable New York office for confirmation.

A terminal employee is stationed at each pier during the entir time the ship is discharging ballast, bunkering, or loading cargo Fifteen minutes "standby" notice should be given to this man pri to completion of ballast, bunkers, or cargo.

**MEDICAL:** Medical treatment and hospitalisation, if required, i provided at a hospital located in the Creole concession. Severa dentists are located in the town of Caripito. Authorisation forms fo medical and dental treatment are provided, which require Master's signature. Transportation is available at the Marine Office. Pleas note that if the patient does not speak Spanish or English, an interpreter should accompany him.

**FRESH WATER:** Fresh water is available in any quantity. Deliver is made through 2½ in. national standard fire hose thread hydrants Ships personnel must provide hoses and connect up.

**FUEL:** Bunker "C" fuel oil, marine diesel and intermediate fuels ar available. It is the responsibility of ship's engineer to give "standby notice to the terminal employee and advise him when to shut dow

**CONSULS:** There are no consular representatives in the area Vessels bound for U.S.A. or British Caribbean ports will be provide with a letter stating this fact.

**CERTIFICATES:** All ships calling at a Venezuelan port for the firs time must be measured for tonnage by Captain of the Port. It is th usual practice to take ashore the ship's Panama Canal or Suez Cana Certificate, which is used as a basis for recalculating tonnage unde the Venezuelan regulations, and is returned before sailing. Th Venezuelan Admeasurement Certificate, when later issued is forwarded to the Owners. A fee is charged for this certificate, which i payable only on ship's first call. Vessels registered in followi countries are excluded from above regulations: Netherlands, Germany, France, Portugal, United Kingdom, Denmark, Sweden, U.S.A Ireland and Norway.

**CUSTOMS:** While the vessel is in port, Venezuelan National Gua officials are assigned on board to ensure compliance with Custom regulations. The law requires that meals be supplied to these of cials during regular meal hours. Masters are requested to give the the privilege of eating in the officers' messroom, to avoid difficultie

Venezuelan laws are strict in regard to contraband and Maste e requested to instruct their crews not to take cigarettes or other ticles ashore. Cigarettes in carton lots, cigars, tobacco, souvenirs, fts (particularly items of women's apparel) should be collected ior to arrival in port, listed with the items in the slop chest and aced in the custody of the Master for deposit in the slop chest or oset which will then be sealed for the duration of the vessel's ay in port.

Firearms on board any merchant vessel calling at Venezuelan rts must not exceed one per officer, nor can ammunition exceed cartridges per officer. All firearms and ammunition must be noted n the stores list. Officers must not carry firearms while ship is in enezuelan waters and these side-arms and ammunition should be llected and held in the Master's safe custody. Crew members ould be warned against taking knives or other weapons ashore.

**EPAIRS:** Only minor repairs of an emergency nature can be ade. There are no electronic repair services available in the area.

**HORE LEAVE:** Shore leave is permitted and a representative the Captain of the Port boards on arrival and issues the required mber of passes. Shore passes are to be collected prior to sailing, d given to the Docking Master undocking the vessel. Vessels are t permitted to sail until all crew members are on board, unless spitalised or prior arrangements made for disembarking.

**IME:** Local time is Greenwich Mean Time minus 4 hours.

**ENERAL:**

*Gangways:* Gangways at berths No. 2 and 3 are provided by the rminal.

*Plimsoll Marks:* The Captain of the Port requires that the Plimsoll arks of all vessels using the port be clearly visible. Vessels will e checked on completion of loading, and if the Plimsoll Marks are t readily legible, permission to sail may be withheld.

*Surveyors:* There are no appointed surveyors to the American ureau of Shipping or Lloyd's in the area. With 48 hours notice, n-exclusive surveyors can be obtained from Caracas, or at times om Puerto La Cruz, or qualified Masters or chief engineers may e available for appointment as surveyors when required.

*Bonded Stores:* Cigarettes or other stores in bond are not obtain- le at Caripito.

*Cash Advances:* The local currency is the Venezuelan Bolivar d cash advances are made only in this currency. It is requested at any requirement for cash advances be included in the vessel's TA radio, to permit delivery on board on arrival. Cash returns can e accepted only during the normal work day – 0700 to 1600 hours. undays and holidays excluded.

*Provisions and Stores:* Provisions and stores in extremely limited rieties and quantities are available at prices considerably higher an in most other ports.

*Charts:* No supplies of charts or sailing directions are available Caripito.

*Personnel* – Seamen Left Ashore: In the case of seamen left shore for hospitalisation, repatriation or other reason all documents d personal effects are to be delivered to the Marine Office before iling. A letter is required from the Master advising the maximum vances to be made to the seamen. if any, and instructions con- rning his repatriation. All expenses incurred by seamen left shore, including cost of repatriation, are for ship's account. It is portant that Masters bear in mind that the Venezuelan law will at time hold the vessel, her Master, Agent or owner, responsible r any seamen left behind in Venezuela.

*Laundry:* Laundry service is available.

*Lubricating Oil:* Supplies of Esso marine lubricating oils are ailable from Puerto La Cruz. Quantities required should be included the ETA cable.

*Mail:* Any pending ship's mail will be delivered on board by the arine dispatcher on arrival at Caripito. At the same time he will eceive any ship's mail to be dispatched. The marine dispatcher ll accept personal mail only if it carries the proper amount of Vene- uelan postage, or if Master authorises postage by signing seven opies of the Company Post Transmittal form. Masters interested knowing the individual postage amounts to be paid by each crew ember, should provide a list, in duplicate, of the senders, and umber of letters sent by each one identified by a number written on ach letter. Copy of this will be returned aboard vessel when leaving his port outward bound. If not ready on time, it will be airmailed to e vessel's next port of call.

*Inspection* – Petroleum Products and Crude Oil: Charles Martin & o. and E. W. Saybolt, petroleum inspectors, are available from uerto La Cruz if specified.

*Visitors:* All visitors to ships are prohibited except those company mployees, petroleum inspectors, etc., whose duties require their esence aboard.

*Passengers:* Passengers will not be permitted to disembark unless possession of the required visa and documents. To facilitate earance, if passengers are carried, the Master should include vice to this effect in his radio ETA.

*Pollution of Harbour and Coastal Waters:* The laws of Venezuela e strict in regard to pollution of harbour and coastal waters by oil, d heavy fines are imposed for violations. No dirty ballast, oil or ge slops are to be pumped or allowed to escape overboard. All erboard discharge valves from cargo tanks and bilges are to be cured before loading or discharging commences. Loading is to e conducted with greatest care and vigilance in order that errors delays in handling cargo valves may not result in overflows. All ck scuppers should be plugged before loading to avoid harbour ntamination should an overflow occur. The authorities require a written report be submitted by the ship involved in the event an oil spill.

**AUTHORITY:** Creole Petroleum Corporation, Marine Department, Caripito, POB 152. Cables: "Creole Caripito".

### EL PALITO: 10.29 N. 68.07 W. (See Plan)

**OPERATORS:** Mobil Oil Company de Venezuela.

**LOCATION** (of El Palito Terminal): The terminal facilities operated by Mobil de Venezuela at the port of Puerto Cabello (Punta Chávez), are situated on the Venezuelan coast, 7 miles West of Puerto Cabello. The terminal has a 2,475 ft. pier, part causeway and part trestle, extending out from Punta Chávez along a shallow reef then angling into water 45 ft. deep. Two tankers can tie up simultaneously at the berths.

**WEATHER:** Winds are normally from the N.E. with an average Beaufort scale force of 2–3. Average temperature about 85°. The months of January, February and March have the roughest sea and swell, and vessels may not be able to dock due to the weather.

**TIDE:** The normal range of the tide is 1 ft.

**ESSENTIAL REQUIREMENTS:**

1. Incoming vessels must send ETA 72 hours before arrival at El Palito Terminal and another 24 hours before arrival advising any change of ETA.

2. If a vessel originally cleared for another port (including some other Venezuelan port) is diverted at sea to El Palito, certain information must be received prior to arrival, to avoid heavy fine and/or delays.

3. *No ballast* may be pumped overside in port. Ballast disposal facilities are available at the El Palito Terminal.

4. The use of Venezuelan Government Pilots is compulsory for docking and undocking.

5. The Venezuelan flag should be displayed at the mast-head during daylight hours by vessels anchored and berthed in Venezuelan waters.

6. In addition to other clearance documents, two copies of an itemised list of articles in the ship's slop chest must be presented to the authorities on arrival.

7. The emergency fire signal is five long blasts on the vessel's whistle or siren. No other signal is to be given in case of emergency.

8. Rat guards must be in place on all mooring lines.

**APPROACHES:** The terminal pier is marked by the following lights: One occulting red light at the top of No. 1 (North-west) Hose Rack, 80 ft. above sea level. Latitude 10° 29′ 51″ N., Longitude 68° 07′ 13″ W., and one green light, flashing every 3 seconds at the top of No. 2 (South-east) Hose Rack, 80 ft. above sea level, located 275 ft. S.E. of No. 1 Hose Rack. A group of 5 crude storage tanks, painted aluminum, visible 20 miles on a clear day, are located 1.25 miles 200° from the head of the pier.

**DOCUMENTS:**

A. Admeasurement Certificates. All vessels calling at Venezuelan ports for the first time must be measured for tonnage by the Captain of the Port. It is the usual practice to take the ship's Panama Canal or Suez Canal Certificate, which is used as a basis of recalculating the tonnage under the Venezuelan regulations and is returned before sailing. The Venezuelan Admeasurement Certificate is forwarded to the owners at a later date. A fee is charged for the certificate which is payable only on the vessel's first call. Vessels registered in the following countries are excluded from the above regulations: Denmark, France, Germany, Ireland, Netherlands, Norway, Portugal, Sweden, United Kingdom and U.S.A.

B. Inward clearance is affected on board immediately after docking by Government Port Officials and a representative of the Marine Department. It is necessary that the following documents be ready on arrival:

Clearance from last port (1 copy).
Ballast Manifest from last port (1 copy, visaed according to paragraph (*d*) if there is no Venezuelan Consul).
Crew List (9 copies).
Passenger and Baggage Lists (5 copies, visaed; 2 copies not visaed).
List of Personal Effects (5 copies not visaed).
Store List (3 copies, see paragraph (c)).
List of Slop Chest (3 copies not visaed).
Sailing Permit (issued by maritime authority of last port).

Vessels arriving with cargo to discharge, will also require:

Consular Mail (one sealed envelope from each loading port).
Manifest (Sobordo), 1 original visaed and 2 copies not visaed from each loading port.
Bills of Lading, 1 original and 1 copy visaed, and 4 copies not visaed from each loading port.
Tally books; 6 from each loading port.
Consular invoice: 3 originals visaed and 3 copies not visaed, from each loading port.
Commercial invoices: 3 from each loading port.

C. Store list prepared should indicate separately all deck, engine and cabin stores. The store lists may be prepared on board prior to arrival unless the vessel is coming from the Netherland Antilles or the Guianas, in which case they must be visaed by the Venezuelan Consul at the port of departure.

D. Cargo and clearance documents should be visaed by the Venezuelan Consul at the last port of call. In the absence of a Venezuelan Consul, they may be visaed by the Consul of a friendly nation, by the Chamber of Commerce or by two reputable merchants, the latters' signature to be notarised. In the absence of a Venezuelan Consul, the following notation should be written on each document in Spanish, and signed by the alternates designated above: "Por no existir en la localidad Agente Consular Venezolano y a peticion de los embarcadores, certifico el presente documento".

(Signature)

Vessels originally cleared for another port, and diverted at sea to El Palito, should radio Mobil Puerto Cabello the following information as soon as the change of sailing orders are received:

1. Advise diverted.
2. Name and class of vessel.
3. Number of crew.
4. Flag of vessel.
5. Last port of call.
6. Port from which originally cleared.
7. Estimated time of arrival at Pilot station.
8. Type and amount of cargo vessel will load.
9. Time required to discharge ballast.
10. Master's name in full as signature (John Jones, Master).

This information is required in order to make in advance special arrangements for inward clearance to avoid payment of fines.

Outward clearance and cargo documents are delivered on board by the Marine Dispatcher. However, in order to obtain the sailing permit, a special form which is delivered on board on arrival must be completed, not later than two hours before sailing time. This form gives cargo and freeboard information required by the Captain of the Port. In addition, one of the 9 copies of the crew list specified above, corrected to show any changes made while in port, should be attached to the form.

**PILOTAGE:** The Pilot's working hours are from 0600 to 1800 hours. There are no charges for their assistance during those hours on workdays. On Sundays and holidays they charge overtime. There is also a charge when ship has anchored in the bay as according to the pilotage law each movement (and entering the bay is one movement) requires a Pilot. By special agreement only Pilot's overtime will be charged for anchorage, as anchorage and docking is considered as one movement with respect to Government Pilotage Fee.

Pilotage is compulsory government service. The government charges the Pilot's assistance according to ship's net tonnage. Vessels under flags of Panama and Liberia are required to have their Venezuelan Tonnage Certificate. The government charges for docking and sailing.

Pilots are employees of the Venezuelan Government and pilotage is compulsory for vessels entering or leaving the harbour. The terminal will arrange for Pilots to board all vessels as necessary. Pilots meet the vessel via launch provided by the terminal. The Pilot may decline to moor the vessel if it is not equipped with satisfactory mooring equipment, lines, gear, etc., or if it is not sufficiently ballasted. It is the responsibility of the Master to notify the Pilot of any special conditions or peculiarities, such as defective navigation equipment, mooring lines, tackle, gear or lack of necessary equipment, which might impose hazards in connection with the handling, mooring, discharging or loading of vessels.

At the berths, vessels must be moored to the entire satisfaction of the Pilot and the terminal operators' Mooring Master.

The Pilot acts in an advisory capacity. The Master retains responsibility for the vessel at all times. In the event it becomes necessary to disregard the Pilot's advice in order to ensure the safety of the vessel, the Master must forward a full written report of the circumstances through the terminal for delivery to the Captain of the Port.

**ANCHORAGE:** Notice of Readiness can be tendered at anchorage. The suggested anchorage for El Palito Terminal is located ½ to 1 mile North or West of the seaward end of the pier. The area to the East of the pier is not recommended as an anchorage.

**RESTRICTIONS:** None. Vessels enter day or night and at any state of tide.

**MAX. SIZE:** East berth draft 38 ft. 6 in. West berth draft 40 ft. Length 800 ft.

**BALLAST:** Due to the exposed location of the oil piers, vessels are required to be ballasted to the following minimum drafts for safe manoeuvring to and from the berths:

| *Overall Length of Vessel* | *Minimum Draft Required* |
|---|---|
| 400–480 ft. | forward 9 ft., aft 17 ft. |
| 481–700 ft. | forward 12 ft., aft 20 ft. |
| 701–800 ft. | forward 14 ft., aft 23 ft. |

A total capacity of 220,000 barrel slop pits and a 20 in. ballast line are available to receive all ballast.

Vessels with separate ballast tanks, lines and pumps may discharge ballast overside. Ballast for entering the harbour should be carried in the minimum number of tanks, and all other tanks stripped dry so as to minimise the time required for discharging ballast alongside berths.

All ships in ballast from abroad are charged for Consular Ballast Certificate.

**HEALTH:** No radio pratique. Health officers board vessel at berth.

**RADIO:** Puerto Cabello, Venezuela, Coastal Station call sign YVL, makes radio contact with all vessels "CQ" on 8722 kc. at the following hours: 1130, 1330, 1530, 1830, 2130, 0030, 0200 GMT. Also "CQ" on 17.141 kc. at 1630 GMT and "CQ" on 4.322 kc. at 0430 and 0630 GMT.

Vessels originally cleared for another port, and diverted at sea to El Palito, should Radio Mobil Puerto Cabello the following information as soon as the change of sailing orders are received:

Advise diverted.
Name and class of vessel.
Number of crew.
Flag of vessel.
Last port of call.
Port from which originally cleared.
Estimated time of arrival at pilot station.
Type and amount of cargo vessel will load.
Time required to discharge ballast.
Master's name in full as signature (John Jones, Master).

This information is required in order to make in advance spec arrangements for inward clearance to avoid payment of fines.

**TUGS:** Tugs are not available at El Palito.

**BERTHING:**

1. The use of both anchors is required for docking at both berth It is considered prudent to have both anchors hove-out prior entering the harbour in order to facilitate speedy release while moo ing. The Pilot will advise whether the vessel is to be moored port starboard side to the dock.

2. In the event the berth is required by another vessel, a vess having completed loading may be required to vacate the berth prom ptly and proceed to anchorage to await cargo documents.

3. East Berth. Approach at very dead slow speed along a lin parallel to a line formed by the East and the West berth at a distan from it equal to the distance of the North buoy. Drop the starboar anchor at the point of intersection of the ship's fore with a li formed by the two East shore range markers. Continue along sam path at very dead slow speed until reaching with the ship's fore t East berth. Drop the port anchor. Allow the ship to drift in position alongside berth. This will be done by tying mooring lines a required by Pilot and with the help of the ship's engines.

4. West Berth. Approach at very dead slow speed along a li parallel to a line formed by the East and West berths and at a di tance from it equal to the distance of the North buoy. Drop the po anchor at the point of intersection of the ship's fore with a li formed by the two West shore range markers. Continue along sam path at very dead slow speed until reaching with the ship's fore t West berth. Drop the starboard anchor. Allow the ship to drift in position alongside berth. This will be done by tying mooring line as required by the Pilot and with the help of the ship's engines.

5. General. Available hose connections, all 8 in., are as follow Three for Fuel oil, one for diesel products and one for leaded a unleaded gasolines. All dirty ballast to be pumped ashore throug the fuel oil loading hoses.

**LOADING:**

1. *Cargo:* On completion of inward clearance, information rega ing the number of hoses and loading rate will be given to the Maste and Chief Officer. During ballast discharge supplementary informa tion will be given the Chief Officer. A 15 minute standby is require prior to finishing any grade.

2. *Contamination of Crude:* It has been established that one of th major causes of contamination of crude oil is the small amount o salt water remaining in the ship's tanks, pumps and ballast line after discharging ballast. This small amount of salt water frequent results in costly damage and downtime to refining equipment an also presenting many other problems. Therefore all tanks and line must be pumped as dry as possible.

3. *Draining of Hoses:* Hoses are drained by gravity on all produc and crude. Ship personnel must co-operate with terminal personne in this operation to ensure complete draining of hoses into sh tanks and adequate drip cans must be placed to catch the remainin oil in line. Sawdust or equivalent must be on standby to clean up an oil leaks.

4. *Loading Rates:*

| *Commodity* | *Available at berths* | *Size of line* (in.) | *Estimated max. barrels per hour* | *Hoses Pier 1* (in.) | *Pier* (in.) |
|---|---|---|---|---|---|
| Crude oil | 1–2 | 30 | 27,000 | 3–8 | 2-8 |
| Bunker C | 1–2 | 24 | 17,500 | 3–8 | 2-8 |
| Diesel | 1–2 | 16 | 9,000 | 1–8 | 1-8 |
| Unleaded gasoline | 1–2 | 16 | 8,000 | 1–8 | 1-8 |
| Leaded gasoline | 1–2 | 16 | 8,000 | 1–8 | 1-8 |
| Ships' bunkers | 1–2 | 24/16/8 | 6,000 | 1–8 | 1-4 |
| Lube | 2 | 8 | | 1–8 | 1-4 |

Loading rates will be reduced by the terminal when topping of tanks at the vessel's request.

5. *Scuppers:* Loading will not be started till all deck scuppers ar properly sealed to the satisfaction of the terminal.

6. *Simultaneous Deballasting and Loading:* Vessels equipped wi separate and completely segregated ballast tanks, lines and pump and never used for oil may be permitted to discharge ballast an load simultaneously providing approval has been obtained from th terminal.

**MEDICAL:** Medical treatment and hospitalisation, if required, ar available at the Seguros Sociales in Puerto Cabello. Several dentis are located in Puerto Cabello. Authorisation for any medical and dental treatment must be made by the Master. Transportation i available at the Terminal Office. If the patient does not speak Spanis an interpreter should accompany him.

**FRESH WATER:** Available.

**FUEL:** Bunkers are available only for vessels loading cargo. Dis putes as to quantity should be registered by signing the bunk receipt under protest and noting the ship's quantities thereon.

**CUSTOMS:** While the vessel is in port, Venezuelan National Guar officials are assigned on board to ensure compliance with Custom regulations. The law requires that meals be supplied to these of cials during regular meal hours.

Venezuelan laws are strict in regard to contraband and Maste are requested to instruct their crews not to take cigarettes or oth articles ashore.

Cigarettes in cartons, cigars, tobacco, souvenirs, gifts (parti ularly items of women's apparel), should be collected prior to arri in port, listed with the items in the slop chest and placed in th custody of the Master for deposit in the slop chest which will be sealed for the duration of the vessel's stay in port.

**CONSULS:** French, Norwegian, Danish, Italian and Panama Consulates are represented in Puerto Cabello. There is no American Consulate. It is necessary for Masters of Panamanian flag vessels to visit the Panamanian Consulate at Puerto Cabello to present documents and receive dispatch as required by law. Regular office hours are from 0800 to 1200 and from 1400 to 1700 Mondays through Fridays; any dispatch issued outside of regular office hours is billed at double fees. Terminal Office will arrange transportation to Puerto Cabello upon request.

**REPAIRS:** Only emergency repairs of a minor nature can be made. Prices are very high.

**REPATRIATION:** The documents and personal effects of seamen left ashore for hospitalisation, repatriation or other reason, must be delivered to the Terminal Office before sailing. A letter from the Master is required advising the maximum amount of advances to the seaman and any other instructions concerning his repatriation. All expenses incurred by the seaman, including the cost of repatriation, are for the vessel's account. Venezuelan law at all times holds the Master, Agent or Owner responsible for any seaman left behind in Venezuela.

**AIRPORT:** Distant about 4 miles.

**TIME:** Local time is four hours slow of Greenwich Mean Time.

**SHORE LEAVE:** Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing and given to the National Guard watchmen on board.

Vessels are not permitted to sail until all crew members are on board, or special permission has been obtained to sail without a crew member.

**REGULATIONS:**

1. *Engines:* No engine repairs will be made while the ship is in dock. Engines are to be kept at standby at all times while the ship is in port.
2. *Rat-guards:* Vessels must use ratguards on all mooring lines.
3. *Visitors:* All visitors to vessels are prohibited, without written permission in each case by the Port Captain or his assistant. Mooring Master, petroleum inspectors, dispatchers, and terminal employees handling hoses may board ship in performance of their duties.
4. *Pollution:* The laws of Venezuela are very strict in regard to the pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast or oil is to be pumped or allowed to escape over the side. No engine-room or pump-room bilges may be pumped overboard. All pump-room sea suctions and overboard discharge valves must be secured prior to loading or discharging cargo. Loading must be conducted with the utmost care and vigilance so that errors or delays may not result in spills. All deck scuppers must be plugged tight before loading so that in the event of a spill pollution of the harbour may not result.
5. *Garbage:* No garbage is to be thrown over the side while the vessel is in port.
6. *Passengers:* Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include this information in his ETA.
7. *Firearms:* Firearms on board any merchant vessel calling at Venezuelan ports must not exceed one per officer, nor can the ammunition exceed 18 cartridges per officer. All firearms and ammunitions must be noted on the store list. Officers must not carry firearms while the vessel is in Venezuelan waters and these sidearms and ammunition should be collected and held in the Master's safe custody.

**GENERAL:** 1. *Bonded Stores:* No cigarettes or bonded stores are available at El Palito.

2. *Cash Advances:* Cash advances are available in Venezuelan bolivares only and should be included in the vessel's ETA radio, to permit delivery on board at arrival.
3. *Charts:* No charts or sailing directions are available at El Palito.
4. *U.S.S. Club:* There is no U.S.S. Club available at El Palito nor movie film exchange service.
5. *Inspection Petroleum Products:* Chas. Martin and Company and E. W. Saybolt, petroleum inspectors, are not available at El Palito. However, if specified in sufficient time, they may be obtained from Puerto La Cruz.
6. *Laundry:* Laundry facilities are available at El Palito.
7. *Lubricating Oil:* Certain types of Mobil lube-oils only are available in small quantities. Requirements should be sent by radio with ETA.
8. *Mail:* Mail service posted from El Palito has been found to be fair.
9. *Provisions:* Provisions are available at El Palito.
10. *Radio and Radar:* No repairs made at El Palito.
11. *Gangways:* Gangways are provided by El Palito Terminal.

**AUTHORITY:** Mobil Oil Company de Venezuela, Apartado del Este 5373, Caracas, Venezuela.

In the absence of special arrangements, Mobil does not, as operator of the terminal, act as Agent for any vessel or for firms or agencies engaged in coastwise or international transportation operations. All services in connection with the arrival, loading or departure of vessels are performed as a Representative and for the account of the shipper in the case of cargoes loaded, and as the consignee in cases where cargo is received.

Terminal Operator, El Palito, Mobil Oil Company de Venezuela, Apartado 102, Puerto Cabello, Edo. Carabobo, Venezuela. Radio Address: "Mobil Puerto Cabello".

**AGENT:** See "Puerto Cabello".

## LA GUAIRA: 10.36 N. 66.56 W.

**DOCUMENTS:**

Sealed envelopes for Customs.
Visaed B/L and Sobordos not in envelopes.
Consular Despatch for all Venezuelan ports.
Despatch from last Venezuelan port, if any, or
Zarpe from last foreign port, if arriving directly from abroad.
Fumigation Certificate.
Vaccination Certificates of Crew.
Landing Cards for Crew and Passengers.
6 Store Lists (with arms and narcotics).
6 Lists of Personal Effects.
10 Crew Lists.
10 Lists of Passengers for La Guaira, or negative Passenger List.
10 Lists of Passengers in Transit.
2 Sets of B/L not visaed.
4 Sobordos not visaed.
14 Tally Books.

**PILOTAGE:** Compulsory and vessels have to wait for Pilot in the pilotage zone North-West of the port entrance.

**MAX. SIZE:** Berth depths as follows, (approx.):

| | |
|---|---|
| No. 1 | 36 ft. |
| No. 2, 3, 3a (4), 5, 6 | 35 ft. |
| No. 7, 8 | 34 ft. |
| No. 9, 10 | 24 ft. |
| No. 11, 12, 13, 14, 15, 16, 17, 18, 19 | 36 ft. |

**RADIO:** In order to enable Agents arrange for quick entry and berthing, Masters should give their ETA message at following intervals, via Curacao Radio (ITT): 72, 48 and 24 hours prior to arrival, indicating in the 48-hour message, the quantity of parcels (or tonnage if bulk cargo) per hatch. This is imperative for applying for the necessary personnel of the National Port Services. Also, draft, passengers, requirements for bunkers, fresh water, provisions, repairs, medical assistance, etc. This telegram the Master to sign with his full name.

**TUGS:** The use of tugboats within the port is compulsory, both for entering and leaving port, as well as for manoeuvres in the port basin. Ships longer than 139 metres must be assisted by two tugboats.

**BERTHING:** Normally a minimum of 19 ocean-going vessels can berth at a time. Berths No. 1, 2 and 3 are along the breakwater pier East-West, parallel to the coast.

Within the port is a finger pier, parallel to the breakwater pier, with two Customs warehouses alongside, with berths North and South, two each. The main pier is parallel to the coastline, East-West, with berths Nos. 10, 11, 12, 13, 14 and 15, along which piers there is ample Customs warehouse space, including outdoor space on the roofs as well as ample uncovered storage area.

The Passenger Terminal is on a finger pier, in direction North-East with its land end in the corner of berth No. 15. There are two berths each side, namely Nos. 16 and 17 in the inner basin and Nos. 18 and 19 in the outer basin.

Passenger vessels have priority for berthing and they have to leave port within 24 hours.

**LOADING/DISCHARGING:** Cargo is discharged into railcars alongside the piers, or directly into the transport means of the Importer and vice versa when loading. The latter, however, applies only for bulk cargo or considerable one-type commodity.

If electric shore cranes are used, the same procedure applies unless the cargo is to be stored outdoors on the roof of the warehouses. Piers Nos. 4 and 9 have no rails alongside, so the cargo is discharged on the pier, wherefrom it is immediately taken away by two-boys, fork-lifts and/or other mechanical equipment supplied by the National Port Services as per kind of cargo. The use of such equipment is included in the handling fee per weight.

**STEVEDORES:** Supplied exclusively by the governmental National Port Services at costs per weight of cargo in accordance with governmental decrees.

The Port Agent applies for the necessary number of gangs per ship. Each gang consists of 11 stevedoremen (estiba) and 11 longshoremen (caleta).

Switching of gangs from one hatch to another is not permitted.

There are no longshoremen costs for cargo handled during straight time, but only for cargo handled during overtime.

(*a*) *Straight time*

| | |
|---|---|
| Monday–Friday | 07.00–11.00<br>12.30–16.30 |
| Saturday | 07.00–12.00 |

(*b*) *Overtime*

| | |
|---|---|
| Monday–Friday | 18.00–23.00 |

(*c*) *Saturday afternoon* work is not permitted, but if a vessel could terminate operation and sail within a maximum of three additional working hours, a special permit would be granted by Customs and Port Authorities. In such a case, the additional working hours are considered as overtime.

(*d*) *Work on Sunday* is not permitted except for passenger vessels (officially those carrying 60 passengers, but exceptionally vessels with less passengers might occasionally obtain same consideration by authorities).

**EQUIPMENT:**

(*a*) *Electric Shore Cranes:* Piers 12, 13, 14 and 15 have electric shore cranes on rails, of 6 tons capacity each. The National Port Services allow two 6 ton cranes to lift pieces up to 9 tons weight. The arms of the cranes reach the roofing of the warehouses. Use of shore cranes is not compulsory, unless the Technical

Board of the National Port Services rules to use them. Other piers have no shore cranes.

(*b*) *Diesel – Driving Rolling Cranes:* There is a considerable number of these cranes which can lift heavy pieces of about 17 tons.

(*c*) *Floating Cranes:* not available.

(*d*) Special lumber carriers of about 20 tons capacity.

(*e*) Tow trucks, fork-lifts, trucks and trailers up to 10 tons capacity.

**HATCHES:** Opening and closing of hatches is not performed by the National Port Services but by either the ship's crew, or the assistance labour of the Agent.

**FRESH WATER:** Available through pipe-line on the pier, day or night, or by water trucks of up to 10 tons capacity in day time only.

**OFFICIALS:** Once the vessel is anchored at La Guaira, Representatives of Customs, Port Captain, National Guard, Health Service, Immigration and Agency board the vessel.

**AGENTS:** Head Office (Direction and Control), Victor H. Selinger, PO Box 1632, Caracas 110. Cables "Selvic" or "Seltank". Local Office: PO Box 28, La Guaira. Tel. (031) 23735 or (031) 27042. Cables: "Selvic La Guaira" or "Seltank La Guaira".

## MARACAIBO LAKE (See Plan)

Including, Section A – BAJO GRANDE
Section B – LA ESTACADA
Section C – LA SALINA
Section D – MARACAIBO
Section E – EL TABLAZO AND
PUERTO MIRANDA
Section F – PUNTA DE PALMAS
Section G – SAN LORENZO

(N.B. Certain information common to all Vessels entering Maracaibo Lake is given below. For specific details of ports/terminals within the Lake, see relative Section as indicated above.)

**FLAG:** Local authorities require that the Venezuelan ensign be flown at vessel's masthead, from the time of entering the outer channel until clear of the outer channel outbound.

**DOCUMENTS:** (*a*) *Inward Clearance for Scheduled Vessels:* Vessels arriving in ballast or with cargo in transit require following documents:

1 copy Sailing Permit from Last Port.
2 copies–1 visaed Ballast Certificate.
1 or more letters Consular Mail (in sealed envelope).
4 copies–2 visaed Passenger Lists.
4 copies–2 visaed Baggage Lists.
4 copies–2 visaed List of Passengers in Transit.
4 copies List of Slop Chest.
4 copies List of Personal Effects.
4 copies–2 visaed Store Lists.
5 copies Crew Lists.

Vessels arriving with cargo should have, in addition to the foregoing:

4 copies–2 visaed Sobordos (Venezuelan Inward Manifests).
6 copies–2 visaed Bill of Lading.
2 copies visaed Inward Manifests.

In absence of a Venezuelan Consul at the last port, clearance documents should be signed by consul of a friendly nation, one of the Port Authorities, Notary Public, the Chamber of Commerce or by two well-known firms.

(*b*) *Inward Clearance for Diverted Vessels:* Vessels diverted to Maracaibo Lake Ports to load cargo, should submit all documents indicated in 1 through 10 above, except consular mail, which they will not have.

Vessels diverted at sea to Maracaibo Lake Ports which do not have a Venezuelan clearance on board, must advise loading port via radio prior to arrival, the name of vessel, master's name, vessel's flag, Venezuelan net tonnage (if available, if not, the registered net tonnage), last port of call, destination port for which originally cleared, ETA San Carlos pilot station and grade and quantity of cargo to be lifted. This information is required in order that Inward Clearance may be arranged with government officials in ample time prior to vessel's arrival. Also 3 copies of the diversion telegram received by vessel and signed by Master, together with copies of those documents listed under (*a*) should be presented to the Port Authorities upon arrival at Maracaibo. In the absence of this information, or of presentation of each of these documents to the Port Authorities the vessel will be subject to a fine. Please note, that the documents covered under (*a*) have to be presented upon arrival, regardless, if the vessel is or is not arriving with consular clearance or arriving after being diverted at sea.

(*c*) In Maracaibo two clearances from Custom's authorities are needed: One for proceeding from Maracaibo to loading berth, and another after loading for proceeding from Maracaibo to destination. For this reason Custom Dispatch charges may be incurred twice.

(*d*) *American Crew List.* All non-American vessels loading for a U.S.A. port should have the American Crew List ready on arrival in Maracaibo to be visaed by the American Consulate in Maracaibo and placed aboard ship before departure. The crew list should be prepared on Immigration and Naturalization Service form No. I.–418 (Crew List Manifest) and should contain two sections:

Section 1 should list those crew members who are American or who possess individual visa documentation to the United Sta

Section 2 should list, in the alphabetical order of their last na those alien crew men who lack United States visa documenta and therefore require inclusion in the visa of the crew list.

Only one name may be placed on each line of the crew list. T names should not be placed in the space of one line, nor shou full line between two names be left vacant. All copies of the cre presented must be legible. Occasionally the names of the crew included on the carbon copies of some crew lists presented at consulate are blurred beyond recognition.

The information requested under columns 1, 2 and 3 shoul filled in completely. Column 1 should always contain the comp first name and middle initial of the crew man. Column 2 should s the nationality of each crew member and the number of his tr Document. Column 3 should always include the name of the p where the crew man was shipped, not simply the country.

At the time of vessel's first application for a crew list, the c list must be presented in four copies: Original and One copy sho contain only information requested under Columns 1, 2 and Two copies must include following information of those crew to be included on crew list visa. Column 4 should list date, city country of each crew men's birth. Column 5 should show place issuance of seaman's travel document and name of Governm which issued travel document. (It is not necessary to list date issuance of travel document.)

Below is a sample line correctly entered on the Master crew l

| (1) | (2) | (3) | (4) | (5) |
|---|---|---|---|---|
|  | Z.23455 | Maracaibo | December 8, 33 |  |
| Bello, Tomás E. | Venezuelan | Venezuela | Caracas, Venez. | Cabimas, Ve |

Upon subsequent crew list applications by same vessel wi same year, the crew list need be presented in duplicate only, and information in Columns 4 and 5 need be provided only concern any new crew members who require visa documentation. Wh twelve months have elapsed since presentation of Original cr list, a crew list should again be prepared in 4 copies and shou contain all the information required in columns 1–5. Such a mas crew list is required after each 12 months period.

**APPROACHES:** The Channels leading to the Lake of Maraca are called the Outer channel, the Inner Channel and the Lake Ch nel. The controlling depths of the Outer Channel, Inner Channel a the channel Southward to buoys M1 and M2 are normally 45 At certain times the controlling depth may be less. At such tim suitable notices are published advising mariners of these tempor reductions of controlling depth.

**Outer Channel.** The Outer Channel starts at the E.M. Buoy in po tion 11° 13′ 47″ North and 71° 33′ 31″ West. The light characteris of E.M. buoy are: flashing white every five seconds, visibility appr imately five miles. The distance from E.M. buoy to the Southern e of the outer Channel, marked by buoys B–27 and B–28, is appro mately 15·75 miles. The channel is 1,000 ft. wide and has a norm controlling depth of 42 ft. minimum monthly observed lowest wa MMOLW) with tidal range varying about 2 ft. 3 in. This depth maintained by periodical dredging. Tankers are required to have keel clearance of at least 2 ft. and dry-cargo vessels a keel clearan of at least 3 ft. Vessels navigating the channel at the maxim allowable draft are confined from two hours before to two hou after high water. There are no turns in the channel and the cou is 189°.

There is a breakwater 0·5 mile East of, and parallel to, the Ou Channel and extending 1·6 miles Northward from the North side Zapara Island. The end of this breakwater is marked with a skelet steel tower with a light 27 ft. above sea-level. Light characteristic flashing white light every eight seconds; visibility about three mile

On Zapara Island there is a skeleton iron tower with a height 136 ft. above sea-level.

Cross currents are sometimes encountered near Zapara, S Carlos and Pescadero Islands, especially at low water when t cross currents are strong. Overtaking at these points should b avoided.

There is one anchorage zone in the Outer Channel which is trapezoid on the port side when navigating inbound near the Buo B–14, B–15, B–16 and B–18. All buoys in the Outer Channel a equipped with radar reflectors.

*Caution:* Masters are warned to keep adequate speed in th Outer Channel even when embarking the Pilot as strong cro currents are encountered near San Carlos and Zapara Island. Pi boats are fast and fitted with a flying bridge.

**Inner Channel.** The Inner Channel continues on the sa course as the Outer Channel for about 10 miles, whereafter th direction changes to 150°. Entire length of the Inner Channel is abo 12 miles.

The beginning of the Inner Dredged Channel is marked by buo B–29 and B–30. Channel is marked by beacons, and terminates a beacons T–55 and T–56. The channel is 800 ft. wide and the norm controlling depth is 43 ft. MMOLW with tidal range varying fro 1·5 ft. to 2·5 ft.

The channel from beacons T–56 to Maracaibo Harbour is a dredg channel, the end of which is marked by buoys Nos. B–73 and B–

About 0·2 mile South of buoys B–29 and B–30, there are loca two towers – one on each side of the channel, and about 1 mi further South are two more towers. These four towers are mark E–31 and E–32 (North) and E–33 and E–34 (South). Towers No. E– and E–32 are of single steel pipe construction on a concrete pi base. Towers No. E–33 and E–34 are of skeleton steel construct (former oil-well derricks) each mounted on four concrete pi The characteristics of these towers are:

| Tower No. | Height above water (LWS) Light | Light |
|---|---|---|
| E–31 | 43′ | Green – Fl. |
| E–32 | 43′ | Red – Fl. |
| E–33 | 123′ | Green – Fl. |
| E–34 | 128′ | Red – Fl. |

Vessels are not allowed to overtake each other in the Inner Channel between buoys B–29 and B–30 and light beacons T–25 and T–26. Vessels may overtake each other in the Inner Channel between light beacons T–39 and T–40 after having exchanged prescribed signals with the vessels to be passed. This manoeuvre is, of course, allowed only if conditions are favourable and no vessel navigating in the opposite direction is in sight.

**Lake Channel.** The channel starting at light beacons T–39 and T–40 and leading to Maracaibo Roads is called the Lake Channel. This is a natural channel 3,000 ft. wide and 11 miles long.

The Main Channel through Maracaibo Lake is approximately 33 miles long, not less than 244 m. wide and with a greater depth than the outer channels.

The access channels to the various ports and terminals branch off from the main channel as described under Section for each port.

**CHANNEL NAVIGATION:**

(*a*) Inbound vessels leave to starboard side the buoys and beacons marked with even numbers and to port side the buoys and beacons marked with odd numbers.

(*b*) Outbound vessels shall leave to port side the buoys and beacons marked with even numbers and to starboard side the buoys and beacons marked with odd numbers.

(*c*) Vessels should pass as close as possible to the channel's edge on starboard side. Loaded vessels have preference.

(*d*) Approaching vessels are to reduce speed in order to minimise the suction force of the displacing waters.

(*e*) Vessels must maintain a distance of five ship's lengths by day and eight ship's lengths by night from other vessels navigating in the same direction.

(*f*) No vessel should start to manoeuvre to overtake another vessel before having received clearly the affirmative signal from the ship to be passed.

(*g*) A grounded vessel is not allowed to start any manoeuvre when another vessel is passing.

(*h*) Dredgers are frequently at work in the channels and caution should be exercised in passing them. Signals used by the dredgers are as follows:

*Daytime*

Black cylinder hoisted on side of yardarm: You can overtake me on the side on which the cylinder is shown.

Two black balls over the bridge: The channel is blocked.

*Night*

Green light on side of yardarm (a white light on mast-head helps to show on which side the green lights is placed): You can overtake me on the side on which the green light is shown.

Two red lights over the bridge: The channel is blocked.

The tidal range is 4 ft. at neaps.

(*i*) Maximum speed for vessels navigating in lake channels has been limited to 10 knots. Masters should exercise the outmost care in complying with this regulation as heavy fines may be imposed to offending vessels.

**PILOTAGE:** (N.B. Maracaibo Pilotage Regulations require that inbound tankers, in ballast, while crossing the Bar, shall not have greater than 8 ft. difference between the fore and aft draft. The Government pilot will not take the vessel if this requirement is not met, unless he is satisfied that the actual draft of the vessel will permit safe navigation through the Outer and Inner Channels.

Every Master of a vessel navigating in Lake Maracaibo who desires to enter the main ship channel in Pilotage Zones No. 1 or No. 2 must first ensure that said channel is free of traffic.

The limits of the Main Ship Channel in Pilotage Zone No. 1 are from buoys B1/B2 located at the entrance to the Outer Bar Channel and buoys B73/B74, of the city of Maracaibo. Pilotage Zone No. 2 begins approximately one mile below Maracaibo and extends Southward to lightfloats M36/M37. All other channels are considered as access channels to their respective port zones and subject to special local rules. Every vessel navigating to or from any port in Lake Maracaibo must follow the prescribed routes through the main and access channels leading to or from such ports, (unless special permission has been granted to do otherwise.)

(*a*) Pilots are employees of the Venezuelan Government and act in an advisory capacity; The Master retains responsibility for the ship at all times. In the event it becomes necessary to disregard the Pilot's instructions in order to ensure the safety of the ship, the Master must prepare a full written report of the circumstances, for delivery to the Captain of the port.

(*b*) Inbound vessels have the option at present to embark government Pilot at the following areas:

(*i*) In the channel off San Carlos Pilot Station between buoys B–24 and B–26.

(*ii*) Anchorage area approximately 5½ miles North-east of pilot station, San Carlos Island. Position N. 11° 04′ 22″, W. 71° 33′ 48″ East of buoy B–17. This area is demarcated with green light buoy equipment with radar reflector.

(*iii*) At the E.M. Buoy.

(*c*) The Port Captaincy of Maracaibo is unable to guarantee embarking or disembarking Pilots at the E.M. buoy or at anchorage area position. For this reason Masters should communicate with San Carlos pilot station for necessary instructions as to where to pick up Pilot, who usually embarks between buoys B–24 and B–26. The communication system between San Carlos pilot station and vessels will be by Morse lamp and radio-telephone. The stand-by frequency at San Carlos is 2182 kilocycles. Other existing frequencies are 2120 and 2080 kilocycles; 156·6 and 156·8 megacycles. Each pilot launch has a radio-telephone with 2182 kilocycles frequency. The launch that leaves San Carlos pilot station with Pilot for ship, takes approximately 20 to 30 minutes to cover distance, and distance between Buoys and San Carlos is approximately 6 miles or 10 kilometres.

(*d*) Pilot Permit to navigate the Outer Channel without aid of a government Pilot will be granted to those Masters who desire to obtain same. In order to fill the application required, a blank sealed paper and three copies should be signed by Master on arrival. Copy of this solicitude duly endorsed by port Captain of Maracaibo, will serve the Master as temporary permit until the official one has been received. Masters in possession of permits to cross the Outer Channel without a Pilot, have the option to enter channel either at the E.M. buoy or between any other buoy, taking into consideration the heavy traffic of the channel. Government pilotage through the inner channel is compulsory at all times.

(*e*) Outbound vessels will receive Pilot in Maracaibo, who will pilot vessel up to San Carlos area approximately between Towers E–31 and E–33, where he will disembark. The Port Captain of Maracaibo has instructed that all Captains should always in ample time identify themselves with the San Carlos pilot station by radio-telephone regardless of time of day. While inbound – between buoys B–17 and B–19 and sailing outbound – between markers T–42 and T–40. These instructions are obligatory and are required in order for the pilot service to be aware, at any moment, of any emergencies which may arise, and also to avoid, especially during the night, the launch departing with an official pilot aboard believing that the ship in sight needs his services, in which case, even though the launch or pilot services are not rendered, the same will be charged to the company owning the ship, or its representative.

**TONNAGE:** Venezuelan Port Authorities base part of their pilotage charges on the size of the vessel, i.e.:

(*a*) On Registered Net Tonnage. Venezuela will accept the tonnage of ships registered in countries with which they have a reciprocal tonnage agreement. As of this date, such countries are:

Norway
England
France
Sweden
Ireland
Germany
U.S.A.
Denmark
Holland
Portugal

(*b*) On Venezuelan Net Tonnage. Ships not registered in countries listed above, when calling at Venezuelan ports for the first time, must be measured for Venezuelan tonnage by the Captain of the Port. It is the usual practice to take ashore the ship's Panama Canal or Suez Canal Certificate, which is used as a basis for recalculating tonnage under the Venezuelan regulations, and return it before sailing. The Venezuelan admeasurement certificate, when later issued, is forwarded to the Owners. A fee is charged for this certificate, which is payable only on the ship's first call.

(*c*) In practice, the procedure for stating the tonnage of all ships entering the Lake of Maracaibo is as follows: The inward Pilot boarding the ship presents Master a form on which among others the Master should fill in the tonnage of ship. Pilotage charges are based on this tonnage given by the Master. Master's attention is drawn to the fact that the Venezuelan net tonnage is usually higher than the International net tonnage. Care should be taken if an old Venezuelan net tonnage certificate is on board, because the country in which the ship is registered might later have signed the reciprocal tonnage agreement with Venezuela. If the pilotage charges are made on basis of a higher tonnage than the one that should be applied, it is later very difficult, if not impossible, to get a refund.

**CUSTOMS:** (*a*) *Customs Watch*. While vessel is in port, Venezuelan National Guard Officials are assigned on board to ensure compliance with customs regulations. The Law requires meals be supplied to these officials during regular meal hours. Masters are requested to give them the privilege of eating in officers' messroom, to avoid difficulties.

(*b*) *Firearms and Ammunition*. Firearms must not exceed one per officer nor may the ammunition exceed eighteen cartridges per officer. All firearms and ammunition must be carefully declared on Store List and should be collected and held in Master's safe custody while vessel is in Venezuelan waters.

(*c*) *Contraband*. Strict compliance with the customs law of the country is enforced by the authorities, and Masters are strongly advised to caution crew members against attempting to smuggle cigarettes. One open package per person is allowed to be carried ashore, but greater quantity will result in fine and imprisonment of the offender as well as lost ship's time. Due to very strict enforcement of the customs regulations, it is recommended that no goods be carried which are not shown on Store List. Any new articles (clothes, shoes, etc.) should be included in Store List and marked as personal belongings. If during a check-up by Customs, articles considered as contraband are found, this will not only mean confiscation of these articles, but also hours or days of lost ship's time, while the case is handled at court.

**CONSULS:** The following nations maintain consular representative in Maracaibo:

Belgium
Chile
Colombia
Costa Rica
Denmark
Ecuador
El Salvador
France
Germany (West)
Great Britain
Guatemala
Italy
Netherlands
Norway
Nicaragua
Panama
Peru
Portugal
Spain
Sweden
Switzerland
United States
of America

**TIME:** Local time is Greenwich Mean Time minus 4 hours.
**VISITORS:** All visitors to ships are prohibited except those company employees, petroleum inspectors, etc., whose duties require their presence aboard.
**PASSENGERS:** Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include advice to this effect in his radio ETA.
**POLLUTION:** The Laws of Venezuela are very strict in regard to the pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast, oil or bilge slops are to be pumped or allowed to escape overboard. All overboard discharge valves from cargo tanks and bilges are to be secured before loading or discharging commences. Loading is to be conducted with greatest care and vigilance in order that errors or delays in handling cargo valves may not result in overflows. All deck scuppers should be plugged before loading to avoid harbour contamination should an overflow occur. The Authorities require a written report to be submitted by the ship involved in the event of an oil spill.
**SEAMAN LEFT BEHIND:** Sailing may be withheld until all crew members are aboard with exception of those ashore for justified reasons. It is important that Masters bear in mind that the Venezuelan Law will at all times hold the vessel's, Master, Agent, or Owner responsible for any seamen left behind in Venezuela.

*Section A*

## BAJO GRANDE: 10.29 N. 71.38 W. (See Plan)

(1) OPERATOR: Chevron Oil Company of Venezuela. Oil Terminal. 10.29 N. 71.38 W.

(2) OPERATOR: Venezuelan Sun Oil Co. Natural gas liquids processing facilities. 10.30 N. 71.36 W.

(N.B. For important details of Documentation, Pilotage etc., see "Maracaibo Lake".)

**OPERATORS:** Chevron Oil Company of Venezuela.
**CHANNEL:** Entrance and leaving this terminal is made between buoys B.85 and B.86.
**DOCUMENTS:** Cargo Documents and Outward Clearance.

Captain's copy of Bill of Lading – Bill of Lading form used is usual Warshipoilvoy form. Masters wishing to use another form should Furnish twenty blanks on arrival in Maracaibo.

A Pencil copy of the Certificate of Quantity and Quality.

Customs Clearance – Duplicate of "Conocimiento de Embarque". Duplicate of "Manifiesto de Carga".
(Both stamped and signed by Customs).

Communication – A letter from Maracaibo Customs Authorities to Customs Authorities in Port of Destination.

Zarpe – Permission to sail signed by Maracaibo Port Captain. This is brought on board in Maracaibo by outbound Pilot.

**PILOTAGE:** Chevronmar's Mooring Master will assist in docking. It should be borne in mind that Docking Master acts as adviser only. The Master retains full responsibility at all times. Any damage incurred to vessel or loading platform which may be deemed to have been caused by Mooring Master or Docking Master's fault or negligence, may be held against the ship.
**MAX. SIZE:** *No. 1 berth.* Vessels up to 55,000 dwt. tons acceptable, with maximum draft of 40 ft.

*No. 2 berth.* Tankers at this berth should not exceed 36,000 tons dwt. or displacement on berthing of 20,000 tons, maximum draft 34 ft. 6 in.

Minimum drafts for berthing: 12 ft. forward and 18 ft. aft. Vessels over 18,000 dwt. should have deeper drafts.
**RADIO:** Information to be cabled to Chevronmar three days prior to arrival.

(*a*) Cable Address is: Chevronmar Maracaibo. Please send through PJC (Curacaoradio) and AAC (All America Cables). Chevronmar offices in Bajo Grande have direct teletype communication with the offices of All America Cables in Maracaibo, and Chevronmar also receive cables over the telephone from AAC until 9 p.m.

(*b*) Flag. If vessel has loaded in Bajo Grande before the nationality of the vessel need not be cabled.

(*c*) Sailing port, and at which other port vessel will call in this area. For clearing vessel in and out in Maracaibo, Chevronmar must know beforehand from where ship comes and which other port it will call in this area. Therefore, it is of importance to inform Chevronmar whether vessel will load part cargo or bunker, at which terminal, and whether inbound or outbound.

(*d*) Port for which Vessel is cleared. In case vessel was diverted en route and consequently is not cleared for Maracaibo or one of the terminals in Lake of Maracaibo, Chevronmar must obtain from authorities special permit for vessel to enter Lake of Maracaibo.

(*e*) Ballast Certificate. If vessel arrives in ballast a Ballast Certificate is mandatory. A fine against vessel will be issued by Port Authorities if vessel does not have this certificate.

(*f*) Estimated Time of Arrival. Cable ETA San Carlos pilot station Buoys 25–27, 72 and 48 hours prior to arrival there, or, if vessel is taking part cargo or bunkering inbound, cable ETA bunker or first loading port. Please use local time if possible (four hours slow of Greenwich Mean Time).

(*g*) Net Tonnage. If vessel has not loaded in Bajo Grande before, also cable net tonnage. To determine whether international or Venezuelan net tonnage should be mentioned, see "Maracaibo Lake".

(*h*) Master's full name. Please sign first message with Mas first name and surname.

(*i*) Changed ETA. An additional cable should be sent abo hours and 24 hours prior to arrival at pilot station buoys 25- ETA is changed.
**TUGS:** The Venezuelan Government has ruled mandatory the of two tugs for docking and undocking and also to have stan tugs during loading operations.
**BERTHING:** Loading Pier in position 10° 50″ North and 71° 3 West or about 8 miles or 12·8 kilometres South of Maracaib Western shore of lake and about 9000 ft. offshore with its centr North-south. Two vessels can berth simultaneously, one ou at berth number one and inside at berth number two. Bajo Gr Pier heads are 700 ft. apart. However longer ships have been tie Design of fenders permits berthing of vessels with a displacem of 42,000 tons.
**NOTICE OF READINESS:** Masters are free to tender their s as being ready to load at any place and time which, in their opin conforms with the terms of the charter party. Chevronmar's pers nel authorised to countersign notice of readiness have been ins ted to indicate the time vessel was all fast or, if vessel anchore wait for berth, the time vessel anchored. This does not imperil in way the rights of the shipowner in his negotiations with the char and it limits Chevronmar's liability to the consignee.
**BALLAST:** Shore deballasting facilities are available at B Grande. Deballasting facilities at Bajo Grande are subject to special regulations and procedures. Tanker ballast water is pum through two 8 in. hose connections into a 24 in. line of about 9,00 in length to a 120,000 bbls. receiving basin situated on shore. C tamination of Lake Maracaibo waters with only material of any na is strictly prohibited by Venezuelan Laws. Chevron Oil Compan Venezuela is required to report to the authorities any such cont nation by vessels docked at Bajo Grande. Heavy fines are then as sed against the ships. Co-operation is requested to prevent cont nation from tank overflows, bilge oil, line leaks or any other sou
**TANK CLEANING:** (Before Loading). Precautions as are com for any heavy oil should be taken to insure that no ballast was in any tank. If the cargo is contaminated with water, the water not separate from the oil. The salt content of the oil will be ra approximately ten pounds per one thousand barrels for every 0 contamination by sea water. All cargo compartments must be s ped extremely dry. Cargo pipelines should be drained and/or pu of water. On standard T–2 type vessels, this can be done by drai the fore and aft main cargo lines, both suction and discharge si into the pump room bilges followed by opening of main suction ves on each individual compartment, thereby releasing water tained in dead and transverse lines. After this procedure is com ted, each compartment should be restripped with stripping pu and lines, followed by draining the stripping line to pump-ro bilges. On other ships equipped with looped systems, it is poss to blow the system with air and drain water into the bilges. In o situations, fresh water might be used to flush cargo systems of water and in turn strip salt water and fresh water as outlined T–2 vessels. All deck scuppers should be securely plugged and precautions should be taken to avoid pollution of lake waters.
**LOADING:**

| *Product* | *API Gravity* | *Loading Temperature °F* | *Loading Lines used* | *Loadi Rate* |
|---|---|---|---|---|
| Boscan Crude | 10.3–10.4 | 160 | 2×18″ | 12,00 |
| Boscan Crude Blends | 18.2–31.0 | 120 | ,, | ,, |
| Topped Boscan Crude | 10.0 | 160 | ,, | ,, |
| Topped Boscan Crude Asph Grade | 8.0–11.0 | 160 | ,, | ,, |
| Cutback Asphalt | 11.0–15.0 | 170 | 2×12″ | 4,00 |
| Asphalt Cement | 5.0–8.0 | 300 | 1×14″ | ,, |
| Gas-oil | 35.0–42.5 | 90 | 1×12″ | 5,000 7 |
| Fuel Oil No. 6 (Bunker "C") | 16.0–17.0 | 140 | 1×12″<br>1×18″ | 3,00<br>14,00 |
| Heavy Naptha (HSR) | 52.5–53.5 | 80 | 1×12″ | 5,000 7 |
| Light Naptha (LSR) | 70.0–73.0 | ,, | 1×12″ | 5,000 7 |
| JP – 4 | 45.0–52.0 | ,, | 1×12″ | 5,000 7 |

(*a*) Inspection of Tanks. Before loading can commence, tanks loading system must be inspected and passed. This is usually d by Chevronmar's own cargo inspector but, if consignee so reque third party inspection can be arranged. Both Chas. Martin and E Saybolt & Company are represented in Maracaibo.

(*b*) Line Displacement. When a vessel is loading crude and p ducts, it is usually necessary to displace lines once or twice du loading. Masters will be advised of necessary line displacem before loading starts and are requested to take note because no has to be given by vessel when pumping should be stopped tank changed. Once shore tanks have been changed it will not possible to change the quantity of the product already in the s as shore lines will then contain a product different from the one ready loaded. Ship's gauges and/or draft should be carefully chec when calculating required quantities.

(*c*) Spillage. In case spillage occurs, the port supervisor m be advised immediately, as any spillage must be reported to Authorities without delay.

(*d*) After Loading. All butterworth plates, tank tops and ul plugs should be inspected to insure against entry of salt wa Inspection of ullage plugs should follow on completion of tem ture readings because of the necessity of taking temperatures route. Sea suction valves should be secured by positive means until all cargo has been discharged. This may be accomplished by numbered seals, chains and padlocks. The method of securing should be noted on the inspection documents. Regardless of which method is used, appropriate log entries should be made indicating the date, time and method used and under whose supervision, both vessel officer and/or cargo inspector, such method was applied. About one hour is required for preparation of documents.

**BUNKERING:**

(a) Advance Notice of Requirement. Owners, operators, or Agents should place their nominations with Chevron International Oil Company Inc., San Francisco, California; Chevron International Oil Company Inc., New York, N.Y., and Chevron International Oil Company, Ltd., London.

Cable addresses: "Chevronint, Sanfrancisco;" "Chevronint, New York," and "Chevronint, London".

In order to serve customers without inconvenience or delay nominations should be placed as much in advance of the delivered date as possible.

(b) Bunker Facilities. Bunkers available ex pipe line for vessels loading and unloading cargo at berths No. 1 and No. 2. Bunkering rate up to 10,000 barrels per hour for Bunker Fuel and Intermediate Bunker Fuel, up to 6,200 barrels per hour for Marine Diesel.

(c) Marine Fuels and Lubricants available: Bunker Fuel, Intermediate bunker fuels, Marine diesel, Lubricants – Full line of Chevron Marine Lubricants subject to seven day's advance notice.

(d) Lighterage. Bunker fuel, Intermediate bunker fuels and Marine diesel available for ships in the Maracaibo area. 72 hours advance notice is required for barge deliveries of all products.

**WATER:** Delivery of boiler and potable water is made by barge. Minimum quantity 80 tons. The barge holds about 160 tons and the pumping rate is about 25 tons per hour. Requirements should be cabled in advance.

**REPAIRS:** No major repair facilities are available in Maracaibo but small jobs can be taken care of by local machine and electric shops. Shore labour can be furnished if required. Technicians are available for minor radio repairs. Nearest dry docks are at Curacao for vessels up to 18,000 dwt and at Puerto Cabello for vessels up to 30,000 dwt. There is a submarine 2400 volt power line to the pier. Electric power can be supplied.

**SHORE LEAVE:** Shore Leave is permitted at the discretion of the port authorities: required number of shore passes will be brought on board on arrival in Maracaibo and have to be returned to the customs guard again before the vessel leaves Bajo Grande. Shorts may not be worn ashore.

**GENERAL:** (a) *Visitors.* According to port regulations concerning access to ships and loading terminals and in the interest of industrial safety, only persons directly concerned with loading operations will be permitted to board vessel or visit the loading platform at Bajo Grande.

(b) *Guards.* Two customs guards are stationed on the platform at Bajo Grande. They must be provided with sleeping quarters on the ship and seated in the officers' mess for their meals. Non-compliance may cause cargo stoppage and fines. The Customs Guard will request master to countersign his time on board the vessel. This is counted from time first hose was connected until all hoses were disconnected, regardless of whether vessel was receiving cargo or not.

(c) *Plimsoll Marks.* Port Captain requires that Plimsoll marks be readily visible. If they are not clearly legible, permission to sail may be withheld.

(d) *Marine Stores/Charts.* Marine stores are available in limited supply. Marine charts are not available.

(e) *Compass Adjusters.* There are no compass adjusters in Maracaibo.

(f) *Classification.* American Bureau of Shipping and Lloyd's Register have Agents in Maracaibo.

(g) *Cash Advance.* Cash advances are made only in local currency (Bolivares). In order that money be available on arrival, Masters are requested to include the amount required in the arrival message.

(h) *Launch Service.* The launch is primarily for the use of the port staff, but will transport crew when convenient.

(i) *Taxi.* Taxi service is generally available at Bajo Grande. It is recommended that the price be fixed in advance.

(j) *Crew in Transit.* In case a crew member is left ashore for a justified cause, as hospitalisation, repatriation, etc., his documents and personal effects are to be delivered to the port supervisor at Bajo Grande before sailing. A letter is required from the Master with detailed instructions as to maximum cash advance etc. All expenses incurred by such members are for vessel's account.

(k) *Gangways.* The ship is to supply a safe gangway, which allows easy access to the vessel. Chevronmar has a gangway which may be used at request with the understanding that any damage to the gangway or ship or shore personnel through its use may be held against the ship.

**SAFETY:** Vessel must be in readiness to move at all times. The attention of Masters of turbine steamers is called to this regulation.

Ship's fire-fighting equipment must be ready for instant use while vessel is alongside. Shore personnel will render assistance in an emergency but, since no fire-boats are stationed in the immediate area, vessels should be prepared to combat fire without outside assistance. It is necessary to obtain docking Master's approval for repairs of propelling machinery. Normal safety precautions apply, no smoking is permitted on the pier. No hotwork is permitted on vessels alongside without a written permission from the Port Supervisor. Swimming alongside pier is dangerous and absolutely prohibited.

**CARGO TEMPERATURE:** On short voyages, as for instance to the U.S.A., it was proved most practical to maintain the loading temperature. On longer voyages, as for instance to Europe, the temperature may be dropped to 130 °F, which does no harm as long as sufficient time is given to bring the temperature up again to that required for discharging. Masters should, however, not expect a temperature rise of more than 5°F per day, especially if the sea temperature is low. The heat transfer properties of Boscan Crude are very poor as are those of the heavy products made from this crude. Many ships have been delayed at the discharging port due to too low cargo temperature. Without exception, Boscan Crude, Topped Boscan and cutback asphalts should have at least 160°F on arrival in discharge port.

**DISCHARGE:** Boscan Crude has a flash point of 90–160°F and a maximum viscosity of 1400 SSF at 140°F. The viscosity at other temperatures follows the pattern of other petroleum products. Boscan Crude has been successfully handled in ships fitted with both reciprocating and centrifugal type pumps with forward and after pump rooms respectively. It is generally found that this crude can best be handled at a temperature which brings its viscosity to about 600 SSF 160°F. Vessels with forward pumproom should control stern trim so that it does not exceed about four feet while stripping the after tanks. Also a five-degree list is very helpful when stripping. Once the cargo gets below heating coils, tanks must be pumped empty as fast as possible. At times if has been found helpful to gather tanks strippings into a single tank for discharge ashore, as it is very difficult to strip against heavy back pressures. Watch reciprocating pumps for vapour-lock. Because of high viscosity, proper care should be taken that no oil is left in vessel discharge lines at low temperature.

**TANK CLEANING:** (After Discharge). Many Masters have expressed concern over tank cleaning after discharge. Assuming that ship proceeds to sea for this operation and has sufficient time for proper execution, vessel may be cleaned quite thoroughly using the butterworth system. However, it is of vital importance that the system be used at maximum pressure, and temperature not below 160 PSI and 170°F respectively. At these readings and with two machines, it has been found that about four hours are required for each tank. It is important to keep the tanks well stripped during the butterworthing.

Some Masters prefer to steam out the tanks before butterworthing. If this course is adopted care should be taken that the steaming does not last more than one hour as the heat will drive off the light ends of the oil and leave a rubbery residue that is very difficult to remove.

It has been found helpful to keep the machines in low position for about one hour and then high – middle and low in order, in the usual manner.

**AGENT:** Chevron Oil Company of Venezuela, Apartado 93, Maracaibo. Cable address: "Chevronmar".

(2) **OPERATORS:** Venezuelan Sun Oil Co. Location: South-west of Channel Buoys B–87 and B–88.

**PILOTAGE:** A government Pilot will assist each vessel from Maracaibo to Bajo Grande and on the outbound trip to Maracaibo. The government Pilot will also assist in the berthing and unberthing operations. The ship's Agent will inform the Master of each vessel, as well as the government Pilot, the schedule for berthing the vessel.

The Plant mooring master will board each vessel prior to approaching the dock. Mooring master will assist in the mooring and unmooring operations. It should be understood that the mooring master acts only in an advisory capacity to the Master. The vessel's Master retains full responsibility at all times. The Plant assumes no responsibility in connection with any acts or advice given by the mooring master.

**RESTRICTIONS:** Bridge, clearance at MHHW 146 ft.

**MAX. SIZE:** The maximum permissible fresh water draft at the dock is 36 ft. and the maximum overall length vessel the dock will accept is 700 ft. Vessels with a berthing displacement up to 20,000 long tons will be accepted, providing the approach velocity can be controlled to 0·3 ft. per second or less.

**RADIO:** VenSun's Export Department also has radio-telephones with the following frequencies: 2080, 2120, 2182 (stand-by), 2638 and 2738 kilocycles and 156·6 (stand-by) and 156·8 megacycles, operated in accordance with the following schedule:

Monday through Friday: From 0730 until 1130
From 1300 until 1700
Saturday, Sunday and Holidays: From 0730 until 1030 approx.

Any tanker or vessel bound for Bajo Grande shall cable the Venezuelan Sun Oil Company, at least five days in advance of its scheduled arrival time in Maracaibo, giving notice of its estimated time of arrival, cargo capacity, amount and type of product to be lifted and condition of ship's tanks.

At least 48 hours in advance of arrival at the San Carlos Pilot Station, the vessel's estimated time of arrival, nationality, Venezuelan net tonnage (if available, otherwise the amount and type of cargo to be lifted), condition of ship's tanks, name of Agent, last port, Master's name and all requirements of the vessel while in port should be cabled to Venezuelan Sun Oil Co. and to the ship's Agent. The cable address for the Venezuelan Sun Oil Co. is "Sunoil, Maracaibo". As the cable office in Maracaibo is not able to communicate directly with vessels at sea, messages to Sunoil Maracaibo and to Agent should be routed via PJC Curacao, and should be prefixed "Via AAC" (All America Cables and Radio Inc.). Failure to give such proper notices shall absolve the Plant from any claim for delays or demurrage.

**TUGS:** 2 tugs, each 1,600 h.p., will be used for mooring and unmooring operations.

**BERTHING:** The dock proper may be identified by the overwater pipe-line trestle that connects the dock with shore.

The dock is located approximately 10° 30′ N. 71° 36′ W., which is two miles off shore from the Bajo Grande Natural Gas Liquids Processing Plant and South-West of channel buoys B–87 and B–88 on the Maracaibo channel. The dock is single sided and consists of 4 breasting pilings, 4 mooring dolphins and a loading platform.

The dock is equipped with a compressor and auxiliary equipment to assist the ship in compressing and re-condensing the ship's vapours. No liability will be assumed by the Plant Operator for unavailability of the Dock's vapour compressor. The dock is also equipped with a vent system to dispose of contaminated vapours.

A tie-up crew will handle all mooring or pick-up lines before and after loading. The Plant tie-up crew will assist the ship's crew in positioning and connecting the cargo loading arms and in removing same on completion of loading. The dock loading arms are equipped with 10 in. ASA 300 lb. RF flanges. It shall be the responsibility of the ship to furnish its own fittings to mate with the dock's 10 in. ASA 300 lb. FR flanges.

*Mooring procedure.* Any vessels calling at Bajo Grande must be equipped with mooring hawsers of sufficient length and strength to run a line to each of the two bow and two stern mooring dolphins and shall use such equipment while at the dock. Vessels equipped with tension winches and cables shall utilise these in addition to the mooring hawsers or alone if the vessel has sufficient cables to meet the minimum requirements of running a cable to each of the bow and each of the stern mooring dolphins. For added security of those vessels not equipped with tension and/or cables, one steel cable will be furnished for a bow and another for a stern mooring dolphin by the Plant. It should be recognised by all parties that while the use of these cables is strongly recommended, the Plant accepts no responsibilities for loss or damage to any vessel or to any facility or to any person that may result from the failure of this equipment.

For the convenience and safety of all personnel boarding or unboarding while at Bajo Grande it is recommended that the vessel's accommodation ladder be rigged on the port side, this being the side normally laying against the dock. The ladder should be suspended after the mooring master boards and during docking operations to avoid being fouled.

*Notice of Readiness:* Upon arrival at Bajo Grande and after clearance by Customs Authorities, and after obtaining any other governmental approval required prior to loading, the master of a vessel shall notify Operator in writing that the vessel is ready to load cargo. Such notice shall include a report of the condition of vessel's tanks which shall accurately state the temperature, pressure, last cargo, amount of fuel, possibility of contaminants or any other conditions which might affect loading and except as hereinafter provided, laytime as hereinafter defined, shall commence upon the expiration of six hours after arrival in Bajo Grande. Laytime shall cease when last mooring line is cast off from the dock.

For purposes herein, actual exchange of the written notice referred to above may be made after the vessel is secured at the dock; however, arrival at Bajo Grande shall be defined as the point in time when the vessel passes between the buoys numbered B–87 and B–88 which are markers of the Maracaibo ship channel and are located approximately 1,000 m. in front of the Bajo Grande dock.

**BALLAST:** There are no disposal facilities for dirty ballast at Bajo Grande. Vessels calling on Bajo Grande must arrive at Bajo Grande with *clean* ballast. In the event, the Plant representative or the representative of the National Guard observes dirty ballast, bilge or other contaminants being discharged into the lake, such operations shall be suspended immediately. All consequences resulting therefrom shall be strictly for the vessel's account. It is strongly recommended that the Master instruct all ship's personnel to avoid any possible spillage or contamination of the lake.

**LOADING:** Loading arm position and connections must be to the satisfaction of ship's personnel in charge. Upon approval of ship's personnel in charge of loading, the cargo valves may be opened to test connections for leaks and to commence loading.

The responsibility for and custody of cargo passes to the ship when the cargo reaches the connection owned by the ship.

The minimum loading rate is 250 barrels per hour (bph) and then only when starting to load or when slowing down to trim vessel at completion of loading. The maximum loading rate to be expected under normal conditions is 8000 bph.

All loading and discharging will be stopped during the passage of an electric storm, and ullage covers must be closed and dogged down. During periods of calms, loading of gasoline or other similar low flash products may be loaded at reduced rates or loading stopped if the heavy vapours are not being dispersed quickly enough to prevent hazards from accumulated gas pockets. Ship's officers are cautioned to be on their guard during such conditions.

Under normal operating conditions it may be necessary to displace the loading line. This will require the ship's personnel in charge of loading to advise the Plant representative when the cargo is short by an amount equal to the content of the loading line.

Cargo documents: Vessel's clearance and cargo papers will be delivered to the Master by the ships' Agent on arrival in Maracaibo Harbour outbound.

**FUEL:** Heavy and medium marine diesel, intermediate fuel, and bunker "C" fuel oil are available in the area from Creole, Shell and Chevron. Lubricating oils in limited quantities is also available from local contractors. All bunker, lubricating oils, water and other requirements should be cabled to the ship's Agent. For reasons of safety, no bunkers may be taken on the vessel while berthed at B Grande.

**WATER:** Available at Maracaibo Harbour.

**MEDICAL:** Complete medical services are available in Maraca

**REPAIRS:** Maracaibo: No major repair facilities are availa minor repair jobs can be taken care of through local machine electrical shops. Shore labour can be furnished if required. Ra radar and gyro compass technicians are available upon request.

Bajo Grande: No repair facilities are available, but when requi personnel from shops in Maracaibo will travel to Bajo Grand effect repairs.

**SHORE LEAVE:** Launch service for official business purposes emergencies is readily available in Maracaibo. Launch service shore leave can be arranged through contact marine service will be the responsibility of ship's personnel. Arrangements shore leave transportation can be made through the ship's Ag No shore leave facilities are available at Bajo Grande.

**CLASSIFICATION SOCIETIES:** American Bureau of shipp and Lloyd's Register of shipping, U.S. Salvage Association, Salv Association of London, Det Norske Veritas, Bureau Veritas, Regi Italiano Navale, and Germanisens Lloyd have agents in Maraca Surveyors are available by appointment from any of these Agents

**CURRENCY:** The Venezuelan unit of currency is the Bolivar ( and is the only currency recognised as legal tender within country. Masters desiring a cash advance should make the requ to their Agent when advising ETA.

**MAIL:** Outgoing mail for ship's account may be given to the Age representative who boards the vessel on arrival at Maraca inbound. Personal mail will be accepted only if carrying the corr amount of Venezuelan postage, or if postage is authorised by Master for the vessel's account.

**OPERATING RULES:** (Some of which follow). Refrigerated L vessels will not be considered ready for loading at Bajo Gra unless all LPG. Tanks contain LPG vapours and are cooled do sufficiently to permit loading of product(s) nominated.

The dock is equipped with a vapour compressor and condens facilities for liquifying vapours, however, no liability will be accep for failure or unavailability of the equipment.

Vessels must be able to match the dock's loading connecti which are:

| | | | | |
|---|---|---|---|---|
| Propane | 10 in. | flange | ASA 300 RF | |
| Butane | 10 | ,, | ,, | ,, |
| Vapour return | 10 | ,, | ,, | ,, |
| Gasoline | 10 | ,, | ,, | ,, |

No facilities are available for inerting. LPG vessels requiring c down, purging or other assistance at Bajo Grande may be accep for such purposes upon request by the Master of the vessel, howe a charge for such services shall be made to the Agent of the ves

The charge for assistance to effect purging and/or chill dow Bs 733 per hour for all time that such purging or chill down operati causes the vessel to exceed allowed laytime. Such charge s include the use of the dock vapour compressor. The quantity product involved in such purging or chill down shall be for account of the owner(s) of the product to be lifted by the ves concerned.

In the event that the dock vapour compressor is operated at request of the Master of the vessel for purposes other than purg or chill down, a charge of Bs 500 per hour will be made to the Ag of the vessel. The plant also has the facilities to odorise vess when required. The charge to the vessel for the odorant shall be actual landed cost for such odorant.

If, in the event a vessel is berthed at the dock and after six runn hours have expired after notification by operator to the Master the vessel that the facilities are ready to deliver products and vessel at the end of such time is unable to receive products, th at the discretion of operator, the vessel may be cast off from dock to prevent flaring of products or curtailment of production.

A vessel may be cast off at any time for reasons of safety.

Maximum percentage by volume of air or oxygen allowable safe loading of respective product when vessel's tanks are iner with $CO_2$ or $N_2$.

| | *Air* | | *Oxygen* | |
|---|---|---|---|---|
| *Product* | *($CO_2$)* | *($N_2$)** | *($CO_2$)* | *($N_2$)** |
| LPG | 50 | 40 | 8 | 7 |
| Gasoline | 50 | 40 | 8 | 7 |

* Nitrogen percentages do not include nitrogen of the air in mixtures.

Example: If a vessel is to be loaded with LPG and is to be iner with $N_2$, enough $N_2$ must be added to ensure that the mixture contain no more than 40% by volume of air. The other 60% being

*Section B*

## LA ESTACADA: 10.42 N. 71.32 W.

(N.B. For important details of Documentation, Pilotage etc., "Maracaibo Lake").

**OPERATORS:** Texaco Maracaibo Inc.

**LOCATION:** Loading terminal in the Lake of Maracaibo at Estacada, located at 10° 42′ 30″ N. and 71° 31′ 40″ W. Entrance leaving this terminal is made between buoys B.65 and B.66.

**DOCUMENTS:** As soon as vessel is safely moored Texac marine dispatcher will board the ship together with the port autho ties.

**PILOTAGE:** (see "Maracaibo Lake").

1. All vessels must call Texacomar on 2182 kc when passing the E.M. buoy and when embarking the Pilot at San Carlos.

2. Reduce speed approaching inner channel buoy B–63; rig accommodation ladder starboard side properly illuminated. Company mooring master will board between B–63 and B–65.

3. Listen during transit on 2182 kc.

4. In event of unforeseen circumstances requiring vessels to anchor, area West of Estacada Northern buoy mooring outside of channel limits will be used.

Vessels proceeding to La Estacada Terminal must enter the Outer Channel and embark the Government Pilot between buoys B–25 and B–27. After vessel arrives in the vicinity of the E.M. buoy, Master must contact San Carlos Pilot Station by radio-telephone on frequency 2182 kc requesting Pilot between buoys B–25 and B–27.

Once Pilot is on board, the vessel will proceed to Estacada, reducing speed in vicinity of Inner Channel buoys B–63 and B–65 where Texaco's mooring master will board. Vessel should have a strong line ready to hoist Texaco's mariner radio on board. The official Pilot will stay on board until vessel is moored.

**MAX. SIZE:** Water depth in both buoy moorings is 44 ft. mean monthly observed lowest water (MMOLW). Because of the depth of the surrounding approaches, 41 ft. (MMOLW), admissible mid ship's maximum draft in both moorings is 39 ft. freshwater. Under certain tidal conditions, however, with vessels over 60,000 dwt and LOA exceeding 750 ft., it may be necessary to restrict loading to 38 ft. 6 in. Masters are requested to be guided by Mooring Masters in appropriate draft to be loaded.

Berth No. 2 will accommodate vessels up to 850 ft. LOA, and Berth No. 1 up to 720 ft. LOA. Beam in both berths is unlimited.

**RADIO:** Information to be cabled to Texaco Maracaibo Inc. Cable address: "Texacomar, Maracaibo".

Upon vessel's departure from the last port bound for La Estacada cable 72–48 and 24 hours ETA at San Carlos pilot station, including in this message last port, Master's name, if a.c. current on board and any requirements. If diverted, cable original destination, also have 5 copies of diversion cable ready on arrival. If the vessel is nominated to load a part cargo only at La Estacada, indicate at which port cargo will be completed. All cables should be sent via PJA (Curacao Radio) and via ITT all American Cables.

**BERTHING:** (*a*) *Description:* Marine Oil Loading Terminal, owned by Texaco Inc., is an off-shore installation and consists of two permanent buoy moorings, No. 1 to the South, and No. 2 to the North.

Berths No. 1 and No. 2 consist of 4 fourteen-foot cylindrical steel buoys, each fitted with a pelican hook to which ship's mooring lines are attached by Texaco's mooring launches. On each buoy there are two 1⅝ in. improved plow steel wirelines to supplement mooring lines in order to provide additional security during strong winds. In berth No. 1 the plow steel wires are 520 ft. long and in berth No. 2 585 ft.

Both berths are two directional; ships moored heading North or South according to prevailing current.

(*b*) *Deballasting.* No facilities at La Estacada to receive dirty ballast. Ballast must be clean, and is discharged into the Lake.

(*c*) *Mooring.* All ships should have an adequate supply of stoppers or other special equipment necessary to handle wires attached on mooring buoys. Vessels mooring in berths must be equipped with four ropes forward and four ropes aft. Vessels are cautioned that good quality ropes are essential and that they will be held liable for any damage occurring through improper or poor mooring ropes or inability to properly handle same.

Vessels in buoy moorings must have deck winches in readiness for use at all times. Method of berthing will be at discretion of Company's mooring master, as weather and other conditions permit. During berthing and unberthing, ship's engines, tackle and all other gear must be in operative condition and in a state of readiness for use on immediate notice.

Weather permitting, and berths being available, vessels may be berthed at any hour of the day or night. Mooring buoys are properly lighted. Texaco's mooring master will assist in mooring the vessel in berth No. 1 or 2. Loading hoses can be connected both port and starboard side, according to ship's position. The mooring master will remain on board ship to advise on connecting and disconnecting loading hoses, and loading of cargo. He will later unmoor vessel and hand over to government Pilot on departure.

Mooring Master acts as adviser only and the Master retains full responsibility at all times. When ship is in position and mooring wires tautened, mooring winches such as tension winches must have their manual brakes put on securely, and should not rely on automatic rendering devices.

During time vessel is at the berth, frequent and regular inspection of mooring is essential to ensure that mooring lines are kept taut and that movement of ship is kept to a minimum. When tugs are alongside or assisting a tanker, all cargo openings, permanent ballast tanks, lids and pump-room doors must be closed no matter what grade oil is being or has been carried, unless these spaces are gas-free.

The mooring operations are carried out by two mooring launches and two tugs.

**TUGS:** Use of two tugs of at least 1,600 h.p. is compulsory for mooring and unmooring at La Estacada (Government Decree). Use of two mooring launches with crew including a diver, who inspects the submarine loading hoses, is compulsory at La Estacada. These mooring launches remain alongside ship during stay in berth order act in any emergency.

**TANK INSPECTION:** As soon as all ballast is discharged and hoses connected, production supervisor from La Estacada boards to inspect ship's tanks. If same are dry and clean he will sign corresponding certificate.

**LOADING:** Berth No. 1 has two loading lines (one 24 in. and one 16 in.) with corresponding manifold, and Berth No. 2 also has two lines (one 24 in. and one 18 in.). Twelve-inch – 150 pds. marine loading hoses are used. Each berth capable of a maximum loading rate of 25,000 barrels per hour, with an appropriate reduction for topping-off.

However, maximum loading rate entirely at Company's option and will vary according to circumstances and type of tanker concerned. When completing loading, stoppage of cargo will be determined on board, and Masters are requested to inform mooring master at least 30 minutes in advance in order reduce pumping rate for topping-off. Mooring master will be in continuous contact with pumping station by means of portable radio. Should this means of communication fail, the following signals on ship's whistle will apply:

| | |
|---|---|
| One long blast | Stand by |
| Two long blasts | Commence pumping |
| Three long blasts | Stop pumping |

Upon completion of loading, marine dispatcher, together with ship's officer, will gauge ship's tanks and later prepare cargo documentation.

**FUEL:** Bunkers and marine fuels supplied by barge before or after loading operation at anchorage. Chevron, Creole, and Shell have bunker service in Maracaibo.

**FRESH WATER:** Must be ordered with first ETA cable so that arrangement can be made with supplier. A water barge and a tug must be hired. Although the water may be supplied by Texaco, the hire of tug and barge is very expensive. Recommended that Masters obtain adequate fresh water at other ports.

**REPAIRS:** Only smaller repairs can be effected locally; however, technicians available for radio and radar repairs.

**SHORE LEAVE:** Launch is primarily for use of authorities and company staff, but will effect trips for crew if required by Master. Contact mooring master who will make necessary arrangements.

**GUARDS:** One National Guard stationed on board. He must be provided sleeping quarters and seated in officers' mess for meals.

**CLEARANCE:** Immediately after termination of loading operations, hoses are disconnected and Texaco's mooring master will proceed to unmoor vessel. In the meantime, cargo documents are prepared by Agency personnel, the government Pilot is ordered, and as soon as vessel is cleared, she will proceed to her destination.

**CURRENT/DENSITY/TIDE:** Current velocity maximum 4 knots. Nature of bottom, mud. Salinity of water, 997–1003. The tidal range in feet for the Estacada Terminal is springs 1.5 neaps 0.5.

**GENERAL:** (*a*) *Cash Advance.* Cash advance will be in local currency (Bolivares). Cable in advance any such requirements.

(*b*) *Mail.* Outgoing correspondence may be given to our marine dispatcher. For personal mail (crew) a list should be made, indicating name of crew member, quantity of letters and destinations.

(*c*) *Ship Chandlers.* Two ship chandlers in Maracaibo who can supply vessels with fresh meat, fish, vegetables, fruits, etc. Requirements should be transmitted in first ETA cable.

**AGENT:** Texaco Maracaibo Inc.

## *Section C*

## LA SALINA: 10.22 N. 71.28 W.

(N.B. For important details of Documentation, Pilotage etc., see "Maracaibo Lake".)

**OPERATORS:** All terminal facilities are under the control of the Creole Petroleum Corporation.

**APPROACH:** Entrance and leaving this terminal is made between buoys B.97 and B.98.

**LOCATION:** La Salina located on Eastern shore of Lake Maracaibo, in latitude 10° 22′ 18″ N., longitude 71° 27′ 49″ W.

**CARGO DOCUMENTS:** These are generally placed on board prior to departure. Vessels whose Master accepts the early departure procedure may sail with documents in blank. Figures are then radioed for inclusion in blank documents. Outward clearance documents are placed on board the vessel prior to departure.

**PILOTAGE:** In the event that no contact can be made with San Carlos pilotage station, or if there is a language problem, contact should be made with Creole Marine at La Salina by voice radio on 2182 kc or 156·6 Mc.

A vessel entering or leaving the harbour must be assisted by a Docking Master in the general employ of area furnished by Creole Petroleum Corporation, an inbound vessel being boarded by him at the anchorage area approximately 3 miles off shore.

**ANCHORAGE:** For vessels awaiting berth there is an anchorage area located West of a line between rig L–175 to buoy S3 and the light buoys M1, M1A and S1 (chart No. MO-G-4-C) about 3 miles West of the loading Terminal in 6 to 7 fathoms of water with a mud bottom.

**RESTRICTIONS:** None. The port is open for navigation during the day and night, allowing ships to enter and sail at any hour.

**MAX. SIZE:** Up to 110,000 dwt. The access channel to La Salina has a least depth of 41 ft.

**RADIO:** The cable and telegraphic address for the Creole Petroleum Corporation at La Salina is "Creole La Salina". Radio messages to and from ships at sea are routed through the government radio station at Maiquetia (La Guaira) call letters YVG. This station operates on a 24 hour continuous watch, on the following frequencies: Listening frequencies: long wave: 500 kc/s; short wave: 4178–6267–8356–12534–16712–22225 kc/s.

Transmitting frequencies: long wave: 500–472–464–417 kc/s; short wave: 17141.6–12817.5–8730–8722–6519.5–6505.5–4352–4322 kc/s.

Radio notice of arrival should be sent 72 hours prior to arrival at La Salina and corrected if weather or other conditions delay the vessel.

La Salina Port Services section maintains radio-telephone listening watches on a 24 hour basis on following frequencies: 2182 kc/s., 156·8 Mc/s.

Frequencies 2638 kc/s, 2738 kc/s, 2120 kc/s and 156·6 Mc/s are available for use after initial contact on one of the above listening frequencies.

All vessels en route to La Salina may also communicate with Creole Amuay or Caripito Marine offices and request that messages dealing with corrected ETA's, pilots and other business be relayed to the La Salina Marine Office.

**TUGS:** Creole maintains one 3,000 h.p. diesel tug and one 1,600 h.p. diesel tug. Tug-boat assistance is considered essential and is afforded all vessels entering, leaving or shifting in the harbour.

**BERTHING:** At La Salina, Creole maintains a deep-water terminal (Lacustre) consisting of an island where are located two finger piers, each 1,100 ft. in length and 500 ft. between piers, providing four berths to accommodate tankers up to 110,000 dwt. Berths are numbered 6N, 6S, 7N and 7S, from North to South. At these berths various crudes can be loaded simultaneously. In addition there is an offshore platform (Pier No. 3) where liquefied petroleum gases (Butane and Propane) can be loaded and refined products can be loaded or discharged.

Instructions concerning berthing are given by Port Services Section by means of radio-telephone.

The use of an anchor when docking is permitted at all berths. It is considered prudent to have the outboard anchor hove-out prior to entering the harbour in order to facilitate speedy release if necessary while docking. The Pilot will advise whether the ship is to be berthed port or starboard side to the dock.

**BALLAST:** Vessels should arrive at La Salina with sufficient ballast to permit safe handling. Docking Master requirements in this connection under normal weather conditions are interpreted as drawing approximately 8 ft. forward, 18 ft. aft. on a T–2 or similar type tanker, and 11 ft. forward, 20 ft. aft on a 26,000 dwt, or larger type vessel.

Ballast should be carried in a minimum number of tanks, and all other tanks stripped, so as to minimize deballasting time.

It has been established that one of the major causes of contamination of crude oil is the relatively small amount of salt water remaining in the ship's tanks, pumps, and ballast lines after ballast discharge. This very small amount of salt, nevertheless, frequently results in costly damage and downtime to refining equipment, besides presenting many other processing problems.

It is therefore requested that the full co-operation of the Master and Officers of ships loading for Aruba, be given to ensure that all ballast tanks and lines are flushed with lake water and stripped as dry as possible.

Vessels equipped with a separate and completely segregated system of ballast tanks, lines and pumps, will be permitted to discharge ballast and load cargo simultaneously, providing approval of both the pier foreman and Petroleum Inspector is secured.

A pier supervisor who is in direct communication with the loading pumphouse is stationed at each pier during the entire time the vessel is discharging ballast or cargo or receiving cargo.

Absolutely oil-free ballast may be discharged overside. All dirty ballast must be pumped ashore. A 34 in. ballast line, with dirty ballast treating facilities are available.

If it is desired to follow the "load-on-top" procedure it is requested that the marine representative be informed on arrival.

**LOADING:** Instructions as to grade or grades of cargo, and the approximate loading rate anticipated, will be given to the Master on arrival. Supplementary information including number and size of lines and Chiksan arms will be furnished to the Chief Officer before loading commences. Loading rates will be reduced as required when topping off.

If vessel's loading order from owners or characters do not agree with the terminal's orders, either as to grades or quantity, the marine representative should be advised immediately. The terminal is authorised to load 10% more or less than the quantity nominated; if the cargo to be lifted will be more or less than this 10% limitation it is necessary to cable Creole New York for confirmation.

A terminal employee is stationed at each pier during the entire time the ship is discharging ballast, bunkering, or loading cargo. Fifteen minutes "standby" notice should be given to this man prior to completion of ballast, bunkers, or cargo.

Shut-down controls for all crude oil pumps are available at each loading berth at ship's rail of loading vessels for use in case of emergency only.

**LOADING RATES:** Loading operations at La Salina Terminal are normally carried out at relatively high pumping rates; up to an average of 40,000 bph. Ship's officer will be advised by the pier supervisor at what rate the cargo will be loaded. LPG is loaded up to an average maximum rate of 7,500 bph at Platform No. 3.

The loading and discharging of all crude petroleum and its products will be stopped during the passage of an electric storm, and ullage covers must be closed and dogged down. During periods of calms, loading of gasoline or other similar low flash products may be at lower rates or loading stopped if the heavy vapours are not being dispersed quickly enough to prevent hazards from accumulated gas pockets. Ships' officers are cautioned to be on their guard during such conditions.

Loading rates will be reduced when topping off, if requested the ship's officer.

**MEDICAL:** Complete medical, dental and hospitalisation facil are available at La Salina. Medical treatment is provided at a Cr operated clinic.

Authorisation forms for medical treatment are provided wh require the Master's signature. Transportation will be supplied Port Services section.

If the patient does not speak Spanish or English, an interpr should accompany him.

**FRESH WATER:** A limited supply of fresh and boiler wate available at La Salina Lacustre Terminal. Delivery is made thro 2½ in. National Standard Fire Hose Thread hydrants. Ship's perso must provide hoses and connect up.

**FUEL:** Bunker C fuel oil, marine diesel and intermediate fuels available at La Salina Terminal Lacustre. Delivery is made along Piers 6 or 7 by 8 in. diameter Chicksan hose, located about midsh

It is the responsibility of the ship's engineer to give "stand- notice to the terminal employee and advise him when to shut do

Supplies of Essomarine lubricating oils are available. Deli will be effected while loading and requirements should be inco rated in the ETA radio.

**DENSITY:** The average density at the berth is 1002 but va dependent upon amount of rainfall. The temperature ranges 82° to 86°F.

**REPAIRS:** The Marine Port Staff will assist with emergency rep as may be required in each case depending upon availabilit competent personnel and equipment. The company's shop facil while not equipped for extensive ship repairs, may be made avail to fabricate or repair items that are urgently required.

The nearest dry docks are those at Puerto Cabello and Cura N.A. Several contractors in the area provide labour for hull pain and for tank cleaning. Contracts for these services are made by ship's Master directly with the contractor.

Radio technicians are available for minor repairs. With suffic advance notice a radar specialist can be arranged to board ships at La Salina.

**CONSULATES:** The following countries have consular re sentatives in the area:

Belgium
Chile
Columbia
Costa Rica
Denmark
Dominican Rep.
Ecuador
El Salvador
France
Germany (West)
Great Britain
Guatemala
Italy
Netherlands
Norway
Nicaragua
Panama
Peru
Spain
Sweden
Switzerland
U.S.A.

**SHORE LEAVE:** Shore leave is permitted and a representati the Captain of the Port boards on arrival and issues the requ number of passes. Shore passes are to be collected prior to sai and given to Pilot undocking the vessel. Vessels are not perm to sail until all crew members are on board, unless hospitalise prior arrangements made for disembarking. No launch service liberty parties is available while vessel is anchored off La S awaiting berth.

**GENERAL:** Representatives of the Marine Department b vessels immediately on arrival, and it is particularly requested Masters indicate at that time all ships requirements. The Ma Office Building is located at the Pierhead Trestle and personne available for assistance at all hours.

(*a*) *Bonded Stores*. Cigarettes or other stores in bond are obtainable in La Salina.

(*b*) *Cash Advances*. Cash advances are made in local curre the Venezuelan Bolivar. Cash requirements should be include the ETA radio.

(*c*) *Charts*. On first arrival of each tanker, the Marine Dispat will furnish a set of local charts if required. No supplies of Hydrographic or British Admiralty charts, or sailing directions available.

(*d*) *Classification Societies*. American Bureau and Lloyd's Reg have non-exclusive Agents in Maracaibo, and qualified Masters Chief Engineers are available for appointment as Surveyors required.

(*e*) *Gangways*. All vessels using the port of La Salina must pro a safe gangway. The use of rung ladders, pilot ladders, etc contrary to port regulations and port authorities will not b except by means of a safe gangway or accommodation ladder.

(*f*) *Plimsoll Marks*. The Captain of the port requires that the P soll Marks of all vessels using the port be clearly visible. Ves may be checked on completion of loading, and if the Plimsoll M are not readily legible, permission to sail may be withheld.

(*g*) *Port Services*. On arrival at La Salina terminal, a comp representative boards vessels, so it is particularly requested Masters make known to him all ship's requirements. Master sh bear in mind that while vessels are within Venezuelan territ waters, Government authorities do not permit the use of sh radio equipment. Cables and radiograms should be handed to company representative for transmittal via shore radio commun tion system. La Salina has also radio telephone communication North and South America and Europe. For further information tact Port Services Section in the terminal building, tel. 88694 88695.

(*h*) *Rat-guards*. By order of the Port Authorities, vessels are quired to use ratguards on all mooring lines.

(*i*) *Personnel* – Seamen left ashore. In the case of seamen ashore for hospitalisation, repatriation or other reason, his d ments and personal effects are to be delivered to the Marine Office in La Salina before sailing. A letter is required from the Master advising maximum advances to be made to seaman if any, and instructions concerning his repatriation. All expenses incurred by seamen left ashore, including cost of repatriation, are for ship's account.

It is important that Masters bear in mind that the Venezuelan law will at all times hold the vessel, her Master, Agent or Owner, responsible for any seamen left behind in Venezuela.

(j) *Provisions and stores.* Fresh and dry provisions are supplied by various shipchandlers in Maracaibo and Cabimas (La Salina). Master should deliver his signed requisition to the Marine Department representative who boards on arrival. Provisions would then be delivered to the vessel while loading. The prices and quality of some items, such as fresh fruit, fish, shrimps, vegetables, etc., are competitive; dry stores are considerably higher than in most ports. The Fleet Steward will assist in filling requisitions. It is important that the Master sign the ship-chandlers invoice as authorisation for the Marine Department to make settlement.

(k) *Mail.* Any pending ship's mail will be delivered on board by the Marine Dispatcher on arrival at La Salina. At same time he will receive ship's mail to be dispatched. The Marine Dispatcher will accept personal mail only if it carries the proper amount of Venezuelan postage, or if Master authorises the postage by signing seven copies of the Company Postal Transmittal form. Masters interested in knowing the individual postage amounts to be paid by each crew member, should provide us with a list, in duplicate, of the senders, and number of letters sent by each one identified by a number written on each letter.

Copy of this list will be returned aboard the vessel when leaving this port outward bound. If not ready on time, it will be airmailed to the vessel's next port of call.

(l) *Inspection of Petroleum Products and Crude Oil.* Chas. Martin & Company and E. W. Saybolt petroleum inspectors are available if specified.

(m) *Laundry.* Laundry service is available between 0700 and 1700 on week-days. No guarantee can be given on time of delivery.

*Section D*

## MARACAIBO: 10.42 N. 71.39 W.

On the North-western shore of the Lake Maracaibo.

Maracaibo is the capital of the State of Zulia and seat of all Government and Consular Offices, as well as the port of entry for all vessels loading at one of the Terminals in the Lake of Maracaibo.

(N.B. For information details of Documentation, Pilotage etc., see "Maracaibo Lake").

**ANCHORAGE:** The Pilot will not con the ship into the anchorage, but will indicate the proper location to anchor. Care should be taken because of small boats and ferry traffic.

**ACCOMMODATION LADDER:** Vessels must provide an accommodation ladder. The use of trunk ladders, pilot ladders, etc., is contrary to port regulations. Port authorities will board only by means of an accommodation ladder. It is recommended to rig this in advance in order to avoid unnecessary delays.

**BOARDING PARTY:** The boarding party usually consists of the following persons: One Quarantine Official, Two Customs Officials. One Port Captain's Representative, Two representatives (Agent and Mooring Master).

**RADIO:** "Radio Marina" transmits information of interest to navigation every day from Monday to Friday from 1000 to 1015 hours and from 1600 to 1615 hours on frequency of 4,420·7 kHz in the 60 metre band, output 1 kilowatt. All bunker, lubricating oils, water and other requirements should be included in the cable giving the ETA of the vessel.

**TUGS:** Service not compulsory, assistance is rendered if required by the Harbour Master. Tugs are privately owned by the companies who operate their own terminals.

**BERTHING:** The manoeuvring area within Maracaibo harbour has a depth of 26 ft.

| | | | | | |
|---|---|---|---|---|---|
| Wharf No. 1 | Length | 106 | metres | Depth alongside | 17 ft. |
| " " 2 | " | 106 | " | " " | 19 " |
| " " 3 | " | 159 | " | " " | 19 " |
| " " 4 | " | 159 | " | " " | 20 " |
| " " 5 | " | 135 | " | " " | 20 " |
| " " 6 | " | 135 | " | " " | 22 " |
| " " 7 | " | 135 | " | " " | 22 " |
| " " 8 | " | 135 | " | " " | 22 " |
| " " 9 | " | 120 | " | " " | 22 " |
| " " 10 | " | 120 | " | " " | 22 " |
| " " 11 | " | 120 | " | " " | 22 " |
| National Brewery Wharf | " | 125 | " | " " | 19 " |
| Regional " | " | 120 | " | " " | 21 " |

**FUEL:** Heavy and medium marine diesel, intermediate fuel, and bunker C fuel oil are available at Maracaibo from Creole, Shell, Chevron and local contractors with barges. Supplied only by barge at the wharves or anchorage. Lubricating oils are also available.

**FRESH WATER:** All wharves supplied with fresh water by 2 in. hoses. Fresh water also available from local contractors with barges.

**MEDICAL:** Complete medical services are available.

**CONSULS:**

| | | | |
|---|---|---|---|
| Germany | Tel. 76061 | Netherlands | Tel. 4621 |
| Belgium | " 3235 | Great Britain | " 6169 |
| Colombia | " 72232 | Italy | |
| Costa Rica | " 6511 | Mexico | " 6781 |
| Denmark | " 6531 | Nicaragua | " 76703 |
| Ecuador | " 74055 | Norway | " 78911 |
| El Salvador | " 74241 | Panama | " 78110 |
| Spain | " 71118 | Peru | " 4545 |
| United States | " 2123 | Portugal | " 80870 |
| France | " 5297 | Dominican Rep. | " 6511 |
| Guatemala | " 71193 | Sweden | " 6511 |

**STEVEDORES:** Normal working hours 0700–1100; 1300–1700 and 1800–2300.

**TELEPHONES:** There is no service for connecting telephones on board vessels. Public telephones are situated in the warehouses adjacent to all wharves.

**HOLIDAYS:** All Sundays; 1st January; Good Thursday and Friday; 19th April; 1st May; 24th June; 5th July; 24th July; 12th October; 24th October; 18th November; 17th December; 25th December.

**POLICE/FIRE/AMBULANCE:** Police tel. 3821; Fire, tel. 6585; Ambulance, tel. 2209.

**REPAIRS:** No major repairs facilities are available; however, repair jobs can be done through local machine and electrical shops, and shore labour can be furnished if required. Radio and radar technicians are also available.

**SHORE LEAVE:** Launch service in the Maracaibo harbour is readily available for official ship business. For shore leave personnel, depends on launch availabilities on arrival.

**AIRPORT:** Modern International Airport "Granode Oro" situated North-west of Maracaibo City served by many national and international airlines. A second airport with cargo and passenger services is situated at Santa Barbara del Zulia, on the banks of the Escalante river.

**PROVISIONS:** Fresh and dry provisions are procurable through ship chandlers in Maracaibo for delivery at Maracaibo Harbour or at the terminal.

**AGENT:** Head Office, (Direction and Control), Brokers, chartering and tramp agents, Victor H. Selinger, PO Box 1632, Caracas 101 Venezuela. Cables "Selvic" or "Seltank". Tel. 81.25.28–81.86.38–81.28.78. Telex: 21402. New Boe Code.

Local Office: PO Box 496, Maracaibo. Tel. (061) 24960. (061) 24962. Cables: "Seltank", or "Selvic".

*Section E*

## EL TABLAZO: 10.45 N. 71.32 W. (See Plan)

**OPERATORS:** Instituto Venezolano de Petroquimica.

**LOCATION:** South-East part of Puerto Miranda.

**BERTHING:** There are two jetties, one for liquids and one for solid cargoes:

*Liquid Berths.* (Length 869 ft.):

| | | |
|---|---|---|
| Place No. 3 | Max. OAL | 650 ft. 00 in. |
| | Max. Depth | 39 ft. 00 in. |
| | Max. Draft | 34 ft. 00 in. |
| | Loading Arm | 1 |
| | Loading Line | 12 in. |
| | Vapour Line | 10 in. |
| Place No. 4 | Max. OAL | 650 ft. 00 in. |
| | Max. Depth | 37 ft. 00 in. |
| | Max. Draft | 34 ft. 00 in. |
| | Loading Arm | 1 |
| | Loading Line | 12 in. |
| | Vapour Line | 10 in. |
| Manoeuvring | Area Depth | 37 ft. 00 in. |

*Products to be handled:*

| | | | |
|---|---|---|---|
| Natural Gasoline at | 687 t.p.h. | | |
| Estirene | 160 | | |
| Methanol | 687 | | |
| Isobutane | 687 | | |
| Ammonia | 525 | temp. | —33·3°C |
| Propylene | 40 | " | 40°/6°C |
| Butane | 160 | " | 37·8°C |
| Monovinyl Chloride | 420 | " | 37·8°C |
| Ethylene | 80 | " | —104°/—70°C |

*Solids Berth.* (Length 797 ft):

| | | |
|---|---|---|
| Place No. 1 | Max. OAL | 650 ft. 00 in. |
| | Max. Depth | 37 ft. 00 in. |
| | Max. Draft | 34 ft. 00 in. |
| Manoeuvring | Area Depth | 37 ft. 00 in. |
| Place No. 2 | Max. OAL | 650 ft. 00 in. |
| | Max. Depth | 37 ft. 00 in. |
| | Max. Draft | 34 ft. 00 in. |
| Manoeuvring | Area Depth | 37 ft. 00 in. |

*Cargo Equipment:*

| | |
|---|---|
| Place No. 1 | One urea in bulk loader<br>Cargo capacity 650/700 t.p.h. |
| Place No. 2 | Three urea in sacks conveyors.<br>Cargo capacity 2,400 sacks of 50 kgs each per hour. |

**FRESH WATER:** Available, 8 t.p.h., but expensive.

**AGENTS:** Agencia Maritima de Representaciones C.A.

## PUERTO MIRANDA: 10.46 N. 71.34 W.

(N.B. For important details of Documentation, Pilotage, etc., see "Maracaibo Lake".)

**LOCATION:** Situated at Eastern shore of entrance to lake of Maracaibo, in position lat. 10° 46′ N., long. 71° 34′ W.

**OPERATORS:** Compañia Shell de Venezuela Ltd.

**CLEARANCE:** Pratique and Custom's clearance will be granted on arrival either at the anchorage or after the vessel has been berthed. Masters therefore requested to have the accommodation ladder ready on arrival to avoid delays, since the Government Officials do not board the vessels by pilot ladder.

On arrival when pratique is requested, all vessels should fly International flag signal "Q", or show a yellow light during hours of darkness.

**PILOTAGE:** On arrival Puerto Miranda under Government Pilot's advice the vessel will be boarded by company Berthing Master, who will assist Master in docking vessel. He will also assist in undocking.

**CHANNEL:** Channel has a leading mark formed by the towers "P" and "M" and is marked by buoys.

(1) Incoming traffic bound for Puerto Miranda must leave the main channel between the buoys B–59 and B–61 towards the anchorage.

(2) Vessels coming from the Lake in ballast or to complete cargo at Puerto Miranda must leave the main channel when passing the buoy B–63 on their starboard side and proceed in the direction of Jetty 3 towards the anchorage.

(3) All vessels on leaving Puerto Miranda should enter the main channel by the buoyed exit channel marked by the buoys numbered AP3, AP2, AP1 and B57B.

Once the ship is unmoored, the Berthing Master on duty at Puerto Miranda will emphasise to the official Pilots the route to be followed in each case.

**MAX. SIZE:** The maximum permissible draft is 43 ft. even keel, including the ship's sagging when taking advantage of high water. Otherwise, draft must be in accordance with depth available at time of departure, which under no circumstances can be higher than 43 ft.

**RADIO:** Port Services Office equipped with radio-telephone installation operating on 24 hours basis, transmitting on following frequencies (simplex press to talk system).

| | | *Int. Channel* |
|---|---|---|
| Approach calling and safety | 156·8 mc/s | No. 16 |
| CSV and other tankers port operations | 156·6 „ | No. 12 |
| *Emergency calling* | 2·182 kc/s. | |

**ARRIVAL ADVICE:** Vessels equipped with radio-telephone installation operating on above frequencies are requested call Puerto Miranda about three hours before arrival at port. Calls made in Spanish language will be answered promptly, since there is always a Spanish-speaking clerk on duty. Calls in English will be answered by Berthing Master on duty, except when he is occupied, in which case the call should be repeated later on, as an alternative, the Master could ask Government Pilot to report in Spanish his vessel to Puerto Miranda. During hours of darkness all vessels must identify themselves on arrival, either by radio-telephone or Aldis lamp.

**TUGS:** Two motor tugs of 2,800 h.p. assist all vessels in docking and undocking. Also one or two mooring launches will be standing by to take ropes.

**BALLAST:** Discharge of oil or water polluted by oil into lake waters is prohibited and will incur heavy fines and compensation to beach owners and fishermen for cleaning nets.

All dirty ballast must be discharged ashore. Clean ballast in cargo tanks may only be pumped overboard after prior consultation with Port Services Dept. Deballasting line pressure must not exceed 100 lb. p.s.i. Vessels equipped with a special separate and clean ballast system are to discharge their ballast into lake.

Ocean vessels should be ballasted on arrival E.M. Buoy for inward passage with minimum ballast necessary for safe handling, taking into consideration Article 31 of Maracaibo Pilotage Zone Regulations, which states all vessels entering lake Maracaibo shall have a trim of no more than 8 ft., to permit safe navigation through channels.

One of the major causes of contamination of crude oil is relatively small amount of salt water remaining in ships tanks, pumps and ballast lines after ballast discharge. This very small amount of salt, nevertheless, frequently results in costly damage and down-time to refining equipment, besides presenting many other processing problems. It is therefore requested that full co-operation of Master and officers be given to ensure that all ballast tanks and lines are stripped as dry as possible.

**BERTHING:**

| | | *Maximum Permissible* | | |
|---|---|---|---|---|
| *Jetties/berths* | *Depth MMOLW in feet* | *Draft in feet* | *Length in feet* | *Type of vessel* |
| *Jetty No. 2* | | | | |
| No. 1 (North Outer) | 45 | 43 | 720 | 45,000 |
| No. 2 (South Outer) | 45 | 43 | 720 | 45,000 |
| No. 3 (North Outer) | 36 | 34 | *575 | 23,000 |
| No. 4 (South Outer) | 36 | 34 | †575 | 23,000 |
| *Jetty No. 3* | | | | |
| No. 5 (Inshore North Seaward) | 45 | 43 | 910 | 90,000 |
| No. 6 (Inshore South Seaward) | 45 | 43 | 910 | 90,000 |

Under-keel clearance. Clearances recommended in still water conditions. Alongside under-keel clearance for ships up to 700 ft. OAL = 1 ft. Alongside under-keel clearance for ships over 700 ft. OAL = 2 ft.

* OAL in Berth No. 3: This can be increased up to 620 ft. whenever vessels at Berth No. 1 have OAL up to 665 ft.

† OAL in Berth No. 4: This can be increased only for LPG vessels up to 610 ft. if Berths No. 2 or 5 are empty when a vessel arrives, then Berth No. 2 has to be temporarily restricted to vessels up to 665 ft. OAL.

(1) Nature of bottom, soft mud, but near buoys VB-59 and VA
is partly hard.

(2) Density of water at berths, 997–1003.

(3) Density of water outer channel 1015–1025.

(4) Least depth in exit route for loaded vessels with draft o
40 ft. is 45 ft. MMOLW.

(5) These alongside drafts are subject to reductions owing
depth in exit channels.

(6) Recommended under-keel clearance in exit channel is 2 ft.

**MOORING:** Vessels are to be moored to satisfaction of Pier Maste
A suitable gangway will be provided by shore installation. Whe
it is out of order vessel's gangway has to be used, which will
notified on VHF telephone before arrival at E.M. buoy.

Vessels of any deadweight must secure with at least: *Forwar*
Two headlines; four breasting ropes fibre or two wires of 1½ i
diam. minimum each connected by a 2½ in. shackle to a 1½ in. dia
shore wire, plus one polypropylene line from jetty in berths 1, 2, 5
6; one spring. *Aft:* Two sternlines; four breasting ropes fibre or tw
wires of 1¼ in. diam. minimum each connected by a 2½ in. shack
to a 1¼ in. diam. shore wire plus one polypropylene line from je
in berths 1, 2, 5 or 6; one spring.

When vessel are fitted with tension winches (forward and a
the following ropes are required:

*Forward:* Two headlines; two wires from tension winches a
breasting lines plus one polypropylene line from jetty in berths num
bered 1, 2, 5 or 6; one spring. *Aft:* Two sternlines; two wires fro
tension winches as breasting lines plus one polypropylene li
from jetty in berths numbered 1, 2, 5 or 6; one spring.

When vessels are nominated to load at berth 1 or 2 of Jetty 2 on
extra headline and a second spring is required. Vessel's best rope
or wires should be used as breasting lines.

**LOADING:** Vessels should load in accordance with Internation
Loadlines Regulations taking into account maximum permissib
draft at this Terminal and also at Maracaibo bar channel.

The Captain of the Port requires that the load-line marks of a
vessels using the port be clearly visible. If Harbour Authoritie
should refuse to pilot an out-going vessel due to being overloade
Master will be held responsible for all delays, expenses, in connec
tion with discharging any overloaded cargo and all further losses

Vessels' maximum permitted loading rate should always be re
quired. Maximum shore loading rate is 7,000 M.T. per hour, usin
two shore lines and four hoses.

Following ship's whistle signals should be used for loadin
Two blasts = Stand by (15 minutes prior completion of cargo an
or part cargo). One blast = Stop (2 minutes prior to complete carg
and or part cargo).

**EMERGENCIES:** In order to deal quickly and efficiently with an
emergency during loading/deballasting operations, the followin
equipment is available:

(*a*) Control for quick closing of shore manifold valves. This is
red-painted hydraulic valve situated on the ship/shore gangway. I
the event of a spillage aboard, this valve must be opened. Within
ninety seconds the shore manifold valves will close against the load
ing pumps.

(*b*) Direct ship/shore telephone. This is a red telephone and i
order to obtain instant communication with the loading supervisor
in the Control Room it is only necessary to lift the receiver. An Alar
Bell will alert the supervisor and a light will advise him from whic
berth the call originated.

**FUEL:** Available ex wharf: Bunker "C", thin fuels from 200 to 3,50
seconds Redwood 1 at 100 deg. F., and marine diesel. Delivery rat
400 and 80 tons respectively. Gas oil, F. oil and thin fuels may b
supplied by barge ex Maracaibo delivered at anchor, at a maximu
rate of 110 and 140 tons.

**FRESH WATER:** Available on all jetties with a loading rate between 20 and 30 tons per hour. This depends on number of vessel
at the same time.

**MEDICAL:** Ship's personnel may visit local doctor on week-days
between 0700 and 1130 hours, or 1400 and 1700. Outside these hours
or in cases which require special treatment, patients receive atten-
tion in Maracaibo. Written request for medical attendance, as wel
as a shore pass, is always required.

**CUSTOMS:** One opened packet of cigarettes allowed to be take
from vessel by each crew member when going ashore. Master
advised to strongly caution crew against attempted smuggling.

**SHORE LEAVE:** Not granted until shore passes are stamped an
signed by Authorities. Passes must be shown to guards at gangwa
and gates. Crew members must be properly dressed (long trouser
and shirt) before proceeding ashore. Master must collect all passe
and return them to Agent before vessel's departure.

**GENERAL:** (*a*) *Tides:* In view of the available depth in the channel
which allow navigation to vessels up to about 70,000 dwt. ful
laden at high water, permanent predictions of sailing draft table
have been prepared by Shell, and they will send these on boar
ships of over 47,000 tons dwt.

(*b*) *Currents:* The tidal current (Lunar tide) at this port can at time
be very strong and subject to changes. Usually outgoing tide run
for 7 to 8 hours against 4 to 5 hours for incoming tide. Directio
approx. at right angles to jetty.

(*c*) *Movement of Passengers:* Embarkation or disembarkation o
passengers through this port is not allowed by Venezuelan law, a
this Terminal is only authorised by the Treasury Ministry (Ministe
de Hacienda) exclusively for exporting crude oil.

(*d*) *Short Dispatch Procedure:* This procedure is available fo
ships loading cargoes consigned to Shell Companies.

(*e*) *Failure to rejoin vessel:* If any member of crew is not aboard a
sailing time, Authorities will not clear vessel although permissio

may be given to proceed to anchorage if the berth is required. If sailing permission is granted, Master is required to sign letter accepting all costs in connection with missing crew member to be for Owner's account.

(*f*) *Launch Service.* A charge will be made for a round trip to Maracaibo, but launches are only available on written request by Master. Masters who have to go on business to Maracaibo (Agency or Consulates) can make use of public service launches.

(*g*) Proceeding to Cardon: Vessels proceeding to Cardon to load or to take bunkers, are required to have ready on arrival Cardon:

4 Lists of Deck and Engine Stores and Spares.
4 Lists of Stewards Stores.
6 Lists of Personal Effects.
6 Crew Lists.

In order to prevent delays it is imperative that these documents are presented to the port officials when they board to clear the vessel.

(*h*) *Loading for Curacao:* Unless Master requests otherwise, arrangements will be made for Government Pilot to board ship one hour after vessel has signalled "stand-by".

(*i*) *Guards:* Custom Guards (Guardia Nacional) will be posted on all vessels and Masters are reminded that these guards must be accommodated and treated in the same manner as ships' officers. Non-compliance entails not only a fine but will result in delays in clearance and cargo operations.

(*j*) *Visitors:* Only persons on business allowed on piers. Visitors, as guests of Master, allowed board vessels provided a written and signed request presented by Master to Port Services Department. Further particulars covering procedure for obtaining permits for visitors can be obtained from Port Services Office.

(*k*) *Cables and mail:* Crew mail list forms put on board all vessels when entering Puerto Miranda. Crew's private mail accepted for posting provided all letters bear the sender's name and a list in duplicate is prepared showing addresses and sender. One copy of list will be forwarded to Master showing individual charges. Cables can be dispatched at all times.

(*l*) *Norwegian Government Seamen Service:* A field representative of the above service is stationed at Puerto Miranda providing Norwegian and Swedish film exchange and other usual services.

(*m*) *Charts – Nautical publications:* On arrival of each tanker the Agency Representative will furnish a set of lake charts if required. No supplies of U.S. Hydrographic or British Admiralty charts or Sailing Directions, Nautical Almanac, etc., are available at this port.

(*n*) *American Crew List:* Vessels sailing for U.S. ports requested have American Crew List ready on arrival, so it can be forwarded to U.S. Consulate without delay.

(*o*) *Films Exchange:* Films may be exchanged at this Terminal.

(*p*) *Fire Alarm:* Each Friday morning at 1000 hours there will be a test of fire alarms including sirens at the wharves. Before the test will be a warning message in English and Spanish.

(*q*) *Cash Advances.* Local currency is Venezuelan Bolivar and cash advances are made only in this currency. It is requested that any requirement for cash advances be included in vessel's ETA radio, to permit delivery on board on arrival.

**REGULATIONS:** Following regulations should be strictly observed by Masters of vessels alongside jetties. Non-compliance with these instructions entails not only a fine but delays in cargo operations.

Use of rafts for painting the ship's sides is strictly prohibited.

Lifeboats should not be lowered without the special permission of the Government Port Captaincy (obtainable on request).

Swimming in the harbour is strictly prohibited.

Waste water sanitary or other must not be discharged on jetty.

It is strictly prohibited to paint ship's name or others on jetties. When this occurs the vessel will be charged for the cleaning.

Painting in ships alongside is strictly prohibited.

Before commencing loading, all dock scuppers should be securely plugged.

It is necessary to keep a close and constant watch on moorings and to adjust when necessary. When adjusting, call for assistance of harbour tugs before slackening off any mooring lines.

**TELEPHONES:**

Head Port Services Operations Office 228 during day.
Head PRDP Operations Office 222/310/323 during day.
Operation Supervisor (PRDP) Office 353/343/350 during day and night.
Berthing Master Office 238 during day and night.
Ship's Services Office 338/275 during day and night.
Dispatch Clerk Office 274 during day and night.
Wharf Supervisor (SP-2) Office 244 during day and night.

| *Jetty No. 2* | *Berth* | *Tankers* | *Wharf Master* |
|---|---|---|---|
| | 1 | 213 | 214 |
| | 2 | 223 | 224 |
| | 3 | 233 | 234 |
| | 4 | 243 | 244 |
| *Jetty No. 3* | 5 | 253 | 254 |
| | 6 | 263 | 264 |

| | |
|---|---|
| Jetties Gate 374 | National Guard 276 |
| Main Gate 364 | Customs Officer 268 |
| Policlinic 348 | Port Captaincy 271 |

**AUTHORITY:** Compañia Shell de Venezuela, Ltd. Port Services Department, Estado Zulia – Venezuela.

*Section F*

## PUNTA DE PALMAS: 10.26 N. 71.38 W.

(N.B. For important details of Documentation, Pilotage etc., see "Maracaibo Lake".)

**OPERATORS:** Venezuelan Sun Oil Co. Punta de Palmas Terminal is jointly owned by Venezuelan Sun Oil Company, as Terminal Operator; and Venezuelan Atlantic Refining Company, Texaco-Seaboard, Inc., Pan American Venezuela Oil Company, Signal Oil & Gas of Venezuela, Sohio Venezuela Company, Pure Oil Company of Venezuela, Inc., Hancock Venezuela Oil Company, Phillips Petroleum Company, Ashland Oil & Refining Co., El Paso Venezuela Company, Sunray DX Oil Company, Triangle Refineries Inc., Venezuelan Canadian Oils, C.A., Venezuelan Pacific Petroleum, C.A., and Murphy Oil Venezolano, S.A., as non-operators.

**LOCATION:** The terminal is located at Punta de Palmas del Sur, approximately 13 miles South of the port of Maracaibo on the West shore of Lake Maracaibo. The terminal proper may be identified by a 300 ft. radio tower, having two small red lights 200 ft. from base, and one large red light on top of tower. The top light flashes every two seconds.

**CARGO DOCUMENTS:** Vessel's clearance and cargo papers will be delivered to the Master on arrival in Maracaibo Harbour outbound. Venezuelan Sun will accept no responsibility for delay in clearing a vessel due to unavailability of personnel from offices of the Port Authorities.

**CHANNEL:** The channel between Punta Palmas and Maracaibo is 10 miles long with a minimum width of 244 m. and a maximum width of 305 m. Depth 45 ft.

**LAKE PILOT:** A government Pilot will assist each vessel from Maracaibo to Punta de Palmas, and on the outbound trip to Maracaibo. The government Pilot will also assist in the mooring and unmooring operations. The ship's Agent will inform the Master of each vessel, as well as the government Pilot, the mooring scheduled for berthing.

**MAX. SIZE:** The maximum permissible fresh water draft in Mooring No. 2 is 38 ft. and the maximum length vessel this mooring will accommodate, is 835 ft. in length. Vessels exceeding 785 ft. in length must be equipped with two bow and two stern tension deck winches with sufficient wire rope to run a line to each of the bow and stern buoys.

The maximum permissible fresh water draft in Mooring No. 1 is 38 ft. and the maximum length vessel this mooring will accommodate is also 835. ft in length. Deeper water exists to North-west of both moorings.

**RADIO:** When vessel departs from its last port bound for Punta de Palmas Terminal, the date of departure and best ETA Maracaibo should be cabled to Venezuelan Sun Oil Company in Maracaibo. At least 48 hours before arrival at pilot station the ETA should be sent by cable to Venezuelan Sun Oil Company. Vessel's nationality, Venezuelan net tonnage (if available, otherwise registered tonnage), last port, Master's name and all requirements (fuel, water, etc.) should be included in cable. The cable address for the company is "Sunoil Maracaibo". As the cable office in Maracaibo is not able to communicate directly with vessels at sea, messages to Sunoil Maracaibo, should be routed via PJC Curacao, and prefix the message "Via AAC" (All American Cables and Radio).

**MEDICAL:** Emergency cases only will be transported to Maracaibo for medical treatment.

**BALLAST:** Since there are no disposal facilities for dirty ballast at Punta de Palmas Terminal, it is imperative that vessels arrive with clean ballast as Venezuelan laws are very strict regarding contamination of lake water.

**TUGS:** Tug service consisting of two tugs of not less than 1600 h.p. each is provided by the terminal operator for all vessels. Both tugs will assist all vessels in mooring and unmooring operations. Should it be deemed necessary by the terminal operator to require a tug in addition to the two terminal tugs for mooring or unmooring vessels exceeding 750 ft. in length, charges for this additional service will be for the account of vessel.

**MOORING:** moorings are designed as No. 1 and No. 2 and are located approximately 5½ miles off shore from the Terminal and approximately 1¼ miles due West of channel buoy B–95 and B–96 on the Maracaibo ship channel.

Mooring No. 2 is located North-east of Mooring No. 1 and is further off shore. Mooring No. 2 is equipped with two bow buoys, two stern buoys, and a starboard stern breasting piling with cable.

All vessels planning to moor in either Mooring No. 1 or Mooring No. 2 shall be equipped with mooring hawsers of sufficient length and strength to run two lines to each of the bow and stern buoys and shall use such equipment while in moorings. Vessels equipped with tension winches and cables shall utilise these in addition to mooring hawsers or alone if vessel has sufficient cables to meet minimum requirements of running two cables to each bow and stern buoy. For added security of those vessels not equipped with tension winches and/or cables, one steel cable will be furnished on each of the bow and stern buoys by Venezuelan Sun Oil Company. It should be recognised by all parties, that while use of these cables is strongly recommended, Venezuelan Sun Oil Company accepts no responsibilities for loss or damage to any vessel or to any facility or to any person that may result from failure of this equipment. Two carpenter stoppers are available with each mooring for handling the steel safety cables and their use is also recommended.

Vessels in excess of 750 ft. length are required to moor in Mooring No. 2 and must use their starboard bow anchor for mooring and starboard stern breasting cable furnished in this mooring.

For convenience and safety of all personnel boarding or unboarding while at Punta de Palmas, it is recommended that vessel's accommodation ladder be rigged on port side, this being lee side under prevailing weather conditions in this area. The ladder should be suspended after mooring master boards and during mooring operations to avoid being fouled by mooring tugs or launches.

Venezuelan Sun Oil Company's mooring master will board each vessel prior to entering mooring to establish radio contact between ship and tie-up launch as well as with terminal office. The Venezuelan Sun Oil Company's mooring master will assist in mooring and unmooring operations. It should be understood that mooring master acts only in an advisory capacity to the Master. The vessel's Master retains full responsibility at all times. Venezuelan Sun Oil Company assumes no responsibility in connection with any acts or advice given by the mooring master.

The tie-up launch will handle all mooring or pick-up lines before and after loading. Tug service is on call 24 hours per day from the main terminal harbour. The Venezuelan Sun Oil Company tie-up crew will assist the ship's crew in lifting and connecting the cargo hoses and in removing same on completion of loading. The approximate lift required to haul cargo hoses into connecting position is 4 tons. The tie-up launch will carry connections and other equipment to facilitate hose connecting, which will be at the disposal of ship's crew, if required.

**LOADING:** Cargo hose position, supports, and connections must be to satisfaction of ship's personnel in charge. Upon approval from ship's personnel in charge of loading, cargo hose valves may be opened to test cargo hose connections for leaks and to commence loading.

The responsibility for and custody of cargo passes to ship's personnel when cargo reaches the connection owned by ship.

The minimum loading rate is 4,000 b.p.h. and then only when starting to load or when slowing down to trim vessel at completion of loading. The maximum loading rate to be expected under normal conditions is 15,000 b.p.h.

Under normal operation conditions it may be necessary to displace terminal sea line as cargo loading is completed. This will require ship's personnel in charge of loading to advise terminal representative when cargo is short by an amount equal to the sea-line displacement.

The sea line displacement is a *set* amount and should *not* be cut short or exceeded. Therefore, when displacements are to be made, the cargo should be carefully planned by ship and terminal personnel to eliminate the possibility of either cutting the displacement short or short loadings of cargoes.

The mooring master will be equipped with charts and drawings of both sea moorings and will make these, as well as advice, available to Captain, if so requested. The mooring master will also be available to inspect ship's tanks as required, and will act as a liaison between the ship's Captain and the Agent or Punta de Palmas Terminal to transmit any information pertinent to the ship. This person should be furnished with food and accommodation fitting a ship's officer.

**FUEL:** Heavy and medium marine diesel, intermediate fuel, and bunker "C" fuel oil available. Lubricating oils also available.

**FRESH WATER:** Available from local contractors with barges.

**STORES:** Fresh and dry provisions procurable through ship chandlers in Maracaibo for delivery at the terminal.

**REPAIRS:** No repair facilities are available, but when required, personnel from shops in Maracaibo, will travel to Punta de Palmas to effect repairs.

**SHORE LEAVE:** Launch service for business purposes and emergencies is readily available. Launch service for shore leave can be arranged through contract marine service and will be responsibility of ship's personnel. Arrangements for shore leave transportation can be made through loading master on board.

**CUSTOMS:** All vessels entering from foreign ports and bound for Punta de Palmas Terminal are required to anchor in Maracaibo harbour for formal customs clearance and visit of government port authorities prior to proceeding to destination.

The vessel's accommodation ladder should be rigged prior to the vessel's arrival at Maracaibo. A member of the National Guard will board each vessel at Punta de Palmas to observe all activities connected with loading or unloading operations. This official is authorised as the customs representative, and is referred to as Customs Watch. Food and accommodation similar to officers should be made available to him by vessel in order to avoid difficulties.

**CONSULS:** See "Maracaibo".

**GENERAL:**

(*a*) *Oil spillages:* There has been considerable discussion in Venezuela concerning oil spillages resulting in contamination of Lake Maracaibo, to the extent that a special commission has been formed by the oil companies in order to collaborate with government officials in combating and eliminating oil spillages. In addition, considerable pressure has been exerted by governmental agencies and commercial organisations to eliminate oil spillages in lake water. Venezuelan Sun is making every effort to prevent contamination of Lake Maracaibo because, if this is not done, stronger measures will be taken by government officials.

Because of the above, it is strongly recommended that Masters emphasise to the officers on deck to endeavour avoid spillages all possible and to make certain that the scupper plugs are installed prior commencement of loading operations in order to withhold on deck any spillage that might occur.

(*b*) *Mail:* Outgoing mail for ship's account may be given to the Agent's representative who boards vessel on arrival at Maracaibo inbound. Personal mail will be accepted only if carrying the correct amount of Venezuelan postage, or if postage is authorised by mas for the vessel's account.

(*c*) *Classification Societies:* American Bureau and Lloyd's Re ter have Agents in Maracaibo. Surveyors are available by appo ment from any of these agents.

(*d*) *Currency:* The Venezuelan unit of currency is the Bolivar (B and is the only currency recognised as legal tender within t country. Masters desiring a cash advance should make the reque when advising ETA. Payment of all invoices for disburseme shall be made in Bolivars to the Venezuelan Sun's Maracaibo offic unless other instructions are given.

**AUTHORITY:** Venezuelan Sun Oil Company, Calle 77 No. 10- Apartado 663, Maracaibo. Telex: 61126.

**AGENT:** Head Office. (Direction and Control), Brokers, charteri and tramp agents, Victor H. Selinger, PO Box 1632, Caracas 1 Venezuela. Cables: "Selvic" or "Seltank". Tel. 81.25.28–81.86. 81.28.78. Telex: 21402 or 21631. New Boe Code.

Local Office: PO Box 496, Maracaibo. Tel. (061) 24960, (061) 249 Cables: "Seltank" or "Selvic".

## Section G

## SAN LORENZO: 09.47 N. 71.05 W.

**OPERATORS:** Compania Shell de Venezuela Ltd.

**LOCATION:** South-East side of Lake Maracaibo.

**BERTHING:** Continuous wharf 2,340 ft. in length with dolphi This terminal is only for handling crude and its products. Maximu berthing displacement: 20,000 tons.

| | *Berth No. 1* | *Berth No. 2* | *Berth No. 4* |
|---|---|---|---|
| Max. OAL | 560 ft. 00 in. | 665 ft. 00 in. | 580 ft. 00 in. |
| Max. Depth | 24 ft. 06 in. | 36 ft. 00 in. | 26 ft. 00 in. |
| Max. Draft | 23 ft. 06 in. | 35 ft. 00 in. | 25 ft. 00 in. |
| Loading Rate | 1,450 t.p.h. | 2,000 t.p.h. | 1,450 t.p.h. |

These depths are referred to the minimum monthly observe lowest water level (MMOLW).

**APPROACHES:** Vessels have to arrive at Maracaibo Road through a dredged channel with controlling depths of 45 ft. in out bar, inner channel and Punta Palmas area. In vicinity of terminal th controlling depth is 36 ft.

**PILOTAGE:** It is compulsory from San Carlos to Maracaib Pilot normally boards vessel at buoy B–26 (Posn. 11.01 N. 71.35 W It is also compulsory for all vessels which have to load at any term nal located South of the bridge Rafael General Urdaneta. Th bridge has a horizontal clearance of 656 ft. and a vertical one 148 ft. at 45 ft. MMOLW level. Pilots have to embark and disemba at Maracaibo.

When Masters have no Pilot exemption Certificate for crossi outer bar, permission has to be requested by VHF or 2182 kc prior arrival, which is being granted on request.

**ANCHORAGES:** Masters may use the following:

(*a*) Near E.M. Budy, (not recommended because of the distanc from San Carlos. The pilot launch never reaches this point).

(*b*) At Maracaibo Roads.

(*c*) At terminal approaches, in accordance with depths availab in the area, and ship's draft.

**LIGHTENING POSITION:** In the Southern lake Area, arrange ments have to be made in advance. Also at Maracaibo.

**HEALTH:** Quarantine officials board vessels at Maracaibo road Pratique cannot be granted by radio.

**RADIO:** San Carlos Pilot Station has VHF Channels 12 & 1 Emergency call 2182 kc/s. Terminal has VHF Channel 12.

**FRESH WATER:** Available ex-barge at Maracaibo roads.

**DENSITY:** At berths 0998 and at outer bar between 1020 and 10

**FRESH WATER:** Available ex-barge at Maracaibo roads.

**FUEL:** Any grade. In case vessels require grade not available berth it may be supplied ex-barge at Maracaibo, which has mixi equipment able to supply the grade involved. Rate 20–140 tons p

**TUGS:** Compulsory. When vessel is over 25,000 dwt a second tu is required, which is available in the area, 1,200 h.p. each. There also a launch to assist the vessel during manoeuvring.

**MOORING-UNMOORING:** Carried out by Berthing Master du authorized by Shell Oil Co. Mooring is Head-out to facilitate d parture.

**DEBALLASTING:** Installations have ballast pit with capac 650 cubic metres. Max. discharge rate 600 t.p.h.

**TANK CLEANING FACILITIES:** Carried out by outside co tractor.

**REPAIRS:** Minor ones only, including electronics.

**AGENT:** Agencia Maritima de Representaciones C.A.

## ORINOCO RIVER: 08.36 N. 60.25 W.

General information, followed by:

Section A – MATANZAS
Section B – PALUA
Section C – PUERTO ORDAZ (Orinoco Mining
Section D – PUNTA CUCHILLO
(Phillips Petroleum Terminal)

**ESSENTIAL REQUIREMENTS:**

1. As early as possible, advise Puerto Ordaz Radio Station, c letters YVM, giving ETA at Buoy EO of North (natural) chann or at Buoy 0.1 of South (dredged) channel.

2. Twenty-four hours prior to arrival, send another ETA to YVM.
3. Upon arival, depending on whether Master intends to enter Orinoco waterway through North or South channel, adhere to following procedure:

(a) *North Channel*. Notify Port Captain, Ciudad Bolívar, via YVM, of time of arrival at Buoy EO and give ETA at Beacon G7 (mile 27·7).

(b) *South Channel*. Request permission to enter from Port Captain, Ciudad Bolívar, via YVM. *Do not enter* until notified by YVM that Port Captain has granted permission; while awaiting, lay to or anchor at least 1 mile outside of Buoy 0.1.

4. While navigating waterway, inbound or outbound, report position to YVM hourly on the hour.
5. No Pilot required nor available for navigation along North or South channel at the Boca Grande of the Orinoco River.
6. The International Rules for Preventing Collisions at Sea apply outside of Beacon G7, mile 27·7.
7. Given the case of two vessels navigating North and South channel respectively, the one navigating South channel is the privileged vessel.
8. Anchoring either in North or South channels is forbidden.
9. Throughout Orinoco waterway, the down-bound loaded vessel is the privileged vessel.
10. It is compulsory to fly Venezuelan ensign inside of Buoy EO or Buoy 0.1.
11. Vessels can only carry clean ballast within Orinoco Waterway
12. Pilotage compulsory within Pilotage Zone No. 1 of the Orinoco Pilots board at outer boundary of said pilotage zone. in upstreamward vicinities of Beacon G7.
13. Regulations for the Pilotage Zone No. 1 of the Orinoco apply inside of Beacon G7.

**APPROACHES:** (Also see "Radio" – paragraphs (*b*) and (*c*) ).

1. *The Waterway*

A Radio Direction Finder, located at Lat. 8° 31′ 45″ N., Long. 60° 28′ 28′ W., transmits following signal continuously: YV – AYV. The transmitter has an output of 500 watts with a range of about 200 miles and operates on a frequency of 305 kc/s. While navigating the waterway, ships should favour the shore on their starboard side to the extent possible, giving preference of manoeuvre to loaded vessels in all cases. Ships navigating upstreamward (inbound), upon approaching narrow channels should await the passing and give way to downbound vessels. It follows, therefore, that downbound loaded vessels are the privileged vessels.

2. *The Boca Grande* (*Barima Bar*) *Channels*

There are two navigable channels across the Boca Grande (Barima Bar), identified as follows: North channel (or natural channel), and South channel (or dredged channel). The two channels have converging courses and meet at mile 27·7 in the vicinity of Beacon G7. Vessels navigating the South channel are privileged, regardless of the direction in which they travel.

(a) *The North* (*Natural*) *Channel*

This channel has a minimum depth of 12 ft., referred to Mean Low Water. The approach from the sea is marked by a battery-operated electric flashing black buoy, identified with the letters EO. This buoy is located in 46 ft. of water at Lat. 9° 00′ 10″ N., Long. 60° 18′ 20″ W. Its characteristics are: colour of light, white; flash, 1.0 seconds; eclipse, 6.0 seconds; height above water, 10·7 ft., visibility, 7 miles. From seabuoy EO, the channel develops for 7.3 miles to Buoy EOA on a course of 213° 40′ true, then for 2·8 miles to Buoy EOB on a course of 198° 57′ true. From this point the channel follows an approximate straight course of about 205° true for a distance of 17 miles to Beacon G7. Starting from EOB distances between successive navigation aids are as follows: G1 at 1·9 miles; G1A at 1·5 miles; G3 at 2·1 miles; G3A at 2·3 miles; G5 at 3 miles; EL 24 at 2·6 miles; G7 at 3·7 miles. All navigation aids are black buoys fitted with white lights, except Beacon G7 and EL 24 which is a range structure indicating the West side limit alignment of the South (dredged) channel. This structure has been fitted with a white flashing light to mark the North (natural) channel.

(b) *The South* (*Dredged*) *Channel*

The South channel is a 400 ft. wide dredged channel. Depths therein accommodate the maximum draft authorised by the Port Captain. The approach from the sea is marked by a battery-operated electric flashing black buoy, identified with the number 0.1. This buoy is located in 45 ft. of water at Lat. 8° 55′ 52″ N., Long. 60° 11′ 17″ W. Its characteristics are: colour of light, white; flash, 0.5 seconds; eclipse, 11.5 seconds; height above water, 25 ft.; visibility, 11 miles. From seabuoy 0.1, the channel develops along four different courses over a total distance of 27·7 miles to Beacon G7. The course reduces by about 7° true at each of three turning points, located at miles 9, 15 and 21 respectively. The initial course of 234° 18′ true continues to mile 9 where it changes to 227° 07′ true. Upon reaching mile 15, the course again changes to 219° 51′ true to mile 21. At mile 21, the course changes to 212° 45′ true to Beacon G7 at mile 27·7. The centreline of the channel on all courses is visually marked by range structures fitted with green flashing, directionally beamed lights. The West (right ascending) side limit of the channel through mile 21 is also visually marked by range structures fitted with amber flashing, directionally beamed lights; the alignment given by the side ranges develops 200 ft. to the West and parallel to the centreline of the channel. Battery operated electric flashing navigation aids are located along both sides of the channel. All navigation aids along the East (left ascending side of the channel are located 325 ft. from centreline or 125 ft. outside of the channel lateral limit. White flashing navigation aids are located at one mile intervals through mile 25·1; all aids along this side are black buoys, except beacons 8.1, 9.1, 14.1, 15.1, 20.1, 21.1, 22.1, 23.1, 24.1, 25.1, 27.1 and 27.7 (G7). All navigation aids along the West (right ascending) side of the channel are located 200 ft. from centreline or on the exact lateral limit of the channel. Red flashing buoys painted red are located at one mile intervals from mile 1·6 to mile 11·6. From mile 11·6 to mile 27·7, there are only two aids; red buoys 13.6 and 26.0.

3. *The River Channel*

From mile 27·7, the navigable channel develops upstream. The river channel is generally deep and wide, except for the following 12 reaches which require periodic dredging: miles 27·7 to 36·5; miles 37·3 to 38·6; miles 53·1 to 54·2; miles 99·0 to 106·5; miles 109·1 to 111·0; miles 131·7 to 131·9; miles 136·6 to 139·0; miles 141·2 to 145·8; miles 146·2 to 149·4; miles 167·6 to 170·8; miles 178·4 to 182·4; miles 183·5 to 184·1. Dredged channels are normally 300 ft. in width, but occasionally can be restricted to a minimum of 250 ft. The depth maintained therein can accommodate the maximum draft authorised by the Port Captain. By notice to Mariners, the Port Captain has instructed all Masters and Pilots to reduce speed and to proceed with caution while navigating the aforesaid reaches, especially during the low water season.

4. *River Stages*

In response to the cycle of wet and dry seasons, the flow of the Orinoco River follows a relatively regular pattern of rise and fall each year. The river normally begins rising in later March or early April and continues to rise until it peaks at crest in late August. In September, the river begins a fairly steady recession until the extreme low-water stage is reached, generally in March. The amplitude of stage variation above the low water plane of reference (0.0 ft.) at Palúa (Mile 181·7) averages about 35 ft. with minimum variations of 31 ft. and maximum variations of 39 ft. The effects of the flood rise decrease progressively below Palúa and practically vanish in the upstreamward vicinities of the Boca Grande.

5. *Tides and Currents*

(a) The indicated mean tidal range is 5.4 ft. Tidal influence is not experienced above mile 60 during high river stages. At low river stages, a tidal effect can be observed throughout the waterway, although it progressively diminishes, moving upstreamward. However, the tidal effect is still significant at Puerto Ordaz, mile 184, where a maximum semidiurnal change of 1.7 ft. has been recorded.

(b) The strength of river currents is generally commensurate with flow, the strongest currents occurring at high river stages. The velocity of currents at any one time generally decreases moving downstreamward. However, in certain locations, this pattern is affected by particular characteristics of river width and shape as well as by bottom gradient. Maximum velocities of about 6 knots have been recorded.

6. *Navigation Aids*

(a) The navigation aids installed along the waterway consist of buoys, beacon and ranges. All aids are lighted. Identification is provided by means of numbers representing the approximate mileage of each aid, to the nearest one-tenth of a mile. The last digit of numbers identifying white lighted aids is odd, while the last digit of numbers identifying red lighted aids is even. White lighted aids mark the left ascending limit of the navigable channel, while red lighted aids mark the right ascending limit. Aids are placed as to be intervisible, to the extent that – when abreast of any one aid – the preceeding and the following ones can be sighted. Consecutive aids always carry different light characteristics. Buoys are normally placed on the exact lateral limit of the channel (except for black buoys along the South channel at the Boca Grande); beacons, instead, are located at variable distances outside of the channel.

(b) During the execution of dredging along any of the reaches which require periodic maintenance, buoys are generally moved 100 ft. outside of the channel lateral limits. This information is made available to ships by YVM.

(c) The Ministerio de Comunicaciones, Dirección de Marina Mercante, publishes semi-annually a complete list of navigation aids. Monthly lists of changes are also published so that the complete current list can be maintained up to date.

(d) Upon encountering damaged, inoperative, or misplaced navigation aids, vessels should immediately notify YVM.

(e) Vessels are forbidden to make fast to any navigation aid.

7. *Dredging Aids*

Range structures, generally located close to shore or over the bank, are normally used to mark the lateral alignments of the channel along the reaches which require periodic dredging. These ranges are generally fitted with amber flashing, directionally beamed lights. The lights are extinguished except during execution of dredging. Dredging ranges *are not* to be used for navigation.

8. *Navigation Charts*

Navigation charts of the Orinoco Waterway should be aboard vessels for use by the Master. These charts are sold by the Instituto Nacional de Canalizaciones and are also available for purchase from the Orinoco Mining Company. If requested, the Orinoco Mining Company will, if possible, arrange to make the charts and latest revisions available through the Pilot who boards at Punta Barima, provided such request is received by radio (YVM) at least 48 hours in advance of the Pilot's boarding. A set of navigation charts, corrected to latest revisions, is maintained in the office of the Traffic and Ships' Agency of the Orinoco Mining Company in Puerto Ordaz. Masters may use this facility to keep their charts up to date.

**DOCUMENTS:** (Clearance, documentation and other requirements).

1. *Consignment of Inbound Vessels*

The official documents of all vessels proceeding to Puerto Ordaz should show the following consignment: to: Orinoco Mining Company, Ciudad Bolívar, Zona de Puerto Ordaz. The proper consignment of vessels proceeding to Palua, on official documents, is as follows: Iron Mines Company of Venezuela, Ciudad Bolívar, Zona de San Felix.

2. *Customs Requirements*

Vessels bound for Venezuela in ballast, without passengers, from foreign ports outside the West Indies or Guianas, require the following documentation:

(*a*) Vessels must have a ballast despatch statement (Certificado de Lastre) which must consist of a note from the Venezuelan Consul, if such Consul is present at the port of departure; otherwise, in descending order of desirability, from the Consul of another friendly nation, the local Chamber of Commerce or two reputable merchants of the port of departure. The note should include the name and nationality of the vessel, name of the Captain, registration number of the vessel and tonnage, sailing date and assertion that the vessel is en route in ballast, cargo, or with passengers. The note should be given to the Captain of the vessel or his Agent in an open envelope, which the Captain can exhibit in intermediate Venezuelan ports of call and can turn over to Customs authorities in the Venezuelan ports of destination. Under no circumstances may the ballast despatch statement be signed by an Agency of the government of the country from which the vessel is departing.

(*b*) The vessel must have a clearance certificate (Certificade de Zarpe) or sailing authorisation issued by the Customs authorities of the port of departure, representing the government of the country the vessel is departing from. No consular certification need be placed upon this document.

(*c*) Stores List (Lista de Rancho) signed by Master unless vessel is dispatched from the West Indies or Guianas, then the stores list must be visaed by the Venezuelan Consul at port of departure. Stores list must indicate separately all deck, engine and cabin stores. These lists may be prepared on board prior to arrival.

(*d*) Spare Parts List (Lista de Repuestos). It must contain a note of all the spare parts and objects for the service of the vessel, including fuel. No consular certification required. To be signed by the Master and to be current as of the day of entering the Venezuelan port.

(*e*) List of Effects for use of Captain and Crewmen (Lista de efectos personales de la dotacion). No consular certification required. To be signed by the Master and to be current as of the day of entering the Venezuelan port. The Customs are very strict and will confiscate any article that appears new.

3. *Health, Immigration, and Police Requirements*

Vessels bound for Venezuela in ballast, without passengers, from foreign ports outside the West Indies or Guianas, require following documentation:

(*a*) Current individual International Vaccination Certificates for each member of the crew.

(*b*) Rat Eradication Exemption Certificate. No consular certification required.

(*c*) Crew Lists (original and seven copies). No consular certification required.

(*d*) Panama or Suez Canal or any comparable type measurement certificate.

Contraband: The Venezuelan law is very strict on this subject. It cannot be emphasised too strongly that all new articles, clothing, cigarettes, liquor, etc., must be declared and sealed-up upon arrival.

Meals for Pilots and government officials. It is requested these men be granted the privilege of eating in the officers' dining salon.

N.B. Masters of vessels calling at Trinidad for bunkers before proceeding to Venezuela must also have the documents stamped by the Venezuelan Consulate at Port of Spain.

**PILOTAGE:** In order to expedite the movement of shipping in the waterways, Masters are requested to establish contact with YVM station as soon as possible, giving ETA pilot station at Barima (Orinoco River entrance). At the same time a radio-telegraph message must be sent to Agents giving ETA Barima and cargo required. When vessel is 24 hours from pilot station, send another ETA via YVM.

After reporting the ETA in advance of arrival, try to contact directly, by radio, the Estacion de Pilotos when the ship approaches the sea-buoy of the bar entrance (about two hours before arrival at the pilot station).

After taking the Pilots aboard, report to Radio Marina and continue giving the ship's position according to the mile, up-river, at exactly every hour on the hour, and receive from Radio Marina the pertinent information concerning the traffic in the river waterway. If no communication can be established by voice radio aboard, comply by radio-telegraph by way of the YVM station.

Pilots are employees of the Venezuelan Government and act in an advisory capacity. The Master retains responsibility for the ship at all times.

(1) Pilotage is not required and Pilots are not available for navigation outside the pilotage zone. Masters will take charge of inbound and outbound navigation on the North or South channel outside Beacon G7 at the Boca Grande, without Pilot's assistance.

(2) Pilotage is mandatory within the Pilotage Zone No. 1 of the Orinoco. Inbound vessels will embark the government River Pilot in the upstreamward vicinities of Beacon G7. It is important that vessels pass Beacon G7 and be in sight of the pilot station at Barima in order to avoid any delay, as Pilots may not proceed until vessel is sighted. The government River Pilot will pilot the vessel while navigating the waterway; a special government Docking Pilot will generally take the ves into and out of the Puerto Ordaz harbour.

*Signals*

(1) All signals used outside of the pilotage zone (that is to s seaward of Beacon G7 – mile 27·7) shall conform to the Inte national Rules for Prevention of Collisions at Sea.

(2) Within the pilotage zone (that is to say, inside of Beacon G mile 27·7) the signals used shall be in accordance with t "Regulations for the Pilotage Zone No. 1 of the Orinoco It should be noted that these signals are peculiar to the Orinoc Waterway, and are not necessarily in conformance with t International Rules.

(3) Within the pilotage zone, special signals are used for passi dredges at work along the waterway.

*Speed*

The Captain of the Port has the authority to impose speed restri tions. By means of "Notices to Mariners", the Port Captain h ordered that all vessels reduce speed while navigating by the follo ing locations: San Felix Dock, mile 179·8; Ei Toro, miles 95·4 to 9 It is recommended that speed be also reduced while navigating i the Palúa Dock (mile 181·8), Barrancas (mile 143·2), and Curia (mile 60·4). At the inception of the low water season each ye (generally in early January), the Port Captain has in the past issue a "Notice to Mariners" instructing all vessels to reduce speed a proceed with caution while navigating the following river reache (1) miles 184 to 178, (2) miles 171 to 167, (3) miles 150 to 141, (4) mile 140 to 137, (5) miles 133 to 131, (6) miles 112 to 109, (7) miles 106 to (8) miles 55 to 53, (9) miles 39 to 36

**ANCHORAGES:**

(1) No ships are permitted to anchor either in the North or Sou channel at the Boca Grande. Vessels are to anchor at least o mile outside of Buoy EO or Buoy 0.1.

(2) Within the pilotage zone, no vessel is allowed to anchor in narro channels, nor close to a turn.

(3) Between Beacon G7 – mile 27.7 and mile 137, vessels which nee anchoring may do so by coming as close as possible to sho on the ship's starboard side.

(4) Between mile 137 and mile 184, the Pilotage Regulations provi for three permanent anchorages and one seasonal anchorag as follows: Area No. 5 (permanent): miles 139.3 to 140.4. Ar No. 6 (permanent): miles 150.1 to 151.7. Area No. 7 (permanen miles 178.0 to 179.0. Area No. 8 (seasonal): at the junction of th Caroní and the Orinoco. It should be observed that Area No. as determined in the Pilotage Regulations, partially encroache on the narrow (dredged) channel and on shore. Vessels are t anchor in the naturally deep and wide part of the area.

(5) The low-water anchorage (for one ship only) previously esta lished by the Port Captain between miles 182 and 183 is no longe in use. This area is currently used as the turning basin for vesse exiting the Palúa channel, upon sailing from the new Palúa doc at mile 181.8.

(6) If due to emergency a ship is required to anchor in places othe than the designated areas, it may do so in such a way as not obstruct the channel and by taking the necessary precautio to avoid swinging around.

(7) Upon anchoring, vessels should notify YVM.

**MAX. SIZE:**

(1) *Maximum permissible draft.* The Port Captain of Ciudad Bolív can establish the permissible draft for the Orinoco waterway to maximum of about 43 ft.

2. *Controlling Depths and Authorised Draft*

The draft authorised by the Port Captain for the Orinoco Waterwa is made public by means of a "Daily Bulletin of Depths and Draf (Boletín Diario de Profundidades y Calado). Each daily bulleti issued by the Port Captain carries the following information, i Spanish and English:

(*a*) Controlling (minimum) depth between miles 184 and 133, an corresponding location.

(*b*) Controlling (minimum) depth between miles 133 and 42, an corresponding location.

(*c*) Controlling (minimum) depth between miles 42 and 0, and co responding location.

(*d*) Predicted high tides (heights and times) at mile 13.5.

(*e*) River stage (height of river level above low water plane) a Puerto Ordaz and Palúa.

(*f*) Authorised draft, in feet and inches.

The controlling depths given for locations comprised betwe miles 184 and 42 are actual depths, and reflect depth conditions a of the date of the bulletin. The controlling depth given for locatio comprised between miles 42 and 0 is referred to mean low wat springs and does not include the height of tide at high water.

The authorised draft may be predicated either on the controlli depth existent between miles 184 and 42 or between miles 42 and dependent upon whichever is the least.

When the controlling depth between miles 184 and 42 is the sig ficant factor, the permitted draft authorised is at least 2 ft. less tha the controlling depth in this sector.

When the controlling depth between miles 42 and 0 is the sig cant factor, the permitted draft authorised is generally less than th mean low water springs controlling depth but occasionally can b equal to the mean low water springs controlling depth.

Whenever the MLWS controlling depth existing between miles 4 and 0 does not provide sufficient clearance under the keel of th vessel at low water, the Master is expected to navigate by the s where the controlling depth is located only at times when the heig of tide will assure a safe passage.

(3) *Variations in authorised draft:*

(*a*) The authorised draft is generally increased or decreased by multiples of 6 inches.

(*b*) Throughout the year the authorised draft is susceptible to variations, according to the conditions of depth and width existing in the channel at any one time. On the basis of average river stages it is estimated that the authorised draft should be about 33 ft. in the dry season from December to May.

During the rainy season, from June to November, the maximum permissible draft may be as high as 43 ft.

**HEALTH:** Radio pratique may be obtained by sending a message, after picking up Pilot, to the Port Health Officer, advising that there is no sickness on board, name of last port, ETA, number of crew and nationality of vessel and name and nationality of Master.

**RADIO:**

(*a*) *Communications:* Communications are generally handled through the radio-telegraph station at Puerto Ordaz, call letter YVM. This station is operated on a 24 hour basis. The operating frequencies are: 440 kc/s; 472 kc/s; 4322 kc/s; 6505.5 kc/s; 8722 kc/s. The GMT – CQ times and frequencies are: 0900 hours, 4322 kc/s; 1200 hours 6505.5 kc/s; 1430 hours 8722 kc/s; 2000 hours 8722 kc/s; 0030 hours 8722 kc/s; 0300 hours 4322 kc/s.

There is no charge for messages from ship to shore or from shore to ship handled directly through YVM. A VHF frequency modulated radio system provides voice communications along the Orinoco Waterway. Master sets for the system are installed in the Puerto Ordaz radio-telegraph station (voice call: "Marine Radio"); Marine Radio handles shipping matters exclusively, The system consists of a high-band VHF frequency modulated voice radio net. To ensure a more efficient and satisfactory coverage, this system operates on dual frequencies alternating according to location, so that ships can either transmit on 161.700 megacycles receiving on 159.000 megacycles, or transmit on 161.150 megacycles receiving on 159.850 megacycles. For best results, ships should select frequencies according to the following: From sea to mile 50: transmit on 161.700 mc., receiving on 159.000 mc.; From mile 50 to mile 112: transmit on 161.150 mc., receiving on 159.850 mc.; From mile 112 to mile 159: transmit on 161.700 mc., receiving on 159.000 mc.; From mile 159 to mile 184: transmit on 161.150 mc., receiving on 159.850 mc.

Pilot station at Barima Bar, Palúa and Matanzas are equipped with this system. For the Puerto Ordaz area, ships will transmit to Marine Radio on a frequency of 43.02 megacycles and to others on a frequency of 43.18 megacycles, receiving in both cases on a frequency of 43.18 megacycles.

(b) *Control of Navigation:*

(*i*) Navigation on the North (natural) channel at the Boca Grande is free. However, vessels are requested to notify the Port Captain, Ciudad Bolivar, via YVM, upon arrival at Buoy EO, giving ETA at Beacon G7, mile 27.7.

(*ii*) Simultaneous navigation in opposite directions by two or more vessels is not permitted on the South (dredged) channel at the Boca Grande. The restriction is placed on inbound traffic, to the extent that any vessel wishing to enter the South channel requires prior authorisation from the Port Captaincy of Ciudad Bolivar. The request for permission to enter the South channel is to be addressed to the Port Captain, Ciudad Bolívar, via YVM, and is to be transmitted before the vessel reaches Buoy 0.1. Upon receipt of the request, the Port Captain will notify the vessel via YVM whether permission is or is not granted, indicating, in the latter case, the approximate waiting time. Until permitted to enter, vessels are to anchor at least 1 mile outside of Buoy 0.1. Once that authorisation has been granted, vessels are to enter the South channel at the earliest opportunity. Any vessel which has been notified to wait may elect to proceed and enter through the North (natural) channel; in this case, the vessel will have to satisfy the requirements outlined in paragraph (1) above.

(*iii*) While navigating the Orinoco Waterway inbound or outbound vessels are to report their position to YVM hourly on the hour.

(c) *Accident, Stranding, etc.*

(*i*) Should a collision, stranding or other accident occur in the waterway, or should it be found necessary to take control of the vessel away from the Pilot for any reason, the Venezuelan law requires that a written report be made to the Captain of the Port by the Master of the vessel involved within 24 hours. The report is to be addressed to the Captain of the Port and may be handed to the Pilot or the ship's Agent for delivery. The Master need not appear in person before the Captain of the Port unless specifically ordered to do so.

(*ii*) Slight groundings or touching of banks and bottom may simply be noted on the reverse side of the receipt for pilotage signed by the Master.

(*iii*) In case of collision, stranding, slight grounding, touching of banks and bottom, or other accidents, vessels should immediately notify YVM.

### *Section A*

## MATANZAS: 08.17 N. 62.50 W.

N.B. See "Orinoco River" for all important entry requirements.

**OPERATORS:** CVG Siderurgica del Orinoco CA.

**ANCHORAGES:** Between miles nos. 195 and 197, Orinoco River.

**MAX. SIZE:** Length 600 ft., breadth 74 ft., distance between rail and hatch combing 23 ft., max. draft 30 ft. in rainy season May to November, and 26 ft. in the dry season.

**RADIO:** See "Orinoco River". Cable address of Matanzas terminal operators is "Sidor Matanzas – Telex 22709" and cables may be routed through Caracas, Curacao or Trinidad Radios.

**TUGS:** Every vessel over 2,000 registered tons is required to use a tug when berthing. Tug is 1,600 h.p.

**BERTHING:** Undertaken day or night. One quay 300 metres length with 5 cranes. Floating derrick 85 metres length and 100 metric tons capacity.

**MEDICAL:** Private hospital and several doctors available.

**TIDE:** 6 inches rise and fall at the berth. Current, in winter 6 knots; in summer 1·5 knots.

**FRESH WATER:** Available at rate of 12 metric tons/hour.

**FUEL:** Available in emergency.

**CUSTOMS:** 200 cigarettes and 1 bottle spirits allowed for crew member for personal consumption.

**IDENTIFICATION CARDS:** Provided by authorities, and necessary if crew going ashore.

**REPAIRS:** Local workshops undertake minor repairs.

**AIRPORT:** Distant 10 miles. Six flights a week to Caracas.

**HOLIDAYS:** No work on 1st January, Maundy Thursday, Good Friday, 1st May and 24th December. Work can be arranged on other holidays.

### *Section B*

## PALUA: 08.21 N. 62.41 W.

N.B. See "Orinoco River" for all important entry requirements. Specific details, relevant to Palua only, are as follows:

**SUPPLIER:** The ore supplier is Iron Mines company of Venezuela, cable address El Pao San Felix (Venezuela). Their Palua office is fitted with VHF radio-telephone on 161.150/159.850 megacycles and 2182 (call) kilocycles.

**CLEARANCE:** Agent will secure the Clearance dispatch.

*Note:* The Palua dock and facilities are the private property of Iron Mines Company of Venezuela. All Company regulations must be obeyed by vessels and vessels personnel.

The Bill of lading will be prepared by Iron Mines Company of Venezuela, also the Commercial Invoice on the Consular Invoice form 138. The Inward Foreign Manifest, U.S. Customs form 7527–B, should be prepared by Master after sailing from Palua.

**BALLAST:** To provide the best manoeuvring trim on docking, it will be at the discretion of the Master to properly ballast the vessel. But in order to lose no time on loading operations, as well as to prevent short loading, the ballast should be pumped out as soon as possible, using utmost caution not to pump oil or sludge overboard in the port area.

**APPROACH AND DOCKING IN PALUA:** After passing the village of San Felix, and before reaching the turn off from the main channel, a Tug and a Docking Pilot will meet the vessel and will assist in the docking manoeuvre. Although the Master will always be responsible for the vessel's movements either in the case of docking or undocking, the Docking Pilot will actually pilot the vessel to and dock the ship at Palua.

At mile 180.5 the ship should leave the main channel, turning to the left to follow the new dredged entrance channel of approach which is marked by two flashing buoys: white on the port and red on the starboard side. Diamond-shape range marks of 6 ft. side, painted white with black diagonal cross, indicate the centre line of the approach channel. The front range, fastened on the ore loading pier, shows flashing green light, and the rear range, set on a tower approximately 2,000 ft. away, has fixed green light.

The docking shall be port side to in all events; and please stow all hatch boards, or pontoons, or steel battens, etc., on the starboard side of the hatch; as this will keep the gear cleaner and lessen the work of the ore handling gang.

The dock will provide a gangway for access to the ship. Nothing should overhang the port side of the vessel on docking.

If the loading berth is not available the arriving vessel would be instructed to anchor at an anchorage just below the entrance to Palua approach channel at mile 179.

**LOADING DOCK:** The ore loading port is located at mile 181.5 of the Orinoco waterway, along the left bank going up-river. The new steel dock here is aligned up and down stream in the general direction of the current. It is 907 ft. long between its pointed heads, with 791 ft. of boarding side along, the deck fixed at about 6 ft. over the maximum expected rise of the river in the flood season. It has a strong fender system of steel structure covered with timber overhanging the side, down to near the lower river stage; and is fitted with 14 bollards plus two more, one on each head, for proper docking and securing the vessel.

Once the vessel is moored alongside the new ore loading dock, there shall be no further shifting necessary to load, as the loading tower moves along the dock on rails to facilitate the loading through the various hatches.

**LOADING:** The ore handling and loading equipment for Palua has a capacity to load 3,000 metric tons of ore per hour, for the time being. With this capacity, the vessel's mooring lines should be tended during the operation.

The boom of the loading tower is so designed as to allow free movement in any direction, fore and aft. The gantry and boom travel along the dock for a distance of 518 ft., and can place the ore at a distance horizontally out from the dock fenderline of 23 ft. minimum and 62 ft. maximum at the highest water stage, and from minimum 29 ft. to maximum 67 ft. horizontally out at the lowest stage.

Care must be taken during the course of loading to avoid piling the ore too high in the holds, as this necessitates hand trimming before the hatch covers can be properly secured, and incurs unnecessary trouble.

**UNDOCKING:** The Master, assisted by a Docking Pilot if required, will handle the vessel on leaving the dock, going upstream from the dock not less than $\frac{3}{4}$ mile distance to the turning basin in the same heading as when the ship moored alongside. One tug (or two tugs if required), will go alongside the ship prior to undocking and will assist the vessel until it is headed downstream in the main Orinoco channel. The amber lights at the heads of the dock form a range to mark the shoreside boundary of the local dredged channel. A red light high up on the loading gantry will come in the same range as the two amber lights. In the turning basin a tug-boat will assist the vessel swinging downstream.

When the ship is in the main channel, properly headed downstream, the Docking Pilot will leave on the tug, and the River Pilots (two of them) will assume the navigational direction. Report to Radio Marina by voice radio and give ETA at mile 31.

Report again to Radio Marina giving position every hour, and try to contact Barima pilot station sometime before arrival at mile 31, where the Pilots will disembark.

If Voice radio communication is not possible, comply by radiotelegraph by way of the YVM station.

**HEALTH:** The vessel will be boarded by the Public Health Doctor after docking at Palua; unless instructions to the contrary.

In the event that the Authorities have to board the vessel anchored out in the stream, an accommodation ladder should be rigged, preferably on the starboard side, to keep the port side clear for docking. Venezuelan authorities and workmen will not use pilot ladders.

**REGULATIONS:** The Master, members of the crew and passengers if any, are required to have in their possession individual smallpox vaccination certificates. Serious delays may result in the dispatch of the vessel if this requirement is not complied with.

The Venezuelan law is very strict on the subject of contraband. It cannot be stressed strongly enough that all *new* articles, clothing, cigarettes, liquor, etc., must be declared and sealed up on arrival.

Concerning passes, the regulation states that "members of the crew who are not officers of the vessel, in order to go ashore and return aboard, have to be supplied with an identification card to be issued by the Purser of the vessel or his substitute, which card will contain the name of the vessel, the name of the crew member and the date of issue. This card will have to be signed by the person issuing same and has to be authorised by the respective officer of the Port Captain's office for the district".

**GAS-FREE CERTIFICATE:** Vessels reporting to Palua to load ore should have the holds and cargo compartments swept clean and ready to receive cargo. Also, any combination ore/tanker vessel tendering to load iron ore at Palua shall present, along with the notice of readiness, a Gas-free Certificate if said vessel has in the past been employed in the carriage of petroleum products. Such certificate shall be dated subsequent to the discharge of the vessel's last petroleum cargo. But they are advised that around Palua in Venezuela there is no chemist available for granting such a Gas-free Certificate. It may be secured before arriving at Venezuela by calling at Trinidad, reporting to cable address: Harriman, Port of Spain.

In case of necessity, or for convenience, it could be arranged for the chemist to travel to Venezuela to meet the ship in Palua, advising Harriman (Port of Spain) at least three days before arrival at Palua.

If the vessel is equipped with a gas-indicating meter (explosimeter), Iron Mines Company of Venezuela will accept the Master's certification in writing that the vessel is gas-free. However, they reserve the right to check the vessel with their own equipment prior to acceptance.

**RADIO:** Should a vessel receive radio advice at sea to proceed to Palua, and the clearance is to another port, the Master must radio to Agents-Alcoaships Puerto Ordaz (Venezuela) and advise the name of the vessel, flag, port of embarkation, original port of destination, Captain's name and the number of members in the ship's crew including the Master. This is necessary in order to comply with the Venezuelan Customs Law.

**CONSULS:** At the present time there are no Consular Agents located around Palua, the nearest being in Ciudad Bolívar or Caracas.

**FLOOD SEASON:** The port experiences a yearly flood season from the middle of June to the middle of November, to a maximum of about 38 ft. at the last days of August, above the lowest stage (during the first days of April) in the dry season that occurs from the middle of November to the middle of June.

**TIDE:** The wind in the locality blows generally upstream, and on exceptional occasions during the dry or low-river season, when the current is weak, does overcome the current and cause the anchored ships to tend with stern upstream.

**REPAIRS:** Minor emergency repairs of mechanical, electrical and electronical types may be carried out in the shops by the personnel of the Iron Mines Company of Venezuela. The American Bureau of Shipping has a surveyor at Puerto Ordaz, near Palua.

**MEDICAL:** There is a medical dispensary at Palua, and a hospital of the Company at El Pao, where seamen may be admitted when requiring hospitalisation in emergency cases.

**FUEL:** All grades of bunker fuel are available at Palua, delivered by barge.

**FRESH WATER:** Drinking water is available at the dockside in limited quantity of about 100 tons every 24 hours. Small amounts of fresh provisions may be obtained in the locality.

**AGENT:** Alcoa Steamship Company, Cable address: Alcoaship, Puerto Ordaz.

*Section C*

## PUERTO ORDAZ: 08.21 N. 62.43 W. (See Plan)

**OPERATORS:** Orinoco Mining Company.

**LOCATION:** The operations of the Orinoco Mining Company a centred in the State of Bolívar in Eastern Venezuela and iron ore loaded into ocean-going vessels at Puerto Ordaz 8° 21′ N., 6 43′ W.) at the junction of the Caroní and Orinoco rivers, appro mately 184 nautical miles from the open sea.

**GAS-FREE CERTIFICATE:** Any combination ore-tanker vess tendering to load iron ore at Puerto Ordaz shall present, along wi the notice of readiness, a gas-free certificate if said vessel has in th past been employed in the transportation of petroleum produc Such certificate shall be dated subsequent to the discharge of th vessel's last petroleum cargo. Gas-free certificates can be obtaine through an approved surveyor in Puerto Ordaz.

**HEALTH:** Vessels will be boarded by the Public Health Doctor i the stream off Puerto Ordaz. He will not come up a pilot ladder an will insist on an accommodation ladder which should be rigged an ready when he approaches. In order not to delay docking, this accom modation ladder should be rigged on the port side during low rive stage, and starboard side during high river stage.

**RADIO:** Should a vessel receive radio advice at sea to proceed t Puerto Ordaz, and the clearance is to another port, the Master mus radio station YVM Puerto Ordaz, and advise the name of the vesse flag, port of embarkation, original port of destination, Master's nam and number of members in the ship's crew. This is necessary i order to comply with article 17 of the Venezuelan Customs Law.

**TUGS:** All vessels touching at Puerto Ordaz will be assisted by tug in docking and undocking manoeuvres. Line-handlers are avai able on the dock to secure mooring lines on vessel's arrival, and t release them on vessel's departure.

**BERTHING:**

1. **The Harbour:** The Puerto Ordaz Harbour extends from mil 183.5 to mile 184.1 of the waterway. The harbour consists of a natur basin formed by the mouth of the Caroni as it flows into the Orinoc The width of the turning area within the basin varies from a minimu of about 1,600 ft. at low water to a maximum of about 2,000 ft. at hig water. The lighted buoys marking the navigable limits on either sid of the harbour are moved to different positions according to rive stages in order to achieve full utilisation of navigable waters. Th bottom of the harbour is generally rock, with scattered layers of san overburden deposited as sediment by the river. This sand is regular removed by dredging in order to maintain depths which will accom modate the maximum draft authorised by the Port Captain. Th bottom configuration across the harbour consists of a rocky she extending about 900 ft. from the face of the dock. Beyond this she the bottom slopes steeply into a deep gorge, then rises to form sandy beach along the opposite shore. The velocity of river curren at this site varies according to stage levels. A slower current i generally experienced over the rocky shelf adjacent to the doc with velocities averaging about 1.5 knots at flood stages and abo 0.5 knots or less at reduced river stages. The velocity of the curre over and along the deep gorge averages about 3.5 knots at floo stages and 1.5 knots or less at reduced river stages. During extre low water, the basin is subject to tidal influence and the velocity o currents is minimal, although there is no reversal of flow. The direc tion of the current is aimed slightly toward the face of the dock a its South-east end but deflects away from the pier about 500 f downstreamward. Access to the harbour is by way of a natura deep and wide fairway which is the continuation of the gorge as enters the Orinoco River.

2. **The Dock:** The Puerto Ordaz dock is located along the rig ascending side of the harbour and extends outward from shore on South-east by East alignment. The all-steel fixed-height dock i 1,885 ft. long; its elevation is 41 ft. above low water plane (0.0 ft. stage This dock is fitted with a strong fender system and with a sufficie number of accessible bollards for proper docking and securing.

3. **Arrival:**

(*a*) *Notice of Readiness:* When completely ready to recei cargo, vessels will submit "Notice of Readiness" to Orinoco Minin Company. Vessels will be loaded in the order in which Notices o Readiness are accepted by Orinoco Mining Company. The Compa will advise when the vessel may proceed alongside the dock.

(*b*) *Docking:* Special Docking Pilots are provided for the dockin and undocking of vessels at Puerto Ordaz. These Pilots are qua fied River Pilots, thoroughly familiar with local conditions. All ve sels will dock starboard side to. During the low water stage, which i from the middle of November to the middle of June, no gangwa should be rigged and nothing should overhang the starboard si of the vessel. When the river is sufficiently high which is from th middle of June to the middle of November vessels are requested t have starboard gangway or accommodation ladder rigged and rea to lower immediately after docking in order to expedite the com mencement of loading. Venezuelan authorities and workmen wi not use pilot ladders. Vessels reporting to Puerto Ordaz to load o should have holds and cargo compartments broom clean and rea to receive cargo. Considerable time will be gained if this requi ment is met prior to reporting.

(*c*) *Hatches:* On arrival at Puerto Ordaz all hatch boards or po toons, beams, tarpaulins, steel battens, wedges, etc., should b stowed on the port side of the hatch. This will keep the hatch ge cleaner and lessen the work of the ore handling clean-up gang.

(*d*) *Ballast:* In order to lose no time with the loading operation as well as preventing short-lifting, all ballast should be pumped o before arrival at the dock. Use utmost caution not to pump oil sludge overboard in the port area. The Orinoco Mining Company Ships' Agency Representative will contact vessel on arrival and will assist in every way possible.

4. **Departure**: All vessels which have completed loading at Puerto Ordaz and have received the latest river information from the port officials, and are ready for their river transit in every respect, will proceed outward via the Orinoco Waterway, disembarking the Pilot at mile 31. Once the Pilot has disembarked, vessels shall proceed over the South (dredged) channel to mile 0, and exit the waterway.

**TANKERS**: See "Punta Cuchillo".

**MEDICAL**: There is a hospital at Puerto Ordaz which will admit seamen requiring hospitalisation.

**FRESH WATER**: Drinking water is available alongside the dock.

**FUEL**: Bunker "C" and diesel oil is available.

**CONSULS**: An Italian Consulate Agent at Puerto Ordaz, nearest consuls for other countries at Cuidad Bolivar or Caracas.

**REPAIRS**: Minor emergency repairs may be carried out in the shops of the Orinoco Mining Company.

**TIME**: The legal time of Venezuela, which is four hours behind Greenwich Mean Time, shall be used in Pilotage Zone No. 1 of the Orinoco River.

**SHORE LEAVE**: Permitted, but it is mandatory that all crew members should report back to their respective ships before sailing time.

**GENERAL**: 1. *Ore Loading Equipment*: The ore handling and loading equipment installed on the pier has a speed ratio of 6,000 long tons of ore loaded per hour. Due to this great loading capacity the vessel's mooring lines must be tended at all times.

2. *Handling Facilities*: A movable 110-ton, rail mounted stiff-leg derrick is installed on the dock for the handling of general cargo.

3. *Provisions*: Small amounts of fresh provisions are available.

4. *Surveyor*: The American Bureau of Shipping has a non-exclusive surveyor in Puerto Ordaz. Lloyds has an agency in Ciudad Bolivar with a branch office in Puerto Ordaz, and will appoint surveyors upon request.

**AGENTS**: Mailing Address: Orinoco Mining Company, Apartado 2736, Caracas, Venezuela. Cable Address: Oconiro, Caracas.

The Orinoco Mining Company acts as ship's Agent for all vessels consigned to load iron ore at Puerto Ordaz. This function is performed by the Superintendent, Traffic & Ship's Agency and his staff, whose offices are located adjacent to the loading dock at Puerto Ordaz.

*Section D*

## PUNTA CUCHILLO, (Puerto Ordaz Terminal): 08.20 N. 62.47 W. (See Plan)

*N.B.* See "Orinoco River" for all important entry requirements. Specific details relevant to Punta Cuchillo only are as follows:

**OPERATORS**: Phillips Petroleum Company.

**LOCATION**: Phillips Petroleum Company terminal and dock is located near Mile Post 192 on the South side of the river.

**PILOTAGE**: Government Pilot will pilot vessel to Puerto Ordaz. In some cases this same Pilot will act as Mooring Pilot and dock vessel at Phillips' terminal. If River Pilot does not also act as Docking Pilot, the River Pilot will disembark at mile 178 during low water, and mile 183 in high water, and a Docking Pilot will embark and take the vessel to mooring.

Pilots are obtained at the G7 buoy of the old channel, which is the same as Buoy 27.7 of the new channel and is located five miles West of the old lighthouse at Punta Barima at lat. 08° 36′ 00″ N., long. 60° 30′ 40″ W. It is important that vessels pass this buoy and be in sight of the Pilot Station (one mile E.S.E. of Punta Barima Lighthouse), as pilots will not proceed to the vessel until it has been sighted.

**RADIO**: The cable address for Phillips Petroleum Company, Caracas, is Filven. Messages to the Phillips Petroleum Company's Puerto Ordaz Terminal should be addressed to Alcoa Steamship Co. Inc., Puerto Ordaz. Cable address: Alcoaship, Puerto Ordaz.

Vessels diverted at sea to Puerto Ordaz (Phillips Terminal) which do not have a Venezuelan clearance on board, must advise Zlcoa, Phillips Petroleum Company's Agent at Puerto Ordaz, by radio as soon as they receive their orders to change destination. The following information must be given: Master's name, vessels flag, net tonnage, last port of call, port to which originally cleared and ETA. This information is required in order that inward clearance may be arranged with government officials in ample time prior to vessel's arrival. In absence of this information, vessel will be subject to a fine.

**MAX. SIZE**:

| Gauge Reading | Maximum Draft | Tide Required at Bar |
|---|---|---|
| 12–14 ft. | 33 ft. | None |
| 14–17 ft. | 34 ft. | None |
| 17–20 ft. | 35 ft. | None |
| 20–23 ft. | 36 ft. | None |
| 23–26 ft. | 37 ft. | None |
| 26–29 ft. | 38 ft. | None |
| 29–32 ft. | 39 ft. | None |
| 32–35 ft. | 40 ft. | None |
| 35–38 ft. | 41 ft. | ½ of high tide |
| 38–41 ft. | 43 ft. | ½ of high tide |

**HEALTH**: Vessel will be boarded by the Public Health Doctor in the stream off San Felix or Puerto Ordaz or occasionally at the Phillips Terminal. If he boards before docking, an accommodation ladder should be rigged and ready when he approaches, as he will not come up a pilot ladder.

All Masters, members of the ship's crew, and passengers, if any, are required to have in their possession individual smallpox vaccination certificates. If this requirement is not complied with, a serious delay may result in the dispatch of the vessel.

**BERTHING**: The dock at the terminal consists of a docking platform, two breasting dolphins and two mooring dolphins. The docking platform is connected to shore by a 10 ft. causeway capable of carrying a light truck.

At mean low river stage, water depth at the face of breasting structures is 40 ft. The bank rises sharply from face of dolphins toward shore. The 40 ft. depth contour extends parallel to shore for a considerable distance upstream and down stream from the dock, allowing a flat approach angle.

Current is negligible during low river stage and is approximately 6 knots at midstream at high river stage. Current runs generally parallel to the face of the dock at the dock site.

Top of dock elevation is 45 ft. above low water stage. Buffering system extends from a point below low water stage to a point immediately below top of dock. Nothing should overhang the shoreward side of the vessel when docking during the lower stages of the river. The buffering system is designed to accommodate forces exerted by a vessel of 47,000 tons displacement, approaching the dock with a velocity component perpendicular to the dockface, of ½ ft. per second.

Bollards for vessel's lines are provided at the mooring dolphins and at the breasting structures. Mooring dolphins will safely withstand 200,000 pounds of mooring line tension.

Phillips Petroleum Company facilities include a 24 in. diameter submarine pipe-line which crosses the river a short distance downstream of the dock. The crossing is marked by triangular-shaped signs on both banks of the river. Masters are cautioned against use of vessel anchors in this area.

The terminal pumps are capable of loading oil aboard ship at the rate of approximately 14,000 barrels per hour.

**INWARD CLEARANCE FOR DIVERTED VESSELS**: Vessels diverted to Puerto Ordaz to load cargo should submit all documents, except consular mail, which they will not have, In lieu of this, they should submit four copies of the cable to divert, leaving enough space for the translation in Spanish. Vessels diverted at sea to Puerto Ordaz (Phillips Terminal) which do not have a Venezuelan clearance on board must advise ALCOA, Phillips Petroleum Company's Agents at Puerto Ordaz, by radio as soon as they receive their orders to change destination. The following information must be given: Masters name, vessels flag, net tonnage, last port of call, port to which originally cleared and ETA. This information is required in order that inward clearance may be arranged with government officials in ample time prior to vessels arrival. In absence of this information, vessels will be subject to a fine.

**SAFETY**: The following is a condensation of the safety precautions that should be observed when the vessel is alongside the dock:

(i) All passageway doors leading to the cargo deck areas are to be kept closed during cargo-loading operations.

(ii) Ship's firefighting equipment must be kept ready at all times while berthed at Phillips dock.

(iii) Smoking or carrying lighted or unlighted pipes, cigars or cigarettes on the weather decks of the vessel, or on the dock, is strictly prohibited under all circumstances. Masters are requested to instruct their crew not to throw lighted cigars or cigarettes over the side or out of the portholes.

(iv) An efficient watch must be maintained on deck and in the engine-room on the vessel, and a sufficient number of men must be on board at all times to move the vessel any time, in case such is required.

(v) If the galley is located near oil-handling operations of any nature, the skylight lids should be kept down and secured to prevent the galley being sprayed with oil in the event of a burst hose.

(vi) Ventilators in the vicinity should be turned away from the scene of operation.

**TUGS**: The use of tugs is necessary in docking and undocking manoeuvres of boats at this Marine Terminal. Alcoa has a 2,100 h.p. tug available for this service. A tie-up launch will be provided to assist in the mooring of the vessel, and will handle all the mooring lines before and after loading.

**LOADING**: Phillips Petroleum Company Lot 9 Monagas crude is the only cargo available at the Puerto Ordaz Terminal. This crude has an API gravity of 11·9° to 12·5°F. (6·490–6·517) U.S. barrels per long ton. This cargo must be heated to approximately 140°F. in order to attain normal discharge rates.

Loading is accomplished through three 10 in. hoses provided with 10 in., 150 lb. ASA flanges. Hoisting gear is provided for handling the hoses. A dock crew will connect the cargo hoses and disconnect them on completion of loading. Some adapters and other tools are available on dock. The oil will be loaded at an elevated temperature.

Precautions, as are common for any heavy oil, should be taken to ensure that no ballast water is left in any tank to be filled with this oil. If the cargo is contaminated with water, the water will not separate from the oil. The salt content of the oil will be raised approximately 10 lb. per 1,000 barrels for every 0·10% contamination by sea water.

All cargo compartments must be stripped dry. Cargo pipe-lines should be drained and/or purged of water.

There is no provision at the Puerto Ordaz Terminal for disposal of dirty ballast or tank washings. Tankers bound for Puerto Ordaz for loading must dispose of all dirty ballast and tank washings before entering the Orinoco River.

Prior to proceeding to sea, all butterworth plates, cargo tank hatch covers and ullage plugs should be inspected to ensure against entry of salt water.

**FRESH WATER:** Fresh water is available ex-barge; cable advice of 24 hours is required. Dry provisions may be obtained in very limited quantities.

**FUEL:** Bunker fuels are available at all hours from Astilleros Orinoco C.A., who operate a floating storage and blending facility in the Orinoco River. Bunker fuels may be received at Phillips dry dock while loading crude. Fill cargoes can be made available.

**TIME:** GMT minus 4.

**MEDICAL:** Medical assistance can usually be arranged, particularly in the case of an emergency.

**REPAIRS:** No major repair facilities are available. However, small repair jobs can be taken care of through local machine and electrical shops, and shore labour can be obtained if required.

**AGENCY:** Phillips Petroleum Company uses Alcoa Steamship Company, Inc., Puerto Ordaz, as its Agent in the handling of all papers and documentation connected with the ship's business. Alcoa will also help the ship's Master in providing required land transportation, limited provisions, or any other assistance that may be required for the operation of the ship's normal business. Alcoa will also assure that the ship's requirements are met in regard to Sanitary Inspection, Customs Inspection and Guardia Nacional.

## PERTIGALETE: 10.15 N. 64.34 W.

**LOCATION:** Situated in a sheltered bay about 2 miles East of the port of Guanta, or about 4 miles from the pilotage zone situated in the North.

**PILOTAGE:** The pilotage zone in Pozuelos Bay is the same as for Guanta, i.e. an area situated between the islands of Borracha and Chimana, in the Bay of Pozuelos (formerly called Bergantin Bay).

From the pilotage zone for the port of Guanta/Puerto La Cruz, the private pier Pertigalete is to be approached by sailing between the Isla de Plata and the island of Cachicamo. Pilotage is compulsory in and out and is performed by well-trained government Pilots. The navigation is considered very safe.

**MAX. SIZE:** The depth of water for ocean-going vessels alongside the Pier is 20 ft. (shore side) to 40 ft. (sea side).

**BERTHING:** The private pier in Pertigalete for berthing ocean-going vessels is up to 150 metres (492 ft.) long. The apron is ample and allows easy manoeuvre of trucks with cement. On the same pier the cement factory is regularly receiving raw material and machinery, but the berthing is along the West side of the pier for coastwise trade, so does not interfere with operations for ocean-going vessels. There are chutes, conveyor belts from the nearby silos, and a heavy crane.

**TUGS:** Available from inward clearance port at Guanta/Puerto la Cruz.

**TANKERS:** Berth at private wharf at Pamatacualito, operated by Baroid de Venezuela SA.

Length of berth 113·60 metres, depth alongside 10 metres.

**LOADING:** The cement factory is able to deliver to the pier 2,000 to 2,300 bags per hour, to be loaded simultaneously into arrived vessels. According to experience load rate is about 300 bags per hour and gang by steam winches, and about 400 bags per hour and gang by electric or hydraulic winches.

**STEVEDORES:** Loading operations are performed exclusively by the personnel of the cement factory. Winchmen are also supplied by the cement factory. All costs, including overtime, are for account of the cement factory, inclusive of stowing and trimming the vessel.

Under normal conditions on Saturday afternoon there is no work, but almost without exception the cement factory works overtime on Saturdays if by doing so the vessel can be despatched that day. On holidays, if circumstances call for urgent operation, the cement factory has the option to work overtime. Work on Sunday is prohibited.

**AUTHORITY:** Private pier of C. A. Venezolana de Cementos and is under the jurisdiction of Customs and Harbour Master of Guanta/Puerto La Cruz, Eastern Venezuela. All charter business and general administration is covered by Caracas Headquarters of C. A. Venezolana de Cementos.

**AGENTS:** Head Office (Direction and Control), Brokers Chartering and Tramp Agents, Victor H. Selinger, PO Box 1632, Caracas. 101, Venezuela. Cables: "Selvic" or "Seltank". Tel. 81.25.28, 81.86.38, 81.28.78. Telex: 22859, 21402, 21631.

## PUERTO CABELLO: 10.29 N. 68.07 W.

**PILOTAGE:** Pilotage is compulsory and vessels have to wait for Pilot in the pilotage zone, West and North West of the port entrance (South West of Punta Brava).

**MAX. SIZE:** Bulk Cargo Pier: up to 32 ft. draft. Inner Port: up to 28 ft. draft.

**TUGS:** The use of tug-boats within the port is compulsory both for entering and leaving port, as well as for manoeuvres in the port basin, for foreign flag ships over 300 tons.

**BERTHING:** The port entrance is 100 metres wide in direction West to East. Berth No. 1 and half of Berth No. 2 are along the same entrance channel, where ships are berthed only as an exception or when the port is rather congested. The total length of the North (main) Pier for the berthing of ocean-going vessels is 1,025 metres, room enough for six to eight vessels. For administrative reasons the pier is divided into eight berths of about 128 metres each. Between berths No. 2 and 3, the pier is bent Southwards. Along the pier there are warehouses which under normal circumstances provide sufficient indoor space.

Along the East Pier, of 350 metres length, there are no warehouses. This pier gives berthing facilities to three or four middle-sized vessels.

Along the South Pier, of 500 metres length, there are two warehouses. This pier is exclusively used for coastwise shipping, fishery and small craft in general.

The dredged channel along the East Pier is only 80 metres wide. This is the only channel which connects the main basin of the port with the South basin of the port, the latter served through the South Pier.

**BULK-HANDLING FACILITIES:** 400 metres long new pier designed exclusively for the handling of bulk cargoes.

This bulk cargo pier has an apron of about 25 metres and allows ships with a draft of 10 metres at any time.

Ships moored along this new pier are not able to take water there, but have to be shifted to the general cargo piers in the port of Puerto Cabello.

There is no telephone installation on the new pier.

At a later stage there will be erected silos for grain, chemicals, fertilisers and likely also storage tanks for liquid cargo and other installations for the handling of all kinds of bulk cargo.

Tug-boat service and assistance of Pilots is compulsory to negotiate the distance to and from the bulk cargo pier.

General cargo is not allowed to be handled at this pier. There are no cargo handling facilities whatsoever and no kind of rolling equipment either. All the vessels, unless they have up-to-date discharging equipment of their own, have to provide derricks of minimum 5 tons capacity to support the SKT discharging equipment of receivers. The cargo is discharged in bulk cargo trucks, fully closed and with only rather narrow manholes for the SKT arm.

**TANKERS:** About 2 miles East of the port entrance, Shell has a bunker terminal called Borburata. Heavy fuel oil, gas oil and diesel oil are supplied upon prior arrangement. Borburata belongs to the jurisdiction of the Ports and Customs Authorities of Puerto Cabello. Governmental Pilot is compulsory for calling at Borburata. If the vessel is cleared outward at Borburata the governmental Pilot is to be brought back by automobile to the pilot station in Puerto Cabello.

For the time being, vessels piloted into/from Borburata only between 0500 and 0600 hours.

Ships of about maximum 425 ft. length, drawing not more than 24 ft. Vessels longer than 425 ft. may be handled provided the Captain and/or Owner's Agent are ready to assume full responsibility in writing, by letter, to be filed with the Harbour Master.

**STEVEDORES:** *Straight time:* Monday to Friday: 0700–1100 hours and 1300 to 1700 hours.

*Overtime:* Monday to Friday: 1800 to 2300 hours. Normally overtime beyond 2300 hours is not permitted.

*Relief Gangs:* Obtainable, if there are not too many ships working in the port at a time, for the hours from 1100 to 1300 and 1700 to 1800.

*Work on Sunday:* Not permitted except for passenger vessels, and considered as such are those carrying more than 60 passengers and with a medical doctor on board.

*Saturday afternoon work:* Not permitted. But if a vessel can terminate operation and sail with a maximum of three additional hours' work, a special permit can be obtained from Customs and Port Authorities. In such case, the additional working hours are considered straight time work.

**FRESH WATER:** Water is supplied through pipe-line on the pier, day or night.

For night work, a special gratuity to watermen is customary.

The drinking water in Puerto Cabello is tropical treated, well-filtered and wholesome.

Every vessel of over 600 tons net calling at Puerto Cabello, and other ports in Venezuela, should arrange to take water only at Puerto Cabello in order to avoid double water dues.

**OPENING/CLOSING HATCHES:** Is not performed by the National Port Services, but instead either the ship's crew or hired assistance labour must be used. Recommended that ship's crew open and close hatches.

**REPAIRS:** The adjacent Naval Yard, the entrance to which is within the main ports, opposite the North Pier, is equipped for minor repairs both on engine and hull. For emergency purposes, the dry dock could be used. Its capacity is for ships up to 30,000 to 35,000 tons. All repairs on the hull are effected by a special crew transferred from the Naval Yard.

At the dry dock there is one crane of 15 tons capacity. Within the Naval Yard there are two slipways for ships of 125 ft. maximum and 210 ft. length maximum respectively.

Venezuelan Navy ships always have priority.

**AGENTS:** Head Office (Direction and Control). Brokers, Chartering and Tramp Agents, Victor H. Selinger, PO Box 1632, Caracas, 10 Venezuela. Cables: "Selvic" or "Seltank". Tel. 81.25.28, 81.86–3 81–28–78. Telex: 21402, 22859, 21631. New Boe Code. Local Office PO Box 108, Puerto Cabello T31. Tel. (042) 2866, (042) 3088. Cables: "Selvic" or "Seltank".

## PUERTO DE HIERRO: 10.38 N. 62.05 W.

**DOCUMENTS:**

Last Port Venezuelan Consulate Clearance.
6 Crew Lists.
6 Passenger Lists.

6 Stores Lists.
6 Narcotic Drugs Lists.
2 Health Declarations (forms provided and filled by doctor on arrival).
Smallpox Vaccination Certificates of Crew.
Derat Certificate.

**PILOTAGE:** Pilot boards at sea buoy 10° 37′ N., 62° 06′ W. If no pilot boat meets vessel on arrival, ship must anchor to wait orders. Send 72, 48 and 24 hour ETAs to cable address "Transterm Guiria". Vessels should anchor in the vicinity of sea buoy. No radio-telephone available.

**ANCHORAGE:** Vicinity of sea buoy. Good holding ground.

**RESTRICTIONS:** Vessels may have to wait at anchorage until slack water for docking when tide/current is strong.

**MAX. SIZE:** Dock, East berth: 30 ft. at low water 33 ft. at high water 690 ft. length, 90 ft. beam. Dock, West berth: 19 ft. at low water, 32 ft. at low water. 600 ft. length, 60 ft. beam.

**HEALTH:** Doctor boards at berth and grants pratique. Any suspected disease or fever to be reported at that time. Vessels arriving from a Venezuelan port do not require pratique.

**RADIO:** La Guaira, Venezuela.

**TUGS:** None available.

**BERTHING:** Berthing at times limited to slack water period depending on strength of tides. Pilot will advise.

**STEVEDORES:** Bulk cargoes: discharging rate 700/800 tons p/h., loading rate 800/1,000 tons p/h. No facilities available for handling general cargo.

**MEDICAL:** No notice required. Venezuelan Navy Hospital with limited medical assistance.

**TANKERS:** No oil carriers.

**DENSITY:** Low water – 1020. High water – 1023.

**FRESH WATER:** Available in limited quantities at berth. Rate of delivery 30 tons p/h.

**FUEL:** In an emergency. Esso diesel fuel medium, specific gravity at 60°F. 0.85, API gravity at 60°F. 35, viscosity SSU at 100°F. 37, viscosity engler at 20°C. 1.40.

**DEVELOPMENTS:** Possibility of increasing draft to 42 ft. at loading berth, and to 30 ft. at discharging berth.

**CUSTOMS ALLOWANCES:** Two cartons of 200 cigarettes each or equivalent in tobacco. Two ¾ litre bottles.

**IDENTIFICATION CARDS:** Issued locally by Navy on arrival.

**REPAIRS:** None. Small company workshop.

**CONSULS:** None.

**AIRPORT:** Nearest airport (one hour voyage on launch) is Guiria with two weekly flights to Caracas and the same number to Port of Spain, Trinidad. Next nearest (one hour launch plus two hours car) is Carúpano with four daily flights to Caracas.

**TIME:** GMT minus 4 hours. Permanent.

**HOLIDAYS:** Cargo worked 24 hours a day, 365 days a year.

**GENERAL:** The whole of Puerto de Hierro is a Venezuelan Navy Supply Base. The dock and cargo installations are operated by Puerto de Hierro, S.A., a subsidiary of Caribbean Steamship Company, S.A. Only bulk cargoes transhipped by Caribbean Steamship are handled.

**AUTHORITY:** Puerto de Hierro, S.A., c/o Agencia Miguel Petrosini, Campo Creole, Guiria, Estado Sucre. Cable: "Transterm Guiria" Tel. 109 of Guiria.

## PUERTO LA CRUZ, (Puerto La Cruz Terminal): 10.13 N. 64.38 W. **(See Plan)**

**OPERATORS:** Mene Grande Oil Company. Postal Address, Apartado 709, Caracas, Venezuela. Radio Address, Meneg, Puerto la Cruz. (Venezuela).

**FLAG:** Venezuelan flag must be displayed from the foremast when entering zone as well as in docking operations. At all other times the Venezuelan flag must be displayed between sunrise and sunset.

**LOCATION:** Puerto La Cruz located on Pozuelos Bay on the North-east coast of Venezuela. Its harbour is well protected by numerous islands against sea currents. The hurricane path is several hundred miles to the North and has never affected the flow of navigation in the Puerto La Cruz area.

The light-house marking the entrance to Pozuelos Bay is located: Latitude 10° 18′ 18″ North, Longitude 64° 41′ 7″ West. Visibility is 20 miles.

**DOCUMENTS:** Arrival clearance is effected on board vessel shortly after docking by Government Officials and a representative of the Company. The following documents are required:

1. Ship's Register.
2. Dispatch issued by Venezuelan Consul at last port (1 copy).
3. Ballast Manifest (1 copy).
4. Crew List* (6 copies).
5. Passenger and Baggage List, if any (5 copies).
6. List of Passengers in Transit, if any (5 copies).
7. List of Personal Effects (4 copies).
8. Store List (5 copies).
9. List of Slop Chests (4 copies).
10. Sailing Permit issued by Marine Authority at last port of call.

* Store List should indicate separately all deck, engine and cabin stores.

**PILOTAGE:** The use of Government Pilots is compulsory for all vessels entering or leaving territorial waters. The Company will arrange for this service at all times. If it becomes necessary for the Master of the vessel to disregard Pilot's orders in order to ensure safety of the ship a written report from the Master shall be submitted promptly to the Government Port Captain in Spanish. Meneg will assist in translation, when necessary.

The zone for Pilot to board or to anchor awaiting Pilot is delineated by the following three lines: South by parallel 10° 15′ N., East by meridian 64° 40′ W., and West by an imaginary line from Punta Puinare on Isla Chimana del Oeste to the North point of Morro de Barcelona.

When ready to dock, a Pilot will be despatched by launch to ship

**MAX. SIZE:** No limitation is placed on width of tankers. Ships up to 1,000 ft. in length can be turned around in the inner harbour area. Max. safe draft alongside (berth No. 5) is 55 ft.

**HEALTH:** In theory the Government Port Doctor is to board each incoming vessel and board only outgoing vessels which carry passengers. In practice, however, the doctor boards at his discretion.

Ships cleared between the hours of 5 p.m. and 8 a.m. Mondays through Fridays and all day Saturday, Sundays and holidays are charged by Immigration Service for the issuance of shore leave passes. There is no charge for this service from 8 a.m. to 5 p.m. Mondays through Fridays. Transportation and immigration clearance fees on movement of seamen are billed at cost.

**RADIO:** Masters are requested to advise Meneg Puerto la Cruz by radio 48 hours in advance of estimated arrival outlining vessel's name, date and hour of arrival, bunkers and cash required, if any. Vessels may contact the terminal by radio-telephone on any of the following frequencies: 2080 kc., 2120 kc., 2182 kc., 2638 kc., and 2738 kc and VHF channel 16. There is standby attention 24 hours a day to all frequencies mentioned.

Notice of diversion at sea, not received prior to arrival of vessel, subjects ship to incontestable fine from the government.

Ship-to-shore radios are installed on the oil dock and on both tugs. A 350-watt AM transmitter-receiver operates on the following frequencies which are monitored 24 hours a day: 2080 kc. 2120 kc., 2182 kc., and 2738 kc. VHF Channel 16 for calling.

**TUGS:** Two-tug service is compulsory by law in this port. The Company has available a first-class diesel-electric tug of 1,600 h.p. and a contract tug of 2,100 h.p.

Tug assistance is charged from the moment the tugs leave their mooring, after having been requested, until they have returned and made fast. In other words, time is charged during the entire period the tugs are at the service of the requesting vessel, whether or not the latter is under actual manoeuvres. Generally, the Pilot will not commence movement of the vessel until he is assured that the tugs are standing by.

**BERTHING:** The loading facilities consist of five berths. Products available and safe draft are as follows:

| | *Berth 1* | *2* | *3* | *4* | *5* |
|---|---|---|---|---|---|
| Crudes | × | × | × | × | × |
| Heavy fuel oil | | | | | × |
| Refined products | | | × | × | |
| LPG | | × | × | | |
| Bunker "C" fuel | × | × | × | × | × |
| Diesel fuel | × | × | × | × | × |
| Intermediate fuels | × | × | × | × | × |
| Fresh water | × | × | × | × | × |
| Max. safe draft | 38′ | 38′ | 38′ | 38′ | 55′ |

Upon arrival at dock the following rules must be observed:

(*a*) Masters must ensure that mooring lines are properly tended during the discharge of ballast and loading of cargo, and that sufficient personnel is on board at all times to handle same. Discharging or loading will be temporarily suspended upon infringement of this regulation.

(*b*) Masters are requested to remove the blank flanges from their vessel's loading manifold before docking, so as to expedite the connecting of the shore hoses by company personnel. Vessels using berth No. 5 are also requested to have their derrick and gangway ready for use.
*Note:* Vessels normally dock with starboard side to dock.

(*c*) While docked, circulating sea water, hot water or steam on starboard side of ship is prohibited. Hot water or steam may activate the automatic sprinkler system as well as damage piping located under the dock surface.

(*d*) Rat-guards must be placed on all ropes connected with the shore.

(*e*) Heavy exhaust smoke from vessel's smoke stack is not permitted. Any infringement of this rule will result in Government fine and/or removal of ship from dock.

(*f*) Meals must be provided in officers' mess-room for Venezuelan National Guard personnel who may be assigned to the vessel during stay in port.

**LOADING:** After the vessel has been cleared, the Company Dock Supervisor on watch will give the Master of the vessel written instructions as to grade or grades of cargo, loading rates, information on size of hoses and lines, and other information pertinent to the loading of the vessel.

During loading operations, company employees are on watch to administer to the needs of each vessel.

Upon termination of loading cargo, hoses are normally displaced with air at controlled rates prior to disconnecting. If the ship's officers request that the alternate procedure of draining hoses be effected, shore personnel will be happy to comply provided the following steps are observed by ship's officers:

1. Advice be received prior to termination of loading cargo.
2. Ship's receptacles be situated to receive oil drained on board. It should be noted that heavy fines are imposed for spills or overflows which contaminate the bay.

Shortly after completion of loading company personnel will take ship's ullages and, later, deliver cargo and sailing papers to an officer of the vessel.

Ships must vacate berth upon completion of loading and await papers at anchorage if the berth is needed for another vessel. The Dock Supervisor on duty will advise ship's officer of this matter.

**MEDICAL:** All requests for medical or dental treatment must be accompanied by a written request from the Master to the Company Dock Supervisor on duty. The Company makes available to ship's personnel the same clinic which has been designated for its employees. Seamen requiring medical attention should first contact the Company's Dock Supervisor who will provide them with a medical order and also provide transportation to and from the hospital.

In the event of hospitalisation, and after a seaman has been discharged, he must rejoin his vessel if it is still in port. Otherwise, he will be lodged in a hotel pending instructions as to his disposition.

Company doctors do not visit ships. If medical attention is required aboard ships, the Government Port Doctor will board and attend the patient.

**BALLAST:** Although climatic conditions in Puerto La Cruz are relatively mild, vessels should arrive with sufficient ballast to permit safe handling. Venezuelan regulations strictly prohibit the pumping overboard of dirty ballast while vessel is in sight of land. All ballast must be pumped ashore with the exception of vessels especially equipped with clean segregated systems which are reserved for ballast only. Vessels so equipped will be permitted to pump overboard after first being inspected and approved by shore personnel. Heavy fines are imposed for pollution of waters and industrial fishermen are quick to report any infringement. Maximum discharge pressure to shore installations is 90 psi. through the 16 in. line which dumps into ballast lakes approximately 300 metres south of dock.

**FRESH WATER:** Fresh chlorinated water is available at an average rate of approximately 10 tons per hour. Total volume of water that can be supplied during the normal period alongside averages about 150 tons. As water is not held in special reserve for vessels requirements but supplied from Terminal water system, availability may be limited dependent on time of year and other conditions.

**FUEL:** The terminal is not a general bunker station. Only ships loading petroleum may take bunkers.

Bunker "C", heavy diesel fuel and complete range of intermediate fuels are available in quantity. Delivery rates to the ships are approximately as follows: Bunker "C", 200 tons per hour; heavy diesel, 150 tons per hour; intermediate fuels, 150 tons per hour.

Whenever a vessel takes bunkers the Master or Chief Engineer, or whomever they may appoint, may inspect the shore tanks and meters to satisfy themselves as to quality and quantity. Meters are installed on all bunker systems with the exception of light diesel, and the master meter has been certified by E. W. Saybolt & Company.

Gas oil for galley fuel is supplied only by tank truck or in barrels through local suppliers. Quantity is limited to 15 tons maximum.

The dock valves on the bunker lines will only be opened and closed upon advice from the ship's personnel.

Bunkers are delivered concurrent with the cargo.

**CUSTOMS:** Crew members should be warned against taking knives or other lethal weapons ashore, as this is strictly prohibited. All firearms and ammunition must be noted on stores list. They cannot exceed one per officer nor 18 cartridges per gun. No arms may be carried while ship is in Venezuelan waters or tied up at dock. Contraband of any description will be confiscated. Each man is allowed one package of cigarettes on his person and this package must be opened. No liquor is to be taken ashore. It is prohibited to carry liquor from shore to ship without authorisation from captain of vessel. It is further strictly prohibited to consume liquor in dock area.

It is normally forbidden to take photographic cameras ashore. However, upon written request to the National Guard contingent on the oil dock, special permission may be obtained. This is subject to two limitations: one, that the camera is returned to the ship; two, that no photographs are taken of the petroleum installations.

**IDENTITY CARDS:** Passes for shore leave are issued by the officials of the "Capitanía de Puerto", who board with the Customs authorities upon the vessel's arrival at dock. These passes are valid for the duration of the vessel's stay in port and must be returned before sailing to the guard assigned to the vessel.

In order to comply with Immigration Regulations, crews should be carefully checked before sailing, and any missing seamen reported to the Dock Supervisor. Crew members left behind when the vessel sails will be held in custody until deported at the vessel's expense.

**CONSULS:** The following foreign countries have consular offices in the vicinity of Puerto La Cruz:

Belgium
Brazil
Colombia
Denmark
France
Great Britain
Italy
Norway
Sweden
The Netherlands
Dominican Rep.

Dock personnel should be apprised of vessels' consular requirements promptly upon docking. Transportation, if necessary, will be furnished by the Company for this purpose.

**REPAIRS:** Request for repair work by local contractors must be accompanied by a written request from the Master of the vessel.

**REPATRIATION:** Seamen discharged from hospital for transfer to another port, seamen arriving from another port or those being repatriated are handled by company personnel without charge. However, hotel, transportation, government and handling fees are billed at cost.

In the case of seamen left ashore for any reason, Masters are requested to furnish a letter accepting responsibility for all expenses incurred, advances if any, and instructions for repatriation. Venezuelan regulations, at all times, hold the vessel responsible for seaman during his stay in the country. Close contact is maintained by radio with ship owners regarding disposition of their seamen.

**AIRPORT/MAIL:** With the exception of Saturdays, Sundays and holidays there is daily airmail and airfreight service to and from Puerto La Cruz.

Mail handed to company representatives for posting shall be separated by "ship" and "crew". Separate charges will be noted on disbursement account. The Company will not, however, keep a record of postage expense of any individual. This is the responsibility of the Master.

About 75% of all ship's mail received is eventually reforwarded or returned. This is due to late receipt of mail, diversion of a vessel or cancellation of a scheduled trip. The following rules have been set up to eliminate any misunderstanding between the Company and interested parties:

1. Mail arriving for a ship on which *no advice whatsoever* has been received will be kept for thirty days and thence returned to the point of origin. A bill for postage will be sent to the interested party.
2. Mail arriving for a ship which has already sailed, and on which *no forwarding instructions* have been left by the Master of the vessel, will be retained for thirty days and thence returned to the point of origin. Postage costs will be charged to the disbursement account of the interested vessel.
3. When parts and machinery are received for a vessel which does not arrive within a reasonable period of time, we will advise the sender of the material on hand. If no instructions are received from the sender of the material, we will not be responsible for disposition of material. Air express packages usually arrive through Maiquetra Airport which is 200 miles distant from Puerto La Cruz. Receipt and transshipment of air express packages to Puerto La Cruz usually take several days. Shippers should, therefore, not expect one day service within Venezuela and should time their shipments accordingly.

**TIME:** GMT minus 4 hours. Permanent.

**REGULATIONS:**

*Excessive Smoke.* It is absolutely prohibited to exhaust heavy smoke through a ship's funnel while tied up at the Company's dock. It is also prohibited to blow boiler tubes. Failure to comply with this regulation will result in any or all of the following actions:

1. Vessel's discharge of ballast or loading of crude or products will be immediately shut down.
2. Vessel will be subject to fine from authorities.
3. Vessel may be removed from dock.
4. Owners will be advised of infractions of this regulation.
5. Fines, time lost, and other related expenses will be charged against the vessel.

*Pollution*. Venezuelan laws are very strict on this subject and local authorities quickly enforce existing statutes. For this reason each Master is handed a circular that emphasises the necessity of complying with federal and local laws and customs.

The spilling or discharge of dirty ballast, crude oil or petroleum products into coastal waters is defined as pollution, as is also the throwing overboard of garbage, trash or other unwanted objects while the vessel is at anchor or dockside. Prior to the start of loading operations all discharge valves, bilges and scuppers must be closed and strict vigilance exercised during deballasting and loading operations.

When a spill does occur, the Master, Government officials and a company representative evaluate the quantity and submit a report to the Government Petroleum Inspector. This report becomes the basis for a federal fine that is practically incontestable. An additional expense occurs when local authorities require assistance in cleaning beaches and shorelines after a major spill and can pinpoint the responsible vessel or source.

**TONNAGE CERTIFICATE:** Due to reciprocal agreements between Venezuela and the following countries, ships flying the flag of any of the below-named countries exempted from Arqueo compliance and payment of fees: Denmark, England, France, Germany, Holland, Ireland, Norway, Portugal, Sweden, United States.

Ships bearing the flag of any other nation shall require a Venezuelan Arqueo Certificate. The cost of measuring is contingent on the size and tonnage of vessel. The certificate is usually issued after the ship sails from port. It is then sent to the marine department of the Owners of the vessel by airmail.

**GENERAL:**

(*a*) *Cash*. Masters are requested to consider their cash requirements carefully, as return cannot be accepted. The local currency is the Venezuelan "Bolívar". No other currency is available from the Company. Foreign exchange may be secured from local banks by interested parties. Local banks are open Monday through Friday from 9 a.m. to noon, and from 2.30 to 4.30 p.m., excepting holidays.

(*b*) *Stores*. Foreign cigarettes or other bonded stores are not available in Puerto La Cruz. There is ample supply of national and imported products through the ship chandler. During the past several years there has been improvement in the supply of fresh and canned food items. Prices are competitive due to favourable exchange rates.

(*c*) *Laundry*. Laundry service is available during daylight hours excepting Sundays and holidays, provided prompt notice is given to ship chandler upon arrival in port.

(*d*) *Charts*. No charts or sailing documents are available in the terminal. Same should be forwarded by airmail to the Company for delivery to the ship.

(*e*) *Launch*. Launch service in transporting Pilots to and from ships handling lines to dock, and for other official business is supplied by an outside firm under the direction of the Dock Supervisor. In the Puerto La Cruz Terminal no government launch is available. Therefore, the service performed for transportation of government officials is for account of the vessel, at cost. The present fee is subject to change without notice.

**PETROLEUM INSPECTORS:** E. W. Saybolt Company, Chas. Martin & Company and Redwood have resident representatives in Puerto La Cruz for independent petroleum or product inspections. Their offices are located in the dock office building located between berths nos. 1 and 2 (second floor).

**AGENCY:**

It is unnecessary to request "Agency" on vessels loading at the Company's terminal. The Company does not act as "Agent" and, also, ship's business is taken care of automatically.

Mene Grande Oil Company, as operator, charges a fixed fee for General Services. The Company does not act as Agent for a vessel, but it does render all of the services required for a prompt and efficient tanker turnaround.

Offices of Mene Grande loading and marine personnel are located on the first floor of the building between berths nos. 1 and 2. Any matter concerning loading, bunkering, mail, cash advances, medical dental or Consular requirements, etc., is handled through this office, which is open 24 hours of every day. On the ground floor of this same building is located the Documentation Section.

## PUNTA CARDON: 11.36 N. 70.15 W.

**PORT LIMITS:** The area enclosed by the parallels of 11° 38′ 00″ N. and 11° 36′ 38″ N. and the meridian of 70° 14′ 25″ W.

**OPERATORS:** Compañia Shell de Venezuela.

**FLAG:** It is compulsory to display a Venezuelan flag at the foremast starboard yardarm during daylight hours for ships anchored or berthed in Venezuelan waters. The ships Services will provide a Venezuelan flag at any time for ship's account.

**LOCATION:** The port of Punta Cardon is located on the Gulf of Venezuela, on South-west coast of Paraguaná Peninsula, Venezuela. Punta Cardon is an open sea port with practically no swell, due to the Easterly winds prevailing almost all year from the shore side.

**ESSENTIAL REQUIREMENTS:**

1. Incoming vessels must send ETA at least three days before arrival at Punta Cardon.
2. If a ship, originally cleared for another port (including any other Venezuelan port) is diverted at sea to Punta Cardon, certain information must be radioed prior to arrival in order to avoid heavy fine(s) and/or delays.
3. No dirty ballast may be pumped overside in port in Venezuelan coastal waters. Ballast disposal facilities are available at Punta Cardon Terminal.
4. The use of Venezuelan Government Pilots is compulsory for berthing and unberthing.
5. In addition to other clearance documents, five copies of an itemised list of articles in the ship's slop chest must be presented to the authorities on arrival.
6. The emergency fire signal is five long blasts on the ship's whistle or siren. No other signal is to be given in cases of emergency.
7. Rat-guards must be placed on all mooring lines.

**DOCUMENTS:** Clearance (inward pratique). Inward clearance is effected on board by Government Port and Customs Officials and a representative of the Oil Movements Department immediately after berthing. The following documents must be ready on arrival:

(1) In ballast:

*(*a*) Clearance from Last Port (1 copy).
*(*b*) Ballast Manifest from last port (1 copy).
(*c*) Crew List (7 copies).
(*d*) Steward's Store List (all foodstuff, liquors, tobacco, etc.), to be declared on a separate and independent sheet (5 copies, see note (2)).
(*e*) Deck and Engine Stores and Spare Parts List (paints, varnishes, chains, ropes, etc.), to be declared on a separate and independent sheet (5 copies, see note (2)).
(*f*) Medicine Chest Lists (including narcotics accurately itemised) (5 copies).
(*g*) Slop Chest Lists (5 copies).
(*h*) Personal Effects Lists (4 copies).
(*i*) Sailing Permit (issued by Maritime Authority at last port of call) (1 copy).
(*j*) Passenger and Baggage Lists (if any) (2 copies).
(*k*) List of Passengers in transit (if any) (4 copies).

* Documents marked with asterisk are to be visaed by Venezuelan Consular Authorities at the last port of call.

In the absence of a Venezuelan Consul the documents must be visaed by the Consul of a friendly nation, or by the Local Chamber of Commerce, or by two local reputable businessmen, whose signatures shall be notarised.

In the absence of a Venezuelan Consul the following notation should be written in Spanish on each document signed by the alternates designated above.

"Por no existir en la localidad Agente Consular Venezolano y a petición de los embarcadores, certifico el presente documento".
(Signature)

(2) Both the Steward's Store List, the Deck and Engine Stores and Spare Parts List may be prepared on board prior to the vessel's arrival. However, if the vessel is dispatched from the colonial Antilles or Guianas, these lists as well as the Personal Effects List must be visaed by the Venezuelan Consul at the port of departure. The Steward's Stores List must be comprehensive and accurate, especially with regard to cigarettes and liquor. All new clothing, gifts, souvenirs, etc. are to be clearly marked. All personal effects of the crew are to be collected and placed in the Bonded Stores Locker, ready for sealing by the Customs Authorities on arrival.

Although vessels proceed directly to Punta Cardon, clearance documents should be made out showing the port as "Las Piedras, Paraguana (Punta Cardon)". Failure to comply with this requirement may result in fines up to a maximum of U.S. $600.00.

(3) Clearance documents out-bound: Outward clearance and cargo documents are delivered on board by the Ships Services Representative.

In the event that the berth is required by another vessel, a vessel having completed loading may be required to vacate the berth promptly and proceed to anchorage to await cargo documents and clearance.

**PILOTAGE:** Pilots are employees of Venezuelan Government and pilotage is compulsory for vessels entering or leaving harbour. The Ships Services Office will arrange for this service at any time. If it becomes necessary for Master of the vessel to disregard Pilot's orders in order to ensure safety to the ship, the Master must promptly submit a written report to the Harbour Master on the matter, via the Ships Services Representative, stating the reason for his action.

Pilots sustaining injuries: It is compulsory to submit a full report in cases where a Pilot is injured while performing duties on board vessels.

**ANCHORAGE:** The anchorage at Cardon roads within a radius of 2 miles from end of jetties has depths varying from 54 to 100 ft. (LWS) and a bottom consisting of mud with some patches of small stones, sand and shells. There are no known obstructions from West to North-west of the Piers and there is ample water for a clear approach when coming from West and North-west, but the anchorage is limited on the South by a sandspit projecting 1 mile South-west off Punta Cardon Cape. A beacon is located on this sandspit in position: Latitude 11° 36′ 03.4″ North, longitude 70° 14′ 15.6″ West. Fl.R. ev. 1 sec. 17 ft. 5 miles (U).

**APPROACHES:** Restricted Fishing Area. Masters when approaching coast should keep a particularly sharp lookout for fishing boats, nets and small craft.

Mechanically propelled vessels drawing more than 5 ft. are prohibited from navigating in the restricted fishing area that extends off Paraguaná Península from Punta Macolla, latitude 12° 5′ 32″ North, longitude 7° 12′ 55″ West to Punta Estanques (Los Taques), latitude 11° 48′ 45″ North, longitude 70° 16′ 45″ West, and a line connecting the position indicated below:

(*a*) Latitude 12° 07′ 40″ North, longitude 70° 14′ 25″ West.
(*b*) Latitude 12° 03′ 15″ North, longitude 70° 19′ 23″ West.
(*c*) Latitude 11° 49′ 25″ North, longitude 70° 21′ 50″ West.

*Leading Lines*

| | *Position* | | | *Height in Metres* |
|---|---|---|---|---|
| *Jetty* | *Latitude* N. | *Longitude* W. | *Colour* | (*LWS*) |
| I | 11° 37′ 19.2″ | 70° 13′ 54.6″ | Green | 4.70 |
| | 11° 37′ 23.1″ | 70° 13′ 47.6″ | Green | 14.20 |
| II | 11° 37′ 32.0″ | 70° 14′ 02.0″ | Red | 4.83 |
| | 11° 37′ 35.9″ | 70° 13′ 55.1″ | Red | 14.30 |
| III | 11° 37′ 08.1″ | 70° 13′ 53.5″ | White | 3.06 |
| | 11° 37′ 09.1″ | 70° 13′ 50.6″ | White | 14.94 |
| IV | 11° 37′ 41.9″ | 70° 14′ 12.0″ | Blue | 5.10 |
| | 11° 37′ 42.4″ | 70° 14′ 09.4″ | Blue | 21.54 |

*Land Marks*

Two radio towers, very conspicuous, with micro-wave antenna at the middle painted in aluminium white, in position, Latitude 11° 38′ 03″ North, longitude 70° 13′ 56.2″ West. Height 205 ft. (62·5 m.).

*Navigation aids*

A light is located on the outer radio tower.

Position: Latitude 11° 38′ 03″ North, longitude 70° 13′ 56.2″ West.

Characteristics: Fl. White and Red, ev. 10 secs. Height 205 ft. (62·5 m.) 21 miles (U).

Sectors: Red 340° – 009°, White 009° – 009°, Eclipse 202° – 340°. (All bearings are true from seaward).

Beacon: Located on sandspit of Punta Cardon.

Position: Latitude 11° 36′ 03.4″ North, Longitude 70° 14′ 15.6″ West.

Characteristics: Fl. Red. ev. 1 sec. Height 17 ft. (5·2 m.) 5 miles (U).

Two large chimneys are very conspicuous in the Refinery Area. The North chimney is situated Latitude 11° 37′ 54.6″ North, Longitude 70° 13′ 10.8″ West. Height above MLWS 399.6 ft. (121·8 m.). The South chimney is situated Latitude 11° 37′ 52.9″ North, Longitude 70° 13′ 09.8″ West. Height above MLWS 396.3 ft. (120·8 m.). For daylight distinguishing marks, both are painted with broad red and white bands and at night both have a string of all round fixed red lights at the top and the same at the middle height.

A steel tower. A commercial radio tower is situated outside the Refinery Area in position: Latitude 11° 36′ 29″ North, Longitude 70° 13′ 42″ West. Height above MLWS 164.7 ft. (50·2 m.). This is not very visible during the day, but at night it has at the top, flashing every second, an all round Red Light, visible at 12 miles.

**MAX. SIZE:**

| | *Jetty/Berth* | | *Depth LWS* | *Draft* | *Length in feet* | *Displac. in tons* |
|---|---|---|---|---|---|---|
| No. 1 | North Outer | (3) | 43′ 00″ | 40′ 06″ | 710 | 25,000 |
| | South Outer | (4) | 43′ 00″ | 40′ 06″ | 710 | 25,000 |
| | *North Inner | (1) | 32′ 00″ | 30′ 06″ | 575 | |
| | *South Inner | (2) | 35′ 00″ | 33′ 06″ | 575 | |
| No. 2 | North Outer | (3) | 44′ 06″ | 42′ 00″ | 710 | 25,000 |
| | South Outer | (4) | 43′ 00″ | 40′ 06″ | 710 | 25,000 |
| | North Inner | (1) | 22′ 06″ | 21′ 00″ | 424 | |
| | South Inner | (2) | 25′ 00″ | 23′ 06″ | 424 | |
| No. 3 | North Outer | (3) | 49′ 06″ | 47′ 00″ | 900 | 62,000 |
| | South Outer | (4) | 49′ 06″ | 47′ 00″ | 900 | 62,000 |
| No. 4 | North Outer | (3) | 50′ 00″ | 47′ 06″ | 900 | 54,000 |
| | South Outer | (4) | 49′ 00″ | 46′ 06″ | 900 | 54,000 |

**BALLAST:** It is suggested that vessels nominated to load at this installation arrive with the minimum of ballast on board, necessary for the safe handling of the vessel under normal conditions. In this connection experience has shown that, under normal weather conditions, vessels can be safely berthed and unberthed with a quantity of ballast of approximately 20% of their respective summer deadweights. Clean ballast can be pumped into the sea, but Masters are reminded that pollution of the sea incurs heavy fines. Dirty ballast can be received ashore. Maximum discharge pressure to shore installation is 150 psi. in the 20 in. ballast line of Jetty No. 2; Jetties Nos. 4 and 1 have a 24 in. ballast line, and Jetty No. 3 has a 16 in. line. Masters are requested to endeavour to arrive at this port with 20% SDW ballast.

**TUGS:** Two tugs of 1,200 h.p. and 1,600 h.p. respectively are available, and their assistance is compulsory for berthing. Number, disposition and manoeuvres of tugboats are directed by the Pilot. The following tug signals in practice in this port are listed below for Master's guidance:

Short blasts are used to give orders to the tug situated ahead.

Long blasts are used to give order to the tug situated aft.

One blast means *push* tug engine, ahead (if it is stopped); *stop* tug engine, stop (if it is moving).

Two blasts, *pull* tug engine, astern.

One long, one short, one long and one short whistle, "Calling tugs".

Two long and two short whistles, "Tugs Dismissed".

**RADIO:** Arrival messages (ETA). Master of vessels bound for, or diverted to Cardon are requested to radio the following information to "Shellref. Caracas" via "La Guaira Radio", call sign YVG, 72 hours in advance of estimated arrival, or as soon as possible.

(*a*) Name of vessel
(*b*) Flag
(*c*) ETA
(*d*) Last port
(*e*) Master's name
(*f*) Number of crew and passengers
(*g*) Port for which the vessel is cleared
(*h*) Quantity of clean ballast on board
(*i*) All requirements

This information is of the utmost importance to the Harbour Authorities in facilitating the entry of vessels in general, and in case of diversion.

VHF Radio Telephony. The radio and communication centre is located in the Oil Movements Office Building situated at the foot of No. 2 Pier at a height of 50 ft. above sea level. The roof of the building is painted black and the word "Marine" painted across in large white letters.

There is a RT set operating 24 hours a day on the following frequencies, and manned by English speaking operators:

| | | | | | | |
|---|---|---|---|---|---|---|
| 156.6 | mc/sec. | FM | VHF | (Channel 12) | Range limit | 25 miles |
| 156.8 | mc/sec. | FM | VHF | (Channel 16) | ,, ,, | 25 ,, |
| 2120 | kc/sec. | AM | HF | | ,, ,, | 150 ,, |
| 2182 | kc/sec. | AM | HF | (Channel 1) | ,, ,, | 150 ,, |
| 7620 | kc/sec. | (SSB) | HF | (Channel 3) | ,, ,, | 300 ,, |

Call sign: "Marine Cardon".

Vessels not equipped with radio telephone may call the installation by signal lamp (Aldis' lamp) whereupon the service launch will be sent out to vessel to pick up any message it may have.

**BERTHING:** Without exception ships always moor head-in on all berths. It is considered prudent to have the outboard anchor hove out prior to approaching piers to facilitate speedy release while socking if necessary. Vessels are to be moored to satisfaction of the Port Services Superintendent or his deputy; mooring lines must be tended regularly and kept hove taut to prevent surging and possible damage to ships, docks or hoses. When adjusting mooring lines, the assistance of harbour tugs should be requested before slackening off any mooring line.

**MEDICAL:** Facilities are available for medical and dental treatment, vaccination and hospitalisation in a private clinic.

The doctor's working hours for out-patient treatment are as follows: Monday to Friday, 09.00 to 11.00, 14.00 to 17.00. Saturdays, Sundays and holidays, only urgent cases will be attended to.

Emergency cases will be attended to at all times.

Masters requiring medical or dental service or vaccination for their crew members should call Ships Services by dialling 2105. Our representative will make the necessary arrangements with the clinic and arrange for transportation to pick up the crew members on the pier and to take them to the clinic and back. Any crew member who is sent ashore for medical or dental treatment, and who does not speak English or Spanish, must be accompanied by a crew member who speaks one of these languages.

Doctors do not attend patients on board. In serious cases where the patient is unable to walk an ambulance will be provided to ta him to the hospital.

**FRESH WATER:** Fresh water is available at all berths. Loadi rate is 30 tons per hour.

**CUSTOMS:** Venezuelan National Guards are stationed at th piers to ensure that vessels in port comply with regulations.

1. *Smuggling*. Strict compliance with the Customs laws of th country is enforced by the Authorities and Masters are strong advised to caution crew members against attempting to smugg ashore cigarettes in carton lots cigars, tobacco, souvenirs, gi (particularly items of women's apparel) or other articles. A maximu of twenty cigarettes per person for personal use is allowed to b carried but a greater quantity will result in the imprisonment of th offender with possible heavy fines and delay to the vessel.

2. *Bar*. On Customs Authorities instructions vessels maintaining a "Bar Service" on board for the use of officers, crew, passengers and visitors, must keep the bar closed during the vessel's stay i port.

3. *Firearms*. Firearms on board any merchant vessel calling a Venezuelan ports must not exceed one per officer, nor can the am munition exceed 18 cartridges per officer. All firearms and ammunition must be declared on stores list. Officers must not carry firearms while ship is in Venezuelan waters. Said arms should be collected together with the ammunition and held in the Master's saf custody. Crew members should be warned against taking knive or other weapons ashore as these will be confiscated and the beare fined.

**CONSULS:** Brazil, Great Britain, Italy, the Netherlands and Norwa have Consular representatives in this area.

**TIME:** Local time is Greenwich Mean Time minus 4 hours.

**CERTIFICATES:** All ships arriving in Venezuelan ports for th first time must be measured by the Maritime Authorities for issuanc of a Venezuelan Tonnage Certificate, known as "Certificado d Arqueo". This document gives the measurements and weight o the vessel in accordance with existing laws. The cost of measurin and issuing of the Certificate is contingent on size and tonnage o vessel.

It is usual practice to take ashore the ship's "General Arrangement" and "Capacity" plans, which are used as a basis for calculations. These plans and the Venezuelan Tonnage Certificate an later forwarded to ship's Owners.

Vessels registered in following countries are exempt from abov regulations, due to existing reciprocal agreement with Venezuela U.S.A., Great Britain, Denmark, France, Germany, Holland, Ireland, Sweden, Norway, Portugal.

The Venezuelan Tonnage Certificate is used in calculating Venezuelan Government Port charges, such as Port Captain Habilitation for entry and despatch of vessels and Pilotage Dues, for all vessels except those registered in the countries mentioned above, in which case the Lloyd's Registered Tonnage is used.

**HOLIDAYS:** By order of the local Port Authorities it is requested that all ships in port be fully dressed on the following nationa holidays: January 1st, April 19th, July 5th, July 24th, October 12th, December 25th.

**REPAIRS:** Shore facilities are available for emergency repairs of a minor nature. The nearest dry docks are located at Puerto Cabello and Curacao, N.A. Request for repairs should be mentioned in ship's ETA message.

**SHORE LEAVE:** Shore leave is permitted and Harbour Master's representative who boards vessel on arrival issues the required number of shore passes. These passes must be shown when proceeding ashore to the Government and Company Guards at the gangway and refinery gates. They are to be collected by Master prior to sailing and handed to Pilot unberthing the vessel. Masters are reminded that in accordance with the instructions of local police, crew members be properly dressed before leaving the vessel, i.e. long trousers and shirts.

Masters are requested to have shore leave expire at least two hours before expected departure. Men then found missing should be reported to the Ships Services Office, tel. 2105, who will endeavour to locate them. An officer must accompany shore personnel in order to identify the missing crew member.

Vessels are not permitted to sail until all crew members are on board, unless said crew members are hospitalised or previously signed off by the Master through the Ships Services representative. If any crew member is missing at sailing time and cannot be found, his passport and other personal documents must be handed to the Ships Service representative, as well as written instructions as to his repatriation, when found. All costs and expenses of a crew member so left behind will be for ship's account.

**GENERAL:**

1. *Animals:* The importation and transit of all birds belonging to the genus parrot or parakeet is prohibited. For other birds a valid health certificate is required. For so-called "small animals" e.g. dogs, cats, monkeys, rabbits, etc. a valid health certificate and a valid rabies vaccination certificate are required.

2. *Bonded Stores:* Stores in bond are not obtainable in Punta Cardón. The nearest port with bonded stores facilities is Curacao.

3. *Board of Trade Gangway:* A safe gangway must be provided by the vessel and should be rigged as soon as possible after mooring to allow the Port Authorities to board, and should not be taken in until Pilot has boarded to unmoor vessel. The use of rung ladders, pilot ladders, etc. is contrary to Port Regulations and Port Authorities will not board except by means of a safe gangway or accommodation ladder.

4. *Damage during Manoeuvres:* When a vessel or the pier sustains damage during manoeuvres with an official Pilot on board, it is the

responsibility of the Master to submit to the Ships Services representatives, immediately after the accident, a report in quintuplicate, for presentation to the Harbour Master. Such reports should give full details of the accident and of all engine movements as ordered by the Pilot, as well as a sketch in triplicate of the ship's manoeuvring position at the time. These will be translated by the Agents into Spanish and forwarded to the Harbour Master.

5. *Cash Advance to Masters:* Cash advances to Masters are made only in Venezuelan currency, which is the Bolívar. Cash requirements should be included in the vessel's ETA message. Foreign currencies are accepted in the United Seamen's Service Club.

6. *Rat-guards:* By order of the Port Authorities rat-guards must be fitted to all mooring lines. Non compliance entails a fine of 200 bolivars for each unguarded line.

7. *Kerosene, Motor Gasoline, Gas-Oil, Solvents:* Supplies for ship's purposes are available in drums. The return of empty drums ashore is prohibited by Customs regulations. therefore the cost of each drum will be billed to the vessel in the Port Disbursement Account.

8. *Lubricants, Oils and Greases:* Supplies of Shell products are available. Vessels arriving at Punta Cardon on Saturday or Sunday or on a holiday should give ample notice of their requirements by cable in order that the necessary labour arrangements for delivery can be made. This procedure also applies to the delivery of white oils mentioned under 7 above, when required outside working days.

9. *Laundry Service:* Laundry service is available throughout each working day. Such service should be requested in the vessel's ETA message.

10. *Wireless Transmitters in Port:* It is strictly prohibited to use vessel's wireless transmitters in the Port of Cardon. Non-compliance with this regulation may result in a fine being imposed on the vessel by the authorities.

11. *Mail:* On vessels' arrival, blank Mail List Forms will be handed to the Master to be completed in sextuplicate and duly signed by him, when sending ship's and crew mail ashore for posting. Ship's mail received after ship has sailed, or for vessels on which no advice has been received, will be held for 15 days and then returned by airmail to the owners or operators or senders, at ship's expense unless specific instructions have been received beforehand.

12. *Marine Surveyors:* Both the Lloyd's Agents at Maracaibo and Norsk Veritas at Caracas have a representative in Punta Cardon who acts on their behalf when a surveyor is requested. However, in the case of continuous or classification surveys, advance notice of four days should be given in order to arrange for an appointed surveyor to come from Caracas. There is also a representative of the American Bureau of Shipping in this area (Caracas).

13. *Miramar Club:* Masters, chief engineers and their wives can visit the Miramar Club. For this purpose entrance passes should be requested from the Ships Services Office, tel. 2105.

14. *Manaure Bathing Beach:* The above mentioned bathing beach is open to all ship's staff and crew members.

15. *Norwegian Government Seamen Service:* A Norwegian Vice Consul and Welfare Officer is stationed at Punta Cardon, and provides the usual services to seamen of this nationality. His telephone number is 4359.

16. *Navigation Charts:* Navigation charts are not available at this port.

17. *Passengers:* Movement of passengers over Cardon Piers is subject to restriction under terms of agreement with the government. Passengers will not be permitted to disembark unless in possession of the required Venezuelan visa and travel documents. If passengers are carried, Master should so advise in his radio ETA so that arrangements can be made for Immigration Authorities to visit vessel on arrival and thus facilitate clearance.

18. *Petroleum Inspection:* Charles Martin & Co., and E. W. Saybolt, petroleum inspectors, are available in this area. Contact can be made through the Loading Supervisor (tel. 2821).

19. *Personnel – Seamen Left Ashore:* In the case of seamen left ashore for hospitalisation, repatriation, desertion or other reasons, all documents and personal effects are to be handed to the Oil Movement Department's representative before sailing. A letter is required from the Master advising the maximum advances, if any, to be made to the seaman, and instructions concerning his repatriation. All expenses incurred by seamen left ashore, including cost of repatriation, are for ship's account. It is important that Masters bear in mind that the Venezuelan law will at all time hold the vessel, her Master, or Owner responsible for any seaman left behind in Venezuela.

20. *Photographing:* The taking of photographs within the boundary fence of the Cardon Refinery is prohibited. Taking cameras ashore is likewise prohibited.

21. *Provision and Stores:* Provisions and stores are available. Requisitions should be conducted through the Ships Services Office. Telephone number 2105 or the Ships Services representative when he calls on board with the authorities on arrival. Ships chandlers are not permitted to visit ships, unless specifically instructed to do so by the Agents.

22. *Radar and Radio Repairs:* Repair and maintenance services for radar, radio, gyro compass, radio direction finder, echo sounder, etc. are available. The repair man should be contacted through the Ships Services Office, telephone number 2105.

23. *Safety of Personnel:* It will be appreciated that persons intoxicated by alcoholic drinks can create risks of accidents; therefore we ask the Master's co-operation to ensure that these persons do not enter the refinery gates and/or board their vessel unless accompanied by sober members of their crew. In this connection we will advise the Master or one of his officers, so that measures can be taken to ensure the safety of the forementioned person(s) e.g. by sending one or more of the crew to the gate to accompany him (or them) to the ship.

24. *Visitors:* Visits to ships are prohibited except from those company employees, petroleum inspectors, etc., whose duties require their presence on board.

25. *Walport Film Exchange:* Subscribers to the Walport service may exchange films at the U.S. Seamen's Club situated at the foot of No. 2 Pier, from 7.30 a.m. to 10.00 p.m. every day, by telephoning 2803.

26. *Staff and Crew Changes:* No staff and/or crew should be engaged or discharged without consulting Ships Services (telephone 2105). In case of discharge, identification documents must be handed to the Ships Services representative or the Norwegian Consular Officer in the case of Norwegian vessels.

27. *Tank Cleaning and Mopping:* Several contractors in the area provide labour for tank cleaning and mopping. Masters in need of this service should submit their requirements to our Ships Services Office (telephone 2105), who will contact and request a contractor to go on board to discuss details and estimate costs of work to be effected. It must be pointed out that the Master of the vessel is solely responsible for the proper fitness of the ship's tanks for loading his next cargo, and will therefore be held liable for any contamination of the cargo after loading, due to inadequate tank cleaning. Therefore it is up to him to decide the degree of tank cleaning necessary. He may, of course seek advice from the installation representative in this respect, whenever there is any doubt.

28. *Turnaround:* To promote the economical operation of their vessel, Masters are requested to co-operate with installation representatives in minimising their in-port time. Any delays which are considered unnecessary or extensive should be reported to the loading Supervisor (tel. 2133) so that corrective measures can be taken.

29. *U.S.S. Club:* All seamen are welcome to the club operated by United Seamen's Service which is located at the shore end of Pier No. 2. Shore passes are required to reach this Club. Beer, soft drinks, ice-cream, candies and various souvenirs and presents can be purchased at reasonable prices. Free cinema shows are usually held twice weekly. A letter-posting service is available as well as recreational facilities, e.g. billiards, table tennis, darts, etc. A barber shop operates during daytime.

**TELEPHONES:**

Communications Office (General and Port Information, 24 hours service), 2604. Ships Service Office (All services to ships: mail, doctor, taxi, papers, etc., 24 hours service), 2105. Agents Office (Weekdays) (07.00 to 12.00 – 13.00 to 16.00), 2125. Loading Supervisor (Re cargo and bunkers), day, 07.00 to 16.00, 2821/2133; night, after 16.00, 2133. U.S.S. Seamen's Club, 2803.

**AUTHORITY:** Compañía Shell de Venezuela, Punto Fijo, Venezuela. Postal address: Compañía Shell de Venezuela, Cardon Refinery, Punto Fijo, Estado Falcon, Venezuela. Cable address: Shellref, Caracas.

# Vietnam (South)

## SAIGON: 10.45 N. 106.45 E.

**DOCUMENTS:** On arrival at Nha-Be or at Saigon Port. As usual, the examination is executed immediately by the Officers representatives of: Sanitary Service, Immigration Service, Customs Service, Police Service, Stevedoring Agencies.

| | Customs | | Immigration | Quarantine | | |
|---|---|---|---|---|---|---|
| *Documents* | *Vungtau* | *Saigon* | *Saigon* | *Saigon* | *Agent* | *Total* |
| Health Declaration (form issued by local authority) | | | | × | | |
| International Certificate of Vaccination for Passengers and Crew | | | | × | | |
| Ship's Deratisation Certificate | | | | × | | |
| Immigration Declaration (form issued by local authority) | | | × | | | |
| Passengers' Passports (if any) | | | × | | | |
| Crew Lists | 2 | 3 | 2 | 1 | 2 | 10 |
| Passenger List in Transit (if any) | 2 | 3 | 2 | 1 | 1 | 9 |
| Passenger Disembarking Lists (if any) | 2 | 3 | 2 | 1 | 1 | 9 |
| Mail List | 1 | 3 | | | 1 | 5 |
| Arms and Ammunitions List | 2 | 3 | 2 | | 1 | 8 |
| Explosive List | 2 | 3 | 2 | | 1 | 8 |
| Narcotic List | 2 | 3 | | | 1 | 6 |
| Store List (including engine store) | 2 | 3 | | | 1 | 6 |
| Foreign Currency List (including crew and ship's cash) | 2 | 3 | | | 1 | 6 |
| Crew Dutiable Goods List or Personal Belonging List | 2 | 3 | | | 1 | 6 |
| Inward Cargo Manifests for Tankers | 2 | 3 | | | 2 | 7 |
| Inward Cargo Manifests for Dry Cargo Vessels | 2 | 6 | | | 1 | 9 |
| Transit Manifests | 2 | 2 | | | 1 | 5 |

*Stevedoring Agencies:*

8 Saigon Inward Cargo Manifests or In-transit Cargo Manifests at Saigon.

2 Crew Lists.
All Original Cargo Manifests.
3 Landing or In-transit Passenger Lists.
2 Landing Passengers Luggage Lists.
2 Free of Tax Goods Lists.

*Saigon Port Authority:*

Following Documents are to be presented to the Saigon Port Authority by the Stevedores:

1 Report, informing the arrival of the ship.
2 Cargo Plans on board.
3 Cargo Manifests.
3 Cargo Unloading Plans.
1 General Cargo Unloading Permit.
6 Requests to Sanitary Officer for sanitary examination operation.

*Important Notices:*

(1) Manifests of Saigon Inward Cargo are to be compiled by complete set, each set comprising original port's manifests; a recapitulation table will be added to each set indicating the total amount of parcels, tonnage or volume loaded on board for each port. This total amount will be repeated in all letters, stating: "This total amount has been visaed by the Customs Office."

(2) On arrival at Vung-Tau, (Cape St. Jaques), the Commandant of the ship should collect all required documents and get them ready to be presented. The Quarantine Officials may possibly come unawares on board for prior examination and would never admit mistakes.

**PILOTAGE:** Upon arrival at pilot station the pilot service should be informed by cable of the exact position of anchorage, draft of the vessel, and the maximum speed the ship can do in the river.

Every evening from 2000 hours to 2200 hours (local time) radio watch should be kept with Saigon XVS on the frequency of 500 kc/s. In case the vessel is to proceed up the river the next morning the pilot service will cable the Captain the exact hour of departure from Cape St. Jacques (Vung Tau).

The pilot service will not send any Pilot to ships that do not give the information as to draft, speed of vessel, and exact position at the anchorage station at Cape St. Jacques (Vung Tau).

Pilot station at Vung Tau, tel. 6. Pilot station at Saigon, tel. 21222 and 90503. Pilot boards at Vinh Dua (Gulf of Coco Trees).

**RESTRICTIONS:** River transits, berthing and unberthing are effected in daylight hours only. Vessels should arrive 2 hours before daylight HW. At least 1 ft. keel clearance required. Least depth in channel, 27 ft. below chart datum.

**ANCHORAGE:** In depths of about 30 ft.

**MAX. SIZE:** Length 673 ft. Vessels can proceed without restrictions above 27 ft. depending on daily tide.

**RADIO:** Saigon Radio, call sign XVS.

**HEALTH:** Port officials board at Vung-Tau if vessels call at Vung-Tau. Free pratique will be obtained from local authorities. For vessel calling at Saigon, port officials will board upon docking alongside at Saigon Port and free pratique will be pratique at Saigon.

**TUGS:** Available up to 2,600 h.p. Tankers usually berth without tug assistance.

**BERTHING:** Depth at quays 26 ft. to 36 ft.

**TANKERS:** Discharge at Nha-Be: Caltex Terminal, narrow pier with mooring buoys, depth in berth 27 ft. Shell Terminal, "T" jetty with mooring buoys, depth in berth 31 ft. Stanvac Terminal, pier with mooring buoys, depth in berth 30 ft. No slop disposal facilities.

**DENSITY:** About 1005 at berths.

**MEDICAL:** Doctors and hospital facilities available.

**FRESH WATER:** Can be supplied by barge subject to advance notice of 24 hours.

**FUEL:** Diesel oil can be supplied.

**REPAIRS:** Machine shop facilities only.

**AIRPORT:** Situated about 5 miles from the city. International services.

**AUTHORITY:** Port Manager, Saigon.

# Virgin Islands

## FREDERIKSTED, St Croix: 17.43 N. 64.53 W.

**DOCUMENTS:** All forms are standard U.S. Government Forms:

Passenger List (1–418) – 3 copies.
Crew List (1–418) – 3 copies.
Clearance from Last Port.
Inward Customs Manifest (7527–B) – 4 copies.
Ship's Stores Declaration – Customs Form 1303 – 2 copies.
Crew Effects Declaration – Customs Form 1304 – 1 copy.

(Also see separate headings – "Health" – "Customs" – "Immigration".)

**PILOTAGE:** Services available day or night. Payment for pilot services is mandatory whether Master uses pilot or not. (Vessels commissioned by the U.S. or foreign government, yachts and vessels under 100 gross tons are exempt from pilotage fees, except when the services of a pilot are requested).

**ANCHORAGE:** Open roadstead on the lee (West) side of St. Croix, providing a good anchorage with no significant tide.

**TUGS:** None readily available – tugs can be arranged with 48 hours advance notice.

**BERTHING:** A government-owned pier with a 1,400 ft. long approachway, bridging Maritime Zone to a pier-head 240 ft. long by 60 ft. wide. Vessels 600 ft. and over with a maximum forward draft of 25 ft. have been accommodated.

**RADIO:** (*a*) Vessels may communicate with Island via:

| | |
|---|---|
| Mackay Radio, Amagansett, New York | Call Letters WSL |
| Chatham, Massachusetts Radio | Call Letters WCC |
| Lantana, Florida Radio | Call Letters WOE |
| Barbados Radio, Barbados | Call Letters VPO |
| Destrellan Radio, Guadeloupe | Call Letters FFO |
| Fort de France Radio, Martinique | Call letters FFP |
| Tuckerton Radio, New Jersey | Call Letters WSC |

All stations maintaining 24-hour service. These radio stations th relay the messages by cablegram to Frederiksted via either IT World Communications Inc. or Cable and Wireless, Western Uni International.

(*b*) Master of every vessel arriving Frederiksted is required to gi at least 24 hours advance notice of arrival to Captain of the Po U.S. Coast Guard – San Juan, Puerto Rico, by wireless on 500 ki cycles or by radio telephone 2182 kilocycles.

Call Letters for U.S. Coast Guard, San Juan, Puerto Rico – NMR

(*c*) Masters are requested to advise Agent their expected time arrival as far in advance as is possible, vessels arriving from por other than U.S. or Caribbean Islands should give at least 7 da notice, and vessels arriving from U.S. ports should give at leas days notice. In addition, a message should be sent verifying arri at least 48 hours in advance, with delays reported as necessar Arrival messages should include information regarding repai stores, number of crew and passengers on board. If cash is require a minimum of 7 days (prior to data of arrival) notice is mandatory.

(*d*) While vessels are in Frederiksted the authorities do not perm the use of the ship's radio transmitters.

(*e*) Vessels equipped with VHF equipment should commenc radio watch on Channel 16 when vessel is 100 miles from St. Cro Contact with Agents and shore facilities can be made direct or v Virgin Islands Marine Operator – Station WAH – Call Letters WA

**FRESH WATER:** Very limited, delivered by truck.

**TIME:** GMT minus 4 hours. Atlantic Standard Time.

**HOLIDAYS:** The following are legal holidays: Sundays; Janua 1 (New Year's Day); January 30 (Roosevelt's Birthday); February (Lincoln's Birthday); The third Monday in February (Washington Birthday); March 31 (Transfer Day); Holy Thursday; Good Frida Easter Monday; Whit Monday; Last Monday in May (Memorial Da June 22 (Organic Act Day); July 4 (Independence Day); July (Supplication Day); The first Monday in September (Labour Da The second Monday in October (Columbus Day); The fourth Mo day in October (Veterans Day); November 1 (Liberty Day); Th fourth Thursday in November (Thanksgiving Day); December (Christmas Day); December 26 (Christmas Second Day), and suc other days as the President or the Government may by proclamatio declare as holidays.

The following are legal half-day holidays, commencing at Noo viz: Every Thursday during the months from April to Novembe inclusive, except Thursdays in those weeks where there already a legal holiday other than Sunday. Whenever any holiday falls upon Sunday, the Monday following is a legal holiday.

**REGULATIONS:** The U.S. Coast Guard strictly enforces the Ha bour Pollution Act of 1924, prohibiting discharge of refuse and oil navigable waters of the U.S.Virgin Islands. Local Port Regulation are similar to those applying in U.S. Mainland Ports.

**HEALTH:** See "Health Regulations" before first U.S.A. P (Albany).

Garbage should be disposed of beyond the three-mile limit. O passing the three-mile limit all garbage disposal units which open the sea should be closed. All garbage should then be placed i covered cans and retained on board until the ship is again beyond th three-mile limit.

**CUSTOMS:** Customs Officers will board at anchorage or wha berths, and will require an accommodation ladder.

Vessels required to enter and clear through Customs House:

Vessels loading or unloading cargo;
Vessels embarking or disembarking passengers;
Vessels remaining in port over 24 hours:
Vessels requesting permission for their passengers to go ashor during the stay of the vessel in port.

Vessels in above categories must present following documents:

Clearance from Last Port;
3 copies of Crew List(Form I. 418) or substantially similar form - se note below*)
3 copies Passenger List (Form I. 418) or substantially similar form see note below*)
4 copies Inward Foreign Manifest covering all cargo for dischar at St. Croix, V.I., showing weights or measurements (of bas of how cargo is freighted) on all items (Customs Form 7527- or 7527-B).
2 copies Stores List (Engine-Deck-Commissary-Narcotics).
1 copy Crew Effects Declaration (Custom's Form 1304).

* List of passengers and crew shall be on Customs and Immigr tion Form I. 418 or on a substantially similar form, except that whe no steerage passengers are aboard upon arrival, the listing of th passengers may be in the form of a vessel "Souvenir List". O similar list, in which the names of the passengers are listed alphabe cally by class.

Sealing of Stores: Upon arrival of a vessel from a foreign port, or vessel engaged in foreign trade from a domestic port, sea stores an ship's stores not required for immediate use of consumption o board while vessel is in port and articles acquired abroad by officer and members of crew, for which no permit to land has been issue shall be placed under seal, unless customs officer is of the opini that circumstances do not require such action. Customs Inspec tors in charge of vessel, from time to time, may issue stores from un der seal for consumption on board by passengers and crew.

Passengers disembarking must present personal baggage declaration if from foreign.

**IMMIGRATION:** Recommended that Masters who are unfamiliar with U.S. Immigration Procedure should seek clarification from Agents as far in advance as is possible.

If a vessel arrives direct from a United States mainland port or from Puerto Rico no immigration inspection will be performed. If a vessel arrives direct from a foreign port the vessel shall undergo immigration inspection.

Vessels arriving without a visaed crew list, may be able to obtain a waiver from Officer in Charge of U.S. Immigration & Naturalisation Service, by making application on Form 1. 193. A fee of $10.00 is required to obtain a waiver.

In order to expedite the clearing of the vessel. It is suggested that prior to arrival all passengers subject to inspection should be assembled where the inspection is to be performed.

Stowaways must be reported in ETA Message and listed on a Passenger Manifest (Form I. 418) and on Form 1. 94. and must be reported to the U.S. Immigration Officer as soon as he boards.

All non-resident alien crew members, whether shore leave is required or not, are required to have in their possession valid Passports, Seaman's Book or Identification Card (with photo) and Form I.95 (crewman's Landing Permit) or Form I. 184 (Alien Crewman's Permit and Identification Card) on arrival. All resident alien crewmembers are required to have in their possession Alien Registration Receipt Card (Form I. 151) on arrival.

**SHORE GANGWAYS:** Available.

**LAUNCHES/TENDERS:** Not available.

**AIRPORT:** Distant 8½ miles.

**AUTHORITY:** Virgin Islands Port Authority.

**AGENT:** Rob't. L. Merwin & Co., Inc., 1 Strand Street (mailing address PO Box 427), Frederiksted, St. Croix, U.S. Virgin Islands 00840. Cables "Merwin St. Croix via either ITT or C & W/WUI. Telex Merwin 3473286 via ITT or 367812 Merwin via C & W/WUI. Telephone (809) 772–0913 Mon.–Fri. 8–5 or (809) 772–0519 after 5, week-ends or holidays. Shipping Agents and Customs Brokers, Contract Stevedores and Truckers, Lloyd's Agents.

## LIMETREE BAY, St. Croix: 17.41 N. 64.44 W.

**LOCATION:** The facilities of Hess Oil Virgin Islands Corp. (Hovic) are located in Limetree Bay on the South cost of the island of St. Croix, U.S. Virgin Islands. St. Croix is 32 miles South of St. Thomas and St. John Islands and 50 miles South-east of the island of Puerto Rico. It is the largest of the U.S. Virgin Islands being 19 miles long and averages 3.5 miles in width.

The sea buoy "ELB" No. 2 marking the entrance to Limetree Bay channel is located in 60 ft. of water on the Westerly side of the channel: Latitude, 17° 40′ 42″ North, Longitude 64° 44′ 18″ West.

The sea buoy is painted red and is equipped with a flashing white light having a one second flash, nine second eclipse with a visibility of seven miles.

**DOCUMENTS:** Clearance (U.S. – Foreign). Inward clearance is effected on board immediately after docking Clearance should be made for Christiansted, St. Croix, via Limetree Bay.

The following documents are required by the Customs and Immigration authorities for entry and clearance:

Master's Certificate on Preliminary Entry.
Master's Oath.
Stores List.
Crew Purchases List (Curio List).
Inward Foreign Manifest.
Quarantine Free Pratique.
Deratisation Certificate.
Crew List (Certified).
Clearance from Last Port.
Crew men Landing Permits.
Passengers List (if any passengers).

**PILOTAGE:** Service is available 24 hours a day and is compulsory for all vessels using HOVIC facilities in Limetree Bay. The HOVIC Harbour Master acts as Pilot and will assist the Master in docking and undocking vessels using Hess facilities; however, the Master of the vessel retains full responsibility for the ship at all times. The Pilot can be contacted by VHF Channel 16. Pilot boards at the sea buoy, position 17° 40.7′ N., 64° 44.3 W. Vessels over 45,000 dwt. are subject to movements in daylight only. Vessels should remain outside the sea buoy until boarded by the Pilot. The Pilot will be placed aboard by a company tug.

The tug HOVIC 1 is equipped with a radio-telephone having the following crystals: 2182 k.c., U.S.C.G., 2638 k.c., Ship to ship. 2738 k.c., Ship to ship. 2134 k.c., San Juan, Puerto Rico and Galveston, Texas. Ships having the above crystals should call the HOVIC 1–3 hours before their arrival at the sea buoy, and advise of any change in their ETA.

**ANCHORAGE:** There is no suitable anchorage for deep draft vessels off the port. Normal practice is to stop engines and wait 6 to 8 miles from the sea buoy if required to wait instructions. In bad weather vessels should proceed to Frederiksted and anchor in the vicinity of the long pier in depths of 30 to 60 ft. Vessels shall have their anchors ready to let go upon entering the channel into Limetree Bay.

**APPROACHES:** Entrance to channel marked by a black sea buoy, equipped with a white flashing light, visible 8 miles. The buoy (ELB No. 1) (flashing every 5 seconds) is at the West side of the channel (Lat. 17° 40′ 42″ N. Long. 64° 44′ 18″ W.). At sea buoy there is 60 ft. of water and the channel has a depth of 60 ft. to Nos. 3 and 4 berths.

The turning basin opens up Eastward from the channel line and is approx. 1,200 ft. long and 1,000 ft. wide. The West turning basin is 1,500 ft. by 1,200 ft. with a maximum depth of 35 ft.

**RESTRICTIONS:** Navigation permitted 24 hours a day except for ships over 50,000 dwt.

The Harbour Master will check and report on each vessel's draft before piloting them inbound or outbound.

**HEALTH:** National quarantine laws are enforced in the U.S. Virgin Islands by officers of the U.S. Public Health Service. All vessels are subject to inspection.

**RADIO:** Masters are requested to advise both HOVIC – St. Croix and their Agents by radio 48 hours and 24 hours in advance of their ETA giving the vessel's name, date and hour of arrival (local time), bunkers and water required.

**TUGS:** Tug assistance in the channel, docking and undocking is mandatory and is provided by three 1,800 h.p. diesel tugs stationed in the port to provide this service. All tugs are under the orders of the HOVIC Harbour Master and are equipped with fire pumps and monitors to assist in fire fighting.

There are also two tugs of 7,000 h.p. available for the mooring of large tankers.

**BALLAST:** United States laws prohibit the pumping overboard of dirty ballast while a vessel is within U.S. coastal waters. All ballast must be pumped to facilities available ashore. However, if a vessel is especially equipped with clean segregated systems which are reserved for ballast use only, it is permissible to pump overboard at the dock after first being inspected and approved by the dock master.

In pumping dirty ballast ashore, the ballast is received through one 12-in. shore line at a maximum discharge pressure to shore installations of 125 psi. The ballast is pumped into a ballast facility about 1 mile North of the dock. Due to the limited facilities and to the possibility of two vessels deballasting at the same time, it is requested that vessels arrive with the minimum possible ballast.

The U.S. Oil Pollution Act of 1924 applies to the Pollution of Coastal Waters. Violators are subject to fines of up to $2,500 and a year's imprisonment for each offence.

**NOTICE OF READINESS:** Notice of readiness to load or discharge is a warranty that the vessel is in all respects ready to load or discharge, and that all of the ship's equipment (including, but not limited to tanks, pumps, valves, and pipe-lines) is ready and fit to load or discharge petroleum and/or petrochemical products. Notice of readiness will not be accepted unless the vessel is in all respects ready to load or discharge, as appropriate. Vessel will not be deemed ready to load or discharge and pumping will not commence until the senior deck officer shall have executed and delivered to HOVIC a "Declaration of inspection prior to bulk cargo transfer" as required by U.S. Coast Guard Regulations.

**BERTHING:** A shore gangway is provided.

There are, at present, seven berths on finger pier, three on East side and four on West side.

Deepest berths are No. 3 and No. 4 each with 60 ft. depth of water alongside.

**LOADING:** Loading operations are normally carried out at relatively high pumping rates. Loading rates may be reduced by request. Loading cargo overall will not be permitted without specific written authorisation from HOVIC'S General Manager.

Hose pressures should not exceed 125 psi during loading or discharging.

Oil Dock is serviced by: 1 24 in. diameter crude line, 1 24 in. diameter no. 6 oil line. 1 20 in. diameter gasoline line, 1 20 in. no. 2 oil line, 1 10 in. diameter kerosine line, 1 12 in. diameter ballast line, 1 8 in. diameter fresh water line.

Four 10 in. hoses are available for connecting up to each of the 20 in. and 24 in. shore lines – single 10 in. hoses are available for the kerosine and ballast lines.

Oil Dock 2 serviced by: 1 24 in. diameter crude line, 1 24 in. diameter 6 oil line.

**MEDICAL:** Medical attention is generally available from the public hospital at any hour of the day or night to crew members of all vessels. The representative of the ship's Agent should be contacted by the Master with any requests for medical attention for the crew. For each man needing medical or dental attention, a form should be completed in duplicate and signed by the Master, or in his absence, by the Chief Officer. The form should provide the date, patient's name, rating, and the name of the vessel. In case of emergency, or when a patient cannot be moved from the vessel, the Master should advise the ship's Agent by radio if at sea, or on the telephone if in port.

**DENSITY:** 1025.

**FRESH WATER:** The island of St. Croix is dependent almost entirely on rainfall for its supply of fresh water. There are wells but many of them are rather saline in nature. As a result fresh water is scarce and expensive. In conjunction with its refinery operation HOVIC operates a desalination plant and limited quantities of fresh water are available providing at least 48 hours notice of these requirements is given prior to the ship's arrival. All fresh water is metered aboard ship.

**FUEL:** Both no. 6 fuel oil (Bunker C) and light marine diesel are available by prior arrangement. Advice concerning quantities should be given in the vessels arrival message (ETA) sent 48 hours prior to arrival.

**DEVELOPMENTS:** New docks under construction.

**AIRPORT:** Situated 5 miles from port facilities.

**SHORE LEAVE:** Under normal circumstances, no restrictions are imposed by the Immigration Authorities on shore liberty. Masters are requested to have all crew members on board at least 1 hour prior to departure time, to avoid delay "awaiting crew members". If crew members of foreign vessels are to be given shore leave, Form 1–95 must be prepared for each member of the crew.

**TIME:** The U.S. Virgin Islands use Atlantic Standard Time, which is four hours slow of Greenwich Mean Time.

**GENERAL:** (*a*) *Immigration:* The United States immigration laws apply in the U.S. Virgin Islands. Passports and visas are required.

(*b*) *Customs:* The customs collection district of the U.S. Virgin Islands is under the jurisdiction of the U.S. Treasury Department but has its own Customs laws.

(*c*) *Liquors:* The transportation of alcoholic beverages inside HOVIC's property is strictly prohibited; consequently, no liquor or beer may be removed from vessels. The only exception to the foregoing is in the case of bonded stores ordered by Masters.

(*d*) *Visitors:* No visitors are permitted in the dock area. Only persons on official ship's business are permitted on the piers.

(*e*) *Laundry:* Only limited facilities are available to handle ship's laundry.

(*f*) *Surveyors:* Representatives of the American Bureau of Shipping, Lloyds' Register and other maritime classification societies are available in San Juan, Puerto Rico on 12 to 24 hours notice. The ship's Agent will assist Masters in soliciting their services.

(*g*) *Mail:* Official and personal mail will be delivered on board by the ship's Agent when vessels are being cleared inwards. Mail received for vessels while in port will be delivered on board prior to sailing. Outgoing mail is accepted from Masters, provided it is accompanied by a mail transmittal slip to support disbursements.

(*h*) *Transportation:* Walking through the refinery is not permitted. Arrangements for transportation will have to be made through the ship's Agent or the Refinery General Manager's Office.

(*i*) *Supplies and Repairs:* Limited supplies of provisions and marine hardware are available on the island. There are no facilities for major repairs closer than San Juan, Puerto Rico. Machine shops in Christiansted and Fredriksted can assist in making minor repairs.

(*j*) *Overloading:* Masters are advised that the international laws are strictly enforced with regard to overloading and should be guided accordingly. In cases where overloaded cargo has to be discharged, all expenses incurred, including ship delay, will be for the vessels account.

(*k*) *Weather Conditions:* The loading and discharge of all crude petroleum and its products will be stopped during any electrical storm. Ullage screens or ullage plugs must be in place. Loading gasoline or other similar low-flash products will be stopped during periods of calms when the heavy vapours cannot be dispersed quickly enough to prevent hazards from accumulated gas pockets. Ship's officers are cautioned to be on their guard during such conditions. In the event of abnormal weather conditions in the area as a hurricane, vessels will be notified that additional moorings are required. If the situation so demands, Masters will be told to suspend all operations and proceed to sea until normal weather conditions again prevail.

(*l*) *Demurrage:* Vessels are required to vacate berth promptly upon completion of cargo handling operation (loading or discharging operations, as the case may be). Permission to lay alongside at any time the vessel is not engaged in cargo handling operations must be granted in writing by the Dock Master. The Harbour Master will keep vessels advised of other vessels awaiting berth. If any vessel fails to vacate its berth upon completion or cargo handling operations and expiration of free laytime for dock usage as outlined below, the vessel will be responsible for penalties and demurrage as follows:

(*a*) To pay dock demurrage.

(*b*) To hold HOVIC harmless for any demurrage and damages incurred as a result of other vessels awaiting berth.

The following rules shall govern the determination of demurrage:

(*a*) One hour free laytime will be allowed after completion of cargo handling operations. This free time will start at the time cargo hoses are disconnected from the ship's manifold on completion of loading or discharge of cargo. Vessels awaiting cargo papers and/or Customs clearance must vacate the berth within 1 hour of such completion and move outside to wait for their papers.

(*b*) Three hours free laytime will be allowed for ballasting after discharge operations.

**AUTHORITY:** Hess Oil Virgin Islands Corp., Kingshill, POB 127, St. Croix, U.S. Virgin Islands 00850.

**AGENT:** See "Frederiksted".

## ST. THOMAS: 18.20 N. 64.56 W.

Harbour of St. Thomas, U.S.V.I. situated on south side of Islands of St. Thomas. It is 1,434 miles from port of New York. Northern side of Islands borders on Atlantic Ocean, and Southern side on Caribbean Sea. The Harbour is one of the best in the West Indies, being almost landlocked.

**WEATHER:** There is a signal station on Cowell Hill which shows storm signals. The weather is usually mild with little wind. Squalls, when they occur, usually come from the north-east.

**DOCUMENTS:** *Quarantine.* – see "Health". *Customs* – see "Customs". *Immigration* – see "Immigration". *Agent:*

1 Copy Crew List (Form I. 418).
1 Copy Passenger List (Form I. 418).

**PILOTAGE:** Compulsory and available day and night. Pilot Boat has letter "P" on deck house and flies International Code flag "P". Pilots will meet vessels 1 to 3 miles outside harbour, boarding via Jacob's ladder.

**ANCHORAGE:** Outer Harbour Anchorage located beginning at Scorpion Rock Lighted Buoy No. 1 (18° 91′ 25.6″ N; 64° 55′ 8″ then 180° 1,580 yards; thence 263°, 2,490 yards; thence due North 1,2 yards; thence due East to the Southerly tip of Sprat Point, Wa Island; thence to Cowell Point, Hassel Island, and thence to po of beginning. This anchorage is considered good and is abou fathoms with sand bottom.

**TUGS:** Normally not considered necessary for docking, howev tugs are available for docking and undocking ships.

**BERTHING:** Wharf of the West Indian Company Limited, locat on Eastern shore of harbour basin. Wharf is of bulkhead type, 2,2 ft. long, running North-east/South-west, and is well protected seaward, Mooring bits are spaced at intervals of 50 ft. There is "cut out" in the wharf 950 ft. from North-eastern corner, which is ft. wide and approximately 3.5 ft. above low water. This ramp slanting from 8.3 to 3.5 ft. over a distance of 20 ft. Similar type ramp located on West Corner of wharf. Safe depth alongside fro 27 ft. near North-east end to 30 ft. on South-west end. Bulkwark 8·3 ft. above mean tide. Average difference between high and lo tide is 11 in.

Dockage dues are payable to the West Indian Company Limite as per tariff.

In the Crown Bay area (access via East or West Gregerie Cha nels) the VI Port Authority maintains facilities which include "T"-head pier extending 500 ft. from shore, where ships up to 25,0 g.t. are mooring to breasting dolphins 200 ft. on centres, and moori dolphins 200 ft. fore and aft from them. Controlling depth present 30 ft. This pier is used for berthing tourist and tanker vessels on A curved bulkhead at top of Crown Bay, approximately 900 ft. lon is used for roll-on/roll-off, container and break bulk cargo. Contro ing depth 15 ft. 24-hour arrival notice required.

**CARGO HANDLING:** Containers are handled at the West India Company and the Crown Bay area (VI Port Authority), but no speci gantry cranes are available. Roll-on/roll-off cargo handled at thes facilities as well. No liquid chemicals facilities exist here but there a small privately-owned LPG plant limited to 20 ft. draft and 250 f length. Shell uses this facility for gasoline and light diesel. Th "T"-pier in Crown Bay is used for the VI Water and Power Autho ity for movement of fuel and water, and Texaco has its own pipeli on the same pier for their products.

**STEVEDORES:** Discharging and/or loading arranged by the We Indian Company Limited for account and risk of vessels.

Rates of discharging and/or loading dependent on vessel's equip ment and stowage. However, following may be considered averag

General Cargo 6 weight tons per gang hour.
Bagged Goods 8/10 weight tons per gang hour.
Lumber 10/12 weight tons per gang hour.

Each stevedore gang normally consists of 12 stevedores (10 o board and 2 ashore) 2 winchmen, 1 signalman, 1 foreman

**RADIO:** The St. Thomas Marine Operator will guard the followi from 0800 to 2100: Channels 26, 16 VHF, 2009–2506 and 2182 AN and the upper side band (2010·4–2507·4) of the same frequen The St. Thomas Signal Station and the Harbour Master's Offi maintain a 24-hour watch on VHF Channel 16 (talk Channel 12).

(*b*) Master of every vessel arriving St. Thomas is required to gi at least 24 hours advance notice of arrival to Captain of the Por U.S. Coast Guard – San Juan, Puerto Rico by wireless on 500 kilo cycles or by radio telephone 2182 kilocycles.

(*c*) Masters are requested to advise Agents their expected time o arrival, at least 36 hours in advance. Arrival messages should in clude cash requirements (local currency U.S. Dollar) and advi regarding repairs, stores, etc. This information is particularly neces sary in the cases of vessel arriving on weekends or holidays. Fo cruise vessels the arrival messages should also include the numbe of passengers and crew on board.

(*d*) While vessels are in St. Thomas Harbour, the authorities d not permit the use of the ship's radio transmitters.

(*e*) U.S. Coast Guards: This organisation maintains a small Ligh Attendant Station in St. Thomas to observe, service and effe repairs to aid navigation in vicinity of St. Thomas. An 82-ft. Coas Guard Patrol Boat "Point Whitehorn" (82364) is attached to the sta tion for primary purpose of search and rescue work. Maintai watch on VHF Channel 16. Radio telephone marine informatio broadcasts, including Notices to Mariners, will be made on 26 kilocycles, after first making a preliminary announcement on 218 kilocycles. Radio telephone urgent and safety broadcasts or Mari Informations will continue to be made on 2182 kilocycles.

**FUEL:** The West Indian Company Limited operates the bunkerin terminal and are agents for Esso. Bunker fuel "C" and marine di sel fuel handled through 6 in. or 8 in. pipelines (4 in. or 6 in. hoses) a maximum rate of approximately 125 tons per hour, at the wharf of th West Indian Company Limited, where vessels drawing up to 30 f can be accommodated.

Delivery by barge is not available. Bunkers available at all hour including Sundays and holidays. Owners of vessels must mak prior arrangements for bunkers.

Overtime as incurred will be charged to ships for bunkers supplie outside normal working hours, Saturdays, Sundays and holidays.

**FRESH WATER:** Mostly rain water which when available is su plied by the West Indian Company Limited. Delivery effected by pip alongside wharf. Water by barge can be delivered in St. Thomas.

**MEDICAL:** Local hospital is the Knud-Hansen Memorial Hospit which is equipped with facilities for operations, etc.

**TIME:** Official St. Thomas time is Atlantic Standard Time, which i four hours behind GMT.

**HOLIDAYS:** The following are legal holidays in St. Thoma Sundays; January 1 (New Year's Day); January 15 (Martin Luthe King); January 30 (Roosevelt's Birthday); February 12 (Lincoln'

Birthday); The third Monday in February (Washington's Birthday); March 31 (Transfer Day); Holy Thursday; Good Friday; Easter Monday; Whit Monday; The last Monday in May (Memorial Day); June 22 (Organic Act Day); July 4 (Independence Day); July 25 (Supplication Day); The first Monday in September (Labour Day); The second Monday in October (Columbus Day); The fourth Monday in October (Veterans Day); November 1 (Liberty Day); The fourth Thursday in November (Thanksgiving Day); December 25 (Christmas Day); December 26 (Christmas Second Day), and such other days as the President of the Government may by proclamation declare as holidays.

The following are legal half-day holidays, commencing at Noon, viz: Every Thursday during the months from April to November, inclusive, except Thursdays in those weeks where there already is a legal holiday other than Sunday. Whenever any holiday falls upon Sunday, the Monday following is a legal holiday.

**REGULATIONS:** The U.S. Coast Guard strictly enforces the Harbour Pollution Act of 1924, prohibiting discharge of refuse and oil in navigable waters of the U.S. Virgin Islands.

Local Port Regulations are similar to those applying in U.S. Mainland Ports.

**HEALTH, CUSTOMS, IMMIGRATION:** Refer to Frederiksted.

**CONSULS:** Following countries have consular representatives in St. Thomas.

Belgium
Denmark
Dominican Republic
El Salvador
France
Great Britain
Haiti
Netherlands
Norway
Panama
Sweden

**AIRPORT:** Distance 2 miles. Connections with International flights from Puerto Rido.

**GENERAL:** *Gangway.* One aluminium gangway available which is 34 ft. long and 2 ft. 6 in. wide – made with skidding prevention strips only and therefore not recommended for use as a passenger gangway. Since presently this is the only gangway it is made available to vessels on a first-come-first-served basis.

Stores. St. Thomas should not be depended upon for large quantities of provisions or deck and engine stores, as practically all commodities are imported making prices higher than United States mainland ports and Puerto Rico. No regular Ship's Chandlers established in St. Thomas, V.I.

*Storage Facilities:* The West Indian Company Limited undertakes ordinary storage for a limited period of time in eight transit warehouses, all 14 ft. high with a total floor area of 80,000 sq. ft., plus an additional 9,600 sq. ft. roof covered area. There is also a large uncovered area available for outside storage. Only limited cold storage facilities are available on The West Indian Company's Dock.

*Ice:* Small quantities may be obtained.

*Laundry:* Modern laundry service is available.

**POLICE/AMBULANCE/FIRE:** Police 915; Ambulance 774-1212; Fire 921.

**AUTHORITY:** Virgin Islands Port Authority, PO Box 36, St. Thomas, Virgin Islands, U.S.A. 00801.

**AGENTS:** The West Indian Company Limited, (Shipping Department), PO Box 660 – St. Thomas, V.I. 00801. (Passenger & Crewmail PO Box 4400) Telegraphic Address: Occident. Telex Numbers: 3472313 (Wico) (ITT System) 365246 (Wicostt) (Cable & Wireless Western Union System) Tel. (809 774–1780)

Office Hours: Monday through Friday: 8.00 a.m. to 12.00 noon; 1.00 p.m. to 5.00 p.m.

Outside Regular Office Hours Tel. Manager Shipping Department. (809) 774–2683; Ass't. Manager Shipping Dept. (809) 774–0625 Dockmaster (089) 774–5285; Shipping Department (809) 774–4170.

## Windward Islands

### CASTRIES, St. Lucia: 14.00 N. 60.59 W.

**DOCUMENTS:**

5 Crew Lists.
5 Passenger Lists.
1 Stores List.
1 Clearance from Last Port.
2 sets of Manifest mailed prior to arrival.
2 copies each Bills of Lading.
3 copies each of Manifests on arrival,
1 Health Certificate.

**PILOTAGE:** ETA to Agents at least 48 hours in advance, and further advice if any changes. Agents inform Pilot's office of expected time. Ship remains approximately 3 miles out of harbour, and is located by Lighthouse guard who immediately informs Pilot's office. Pilot meets ship in pilot boat – small white canoe-shaped boat, no top, with letter "P" painted in black on both sides of bow. Signal for Pilot: day time flag "G"; and night: white light or blue light. VHF channel 2182. Pilot embarks on the starboard side via pilot ladder.

**ANCHORAGE:** North of leading lights, about ½ mile from harbour, depth about 12 fathoms.

**RESTRICTIONS:** Ships must at no time enter without a Pilot.

**MAX. SIZE:** Not longer than 600 ft. (cargo and passenger). Tankers – not longer than 400 ft. Alongside, all ship's, draft 24 ft.

**HEALTH:** Pratique given by Pilot. Health Officer boards ship and if any infectious diseases are on board, ship is anchored out until doctor arrives.

**RADIO:** Barbados Radio, call sign 8PO, 2182 kc. 2527 kc. 2537 kc. 2638 kc.

**TUGS:** Not necessary.

**BERTHING:** First ship goes up to top or first berth, and others follow down line.

**MEDICAL:** In urgent cases only, advise requirements in advance. Hospital facilities available.

**TANKERS:** Discharging by marine and floating hose, 6-in. and 4-in. lines. Berths alongside quay (2), off shore (2) Presently fuels discharged: Mogas 95 and 83, kerosene gas oil, colas RS2, cutback RC2, banana spray oil.

**FRESH WATER:** Available by delivery hose from water hydrant on wharf.

**FUELS:** Gas oil 48/52 DI-API. Viscosity at 60° 36.3 S.G. at 60° 0.8435.

**GANGWAY/DECK WATCHMEN:** Available if required.

**OPENING/CLOSING HATCHES:** By crew.

**CERTIFICATES:** Ship's Register required on board.

**CUSTOMS ALLOWANCES:** Tobacco, one carton of 200 cigarettes. Wine/Spirit, one quart.

**CONSULS:**

| | | | |
|---|---|---|---|
| Norway | Tel. 2214 | France | Tel. 2351–2 |
| Portugal | ,, 2811 | U.K. | ,, 2484–5 |
| Holland | ,, 2811 | | |

**REPAIRS:** Only welding and painting work available.

**DRY DOCKS:** None.

**REPATRIATION:** Facilities available.

**AIRPORT:** Distance from wharf 2 miles. Flights per day 4. Airlines: BWIA, LIAT, Caribair.

**TIME:** GMT minus 4 hours. No alterations to clock.

**HOLIDAYS:** New Year's Day (1st January); New Year's Holiday (2nd January); Statehood Day (1st March); Good Friday (late March or early April); Easter Day (April); Easter Holiday (April); Labour Day (1st May); Whit Monday; Corpus Christi (late June); Queen's Birthday (12th June); Emancipation Day (1st Monday in August); Harvest Day (1st Monday in October); Discovery Day (13th December); Christmas Day (25th December); Boxing Day (26th December).

**EMERGENCIES:** Police dial 99; Fire 97; Ambulance 95.

**TELEPHONES:** Arrangements exist for placing on board.

**GENERAL:** Ships arriving after 2000 hours cannot be attended to until 0700 hrs. following day.

**SERVICES:** Compass adjusting.

**SHORE LEAVE:** Allowed.

### KINGSTOWN, St. Vincent: 13.09 N. 60.57 W.

**DOCUMENTS:**

*Customs:*

2 copies Ship's Store List.
1 copy Crew Store List.
1 copy Crew List.
1 copy Passenger List.
1 copy List of Cargo not manifested.

*Immigration:*

2 copies Passenger List.
2 copies Crew List.

*Port Officer:*

1 copy Declaration of Health.
1 copy Passenger List.
1 copy Crew List.
2 copies Port Officer Return.

**PILOTAGE:** Not compulsory. Cable agents 24 hours prior arrival order arrange Pilot. English-speaking Pilot boards at harbour entrance – about 2 miles from anchorage. By day pilot vessel flies pilot flag and by night signal lights.

**ANCHORAGE:** Well protected. Tourist vessels lie at anchor, between 15 and 20 fathoms, or at pier.

**RESTRICTIONS:** None. Vessels may arrive and/or sail any hour day or night.

**HEALTH:** Port Health Officer boards vessel at anchorage requires Bill of Health or Master's declaration, and one copy Passenger List. Vessel's own form of manifest accepted. Vaccination Certificates are not required to be shown and passengers and crew do not require inoculation. Passenger and crew muster, not required. Health Doctor requires letter signed by Ship's Doctor (if any) and certified by Master stating all passengers and crew in possession of valid smallpox vaccination certificates. No persons allowed leave vessel before pratique granted and Immigration officials boarded vessel.

**BERTHING:** No tidal restrictions, no strong currents. Occasional on-shore South winds during August and September but only light winds. Rest of year off-shore winds. Mooring boats available for taking lines. No special moorings required. Jetty situated at South-east corner of harbour about 70 ft out from beach. Bow and stern lines to landing stage. Landing stage in good condition and well lit. If vessel at anchorage and not at berth transit ashore by ship's motor launches only. Anchorage about 2 cables distant from quay.

**TUGS:** Not required.

**FRESH WATER:** Available.

**TELEPHONE:** May be connected on board if required, charge about 1 Dollar per day.

**CUSTOMS/IMMIGRATION:** Customs and Immigration officers board vessel at anchorage or quay. Vessel entered and cleared at Customs House by Agents. Ship's own form of manifest accepted by Customs and Immigration. On passenger vessels, ship's bar is sometimes sealed.

**IDENTIFICATION CARDS:** Not required for going ashore.

**VISAS:** Not required for crews or passengers, but nationals of foreign countries other than U.S.A. or Canada disembarking for permanent residence require Visas.

**PROVISIONS:** Limited quantities of provisions, fish, fruit and vegetables. Pasteurised cows' milk obtainable. Stocks of ice available.
**CURRENCY:** No special currency regulations in force and passengers permitted to take ashore any amount of U.S., Canadian or foreign currency. Currency exchanges at Banks or tourist bureaux, but Bank tellers do not board vessel to exchange currency. Local currency may be re-exchanged for U.S. dollars at local Tourist Bureau before departure. U.S. or Canadian currency accepted by stores, shops, restaurants and hotels.
**AUTHORITY:** Port Officer.

**AGENT:** Corea & Co. Ltd., PO Box 122, Kingstown, St. Vincent. Windward Islands, West Indies. Tel. 2201. Cables "George".

# Yemen Arab Republic

## HODEIDAH: 14.48 N. 42.55 E.

**FLAG:** It is essential that from the time they enter Yemen territorial waters all vessels fly the Yemen Arab Republic flag and this should be flown continuously until they leave these waters on sailing. Failure to observe this courtesy may result in a heavy penalty. The design of the flag is red, white and black in horizontal strips of equal size with green star in centre of white strip.
**DOCUMENTS:** On arrival eight (8) copies of Manifests of cargo for discharge are required and each must be endorsed with the word *Correct* by the *Customs Authorities* at the Port of Loading. It is also advisable that at least two of the eight copies of manifests on board the ship should be freighted copies, otherwise two additional copies, showing freight details should be airmailed to Hodeidah separately to arrive in advance of the vessel. The Master should also be in possession of one copy of each Bill of Lading and certificate to show vessel is not blacklisted.
**PILOTAGE:** Pilotage is compulsory and as the entrance of the Channel giving access to the Port cannot be observed from the port area itself it is essential that accurate ETAs be given to Hodship Hodeidah (the Agent) in order to avoid delays waiting for a Pilot.

Vessels will be piloted down a dredged channel of about eight miles in length. The channel, which is buoyed with black starboard and red port buoys, is 7½ metres deep and 100 metres wide. —*The buoys are not at present lit and therefore entrance and exit from the harbour can only take place during daylight hours.* It is understood that in due course illumination of buoys and leading marks will be carried out and night movement possible.
**ANCHORAGE:** Masters are also recommended to ensure that on arrival they anchor off the entrance to the new port to await the Pilot and do not anchor off the old port opposite the town some five miles to the South and which is still shown as being the Port of Hodeidah on some charts. Vessels anchoring in the wrong area may suffer some delay before they can be contacted and asked to proceed to the correct area. Masters should be advised to anchor at the outer anchorage in the following position: 14° 55′ N., 42° 54′ E.
**MAX. SIZE:** Max. draft alongside 23 ft.
**HEALTH:** All members of the crew must be vaccinated against yellow fever, smallpox and cholera otherwise permission will not be given to disembark.
**RADIO:** Masters should also ensure that a radio watch is kept to receive calls from the Port Authorities. The Hodeidah Radio Station is operative between 0600 and 1800 hours daily, the call sign is: 4WD or 4WD3 (short).
**TUGS:** One tug of 450 h.p. Pilot launch 250 h.p. also available to assist.
**BERTHING:** The quay is 370 metres in length with three berths the first 70 metres long depth 6 metres, the second and third are of 150 metres length and 8½ metres depth. *Officially, ships berthing are restricted in length to 140 metres and to a maximum draft of 23 ft., but vessels up to 150 metres have berthed. For such vessels prior advice is required.*

The quay is concrete construction and is well founded, vessels being secured to bollards in the normal manner. Use of rat-guards is recommended. The quay is equipped with three electric cranes described as having a maximum capacity of 5 tons. At present only two of these cranes can be operated simultaneously owing to insufficiency of current.

There is also a dolphin berth for discharging of petroleum products, which is connected by submarine pipes to storage tanks near the port area. The depth alongside is 6 metres.
**STEVEDORES:** All labour is provided by Agent's representative including winchmen and tally clerks, but winchmen are provided entirely at ships' risk.

Rates of discharge vary but are quite satisfactory and with bagged cargo the average obtained is 15 tons per hatch per hour. Night work is possible.

It is normal for labour working on board to request drinking water to be supplied. Whilst this may be unusual Masters are advised to comply, as otherwise slow working or perhaps even stoppages may result.

Vessels are expected to supply food on board to cargo-supervisors, foreman, and tally clerks. It may be left to Masters' discretion whether this is supplied, but if not the Agency will have to supply same and the cost will be debited to the vessels.
**WORKING HOURS:** Normally from 0600 hours to 1400 hours and again from 1700 hours to midnight. Additional work outside these hours, including after midnight can usually be arranged if necessary, although this cannot be guaranteed. Any work after midnight overtime.
**MEDICAL:** Hospitals at Hodeidah and Sanaa-Taiz.
**FRESH WATER:** Available; pumping rate 10–15 t.p.h.
**FUEL:** Available from Yemen Petroleum.
**CONSULS** (and Embassies):

Algeria
China
Egypt
E. Germany
Ethiopia
France
Italy
Iraq
Korea
Kuwait
Lebanon
Libya
Saudi Arabia
Syria
United Kingdom
U.S.A.
U.S.S.R.
W. Germany
Yugoslavia

**REPAIRS:** Light repairs can be carried out.
**AIRPORT:** Flights from Cairo to Hodeidah, Asmara to Taiz an Jeddah to Sanaa. International airport under construction.
**TIME:** GMT plus 3 hours.
**HOLIDAYS:** 1st January Eid Al-Adha Wagfa; 26–28th Janua Eid Al-Adha; 16th February Islamic New Year; 5th May birthday the Prophet; 26–30th September Proclamation of the Republ 5–8th November Eid Alfitr.

Friday is the weekly day of rest, Sunday being a normal workin day. There are also a number of Moslem holidays, the date bei based on the Moslem calendar, and which therefore vary from ye to year on the Christian calendar. Work is usually possible on suc days but cannot be guaranteed. Holidays for special occasions a also liable to be declared at short notice. Friday if worked 25% an public holidays 100% surcharge. During the Moslem fast period o Ramadhan lasting about twenty eight days, which again varies fro year to year, work is slower.
**SHORE-LEAVE:** Allowed. The Master should prepare a list o persons wishing to go ashore as Agent has to issue I.D. cards.
**REGULATIONS:** It is strictly forbidden for crew and passenge on board to take photographs while a vessel is in the harbou approaches or secured to the jetty in harbour.

Any vessel which permits oil and/or water to be discharged in the harbour will be liable to a minimum penalty of US $100.
**AUTHORITY:** Hodeidah Port Authority, Hodeidah, Yemen Ara Republic.

## MOCKA: 13.17 N. 43.10 E.

Mocka is a small port with equipment for loading and unloadin
**BERTHING:** 100 metres of quay for small craft up to 7 ft. dra Vessels of up to 28 ft. draft may anchor in open roads 1·5 km. fro pier. Cargo is discharged into lighters with total capacity of ove 2,000 tons. It is inadvisable to stow cargo in No. 1 hatch during wind season September to May.
**TUGS:** Two available.
**FUEL:** Not available.

# Yemen, People's Democratic Republic of

## ADEN, (including Little Aden): 12.48 N. 44.54 E.

**DOCUMENTS:**

3 Crew Lists for Ship's Agent, Police and Immigration.
3 Passenger Lists for Ship's Agent, Police and Immigration.
1 Health Form to be shown to Pilot on boarding and handed t Ship's Agent.
Manifests, Bills of Lading if landing cargo only.
Ship's Register to be sighted by Pilot.
Arrival Declaration to be filled in by Ship's Agent after arriva
Dangerous material declaration to be handed to Pilot on boarding.

**PILOTAGE:** Compulsory for all vessels proceeding to oil berths o over 100 tons net. To call Pilot fly International Code Flag G o red/white/red lights at night. Call "Harbour Control" on VHF Channe 16, or R/T 2182 kcs., or Signal Station by lamp. 48 hours notice o ETA with draft to Harbour Office.

Pilot boat will meet ship at the Fairway Buoy in all weathers. Pil boat is 50 ft. launch painted red, flying Pilot flag by day or white/re lights at night. Pilot will board on port side of ship by pilot ladde Vessels waiting Pilot can anchor anywhere in Outer Harbour exce in a Prohibited Area of 2,000 ft. from Fairway Buoy.
**ANCHORAGES:** Ample anchorage area available with dept from 18 to 54 ft.

(*a*) Anywhere North of Fairway Buoy clear of Main and Little Ade Channels and clear of Prohibited Area mentioned above.
(*b*) Deep water anchorage anywhere to S.W. of Fairway Bu clear of Little Aden Channel and Prohibited Area mention above.

**MAX. SIZE:**
**Aden:**

(*a*) Maximum length 900 ft., breadth no restriction, depth 38 ft. a datum for vessels taking bunkers from BP, Shell or Gulf.
(*b*) Vessels taking bunkers from Mobil, Caltex, Stanvac and Ess maximum length restricted to tankers of 750 ft., and passeng ships of 600 ft., breadth no restriction, depth 39 ft. at datum
(*c*) Larger vessels can be considered on application to the Po Officer. Longest vessel to enter 940 ft.

*Little Aden (Refinery):* Maximum length 760 ft., breadth no restriction, depth 40 ft. at datum and maximum deadweight 55,000 tons.

*Note:* In both harbours vessels manoeuvring require 2 ft. water under keel, and vessels of draft 37 ft. and above require 4 ft. water under keel.

*Ballast draft for Tankers:* All tankers when manoeuvring within the port shall be ballasted properly to a mean ballast draft which shall not be less than half the summer draft and the trim by the stern not exceeding 6 ft. These figures are the minimum for normal conditions and may be increased when conditions necessitate at the discretion of the Pilot.

**HEALTH:** Vessels requiring pratique fly International Code Signals or 3 red lights at night.

Control of quarantinable and infectious diseases is direct responsibility of Port Health Officer. All passengers from infected local areas except children under age of one year are required to have valid international certificate of vaccination or revaccination against yellow fever and cholera. Valid certificates of vaccination against smallpox are required of arrivals from all countries.

**RADIO:** All ships landing passengers are boarded by Assistant Port Health Officer unless radio pratique has been given. Pratique may be obtained by wirelessing Port Health Authorities no earlier than 12 hours and no later than 4 hours before arrival, in accordance with international procedure. All landing passengers medically inspected and vaccination certificates checked on board before free pratique granted. Ships having infectious diseases on board are also boarded; after examining the case and taking any necessary precautions the Assistant Port Health Officer grants restricted pratique. Ships also inspected for issuing deratting exemption certificates. Deratting carried out when necessary and deratting certificate issued.

*Cable and Wireless (Mid East) Ltd.:* Mercury House, Ras Boradi (Tel. 22223/5).

| Wireless telegraph: | *GMT* | *kHz* |
|---|---|---|
| *Medium wave* | | |
| Working frequency | | 476 |
| 24 hour watch on international calling and distress frequency | | 500 |
| *High frequency* | 0500–0700 | |
| | 1100–1200 | |
| | 1630–1800 | |
| | 1830–1930 | |
| | 2130–2200 | 8710 |
| | 0900–1100 | |
| | 1300–1500 | 13060·5 |
| | 0700–0800 | 17175·2 |
| Radio telephone (including spoken telegrams) | | |
| Working frequencies | | 2595 & 3628 |
| 24 hour watch on international calling and distress frequency | | 2182 |
| Radio telephone circuits set up on request at times shown | 0400–0500 | |
| | 1000–1100 | |
| | 1600–1700 | 8805·6 & 4409·4 |

**VHF:** 24-hour watch on Hague Plan VHF Channel 16 with duplex working on channel 26.

**TUGS:** Tugs for both harbours normally join just outside Breakwater. Ships' ropes always used in Aden harbour, tugs' wires in Little Aden.

**BERTHING:** (also see "Tankers"): 24-hour service at all berths.

*Buoy Berths*

| *Berth* | *Type* | *Normal maximum length of ship in feet* | *Datum depth in feet* |
|---|---|---|---|
| 1 (a) | 2 buoys | 350 | 30 |
| 1 (b) | 2 buoys | 350 | 30 |
| 1 In | Anchors & buoy | 275 | 30 |
| 2 Out | Anchors & buoy | 550 | 38 |
| 2 In | 2 buoys | 600 | 38 |
| 3 In | Anchors & buoy | 700 | 38 |
| 4 Out A | Anchor & 3 buoys (oil) | 650 | 36 |
| 4 In B | Anchor & 3 buoys (oil) | 750 | 40 |
| 5 Out R | Anchor & 3 buoys (oil) | 630 | 37 |
| 7 Out S | Anchor & 3 buoys (oil) | 630 | 38 |
| 8 Out E | Anchor & 3 buoys (oil) | 580 | 36 |
| 8 In F | Anchor & 3 buoys (oil) | 600 | 36 |
| 9 Out | Anchors & buoy | 900 | 41 |
| 9 In | Anchors & buoy | 550 | 36 |
| 10 Out U | Anchor & 3 buoys (oil) | 600 | 36 |
| 10 In V | Anchor & 3 buoys (oil) | 600 | 36 |
| 11 Out G | Anchor & 3 buoys (oil) | 600 | 30 |
| 11 In H | Anchor & 3 buoys (oil) | 530 | 28 |
| 13 Out | Anchors & buoy | 550 | 28 |
| 13 In | Anchors & buoy | 450 | 30 |
| 14 Out | Anchors & buoy | 350 | 18 |
| 14 In | Anchors & buoy | 350 | 18 |
| 15 Out | Anchors & buoy | 350 | 18 |
| 15 In | Anchors & buoy | 350 | 18 |
| *Dolphin Berths* | | | |
| 6 Out C | Dolphin & breast buoys (oil) | 900 | 39 |
| 6 In | Dolphin & breast buoys (oil) | 800 | 38 |
| 7 In T | Dolphin & breast buoys (oil) | 750 | 39 |

The capital letters in column one denote alternative designation of mooring buoys/dolphins.

*Free Zone.* Initial Stage 525,420 sq. ft. open space and 162,000 sq. ft. covered space. Import and export industrial facilities. No restrictions, no taxes. Transhipment storage Free of unlimited period.

**STEVEDORES:** ETA advice to Ship's Agents at least 48 hours before arrival.

**MEDICAL:** Advance notice for medical attention not normally required except for serious cases requiring doctor's attendance on board, or ambulance cases. Vaccination certificate required for landing. Hospital facilities available.

**TANKERS:** Tankers carrying dangerous petroleum (flash point below 73° F) and those not gas free cannot enter Aden Harbour during hours of darkness. They can enter Little Aden day or night. Slop (residue) discharge facilities available at Little Aden. Four tankers berths for discharge/loading at Little Aden with maximum datum depth of 40 ft.

Berthing at Oil Harbour: Functions of Oil Harbour Little Aden to receive crude oil in bulk for oil refinery and to export refined petroleum products. Vessels carrying cargo for refinery other than oil, discharge at Inner Harbour.

Oil Harbour has finger jetty and two T-head jetties which provide berths for four tankers. Tankers of up to 55,000 tons summer deadweight can be accommodated.

| *Berth* | *Type* | *Normal maximum length of ship in feet* | *Datum depth in feet* |
|---|---|---|---|
| 1 | Dolphin & mooring dolphins | 750 | 40 |
| 2 | Dolphin & mooring dolphins | 750 | 40 |
| 3 | Dolphin & mooring dolphins | 750 | 40 |
| 4 | Dolphin & mooring dolphins | 750 | 40 |

**DENSITY:** Salt water at all times.

**FRESH WATER:** Ample available, delivered by barge in Aden at about 50 tons an hour. Ordinary water in Little Aden supplied by pipe line at about 40 tons an hour and condensate at about 2 tons an hour.

**FUEL:**

(*a*) B.P., Shell, Gulf.
Marine fuel 2500 sec., 1000 sec., 600 sec., 200 sec.
Diesel oil and gas oil.

(*b*) Caltex, Mobil, Esso, Stanvac.
Marine fuel – all grades below, 3,500 sec.
Diesel oil and gas oil.

All supplies done on a Nomination basis through the Company's Head Offices, with the vessel giving at least 48 hours notice to Aden.

**FIRE PRECAUTIONS:** As per the Refinery regulations. Tug wires to be rigged.

**GANGWAY/DECK WATCHMEN:** It is recommended watchmen are employed; they can be supplied by Ship's Agent.

**OPENING/CLOSING HATCHES:** Normally carried out by stevedores, derrick-topping by ship's crew. Vessels not to move in harbour with beams off.

**CUSTOMS ALLOWANCE:** Tobacco/Wine, Spirit allowance. No restriction at the moment. Bonded stores not allowed to be supplied more than one hour before ship sails.

**IDENTIFICATION CARDS:** Not required at the moment.

**CONSULS:**

| *Embasies* | *Consuls* |
|---|---|
| United Kingdom | Belgium |
| U.S.S.R. | Denmark |
| U.A.R. | Netherlands |
| Somalia | Norway |
| Italian | Sweden |
| India | Portugal |
| Iraq | Greece |
| Spain | Ethiopia |
| Pakistan | G.D.R. |
| Yugoslavia | |

**REPAIRS:** Workshops are equipped to carry out: Boiler repairs; Plating and sheet metal work; Galvanising work/moulding work; Welding and blacksmith's work; Main and auxiliary machinery repairs; Carpentry and joinery work; Electrical and plumbing work; Refrigeration repairs; Painting, cleaning and chipping. Repairs afloat to vessels up to 80,000 tons are undertaken; repairs to the largest vessels carried out mostly in Outer Harbour.

Wireless engineering section with fully qualified personnel giving round-the-clock service of repairs and maintenance of radar and wireless equipment.

**DRY DOCK:** One sideways slipway taking 1,500 tons and one floating dock lifting about same tonnage.

**REPATRIATION:** Arranged through Ship's Agent and Immigration.

**AIRPORT:** About 5 miles from port. Flights to U.K. via Beirut (Middle East Airlines), Nairobi (East Africa Airways), Khartoum (Sudan Air Lines), Cairo (United Arab Airlines). Two flights each a week.

**TIME:** GMT plus 3 hours. No alteration of clocks.

**HOLIDAYS:** Most holidays are religious which have moveable dates. National holidays are 14th October and 30th November. Cargo work usually carried out during all holidays. Friday is a public weekend holiday.

**POLICE/AMBULANCE/FIRE:** Ambulance Crater 53232; Harbour Police 22851; Port Health 22626/7; Fire 22222.

**TELEPHONES:** No connection to ships but link calls can be made on VHF through Cable & Wireless Ltd. using Channel 16 to call and working on Channel 26. Some Agencies have private VHF channels.

**GENERAL:** Outer harbour contains ample anchorage area for vessels requiring datum depths up to 54 ft. Inner harbour approached by 2·7 mile dog-leg channel, dredged to 36 ft., from Fairway buoy in Outer harbour where pilots board. Inner harbour protected by breakwater at Steamer Point and by rubble mound. It provides 24 buoy or anchor-and-buoy berths, including 13 with oil bunkering facilities. Majority of these berths have a datum depth of 30 or 38 ft., with maximum length of ship ranging from 275 to 750 ft. In addition three dolphin berths, with bunkering facilities, of 39 ft. datum depth and normally accommodating ships of 750–900 ft. maximum length; vessels of greater length can be accommodated with the approval of the Port Officer. Quays and wharves cater for shallower-draught vessels and lighters.

Oil harbour, serving refinery at Little Aden, reached by 38 ft. channel from Fairway buoy, provides facilities for tankers of up to 750 ft. All berths and anchorages are under the jurisdiction of the Port Officer.

**SHORE LEAVE:** *Regulations:* In accordance with Art. 8 of the Immigration Rule No. 28 of the year 1969, all crew members coming ashore will be excused from obtaining visa provided they surrender their passports to the Immigration Officer-in-Charge. These passports will be given back to the holders before they return to their particular vessels. Any crew member unable to comply with these instructions will not be permitted to visit the town.

Ships' crew are not allowed to stay ashore after 0300 hrs., unless permission is granted for longer period.

**REGULATIONS:** Vessels must fly the National flag of PROSY at foremast. No movement of "dangerous petroleum" at night. Vessels must vacate oil berths on completion of bunkering. Main engines must not be immobilised in an oil berth. Sufficient crew must remain aboard vessel at all times to move her.

**AUTHORITY:** Yemen Ports Corp., Steamer Point, Aden, POB 22666. Cables: "Maway Aden".

# Yugoslavia

## BAR: 42.05 N. 19.03 E. (See Plan)

**DOCUMENTS/HEALTH:** Same as "Rijeka".

**PILOTAGE:** Pilot boards vessel off breakwater.

**ANCHORAGE:** Off breakwater. Safe anchorage in about 27 fathoms.

**RESTRICTIONS:** Vessels enter/leave port day and night.

**MAX. SIZE:** Only limitation draft. Maximum allowed draft 33 ft. See "Tankers" below.

**RADIO:** Bar Radio – 2182 kc/s. and 2574 kc/s.

**TUGS:** Available.

**BERTHING:** Berths assigned at Agent's request for liners or at Receivers/Shippers request for tramp vessels at daily meeting of the Harbour Board.

**STEVEDORES:** Sole stevedoring enterprise "Luka Bar" – Bar.

**MEDICAL:** Medical care available, nearest hospital at Titograd about 60 km. from Bar (train and bus).

**TANKERS:** Tankers call at Bar with bunkers for local bunker station. Berth used for this cargo can accommodate vessels drawing up to 23 ft. In 1973, new berth for tankers will be in use, up to 60,000 dwt. Tank cleaning, pumping of slops and de-gasing not permitted in port. Tankers must be ready to leave the port in 30 minutes at any time and at request of Port Authorities.

**CARGO-HANDLING FACILITIES:** Available for fuel and chemicals in development for bulk cargoes, containers.

**DEVELOPMENTS:** Now in construction, second phase berths for bulk, fuel and container cargo. To be one of largest ports in Yugoslavia. Their realisation depends on completion of normal gauge railway to Hinterland, which is to be completed end 1974.

**FRESH WATER:** Available from hydrants on quay.

**FUEL:** Available from local bunker station.

**GANGWAY/DECK WATCHMEN:** Available.

**OPENING/CLOSING HATCHES:** If not performed by crew, stevedores.

**CUSTOMS ALLOWANCES:** About 40 cigarettes and reasonable amount wine/spirits per man per day.

**CARGO GEAR:** 4 cranes of 5–6 tons, 3 cranes of 3 tons. Shore mobile cranes, vacuvators, conveyors, fork lifts.

**IDENTIFICATION CARDS:** Shore passes issued by local police.

**REPAIRS:** At nearby shipyard of Bijela (Boka Kotorska).

**REPATRIATION:** By train, bus or plane from Dubrovnik and Titograd.

**TIME:** Central European time. GMT plus one hour.

**HOLIDAYS:** January 1st and 2nd; May 1st and 2nd; July 4th and 13th; November 29th and 30th. Work can be arranged on Sundays and 2nd day of two-day holidays.

**POLICE/AMBULANCE/FIRE:** Police, Tel. 22232; Ambulance, 94; Fire, 93.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Lucka Kapetanija, Bar. Tel. 22161.

**AGENT:** Transagent, Bar, 13 Juli 30. Tel. 2134. Cables: "Transagent".

## DUBROVNIK (Gruz Harbour): 42.38 N. 18.07 E.

**DOCUMENTS/HEALTH/HOLIDAYS:** Same as "Rijeka".

**PILOTAGE:** Compulsory. Pilot boards at a point situated approximately in centre of triangle formed by Kolocep Island, Daksa Island and Grebeni Rocks.

**ANCHORAGE:** In about 22 fathoms in channel between Daksa Island and mainland. This anchorage is exposed to strong N.N winds in winter time.

**RESTRICTIONS:** Only port of Gruz is open to commercial traf the old port of Dubrovnik (within the city walls) can accommoda only yachts and small craft drawing under 9 ft.

**MAX. SIZE:** Maximum length 230 metres, maximum draft 32 ft., limits on beam.

**RADIO:** Call sign YUX, working on 500 kc/s. and 447 kc/s, fro 0800 to 1100 and 1600 to 1900.

**TUGS:** No permanently stationed tug boats, but can be orde when necessary from other ports.

**BERTHING:** Berths for 5 ocean going vessels. Six cranes fro 1, 5 to 25 tons lifting capacity.

**CARGO-HANDLING FACILITIES:** The port handles some bu cargoes (grain and bauxite) occasionally and in small quantities b is not specially equipped for handling these and other cargoes.

**STEVEDORES:** One State stevedoring company.

**MEDICAL:** General hospital and medical facilities available.

**FRESH WATER:** Available from hydrants on quay.

**FUEL:** Not available. Only oil for diesel engines in limited qua tities. Heavy fuel can be delivered by coastal tankers from Split.

**GANGWAY/DECK WATCHMEN:** Available.

**OPENING/CLOSING HATCHES:** If not performed by cre stevedores.

**CUSTOMS ALLOWANCES:** About 40 cigarettes and limite amount wine/spirits per man per day.

**CARGO GEAR:** Although operations are performed usually wi shore cranes ship must have efficient cargo gear and relative certi cates.

**IDENTIFICATION CARDS:** Issued by local police.

**CONSULS:** None.

**REPAIRS:** Small repairs only.

**REPATRIATION:** By bus, ship or plane from Dubrovnik Interna tional Airport.

**TIME:** Central European Time. GMT plus one hour.

**POLICE/AMBULANCE/FIRE:** Police, tel. 92; Fire, 93; Ambulanc 94.

**SHORE LEAVE:** Allowed.

**AUTHORITY:** Lucka Kapetanija Dubrovnik, Gruska Obala 7 Dubrovnik.

**AGENT:** Transagent, Dubrovnik, Gruska Obala 50. Tel. 318 Cables: "Transagent".

## KOPER: 45.31 N. 13.44 E.

**DOCUMENTS/HEALTH:** Same as "Rijeka". If the vessel has t wait for a berth the Agent, immigration officer and Customs offic will board at the anchorage in the Bay.

**PILOTAGE:** Pilot boards in roads.

**ANCHORAGE:** During winter N.N.E. gales best anchorage is i 10 fathoms of water West of Debeli Rt. (Punta Grossa).

**RESTRICTIONS:** Vessels enter port by daylight. However bert ing possible also during night hours in fair weather.

**MAX. SIZE:** General cargo berths, vessels drawing up to 31 f Crude oil berth, berth for tankers up to 60,000 dwt.

**RADIO:** Communication on MW and SW through Rijeka Radi VHF Communication ship-shore on short range to vessels in roads

**TUGS:** Two of 600 h.p.

**STEVEDORES:** Port Enterprise Koper. *Working hours:* 0600–130 1400–2100; 2200–0500. Overtime is worked if necessary.

All discharging is by ship's gear, and there are no cranes in th port. The stevedores will cover and uncover the hatches, but wi not trim the derricks.

**MEDICAL:** Medical assistance and hospital available.

**CARGO-HANDLING:** 1,000 metres of operative quays with dept from 6 to 12 metres. One crane of 20 tons and two of 10 tons capacit

Two more quays for bulk goods are under construction. Particula moorings for minor corn transports.

A special wharf is under construction, with 17 hectares (42 acre of acreage for the transhipment of containers. The port is able t handle roll-on/roll-off traffic and the transhipment of all kinds o freight in units.

A timber yard with two 8-ton portal cranes.

All harbour services are mechanised, i.e. performed by fork-li trucks, transporters, pallets and other modern means. Moreove the port is able to trans-ship heavy lifts up to 25,000 kg/s.

**TANKERS:** Crude oil terminal, depth alongside 16 metres.

**FRESH WATER:** Available from quay. Rate of delivery abo 10 t.p.h.

**FUEL:** Diesel available locally. Marine fuel delivered by barge fro Rijeka or Trieste.

**GANGWAY/DECK WATCHMEN:** Available at ship's reques

**OPENING/CLOSING HATCHES:** If not performed by crew, the stevedores.

**REPAIRS:** Minor repairs possible.

**CUSTOMS ALLOWANCES:** About 40 cigarettes and reasonab amount wine/spirits per man per day.

**IDENTIFICATION CARDS:** Shore pass issued by local poli

**REPATRIATION:** By train or bus, and by plane via Ljubljana Ai port.

**TIME:** GMT plus one hour.

**HOLIDAYS:** January 1st and 2nd; April 27th; May 1st and 2nd July 4th; July 22nd; November 1st; November 29th and 30th.

**POLICE/AMBULANCE/FIRE:** Police, No. 92; Ambulance, No 94; Fire, No. 93.

**TELEPHONE:** Can be installed aboard at many berths.

**SHORE LEAVE:** Allowed.
**GENERAL:** Immigration Officer, on boarding, will make out crew passes. (Identity Books to be available.)

All crew passes, with one crew list, to be handed in on departure. If any changes in crew on departure, 3 correct crew lists to be rendered. (Assurance given that this can be done by amending copy of original crew list landed.)
**AUTHORITY:** Lucka Kapetanija Koper. Postal Address: Pristaniski trg. 2. Tel. 21–216. Telegraphic address: Lucka Koper.

**AGENT:** Interagent, International Shipping Agency, Verdijeva 5, POB 27. Cables: "Interagent – Koper". Telex: 34150 – Yu Intrag. Tel. 22-051, 21–750.

## PLOCE: 43.03 N. 17.26 E.

**DOCUMENTS/HEALTH/HOLIDAYS:** Same as "Rijeka".
**PILOTAGE:** Compulsory for vessels over 500 grt. Pilot boards vessel at entrance of the channel.
**ANCHORAGE:** Vessels may anchor under lee of the coast between Point Visnjica and Dobrogosce Bay except in case of S.W. and W. winds when recommended drop anchor about 1 mile south of Soline Bay (S.E. of the entrance of the channel). Good holding.
**RESTRICTIONS:** Ship entering channel between Visnjica Point and embankment of right hand bank must keep in middle leaving buoys to starboard. Recommended speed 5–8 knots.
**MAX. SIZE:** Only draft limited to a maximum 38 ft.
**RADIO:** Nearest Radio Station Split Radio YUS – 2574 kc/s.
**TUGS:** 2 tugs of 850 h.p.
**BERTHING:** New Dock No. 5, depth 38 ft. Channel depth 38 ft. All other berths depths from 31 to 34½ ft.
**STEVEDORES:** Port Enterprise of Ploce is sole stevedoring company.
**MEDICAL:** Medical service available. Nearest hospital at Mostar (64 km.).
**FRESH WATER:** Available from quay.
**FUEL:** Nearest bunker station at Split.
**DEVELOPMENTS:** Dredging to accommodate vessels of 60,000 dwt. and construction of facilities for unloading tankers with crude oil for new refinery of Bosanski Brod.
**GANGWAY/DECK WATCHMEN:** Available.
**OPENING/CLOSING HATCHES:** If not performed by crew, stevedores.
**CUSTOMS ALLOWANCES:** About 40 cigarettes and reasonable amount wine/spirits per man per day.
**IDENTIFICATION CARDS:** Shore pass issued by local police.
**REPAIRS:** Only small repairs.
**REPATRIATION:** By train or bus. By plane from nearby airports, Mostar, Split and Dubrovnik.
**TIME:** GMT plus one hour.
**POLICE/AMBULANCE/FIRE:** Police, Tel. 79–006; Ambulance, 79-115; Fire, 79–029.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Lucka Kapetanija – Ploce. Telegraphic address: Luckap Ploce. Tel. 79–008.

**AGENT:** Transagent Ploce, Saobracajni Trg BB. Tel. 79025. Cables: "Transagent".

## RIJEKA: 45.21 N. 14.26 E.

**DOCUMENTS:**

5 Crew Lists – 2 by mail from last port of call if time allows.
5 Passenger Lists.
3 Manifests of Dangerous Cargo (send cable before arrival with description).
3 Stores Lists.
2 Private Declaration.
Cargo Manifests with one extra for customs.
2 Transit Cargo Manifests.
1 List of Organic goods.

Cargo Manifests and copy of Cargo Plan with Hatch Lists, if possible, should be mailed to Agent from loading port.

Cargo Manifests and copy of Cargo Plan with Hatch Lists, if possible, should be mailed to Agent from loading port.
**PILOTAGE:** Compulsory in Inner Harbour only. Pilot boards in the roads half a mile from main breakwater.
**ANCHORAGE:** All vessels, with the exception of those loaded with dangerous or hazardous cargoes, must anchor in the zone enclosed by the following points:

a) 45° 20,0′ N. – 14° 22,7′ E. c) 45° 15,1′ N. – 14° 27,1′ E.
b) 45° 17,5′ N. – 14°20,0′ E. d) 45° 18,4′ N. – 14° 28,5′ E.

Tankers and vessels with dangerous cargoes must anchor in the following zone:

a) 45° 17,8′ N. – 14° 28,0′ E. c) 45° 14,1′ N. – 14° 29,4′ E.
b) 45° 15,1′ N. – 14° 27,1′ E. d) 45° 16,1′ N. – 14° 31,8′ E.

**RESTRICTIONS:** At Bakar petroleum berth only daylight berthing permitted.
**MAX. SIZE:** Rijeka and Susak Basins, permitted draft 34 ft.; Bakar Basin, permitted draft 50 ft. Vessels up to 100,000 dwt. have discharged ore at Bakar.
**HEALTH:** To obtain free pratique radio 48 hours before arrival advising following details; number of crew and passengers, health conditions and possible infectious diseases. No one allowed to leave vessel until free pratique obtained.
**RADIO:** Rijeka Radio, call sign YUZ, 500 and 512 kc/s. Radio telephone on 2 metres band covering area of Kvarner Gulf.
**TUGS:** From 600 to 1,200 h.p. available.
**STEVEDORES:** Port works five days a week in two shifts: 1st shift from 0630 hours to 1430 hours. 2nd shift from 1430 hours to 2230 hours. The third shift may be worked on overtime, from 2230 to 0630 hours. Saturdays, Sundays and holidays may be worked on overtime.

Unloading of bulk cargo at the basin of Bakar during the first shift on Saturday from 0630 to 1430 is considered to be an ordinary working shift. The working week of this basin, therefore, lasts from Monday 0630 hours to Saturday 1430 hours.

Unloading of bulk cargo at the above mentioned Basin includes, as well as the unloading, continuation of unloading the vessels that might be for some special operational reasons shifted from Bakar Basin to Susak Basin.

Loading/unloading of cereals and oilseeds in bulk by means of loading/unloading towers in Silo Rijeka in the first shift on Saturday, from 0640 to 1430, is considered to be an ordinary working shift, and therefore the working week for such operations lasts from Monday 0630 to Saturday 1430 hours.
**MEDICAL:** Two hospitals and all kinds of medical assistance.
**TANKERS:** Old Petroleum Port, for tankers up to 150 m. length, berthing alongside breakwater.

Splitska Obala, berth for medium-size tankers up to 30,000 dwt. Mooring stern to quay using anchors forward.

Bakar, two berths for tankers up to 70,000 dwt. stern to quay. One berth alongside quay for tankers up to 30,000 dwt.

Urinj, 5 miles East of Rijeka, a new berth for tankers up to 100,000 dwt. Slop reception facilities available. Vessels moor stern to quay using both anchors.
**DENSITY:** 1020 to 1025, depending on place, season and weather.
**FRESH WATER:** Available from quay in any quantity. Not available at Urinj.
**FUEL:** All grades of bunkers available by barge at 48 hours notice.
**FIRE PRECAUTIONS:** If two tankers moored side by side in Bakar a tug required standing by. Tankers moored stern to quay must have towing wire rigged.
**GANGWAY/DECK WATCHMEN:** Service available
**OPENING/CLOSING HATCHES:** Crew may do this, otherwise stevedores for extra payment.
**CUSTOMS ALLOWANCES:** About 40 cigarettes and reasonable quantity wine/spirits per man per day.
**CARGO GEAR:** Although operations usually by shore cranes, ship must have efficient cargo gear and relative certificates.
**IDENTIFICATION CARDS:** Shore passes issued by local police.
**CONSULS:** Only in Zagreb and Beograd.
**REPAIRS:** All kinds available. Floating cranes up to 100 tons capacity.
**DRY DOCKS:** One for "Liberty" size vessels, and one for vessels up to 60,000 dwt.
**REPATRIATION:** Possible by train, bus, and air. New airport at Rijeka.
**TIME:** GMT plus one hour.
**HOLIDAYS:** January 1st and 2nd; May 1st and 2nd; July 4th; July 27th; November 29th and 30th. Work can usually be arranged on Sundays, January 2nd, May 2nd and November 30th from 0700 to 1400 for extra payment. If a holiday falls on a Sunday the first working day after becomes a holiday.
**POLICE/AMBULANCE/FIRE:** Police, tel. 92; Ambulance, tel. 94; Fire, tel. 93; Port fire brigade, tel. 25–126.
**SHORE LEAVE:** Allowed. Crew members and passengers have to be on board one hour before scheduled sailing time.
**AUTHORITY:** Lucka Kapetanija – Rijeka, Obala 10 rujna No. 3. Cables: Luckap Rijeka. Tel. 22–201.

**AGENT:** Transagent, Rijeka, Trscanska Obala 8. Cables: Transagent Rijeka. Tel. 22–406. Telex: 24219.

## SIBENIK: 43.43 N. 15.52 E.

**DOCUMENTS/HEALTH/HOLIDAYS:** Same as "Rijeka".
**PILOTAGE:** Pilot boards vessel at the entrance of St. Ante Channel, within a circle of 3 miles radius from Jadrija Lighthouse.
**ANCHORAGE:** Vessels waiting Pilot must anchor between Prvic Island and the shore if incoming from the West, or between the South point of Zlarin and the shore if coming from the East, all in depths of 22 metres.

In the Bay of Sibenik, vessels may anchor in 20 fathoms of water in front of the N.N.E. light on quay. Alternatively, a buoy mooring is available.
**RESTRICTIONS:** All vessels over 50 grt. must apply for permission to enter St. Ante Channel by using International Code Signal Z by flag, or sound signal or light signal. Alternatively, a white light above a red light visible all round may be used.

Vessels may enter channel only when authorised by a signal, two black balls vertically disposed by day or two green lights vertically displayed by night, made by the signalling station of Port Sv Nikola.
**MAX. SIZE:** Only draft limited. 33 ft. alongside in deepest berth.
**RADIO:** None. Vessel may call Agents through Rijeka Radio.
**TUGS:** One of 750 h.p. One of 350 h.p.
**STEVEDORES:** Port Enterprise Sibenik.
**MEDICAL:** Medical service available including hospitalisation.
**FRESH WATER:** Available from quay.
**FUEL:** Can be delivered by barge from Split. Recommended to check well in advance.
**GANGWAY/DECK WATCHMEN:** Available.
**OPENING/CLOSING HATCHES:** If not performed by crew, can be done by stevedores.

**CUSTOMS ALLOWANCES:** About 40 cigarettes and reasonable amount wine/spirits per man per day.
**CARGO GEAR:** General cargo discharged using ship's gear. Ore and other dry bulk cargoes handled by shore cranes fitted with grabs.
**IDENTIFICATION CARDS:** Shore passes given by local police.
**REPAIRS:** Small repairs only.
**REPATRIATION:** By train or bus, by air from Split Airport nearby, or from Zagreb or Zadar.
**TIME:** GMT plus one hour.
**TELEPHONE NUMBERS:** Police, 92; Ambulance, 94; Fire, 93.
**SHORE LEAVE:** Allowed.
**PORT AUTHORITY:** Lucka Kapetanija, Obala Jugoslavenske Mornarice b.b., Sibenik.

**AGENT:** Transagent Sibenik, Obala Oslobodjenja. Tel. 2582. Cables: Transagent.

## SPLIT: 43.31 N. 16.26 E.

**DOCUMENTS/HEALTH/HOLIDAYS:** Same as "Rijeka".
**PILOTAGE:** Pilot boards vessel in roads.
**ANCHORAGE:** Vessels anchor in Solin Basin within a circle with centre approximately in 43° 32′ 36″ N. 16° 24′ 36″ E.
**MAX. SIZE:** Length and breadth not limited. Draft permitted in Southern Basin 29 ft. Northern Basin 34 ft. (ore, coal), 36 ft. (grain) General Cargo, 31 ft.
**RADIO:** Split Radio working on 2182 and 1574 kc/s.
**TUGS:** from 240 to 1350 h.p. available.
**MEDICAL:** All medical assistance including hospitalisation.
**TANKERS:** Two berths for tankers, max. length 200 m., draft 31 ft.
**FRESH WATER:** Available from quay.
**FUEL:** Available from local storage tanks.
**GANGWAY/DECK WATCHMEN:** Available.
**OPENING/CLOSING HATCHES:** By crew or stevedores.
**CUSTOMS ALLOWANCES:** About 40 cigarettes and reasonable amount wine/spirits per man per day.
**IDENTIFICATION CARDS:** Shore passes issued by local police.
**CONSULS:** British, Dutch, Italian, and German.
**REPAIRS:** Any kind, including dry docking.
**DRY DOCKS:** Floating dock at Trogir for vessels up to 28,000 dwt.
**REPATRIATION:** By train, bus or air from Split Airport.
**TIME:** GMT plus one hour.
**TELEPHONE NUMBERS:** Police, 92; Ambulance, 94; Fire, 93.
**GENERAL:** Port consists of two basins: The Old Southern Port for passenger ships and with a few berths for general cargo.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Lucka Kapetanija – Split, Obala Lazareta 1. Telegraphic address: Luckap Split. Tel. 2588.

**AGENT:** Transagent Split, Saveznicka Obala 10. Tel. 3351. Cables: Transagent.

## ZADAR: 44.07 N. 15.14 E.

**DOCUMENTS/HEALTH/HOLIDAYS:** Same as "Rijeka".
**PILOTAGE:** 48 and 24 hours notice of ETA must be given to Agent. According these notices Agent arranges for Pilot to board on arrival. Pilot boat blue motor launch with large "P" on bows. No particular signals to be made by vessels requiring Pilot. Pilot boards ship in the anchorage.
**ANCHORAGE:** About 4·5 cables, 245° from green port light, (FL G 2 sec.) on the North part of Zadar Peninsula. Average depth about 18 fathoms.
**MAX. SIZE:** Zadar, old port, maximum permissible draft 22 ft. Zadar-Gazenica, new port, max. draft 30 ft., both in dry and oil cargo berths. Max. length in dry cargo berth, 160 metres.
**RADIO:** Rijekaradio, YUZ.
**TUGS:** No tugs available.
**STEVEDORES:** Number of gangs required to be stated in usual notice of ETA.
**MEDICAL:** Advance notice not necessary, hospital facilities available.
**TANKERS:** At Zadar-Gazenica Port, one tanker berth max. draft 34 ft.
**DENSITY:** Average density in the port – 1026.
**FRESH WATER:** Fresh water connections on piers, rate of delivery 8–15 tons/hour.
**FUEL:** Fuel available for coasters only.
**DEVELOPMENTS:** Completion of Zadar-Gazenica Port, railroad and road terminals. In future completion of second berth for dry cargo ships.
**GANGWAY/DECK WATCHMEN:** Not necessary.
**OPENING/CLOSING HATCHES:** Normally, but not compulsorily, carried out by stevedores.
**CUSTOMS ALLOWANCES:** 200 cigarettes per person. Tobacco and liquor sealed in bond.
**IDENTIFICATION CARDS:** Needed. Issued by local police.
**CONSULS:** None.
**REPAIRS:** Only minor repairs as well as classification for ships up to about 2,000 brt.
**REPATRIATION:** Facilities exist for effecting crew changes and arranging necessary repatriations.
**AIRPORT:** Airport Split, 160 km. distant, served by regular airlines, 21 flights per week. Zadar airport for internal flights only.
**DRY DOCKS:** One floating dock existing for ships up to about 2,000 brt.
**TIME:** GMT plus one hour.
**POLICE/AMBULANCE/FIRE:** Police, 2464; Ambulance, Fire, 93.
**TELEPHONES:** No facilities for placing telephones on board.
**AUTHORITY:** Lucka Kapentanija – Zadar. Tel. 2344, 5518.

**AGENTS:** Jadranska Pomorska Agencija, Filijala Zadar, N. No b.b., Zadar. Tel. 3210, 3215, 5518. Telex: 27129 Yu Jadrag. Te grams: Jadroagent Zadar.

## ZELENIKA: 42.27 N. 18.35 E.

**DOCUMENTS/HEALTH:** Same as "Rijeka".
**PILOTAGE:** Pilot boards at entrance of the Bay of Kotor, ne point Punta Ostro. In bad weather pilot boards at anchorage.
**ANCHORAGE:** Good ground for anchorage S.W. of Zeleni about ¼ mile off port light in about 27 fathoms.
**MAX. SIZE:** Two quays 330 ft. and 420 ft. for vessels drawing 17 to 27 ft. Breadth not limited. Vessels the size of a liberty have be berthed by mooring the vessel a couple of metres off quay. Tw other quays, but with very shallow water, used for coastwise tra only.
**PRATIQUE:** Radio Agent requesting free pratique, 24 hours bef arrival. For vessels over 500 grt. pratique is given at the anchorag For small ships and yachts, pratique is given at Herceq-Novi abo 1 mile North West of Zelenika anchorage.
**TUGS:** None. In case of necessity can be ordered from other por
**BERTHING:** The berth is assigned through the Agents givi notice 24 or 48 hours in advance.
**STEVEDORES:** State stevedoring company.
**MEDICAL:** Nearest hospital at nearby town of Herceg Novi.
**FRESH WATER:** Available from hydrant on quay.
**FUEL:** Nearest bunker station is Bar.
**OPENING/CLOSING HATCHES:** If not performed by cre can be done by stevedores.
**CUSTOMS ALLOWANCES:** About 40 cigarettes and reasonab quantity wine/spirits per man per day.
**CARGO GEAR:** Loading, unloading performed with ship's gea
**IDENTIFICATION CARDS:** Shore passes issued by local poli
**CONSULS:** None.
**REPAIRS:** Any kind of repairs including dry docking at near shipyard "Rijeka".
**DRY DOCKS:** Floating dock lifting capacity 10,000 tons, LOA 184 m., length over keelblocks 165·6 m., inside free breadth 25·5 m

Floating dock lifting capacity 33,000 tons, LOA 252 m., length ov keel blocks 235 m., inside free breadth 44 m. will be put into operati in October 1975.

The yard "Bijela" is about 4 miles East of Zelenika. The yard ha 700 m. of fitting pier and another 600 m. is under construction an will be put into operation in June 1975.
**REPATRIATION:** By bus to Dubrovnik, and from there bu plane or ship to main cities in Yugoslavia.
**TIME:** Central European Time. GMT plus one hour.
**HOLIDAYS:** January 1st and 2nd; May 1st and 2nd; July 4th an 13th; November 29th and 30th. Work can be arranged on Sunday and on 2nd day of two-day holidays.
**POLICE/AMBULANCE/FIRE:** No direct connection, in case o necessity call Agency, Tel. 436.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Lucka Kapetanija Zelenika. Tel. 87 408.

**AGENTS:** Jadranska Pomorska Agencija, Zelenika. Tel. 87 436. Telegraphic address: Jadroagent Zelenika.

# Zaire Republic

## BANANA: 6.01 S. 12.25 E.

**DOCUMENTS:**
6 Crew Lists.
4 Passenger Lists or "No Passengers" Declaration.
Stores List.
Import and Export Manifests (made up by Agent).
Ship's Register.
Maritime Health Declaration.
3 Vaccination Lists (valid books for vaccination/inoculatio against Smallpox, Yellow Fever are obligatory).
**APPROACHES:** In view of the strong current, and in view of th fact that the lights of the navigation buoys on the Congo River do no always work properly, night navigation is practically impossibl Tankers, therefore, arriving at night, or in times of congestion, a recommended to anchor approx. 5 miles West of Moita Seca Ligh in approx. 10 fathoms, about 12 miles from Stella Buoy.
**PILOTAGE:** River Congo can be entered direct from sea in dee water. Pilots not compulsory. Mooring master boards incomin tankers to assist mooring at buoys. Notice of arrival to be given t Harbour Master, radio Maritime Banana. No VHF.
The position of the flare of the SOCIR Refinery at Moanda is:
5° 57′ 51″ S.
12° 25′ 07″ E.
The flare is visible during day and night and may be a good bear for vessels approaching Congo River.
**MAX. SIZE:** Tankers up to 40 ft. draft may discharge at buoy moo ings. Banana Creek is limited to vessels draft not exceeding 15 ft
**HEALTH:** Quarantine Officer boards at sea buoy. Free pratiqu usually granted as soon as Maritime Health Declaration complete

Valid smallpox and yellow fever inoculations required for all crew members.

**RADIO:** At least three days notice required to Agent (ETA and draft only) and to Harbour Master, Maritime Banana (ETA only). As it is necessary to transmit these notices via another shore station (e.g. Capetown Radio, Libreville Radio, etc.), as the Banana Radio Station can only be reached two days prior arrival. Close advice on changes in ETA necessary to prevent delays in waiting for cargo-lighters and push-boats.

Radio Banana (9 PA) working on 495 kc/s. and 8714 kc/s.

**BERTHING:** Tankers berth in river anchorage between buoys 12 and 14, both anchors used. Tugs not available and not required.

Upon arrival at the berths, tankers should use both anchors on long scope in view of the current. When anchoring it is recommended to drop outside anchor first, up to approx. three shackles and subsequently, after the ship's swinging to starboard, the starboard anchor. Thereafter it is essential that ample cable is used on both anchors, approx. eight shackles. Tankers sail without Pilot and may leave any time.

**CARGO OPERATIONS:** Tankers discharge-into/load-from cargo barges moored alongside either side. These barges (three in total) are equipped with 8-in. cargo hoses (position of hose connection amidships) and suitable fenders, have a capacity of 1,650 long tons or 2,050 cub. metres, and can receive the cargo at a rate of up to 800 tons per hour or, alternatively, can load at a rate of approx. 400 tons per hour. Under normal conditions the refinery will handle three barges per shift of 12 hours. Cargo operations are effected continuously day and night, during Sundays and holidays, in shifts from 0600 to 1800 hours and from 1800 hours to 0600 hours. Therefore a tanker of approx. 19,000 tons can be completed in a net discharging/loading time of approximately 48 hours. During the cargo operations, six Congolese deckhands stay on board to handle cargo hoses and barges. These men are to be provided with meals and accommodation (one spare cabin will be sufficient). Masters are also requested to instruct their crew to assist with the mooring/unmooring of cargo barges alongside.

**DENSITY:** Brackish to salt.

**FRESH WATER:** Not available.

**FUEL:** Subject to enquiry through Agent.

**MEDICAL:** Doctor available for emergency only. No dental or hospital facilities.

**TANKERS:** No tank-cleaning facilities. Barge available for dirty ballast reception limited to 2,000 cub.m. per trip.

**REPAIRS:** No facilities.

**GENERAL:** During stay of tankers at anchorage the discharge and/or loading operations are constantly supervised by 1 or 2 European representatives of the refinery, who are to be accommodated on board and to be provided with meals.

**SHORE LEAVE:** Shore leave is presently not allowed due to lack of communications; only in urgent cases a crewmember may join one of the refinery tugs. There is no entertainment whatsoever ashore.

**AUTHORITY:** Office d'Exploitation des Transports Coloniaux.

## BOMA: 05.15 S. 13.03 E.

**DOCUMENTS:**

6 Crew Lists.
4 Passenger lists (or "no passenger" declaration).
3 Stores Lists.
3 Crew personal effects lists.
Import and Export Manifests (made up by Agent).
3 sets Cargo Manifests and 4 sets Bills of Lading to be airmailed to Agent in advance.
Maritime Declaration of Health.

**PILOTAGE:** Port is situated on the right bank of River Congo, about 44 miles above Pilot Station at Banana.

Radio Maritime Banana 24 hours prior arrival giving ETA at Banana and requesting Pilot. Pilot available between 0700 and 2200 for arriving vessels. No VHF.

**RESTRICTIONS:** Depth at bar 30 ft. Permissible draft for navigating Congo River varies between 20 ft. to 27 ft. according to local conditions and should be checked with Port Authority in advance.

**HEALTH:** Quarantine Officer boards on arrival. All crew members require valid smallpox vaccinations and yellow fever inoculation certificates.

**TUGS:** Two tugs of 200 and 300 h.p. available to assist berthing.

**BERTHING:** Total quay length 450 metres with three berths alongside. Depth of water at the quay 8 metres at low water. Maximum current at the berths is 3 knots.

**FRESH WATER:** Available from quays, not suitable for drinking.

**FUEL:** Not available.

**MEDICAL:** Doctors and hospital facilities available.

**REPAIRS:** No facilities.

**AUTHORITY:** Office d'Exploitation des Transports Coloniaux. Cables: Onatra Boma.

## MATADI, (including Ango-Ango): 05.49 S. 13.27 E.

**DOCUMENTS:** 7 days before arrival of vessel the following must be in the hands of the Agent:

4 Manifests (detailing explosives, general cargo, heavy lifts).
3 Stowage Plans.
6 Copies of Bills of Lading.
1 Freighted Manifest.

On arrival:

Maritime Declaration.
Ship's Register.
3 Crew Personal Effects Lists.
2 Stowage Plans.
1 Freighted Manifest.
3 List of Ports of Call.
7 Passengers Landed.
7 Passengers in Transit.
5 Crew Lists.
5 Crew Boys Lists.
2 Provisions Lists.
4 Individual Manifests.

**PILOTAGE:** Compulsory for vessels over 500 grt. Radio Maritime Banana 24 hours prior arrival giving ETA at Banana and requesting Pilot. Pilot boards at Banana pilot station. Distance from Banana to Matadi about 75 miles. Pilot available between 0700 and 2200 for arriving vessels. No VHF.

**RESTRICTIONS:** Depth at bar 30 ft. Permissible draft for navigating Zaire River varies between 20 ft. and 27 ft. according to local conditions and should be checked with the Port Authority 3 days in advance.

**MAX. SIZE:** Controlled by draft in river.

**HEALTH:** Quarantine Officer boards on arrival. All crew members require valid smallpox vaccination and yellow fever inoculation certificates.

**TUGS:** Three tugs, largest 1,300 h.p., available to assist berthing.

**BERTHING:** At Matadi.

| | | | |
|---|---|---|---|
| Pier 1 | 149 metres | Pier 6 | 144 metres |
| Pier 2 | 161 metres | Pier 7 | 152 metres |
| Pier 3 | 156 metres | Pier 8 | 149·5 metres |
| Pier 4 | 158 metres | Pier 9 | 167 metres |
| Pier 5 | 128 metres | Pier 10 | 14·3 metres |

At Ango-Ango:

Pier A. Length 110 metres

(As a rule for discharge of inflammable goods and explosives.)

**UNLOADING RATE:** 400 to 600 tons of general cargo per day of two shifts.

**CRANES:** 33 cranes electric. (3 tons at 20 metres reach), (6 tons at 10 metres reach).

| | | |
|---|---|---|
| 15 Cranes Electric | 5 tons | |
| 2 Cranes Steam | 5 tons | |
| 1 Crane Steam | 10 tons | |
| 1 Derrick Fixed | 50 tons | Pier 4 |
| 1 Floating Crane | 8 tons | |
| 1 Portic Crane | 5 tons | |

**BULK HANDLING FACILITIES:** Palm oil is stocked by four companies in Matadi, three of which have pipe-lines to a main quay. The palm oil installations of CCP are at Ango-Ango where ships must berth at Sep Zaire pier. Vessels handling Sep Zaire cargoes are given priority at this pier and in case of unavailability of berth, palm oil would be loaded by barge of 260 tons capacity at Matadi.

| | |
|---|---|
| P.L.Z. (Plantations Lever au Zaire) capacity | 13,450 t. |
| AMATO-Freres | 3,700 t. |
| MADAIL | 2,340 t. |
| C.C.P. | 3,627 t. |

**DENSITY:** Fresh water.

**STEVEDORES:** Working hours: 1st shift 0630 to 1430, 2nd shift 1430 to 2230, 3rd shift 2300 to 0600 in overtime. Arrangements for overtime to be made 24 hours in advance.

**TANKERS:** Discharge at Sep Zaire pier at Ango-Ango. If lightening necessary before berthing, this can be effected at Ramler Buoy, 17 miles above Banana. No tank-cleaning facilities.

**FRESH WATER:** Drinking and boiler water not always available.

**FUEL:** Small quantities available at Ango-Ango. Full bunkers may be taken Kitona (entrance of Zaire River) it is possible to take bunkers at the pier of Sep Zaire at Ango-Ango if not occupied by a tanker and not on Sundays and holidays.

Ships coming up river for bunkering only are free of Port Taxes but must pay normal pilotage expenses and 50 per cent of harbour dues.

**TIDES:** From early December till middle of February current runs at 10·5 to 11 knots. During this period vessels calling at Matadi must have a minimum speed of 12·5 to 13 knots. It is reported that during the rainy season in June the tide runs at 12 knots plus, between Matadi and River entrance and navigation is very difficult at this time.

**MEDICAL:** Doctors and hospital facilities available.

**REPAIRS:** Small repairs possible at railway workshop.

**AUTHORITY:** Office National des Transports (Onatra). Cables: Onatra Matadi.

**CUSTOMS ALLOWANCES:** About 40 cigarettes and reasonable amount [illegible]
**CARGO GEAR:** General cargo, discharged using [illegible] dry bulk cargoes handled [illegible] grabs.
**IDENTIFICATION CARDS:** Shore passes given by local police.
**REPAIRS:** Small repairs only.
**REPATRIATION:** By train or bus, by air from [illegible] or from Zagreb or Zadar.
**TIME:** GMT plus one hour.
**TELEPHONE NUMBERS:** Police, 92; Ambulance, [illegible]
**SHORE LEAVE:** Allowed.
**PORT AUTHORITY:** Lucka Kapetanija, Obala [illegible] Mornarice bb., Sibenik.
**AGENT:** Transagent Sibenik, Obala [illegible] Cables: Transagent.

## SPLIT: 43.31 N. 16.26 E.

**DOCUMENTS HEALTH HOLIDAYS:** Same as [illegible]
**PILOTAGE:** Pilot boards vessel in roads. [illegible]

[illegible]

General Cargo, 31 ft.

[illegible]

**MEDICAL:** All medical assistance including hospitalisation.
**TANKERS:** Two berths for tankers, max. length 200 m. [illegible]
**FRESH WATER:** Available from quay.
Fresh provisions [illegible]
**SECURITY DECK WATCHMEN:** Available.
**OPENING CLOSING HATCHES:** By crew or stevedores.
**CUSTOMS ALLOWANCES:** About 40 cigarettes [illegible] amount wine/spirits per man per day.
**IDENTIFICATION CARDS:** Shore passes issued by local police.
**CONSULS:** British, [illegible] Italian, and [illegible]
**REPAIRS:** All kind, including dry docking.
**DRY DOCKS:** [illegible] up to 28,000 dwt.
**REPATRIATION:** By train, bus or air from Split Airport.
**TIME:** GMT plus one hour.
**TELEPHONE NUMBERS:** [illegible] Fire, 93.
**GENERAL:** [illegible] for passenger ships and with a few berths for general cargo.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Lucka Kapetanija – Split, Obala Lazareta [illegible] graphic address: Luckap Split. Tel. 9888.
**AGENT:** Transagent Split, [illegible] 3551. Cables: Transagent.

## ZADAR: 44.07 N. 15.[illegible]

[illegible]

**ANCHORAGE:** [illegible] (FL G 2 sec.) on the North part of Zadar Peninsula. Average depth about 18 fathoms.
**MAX. SIZE:** Zadar, old port, maximum permissible [illegible] Zadar-Gazenica, new port, max. draft 30 ft. [illegible]
**RADIO:** [illegible] VHF.
**TUGS:** No tugs available.

[illegible]

**MEDICAL:** Advance notice [illegible]

[illegible]

**FRESH WATER:** Fresh water [illegible]
**FUEL:** [illegible]
**DEVELOPMENTS:** Completion of Zadar-Gazenica Port [illegible]

[illegible]

**CUSTOMS ALLOWANCES:** 200 cigarettes per person [illegible] and liquor sealed [illegible]
**IDENTIFICATION** [illegible]
**CONSULS:** [illegible]
**REPAIRS:** Only minor repairs as well as classification for ships up to about 8,000 brt.
**REPATRIATION:** Facilities exist for effecting crew changes and arranging necessary repatriations.
**AIRPORT:** Airport Split, 150 km. distant, served by regular airlines, 25 flights per week; Zadar airport for internal flights only.
**DRY DOCKS:** One floating dock existing for ships up to about 2,000 brt.

**TIME:** GMT plus one hour.
**POLICE/AMBULANCE/FIRE:** Police, [illegible] Fire, 93.

[illegible]

**ZELENIKA:** [illegible]

[illegible]

berthed by mooring the vessel a couple of metres [illegible]

[illegible]

quantity wine/spirits per man per day.
**CARGO GEAR:** Loading, unloading [illegible]
**IDENTIFICATION CARDS:** Shore [illegible]
**CONSULS:** None.
**REPAIRS:** Any kind of [illegible] shipyard "Bijela".
**DRY DOCKS:** [illegible] 184 m., length over [illegible]
Floating dock lifting capacity 33,000 tons. [illegible]

[illegible]

700 m. of fitting pier and another [illegible] will be put into operation [illegible]

[illegible]

**TIME:** Central European Time, GMT plus one hour.
**HOLIDAYS:** [illegible] 13th; November 29th and 30th. Work can be arranged [illegible] and on 2nd day of two-day holidays.
**POLICE/AMBULANCE/FIRE:** No direct connection [illegible] necessity call Agency, Tel. 436.
**SHORE LEAVE:** Allowed.
**AUTHORITY:** Lucka Kapetanija Zelenika. Tel. [illegible]
**AGENTS:** Jadranska Pomorska Agencija, Zelenika [illegible]
Telegraphic address: Jadroagent Zelenika.

# Zaire Republic

## BANANA: 6.01 S. 12.25 E.

**DOCUMENTS:**

[illegible]

Stores List.
Import and Export Manifests [illegible]

[illegible]

Maritime Health Declaration.

[illegible]

**APPROACHES:** In view of the strong current, [illegible]

[illegible]

**PILOTAGE:** River Congo can be entered direct [illegible] water. Pilots not [illegible] tankers to assist mooring at buoys. Notice of [illegible] Harbour Master, [illegible]
The position of the flare of the SOCIR Refinery [illegible]
5° 57' 51" S.
12° 25' 01" E.
The flare is visible during day and night and may be [illegible] for vessels approaching Congo River.
**MAX. SIZE:** Tankers up to 40 ft. draft may discharge [illegible] Banana Creek is limited to vessels draft not [illegible]
**HEALTH:** Quarantine Officer boards at sea [illegible] usually granted as soon as Maritime Health Declaration [illegible]

# INDEX

A
Aabenraa 173
Aalun 621
Aalborg 174
Abadan 312
Aberdeen 711
Abidjan 351
Abo, see Turku 214
Aboshi, see Himeji 363
Abu Al Bu Khoosh 692
Abu Dhabi, see Mina Zayed 699
Acajutla 196
Acapulco 471
Adamas, see Milos 256
Adelaide 29
Aden 848
Agadir 475
Aghios Georgios, see Piraeus 257
Aghios Kosmos, see Piraeus 257
Aghios Nikolaos 251
Agioi Theodoroi 251
Aguadilla 561
Aguilas 605
Aguirre, see Jobos 561
Ahus 625
Aioi 356
Ajaccio 216
Akantias, see Rhodes 259
Akita 357
Alameda, see San Francisco 798
Alba Terminal, see Sitra 68
Albania 1
Albany, W.A. 30
Albany, N.Y. 750
Albatross Bay, see Weipa 61
Alesund 512
Alexandria, U.A.R. 703
Alexandria, Va. 751
Alexandroupolis 251
Algeciras 605
Algeria 1
Algiers 1
Algoa Bay, see Port Elizabeth 603
Alhomen, see Jakobstad 206
Aliaga 664
Alicante 606
Alleppey 277
Almeria 606
Almirante 532
Alsancak, see Izmir 668
Altona, see Hamburg 245
Alvik 513
Amagasaki 358
Amapala 269
Ambes, see Bordeaux 217
Ambon 294
Ameriport, see Philadelphia 787
Amesville, see New Orleans 782
Ampenan 304
Amsterdam 482
Amuay Bay 815
Anacortes 751
Anahuac, see Tampico 474
Anan 358
Anchorage 751
Ancona 333
Andres, see Boca Chica 183
Angle Bay, see Milford Haven 739
Ango Ango, see Matadi 853
**Angola** 3
Angra dos Reis 78
Annaba 1
Antibes 216
Antigua 442
Antilla 154
Antofagasta 135
Antonina, see Paranagua 83
Antwerp 73
Aomori 358
Apapa, see Lagos 510
Apia 573
Apra Harbour, see Guam 468
Aqaba 416
Aracaju, see Carmopolis 80
Aratu 79
Arawak Cay, see Nassau 66
Archangel 673
Ardalstangen 513
Ardjuna 295
Ardrossan, S.A. 30
Ardrossan, U.K. 712
Arendal 513
**Argentina** 6
Argostoli 252
Arhus 174
Arica 135
Arrecife 132
Arthur Kill, see New York 783
Aruba, see Netherland Antilles 488
Arzew 2
**Ascension Island** 604
Ashdod 330
Ashkelon, see Ashdod 330
Ashtabula 751
Asnaes 174
Assab 198
Astoria 752
Atico 540
Atreco 752
Atsumi 358
Auckland 494
Augusta 333
**Australia** 29
Avarua 153
Aveiro 558
Avernakke, see Nyborg 180
Aviles 607
Avondale, see New Orleans 782
Avonmouth, see Bristol 715
Axelsvik, see Karlsborgsverken 631
Ayr 712
Azhikkal, see Calicut 281
**Azores** 64
Azovstal, see Zhdanov 692
Azua 182
B
Baddeck 103
Bado, see Uddevalla 643
Baejarbryggjan, see Sigulufjord 276
Bagnoli 334
Bagotville, see Port Alfred 117
**Bahamas** 65
Bahia, see Salvador 90
Bahia Blanca 24
Bahia Gregorio, see Punta Arenas 141
Bahia Honda, see Mariel 164
**Bahrain** 67
Bahregan Oil Centre, see Ras Bahregan 326
Baie Comeau 103
Bajo Grande 824
Bakar, see Rijeka 851
Balao Terminal 186
Balboa 532
Balikpapan 297
Baliwasan, see Zamboanga 555
Ballast Head 30
Ballast Point, see Sydney, N.S.W. 57
Balmain, see Sydney, N.S.W. 57
Baltimore 752
Banana 852
Bandar Abbas 312
Bandar Mahshahr 313
Bandar Shahpour 314
Bandar Seri Begawan 99
Banes 157
Bangkok 654
**Bangladesh** 71
Bangor, Maine 753
Banias 646
Banjul 238
Banjuwangi 297
Bantry Bay 189
Banyuwangi (Port Meneng) 298
Bar 850
Baracoa 157
Barahona 183
**Barbados** 72
Barbers Point, see Honolulu 769
Barcadera 488
Barcelona 607
Bari 334
Barina Bar, see Orinoco River 832
Barney Point, see Gladstone 42
Barrow-in-Furness 713
Barrow Island 30
Barquito 136
Barranquilla 148
Barreiro, see Lisbon 559
Barry 713
Bartika, see Essequibo River 267
Barton, see Manchester 738
Basrah 327
Bassens, see Bordeaux 217
Basseterre 442
Bastia 216
Bata 200
Bataan 546
Batangas 547
Batang Lupar, see Sejingkat 465
Bathurst, see Banjul 238
Baton Rouge 753
Batumi 674
Bay of Plenty, see Mount Maunganui 497
Bayonne, France 217
Bayonne, N.J., see New York 783
Bayou Cosotte, see Pascagoula 787
Baytown 754
Beaumont 754
Beauty Point, see Launceston 46
Bec d'Ambes, see Bordeaux 217
Bedi Bunder 277
Beira 478
Beirut 437
Bejaia 2
Belawan 298
Belekeri 278

Belem 79
Belfast 713
**Belgium** 73
**Belize** 77
Bell Bay, see Launceston 46
Belledune (Canada) 104
Bellingham 754
Belwaarde, see Paramaribo 624
Benghazi 444
Benicia 754
Berbera 597
Berbice, see New Amsterdam 268
Berdyansk 675
Bergen 513
Bergs Harbour, see Stockholm 640
**Bermuda** 77
Berner's Bay, see Juneau 772
Berre, see Port de Bouc 228
Berrys Bay, see Sydney, N.S.W. 57
Beypore, see Calicut 281
Beyrouth, see Beirut 437
Bhavnagar 278
Bilbao 608
Billingham, see Tees 747
Bima 298
Binatang, see Sibu 465
Binnenhafen, see Kiel 247
Birkenhead, see Liverpool 732
Bislig 547
Bissau 266
Bitung 299
Bizerte 662
Blaye, see Bordeaux 217
Blount Is., see Jacksonville 771
Bluff 495
Blyth 714
Boca Chica 183
Boca Grande, see Jucaro 162
Bodo 514
Bohayan, see Sandakan 463
Boke, see Conakry 265
Boma 853
Bombay 279
Bonaberi, see Douala 102
**Bonaire,** see **Netherlands Antilles** 488
Bone, see Annaba 1
Bonny 506
Boom, see Brussels 74
Boqueron, see Guantanamo 160
Bora Bora 596
Borburata, see Puerto Cabello 838
Bordeaux 217
Borssele, see Flushing 484
Bosporus, see Istanbul 667
Boston 755
Botany Bay 31
Botwood 104
Bougie, see Bejaia 2
Boulogne sur Mer 218
Bourgas 100
Bowen 32
Bowling, see Glasgow 721
Brahestad, see Raahe 211
Braila, see Sulina 570
Brake 240
**Brazil** 78
Brazos, see Freeport, Texas 765
Brega, see Marsa el Brega 447
Bremen 241
Bremerhaven 242
Brest 218
Brevik 514
Bridgeport 756
Bridgetown 72
Bridgewater, N.S. 104
Bridlington 715
Brighton, Trin. 659
Brindisi 335
Brisbane 32
Bristol 715
Brixham 716
Bronnoysund 514
Brooklyn, see New York 783
Broome 33
Brownsville 756
**Brunei** 99
Brunsbuttel 243
Brunswick 757
Brussels 74
Buchanan 443
Buckner Bay, see Nishihara 392
Bucksport, see Bangor 753
Budge Budge, see Calcutta 279
Buenaventura 148
Buenos Aires 15
Bufadero, see Nuevitas 166
Buffalo 757
Buffington, see Chicago 759
**Bulgaria** 100
Bullenbay 488
Bulwer Is., see Brisbane 32
Bunbury 34
Bundaberg 34
Burea, see Skelleftehamn 638
**Burma** 101
Burnie 34
Burnside 758
Burutu 507
Bushire 315
Busselton 35
Butcher Island, see Bombay 279
Butzfleth 243
Buyukdere, see Istanbul 667

C

Cabanas, see Mariel 164
Cabedelo 79
Cabinda 3
Cabo Negro, see Punta Arenas 141
Cabo Rojo 183
Cabo Ruivo, see Lisbon 559
Cadiz 609
Caen 219
Cagliari 336
Caibarien 158
Cairns 35
Cajimaya, see Antilla 154
Calabar 508
Cala Figuera, see Mahon 614
Calais 220
Calcutta 279
Caldera 137
Caldera Bay, see Puntarenas 154
Calderilla 137
Caleta Clarencia, see Punta Arenas 141
Caleta Cordova ⎫ see 25
Caleta Olivia ⎬ Comodoro 25
Caleta Olivares ⎭ Rivadavia 25
Calicut 281
Callao 540
Calumet, see Chicago
Calvi
**Cambodia,** see **Khmer Republi**
Camden, see Philadelphia
**Cameroon Republic**
Campana
Camp Lloyd, see Sondra Stromfjord
**Canada**
Canakkale
**Canal Zone,** see **Panama**
**Canary Islands**
Cannes
Canso Canal, see Port Hawkesbury
and Strait of Canso
Canvey, see London
Cape Cod Canal
Cape Cuvier
Cape Lambert, see Port Walcott
Cape Lopez
**Cape Verde Islands**
Capetown, also see Latest Reports
Cap Haitien
Cape St. Jacques, see Saigon
Caracasbay
Caraquet
Cardenas
Cardiff
Cardon, see Punta Cardon
Caripito
Carmopolis
Caronte, see Port de Bouc
Cartagena, Colombia
Cartagena, Spain
Carteret, see New York
Casablanca
Casilda
Castellon de la Plana
Castle Island
Castletown Bere
Castries
Castro-Urdiales
Catania
Cavalla, see Kavalla
Cay Frances, see Caibarien
Cayo Diana, see Cardenas
Cayo Juan Claro, see Puerto Padre
Ceara, see Fortaleza
Cebu
Ceiba Hueca, see Manzanillo
Ceuta
**Ceylon,** see **Sri Lanka**
Chaguaramas
Chake Chake
Chalkis
Chalmette, see New Orleans
Chalna
Champerico
Chanaral
Chancay
Changhang, see Kunsan
Charleston
Charlestown, Mass. see Boston
Charlotte-Amalie, see St. Thomas,
V.I.
Charlottetown
Chatham, N.B.
Chatham, U.K., see Rochester
Chekaa
Chelsea, Mass., see Boston
Chelsea, N.Y., see New York

Chemainus 105
Cherbourg 221
Cheribon, see Tjirebon 311
Chesapeake and Delaware Ship
  Canal, see Baltimore 752
Chiba 358
Chicago 759
Chicoutimi 105
**Chile** 135
Chimbote 541
Chim Wan, see Kin Wan 374
**Chinese People's Republic** 145
Chinhai, see Latest Reports
Chinnampo, see Nampo 418
Chiriqui, see Almirante 532
Chisimaio 598
Chittagong 71
Christchurch, N.Z., see Lyttelton 496
Christiansted, see Limetree Bay 845
**Christmas Island** 147
Chuk Samet Port, see Sattahip 656
Chungjin 418
Churchill 105
Cienfuegos 159
Cinta Terminal 299
Ciudad Bolivar, see Orinoco River 832
Ciudad Trujillo, see Santo Domingo 185
Civitavecchia 337
Clarenville 106
Claveria 548
Cleveland 760
Cliffe, see London 733
Clifton Point, see Nassau 66
Coatzacoalcos 471
Cobh, see Cork 190
Cochin 281
Cockatoo Island, see Sydney 57
Cockatoo Island, see Yampi Sound 63
**Colombia** 148
Colombo 621
Colon 533
Colonia 813
Come By Chance 106
Comodoro Rivadavia 25
Conakry 265
Concarneau 221
Concepcion, Chile, see Talcahuano 143
Concepcion del Uruguay 19
Conchan 542
**Congo (Peoples Republic of)** 152
Constable Hook, see New York 783
Constantza, also see Latest Reports 570
Constitucion 137
Contrecoeur 107
Coode Island, see Melbourne 47
**Cook Islands** 153
Coolkeeragh, see Londonderry 736
Coos Bay 761
Copenhagen 175
Coquimbo 137
Cordova 761
Corfu 253
Corinth Canal, see Isthmia 254
Corinto 504
Cork 190
Corner Brook 107
Corniquel 231
Corojal, see Antilla 154
Corpus Christi 762
Corunna 612
Coryton, see London 733
**Costa Rica** 153
Cotonou 173
Courtenay Bay, see Saint John, NB 124
Covenas 150
Cowes 716
Cristobal 533
Crofton 105
Cronstadt Island 659
Cruz Grande 138
**Cuba** 154
Cuddalore 282
Curacao, see Willemstad 492
Cutuco, see La Union 198
Cuxhaven 243
Cuyahoga, see Cleveland 760
**Cyprus** 169
Cyrus Terminal 315

D

Dadiangas 549
Daepo, see Daipori 420
Dagenham, see London 733
**Dahomey** 173
Daipori 420
Dairen 145
Dakar 589
Dalhousie 108
Dammam 573
Dampier 36
Danzig, see Gdansk 556
Dardanelles, see Canakkale 665
Dar-es-Salaam 651
Darius Terminal, see Kharg Is. 316
Darling Harbour, see Sydney, N.S.W. 57
Dartmouth 717
Darwin 37
Das Island 693
Datu, see Sabah 463
Davao 549
Davis Point, see San Francisco 798
Deauville, see Trouville 235
Deer Park 762
Delair, see Philadelphia 787
Delaware River, see Philadelphia 787
Delfzijl 483
Demarara, see Georgetown 267
**Denmark** 173
Denofa, see Fredrikstad 516
Derby 38
Derince 665
Derna 445
Destrehan 762
Detroit 762
Devonport, Tas. 38
Dhekelia 169
Diamante 19
Dicido, see Castro Urdiales 611
Dieppe 222
Digby 108
Dingle, see Liverpool 732
Discovery Bay, see Port Rhoades 355
Djakarta 301
Djibouti 653
Doha 566
**Dominican Republic** 182
Donges, see Nantes 230
Dordrecht 483
Douala 102
Dover 717
Drammen 515
Drapetzona, see Piraeus 257
Dreines, see Trangisvaag 201
Drujba, see Bourgas 100
Dubai 695
Dublin 191
Dubrovnik 850
Duluth 763
Dumai 302
Dundalk, see Baltimore 752
Dundee 718
Dunedin, see Otago 499
Dungun 453
Dunkirk 222
Durazzo, see Durres 1
Durban 600
Durres 1

E

Eagle Point, see Philadelphia 787
East Boston, see Boston 755
Eastham, see Manchester 738
East London 602
Eccles, see Manchester 738
Eckernforde 244
Ecopetrol, see Cartagena 149
**Ecuador** 186
Edgewater, see New York 783
Eemshaven 483
Egedesminde 261
Egersund 515
**Egypt, see United Arab Republic** 703
Eilat 331
Einswarden, see Bremen 241
**Eire** 189
Ekenas 203
El Aaiun 621
El Alamein, see Marsa al Hamra 704
Elath, see Eilat 331
Electrona, see Hobart 44
Eleusis 253
Elizabeth, see New York 783
El Jadida 476
Ellesmere Port, see Manchester 738
Ellington, see Suva Outports 203
Ellinoperamaton, see Iraklion 254
El Palito 819
**El Salvador** 196
Elsfleth 244
Elsinore, see Helsingor 178
El Tablazo 829
Emden 244
Emmshaven 483
Emmastad, see Willemstad 492
Emu Bay, see Burnie 34
English Bay, see Vancouver 131
Ensenada de Mora, see Manzanillo 163
Enstedvaertkets, see Aabenraa 173
**Equatorial Guinea** 199
Eregli 665
Erie 763
Esbjerg 175
Escombreras, see Cartagena 609
Escravos 508
Esmeraldas, see Balao Terminal 186
Esperance 39
Esquimalt, see Victoria, B.C. 132
Essequibo River (Bartica) 267
Es Sider 445
Etajima 359

Etang de Berre, see Port de Bouc 228
Eten 542
**Ethiopia** 198
Eureka 764
Europoort, see Rotterdam 485
Everett, Mass., see Boston 755
Everett, Wash. 765
Everton, see New Amsterdam 268
Evripos Strait, see Chalkis 252

F

Faeringehavn 261
Faial, see Horta 64
Falconara, see Ancona 333
Fall River 765
Falmouth 718
Famagusta 170
Fao 329
Farge, see Bremen 241
**Faroe Islands** 200
Faslane, see Glasgow 721
Fateh Terminal 696
Fawley, see Southampton 744
Fayal, see Horta 64
Fecamp 224
Felixstowe 719
Felton 154
Ferndale 765
Ferrol 612
Figueira da Foz 558
**Fiji Islands** 201
**Finland** 203
Finnart, see Glasgow 721
Fisherman's Island, see Brisbane 32
Fishguard 719
Fiumicino 337
Flaxenvik, see Stockholm 640
Fleetwood 719
Flensburg 245
Floro 516
Flushing 484
Forcados 509
Fortaleza 80
Fort Dauphin 452
Fort de France 469
Fort Denison, see Sydney 51
Fort Lauderdale, see Port Everglades 790
Fort Mifflin, see Philadelphia 787
Fort William, see Lakehead Harbour 112
Fos-sur-Mer, see Marseilles 228
Fowey 720
Foynes Harbour } see Shannon
Foynes Island } Estuary 194
**France** 216
Fray Bentos 813
Fredericia 176
Frederikshab 261
Frederikshavn 176
Frederiksted 844
Fredriksskans, see Gavle 625
Fredrikstad 516
Freeport, Bahamas 65
Freeport, Bermuda, see Hamilton 77
Freeport, Tex. 765
Freetown 591
Fremantle 39
**French Antilles** 236
Frenchman's Bay, see Albany 30
Friendly Islands 659
Frobisher Bay 109
Frontignan, see Sete 234
Fuik Bay 489
Fukuyama 360
Funchal 451
Funivie, see Savona 349
Fushiki 361

G

**Gabon** 236
Gaeta 338
Galata, see Istanbul 667
Galatz, see Sulina 570
Galena Park 765
Galeota Point 659
Galle 622
Galvan, see Bahia Blanca 25
Galveston 765
Galway 192
Gamba 237
**Gambia** 238
Garston 720
Gashaga, see Stockholm 640
Gaspe 109
Gastgivarehagen, see Norrkoping 634
Gateshead, see Tyne District 748
Gavilan Point, see Zamboanga 555
Gavle 625
Gazenica, see Zadar 852
Gdansk 556
Gdynia 556
Geelong 40
Gefle, see Gavle 625
Geismar 766
Gela 338
Gellibrand, see Melbourne 47
General San Martin 542
Genoa 339
Geographe Bay, see Busselton 35
Georgetown, Ascension Island 604
Georgetown, Guyana 267
Geraldton 41
Geras Bay, see Mitylene 256
**Germany, Democratic Rep.** 239
**Germany, Federal Rep.** 240
Gerona, Cuba 166
Gerona, Spain, see San Feliu 617
**Ghana** 249
Ghent 75
Gibara, see Vita 169
**Gibraltar** 250
Gijon-Musel 612
Gillingham, see Rochester 742
Girard Point, see Philadelphia 787
Giresun 666
Gisborne 495
Gizo 596
Gladstone 42
Glasgow 721
Glebe Is., see Sydney 57
Glomfjord 517
Gloucester, see Philadelphia 787
Godhavn 262
Godthab 261
Golfito 153
Golluk 666
Good Hope 766
Goole 722
Goose Bay 109
Gorda, see Baracoa 157
Gore Bay, see Sydney 57
Goritsa Bay, see Corfu
Gosport, see Portsmouth
Goteborg, see Gothenburg
Gothenburg
Gotland Is., see Slite
Gove
Gramercy
Gran Canaria, see Las Palmas
Grangemouth
Granton
Granville
Grays, see London
Grays Harbor
**Greece**
Green Bay
Greenhithe, see London
**Greenland**
Greenock, see Glasgow
Greenwich Point, see Philadelphia
Gretna, see New Orleans
Grimsby
Grigorevsky
Groote Eylandt
Groton, see New London
Gruz Harbour, see Dubrovnik
Guacolda, see Huasco
Guadeloupe
Guaiba Island, see Sepetiba Terminal
Guam
Guanica
Guantanamo
**Guatemala**
Guayabal, see Santa Cruz del Sur
Guayacan
Guayanilla
Guayaquil
Guayas River, see Guayaquil
Guimaras, see Iloilo
**Guinea**
**Guinea Bissau**
Guiria, see Caripito
Gulfhavn
Gulfport, Miss.
Gulfport, N.J., see New York
**Guyana**

H

Hachinoe, see Hachinohe
Hachinohe
Haderslev
Hafnagardur, see Sigulufjord
Haifa
Haines
**Haiti**
Hakata
Hakodate
Halat al Mubarras, see Mubarras Island
Halden
Haldia
Halifax
Halling, see Rochester
Hallstavik
Halmstad
Halul Island
Hamble, see Southampton
Hamburg
Hamilton, Bermuda
Hamilton, Ontario
Hamilton, Queensland, see Brisbane

Hamina 203
Hammerfest 517
Hampton Roads 767
Hamra, see Marsa-al-Hamra 704
Hanko 204
Hantsport 111
Haraholmen, see Pitea 637
Haramidere, see Istanbul 667
Harbour Grace 111
Harburg, see Hamburg 245
Hargshamn 628
Harnosand 628
Harstad 517
Hartlepool 747
Harwich 724
Hastings, N.Y., see New York 783
Havana 160
Hawkins Point, see Baltimore 752
Haydarpasa, see Istanbul 667
Hay Point 44
Helanza Is., see Kin Wan 374
Helmi, see Raahe 211
Helsingborg 629
Helsingor 178
Helsinki 204
Hemixem, see Antwerp 73
Hepokari, see Uusikaupunki 214
Heraklion, see Iraklion 254
Hercules, see San Francisco 798
Hernosand, see Harnosand 628
Heroya 517
Herradura Bay, see Guayacan 139
Herttoniemi Harbour, see Helsinki 204
Heysham 725
Higashi, see Niigata 390
Hikoshima, see Shimonoseki 401
Hilo 768
Himeji 363
Hirohata, see Himeji 363
Hiroshima 364
Hitachi 365
Hobart 44
Hoboken, see New York 783
Hodeidah 848
Hoganas 629
Hog Island, see Philadelphia 787
Holehaven, see London 733
Holsteinsborg 262
Holtenau 247
Holyhead 725
Holyrood, see St. John's, Newf. 125
Homer 769
Honam, see Inchon 420
Honavar 283
Hondagua, see Latest Reports
**Honduras** 268
Honfleur 224
**Hong Kong** 271
Honiara 596
Honolulu 769
Horie, see Matsuyama 382
Hornefors 629
Hornillo 605
Horsens 178
Horta 64
Horten 518
Hososhima 365
Houston 770
Hovic, see Limetree Bay 845
Hoyanger 578
Hsinkang, see Taku Bar, also see Latest Reports 146
Huacho 542
Hualien 648
Huarmey 542
Huasco 140
Hudiksvall 629
Hudson River, see New York 783
Huelva 612
Hueneme 770
Hull 725
Humbermouth, see Corner Brook 107
Humbolt Bay, see Eureka 764
Huron 771
Husnes 518

I

Ibicay 19
Ibiza 613
**Iceland** 275
Igarka 675
Iggesund, see Hudiksvall 629
Iho 365
Ijmuiden 484
Ile Rousse 224
Ilha Barnabe, see Santos 93
Ilheus 81
Iligan, see Latest Reports
Ilo 542
Iloilo 550
Ilichevsk 676
Imabari 366
Imahuru, see Imabari 366
Imatra Kaukopaa, see Saimaa Canal 212
Imbituba, see Itajai 81
Immingham 727
Ince, see Manchester 738
Inchon 420
**India** 277
Indiana Harbour, see Chicago 759
**Indonesia** 294
Ingeniero, see La Plata 19
Ingeniero White, see Bahia Blanca 25
Innisfail 45
Inkoo 206
Innoshima 366
Inokuchi, see Omishima 393
Inspection Head, see Launceston 46
Invergordon 727
Inverness 728
Ipswich 728
Iquique 140
Iraklion 254
**Iran** 312
**Iraq** 327
**Ireland (Republic of)**, see **Eire** 189
Ireland Is., see Hamilton 77
Isabela de Sagua 162
Isafjord 275
Ishinomaki 367
Iskenderun 666
Isla d'Agua, see Rio de Janeiro 85
Isla de Pinos, see Nueva Gerona 166
Isle of Grain 729
Isle of Sheppey, see Sheerness 743
**Israel** 330
Istanbul 667
Isthmia 254
Istinye, see Istanbul 667
Itajai 81
**Italy** 333
Itaqui, see Sao Luiz 94
Itea 254
Itozaki, see Onomichi 395
Ivigtut 262
**Ivory Coast** 351
Iwaki, see Onahama 394
Iwakuni 367
Izmail 677
Izmir 668

J

Jacksonville 771
Jacobstad 206
Jakarta 301
Jakhau 283
Jakobshavn 262
**Jamaica** 352
Jamestown, St. Helena 605
**Japan** 356
Jarrow, see Tyne District 748
Jebel Dhanna 697
Jeddah 574
Jersey City, see New York 783
Jesselton, see Kota Kinabalu 453
Jibouti 653
Joao Pessoa, see Cabedelo 79
Jobos 561
Joensuu, see Saimaa Canal 212
Jolo 550
**Jordan** 416
Jose Panganiban 551
Ju'aymah 575
Jucaro 162
Julianehab 262
Juneau 772
Jurong, see Singapore 593

K

Kage, see Skelleftehamn 638
Kagoshima 368
Kahului 772
Kainan, see Shimotsu 401
Kakinada 283
Kakogawa 368
Kalajoki, see Raahe 211
Kalamata 255
Kalaranta, see Uusikaupunki 214
Kalifoka, see Corfu 253
Kali Limenes 255
Kalmar 630
Kalundborg 178
Kamaishi 369
Kamsar, see Port Kamsar 266
Kanda 369
Kandla 284
Kangaroo Is., see Ballast Head 30
Kanmon-Ko 369
Kanokawa 370
Kaohsiung 649
Kaolack 590
Karachi 531
Karadeniz Eregli 665
Karavostassi, see Morphou Bay 172
Karimunting, see Sandakan 463
Karlsborgsverken 631
Karlshamn 631
Karlskrona 631
Karskar, see Gavle 625
Karwar 285

Kashima 370
Kasim Terminal, see Sorong 308
Kaskinen, see Kasko 207
Kasko 207
Kaskoy, see Istanbul 667
Kastrades, see Corfu 253
Katakolon 255
Katsini Bay, see Aghios Nikolaos 251
Kaur, see Banjul 238
Kaukas, see Saimaa Canal 212
Kavalla 256
Kavieng 537
Kawaihae, see Hilo 768
Kawasaki 371
Keelung 650
Kefalomandouko, see Corfu 253
Keflavik 275
Kelang, see Port Kelang 460
Kemi 207
Kenitra 477
**Kenya** 417
Kerain, see Norrkoping 634
Kerasunda, see Giresun 666
Keratsini, see Piraeus 257
Kerkyra, see Corfu 253
Ketchikan 772
Kharg Island 316
Khemco Terminal, see Kharg Island 316
Kherson 677
**Khmer Republic** 417
Kholmsk 678
Khor-al-Amaya 329
Khor-el-Mufatta 427
Khor Musa, see Bandar Mahshahr 313
Khorramshahr 321
Khrysokhou Bay, see Latchi 171
Khulna, see Chalna 71
Kidjang 304
Kiel 247
Kiel Canal 247
Kieta 537
Kiire 372
Kikuma 372
Killingholme 727
Kill Van Kull, see New York 783
Killybegs 193
Kimbe 537
Kimitsu 373
Kings Bay 773
Kings Lynn 729
Kingsnorth 730
Kingston, Jamaica 352
Kingston, Ontario 111
Kingstown 847
Kinuura 374
Kin Wan 374
Kipevu, see Mombasa 417
Kirkenes 519
Kisarazu, see Kimitsu 373
Kishon, see Haifa 331
Kismayu, see Chisimao 598
Kitakyushu, see Moji 386
Kitimat 111
Klaipeda 678
Klakksvik 200
Klang, see Port Kelang 460
Kleven, see Mandal 521
Kobe 376
Kodiak 773
Koge 179
Kohani, see Mkoani 652
Kohsichang 654
Kokkola 207
Koko, see Sapele 512
Kokura 379
Kolding 179
Kolo Harbour, see Karlshamn 631
Komatsushima 379
Kompongsom 417
Koolan Island, see Yampi Sound 63
Koper 850
Koping 631
**Korea (North)** 418
**Korea (South)** 420
Kota Kinabalu 453
Kotka 207
Koverhar 208
Kowloon, see Hong Kong 271
Kpeme 657
Kragero 519
Kralendijk 489
Kribi 102
Kristiansand S. 519
Kristiansund N. 519
Kristinestad 208
Kuala Rompin, see Rompin 462
Kubikenbork, see Sundsvall 642
Kuching 455
Kudamatsu 380
Kudat, see Sabah 463
Kunak 455
Kunsan 422
Kuntaur, see Banjul 238
Kuopio, see Saimaa Canal 212
Kure 381
Kurnell, see Botany Bay 31
Kushiro 381
Kutubidia, see Chittagong 71
**Kuwait** 427
Kuwait (Harbour), see Shuwaikh 435
Kvarnholmen, see Stockholm 640
Kwinana, see Fremantle 39
Kyndby 179

L

Laajasalo Harbour, see Helsinki 204
Labuan 456
Labuantring Bay 304
La Chiva, see Antilla 154
La Estacada 826
La Goulette 663
La Guaira 821
La Libertad, Ecuador 187
La Libertad, El Salvador 197
La Mede, see Port de Bouc 228
La Nouvelle 225
La Pallice 225
La Pampilla 543
La Plata 19
La Rochelle 225
La Romana 184
La Salina 827
La Skhirra 663
La Spezia 340
La Teja, see Montevideo 813
La Union 198
Lae 538
Laem Krabang, see Bangkok (Developments) 654
Lagos 510
Lahad Datu, see Sabah
Lake Charles
Lakehead Harbour
Lambasa, see Suva Outports
Landskrona
Langror, see Soderhamn
Lapaluoto, see Raahe
Lappeenranta, see Saimaa Canal
Larnaca
Larne
Larvik
Las Mareas
Las Minas
Las Palmas
Las Piedras Paraguana, see Amuay Bay
Las Salinetas
Latchford, see Manchester
Latchi
Lattakia
Launceston
Laurium, see Lavrion
Lautoka
Lavan Island
Lavera, see Port de Bouc
Lavrion
Lazareta, see Syros
**Lebanon**
**Leeward Islands**
Legaspi
Leghorn, see Livorno
Le Havre
Leith
Leixoes
Lenadura, see Punta Arenas
Leningrad
Lerwick
Levuka
**Liberia**
Libreville
**Libya**
Lilleborg, see Fredrikstad
Lillesand
Limassol
Limbang
Lime Island, see Sault St Marie
Limerick
Limetree Bay
Limni Mines, see Latchi
Linden, Guyana
Linden, see New York
Lindoe, see Odense
Lindsey, see Immingham
Lingga, see Sejingkat
Lisbon
Little Aden, see Aden
Liverpool
Livorno
Lizaret, see Toulon
Lobito
Locust Point, see Baltimore
Lome
London
Londonderry
Londunarbryggja, see Sigulufjord
Long Beach
Longview
Lorengau
Lorient
Los Angeles

Loudden, see Stockholm 640
Louholmen, see Pitea 637
Lourenco Marques 479
Lowestoft 737
Luanda 5
Lubeck 247
Lucina Marine Terminal, Gabon, see Latest Reports
Lulea 632
Lutong, see Miri 458
Lysekil 632
Lyttelton 496
Lytton, see Brisbane 32

**M**

Maaloy 521
Macapa, see Santana 92
Macassar 305
Maceio 82
Mackay 46
Mackenzie, see Linden 268
Macoris, see San Pedro de Macoris 185
**Madagascar** 452
Madang 538
**Madeira** 451
Madras, also see Latest Reports 286
Madre de Deus, see Salvador 90
Madryn, see Puerto Madryn 27
Magallanes Bay, see Masao 554
Magazine Point, see Mobile 780
Magellan Straits, see Punta Arenas 141
Magnisi, see Augusta 333
Magpetco 778
Mahe, see Port Victoria 590
Mahon 614
Maizuru 382
Majunga 452
Makassar, see Macassar 305
Malabo 199
Malacca 457
Malaga 614
**Malagasy Republic** 452
Malamocco, see Venice 351
**Malaysia** 453
Malmo 632
Maloy, see Maaloy 521
Malongo, see Cabinda 3
**Malta** 468
Malus Is., see Dampier 36
Mamonal, see Cartagena 149
Manati, see Puerto Padre 167
Manaus 82
Manchester 738
Mandal 521
Mandoukion, see Corfu 253
Mandvi 287
Manfredonia 341
Mangalore 287
Mangla, see Chalna 71
Manguinhos, see Rio de Janeiro 85
Manila 552
Manopla, see Santa Cruz del Sur 168
Manta 188
Mantyluoto 208
Manzanillo, Cuba 163
Manzanillo, Dominican Republic 184
Manzanillo, Mexico 472
Maqal, see Basrah 327
Maracaibo 829
Maracaibo Lake 822
Mararuni, see Georgetown 267
Marcus Hook, see Philadelphia 787
Mar del Plata 26
Marghera, see Venice 351
**Marianas Islands** 468
Mariehamn 209
Mariel 164
Marjan, see Zuluf 588
Marmagoa, see Mormugao 287
Marmorilik 262
Marrero, see New Orleans 782
Marsa al Hamra 704
Marsa al Hariga 446
Marsa el Brega 447
Marsaxlokk, see Valletta 468
Marsden Point, see Whangarei 503
Marseilles 228
Martinez, see San Francisco 798
**Martinique** 469
Maryborough 47
Masan 422
Masao 554
Masnedoe, see Vordingborg 182
Masnedsund, see Vordingborg 182
Massawa 199
Matadi 853
Matanzas, Cuba 166
Matanzas, Orinoco River 835
Matarani 543
Mategata, see Imabari 366
Matias de Galvez, see Santo Tomas 265
Matsunaga, see Onomichi 395
Matsuyama 382
Maturin Bar, see Caripito 817
**Mauritania** 469
**Mauritius** 470
Mayaguez 563
Mazagan, see El Jadida 476
Medan, see Belawan 298
Mede, see Port de Bouc 228
Media Luna, see Manzanillo 163
Medway 739
Mega, see Himeji 363
Megara 256
Mejillones 141
Melbourne 47
Melilla 477
Melville Bay, see Gove 43
Menstad, see Skien 524
Mersin 669
Mesane 680
Messina 341
Metlakatla 778
**Mexico** 471
Mezen, see Mesane 680
Miami 778
Middlesbrough, see Tees 747
Mihara, see Onomichi 395
Miike 383
Milazzo 342
Milford Haven 739
Milhaud, see Toulon 235
Milner Bay, see Groote Eylandt 43
Milos Island 256
Milwaukee 779
Mina Abdulla 427
Mina al Ahmadi 429
Mina al Fahal 528
Mina Khalid, see Sharjah 703
Mina Qaboos 529
Mina Raysut 531
Mina Saud 432
Mina Sulman 67
Mina Zayed, see Abu Dhabi 699
Minatitlan 472
Miragoane 268
Miramar, see Belem 79
Miri 458
Mispec Point, see Saint John, NB 124
Misumi 384
Mitkof Is., see Petersburg 787
Mitylene 256
Miyako 384
Mizushima 385
Mjimwema 651
Mkoani 652
Moa 157
Moanda, see Banana 852
Mobile 780
Mocamedes 5
Mocka 848
Modewheel, see Manchester 738
Moengo 624
Mogadiscio 598
Mohammedia 477
Moin Bay, see Puerto Limon 154
Mo-i-Rana 521
Moji 386
Mokpo 423
Molde 522
Mombasa 417
Monfalcone, see Latest Reports
Monrovia 443
Montedison, see Brindisi 335
Montego Bay 354
Montevideo 813
Montijo, see Lisbon 559
Montoir, see Nantes 230
Montreal 112
Mora 157
Morehead City 780
Moreton Bay, see Brisbane 32
Mormugao 287
**Morocco** 475
Morphou Bay 172
Mort Bay, see Sydney 57
Mosjoen 522
Mossel Bay 603
Motril 615
Mount Maunganui 497
Mourilyan 45
Moville, see Londonderry 736
**Mozambique** 478
Mozambique (Port) 480
Mtwara 652
Muara Harbour 99
Mubarek Terminal 699
Mubarras Island 700
Mucuripe, see Fortaleza 80
Muelle de Hierro, see Bahia Blanca 24
Muftiyah, see Basrah 327
Mukho 423
Multedo, see Genoa 339
Mundra 288
Munkedal, see Lysekil 632
Muntok 305
Murmansk 680
Muroran 387
Musel, see Gijon 612
Musi Bar, see Palembang 305

Mustola Harbour, see Saimaa Canal 212
Mutrah, see Mina Qaboos 529
Mutsure, see Shimonoseki 401
Mykonos 257
Myrtle Grove 781

N

Naadendaal, see Turku 214
Naantali 209
Nacala 480
Naestved 180
Nagapattinam 288
Nagasaki 388
Nagoya 388
Naha 389
Naikorokoro, see Suva Outports 203
Nakhodka 681
Nampo 418
Namsos 522
Nanaimo 115
Nanchital 473
Nantes 230
Naoetsu 389
Naoshima 390
Napier 497
Naples 342
Naryan-Mar 682
Narovik, see Keflavik 275
Narssarssuaq 263
Narvik 522
Nasipit, see Masao 554
Nassau 66
Natal 83
**Nauru Island** 481
Navarino Bay, see Pylos 258
Navlakhi 289
Nawiliwili 781
Necochea, see Quequen 28
Negishi, see Yokohama 413
Neiafu, Tonga, see Nuku'alofa 658
Nelson 498
Neskaupstadur 275
**Netherlands** 482
**Netherlands Antilles** 488
New Amsterdam 268
Newark, see New York 783
New Bedford 781
**New Caledonia** 493
Newcastle, N.B. 105
Newcastle, N.S.W. 51
Newcastle-on-Tyne, see Tyne District 748
**New Guinea, see Papua** 537
Newhaven, U.K. 740
New Haven, Con. 782
New Hythe, see Rochester 742
New London 782
New Mangalore 289
New Nickerie 624
New Orleans, also see Latest Report 782
New Plymouth 498
Newport, I.O.W. 716
Newport, Gwent 740
Newport News, see Hampton Roads 767
New Ross 193
New Westminster 115
New York 783
**New Zealand** 494
Nha-Be, see Saigon 843
Niah, see Sarawak Coastal Ports 465
**Nicaragua** 504
Nicaro 154
Nice 230
**Nigeria** 506
Niigata 390
Niihama 391
Nikiski 784
Niquero, see Manzanillo 163
Nishihara 392
Nissyros, see Yali Island 260
Njarovik 275
Nordenham 248
Nordfjordur, see Neskaupstadur 275
Nordhafen, see Kiel 247
Norfolk, see Hampton Roads 767
Norrkoping 634
Norrsundet 635
**Northern Ireland**, see **United Kingdom** 711
North Shields, see Tyne District 748
North Star Bugt 263
North Sydney, N.S. 116
Northville, see Riverhead, N.Y. 796
**Norway** 512
Nouadhibou 469
Nouadhibou Harbour 470
Nouakchott 470
Noumea 493
Novorossiysk 683
Nowruz Terminal, see Ras Bahregan 326
Nueva Gerona 166
Nueva Palmira 815
Nuevitas 166
Nuku'alofa 658
Nuottasaari, see Oulu 209
Nyborg 180
Nyhamn, see Gavle 625
Nykobing 180
Nykoping 635
Nynashamn 635

O

Oakhamness, see Kingsnorth 730
Oakland 784
Ocean Falls 116
**Ocean Island** 528
Ocho Rios 354
Odense 180
Odessa 684
Ofunato 392
Ogdensburg 785
Ohita, see Oita 393
Ohmishima, see Omishima 393
Oita 393
Okha 290
Okinawa (Kin Wan) 374
Okinawa (Naha) 389
Okrika, see Port Harcourt 511
Okubo, see Moji 386
Olbia 343
Old Kilpatrick, see Glasgow 721
Oljysatama, see Turku 214
Olympia 785
**Oman (Sultanate of)** 528
Omishima 393
Onahama 394
Onega 685
Onomichi-Itozaki 395
Onton, see Castro Urdiales 611
Oporto 558
Oran 3
Orange
Oranjestad
Orinoco River
Ornskoldsvik
Oro Bay
Ortviken, see Sundsvall
Orviken, see Skelleftehamn
Osaka
Oskarshamn
Oslo
Ostend
Ostermoor, see Brunsbuttel
Ostrand, see Sundsvall
Ostrica
Otago
Otaru
Otterham, see Rochester
Oulu
Owase
Oxelosund
Oxnard, see Hueneme
Ozol, see San Francisco

P

Pacasmayo
Pahang, see Rompin
Paita
Pajaritos, see Coatzacoalcos
**Pakistan**
Palamos
Palembang
Palermo
Palm Beach
Palma, Majorca
Palo Alto, see Jucaro
Palua
Pamatacualito, see Pertigalete
Pamfyllon, see Mitylene
Pampushamnen, see Norrkoping
**Panama**
Panama Canal
Panama City
Panambur, see New Mangalore
Panarukan
Pandjang
Panga, see Nuku'alofa
Pangkalan Susu
Pangkalbalam
Pantalan of Assesa, see Tarragona
Papeete
**Papua and New Guinea**
Para, see Belem
Paradip
Paramaribo
Paranagua
Paranam
Pargas
Paris
Partington, see Manchester
Pasadena
Pasajes
Pascagoula
Pasir Panjang, see Singapore
Pastelillo, see Nuevitas
Pateniemi
Patras
Patreksfjordur
Pauillac, see Bordeaux
Paulsboro, see Philadelphia
Pavitt Point, see Sandakan

Payardi, see Puerto las Minas 537
Paysandu 815
Peanut Is., see Palm Beach 786
Pearl Harbour, see Honolulu 769
Pemba, see Wete 653
Pembroke, see Milford Haven 739
Penang 458
Penarth, see Cardiff 716
Pending Point, see Kuching 455
Pennington Terminal 510
Pennsauken, see Philadelphia 787
Pensacola 787
Pepel 592
Perama, see Piraeus 257
Pernambuco, see Recife 84
Pernis, see Rotterdam 485
Perth Amboy, see New York 783
Pertigalete 838
**Peru** 540
Petersburg 787
Petit Couronne, see Rouen 231
Philadelphia 787
Philipsburg 490
Philippeville, se Skikda 3
**Philippines** 546
Phuket 655
Picton 500
Pictou 116
Pietarsaari, see Jacobstad 206
Pilon, see Manzanillo 163
Pimental 544
Piney Point 788
Pinkenba, see Brisbane 32
Piombino 344
Piraeus 257
Pir Pau, see Bombay 279
Pisco, see General San Martin 542
Pitch Point, see Sobo 662
Pitea 637
Pitsundet, see Pitea 637
Pladju, see Palembang 305
Ploce 851
Plymouth 741
Pohang, also see Latest Reports 423
Point Breeze, see Philadelphia 787
Point Central, see Nouadhibou 469
Point Comfort 793
Point Fortin 660
Point Lisas 661
Point Samson, see Port Walcott 55
Point Tupper, see Port Hawkesbury 119
Pointe-a-Pierre 660
Pointe-a-Pitre 235
Pointe Clairette, see Cape Lopez 236
Pointe des Galets 569
Pointe Noire 152
**Poland** 556
**Polynesie Francaise, see Society Islands** 596
Ponce 564
Pondicherry 291
Ponnani, see Calicut 281
Ponta Delgada 64
Poole 741
Porbandar 291
Pori, see Mantyluoto 208
Porkkala 211
Poros Bay, see Aghios Nikolaos 251
Porsgrunn, see Heroya 517
Port Adams 788
Port Adelaide, see Adelaide 29
Port Alberni 116
Port Alfred 117
Port Allen, Hawaii, see Nawiliwili 781
Port Allen, La., see Baton Rouge 753
Port Alma, see Rockhampton 57
Port Angeles 788
Port Arthur, Ont., see Lakehead Harbour 112
Port Arthur, Tex. 789
Port Augusta 51
Port-au-Prince 268
Port Bouet, see Abidjan 351
Port Canaveral 790
Port Cartier 117
Port Chalmers, see Otago 499
Port Colborne 119
Port Covington, see Baltimore 752
Port de Berre, see Port de Bouc 228
Port de Bouc, see Marseilles 228
Port de la Mede, see Port de Bouc 228
Port de Lavera, see Port de Bouc 228
Port Dickson 460
Port Elizabeth 603
Port Esquivel 354
Port Etienne, see Nouadhibou 469
Port Everglades 790
Port Gentil 238
Port Giles 51
Port Harcourt 511
Port Hawkesbury and Strait of Canso 119
Port Hedland, also see Latest Reports 51
Port Huon, see Hobart 44
Port Huron, Mich. 791
Port Jackson, see Sydney 57
Port Jerome, see Rouen 231
Port Kaiser 355
Port Kamsar 266
Port Kelang 460
Port Kembla 54
Port Latta 54
Port Lavaca 793
Port Lincoln 55
Port Louis 470
Port Manati 167
Port Melbourne, see Melbourne 47
Port Meneng, see Banyuwangi (Port Meneng) 298
Port Moody, see Vancouver 131
Port Moresby 539
Port Natal, see Durban 600
Port Neches 793
Port Nelson, see Nelson 498
Port Newark, see New York 783
Port Newport, see Melbourne 47
Port of Spain 661
Port Phillip, see Melbourne 47
Port Pirie 55
Port Rashid 702
Port Redi 292
Port Rhoades 355
Port Richmond, see Philadelphia 787
Port Royal, see Kingston 352
Port St. Joe 793
Port St. Louis du Rhone 233
Port Said, see Suez Canal 706
Port San Luis 794
Port Socony, see New York 783
Port Stanvac 55
Port Sudan 623
Port Sulphur 794
Port Sutton, see Tampa 805
Port Swettenham, see Port Kelang 460
Port Talbot 742
Port Tampa, see Tampa 805
Port Taranaki, see New Plymouth 498
Port Trinidad, see Cienfuegos 159
Port Tudy, see Lorient 227
Port Vendres 231
Port Victoria 590
Port Walcott 55
Port Weller, see Port Colborne 119
Port Whangarei, see Whangarei 503
Portishead, see Bristol 715
Portland, Me. 791
Portland, Ore. 792
Portland, Vic. 56
Porto Alegre 84
Porto Amelia 481
Porto Branolao, see Lisbon 559
Porto dos Buchos, see Lisbon 559
Porto Empedocle 345
Porto Foxi, see Cagliari 336
Porto Grande, see St. Vincent 134
Porto Marghera, see Venice 351
Porto Salazar, see Mocamedes 5
Porto Torres 345
Porto Vesme 345
Portsmouth, Va., see Hampton Roads 767
Portsmouth, U.K. 741
**Portugal** 558
**Portuguese East Africa, see Mozambique** 478
**Portuguese West Africa, see Angola** 3
Porvoo 211
Poti 686
Powell River 121
Pozos Colorados Terminal 151
Prai, see Penang 458
Praia Formosa, see Funchal 451
Prescott 121
Preston, Cuba 154
Prince Rupert 121
Priolo, see Augusta 333
Progreso 473
Proper Bay, see Port Lincoln 55
Propriano 231
Provesten, see Copenhagen 175
Puerto Acevedo, see Villa Constitution 23
Puerto Borghi, see San Lorenzo 21
Puerto Barrios 264
Puerto Belgrano, see Bahia Blanca 25
Puerto Bolivar 189
Puerto Cabello 838
Puerto Cabezas 505
Puerto Chicama 544
Puerto Cortes 270
Puerto Deseado 27
Puerto de Hierro 838
Puerto de Raos, see Santander 617
Puerto de la Luz, see Las Palmas 133
Puerto de Soller 619
Puerto Galvan, see Bahia Blanca 24
Puerto Granaderos, see San Lorenzo 21
Puerto Honduras, see Santa Cruz de Teneriffe. 133
Puerto La Cruz 839
Puerto Las Minas 537

# INDEX

Puerto Limon 154
Puerto Local, see Gijon-Musel 612
Puerto Macias 200
Puerto Madero, see Buenos Aires 16
Puerto Madryn 27
Puerto Maritime, see Guayaquil 186
Puerto Miranda 829
Puerto Montt 141
Puerto Nuevo, see San Nicolas 22
Puerto Ordaz 836
Puerto Padre 167
Puerto Percy, see Punta Arenas 141
Puerto Plata 184
**Puerto Rico** 561
Puerto Rosales, see Bahia Blanca 25
Puerto San Martin, see San Lorenzo 21
Puerto Somoza 505
Puerto Tarafa, see Nuevitas 166
Puerto Viejo, see Azua 182
Pulau Ayer Chawan, see Singapore 593
Pulau Bukom, see Singapore 593
Pulau Sambu 307
Pulau Sebarok, see Singapore 593
Punta Ancla, see Bahia Blanca 24
Punta Arenas, Chile 141
Punta Cardon 841
Punta Chavez, see Puerto Cabello 838
Punta Ciguena, see Bahia Blanca 24
Punta Cuchillo 837
Punta de Palmas 831
Punta Gorda, see Caripito 817
Punta Gorda, Cuba, see Baracoa 157
Punta Grossa, see Koper 850
Punta Marieta, see Caripito 817
Punta Medanos 27
Punta Molino, see Gaeta 338
Puntarenas, Costa Rica 154
Punta Salinas, see Antilla 154
Punta Tablones, see Ilo 542
Punto Fijo, see Amuay Bay 815
Purfleet, see London 733
Pusan 423
Pylos 258
Pyrmont, see Sydney 57

Q

**Qatar** 566
Quebec 122
Queenborough, see Sheerness 743
Que Iboe 512
Quequen 28
Quiliano Terminal 346
Quimper 231
Quincy, see Boston 755
Quintero 142

R

Raahe 211
Rabaul 539
Rairi, see Port Redi 292
Ramsburg, see Georgetown 267
Ramallo 20
Ramshall, see Norrkoping 634
Randers 181
Rangoon 101
Rapid Bay 57
Ras al-Khaima 703
Ras al Khafji 579
Ras Bahregan 326
Ras Es Sider, see Es Sider 445
Ras Gharib 704
Ras Lanuf 448
Ras Selaata 438
Ras Shukheir 705
Ras Tanura 582
Rasta, see Stockholm 640
Rathmullen 194
Rauma 212
Rautaruukki, see Raahe 211
Ravenna 348
Ravensbourne, see Otago 499
Recalada, see Buenos Aires 15
Recife 84
Redi, see Port Redi 292
Redwood City 794
Refineria Gibraltar, see Algeciras 605
Rejang River, see Tanjong Mani 466
Reni 686
Reposaari, see Mantyluoto 208
**Reunion Island** 569
Revere, see Boston 755
Reykjavik 275
Rhodes 259
Riachuelo, see Buenos Aires 15
Ribadeo 616
Richards Bay 604
Richmond, Cal. 794
Richmond, Va. 796
Ridham, see Sheerness 743
Riga 686
Rijeka 851
Rijnpoort, see Rotterdam 485
Rio, see Patras 257
Rio de Janeiro 85
Rio Gallegos 28
Rio Grande 88
Rio Haina 185
Rio Santiago, see La Plata 19
Risdon, see Hobart 44
Risor 523
Ristina, see Saimaa Canal 212
Riverhead 796
River Plate 12
Rochefort 231
Rochester, New York 797
Rochester, U.K. 742
Rockhampton 57
Rockport, see Tampa 805
**Romania** 570
Rome, see Georgetown 267
Rompin 462
Ronne 181
Ronneby 637
Ronnskarsverken, see Skelleftehamn 638
Rosario, Argentina 19
Rosario, Philippines, see Manila 552
Rosas 617
Rosslare 194
Rostock 239
Rotterdam 485
Rouen 231
Roytta, see Tornio 214
Rozelle Bay, see Sydney 57
Rozi, see Bedi Bunder 277
Runcorn, see Manchester 738
Rya Harbour, see Gothenburg 627

S

Sabah 463
Sabang 307
Sacavem, see Lisbon
Sacramento
Saetia, see Antilla
Safaga
Safi
Sagua de Tanamo
Sagunto
Saida, see Sidon
Saigon
Saimaa Canal and ports in Lake Area of Saimaa
St. Catharines
St. Croix, see Virgin Is.
St. George's
St. Helena
Saint John, N.B.
St. John's, Antigua
St. John's, Newf.
St. Kitts
**St. Lawrence Seaway**
St. Louis du Rhone
St. Lucia, see Castries
St. Maarten, see Philipsburg
St. Malo
St. Michael's Bay, see Sint Michiels Bay
St. Nazaire
St. Nicholas, see Aghios Nikolaos
St. Nicholas, Aruba
St. Nikolo, see Aghios Nikolaos
St. Pierre
**St. Pierre & Miquelon**
St. Rose, see New Orleans
St. Servan
St. Thomas, V.I.
St. Vincent, Cape Verde Is.
St. Vincent, Windward Is., see Kingstown
Sakai
Sakaide
Sakata
Salallah, see Mina Raysut
Salaverry
Salerno
Salinas, see La Libertad
Salipazari, see Istanbul
Salonika, see Thessaloniki
Saltacaballo, see Castro Urdiales
Salt End, see Hull
Salt River
Salvador
Samarai
**Samoa**
Samson Point, see Port Walcott
Samsun
San Antonio
San Antonio Oeste
San Carlos
San Diego
San Feliu de Guixols
San Fernando
San Francisco
San Jose, Guatemala
San Juan, Peru
San Juan, Puerto Rico
San Julian, Argentina
San Lorenzo, Argentina
San Lorenzo, Venezuela
San Luis, Cal., see Port San Luis
San Martin, see San Lorenzo

San Nicolas, Argentina 22
San Nicolas, Peru 544
San Pedro, Argentina 22
San Pedro, Cal., see Los Angeles 776
San Pedro de Macoris 185
San Vicente 143
San Vitale, see Ravenna 348
Sandakan 463
Sandarne, see Soderhamn 638
Sans Souci, see Santo Domingo 185
Santa Barbara, see Huasco 140
Santa Cruz, Argentine 29
Santa Cruz del Sur 168
Santa Cruz de Teneriffe 133
Santa Eleana Bay, see La Libertad 187
Santa Fe 22
Santa Iria, see Lisbon 559
Santa Isabella, see Malabo 199
Santa Lucia, see Mariel 164
Santa Maria, see Jucaro 162
Santa Marta 151
Santana, also see Latest Reports 92
Santander 617
Santarem 92
Santiago de Cuba 168
Santo Domingo 185
Santos 93
Santo Tomas de Castilla 265
Santurce, see Bilbao 608
Sao Francisco do Sul 94
Sao Luiz 94
Sao Sebastiao 95
Sapele 512
Sarande 1
Sarawak Coastal Ports 465
Sarikei, see Sibu 465
Sarnia 126
Sarpsborg 524
Sarroch, see Cagliari 336
Sasebo 399
Sassari, see Porto Torres 345
Sattahip 656
Sauda 524
**Saudi Arabia** 573
Sault Ste Marie 126
Saunsilta, see Uusikaupunki 214
Savannah 800
Savannah-la-Mar 356
Savona 349
Savonlinna, see Saimaa Canal 212
Savu Savu, see Suva Outports 203
Scheerhafen, see Kiel 247
Schiedam, see Rotterdam 485
Schillig Roads, see Wilhelmshaven 248
**Scotland**, see **United Kingdom** 711
Seaforth, see Liverpool 732
Searsport 801
Seattle 801
Seddon Island, see Tampa 805
Sejingkat 465
Semarang 308
Sembawang, see Singapore 593
Semporna, see Sabah 463
Sendai 402
**Senegal** 589
Sepetiba Terminal 97
Sept Iles 126
Seria 100
Sete 234
Setubal 560
Seven Islands, see Sept Iles 126
Seville 618
Seward 802
Sewaren, see New York 783
Sewell's Point, see Hampton Roads 767
**Seychelles** 590
Sfaktiria, see Pylos 258
Sfax 663
Shanghai, see Latest Reports
Shannon Estuary 194
Sharjah 703
Shark Bay 61
Sheerness 743
Sheet Harbour 128
Shellhaven, see London 733
Shengjin 1
Sherbro River, see Freetown 591
Sheskharis, see Novorossiysk 683
Shikama, see Himeji 363
Shimanzi, see Mombasa 417
Shimizu 400
Shimonoseki 401
Shimotsu 401
Shinminato, see Toyama Shinko 407
Shiogama 402
Shippegan 128
Shoreham 743
Shuaiba 433
Shuwaikh 435
Sibenik 851
Sibu 465
Sibuti, see Sarawak Coastal Ports 465
Sidon 438
**Sierre Leone** 591
Sigulufjord 276
Sikea 637
**Singapore** 593
Sint Michiels Bay 492
Sinucane Is., see Port Hedland 51
Siporex, see Skelleftehamn 638
Sirtica, see Ras Lanuf 448
Sitka 802
Sitra 68
Skaerbaek 181
Skagastrond 276
Skagway 803
Skandia Harbour, see Gothenburg 627
Skaramanga, see Eleusis 253
Skarvik Harbour, see Gothenburg 627
Skelleftehamn 638
Skeppsviken, see Uddevalla 528 643
Skien 524
Skikda 3
Skoldvik, see Porvoo 211
Skredsvik 638
Skuthhamn, see Pitea 637
Slagen (Slagenstangen) 525
Sligo 195
Slite 638
Smalkalden 625
Smiths Bluff 803
Snails Bay, see Sydney 57
Snodland, see Rochester 742
Sobo 662
Sochi 687
**Society Islands** 596
Soderhamn 638
Soervaag 200
Sola, see Stavanger 525
Soller 619
**Solomon Islands** 596
Solvesborg 639
**Somali Republic** 597
Sonderborg 181
Sondra Stromfjord 263
Sorel 128
Sornainen Harbour, see Helsinki 204
Sorong 308
Sourabaja 309
Sousakion, see Isthmia 254
Sousse 664
**South Africa** 599
Southampton 744
**South Atlantic Islands** 604
South Boston, see Boston 755
South Brewer, see Bangor 753
South Shields, see Tyne District 748
**Spain** 605
**Spanish Guinea**, see **Equatorial Guinea** 199
**Spanish Sahara** 621
Sparrows Point, see Baltimore 752
Spezia, see La Spezia 340
Split 852
Spring Bay 57
**Sri Lanka** 621
Sriracha 656
Stadersand 248
Stadthafen, see Lubeck 247
Stanlow, see Manchester 738
Staten Is., see New York 783
Stavanger 525
Steno Straits, see Chalkis 252
Stenungsund 639
Stettin, see Szczecin 557
Stocka, see Hudiksvall 629
Stockholm 640
Stockton 803
Stockvik, see Sundsvall 642
Stora Hoggarn, see Stockholm 640
Stornoway 745
Storugns 642
Stralsund 239
Stranraer 745
Stromstad 642
Strood, see Rochester 742
Stugsund, see Soderhamn 638
Suai, see Sarawak Coastal Ports 465
Suda Bay 259
**Sudan** 623
Suez, see Suez Canal 706
Suez Canal 706
Sukhumi 688
Sukkertoppen 264
Sulina 570
**Sultanate of Oman** 528
Summerside 129
Sundahofn, see Reykjavik 275
Sunderland 745
Sundsvall 642
Sungei Gerong, see Palembang 305
Sungei Merah, see Sibu 465
Sungei Pakning, see Dumai 302
Sungei Sarawak, see Sejingkat 465
Sunndalsora 526
Supe 546
Superior, see Duluth 763
**Surinam** 624
Suva 202
Suza, see Sousse 664

Svartvik, see Sundsvall 642
Svendborg 182
Svolvaer 526
Swansea 746
**Sweden** 625
Swinoujscie, see Szczecin 557
Sydney, N.S.W. 57
Sydney, N.S. 129
**Syria** 646
Syros 259
Szczecin 557

T

Tabangao, see Batangas 547
Table Bay, see Capetown 599
Tachibana, see Anan 358
Tacloban 555
Tacoma 803
Tahiti Island, see Papeete 596
Tahkoluoto, see Mantyluoto 208
**Taiwan** 648
Takoradi 249
Taku Bar 146
Talara 546
Talcahuano 143
Tallbacken, see Norrkoping 634
Tallinn 688
Taltal 144
Tamano, see Uno 409
Tamatave 453
Tammisaari 203
Tampa 805
Tampico 474
Tanabe 402
Tanah Puteh, see Kuching 455
Tanamo 169
Tandjong Perak, see Sourabaja 309
Tandjong Priok, see Djakarta 301
Tandjung Uban 309
Tanga 652
Tangier 478
Tangku, see Taku Bar 146
Tanjong Mani 466
Tanjong Pagar, see Singapore 593
Tanjong Pendam, see Sibu 465
Tanjong Penjuru, see Singapore 593
Tanjong Salirong, see Brunei 99
Tanoura, see Moji 385
**Tanzania** 650
Tarakan 310
Taranaki, see New Plymouth 498
Taranto 349
Tarbert Is. Oil Terminal, see Shannon Estuary 194
Tarragona 619
Tartous 648
Tauranga, see Mount Maunganui 497
Tawau 466
Tebar Terminal, see Sao Sebastiao 95
Tecarmo, see Carmopolis 80
Tedut Terminal, see Tramandai 97
Tees 747
Teesport 747
Tegal 310
Tela 270
Telegrafberget, see Stockholm 640
Teluk Bajur 310
Teluk Betung, see Pandjang 306
Tema 249
Tembladora 662
Temse, see Brussels 74
Teneriffe, see Santa Cruz de Teneriffe 133
Terneuzen 487
Terranova, see Olbia 343
**Territoire Francaise d'Afars et Issas** 653
Tetney Terminal 748
Texas City 806
**Thailand** 654
Thames District, see London 733
Thamshavn 526
Thessaloniki 259
Thevenard 59
Three Rivers, see Trois Rivieres 130
Thule 263
Thunder Bay, see Lakehead Harbour 112
Thursday Island 59
Tientsin, see Taku Bar 146
Tiko 102
Tilbury, see London 733
Timaru 500
Tioga Terminal, see Philadelphia 787
Tjilitjap 311
Tjirebon 311
Tobata 403
Tobruk 449
Tocopilla 144
**Togo** 657
Tokuyama 403
Tokyo 404
Toledo 806
Tolkis, see Tolkkinen 214
Tolkkinen 214
Tonda, see Tokuyama 403
**Tonga** 658
Tonnay-Charente 235
Tonsberg 527
Toppila, see Oulu 209
Tornio 214
Toronto 129
Torre Annunziata 350
Torres Strait 59
Torrevieja 619
Tors Harbour, see Gothenburg 627
Torshavn 201
Toulon 235
Townsville 60
Toyama 406
Toyama Shinko 407
Trabzon 669
Tramandai 97
Trangisvaag 201
Tranmere, see Liverpool 732
Travemunde, see Lubeck 247
Trelleborg 643
Trieste 350
Trincomalee 623
**Trinidad** 659
Tripoli, Lebanon 440
Tripoli, Libya 449
Triso, see Sejingkat 465
Trois Rivieres 130
Tromso 527
Trondheim 527
Troon, see Ayr 712
Trouville 236
**Trucial States**, see **United Arab Emirates** 692
Tsingtao 147
Tsukumi
Tsuruga
Tsurumi, see Kawasaki and Yokohama
Tsurusaki, see Oita
Tuapse
Tubarao
Tumaco
Tunas de Zaza, see Cienfuegos
Tungprong Port, see Sattahip
Tunis, see La Goulette
**Tunisia**
Turbo
**Turkey**
Turku
Tuticorin
Tvoroyri, see Trangisvaag
Tyne District
Tynemouth, see Tyne District

U

Ube
Uddevalla
Uleaborg, see Oulu
Ulsan
Umaiso, see Matsuyama
Umea
Umm Qasr, see Basrah
Umm Said
**Union of Soviet Socialist Republics**
**United Arab Emirates**
**United Arab Republic**
**United Kingdom**
**United States of America**
Uno
Upnor, see Rochester
Uraga, see Yokosuka
Urangan, see Maryborough
Urangel, see Nakhodka
Urdiales, see Castro Urdiales
Urinj, see Rijeka
**Uruguay**
Useless Loop
Usunkum, see Eregli
Uusikaupunki

V

Vaasa
Vado Ligure, see Savona
Vadso
Vaitape, see Bora Bora
Val de Caes, see Belem
Valdez
Valencia
Valko
Valletta
Vallvik
Valparaiso
Vancouver, B.C.
Vancouver, Wash.
Varberg
Varkaus, see Saimaa Canal
Varna
Varton, see Stockholm
Vasklot, see Vaasa
Vassiliko Bay
Vasteras
Vastervik
Vatia Point, see Suva Outports

Veitsiluoto 216
Vejle 182
**Venezuela** 815
Venice 351
Ventspils 689
Vera Cruz 474
Veraval 293
Verdon, see Bordeaux 217
Vestmannaeyjar 276
Viana do Castelo 560
Victoria, B.C. 132
Victoria, Cameroons 102
**Vietnam (South)** 843
Vigo 620
Vihreasaari, see Oulu 209
Vila Real de Santo Antonio 560
Villa Cisneros 621
Villa Constitucion 23
**Virgin Islands** 844
Visakhapatnam 293
Visby 645
Vita 169
Vitoria 98
Vlaardingen, see Rotterdam 485
Volos 260
Voltri, see Genoa 339
Voorbaai, see Mossel Bay 603
Vordingborg 182
Vostochny 690
Voudia Bay, see Milos 256
Vuda Point, see Lautoka 201
Vyborg 690

W

Waipipi, see Waverley Harbour 501
Wakamatsu 410
Wakayama 410
Wales, see **United Kingdom** 711
Walkom, see Valko 215
Wallaroo 61
Wallhamn 646
Wallsend, see Tyne District 748
Walsh Bay, see Sydney 57
Walvis Bay 604
Wanganui 500
Warnemunde, see Rostock 239
Warri, see Burutu 507
Waterford 195
Waverley Harbour 501
Weehawken, see New York 783
Weipa 61
Welland Canal, see St. Lawrence Seaway 571
Wellington 502
Westernport 61
West Hartlepool, see Tees 747
Westview, see Powell River 121
Westville, see Philadelphia 787
Westwego, see New Orleans 782
Wete 653
Wewak 540
Weymouth, Mass., see Boston 755
Weymouth, N.S. 132
Whangarei 503
Whiddy Island, see Bantry 189
White Bay, see Sydney 57
Whitegate, see Cork 190
Whitehaven 750
Whyalla 62
Wilhelmsburg, see Hamburg 245
Wilhelmshaven 248
Willemstad 492
Williamstown, see Melbourne 47
Wilmington, Del. 807
Wilmington, N.C. 807
Windsor 132
**Windward Islands** 847
Wintam, see Brussels 74
Wismar 239
Wolloomooloo, see Sydney 57
Wrangell 808
Wright Point, see Port Hawkesbury 119
Wulsan, see Ulsan 424
Wyndham 63

X

Xeros, see Morphou Bay 172

Y

Yabucoa 566
Yahata, see Chiba 358
Yali Island 260
Yalta 691
Yampi Sound 63
Yandina 597
Yarraville, see Melbourne 47
Yawata 411
Yembo 587
**Yemen, Arab Republic** 848
**Yemen, People's Democratic Republic of** 848
Yenbo, see Yembo 587
Ymuiden, see Ijmuiden 484
Yokkaichi 412
Yokohama 413
Yokosuka 415
Yosu 425
Ystad 646
**Yugoslavia** 850
Yura, see Shimotsu 401

Z

Zadar 852
**Zaire Republic** 852
Zamboanga 555
Zanzibar 653
Zarate 23
Zeebrugge 76
Zelenika 852
Zhdanov 692
Zonguldak 670
Zorrosa, see Bilbao 608
Zueitina 450
Zuluf 588

Svartvik, see Sundsvall [illegible]
Svendborg [illegible]
Svolvaer [illegible]
Swansea [illegible]
Sweden [illegible]
Swinoujscie, see Szczecin [illegible]
Sydney, N.S.W. [illegible]
Sydney, N.S. [illegible]
Syria [illegible]
Syros [illegible]
Szczecin [illegible]

Tabangao, see Batangas [illegible]
Table Bay, see Capetown [illegible]
Tachibana, see Anan [illegible]
Tacloban [illegible]
Tacoma [illegible]
Tahiti Island, see Papeete [illegible]
Tahkoluoto, see Mantyluoto [illegible]
Taiwan [illegible]
Takamatsu [illegible]
Takoradi [illegible]
Taku Bar [illegible]
Talara [illegible]
Talcahuano [illegible]
Tallbacken, see Norrkoping [illegible]
Tallinn [illegible]
Taltal 144
Tamano, see Uno 408
Tamatave [illegible]
Tammisaari [illegible]
Tampa [illegible]
Tampico [illegible]
Tanabe [illegible]
Tanah Puteh, see Kuching [illegible]
Tancao [illegible]
Tandjong Perak, see Sourabaja [illegible]
Tandjong Priok, see Djakarta [illegible]
Tandjung Uban [illegible]
Tanga [illegible]
Tangier 478
Tanggu, see Taku Bar 146
Tanjong Mani 486
Tanjong Pagar, see Singapore 593
Tanjong Pendam, see Sibu 489
Tanjong Penjuru, see Singapore 593
Tanjong Salirong, see Brunei 79
Tanoura, see Moji 385
Tanzania 630
Tarakan 310
Taranaki, see New Plymouth 408
Taranto 339
Tarbert Is. Oil Terminal, see
Shannon Estuary 194
Tarragona 619
Tartous 648
Tauranga, see Mount Maunganui 407
Tawau 486
Tebar Terminal, see Sao Sebastiao 95
Tecarmo, see Carmopolis 86
Tedut Terminal, see Tramandai 97
Tees 747
Teesport 747
Tegal 319
Tela 279
Telegrafberget, see Stockholm 640
Teluk Bajur 310
Teluk Betung, see Pandjang 306
Tema 249
Tembladora 882
Temse, see Brussels [illegible]
Tenerife, see Santa Cruz de
Tenerife [illegible]
Terneuzen [illegible]
Terranova, see Olbia [illegible]
Territoire Francaise d'Afars et
Issas [illegible]
Tetney Terminal [illegible]
Texas City [illegible]
Thailand [illegible]
Thames District, see London [illegible]
Thamshavn [illegible]
Thessaloniki [illegible]
Thevenard [illegible]
Three Rivers, see Trois Rivieres [illegible]
Thule [illegible]
Thunder Bay, see Lakehead Harbour [illegible]
Thursday Island [illegible]
Tientsin, see Taku Bar 146
Tiko [illegible]
Tilbury, see London [illegible]
Timaru [illegible]
Tioga Terminal, see Philadelphia [illegible]
Tjilatjap [illegible]
Tjirebon [illegible]
Tobata [illegible]
Tobruk [illegible]
Tocopilla [illegible]
Togo [illegible]
Tokuyama [illegible]
Tokyo [illegible]
Toledo [illegible]
Tolkis, see Tolkkinen [illegible]
Tolkkinen [illegible]
Tonda, see Tokuyama [illegible]
Tonga [illegible]
Tonnay-Charente [illegible]
Tonsberg [illegible]
Tonoura, see Uno [illegible]
Toran [illegible]
Toronto [illegible]
Torre Annunziata 350
Torres Strait 59
Torrevieja 619
Tors Harbour, see Gothenburg 627
Torshavn 201
Toulon 235
Townsville 60
Toyama 406
Toyama Shinko 407
Trabzon 609
Tramandai 97
Trangisvaag 201
Tranmere, see Liverpool 732
Travemunde, see Lubeck 247
Trelleborg 643
Trieste 350
Trincomalee 623
Trinidad 659
Tripoli, Lebanon 440
Tripoli, Libya 489
Triso, see Sejingkat 488
Trois Rivieres 150
Tromso 227
Trondheim 227
Troon, see Ayr 712
Trouville 236
Trucial States, see United Arab
Emirates 882
Tsingtao 147
Tsukumi
Tsuruga
Tsurumi, see Kawasaki
and Yokohama
Tsurusaki, see Oita
Tuapse
Tubarao
Tumaco
Tunas de Zaza, see Cienfuegos
Tungchong Port, see [illegible]
Tunis, see La Goulette
Tunisia
Turbo
Turkey
Turku
Tuticorin
Tvoroyri, see Trangisvaag
Tyne District
Tynemouth, see Tyne District

U

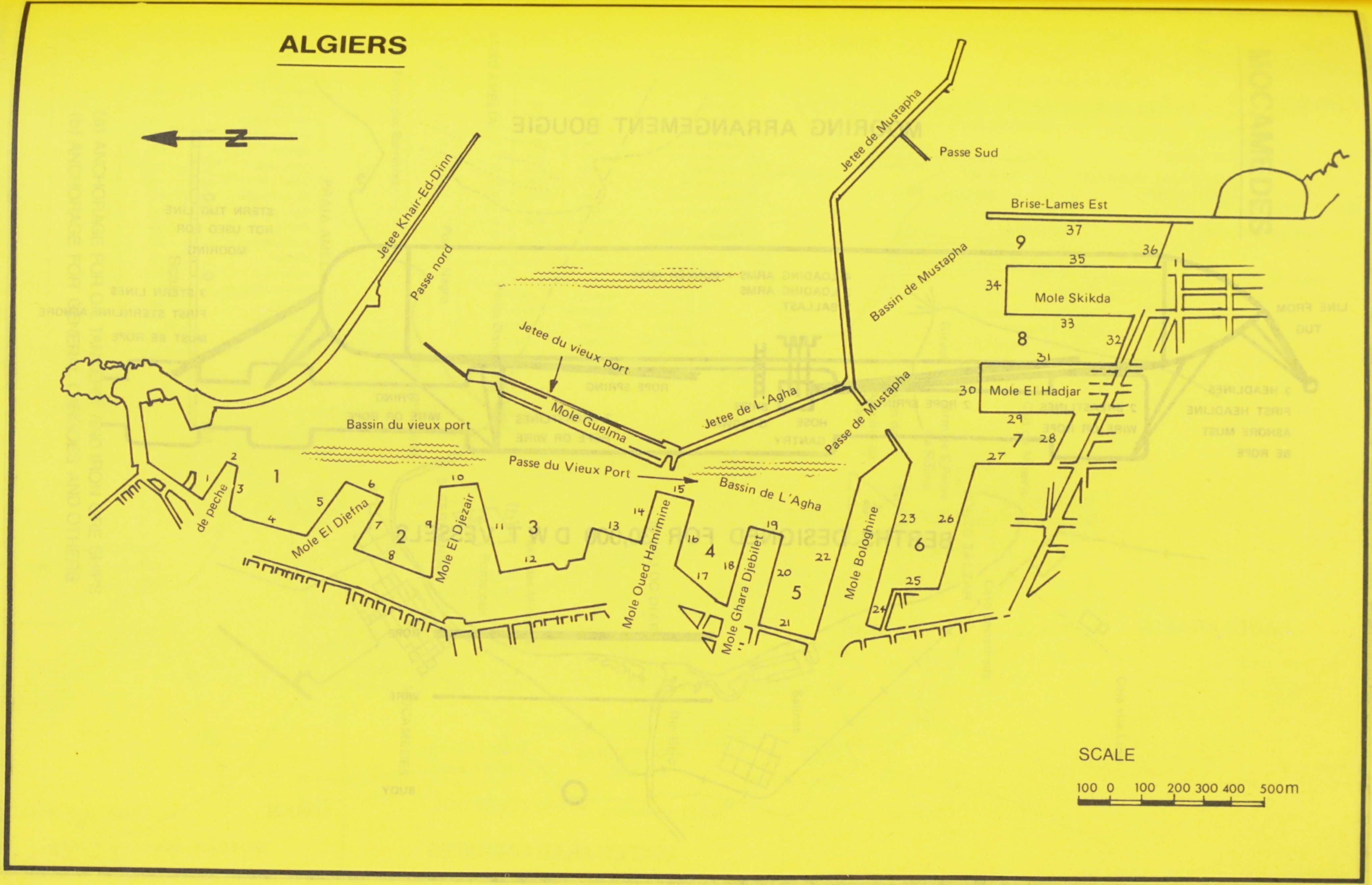
Ube
Uddevalla
Uleaborg, see Oulu
Ulsan
Umaeshi, see Matsuyama
Umea
Umm Qasr, see Basrah
Umm Said
Union of Soviet Socialist
Republics
United Arab Emirates
United Arab Republic
United Kingdom
United States of America
Uno
Upnor, see Rochester
Uraga, see Yokosuka
Urangan, see Maryborough
Urangel, see Nakhodka
Urdiales, see Castro Urdiales
Urinj, see Rijeka
Uruguay
Useless Loop
Usunkum, see Eregli
Uusikaupunki

V

Vaasa
Vado Ligure, see Savona
Vadso
Vaitape, see Bora Bora
Val de Caes, see Belem
Valdez
Valencia
Valko
Valletta
Vallvik
Valparaiso
Vancouver, B.C.
Vancouver, Wash.
Varberg
Varkaus, see Saimaa Canal
Varna
Varton, see Stockholm
Vaskiluoto, see Vaasa
Vassiliko Bay
Vasteras
Vastervik
Vatia Point, see Suva Outports

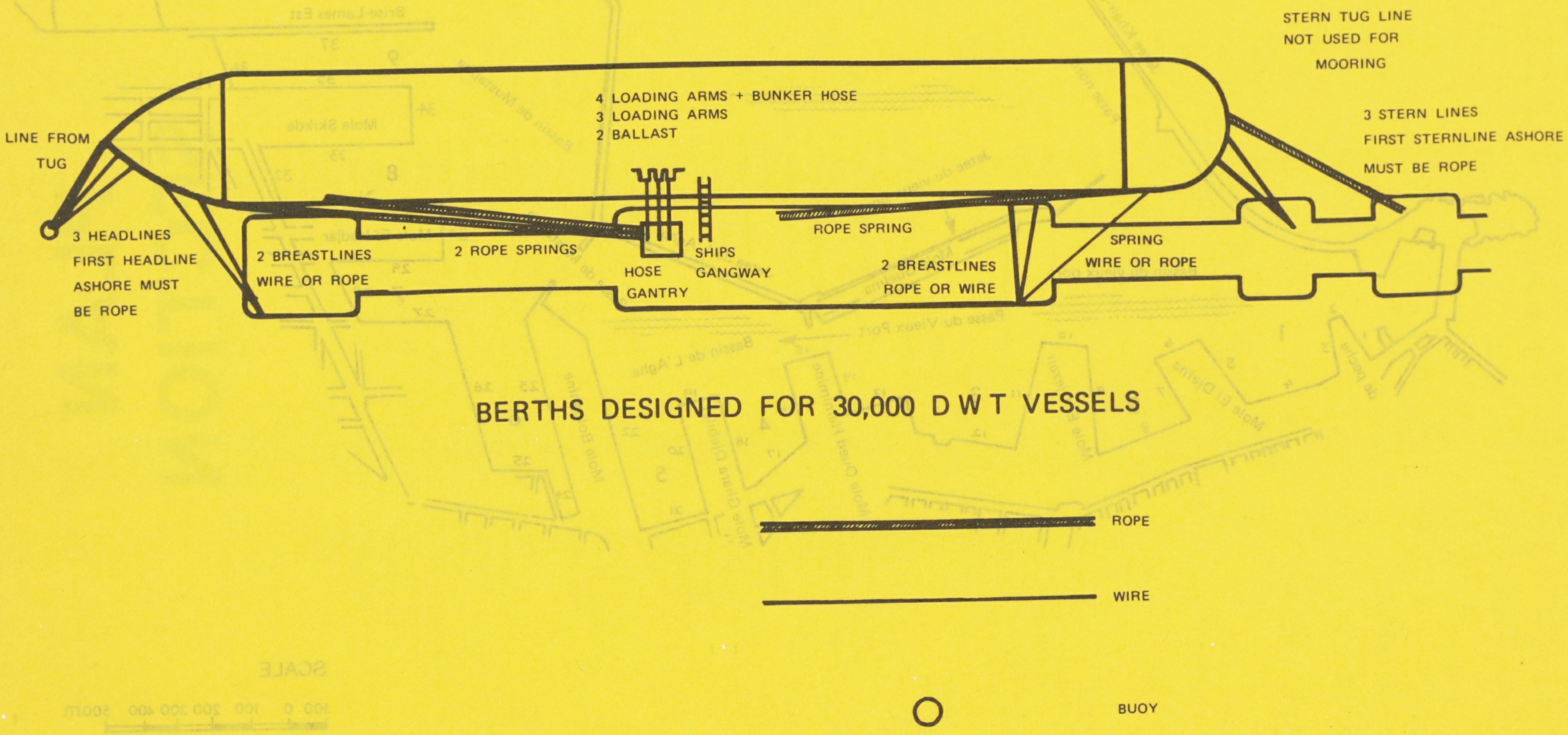
# PLAN
# SECTION

# ALGIERS


N
Jetee Khair-Ed-Dinn
Passe nord
Jetee du vieux Port
Mole Guelma
Bassin du vieux port
Passe du Vieux Port
Jetee de L'Agha
Bassin de L'Agha
Passe de Mustapha
Bassin de Mustapha
Jetee de Mustapha
Passe Sud
Brise-Lames Est
Mole Skikda
Mole El Hadjar
de peche
Mole El Djefna
Mole El Djezair
Mole Oued Hamimine
Mole Ghara Djebilet
Mole Bologhine
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
SCALE
100 0 100 200 300 400 500m

*"Reproduced by kind permission of the Port Authority".*

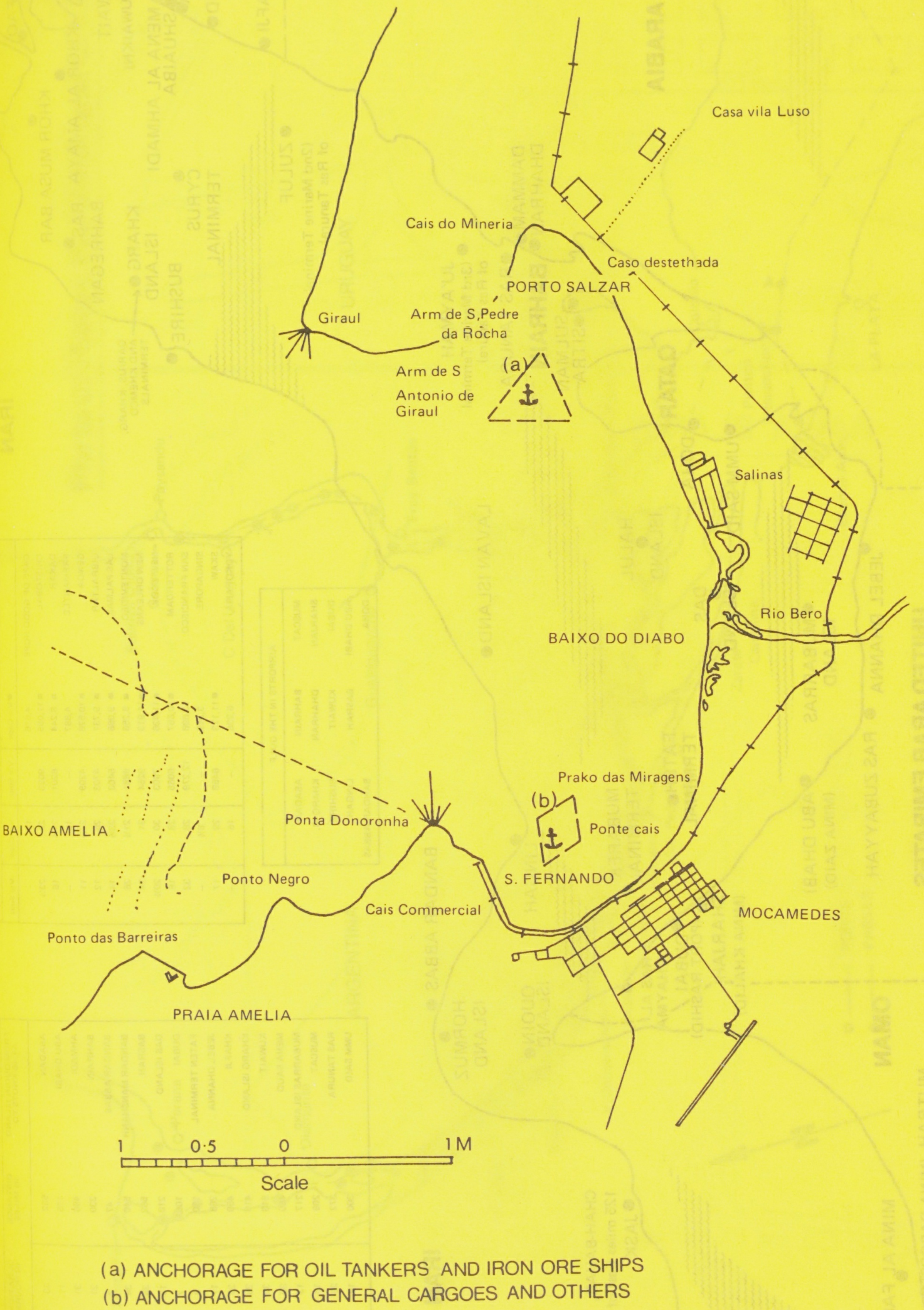
# MOORING ARRANGEMENT BOUGIE


STERN TUG LINE NOT USED FOR MOORING
4 LOADING ARMS + BUNKER HOSE
3 LOADING ARMS
2 BALLAST
3 STERN LINES
FIRST STERNLINE ASHORE MUST BE ROPE
LINE FROM TUG
3 HEADLINES
FIRST HEADLINE ASHORE MUST BE ROPE
2 BREASTLINES
WIRE OR ROPE
2 ROPE SPRINGS
HOSE GANTRY
SHIPS GANGWAY
ROPE SPRING
2 BREASTLINES
ROPE OR WIRE
SPRING
WIRE OR ROPE
ROPE
WIRE
BUOY

BERTHS DESIGNED FOR 30,000 D W T VESSELS

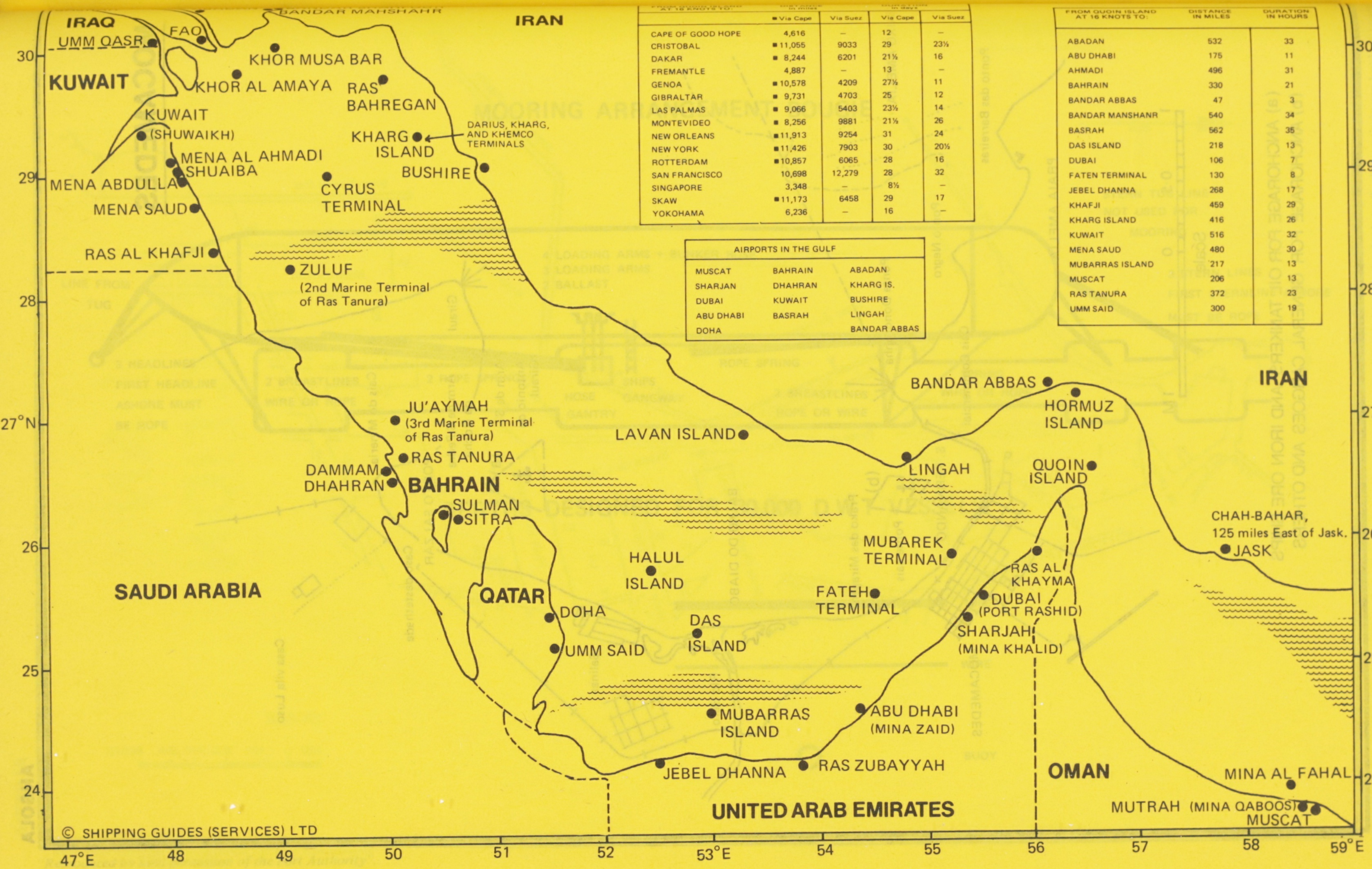
*"Reproduced by kind permission of the Port Authority".*

## MOCAMEDES


Casa vila Luso
Cais do Mineria
Caso destethada
PORTO SALZAR
Giraul
Arm de S.Pedre da Rocha
Arm de S Antonio de Giraul
(a)
Salinas
Rio Bero
BAIXO DO DIABO
Prako das Miragens
(b)
Ponte cais
Ponta Donoronha
BAIXO AMELIA
Ponto Negro
S. FERNANDO
Cais Commercial
MOCAMEDES
Ponto das Barreiras
PRAIA AMELIA
1 0·5 0 1M
Scale

(a) ANCHORAGE FOR OIL TANKERS AND IRON ORE SHIPS
(b) ANCHORAGE FOR GENERAL CARGOES AND OTHERS

*"Reproduced by kind permission of the Port Authority".*

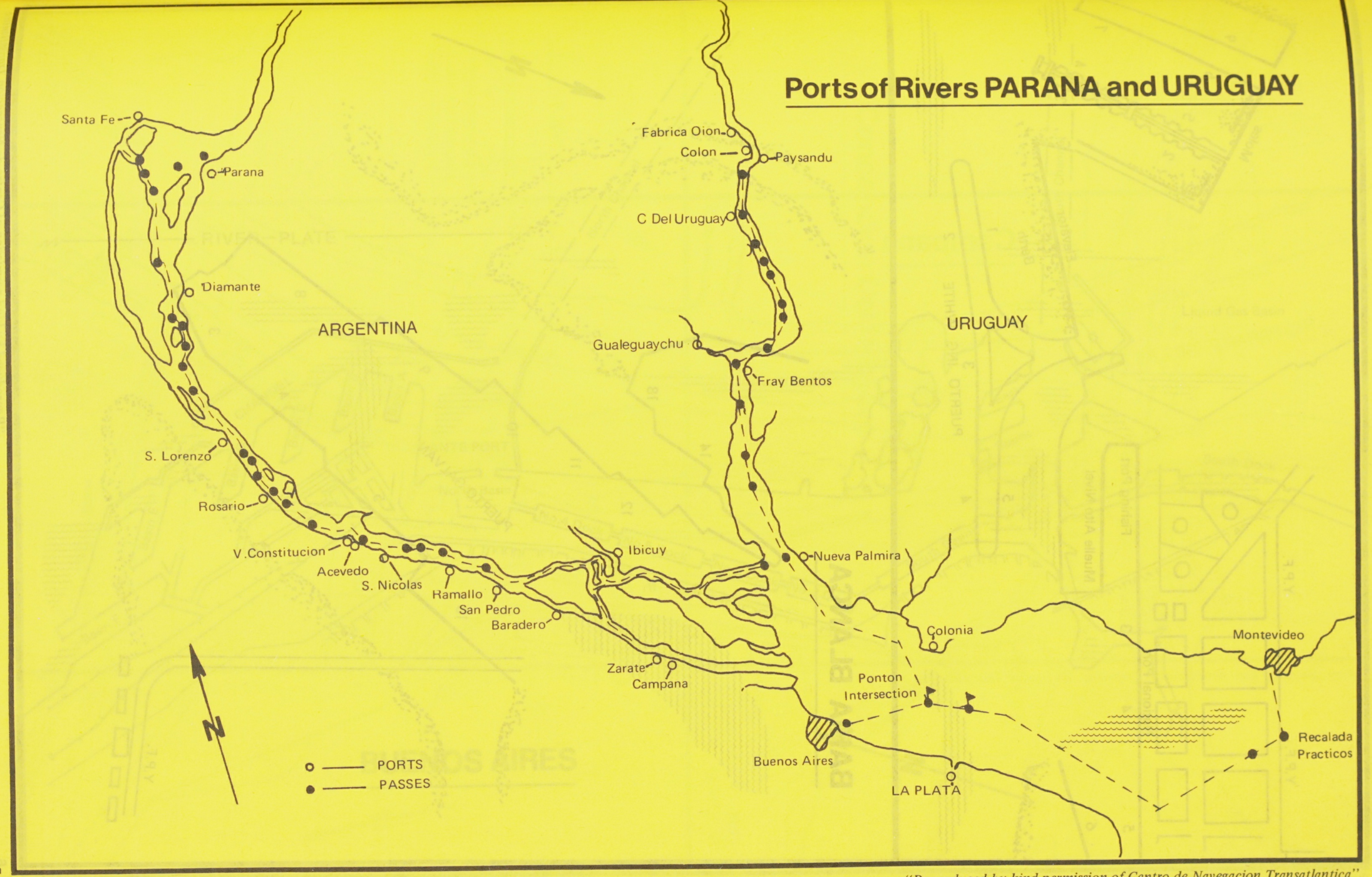

IRAQ
UMM QASR
FAO
BANDAR MAHSHAHR
IRAN
KHOR MUSA BAR
KUWAIT
KHOR AL AMAYA
RAS BAHREGAN
KUWAIT (SHUWAIKH)
DARIUS, KHARG, AND KHEMCO TERMINALS
KHARG ISLAND
MENA AL AHMADI
SHUAIBA
BUSHIRE
MENA ABDULLA
CYRUS TERMINAL
MENA SAUD
RAS AL KHAFJI
ZULUF (2nd Marine Terminal of Ras Tanura)
JU'AYMAH (3rd Marine Terminal of Ras Tanura)
RAS TANURA
DAMMAM
DHAHRAN
BAHRAIN
SULMAN
SITRA
LAVAN ISLAND
BANDAR ABBAS
HORMUZ ISLAND
IRAN
LINGAH
QUOIN ISLAND
CHAH-BAHAR, 125 miles East of Jask.
JASK
MUBAREK TERMINAL
HALUL ISLAND
RAS AL KHAYMA
SAUDI ARABIA
QATAR
FATEH TERMINAL
DUBAI (PORT RASHID)
DOHA
DAS ISLAND
SHARJAH (MINA KHALID)
UMM SAID
MUBARRAS ISLAND
ABU DHABI (MINA ZAID)
JEBEL DHANNA
RAS ZUBAYYAH
OMAN
MINA AL FAHAL
UNITED ARAB EMIRATES
MUTRAH (MINA QABOOS)
MUSCAT
30
29
28
27°N
26
25
24
47°E
48
49
50
51
52
53°E
54
55
56
57
58
59°E

| AT 16 KNOTS TO: | in miles ■ Via Cape | Via Suez | in days Via Cape | Via Suez |
|---|---|---|---|---|
| CAPE OF GOOD HOPE | 4,616 | – | 12 | – |
| CRISTOBAL | ■ 11,055 | 9033 | 29 | 23½ |
| DAKAR | ■ 8,244 | 6201 | 21½ | 16 |
| FREMANTLE | 4,887 | – | 13 | – |
| GENOA | ■ 10,578 | 4209 | 27½ | 11 |
| GIBRALTAR | ■ 9,731 | 4703 | 25 | 12 |
| LAS PALMAS | ■ 9,066 | 5403 | 23½ | 14 |
| MONTEVIDEO | ■ 8,256 | 9881 | 21½ | 26 |
| NEW ORLEANS | ■ 11,913 | 9254 | 31 | 24 |
| NEW YORK | ■ 11,426 | 7903 | 30 | 20½ |
| ROTTERDAM | ■ 10,857 | 6065 | 28 | 16 |
| SAN FRANCISCO | 10,698 | 12,279 | 28 | 32 |
| SINGAPORE | 3,348 | – | 8½ | – |
| SKAW | ■ 11,173 | 6458 | 29 | 17 |
| YOKOHAMA | 6,236 | – | 16 | – |

AIRPORTS IN THE GULF

MUSCAT
SHARJAH
DUBAI
ABU DHABI
DOHA
BAHRAIN
DHAHRAN
KUWAIT
BASRAH
ABADAN
KHARG IS.
BUSHIRE
LINGAH
BANDAR ABBAS

| FROM QUOIN ISLAND AT 16 KNOTS TO: | DISTANCE IN MILES | DURATION IN HOURS |
|---|---|---|
| ABADAN | 532 | 33 |
| ABU DHABI | 175 | 11 |
| AHMADI | 496 | 31 |
| BAHRAIN | 330 | 21 |
| BANDAR ABBAS | 47 | 3 |
| BANDAR MANSHANR | 540 | 34 |
| BASRAH | 562 | 35 |
| DAS ISLAND | 218 | 13 |
| DUBAI | 106 | 7 |
| FATEN TERMINAL | 130 | 8 |
| JEBEL DHANNA | 268 | 17 |
| KHAFJI | 459 | 29 |
| KHARG ISLAND | 416 | 26 |
| KUWAIT | 516 | 32 |
| MENA SAUD | 480 | 30 |
| MUBARRAS ISLAND | 217 | 13 |
| MUSCAT | 206 | 13 |
| RAS TANURA | 372 | 23 |
| UMM SAID | 300 | 19 |

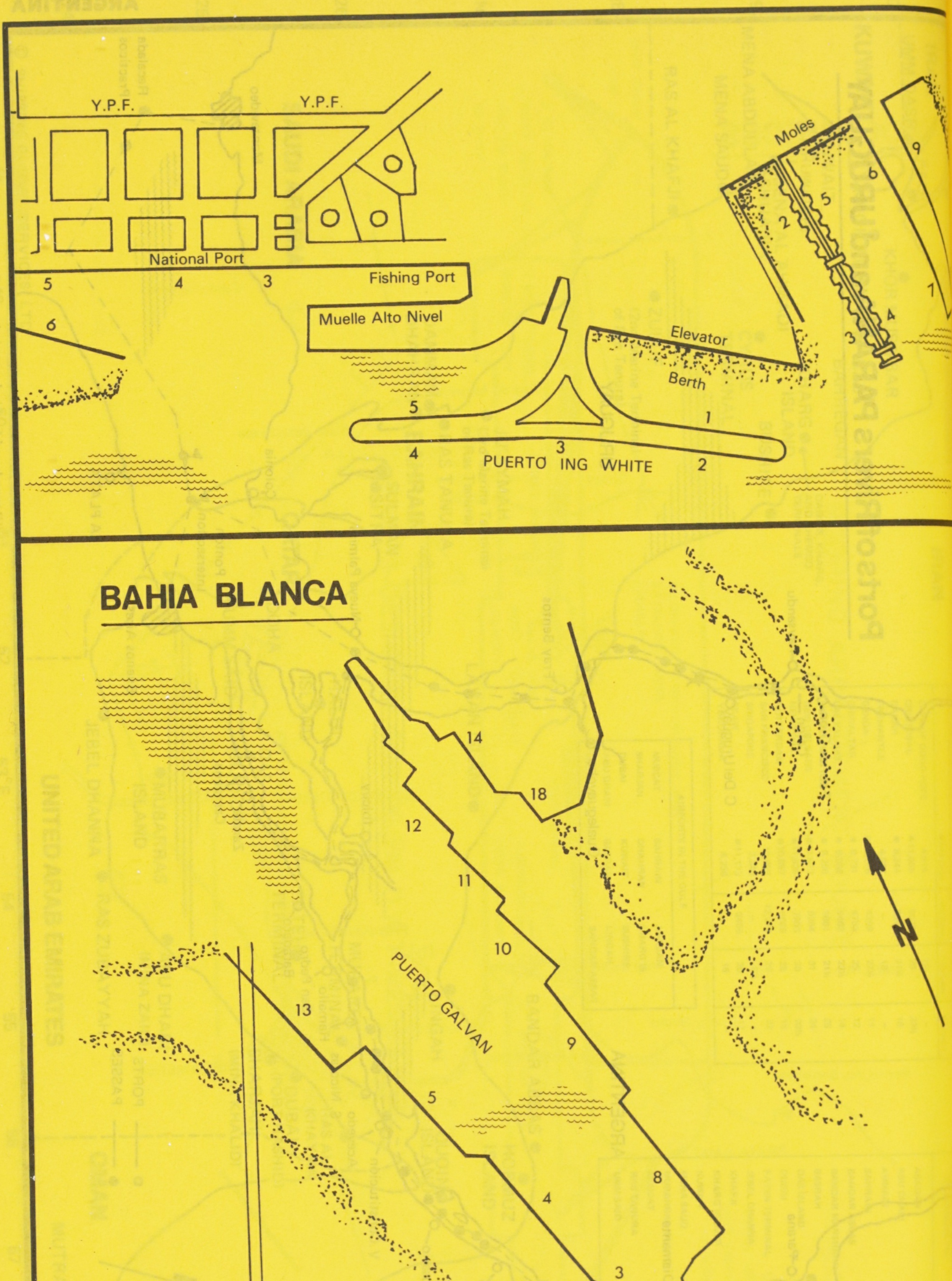


## Ports of Rivers PARANA and URUGUAY

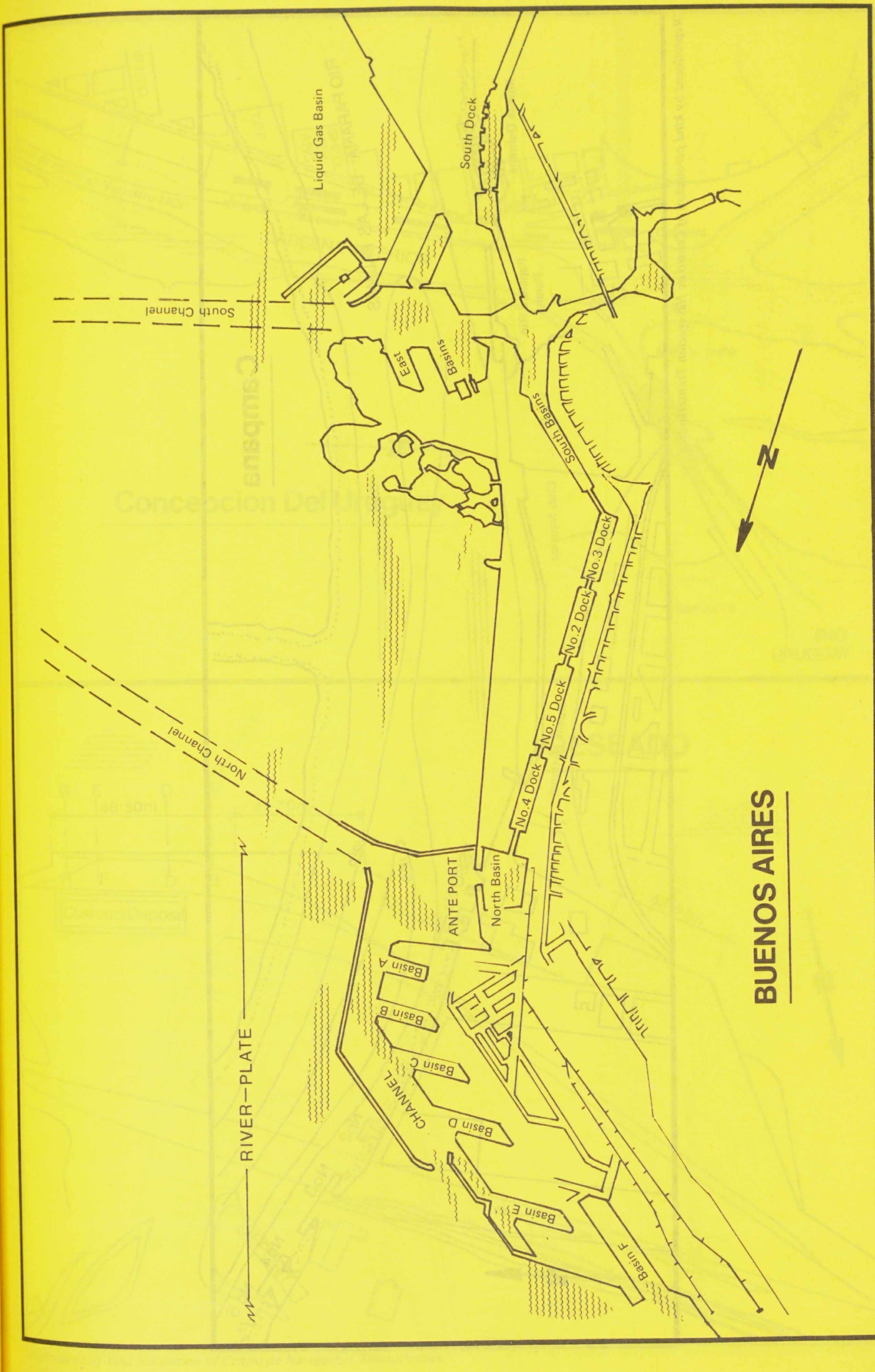
Santa Fe
Parana
Diamante
ARGENTINA
S. Lorenzo
Rosario
V.Constitucion
Acevedo
S. Nicolas
Ramallo
San Pedro
Baradero
Ibicuy
Zarate
Campana
Buenos Aires
LA PLATA
Fabrica Oion
Colon
Paysandu
C Del Uruguay
Gualeguaychu
Fray Bentos
Nueva Palmira
URUGUAY
Colonia
Ponton
Intersection
Montevideo
Recalada
Practicos
N
○ PORTS
● PASSES

*"Reproduced by kind permission of Centro de Navegacion Transatlantica".*

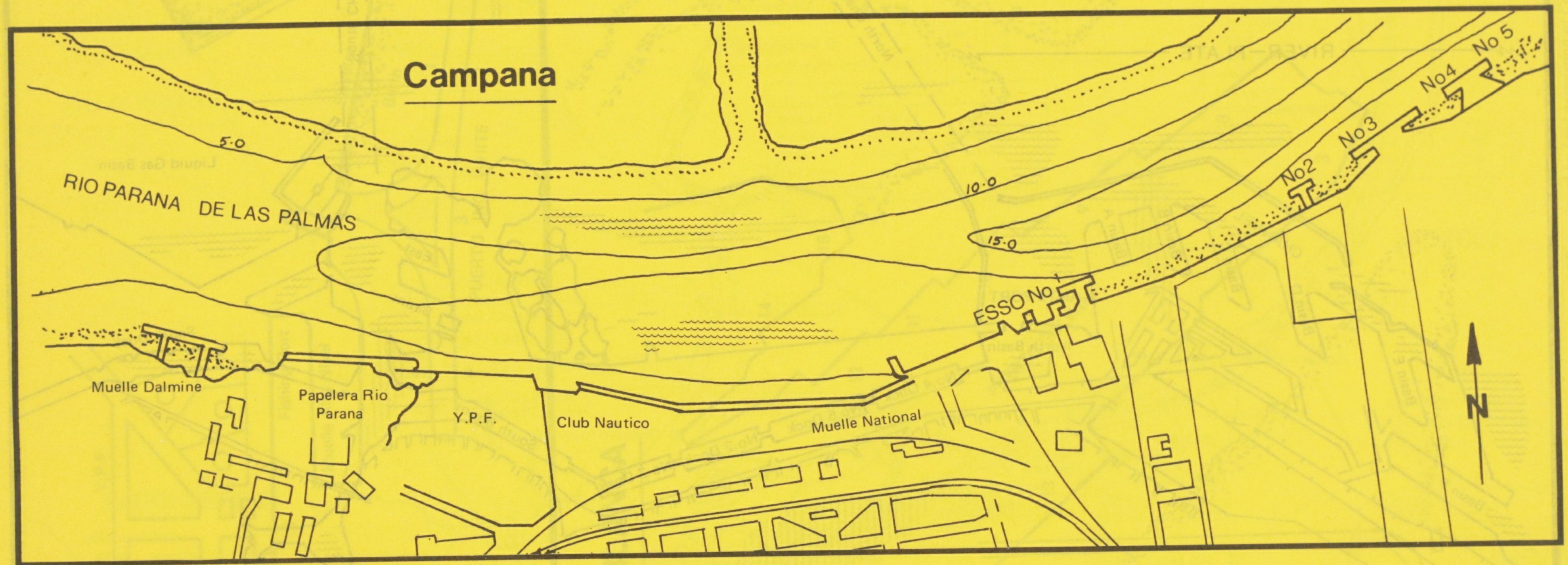
# BAHIA BLANCA


Y.P.F.
Y.P.F.
National Port
5
4
3
6
Fishing Port
Muelle Alto Nivel
Moles
9
6
5
2
7
4
3
Elevator
Berth
1
2
3
4
5
PUERTO ING WHITE
14
18
12
11
10
PUERTO GALVAN
13
9
5
8
4
3
Y.P.F.

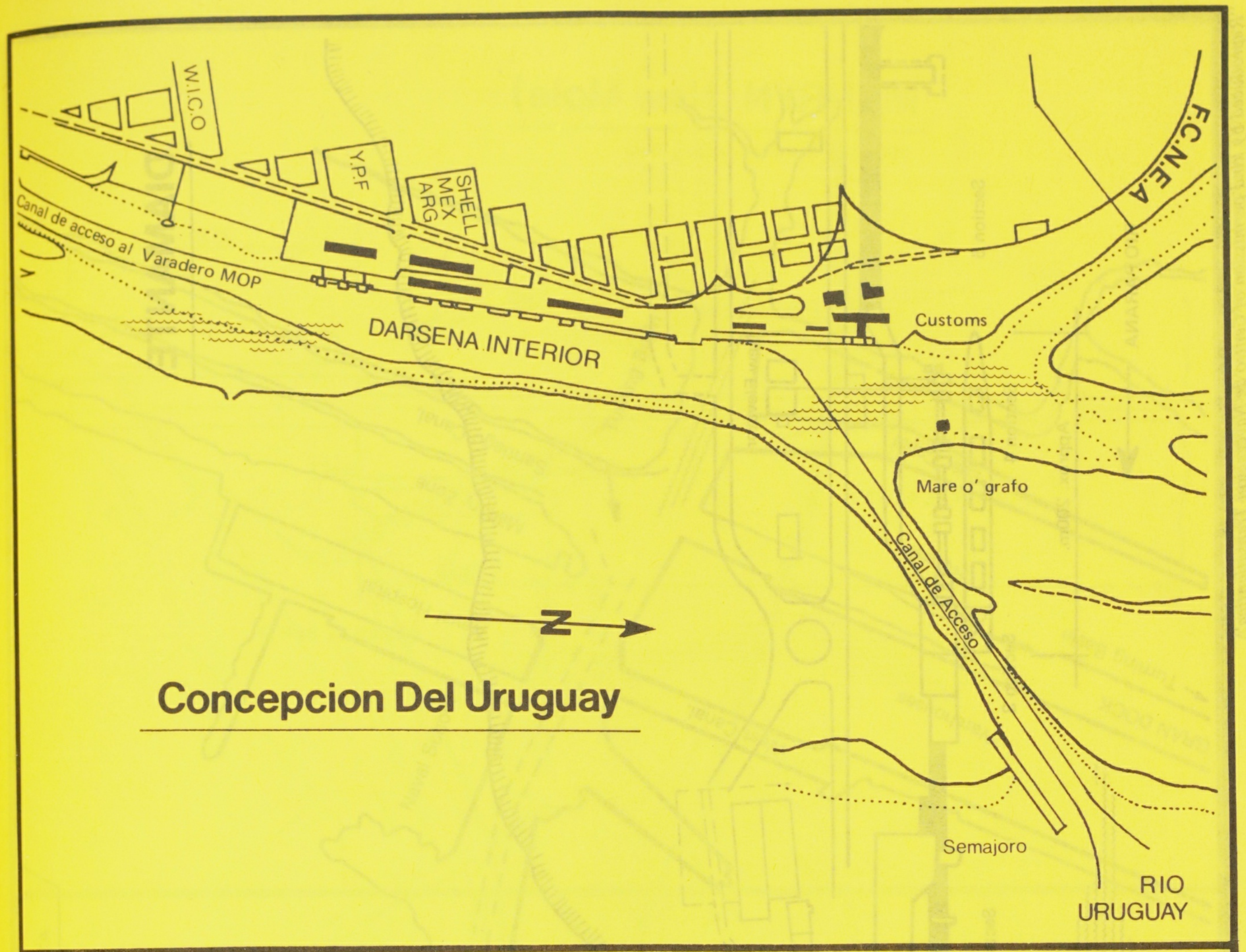
*"Reproduced by kind permission of Centro de Navegacion Transatlan*


BUENOS AIRES
N
RIVER—PLATE
North Channel
South Channel
Liquid Gas Basin
South Dock
East Basins
South Basins
No.3 Dock
No.2 Dock
No.5 Dock
No.4 Dock
North Basin
ANTE PORT
Basin A
Basin B
Basin C
Basin D
CHANNEL
Basin E
Basin F

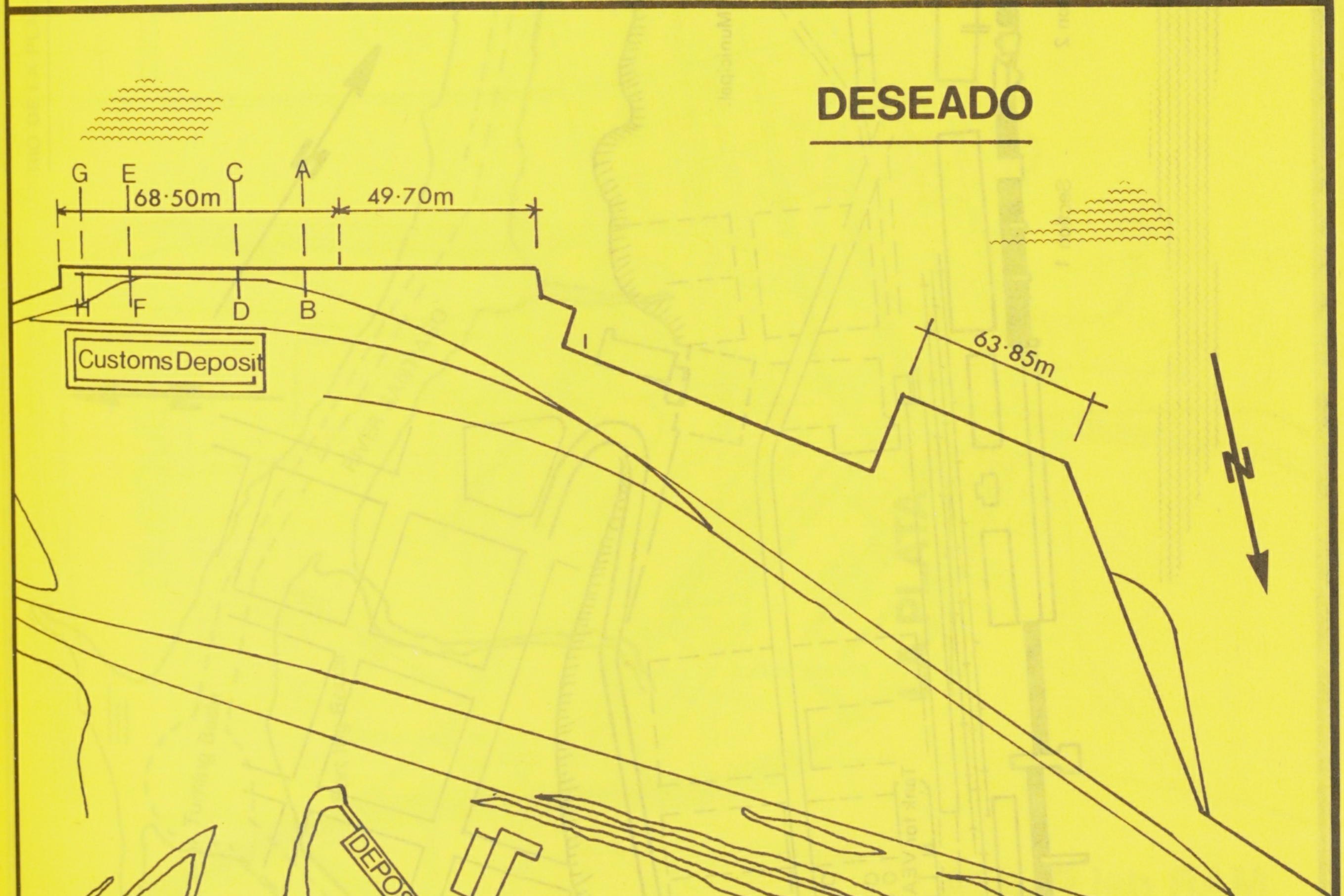
*"Reproduced by kind permission of Centro de Navegacion Transatlantica".*


Campana
RIO PARANA DE LAS PALMAS
5·0
10·0
15·0
Muelle Dalmine
Papelera Rio Parana
Y.P.F.
Club Nautico
Muelle National
ESSO No 1
No2
No3
No4
No 5
N

*"Reproduced by kind permission of Centro de Navegacion Transatlantica".*


W.I.C.O
Y.P.F
SHELL
MEX
ARG
Canal de acceso al Varadero MOP
DARSENA INTERIOR
Customs
F.C.N.E.A
Mare o' grafo
Canal de Acceso
N
Semajoro
RIO
URUGUAY

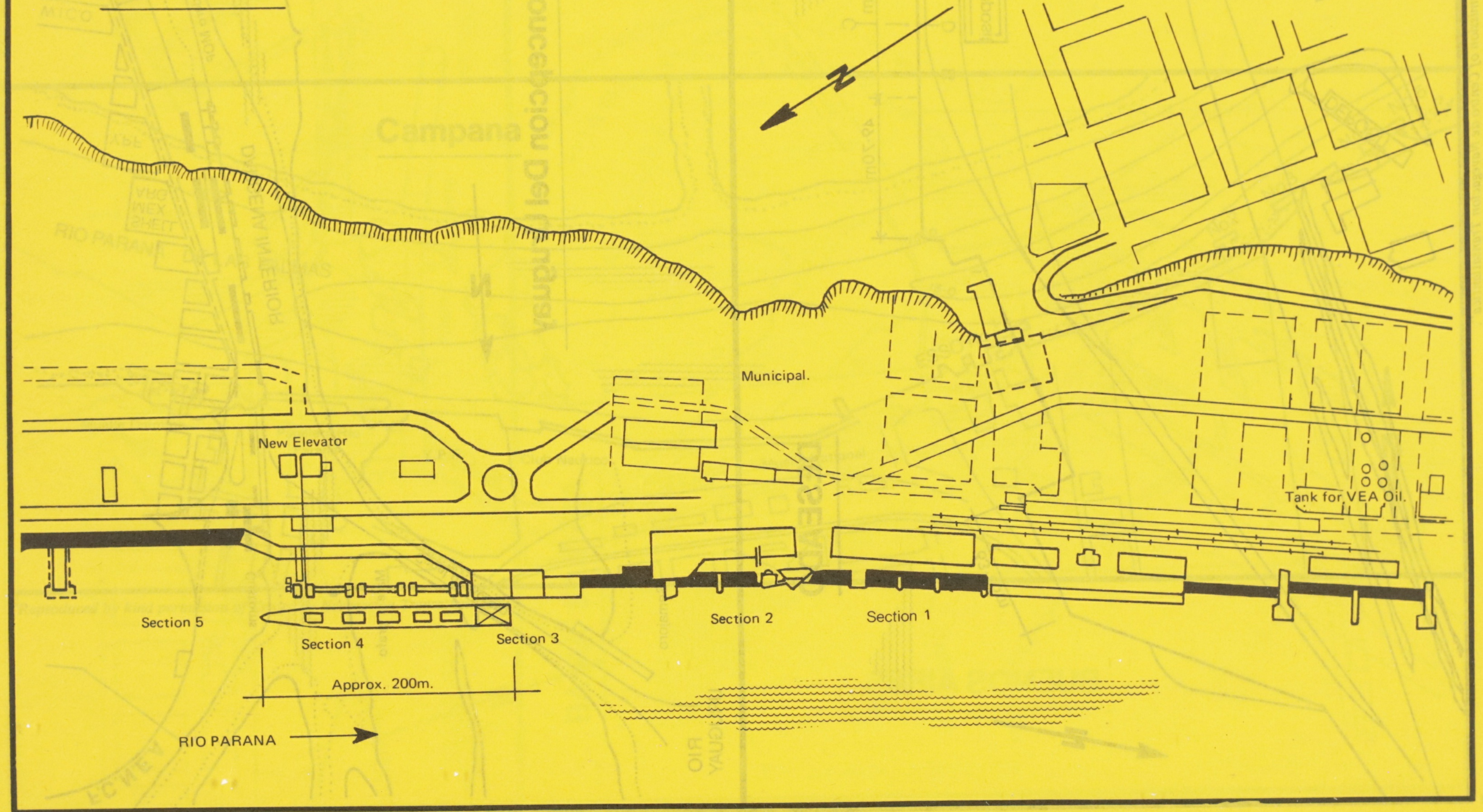
## Concepcion Del Uruguay


G
E
C
A
68·50m
49·70m
H
F
D
B
Customs Deposit
63·85m
N
DEPOSIT

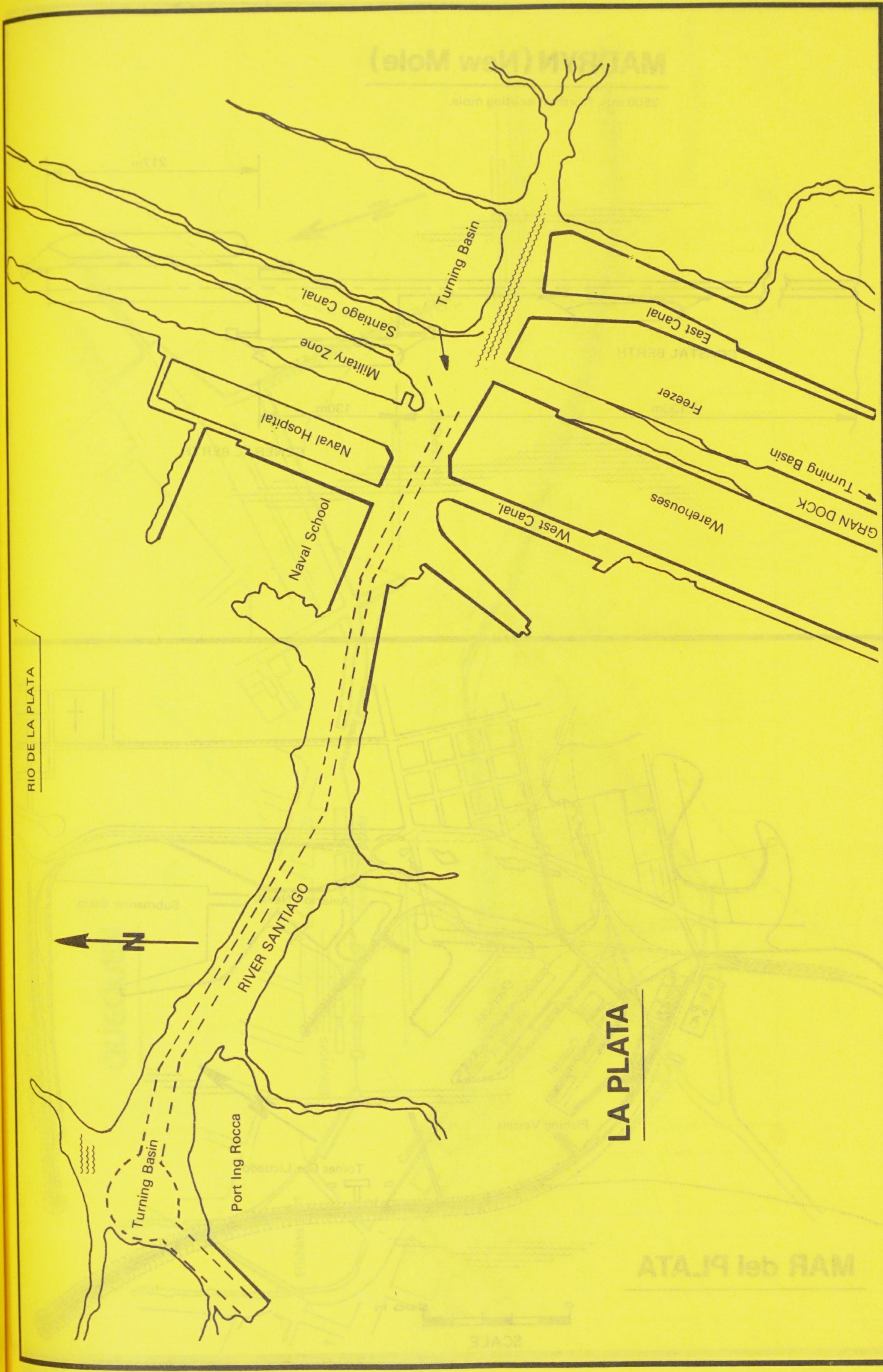
## DESEADO

*"Reproduced by kind permission of Centro de Navegacion Transatlantica".*

## DIAMANTE


N
Municipal.
New Elevator
Tank for VEA Oil.
Section 5
Section 4
Section 3
Section 2
Section 1
Approx. 200m.
RIO PARANA

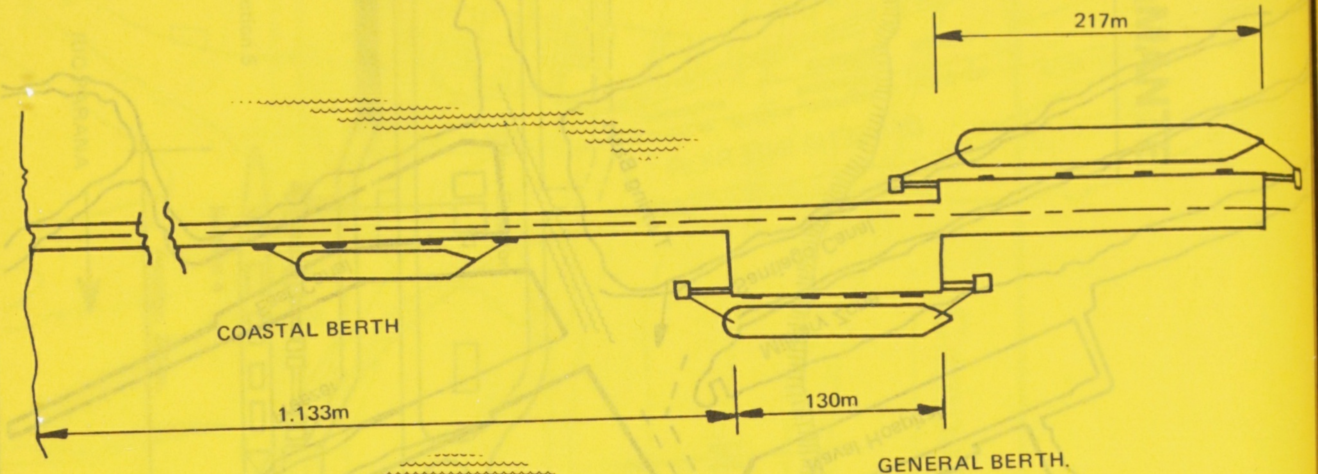
*"Reproduced by kind permission of Centro de Navegacion Transatlantica".*


LA PLATA
RIO DE LA PLATA
N
RIVER SANTIAGO
Port Ing Rocca
Turning Basin
Naval School
Naval Hospital
Military Zone
Santiago Canal.
Turning Basin
East Canal
Freezer
Turning Basin
GRAN DOCK
Warehouses
West Canal.

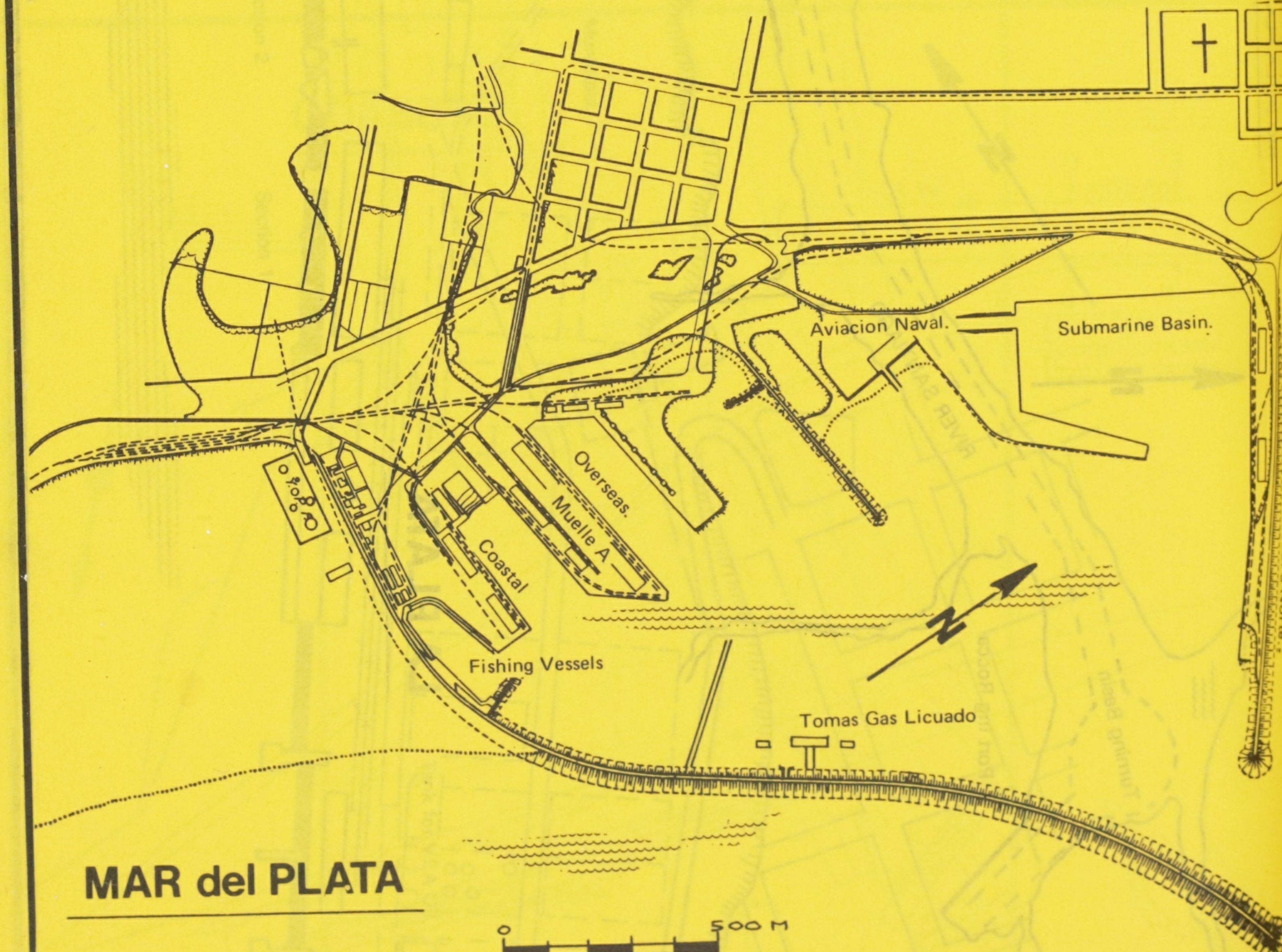
*"Reproduced by kind permission of Centro de Navegacion Transatlantica"*

## MADRYN (New Mole)

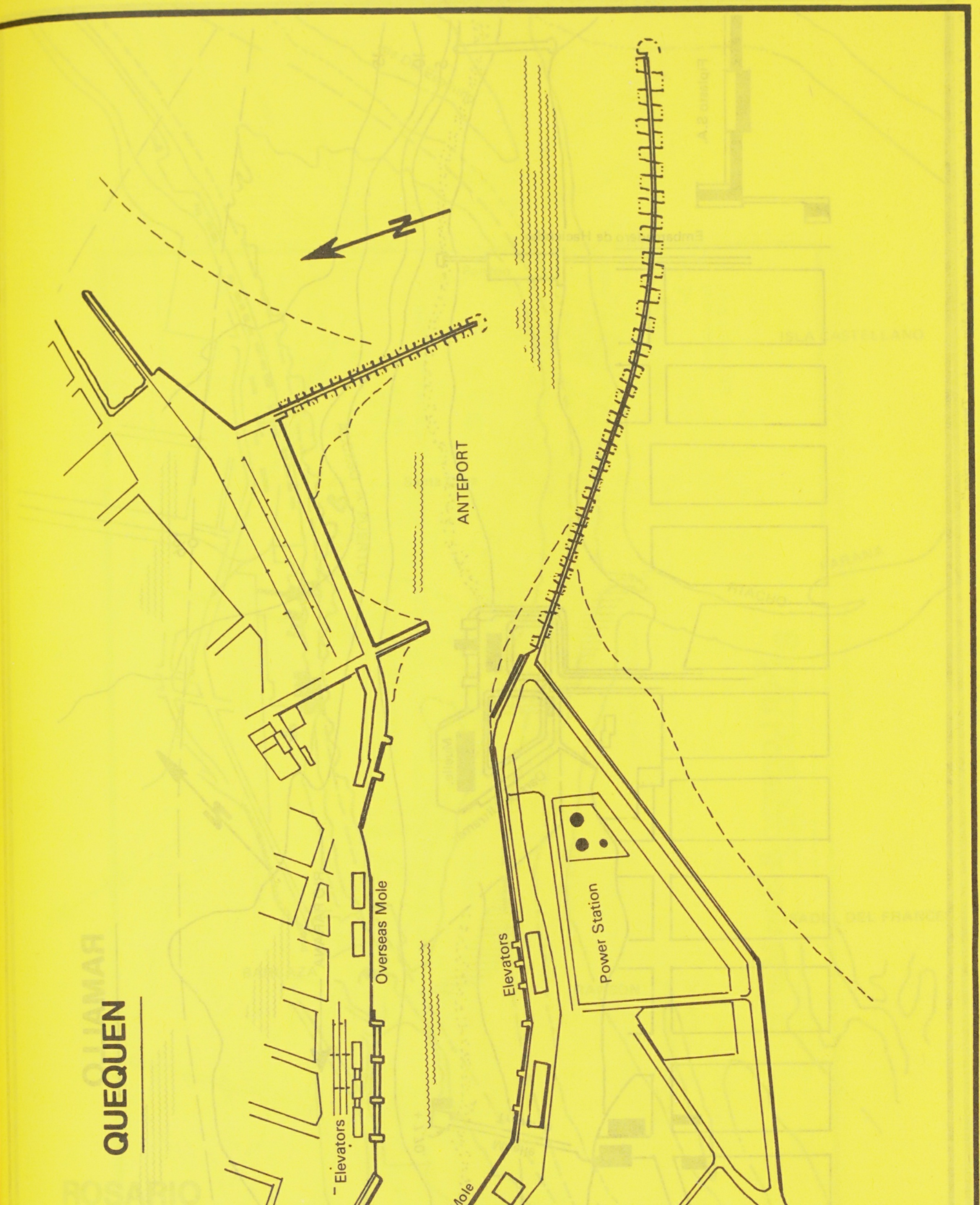
2500 mts. North of existing mole.


217m
COASTAL BERTH
1.133m
130m
GENERAL BERTH.

## MAR del PLATA

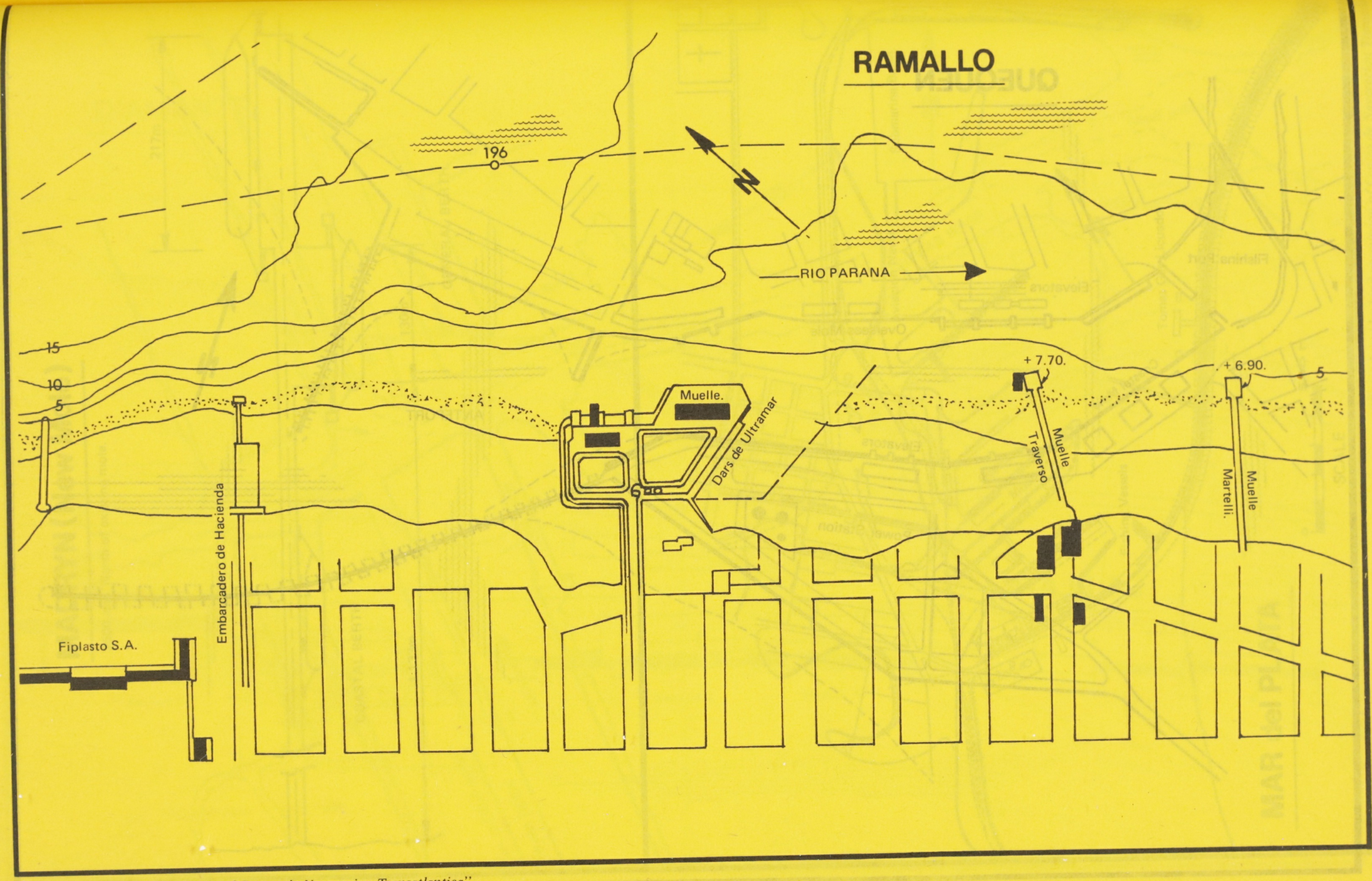

Aviacion Naval.
Submarine Basin.
Overseas.
Muelle A
Coastal
Fishing Vessels
Tomas Gas Licuado
0
500 M
SCALE

*"Reproduced by kind permission of Centro de Navegacion Transatla*

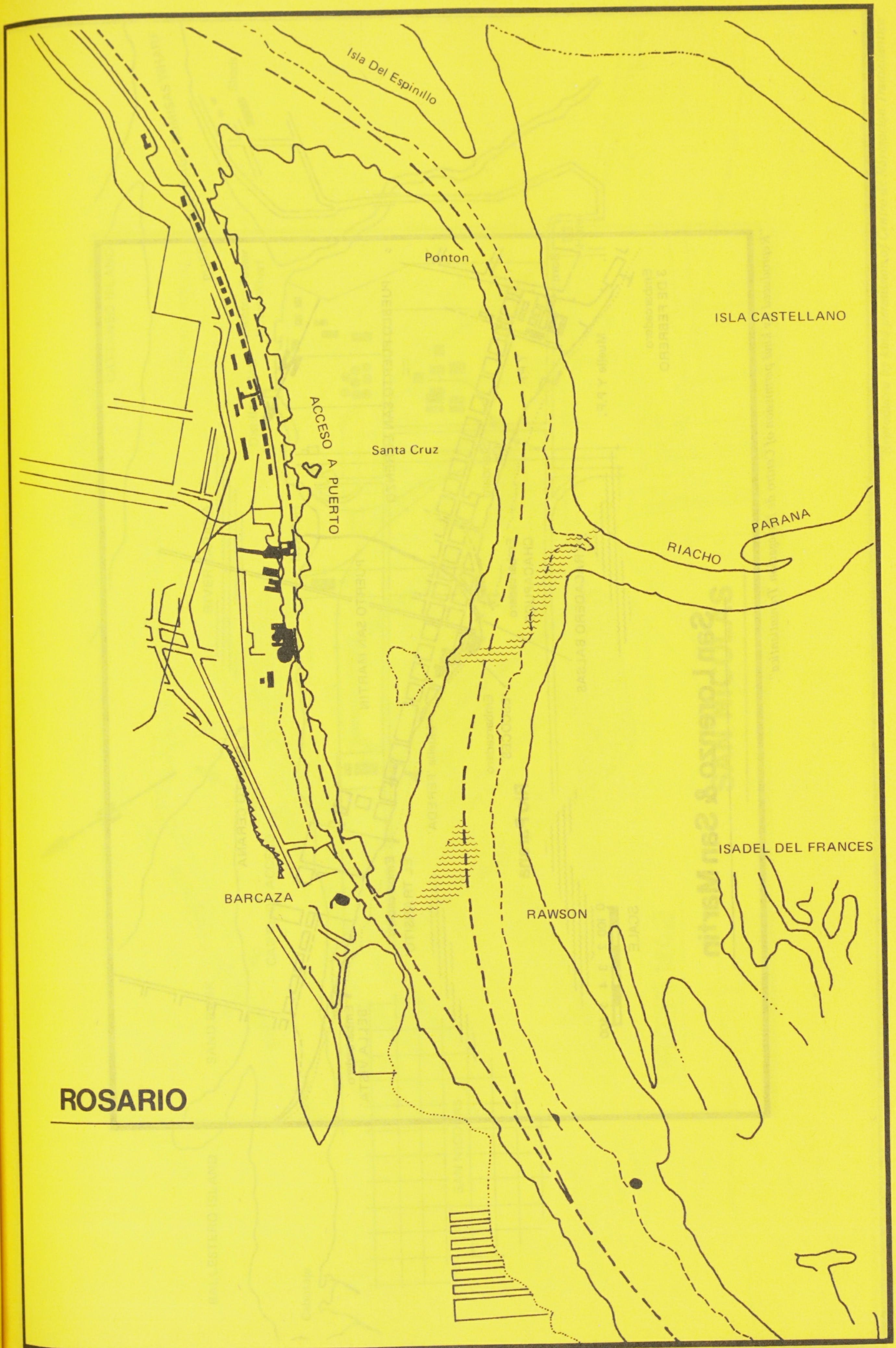

QUEQUEN
N
ANTEPORT
Overseas Mole
Elevators
Elevators
Power Station
Coastal Mole
Filshina Port

"Reproduced by kind permission of Centro de Navegacion Transatlantica"

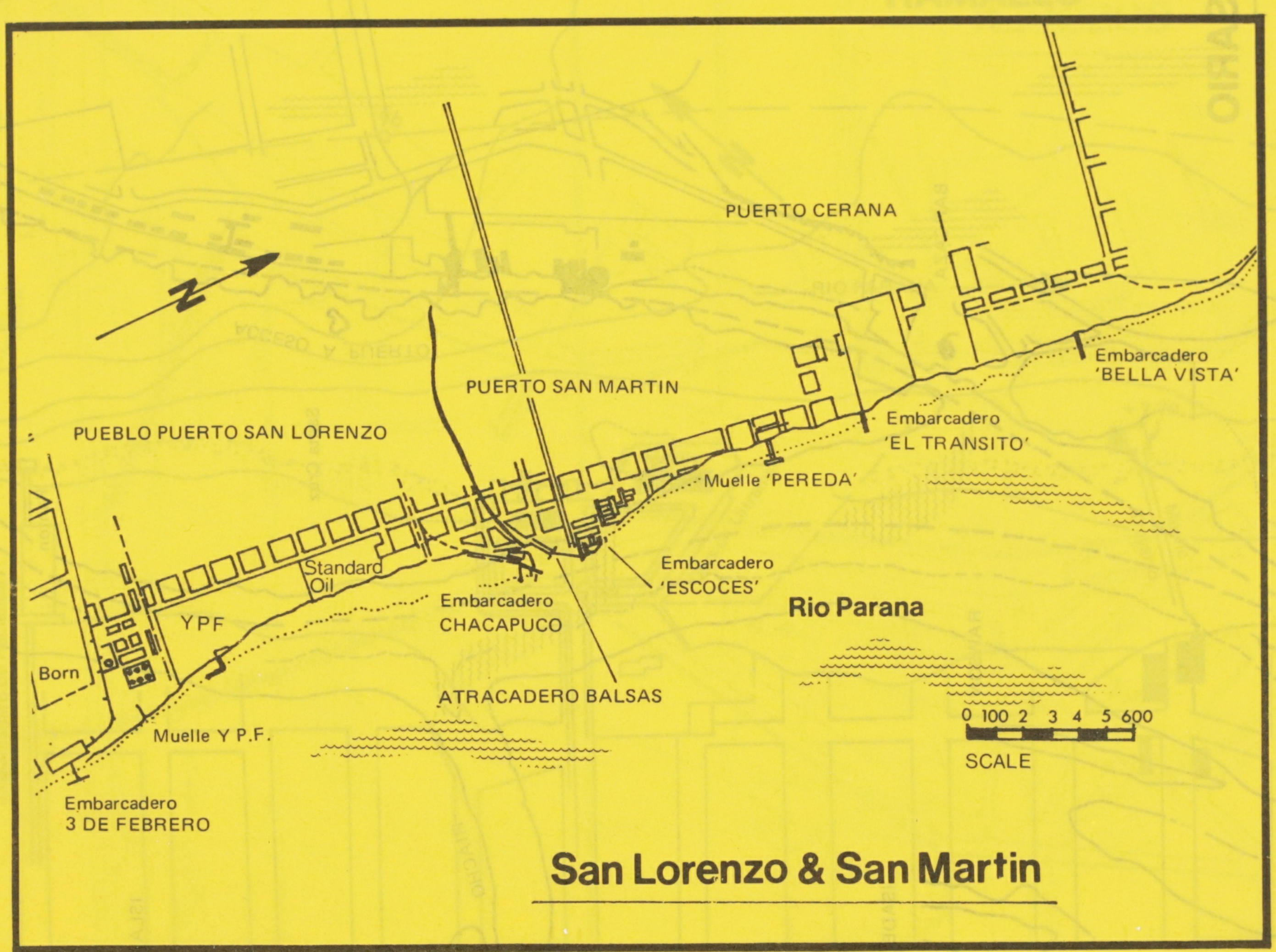
# RAMALLO


196
N
RIO PARANA
15
10
5
+ 7.70.
+ 6.90.
5
Muelle.
Dars de Ultramar
Muelle Traverso
Muelle Martelli.
Embarcadero de Hacienda
Fiplasto S.A.

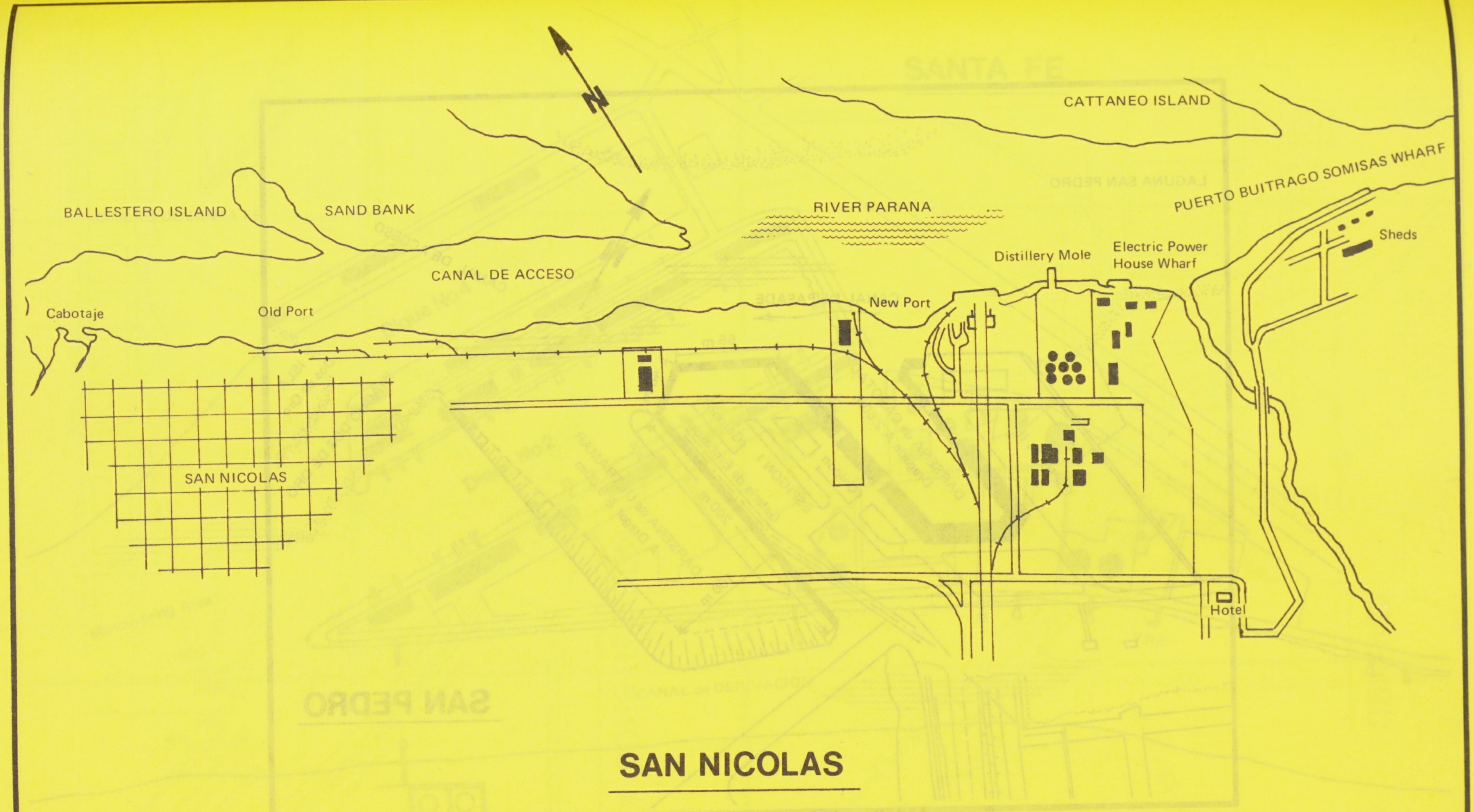
"Reproduced by kind permission of Centro de Navegacion Transatlantica".


Isla Del Espinillo
Ponton
ISLA CASTELLANO
ACCESO A PUERTO
Santa Cruz
RIACHO PARANA
ISADEL DEL FRANCES
BARCAZA
RAWSON
ROSARIO

"Reproduced by kind permission of Centro de Navegacion Transatlantica".

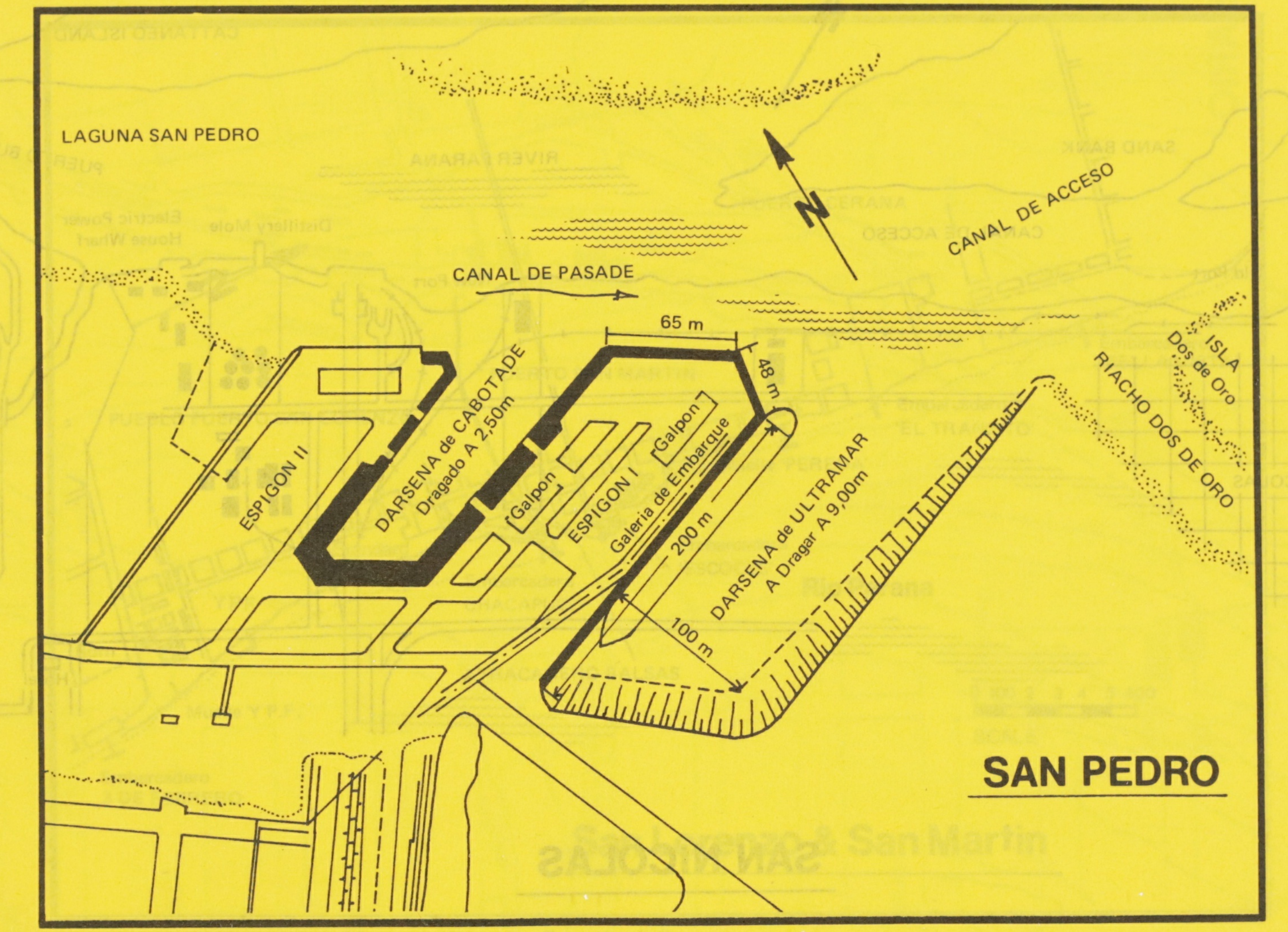

PUERTO CERANA
N
PUERTO SAN MARTIN
Embarcadero
'BELLA VISTA'
PUEBLO PUERTO SAN LORENZO
Embarcadero
'EL TRANSITO'
Muelle 'PEREDA'
Standard
Oil
Embarcadero
'ESCOCES'
YPF
Embarcadero
CHACAPUCO
Rio Parana
Born
ATRACADERO BALSAS
0 100 2 3 4 5 600
SCALE
Muelle Y P.F.
Embarcadero
3 DE FEBRERO
San Lorenzo & San Martin

*"Reproduced by kind permission of Centro de Navegacion Transatlantica".*


N
CATTANEO ISLAND
PUERTO BUITRAGO SOMISAS WHARF
BALLESTERO ISLAND
SAND BANK
RIVER PARANA
Sheds
Distillery Mole
Electric Power House Wharf
CANAL DE ACCESO
New Port
Cabotaje
Old Port
SAN NICOLAS
Hotel

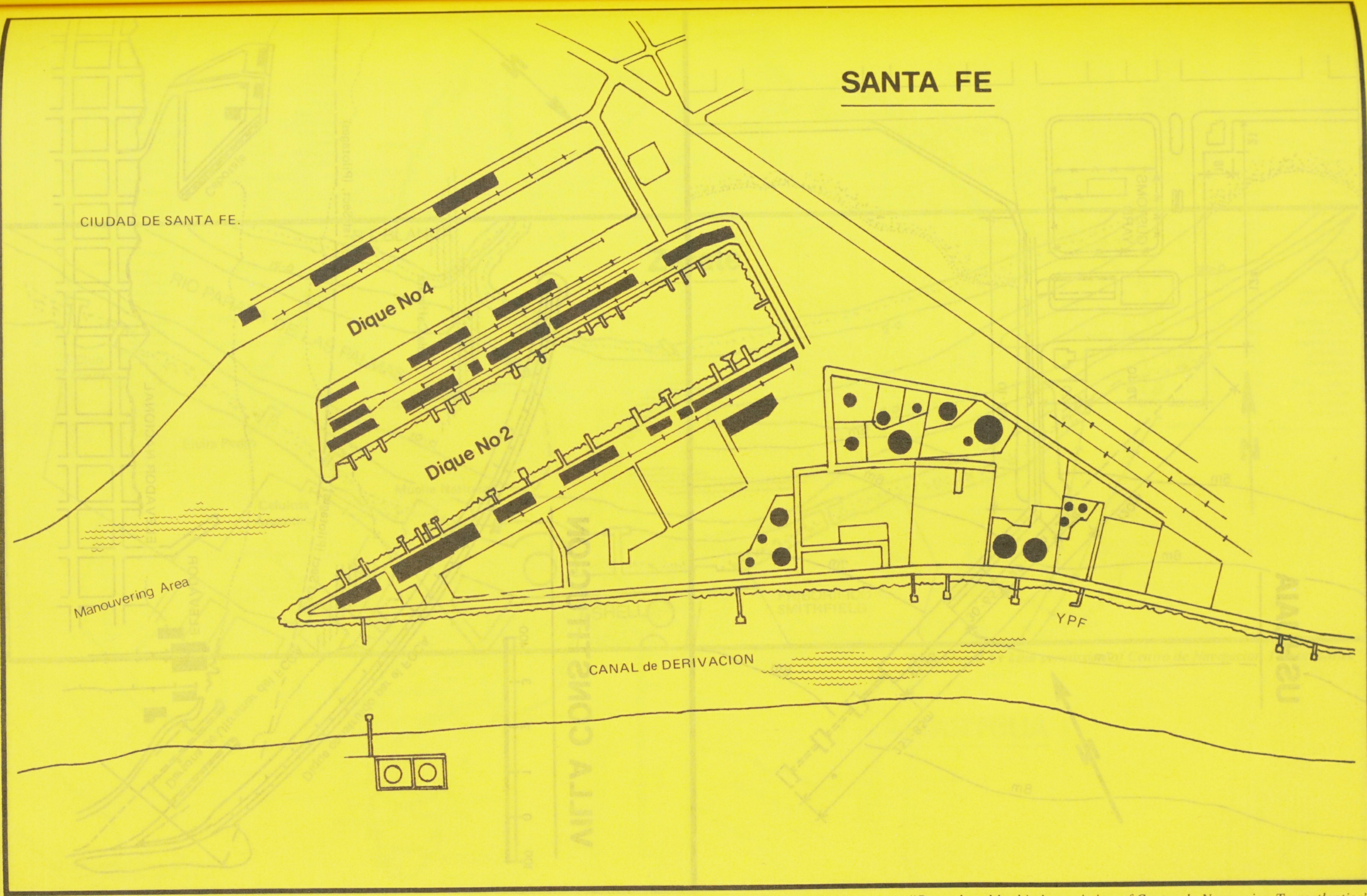
## SAN NICOLAS

"Reproduced by kind permission of Centro de Navegacion Transatlantica".


SAN PEDRO
LAGUNA SAN PEDRO
CANAL DE PASADE
CANAL DE ACCESO
N
65 m
48 m
ESPIGON II
DARSENA de CABOTADE
Dragado A 2,50m
Galpon
ESPIGON I
Galpon
Galeria de Embarque
200 m
100 m
DARSENA de ULTRAMAR
A Dragar A 9,00m
ISLA
Dos de Oro
RIACHO DOS DE ORO

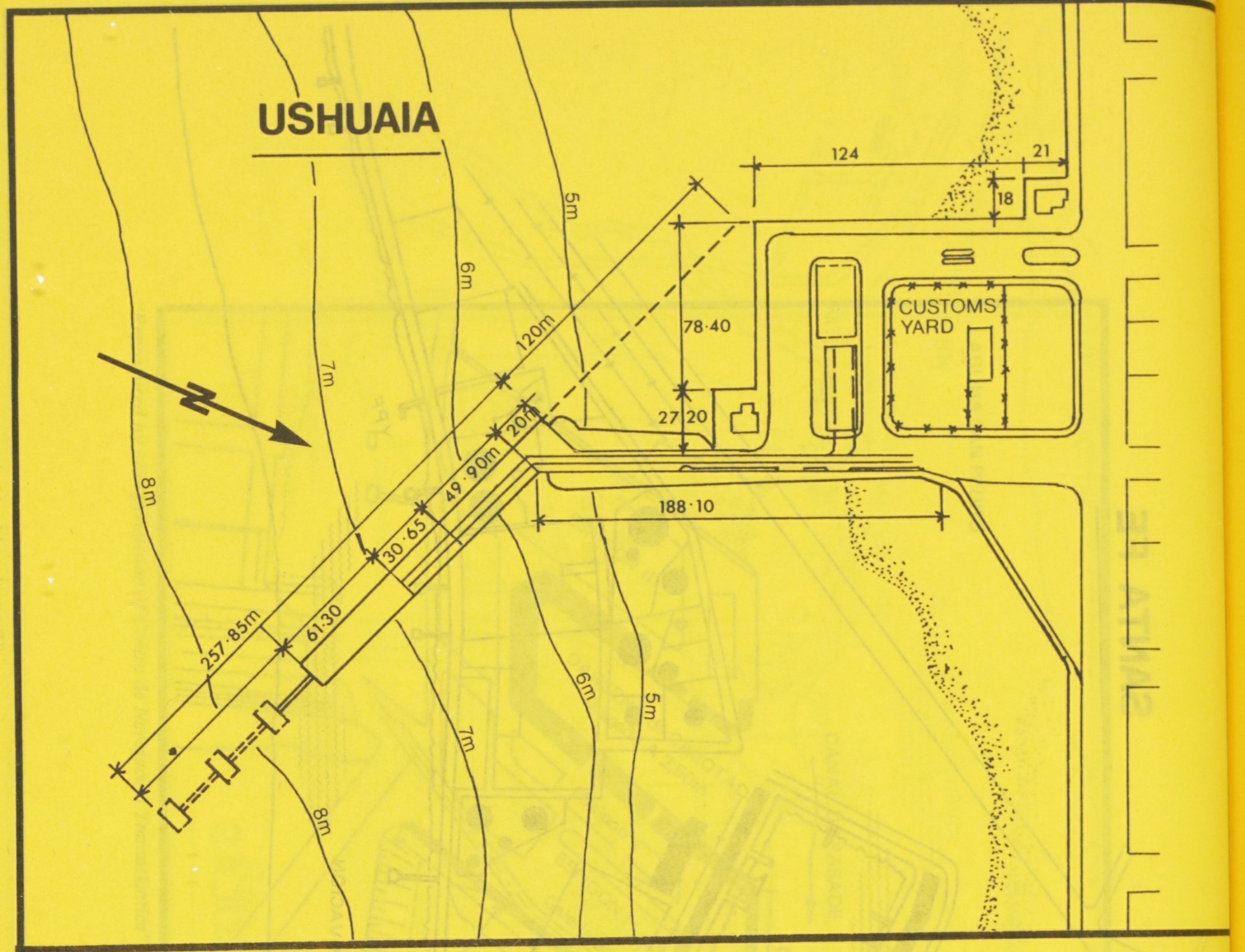
*"Reproduced by kind permission of Centro de Navegacion Transatlantica".*

# SANTA FE

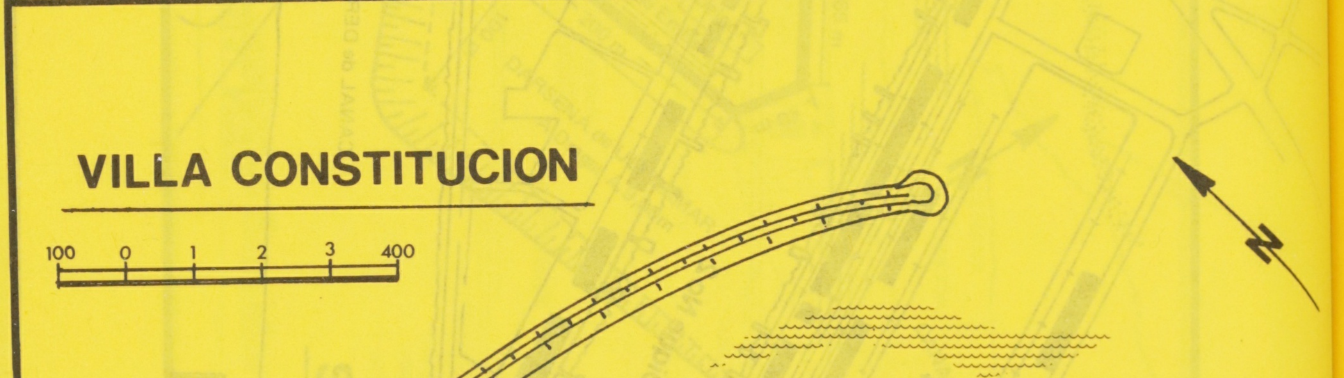

CIUDAD DE SANTA FE.
Dique No 4
Dique No 2
Manouvering Area
CANAL de DERIVACION
YPF

*"Reproduced by kind permission of Centro de Navegacion Transatlantica".*

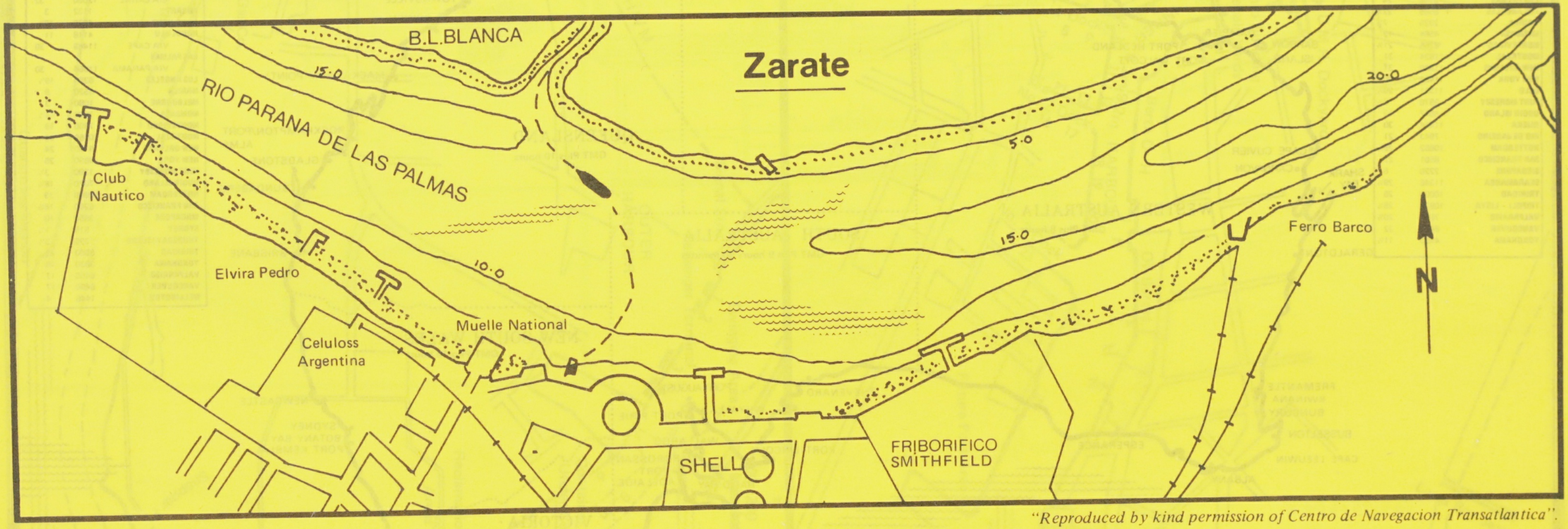
## USHUAIA


124
21
18
5m
6m
7m
8m
120m
78·40
27 20
20m
49·90m
30·65
61·30
257·85m
188·10
CUSTOMS YARD

## VILLA CONSTITUCION


100 0 1 2 3 400
Isla Cafferata
1st Sect, (Pilotages)
2nd Sect (Pilotages)
Dique construido par el FCCA
Darsona de Ultramar del FCCA
ELEVADOR
ELEVADOR NACIONAL
Cabotaje

*“Reproduced by kind permission of Centro de Navegacion Transatlantica*


B.L.BLANCA
Zarate
15·0
RIO PARANA DE LAS PALMAS
Club
Nautico
Elvira Pedro
10·0
Muelle National
Celuloss
Argentina
5·0
15·0
20·0
Ferro Barco
N
SHELL
FRIBORIFICO
SMITHFIELD

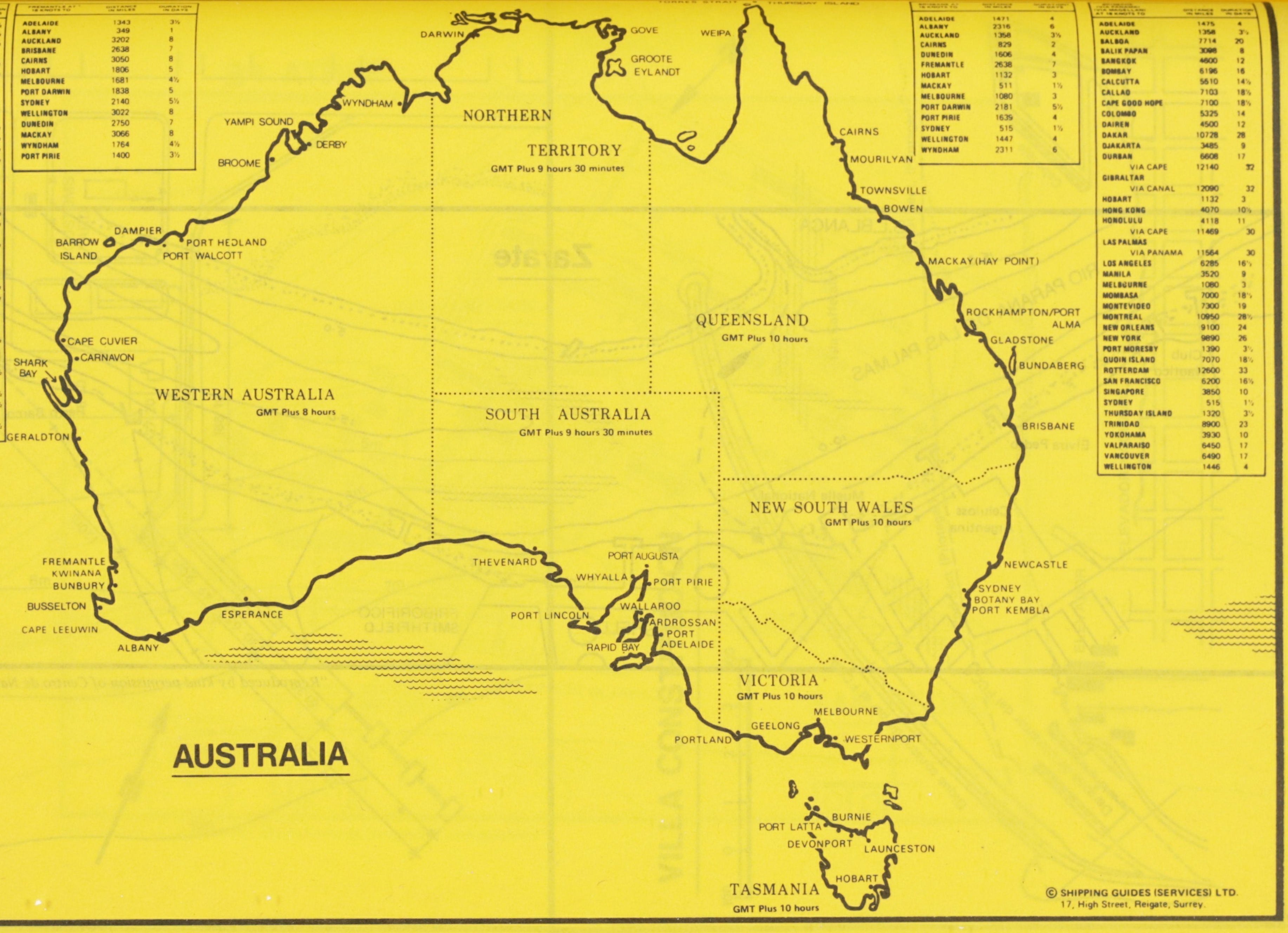
*"Reproduced by kind permission of Centro de Navegacion Transatlantica".*

| FREMANTLE (VIA CAPE) AT 16 KNOTS TO | DISTANCE IN MILES | DURATION IN DAYS |
|---|---|---|
| ALEXANDRIA | 11654 | 30½ |
| AUGUSTA – SICILY | 10891 | 28½ |
| BALBOA | 9357 | 24½ |
| BANGKOK | 3000 | 8 |
| BOMBAY | 3982 | 10½ |
| CALCUTTA | 3684 | 9½ |
| CALLAO | 8500 | 22 |
| CAPE GOOD HOPE | 4672 | 12 |
| COLOMBO | 3121 | 8 |
| CRISTOBAL | 11111 | 29 |
| DAIREN | 4400 | 11½ |
| DAKAR | 8300 | 21½ |
| DJAKARTA | 1761 | 4½ |
| DURBAN | 4241 | 11½ |
| GIBRALTAR | 9856 | 26 |
| HONG KONG | 3442 | 9 |
| HONOLULU | 6503 | 17 |
| LAS PALMAS | 9156 | 24 |
| LOS ANGELES | 8565 | 22½ |
| MANILA | 2925 | 7½ |
| MOMBASA | 4564 | 12 |
| MONTEVIDEO | 8266 | 21½ |
| MONTREAL | 11824 | 31 |
| NEW ORLEANS | 11980 | 31 |
| NEW YORK | 11482 | 30 |
| OSLO | 11361 | 29½ |
| PORT MORESBY | 2878 | 7½ |
| QUOIN ISLAND | 4877 | 13 |
| RIJEKA | 11464 | 30 |
| RIO DE JANEIRO | 7943 | 21 |
| ROTTERDAM | 10862 | 28½ |
| SAN FRANCISCO | 8501 | 22 |
| SINGAPORE | 2220 | 6 |
| SKARAMANGA | 11346 | 29½ |
| TRINIDAD | 10000 | 26 |
| TRIPOLI – LIBYA | 10931 | 28½ |
| VALPARAISO | 7827 | 20½ |
| VANCOUVER | 8424 | 22 |
| YOKOHAMA | 4460 | 11½ |

| FREMANTLE AT 16 KNOTS TO | DISTANCE IN MILES | DURATION IN DAYS |
|---|---|---|
| ADELAIDE | 1343 | 3½ |
| ALBANY | 349 | 1 |
| AUCKLAND | 3202 | 8 |
| BRISBANE | 2638 | 7 |
| CAIRNS | 3050 | 8 |
| HOBART | 1806 | 5 |
| MELBOURNE | 1681 | 4½ |
| PORT DARWIN | 1838 | 5 |
| SYDNEY | 2140 | 5½ |
| WELLINGTON | 3022 | 8 |
| DUNEDIN | 2750 | 7 |
| MACKAY | 3066 | 8 |
| WYNDHAM | 1764 | 4½ |
| PORT PIRIE | 1400 | 3½ |

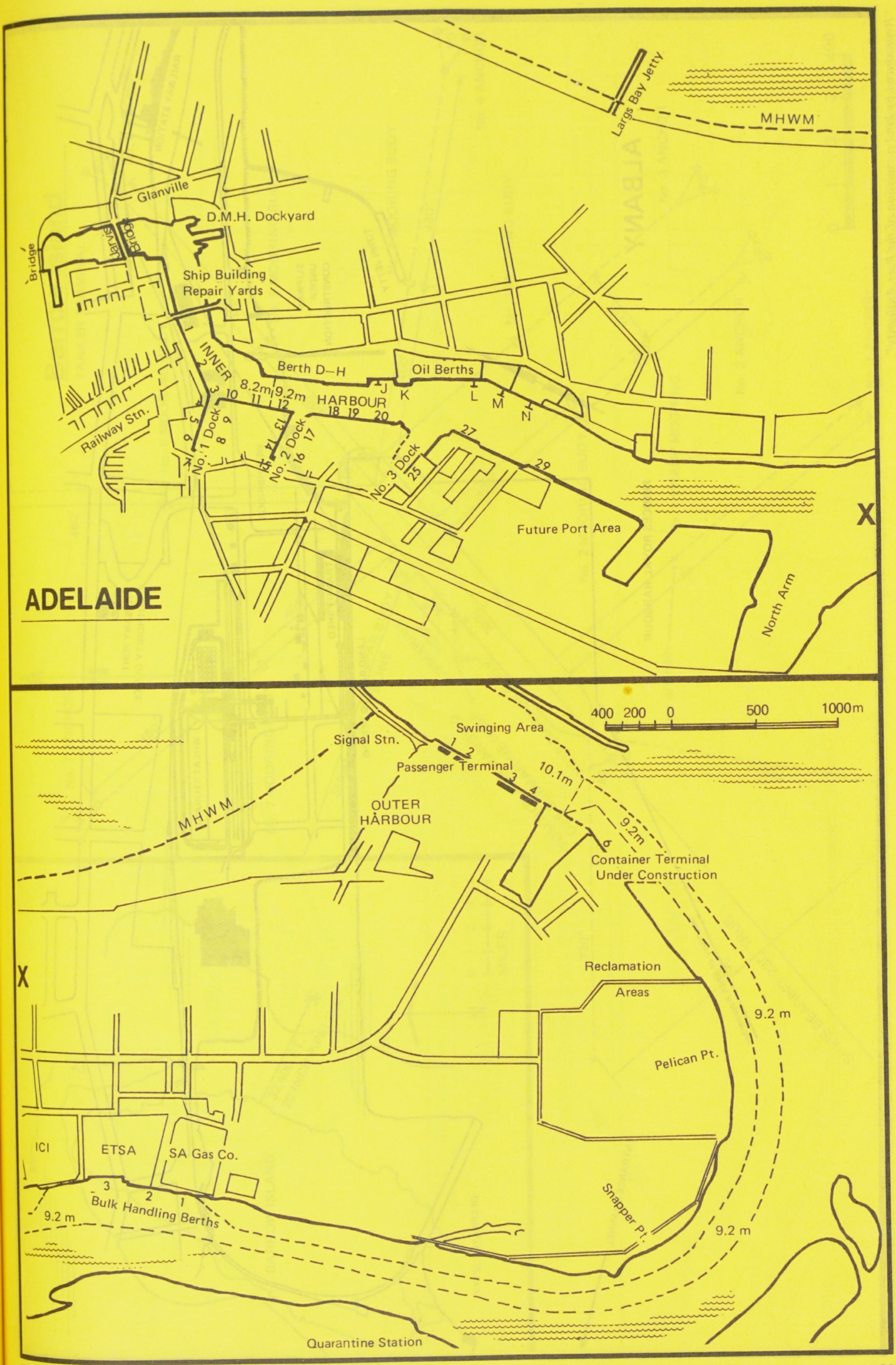
| BRISBANE AT 16 KNOTS TO | DISTANCE IN MILES | DURATION IN DAYS |
|---|---|---|
| ADELAIDE | 1471 | 4 |
| ALBANY | 2316 | 6 |
| AUCKLAND | 1358 | 3½ |
| CAIRNS | 829 | 2 |
| DUNEDIN | 1606 | 4 |
| FREMANTLE | 2638 | 7 |
| HOBART | 1132 | 3 |
| MACKAY | 511 | 1½ |
| MELBOURNE | 1080 | 3 |
| PORT DARWIN | 2181 | 5½ |
| PORT PIRIE | 1639 | 4 |
| SYDNEY | 515 | 1½ |
| WELLINGTON | 1447 | 4 |
| WYNDHAM | 2311 | 6 |

| BRISBANE (VIA PANAMA) (VIA MAGELLAN) AT 16 KNOTS TO | DISTANCE IN MILES | DURATION IN DAYS |
|---|---|---|
| ADELAIDE | 1475 | 4 |
| AUCKLAND | 1358 | 3½ |
| BALBOA | 7714 | 20 |
| BALIK PAPAN | 3098 | 8 |
| BANGKOK | 4600 | 12 |
| BOMBAY | 6196 | 16 |
| CALCUTTA | 5610 | 14½ |
| CALLAO | 7103 | 18½ |
| CAPE GOOD HOPE | 7100 | 18½ |
| COLOMBO | 5325 | 14 |
| DAIREN | 4500 | 12 |
| DAKAR | 10728 | 28 |
| DJAKARTA | 3485 | 9 |
| DURBAN | 6608 | 17 |
| VIA CAPE | 12140 | 32 |
| GIBRALTAR | | |
| VIA CANAL | 12090 | 32 |
| HOBART | 1132 | 3 |
| HONG KONG | 4070 | 10½ |
| HONOLULU | 4118 | 11 |
| VIA CAPE | 11469 | 30 |
| LAS PALMAS | | |
| VIA PANAMA | 11564 | 30 |
| LOS ANGELES | 6285 | 16½ |
| MANILA | 3520 | 9 |
| MELBOURNE | 1080 | 3 |
| MOMBASA | 7000 | 18½ |
| MONTEVIDEO | 7300 | 19 |
| MONTREAL | 10950 | 28½ |
| NEW ORLEANS | 9100 | 24 |
| NEW YORK | 9890 | 26 |
| PORT MORESBY | 1390 | 3½ |
| QUOIN ISLAND | 7070 | 18½ |
| ROTTERDAM | 12600 | 33 |
| SAN FRANCISCO | 6200 | 16½ |
| SINGAPORE | 3850 | 10 |
| SYDNEY | 515 | 1½ |
| THURSDAY ISLAND | 1320 | 3½ |
| TRINIDAD | 8900 | 23 |
| YOKOHAMA | 3930 | 10 |
| VALPARAISO | 6450 | 17 |
| VANCOUVER | 6490 | 17 |
| WELLINGTON | 1446 | 4 |

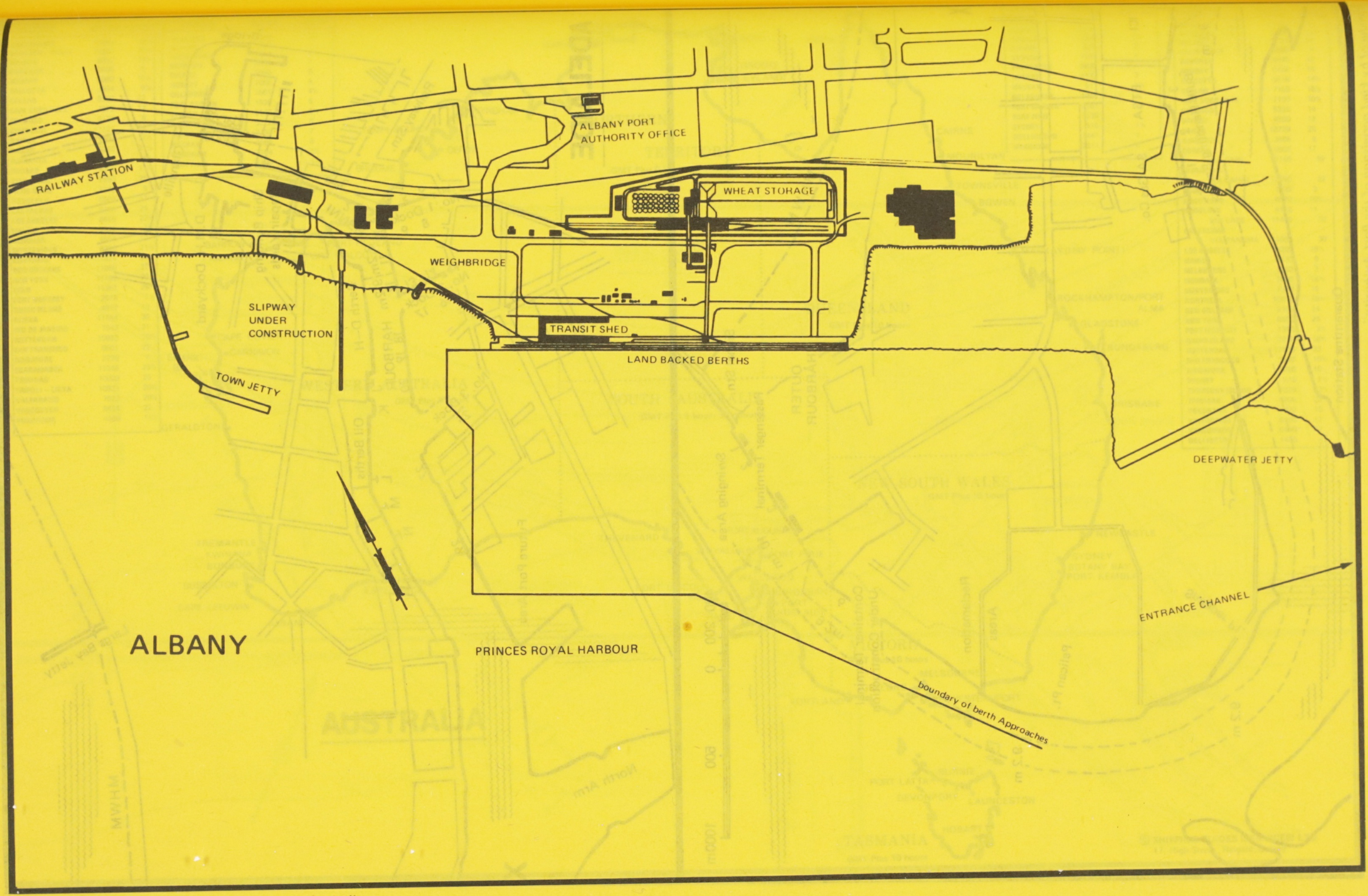

TORRES STRAIT
THURSDAY ISLAND
DARWIN
GOVE
WEIPA
GROOTE EYLANDT
WYNDHAM
YAMPI SOUND
DERBY
BROOME
NORTHERN TERRITORY
GMT Plus 9 hours 30 minutes
CAIRNS
MOURILYAN
TOWNSVILLE
BOWEN
DAMPIER
BARROW ISLAND
PORT HEDLAND
PORT WALCOTT
MACKAY (HAY POINT)
QUEENSLAND
GMT Plus 10 hours
ROCKHAMPTON/PORT ALMA
GLADSTONE
BUNDABERG
CAPE CUVIER
CARNAVON
SHARK BAY
WESTERN AUSTRALIA
GMT Plus 8 hours
SOUTH AUSTRALIA
GMT Plus 9 hours 30 minutes
BRISBANE
GERALDTON
NEW SOUTH WALES
GMT Plus 10 hours
FREMANTLE
KWINANA
BUNBURY
THEVENARD
PORT AUGUSTA
WHYALLA
PORT PIRIE
NEWCASTLE
SYDNEY
BOTANY BAY
PORT KEMBLA
BUSSELTON
CAPE LEEUWIN
ESPERANCE
PORT LINCOLN
WALLAROO
ARDROSSAN
PORT ADELAIDE
RAPID BAY
ALBANY
VICTORIA
GMT Plus 10 hours
MELBOURNE
GEELONG
PORTLAND
WESTERNPORT
BURNIE
PORT LATTA
DEVONPORT
LAUNCESTON
HOBART
TASMANIA
GMT Plus 10 hours

# AUSTRALIA

17, High Street, Reigate, Surrey.


Largs Bay Jetty
MHWM
Glanville
D.M.H. Dockyard
Bridge
Jarvis
Bridge
Ship Building
Repair Yards
INNER
HARBOUR
Berth D–H
Oil Berths
J
K
L
M
N
8.2m
9.2m
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
25
27
29
No. 1 Dock
No. 2 Dock
No. 3 Dock
Railway Stn.
Future Port Area
X
North Arm
ADELAIDE
400
200
0
500
1000m
Swinging Area
Signal Stn.
Passenger Terminal
10.1m
OUTER
HARBOUR
MHWM
9.2m
Container Terminal
Under Construction
X
Reclamation
Areas
9.2 m
Pelican Pt.
ICI
ETSA
SA Gas Co.
Bulk Handling Berths
9.2 m
Snapper Pt.
9.2 m
Quarantine Station

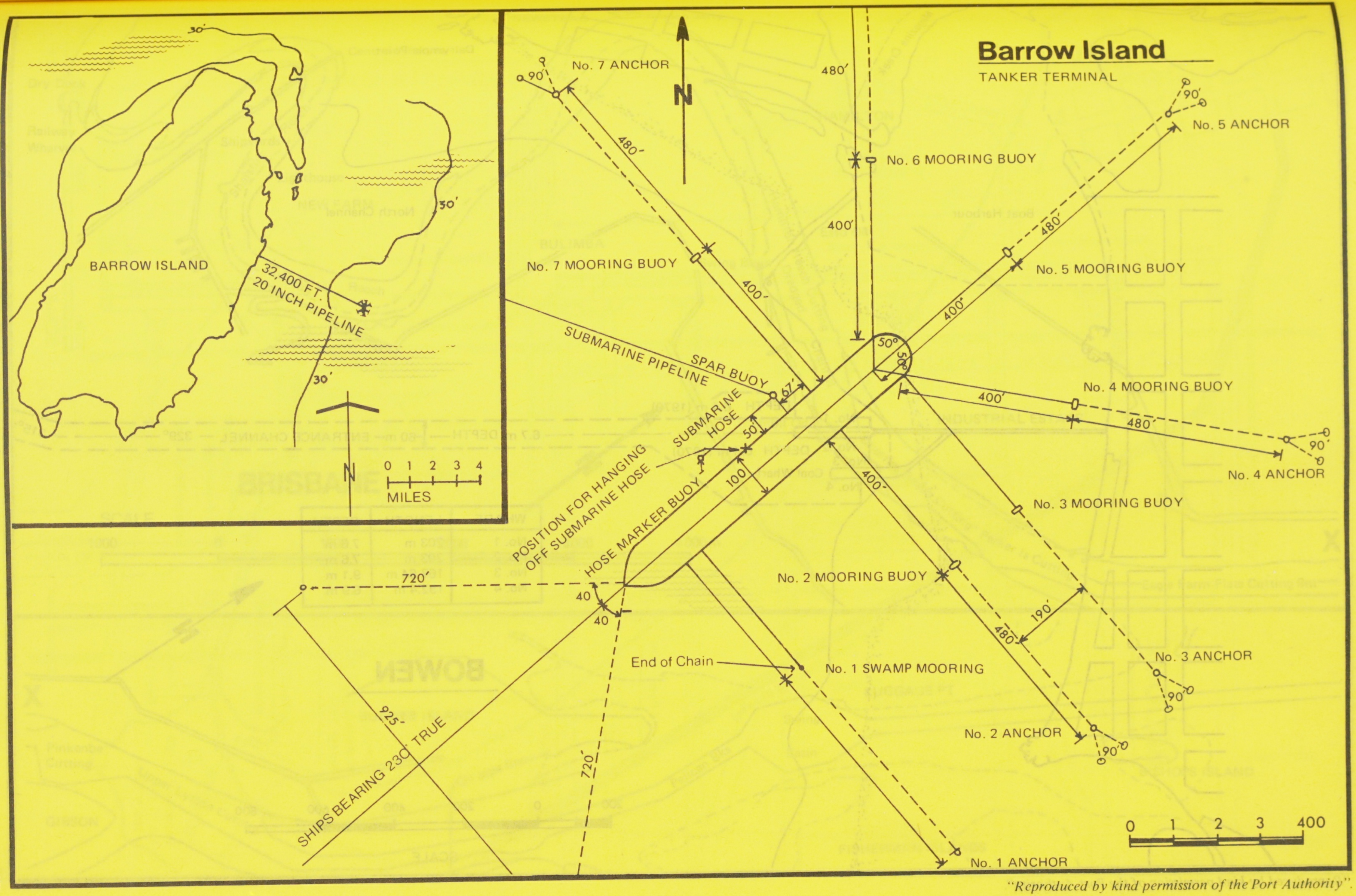
"Reproduced by kind permission of the Port Authority".


RAILWAY STATION
ALBANY PORT AUTHORITY OFFICE
WHEAT STORAGE
WEIGHBRIDGE
SLIPWAY UNDER CONSTRUCTION
TRANSIT SHED
LAND BACKED BERTHS
TOWN JETTY
DEEPWATER JETTY
ENTRANCE CHANNEL
ALBANY
PRINCES ROYAL HARBOUR
boundary of berth Approaches

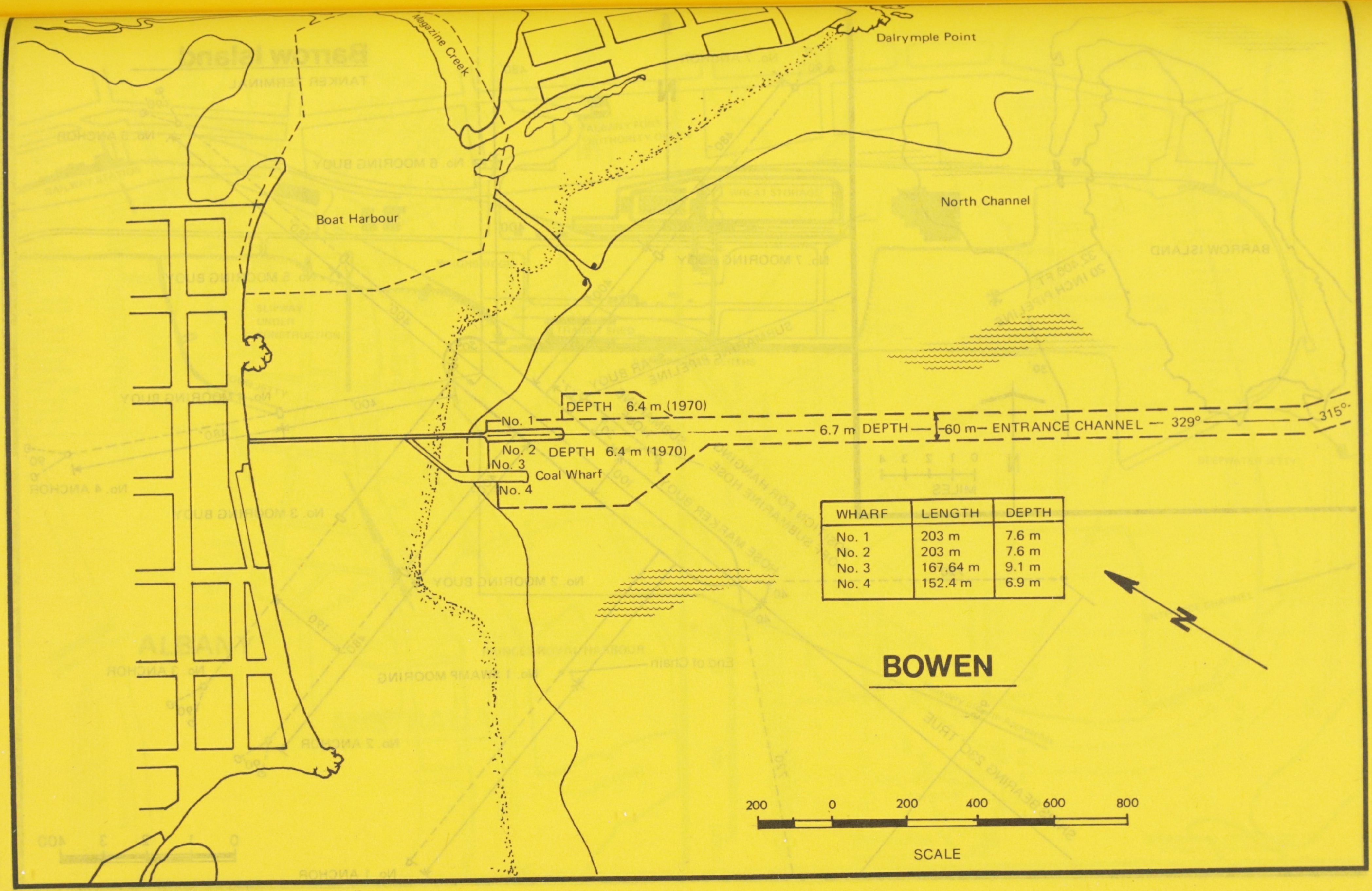
*"Reproduced by kind permission of the Port Authority".*

# Barrow Island

TANKER TERMINAL


30'
BARROW ISLAND
32,400 FT.
20 INCH PIPELINE
30'
30'
N
0 1 2 3 4
MILES
No. 7 ANCHOR
90'
480'
480'
N
No. 6 MOORING BUOY
400'
No. 7 MOORING BUOY
400'
No. 5 ANCHOR
90'
480'
No. 5 MOORING BUOY
400'
50°
50°
SUBMARINE PIPELINE
SPAR BUOY
67'
SUBMARINE HOSE
50'
No. 4 MOORING BUOY
400'
480'
90'
No. 4 ANCHOR
POSITION FOR HANGING OFF SUBMARINE HOSE
HOSE MARKER BUOY
100'
400'
No. 3 MOORING BUOY
720'
40
40
No. 2 MOORING BUOY
190'
480'
No. 3 ANCHOR
90'
End of Chain
No. 1 SWAMP MOORING
No. 2 ANCHOR
90'
925'
SHIPS BEARING 230° TRUE
720'
0 1 2 3 400
No. 1 ANCHOR

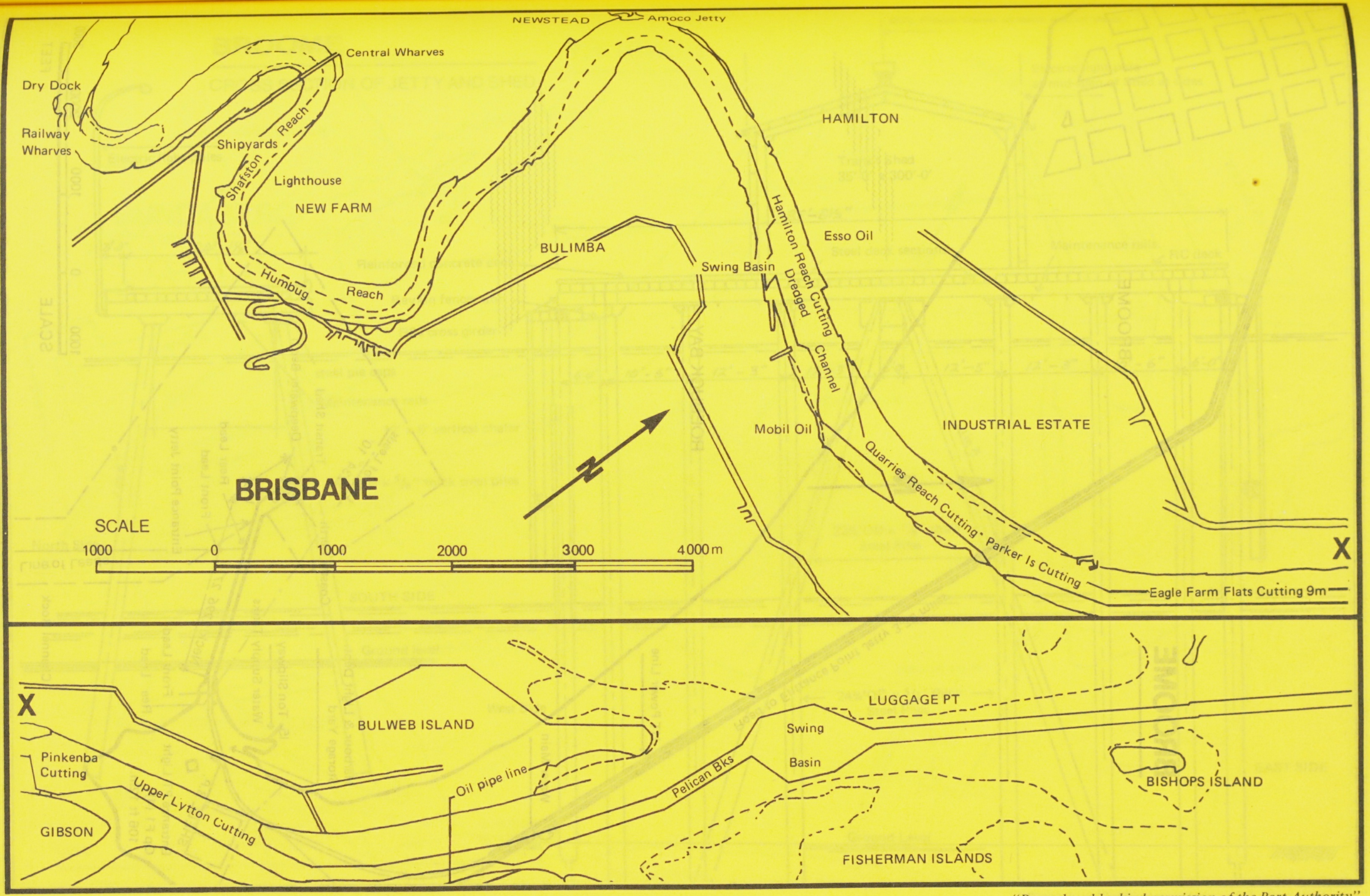
*"Reproduced by kind permission of the Port Authority".*


Dalrymple Point
Magazine Creek
North Channel
Boat Harbour
DEPTH 6.4 m (1970)
No. 1
No. 2
DEPTH 6.4 m (1970)
No. 3
Coal Wharf
No. 4
6.7 m DEPTH
60 m
ENTRANCE CHANNEL — 329°
315°
200
0
200
400
600
800
SCALE

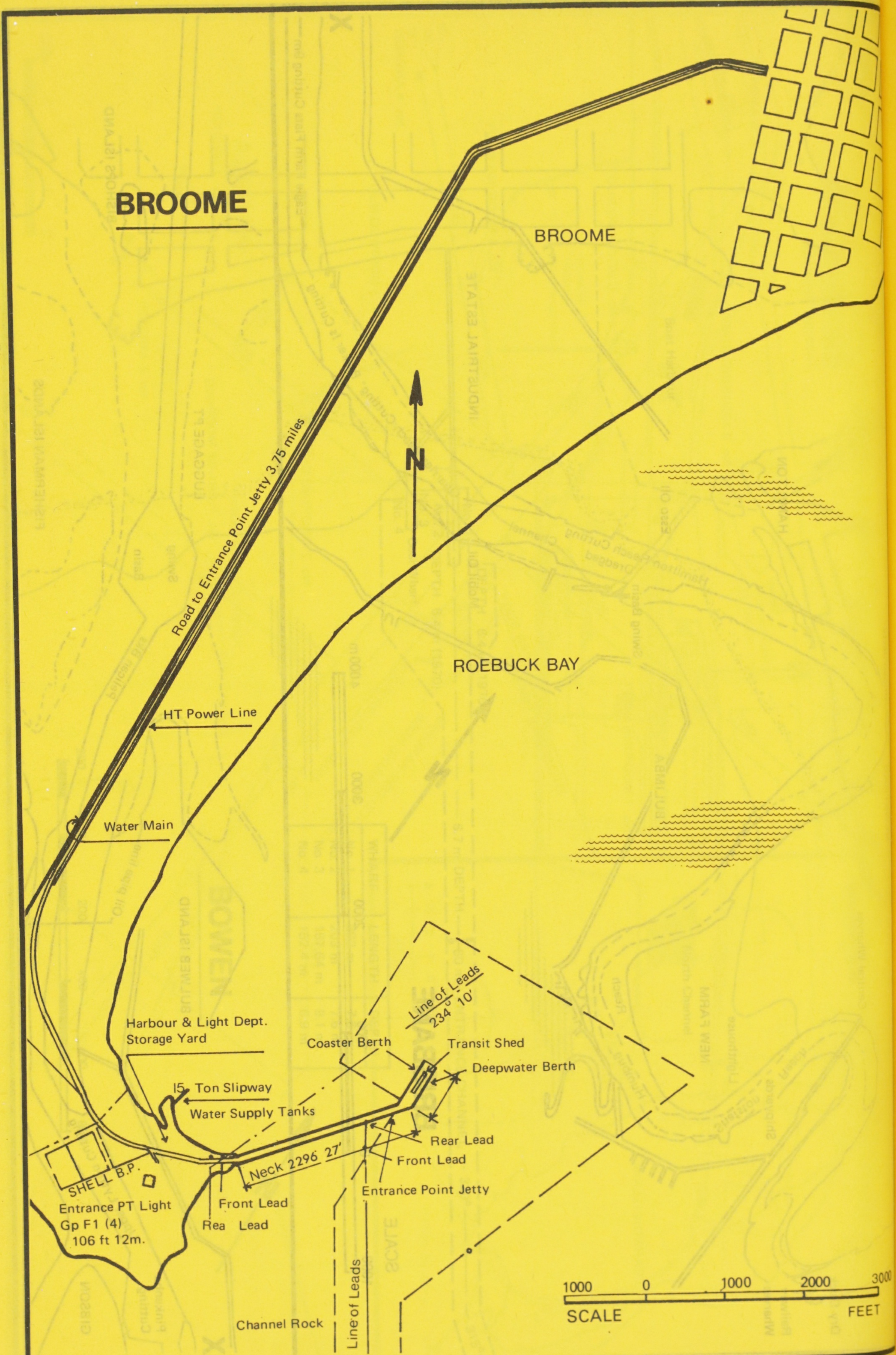
| WHARF | LENGTH | DEPTH |
|---|---|---|
| No. 1 | 203 m | 7.6 m |
| No. 2 | 203 m | 7.6 m |
| No. 3 | 167.64 m | 9.1 m |
| No. 4 | 152.4 m | 6.9 m |

## BOWEN

*"Reproduced by kind permission of the Port Authority".*


NEWSTEAD
Amoco Jetty
Central Wharves
Dry Dock
Railway Wharves
Shipyards
Shafston Reach
Lighthouse
NEW FARM
Humbug Reach
BULIMBA
Swing Basin
HAMILTON
Hamilton Reach Cutting Dredged Channel
Esso Oil
Mobil Oil
INDUSTRIAL ESTATE
Quarries Reach Cutting
Parker Is Cutting
Eagle Farm Flats Cutting 9m
X
BRISBANE
N
SCALE
1000
0
1000
2000
3000
4000 m
X
Pinkenba Cutting
GIBSON
Upper Lytton Cutting
BULWEB ISLAND
Oil pipe line
Pelican Bks
Swing Basin
LUGGAGE PT
BISHOPS ISLAND
FISHERMAN ISLANDS

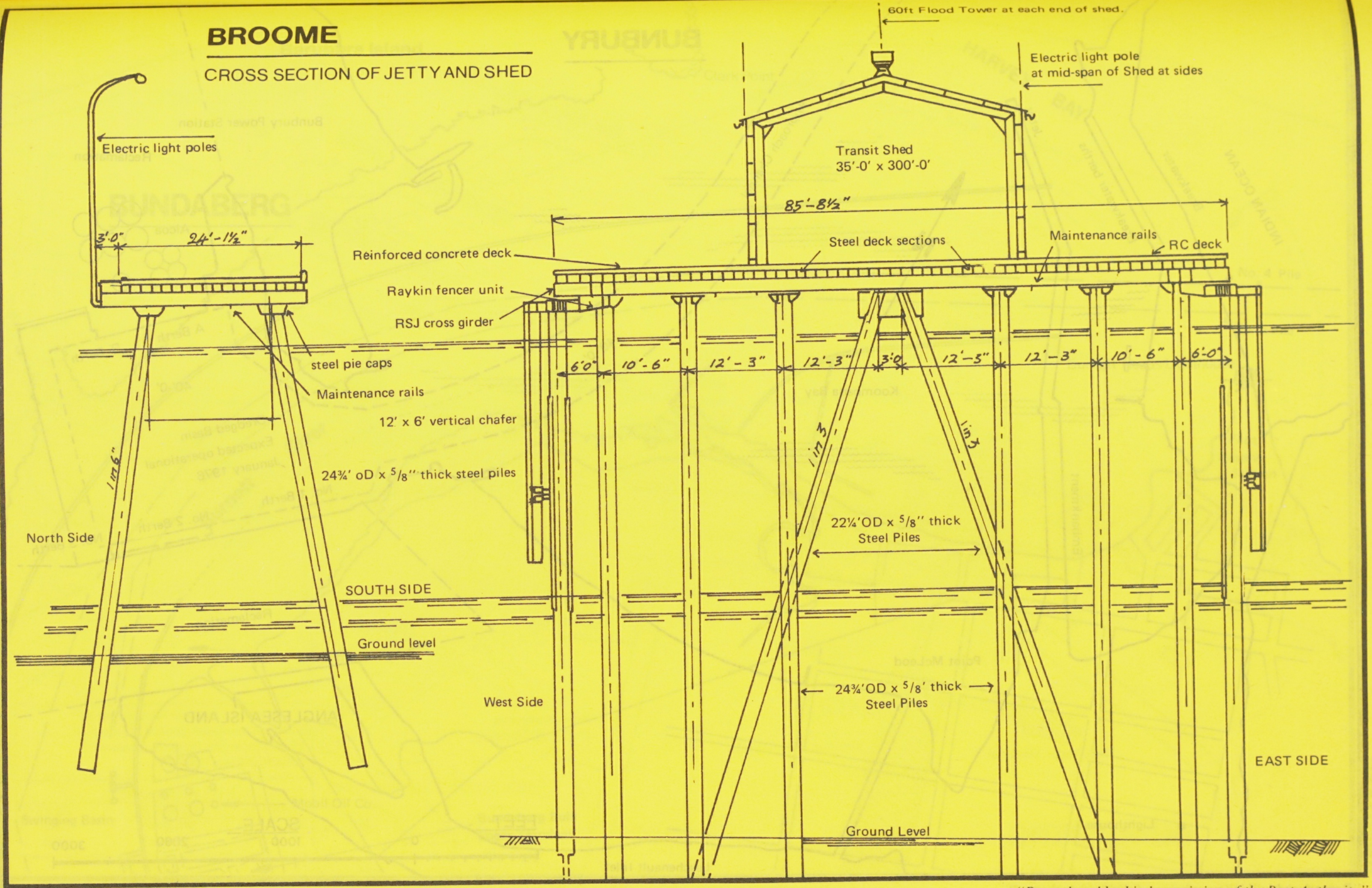
*"Reproduced by kind permission of the Port Authority".*


BROOME
BROOME
N
Road to Entrance Point Jetty 3.75 miles
ROEBUCK BAY
HT Power Line
Water Main
Harbour & Light Dept.
Storage Yard
Coaster Berth
Line of Leads
234° 10'
Transit Shed
Deepwater Berth
15 Ton Slipway
Water Supply Tanks
Rear Lead
Front Lead
Neck 2296 27'
SHELL B.P.
Entrance PT Light
Gp F1 (4)
106 ft 12m.
Front Lead
Rea Lead
Entrance Point Jetty
Line of Leads
Channel Rock
1000
0
1000
2000
3000
SCALE
FEET

*"Reproduced by kind permission of the Port Authori*

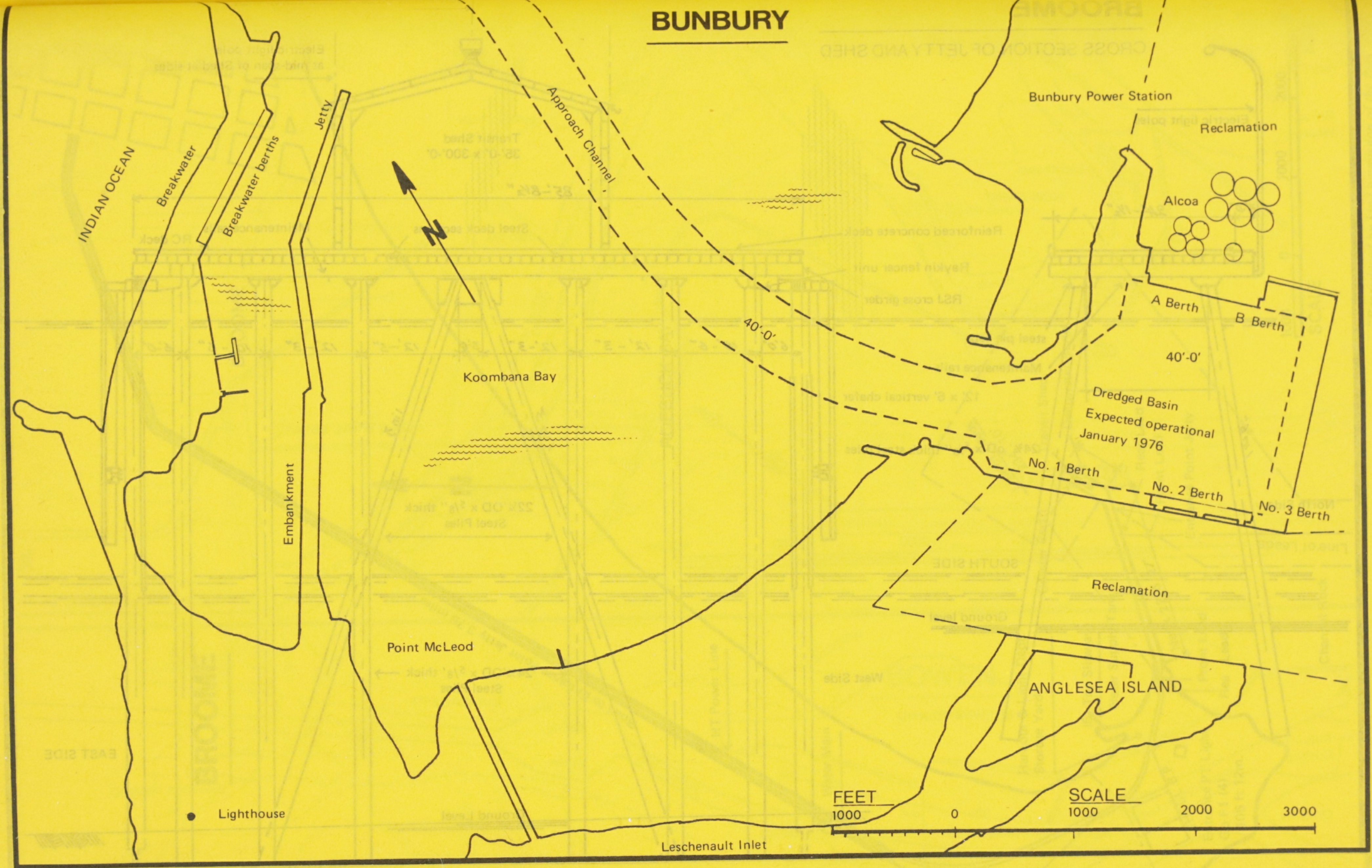
## BROOME

### CROSS SECTION OF JETTY AND SHED

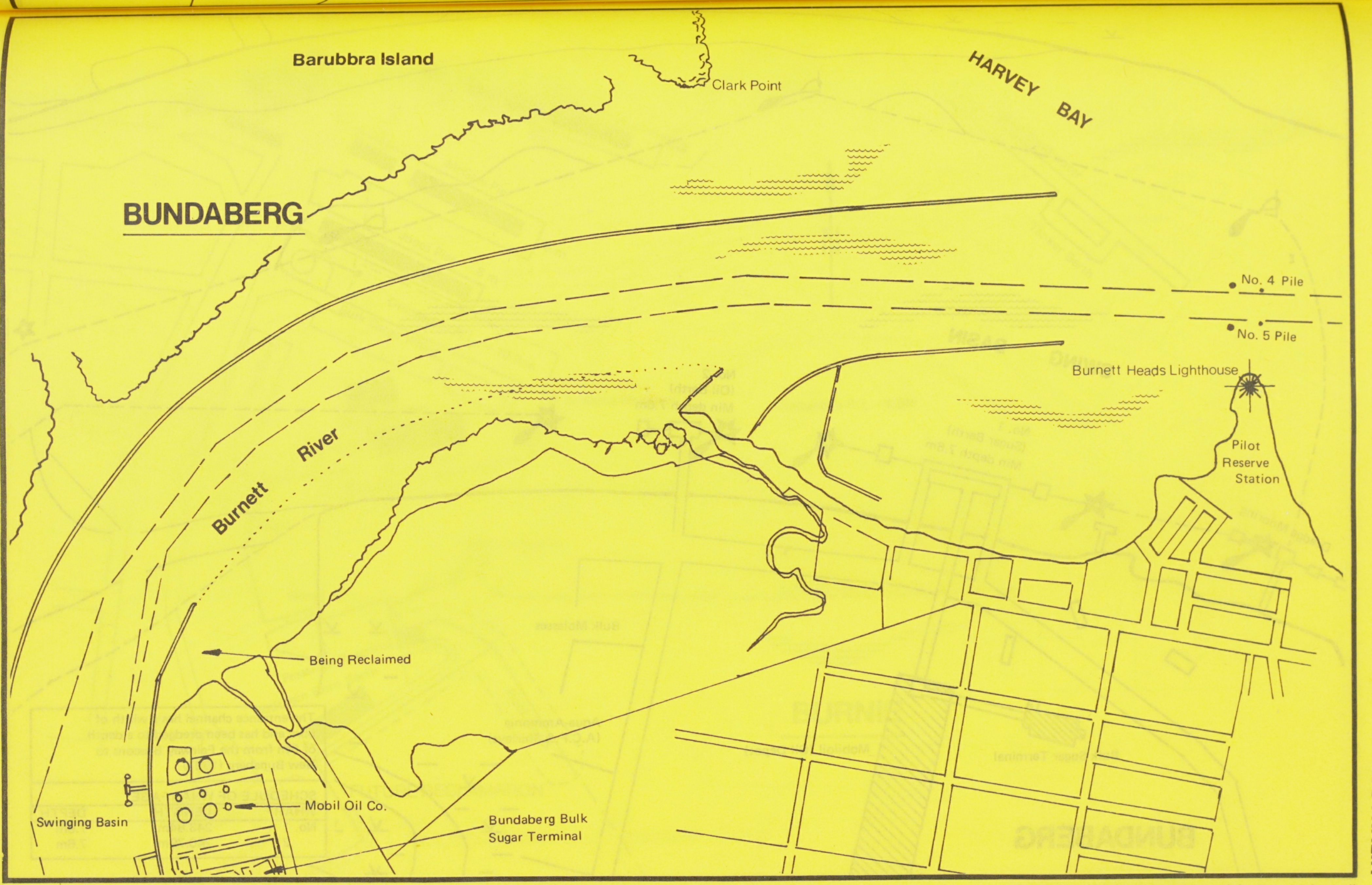

60ft Flood Tower at each end of shed.
Electric light pole at mid-span of Shed at sides
Transit Shed 35'-0' x 300'-0'
85'-8½"
Maintenance rails
RC deck
Steel deck sections
Reinforced concrete deck
Raykin fencer unit
RSJ cross girder
Electric light poles
3'0"
24'-1½"
steel pie caps
Maintenance rails
12' x 6' vertical chafer
24¾' oD x 5/8'' thick steel piles
1 in 6
North Side
SOUTH SIDE
Ground level
West Side
6'0"
10'-6"
12'-3"
12'-3"
3'0
12'-5"
12'-3"
10'-6"
6'-0"
1 in 3
1 in 3
22¼'OD x 5/8'' thick Steel Piles
24¾'OD x 5/8' thick Steel Piles
Ground Level
EAST SIDE

"Reproduced by kind permission of the Port Authority".

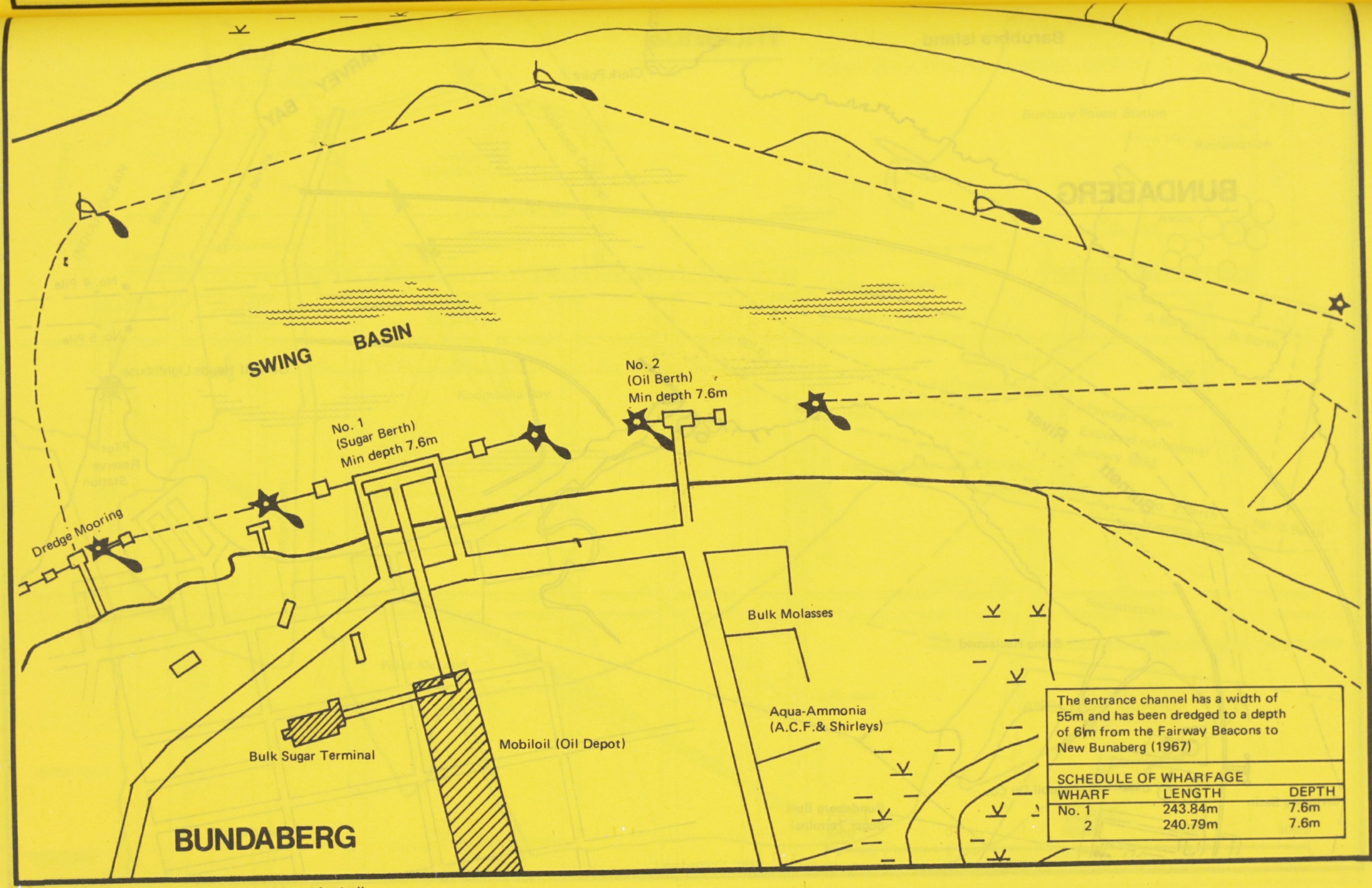
# BUNBURY


INDIAN OCEAN
Breakwater
Breakwater berths
Jetty
N
Approach Channel
Bunbury Power Station
Reclamation
Alcoa
A Berth
B Berth
40'-0'
40'-0'
Embankment
Koombana Bay
Dredged Basin
Expected operational
January 1976
No. 1 Berth
No. 2 Berth
No. 3 Berth
Reclamation
Point McLeod
ANGLESEA ISLAND
FEET
SCALE
1000
0
1000
2000
3000
Lighthouse
Leschenault Inlet

*"Reproduced by kind permission of the Port Authority".*


Barubbra Island
Clark Point
HARVEY BAY
BUNDABERG
No. 4 Pile
No. 5 Pile
Burnett Heads Lighthouse
Burnett River
Pilot
Reserve
Station
Being Reclaimed
Mobil Oil Co.
Swinging Basin
Bundaberg Bulk
Sugar Terminal

*"Reproduced by kind permission of the Port Authority".*

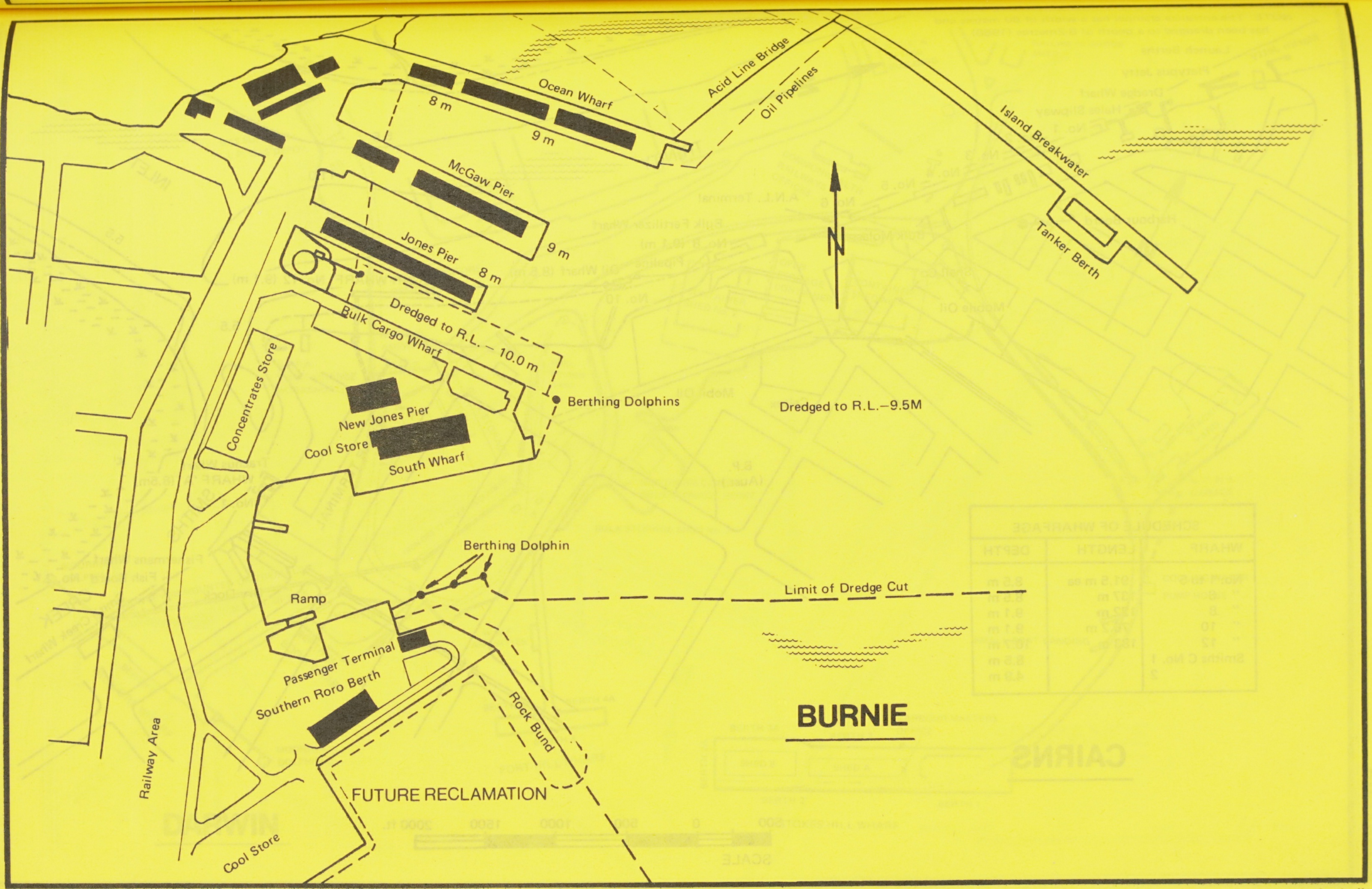

SWING BASIN
No. 2
(Oil Berth)
Min depth 7.6m
No. 1
(Sugar Berth)
Min depth 7.6m
Dredge Mooring
Bulk Molasses
Aqua-Ammonia
(A.C.F.& Shirleys)
Mobiloil (Oil Depot)
Bulk Sugar Terminal
BUNDABERG

The entrance channel has a width of 55m and has been dredged to a depth of 6m from the Fairway Beacons to New Bunaberg (1967)

SCHEDULE OF WHARFAGE

| WHARF | LENGTH | DEPTH |
|---|---|---|
| No. 1 | 243.84m | 7.6m |
| 2 | 240.79m | 7.6m |

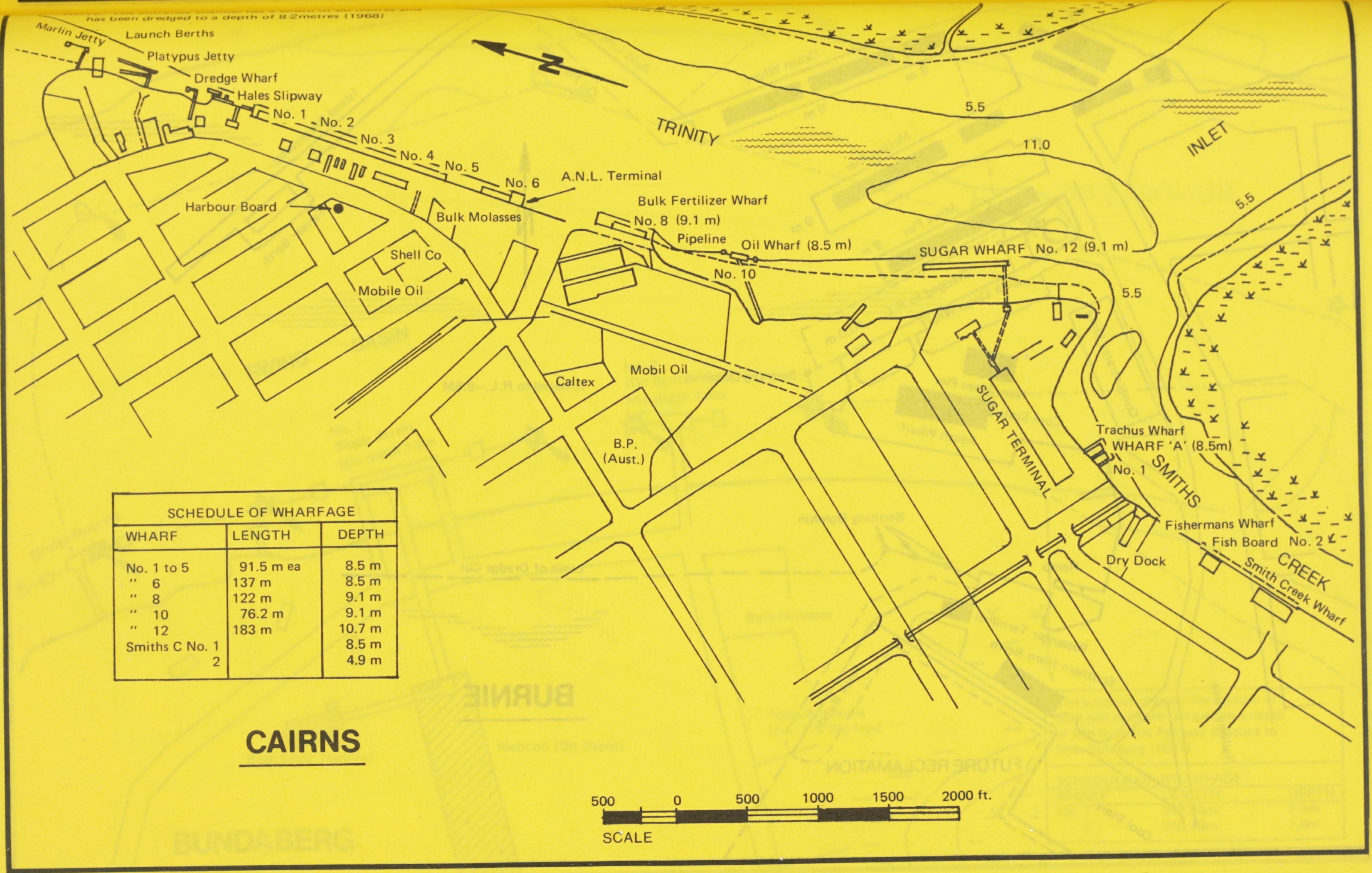
*"Reproduced by kind permission of the Port Authority".*



**BURNIE**

Ocean Wharf
8 m
9 m
Acid Line Bridge
Oil Pipelines
Island Breakwater
Tanker Berth
McGaw Pier
9 m
Jones Pier
8 m
N
Dredged to R.L. – 10.0 m
Bulk Cargo Wharf
Berthing Dolphins
Dredged to R.L.–9.5M
Concentrates Store
New Jones Pier
Cool Store
South Wharf
Berthing Dolphin
Limit of Dredge Cut
Ramp
Passenger Terminal
Southern Roro Berth
Rock Bund
Railway Area
FUTURE RECLAMATION
Cool Store

*"Reproduced by kind permission of the Port Authority".*

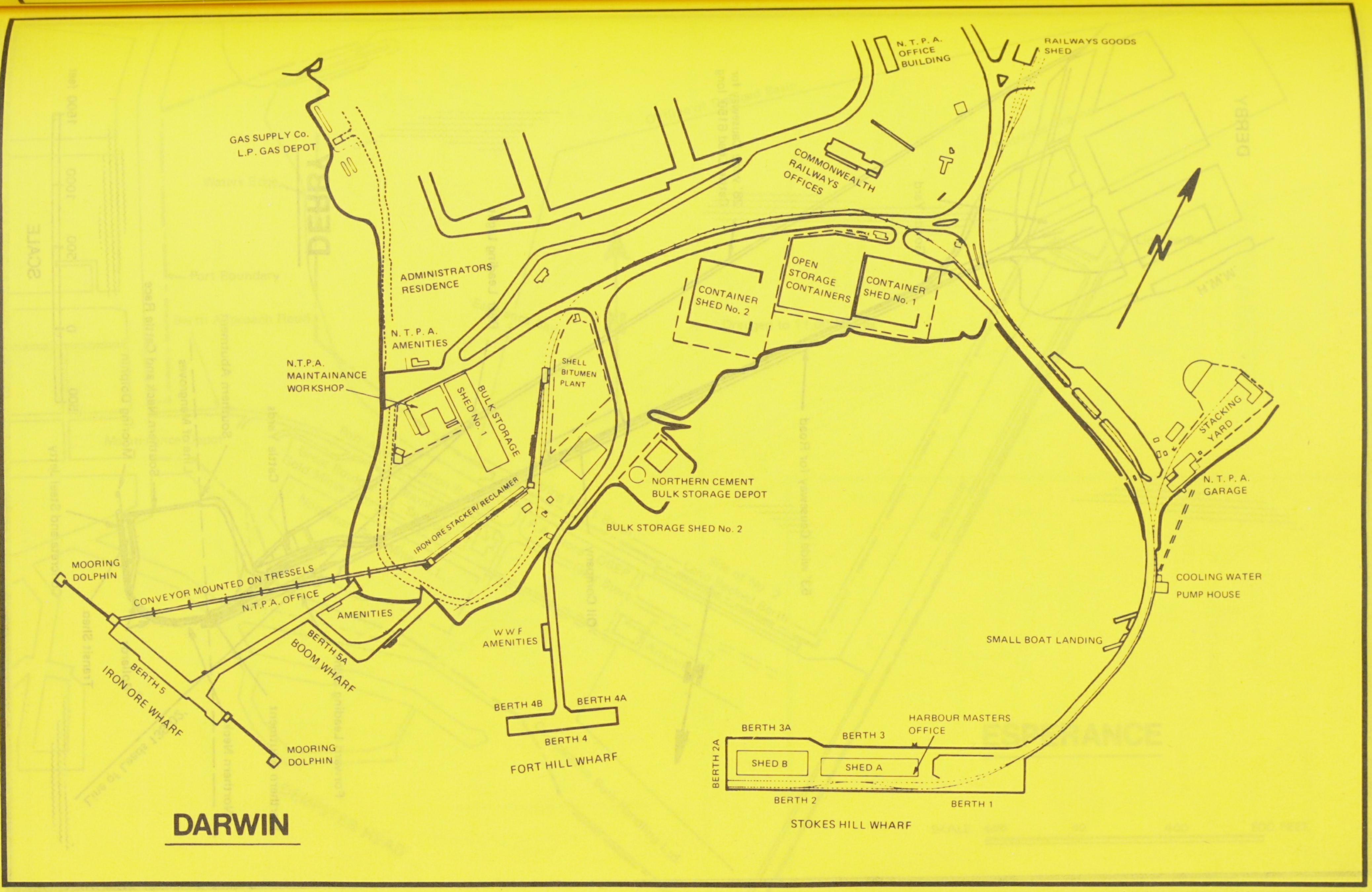

has been dredged to a depth of 8·2metres (1968)
Marlin Jetty
Launch Berths
Platypus Jetty
Dredge Wharf
Hales Slipway
No. 1
No. 2
No. 3
No. 4
No. 5
No. 6
A.N.L. Terminal
Harbour Board
Bulk Molasses
Shell Co
Mobile Oil
Bulk Fertilizer Wharf
No. 8 (9.1 m)
Pipeline
Oil Wharf (8.5 m)
No. 10
SUGAR WHARF
No. 12 (9.1 m)
TRINITY
INLET
5.5
11.0
5.5
5.5
Mobil Oil
Caltex
B.P. (Aust.)
SUGAR TERMINAL
Trachus Wharf
WHARF 'A' (8.5m)
No. 1
SMITHS
Fishermans Wharf
Fish Board
No. 2
CREEK
Dry Dock
Smith Creek Wharf
N
500
0
500
1000
1500
2000 ft.
SCALE

## CAIRNS

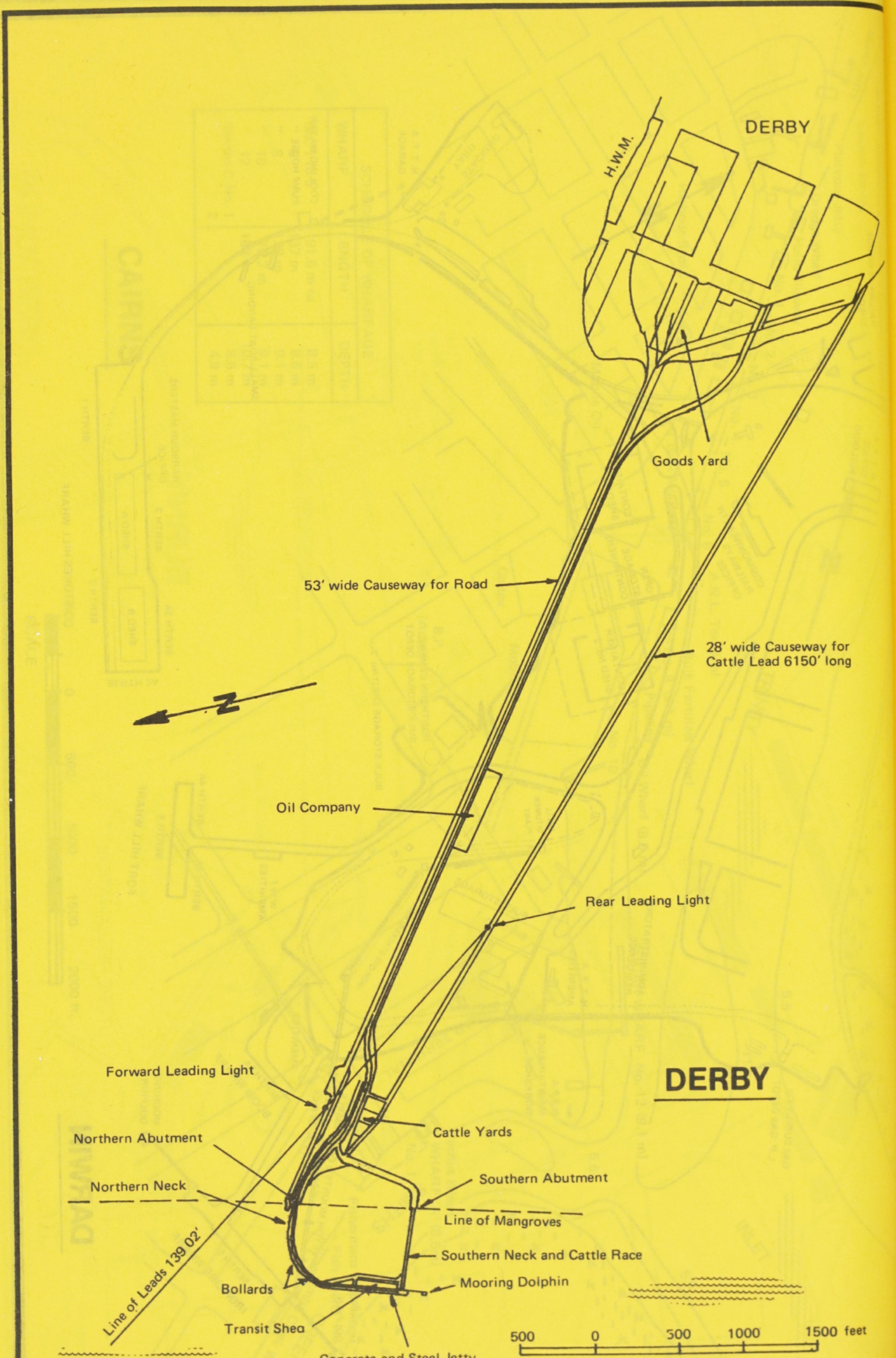
SCHEDULE OF WHARFAGE

| WHARF | LENGTH | DEPTH |
|---|---|---|
| No. 1 to 5 | 91.5 m ea | 8.5 m |
| " 6 | 137 m | 8.5 m |
| " 8 | 122 m | 9.1 m |
| " 10 | 76.2 m | 9.1 m |
| " 12 | 183 m | 10.7 m |
| Smiths C No. 1 | | 8.5 m |
| 2 | | 4.9 m |

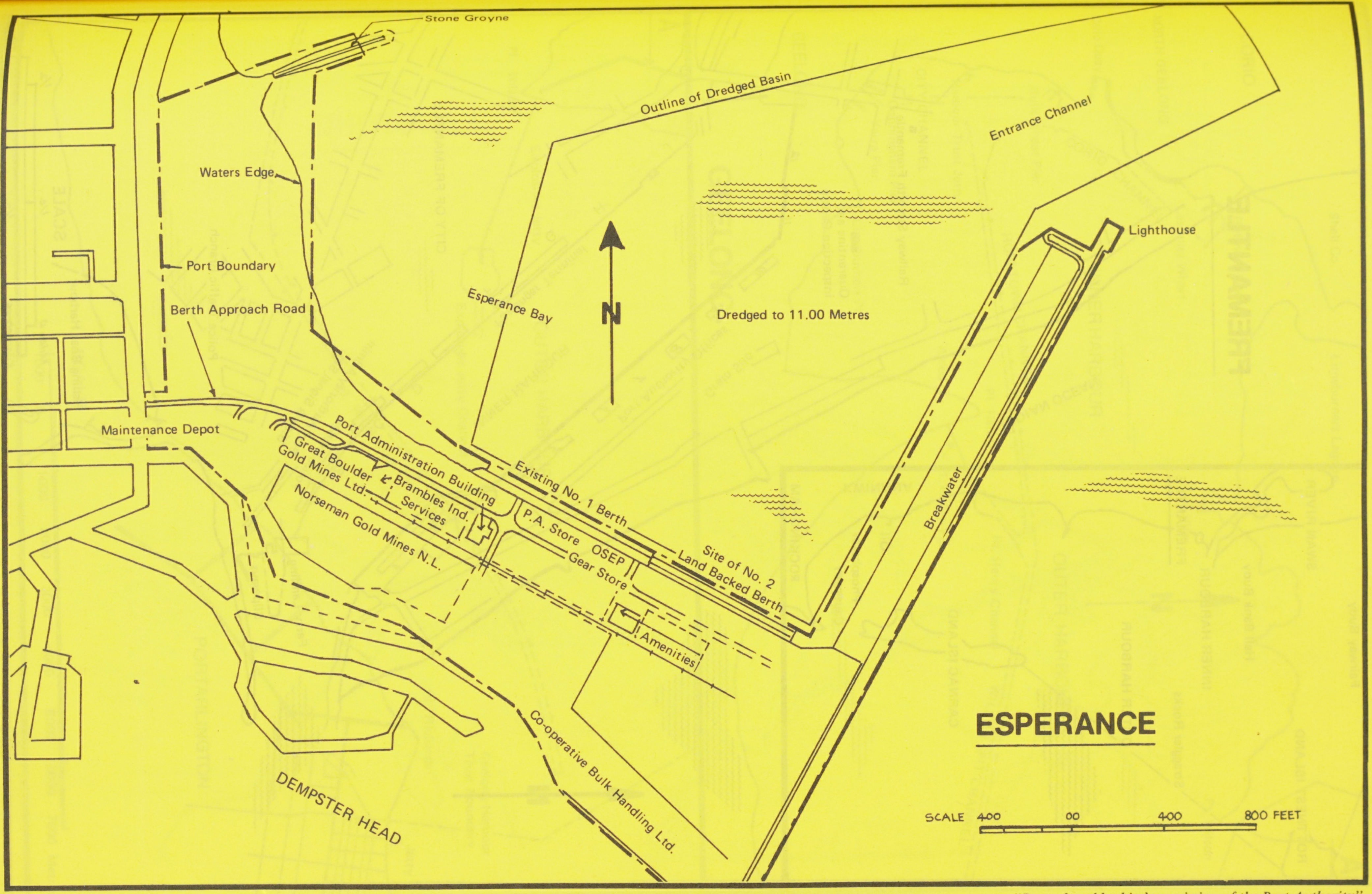
*"Reproduced by kind permission of the Port Authority".*


DARWIN
GAS SUPPLY Co.
L.P. GAS DEPOT
N. T. P. A.
OFFICE
BUILDING
RAILWAYS GOODS
SHED
COMMONWEALTH
RAILWAYS
OFFICES
ADMINISTRATORS
RESIDENCE
N. T. P. A.
AMENITIES
N.T.P.A.
MAINTAINANCE
WORKSHOP
BULK STORAGE
SHED No. 1
OPEN
STORAGE
CONTAINERS
CONTAINER
SHED No. 2
CONTAINER
SHED No. 1
SHELL
BITUMEN
PLANT
NORTHERN CEMENT
BULK STORAGE DEPOT
BULK STORAGE SHED No. 2
STACKING
YARD
N. T. P. A.
GARAGE
COOLING WATER
PUMP HOUSE
IRON ORE STACKER/RECLAIMER
MOORING
DOLPHIN
CONVEYOR MOUNTED ON TRESSELS
N.T.P.A. OFFICE
AMENITIES
BERTH 5A
BOOM WHARF
BERTH 5
IRON ORE WHARF
MOORING
DOLPHIN
W W F
AMENITIES
BERTH 4B
BERTH 4A
BERTH 4
FORT HILL WHARF
SMALL BOAT LANDING
HARBOUR MASTERS
OFFICE
BERTH 3A
BERTH 3
BERTH 2A
SHED B
SHED A
BERTH 2
BERTH 1
STOKES HILL WHARF
N

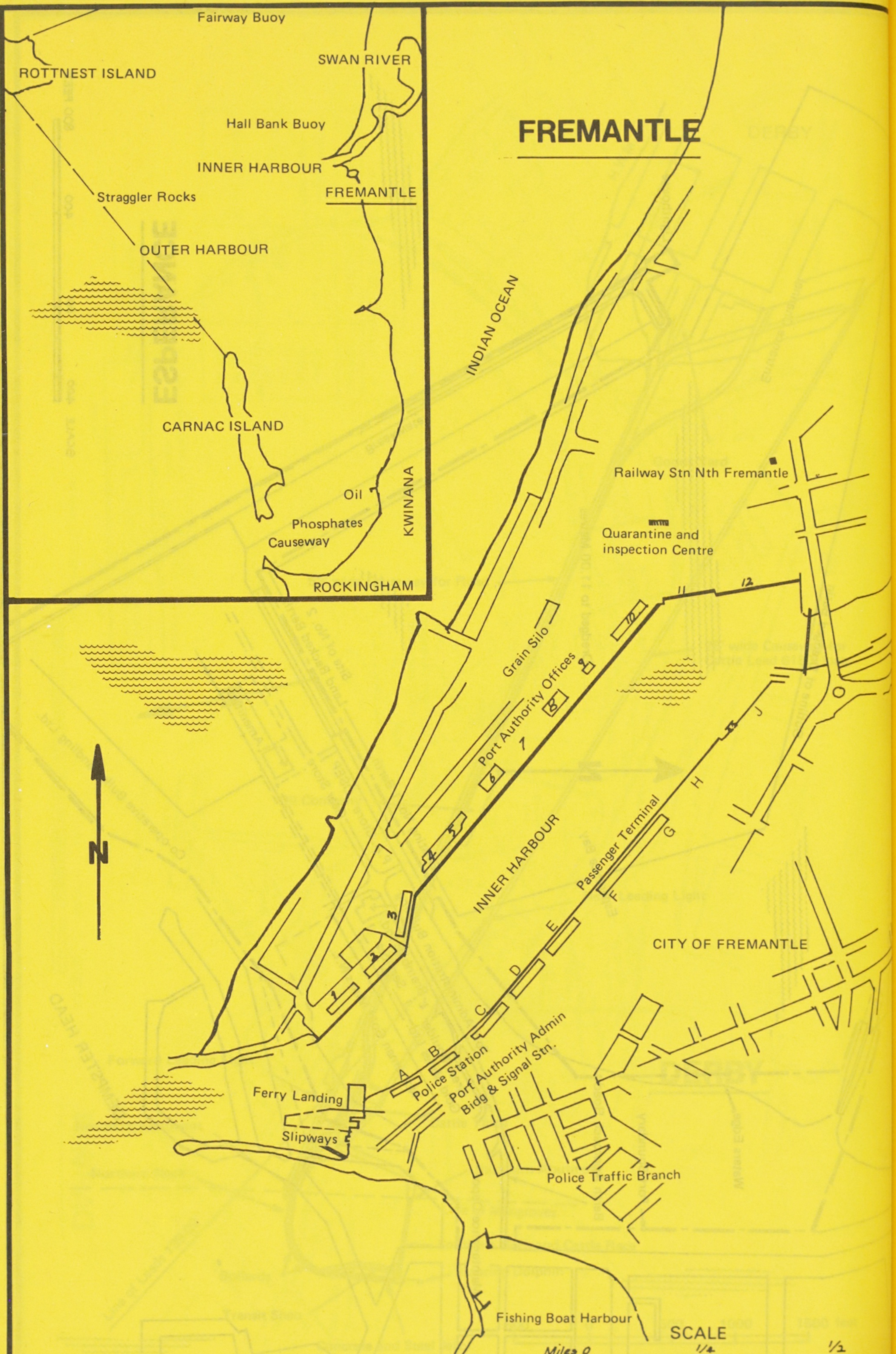
*"Reproduced by kind permission of the Port Authority".*


DERBY
H.W.M.
Goods Yard
53' wide Causeway for Road
28' wide Causeway for Cattle Lead 6150' long
N
Oil Company
Rear Leading Light
Forward Leading Light
DERBY
Cattle Yards
Northern Abutment
Northern Neck
Southern Abutment
Line of Mangroves
Line of Leads 139 02'
Southern Neck and Cattle Race
Mooring Dolphin
Bollards
Transit Shed
Concrete and Steel Jetty
500 0 500 1000 1500 feet
SCALE

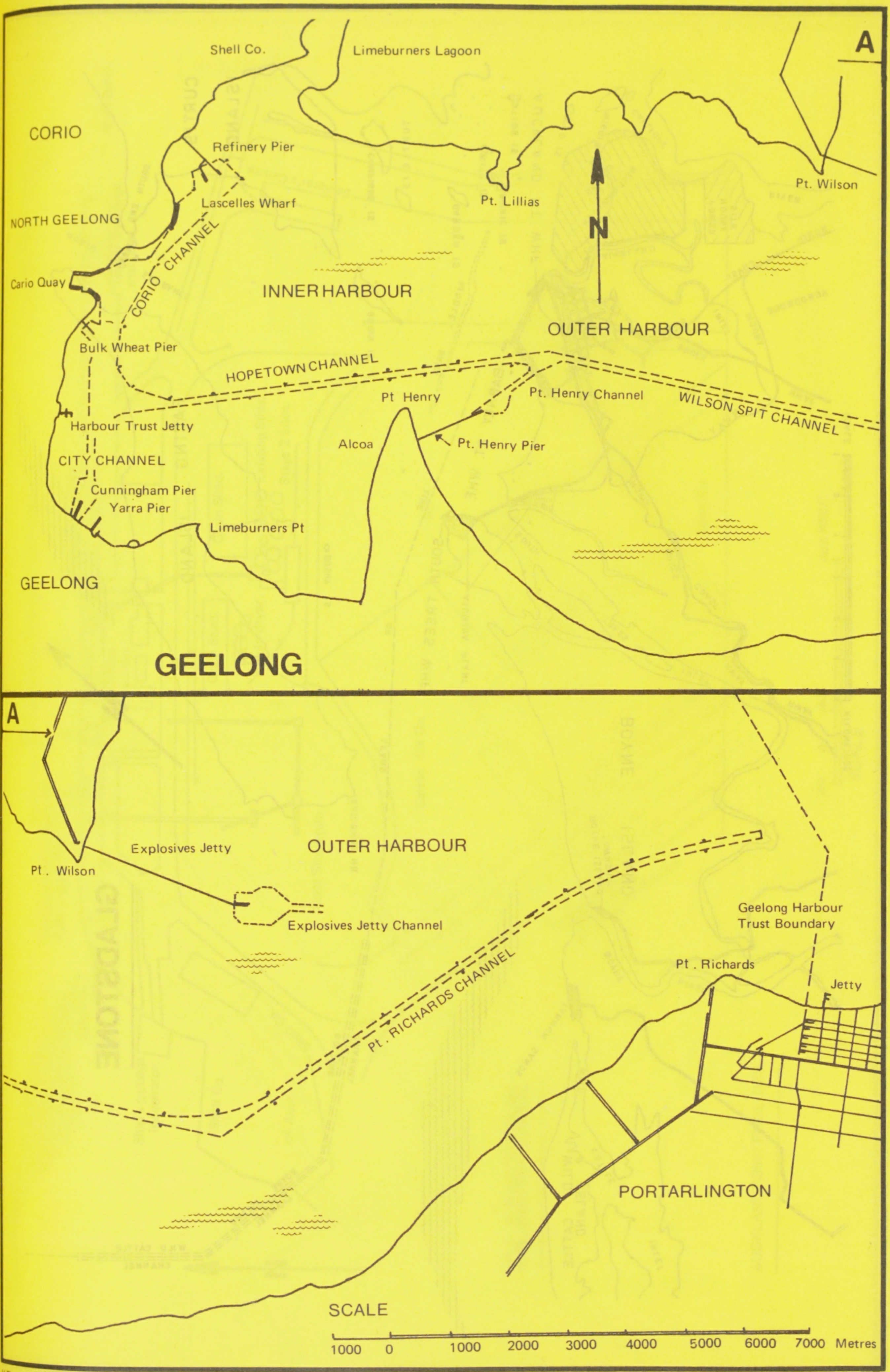
"Reproduced by kind permission of the Port Auth


Stone Groyne
Outline of Dredged Basin
Entrance Channel
Waters Edge
Port Boundary
Berth Approach Road
Esperance Bay
N
Dredged to 11.00 Metres
Lighthouse
Maintenance Depot
Port Administration Building
Great Boulder Gold Mines Ltd.
Brambles Ind. Services
Norseman Gold Mines N.L.
Existing No. 1 Berth
P.A. Store
OSEP Gear Store
Site of No. 2 Land Backed Berth
Amenities
Breakwater
Co-operative Bulk Handling Ltd.
DEMPSTER HEAD
ESPERANCE
SCALE 400 00 400 800 FEET

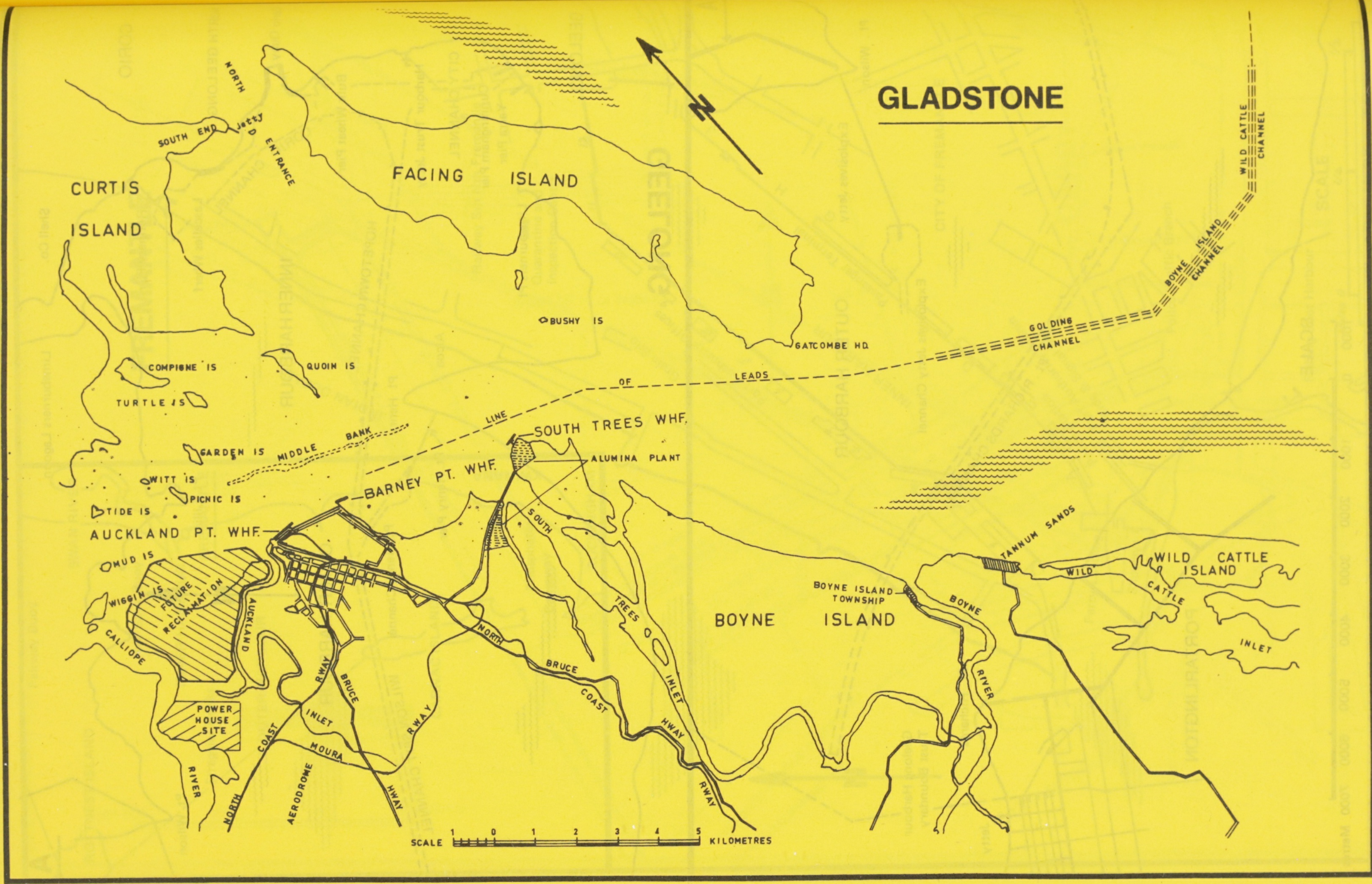
*"Reproduced by kind permission of the Port Authority".*


FREMANTLE
Fairway Buoy
ROTTNEST ISLAND
SWAN RIVER
Hall Bank Buoy
INNER HARBOUR
FREMANTLE
Straggler Rocks
OUTER HARBOUR
CARNAC ISLAND
KWINANA
Oil
Phosphates
Causeway
ROCKINGHAM
INDIAN OCEAN
Railway Stn Nth Fremantle
Quarantine and inspection Centre
Grain Silo
Port Authority Offices
INNER HARBOUR
Passenger Terminal
CITY OF FREMANTLE
Police Station
Port Authority Admin Bldg & Signal Stn.
Ferry Landing
Slipways
Police Traffic Branch
Fishing Boat Harbour
N
1
2
3
4
5
6
7
8
9
10
11
12
13
A
B
C
D
E
F
G
H
J
SCALE
Miles 0
1/4
1/2
Kilometres
1/2
1 Kilo

*"Reproduced by kind permission of the Port Authori*


A
Shell Co.
Limeburners Lagoon
CORIO
Refinery Pier
Pt. Lillias
Pt. Wilson
Lascelles Wharf
NORTH GEELONG
N
CORIO CHANNEL
Cario Quay
INNER HARBOUR
OUTER HARBOUR
Bulk Wheat Pier
HOPETOWN CHANNEL
Pt Henry
Pt. Henry Channel
WILSON SPIT CHANNEL
Alcoa
Pt. Henry Pier
Harbour Trust Jetty
CITY CHANNEL
Cunningham Pier
Yarra Pier
Limeburners Pt
GEELONG
GEELONG
A
Explosives Jetty
Pt . Wilson
OUTER HARBOUR
Explosives Jetty Channel
Geelong Harbour
Trust Boundary
Pt. RICHARDS CHANNEL
Pt . Richards
Jetty
PORTARLINGTON
SCALE
1000
0
1000
2000
3000
4000
5000
6000
7000
Metres

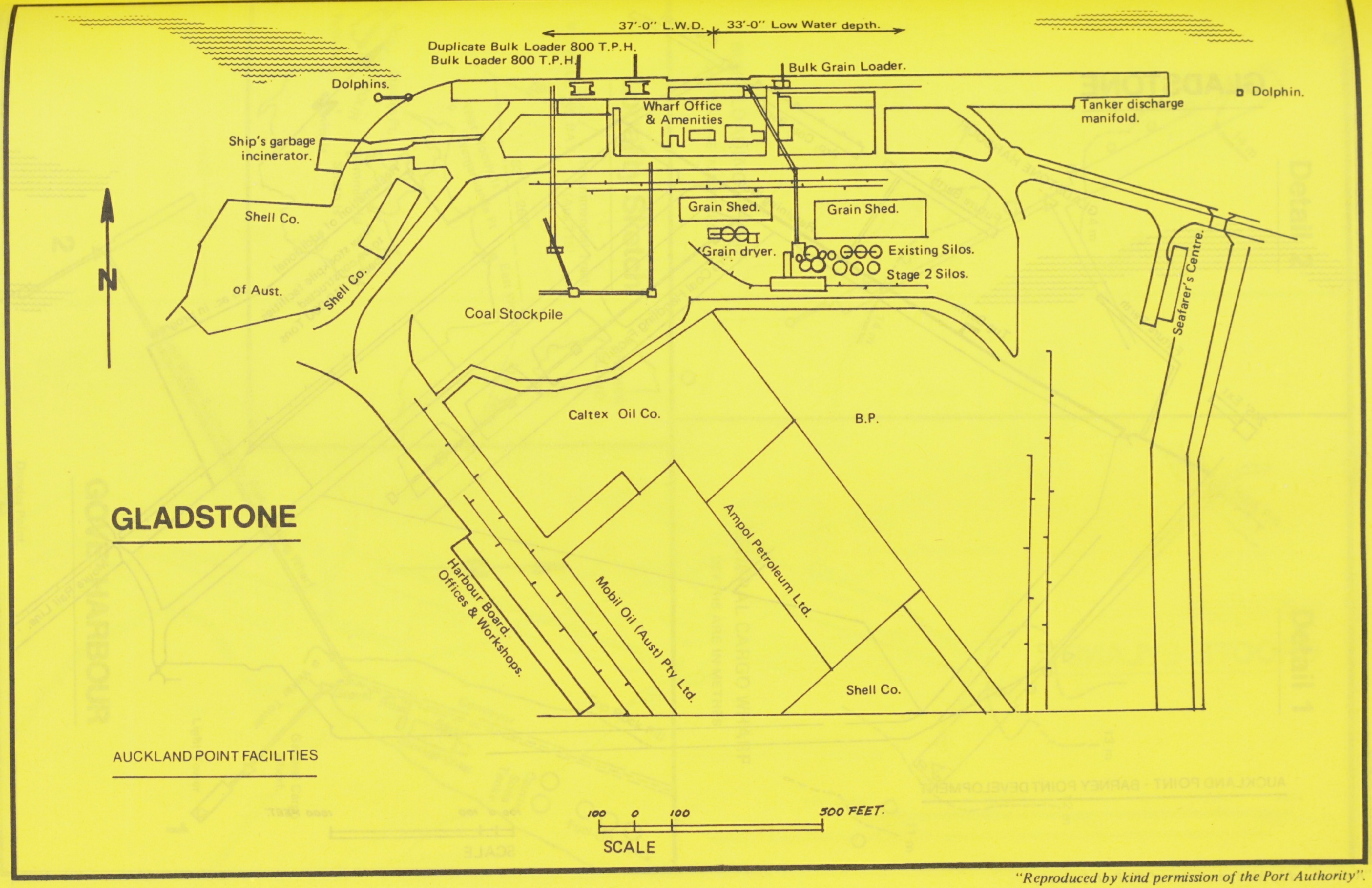
*"Reproduced by kind permission of the Port Authority".*


GLADSTONE
N
CURTIS ISLAND
NORTH
SOUTH END
Jetty
D
ENTRANCE
FACING ISLAND
BUSHY IS
GATCOMBE HD.
COMPIGNE IS
QUOIN IS
TURTLE IS
GARDEN IS
MIDDLE BANK
WITT IS
PICNIC IS
TIDE IS
AUCKLAND PT. WHF.
BARNEY PT. WHF.
SOUTH TREES WHF.
ALUMINA PLANT
LINE OF LEADS
GOLDING CHANNEL
BOYNE ISLAND CHANNEL
WILD CATTLE CHANNEL
MUD IS
WIGGIN IS
FUTURE RECLAMATION
CALLIOPE
AUCKLAND
POWER HOUSE SITE
RIVER
NORTH COAST
AERODROME
RWAY
BRUCE
INLET
MOURA
HWAY
RWAY
NORTH BRUCE COAST HWAY
RWAY
SOUTH TREES INLET
BOYNE ISLAND
BOYNE ISLAND TOWNSHIP
BOYNE RIVER
TANNUM SANDS
WILD CATTLE ISLAND
WILD CATTLE INLET
SCALE 1 0 1 2 3 4 5 KILOMETRES

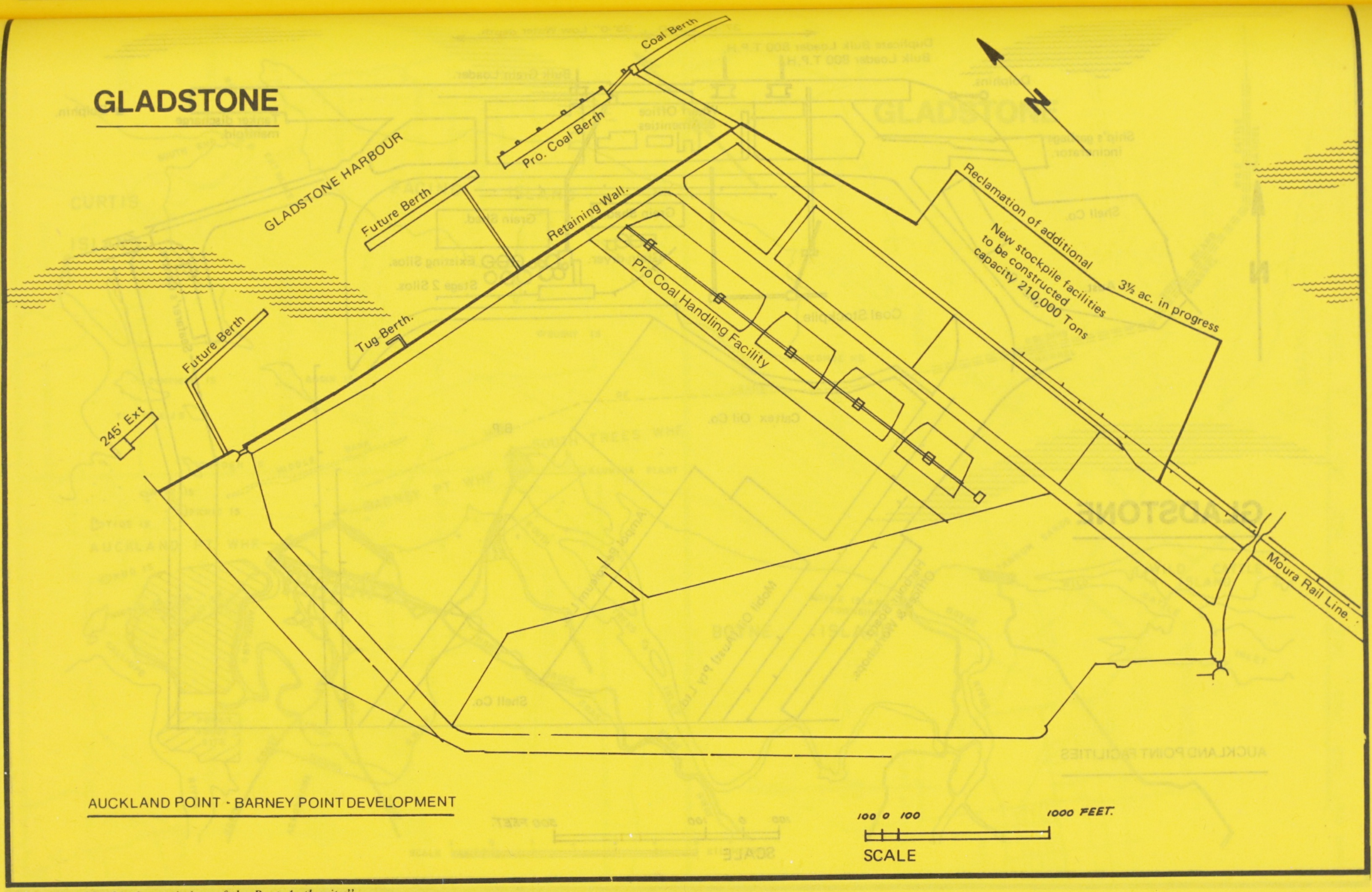
*"Reproduced by kind permission of the Port Authority".*

# GLADSTONE

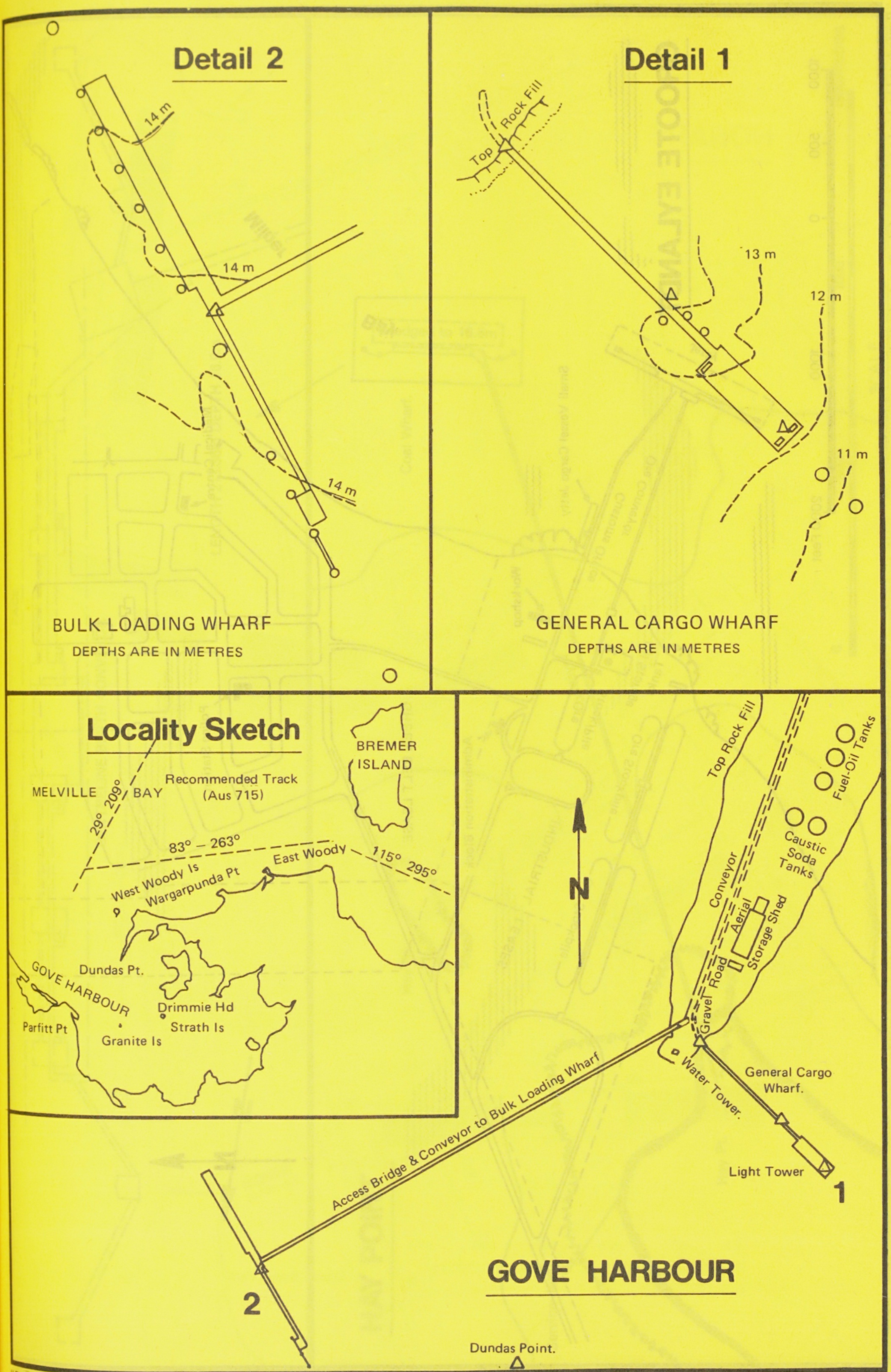
AUCKLAND POINT FACILITIES


37'-0" L.W.D.
33'-0" Low Water depth.
Duplicate Bulk Loader 800 T.P.H.
Bulk Loader 800 T.P.H.
Bulk Grain Loader.
Dolphins.
Dolphin.
Tanker discharge manifold.
Wharf Office & Amenities
Ship's garbage incinerator.
Shell Co. of Aust.
Shell Co.
N
Grain Shed.
Grain Shed.
Grain dryer.
Existing Silos.
Stage 2 Silos.
Coal Stockpile
Seafarer's Centre.
Caltex Oil Co.
B.P.
Ampol Petroleum Ltd.
Mobil Oil (Aust) Pty Ltd.
Harbour Board. Offices & Workshops.
Shell Co.
100 0 100 500 FEET.
SCALE

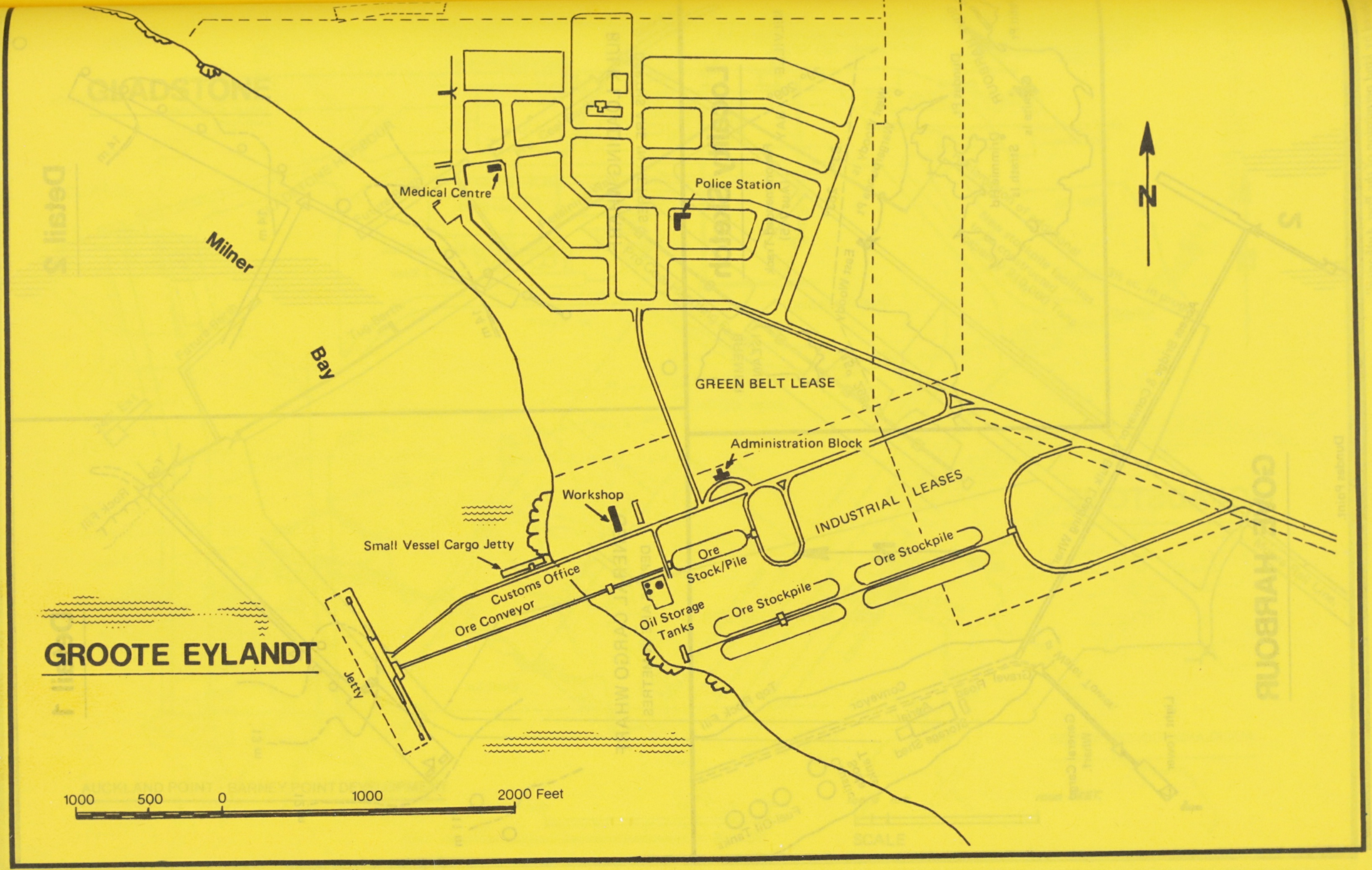
*"Reproduced by kind permission of the Port Authority".*


GLADSTONE
GLADSTONE HARBOUR
Coal Berth
Pro. Coal Berth
Future Berth
Retaining Wall.
Tug Berth.
Future Berth
245' Ext
Pro Coal Handling Facility
Reclamation of additional
3½ ac. in progress
New stockpile facilities
to be constructed
capacity 210,000 Tons
Moura Rail Line.
N
AUCKLAND POINT - BARNEY POINT DEVELOPMENT
100 0 100
1000 FEET.
SCALE

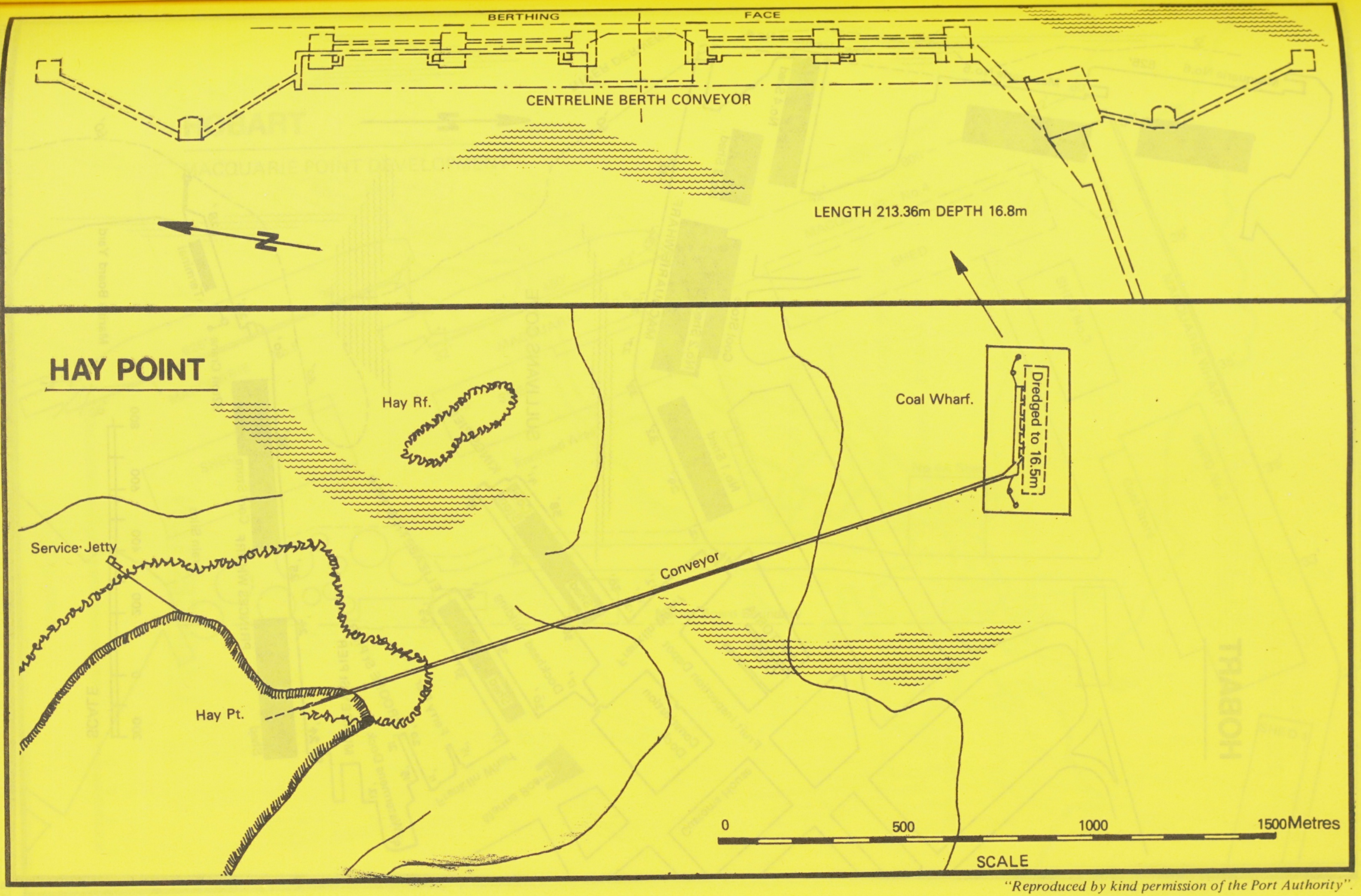
*"Reproduced by kind permission of the Port Authority".*


Detail 2
14 m
14 m
14 m
BULK LOADING WHARF
DEPTHS ARE IN METRES
Detail 1
Top
Rock Fill
13 m
12 m
11 m
GENERAL CARGO WHARF
DEPTHS ARE IN METRES
Locality Sketch
BREMER ISLAND
MELVILLE
BAY
29°
209°
Recommended Track (Aus 715)
83° – 263°
115° 295°
East Woody
West Woody Is
Wargarpunda Pt
Dundas Pt.
GOVE HARBOUR
Parfitt Pt
Granite Is
Drimmie Hd
Strath Is
Top Rock Fill
Fuel-Oil Tanks
Caustic Soda Tanks
Conveyor
Aerial
Storage Shed
Gravel Road
N
Water Tower.
General Cargo Wharf.
Light Tower
1
Access Bridge & Conveyor to Bulk Loading Wharf
2
GOVE HARBOUR
Dundas Point.

"Reproduced by kind permission of the Port Authority".

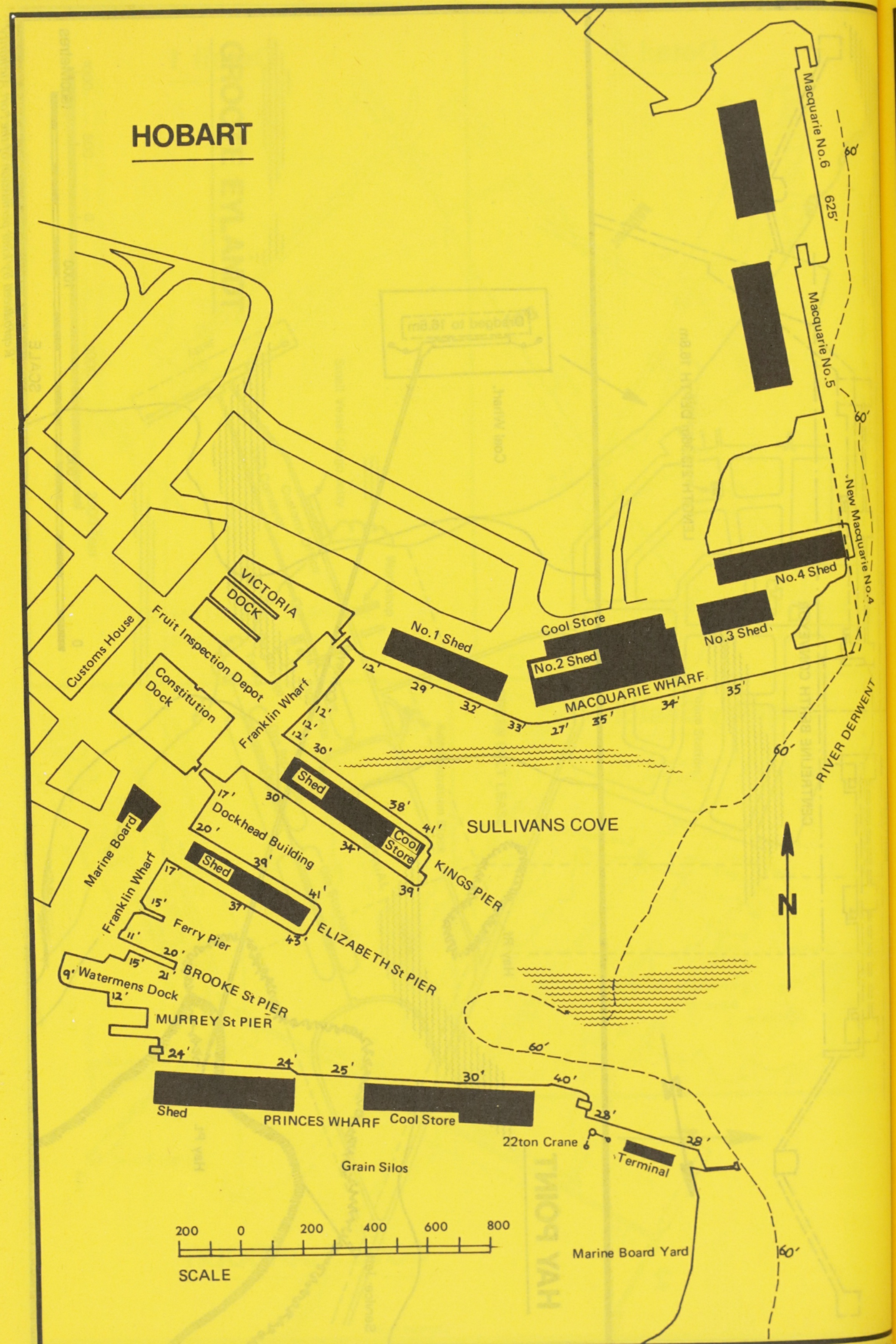

GROOTE EYLANDT
Milner Bay
Medical Centre
Police Station
GREEN BELT LEASE
Administration Block
Workshop
INDUSTRIAL LEASES
Small Vessel Cargo Jetty
Customs Office
Ore Conveyor
Ore Stock/Pile
Ore Stockpile
Ore Stockpile
Oil Storage Tanks
Jetty
N
1000 500 0 1000 2000 Feet

*"Reproduced by kind permission of the Port Authority".*


BERTHING
FACE
CENTRELINE BERTH CONVEYOR
LENGTH 213.36m DEPTH 16.8m
N
HAY POINT
Hay Rf.
Coal Wharf.
Dredged to 16.5m
Service Jetty
Conveyor
Hay Pt.
0
500
1000
1500Metres
SCALE

*"Reproduced by kind permission of the Port Authority".*

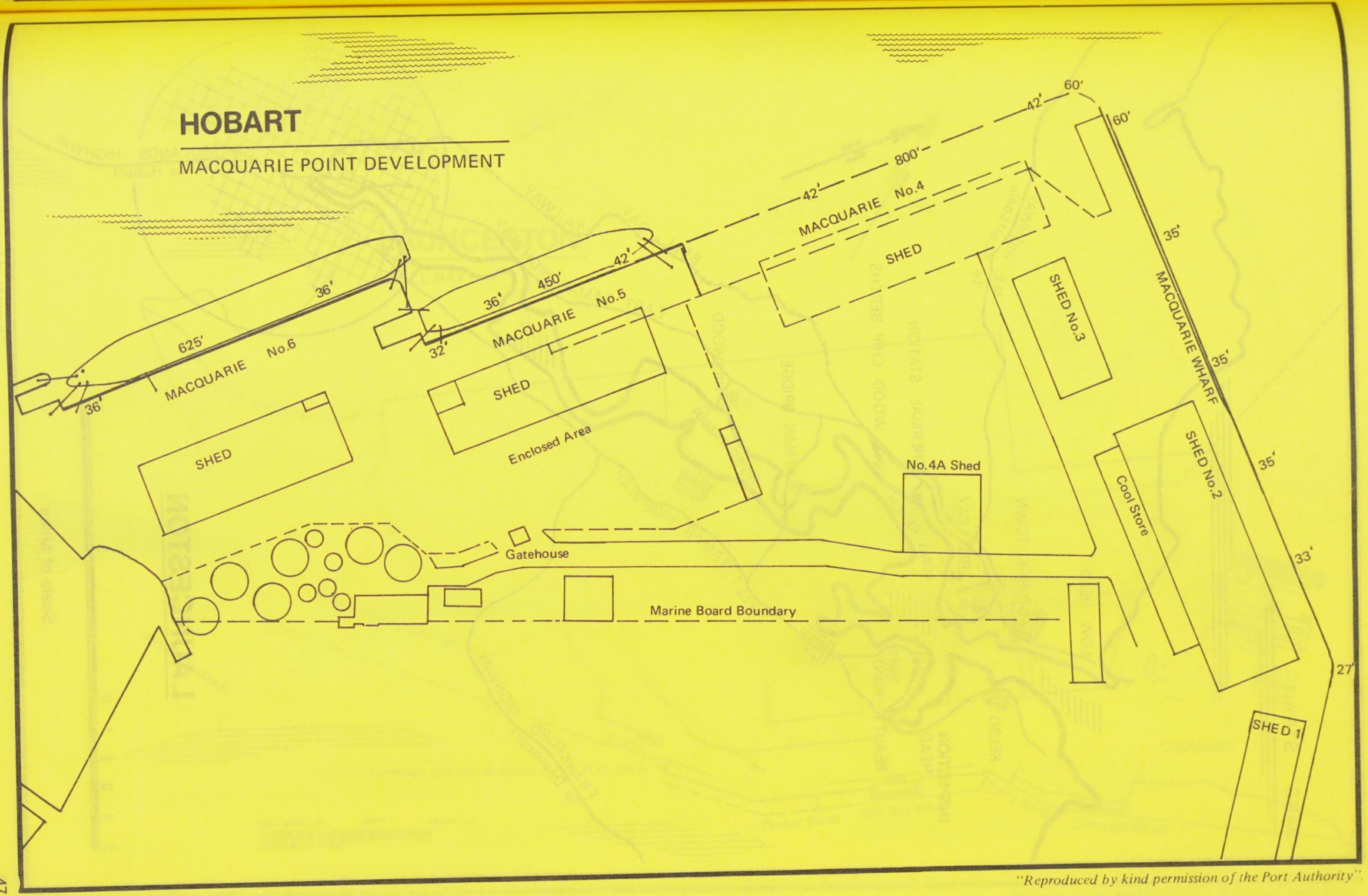
# HOBART


Macquarie No.6
625'
60'
Macquarie No.5
60'
New Macquarie No.4
No.4 Shed
No.3 Shed
Cool Store
No.2 Shed
No.1 Shed
MACQUARIE WHARF
12'
29'
32'
33'
27'
35'
34'
35'
RIVER DERWENT
60'
VICTORIA DOCK
Customs House
Fruit Inspection Depot
Constitution Dock
Franklin Wharf
12'
12'
12'
30'
Shed
Cool Store
30'
38'
41'
34'
39'
KINGS PIER
SULLIVANS COVE
N
17'
20'
Dockhead Building
Marine Board
Franklin Wharf
Shed
39'
41'
37'
43'
17'
15'
11'
ELIZABETH St PIER
Ferry Pier
20'
15'
21'
BROOKE St PIER
9'
Watermens Dock
12'
MURREY St PIER
24'
24'
25'
30'
60'
40'
28'
28'
Shed
PRINCES WHARF
Cool Store
22ton Crane
Terminal
Grain Silos
200 0 200 400 600 800
SCALE
Marine Board Yard
60'

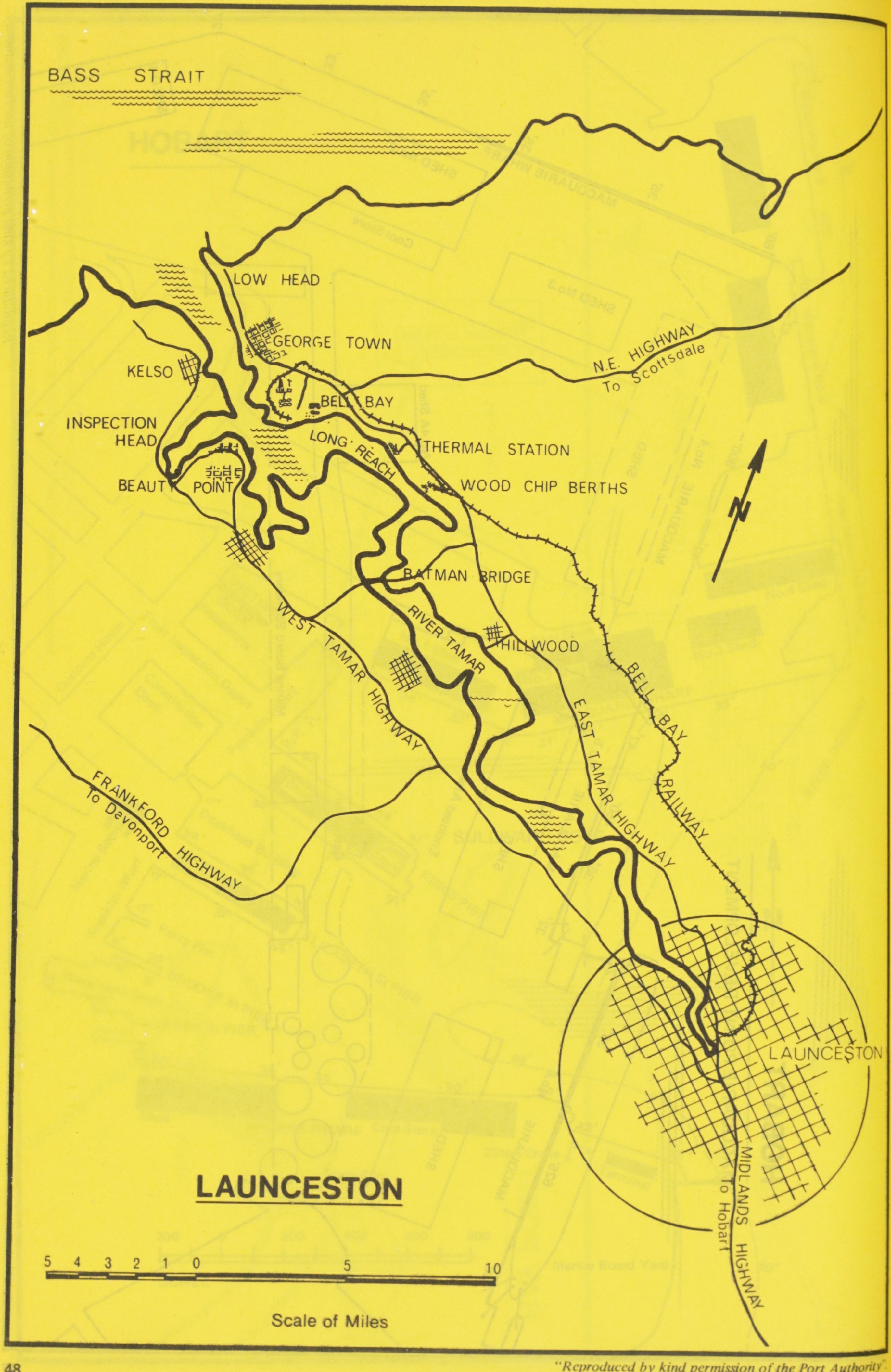
*"Reproduced by kind permission of the Port Authori*

## HOBART

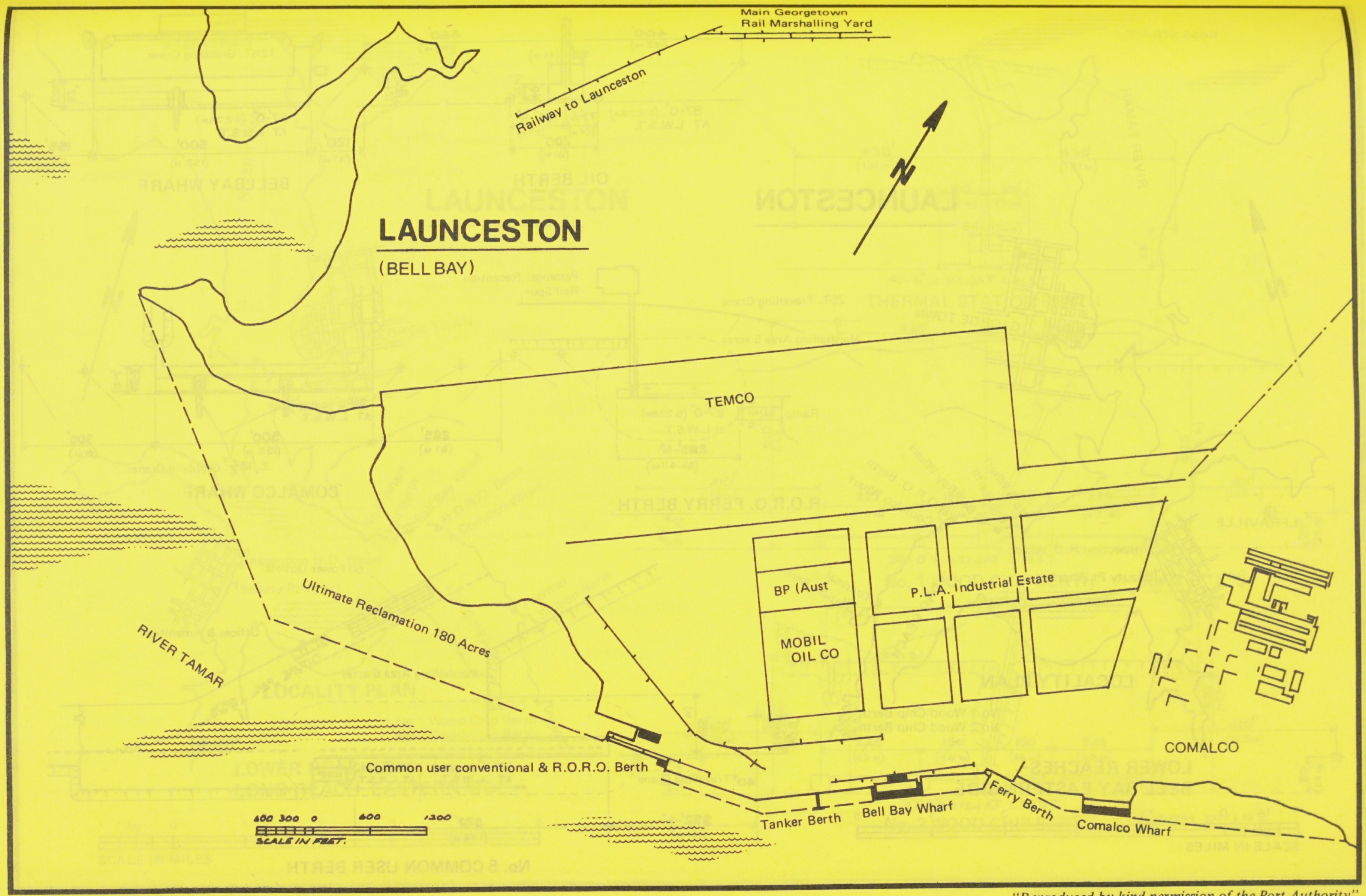
### MACQUARIE POINT DEVELOPMENT


MACQUARIE No.6
625'
36'
36'
36'
32'
MACQUARIE No.5
450'
36'
42'
MACQUARIE No.4
42'
800'
42'
60'
60'
SHED
SHED
Enclosed Area
SHED
SHED No.3
MACQUARIE WHARF
35'
35'
35'
33'
27'
SHED No.2
Cool Store
No.4A Shed
Gatehouse
Marine Board Boundary
SHED 1

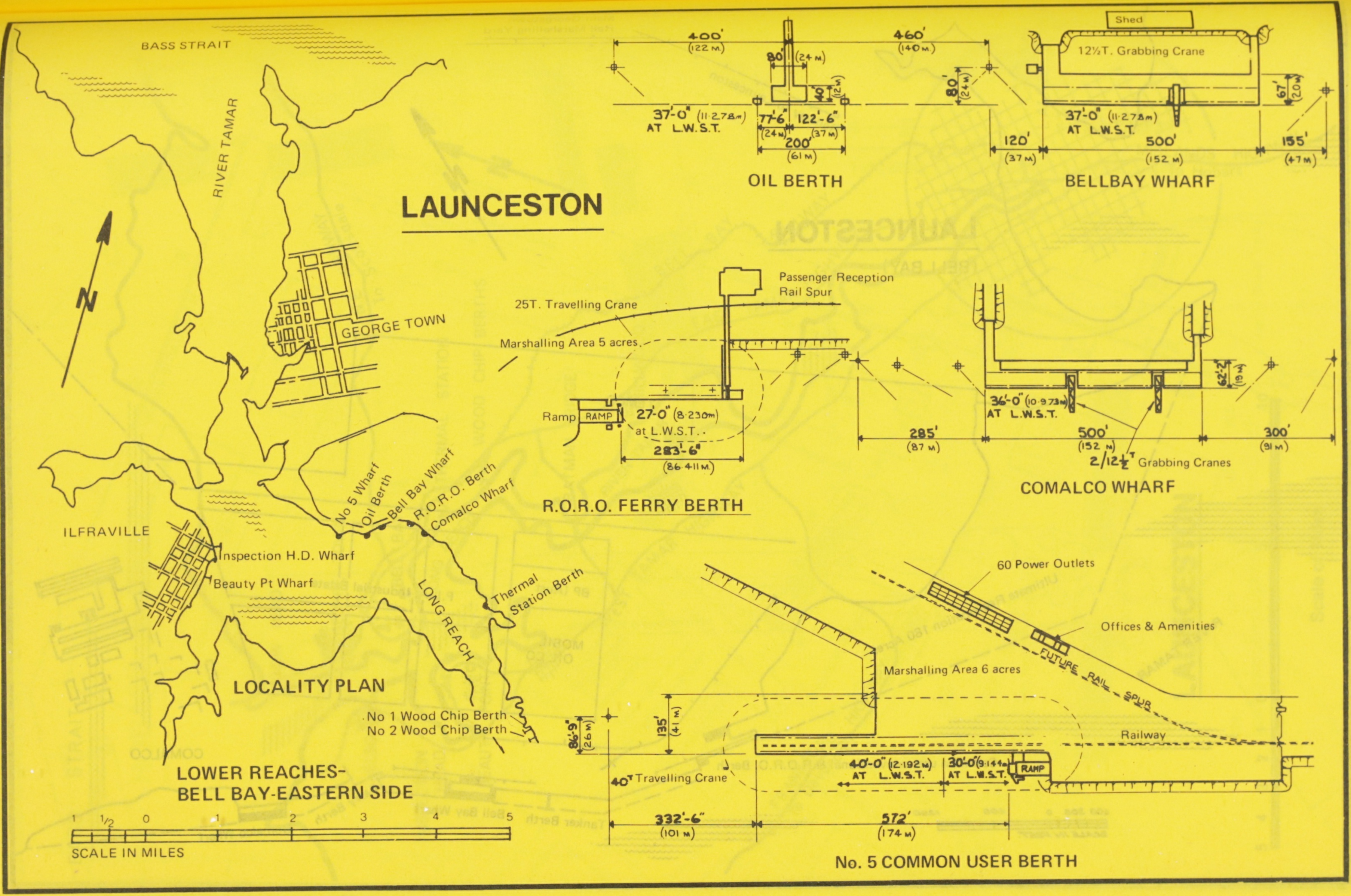
"Reproduced by kind permission of the Port Authority".


BASS STRAIT
LOW HEAD
GEORGE TOWN
N.E. HIGHWAY
To Scottsdale
KELSO
BELL BAY
INSPECTION HEAD
LONG REACH
THERMAL STATION
BEAUTY POINT
WOOD CHIP BERTHS
BATMAN BRIDGE
RIVER TAMAR
HILLWOOD
WEST TAMAR HIGHWAY
BELL BAY RAILWAY
EAST TAMAR HIGHWAY
FRANKFORD HIGHWAY
To Devonport
LAUNCESTON
MIDLANDS HIGHWAY
To Hobart
LAUNCESTON
5 4 3 2 1 0 5 10
Scale of Miles

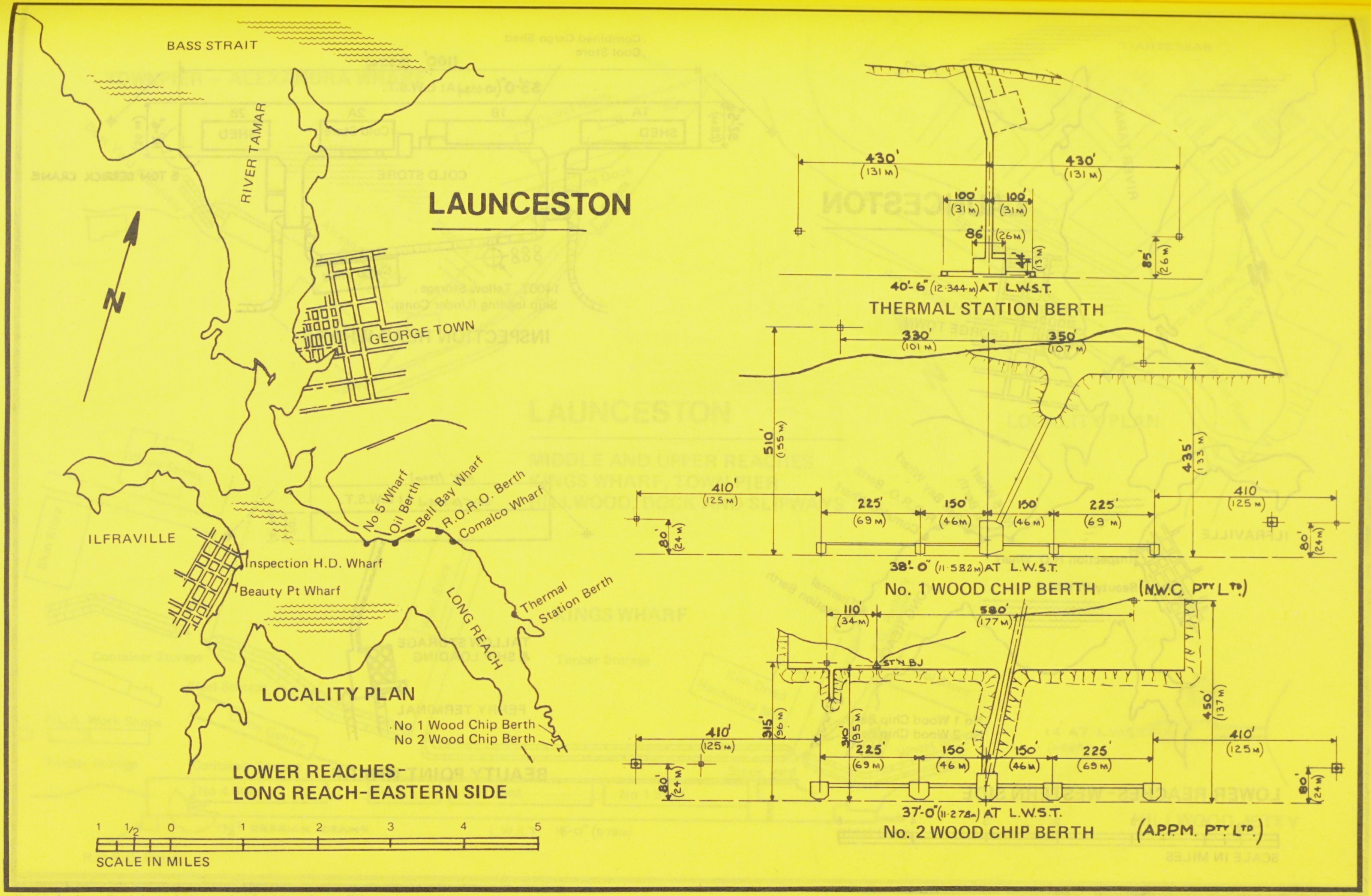
*"Reproduced by kind permission of the Port Authority".*


LAUNCESTON
(BELL BAY)
Main Georgetown
Rail Marshalling Yard
Railway to Launceston
N
TEMCO
BP (Aust
MOBIL
OIL CO
P.L.A. Industrial Estate
COMALCO
Ultimate Reclamation 180 Acres
RIVER TAMAR
Common user conventional & R.O.R.O. Berth
Tanker Berth
Bell Bay Wharf
Ferry Berth
Comalco Wharf
600 300 0 600 1200
SCALE IN FEET

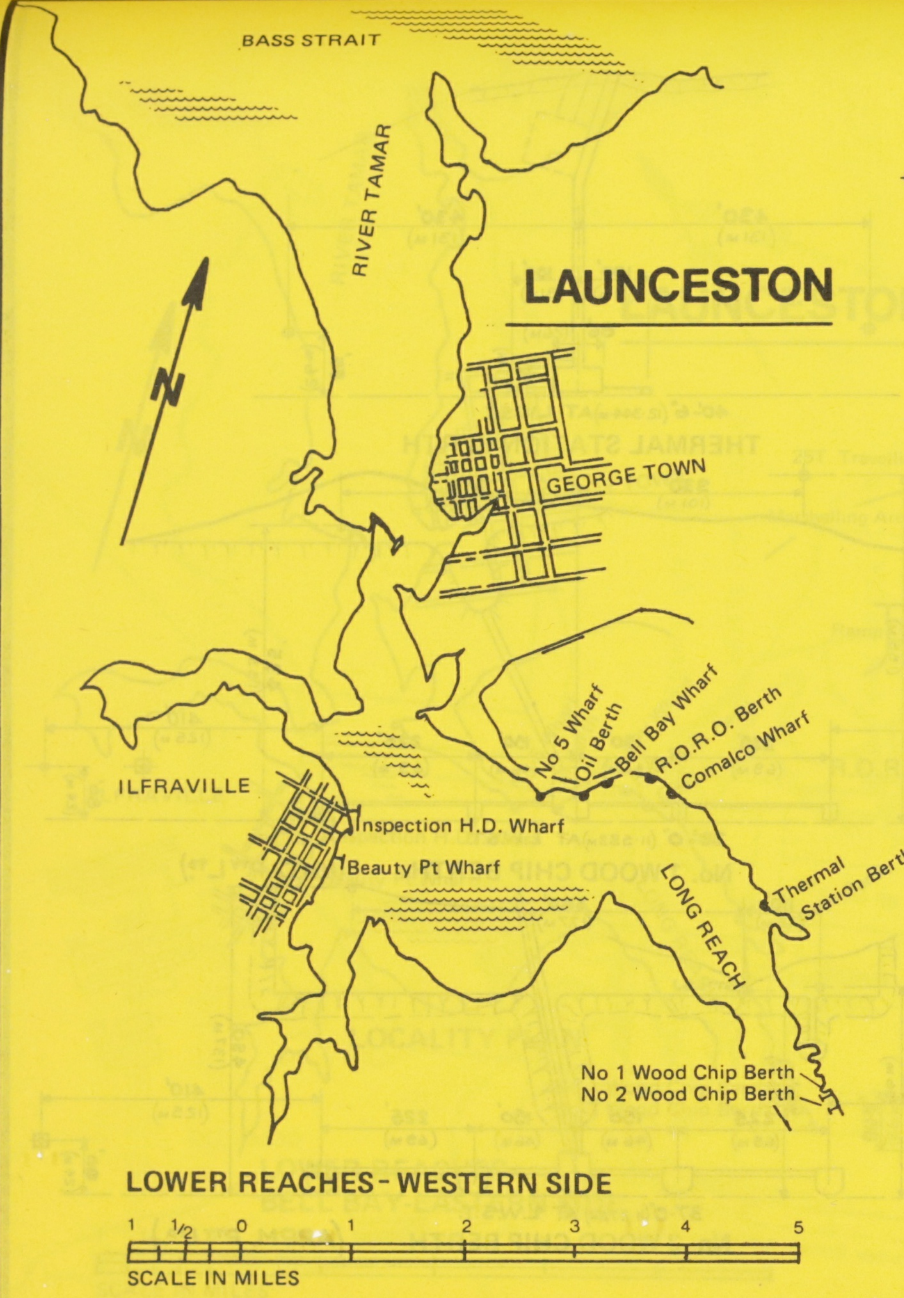
*"Reproduced by kind permission of the Port Authority".*


LAUNCESTON
BASS STRAIT
RIVER TAMAR
N
GEORGE TOWN
ILFRAVILLE
Inspection H.D. Wharf
Beauty Pt Wharf
No 5 Wharf
Oil Berth
Bell Bay Wharf
R.O.R.O. Berth
Comalco Wharf
Thermal Station Berth
LONG REACH
No 1 Wood Chip Berth
No 2 Wood Chip Berth
LOCALITY PLAN
LOWER REACHES-BELL BAY-EASTERN SIDE
1 1/2 0 1 2 3 4 5
SCALE IN MILES
400' (122 M)
80' (24 M)
40' (12 M)
37'-0" (11·27.8m) AT L.W.S.T.
77'-6" (24 M)
122'-6" (37 M)
200' (61 M)
OIL BERTH
460' (140 M)
80' (24 M)
Shed
12½T. Grabbing Crane
67' (20 M)
37'-0" (11·27.8m) AT L.W.S.T.
120' (37 M)
500' (152 M)
155' (47 M)
BELLBAY WHARF
Passenger Reception
Rail Spur
25T. Travelling Crane
Marshalling Area 5 acres
Ramp
RAMP
27'-0" (8·230m) at L.W.S.T.
283'-6" (86·411M)
R.O.R.O. FERRY BERTH
62'-2" (19 M)
36'-0" (10·973M) AT L.W.S.T.
285' (87 M)
500' (152 M)
300' (91 M)
2/12½T Grabbing Cranes
COMALCO WHARF
60 Power Outlets
Offices & Amenities
FUTURE RAIL SPUR
Marshalling Area 6 acres
Railway
86'-9" (26 M)
135' (41 M)
40T Travelling Crane
40'-0" (12·192 M) AT L.W.S.T.
30'-0" (9·144 M) AT L.W.S.T.
RAMP
332'-6" (101 M)
572' (174 M)
No. 5 COMMON USER BERTH

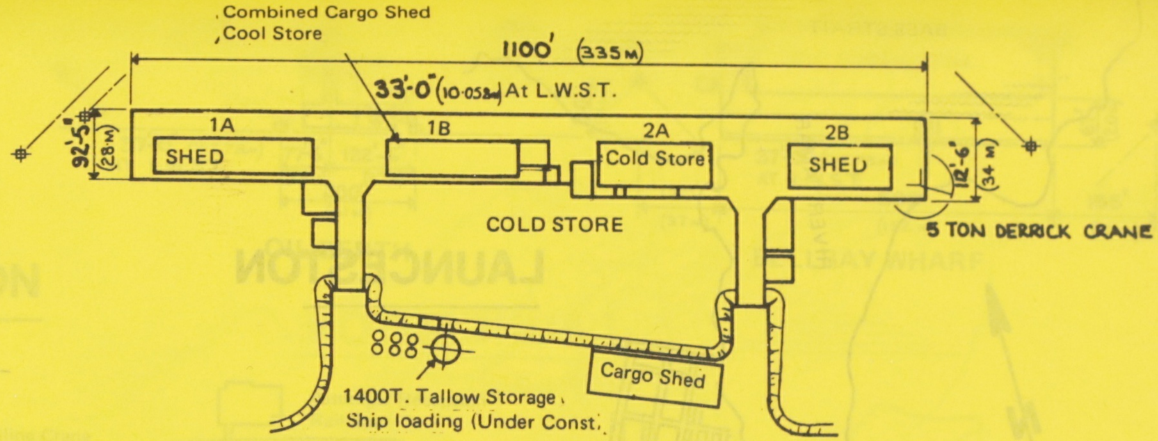
*"Reproduced by kind permission of the Port Authority".*


BASS STRAIT
RIVER TAMAR
LAUNCESTON
N
GEORGE TOWN
ILFRAVILLE
No 5 Wharf
Oil Berth
Bell Bay Wharf
R.O.R.O. Berth
Comalco Wharf
Inspection H.D. Wharf
Beauty Pt Wharf
LONG REACH
Thermal Station Berth
LOCALITY PLAN
No 1 Wood Chip Berth
No 2 Wood Chip Berth
LOWER REACHES-
LONG REACH-EASTERN SIDE
1 1/2 0 1 2 3 4 5
SCALE IN MILES
430' (131 M)
430' (131 M)
100' (31 M)
100' (31 M)
86' (26 M)
44' (13 M)
85' (26 M)
40'-6" (12·344 M) AT L.W.S.T.
THERMAL STATION BERTH
330' (101 M)
350' (107 M)
510' (155 M)
435' (133 M)
410' (125 M)
225' (69 M)
150' (46 M)
150' (46 M)
225' (69 M)
410' (125 M)
80' (24 M)
80' (24 M)
38'-0" (11·582 M) AT L.W.S.T.
No. 1 WOOD CHIP BERTH
(N.W.C. PTY LTD.)
110' (34 M)
580' (177 M)
STN BJ
315' (96 M)
31' (9.5 M)
450' (137 M)
410' (125 M)
225' (69 M)
150' (46 M)
150' (46 M)
225' (69 M)
410' (125 M)
80' (24 M)
80' (24 M)
37'-0" (11·278 M) AT L.W.S.T.
No. 2 WOOD CHIP BERTH
(A.P.P.M. PTY LTD.)

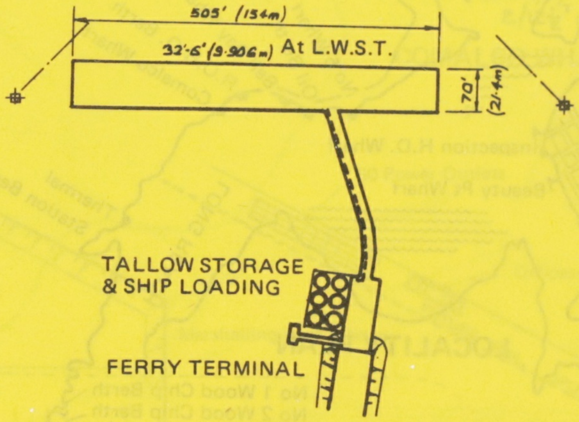
*"Reproduced by kind permission of the Port Authority".*


BASS STRAIT
RIVER TAMAR
N
LAUNCESTON
GEORGE TOWN
ILFRAVILLE
Inspection H.D. Wharf
Beauty Pt Wharf
No 5 Wharf
Oil Berth
Bell Bay Wharf
R.O.R.O. Berth
Comalco Wharf
LONG REACH
Thermal Station Berth
No 1 Wood Chip Berth
No 2 Wood Chip Berth
1 1/2 0 1 2 3 4 5
SCALE IN MILES

## LOWER REACHES - WESTERN SIDE


Combined Cargo Shed
Cool Store
1100' (335 M)
33'-0" (10·058 M) At L.W.S.T.
92'-5" (28 M)
1A
SHED
1B
2A
Cold Store
2B
SHED
12'-6" (34 M)
5 TON DERRICK CRANE
COLD STORE
Cargo Shed
1400T. Tallow Storage
Ship loading (Under Const.)

## INSPECTION HEAD WHARF

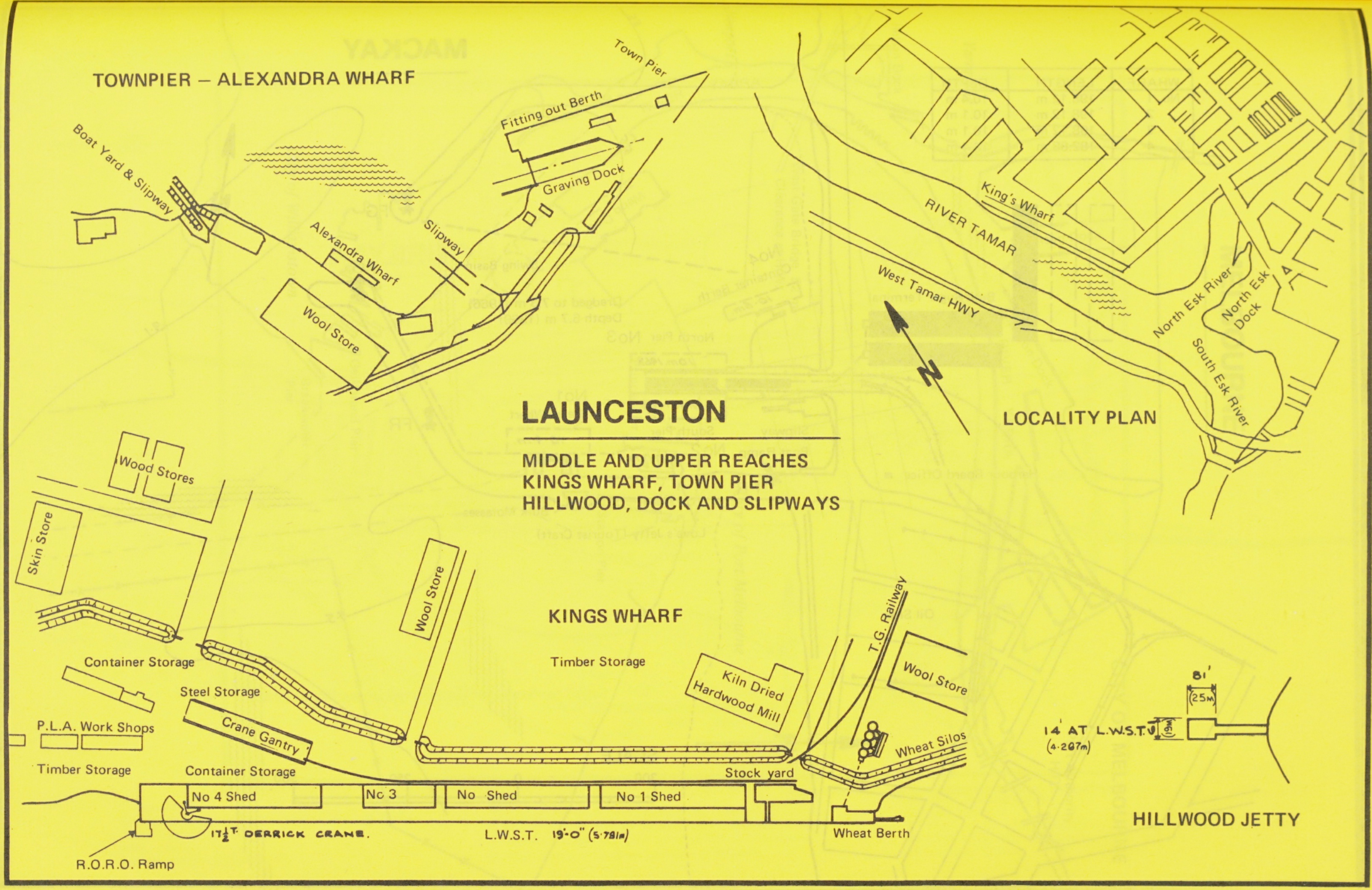

505' (154 m)
32'-6' (9·906 m) At L.W.S.T.
70' (21·4 m)
TALLOW STORAGE & SHIP LOADING
FERRY TERMINAL

## BEAUTY POINT WHARF

*"Reproduced by kind permission of the Port Authority".*

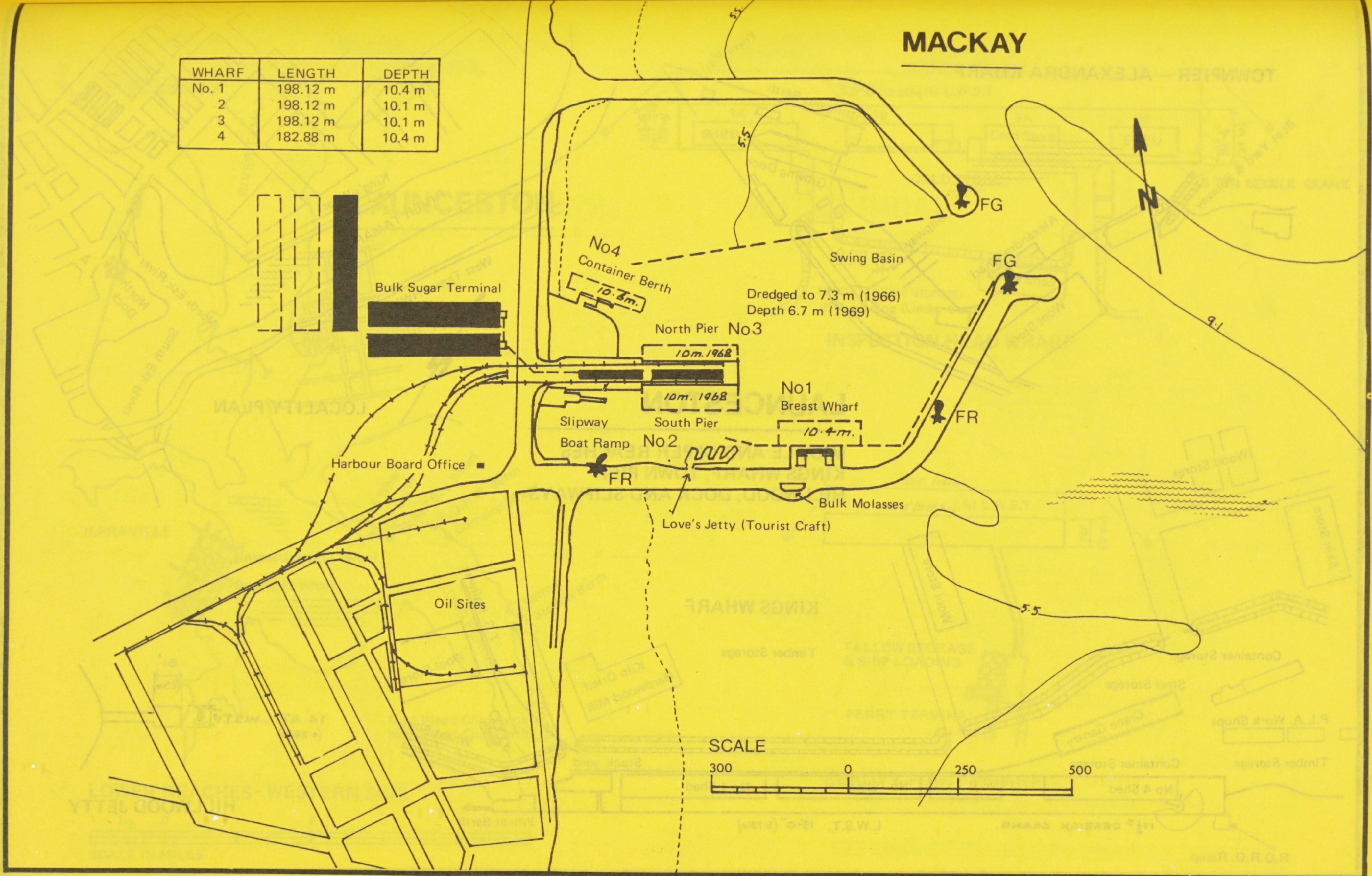
# LAUNCESTON

MIDDLE AND UPPER REACHES
KINGS WHARF, TOWN PIER
HILLWOOD, DOCK AND SLIPWAYS


TOWNPIER – ALEXANDRA WHARF
Town Pier
Fitting out Berth
Graving Dock
Boat Yard & Slipway
Alexandra Wharf
Slipway
Wool Store
LOCALITY PLAN
King's Wharf
RIVER TAMAR
West Tamar HWY
N
North Esk River
North Esk Dock
South Esk River
KINGS WHARF
Wood Stores
Skin Store
Wool Store
Timber Storage
Container Storage
Steel Storage
Crane Gantry
P.L.A. Work Shops
Timber Storage
Container Storage
Kiln Dried Hardwood Mill
T.G. Railway
Wool Store
Wheat Silos
Stock yard
No 4 Shed
No 3
No Shed
No 1 Shed
17½T. DERRICK CRANE.
L.W.S.T. 19'-0" (5.791m)
Wheat Berth
R.O.R.O. Ramp
HILLWOOD JETTY
81'
(25m)
14' AT L.W.S.T.
(4.267m)
(19m)

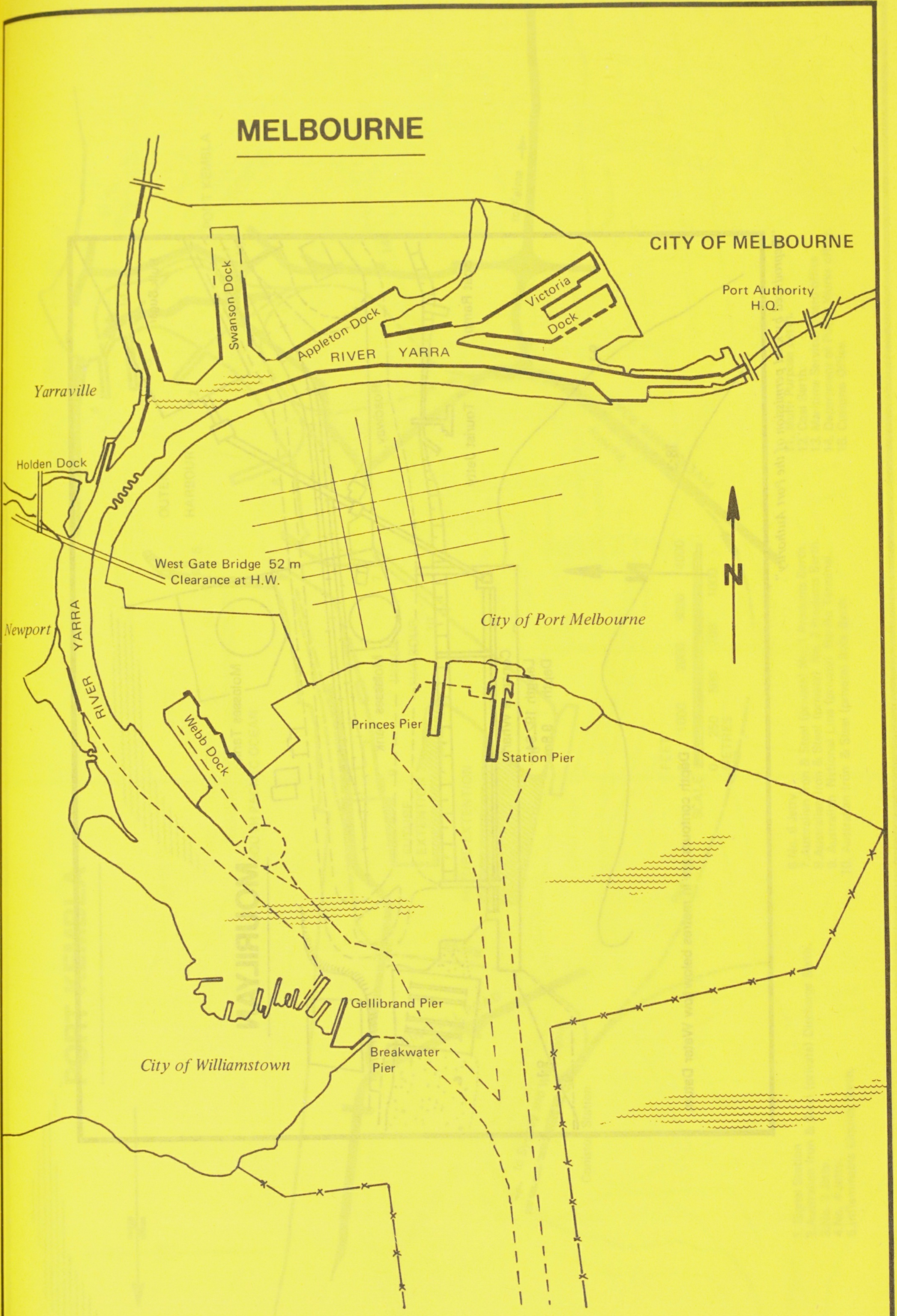
*"Reproduced by kind permission of the Port Authority".*

## MACKAY

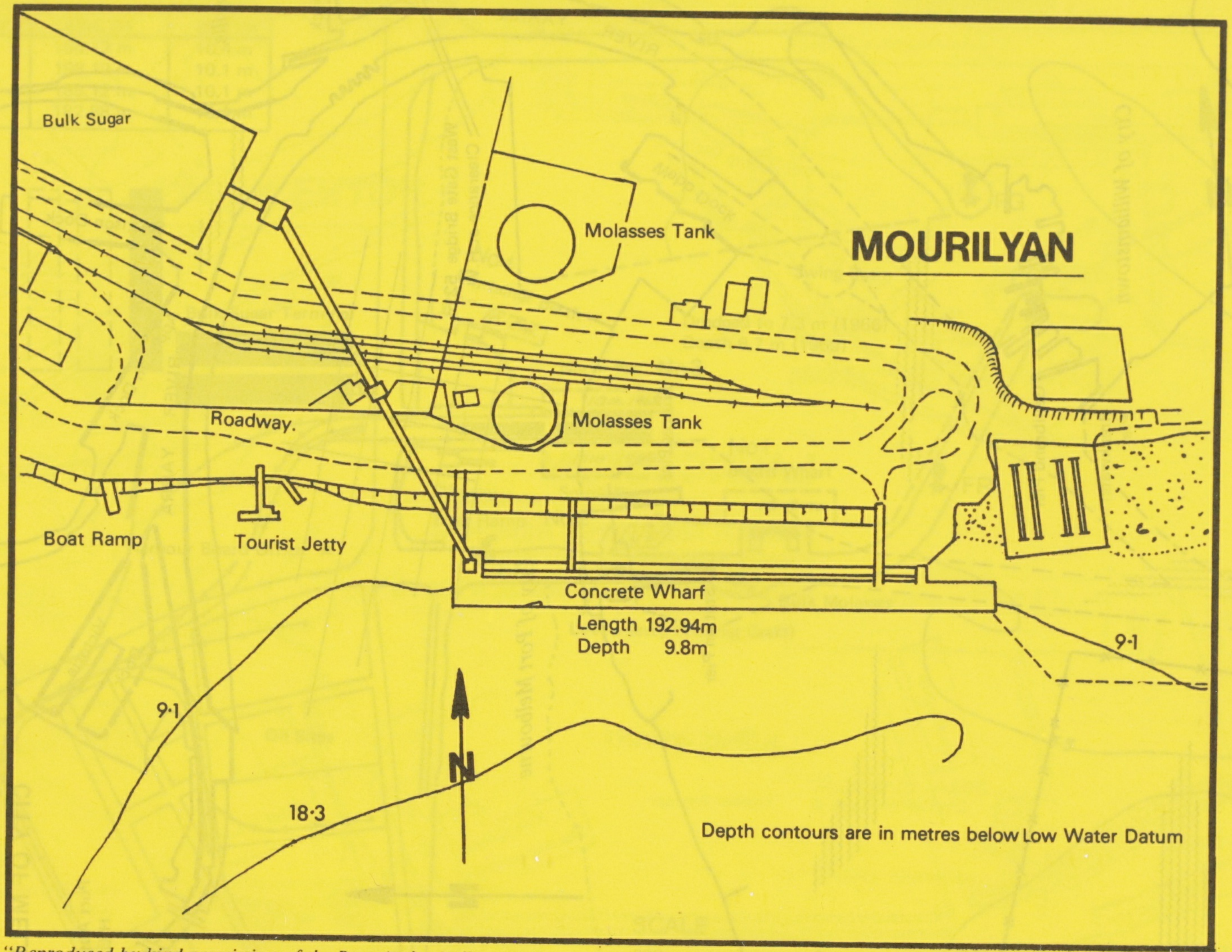

No4
Container Berth
10.8m.
Swing Basin
FG
FG
Dredged to 7.3 m (1966)
Depth 6.7 m (1969)
North Pier No3
10m. 1968
10m. 1968
No1
Breast Wharf
South Pier
10.4m.
Slipway
Boat Ramp No2
FR
FR
Bulk Sugar Terminal
Harbour Board Office
Bulk Molasses
Love's Jetty (Tourist Craft)
Oil Sites
N
5.5
5.5
5.5
9.1
SCALE
300
0
250
500

| WHARF | LENGTH | DEPTH |
|---|---|---|
| No. 1 | 198.12 m | 10.4 m |
| 2 | 198.12 m | 10.1 m |
| 3 | 198.12 m | 10.1 m |
| 4 | 182.88 m | 10.4 m |

*"Reproduced by kind permission of the Port Authority"*

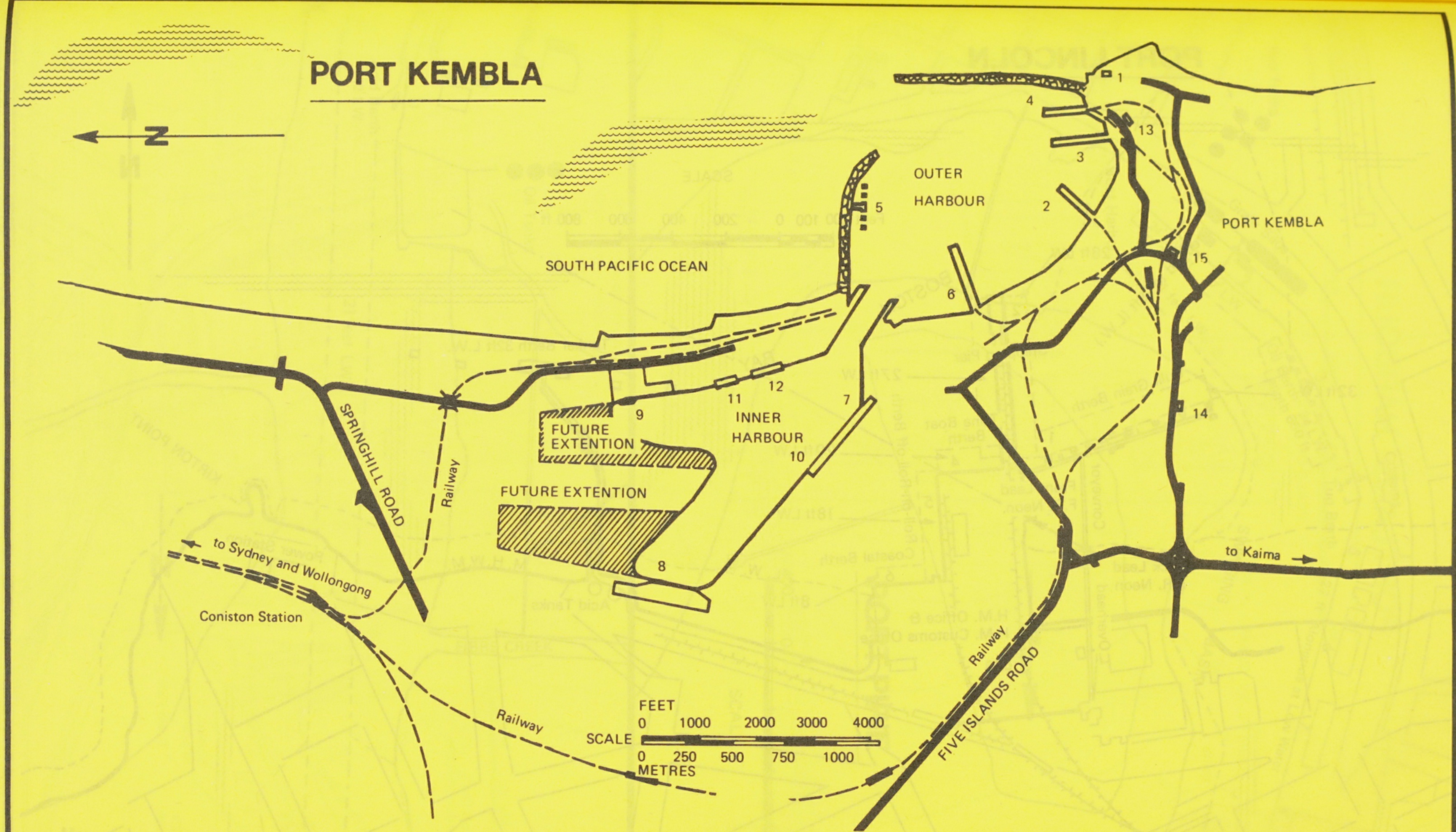

MELBOURNE
CITY OF MELBOURNE
Port Authority H.Q.
Swanson Dock
Appleton Dock
Victoria Dock
RIVER YARRA
Yarraville
Holden Dock
West Gate Bridge 52 m Clearance at H.W.
N
City of Port Melbourne
Newport
RIVER YARRA
Webb Dock
Princes Pier
Station Pier
Gellibrand Pier
Breakwater Pier
City of Williamstown

"Reproduced by kind permission of the Port Authority".


MOURILYAN
Bulk Sugar
Molasses Tank
Molasses Tank
Roadway.
Boat Ramp
Tourist Jetty
Concrete Wharf
Length 192.94m
Depth 9.8m
9·1
9·1
18·3
N
Depth contours are in metres below Low Water Datum

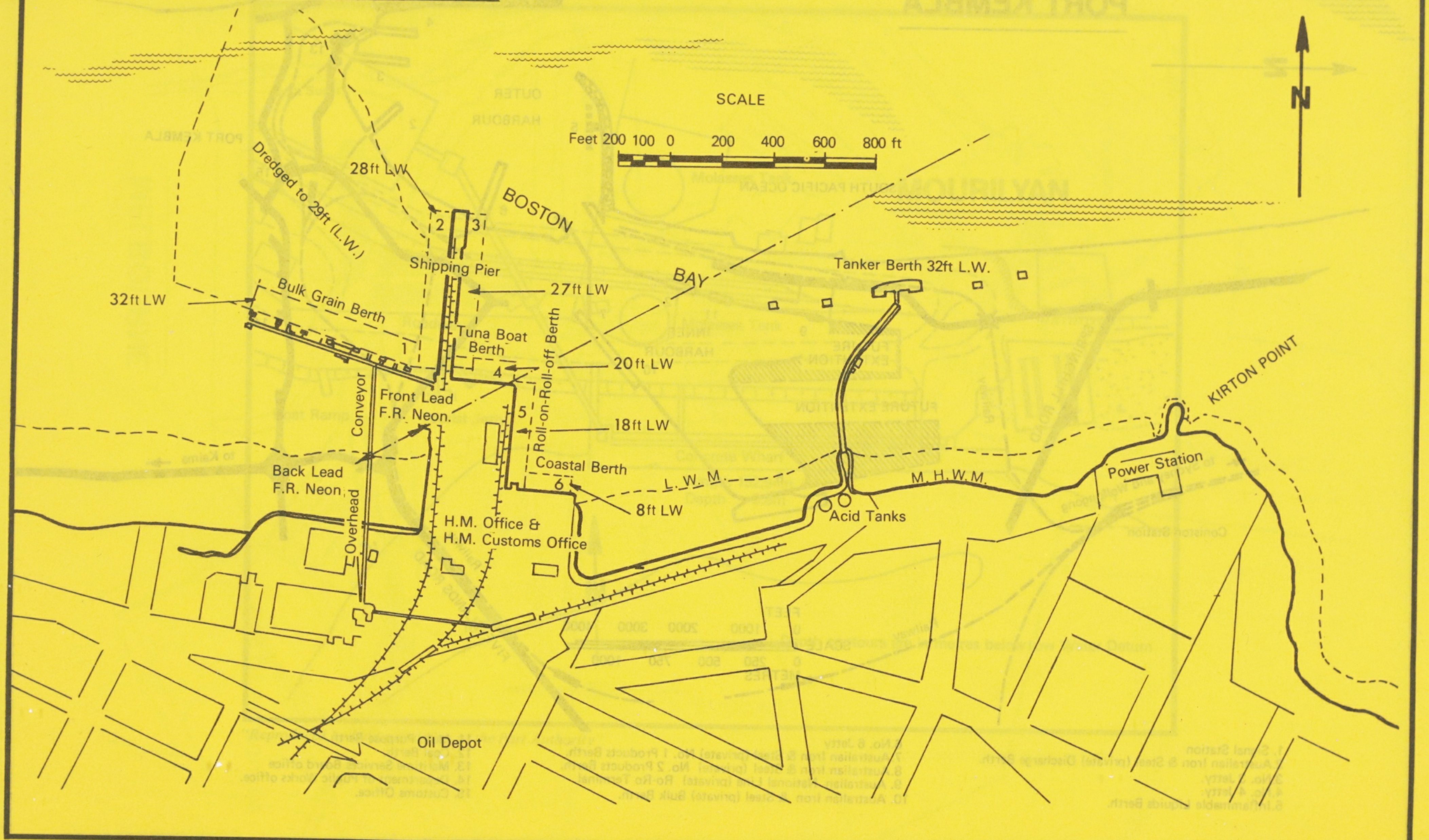
*"Reproduced by kind permission of the Port Authority".*

# PORT KEMBLA

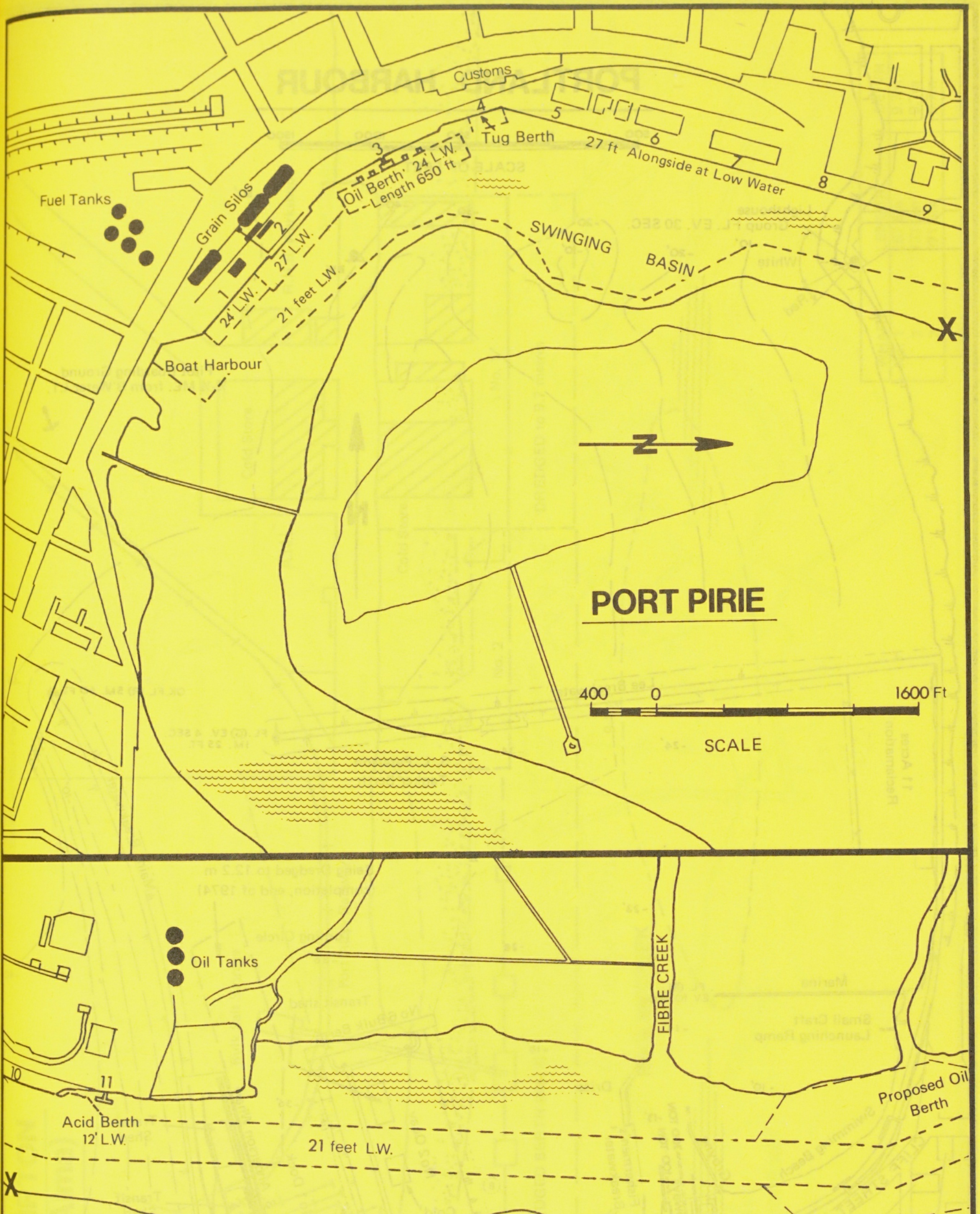

N
SOUTH PACIFIC OCEAN
OUTER HARBOUR
INNER HARBOUR
PORT KEMBLA
FUTURE EXTENTION
FUTURE EXTENTION
SPRINGHILL ROAD
Railway
Railway
Railway
to Sydney and Wollongong
Coniston Station
FIVE ISLANDS ROAD
to Kaima
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
SCALE
FEET
0
1000
2000
3000
4000
0
250
500
750
1000
METRES

1. Signal Station
2. Australian Iron & Steel (private) Discharge Berth.
3. No. 3 Jetty.
4. No. 4 Jetty.
5. Inflammable Liquids Berth.
6. No. 6 Jetty
7. Australian Iron & Steel (private) No. 1 Products Berth.
8. Australian Iron & Steel (private) No. 2 Products Berth.
9. Australian National Line (private) Ro-Ro Terminal.
10. Australian Iron & Steel (private) Bulk Berth.
11. Multi Purpose Berth.
12. Coal Berth.
13. Maritime Services Board office
14. Department of Public Works office.
15. Customs Office.

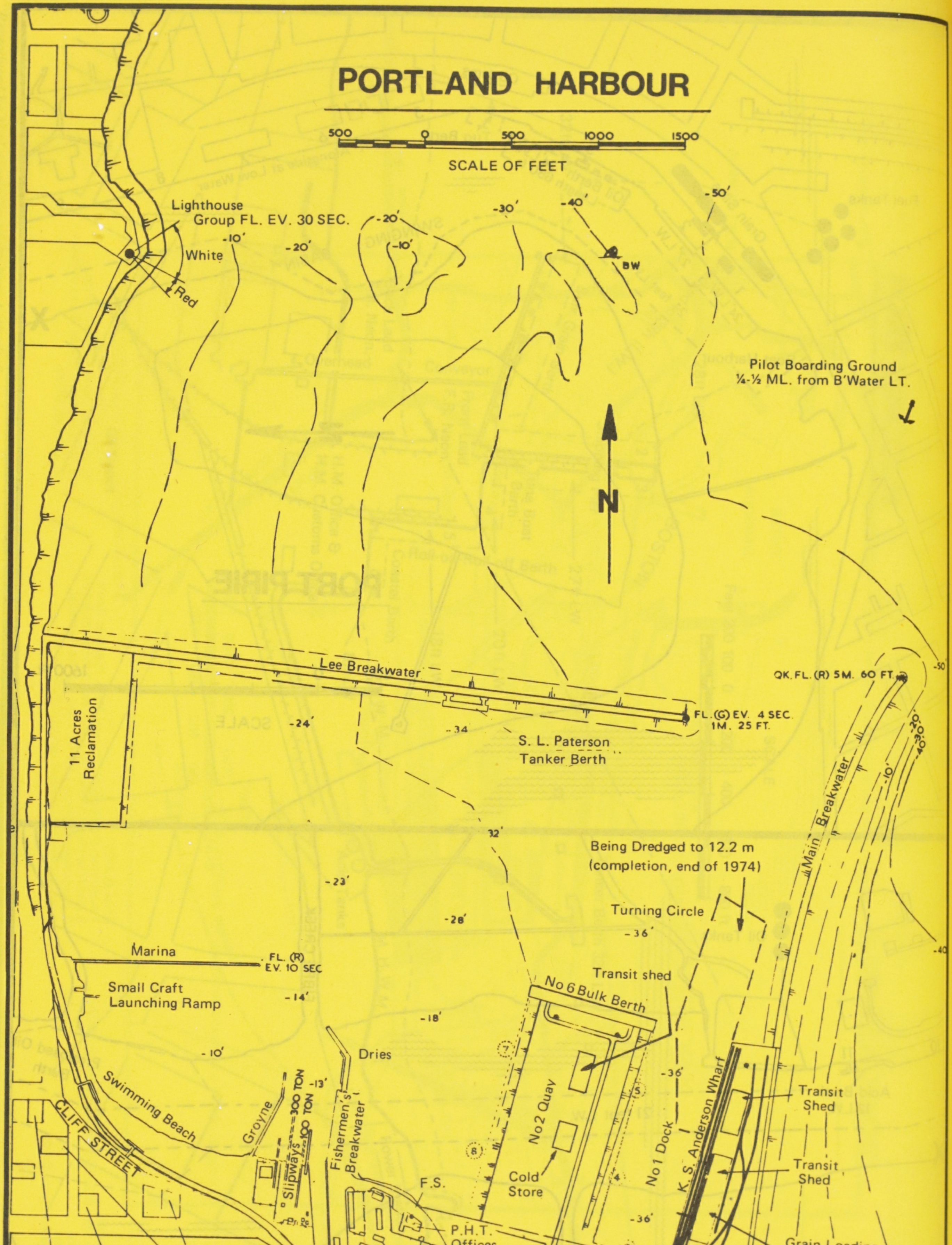
# PORT LINCOLN


SCALE
Feet 200 100 0 200 400 600 800 ft
N
28ft LW
Dredged to 29ft (L.W.)
BOSTON
BAY
2
3
Shipping Pier
27ft LW
32ft LW
Bulk Grain Berth
Tuna Boat Berth
1
4
Roll-on-Roll-off Berth
20ft LW
Front Lead F.R. Neon.
5
18ft LW
Conveyor
Back Lead F.R. Neon.
Coastal Berth
6
L. W. M.
8ft LW
Overhead
H.M. Office & H.M. Customs Office
Tanker Berth 32ft L.W.
Acid Tanks
M. H. W. M.
Power Station
KIRTON POINT
Oil Depot

*"Reproduced by kind permission of the Port Authority".*

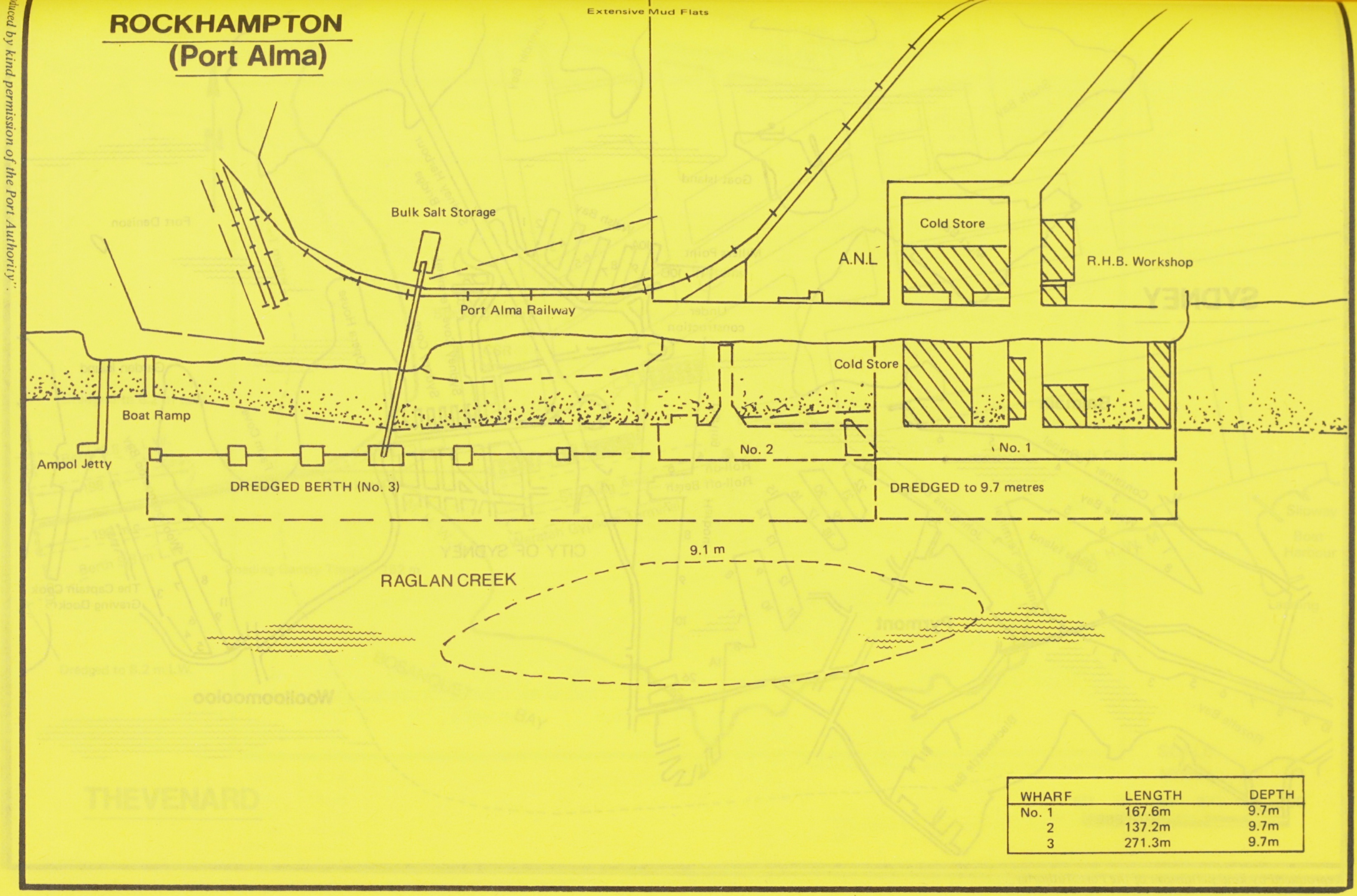

PORT PIRIE
Customs
Tug Berth
27 ft Alongside at Low Water
1
2
3
4
5
6
7
8
9
10
11
Oil Berth 24' L.W.
Length 650 ft.
Grain Silos
27' L.W.
24' L.W.
21 feet L.W.
Fuel Tanks
SWINGING BASIN
Boat Harbour
N
400
0
1600 Ft
SCALE
X
Oil Tanks
FIBRE CREEK
Proposed Oil Berth
Acid Berth
12' L.W.
21 feet L.W.
X
N
Magazine Creek

*"Reproduced by kind permission of the Port Authority".*


PORTLAND HARBOUR
500 0 500 1000 1500
SCALE OF FEET
Lighthouse
Group FL. EV. 30 SEC.
White
Red
-10'
-20'
-20'
-10'
-30'
-40'
-50'
BW
Pilot Boarding Ground
¼-½ ML. from B'Water LT.
N
11 Acres Reclamation
Lee Breakwater
-24'
-34
FL. (G) EV. 4 SEC.
1M. 25 FT.
S. L. Paterson
Tanker Berth
QK. FL. (R) 5M. 60 FT.
-50
-20
-30
-40
-10'
Main Breakwater
32'
Being Dredged to 12.2 m
(completion, end of 1974)
-23'
-28'
Turning Circle
-36'
Marina
FL. (R)
EV. 10 SEC
Transit shed
No 6 Bulk Berth
Small Craft
Launching Ramp
-14'
-18'
-10'
Dries
-13'
-36'
Swimming Beach
Groyne
Slipways
300 TON
100 TON
Fishermen's Breakwater
No 2 Quay
No 1 Dock
K. S. Anderson Wharf
Transit Shed
Transit Shed
Cold Store
F.S.
-36'
-40
CLIFF STREET
P.H.T. Offices
Grain Loading Berth
Customs
Police Station
Mission to Seamen
Town Hall
Wheat Storage
Grain Terminal
ARTERIAL ROAD
Canal
Cresco
-30
7
8
5
4
3

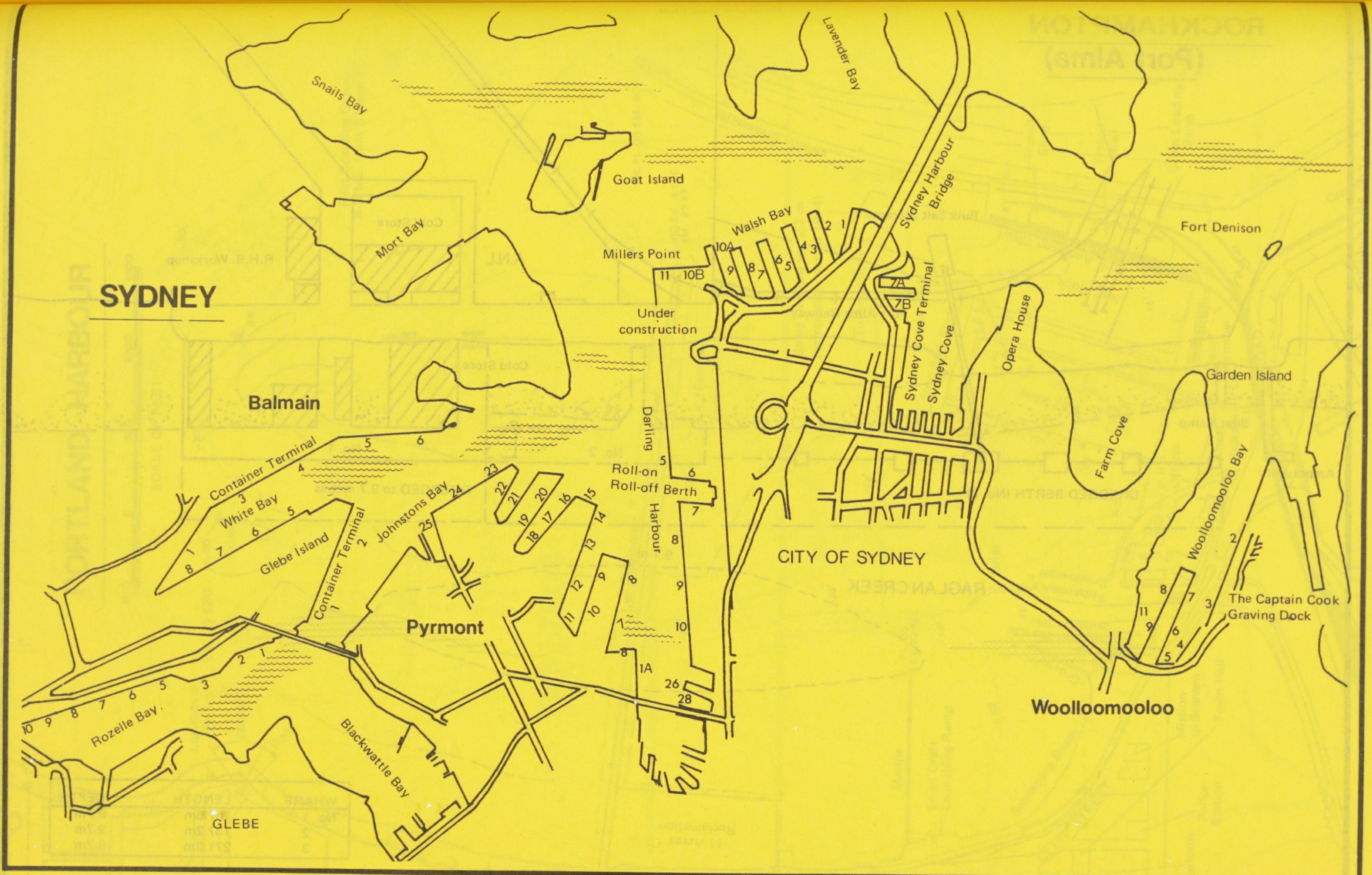
*"Reproduced by kind permission of the Port Authority".*

# ROCKHAMPTON
## (Port Alma)


Extensive Mud Flats
Bulk Salt Storage
Port Alma Railway
A.N.L
Cold Store
R.H.B. Workshop
Cold Store
Boat Ramp
Ampol Jetty
No. 2
No. 1
DREDGED BERTH (No. 3)
DREDGED to 9.7 metres
9.1 m
RAGLAN CREEK

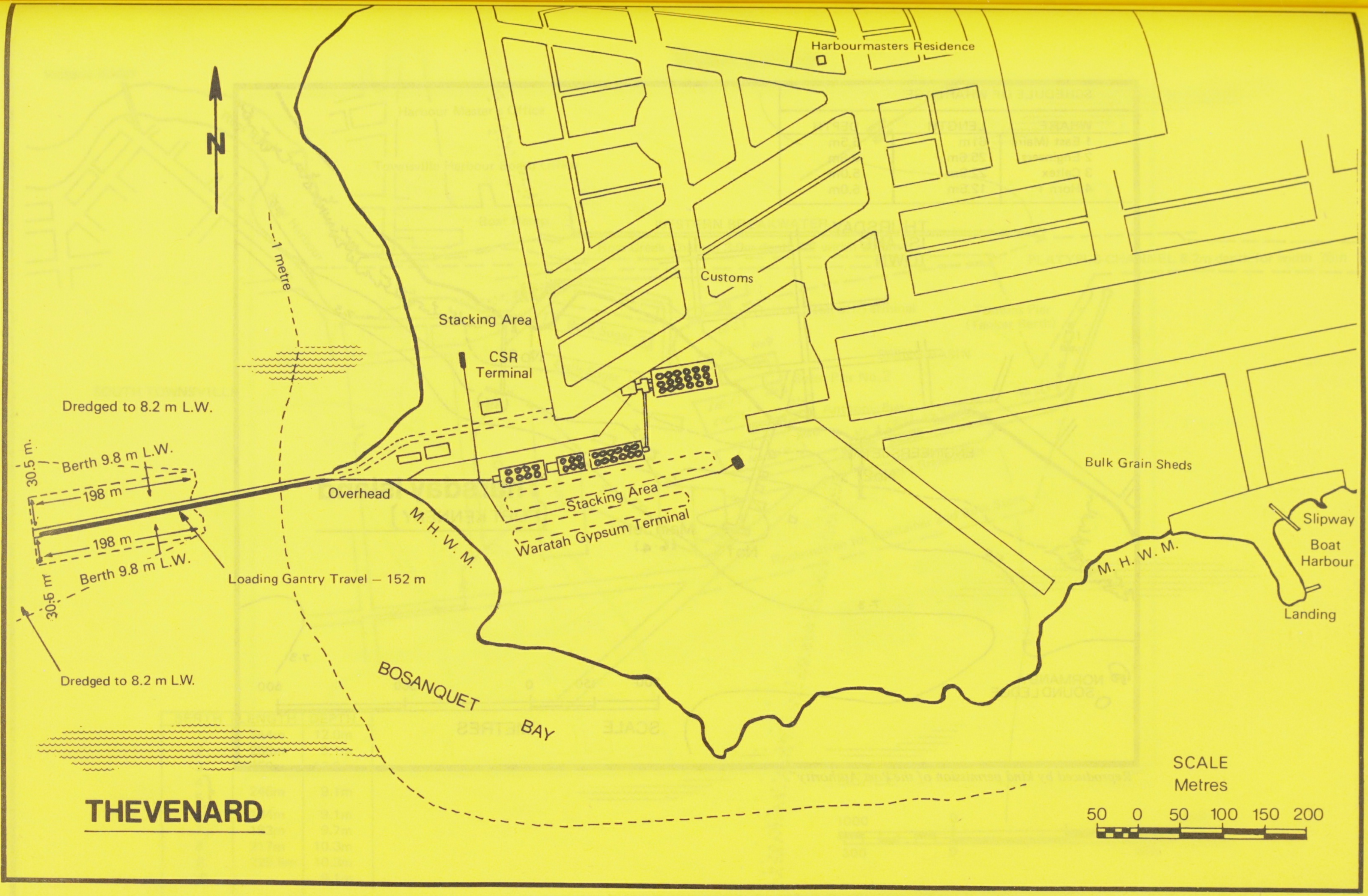
| WHARF | LENGTH | DEPTH |
|---|---|---|
| No. 1 | 167.6m | 9.7m |
| 2 | 137.2m | 9.7m |
| 3 | 271.3m | 9.7m |

duced by kind permission of the Port Authority'.

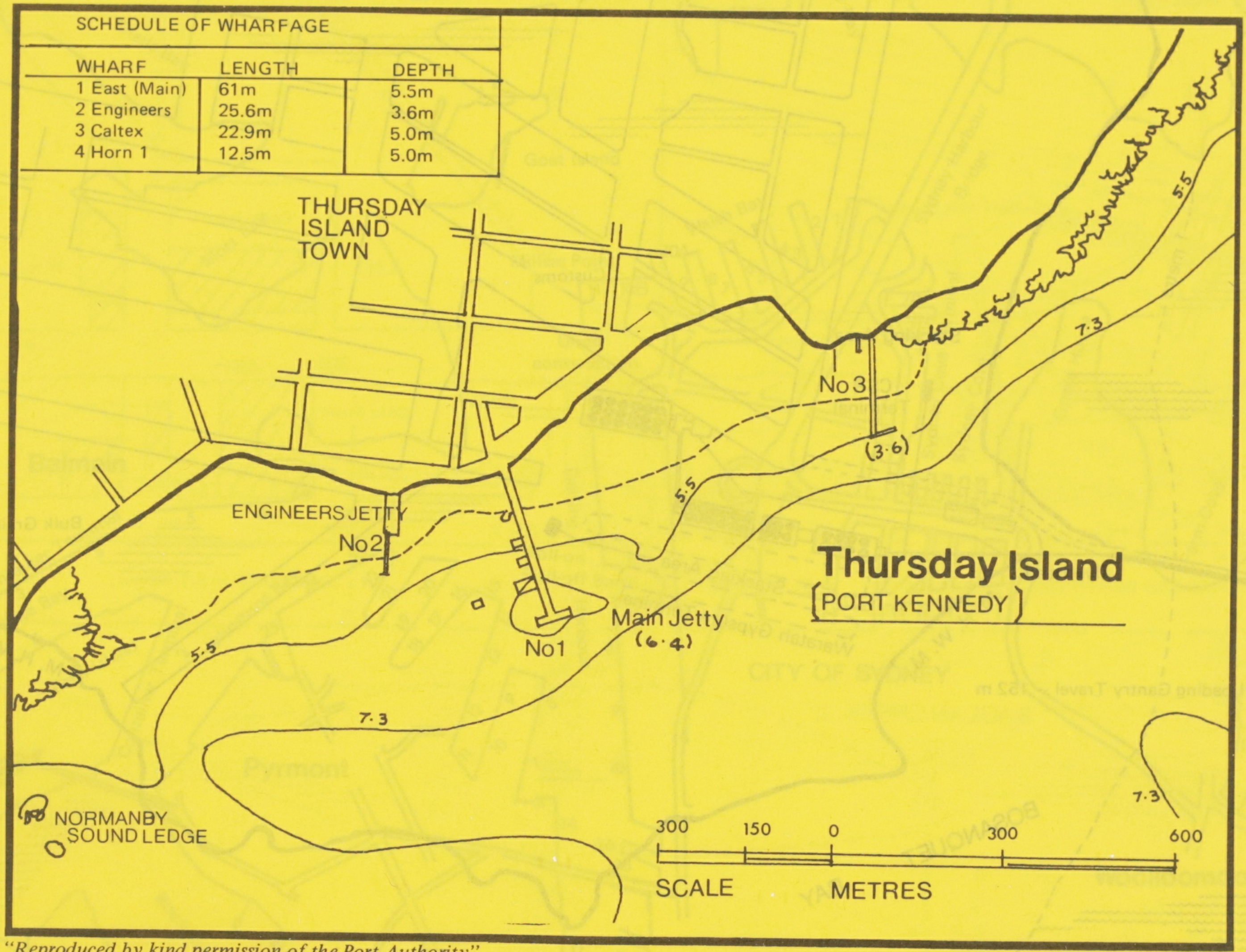

SYDNEY
Snails Bay
Goat Island
Lavender Bay
Sydney Harbour Bridge
Walsh Bay
Millers Point
Mort Bay
Fort Denison
Under construction
Sydney Cove Terminal
Sydney Cove
Opera House
Balmain
Garden Island
Farm Cove
Container Terminal
White Bay
Glebe Island
Container Terminal
Johnstons Bay
Darling Harbour
Roll-on Roll-off Berth
CITY OF SYDNEY
Woolloomooloo Bay
The Captain Cook Graving Dock
Pyrmont
Rozelle Bay
Blackwattle Bay
Woolloomooloo
GLEBE
1
2
3
4
5
6
7A
7B
8
9
10
10A
10B
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
28
1A

*"Reproduced by kind permission of the Port Authority".*

## THEVENARD


N
Harbourmasters Residence
Customs
Stacking Area
CSR
Terminal
Dredged to 8.2 m L.W.
1 metre
30.5 m.
Berth 9.8 m L.W.
198 m
Overhead
198 m
Berth 9.8 m L.W.
30.5 m
Loading Gantry Travel – 152 m
Dredged to 8.2 m L.W.
M. H. W. M.
Stacking Area
Waratah Gypsum Terminal
Bulk Grain Sheds
Slipway
Boat
Harbour
Landing
M. H. W. M.
BOSANQUET
BAY
SCALE
Metres
50 0 50 100 150 200

"Reproduced by kind permission of the Port Authority".

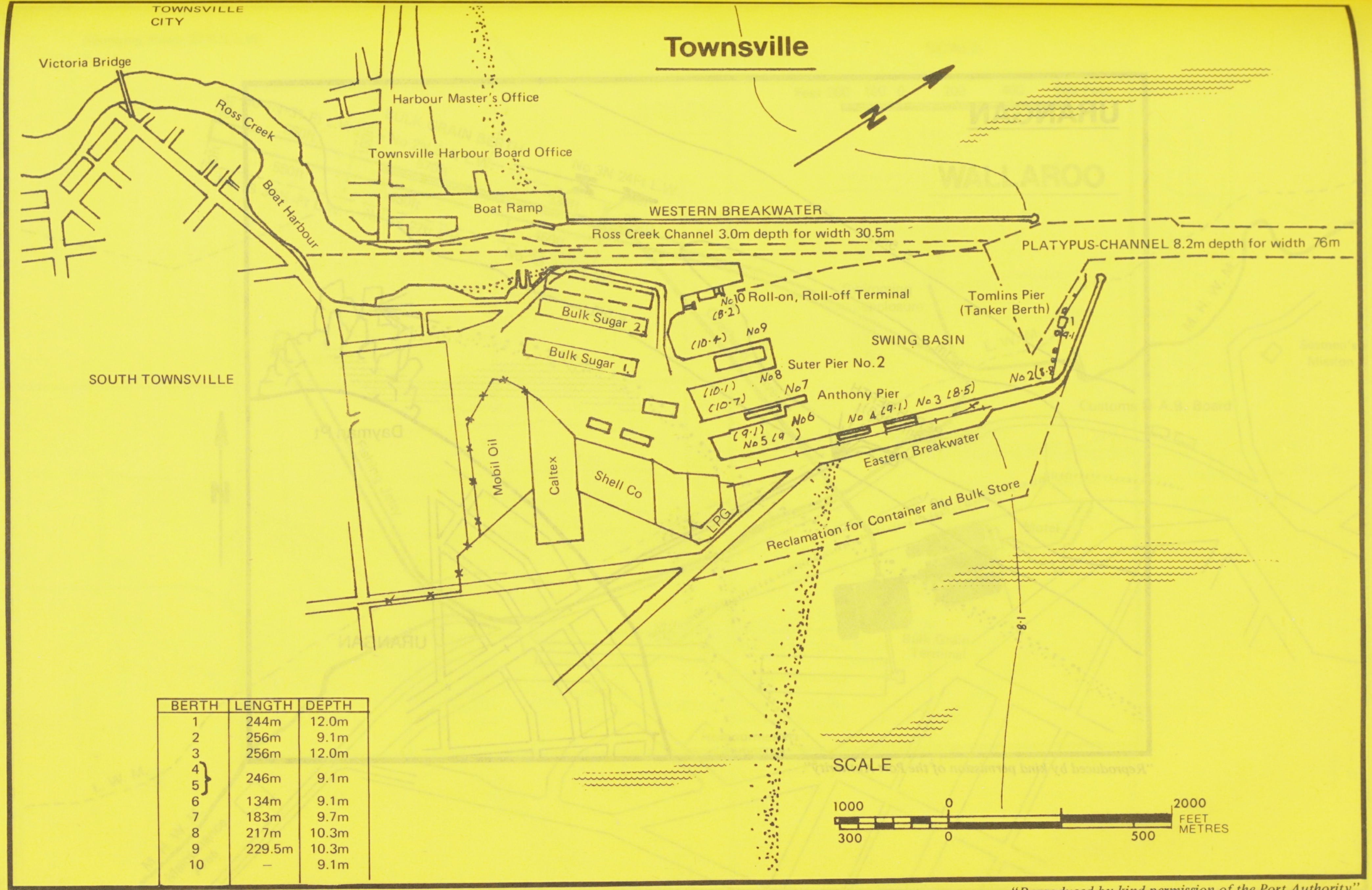

THURSDAY ISLAND TOWN
ENGINEERS JETTY
No2
No1
Main Jetty
(6·4)
No3
(3·6)
5·5
5·5
5·5
7·3
7·3
7·3
5·5
NORMANBY SOUND LEDGE
Thursday Island
PORT KENNEDY
300
150
0
300
600
SCALE
METRES

SCHEDULE OF WHARFAGE

| WHARF | LENGTH | DEPTH |
|---|---|---|
| 1 East (Main) | 61m | 5.5m |
| 2 Engineers | 25.6m | 3.6m |
| 3 Caltex | 22.9m | 5.0m |
| 4 Horn 1 | 12.5m | 5.0m |

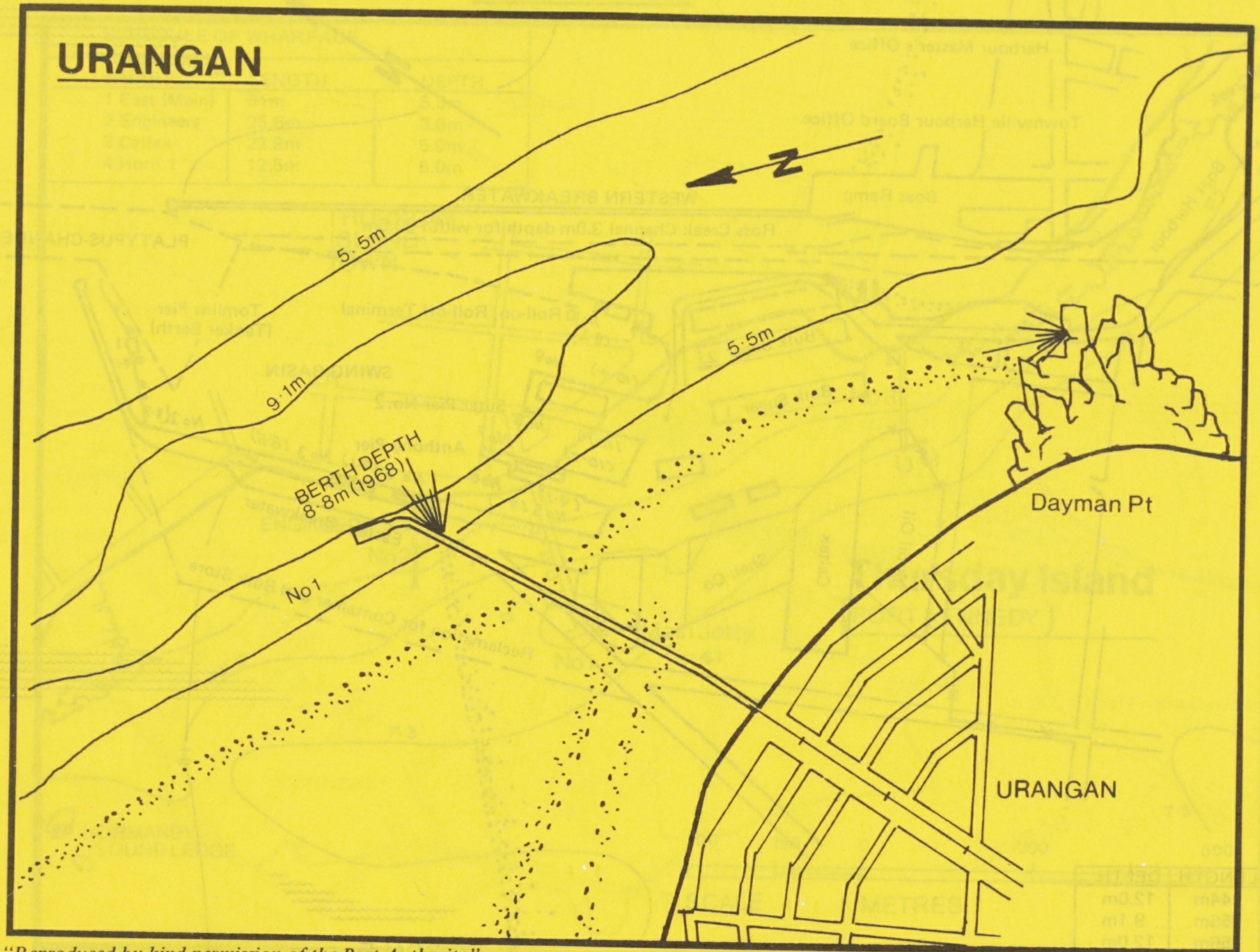
*"Reproduced by kind permission of the Port Authority".*

# Townsville


TOWNSVILLE CITY
Victoria Bridge
Ross Creek
Harbour Master's Office
Townsville Harbour Board Office
Boat Harbour
Boat Ramp
WESTERN BREAKWATER
Ross Creek Channel 3.0m depth for width 30.5m
PLATYPUS-CHANNEL 8.2m depth for width 76m
No10 Roll-on, Roll-off Terminal
(8·2)
Bulk Sugar 2
Bulk Sugar 1
(10·4) No9
Suter Pier No.2
(10·1) No8
(10·7) No7
Anthony Pier
(9·1) No6
No5 (9·1)
No 4 (9·1) No 3 (8·5)
No2 (8·8)
(9·1)
Tomlins Pier
(Tanker Berth)
SWING BASIN
Eastern Breakwater
SOUTH TOWNSVILLE
Mobil Oil
Caltex
Shell Co
LPG
Reclamation for Container and Bulk Store
8·1
SCALE
1000
0
2000
FEET
300
0
500
METRES

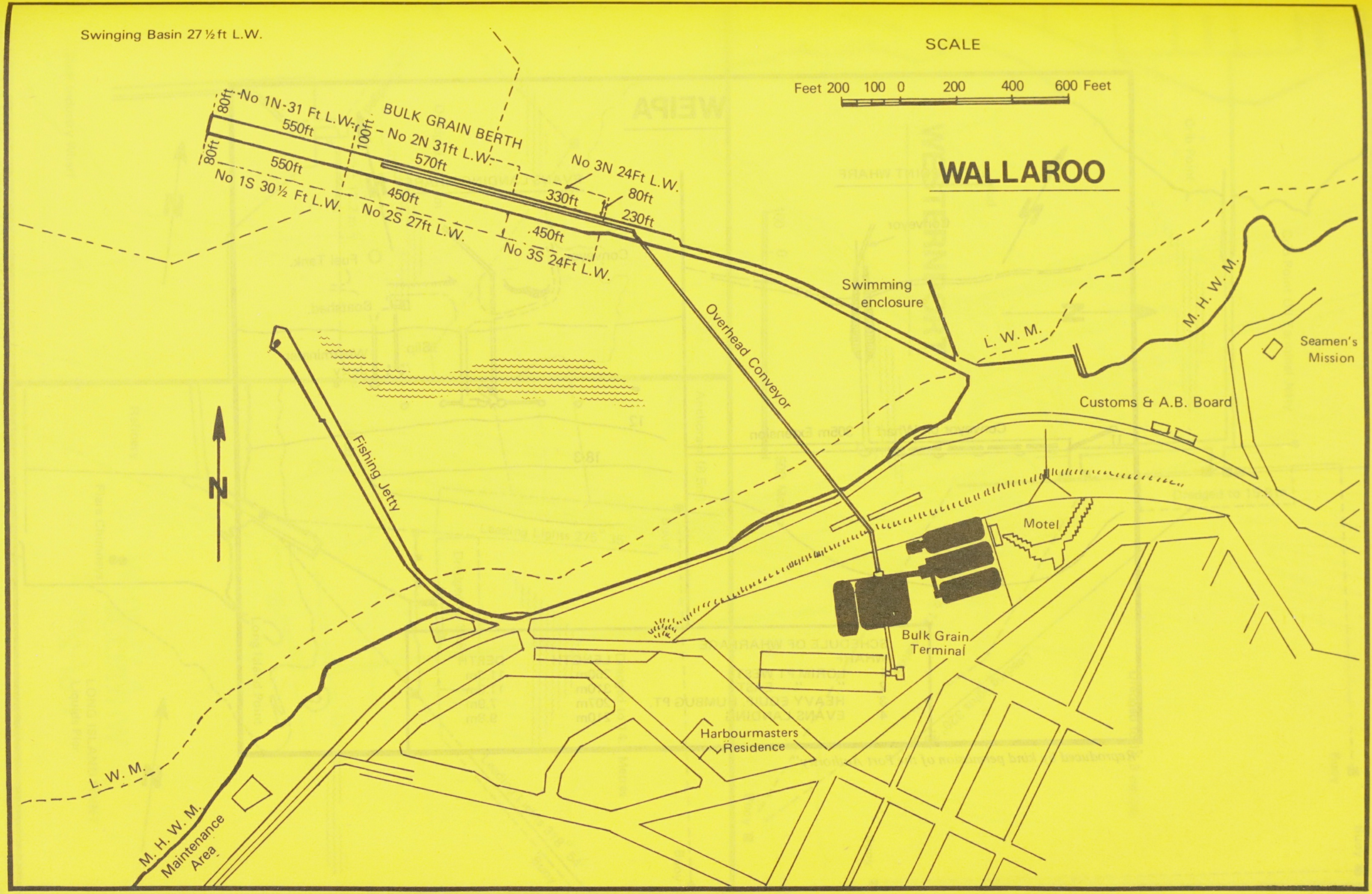
| BERTH | LENGTH | DEPTH |
|---|---|---|
| 1 | 244m | 12.0m |
| 2 | 256m | 9.1m |
| 3 | 256m | 12.0m |
| 4 } | 246m | 9.1m |
| 5 } | | |
| 6 | 134m | 9.1m |
| 7 | 183m | 9.7m |
| 8 | 217m | 10.3m |
| 9 | 229.5m | 10.3m |
| 10 | – | 9.1m |

*"Reproduced by kind permission of the Port Authority".*



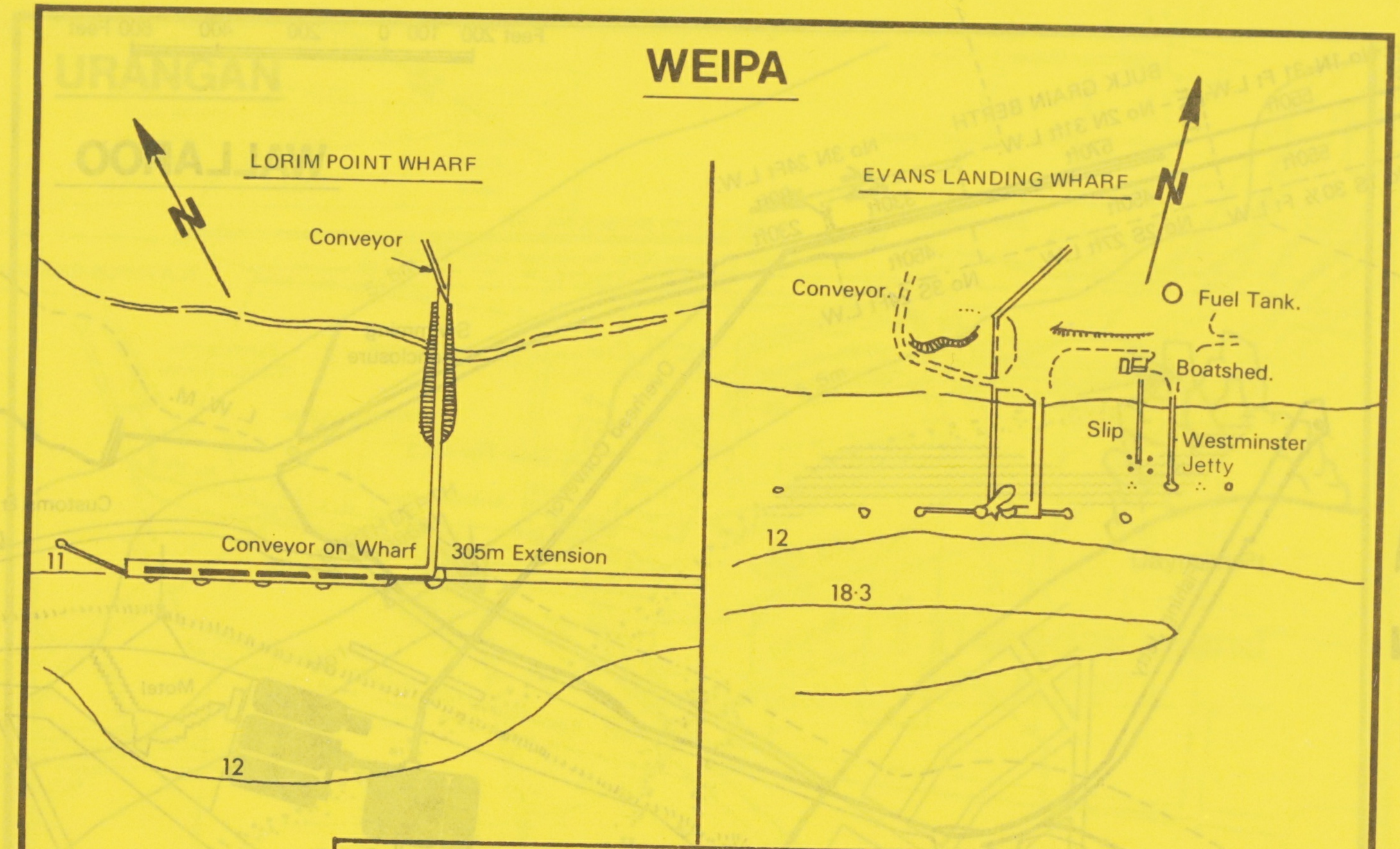
URANGAN
N
5·5m
5·5m
9·1m
BERTH DEPTH
8·8m (1968)
No 1
Dayman Pt
URANGAN

"Reproduced by kind permission of the Port Authority".


WALLAROO
SCALE
Feet 200 100 0 200 400 600 Feet
Swinging Basin 27 ½ ft L.W.
BULK GRAIN BERTH
80ft
No 1N-31 Ft L.W.
550ft
100ft
No 2N 31ft L.W.
570ft
No 3N 24Ft L.W.
80ft
330ft
230ft
80ft
550ft
No 1S 30 ½ Ft L.W.
450ft
No 2S 27ft L.W.
450ft
No 3S 24Ft L.W.
Overhead Conveyor
Swimming enclosure
L. W. M.
M. H. W. M.
Seamen's Mission
Customs & A.B. Board
Motel
Bulk Grain Terminal
Fishing Jetty
N
Harbourmasters Residence
L. W. M.
M. H. W. M.
Maintenance Area

"Reproduced by kind permission of the Port Authority".

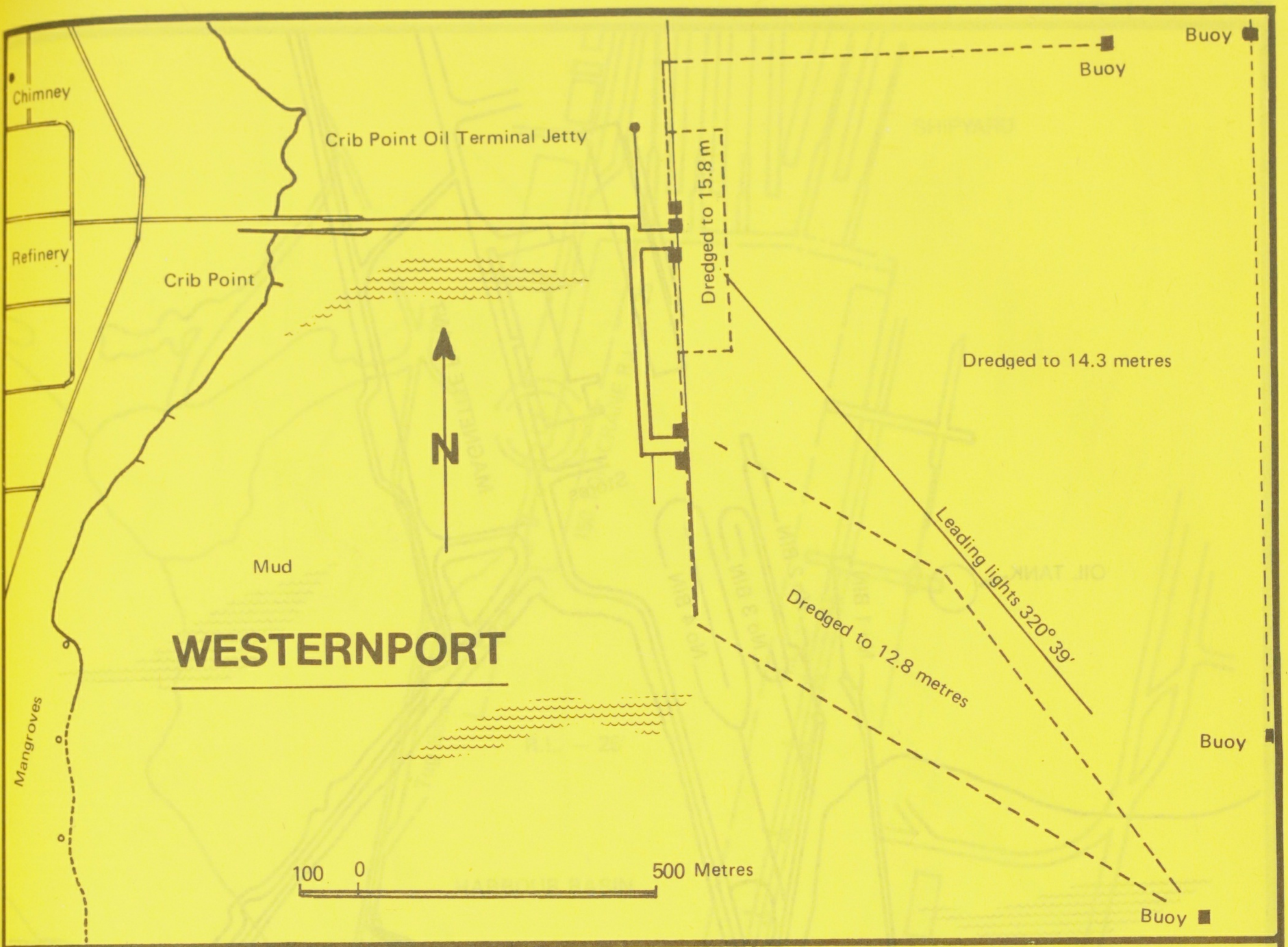
# WEIPA

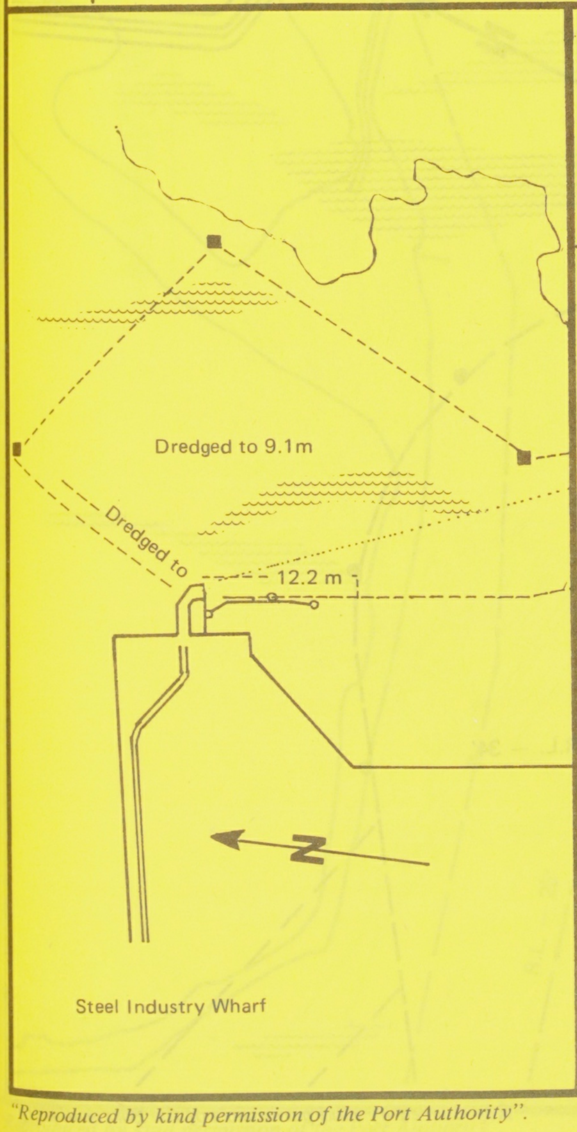

LORIM POINT WHARF
N
Conveyor
Conveyor on Wharf
305m Extension
11
12
EVANS LANDING WHARF
N
Conveyor.
Fuel Tank.
Boatshed.
Slip
Westminster
Jetty
12
18·3

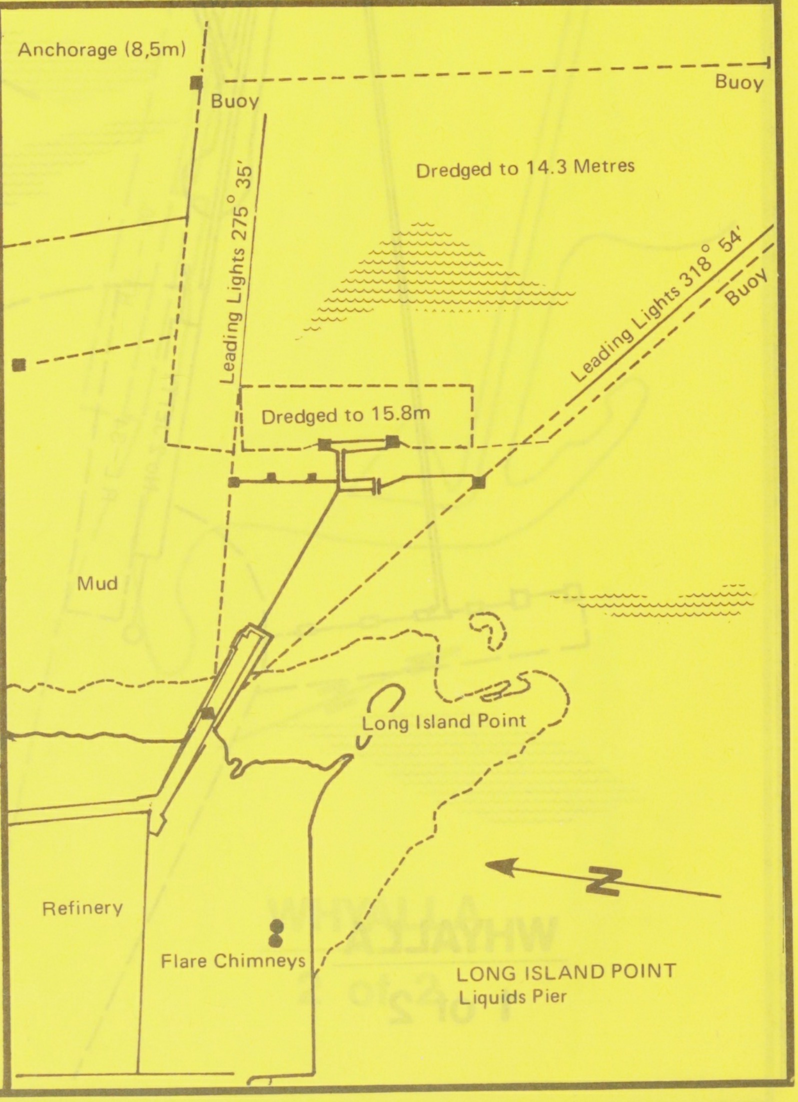
SCHEDULE OF WHARFAGE

| WHARF | | LENGTH | DEPTH |
|---|---|---|---|
| 1 | LORIM PT WEST | 250m | 11.3m |
| 2 | " " EAST | 310m | 11.3m |
| 3 | HEAVY EQUIP. HUMBUG PT. | 207m | 7.9m |
| 4 | EVANS LANDING | 210m | 9.8m |

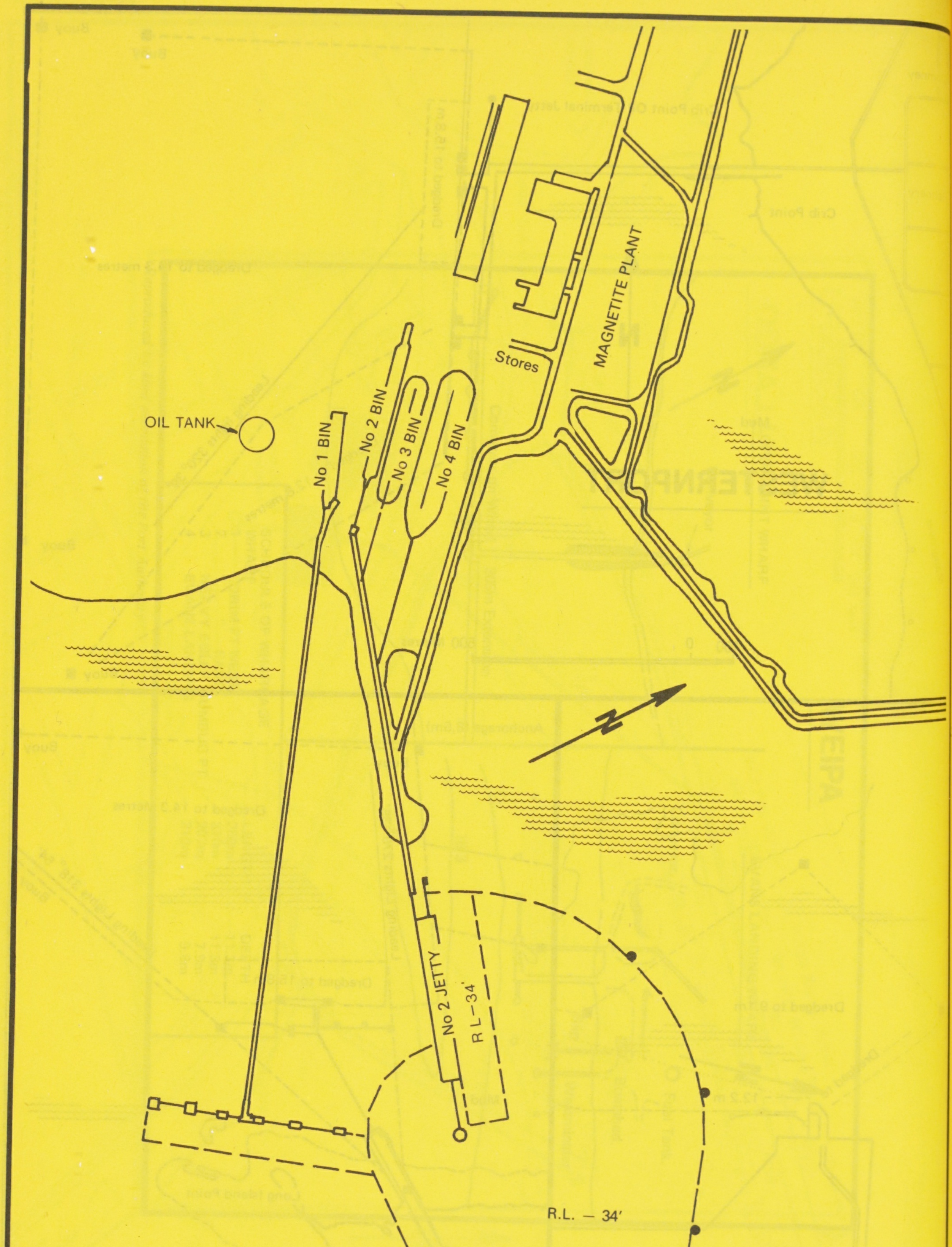
*"Reproduced by kind permission of the Port Authority".*


Chimney
Refinery
Crib Point Oil Terminal Jetty
Crib Point
Dredged to 15.8 m
Buoy
Buoy
Dredged to 14.3 metres
N
Mud
WESTERNPORT
Leading lights 320° 39'
Dredged to 12.8 metres
Mangroves
Buoy
100 0 500 Metres
Buoy


Dredged to 9.1m
Dredged to 12.2 m
N
Steel Industry Wharf


Anchorage (8,5m)
Buoy
Buoy
Dredged to 14.3 Metres
Leading Lights 275° 35'
Leading Lights 318° 54'
Buoy
Dredged to 15.8m
Mud
Long Island Point
N
Refinery
Flare Chimneys
LONG ISLAND POINT
Liquids Pier

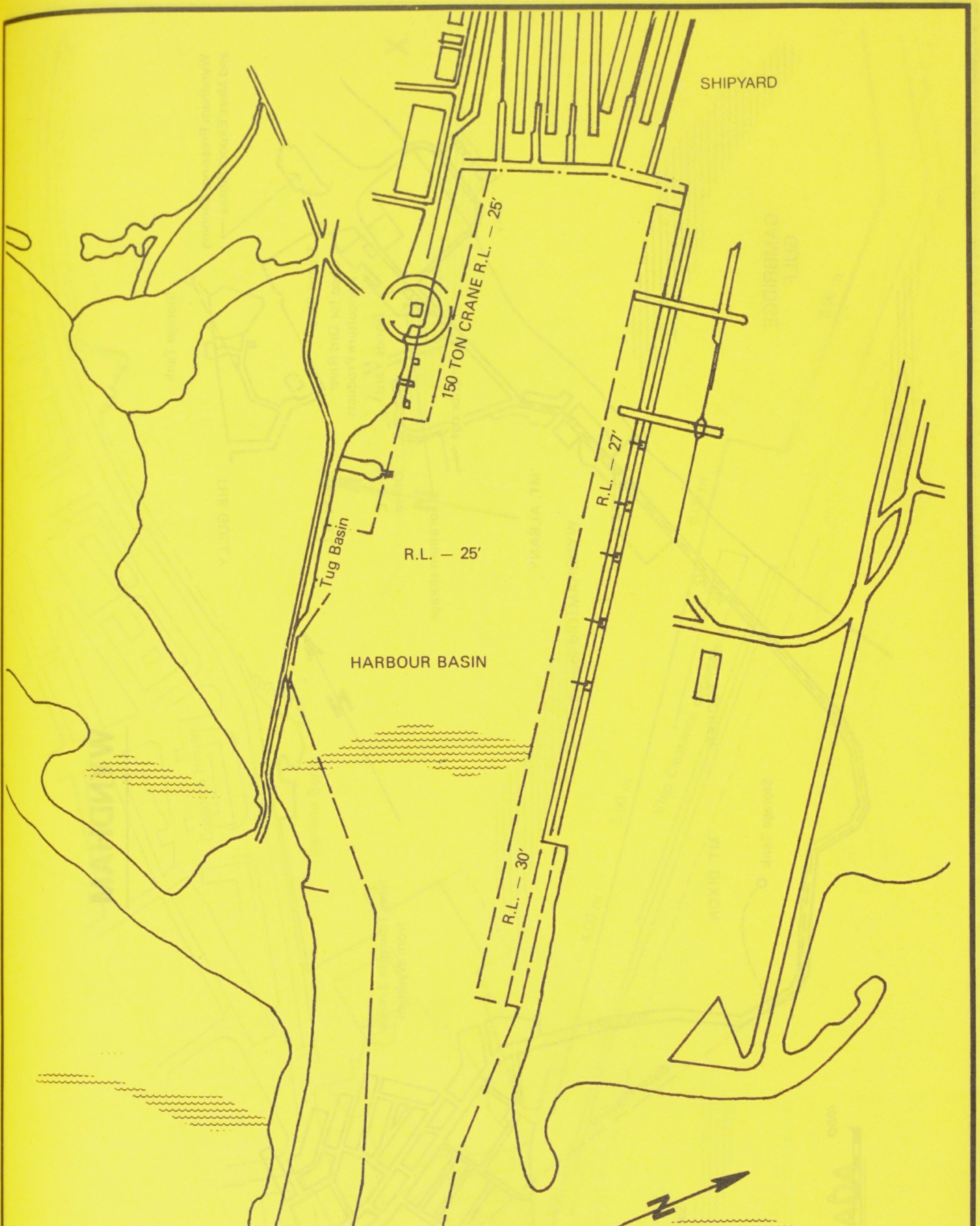
*"Reproduced by kind permission of the Port Authority".*


OIL TANK
No 1 BIN
No 2 BIN
No 3 BIN
No 4 BIN
Stores
MAGNETITE PLANT
No 2 JETTY
R L –34'
R.L. – 34'

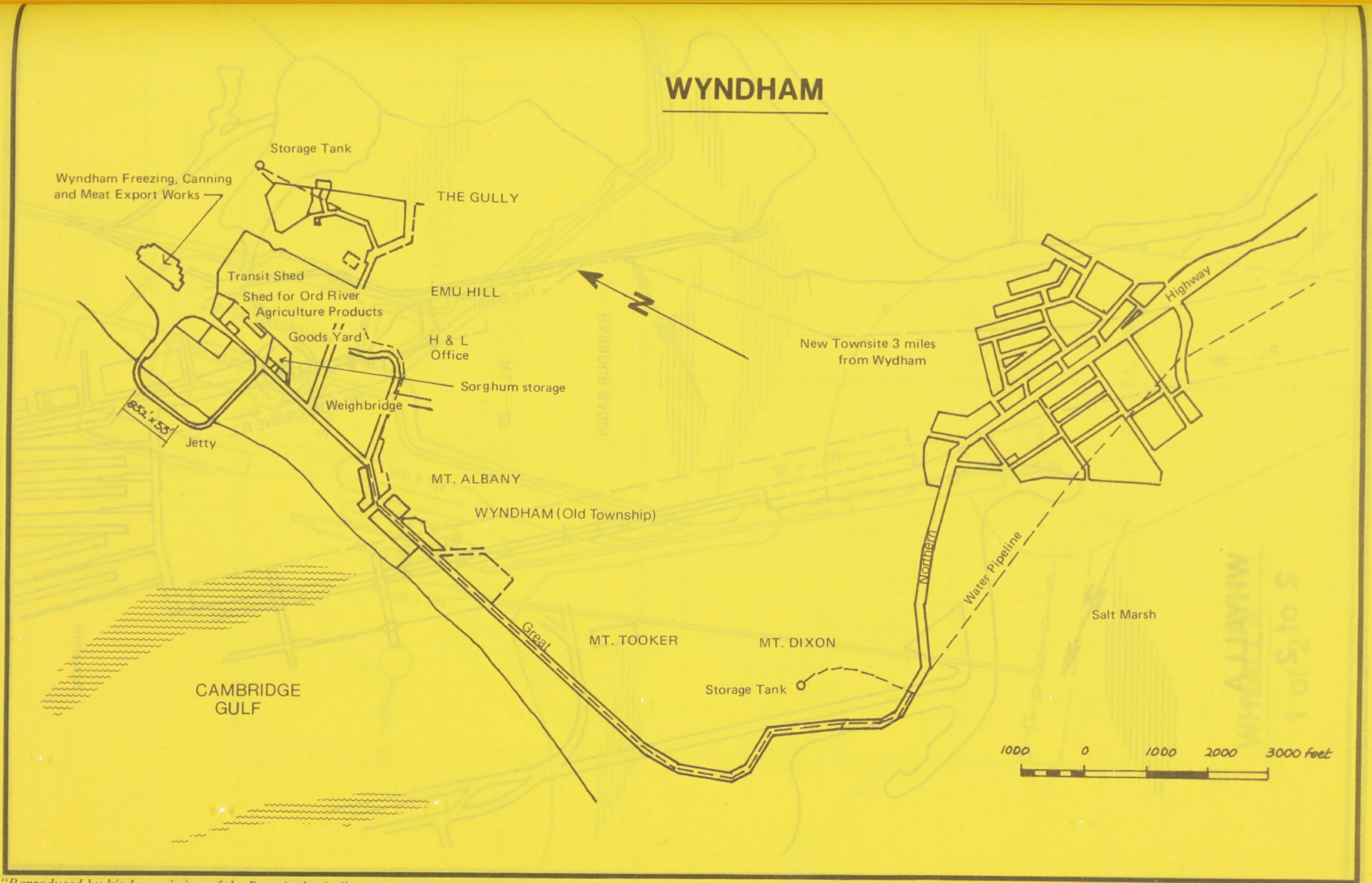
## WHYALLA

1 of 2

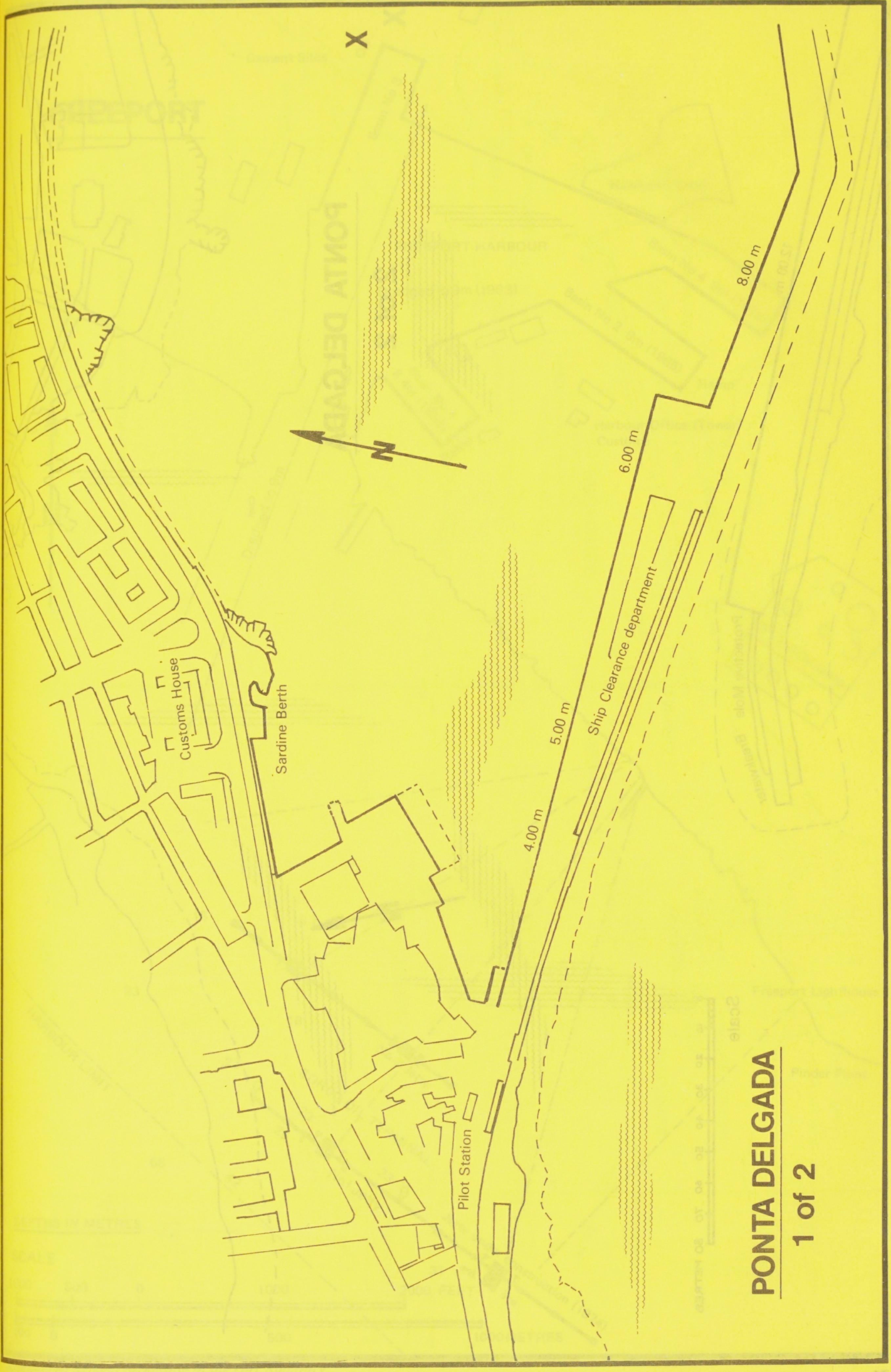
*"Reproduced by kind permission of the Port Authority".*


SHIPYARD
150 TON CRANE R.L. — 25′
R.L. — 27′
Tug Basin
R.L. — 25′
HARBOUR BASIN
R.L. — 30′
R.L. — 25′
WHYALLA
2 of 2

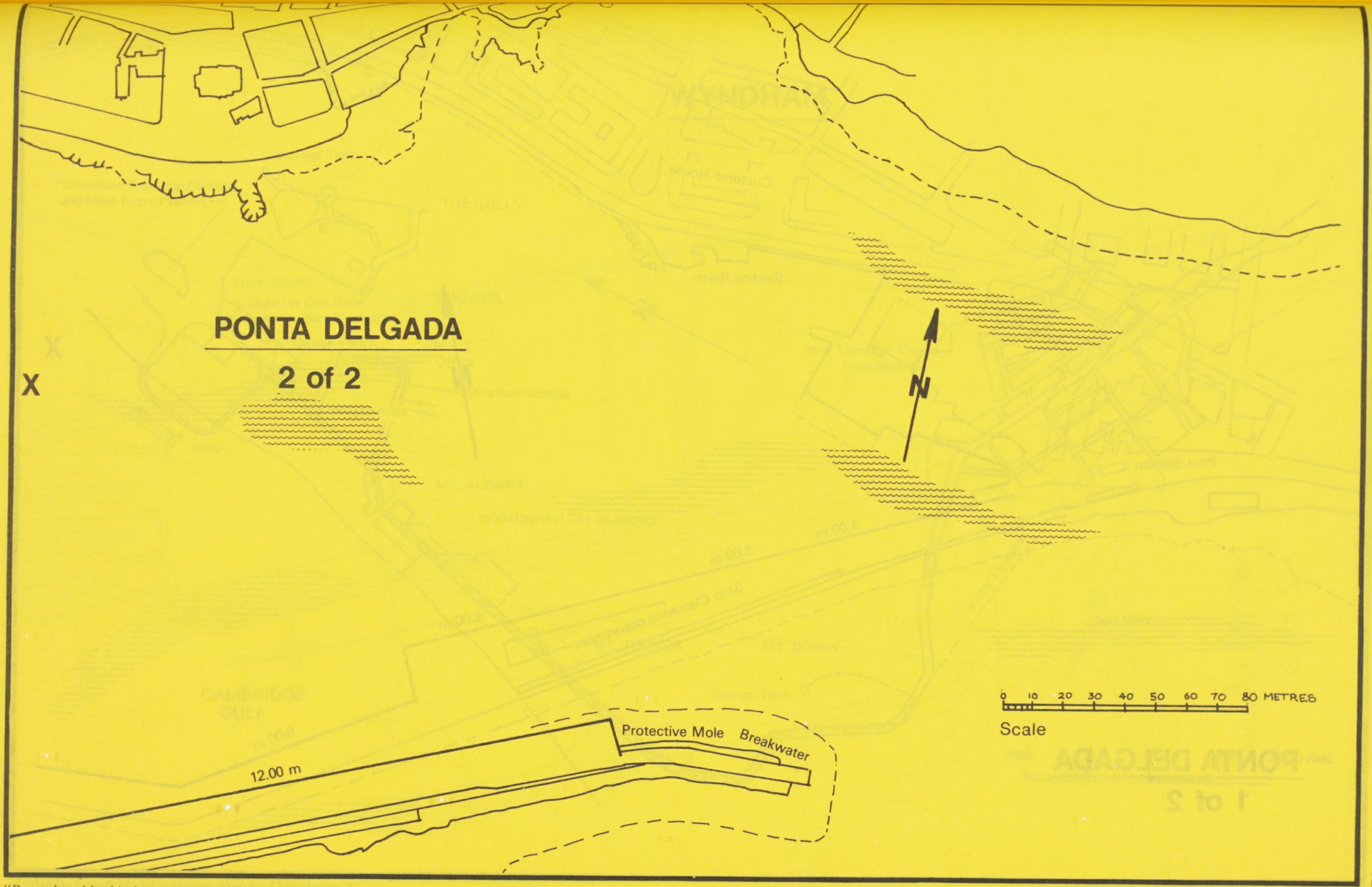
*"Reproduced by kind permission of the Port Authority".*


WYNDHAM
Storage Tank
Wyndham Freezing, Canning and Meat Export Works
THE GULLY
Transit Shed
Shed for Ord River Agriculture Products
EMU HILL
Goods Yard
H & L Office
Sorghum storage
Weighbridge
852' x 53'
Jetty
N
New Townsite 3 miles from Wydham
Highway
MT. ALBANY
WYNDHAM (Old Township)
Northern
Water Pipeline
Great
MT. TOOKER
MT. DIXON
Salt Marsh
Storage Tank
CAMBRIDGE GULF
1000 0 1000 2000 3000 feet

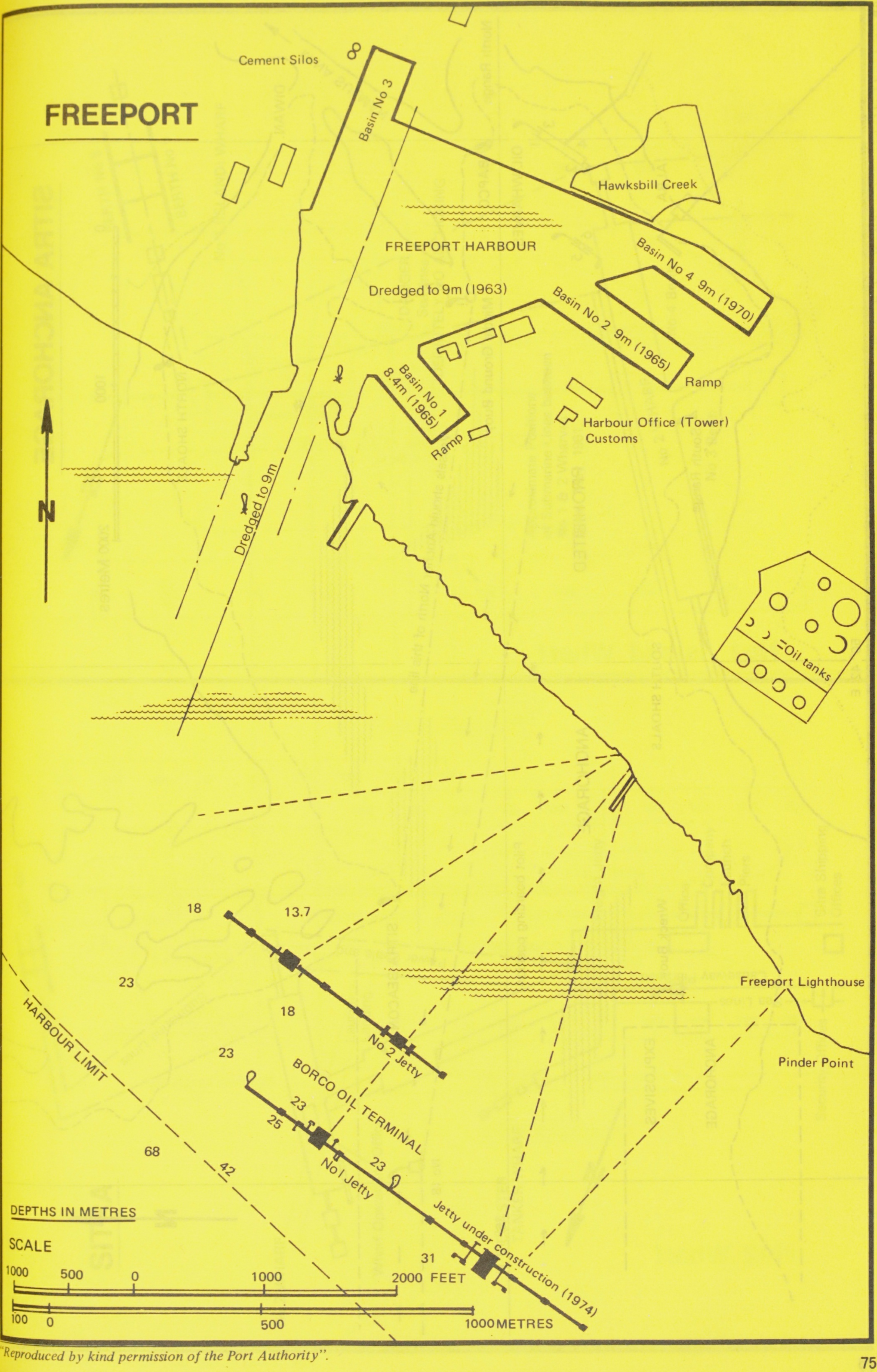
"Reproduced by kind permission of the Port Authority".


PONTA DELGADA
1 of 2
X
N
Customs House
Sardine Berth
Pilot Station
Ship Clearance department
4.00 m
5.00 m
6.00 m
8.00 m

"Reproduced by kind permission of the Port Authority".

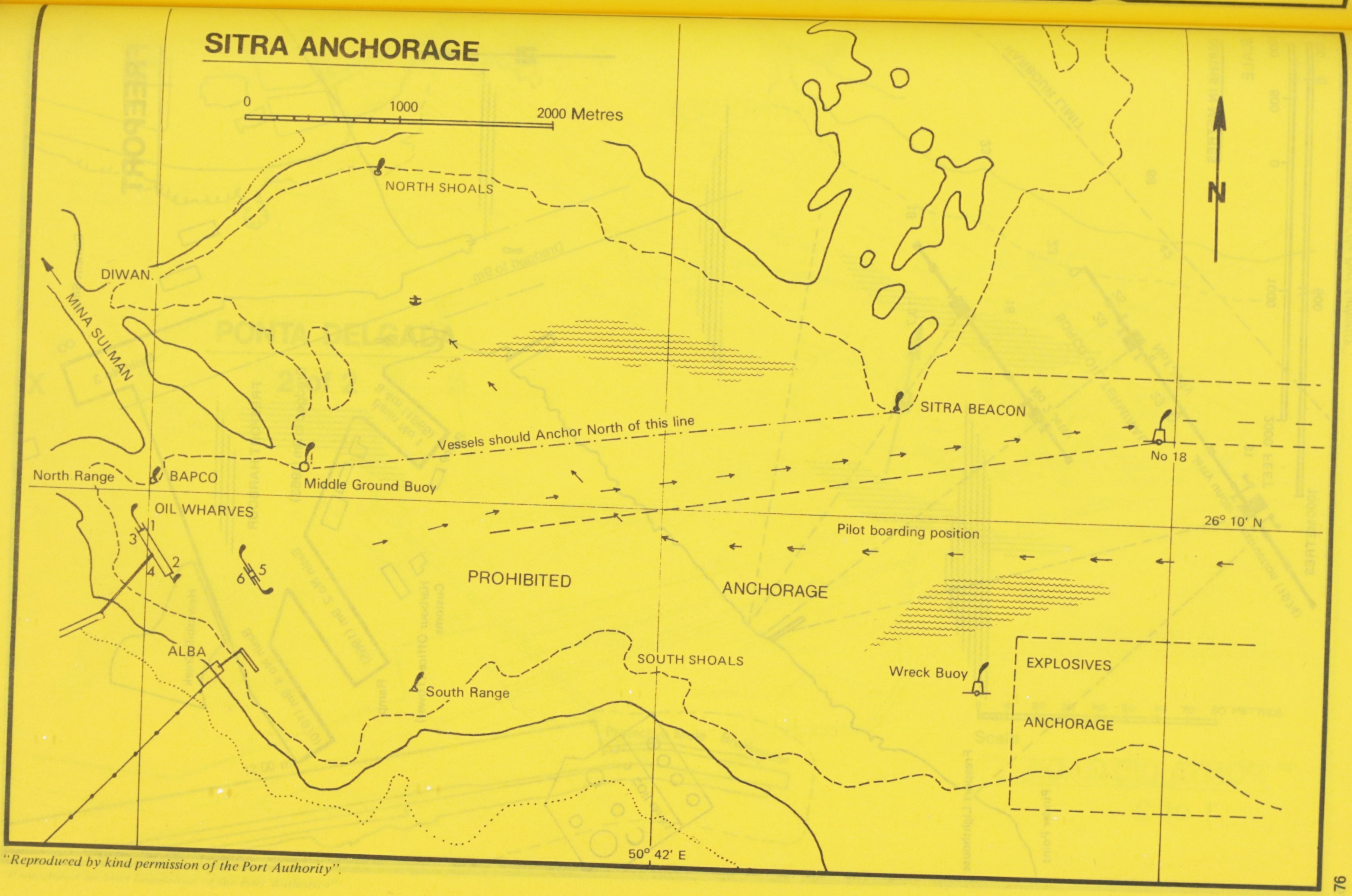

PONTA DELGADA
2 of 2
X
N
12.00 m
Protective Mole
Breakwater
0
10
20
30
40
50
60
70
80 METRES
Scale

"Reproduced by kind permission of the Port Authority"

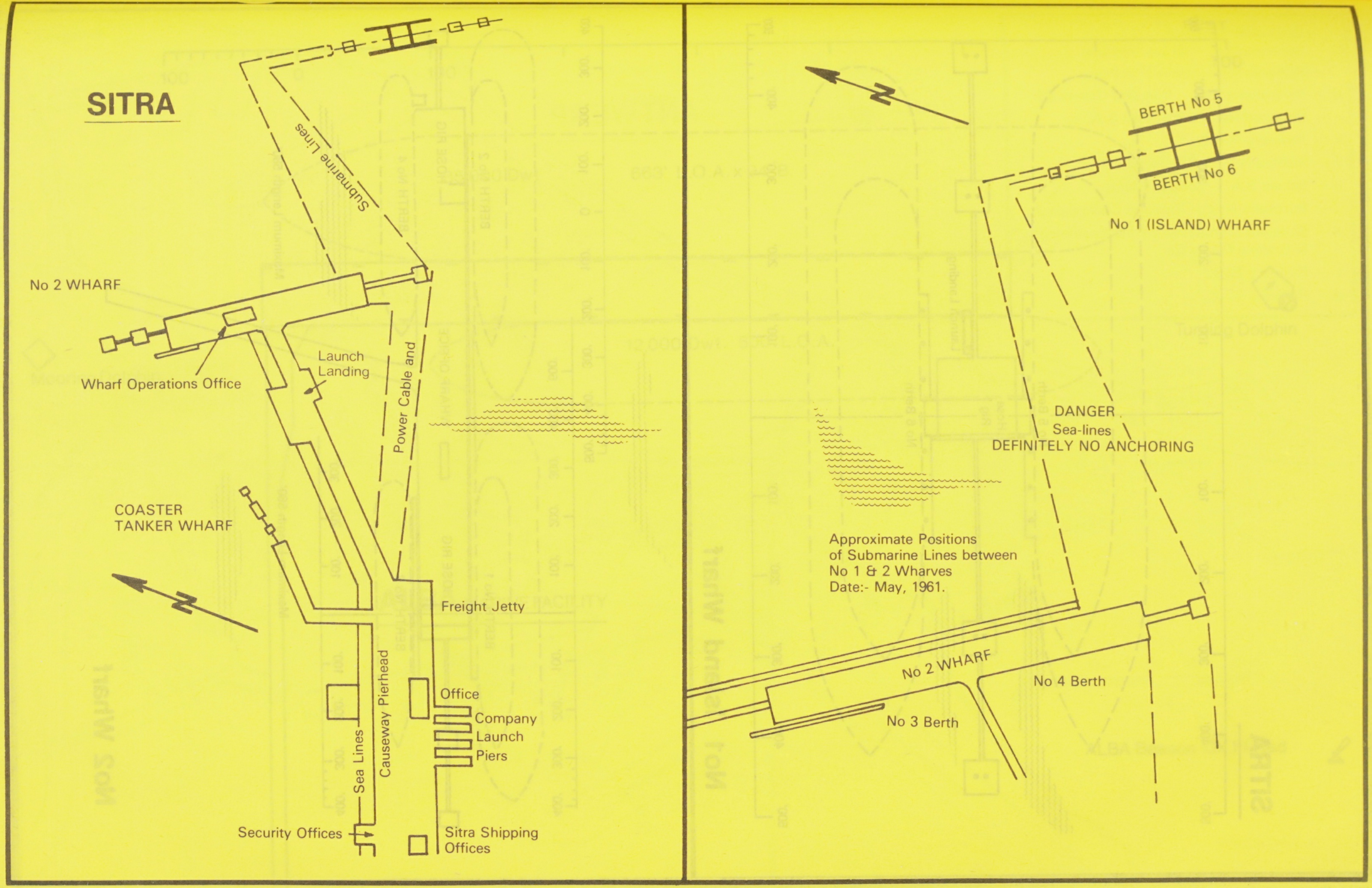

FREEPORT
Cement Silos
Basin No 3
Hawksbill Creek
FREEPORT HARBOUR
Dredged to 9m (1963)
Basin No 4 9m (1970)
Basin No 2 9m (1965)
Basin No 1 8.4m (1965)
Ramp
Ramp
Harbour Office (Tower)
Customs
Dredged to 9m
N
Oil tanks
Freeport Lighthouse
Pinder Point
18
13.7
23
18
23
No 2 Jetty
BORCO OIL TERMINAL
HARBOUR LIMIT
23
25
23
No I Jetty
68
42
Jetty under construction (1974)
31
DEPTHS IN METRES
SCALE
1000 500 0 1000 2000 FEET
100 0 500 1000 METRES

"Reproduced by kind permission of the Port Authority".

# SITRA ANCHORAGE


0
1000
2000 Metres
N
NORTH SHOALS
DIWAN.
MINA SULMAN
SITRA BEACON
Vessels should Anchor North of this line
No 18
North Range
BAPCO
Middle Ground Buoy
OIL WHARVES
1
2
3
4
5
6
26° 10′ N
Pilot boarding position
PROHIBITED
ANCHORAGE
EXPLOSIVES
ANCHORAGE
Wreck Buoy
ALBA
SOUTH SHOALS
South Range
50° 42′ E

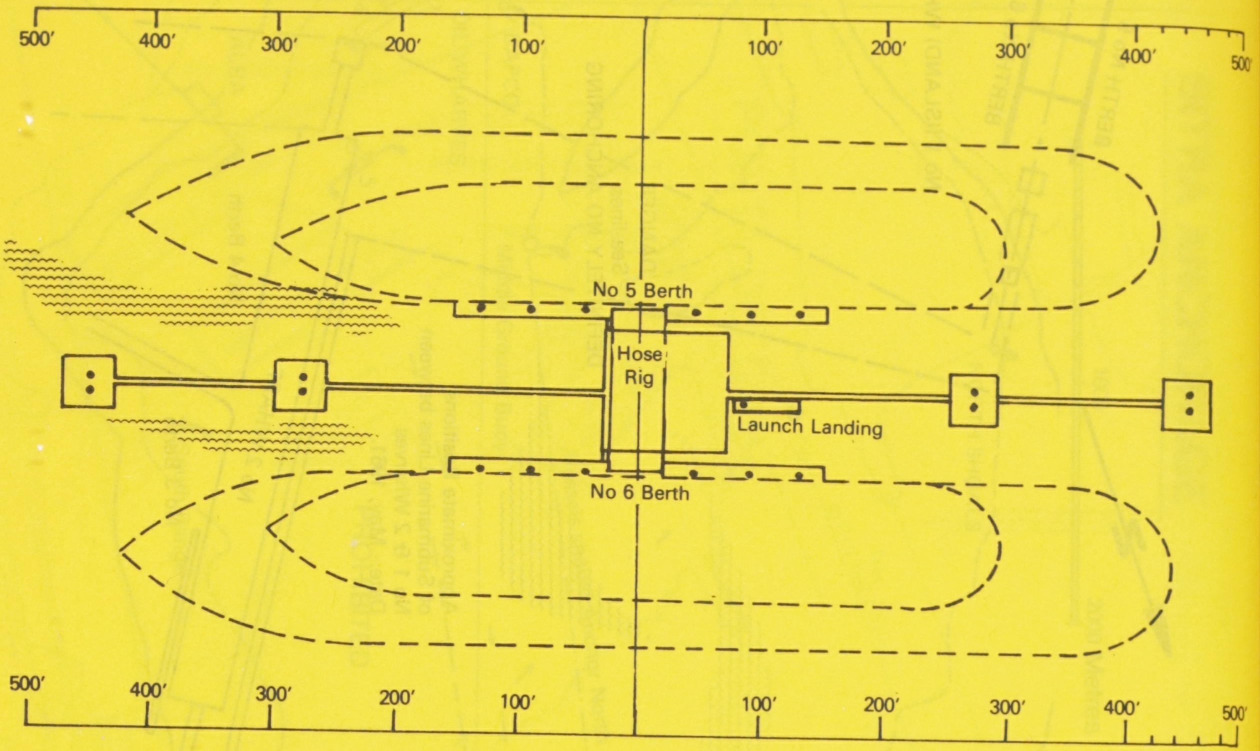
*"Reproduced by kind permission of the Port Authority".*


SITRA
Subsea Lines
Submarine Lines
No 2 WHARF
Wharf Operations Office
Launch Landing
Power Cable and
COASTER TANKER WHARF
N
Freight Jetty
Causeway Pierhead
Sea Lines
Office
Company Launch Piers
Security Offices
Sitra Shipping Offices
N
BERTH No 5
BERTH No 6
No 1 (ISLAND) WHARF
DANGER
Sea-lines
DEFINITELY NO ANCHORING
No 2 WHARF
No 4 Berth
No 3 Berth

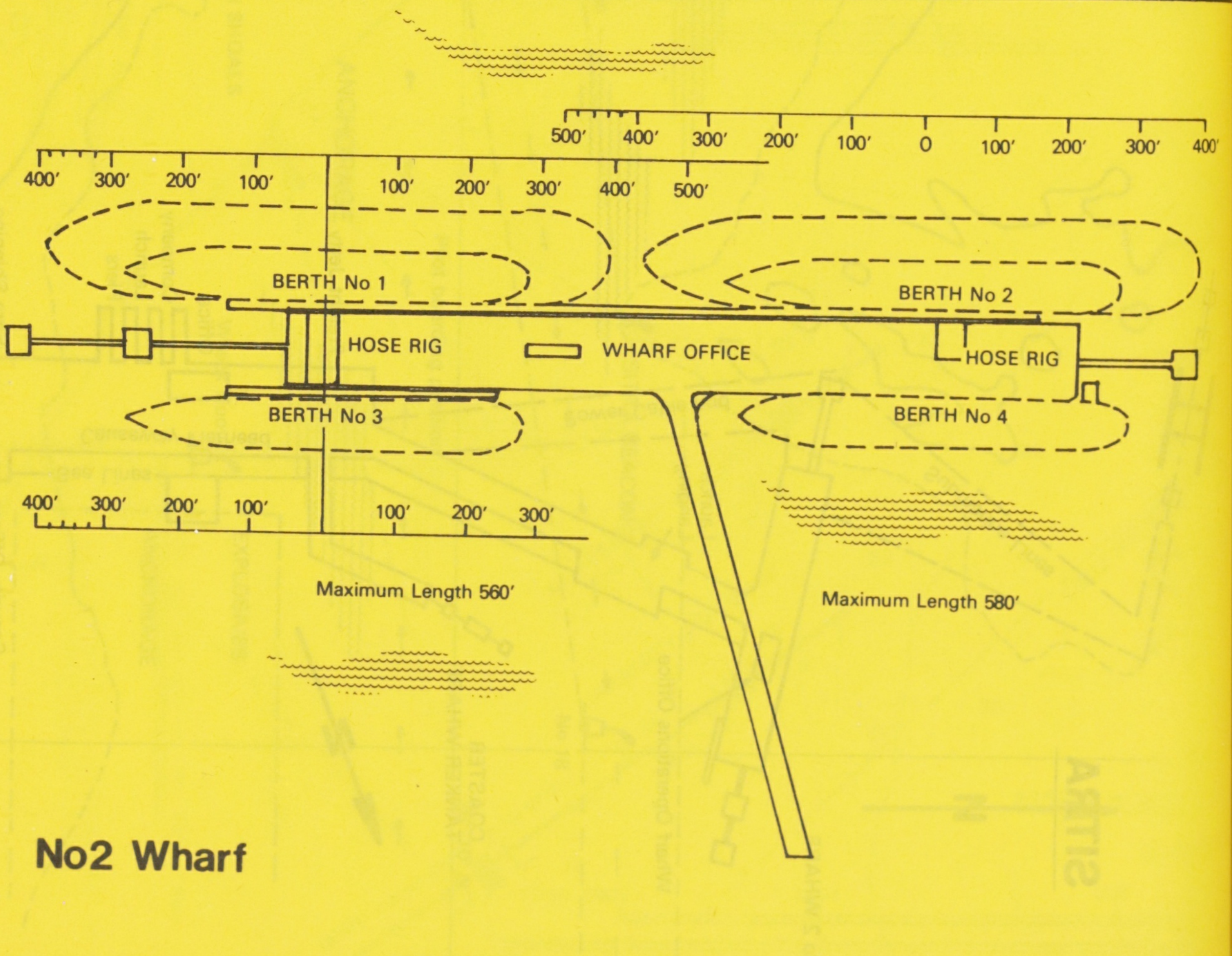
Approximate Positions of Submarine Lines between No 1 & 2 Wharves Date:- May, 1961.

*"Reproduced by kind permission of the Port Authority".*

# SITRA


500′
400′
300′
200′
100′
100′
200′
300′
400′
500′
No 5 Berth
Hose Rig
Launch Landing
No 6 Berth
500′
400′
300′
200′
100′
100′
200′
300′
400′
500′

## No1 Island Wharf

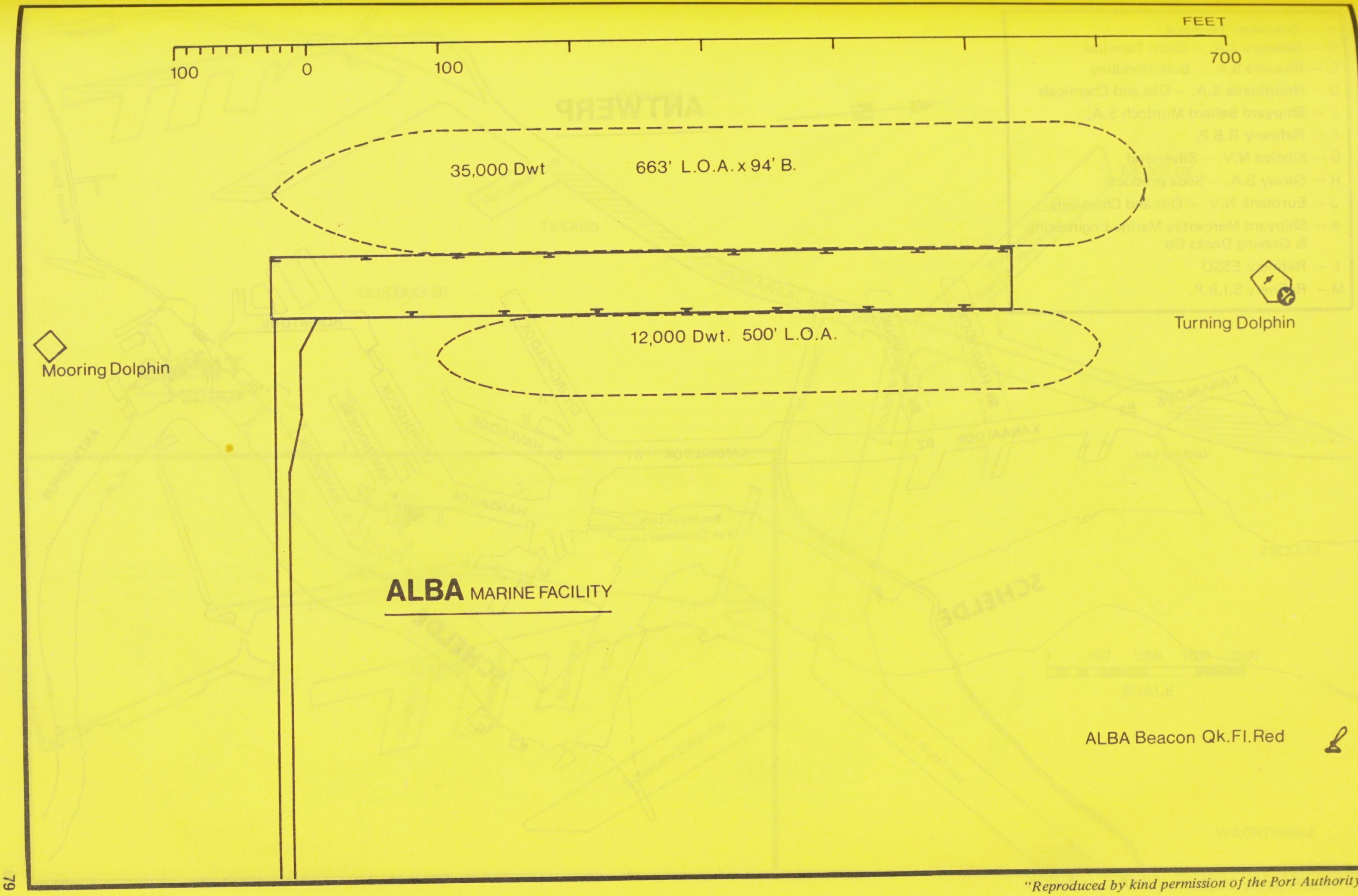

500′
400′
300′
200′
100′
0
100′
200′
300′
400′
400′
300′
200′
100′
100′
200′
300′
400′
500′
BERTH No 1
BERTH No 2
HOSE RIG
WHARF OFFICE
HOSE RIG
BERTH No 3
BERTH No 4
400′
300′
200′
100′
100′
200′
300′

Maximum Length 560′

Maximum Length 580′

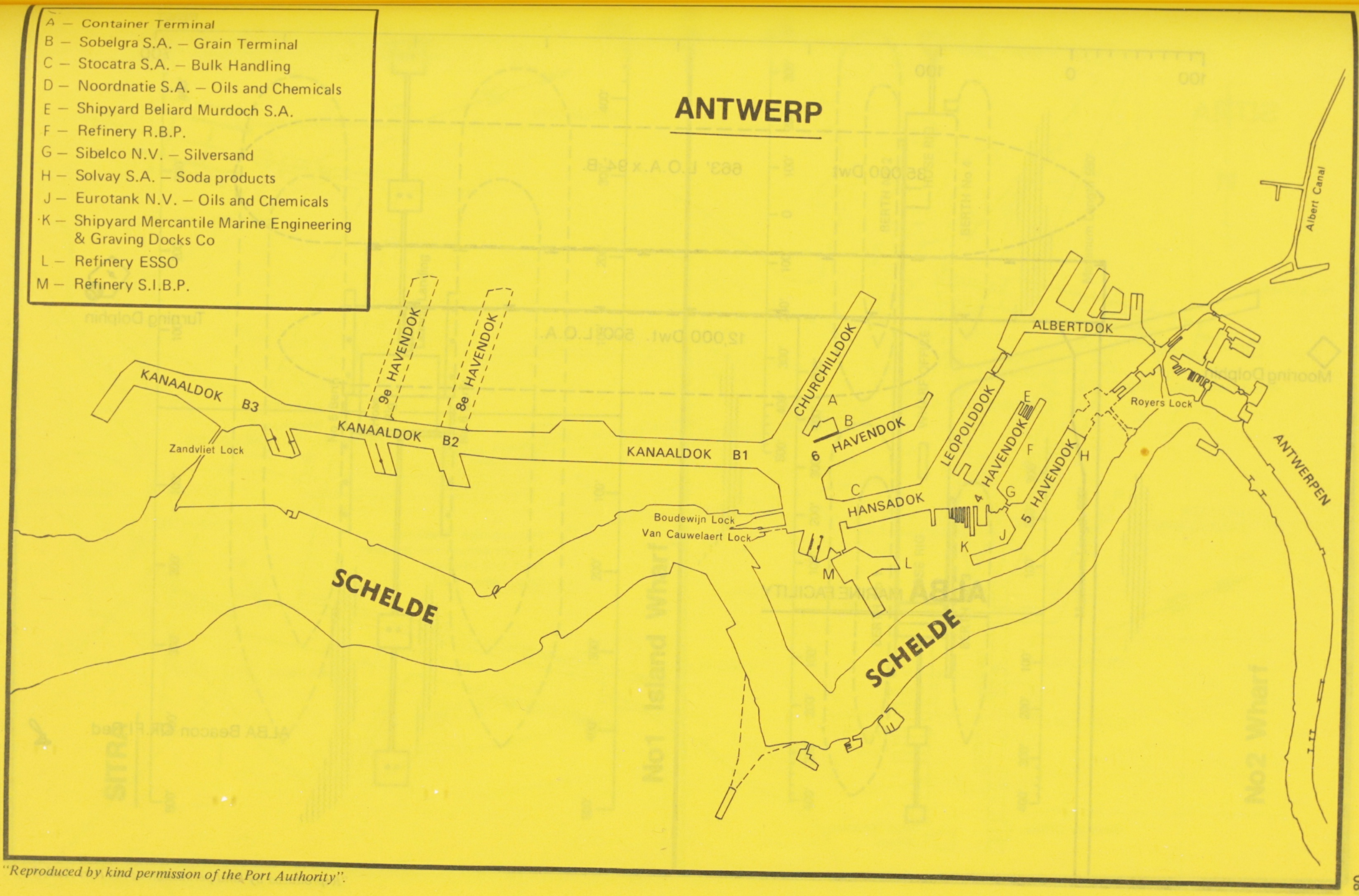
## No2 Wharf

*"Reproduced by kind permission of the Port Authorit*

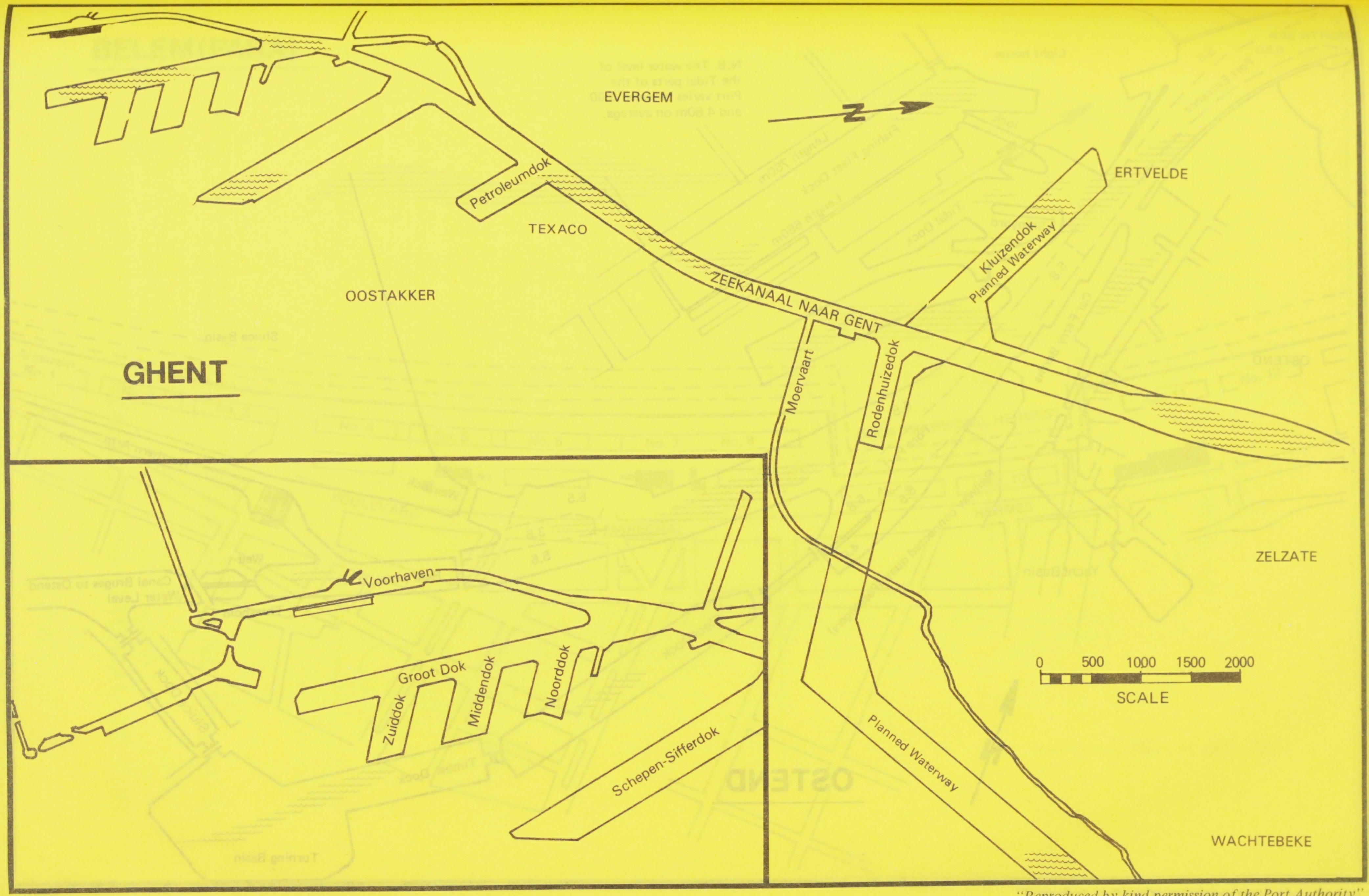

FEET
100
0
100
700
35,000 Dwt
663' L.O.A. x 94' B.
12,000 Dwt. 500' L.O.A.
Mooring Dolphin
Turning Dolphin
ALBA Beacon Qk.Fl.Red

**ALBA** MARINE FACILITY

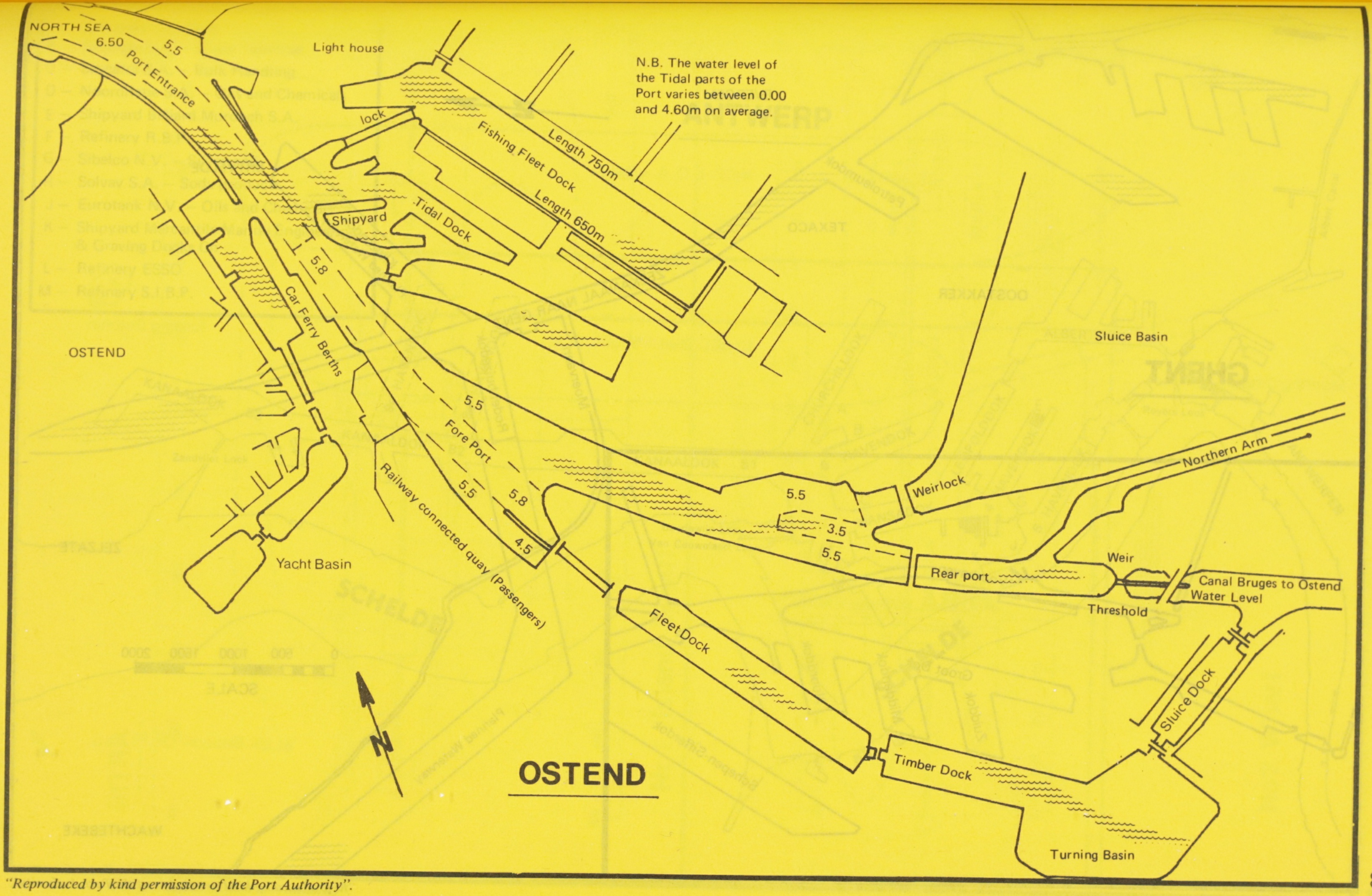
*"Reproduced by kind permission of the Port Authority".*


A — Container Terminal
B — Sobelgra S.A. — Grain Terminal
C — Stocatra S.A. — Bulk Handling
D — Noordnatie S.A. — Oils and Chemicals
E — Shipyard Beliard Murdoch S.A.
F — Refinery R.B.P.
G — Sibelco N.V. — Silversand
H — Solvay S.A. — Soda products
J — Eurotank N.V. — Oils and Chemicals
K — Shipyard Mercantile Marine Engineering & Graving Docks Co
L — Refinery ESSO
M — Refinery S.I.B.P.
ANTWERP
Albert Canal
ALBERTDOK
KANAALDOK
B3
9e HAVENDOK
8e HAVENDOK
KANAALDOK
B2
Zandvliet Lock
KANAALDOK
B1
CHURCHILLDOK
A
B
6 HAVENDOK
LEOPOLDDOK
E
4 HAVENDOK
F
5 HAVENDOK
H
G
C
HANSADOK
Royers Lock
ANTWERPEN
Boudewijn Lock
Van Cauwelaert Lock
K
J
L
M
SCHELDE
SCHELDE

*"Reproduced by kind permission of the Port Authority".*

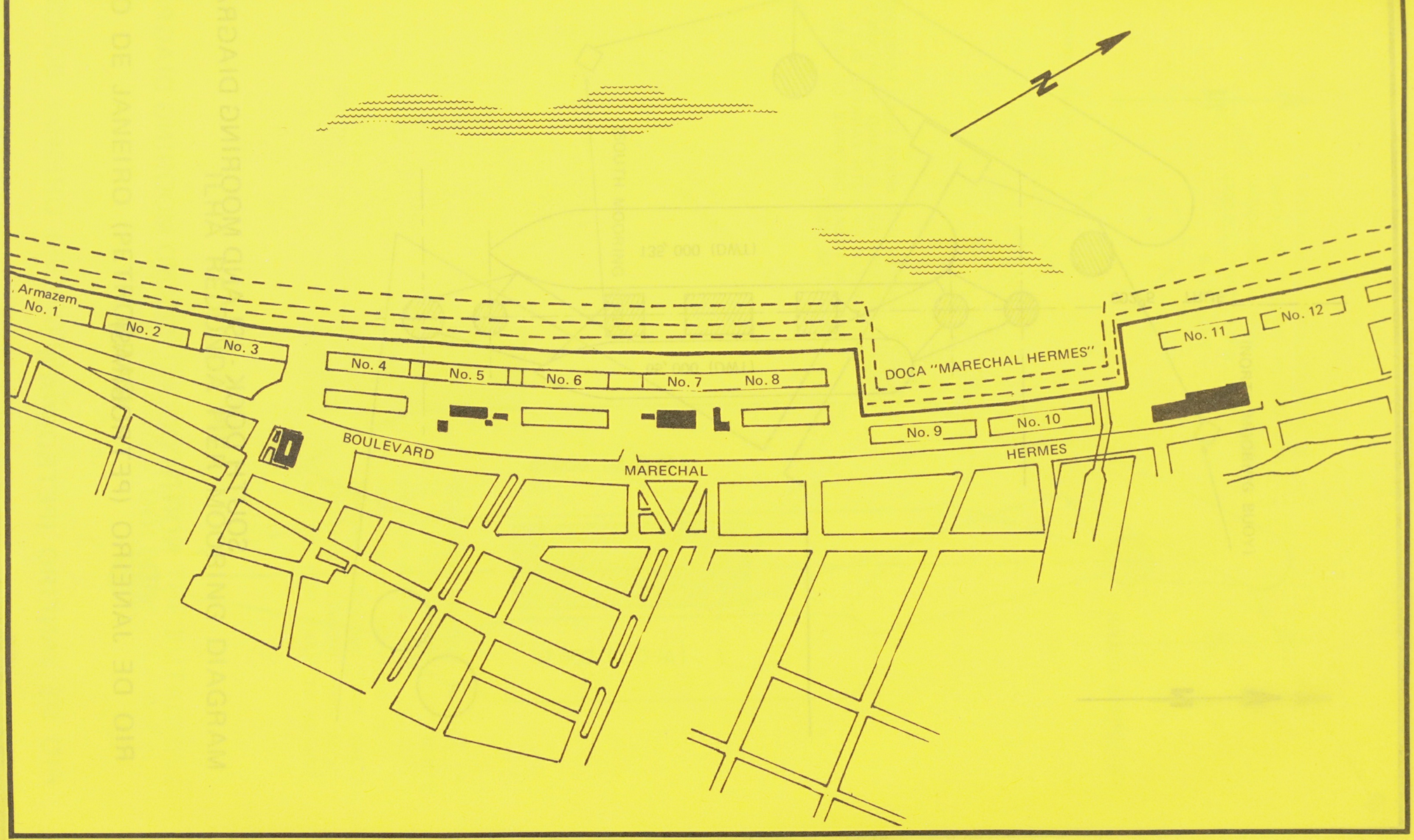

GHENT
EVERGEM
Z
ERTVELDE
Petroleumdok
TEXACO
OOSTAKKER
Kluizendok
Planned Waterway
ZEEKANAAL NAAR GENT
Moervaart
Rodenhuizedok
ZELZATE
Voorhaven
0
500
1000
1500
2000
SCALE
Groot Dok
Zuiddok
Middendok
Noorddok
Schepen-Sifferdok
Planned Waterway
WACHTEBEKE

*"Reproduced by kind permission of the Port Authority".*

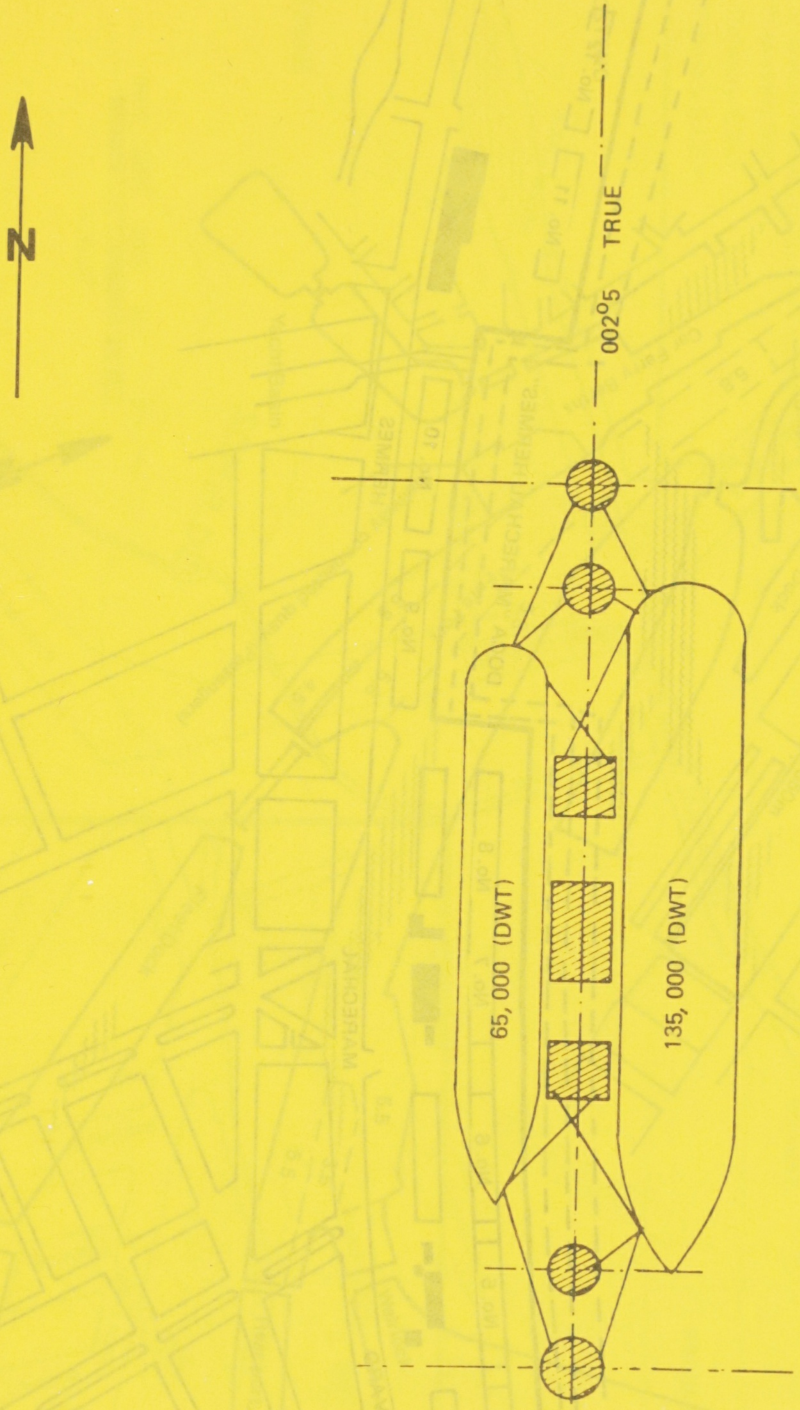

NORTH SEA
6.50
5.5
Port Entrance
Light house
lock
N.B. The water level of the Tidal parts of the Port varies between 0.00 and 4.60m on average.
Fishing Fleet Dock
Length 750m
Length 650m
Shipyard
Tidal Dock
5.8
Car Ferry Berths
OSTEND
5.5
Fore Port
5.5
5.8
4.5
Railway connected quay (Passengers)
Yacht Basin
Sluice Basin
Northern Arm
Weirlock
5.5
3.5
5.5
Rear port
Weir
Threshold
Canal Bruges to Ostend Water Level
Fleet Dock
Sluice Dock
Timber Dock
Turning Basin
N
OSTEND

*"Reproduced by kind permission of the Port Authority".*

# BELEM (PARA)


N
Armazem No. 1
No. 2
No. 3
No. 4
No. 5
No. 6
No. 7
No. 8
DOCA "MARECHAL HERMES"
No. 9
No. 10
No. 11
No. 12
BOULEVARD
MARECHAL
HERMES

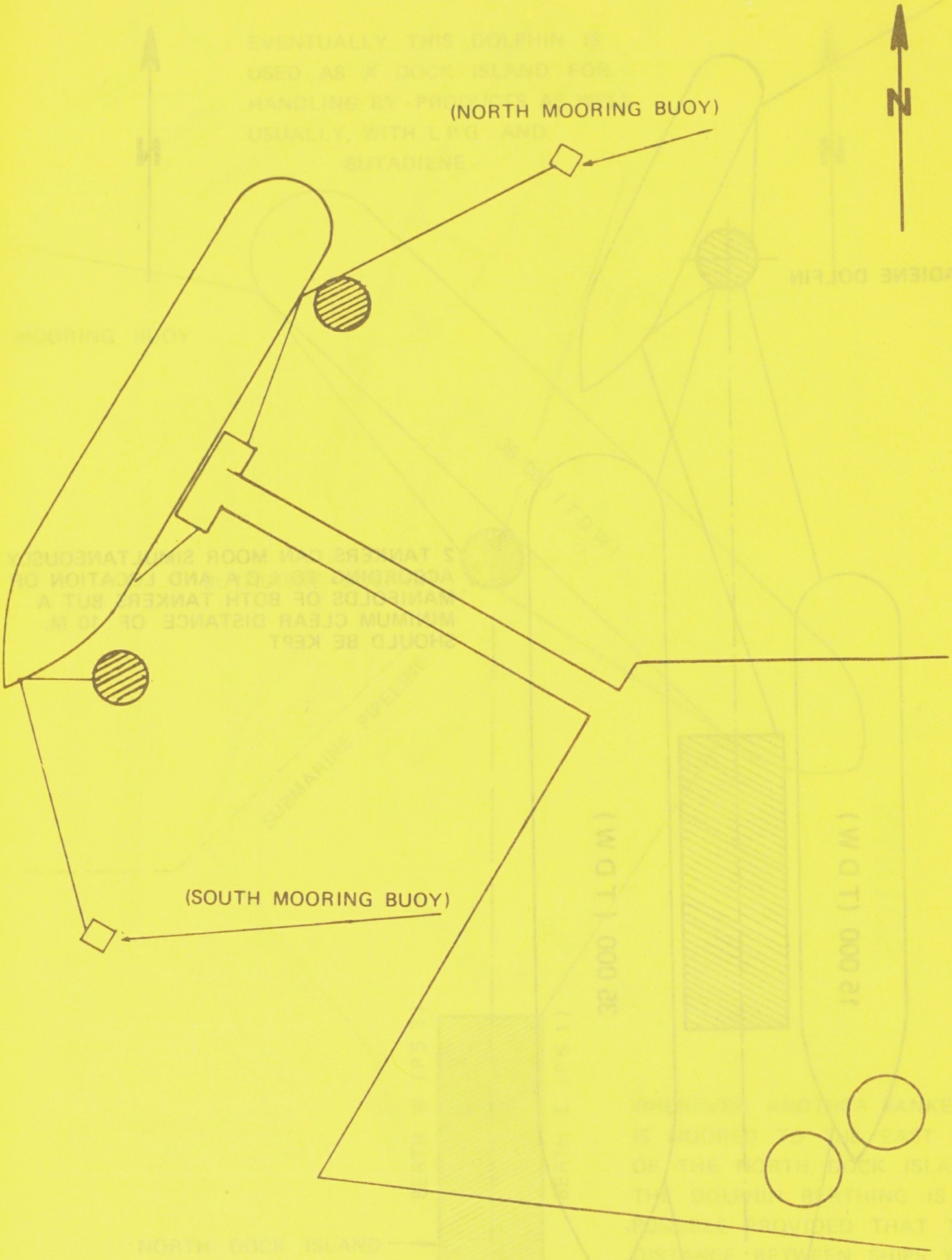
"Reproduced by kind permission of the Port Authority".


N
002°5 TRUE
65, 000 (DWT)
135, 000 (DWT)

SOUTH DOCK - ISLAND MOORING DIAGRAM

## RIO DE JANEIRO (PETROBRAS)

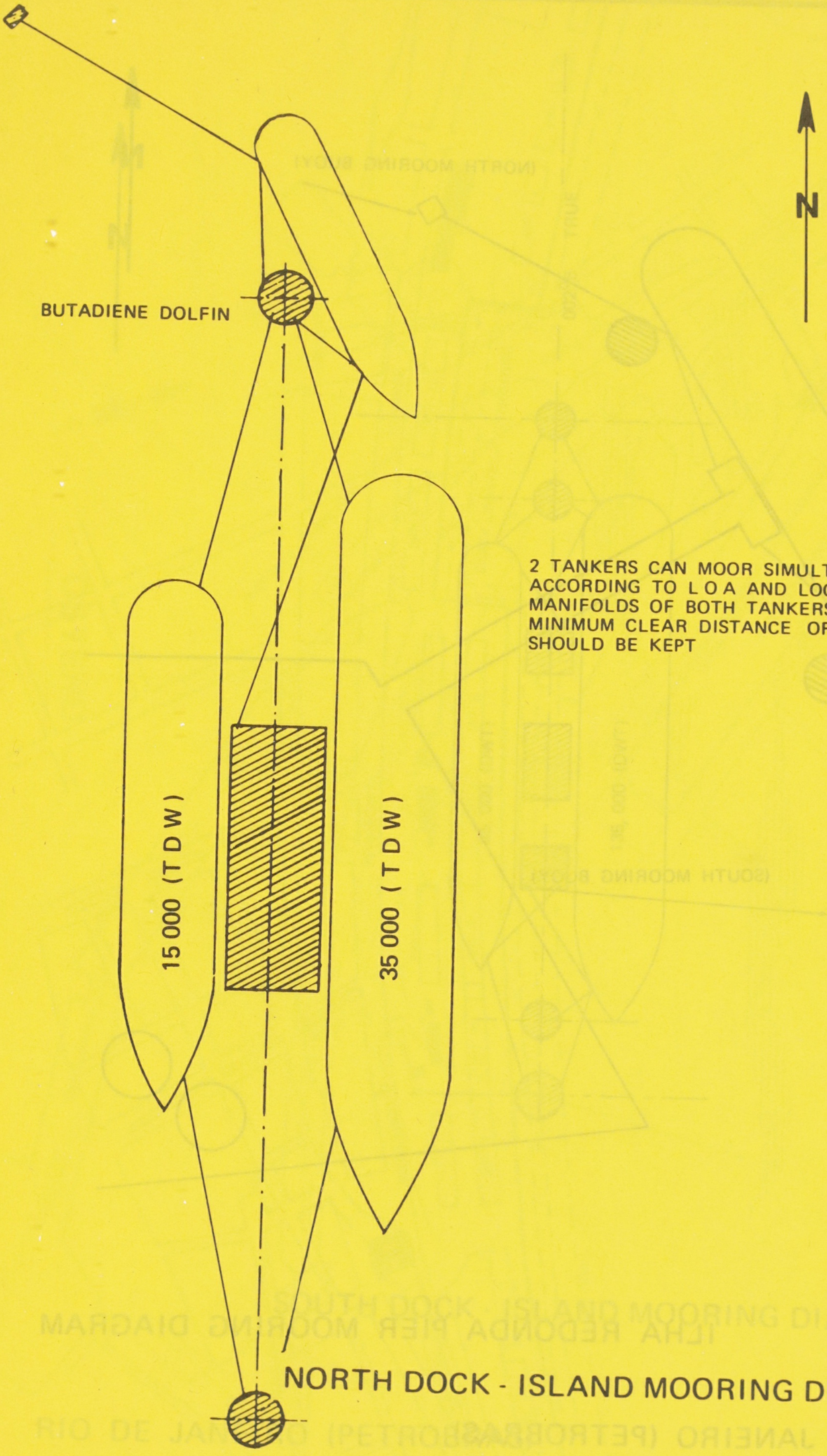
*"Reproduced by kind permission of the Port Authority"*


(NORTH MOORING BUOY)
N
(SOUTH MOORING BUOY)

## ILHA REDONDA PIER MOORING DIAGRAM

## RIO DE JANEIRO (PETROBRAS)

"Reproduced by kind permission of the Port Authority".

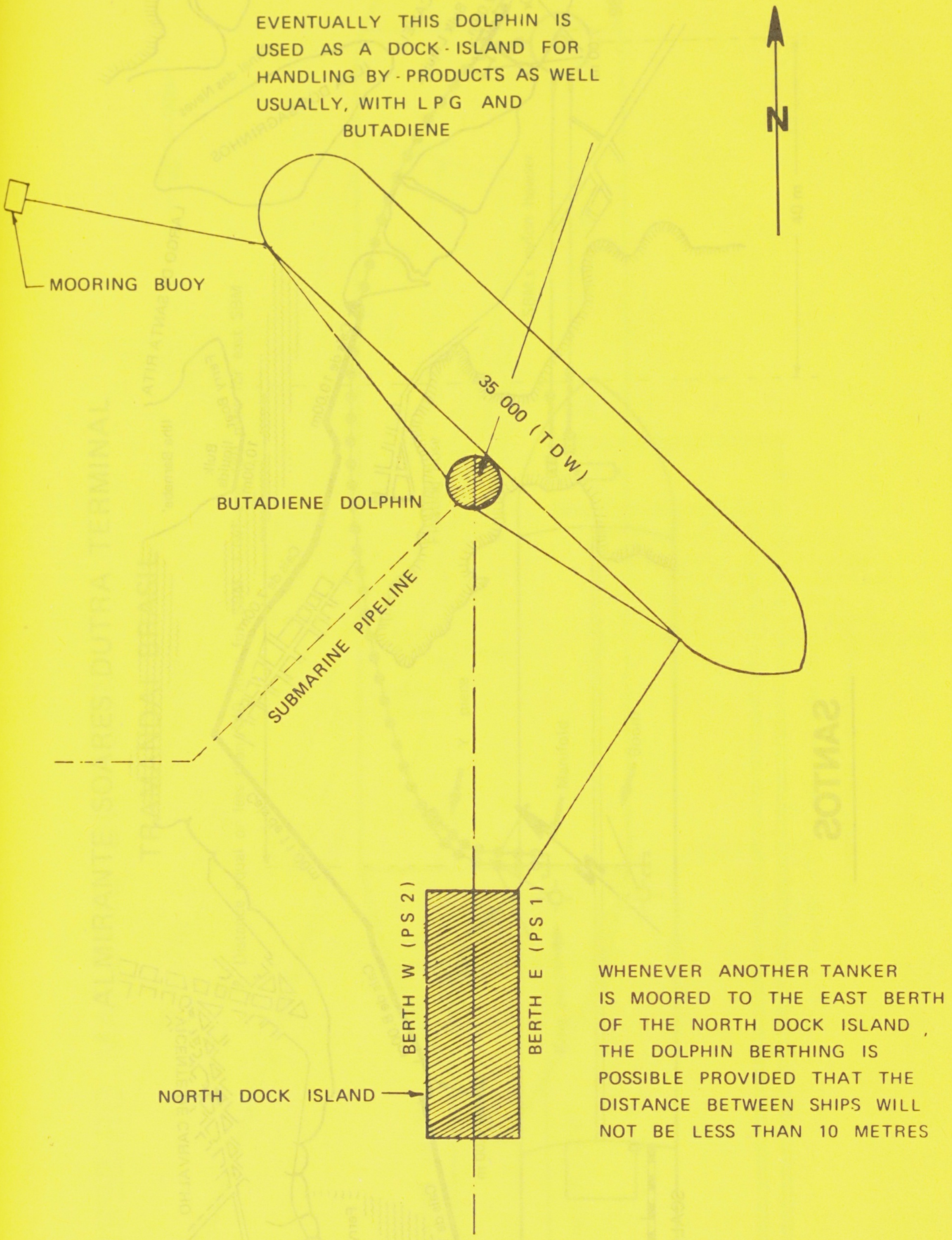

N
BUTADIENE DOLFIN
15 000 (T D W)
35 000 (T D W)

2 TANKERS CAN MOOR SIMULTANEOUSLY ACCORDING TO L O A AND LOCATION OF MANIFOLDS OF BOTH TANKERS BUT A MINIMUM CLEAR DISTANCE OF 10 M. SHOULD BE KEPT

## NORTH DOCK - ISLAND MOORING DIAGRAM

## RIO DE JANEIRO (PETROBRAS)

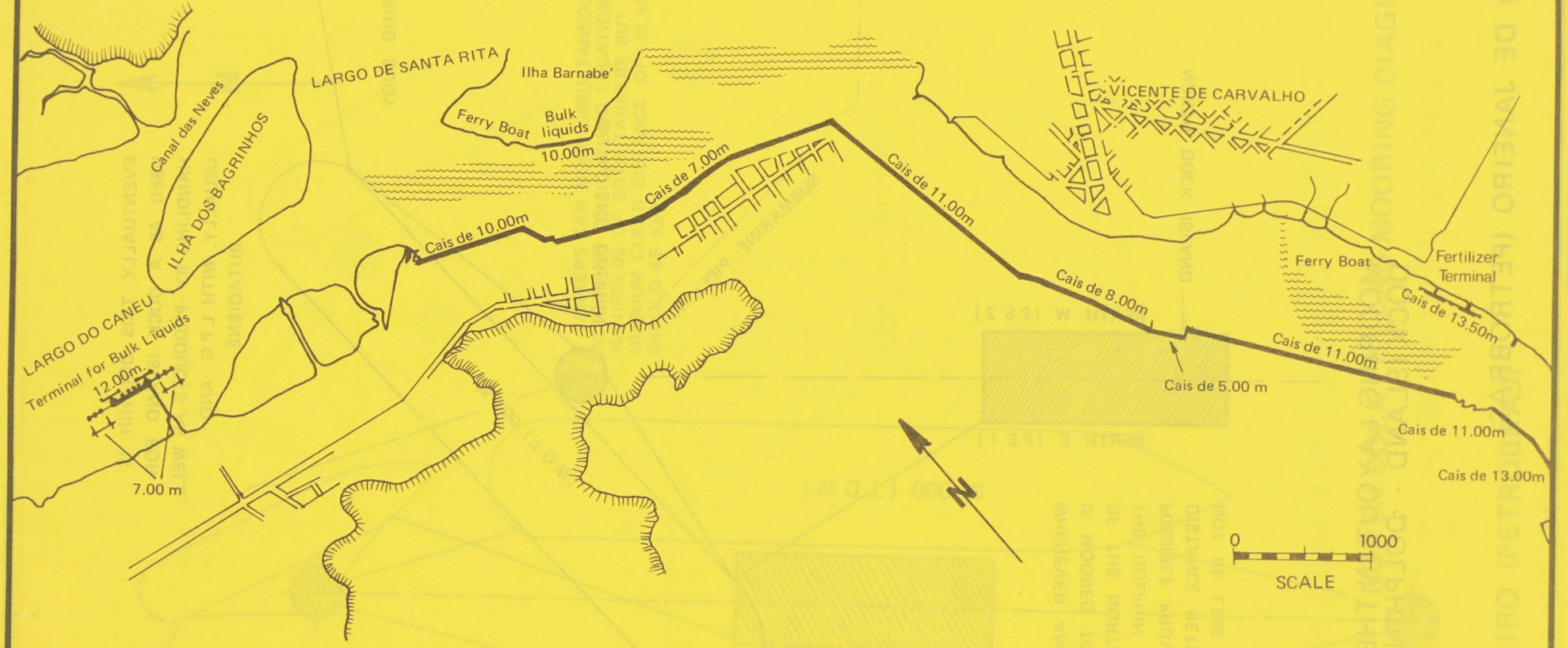
*"Reproduced by kind permission of the Port Authority"*


EVENTUALLY THIS DOLPHIN IS USED AS A DOCK - ISLAND FOR HANDLING BY - PRODUCTS AS WELL USUALLY, WITH LPG AND BUTADIENE
N
MOORING BUOY
35 000 (TDW)
BUTADIENE DOLPHIN
SUBMARINE PIPELINE
BERTH W (PS 2)
BERTH E (PS 1)
NORTH DOCK ISLAND
WHENEVER ANOTHER TANKER IS MOORED TO THE EAST BERTH OF THE NORTH DOCK ISLAND, THE DOLPHIN BERTHING IS POSSIBLE PROVIDED THAT THE DISTANCE BETWEEN SHIPS WILL NOT BE LESS THAN 10 METRES

MOORING LAYOUT IN THE BUTADIENE DOCK ISLAND - DOLPHIN - (PAB)

## RIO DE JANEIRO (PETROBRAS)

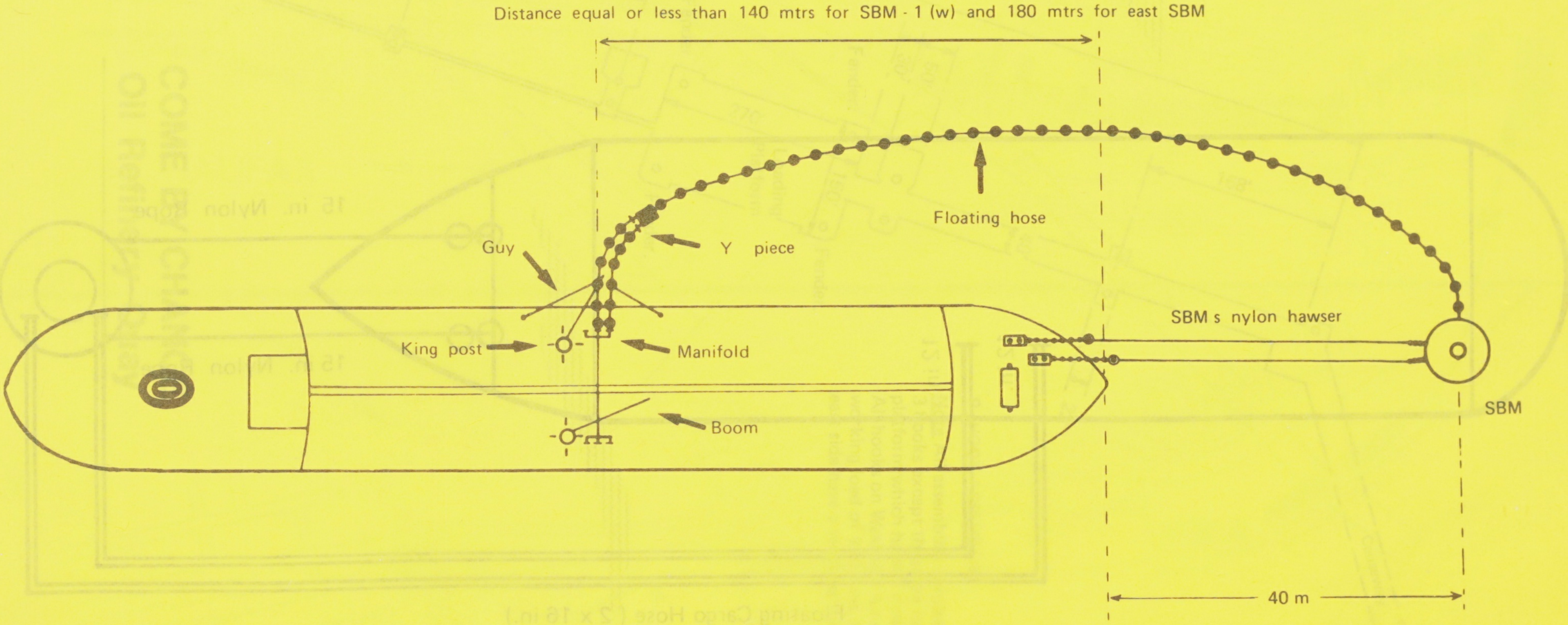
*"Reproduced by kind permission of the Port Authority".*


LARGO DE SANTA RITA
Ilha Barnabe'
Ferry Boat
Bulk liquids
10.00m
Canal das Neves
ILHA DOS BAGRINHOS
Cais de 7.00m
Cais de 10.00m
Cais de 11.00m
VICENTE DE CARVALHO
LARGO DO CANEU
Terminal for Bulk Liquids
12.00m.
7.00 m
Cais de 8.00m
Cais de 5.00 m
Ferry Boat
Fertilizer Terminal
Cais de 13.50m
Cais de 11.00m
Cais de 11.00m
Cais de 13.00m
N
0
1000
SCALE

**SANTOS**

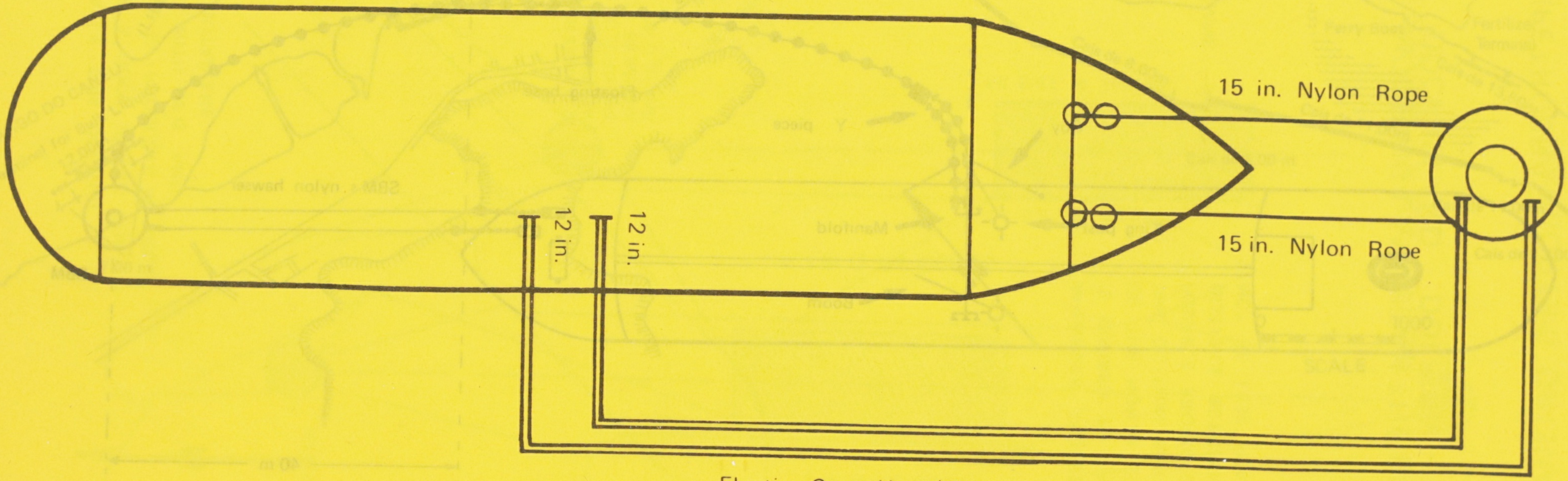
*"Reproduced by kind permission of the Port Authority".*

# ALMIRANTE SOARES DUTRA TERMINAL
# TRAMANDAI BRASIL


Distance equal or less than 140 mtrs for SBM - 1 (w) and 180 mtrs for east SBM
Floating hose
Y piece
Guy
King post
Manifold
Boom
SBM s nylon hawser
SBM
40 m

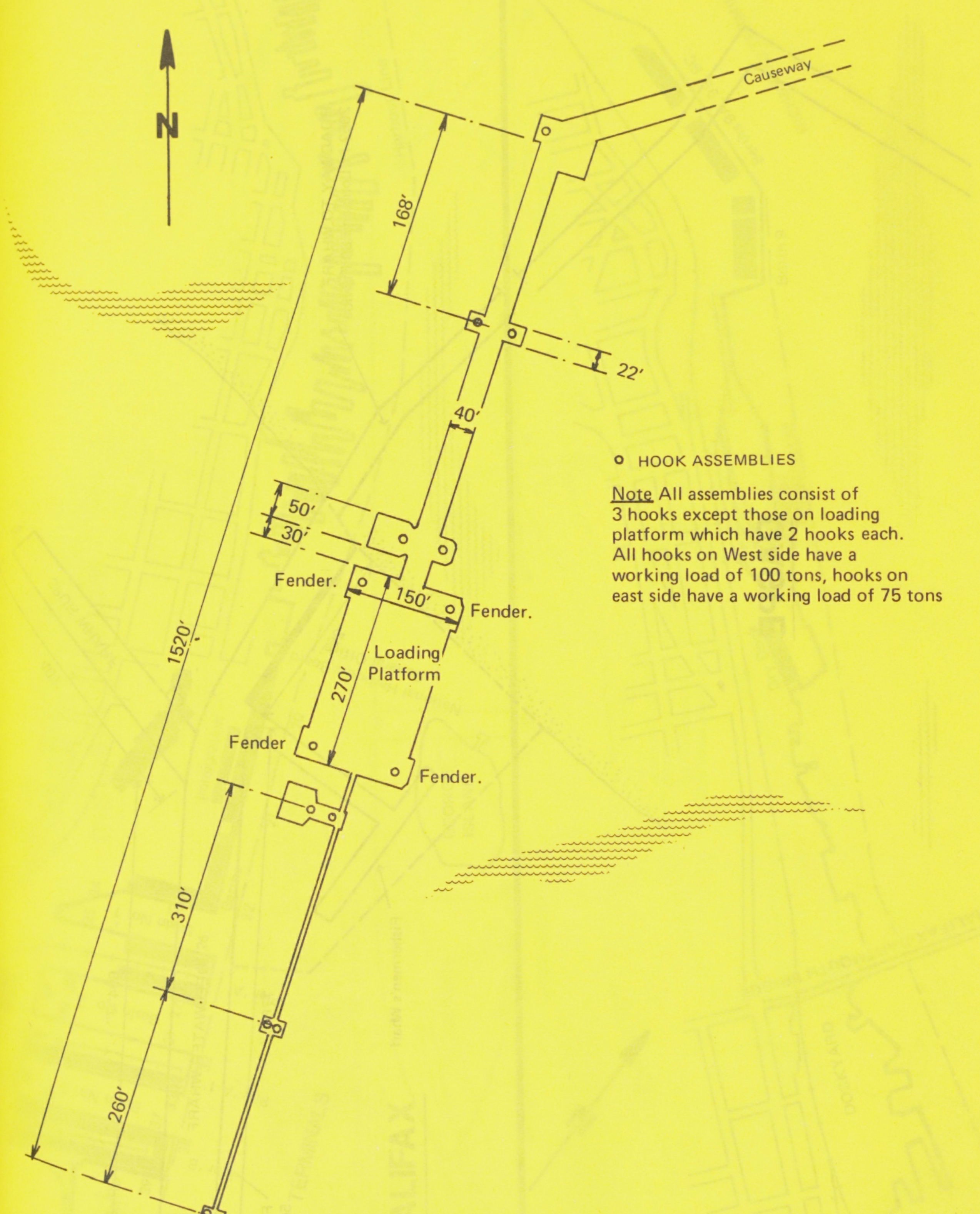
"Reproduced by kind permission of the Port Authority".

# MOORING DIAGRAM OF SERIA


15 in. Nylon Rope
12 in.
12 in.
15 in. Nylon Rope

Floating Cargo Hose ( 2 x 16 in.)
Connecting Cargo Hoses 12 in.

*Plan supplied by Ship's Master.*

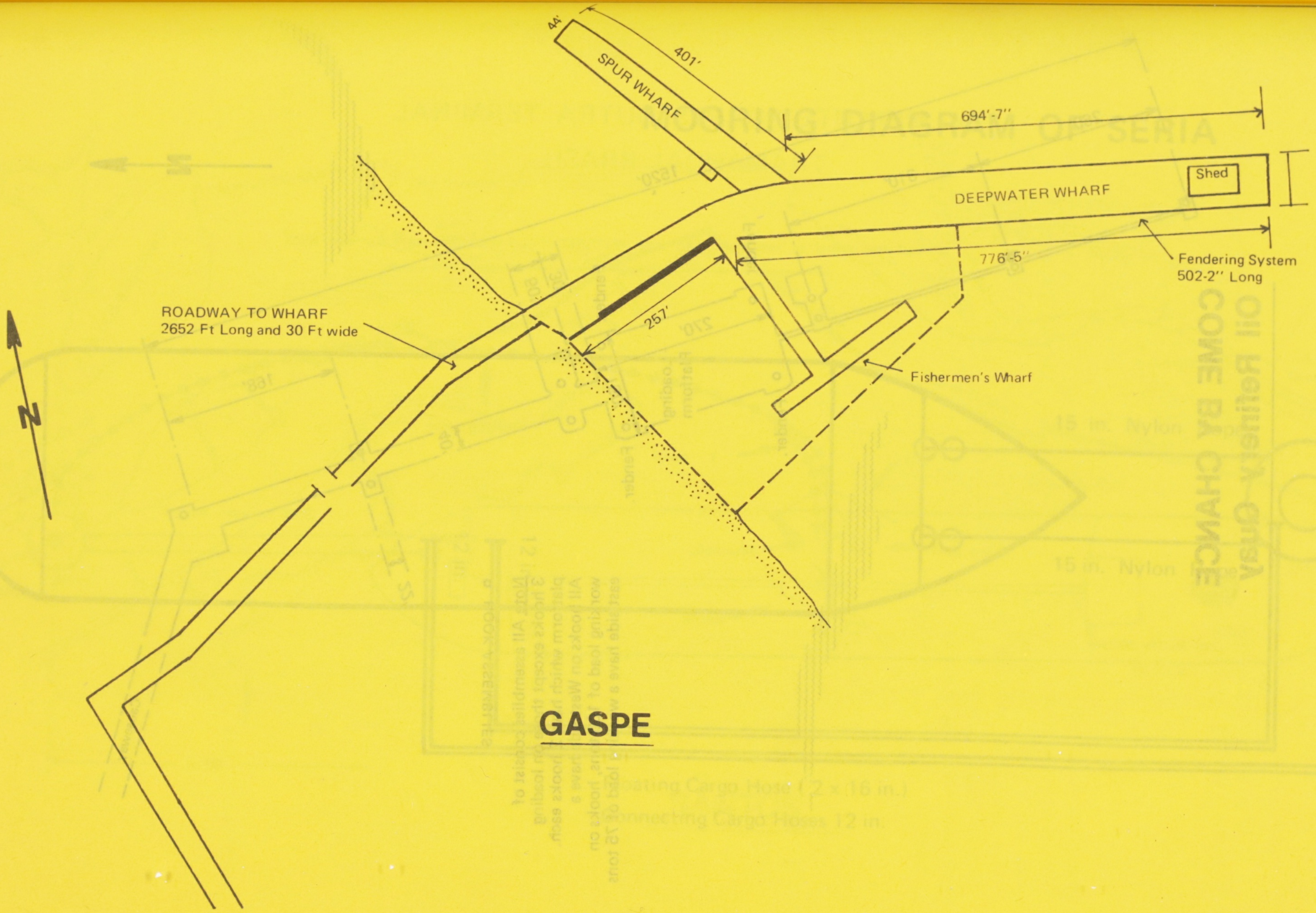

N
Causeway
168′
22′
40′
50′
30′
Fender.
150′
Fender.
Loading Platform
270′
1520′
Fender
Fender.
310′
260′

○ HOOK ASSEMBLIES

Note All assemblies consist of 3 hooks except those on loading platform which have 2 hooks each. All hooks on West side have a working load of 100 tons, hooks on east side have a working load of 75 tons

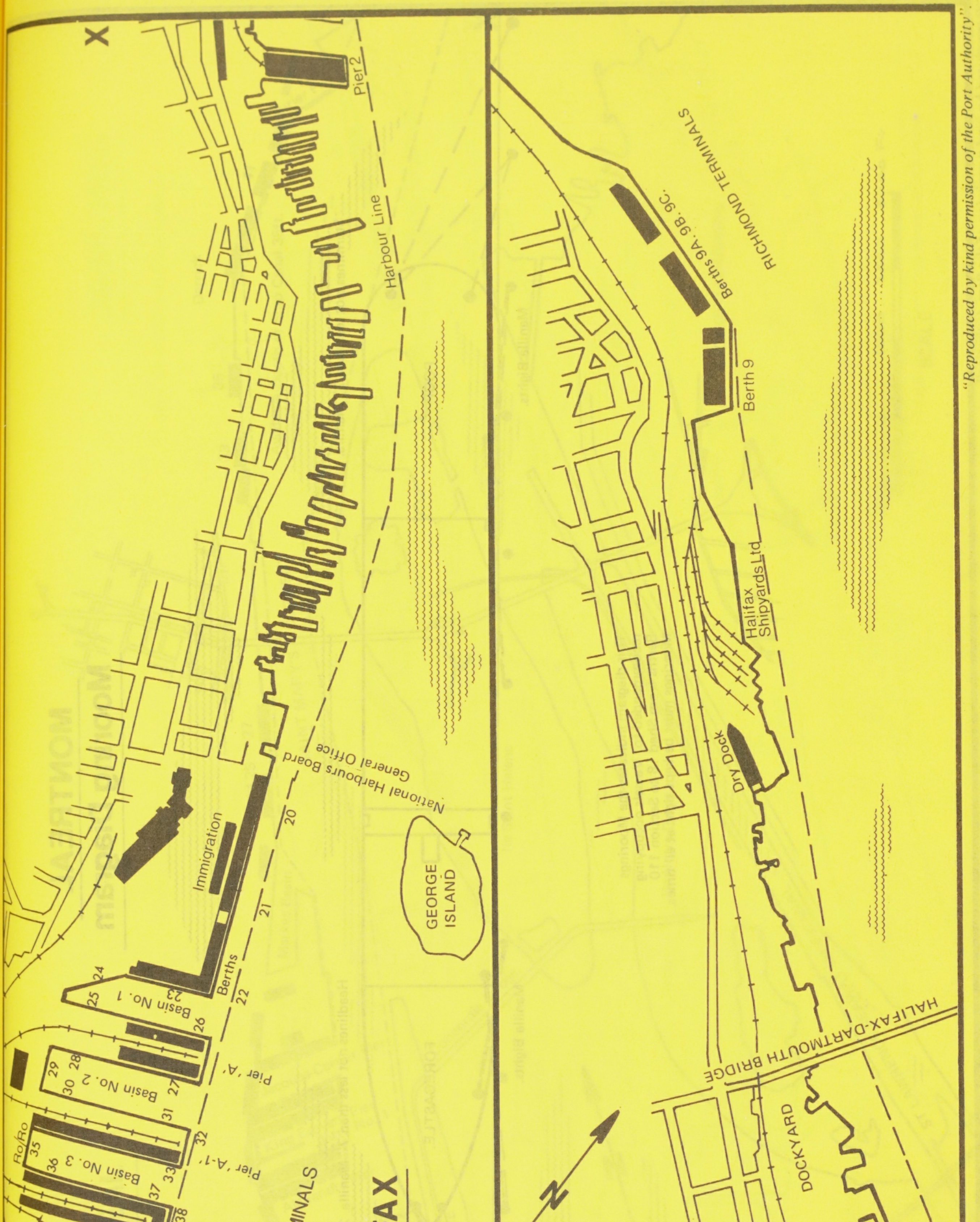
## COME BY CHANCE
## Oil Refinery Quay

*Plan supplied by Ship's Officer.*


44'
401'
SPUR WHARF
694'-7"
Shed
DEEPWATER WHARF
776'-5"
Fendering System
502-2" Long
ROADWAY TO WHARF
2652 Ft Long and 30 Ft wide
257'
Fishermen's Wharf
N

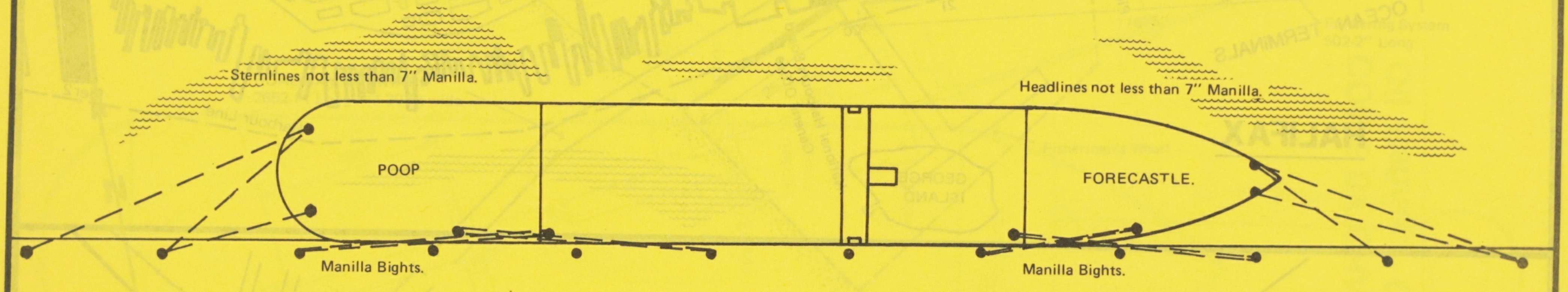
**GASPE**

*"Reproduced by kind permission of the Port Authority".*


HALIFAX
OCEAN TERMINALS
Berth 42 Berth 41
Ro/Ro
Pier 'C'
39
Pier 'B'
38
37
36
35
Ro/Ro
Basin No. 3
33
Pier 'A-1'
32
31
30
29
28
27
Basin No. 2
Pier 'A'
26
25
24
23
Basin No. 1
22
Berths
21
20
Immigration
National Harbours Board
General Office
GEORGE
ISLAND
Harbour Line
Pier 2
X
RICHMOND TERMINALS
Berths 9A, 9B, 9C
Berth 9
Halifax
Shipyards Ltd
Dry Dock
HALIFAX-DARTMOUTH BRIDGE
DOCKYARD
N
Pier 2
X

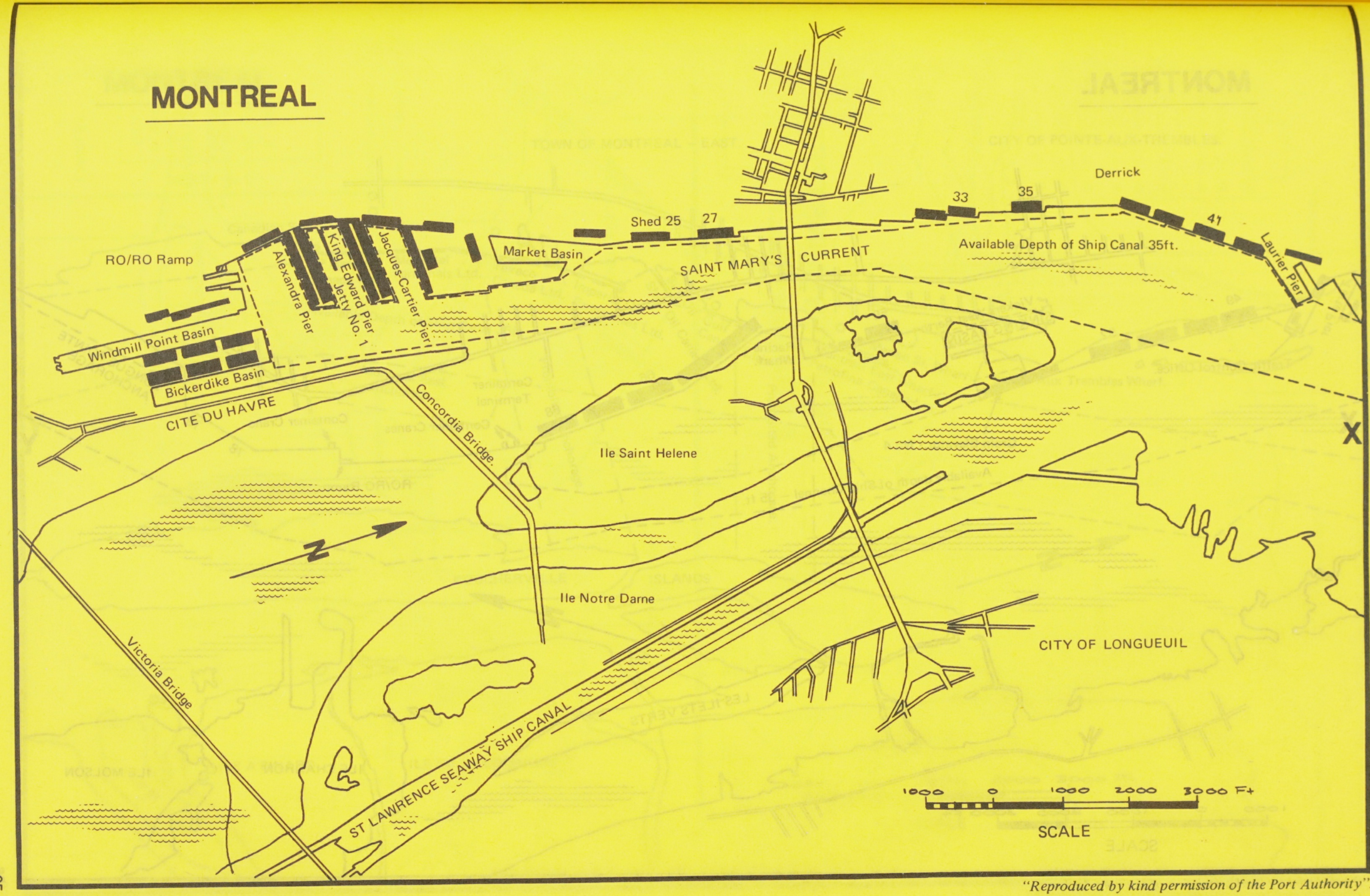
*"Reproduced by kind permission of the Port Authority".*

# MONTREAL
## Mooring Diagram


Sternlines not less than 7" Manilla.
POOP
Headlines not less than 7" Manilla.
FORECASTLE.
Manilla Bights.
Manilla Bights.

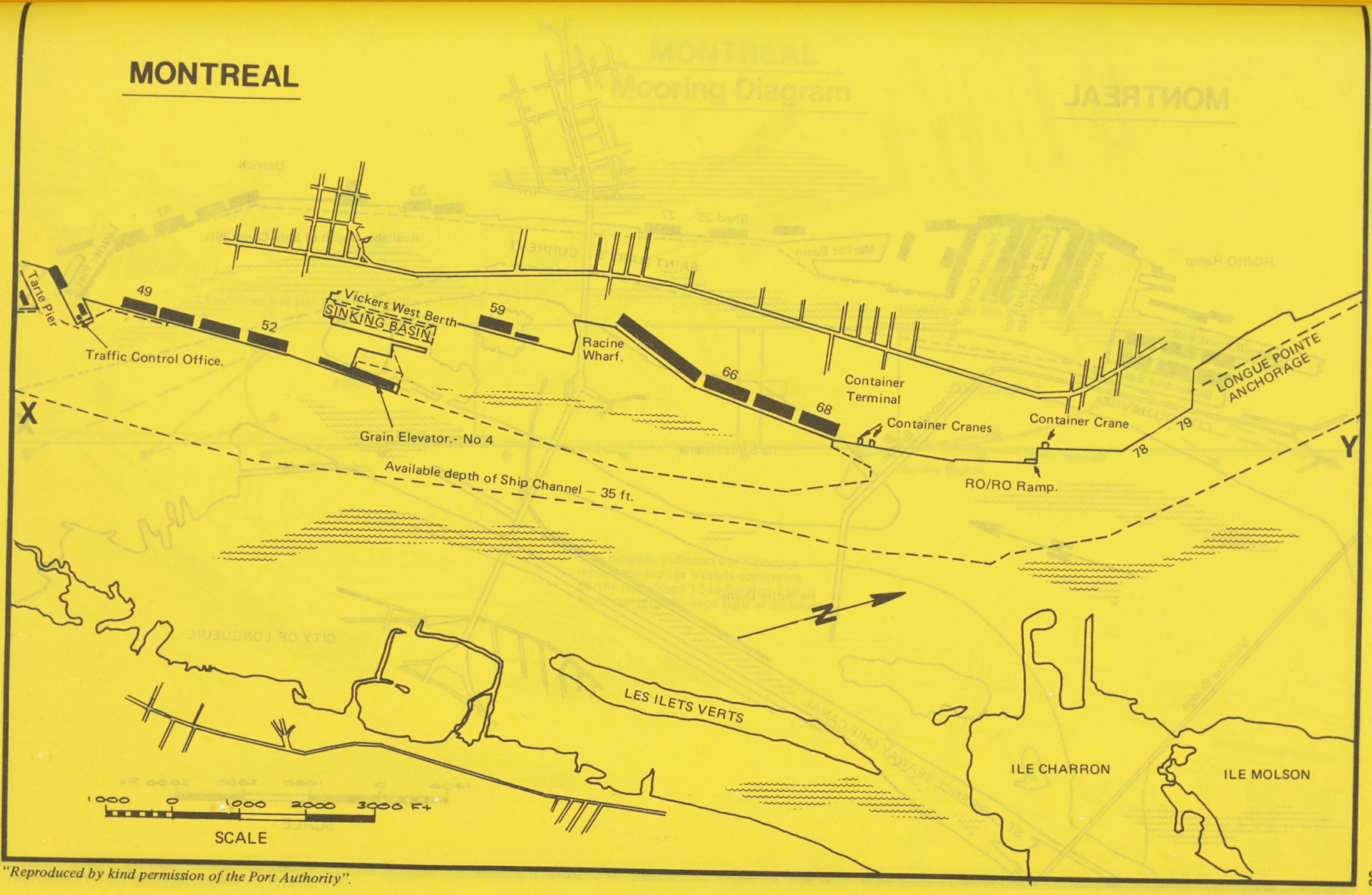
This diagram indicates the Moorings recommended for Vessels occupying Berths from Shed 18 to Section 110
Moorings must be kept tight at all times.

*"Reproduced by kind permission of the Port Authority"*


MONTREAL
RO/RO Ramp
Windmill Point Basin
Bickerdike Basin
Alexandra Pier
King Edward Pier
Jetty No. 1
Jacques-Cartier Pier
Market Basin
Shed 25
27
33
35
Derrick
41
Laurier Pier
Available Depth of Ship Canal 35ft.
SAINT MARY'S CURRENT
CITE DU HAVRE
Concordia Bridge.
Ile Saint Helene
Ile Notre Dame
N
X
Victoria Bridge
ST LAWRENCE SEAWAY SHIP CANAL
CITY OF LONGUEUIL
1000 0 1000 2000 3000 Ft
SCALE

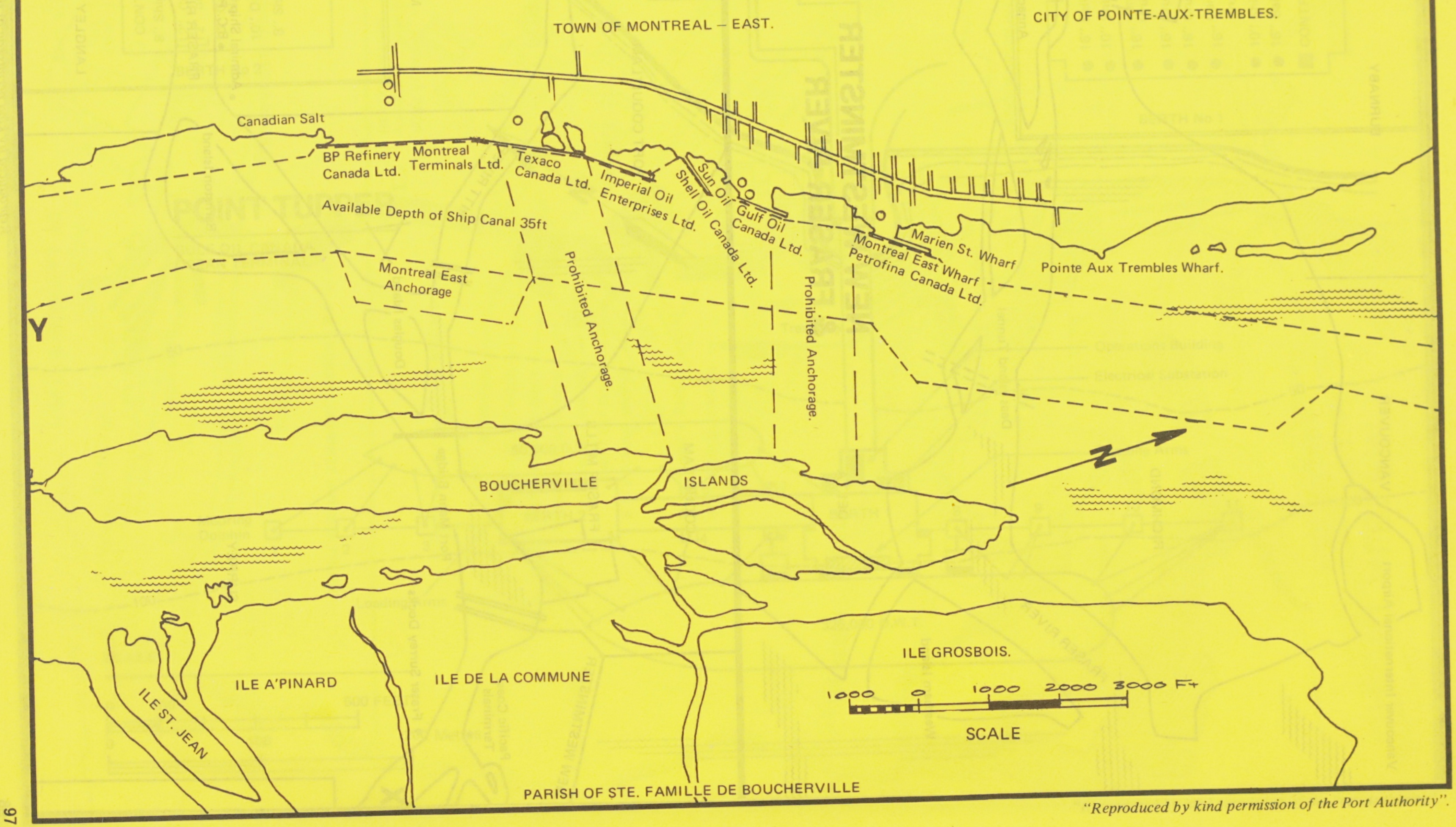
*"Reproduced by kind permission of the Port Authority".*

# MONTREAL

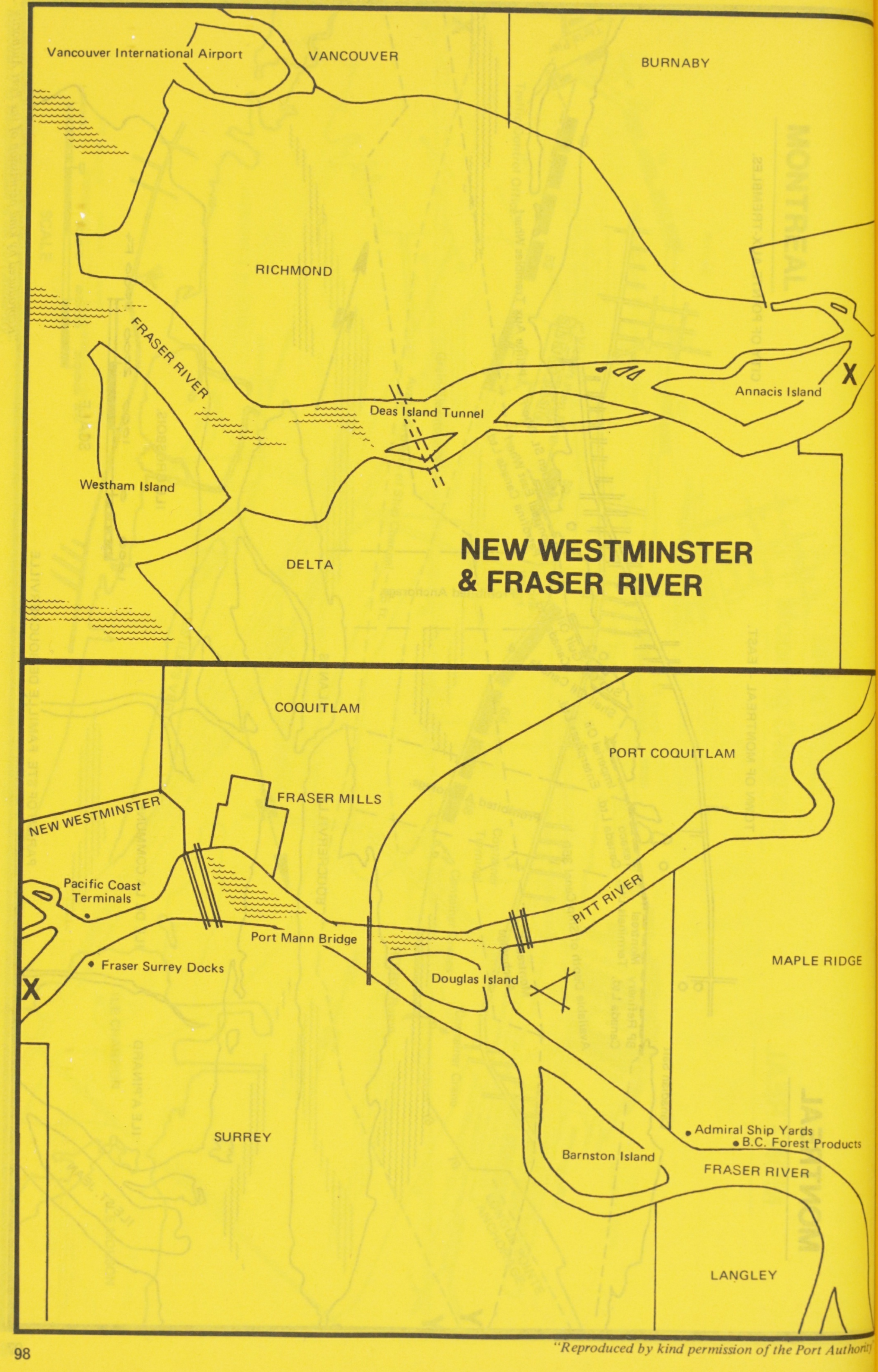

Tarte Pier
Traffic Control Office.
49
52
Vickers West Berth
SINKING BASIN
Grain Elevator.- No 4
59
Racine Wharf.
66
68
Container Terminal
Container Cranes
Container Crane
RO/RO Ramp.
78
79
LONGUE POINTE ANCHORAGE
X
Y
Available depth of Ship Channel — 35 ft.
N
LES ILETS VERTS
ILE CHARRON
ILE MOLSON
1000
0
1000
2000
3000 Ft
SCALE

*"Reproduced by kind permission of the Port Authority".*

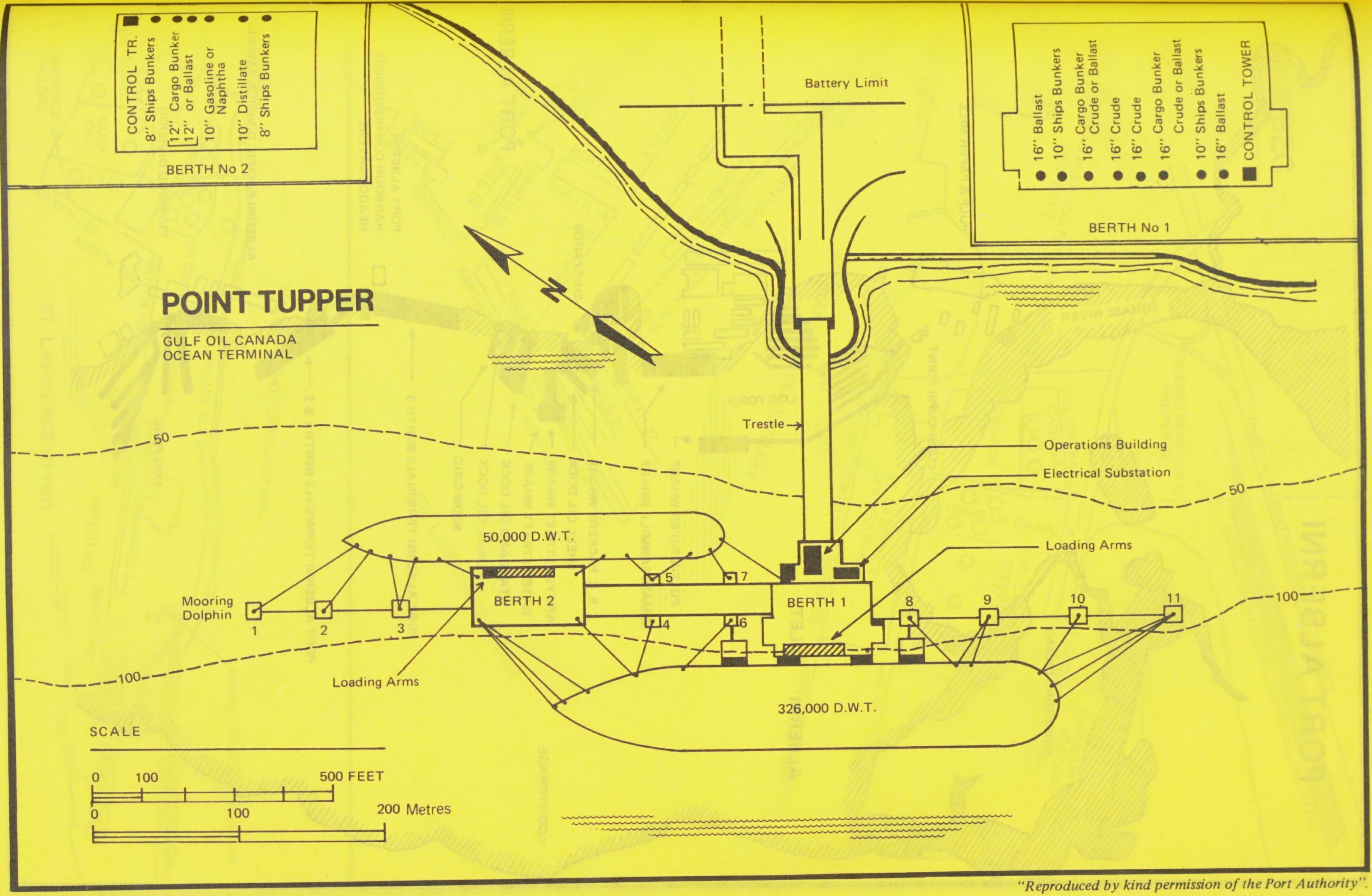
# MONTREAL


TOWN OF MONTREAL – EAST.
CITY OF POINTE-AUX-TREMBLES.
Canadian Salt
BP Refinery Canada Ltd.
Montreal Terminals Ltd.
Texaco Canada Ltd.
Imperial Oil Enterprises Ltd.
Shell Oil Canada Ltd.
Sun Oil
Gulf Oil Canada Ltd.
Available Depth of Ship Canal 35ft
Montreal East Anchorage
Prohibited Anchorage.
Prohibited Anchorage.
Montreal East Wharf
Petrofina Canada Ltd.
Marien St. Wharf
Pointe Aux Trembles Wharf.
Y
N
BOUCHERVILLE
ISLANDS
ILE GROSBOIS.
ILE A'PINARD
ILE DE LA COMMUNE
ILE ST. JEAN
1000 0 1000 2000 3000 Ft
SCALE
PARISH OF STE. FAMILLE DE BOUCHERVILLE

"Reproduced by kind permission of the Port Authority".


Vancouver International Airport
VANCOUVER
BURNABY
RICHMOND
FRASER RIVER
Deas Island Tunnel
Annacis Island
X
Westham Island
DELTA
NEW WESTMINSTER & FRASER RIVER
COQUITLAM
PORT COQUITLAM
FRASER MILLS
NEW WESTMINSTER
Pacific Coast Terminals
PITT RIVER
Port Mann Bridge
Fraser Surrey Docks
X
Douglas Island
MAPLE RIDGE
SURREY
Admiral Ship Yards
B.C. Forest Products
Barnston Island
FRASER RIVER
LANGLEY

*"Reproduced by kind permission of the Port Authority"*

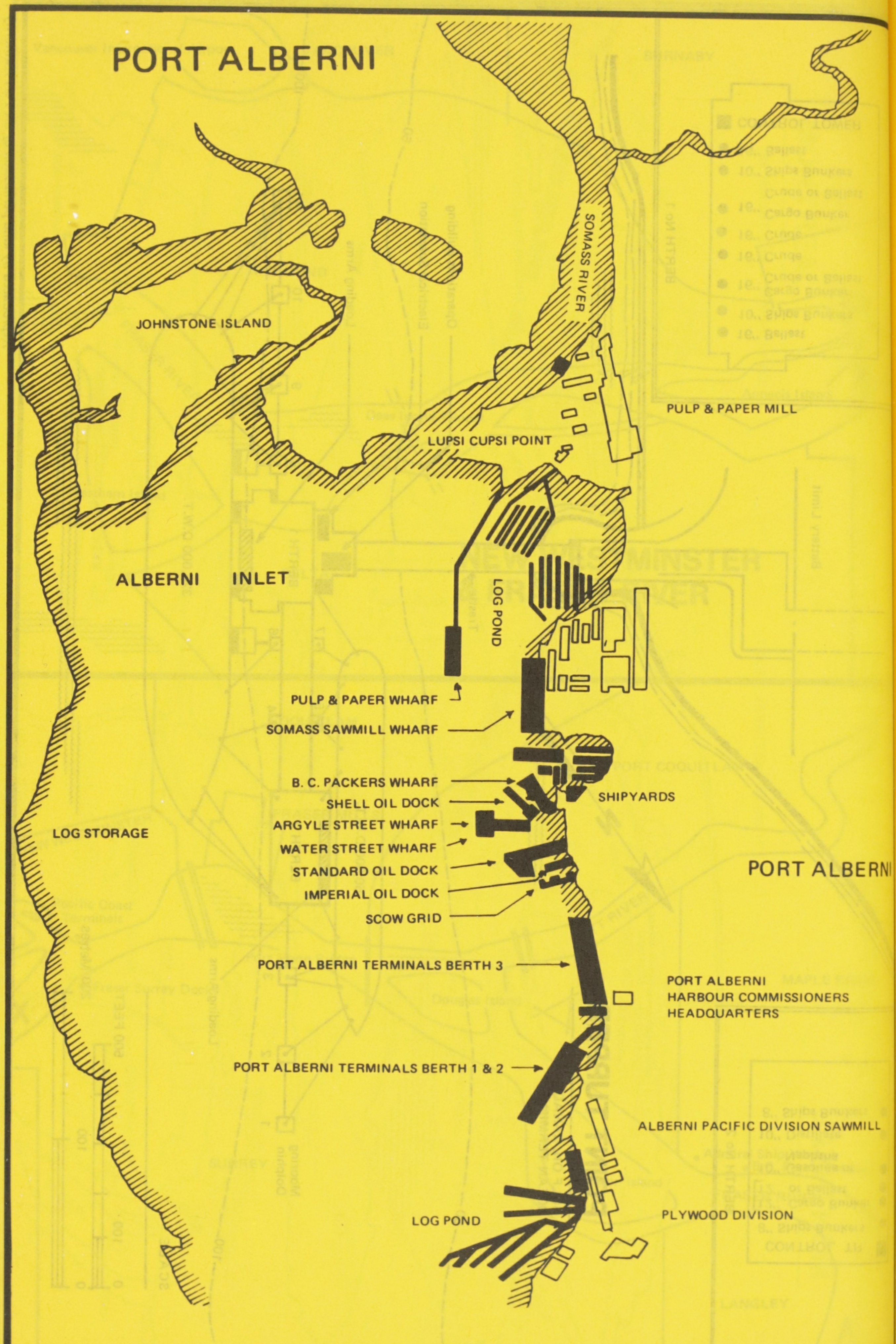


## POINT TUPPER

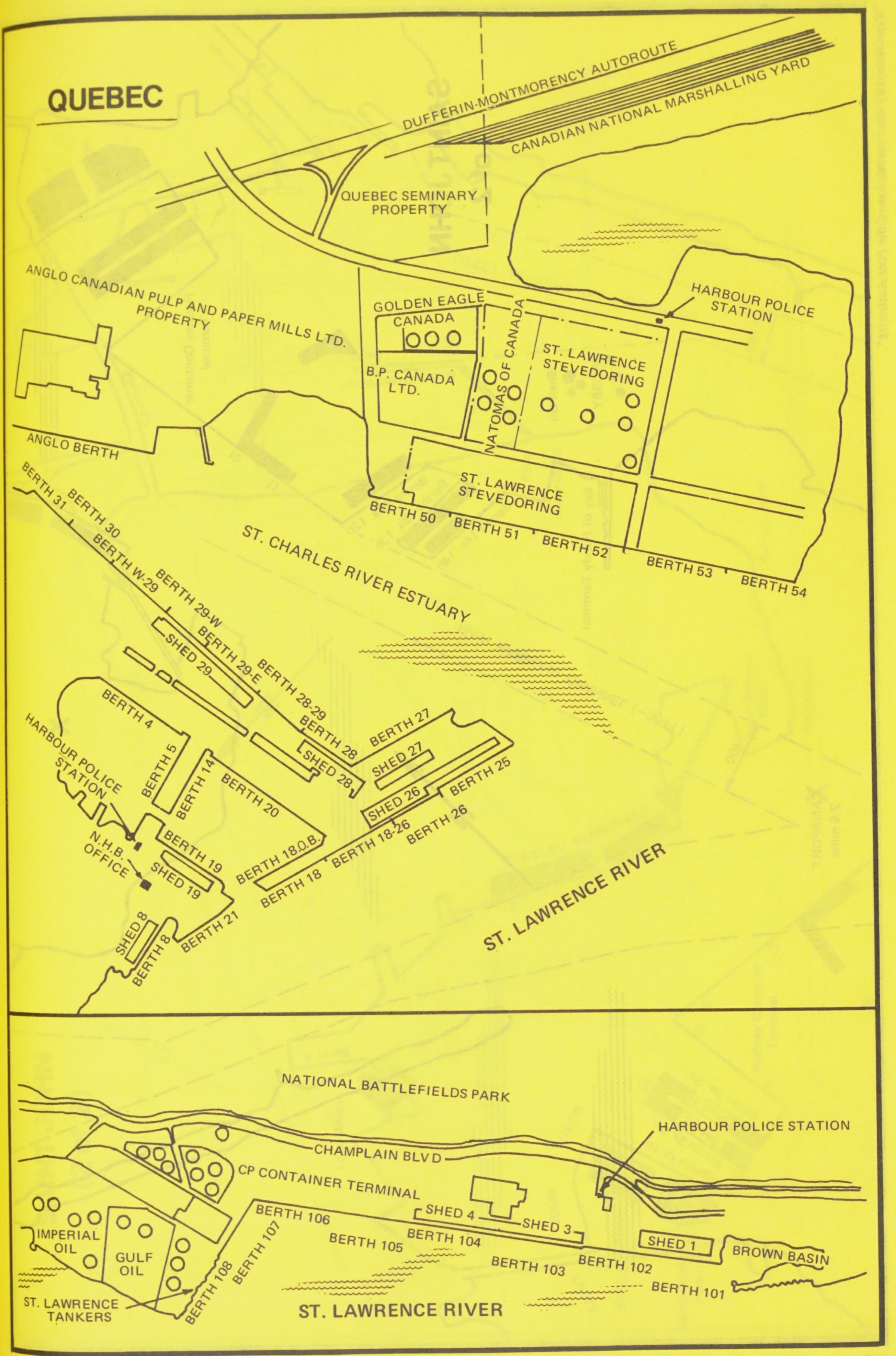
GULF OIL CANADA
OCEAN TERMINAL

CONTROL TR. ■
8" Ships Bunkers ●
12" Cargo Bunker
12" or Ballast ● ●
10" Gasoline or Naphtha ●
10" Distillate ●
8" Ships Bunkers ●
BERTH No 2
Battery Limit
16" Ballast ●
10" Ships Bunkers ●
16" Cargo Bunker Crude or Ballast ●
16" Crude ●
16" Crude ●
16" Cargo Bunker Crude or Ballast ●
10" Ships Bunkers ●
16" Ballast ●
CONTROL TOWER ■
BERTH No 1
N
Trestle
50
Operations Building
Electrical Substation
50
50,000 D.W.T.
Loading Arms
BERTH 2
BERTH 1
5
7
4
6
8
9
10
11
100
Mooring Dolphin
1
2
3
100
Loading Arms
326,000 D.W.T.
SCALE
0
100
500 FEET
0
100
200 Metres

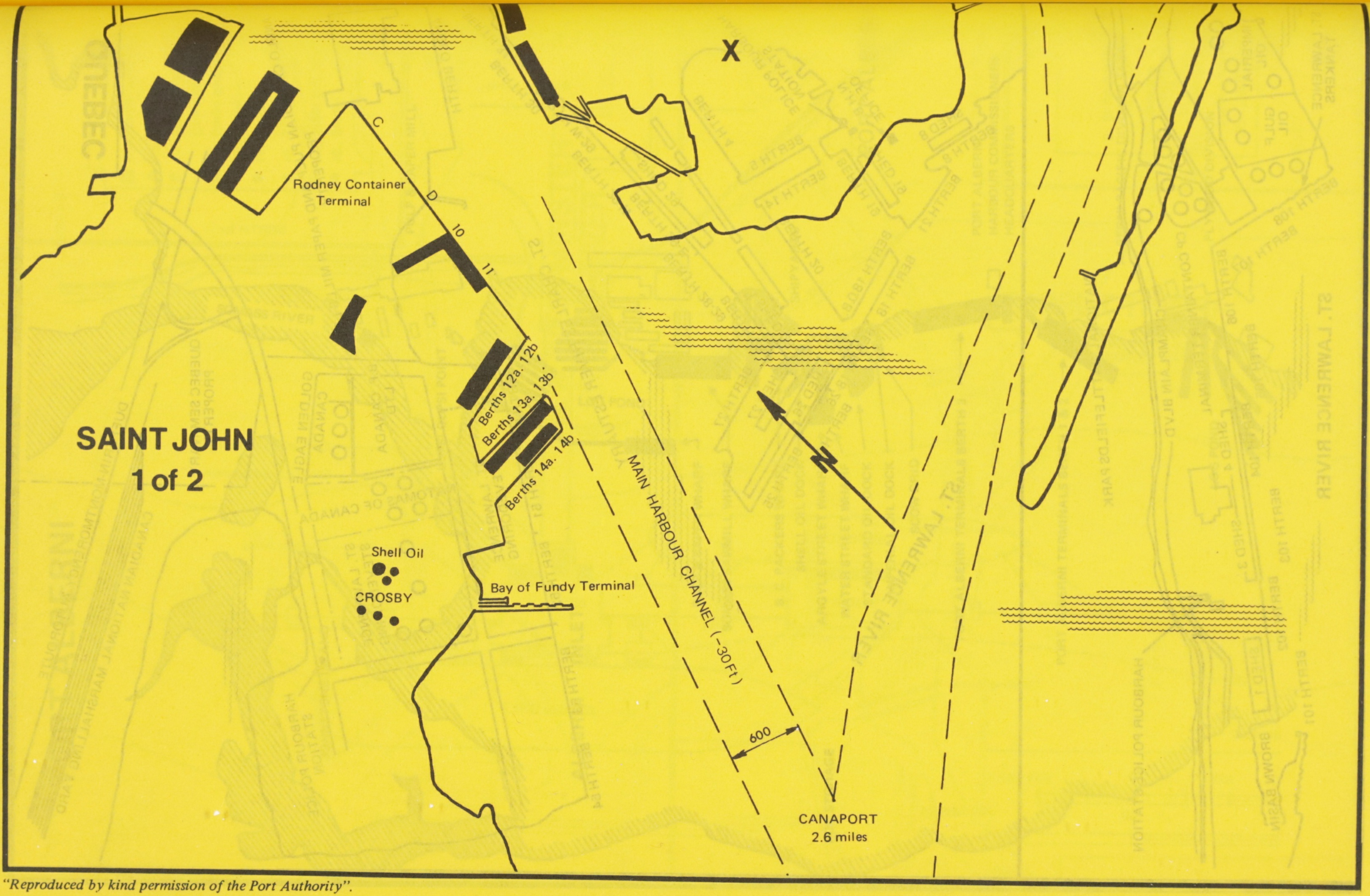
"Reproduced by kind permission of the Port Authority".


PORT ALBERNI
SOMASS RIVER
JOHNSTONE ISLAND
PULP & PAPER MILL
LUPSI CUPSI POINT
ALBERNI INLET
LOG POND
PULP & PAPER WHARF
SOMASS SAWMILL WHARF
B. C. PACKERS WHARF
SHELL OIL DOCK
SHIPYARDS
ARGYLE STREET WHARF
LOG STORAGE
WATER STREET WHARF
PORT ALBERNI
STANDARD OIL DOCK
IMPERIAL OIL DOCK
SCOW GRID
PORT ALBERNI TERMINALS BERTH 3
PORT ALBERNI HARBOUR COMMISSIONERS HEADQUARTERS
PORT ALBERNI TERMINALS BERTH 1 & 2
ALBERNI PACIFIC DIVISION SAWMILL
PLYWOOD DIVISION
LOG POND

*"Reproduced by kind permission of the Port Authority"*

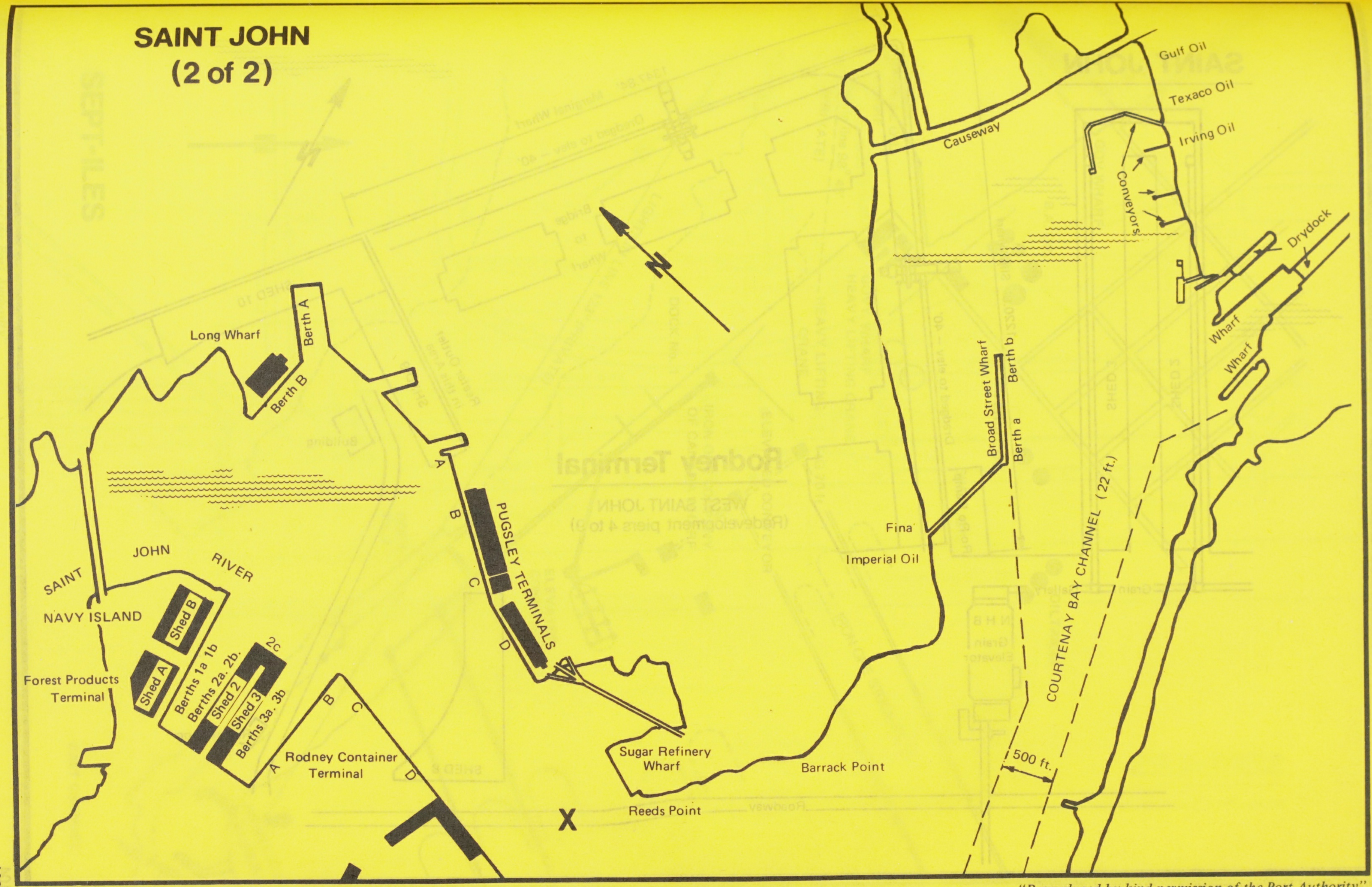

QUEBEC
DUFFERIN-MONTMORENCY AUTOROUTE
CANADIAN NATIONAL MARSHALLING YARD
QUEBEC SEMINARY PROPERTY
ANGLO CANADIAN PULP AND PAPER MILLS LTD. PROPERTY
GOLDEN EAGLE CANADA
B.P. CANADA LTD.
NATOMAS OF CANADA
ST. LAWRENCE STEVEDORING
HARBOUR POLICE STATION
ANGLO BERTH
ST. LAWRENCE STEVEDORING
BERTH 50
BERTH 51
BERTH 52
BERTH 53
BERTH 54
ST. CHARLES RIVER ESTUARY
BERTH 31
BERTH 30
BERTH W-29
BERTH 29-W
SHED 29
BERTH 29-E
BERTH 28-29
BERTH 28
SHED 28
BERTH 27
SHED 27
BERTH 25
SHED 26
BERTH 26
BERTH 18-26
BERTH 18 O.B.
BERTH 18
BERTH 4
BERTH 5
BERTH 14
BERTH 20
HARBOUR POLICE STATION
N.H.B. OFFICE
BERTH 19
SHED 19
BERTH 21
SHED 8
BERTH 8
ST. LAWRENCE RIVER
NATIONAL BATTLEFIELDS PARK
CHAMPLAIN BLVD
HARBOUR POLICE STATION
CP CONTAINER TERMINAL
BERTH 106
BERTH 107
SHED 4
SHED 3
SHED 1
BERTH 104
BERTH 105
BERTH 103
BERTH 102
BROWN BASIN
BERTH 101
IMPERIAL OIL
GULF OIL
BERTH 108
ST. LAWRENCE TANKERS
ST. LAWRENCE RIVER

*"Reproduced by kind permission of the Port Authority".*

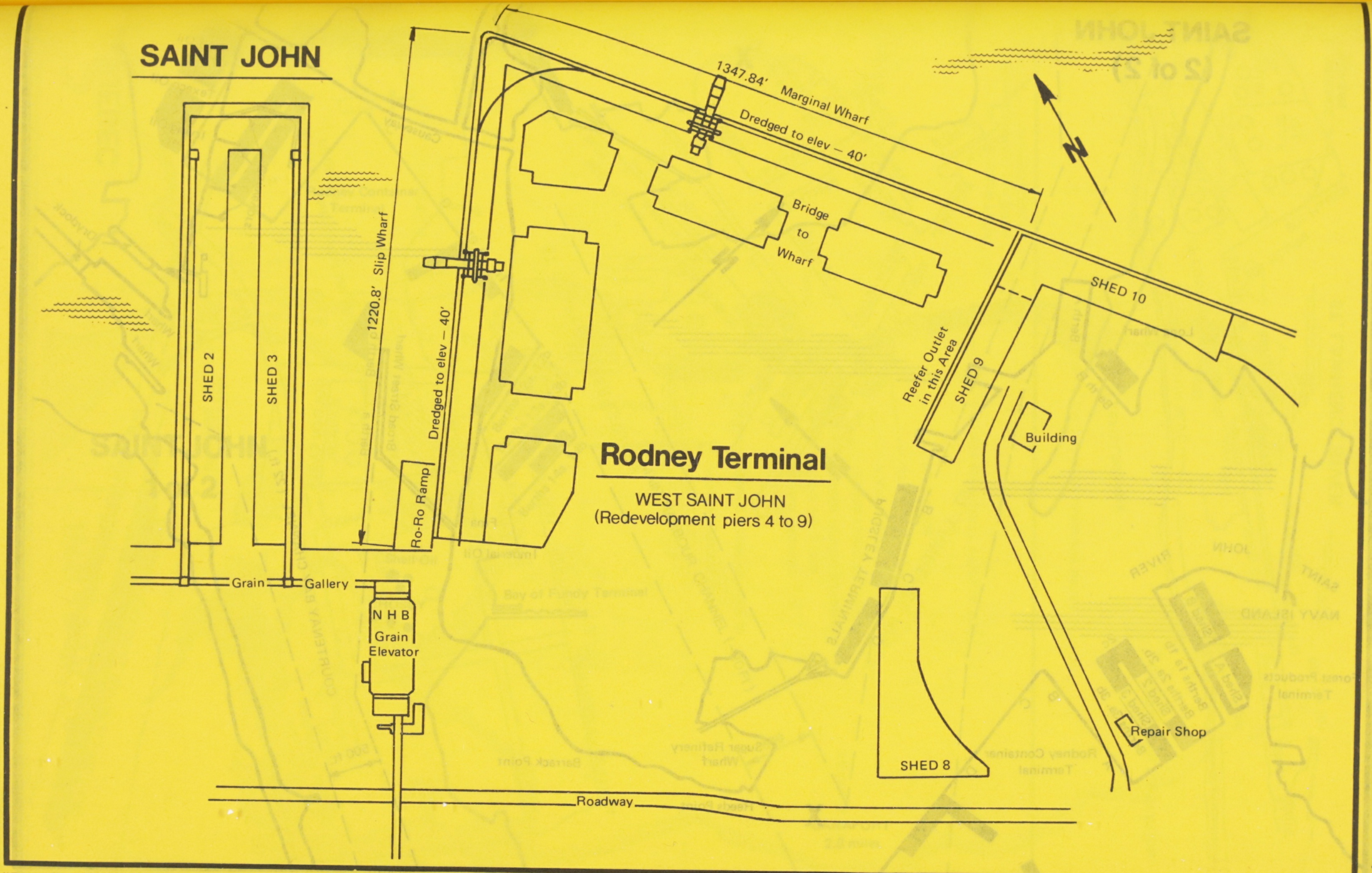

X
Rodney Container Terminal
C
D
10
11
Berths 12a. 12b
Berths 13a. 13b
Berths 14a. 14b
SAINT JOHN
1 of 2
Shell Oil
CROSBY
Bay of Fundy Terminal
MAIN HARBOUR CHANNEL (–30Ft)
N
600
CANAPORT
2.6 miles

*"Reproduced by kind permission of the Port Authority".*

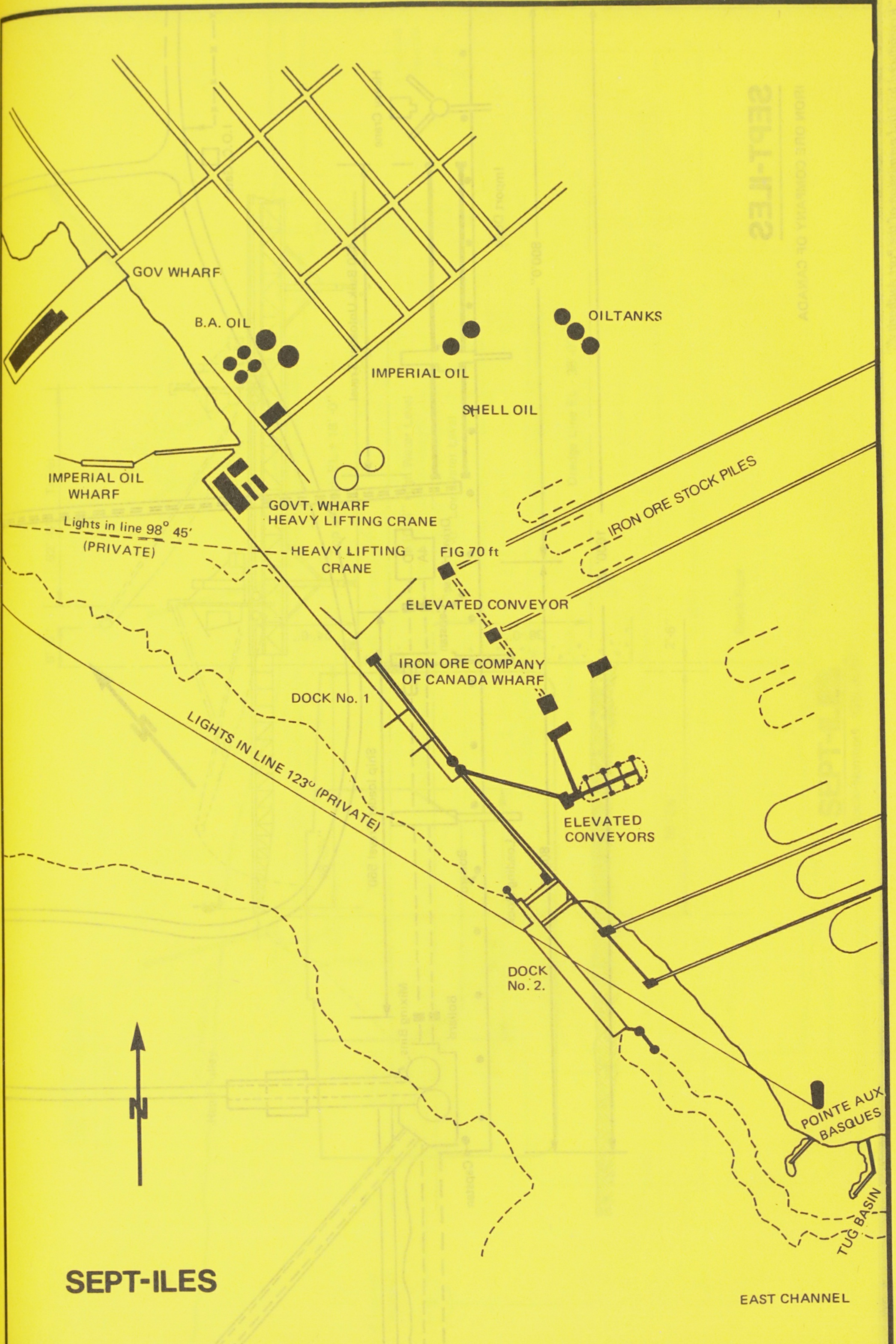
# SAINT JOHN
## (2 of 2)


Causeway
Gulf Oil
Texaco Oil
Irving Oil
Conveyors
Drydock
Wharf
Wharf
N
Long Wharf
Berth A
Berth B
A
B
C
D
PUGSLEY TERMINALS
Broad Street Wharf
Berth b
Berth a
Fina
Imperial Oil
COURTENAY BAY CHANNEL (22 ft.)
500 ft.
SAINT JOHN RIVER
NAVY ISLAND
Forest Products Terminal
Shed A
Shed B
Berths 1a 1b
Berths 2a. 2b.
2c
Shed 2
Shed 3
Berths 3a. 3b
A
B
C
D
Rodney Container Terminal
Sugar Refinery Wharf
Barrack Point
Reeds Point
X

*"Reproduced by kind permission of the Port Authority".*

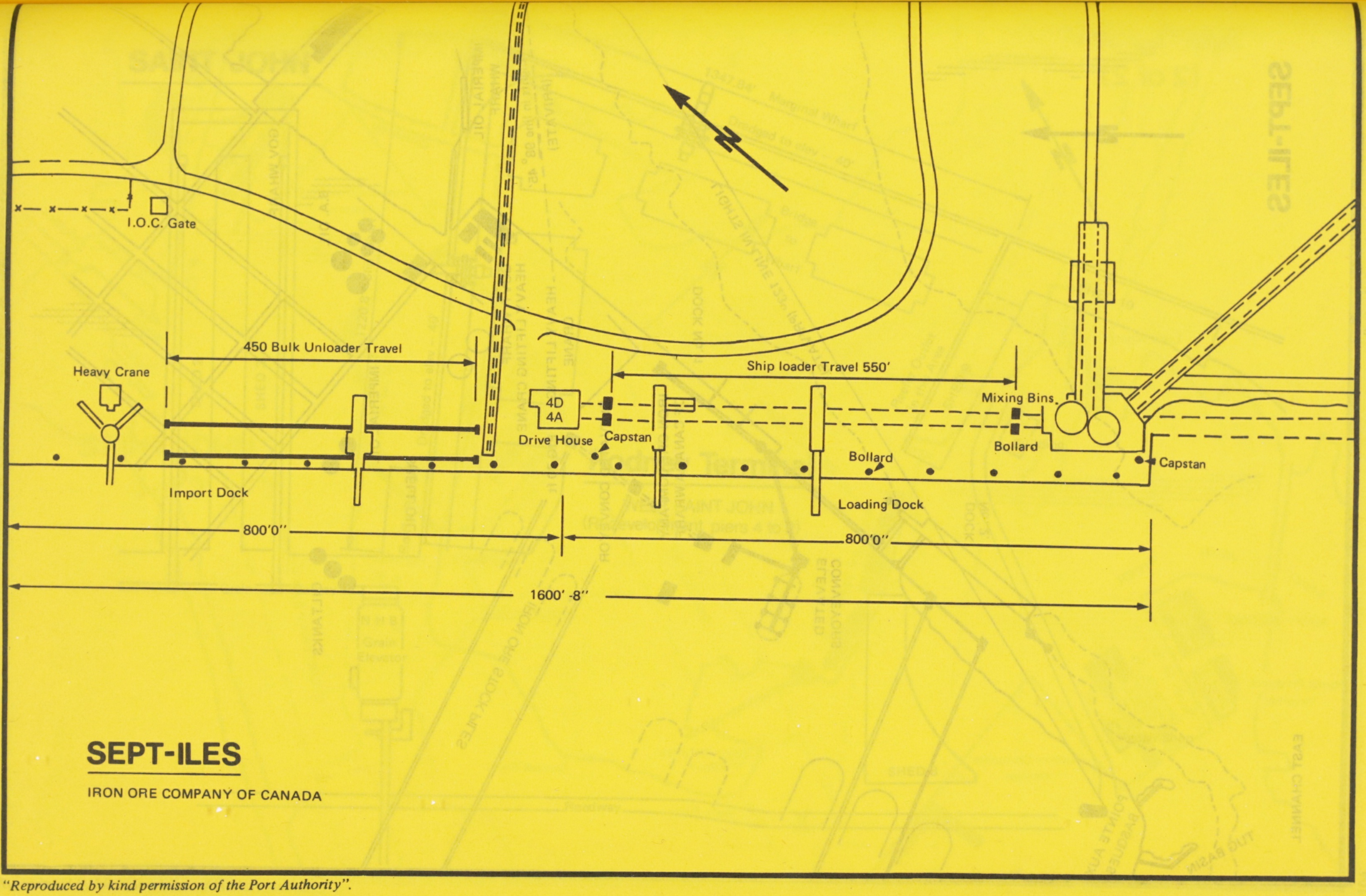

SAINT JOHN
1347.84'
Marginal Wharf
Dredged to elev – 40'
N
SHED 2
SHED 3
1220.8' Slip Wharf
Dredged to elev – 40'
Bridge to Wharf
SHED 10
Reefer Outlet in this Area
SHED 9
Building
Rodney Terminal
WEST SAINT JOHN
(Redevelopment piers 4 to 9)
Ro-Ro Ramp
Grain
Gallery
N H B
Grain
Elevator
SHED 8
Repair Shop
Roadway

*"Reproduced by kind permission of the Port Authority"*


GOV WHARF
B.A. OIL
OILTANKS
IMPERIAL OIL
SHELL OIL
IMPERIAL OIL WHARF
GOVT. WHARF HEAVY LIFTING CRANE
Lights in line 98° 45′ (PRIVATE)
HEAVY LIFTING CRANE
FIG 70 ft
IRON ORE STOCK PILES
ELEVATED CONVEYOR
IRON ORE COMPANY OF CANADA WHARF
DOCK No. 1
LIGHTS IN LINE 123° (PRIVATE)
ELEVATED CONVEYORS
DOCK No. 2.
N
POINTE AUX BASQUES
TUG BASIN
EAST CHANNEL

## SEPT-ILES

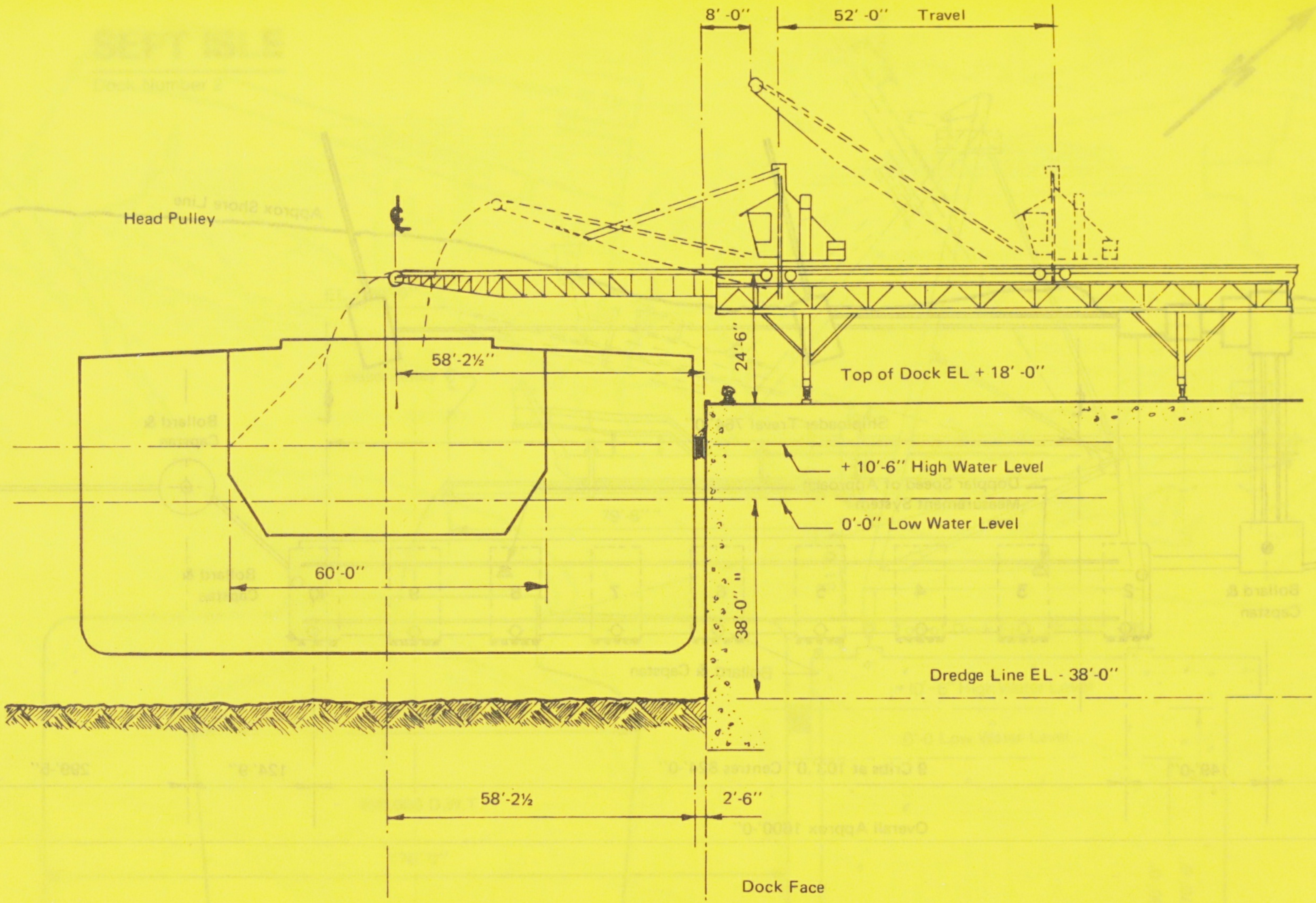
*"Reproduced by kind permission of the Port Authority".*


I.O.C. Gate
Heavy Crane
450 Bulk Unloader Travel
Import Dock
4D
4A
Drive House
Capstan
Ship loader Travel 550'
Mixing Bins
Bollard
Bollard
Capstan
Loading Dock
800'0"
800'0"
1600' -8"

# SEPT-ILES

IRON ORE COMPANY OF CANADA

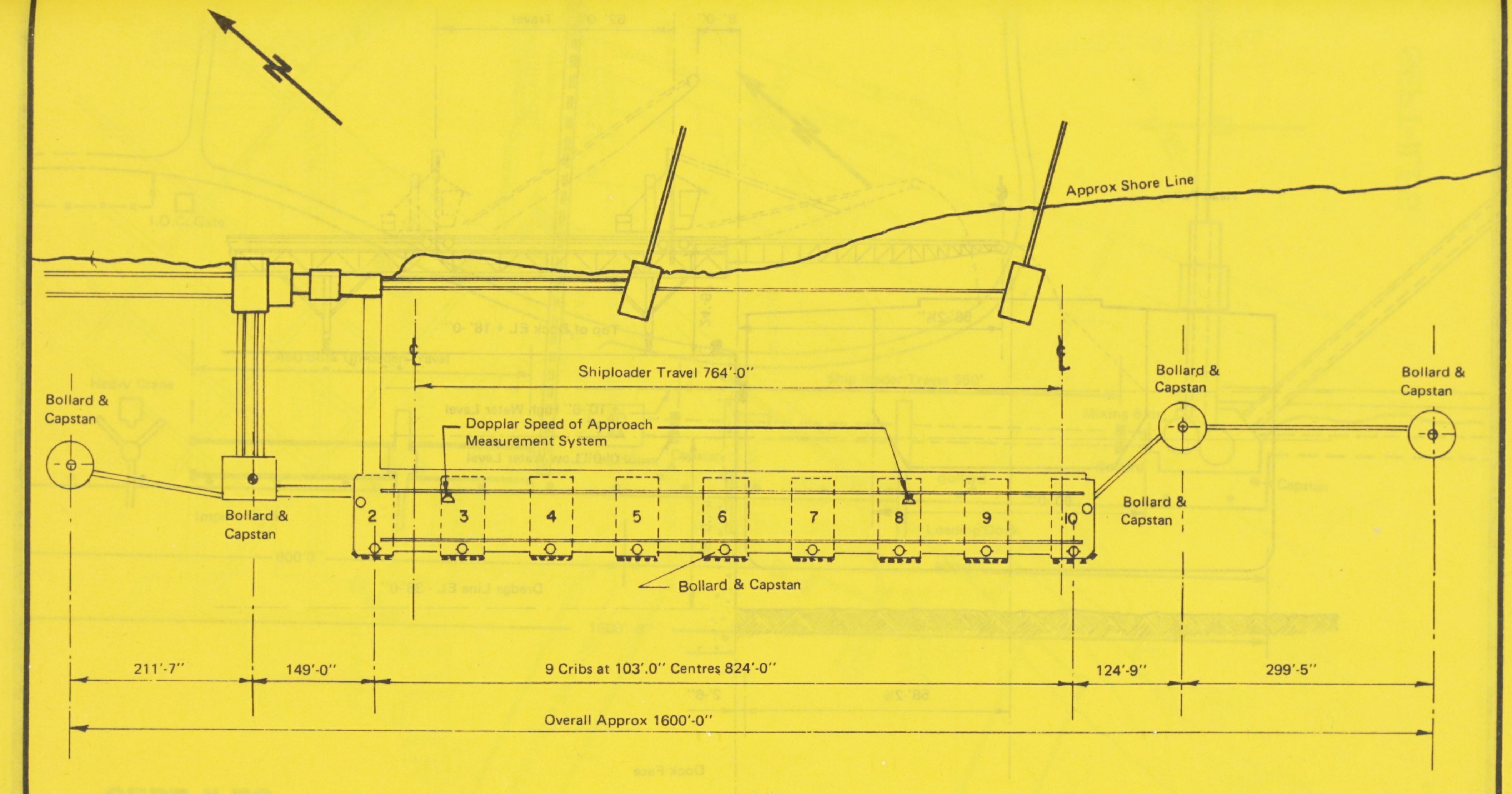
*"Reproduced by kind permission of the Port Authority".*


8'-0"
52'-0" Travel
Head Pulley
℄
58'-2½"
24'-6"
Top of Dock EL + 18'-0"
+ 10'-6" High Water Level
0'-0" Low Water Level
60'-0"
38'-0"
Dredge Line EL - 38'-0"
58'-2½
2'-6"
Dock Face

**SEPT-ILES**

Dock–Number1 (Old dock)

*"Reproduced by kind permission of the Port Authority".*


Approx Shore Line
Shiploader Travel 764'-0"
Doppler Speed of Approach
Measurement System
Bollard &
Capstan
Bollard &
Capstan
Bollard &
Capstan
Bollard &
Capstan
Bollard &
Capstan
Bollard & Capstan
2
3
4
5
6
7
8
9
10
211'-7"
149'-0"
9 Cribs at 103'.0" Centres 824'-0"
124'-9"
299'-5"
Overall Approx 1600'-0"

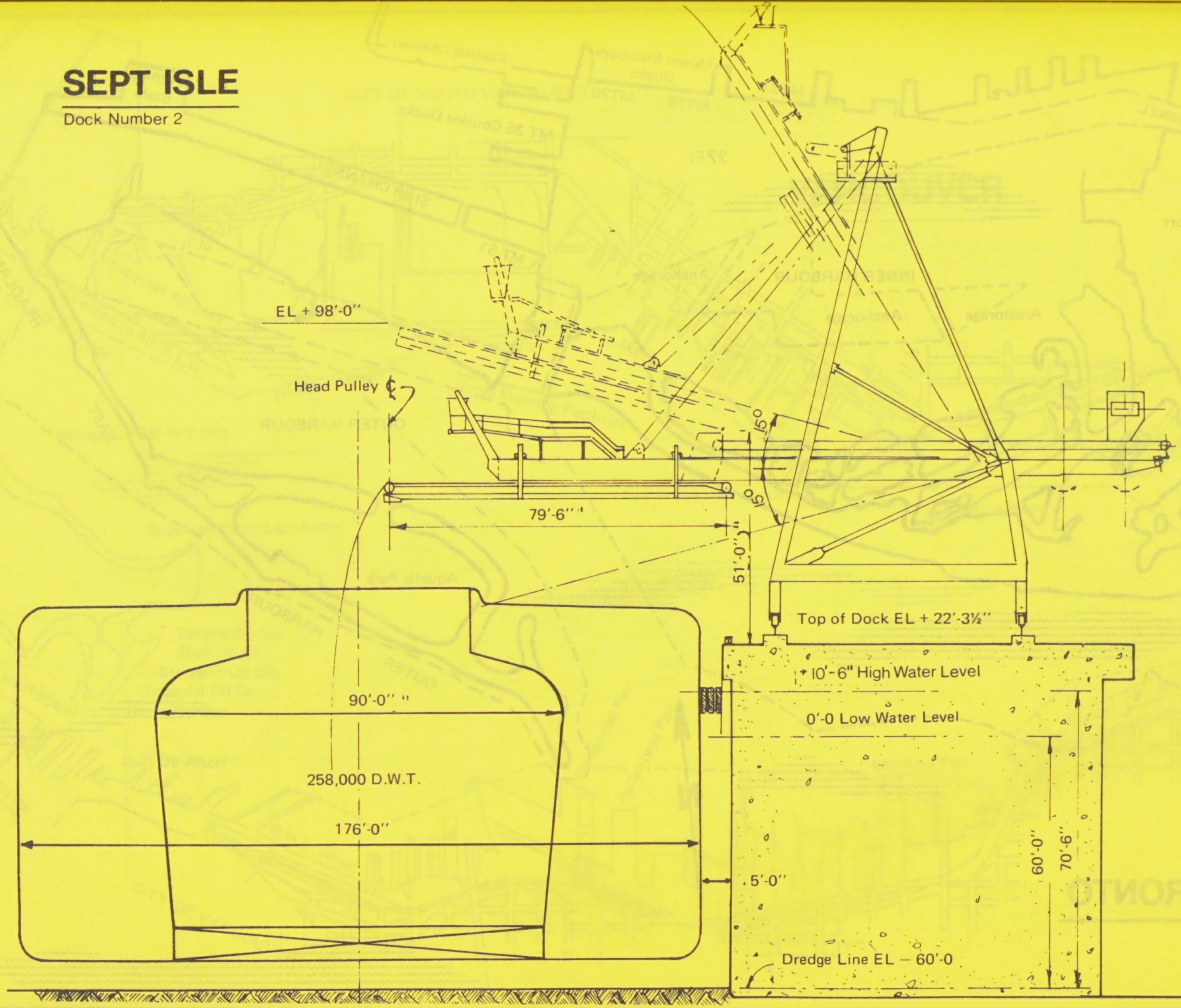
## SEPT-ILES

Dock–Number 2

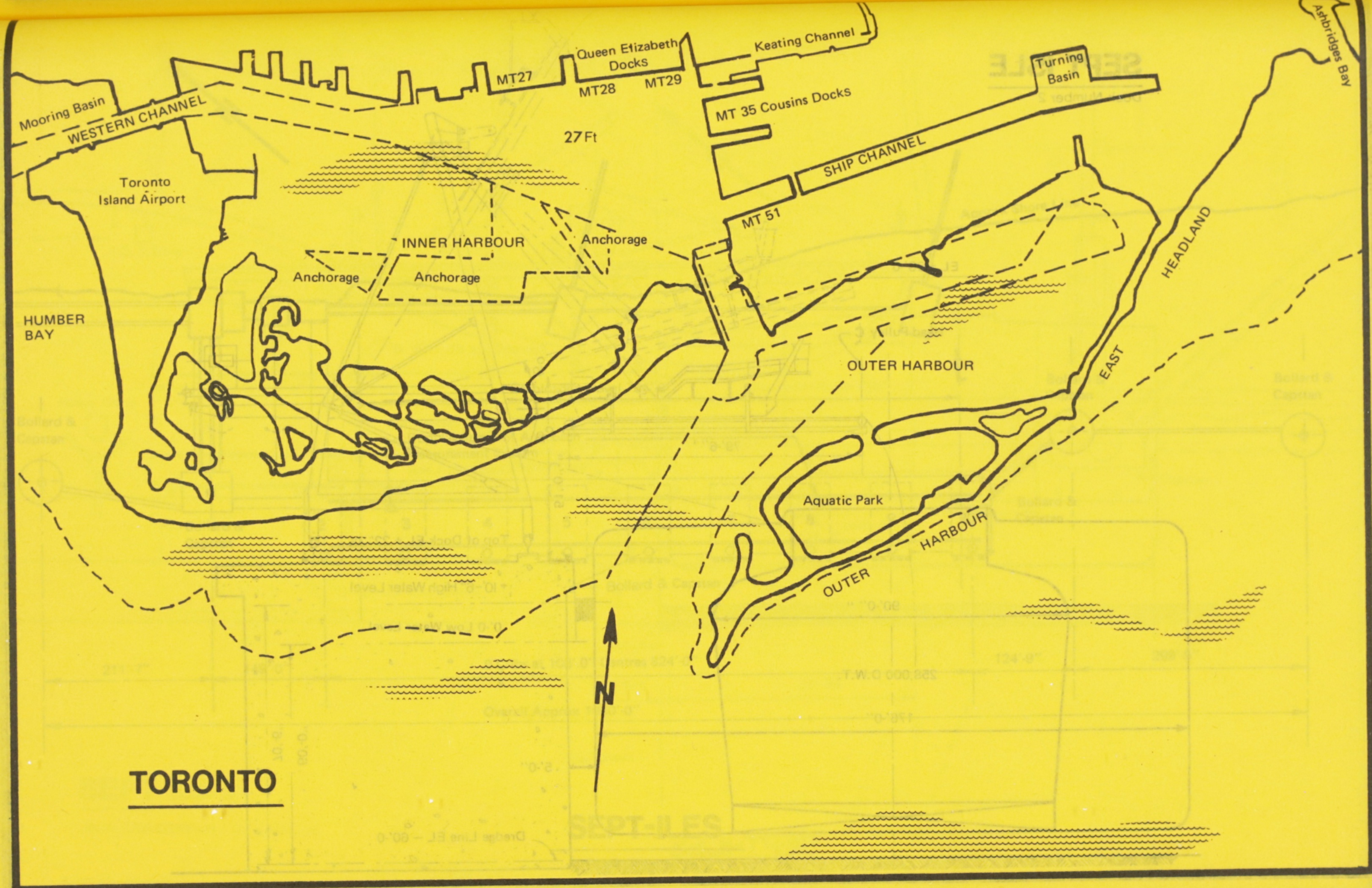
*"Reproduced by kind permission of the Port Authority".*

# SEPT ISLE

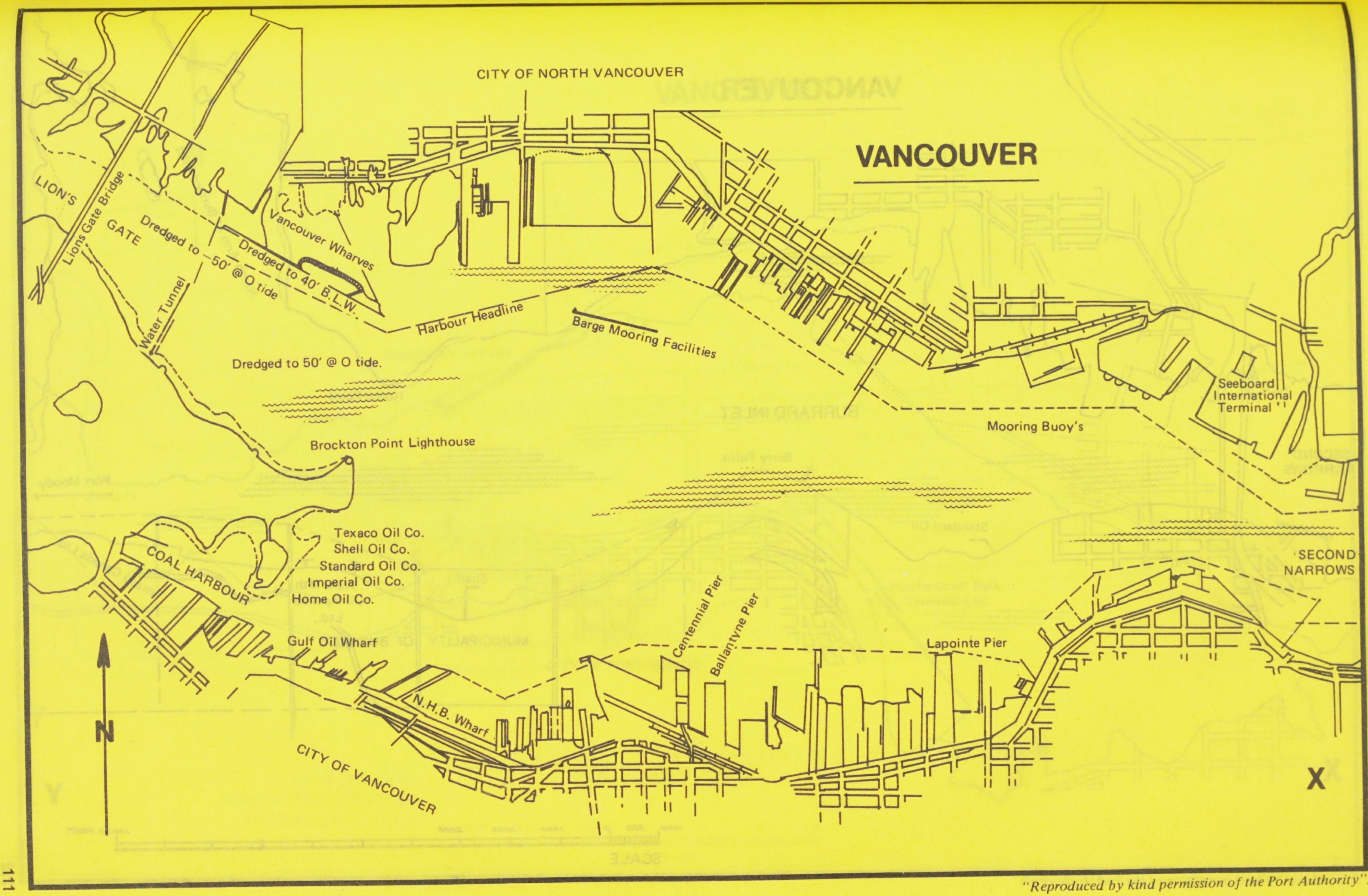
Dock Number 2


EL + 98'-0"
Head Pulley ℄
15°
15°
79'-6"
51'-0"
Top of Dock EL + 22'-3½"
+ 10'-6" High Water Level
0'-0 Low Water Level
90'-0"
258,000 D.W.T.
176'-0"
5'-0"
60'-0"
70'-6"
Dredge Line EL – 60'-0

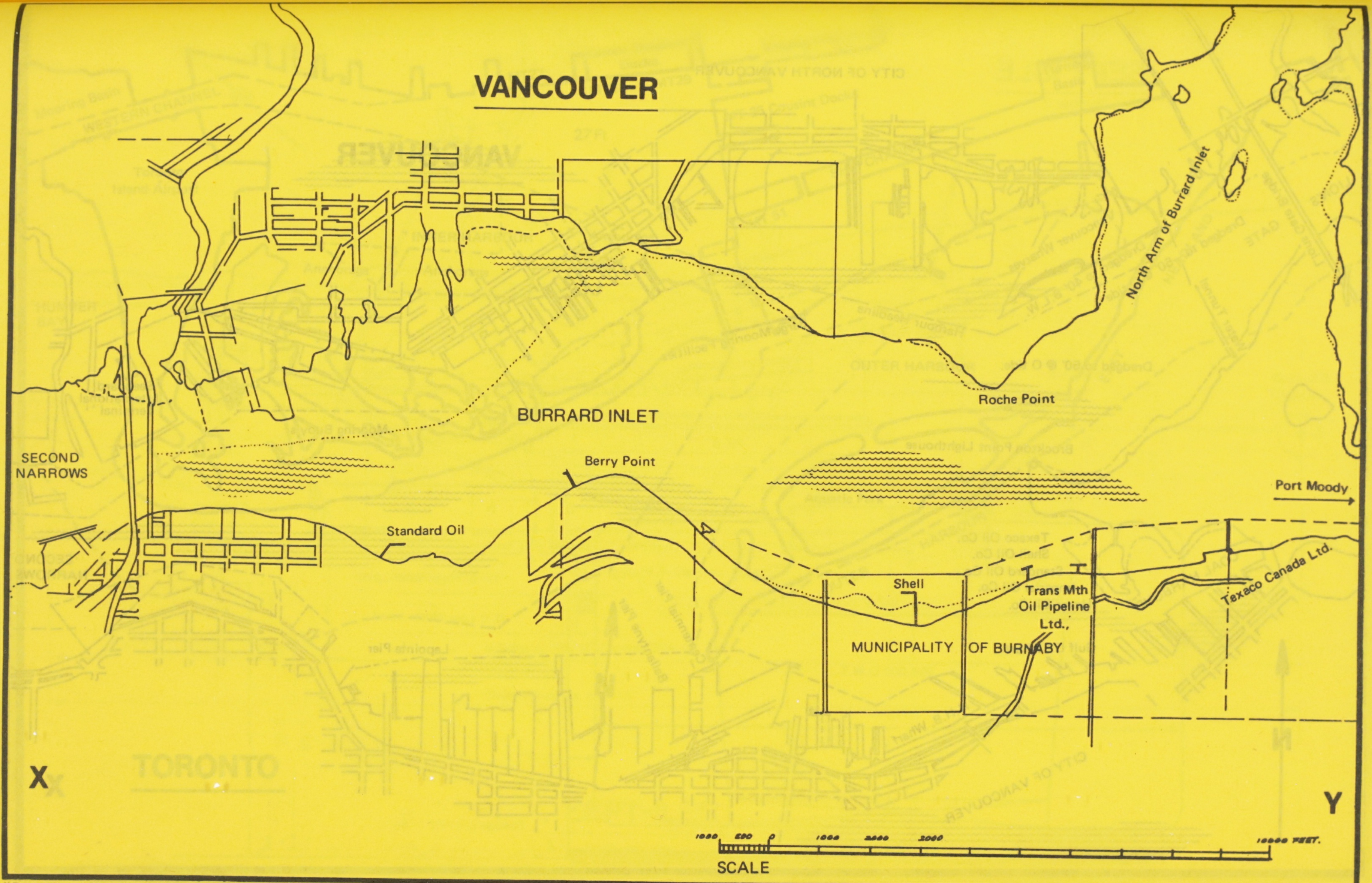
*"Reproduced by kind permission of the Port Authority".*


Queen Elizabeth Docks
Keating Channel
Ashbridges Bay
Turning Basin
MT27
MT28
MT29
Mooring Basin
WESTERN CHANNEL
MT 35 Cousins Docks
27 Ft
SHIP CHANNEL
Toronto Island Airport
MT 51
INNER HARBOUR
Anchorage
Anchorage
Anchorage
HEADLAND
HUMBER BAY
OUTER HARBOUR
EAST
Aquatic Park
HARBOUR
OUTER
N
TORONTO

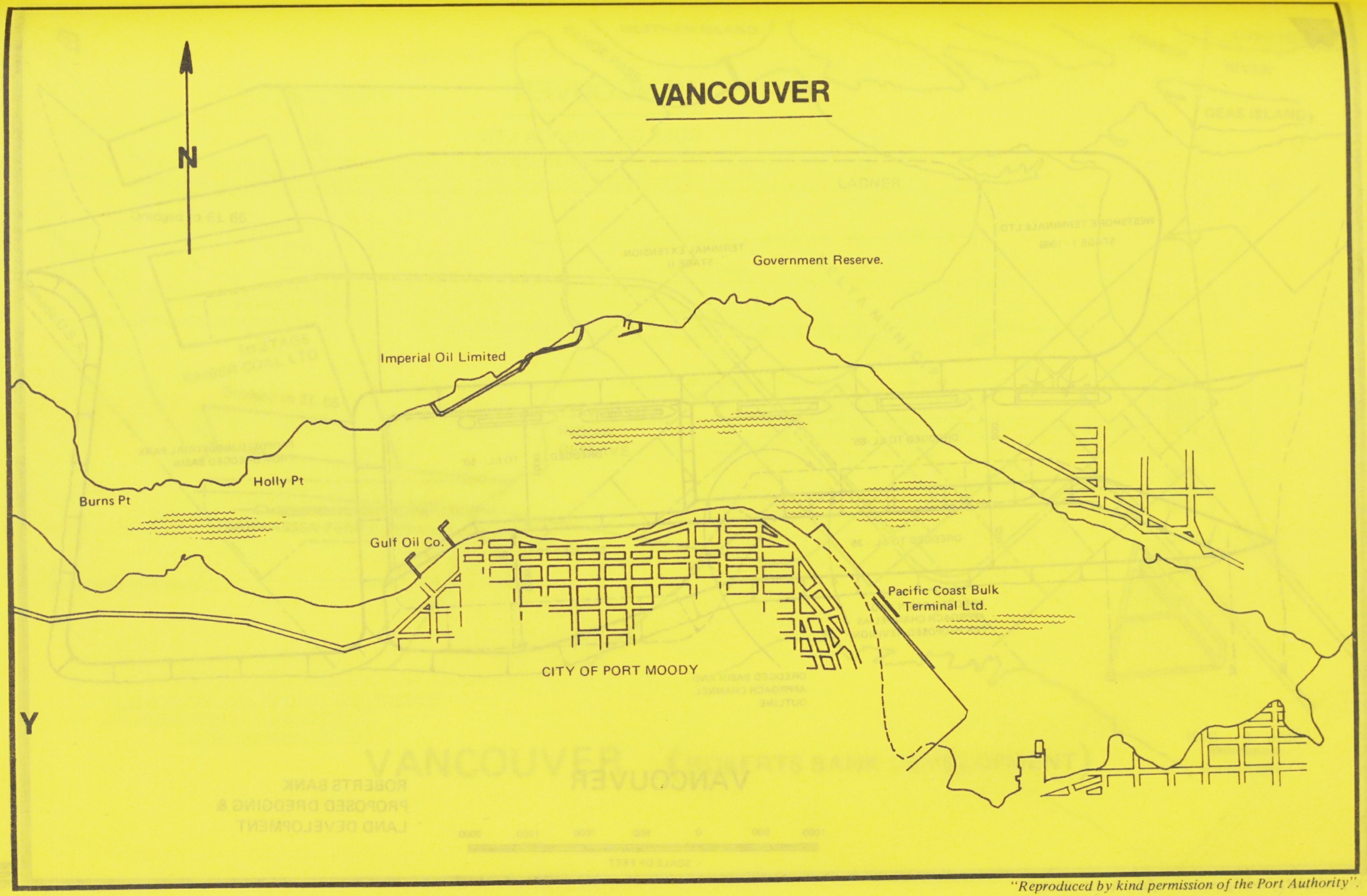
"Reproduced by kind permission of the Port Authority".


VANCOUVER
CITY OF NORTH VANCOUVER
LION'S GATE
Lions Gate Bridge
Dredged to 50' @ O tide
Dredged to 40' B.L.W.
Vancouver Wharves
Harbour Headline
Barge Mooring Facilities
Water Tunnel
Dredged to 50' @ O tide.
Brockton Point Lighthouse
Mooring Buoy's
Seeboard International Terminal
SECOND NARROWS
Texaco Oil Co.
Shell Oil Co.
Standard Oil Co.
Imperial Oil Co.
Home Oil Co.
COAL HARBOUR
Gulf Oil Wharf
N.H.B. Wharf
Centennial Pier
Ballantyne Pier
Lapointe Pier
CITY OF VANCOUVER
N
X

*"Reproduced by kind permission of the Port Authority".*


VANCOUVER
BURRARD INLET
SECOND NARROWS
Berry Point
Standard Oil
Roche Point
North Arm of Burrard Inlet
Port Moody
Shell
Trans Mth Oil Pipeline Ltd.,
Texaco Canada Ltd.
MUNICIPALITY OF BURNABY
X
Y
1000 500 0 1000 2000 3000 10000 FEET.
SCALE

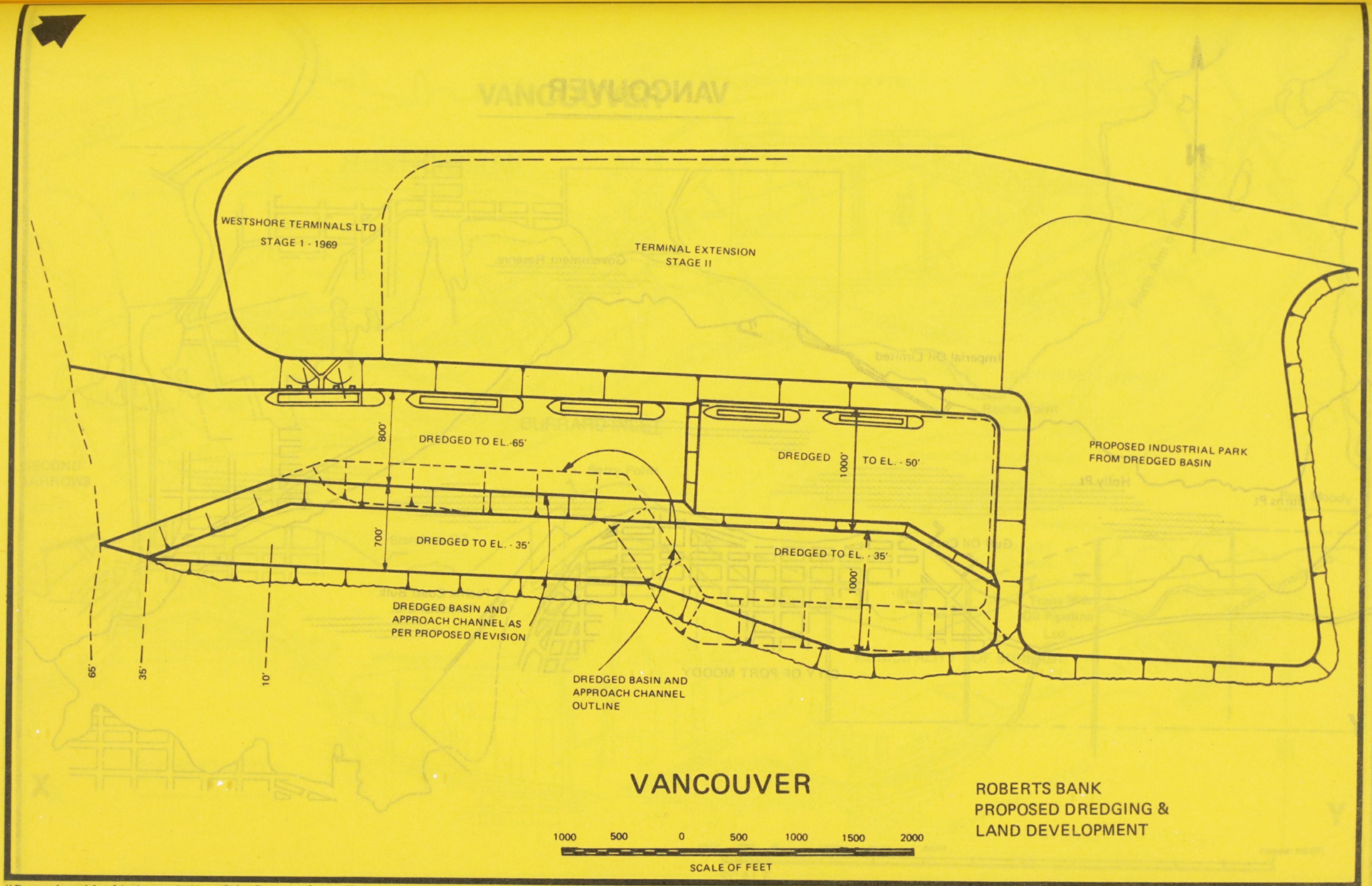
"Reproduced by kind permission of the Port Authority".



VANCOUVER

N
Government Reserve.
Imperial Oil Limited
Holly Pt
Burns Pt
Gulf Oil Co.
Pacific Coast Bulk
Terminal Ltd.
CITY OF PORT MOODY
Y

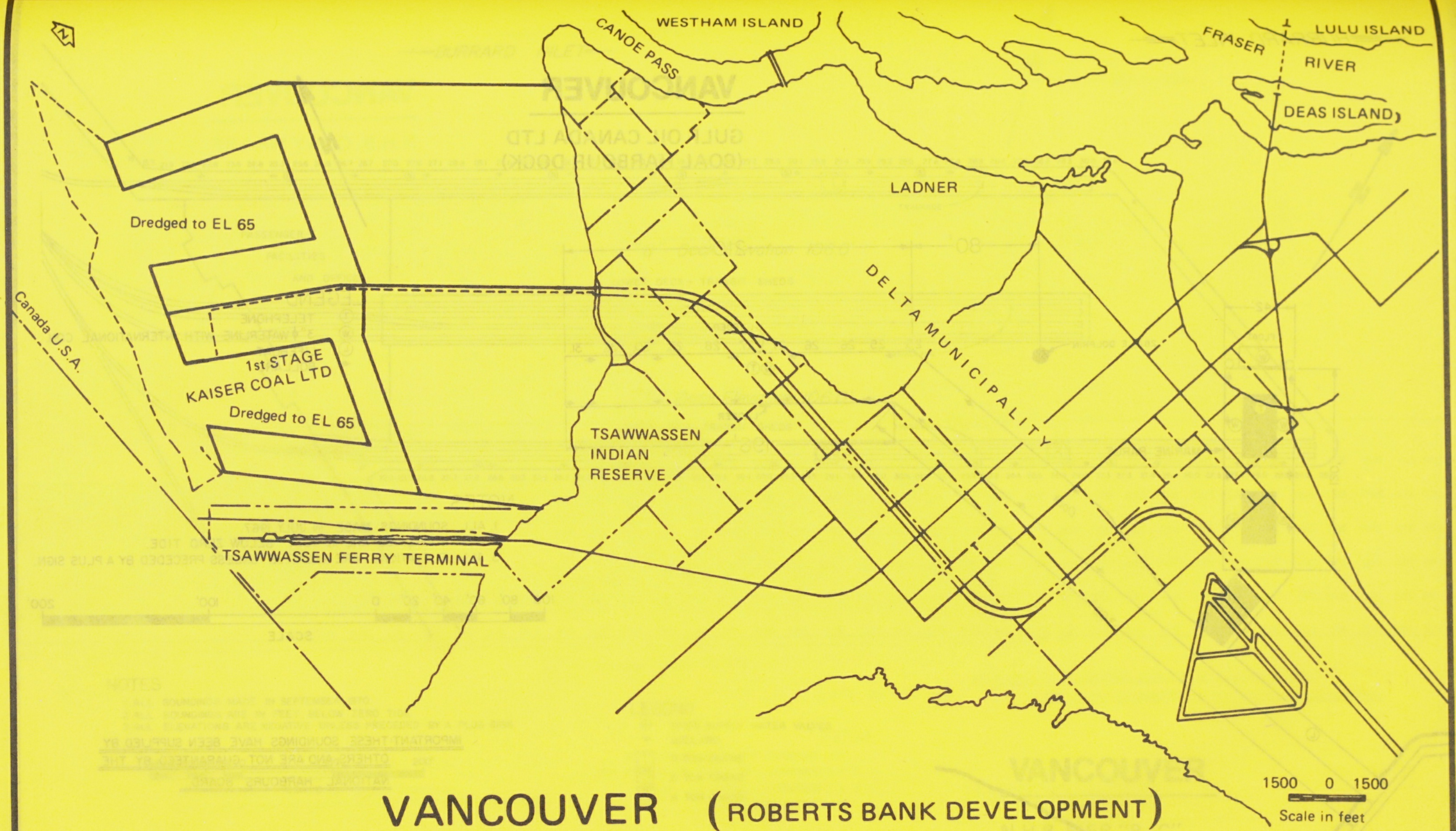
"Reproduced by kind permission of the Port Authority".


WESTSHORE TERMINALS LTD
STAGE 1 - 1969
TERMINAL EXTENSION
STAGE II
PROPOSED INDUSTRIAL PARK
FROM DREDGED BASIN
800'
DREDGED TO EL. -65'
DREDGED
1000'
TO EL. - 50'
700'
DREDGED TO EL. - 35'
DREDGED TO EL. - 35'
1000'
DREDGED BASIN AND
APPROACH CHANNEL AS
PER PROPOSED REVISION
DREDGED BASIN AND
APPROACH CHANNEL
OUTLINE
65'
35'
10'
1000 500 0 500 1000 1500 2000
SCALE OF FEET

VANCOUVER

ROBERTS BANK
PROPOSED DREDGING &
LAND DEVELOPMENT

*"Reproduced by kind permission of the Port Authority".*

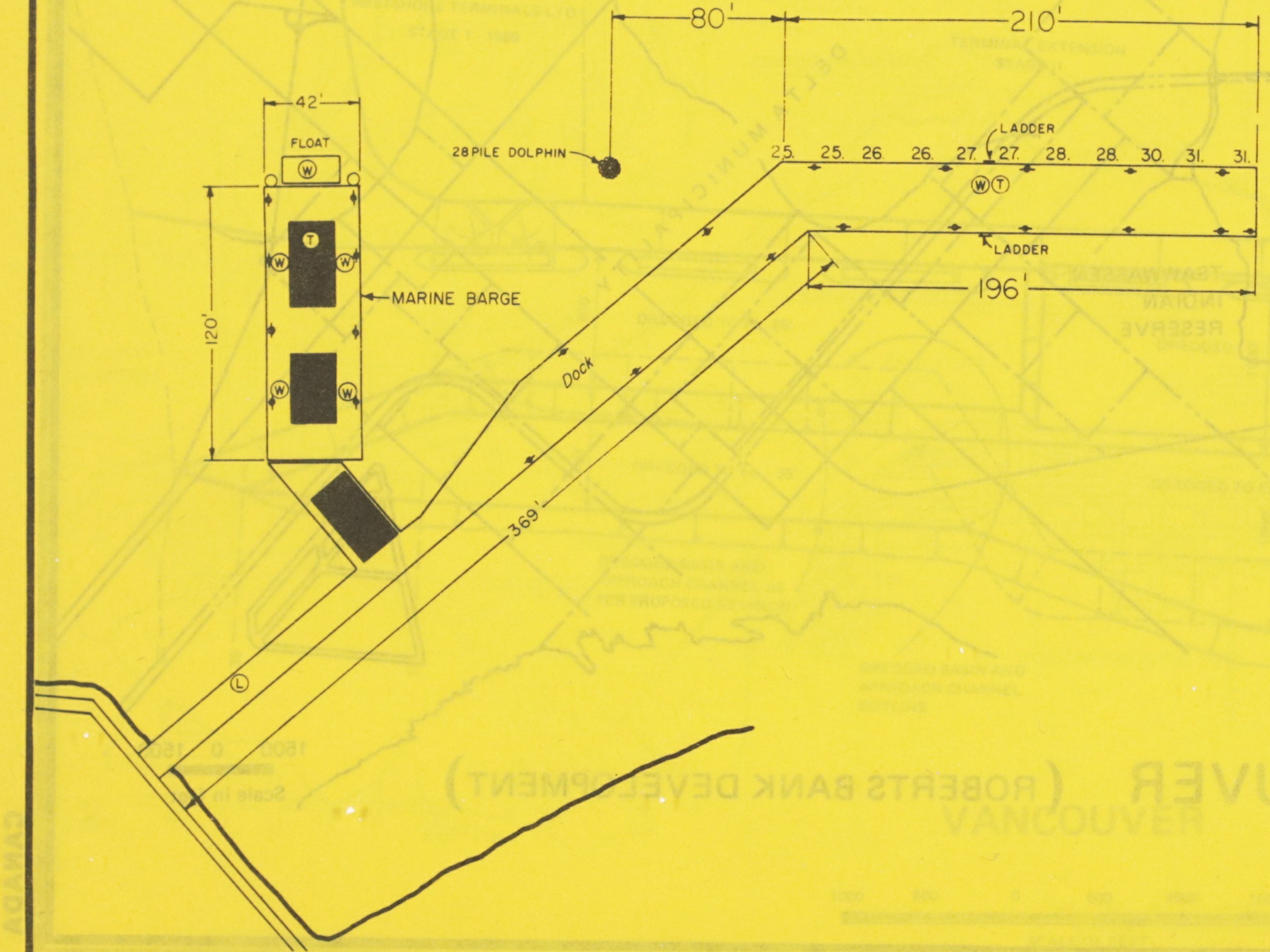

N
CANOE PASS
WESTHAM ISLAND
FRASER
LULU ISLAND
RIVER
DEAS ISLAND
LADNER
Dredged to EL 65
Canada U.S.A.
1st STAGE
KAISER COAL LTD
Dredged to EL 65
DELTA MUNICIPALITY
TSAWWASSEN
INDIAN
RESERVE
TSAWWASSEN FERRY TERMINAL
1500 0 1500
Scale in feet

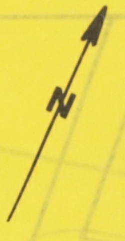
# VANCOUVER (ROBERTS BANK DEVELOPMENT)

*"Reproduced by kind permission of the Port Authority".*

# VANCOUVER

## GULF OIL CANADA LTD
## (COAL HARBOUR DOCK)

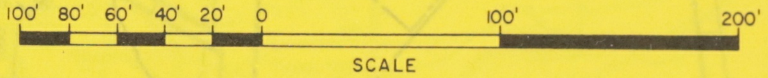

80'
210'
42'
FLOAT
28 PILE DOLPHIN
25. 25. 26. 26. 27. 27. 28. 28. 30. 31. 31.
LADDER
LADDER
196'
120'
MARINE BARGE
Dock
369'
T
W
L



LEGEND
Ⓣ TELEPHONE
Ⓦ 3" ϕ WATERLINE WITH INTERNATIONAL CON.
Ⓛ LIFEBOAT
✦ BOLLARD

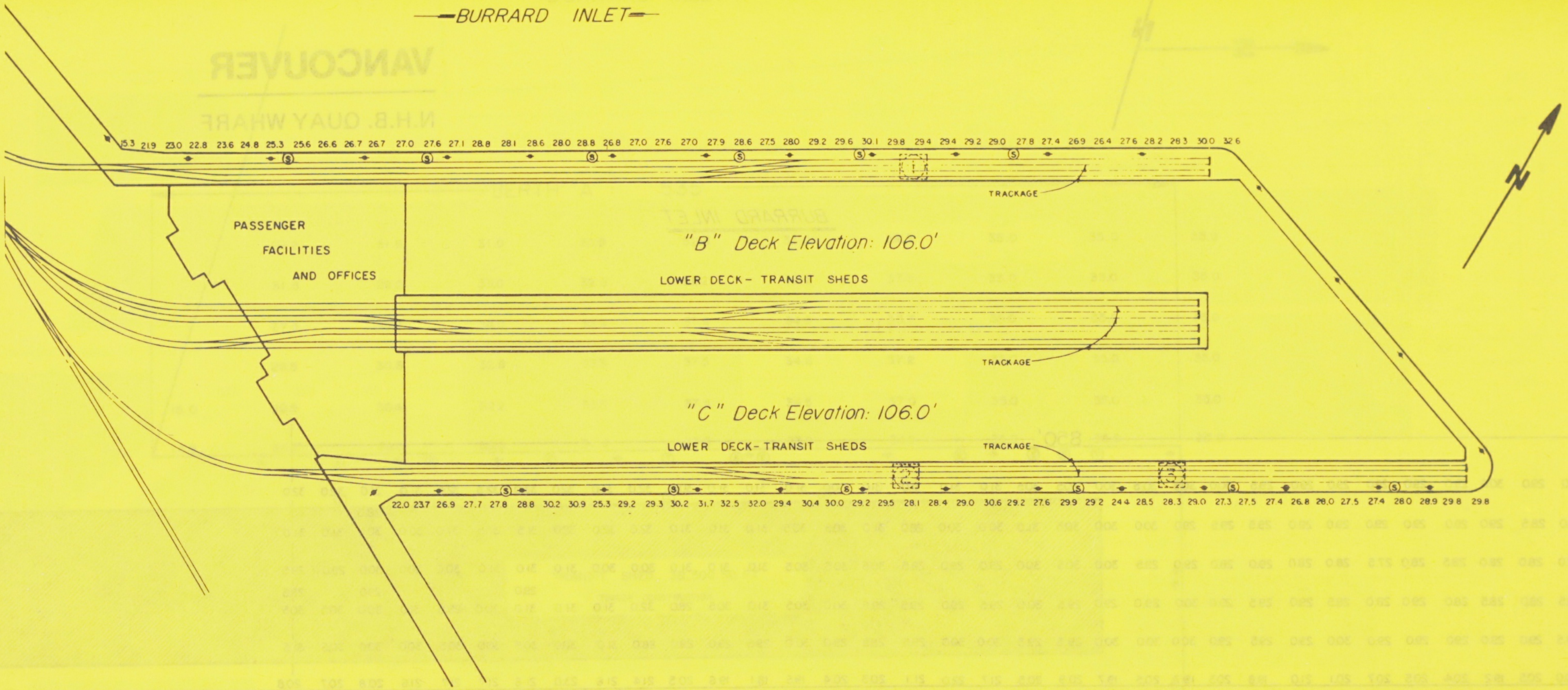
NOTES

1. ALL SOUNDINGS MADE IN JULY, 1967.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.


100' 80' 60' 40' 20' 0 100' 200'
SCALE

IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS, AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

*"Reproduced by kind permission of the Port Authority".*


BURRARD INLET
15.3 21.9 23.0 22.8 23.6 24.8 25.3 25.6 26.6 26.7 26.7 27.0 27.6 27.1 28.8 28.1 28.6 28.0 28.8 26.8 27.0 27.6 27.0 27.9 28.6 27.5 28.0 29.2 29.6 30.1 29.8 29.4 29.4 29.2 29.0 27.8 27.4 26.9 26.4 27.6 28.2 28.3 30.0 32.6
TRACKAGE
PASSENGER FACILITIES AND OFFICES
"B" Deck Elevation: 106.0'
LOWER DECK- TRANSIT SHEDS
TRACKAGE
"C" Deck Elevation: 106.0'
LOWER DECK- TRANSIT SHEDS
TRACKAGE
1
2
3
22.0 23.7 26.9 27.7 27.8 28.8 30.2 30.9 25.3 29.2 29.3 30.2 31.7 32.5 32.0 29.4 30.4 30.0 29.2 29.5 28.1 28.4 29.0 30.6 29.2 27.6 29.9 29.2 24.4 28.5 28.3 29.0 27.3 27.5 27.4 26.8 28.0 27.5 27.4 28.0 28.9 29.8 29.8
N

## NOTES

1. ALL SOUNDINGS MADE IN SEPTEMBER, 1970.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

100' 80' 60' 40' 20' 0 100' 200'
SCALE

## LEGEND

- Ⓢ SHIPS' SUPPLY WATER VALVES
- ◆ BOLLARD
- 1 5 TON CRANE
- 2 5 TON CRANE
- 3 8 TON CRANE

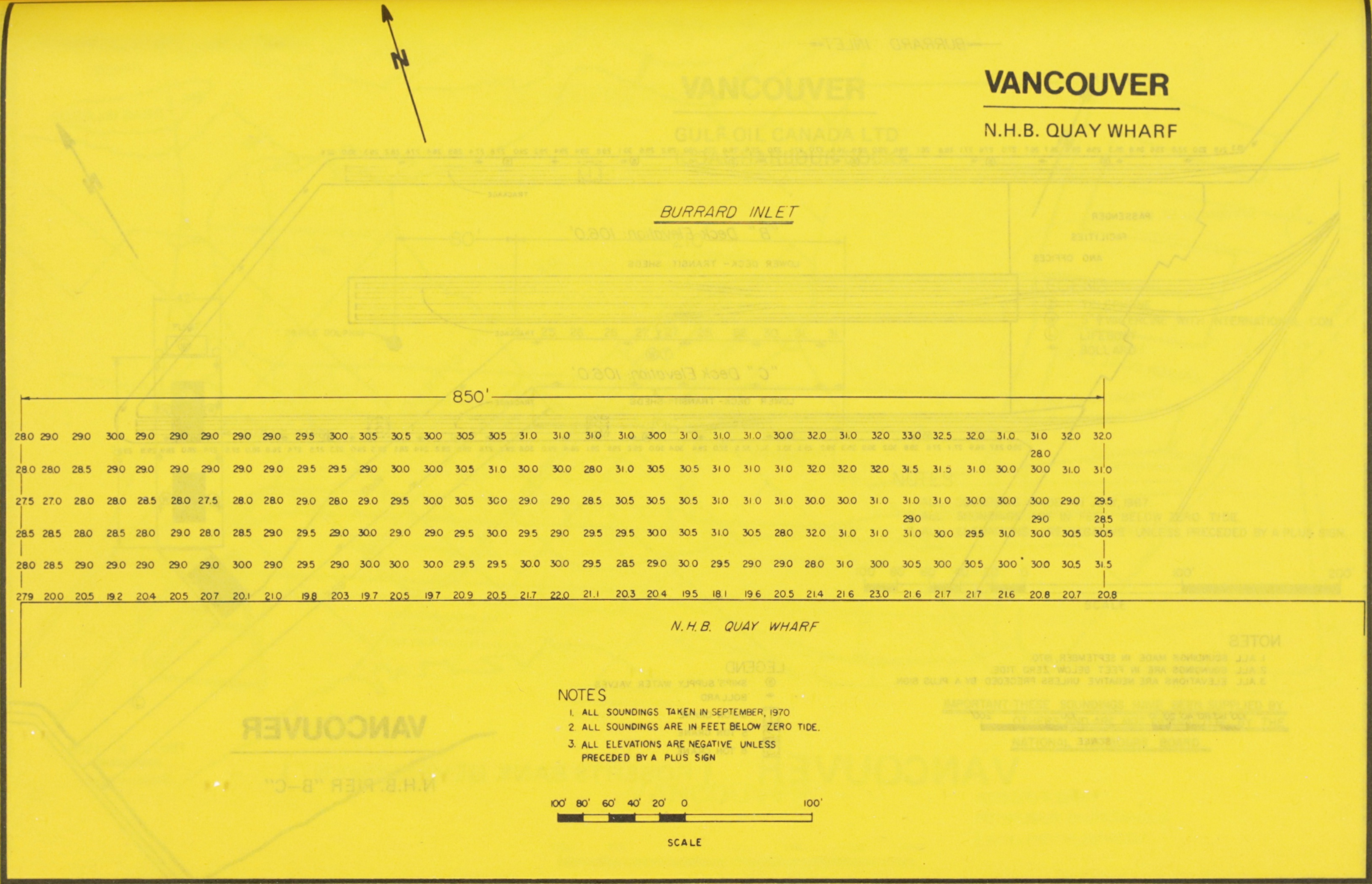
# VANCOUVER

## N.H.B. PIER "B–C"

*"Reproduced by kind permission of the Port Authority".*

# VANCOUVER

## N.H.B. QUAY WHARF

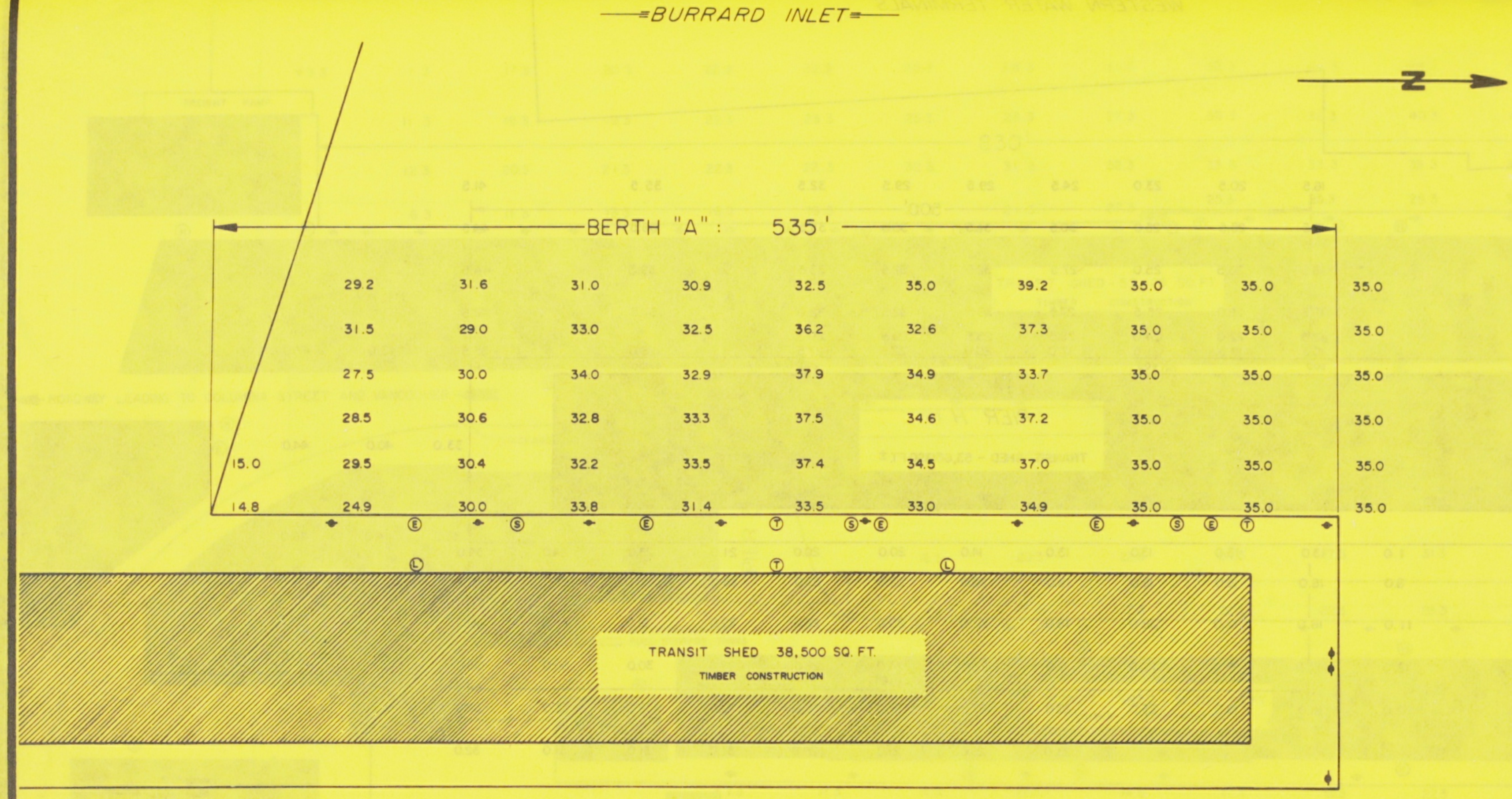


| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28.0 | 29.0 | 29.0 | 30.0 | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 29.5 | 30.0 | 30.5 | 30.5 | 30.0 | 30.5 | 30.5 | 31.0 | 31.0 | 31.0 | 31.0 | 30.0 | 31.0 | 31.0 | 31.0 | 30.0 | 32.0 | 31.0 | 32.0 | 33.0 | 32.5 | 32.0 | 31.0 | 31.0 | 32.0 | 32.0 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 28.0 | | |
| 28.0 | 28.0 | 28.5 | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 29.5 | 29.5 | 29.0 | 30.0 | 30.0 | 30.5 | 31.0 | 30.0 | 30.0 | 28.0 | 31.0 | 30.5 | 30.5 | 31.0 | 31.0 | 31.0 | 32.0 | 32.0 | 32.0 | 31.5 | 31.5 | 31.0 | 30.0 | 30.0 | 31.0 | 31.0 |
| 27.5 | 27.0 | 28.0 | 28.0 | 28.5 | 28.0 | 27.5 | 28.0 | 28.0 | 29.0 | 28.0 | 29.0 | 29.5 | 30.0 | 30.5 | 30.0 | 29.0 | 29.0 | 28.5 | 30.5 | 30.5 | 30.5 | 31.0 | 31.0 | 31.0 | 30.0 | 30.0 | 31.0 | 31.0 | 31.0 | 30.0 | 30.0 | 30.0 | 29.0 | 29.5 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | 29.0 | | | | 29.0 | | 28.5 |
| 28.5 | 28.5 | 28.0 | 28.5 | 28.0 | 29.0 | 28.0 | 28.5 | 29.0 | 29.5 | 29.0 | 30.0 | 29.0 | 29.0 | 29.5 | 30.0 | 29.5 | 29.0 | 29.5 | 29.5 | 30.0 | 30.5 | 31.0 | 30.5 | 28.0 | 32.0 | 31.0 | 31.0 | 31.0 | 30.0 | 29.5 | 31.0 | 30.0 | 30.5 | 30.5 |
| 28.0 | 28.5 | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | 30.0 | 29.0 | 29.5 | 29.0 | 30.0 | 30.0 | 30.0 | 29.5 | 29.5 | 30.0 | 30.0 | 29.5 | 28.5 | 29.0 | 30.0 | 29.5 | 29.0 | 29.0 | 28.0 | 31.0 | 30.0 | 30.5 | 30.0 | 30.5 | 30.0 | 30.0 | 30.5 | 31.5 |
| 27.9 | 20.0 | 20.5 | 19.2 | 20.4 | 20.5 | 20.7 | 20.1 | 21.0 | 19.8 | 20.3 | 19.7 | 20.5 | 19.7 | 20.9 | 20.5 | 21.7 | 22.0 | 21.1 | 20.3 | 20.4 | 19.5 | 18.1 | 19.6 | 20.5 | 21.4 | 21.6 | 23.0 | 21.6 | 21.7 | 21.7 | 21.6 | 20.8 | 20.7 | 20.8 |

NOTES

1. ALL SOUNDINGS TAKEN IN SEPTEMBER, 1970
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN

"*Reproduced by kind permission of the Port Authority*".


BURRARD INLET
N
BERTH "A" : 535'
29.2 31.6 31.0 30.9 32.5 35.0 39.2 35.0 35.0 35.0
31.5 29.0 33.0 32.5 36.2 32.6 37.3 35.0 35.0 35.0
27.5 30.0 34.0 32.9 37.9 34.9 33.7 35.0 35.0 35.0
28.5 30.6 32.8 33.3 37.5 34.6 37.2 35.0 35.0 35.0
15.0 29.5 30.4 32.2 33.5 37.4 34.5 37.0 35.0 35.0 35.0
14.8 24.9 30.0 33.8 31.4 33.5 33.0 34.9 35.0 35.0 35.0
E S E T S E E S E T
L T L
TRANSIT SHED 38,500 SQ. FT.
TIMBER CONSTRUCTION

IMPORTANT THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS, AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

NOTES

1. ALL SOUNDINGS MADE IN JULY, 1967.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

100' 80' 60' 40' 20' 0 100'
SCALE

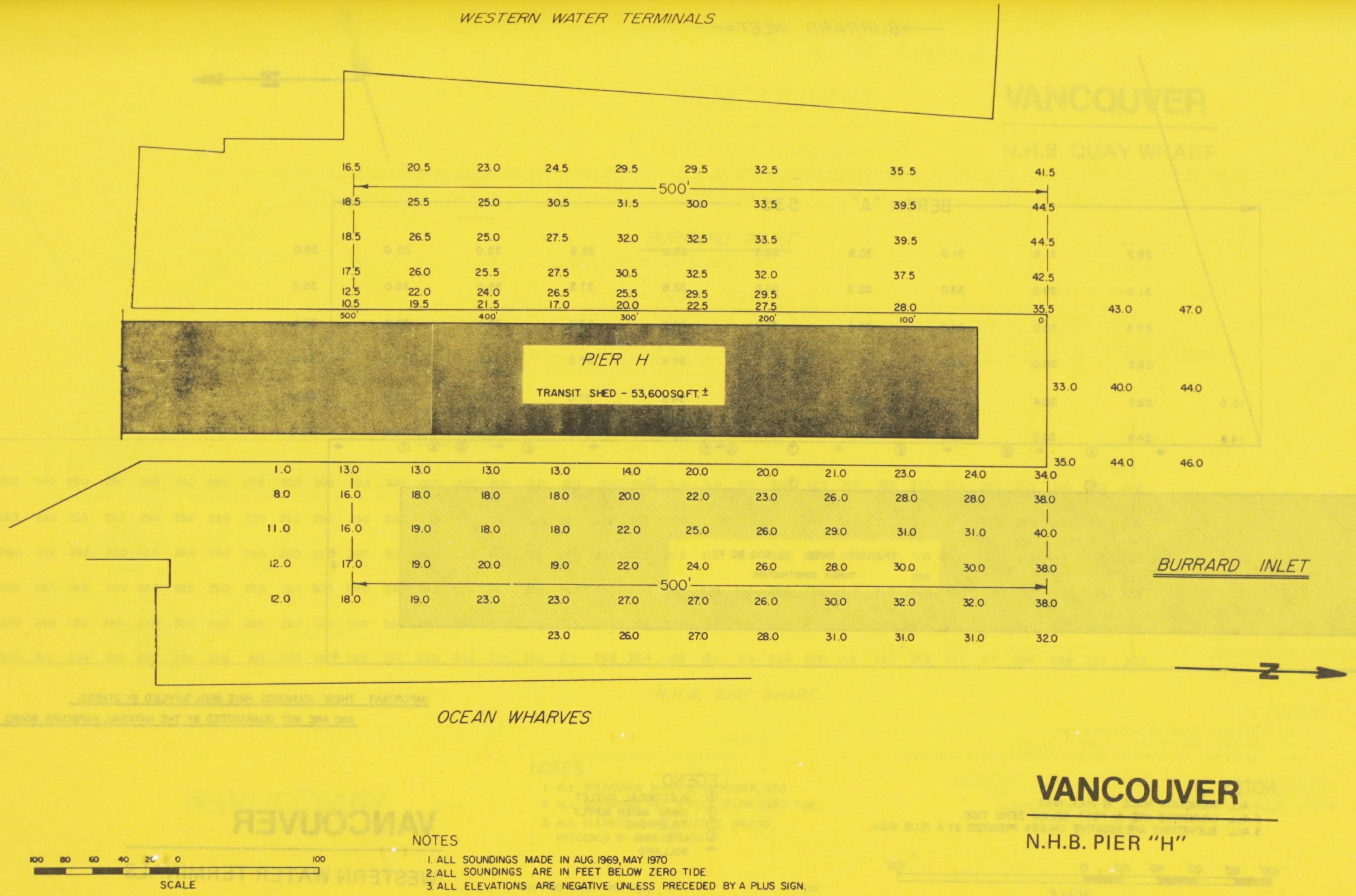
LEGEND

Ⓔ ELECTRICAL OUTLET
Ⓢ SHIPS' WATER SUPPLY
Ⓣ TELEPHONE
Ⓛ LIFE RING
◆ BOLLARD

## VANCOUVER

## WESTERN WATER TERMINALS

"Reproduced by kind permission of the Port Authority".


WESTERN WATER TERMINALS
16.5 20.5 23.0 24.5 29.5 29.5 32.5 35.5 41.5
500'
18.5 25.5 25.0 30.5 31.5 30.0 33.5 39.5 44.5
18.5 26.5 25.0 27.5 32.0 32.5 33.5 39.5 44.5
17.5 26.0 25.5 27.5 30.5 32.5 32.0 37.5 42.5
12.5 22.0 24.0 26.5 25.5 29.5 29.5
10.5 19.5 21.5 17.0 20.0 22.5 27.5 28.0 35.5 43.0 47.0
500' 400' 300' 200' 100' 0
PIER H
TRANSIT SHED - 53,600 SQ.FT. ±
33.0 40.0 44.0
35.0 44.0 46.0
1.0 13.0 13.0 13.0 13.0 14.0 20.0 20.0 21.0 23.0 24.0 34.0
8.0 16.0 18.0 18.0 18.0 20.0 22.0 23.0 26.0 28.0 28.0 38.0
11.0 16.0 19.0 18.0 18.0 22.0 25.0 26.0 29.0 31.0 31.0 40.0
12.0 17.0 19.0 20.0 19.0 22.0 24.0 26.0 28.0 30.0 30.0 38.0
500'
12.0 18.0 19.0 23.0 23.0 27.0 27.0 26.0 30.0 32.0 32.0 38.0
23.0 26.0 27.0 28.0 31.0 31.0 31.0 32.0
BURRARD INLET
N
OCEAN WHARVES
100 80 60 40 20 0 100
SCALE

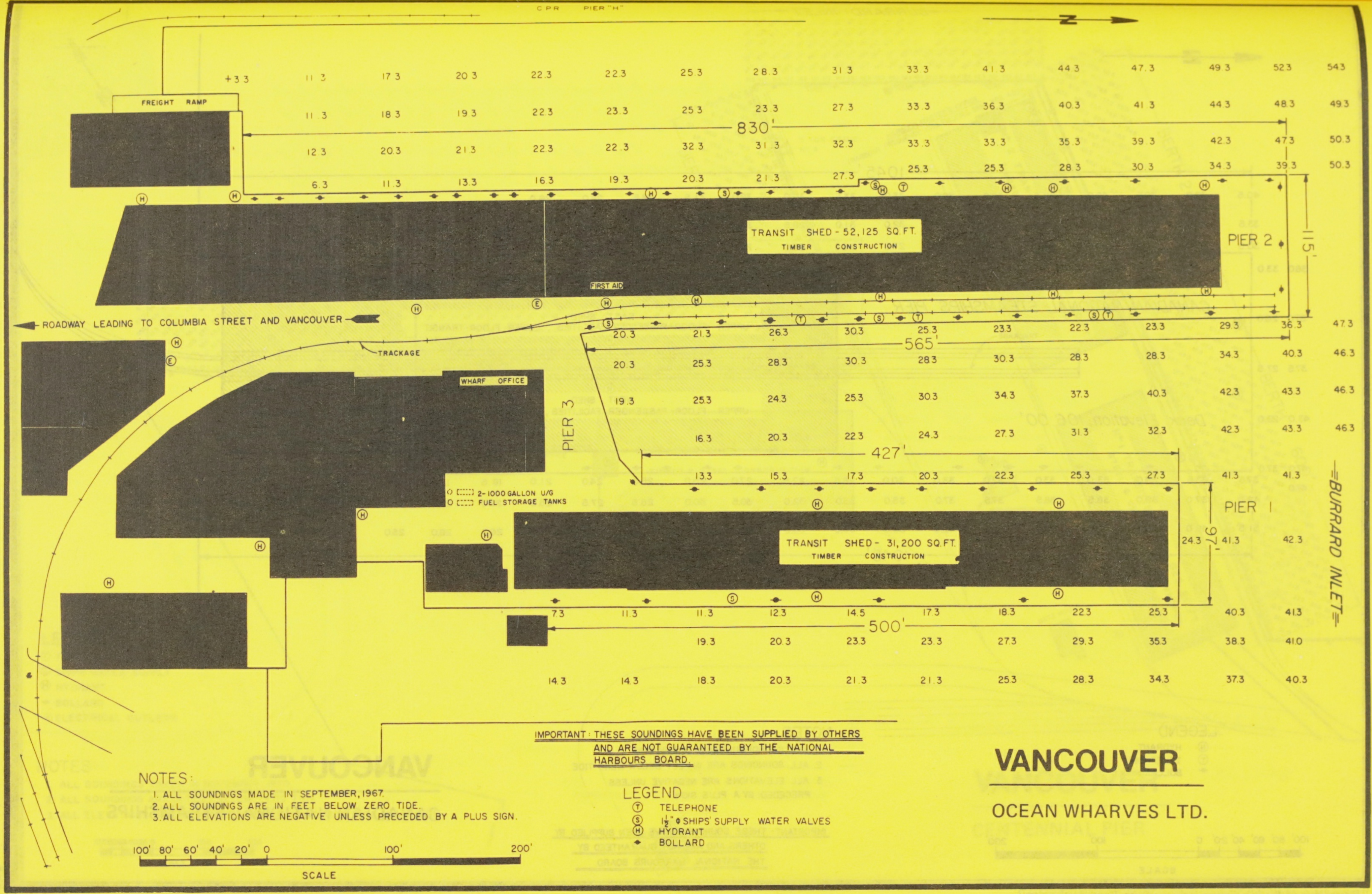
## VANCOUVER

N.H.B. PIER "H"

NOTES

1. ALL SOUNDINGS MADE IN AUG. 1969, MAY 1970
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

"Reproduced by kind permission of the Port Authority".


CPR PIER "H"
N
FREIGHT RAMP
830'
TRANSIT SHED - 52,125 SQ.FT.
TIMBER CONSTRUCTION
PIER 2
115'
FIRST AID
ROADWAY LEADING TO COLUMBIA STREET AND VANCOUVER
TRACKAGE
565'
WHARF OFFICE
PIER 3
427'
2-1000 GALLON U/G FUEL STORAGE TANKS
TRANSIT SHED - 31,200 SQ.FT.
TIMBER CONSTRUCTION
PIER 1
97'
500'
BURRARD INLET
100' 80' 60' 40' 20' 0 100' 200'
SCALE

IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

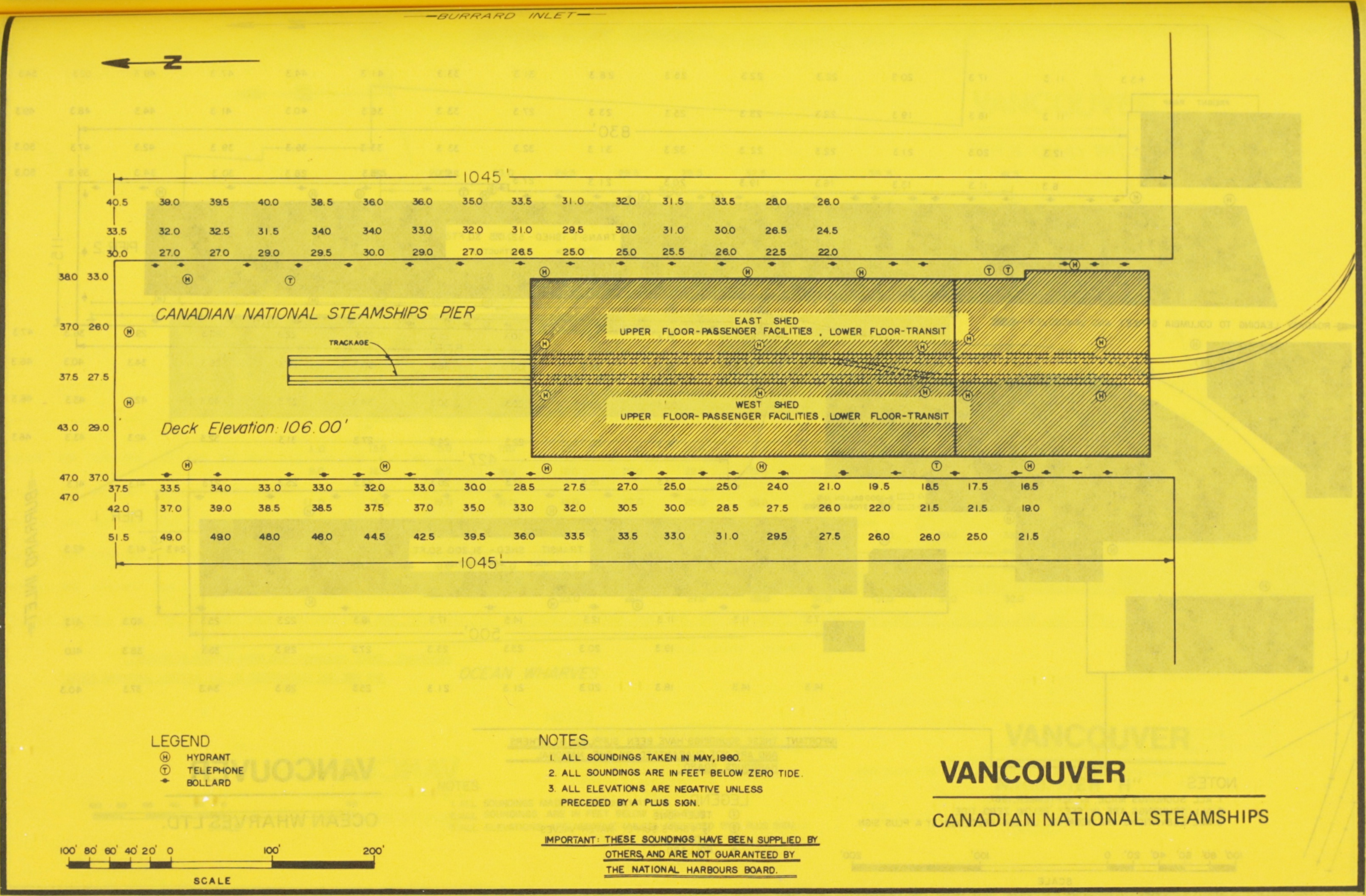
NOTES:
1. ALL SOUNDINGS MADE IN SEPTEMBER, 1967.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

LEGEND
Ⓣ TELEPHONE
Ⓢ 1½" ø SHIPS' SUPPLY WATER VALVES
Ⓗ HYDRANT
◆ BOLLARD

## VANCOUVER

OCEAN WHARVES LTD.

*"Reproduced by kind permission of the Port Authority".*


BURRARD INLET
N
1045'
40.5 39.0 39.5 40.0 38.5 36.0 36.0 35.0 33.5 31.0 32.0 31.5 33.5 28.0 26.0
33.5 32.0 32.5 31.5 34.0 34.0 33.0 32.0 31.0 29.5 30.0 31.0 30.0 26.5 24.5
30.0 27.0 27.0 29.0 29.5 30.0 29.0 27.0 28.5 25.0 25.0 25.5 26.0 22.5 22.0
38.0 33.0
CANADIAN NATIONAL STEAMSHIPS PIER
37.0 26.0
TRACKAGE
37.5 27.5
EAST SHED
UPPER FLOOR-PASSENGER FACILITIES, LOWER FLOOR-TRANSIT
WEST SHED
UPPER FLOOR-PASSENGER FACILITIES, LOWER FLOOR-TRANSIT
43.0 29.0
Deck Elevation: 106.00'
47.0 37.0
47.0
37.5 33.5 34.0 33.0 33.0 32.0 33.0 30.0 28.5 27.5 27.0 25.0 25.0 24.0 21.0 19.5 18.5 17.5 16.5
42.0 37.0 39.0 38.5 38.5 37.5 37.0 35.0 33.0 32.0 30.5 30.0 28.5 27.5 26.0 22.0 21.5 21.5 19.0
51.5 49.0 49.0 48.0 46.0 44.5 42.5 39.5 36.0 33.5 33.5 33.0 31.0 29.5 27.5 26.0 26.0 25.0 21.5
1045'
H
T
100' 80' 60' 40' 20' 0 100' 200'
SCALE

LEGEND

Ⓗ HYDRANT

Ⓣ TELEPHONE

◆ BOLLARD

NOTES

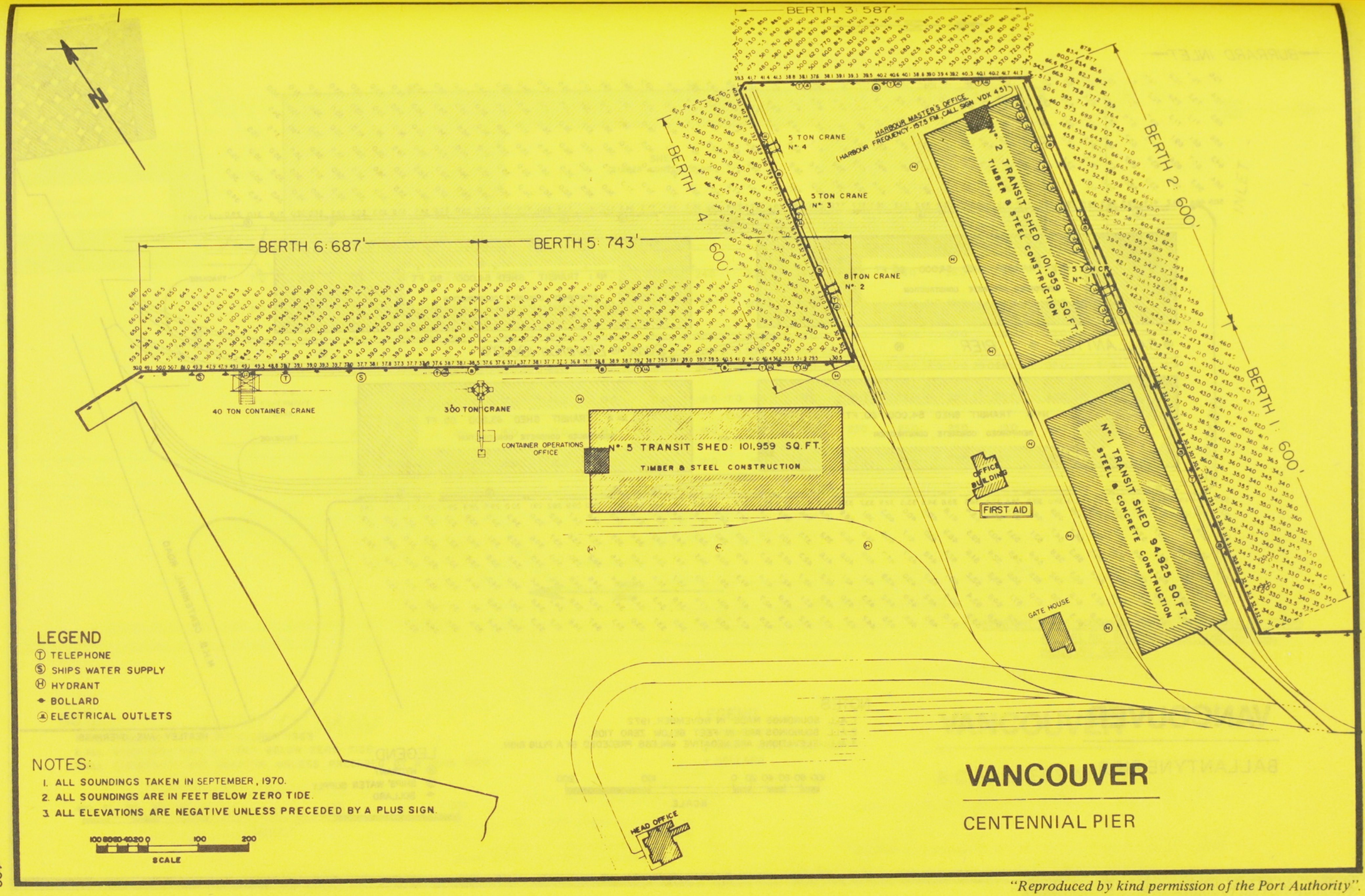
1. ALL SOUNDINGS TAKEN IN MAY, 1960.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS, AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

**VANCOUVER**

CANADIAN NATIONAL STEAMSHIPS

"Reproduced by kind permission of the Port Authority".


N
BERTH 3: 587'
BERTH 2: 600'
BERTH 1: 600'
BERTH 4: 600'
BERTH 6: 687'
BERTH 5: 743'
HARBOUR MASTER'S OFFICE
(HARBOUR FREQUENCY - 157.5 FM, CALL SIGN VDX 451)
5 TON CRANE N° 4
5 TON CRANE N° 3
8 TON CRANE N° 2
5 TON CRANE N° 1
N° 2 TRANSIT SHED 101,959 SQ.FT.
TIMBER & STEEL CONSTRUCTION
N° 1 TRANSIT SHED 94,925 SQ.FT.
STEEL & CONCRETE CONSTRUCTION
N° 5 TRANSIT SHED: 101,959 SQ.FT.
TIMBER & STEEL CONSTRUCTION
40 TON CONTAINER CRANE
300 TON CRANE
CONTAINER OPERATIONS OFFICE
OFFICE BUILDING
FIRST AID
GATE HOUSE
HEAD OFFICE
100 80 60 40 20 0 100 200
SCALE

## LEGEND

- Ⓣ TELEPHONE
- Ⓢ SHIPS WATER SUPPLY
- Ⓗ HYDRANT
- ◆ BOLLARD
- ⓐ ELECTRICAL OUTLETS

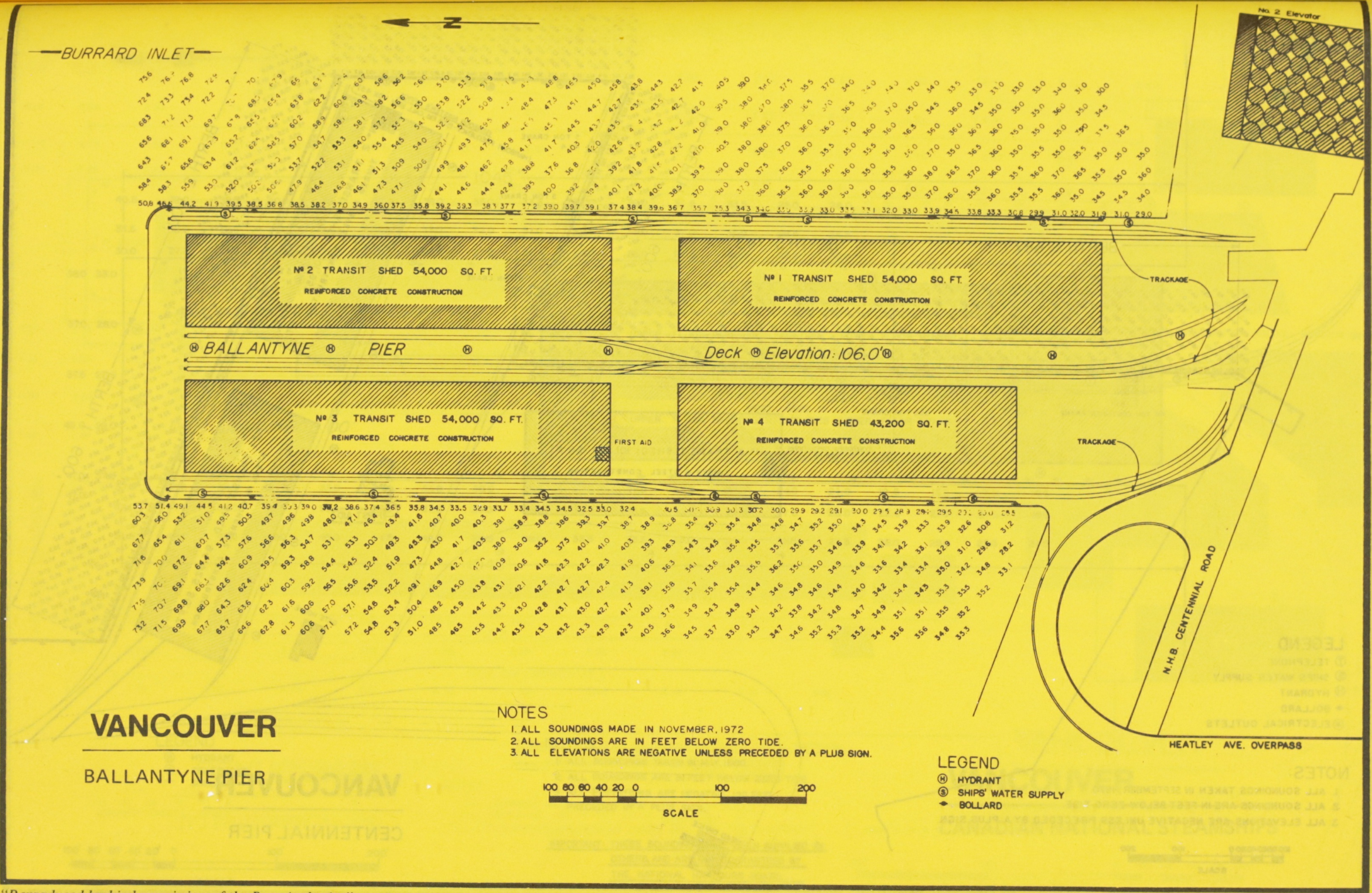
NOTES:

1. ALL SOUNDINGS TAKEN IN SEPTEMBER, 1970.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

## VANCOUVER

CENTENNIAL PIER

*"Reproduced by kind permission of the Port Authority".*


N
BURRARD INLET
No. 2 Elevator
No 2 TRANSIT SHED 54,000 SQ. FT.
REINFORCED CONCRETE CONSTRUCTION
No 1 TRANSIT SHED 54,000 SQ. FT.
REINFORCED CONCRETE CONSTRUCTION
BALLANTYNE PIER
Deck Elevation: 106.0'
No 3 TRANSIT SHED 54,000 SQ. FT.
REINFORCED CONCRETE CONSTRUCTION
FIRST AID
No 4 TRANSIT SHED 43,200 SQ. FT.
REINFORCED CONCRETE CONSTRUCTION
TRACKAGE
TRACKAGE
N.H.B. CENTENNIAL ROAD
HEATLEY AVE. OVERPASS
100 80 60 40 20 0 100 200
SCALE

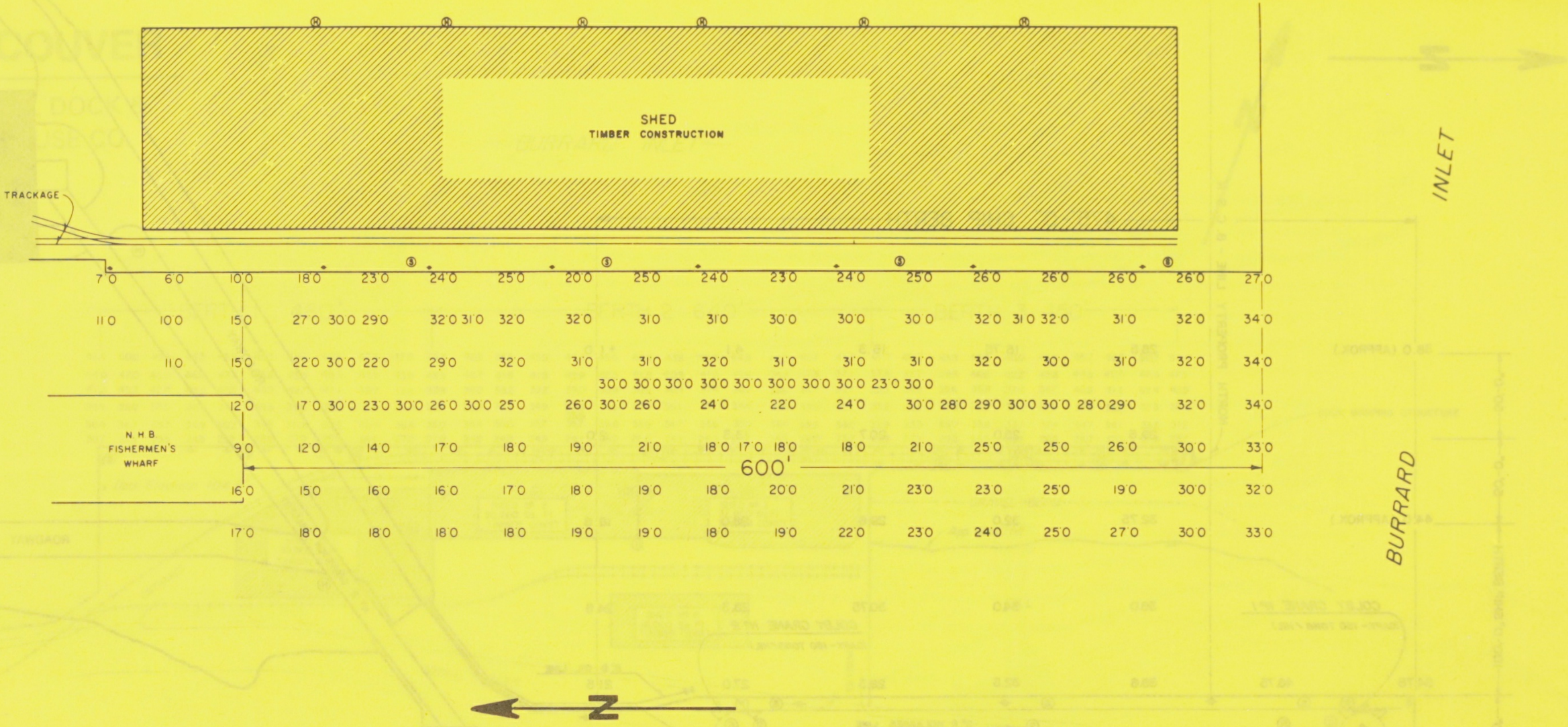
## VANCOUVER

BALLANTYNE PIER

NOTES
1. ALL SOUNDINGS MADE IN NOVEMBER, 1972
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

LEGEND
Ⓗ HYDRANT
Ⓢ SHIPS' WATER SUPPLY
◆ BOLLARD

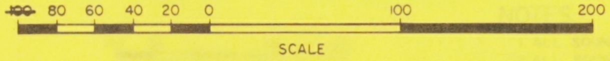
*"Reproduced by kind permission of the Port Authority".*


SHED
TIMBER CONSTRUCTION
TRACKAGE
N.H.B.
FISHERMEN'S
WHARF
INLET
BURRARD
N
600'
7.0 6.0 10.0 18.0 23.0 24.0 25.0 20.0 25.0 24.0 23.0 24.0 25.0 26.0 26.0 26.0 26.0 27.0
11.0 10.0 15.0 27.0 30.0 29.0 32.0 31.0 32.0 32.0 31.0 31.0 30.0 30.0 30.0 32.0 31.0 32.0 31.0 32.0 34.0
11.0 15.0 22.0 30.0 22.0 29.0 32.0 31.0 31.0 32.0 31.0 31.0 31.0 32.0 30.0 31.0 32.0 34.0
30.0 30.0 30.0 30.0 30.0 30.0 30.0 30.0 23.0 30.0
12.0 17.0 30.0 23.0 30.0 26.0 30.0 25.0 26.0 30.0 26.0 24.0 22.0 24.0 30.0 28.0 29.0 30.0 30.0 28.0 29.0 32.0 34.0
9.0 12.0 14.0 17.0 18.0 19.0 21.0 18.0 17.0 18.0 18.0 21.0 25.0 25.0 26.0 30.0 33.0
16.0 15.0 16.0 16.0 17.0 18.0 19.0 18.0 20.0 21.0 23.0 23.0 25.0 19.0 30.0 32.0
17.0 18.0 18.0 18.0 18.0 19.0 19.0 18.0 19.0 22.0 23.0 24.0 25.0 27.0 30.0 33.0

IMPORTANT THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD

NOTES

1. ALL SOUNDINGS MADE IN OCTOBER 1963
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN


100 80 60 40 20 0 100 200
SCALE

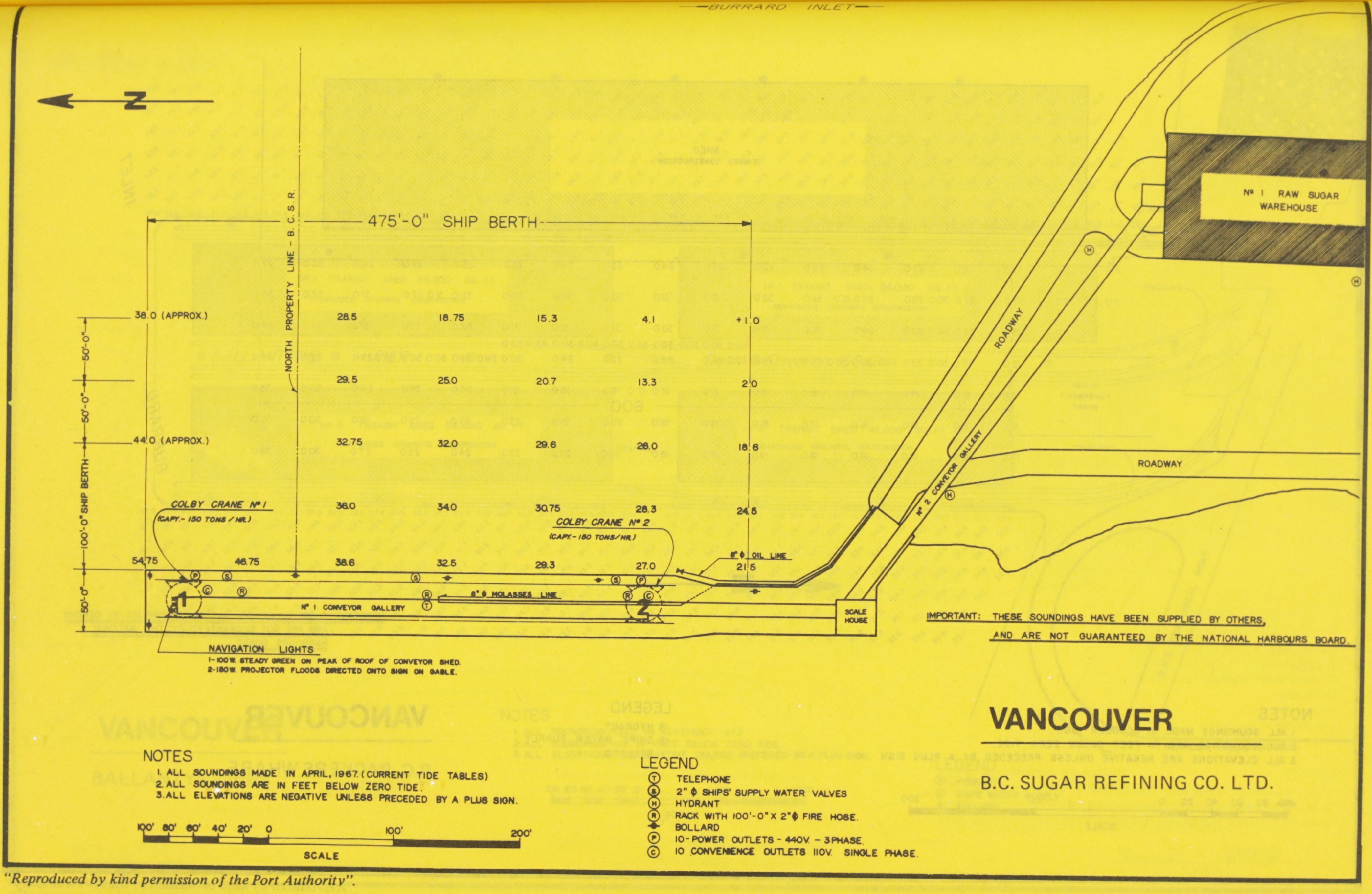
LEGEND

- Ⓗ HYDRANT
- Ⓢ SHIPS' WATER SUPPLY
- • BOLLARD

## VANCOUVER

### B.C. PACKERS WHARF

*"Reproduced by kind permission of the Port Authority".*


BURRARD INLET
N
475'-0" SHIP BERTH
NORTH PROPERTY LINE - B.C.S.R.
38.0 (APPROX.)
28.5
18.75
15.3
4.1
+1.0
29.5
25.0
20.7
13.3
2.0
44.0 (APPROX.)
32.75
32.0
29.6
26.0
18.6
36.0
34.0
30.75
28.3
24.5
54.75
46.75
38.6
32.5
29.3
27.0
21.5
50'-0"
50'-0"
100'-0" SHIP BERTH
50'-0"
COLBY CRANE Nº 1
(CAPY. - 150 TONS/HR.)
COLBY CRANE Nº 2
(CAPY. - 150 TONS/HR.)
6" ϕ OIL LINE
8" ϕ MOLASSES LINE
Nº 1 CONVEYOR GALLERY
Nº 2 CONVEYOR GALLERY
SCALE HOUSE
ROADWAY
ROADWAY
Nº 1 RAW SUGAR WAREHOUSE
1
2
100' 80' 60' 40' 20' 0 100' 200'
SCALE

NAVIGATION LIGHTS
1-100W. STEADY GREEN ON PEAK OF ROOF OF CONVEYOR SHED.
2-150W. PROJECTOR FLOODS DIRECTED ONTO SIGN ON GABLE.

IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS, AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

## VANCOUVER

B.C. SUGAR REFINING CO. LTD.

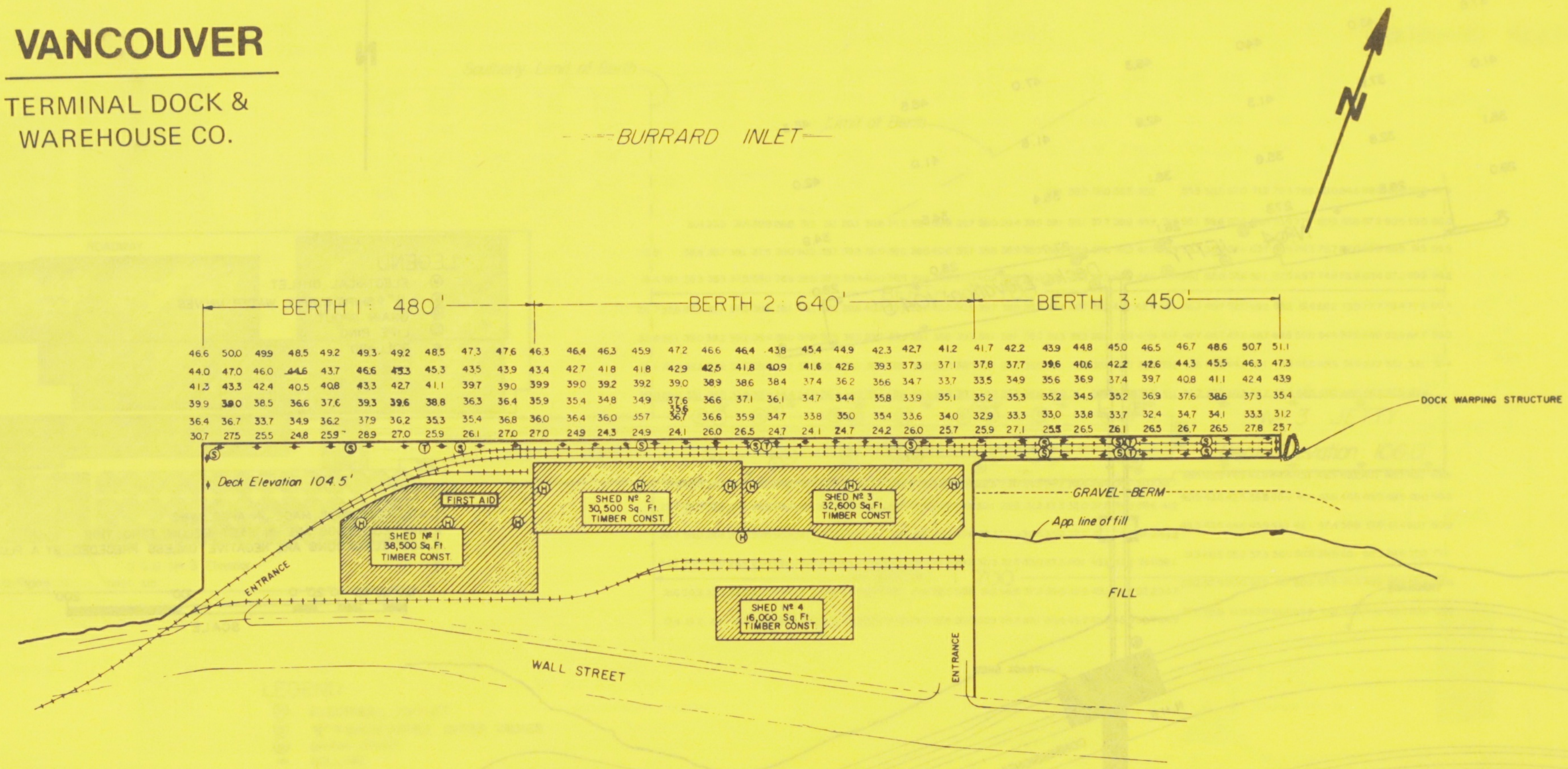
NOTES
1. ALL SOUNDINGS MADE IN APRIL, 1967. (CURRENT TIDE TABLES)
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

LEGEND
Ⓣ TELEPHONE
Ⓢ 2" ϕ SHIPS' SUPPLY WATER VALVES
Ⓗ HYDRANT
Ⓡ RACK WITH 100'-0" X 2" ϕ FIRE HOSE.
◆ BOLLARD
Ⓟ 10-POWER OUTLETS - 440V. - 3 PHASE.
Ⓒ 10 CONVENIENCE OUTLETS 110V. SINGLE PHASE.

*"Reproduced by kind permission of the Port Authority"*

# VANCOUVER

## TERMINAL DOCK & WAREHOUSE CO.


N
BURRARD INLET
BERTH 1 : 480'
BERTH 2 : 640'
BERTH 3 : 450'
46.6 50.0 49.9 48.5 49.2 49.3 49.2 48.5 47.3 47.6 46.3 46.4 46.3 45.9 47.2 46.6 46.4 43.8 45.4 44.9 42.3 42.7 41.2 41.7 42.2 43.9 44.8 45.0 46.5 46.7 48.6 50.7 51.1
44.0 47.0 46.0 44.6 43.7 46.6 45.3 45.3 43.5 43.9 43.4 42.7 41.8 41.8 42.9 42.5 41.8 40.9 41.6 42.6 39.3 37.3 37.1 37.8 37.7 39.6 40.6 42.2 42.6 44.3 45.5 46.3 47.3
41.3 43.3 42.4 40.5 40.8 43.3 42.7 41.1 39.7 39.0 39.9 39.0 39.2 39.2 39.0 38.9 38.6 38.4 37.4 36.2 35.6 34.7 33.7 33.5 34.9 35.6 36.9 37.4 39.7 40.8 41.1 42.4 43.9
39.9 39.0 38.5 36.6 37.6 39.3 39.6 38.8 36.3 36.4 35.9 35.4 34.8 34.9 37.6 36.6 37.1 36.1 34.7 34.4 35.8 33.9 35.1 35.2 35.3 35.2 34.5 35.2 36.9 37.6 38.6 37.3 35.4
35.6
36.4 36.7 33.7 34.9 36.2 37.9 36.2 35.3 35.4 36.8 36.0 36.4 36.0 35.7 36.7 36.6 35.9 34.7 33.8 35.0 35.4 33.6 34.0 32.9 33.3 33.0 33.8 33.7 32.4 34.7 34.1 33.3 31.2
30.7 27.5 25.5 24.8 25.9 28.9 27.0 25.9 26.1 27.0 27.0 24.9 24.3 24.9 24.1 26.0 26.5 24.7 24.1 24.7 24.2 26.0 25.7 25.9 27.1 25.5 26.5 26.1 26.5 26.7 26.5 27.8 25.7
DOCK WARPING STRUCTURE
Deck Elevation 104.5'
FIRST AID
SHED Nº 1 38,500 Sq Ft TIMBER CONST.
SHED Nº 2 30,500 Sq Ft TIMBER CONST.
SHED Nº 3 32,600 Sq Ft TIMBER CONST.
SHED Nº 4 16,000 Sq Ft TIMBER CONST.
GRAVEL--BERM
App. line of fill
FILL
ENTRANCE
ENTRANCE
WALL STREET

LEGEND

Ⓣ TELEPHONE
Ⓗ HYDRANT
Ⓢ SHIPS' WATER SUPPLY
◆ BOLLARD

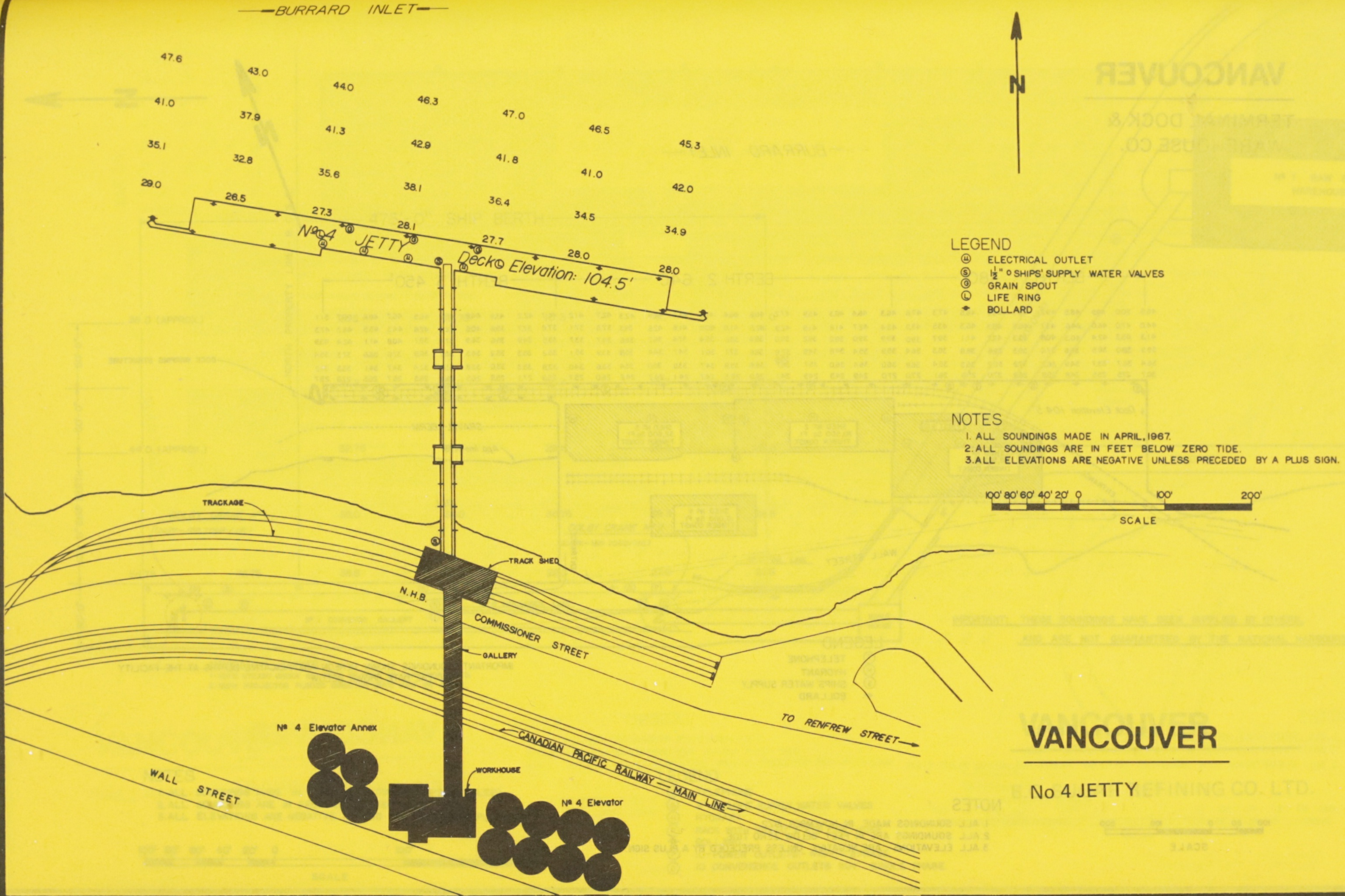
IMPORTANT - SOUNDINGS SHOWN HEREON ARE INDICATIVE DEPTHS AT THE FACILITY ON THE DATE SHOWN BELOW.

100 50 0 100 200
SCALE

NOTES

1. ALL SOUNDINGS MADE IN NOVEMBER, 1972
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

"Reproduced by kind permission of the Port Authority".


BURRARD INLET
N
47.6
43.0
44.0
46.3
47.0
46.5
45.3
41.0
37.9
41.3
42.9
41.8
41.0
42.0
35.1
32.8
35.6
38.1
36.4
34.5
34.9
29.0
26.5
27.3
28.1
27.7
28.0
28.0
No 4 JETTY
Deck Elevation: 104.5'
TRACKAGE
TRACK SHED
N.H.B.
COMMISSIONER STREET
GALLERY
TO RENFREW STREET
CANADIAN PACIFIC RAILWAY — MAIN LINE
No 4 Elevator Annex
WORKHOUSE
No 4 Elevator
WALL STREET
100' 80' 60' 40' 20' 0
100'
200'
SCALE

LEGEND

- Ⓔ ELECTRICAL OUTLET
- Ⓢ $1\frac{1}{2}$" ⌀ SHIPS' SUPPLY WATER VALVES
- Ⓖ GRAIN SPOUT
- Ⓛ LIFE RING
- ◆ BOLLARD

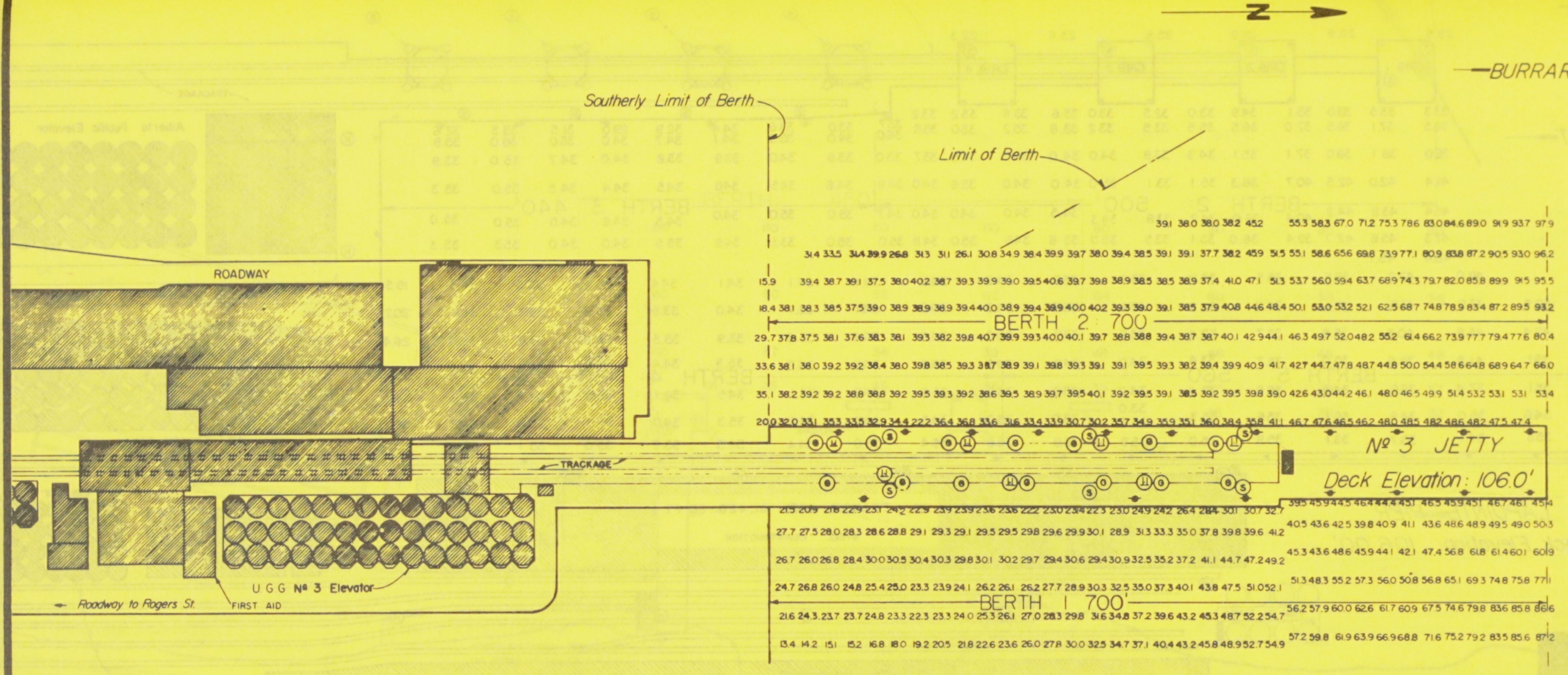
NOTES

1. ALL SOUNDINGS MADE IN APRIL, 1967.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

## VANCOUVER

No 4 JETTY

"Reproduced by kind permission of the Port Authority".


N
BURRARD INLET
Southerly Limit of Berth
Limit of Berth
ROADWAY
BERTH 2 700'
TRACKAGE
№ 3 JETTY
Deck Elevation: 106.0'
BERTH 1 700'
U G G № 3 Elevator
Roadway to Rogers St.
FIRST AID

LEGEND
- Ⓔ ELECTRICAL OUTLET.
- Ⓢ ½" ♦ SHIPS' SUPPLY WATER VALVES.
- ⓞ GRAIN SPOUT.
- ◆ BOLLARD

IMPORTANT - SOUNDINGS SHOWN HEREON ARE INDICATIVE DEPTHS AT THE FACILITY ON THE DATE SHOWN BELOW

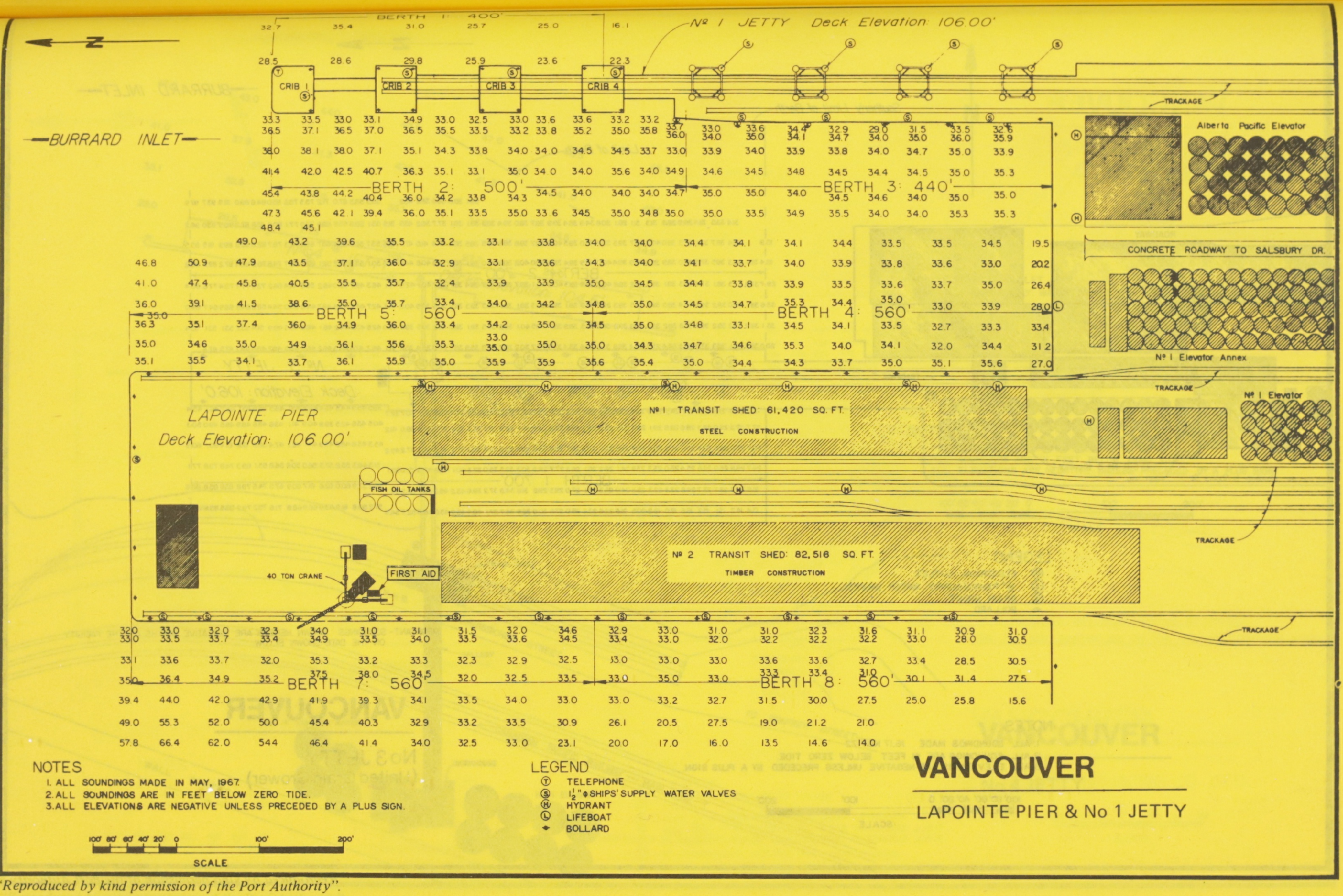
NOTES
1. ALL SOUNDINGS MADE 16,17 NOV 72
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

100' 80' 60' 40' 20' 0 100' 200'
SCALE

## VANCOUVER

No 3 JETTY
(United Grain Grower)

*"Reproduced by kind permission of the Port Authority".*


Z
BURRARD INLET
No 1 JETTY Deck Elevation 106.00'
CRIB 1
CRIB 2
CRIB 3
CRIB 4
BERTH 1: 400'
BERTH 2: 500'
BERTH 3: 440'
BERTH 4: 560'
BERTH 5: 560'
BERTH 7: 560'
BERTH 8: 560'
TRACKAGE
Alberta Pacific Elevator
CONCRETE ROADWAY TO SALSBURY DR.
No 1 Elevator Annex
No 1 Elevator
LAPOINTE PIER
Deck Elevation: 106.00'
No 1 TRANSIT SHED 61,420 SQ. FT.
STEEL CONSTRUCTION
No 2 TRANSIT SHED: 82,516 SQ. FT.
TIMBER CONSTRUCTION
FISH OIL TANKS
40 TON CRANE
FIRST AID
SCALE
100' 80' 60' 40' 20' 0 100' 200'

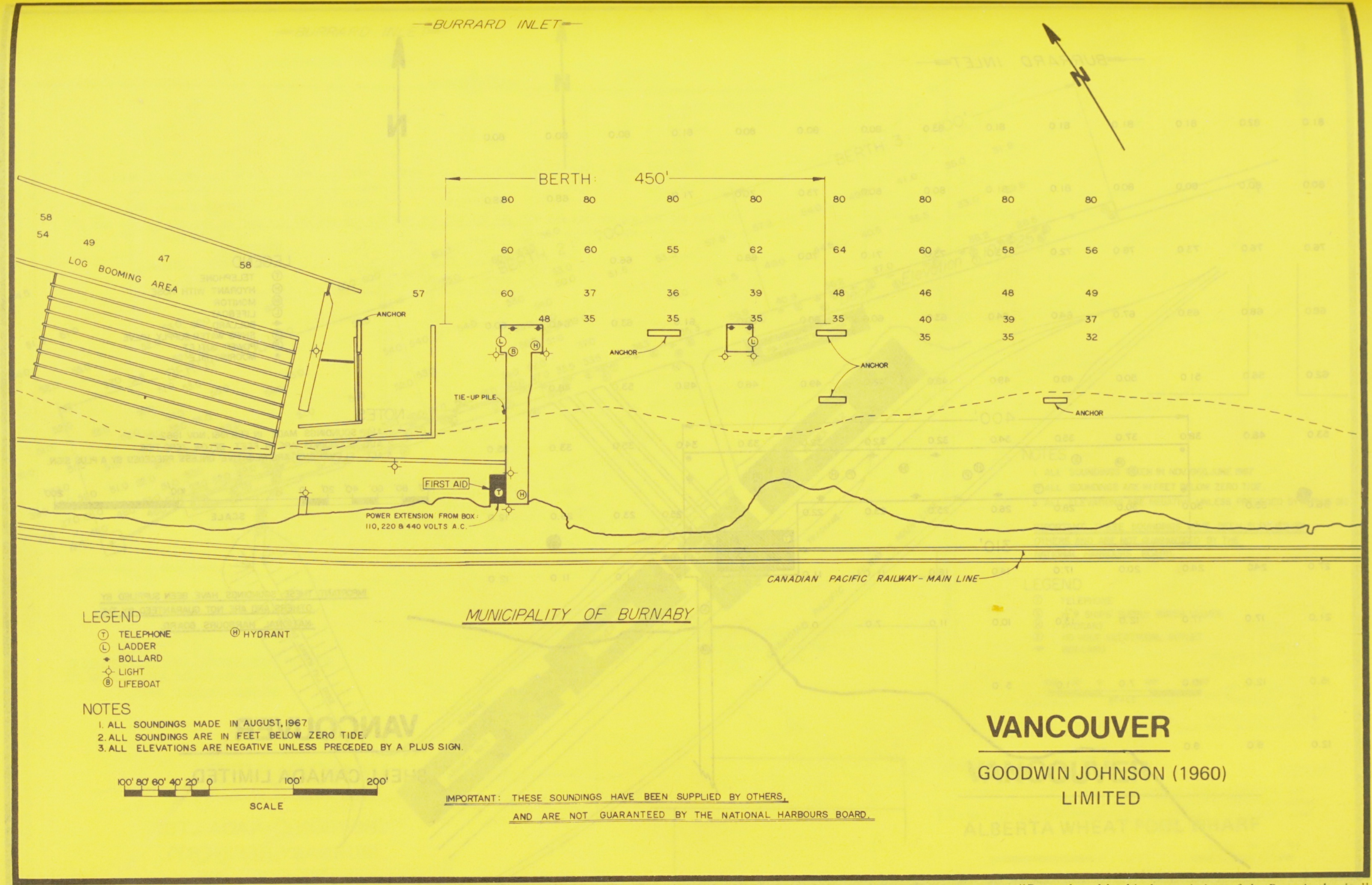
NOTES
1. ALL SOUNDINGS MADE IN MAY, 1967.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

LEGEND
| | |
|---|---|
| Ⓣ | TELEPHONE |
| Ⓢ | 1½"⌀ SHIPS' SUPPLY WATER VALVES |
| Ⓗ | HYDRANT |
| Ⓛ | LIFEBOAT |
| ◆ | BOLLARD |

**VANCOUVER**

LAPOINTE PIER & No 1 JETTY

"Reproduced by kind permission of the Port Authority".


BURRARD INLET
N
BERTH 450'
80 80 80 80 80 80 80 80
60 60 55 62 64 60 58 56
60 37 36 39 48 46 48 49
48 35 35 35 35 40 39 37
35 35 32
58
54
49
47
58
57
LOG BOOMING AREA
ANCHOR
ANCHOR
ANCHOR
ANCHOR
TIE-UP PILE
FIRST AID
POWER EXTENSION FROM BOX:
110, 220 & 440 VOLTS A.C.
CANADIAN PACIFIC RAILWAY- MAIN LINE
MUNICIPALITY OF BURNABY
100' 80' 60' 40' 20' 0 100' 200'
SCALE

LEGEND

- Ⓣ TELEPHONE
- Ⓛ LADDER
- ◆ BOLLARD
- ✧ LIGHT
- Ⓑ LIFEBOAT
- Ⓗ HYDRANT

NOTES

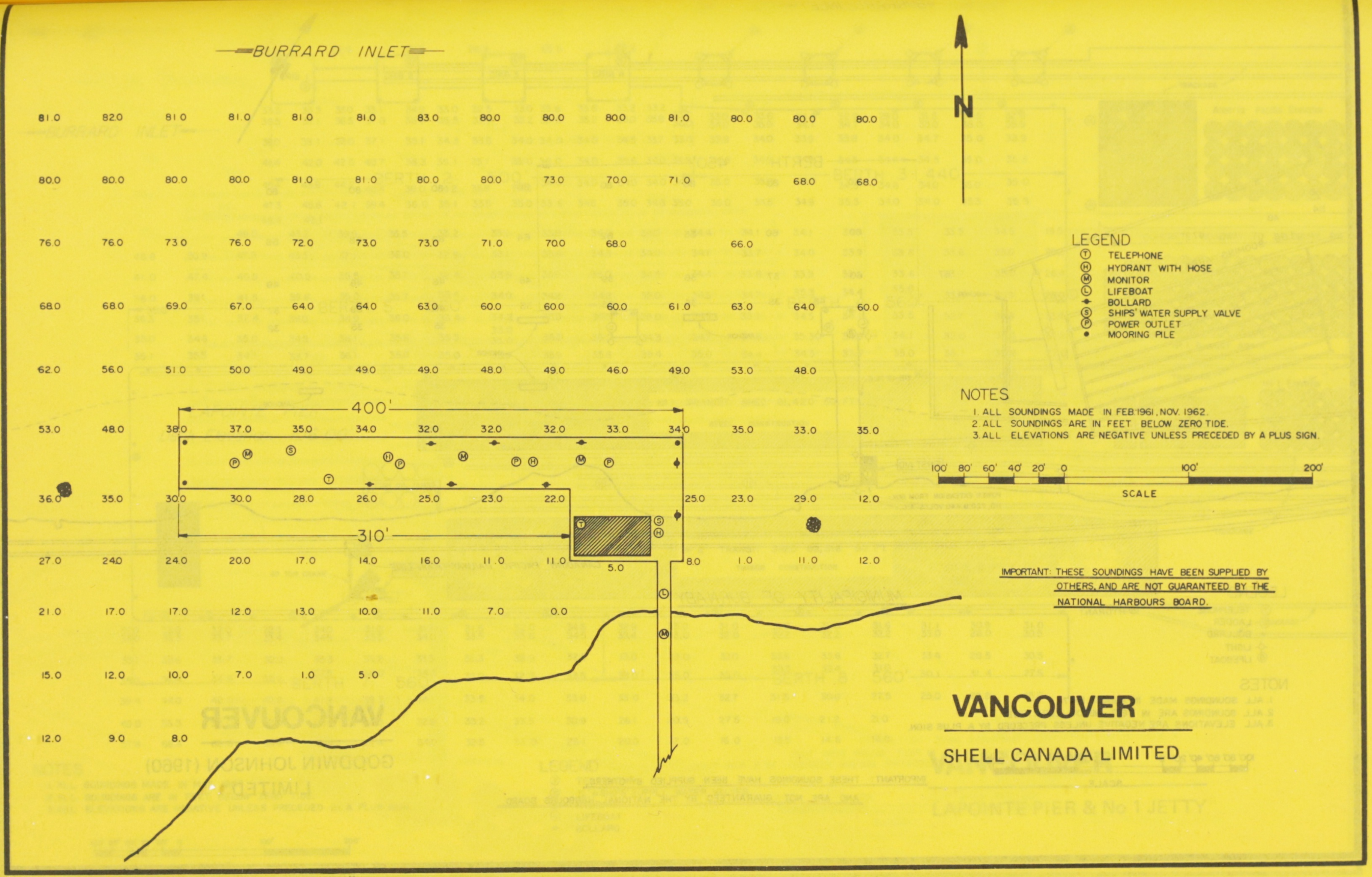
1. ALL SOUNDINGS MADE IN AUGUST, 1967
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS, AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

## VANCOUVER

GOODWIN JOHNSON (1960)
LIMITED

*"Reproduced by kind permission of the Port Authority".*


BURRARD INLET
N
81.0 82.0 81.0 81.0 81.0 81.0 83.0 80.0 80.0 80.0 81.0 80.0 80.0 80.0
80.0 80.0 80.0 80.0 81.0 81.0 80.0 80.0 73.0 70.0 71.0 68.0 68.0
76.0 76.0 73.0 76.0 72.0 73.0 73.0 71.0 70.0 68.0 66.0
68.0 68.0 69.0 67.0 64.0 64.0 63.0 60.0 60.0 60.0 61.0 63.0 64.0 60.0
62.0 56.0 51.0 50.0 49.0 49.0 49.0 48.0 49.0 46.0 49.0 53.0 48.0
400'
53.0 48.0 38.0 37.0 35.0 34.0 32.0 32.0 32.0 33.0 34.0 35.0 33.0 35.0
36.0 35.0 30.0 30.0 28.0 26.0 25.0 23.0 22.0 25.0 23.0 29.0 12.0
310'
27.0 24.0 24.0 20.0 17.0 14.0 16.0 11.0 11.0 5.0 8.0 1.0 11.0 12.0
21.0 17.0 17.0 12.0 13.0 10.0 11.0 7.0 0.0
15.0 12.0 10.0 7.0 1.0 5.0
12.0 9.0 8.0
100' 80' 60' 40' 20' 0 100' 200'
SCALE

LEGEND

- Ⓣ TELEPHONE
- Ⓗ HYDRANT WITH HOSE
- Ⓜ MONITOR
- Ⓛ LIFEBOAT
- ✦ BOLLARD
- Ⓢ SHIPS' WATER SUPPLY VALVE
- Ⓟ POWER OUTLET
- • MOORING PILE

NOTES

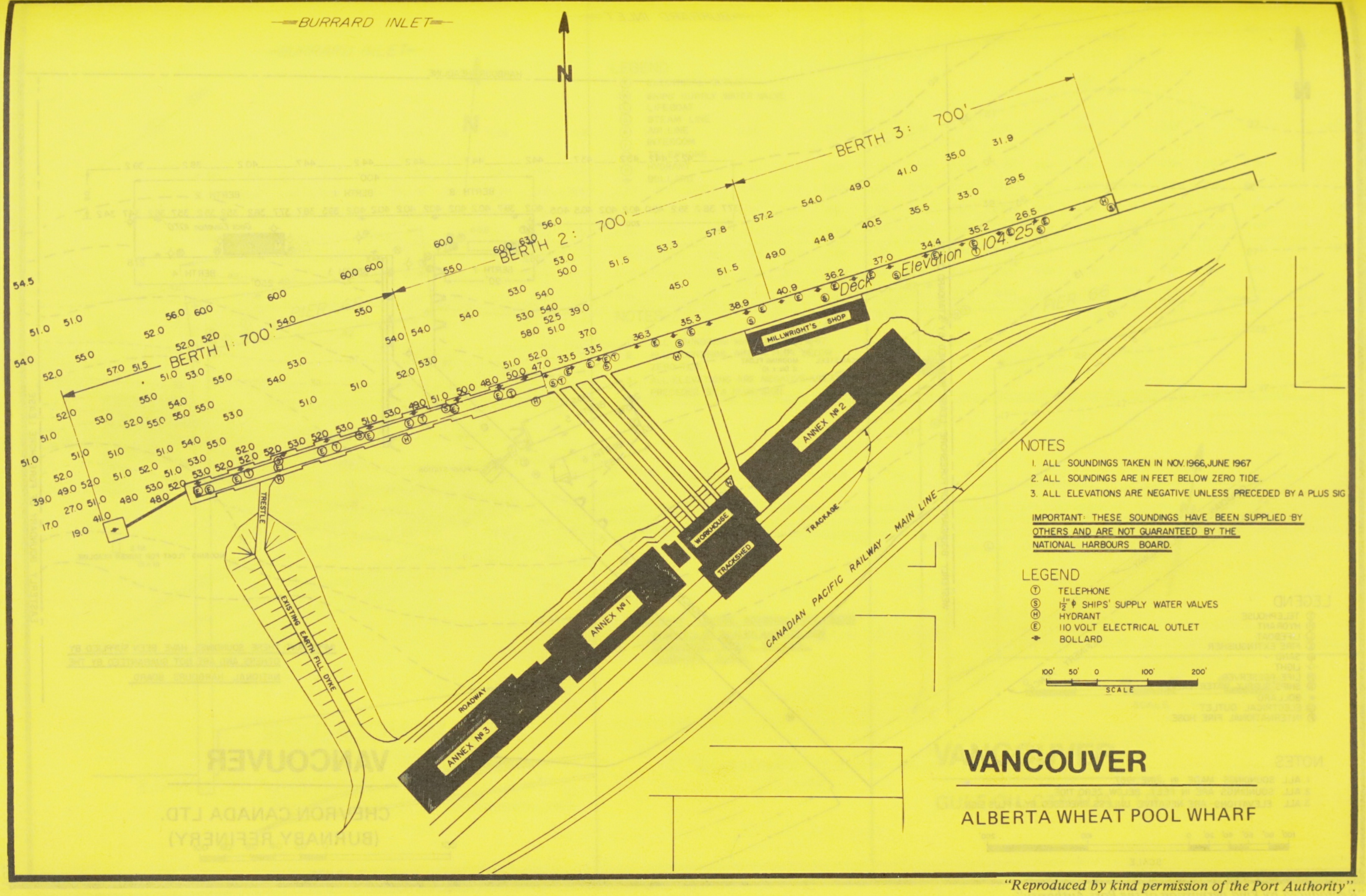
1. ALL SOUNDINGS MADE IN FEB 1961, NOV. 1962.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS, AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

**VANCOUVER**

SHELL CANADA LIMITED

*"Reproduced by kind permission of the Port Authority".*


BURRARD INLET
N
BERTH 1: 700'
BERTH 2: 700'
BERTH 3: 700'
Deck Elevation 104.25
MILLWRIGHT'S SHOP
ANNEX No 2
WORKHOUSE
TRACKSHED
ANNEX No 1
ANNEX No 3
TRESTLE
EXISTING EARTH FILL DYKE
ROADWAY
TRACKAGE
CANADIAN PACIFIC RAILWAY – MAIN LINE
100' 50' 0 100' 200'
SCALE

NOTES

1. ALL SOUNDINGS TAKEN IN NOV. 1966, JUNE 1967
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIG

IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

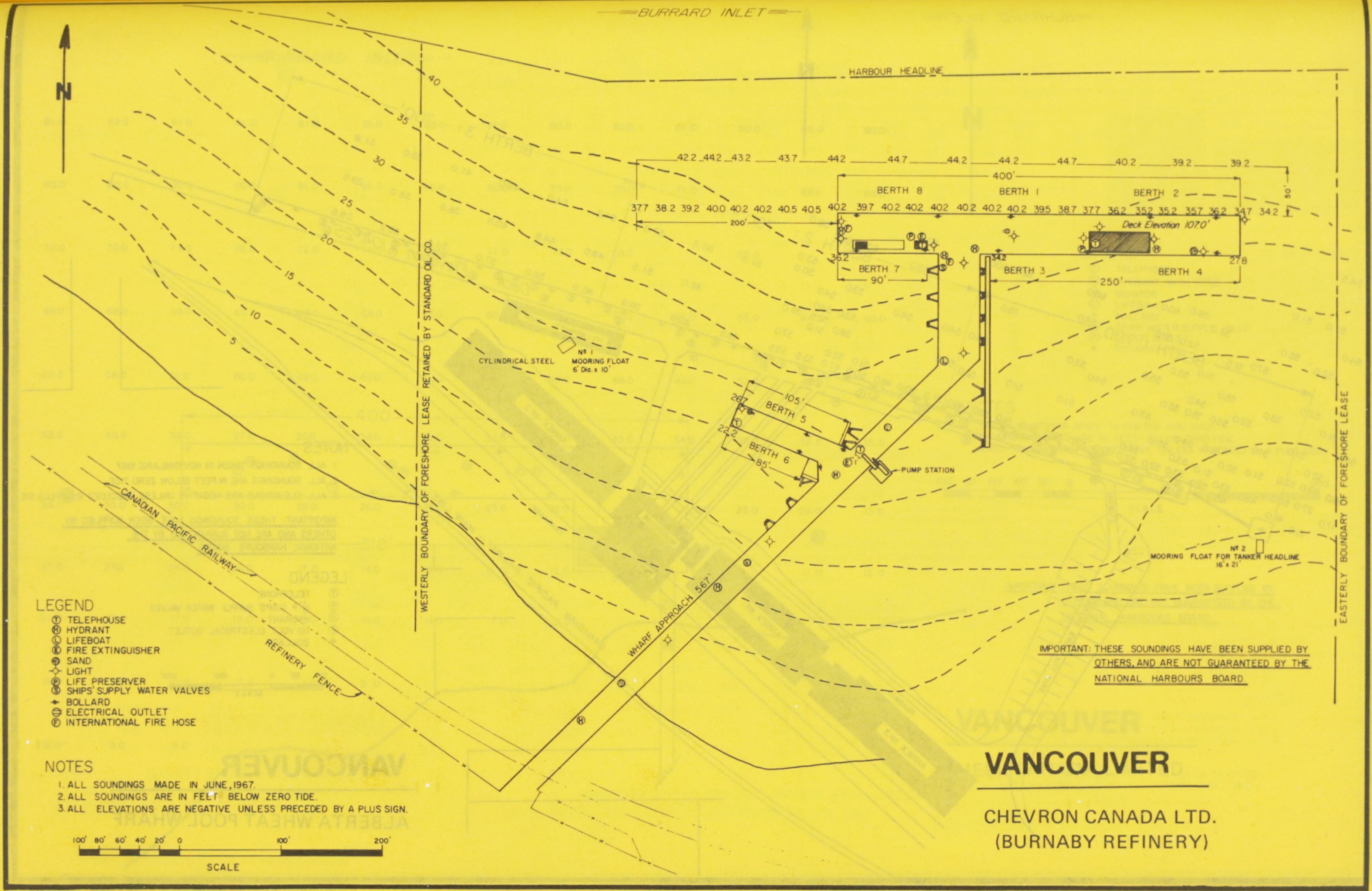
LEGEND

Ⓣ TELEPHONE
Ⓢ 1½" ϕ SHIPS' SUPPLY WATER VALVES
Ⓗ HYDRANT
Ⓔ 110 VOLT ELECTRICAL OUTLET
◆ BOLLARD

## VANCOUVER

ALBERTA WHEAT POOL WHARF

"Reproduced by kind permission of the Port Authority".


BURRARD INLET
N
HARBOUR HEADLINE
40
35
30
25
20
15
10
5
WESTERLY BOUNDARY OF FORESHORE LEASE RETAINED BY STANDARD OIL CO.
EASTERLY BOUNDARY OF FORESHORE LEASE
42.2 44.2 43.2 43.7 44.2 44.7 44.2 44.2 44.7 40.2 39.2 39.2
400'
50'
BERTH 8
BERTH 1
BERTH 2
37.7 38.2 39.2 40.0 40.2 40.2 40.5 40.5 40.2 39.7 40.2 40.2 40.2 40.2 40.2 40.2 39.5 38.7 37.7 36.2 35.2 35.2 35.7 36.2 34.7 34.2
200'
Deck Elevation 107.0'
36.2
34.2
27.8
BERTH 7
90'
BERTH 3
BERTH 4
250'
Nº 1
MOORING FLOAT
6' Dia. x 10'
CYLINDRICAL STEEL
105'
26.7
BERTH 5
22.2
BERTH 6
85'
PUMP STATION
WHARF APPROACH 567'
CANADIAN PACIFIC RAILWAY
REFINERY FENCE
Nº 2
MOORING FLOAT FOR TANKER HEADLINE
16' x 21'
100' 80' 60' 40' 20' 0 100' 200'
SCALE

IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS, AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

LEGEND

- Ⓣ TELEPHOUSE
- Ⓗ HYDRANT
- Ⓛ LIFEBOAT
- Ⓔ FIRE EXTINGUISHER
- ⓢ SAND
- ✧ LIGHT
- Ⓟ LIFE PRESERVER
- Ⓢ SHIPS' SUPPLY WATER VALVES
- ✦ BOLLARD
- ⊜ ELECTRICAL OUTLET
- Ⓕ INTERNATIONAL FIRE HOSE

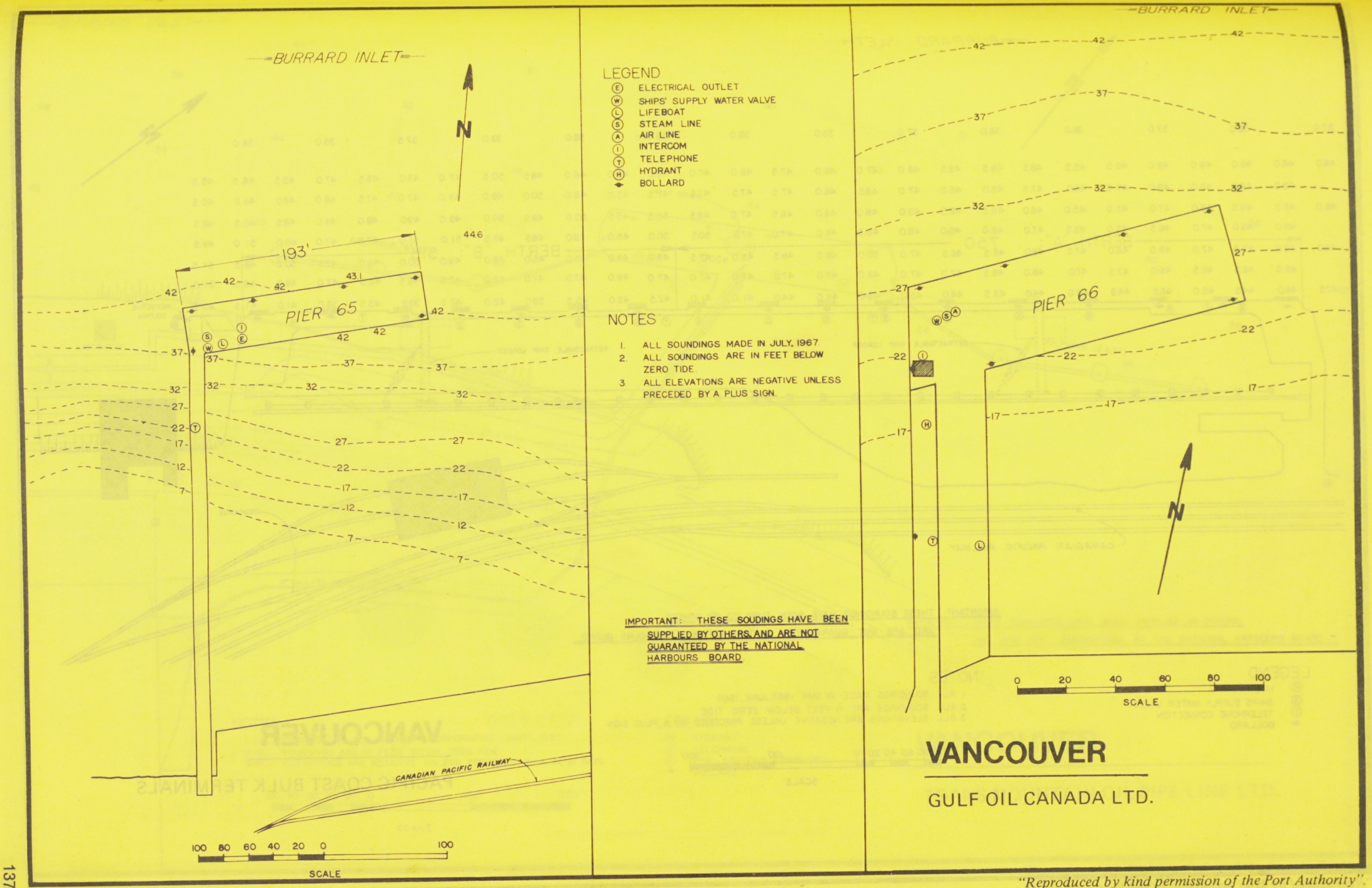
NOTES

1. ALL SOUNDINGS MADE IN JUNE, 1967.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

## VANCOUVER

CHEVRON CANADA LTD.
(BURNABY REFINERY)

"*Reproduced by kind permission of the Port Authority*".


BURRARD INLET
N
193'
44.6
43.1
42
PIER 65
37
32
27
22
17
12
7
Ⓣ
Ⓢ
Ⓦ
Ⓛ
Ⓘ
Ⓔ
CANADIAN PACIFIC RAILWAY
100 80 60 40 20 0 100
SCALE
BURRARD INLET
PIER 66
Ⓦ
Ⓢ
Ⓐ
Ⓘ
Ⓗ
Ⓣ
Ⓛ
N
0 20 40 60 80 100
SCALE

LEGEND

Ⓔ ELECTRICAL OUTLET
Ⓦ SHIPS' SUPPLY WATER VALVE
Ⓛ LIFEBOAT
Ⓢ STEAM LINE
Ⓐ AIR LINE
Ⓘ INTERCOM
Ⓣ TELEPHONE
Ⓗ HYDRANT
◆ BOLLARD

NOTES

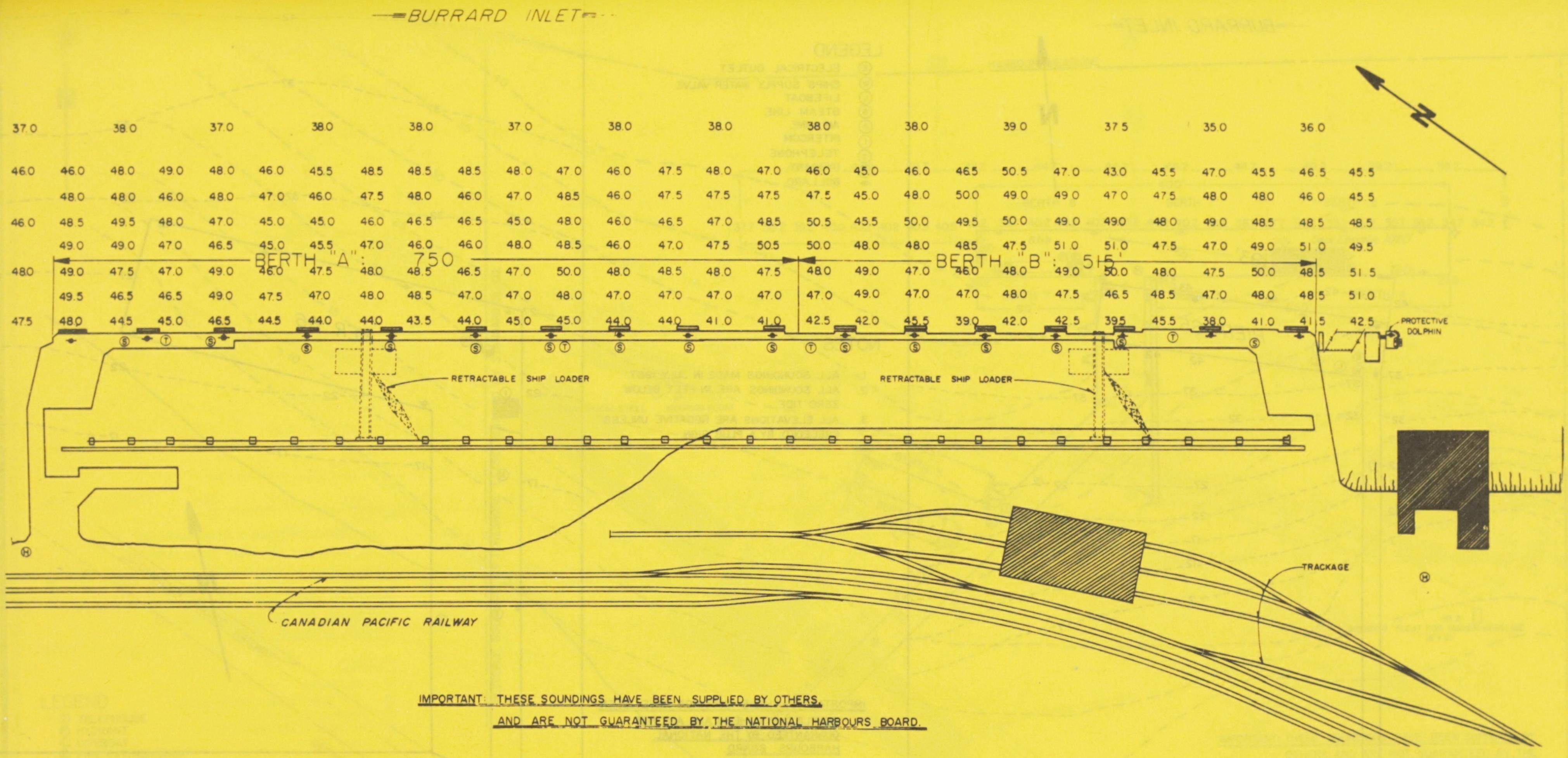
1. ALL SOUNDINGS MADE IN JULY, 1967.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

IMPORTANT: THESE SOUDINGS HAVE BEEN SUPPLIED BY OTHERS AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD

## VANCOUVER

GULF OIL CANADA LTD.

*"Reproduced by kind permission of the Port Authority".*


BURRARD INLET
N
37.0 38.0 37.0 38.0 38.0 37.0 38.0 38.0 38.0 38.0 39.0 37.5 35.0 36.0
46.0 46.0 48.0 49.0 48.0 46.0 45.5 48.5 48.5 48.5 48.0 47.0 46.0 47.5 48.0 47.0 46.0 45.0 46.0 46.5 50.5 47.0 43.0 45.5 47.0 45.5 46.5 45.5
48.0 48.0 46.0 48.0 47.0 46.0 47.5 48.0 46.0 47.0 48.5 46.0 47.5 47.5 47.5 47.5 45.0 48.0 50.0 49.0 49.0 47.0 47.5 48.0 48.0 46.0 45.5
46.0 48.5 49.5 48.0 47.0 45.0 45.0 46.0 46.5 46.5 45.0 48.0 46.0 46.5 47.0 48.5 50.5 45.5 50.0 49.5 50.0 49.0 49.0 48.0 49.0 48.5 48.5 48.5
49.0 49.0 47.0 46.5 45.0 45.5 47.0 46.0 46.0 48.0 48.5 46.0 47.0 47.5 50.5 50.0 48.0 48.0 48.5 47.5 51.0 51.0 47.5 47.0 49.0 51.0 49.5
48.0 49.0 47.5 47.0 49.0 46.0 47.5 48.0 48.5 46.5 47.0 50.0 48.0 48.5 48.0 47.5 48.0 49.0 47.0 46.0 48.0 49.0 50.0 48.0 47.5 50.0 48.5 51.5
49.5 46.5 46.5 49.0 47.5 47.0 48.0 48.5 47.0 47.0 48.0 47.0 47.0 47.0 47.0 47.0 49.0 47.0 47.0 48.0 47.5 46.5 48.5 47.0 48.0 48.5 51.0
47.5 48.0 44.5 45.0 46.5 44.5 44.0 44.0 43.5 44.0 45.0 45.0 44.0 44.0 41.0 41.0 42.5 42.0 45.5 39.0 42.0 42.5 39.5 45.5 38.0 41.0 41.5 42.5
BERTH "A": 750'
BERTH "B": 515'
PROTECTIVE DOLPHIN
RETRACTABLE SHIP LOADER
RETRACTABLE SHIP LOADER
TRACKAGE
CANADIAN PACIFIC RAILWAY

IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS, AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

LEGEND

- Ⓗ HYDRANT
- Ⓢ SHIPS' SUPPLY WATER VALVE
- Ⓣ TELEPHONE CONNECTION
- ◆ BOLLARD

NOTES

1. ALL SOUNDINGS MADE IN MAY, 1967, JUNE, 1969.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

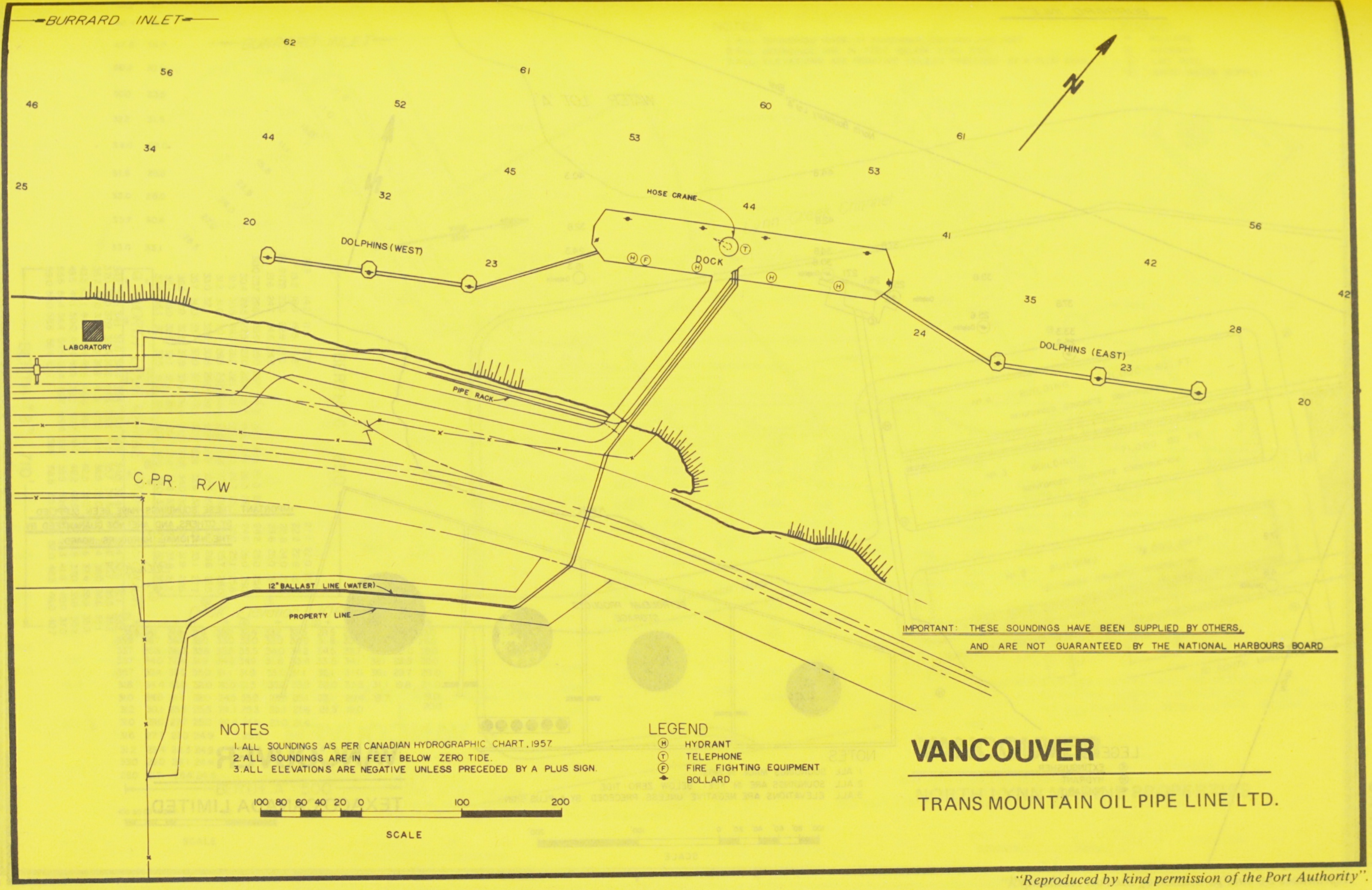
100' 80' 60' 40' 20' 0 100' 200'

SCALE

## VANCOUVER

PACIFIC COAST BULK TERMINALS

"Reproduced by kind permission of the Port Authority".


BURRARD INLET
62
56
46
34
44
52
61
60
53
45
32
25
20
53
61
HOSE CRANE
44
DOLPHINS (WEST)
23
DOCK
41
56
42
35
24
28
42
DOLPHINS (EAST)
23
20
LABORATORY
PIPE RACK
C.P.R. R/W
12" BALLAST LINE (WATER)
PROPERTY LINE
100 80 60 40 20 0 100 200
SCALE

IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS, AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD

NOTES
1. ALL SOUNDINGS AS PER CANADIAN HYDROGRAPHIC CHART, 1957
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

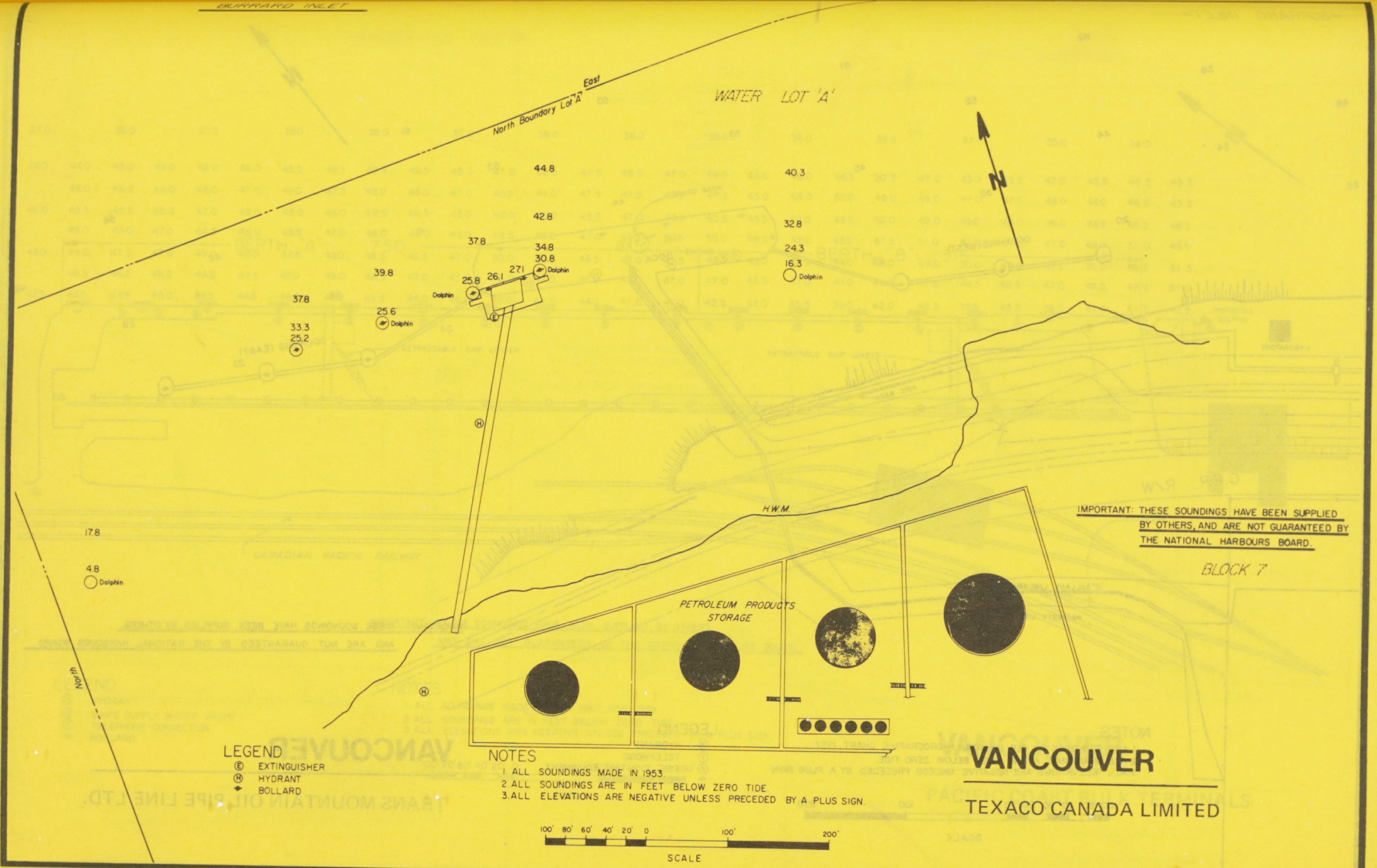
LEGEND

| | |
|---|---|
| Ⓗ | HYDRANT |
| Ⓣ | TELEPHONE |
| Ⓕ | FIRE FIGHTING EQUIPMENT |
| ◆ | BOLLARD |

## VANCOUVER

TRANS MOUNTAIN OIL PIPE LINE LTD.

"Reproduced by kind permission of the Port Authority".


BURRARD INLET
North Boundary Lot 'A' East
WATER LOT 'A'
N
44.8
42.8
37.8
34.8
30.8
39.8
25.8
26.1
27.1
Dolphin
Dolphin
37.8
25.6
Dolphin
33.3
25.2
40.3
32.8
24.3
16.3
Dolphin
H.W.M.
PETROLEUM PRODUCTS STORAGE
BLOCK 7
17.8
4.8
Dolphin
North
100' 80' 60' 40' 20' 0 100' 200'
SCALE

**IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS, AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.**

## VANCOUVER

## TEXACO CANADA LIMITED

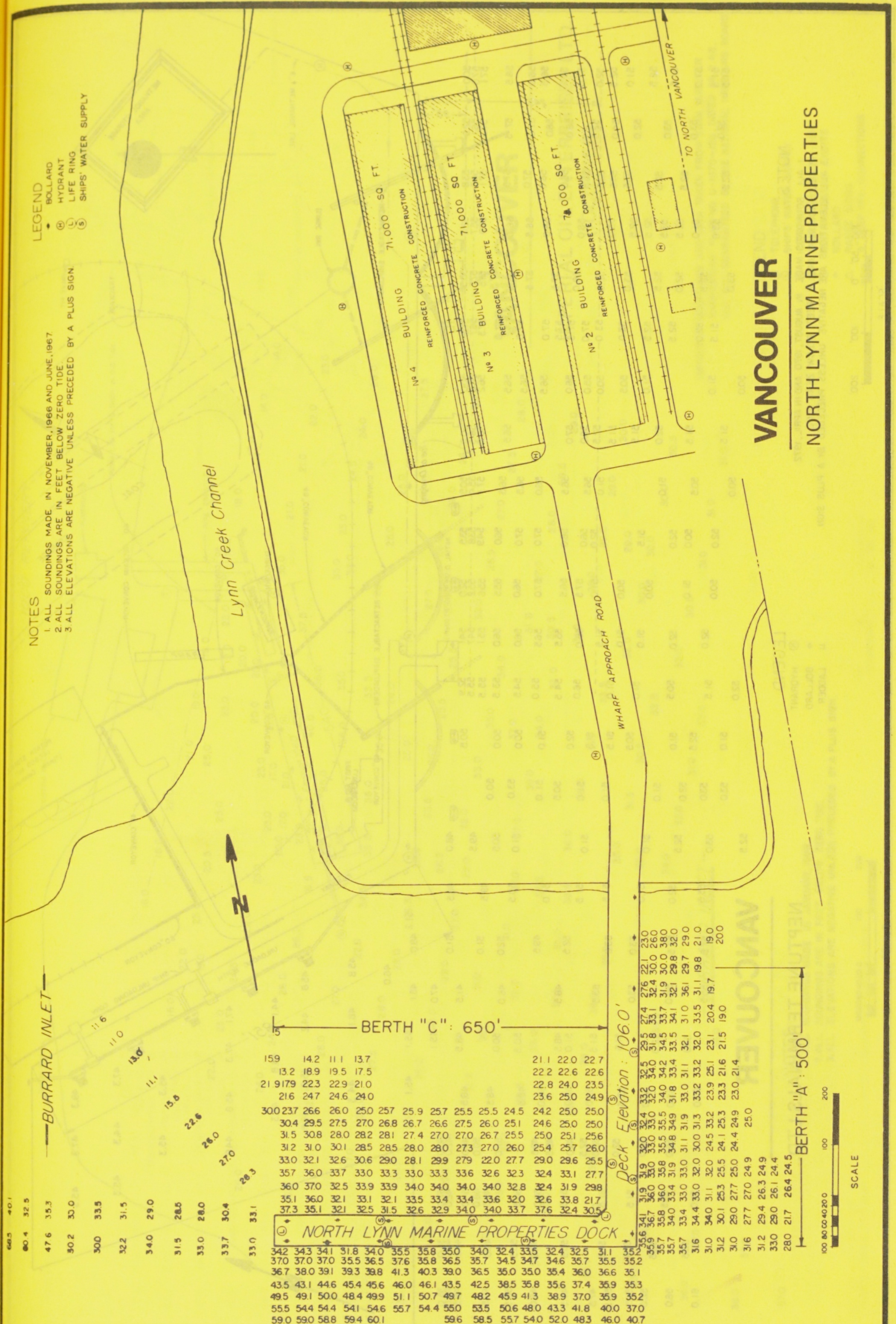
LEGEND

Ⓔ EXTINGUISHER
Ⓗ HYDRANT
✦ BOLLARD

NOTES

1. ALL SOUNDINGS MADE IN 1953.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

*"Reproduced by kind permission of the Port Authority".*


VANCOUVER
NORTH LYNN MARINE PROPERTIES
BURRARD INLET
Lynn Creek Channel
TO NORTH VANCOUVER
WHARF APPROACH ROAD
Nº 4 BUILDING 71,000 SQ. FT. REINFORCED CONCRETE CONSTRUCTION
Nº 3 BUILDING 71,000 SQ. FT. REINFORCED CONCRETE CONSTRUCTION
Nº 2 BUILDING 71,000 SQ. FT. REINFORCED CONCRETE CONSTRUCTION
NORTH LYNN MARINE PROPERTIES DOCK
Deck Elevation : 106.0'
BERTH "A" : 500'
BERTH "B" : 710'
BERTH "C" : 650'
N
SCALE
100 80 60 40 20 0
100
200

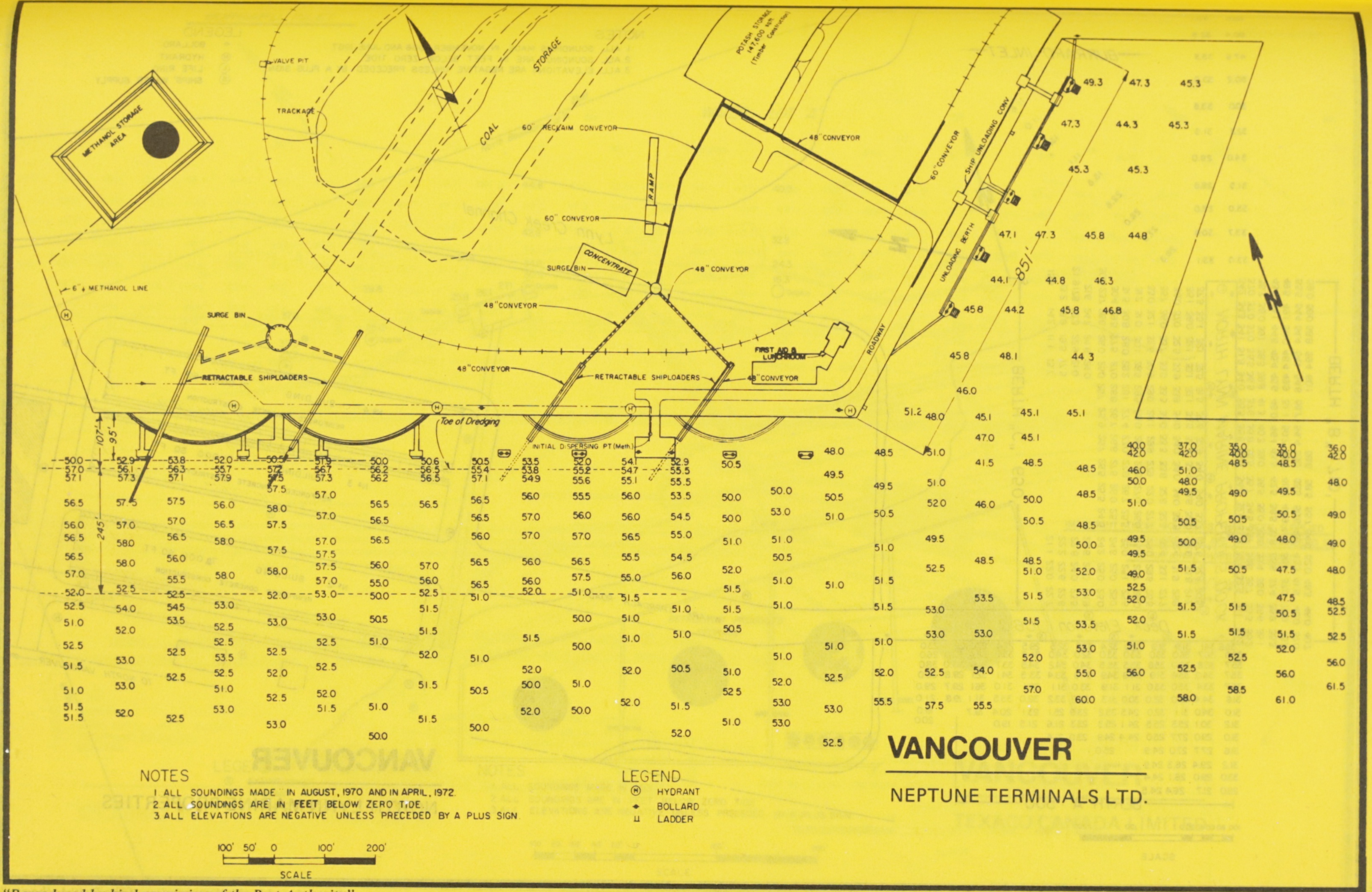
NOTES

1. ALL SOUNDINGS MADE IN NOVEMBER, 1966 AND JUNE, 1967.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

LEGEND

- ◆ BOLLARD
- Ⓗ HYDRANT
- Ⓛ LIFE RING
- Ⓢ SHIPS' WATER SUPPLY

*"Reproduced by kind permission of the Port Authority".*


METHANOL STORAGE AREA
VALVE PIT
TRACKAGE
COAL STORAGE
60" RECLAIM CONVEYOR
POTASH STORAGE 147,600 Sft. (Timber Construction)
48" CONVEYOR
RAMP
60" CONVEYOR
SHIP UNLOADING CONV
UNLOADING BERTH
851'
CONCENTRATE
SURGE BIN
6" ϕ METHANOL LINE
48" CONVEYOR
SURGE BIN
FIRST AID & LUNCHROOM
ROADWAY
RETRACTABLE SHIPLOADERS
48" CONVEYOR
RETRACTABLE SHIPLOADERS
48" CONVEYOR
Toe of Dredging
INITIAL DISPERSING PT (Meth.)
107'
95'
245'
100' 50' 0 100' 200'
SCALE

## VANCOUVER

NEPTUNE TERMINALS LTD.

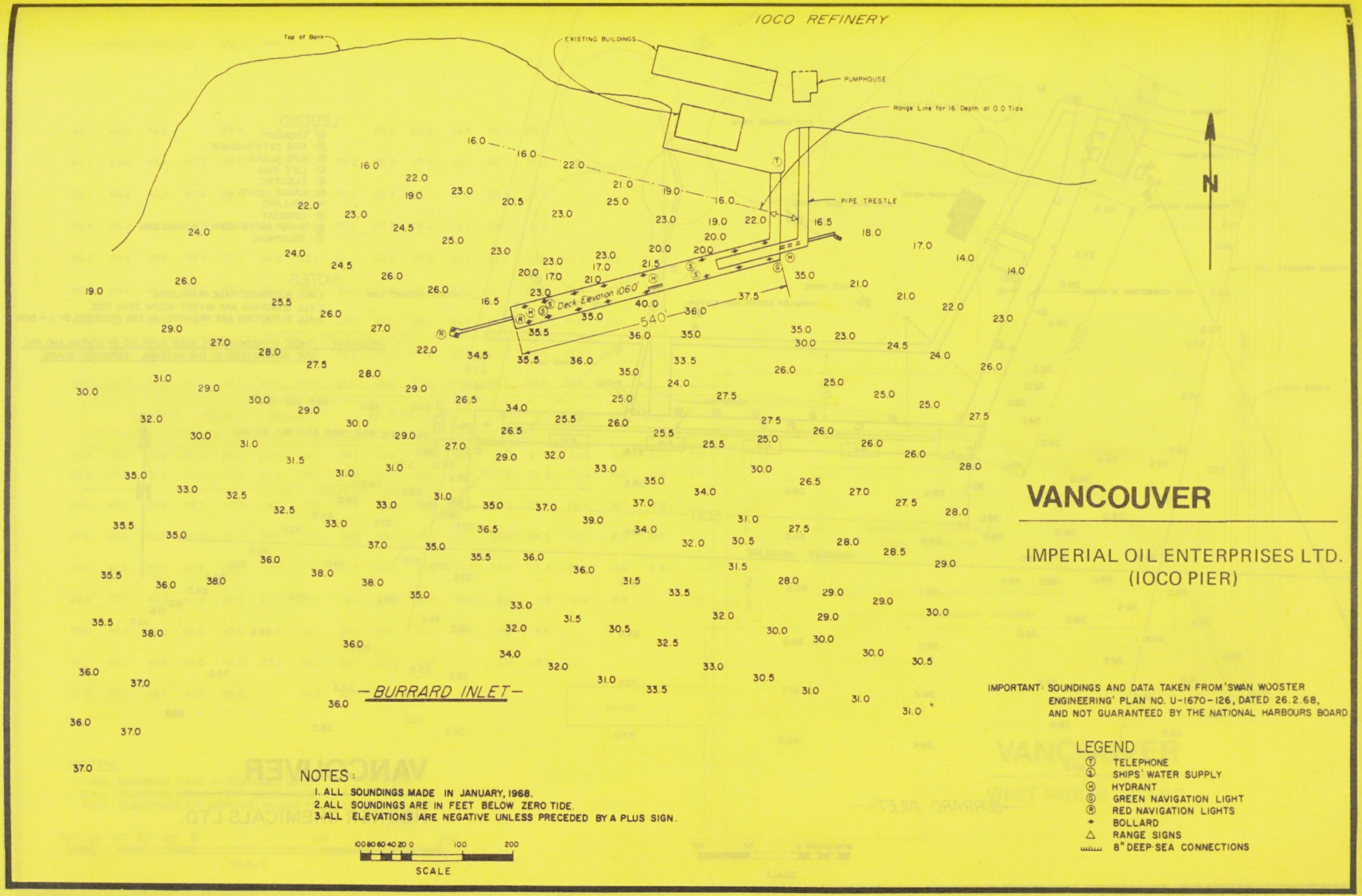
NOTES

1 ALL SOUNDINGS MADE IN AUGUST, 1970 AND IN APRIL, 1972.
2 ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3 ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

LEGEND

Ⓗ HYDRANT
◆ BOLLARD
⊔ LADDER

"Reproduced by kind permission of the Port Authority".


IOCO REFINERY
Top of Bank
EXISTING BUILDINGS
PUMPHOUSE
Range Line for 16' Depth at 0.0 Tide
PIPE TRESTLE
Deck Elevation 1060'
540'
N
—BURRARD INLET—
100 80 60 40 20 0 100 200
SCALE

# VANCOUVER

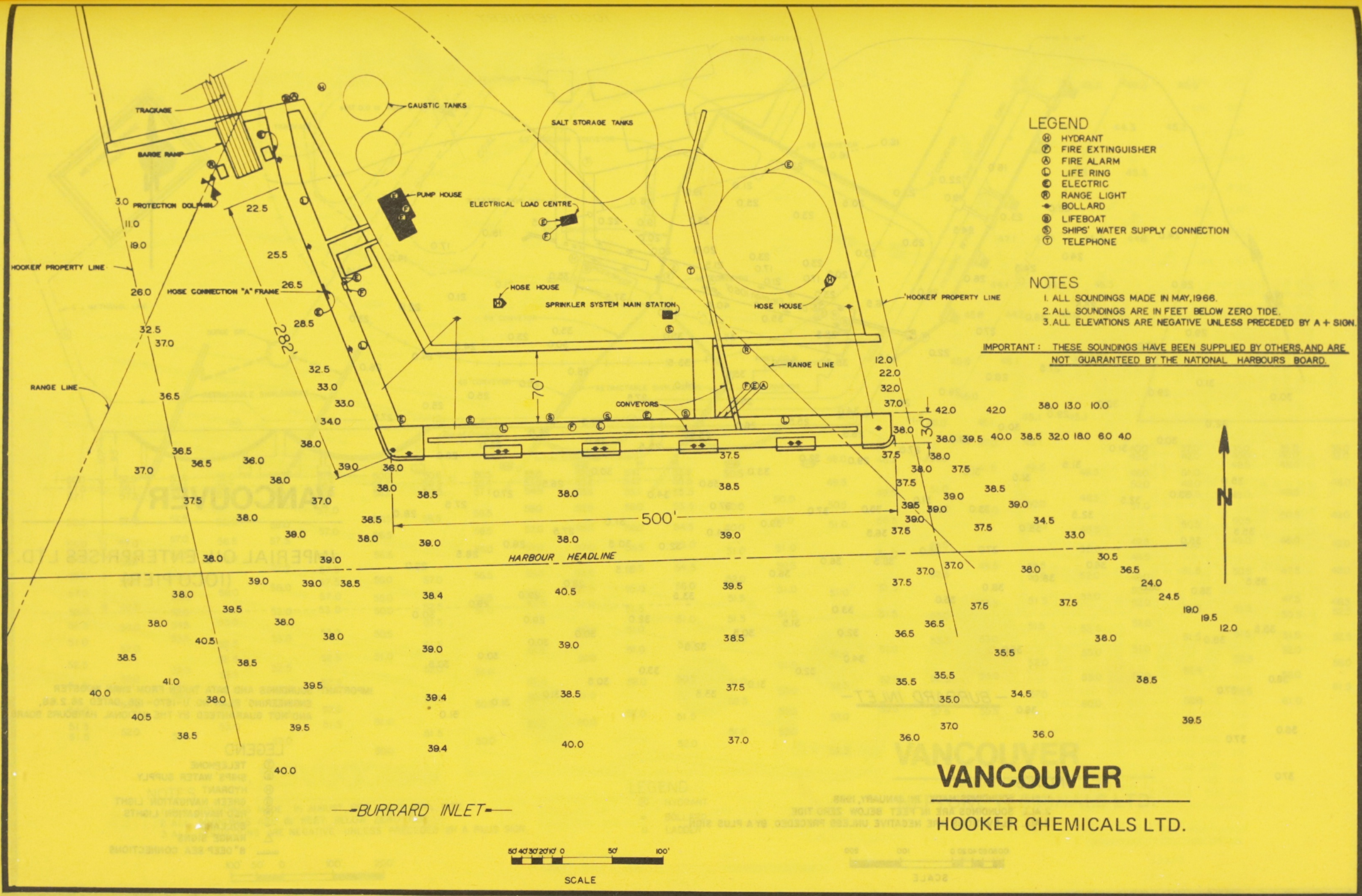
## IMPERIAL OIL ENTERPRISES LTD.
## (IOCO PIER)

IMPORTANT: SOUNDINGS AND DATA TAKEN FROM 'SWAN WOOSTER ENGINEERING' PLAN NO. U-1670-126, DATED 26.2.68, AND NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

LEGEND
Ⓣ TELEPHONE
Ⓢ SHIPS' WATER SUPPLY
Ⓗ HYDRANT
Ⓖ GREEN NAVIGATION LIGHT
Ⓡ RED NAVIGATION LIGHTS
• BOLLARD
△ RANGE SIGNS
8" DEEP-SEA CONNECTIONS

NOTES:
1. ALL SOUNDINGS MADE IN JANUARY, 1968.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

*"Reproduced by kind permission of the Port Authority".*


TRACKAGE
BARGE RAMP
CAUSTIC TANKS
PUMP HOUSE
ELECTRICAL LOAD CENTRE
SALT STORAGE TANKS
PROTECTION DOLPHIN
HOOKER PROPERTY LINE
HOSE CONNECTION "A" FRAME
HOSE HOUSE
SPRINKLER SYSTEM MAIN STATION
HOSE HOUSE
'HOOKER' PROPERTY LINE
RANGE LINE
RANGE LINE
CONVEYORS
282'
70'
30'
500'
HARBOUR HEADLINE
-BURRARD INLET-
N
50 40 30 20 10 0 50' 100'
SCALE

LEGEND
Ⓗ HYDRANT
Ⓕ FIRE EXTINGUISHER
Ⓐ FIRE ALARM
Ⓛ LIFE RING
Ⓔ ELECTRIC
Ⓡ RANGE LIGHT
✦ BOLLARD
Ⓑ LIFEBOAT
Ⓢ SHIPS' WATER SUPPLY CONNECTION
Ⓣ TELEPHONE

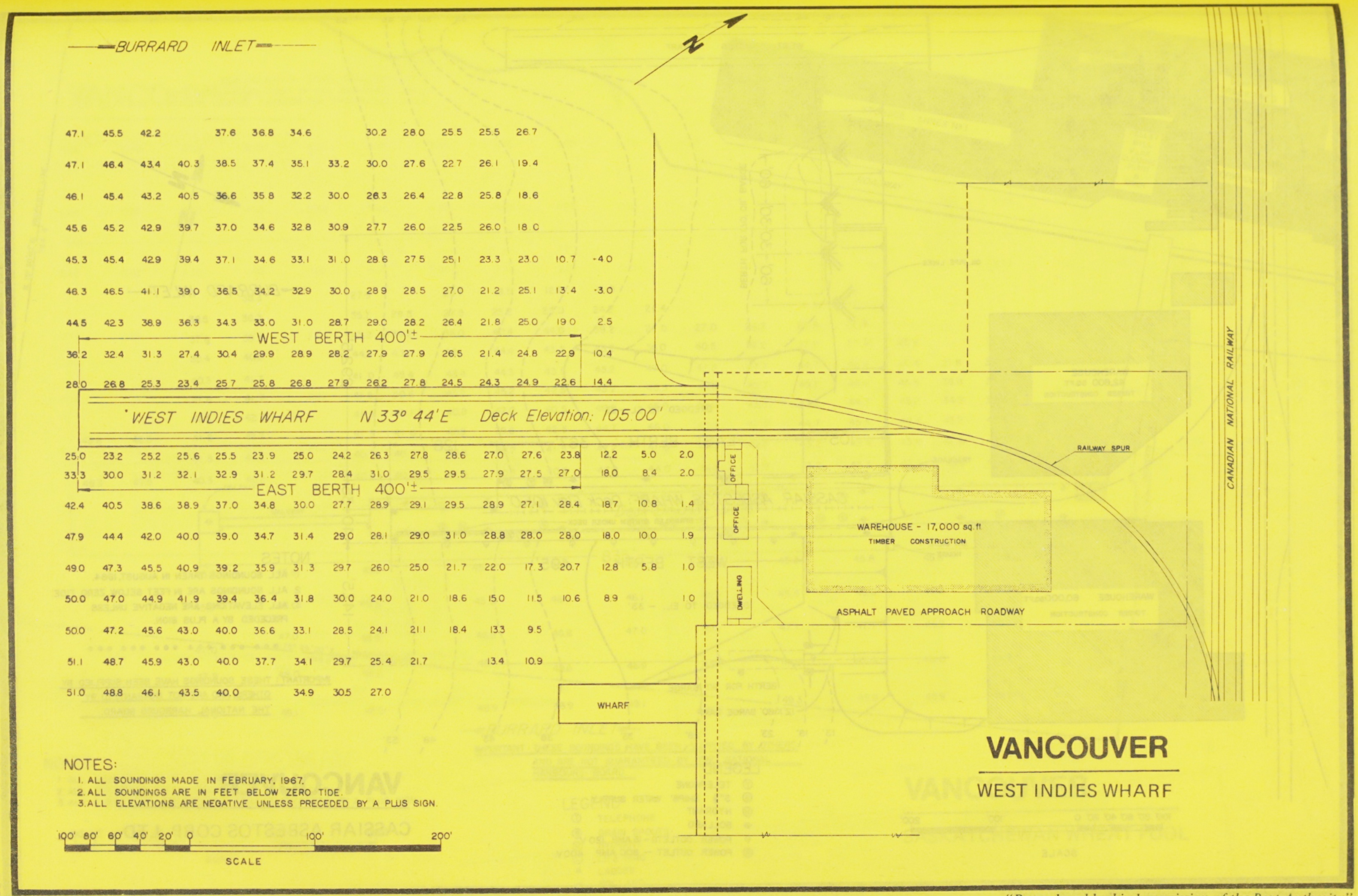
NOTES
1. ALL SOUNDINGS MADE IN MAY, 1966.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A + SIGN.

IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS, AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

**VANCOUVER**

HOOKER CHEMICALS LTD.

*"Reproduced by kind permission of the Port Authority".*

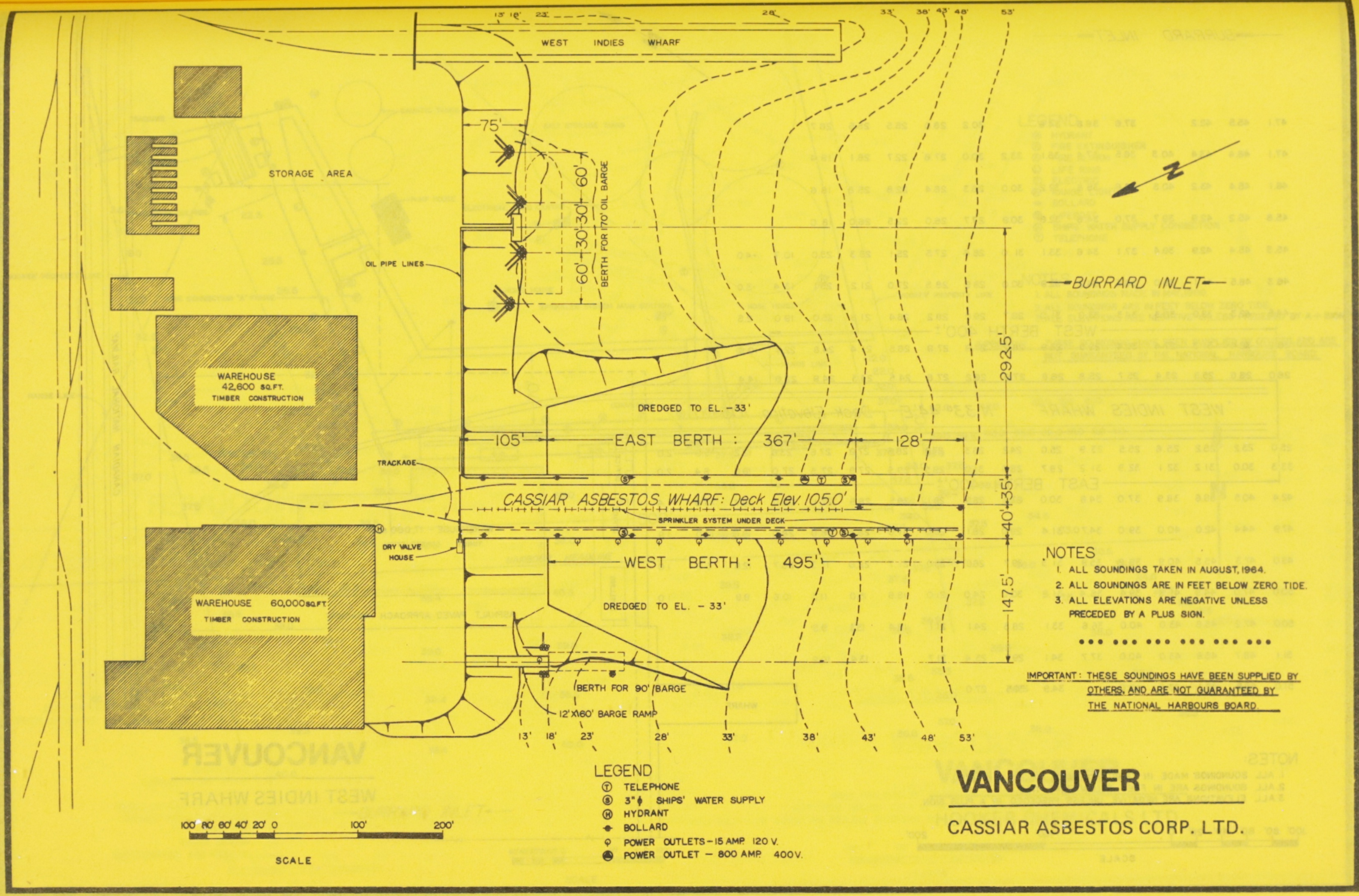

BURRARD INLET
N
47.1 45.5 42.2 37.6 36.8 34.6 30.2 28.0 25.5 25.5 26.7
47.1 46.4 43.4 40.3 38.5 37.4 35.1 33.2 30.0 27.6 22.7 26.1 19.4
46.1 45.4 43.2 40.5 36.6 35.8 32.2 30.0 26.3 26.4 22.8 25.8 18.6
45.6 45.2 42.9 39.7 37.0 34.6 32.8 30.9 27.7 26.0 22.5 26.0 18.0
45.3 45.4 42.9 39.4 37.1 34.6 33.1 31.0 28.6 27.5 25.1 23.3 23.0 10.7 -4.0
46.3 46.5 41.1 39.0 36.5 34.2 32.9 30.0 28.9 28.5 27.0 21.2 25.1 13.4 -3.0
44.5 42.3 38.9 36.3 34.3 33.0 31.0 28.7 29.0 28.2 26.4 21.8 25.0 19.0 2.5
WEST BERTH 400'±
36.2 32.4 31.3 27.4 30.4 29.9 28.9 28.2 27.9 27.9 26.5 21.4 24.8 22.9 10.4
28.0 26.8 25.3 23.4 25.7 25.8 26.8 27.9 26.2 27.8 24.5 24.3 24.9 22.6 14.4
WEST INDIES WHARF N 33° 44'E Deck Elevation: 105.00'
25.0 23.2 25.2 25.6 25.5 23.9 25.0 24.2 26.3 27.8 28.6 27.0 27.6 23.8 12.2 5.0 2.0
33.3 30.0 31.2 32.1 32.9 31.2 29.7 28.4 31.0 29.5 29.5 27.9 27.5 27.0 18.0 8.4 2.0
EAST BERTH 400'±
42.4 40.5 38.6 38.9 37.0 34.8 30.0 27.7 28.9 29.1 29.5 28.9 27.1 28.4 18.7 10.8 1.4
47.9 44.4 42.0 40.0 39.0 34.7 31.4 29.0 28.1 29.0 31.0 28.8 28.0 28.0 18.0 10.0 1.9
49.0 47.3 45.5 40.9 39.2 35.9 31.3 29.7 26.0 25.0 21.7 22.0 17.3 20.7 12.8 5.8 1.0
50.0 47.0 44.9 41.9 39.4 36.4 31.8 30.0 24.0 21.0 18.6 15.0 11.5 10.6 8.9 1.0
50.0 47.2 45.6 43.0 40.0 36.6 33.1 28.5 24.1 21.1 18.4 13.3 9.5
51.1 48.7 45.9 43.0 40.0 37.7 34.1 29.7 25.4 21.7 13.4 10.9
51.0 48.8 46.1 43.5 40.0 34.9 30.5 27.0
WHARF
OFFICE
OFFICE
DWELLING
WAREHOUSE - 17,000 sq. ft
TIMBER CONSTRUCTION
ASPHALT PAVED APPROACH ROADWAY
RAILWAY SPUR
CANADIAN NATIONAL RAILWAY
100' 80' 60' 40' 20' 0 100' 200'
SCALE

NOTES:
1. ALL SOUNDINGS MADE IN FEBRUARY, 1967.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

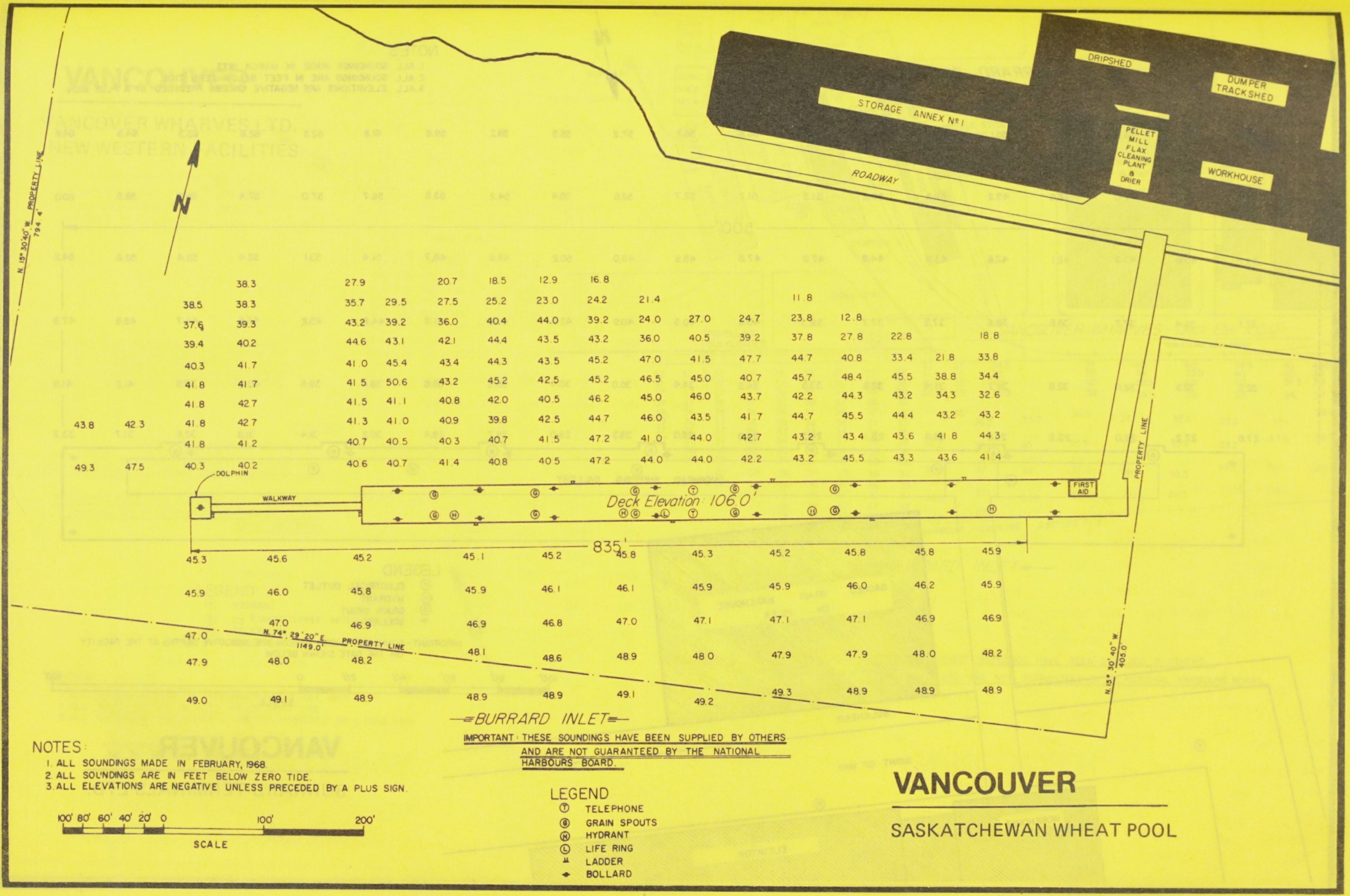
## VANCOUVER

### WEST INDIES WHARF

"Reproduced by kind permission of the Port Authority".


WEST INDIES WHARF
13' 18' 23' 28' 33' 38' 43' 48' 53'
STORAGE AREA
75'
60' 30' 30' 60'
BERTH FOR 170' OIL BARGE
OIL PIPE LINES
BURRARD INLET
WAREHOUSE
42,600 SQ.FT.
TIMBER CONSTRUCTION
DREDGED TO EL. -33'
292.5'
105'
EAST BERTH : 367'
128'
TRACKAGE
CASSIAR ASBESTOS WHARF: Deck Elev. 105.0'
SPRINKLER SYSTEM UNDER DECK
40'
35'
DRY VALVE HOUSE
WEST BERTH : 495'
147.5'
WAREHOUSE 60,000 SQ.FT.
TIMBER CONSTRUCTION
DREDGED TO EL. -33'
BERTH FOR 90' BARGE
12'X160' BARGE RAMP
13' 18' 23' 28' 33' 38' 43' 48' 53'
N
NOTES
1. ALL SOUNDINGS TAKEN IN AUGUST, 1964.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.
IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS, AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.
LEGEND
Ⓣ TELEPHONE
Ⓢ 3"φ SHIPS' WATER SUPPLY
Ⓗ HYDRANT
● BOLLARD
⚲ POWER OUTLETS - 15 AMP. 120 V.
● POWER OUTLET - 800 AMP. 400V.
100' 80' 60' 40' 20' 0 100' 200'
SCALE
VANCOUVER
CASSIAR ASBESTOS CORP. LTD.

*"Reproduced by kind permission of the Port Authority".*


STORAGE ANNEX Nº I
DRIPSHED
DUMPER TRACKSHED
PELLET MILL FLAX CLEANING PLANT & DRIER
WORKHOUSE
ROADWAY
N
N. 15° 30' 40" W. PROPERTY LINE 794.4'
38.3 27.9 20.7 18.5 12.9 16.8
38.5 38.3 35.7 29.5 27.5 25.2 23.0 24.2 21.4 11.8
37.6 39.3 43.2 39.2 36.0 40.4 44.0 39.2 24.0 27.0 24.7 23.8 12.8
39.4 40.2 44.6 43.1 42.1 44.4 43.5 43.2 36.0 40.5 39.2 37.8 27.8 22.8 18.8
40.3 41.7 41.0 45.4 43.4 44.3 43.5 45.2 47.0 41.5 47.7 44.7 40.8 33.4 21.8 33.8
41.8 41.7 41.5 50.6 43.2 45.2 42.5 45.2 46.5 45.0 40.7 45.7 48.4 45.5 38.8 34.4
41.8 42.7 41.5 41.1 40.8 42.0 40.5 46.2 45.0 46.0 43.7 42.2 44.3 43.2 34.3 32.6
43.8 42.3 41.8 42.7 41.3 41.0 40.9 39.8 42.5 44.7 46.0 43.5 41.7 44.7 45.5 44.4 43.2 43.2
41.8 41.2 40.7 40.5 40.3 40.7 41.5 47.2 41.0 44.0 42.7 43.2 43.4 43.6 41.8 44.3
49.3 47.5 40.3 40.2 40.6 40.7 41.4 40.8 40.5 47.2 44.0 44.0 42.2 43.2 45.5 43.3 43.6 41.4
DOLPHIN
WALKWAY
Deck Elevation 106.0'
FIRST AID
PROPERTY LINE
835'
45.3 45.6 45.2 45.1 45.2 45.8 45.3 45.2 45.8 45.8 45.9
45.9 46.0 45.8 45.9 46.1 46.1 45.9 45.9 46.0 46.2 45.9
47.0 46.9 46.9 46.8 47.0 47.1 47.1 47.1 46.9 46.9
47.0 47.9 48.0 48.2 48.1 48.6 48.9 48.0 47.9 47.9 48.0 48.2
49.0 49.1 48.9 48.9 48.9 49.1 49.2 49.3 48.9 48.9 48.9
N. 74° 29' 20" E. 1149.0' PROPERTY LINE
N. 15° 30' 40" W. 405.0'
=BURRARD INLET=

IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

NOTES:

1. ALL SOUNDINGS MADE IN FEBRUARY, 1968.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

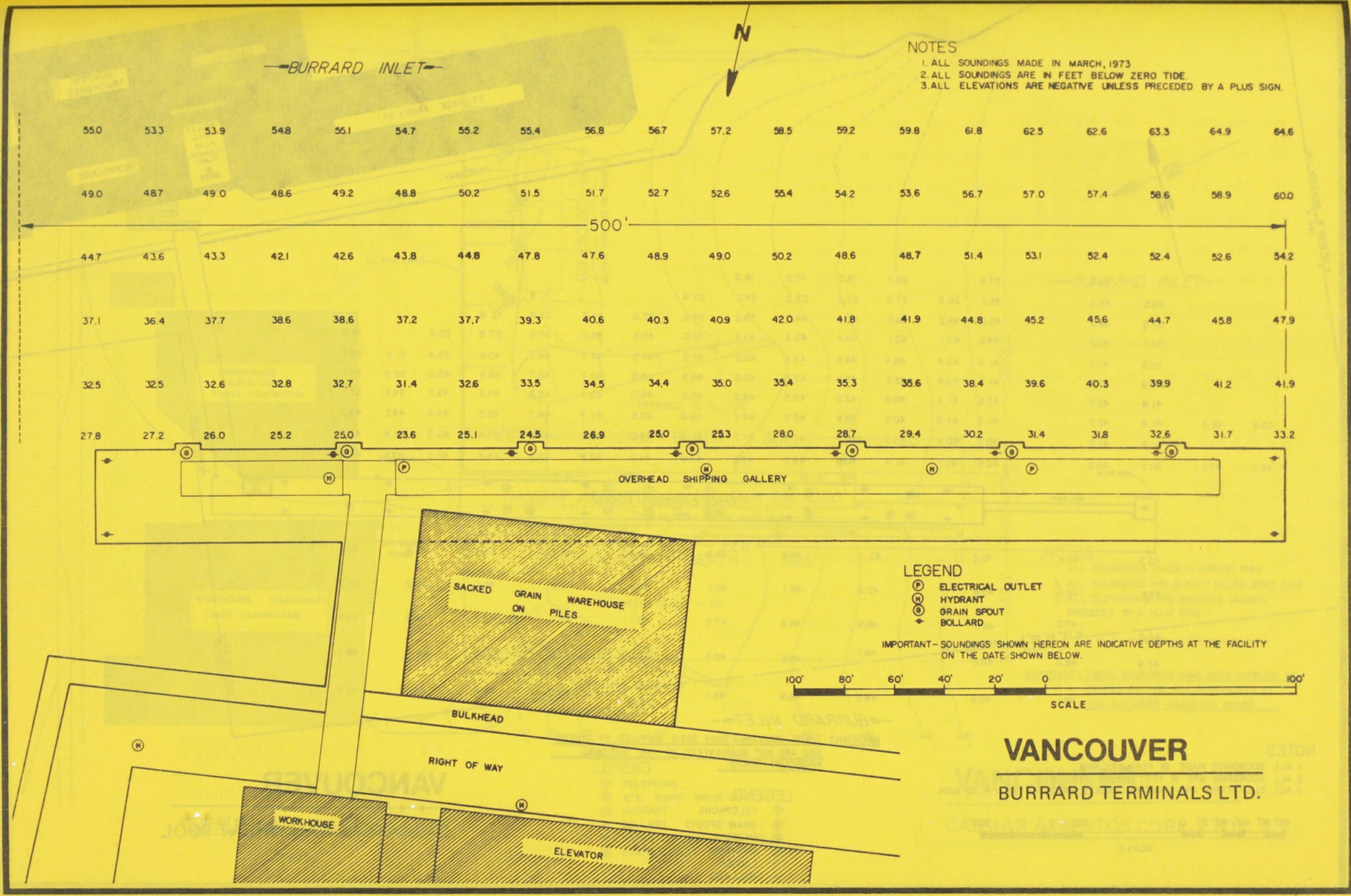
100' 80' 60' 40' 20' 0 100' 200'
SCALE

LEGEND
Ⓣ TELEPHONE
Ⓖ GRAIN SPOUTS
Ⓗ HYDRANT
Ⓛ LIFE RING
ʭ LADDER
◆ BOLLARD

## VANCOUVER

### SASKATCHEWAN WHEAT POOL

*"Reproduced by kind permission of the Port Authority".*


N
—BURRARD INLET—
500'
55.0 53.3 53.9 54.8 55.1 54.7 55.2 55.4 56.8 56.7 57.2 58.5 59.2 59.8 61.8 62.5 62.6 63.3 64.9 64.6
49.0 48.7 49.0 48.6 49.2 48.8 50.2 51.5 51.7 52.7 52.6 55.4 54.2 53.6 56.7 57.0 57.4 58.6 58.9 60.0
44.7 43.6 43.3 42.1 42.6 43.8 44.8 47.8 47.6 48.9 49.0 50.2 48.6 48.7 51.4 53.1 52.4 52.4 52.6 54.2
37.1 36.4 37.7 38.6 38.6 37.2 37.7 39.3 40.6 40.3 40.9 42.0 41.8 41.9 44.8 45.2 45.6 44.7 45.8 47.9
32.5 32.5 32.6 32.8 32.7 31.4 32.6 33.5 34.5 34.4 35.0 35.4 35.3 35.6 38.4 39.6 40.3 39.9 41.2 41.9
27.8 27.2 26.0 25.2 25.0 23.6 25.1 24.5 26.9 25.0 25.3 28.0 28.7 29.4 30.2 31.4 31.8 32.6 31.7 33.2
OVERHEAD SHIPPING GALLERY
SACKED GRAIN WAREHOUSE ON PILES
BULKHEAD
RIGHT OF WAY
WORKHOUSE
ELEVATOR
100' 80' 60' 40' 20' 0 100'
SCALE

NOTES
1. ALL SOUNDINGS MADE IN MARCH, 1973
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

LEGEND
Ⓟ ELECTRICAL OUTLET
Ⓗ HYDRANT
Ⓢ GRAIN SPOUT
◆ BOLLARD

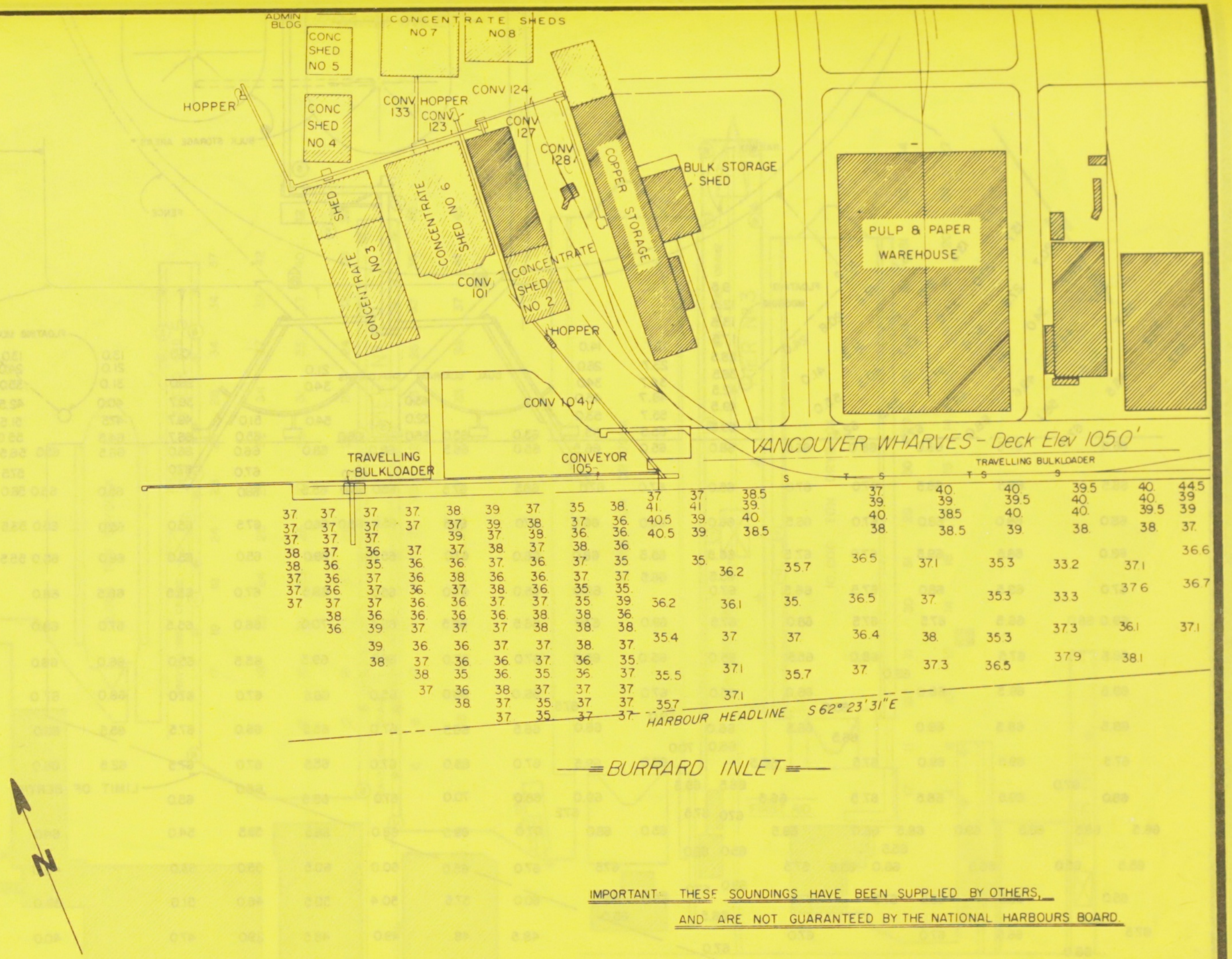
IMPORTANT - SOUNDINGS SHOWN HEREON ARE INDICATIVE DEPTHS AT THE FACILITY ON THE DATE SHOWN BELOW.

**VANCOUVER**
BURRARD TERMINALS LTD.

*"Reproduced by kind permission of the Port Authority".*

# VANCOUVER

## VANCOUVER WHARVES LTD.
## NEW WESTERN FACILITIES


ADMIN BLDG
CONC SHED NO 5
CONCENTRATE SHEDS NO 7 NO 8
HOPPER
CONC SHED NO 4
CONV 133
HOPPER
CONV 123
CONV 124
CONV 127
CONV 128
SHED
CONCENTRATE NO 3
CONCENTRATE SHED NO 6
COPPER STORAGE
BULK STORAGE SHED
CONV 101
CONCENTRATE SHED NO 2
HOPPER
PULP & PAPER WAREHOUSE
CONV 104
TRAVELLING BULKLOADER
CONVEYOR 105
VANCOUVER WHARVES – Deck Elev 105.0'
TRAVELLING BULKLOADER
HARBOUR HEADLINE S 62° 23' 31" E
BURRARD INLET
N

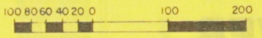
IMPORTANT THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS, AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD

### LEGEND

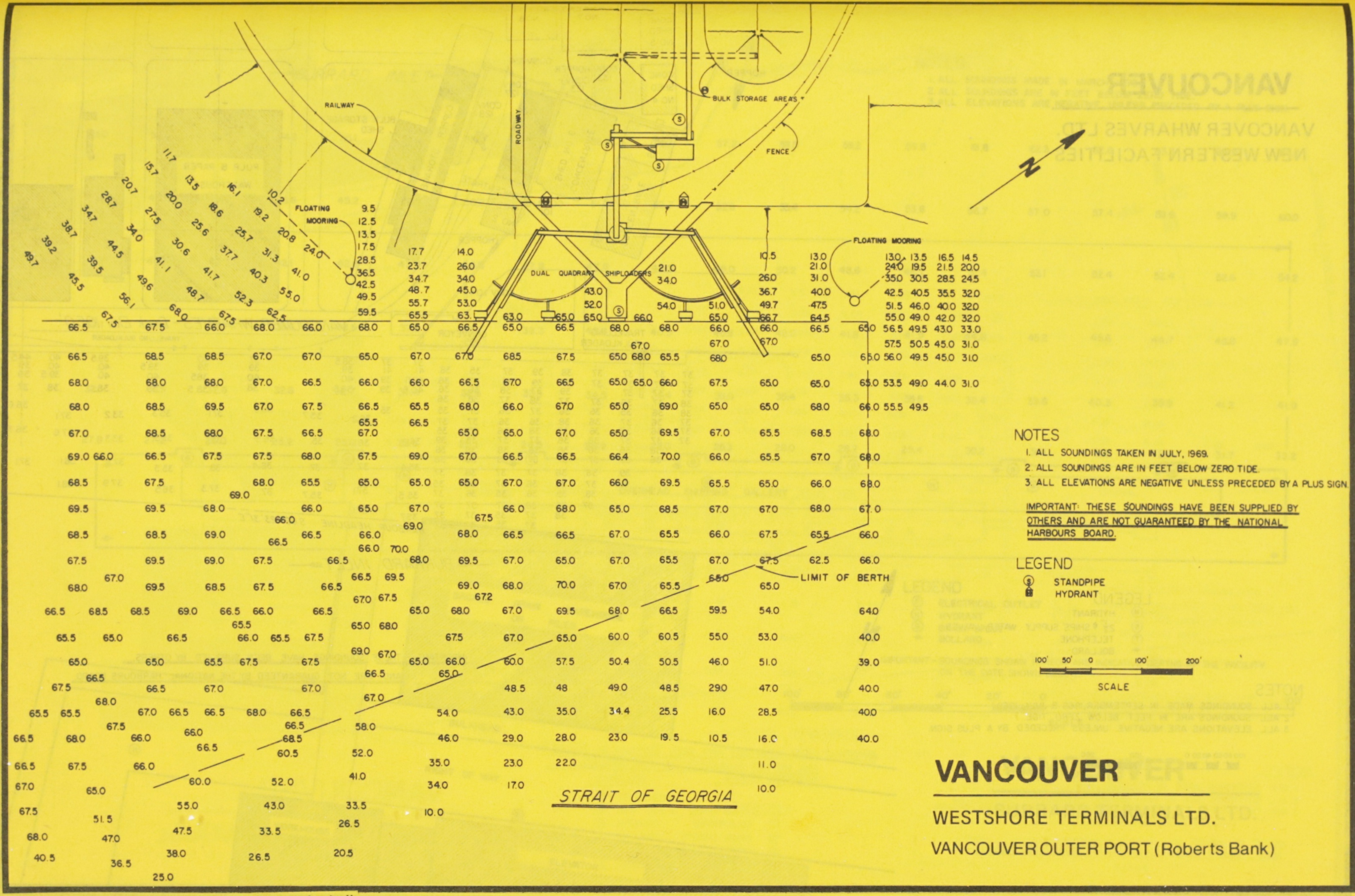
- Ⓗ HYDRANT
- Ⓢ 2½" φ SHIPS' SUPPLY WATER VALVES
- Ⓣ TELEPHONE
- ◆ BOLLARD

### NOTES

1. ALL SOUNDINGS MADE IN SEPTEMBER, 1966 & JULY, 1969.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.


100 80 60 40 20 0
100
200

"Reproduced by kind permission of the Port Authority".


RAILWAY
ROADWAY
BULK STORAGE AREAS
FENCE
N
FLOATING MOORING
FLOATING MOORING
DUAL QUADRANT SHIPLOADERS
LIMIT OF BERTH
STRAIT OF GEORGIA
100' 50' 0 100' 200'
SCALE

NOTES

1. ALL SOUNDINGS TAKEN IN JULY, 1969.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

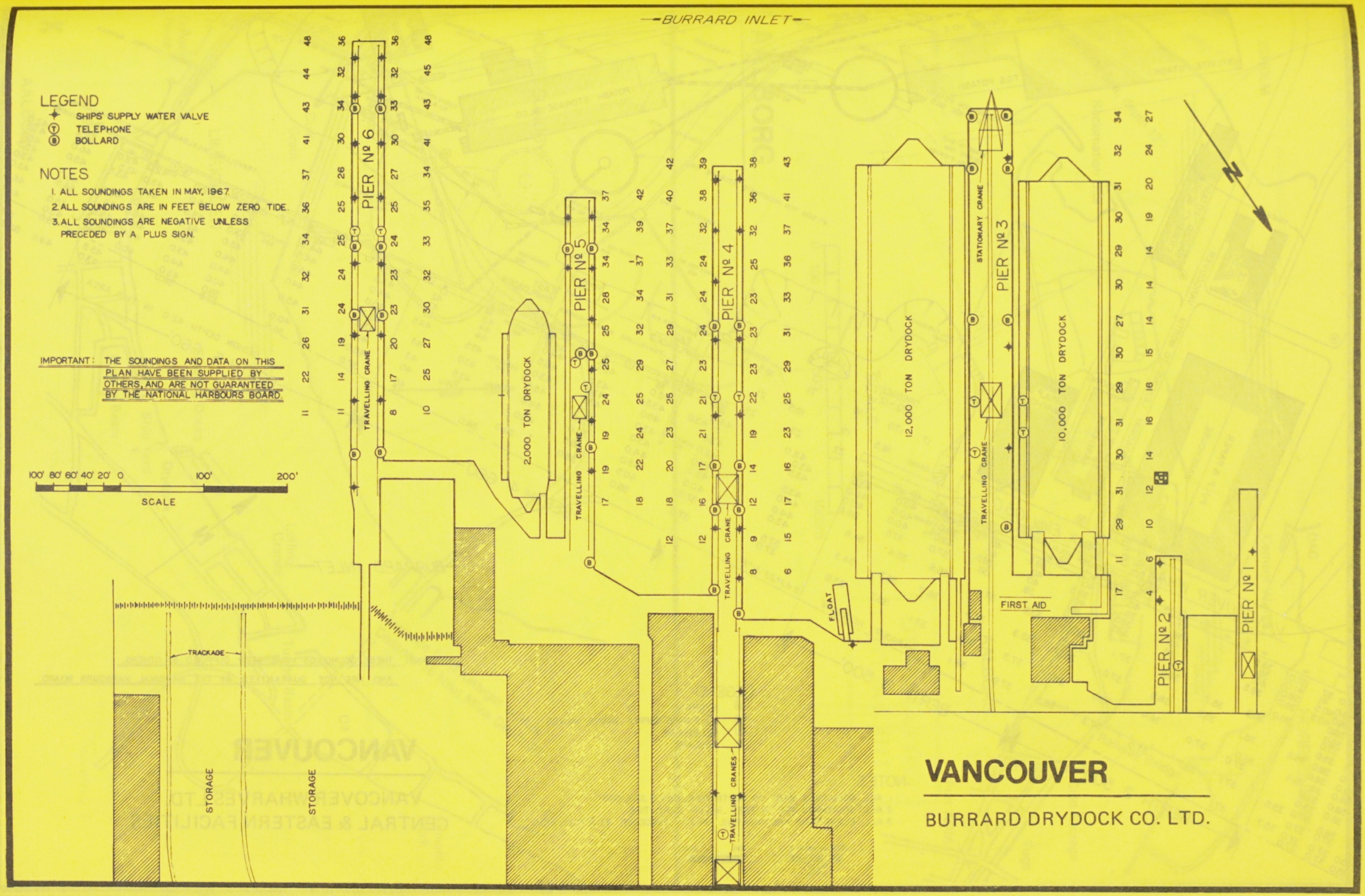
LEGEND

| | |
|---|---|
| Ⓢ | STANDPIPE |
| ■ | HYDRANT |

## VANCOUVER

WESTSHORE TERMINALS LTD.
VANCOUVER OUTER PORT (Roberts Bank)

*"Reproduced by kind permission of the Port Authority".*


—BURRARD INLET—
N
PIER Nº 1
PIER Nº 2
PIER Nº 3
PIER Nº 4
PIER Nº 5
PIER Nº 6
10,000 TON DRYDOCK
12,000 TON DRYDOCK
2,000 TON DRYDOCK
STATIONARY CRANE
TRAVELLING CRANE
TRAVELLING CRANES
FIRST AID
FLOAT
TRACKAGE
STORAGE
STORAGE
100' 80' 60' 40' 20' 0 100' 200'
SCALE

## VANCOUVER

### BURRARD DRYDOCK CO. LTD.

LEGEND

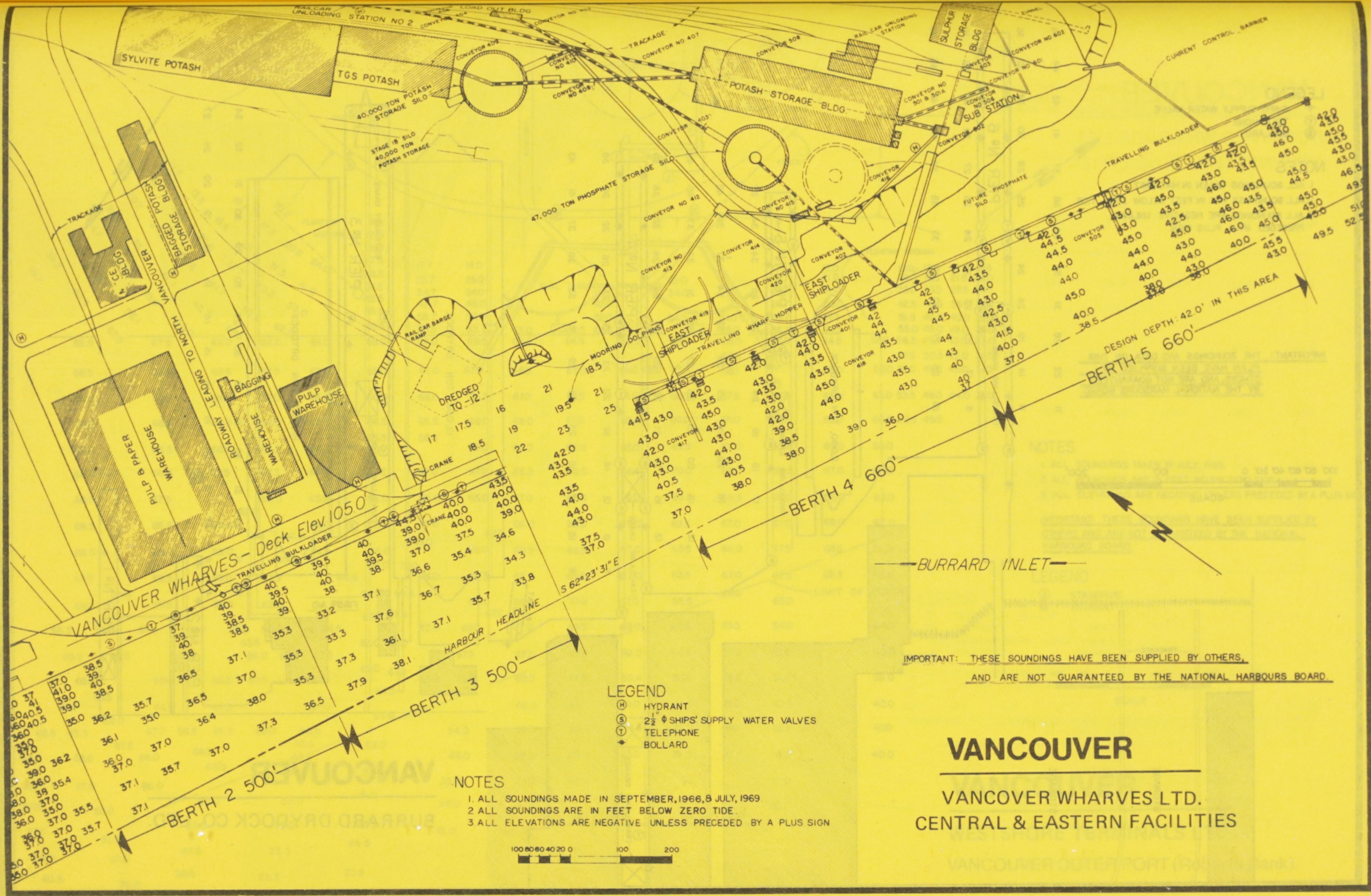
- ✦ SHIPS' SUPPLY WATER VALVE
- Ⓣ TELEPHONE
- Ⓑ BOLLARD

NOTES

1. ALL SOUNDINGS TAKEN IN MAY, 1967.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL SOUNDINGS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN.

IMPORTANT: THE SOUNDINGS AND DATA ON THIS PLAN HAVE BEEN SUPPLIED BY OTHERS, AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

*"Reproduced by kind permission of the Port Authority".*


RAILCAR UNLOADING STATION NO 2
LOAD OUT BLDG
SYLVITE POTASH
TGS POTASH
40,000 TON POTASH STORAGE SILO
STAGE IB SILO 40,000 TON POTASH STORAGE
CONVEYOR 405
CONVEYOR NO 407
CONVEYOR NO 408
CONVEYOR NO 410
TRACKAGE
POTASH STORAGE BLDG
RAIL CAR UNLOADING STATION
SULPHUR STORAGE BLDG
CONVEYOR NO 602
CONVEYOR NO 601
CURRENT CONTROL BARRIER
SUB STATION
47,000 TON PHOSPHATE STORAGE SILO
FUTURE PHOSPHATE SILO
TRAVELLING BULKLOADER
EAST SHIPLOADER
TRAVELLING WHARF HOPPER
MOORING DOLPHINS
RAIL CAR BARGE RAMP
DREDGED TO -12
CRANE
ICE BLDG
BAGGED POTASH STORAGE BLDG
TRACKAGE
VANCOUVER ROADWAY LEADING TO NORTH
BAGGING
WAREHOUSE
PULP WAREHOUSE
PULP & PAPER WAREHOUSE
VANCOUVER WHARVES - Deck Elev. 105.0'
HARBOUR HEADLINE
S 62°23'31" E
BERTH 2 500'
BERTH 3 500'
BERTH 4 660'
BERTH 5 660'
DESIGN DEPTH 42.0' IN THIS AREA
BURRARD INLET
N

IMPORTANT: THESE SOUNDINGS HAVE BEEN SUPPLIED BY OTHERS, AND ARE NOT GUARANTEED BY THE NATIONAL HARBOURS BOARD.

LEGEND

Ⓗ HYDRANT
Ⓢ $2\frac{1}{2}$" ϕ SHIPS' SUPPLY WATER VALVES
Ⓣ TELEPHONE
◆ BOLLARD

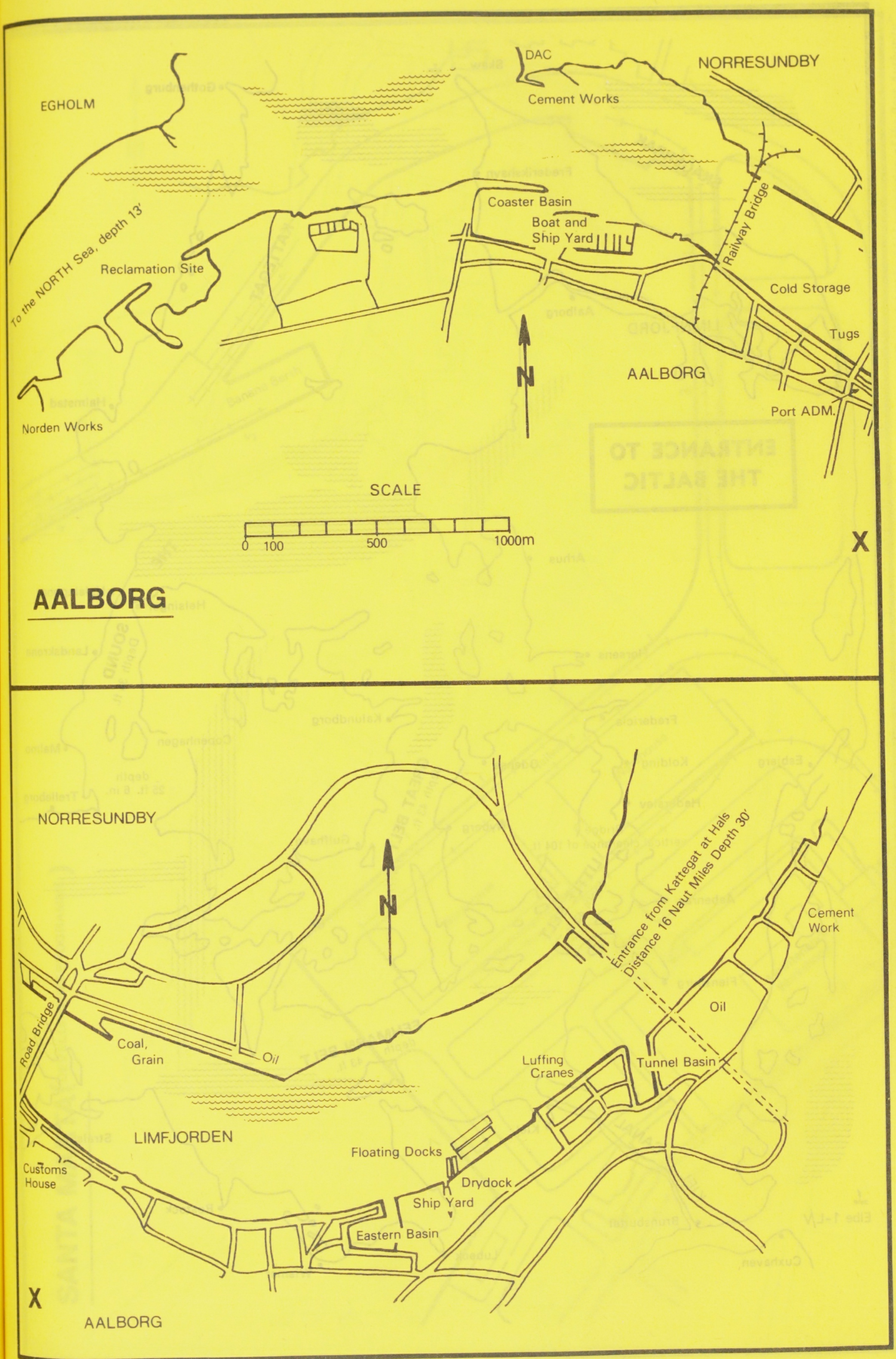
NOTES

1. ALL SOUNDINGS MADE IN SEPTEMBER, 1966, 8 JULY, 1969.
2. ALL SOUNDINGS ARE IN FEET BELOW ZERO TIDE.
3. ALL ELEVATIONS ARE NEGATIVE UNLESS PRECEDED BY A PLUS SIGN

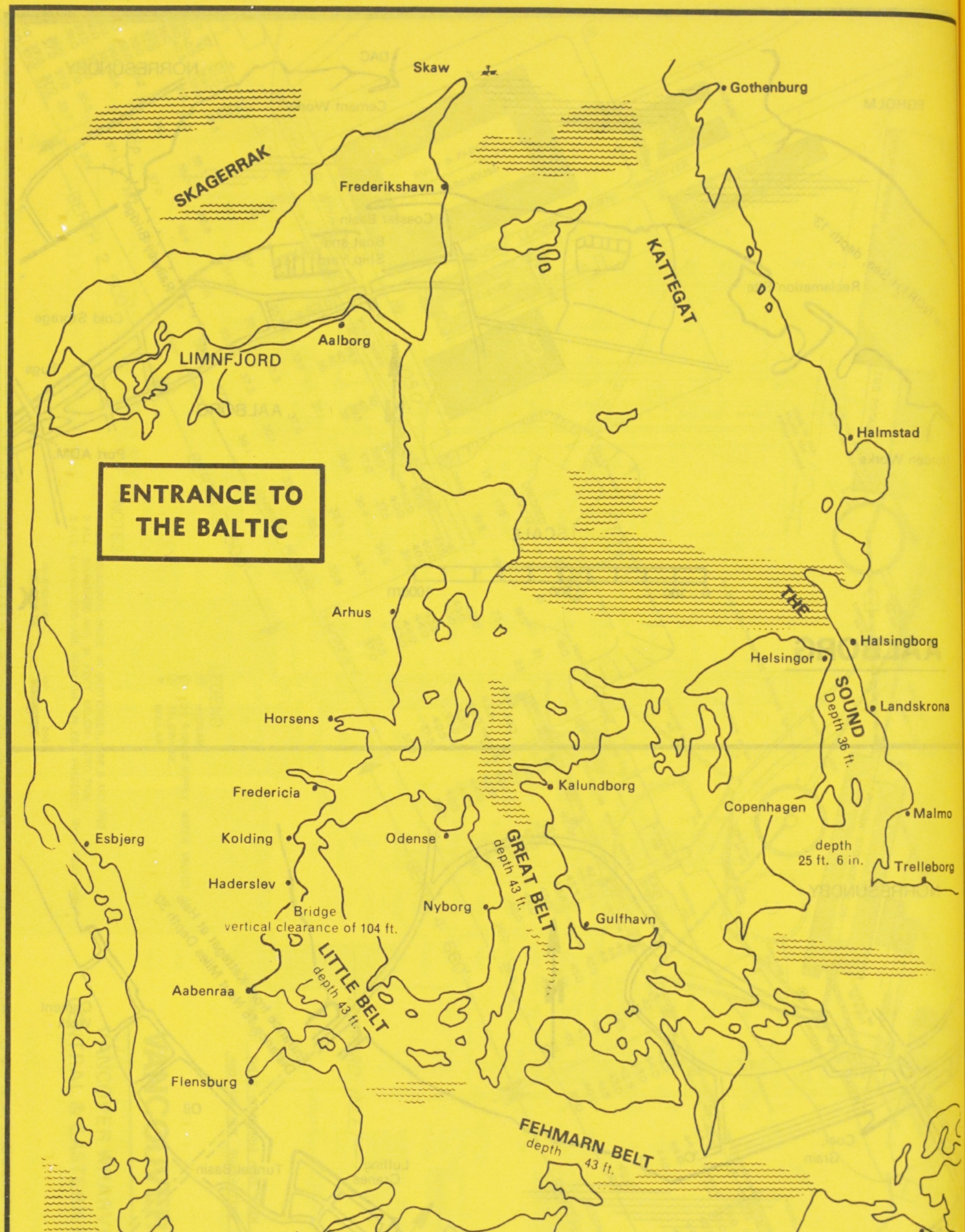
**VANCOUVER**

VANCOVER WHARVES LTD.
CENTRAL & EASTERN FACILITIES

"Reproduced by kind permission of the Port Authority".


EGHOLM
DAC
Cement Works
NORRESUNDBY
To the NORTH Sea, depth 13'
Reclamation Site
Coaster Basin
Boat and
Ship Yard
Railway Bridge
Cold Storage
Tugs
AALBORG
Port ADM.
Norden Works
N
SCALE
0 100 500 1000m
X
AALBORG
NORRESUNDBY
N
Entrance from Kattegat at Hals
Distance 16 Naut Miles Depth 30'
Cement
Work
Oil
Road Bridge
Coal,
Grain
Oil
Luffing
Cranes
Tunnel Basin
LIMFJORDEN
Floating Docks
Customs
House
Drydock
Ship Yard
Eastern Basin
X
AALBORG

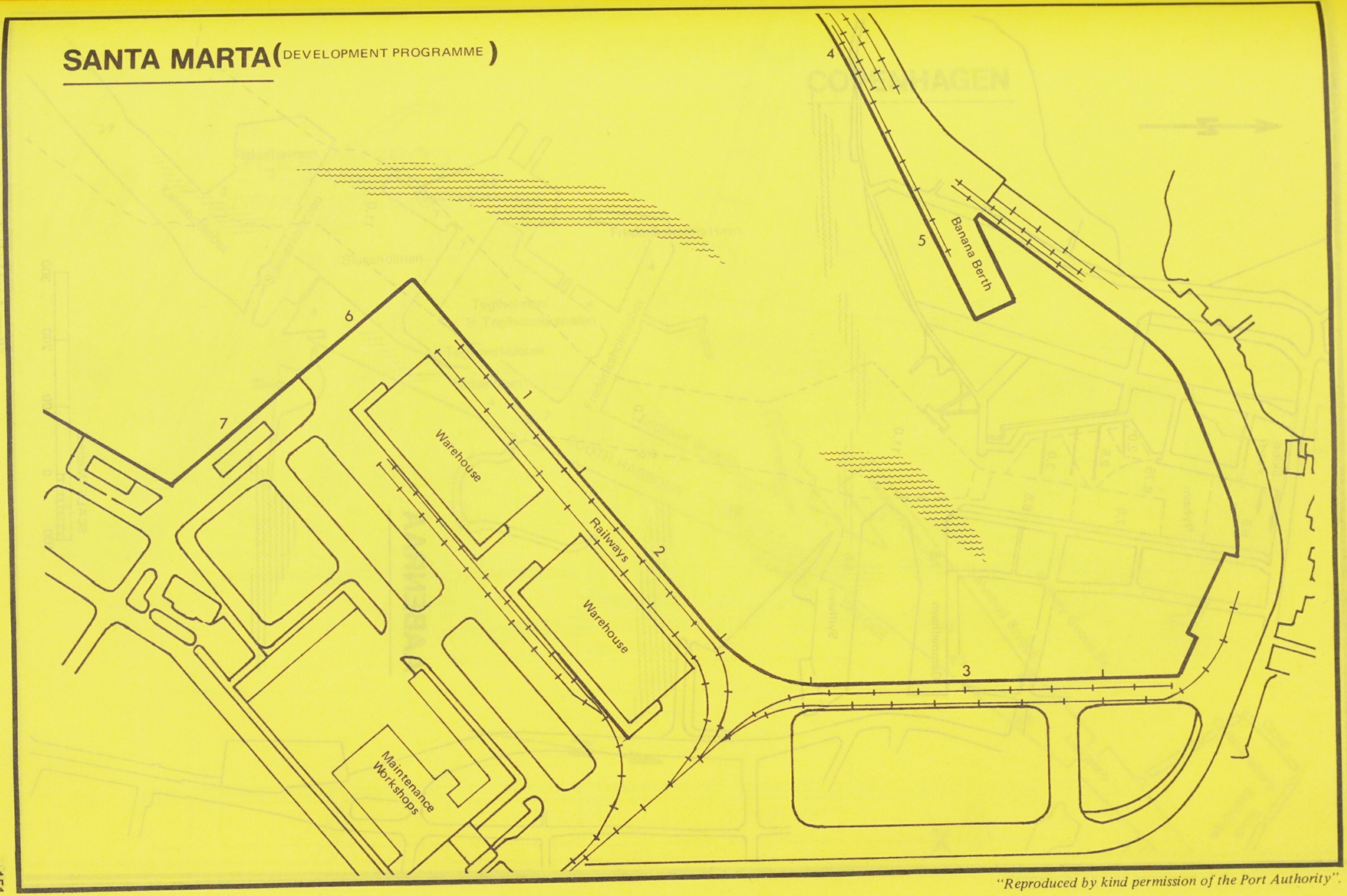
*"Reproduced by kind permission of the Port Authority".*



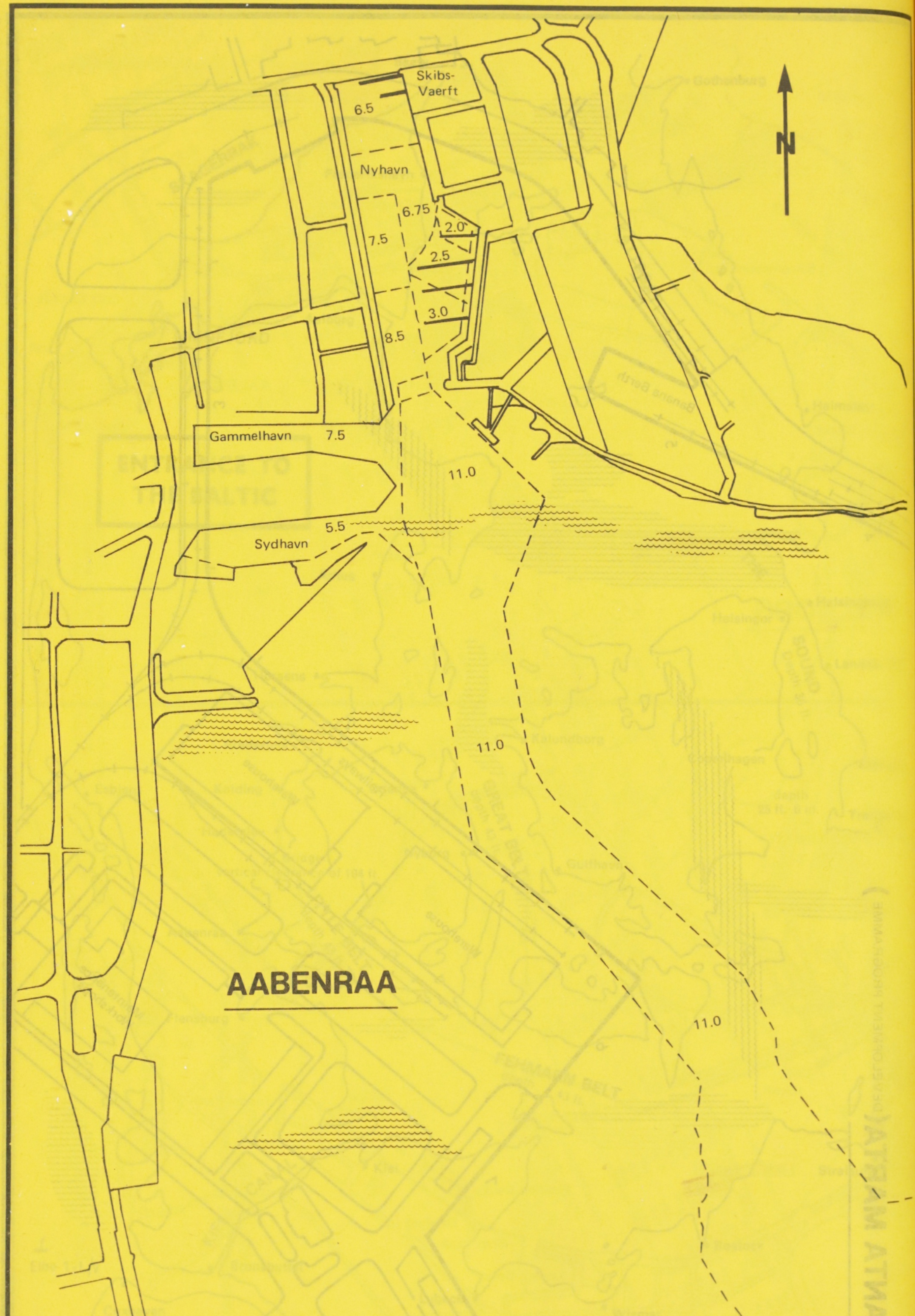
ENTRANCE TO THE BALTIC

Skaw
Gothenburg
SKAGERRAK
Frederikshavn
KATTEGAT
Aalborg
LIMNFJORD
Halmstad
THE SOUND
Depth 36 ft.
Halsingborg
Helsingor
Landskrona
Arhus
Horsens
Kalundborg
Copenhagen
Malmo
Fredericia
Kolding
Odense
Esbjerg
GREAT BELT
depth 43 ft.
depth
25 ft. 6 in.
Trelleborg
Haderslev
Nyborg
Bridge
vertical clearance of 104 ft.
Gulfhavn
LITTLE BELT
depth 43 ft.
Aabenraa
Flensburg
FEHMARN BELT
depth
43 ft.
Kiel
KIEL CANAL
Stralsund
Elbe 1-L/V
Brunsbuttel
Rostock
Cuxhaven
Lubeck
Wismar

# SANTA MARTA (DEVELOPMENT PROGRAMME)

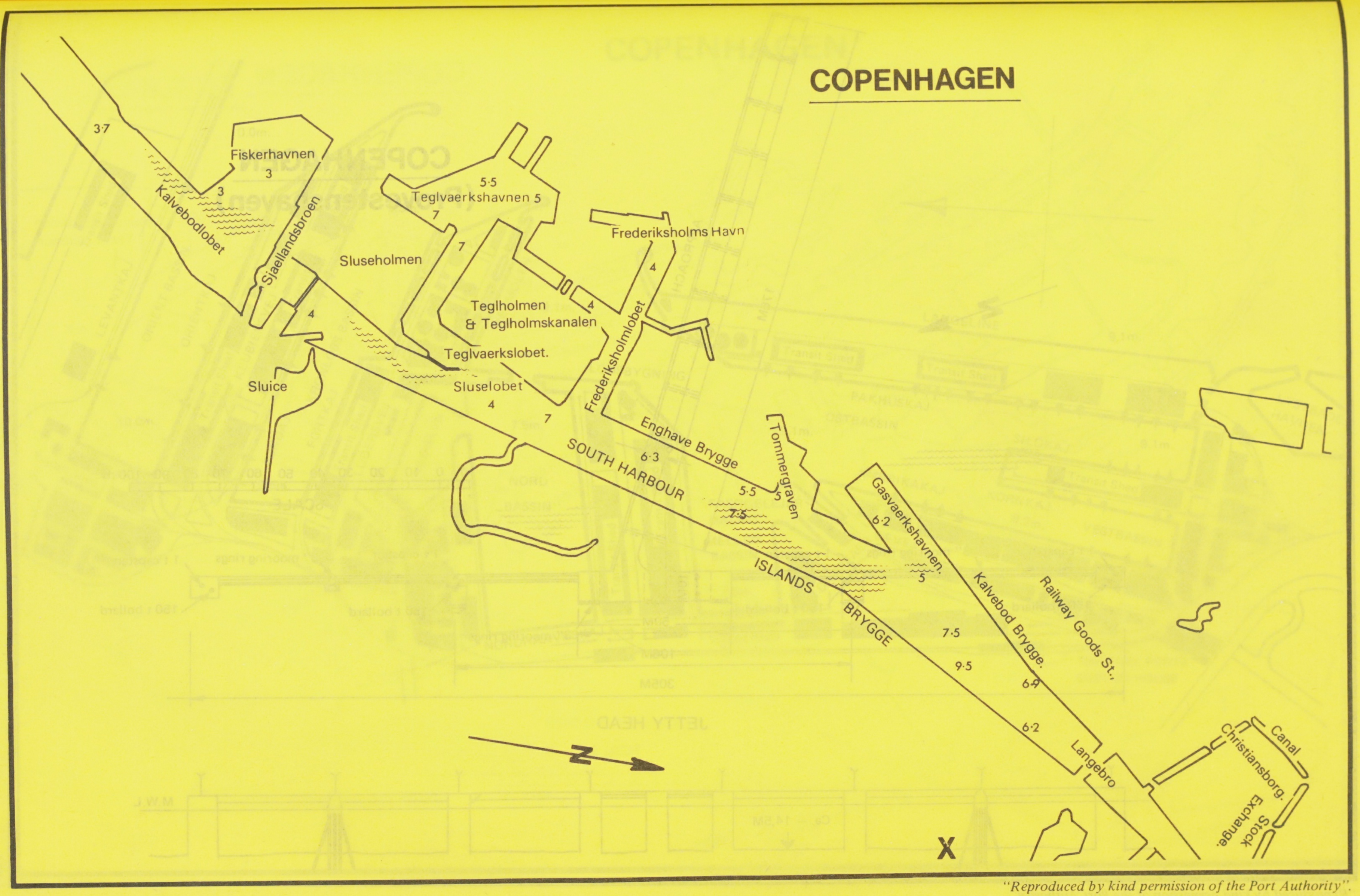

4
5
Banana Berth
6
1
Warehouse
Railways
2
7
Warehouse
Maintenance Workshops
3

"*Reproduced by kind permission of the Port Authority*".


Skibs-
Vaerft
6.5
Nyhavn
6.75
2.0
7.5
2.5
3.0
8.5
Gammelhavn
7.5
11.0
5.5
Sydhavn
11.0
11.0
N
AABENRAA
SCALE (Metres)
100
0
100
200
300

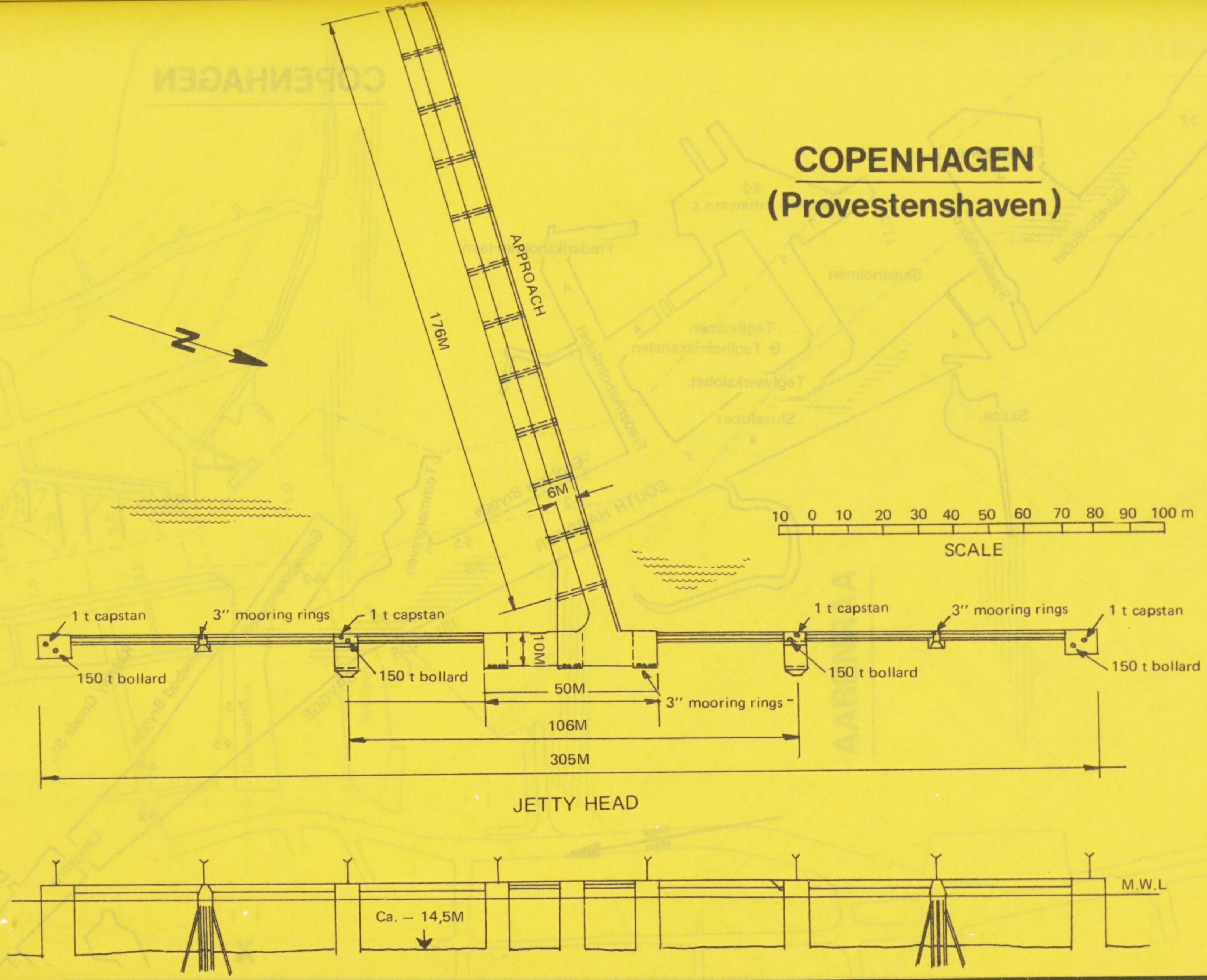
*"Reproduced by kind permission of the Port Authority"*

# COPENHAGEN


3·7
Fiskerhavnen
3
3
Kalvebodlobet
Sjaellandsbroen
5·5
Teglvaerkshavnen 5
7
7
Sluseholmen
Frederiksholms Havn
4
4
Teglholmen
& Teglholmskanalen
4
Teglvaerkslobet.
Frederiksholmlobet
Sluice
Sluselobet
4
7
Enghave Brygge
6·3
SOUTH HARBOUR
5·5
5
7·5
Tommergraven
Gasvaerkshavnen
6·2
5
ISLANDS
BRYGGE
Kalvebod Brygge.
Railway Goods St.,
7·5
9·5
6·9
6·2
Langebro
Christiansborg.
Canal
Stock
Exchange.
N
X

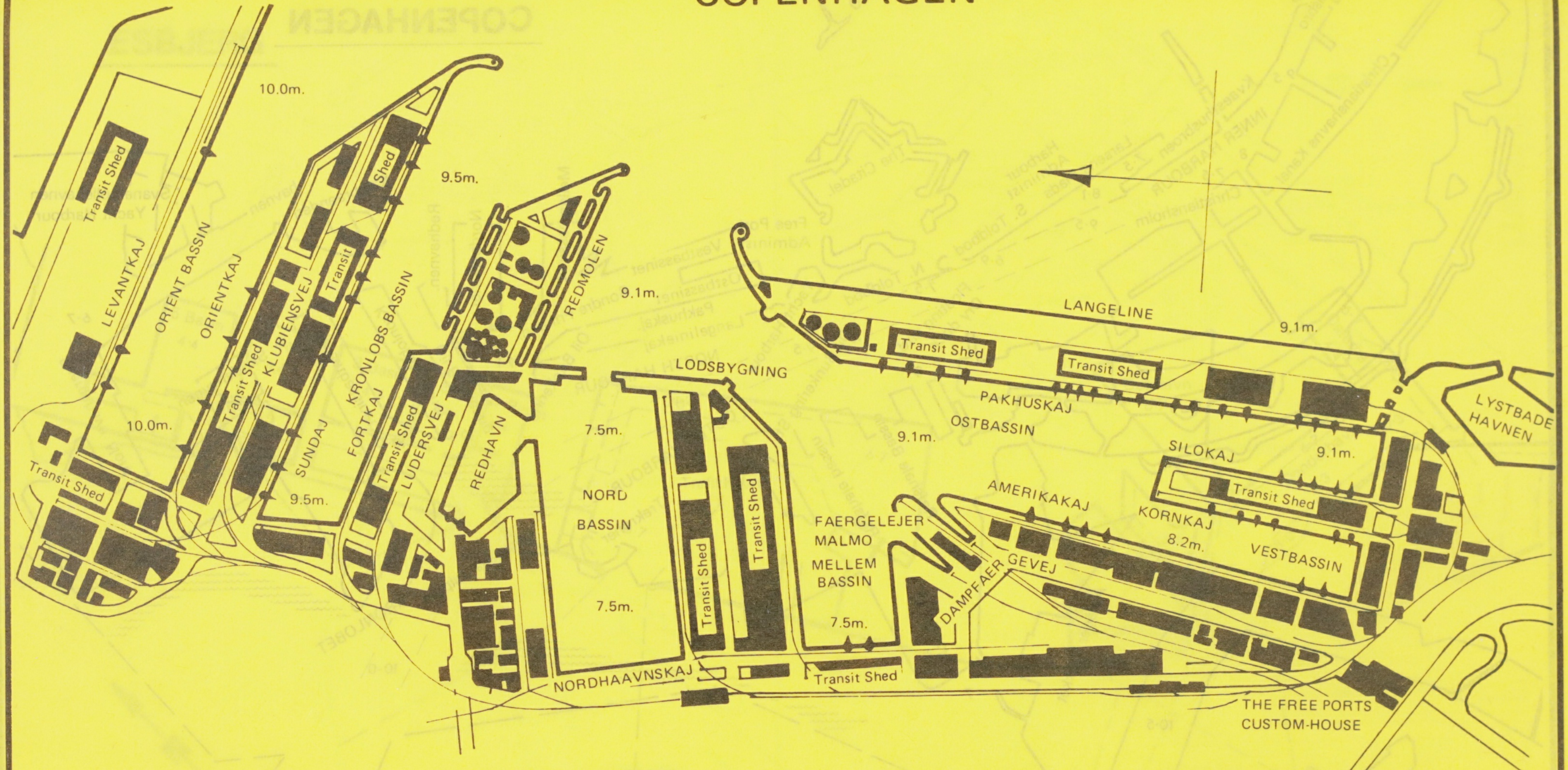
*"Reproduced by kind permission of the Port Authority".*

# COPENHAGEN
## (Provestenshaven)


N
APPROACH
176M
6M
10 0 10 20 30 40 50 60 70 80 90 100 m
SCALE
1 t capstan
3" mooring rings
1 t capstan
1 t capstan
3" mooring rings
1 t capstan
150 t bollard
150 t bollard
10M
150 t bollard
150 t bollard
50M
3" mooring rings
106M
305M
JETTY HEAD
M.W.L
Ca. – 14,5M

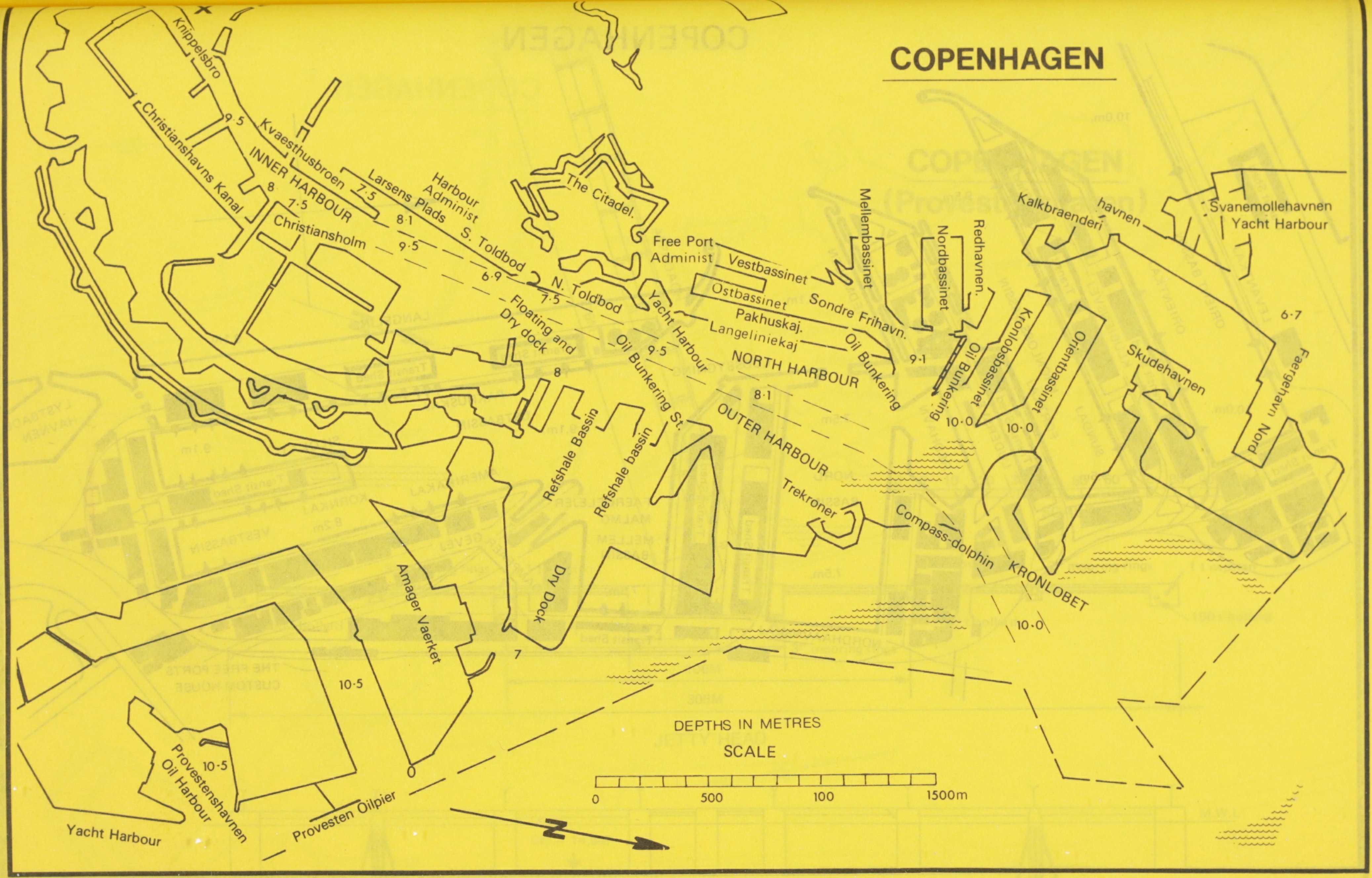
*"Reproduced by kind permission of the Port Authority".*

# COPENHAGEN


10.0m.
Transit Shed
Shed
9.5m.
Transit
REDMOLEN
9.1m.
LEVANTKAJ
ORIENT BASSIN
ORIENTKAJ
KLUBIENSVEJ
KRONLOBS BASSIN
Transit Shed
SUNDAJ
FORTKAJ
Transit Shed
LUDERSVEJ
REDHAVN
10.0m.
Transit Shed
9.5m.
LODSBYGNING
7.5m.
NORD
BASSIN
7.5m.
Transit Shed
Transit Shed
NORDHAAVNSKAJ
Transit Shed
LANGELINE
9.1m.
Transit Shed
Transit Shed
PAKHUSKAJ
OSTBASSIN
9.1m.
LYSTBADE
HAVNEN
SILOKAJ
9.1m.
Transit Shed
AMERIKAKAJ
KORNKAJ
8.2m.
VESTBASSIN
FAERGELEJER
MALMO
MELLEM
BASSIN
DAMPFAER GEVEJ
7.5m.
THE FREE PORTS
CUSTOM-HOUSE

*"Reproduced by kind permission of the Port Authority".*

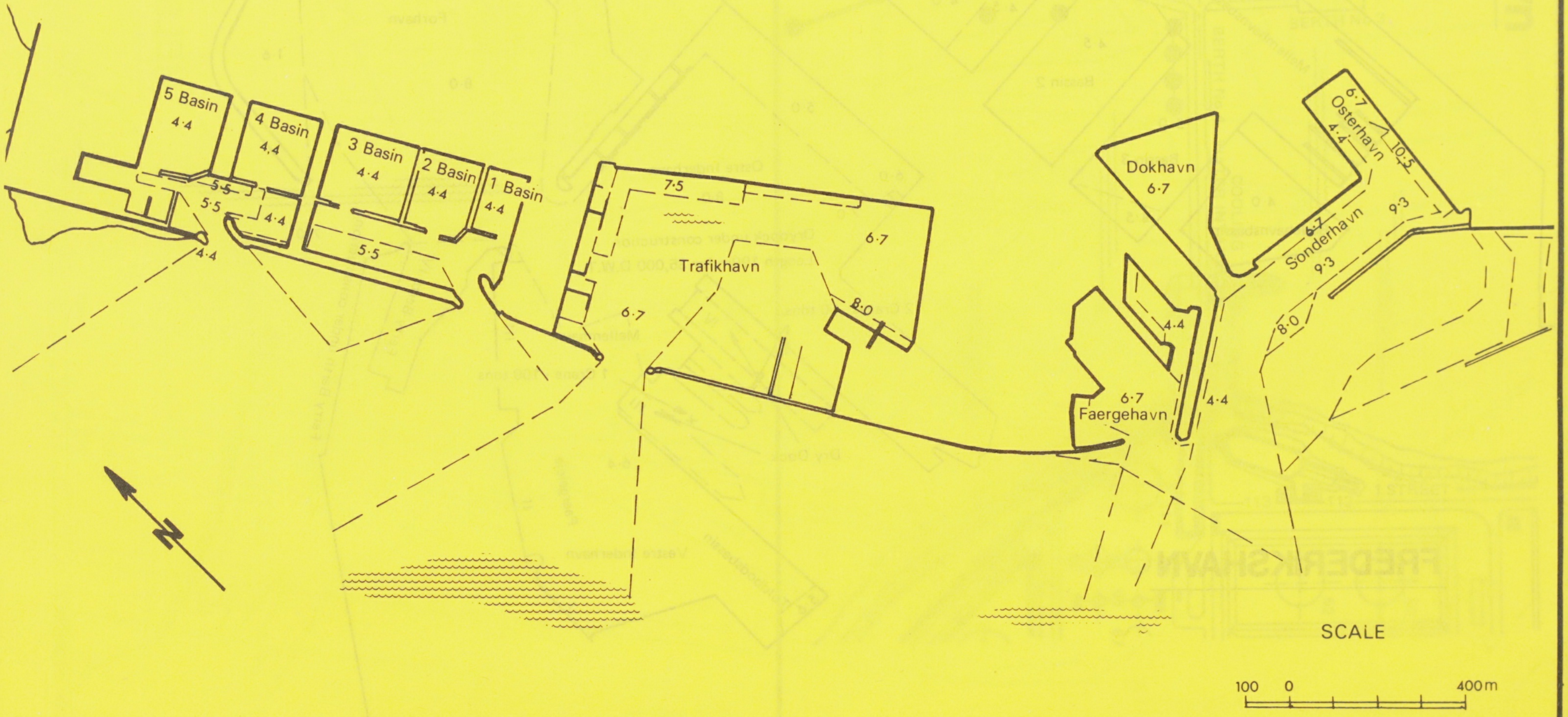
# COPENHAGEN



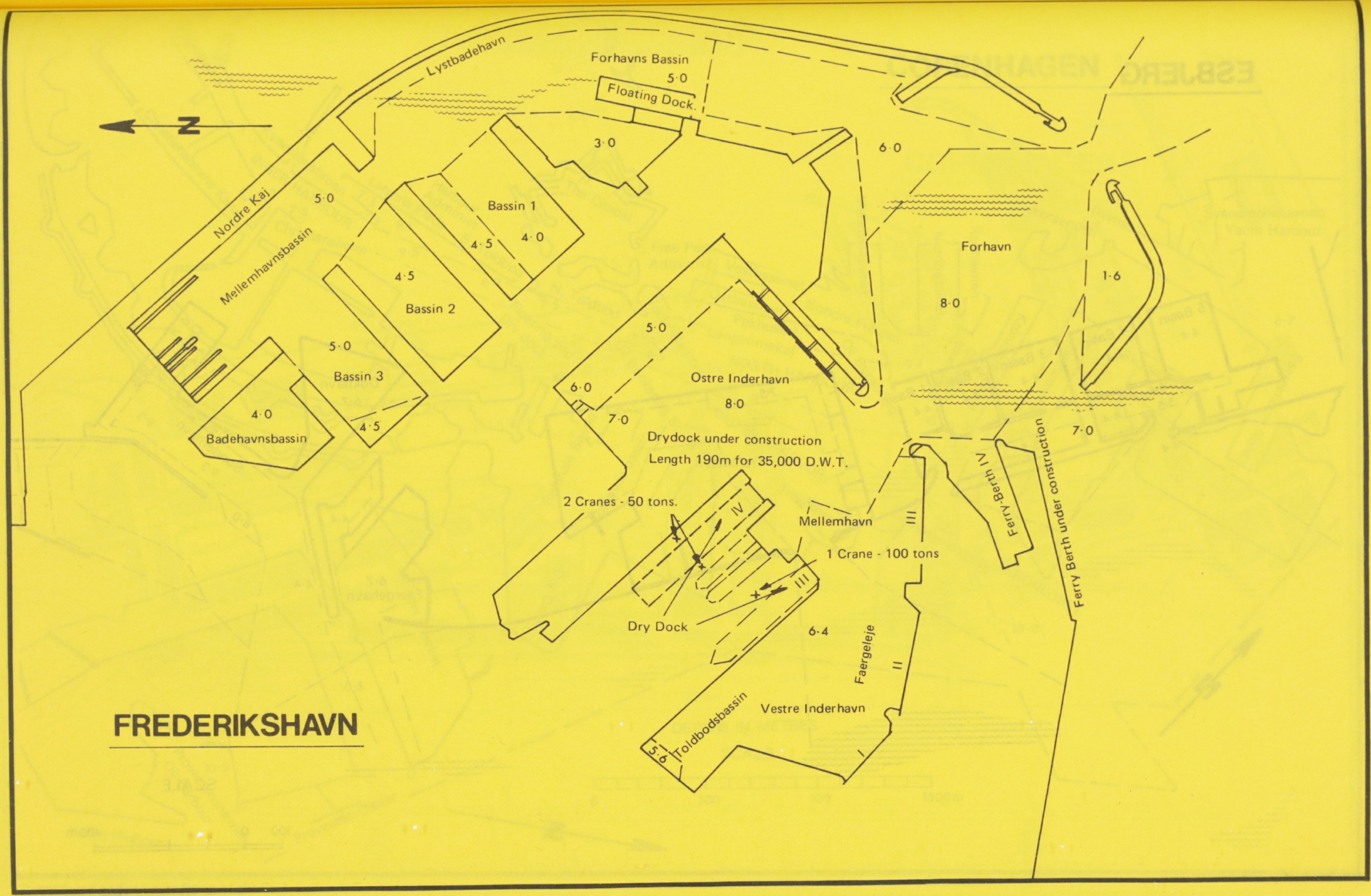
Knippelsbro
Christianshavns Kanal
9·5
Kvaesthusbroen
INNER HARBOUR
8
7·5
7·5
Larsens Plads
Harbour Administ
Christiansholm
8·1
9·5
S. Toldbod
The Citadel.
6·9
N. Toldbod
7·5
Floating and Dry dock
Free Port Administ
Vestbassinet
Ostbassinet
Pakhuskaj.
Langeliniekaj
Sondre Frihavn.
Mellembassinet
Nordbassinet
Redhavnen.
Yacht Harbour
Oil Bunkering St.
9·5
NORTH HARBOUR
Oil Bunkering
9·1
Oil Bunkering
Kronlobsbassinet
Orientbassinet
10·0
10·0
Kalkbraenderi havnen
Svanemollehavnen Yacht Harbour
6·7
Skudehavnen
Faergehavn Nord
8
Refshale Bassin
Refshale bassin
8·1
OUTER HARBOUR
Trekroner
Compass-dolphin
KRONLOBET
10·0
Dry Dock
Amager Vaerket
7
10·5
0
10·5
Provestenshavnen Oil Harbour
Yacht Harbour
Provesten Oilpier
N
DEPTHS IN METRES
SCALE
0
500
100
1500m

*"Reproduced by kind permission of the Port Authority".*

# ESBJERG

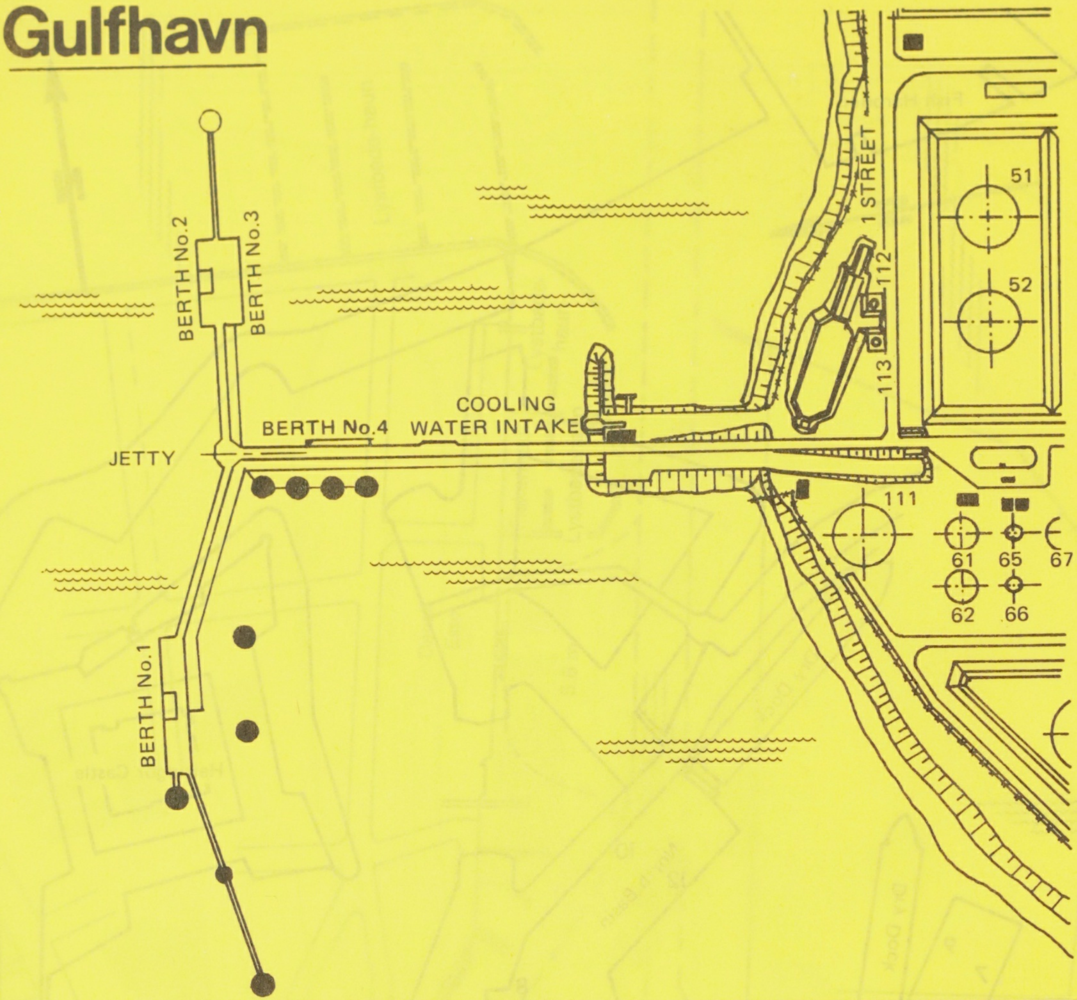

5 Basin
4·4
4 Basin
4.4
3 Basin
4·4
2 Basin
4·4
1 Basin
4·4
5·5
5·5
4·4
5·5
4·4
7·5
Trafikhavn
6·7
6·7
8·0
Dokhavn
6·7
6·7
Osterhavn
4·4
10·5
9·3
6·7
Sonderhavn
9·3
8·0
4·4
4·4
6·7
Faergehavn
N
SCALE
100
0
400m

*"Reproduced by kind permission of the Port Authority".*

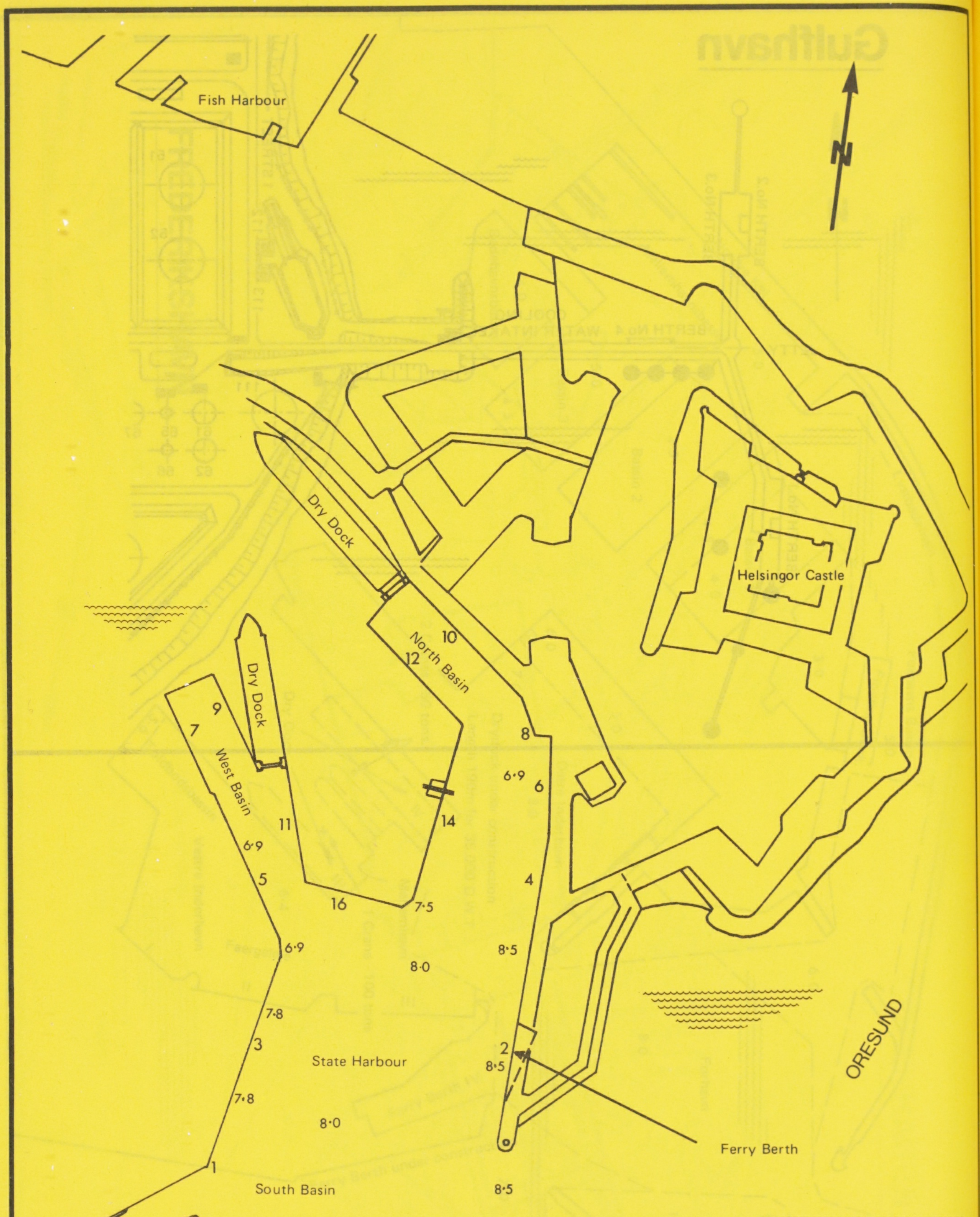

N
Lystbadehavn
Forhavns Bassin
5·0
Floating Dock.
3·0
6·0
Nordre Kaj
5·0
Bassin 1
4·5
4·0
Mellemhavnsbassin
4·5
Bassin 2
5·0
Bassin 3
4·0
4·5
Badehavnsbassin
Forhavn
8·0
1·6
5·0
Ostre Inderhavn
8·0
6·0
7·0
7·0
Drydock under construction
Length 190m for 35,000 D.W.T.
2 Cranes - 50 tons.
IV
Mellemhavn
III
Ferry-Berth IV
Ferry Berth under construction
1 Crane - 100 tons
III
Dry Dock
6·4
Faergeleje
II
Vestre Inderhavn
Toldbodsbassin
5·6
I
FREDERIKSHAVN

"*Reproduced by kind permission of the Port Authority*".

# Gulfhavn

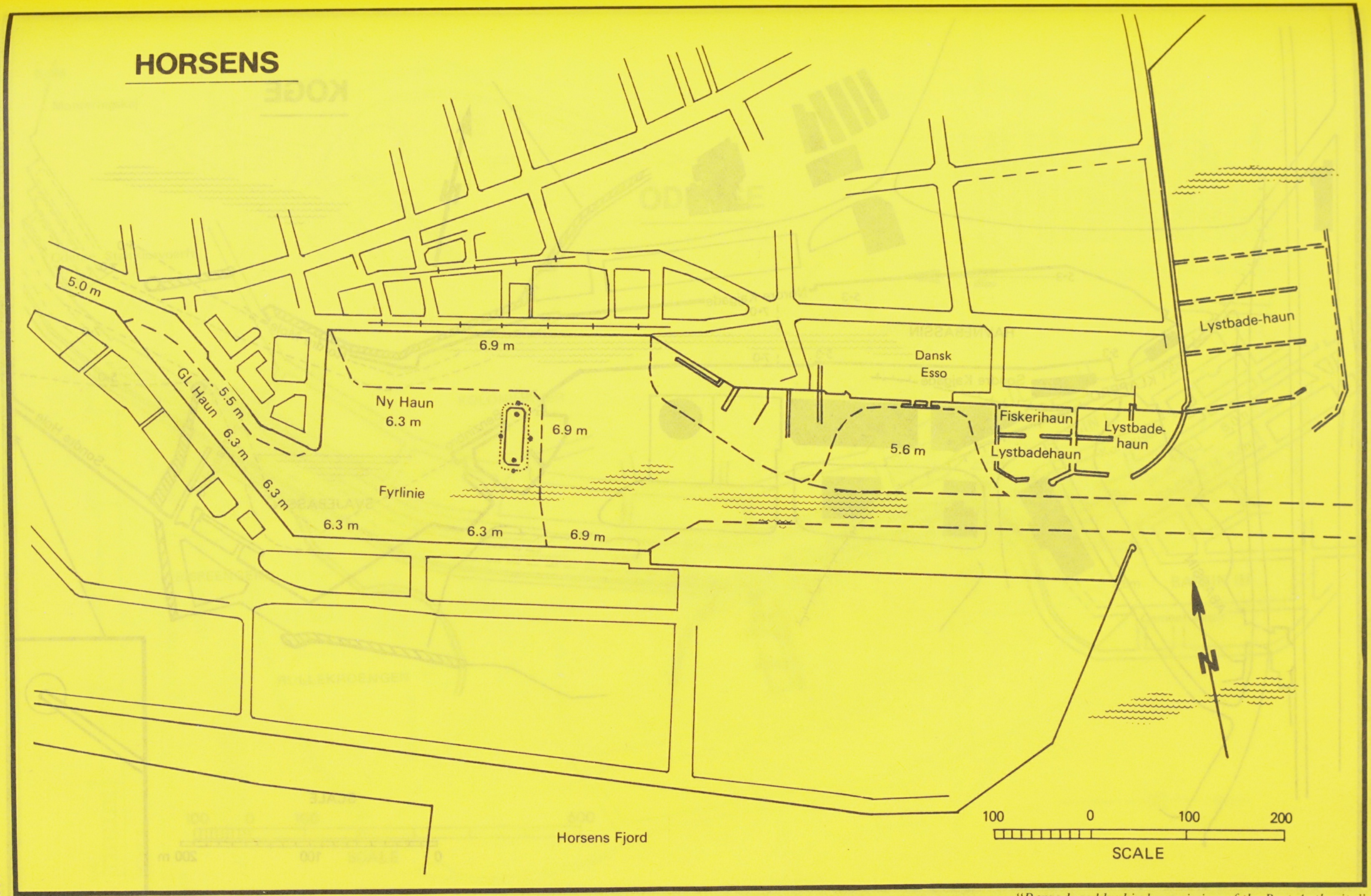

BERTH No.2
BERTH No.3
1 STREET
51
52
112
113
COOLING
WATER INTAKE
BERTH No.4
JETTY
111
61
65
67
62
66
BERTH No.1

"Reproduced by kind permission of the Port Authority".

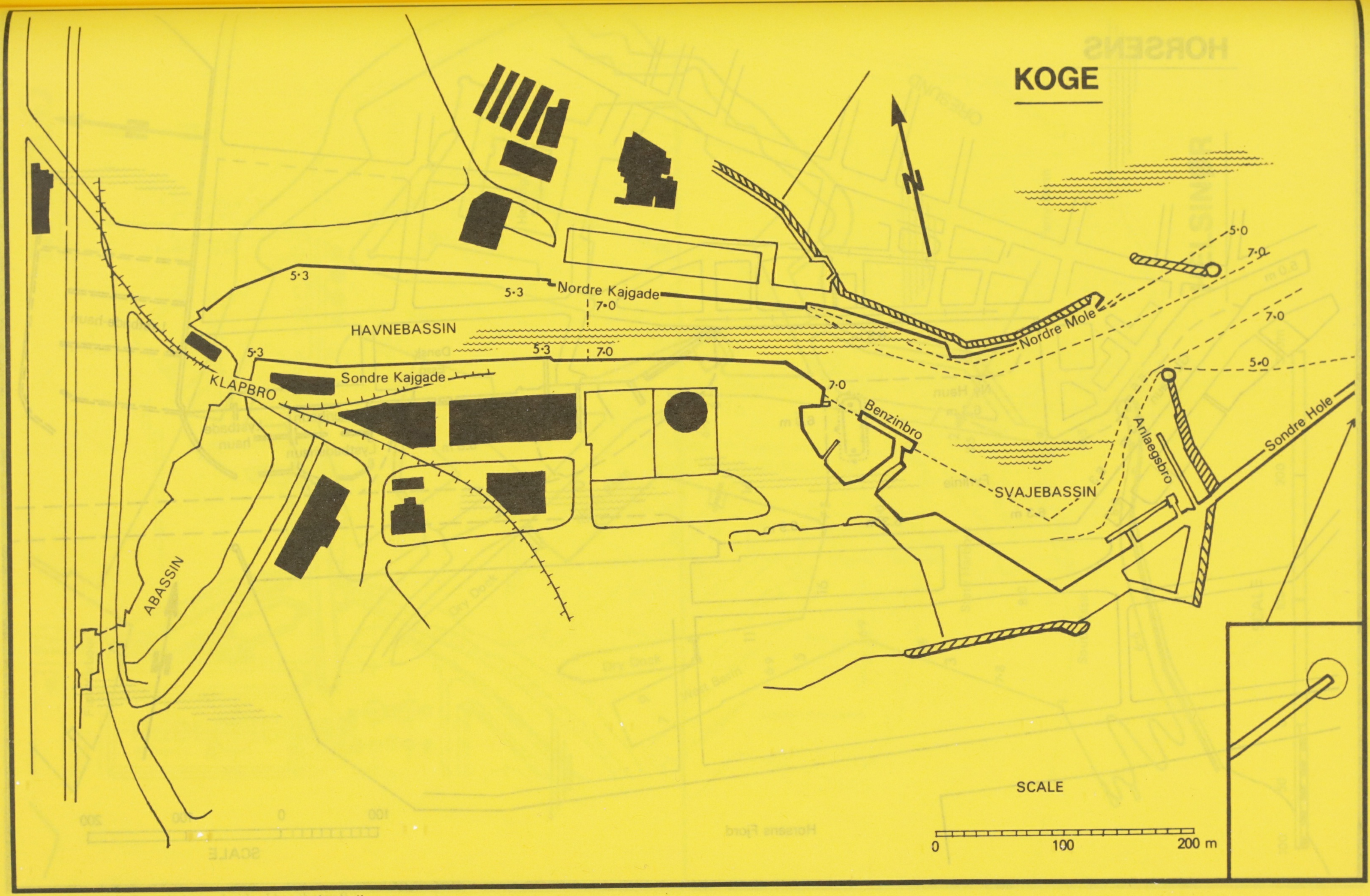

Fish Harbour
Dry Dock
North Basin
Dry Dock
West Basin
Helsingor Castle
ORESUND
State Harbour
South Basin
Ferry Berth
HELSINØR
SCALE
100
50
0
100
200
300m
10
12
9
7
8
6·9
6
14
11
6·9
5
4
16
7·5
6·9
8·5
8·0
7·8
3
2
8·5
7·8
8·0
1
8·5
8·0
6·6

*"Reproduced by kind permission of the Port Authority*

# HORSENS

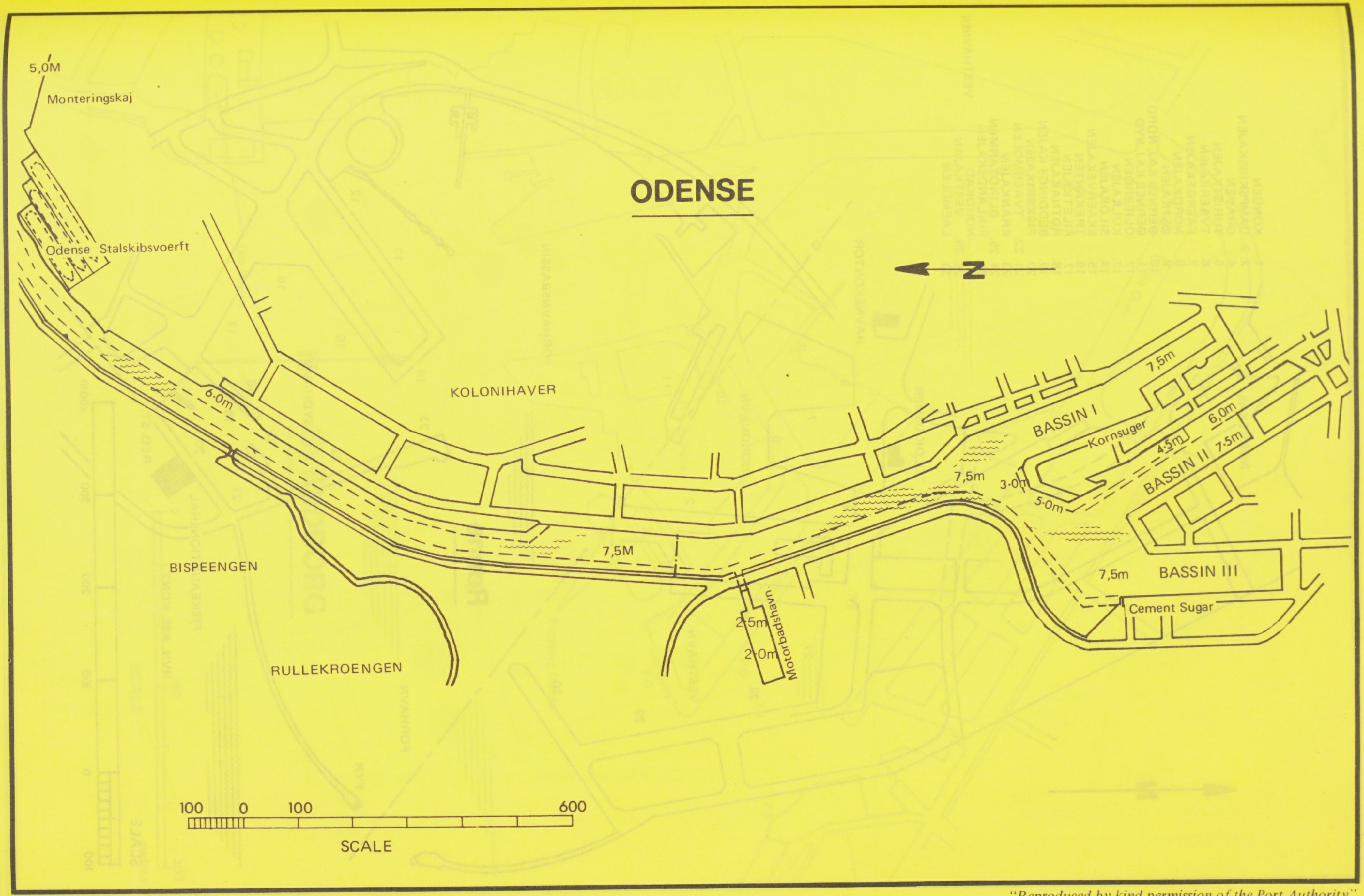

5.0 m
GL Haun
5.5 m
6.3 m
6.3 m
6.9 m
Ny Haun
6.3 m
6.9 m
Fyrlinie
6.3 m
6.3 m
6.9 m
Dansk
Esso
5.6 m
Fiskerihaun
Lystbadehaun
Lystbade-haun
Lystbade-haun
Horsens Fjord
N
100
0
100
200
SCALE

*"Reproduced by kind permission of the Port Authority".*

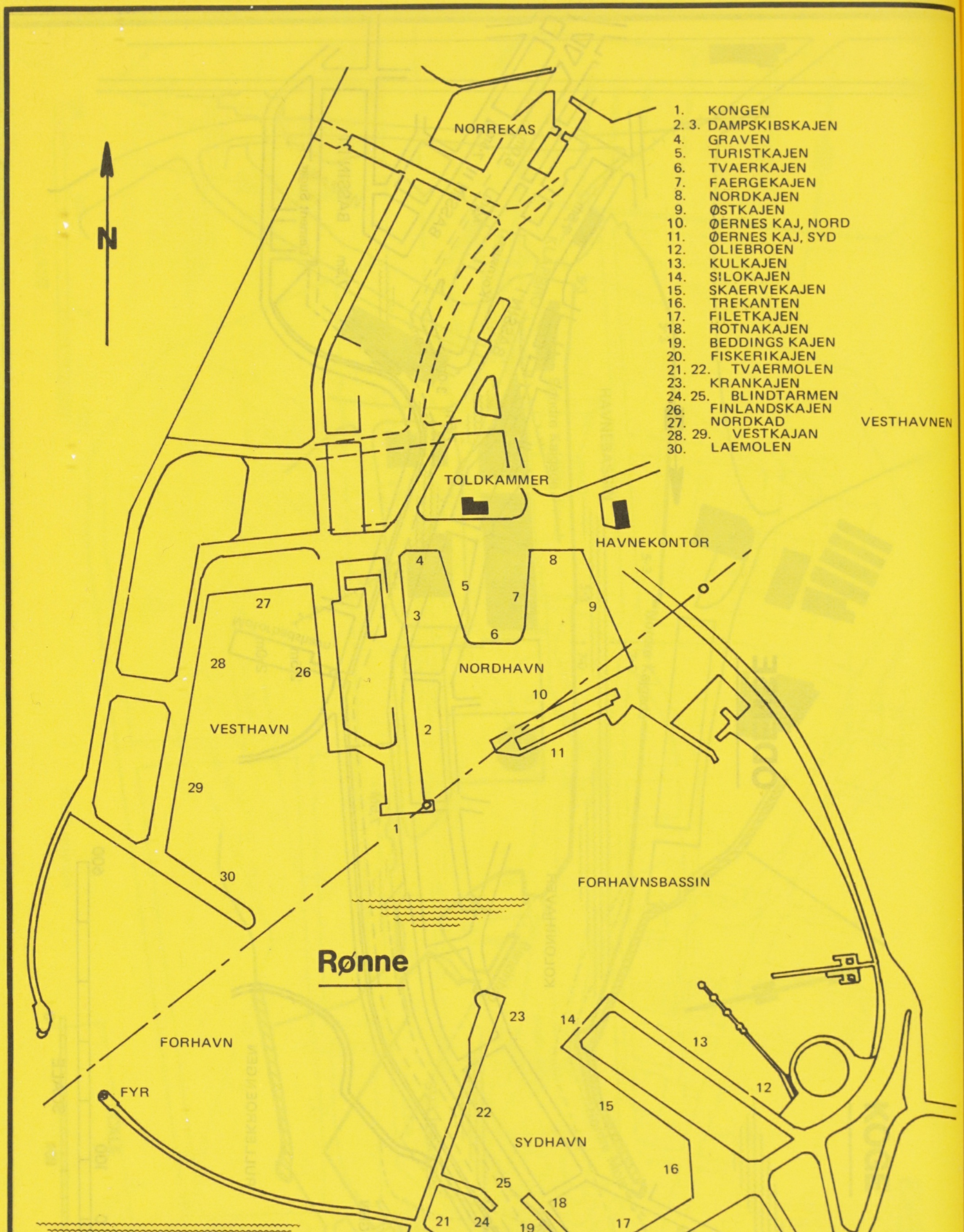

KOGE

5·3
5·3
Nordre Kajgade
7·0
HAVNEBASSIN
5·3
5·3
7·0
KLAPBRO
Sondre Kajgade
7·0
Benzinbro
5·0
7·0
Nordre Mole
7·0
5·0
Anlaegsbro
Sondre Hole
SVAJEBASSIN
ABASSIN
SCALE
0
100
200 m

*"Reproduced by kind permission of the Port Authority".*

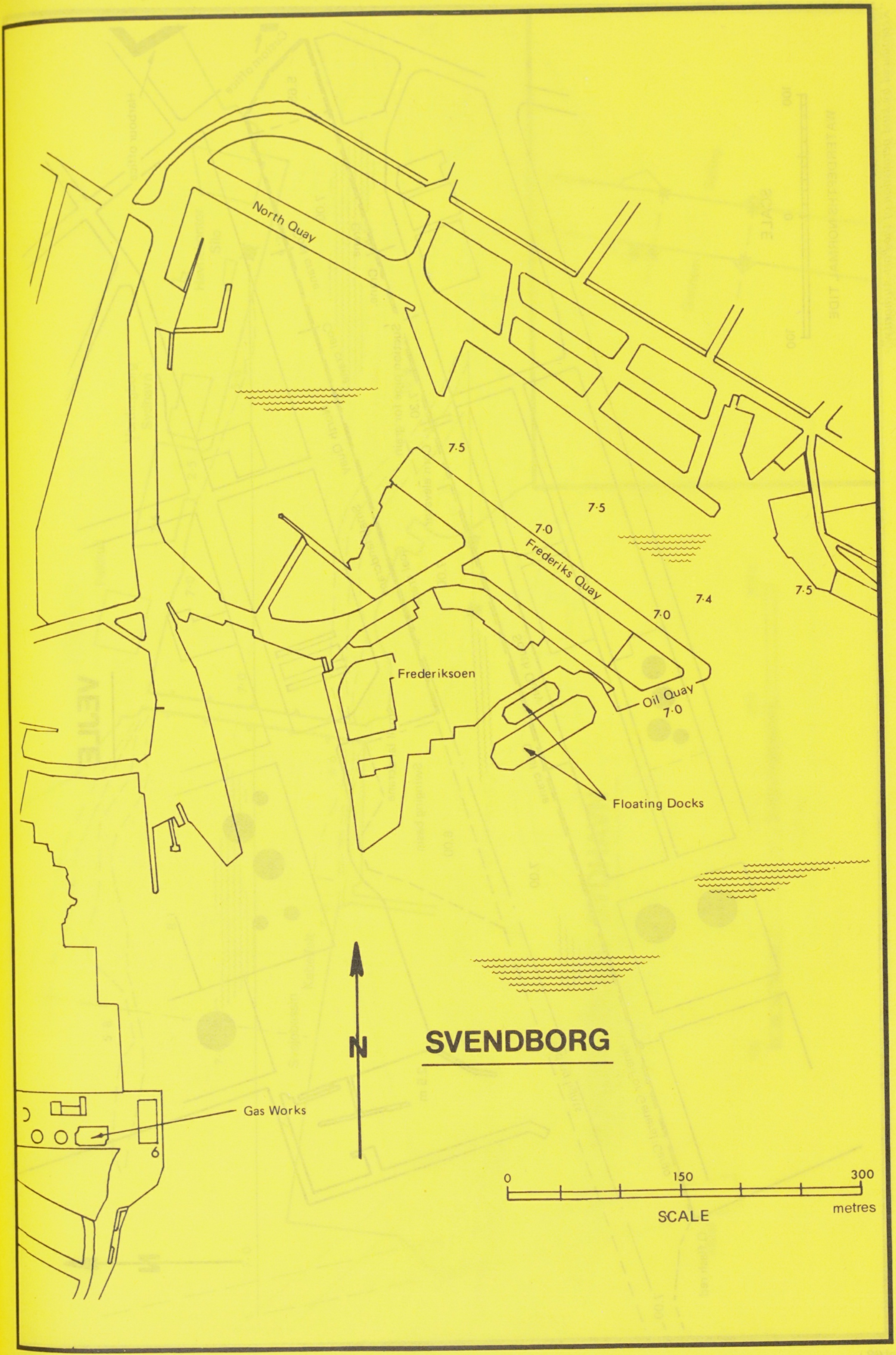

ODENSE
N
5,0M
Monteringskaj
Odense Stalskibsvoerft
6·0m
KOLONIHAVER
BISPEENGEN
7,5M
RULLEKROENGEN
2·5m
2·0m
Motorbadshavn
7,5m
3·0m
5·0m
BASSIN I
Kornsuger
4·5m
6,0m
7·5m
7,5m
BASSIN II
7,5m
BASSIN III
Cement Sugar
100
0
100
600
SCALE

"Reproduced by kind permission of the Port Authority".

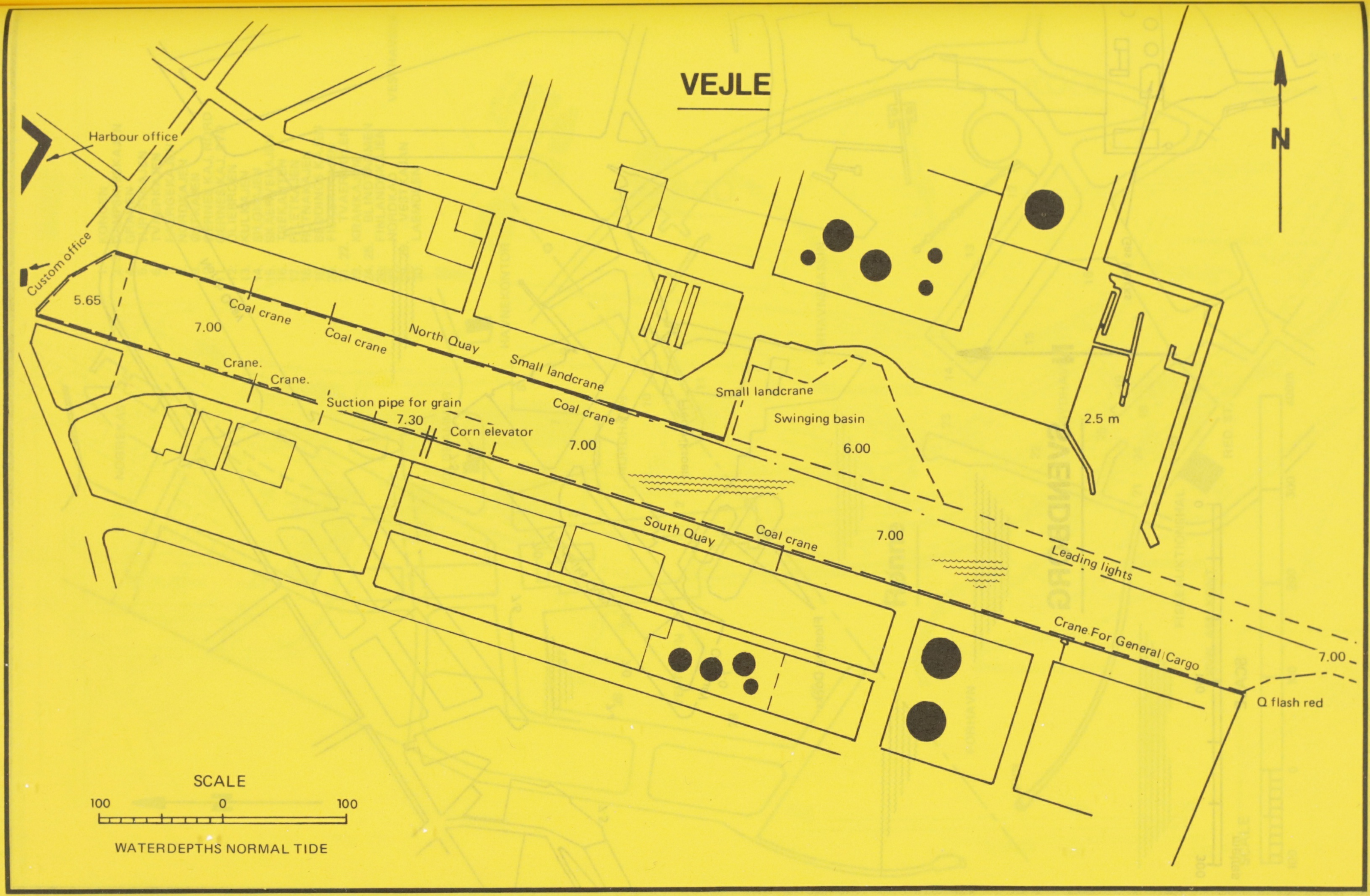


1. KONGEN
2. 3. DAMPSKIBSKAJEN
4. GRAVEN
5. TURISTKAJEN
6. TVAERKAJEN
7. FAERGEKAJEN
8. NORDKAJEN
9. ØSTKAJEN
10. ØERNES KAJ, NORD
11. ØERNES KAJ, SYD
12. OLIEBROEN
13. KULKAJEN
14. SILOKAJEN
15. SKAERVEKAJEN
16. TREKANTEN
17. FILETKAJEN
18. ROTNAKAJEN
19. BEDDINGS KAJEN
20. FISKERIKAJEN
21. 22. TVAERMOLEN
23. KRANKAJEN
24. 25. BLINDTARMEN
26. FINLANDSKAJEN
27. NORDKAD
28. 29. VESTKAJAN
30. LAEMOLEN
VESTHAVNEN
N
NORREKAS
TOLDKAMMER
HAVNEKONTOR
NORDHAVN
VESTHAVN
FORHAVNSBASSIN
Rønne
FORHAVN
FYR
SYDHAVN
FISKEAUKTIONSHAL
HVN. ASS. KONT.
RED. ST.
SCALE
100
0
100
200
300
400m

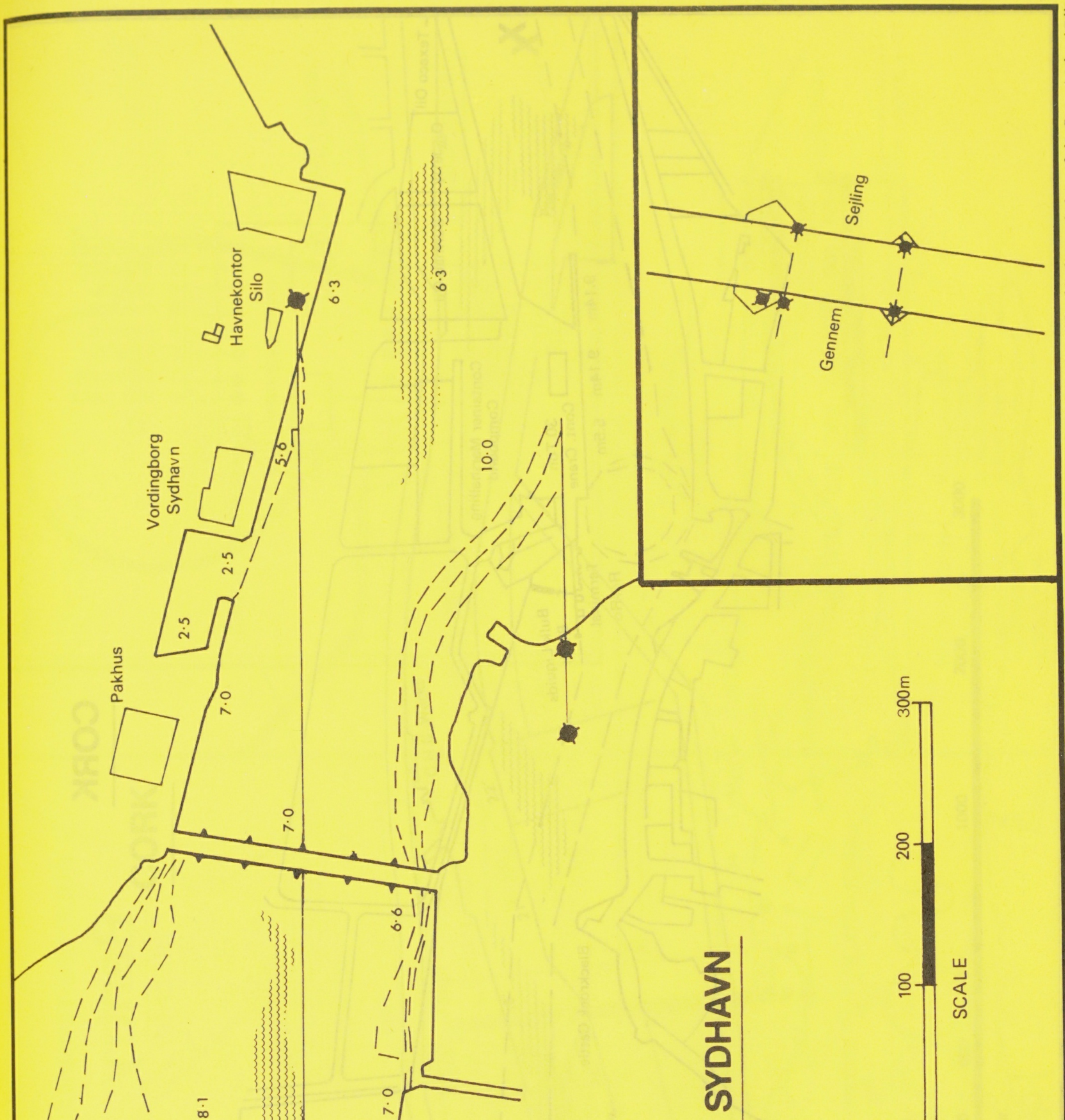
“Reproduced by kind permission of the Port Authority”


North Quay
7·5
7·5
7·0
Frederiks Quay
7·4
7·0
7·5
Frederiksoen
Oil Quay
7·0
Floating Docks
N
SVENDBORG
Gas Works
6
0
150
300
SCALE
metres

"*Reproduced by kind permission of the Port Authority*".


VEJLE
N
Harbour office
Custom office
5.65
7.00
Coal crane
Coal crane
North Quay
Small landcrane
Crane.
Crane.
Suction pipe for grain
7.30
Corn elevator
Coal crane
7.00
Small landcrane
Swinging basin
6.00
2.5 m
South Quay
Coal crane
7.00
Leading lights
Crane For General Cargo
7.00
Q flash red
SCALE
100
0
100
WATERDEPTHS NORMAL TIDE

"Reproduced by kind permission of the Port Authority".

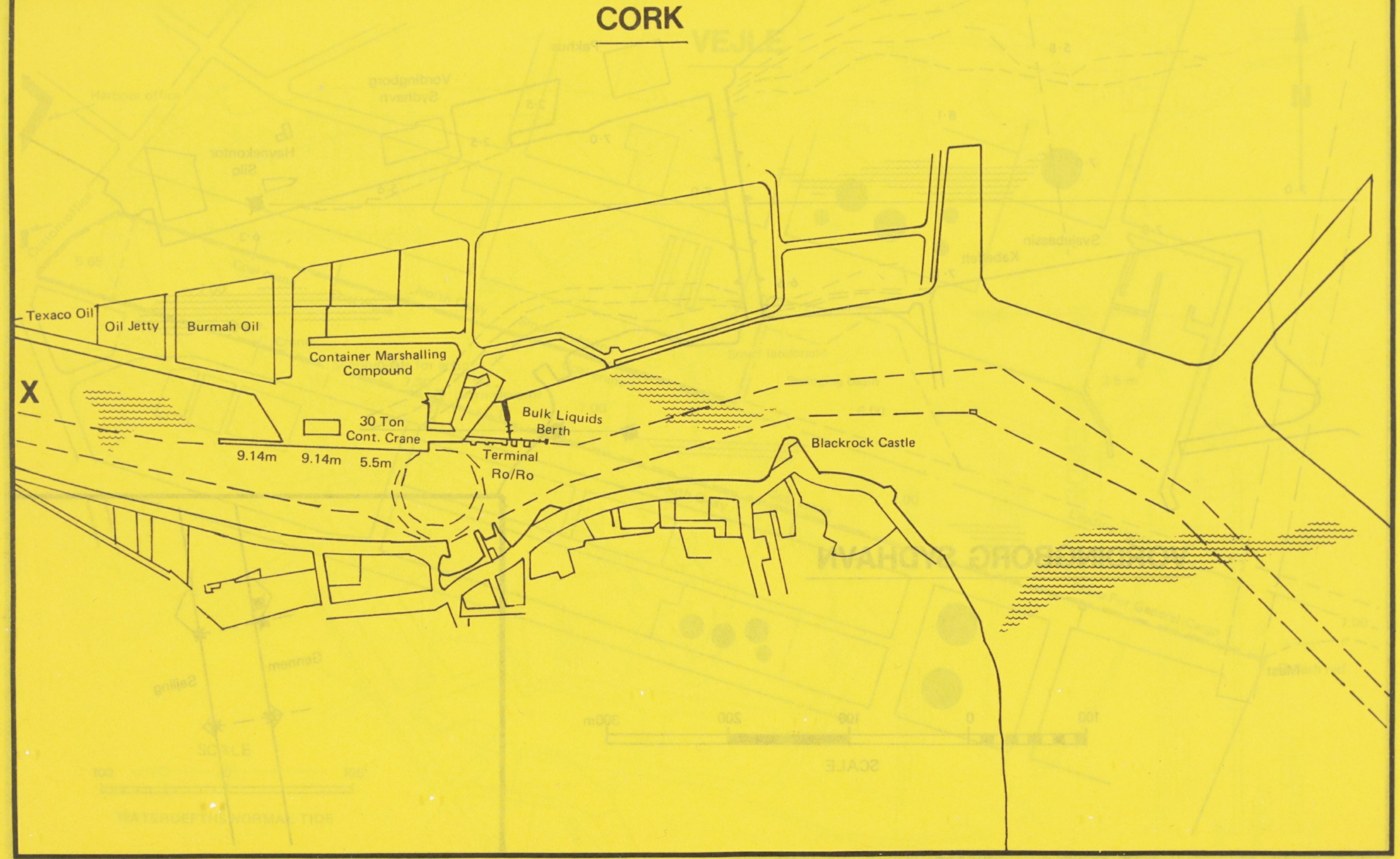


VORDINGBORG SYDHAVN

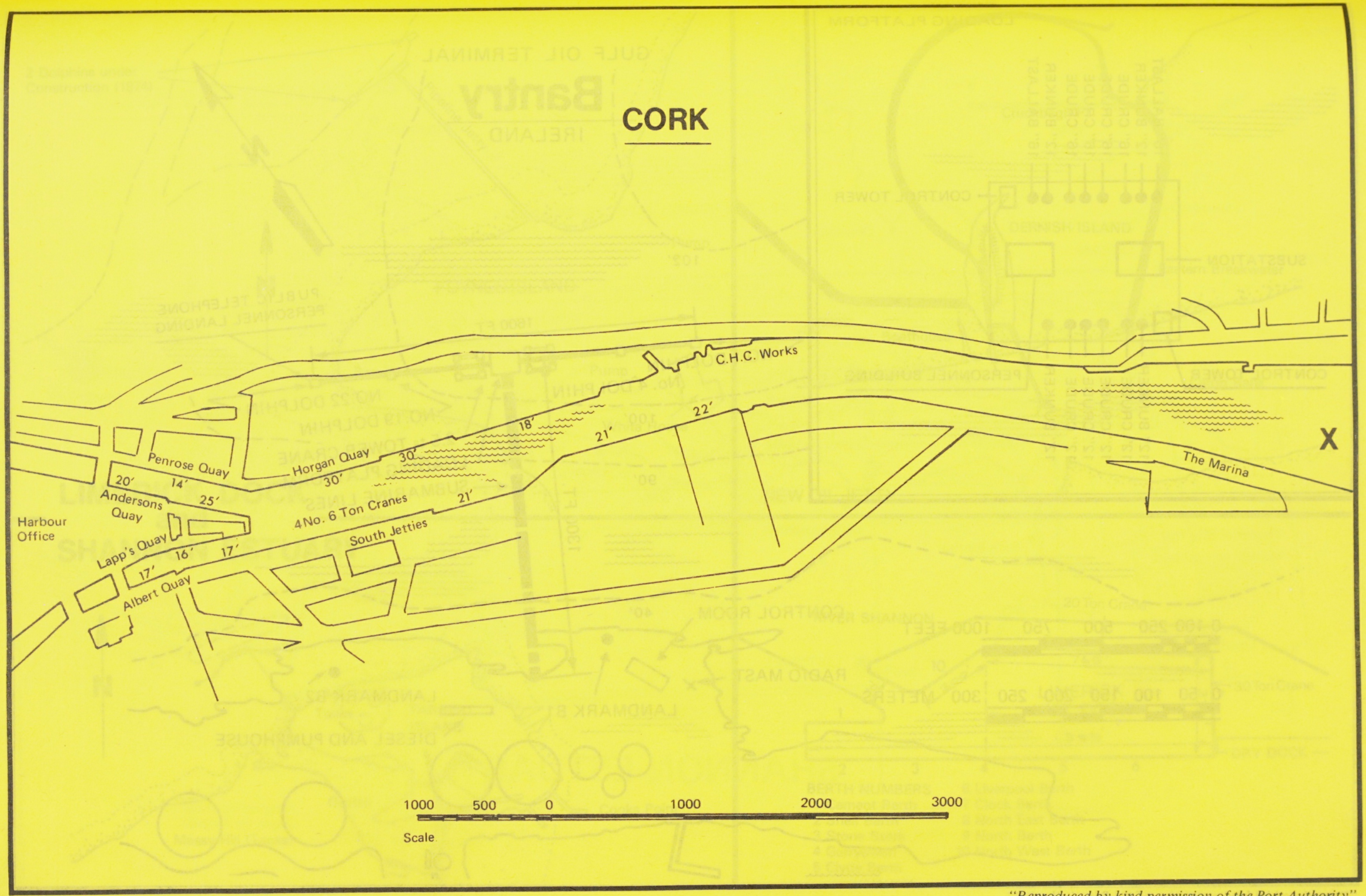
Pakhus
Vordingborg
Sydhavn
Havnekontor
Silo
6·3
5·6
2·5
2·5
2·5
7·0
7·0
6·3
10·0
8·1
6·6
7·0
Svajebassin
Kabelfelt
5·8
7·0
7·0
7·0
Mast
Gennem
Sejling
100
0
100
200
300m
SCALE

*"Reproduced by kind permission of the Port Authority".*

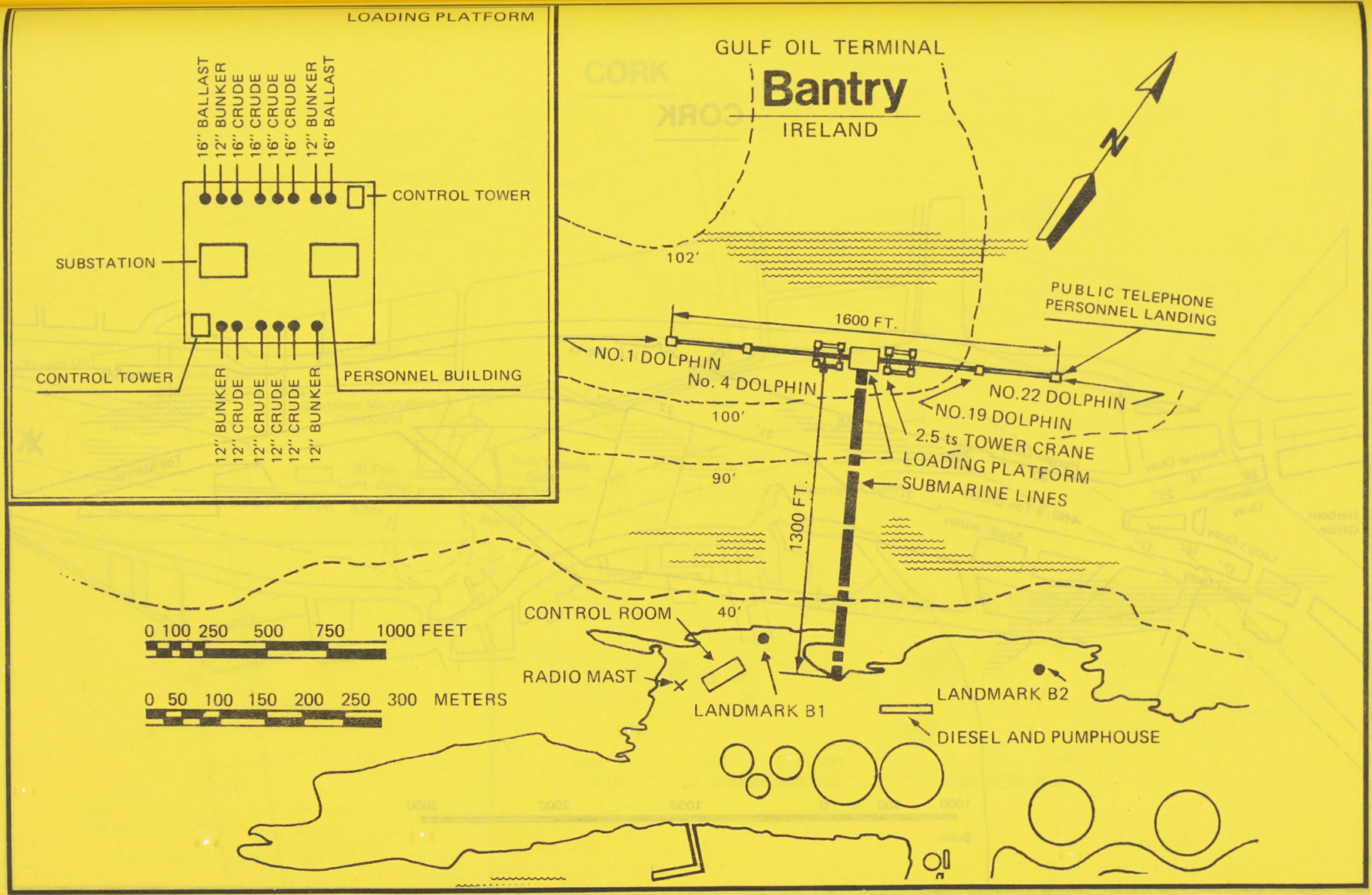
# CORK


Texaco Oil
Oil Jetty
Burmah Oil
Container Marshalling Compound
X
30 Ton Cont. Crane
Bulk Liquids Berth
9.14m
9.14m
5.5m
Terminal Ro/Ro
Blackrock Castle

*"Reproduced by kind permission of the Port Authority".*

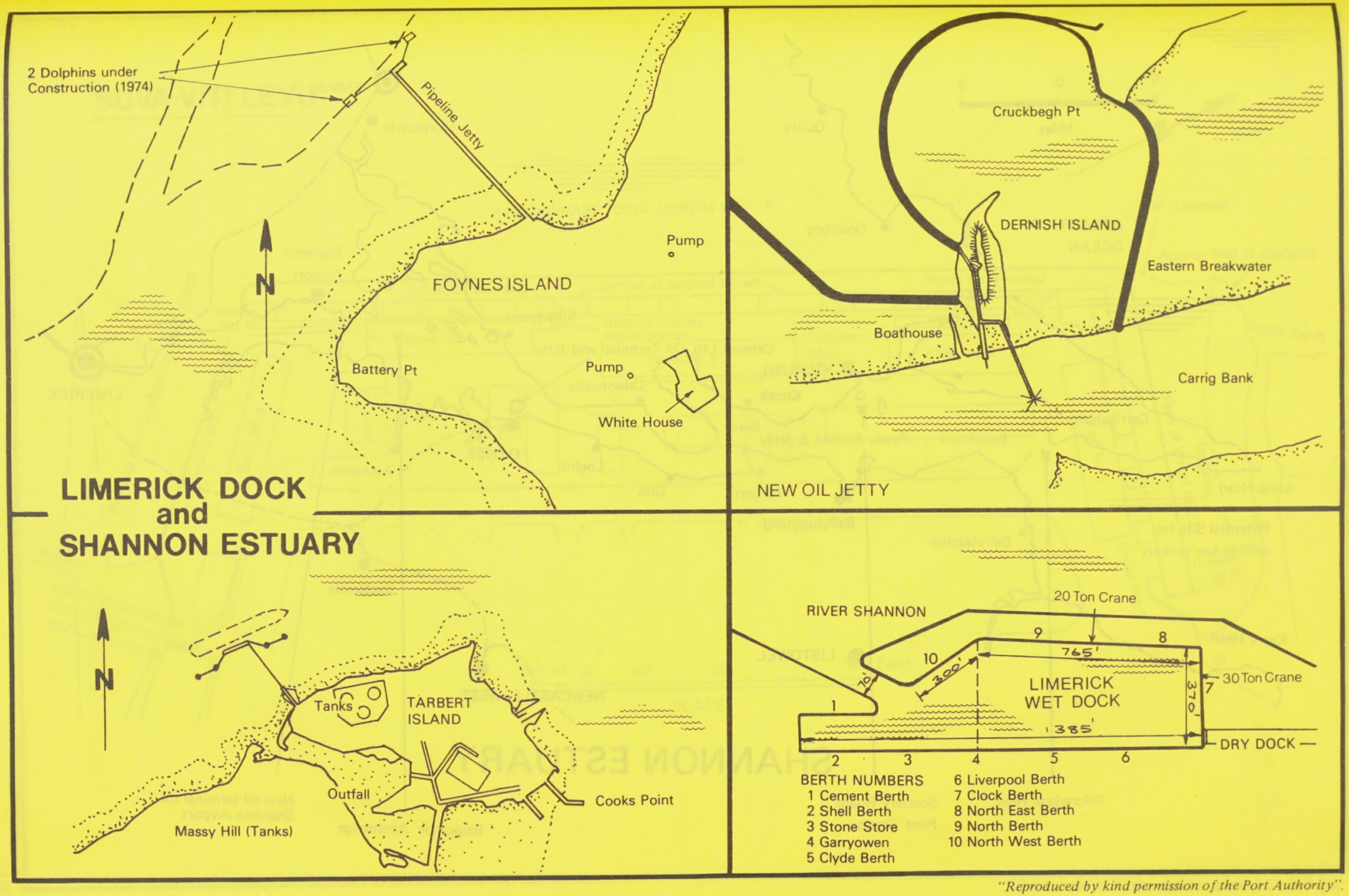

CORK
C.H.C. Works
22'
21'
18'
30'
Horgan Quay
30'
Penrose Quay
20'
14'
25'
Andersons
Quay
Harbour
Office
4 No. 6 Ton Cranes
21'
South Jetties
Lapp's Quay
16'
17'
17'
Albert Quay
The Marina
X
1000
500
0
1000
2000
3000
Scale

*"Reproduced by kind permission of the Port Authority".*


GULF OIL TERMINAL
Bantry
IRELAND
LOADING PLATFORM
16" BALLAST
12" BUNKER
16" CRUDE
16" CRUDE
16" CRUDE
16" CRUDE
12" BUNKER
16" BALLAST
CONTROL TOWER
SUBSTATION
CONTROL TOWER
12" BUNKER
12" CRUDE
12" CRUDE
12" CRUDE
12" CRUDE
12" BUNKER
PERSONNEL BUILDING
N
102'
PUBLIC TELEPHONE
PERSONNEL LANDING
1600 FT.
NO.1 DOLPHIN
No. 4 DOLPHIN
NO.22 DOLPHIN
NO.19 DOLPHIN
100'
2.5 ts TOWER CRANE
LOADING PLATFORM
90'
SUBMARINE LINES
1300 FT.
40'
CONTROL ROOM
0 100 250 500 750 1000 FEET
RADIO MAST
0 50 100 150 200 250 300 METERS
LANDMARK B1
LANDMARK B2
DIESEL AND PUMPHOUSE

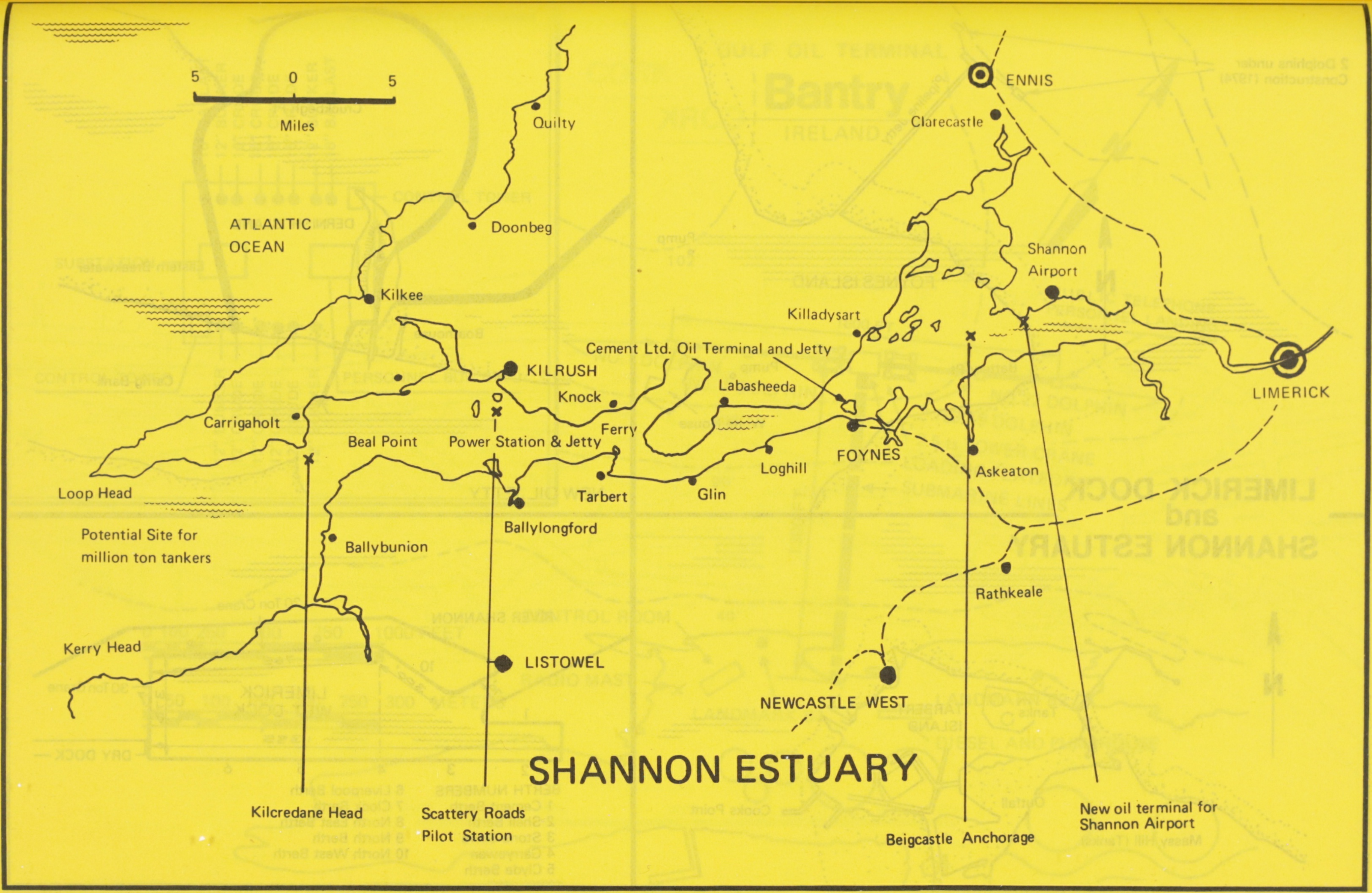
*"Reproduced by kind permission of the Port Authority".*

# LIMERICK DOCK and SHANNON ESTUARY


2 Dolphins under Construction (1974)
Pipeline Jetty
N
FOYNES ISLAND
Pump
Pump
Battery Pt
White House
Cruckbegh Pt
DERNISH ISLAND
Eastern Breakwater
Boathouse
Carrig Bank
NEW OIL JETTY
N
Tanks
TARBERT ISLAND
Outfall
Massy Hill (Tanks)
Cooks Point
RIVER SHANNON
20 Ton Crane
9
8
10
765'
70'
300'
LIMERICK WET DOCK
30 Ton Crane
7
370'
1
385'
DRY DOCK
2
3
4
5
6

BERTH NUMBERS
1 Cement Berth
2 Shell Berth
3 Stone Store
4 Garryowen
5 Clyde Berth
6 Liverpool Berth
7 Clock Berth
8 North East Berth
9 North Berth
10 North West Berth

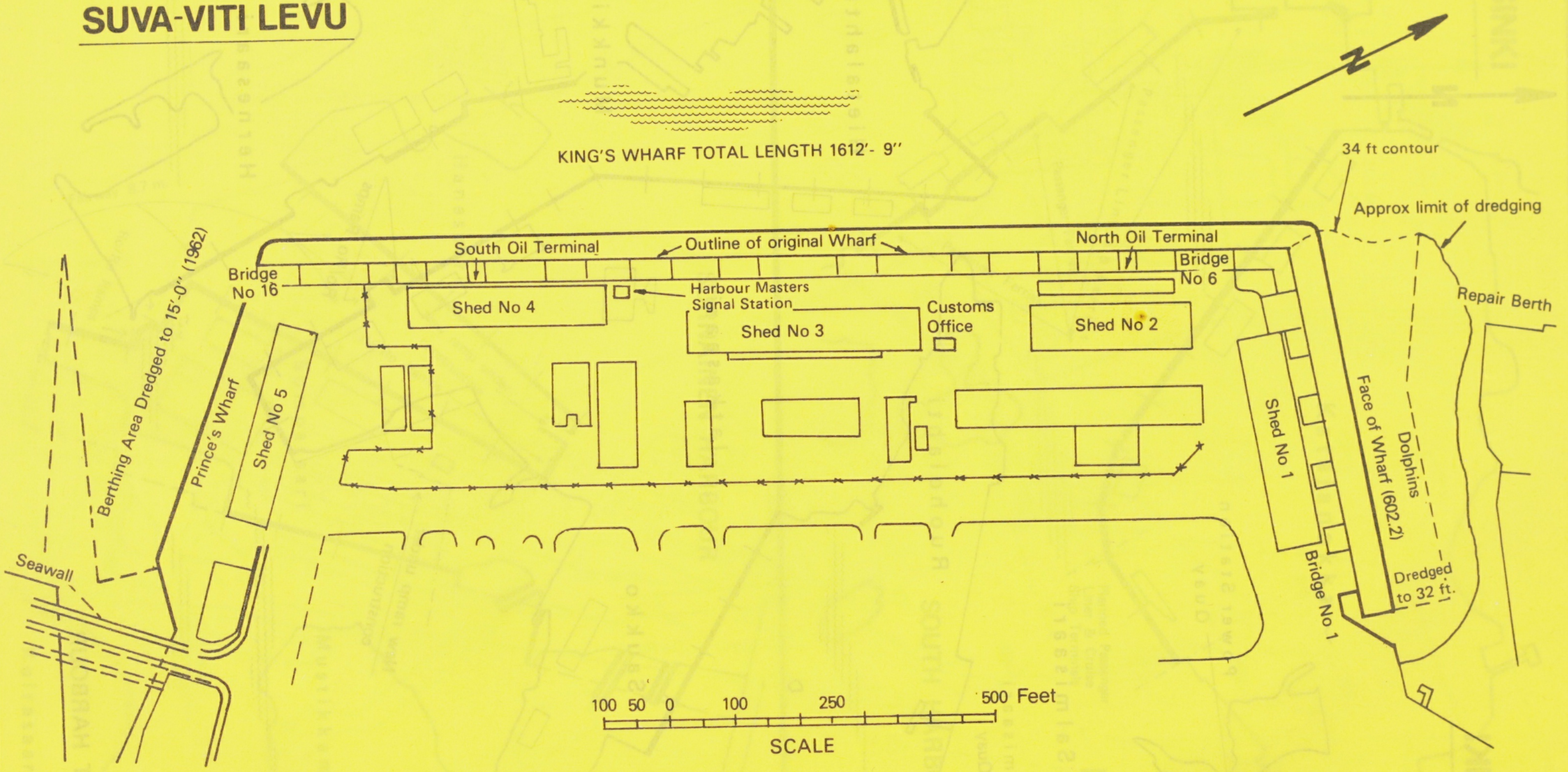
*"Reproduced by kind permission of the Port Authority".*



5 0 5
Miles
ATLANTIC OCEAN
Quilty
Doonbeg
Kilkee
KILRUSH
Knock
Ferry
Carrigaholt
Loop Head
Beal Point
Power Station & Jetty
Potential Site for million ton tankers
Ballybunion
Kerry Head
Tarbert
Ballylongford
LISTOWEL
Glin
Loghill
Labasheeda
Cement Ltd. Oil Terminal and Jetty
Killadysart
FOYNES
Askeaton
ENNIS
Clarecastle
Shannon Airport
LIMERICK
Rathkeale
NEWCASTLE WEST
SHANNON ESTUARY
Kilcredane Head
Scattery Roads Pilot Station
Beigcastle Anchorage
New oil terminal for Shannon Airport

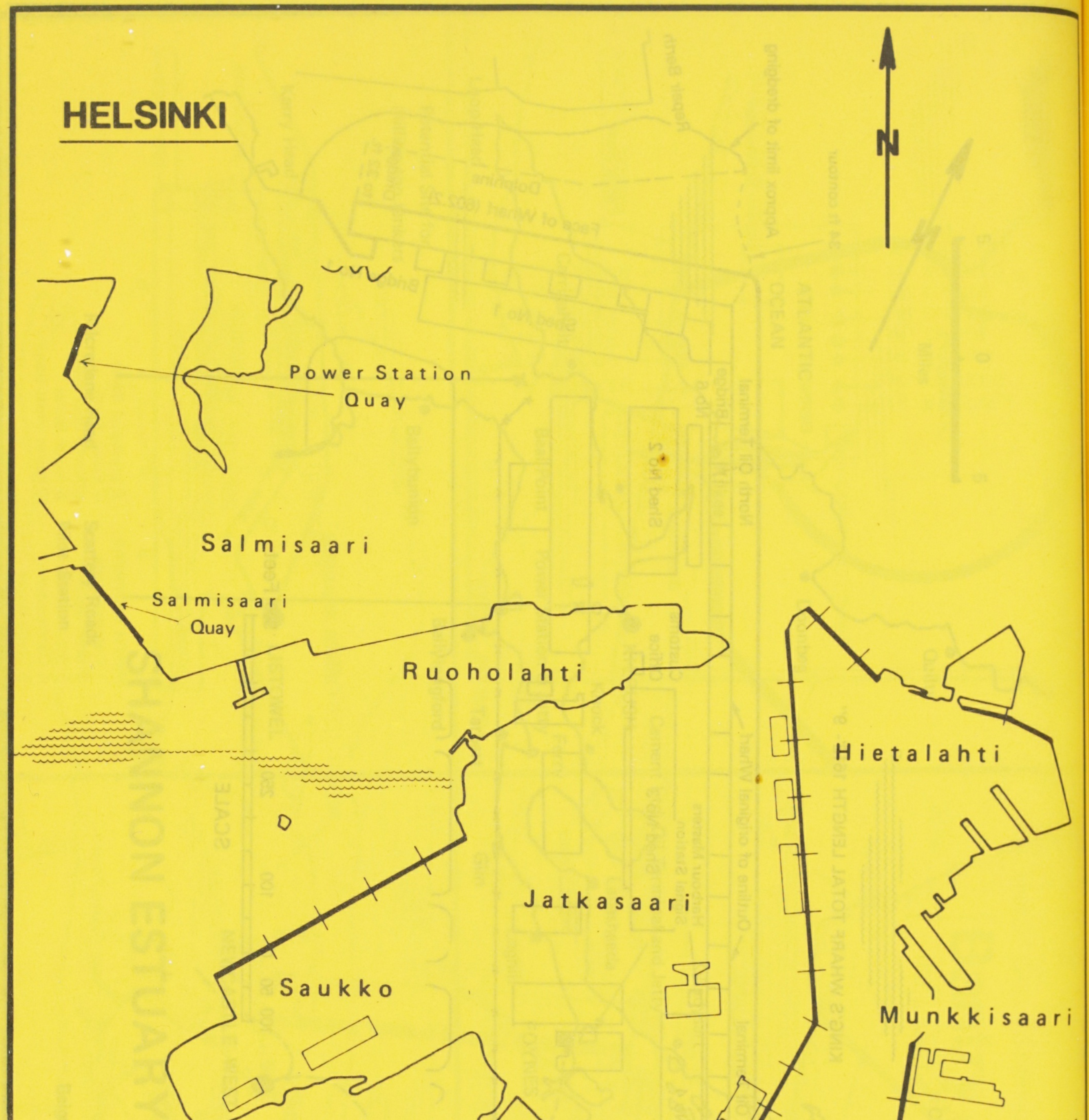
*"Reproduced by kind permission of the Port Authority".*

## SUVA-VITI LEVU

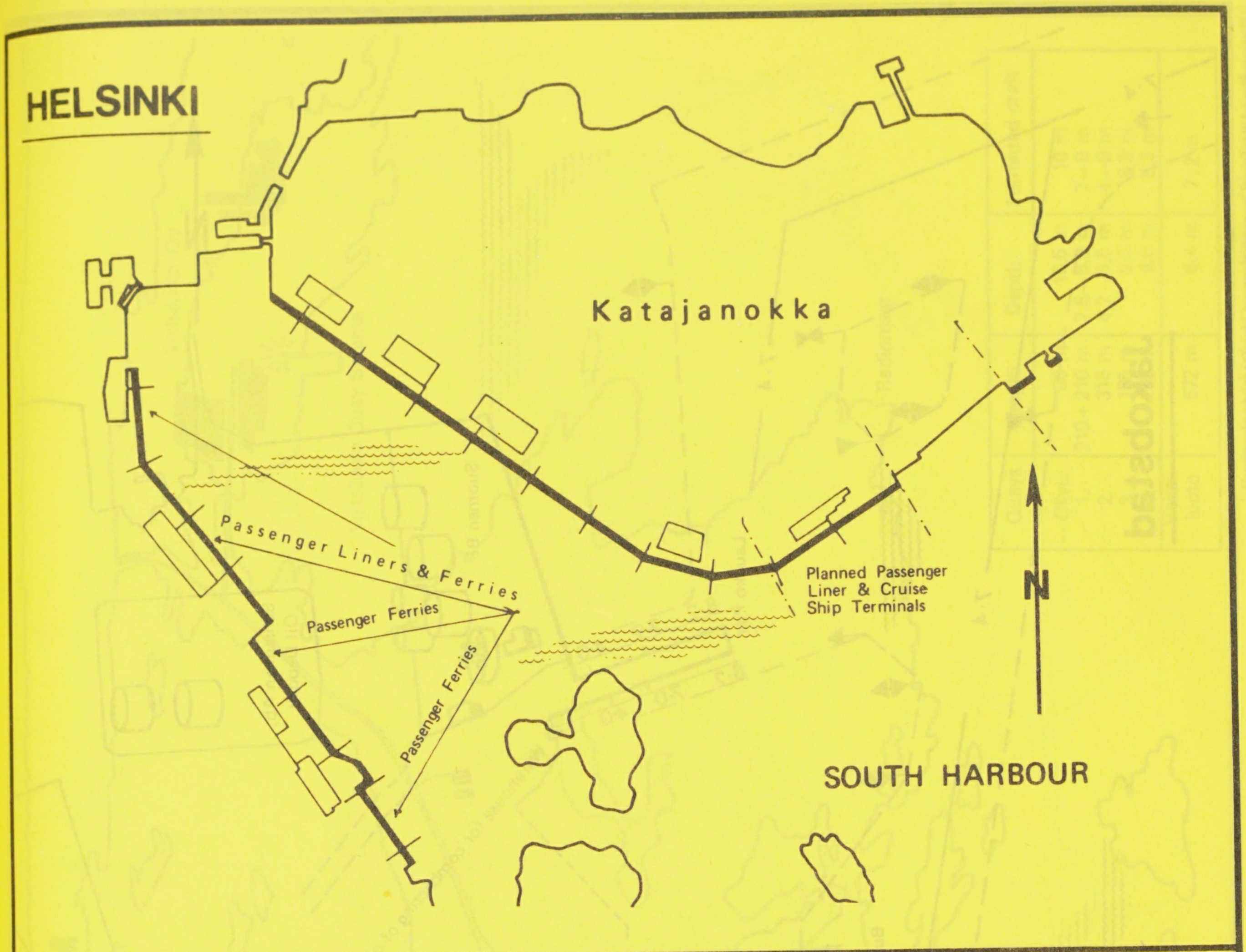

KING'S WHARF TOTAL LENGTH 1612'- 9"
N
34 ft contour
Approx limit of dredging
South Oil Terminal
Outline of original Wharf
North Oil Terminal
Bridge No 16
Bridge No 6
Harbour Masters Signal Station
Shed No 4
Shed No 3
Customs Office
Shed No 2
Repair Berth
Shed No 1
Face of Wharf (602.2)
Dolphins
Dredged to 32 ft.
Bridge No 1
Shed No 5
Prince's Wharf
Berthing Area Dredged to 15'-0" (1962)
Seawall
100 50 0 100 250 500 Feet
SCALE

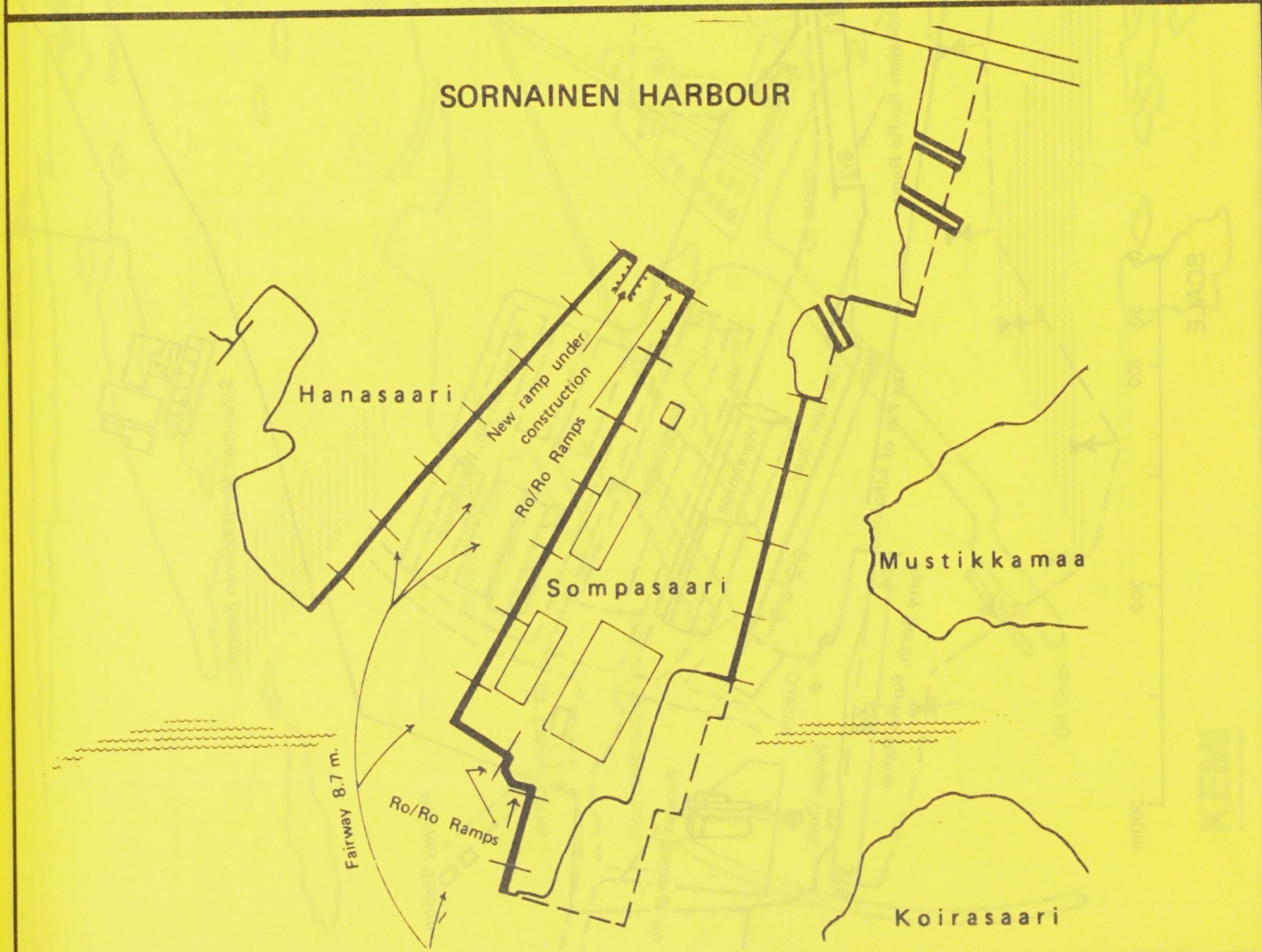
"Reproduced by kind permission of the Port Authority".

# HELSINKI

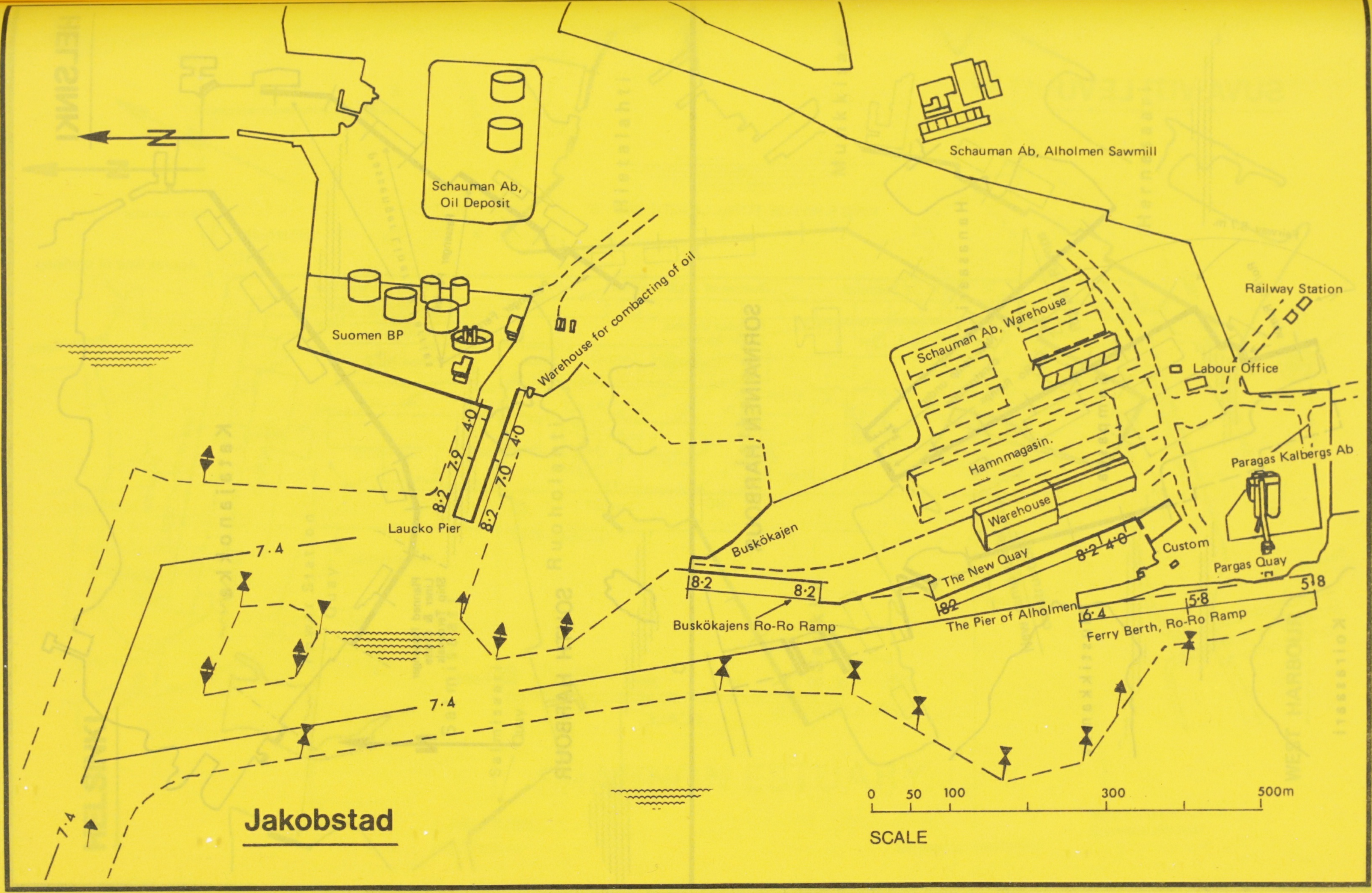

N
Power Station Quay
Salmisaari
Salmisaari Quay
Ruoholahti
Hietalahti
Jatkasaari
Saukko
Munkkisaari
New ramp under construction
Ro/Ro Ramps
Hernesaari
WEST HARBOUR

*"Reproduced by kind permission of the Port Authority".*


HELSINKI
Katajanokka
Passenger Liners & Ferries
Passenger Ferries
Passenger Ferries
Planned Passenger Liner & Cruise Ship Terminals
N
SOUTH HARBOUR

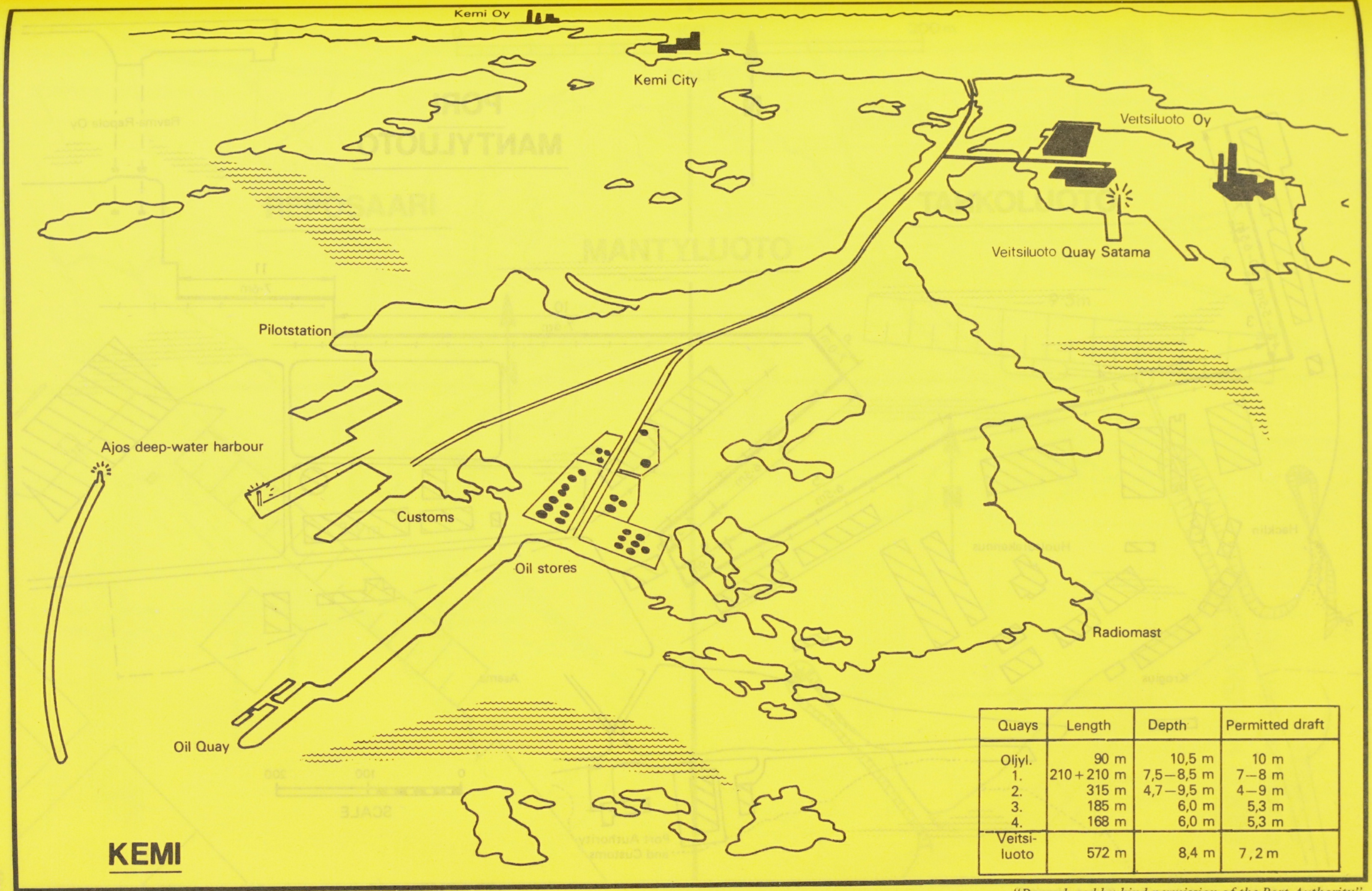

SORNAINEN HARBOUR
Hanasaari
New ramp under construction
Ro/Ro Ramps
Sompasaari
Mustikkamaa
Fairway 8.7 m.
Ro/Ro Ramps
Koirasaari

*"Reproduced by kind permission of the Port Authority".*


N
Schauman Ab,
Oil Deposit
Schauman Ab, Alholmen Sawmill
Suomen BP
Warehouse for combacting of oil
Railway Station
Schauman Ab, Warehouse
Labour Office
Hamnmagasin.
Paragas Kalbergs Ab
Warehouse
Custom
Pargas Quay
4·0
7·9
8·2
4·0
7·0
8·2
Laucko Pier
Buskökajen
The New Quay
8·2
4·0
8·2
8·2
Buskökajens Ro-Ro Ramp
82
The Pier of Alholmen
6·4
5·8
5·8
Ferry Berth, Ro-Ro Ramp
7·4
7·4
7·4
0
50
100
300
500m
SCALE
Jakobstad

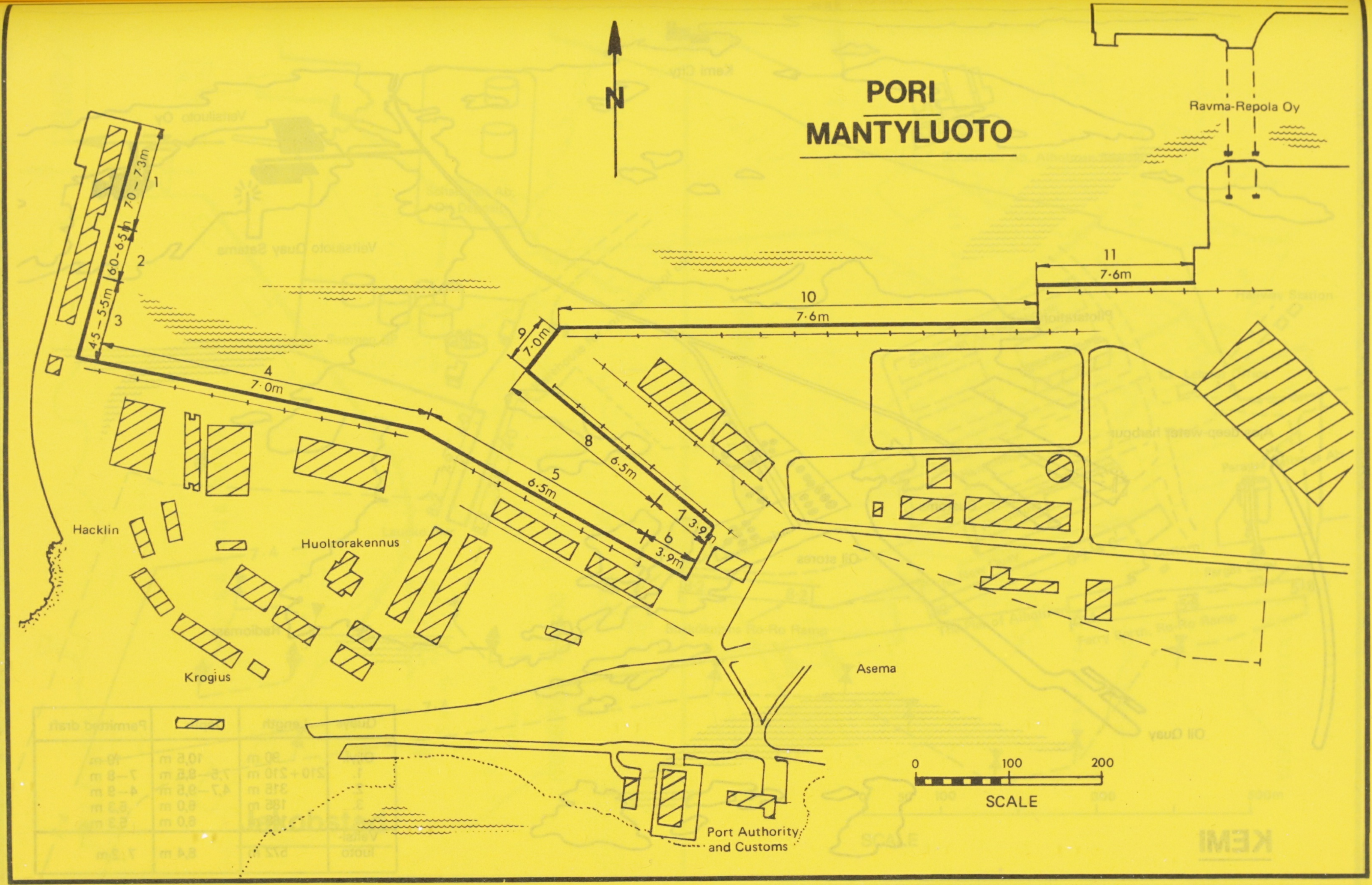
*"Reproduced by kind permission of the Port Authority".*

# KEMI

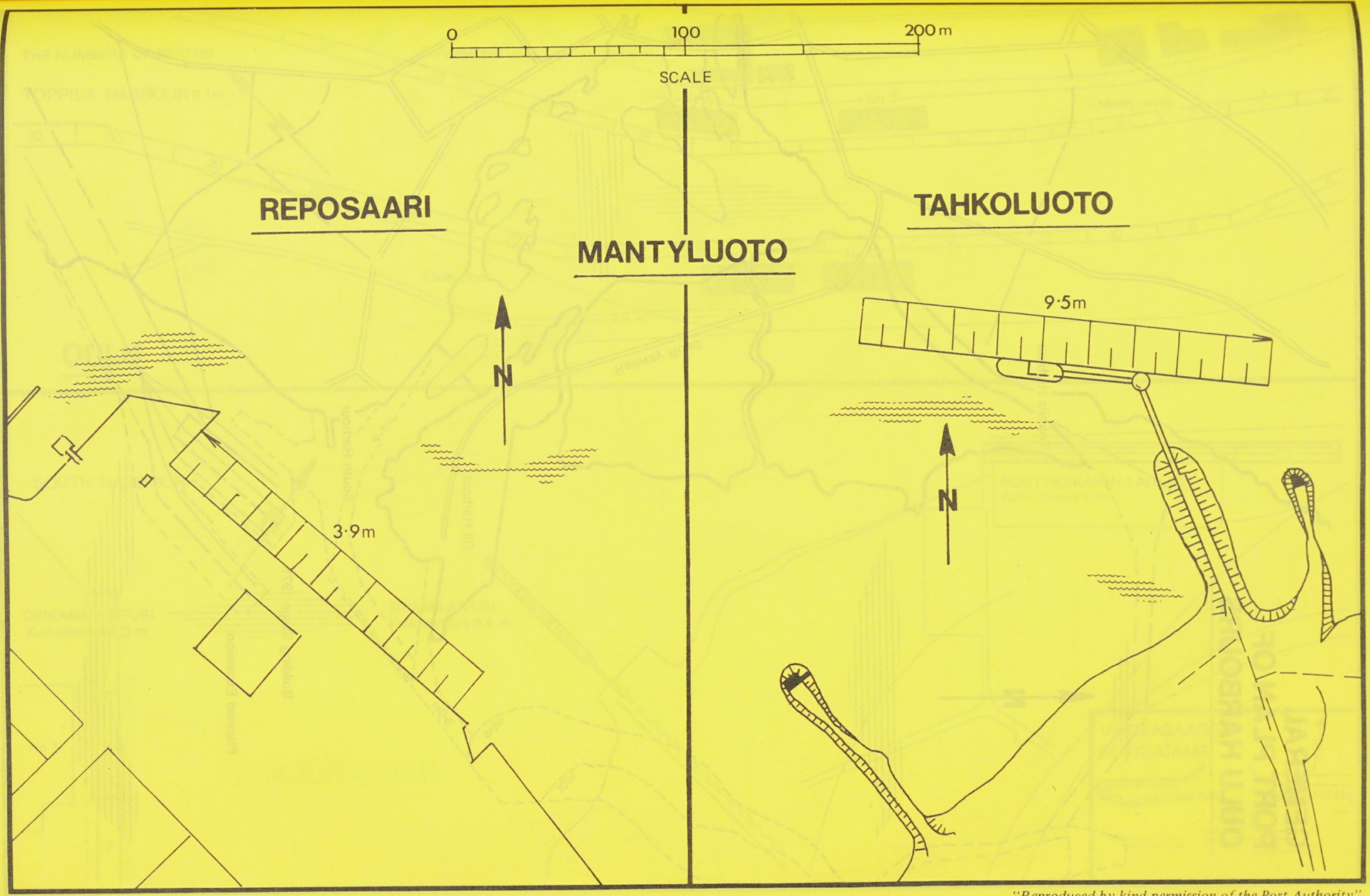

Kemi Oy
Kemi City
Veitsiluoto Oy
Veitsiluoto Quay Satama
Pilotstation
Ajos deep-water harbour
Customs
Oil stores
Radiomast
Oil Quay

| Quays | Length | Depth | Permitted draft |
|---|---|---|---|
| Oljyl. | 90 m | 10,5 m | 10 m |
| 1. | 210 + 210 m | 7,5—8,5 m | 7—8 m |
| 2. | 315 m | 4,7—9,5 m | 4—9 m |
| 3. | 185 m | 6,0 m | 5,3 m |
| 4. | 168 m | 6,0 m | 5,3 m |
| Veitsi-luoto | 572 m | 8,4 m | 7,2 m |

*"Reproduced by kind permission of the Port Authority".*

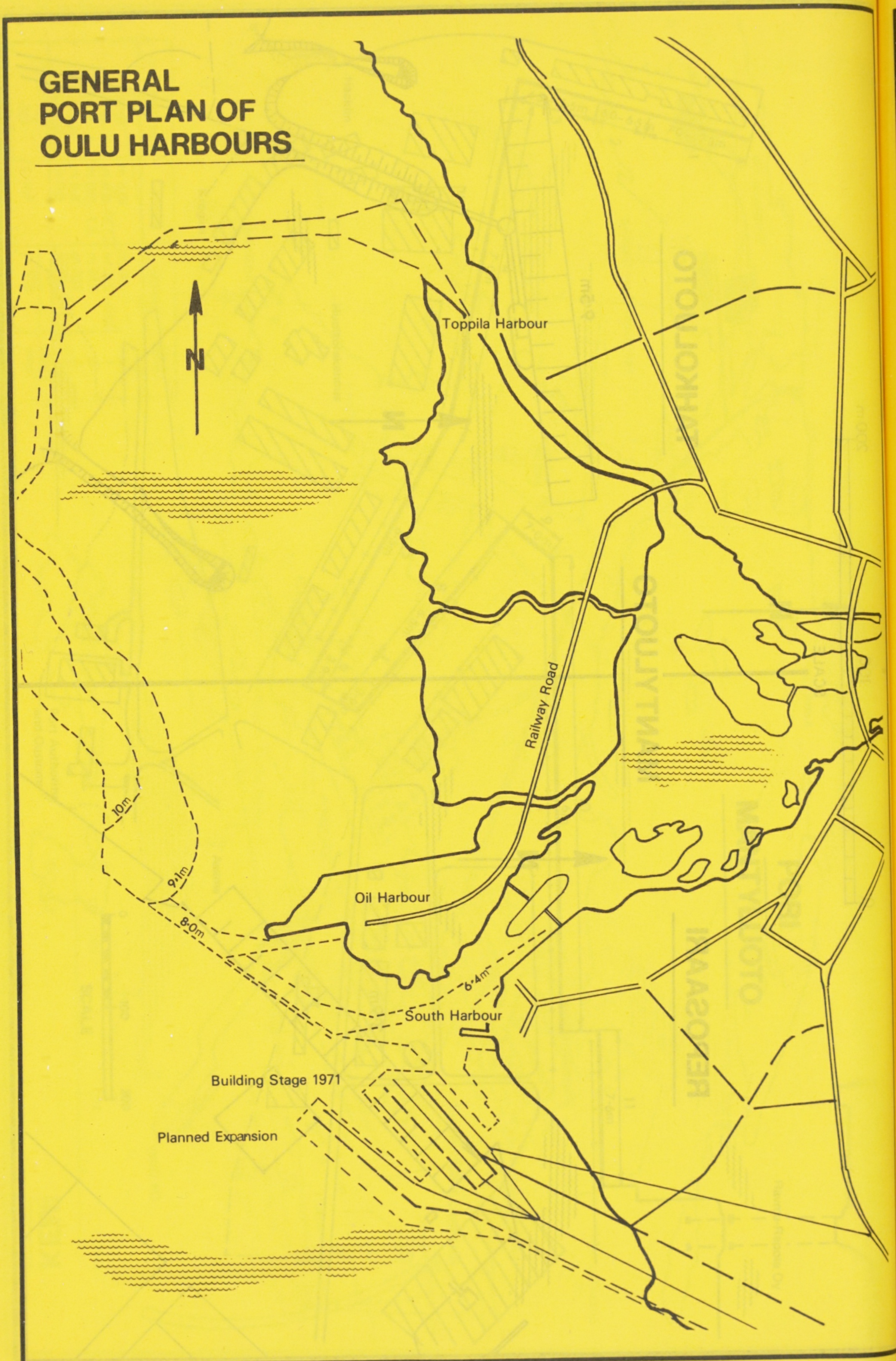

PORI
MANTYLUOTO
N
Ravma-Repola Oy
1
7·0—7·3m
2
6·0—6·5m
3
4·5—5·5m
4
7·0m
5
6·5m
6
3·9m
7
3·9m
8
6·5m
9
7·0m
10
7·6m
11
7·6m
Hacklin
Huoltorakennus
Krogius
Asema
Port Authority
and Customs
0
100
200
SCALE

*"Reproduced by kind permission of the Port Authority".*

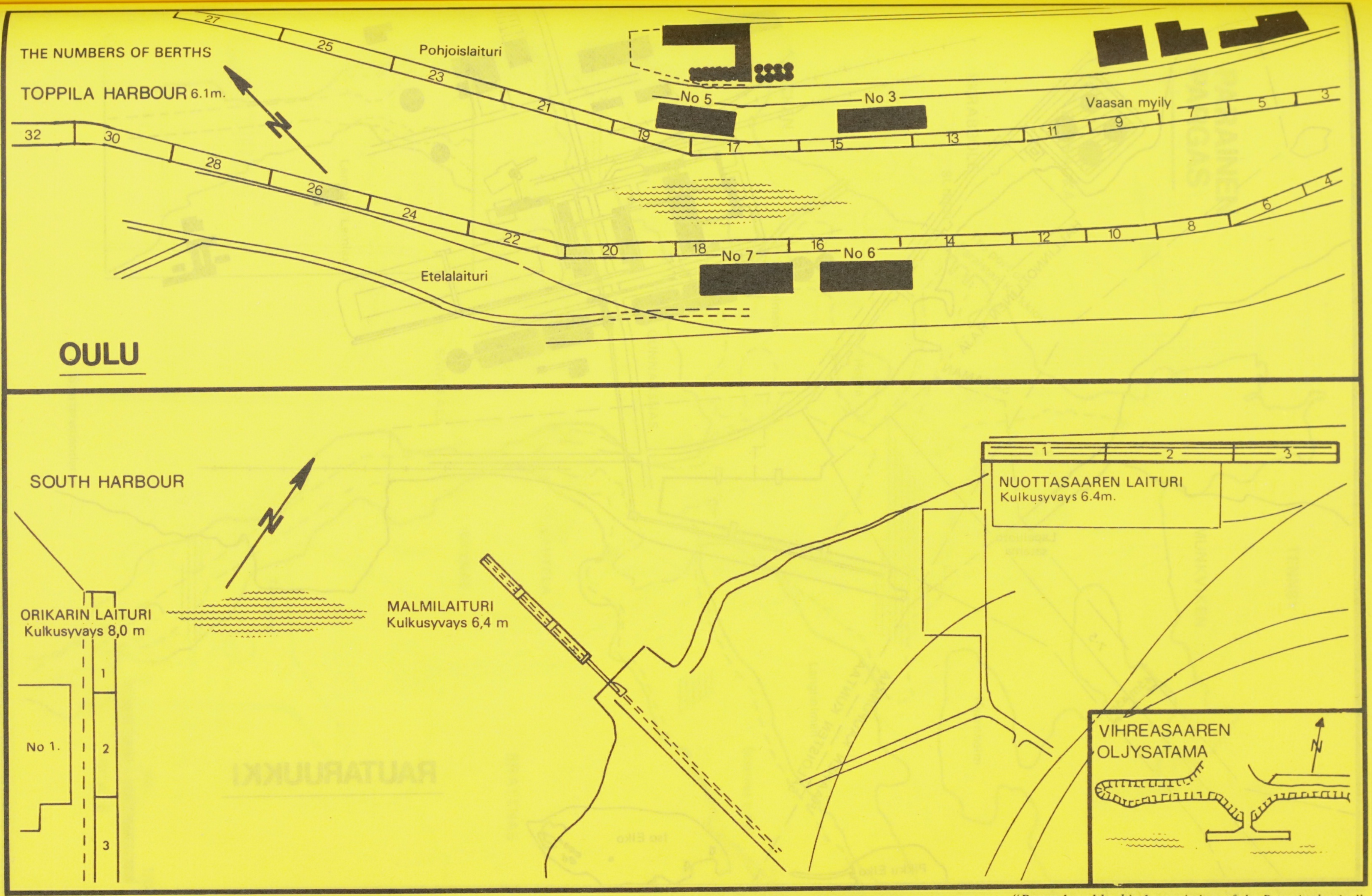

0
100
200 m
SCALE
REPOSAARI
MANTYLUOTO
TAHKOLUOTO
N
N
N
3·9m
9·5m

*"Reproduced by kind permission of the Port Authority".*

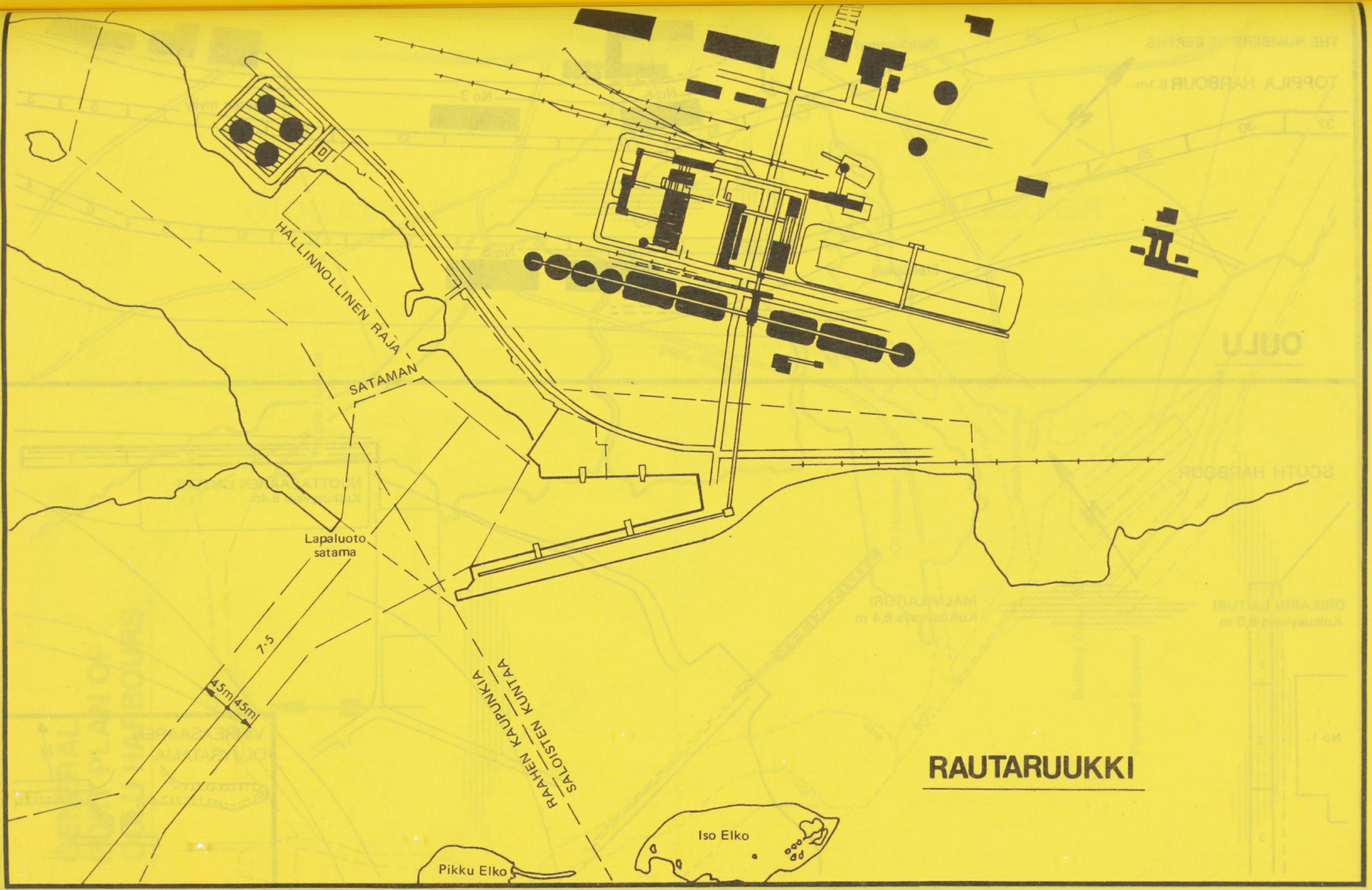
# GENERAL PORT PLAN OF OULU HARBOURS


N
Toppila Harbour
Railway Road
10m
9·1m
8·0m
Oil Harbour
6·4m
South Harbour
Building Stage 1971
Planned Expansion

*"Reproduced by kind permission of the Port Authorit*

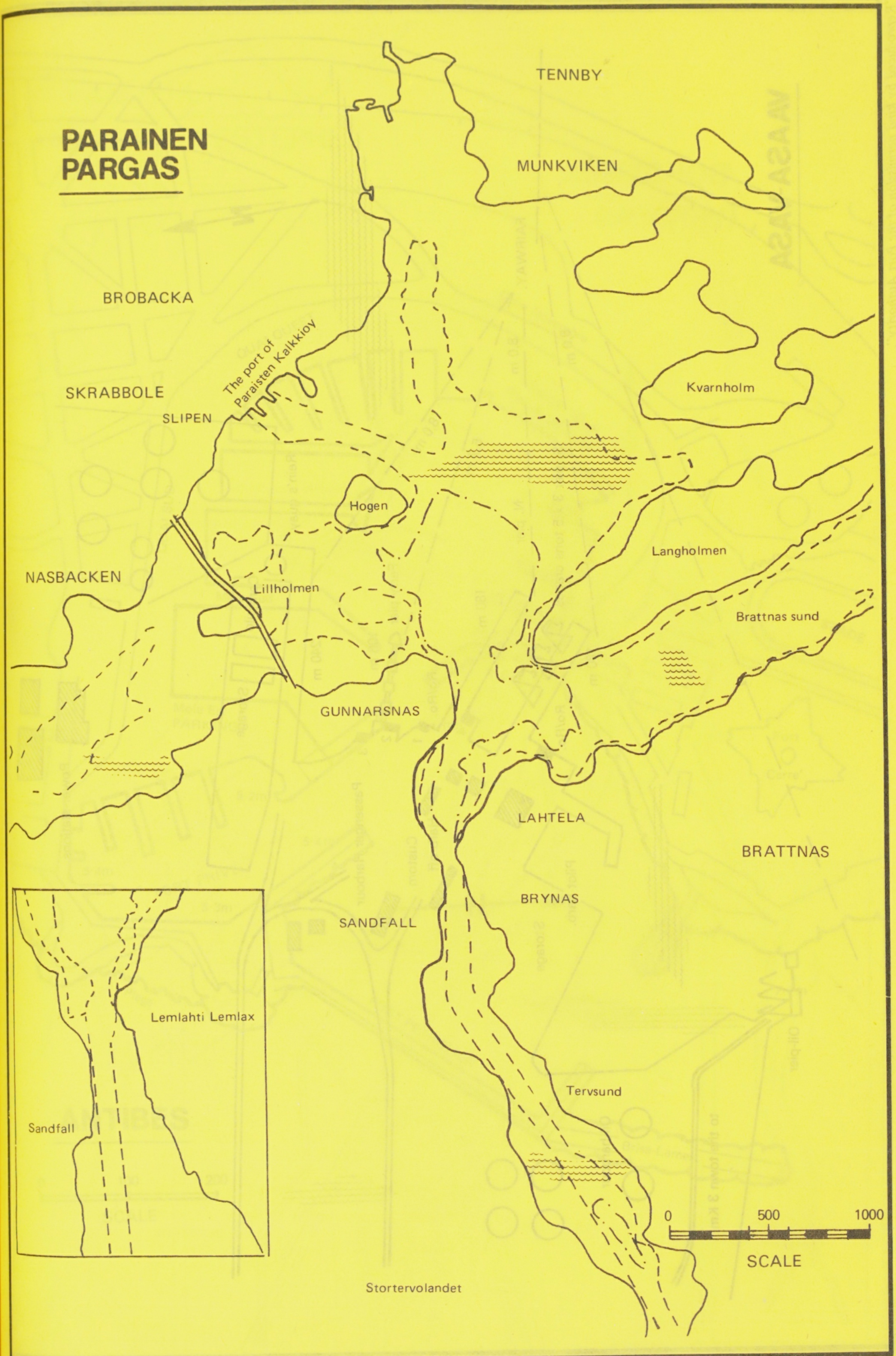

THE NUMBERS OF BERTHS
TOPPILA HARBOUR 6.1m.
Pohjoislaituri
Etelalaituri
Vaasan myily
No 5
No 3
No 7
No 6
3
5
7
9
11
13
15
17
19
21
23
25
27
32
30
28
26
24
22
20
18
16
14
12
10
8
6
4
N
OULU
SOUTH HARBOUR
ORIKARIN LAITURI
Kulkusyvays 8,0 m
No 1.
1
2
3
MALMILAITURI
Kulkusyvays 6,4 m
NUOTTASAAREN LAITURI
Kulkusyvays 6.4m.
1
2
3
VIHREASAAREN
OLJYSATAMA
N

*"Reproduced by kind permission of the Port Authority".*

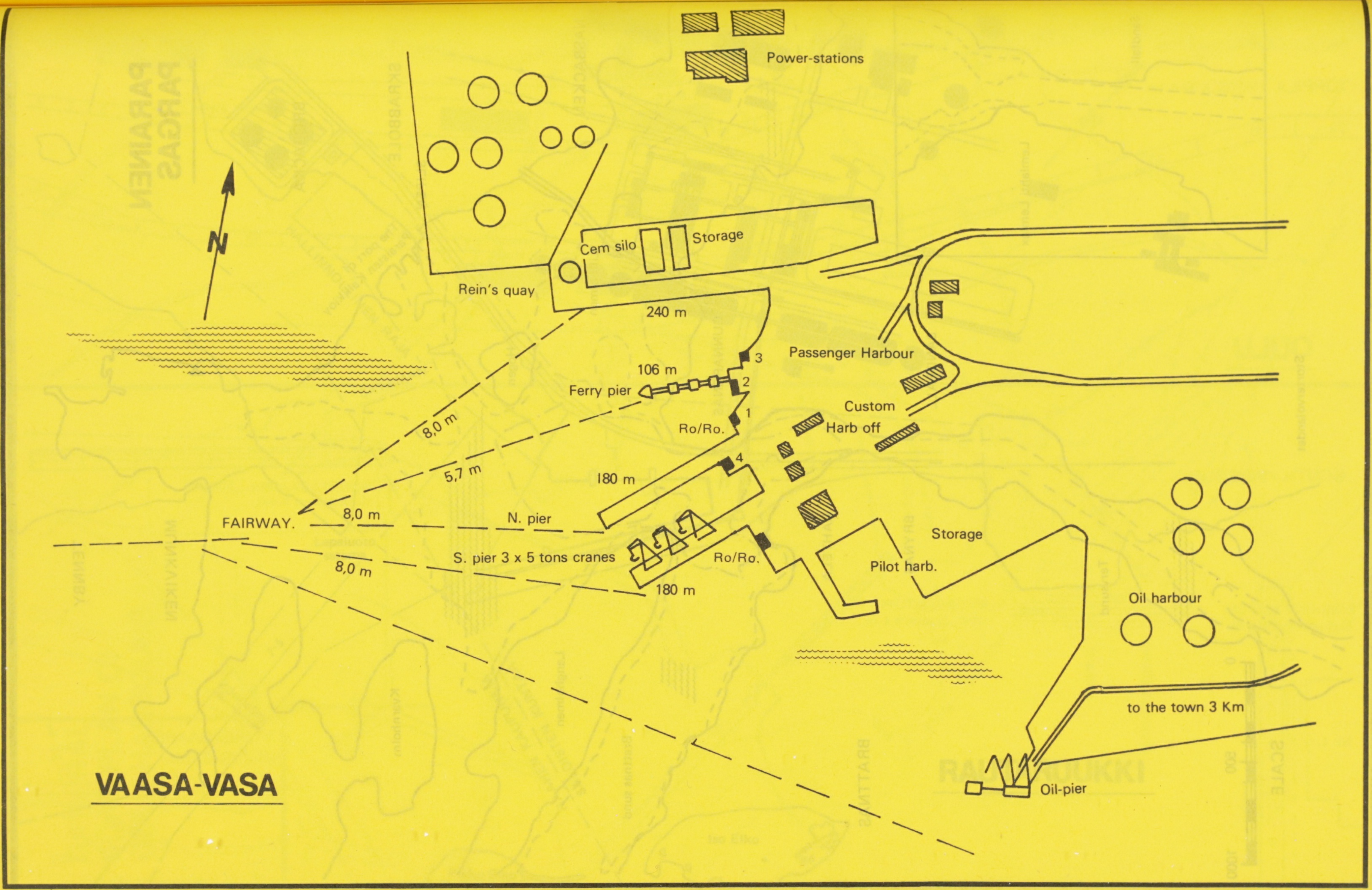

RAUTARUUKKI
HALLINNOLLINEN RAJA
SATAMAN
Lapaluoto
satama
7·5
45m
45m
RAAHEN KAUPUNKIA
SALOISTEN KUNTAA
Pikku Elko
Iso Elko

"Reproduced by kind permission of the Port Authority".

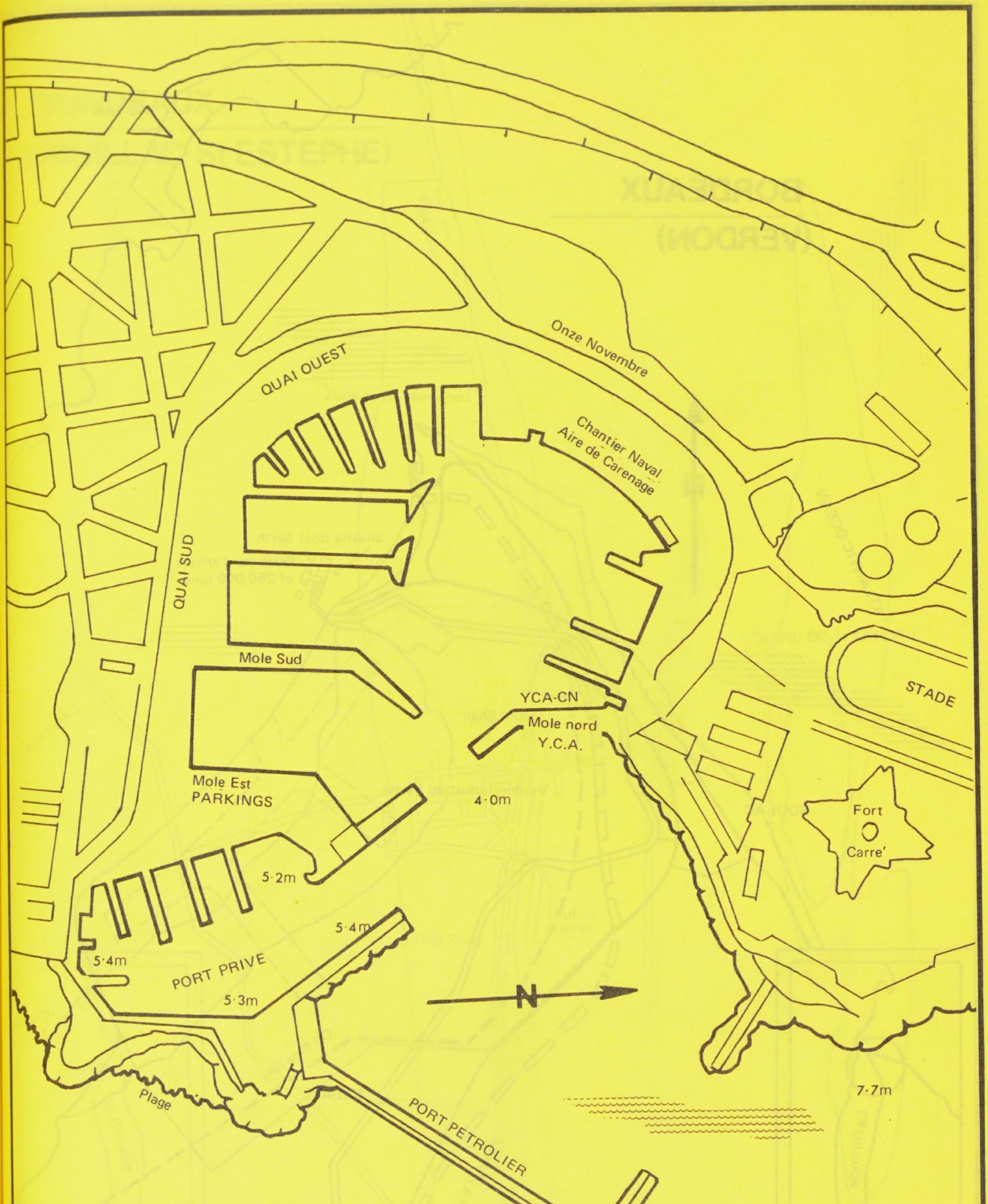
# PARAINEN PARGAS


TENNBY
MUNKVIKEN
BROBACKA
The port of Paraisten Kalkkiov
SKRABBOLE
SLIPEN
Kvarnholm
Hogen
NASBACKEN
Lillholmen
Langholmen
Brattnas sund
GUNNARSNAS
LAHTELA
BRATTNAS
BRYNAS
SANDFALL
Lemlahti Lemlax
Sandfall
Tervsund
0
500
1000
SCALE
Stortervolandet

"Reproduced by kind permission of the Port Authority".


Power-stations
N
Cem silo
Storage
Rein's quay
240 m
3
Passenger Harbour
106 m
2
Ferry pier
1
Ro/Ro.
Custom
Harb off
8,0 m
5,7 m
4
180 m
FAIRWAY.
8,0 m
N. pier
S. pier 3 x 5 tons cranes
Ro/Ro.
8,0 m
180 m
Storage
Pilot harb.
Oil harbour
to the town 3 Km
Oil-pier
VAASA-VASA

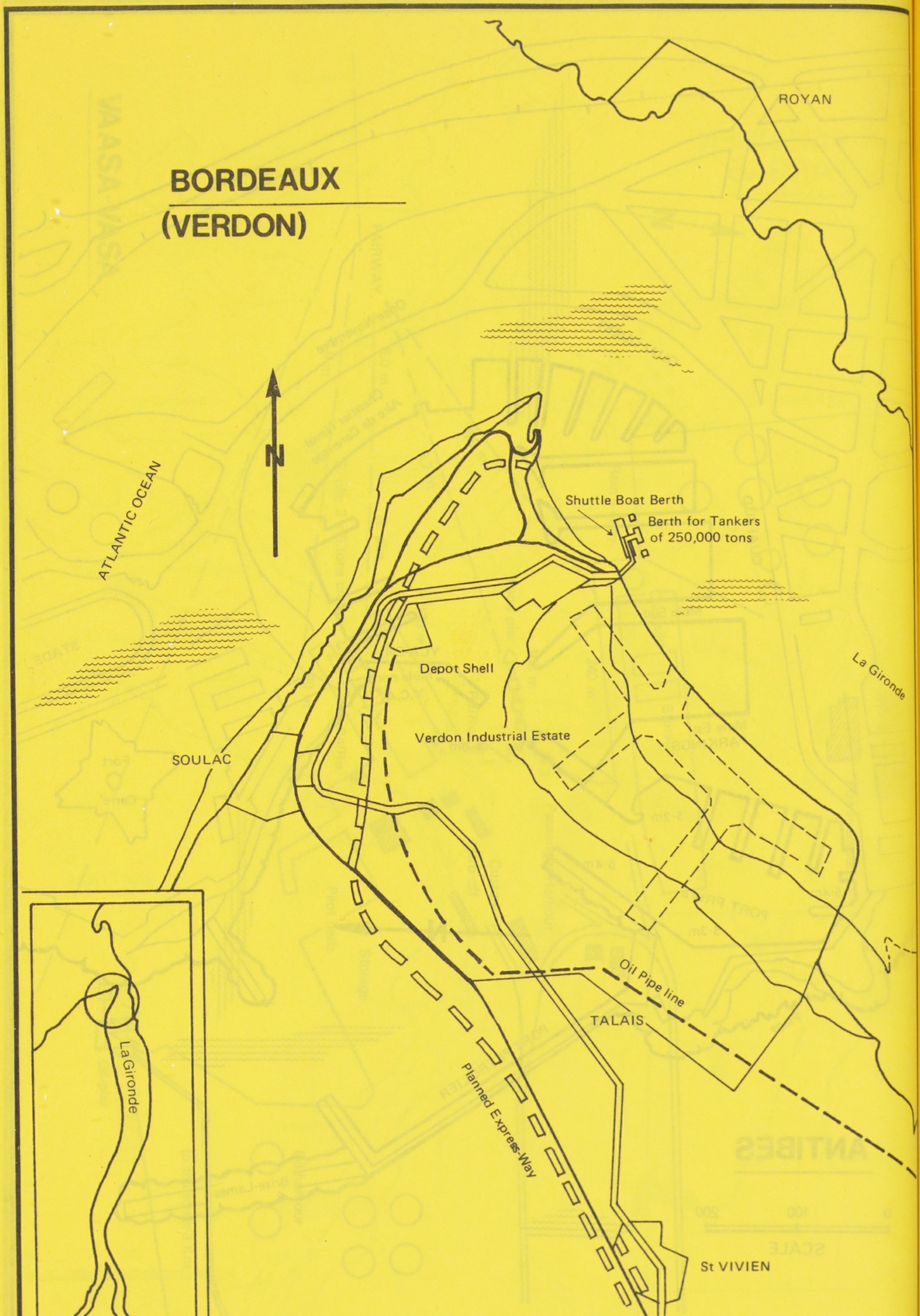
"Reproduced by kind permission of the Port Authority".


Onze Novembre
QUAI OUEST
Chantier Naval
Aire de Carenage
QUAI SUD
Mole Sud
YCA-CN
Mole nord
Y.C.A.
STADE
Mole Est
PARKINGS
4·0m
Fort
Carre'
5·2m
5·4m
5·4m
PORT PRIVE
5·3m
N
Plage
PORT PETROLIER
7·7m
Brise-Lames
ANTIBES
0
100
200
SCALE

*"Reproduced by kind permission of the Port Authority".*

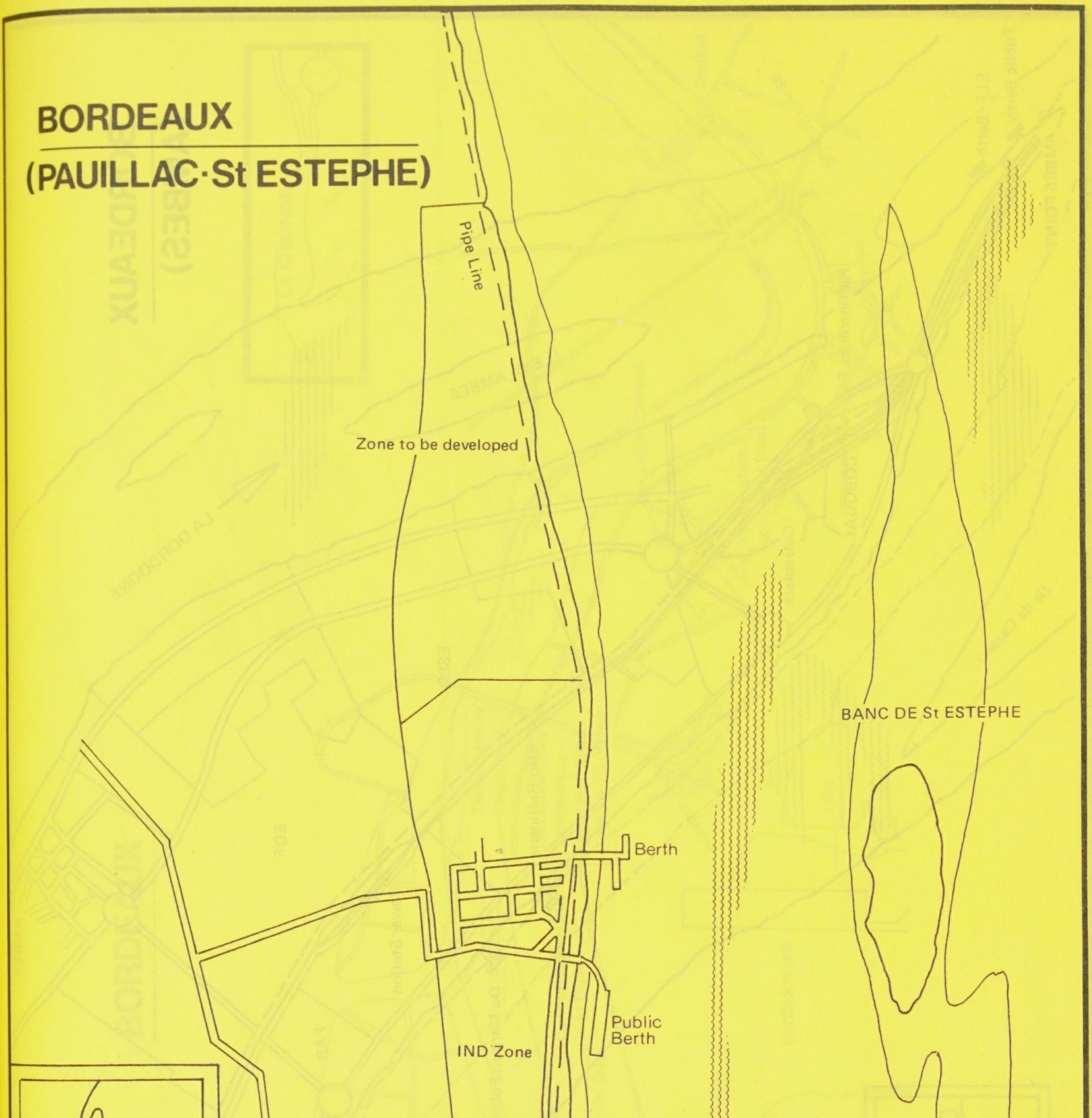
# BORDEAUX

## (VERDON)

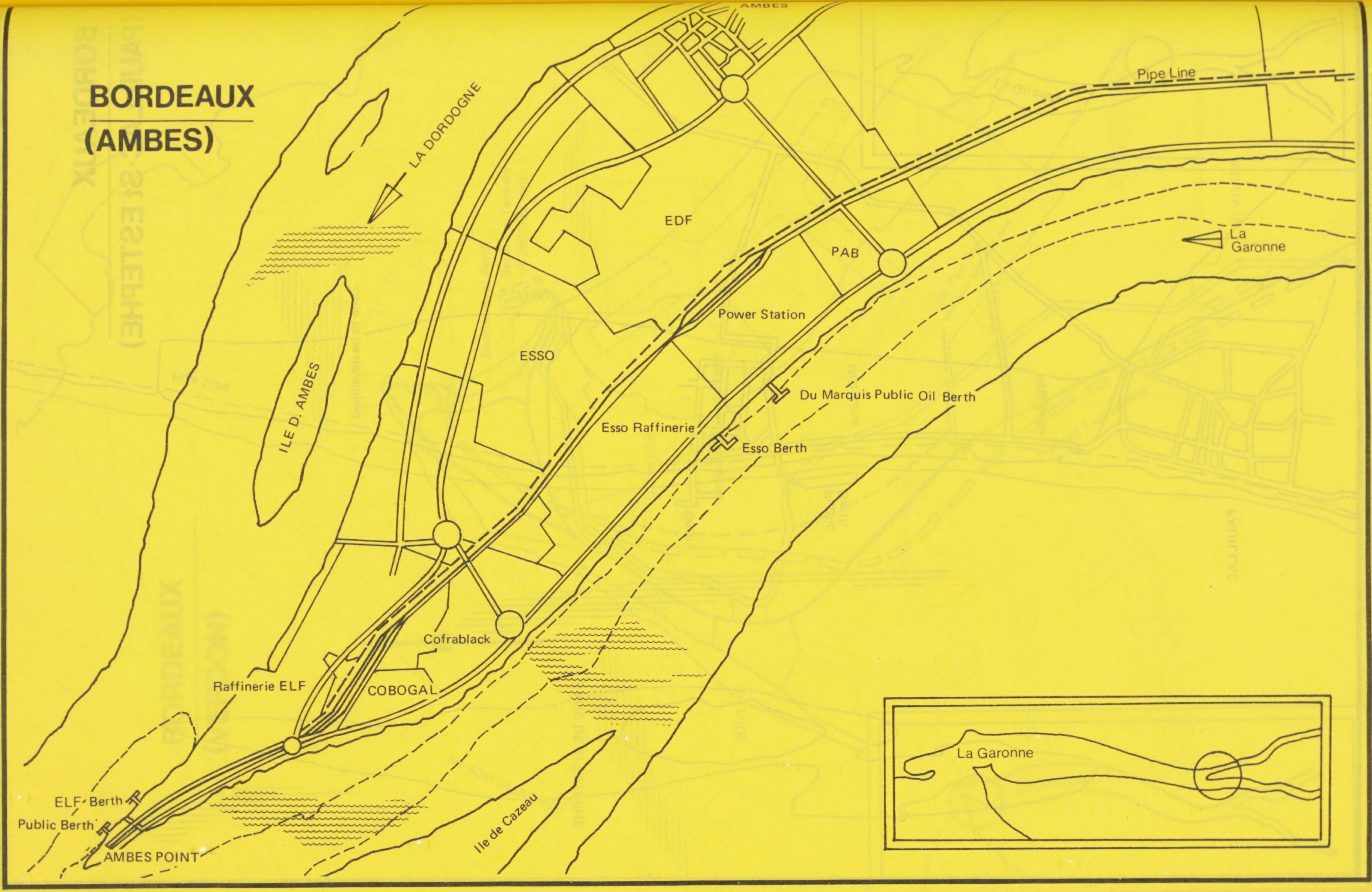

ROYAN
N
ATLANTIC OCEAN
Shuttle Boat Berth
Berth for Tankers of 250,000 tons
Depot Shell
La Gironde
Verdon Industrial Estate
SOULAC
Oil Pipe line
TALAIS
Planned Express-Way
St VIVIEN
La Gironde

*"Reproduced by kind permission of the Port Authority"*

# BORDEAUX
## (PAUILLAC-St ESTEPHE)

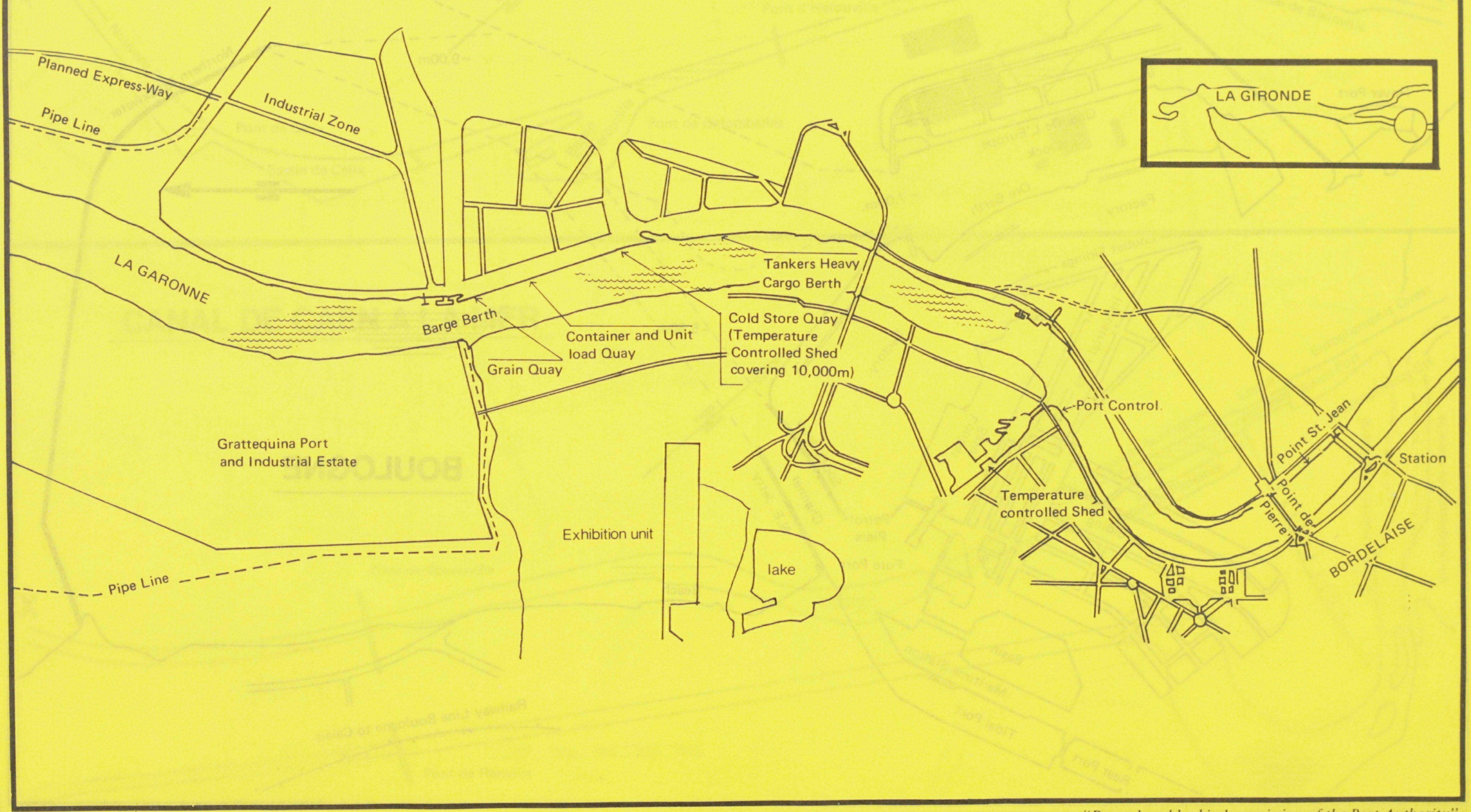

Pipe Line
Zone to be developed
BANC DE St ESTEPHE
Berth
Public Berth
IND Zone
IND Zone
La Gironde
PAUILLAC

*"Reproduced by kind permission of the Port Authority".*

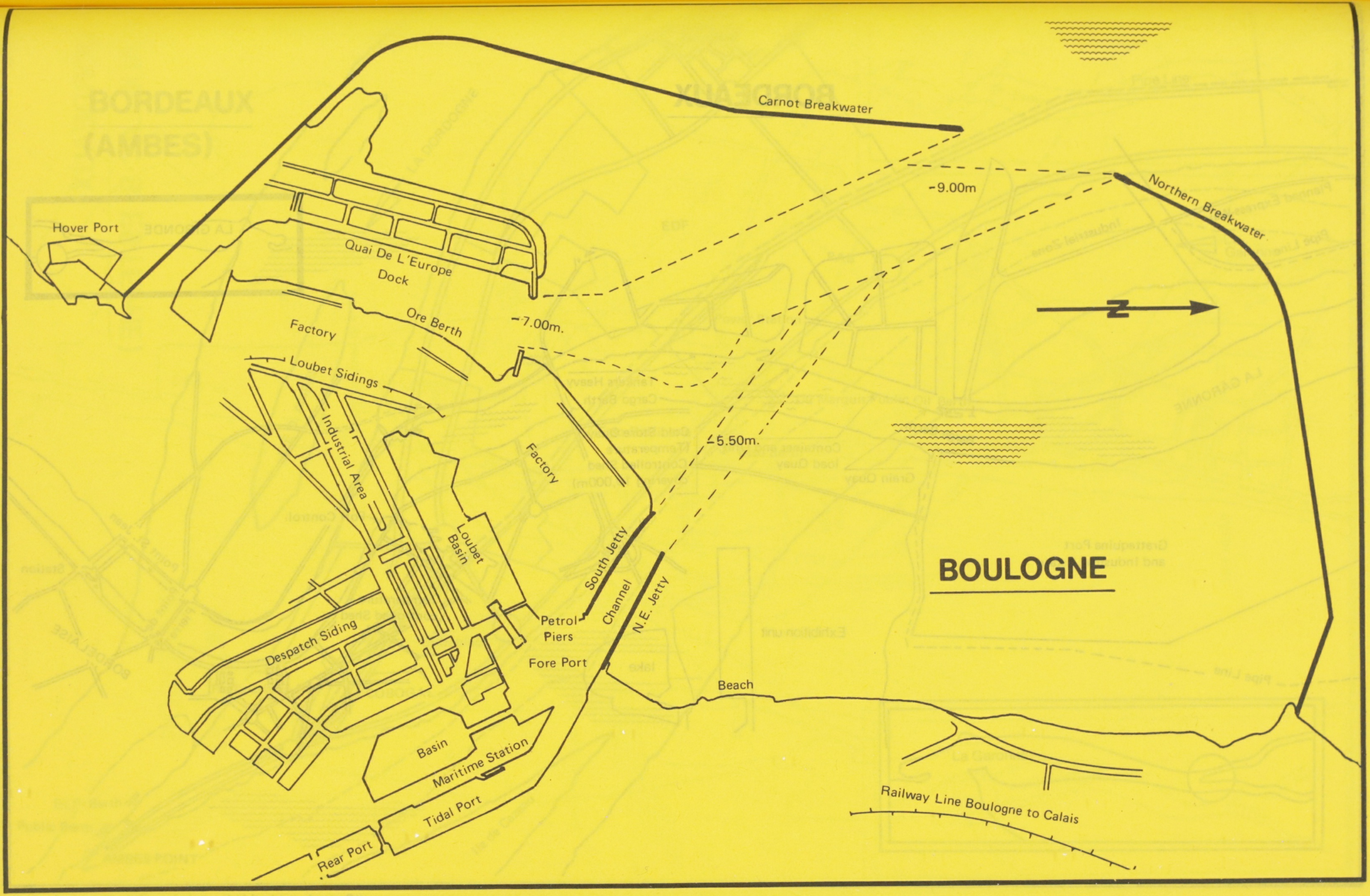

BORDEAUX
(AMBES)
AMBES
Pipe Line
LA DORDOGNE
EDF
PAB
La Garonne
Power Station
ESSO
ILE D. AMBES
Du Marquis Public Oil Berth
Esso Raffinerie
Esso Berth
Cofrablack
Raffinerie ELF
COBOGAL
ELF Berth
Public Berth
AMBES POINT
Ile de Cazeau
La Garonne

"Reproduced by kind permission of the Port Authority".

# BORDEAUX

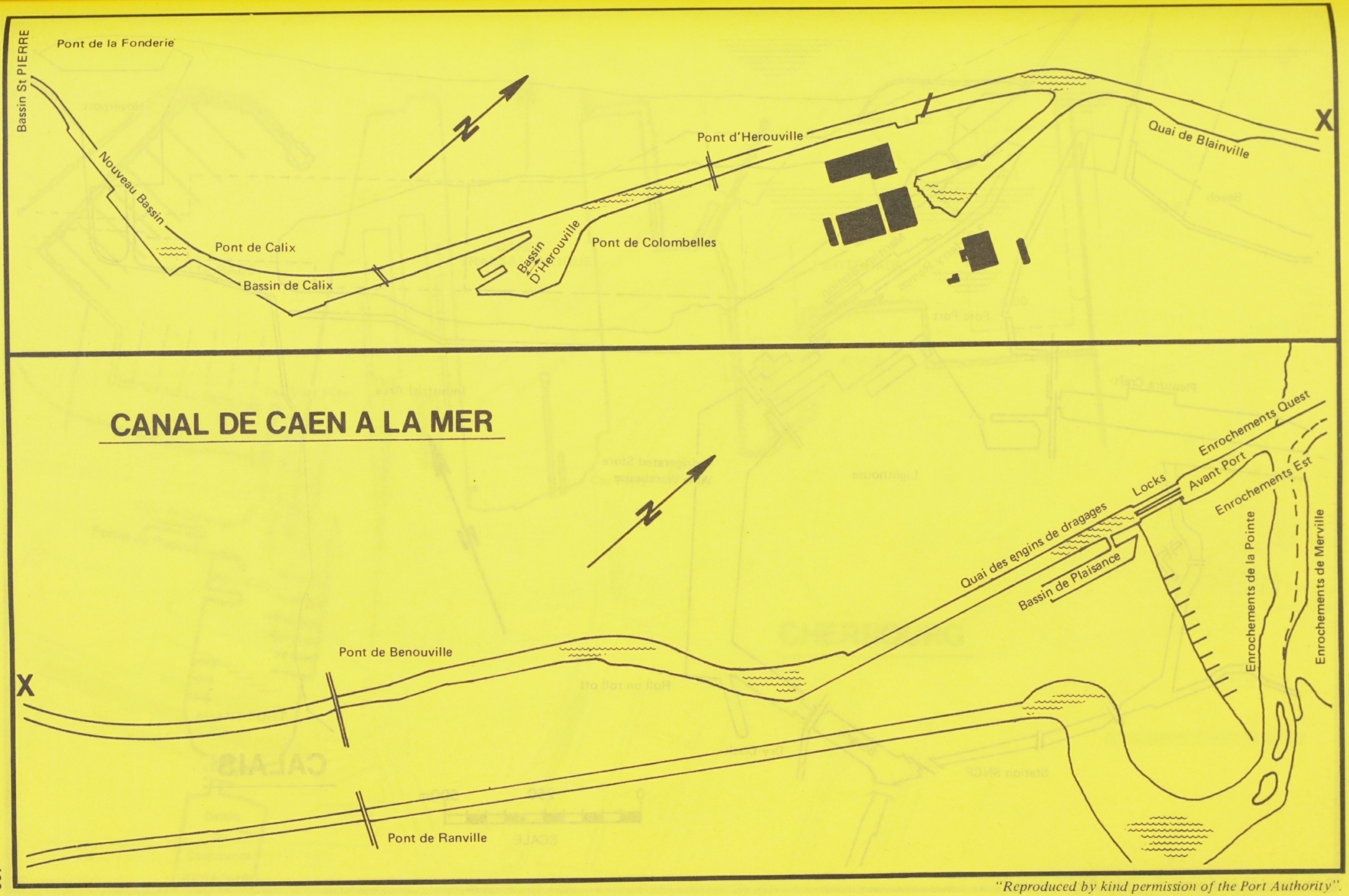

LA GIRONDE
Planned Express-Way
Pipe Line
Industrial Zone
LA GARONNE
Barge Berth
Grain Quay
Container and Unit load Quay
Tankers Heavy Cargo Berth
Cold Store Quay (Temperature Controlled Shed covering 10,000m)
Port Control.
Point St. Jean
Station
Point de Pierre
BORDELAISE
Temperature controlled Shed
Grattequina Port and Industrial Estate
Exhibition unit
lake
Pipe Line

"Reproduced by kind permission of the Port Authority".


BOULOGNE
Carnot Breakwater
Hover Port
Quai De L'Europe Dock
Ore Berth
Factory
Loubet Sidings
-7.00m.
-9.00m
Northern Breakwater
N
Industrial Area
Factory
-5.50m.
Loubet Basin
Despatch Siding
South Jetty
Channel
N.E. Jetty
Petrol Piers
Fore Port
Beach
Basin
Maritime Station
Tidal Port
Rear Port
Railway Line Boulogne to Calais

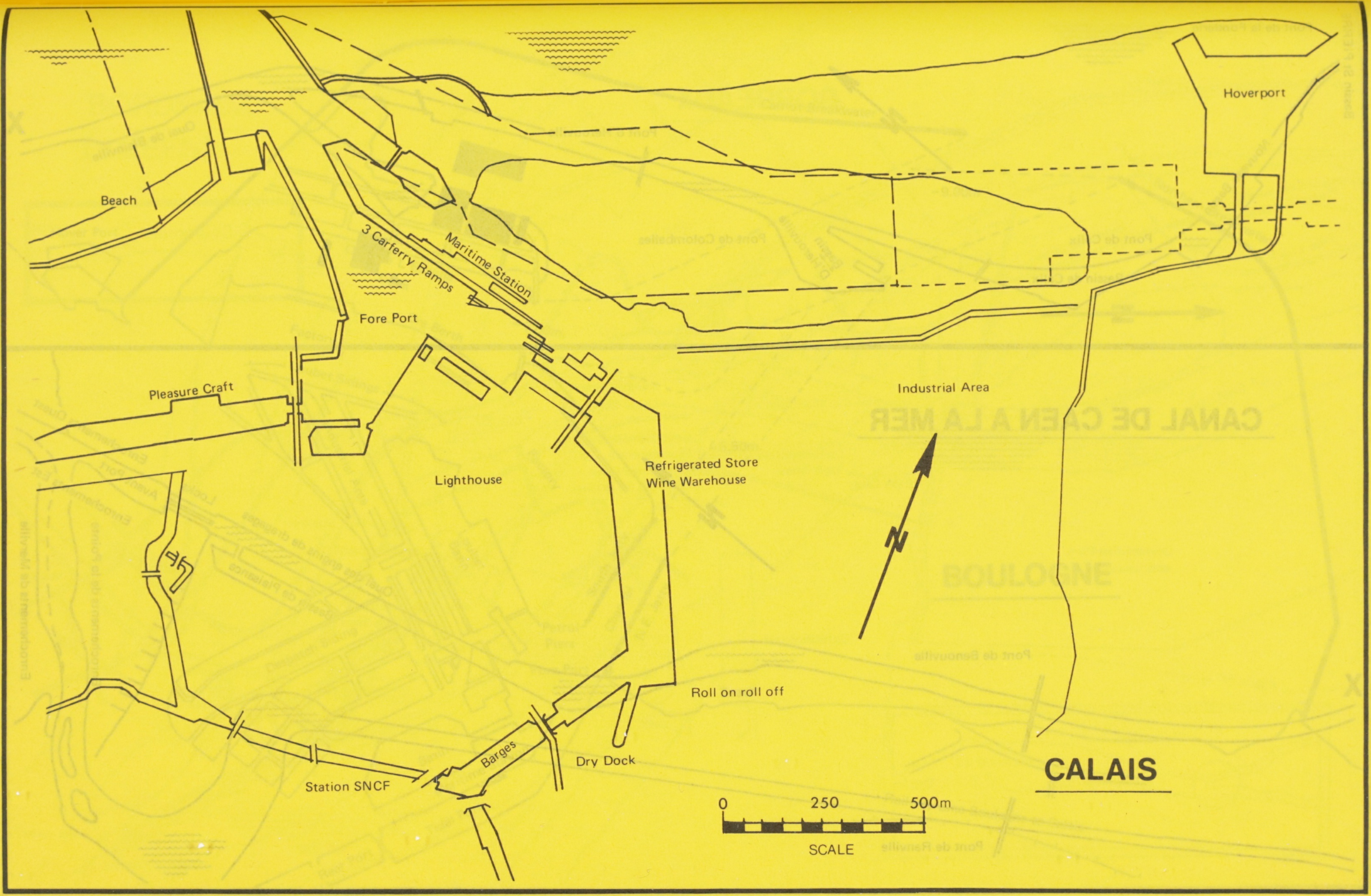
*"Reproduced by kind permission of the Port Authority".*

# CANAL DE CAEN A LA MER

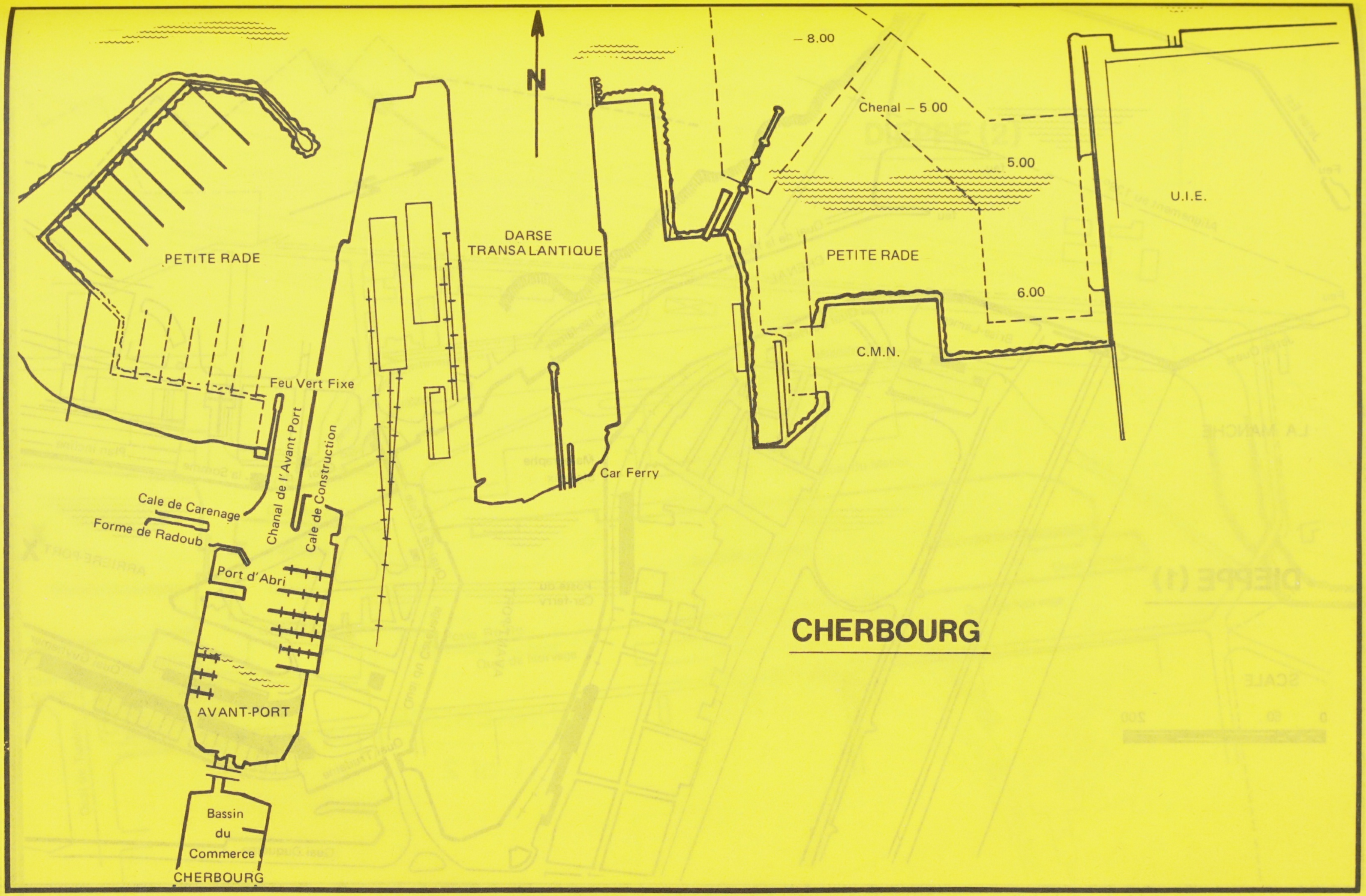


Pont de la Fonderie
Bassin St PIERRE
Nouveau Bassin
Pont de Calix
Bassin de Calix
Bassin D'Herouville
Pont de Colombelles
Pont d'Herouville
Quai de Blainville
X
X
Pont de Benouville
Pont de Ranville
Quai des engins de dragages
Bassin de Plaisance
Locks
Avant Port
Enrochements Quest
Enrochements Est
Enrochements de la Pointe
Enrochements de Merville

*"Reproduced by kind permission of the Port Authority".*


Hoverport
Beach
Maritime Station
3 Carferry Ramps
Fore Port
Pleasure Craft
Industrial Area
Lighthouse
Refrigerated Store
Wine Warehouse
Roll on roll off
Barges
Dry Dock
Station SNCF
CALAIS
0
250
500m
SCALE

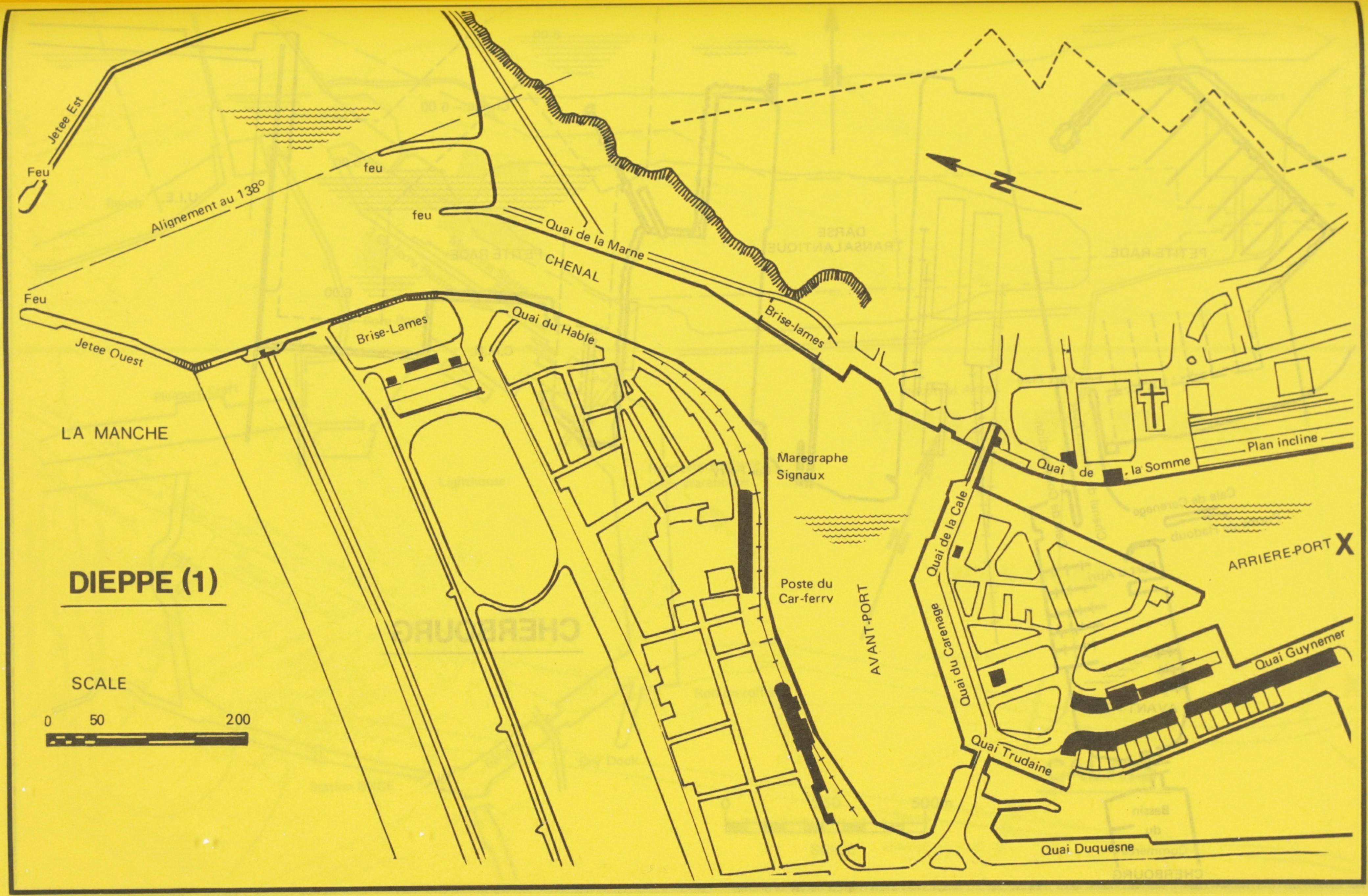
*"Reproduced by kind permission of the Port Authority".*



## CHERBOURG

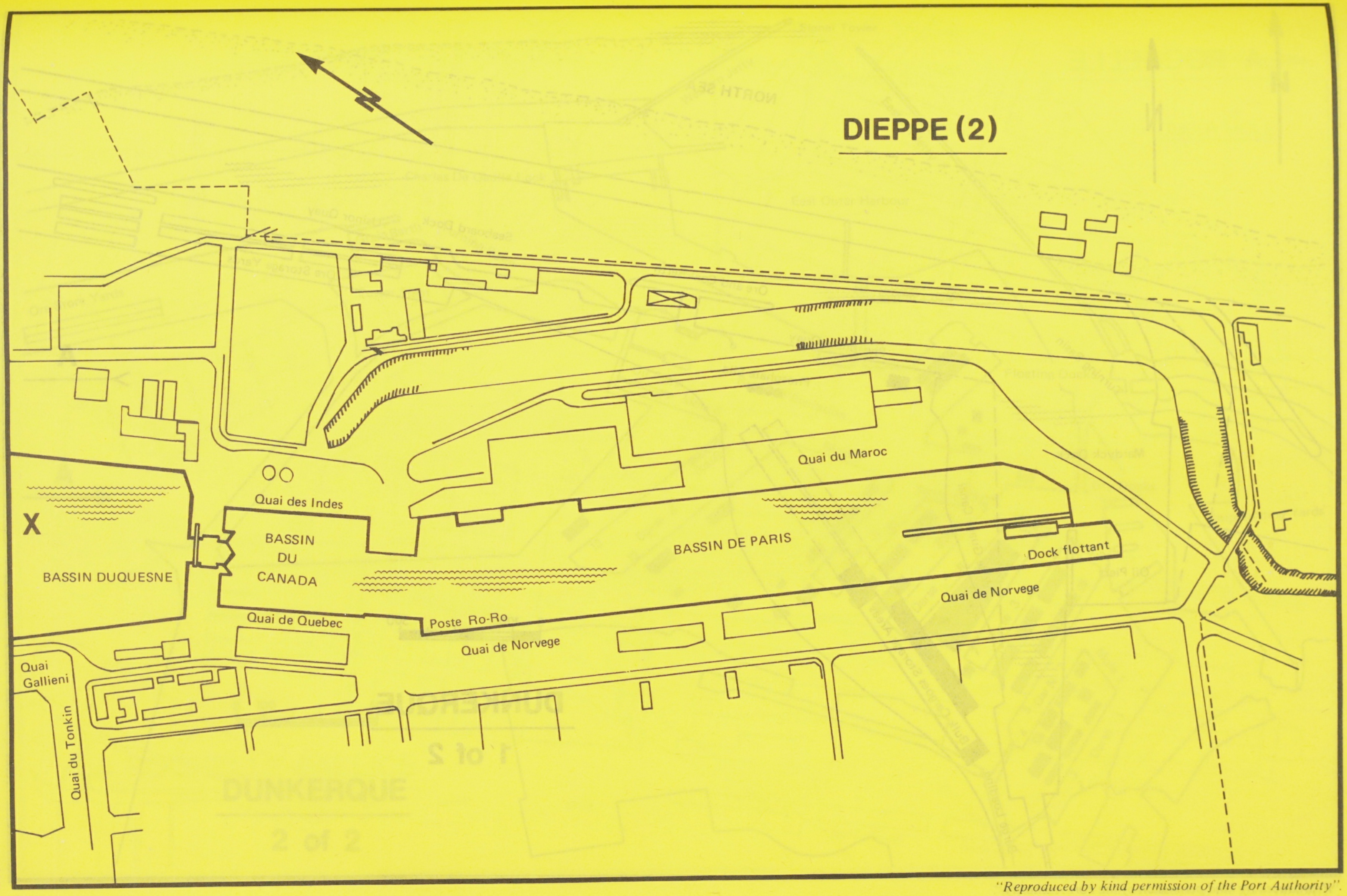
N
– 8.00
Chenal – 5.00
5.00
U.I.E.
PETITE RADE
DARSE TRANSALANTIQUE
PETITE RADE
6.00
C.M.N.
Feu Vert Fixe
Chanal de l'Avant Port
Cale de Construction
Car Ferry
Cale de Carenage
Forme de Radoub
Port d'Abri
AVANT-PORT
Bassin du Commerce
CHERBOURG

*"Reproduced by kind permission of the Port Authority".*

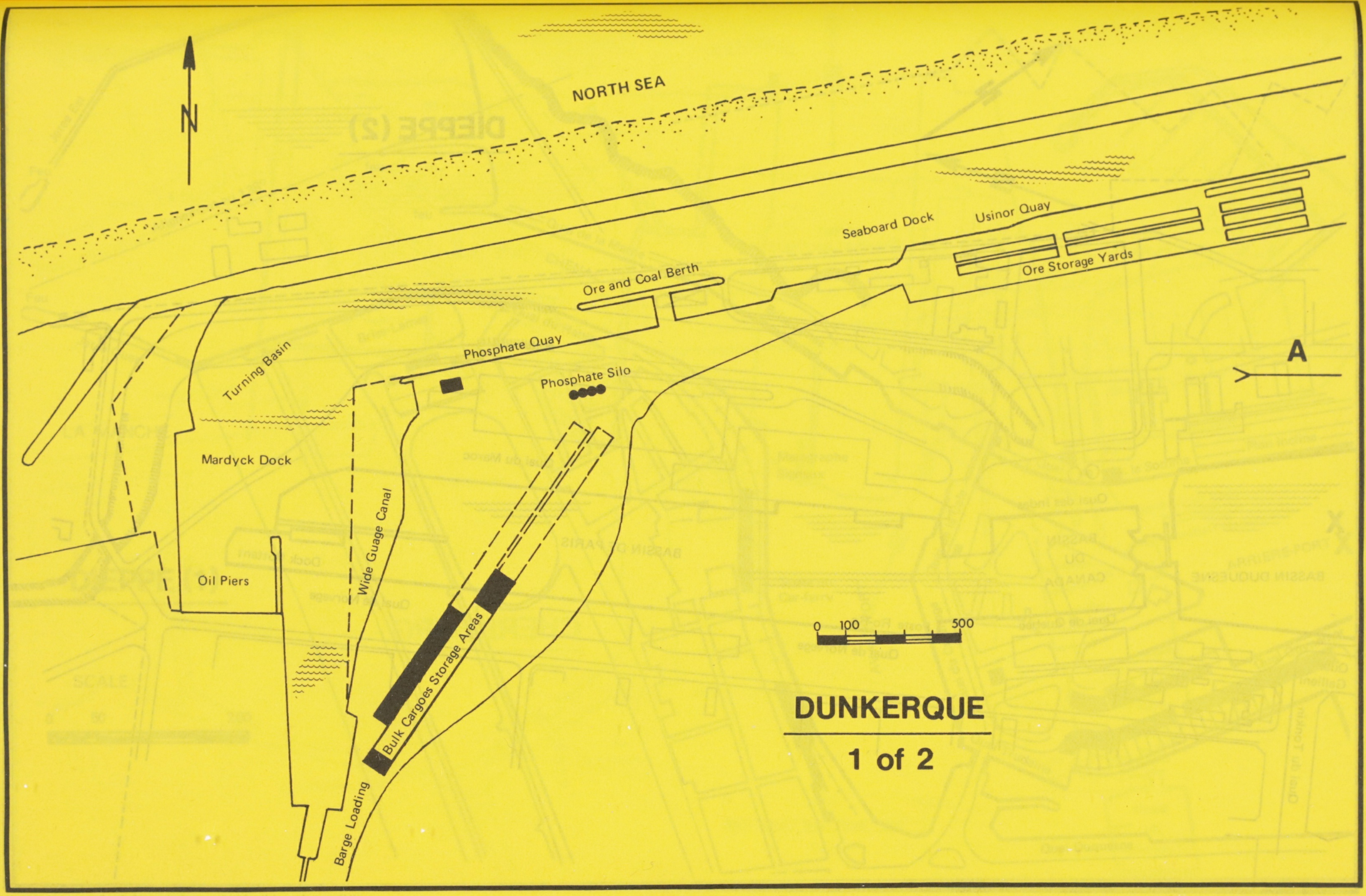

DIEPPE (1)
Jetee Est
Feu
feu
feu
Alignement au 138°
Quai de la Marne
CHENAL
Feu
Jetee Ouest
Brise-Lames
Quai du Hable
Brise-lames
LA MANCHE
Maregraphe
Signaux
Poste du
Car-ferry
AVANT-PORT
Quai de la Cale
Quai du Carenage
Quai de la Somme
Plan incline
ARRIERE-PORT
X
Quai Guynemer
Quai Trudaine
Quai Duquesne
N
SCALE
0
50
200

*"Reproduced by kind permission of the Port Authority".*

# DIEPPE (2)


N
Quai du Maroc
Quai des Indes
X
BASSIN DUQUESNE
BASSIN DU CANADA
BASSIN DE PARIS
Dock flottant
Quai de Norvege
Quai de Quebec
Poste Ro-Ro
Quai de Norvege
Quai Gallieni
Quai du Tonkin

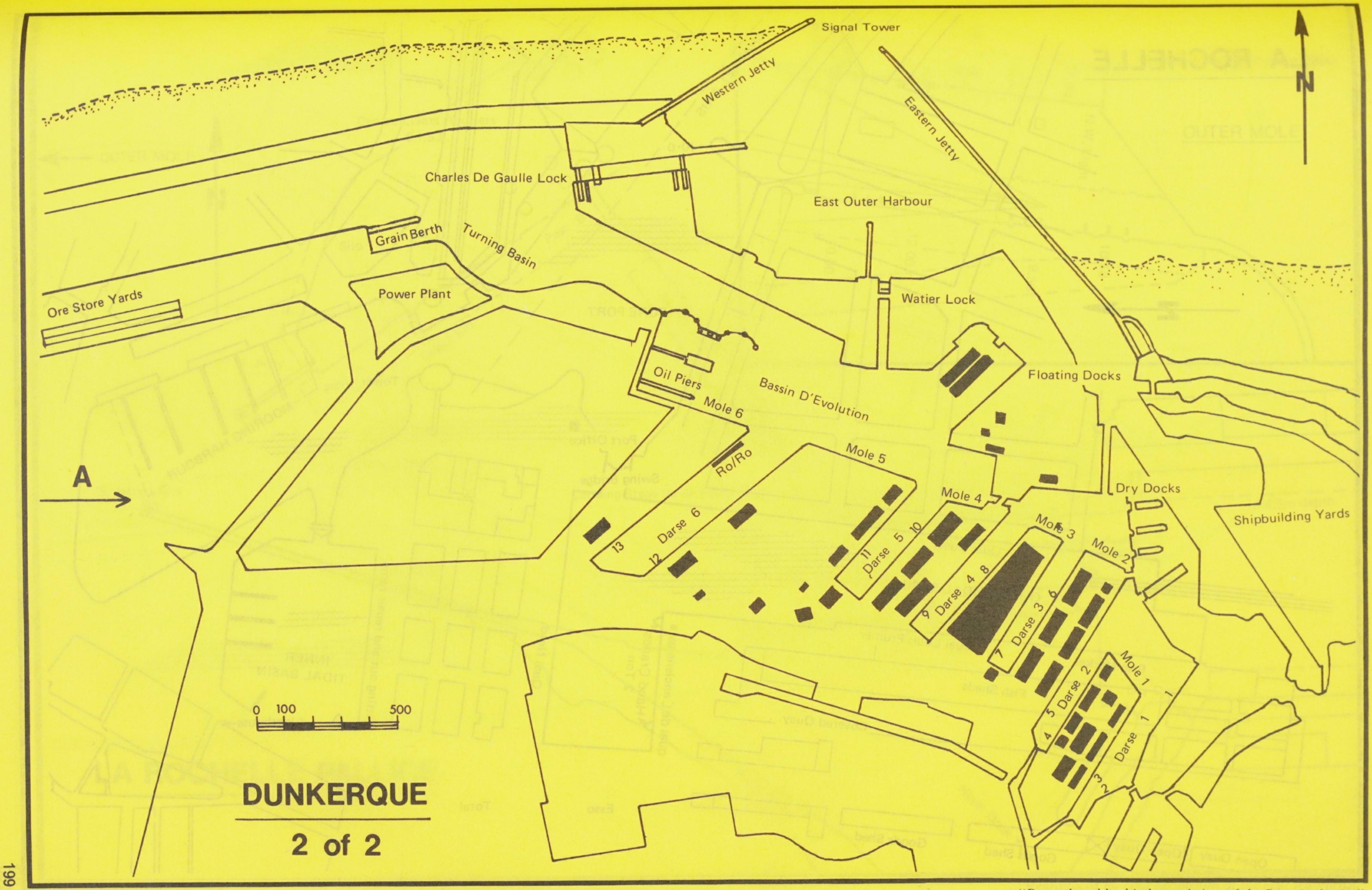
*"Reproduced by kind permission of the Port Authority".*


N
NORTH SEA
Seaboard Dock
Usinor Quay
Ore Storage Yards
Ore and Coal Berth
Phosphate Quay
Phosphate Silo
Turning Basin
A
Mardyck Dock
Oil Piers
Wide Guage Canal
Bulk Cargoes Storage Areas
Barge Loading
0
100
500

# DUNKERQUE

## 1 of 2

*"Reproduced by kind permission of the Port Authority".*

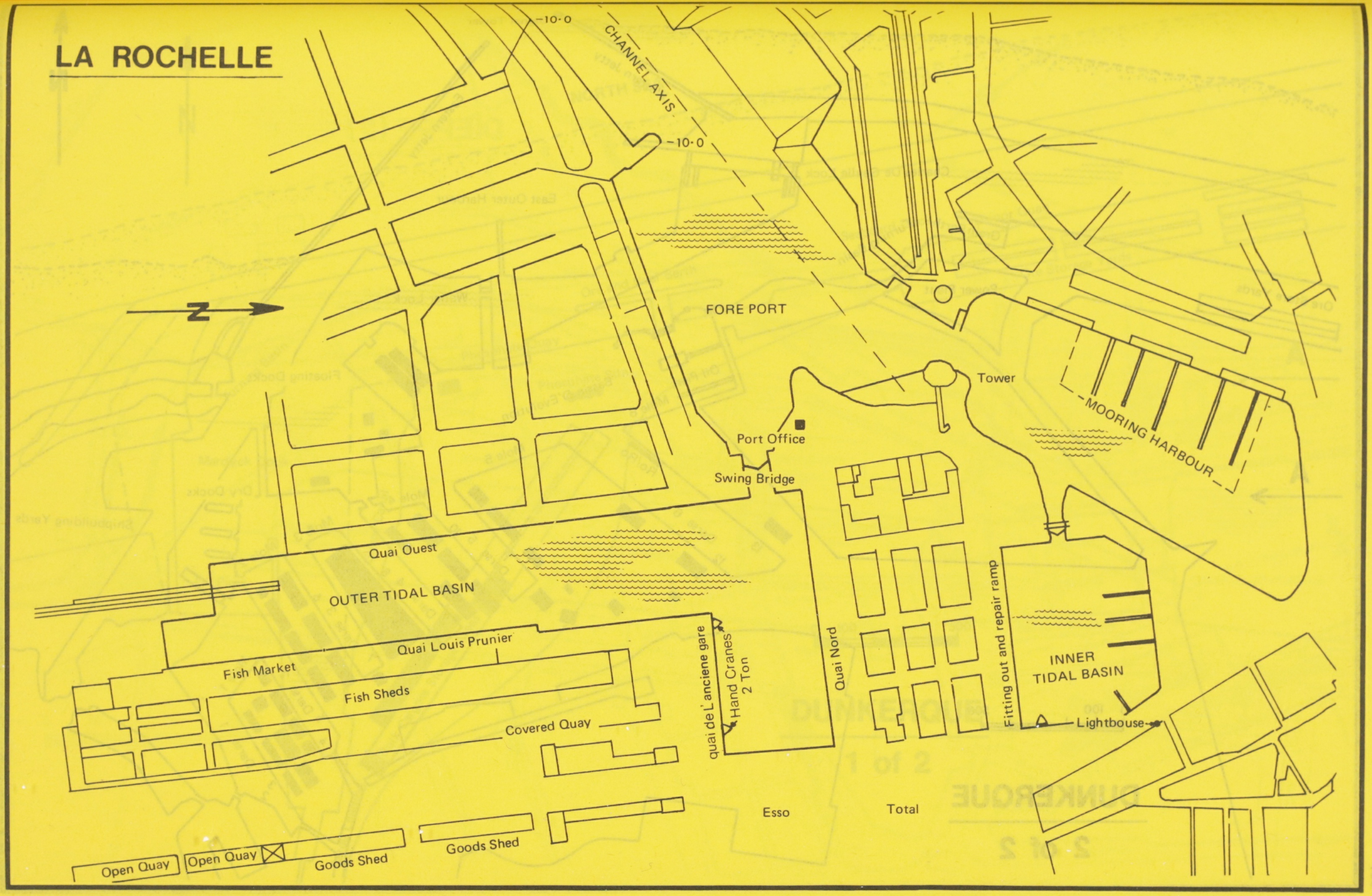

Signal Tower
Western Jetty
Eastern Jetty
N
Charles De Gaulle Lock
East Outer Harbour
Grain Berth
Turning Basin
Ore Store Yards
Power Plant
Watier Lock
Oil Piers
Bassin D'Evolution
Floating Docks
Mole 6
Ro/Ro
Mole 5
A
Mole 4
Dry Docks
Shipbuilding Yards
Darse 6
13
12
Darse 5
11
10
Darse 4
9
8
Mole 3
Mole 2
Darse 3
7
6
Mole 1
Darse 2
5
4
Darse 1
1
3
2
0
100
500

## DUNKERQUE

### 2 of 2

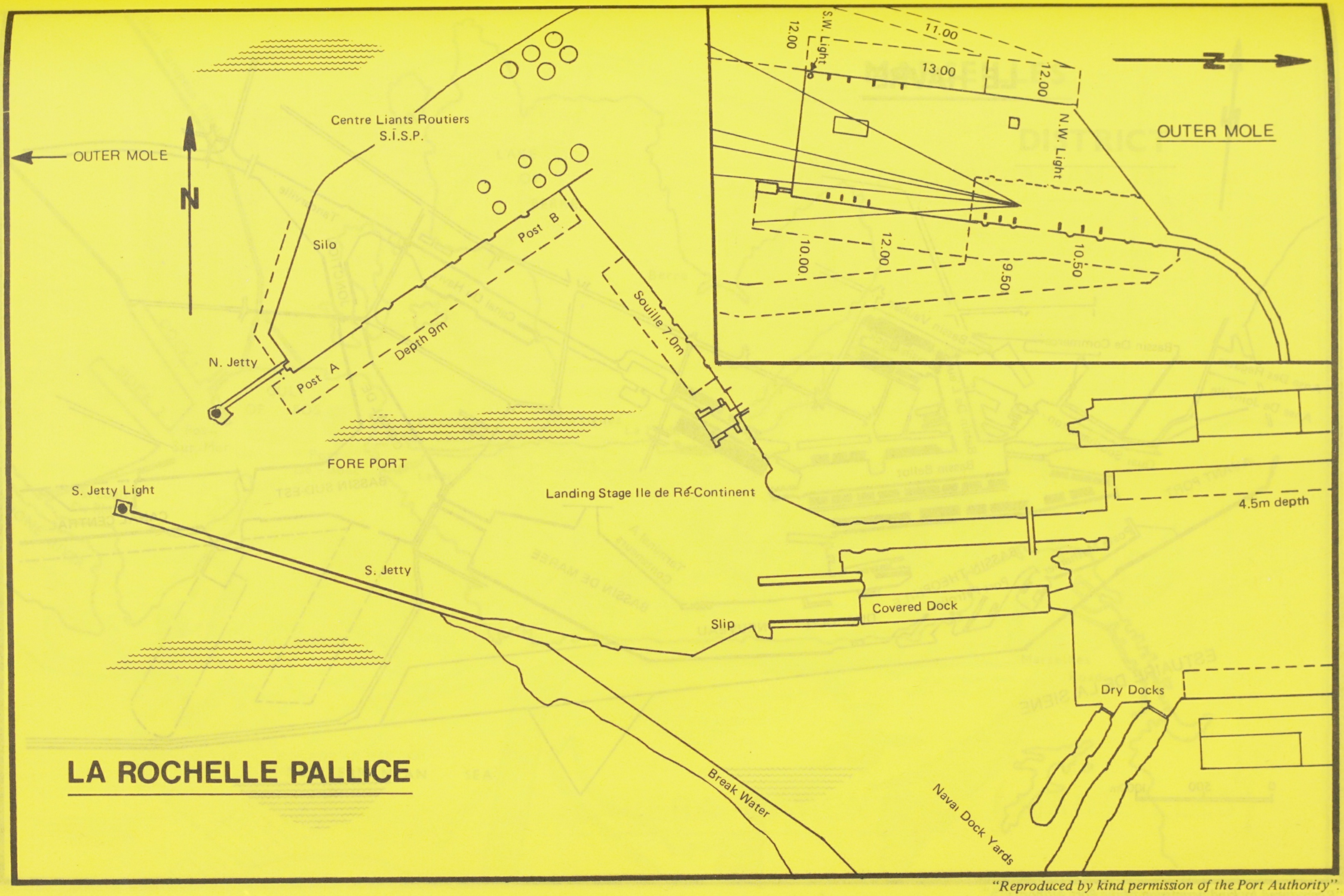
*"Reproduced by kind permission of the Port Authority".*

# LA ROCHELLE


N
-10·0
CHANNEL AXIS
-10·0
FORE PORT
Tower
MOORING HARBOUR
Port Office
Swing Bridge
Quai Ouest
OUTER TIDAL BASIN
Quai Louis Prunier
Fish Market
Fish Sheds
Covered Quay
quai de L'anciene gare
Hand Cranes 2 Ton
Quai Nord
Fitting out and repair ramp
INNER TIDAL BASIN
Lighthouse
Esso
Total
Open Quay
Open Quay
Goods Shed
Goods Shed

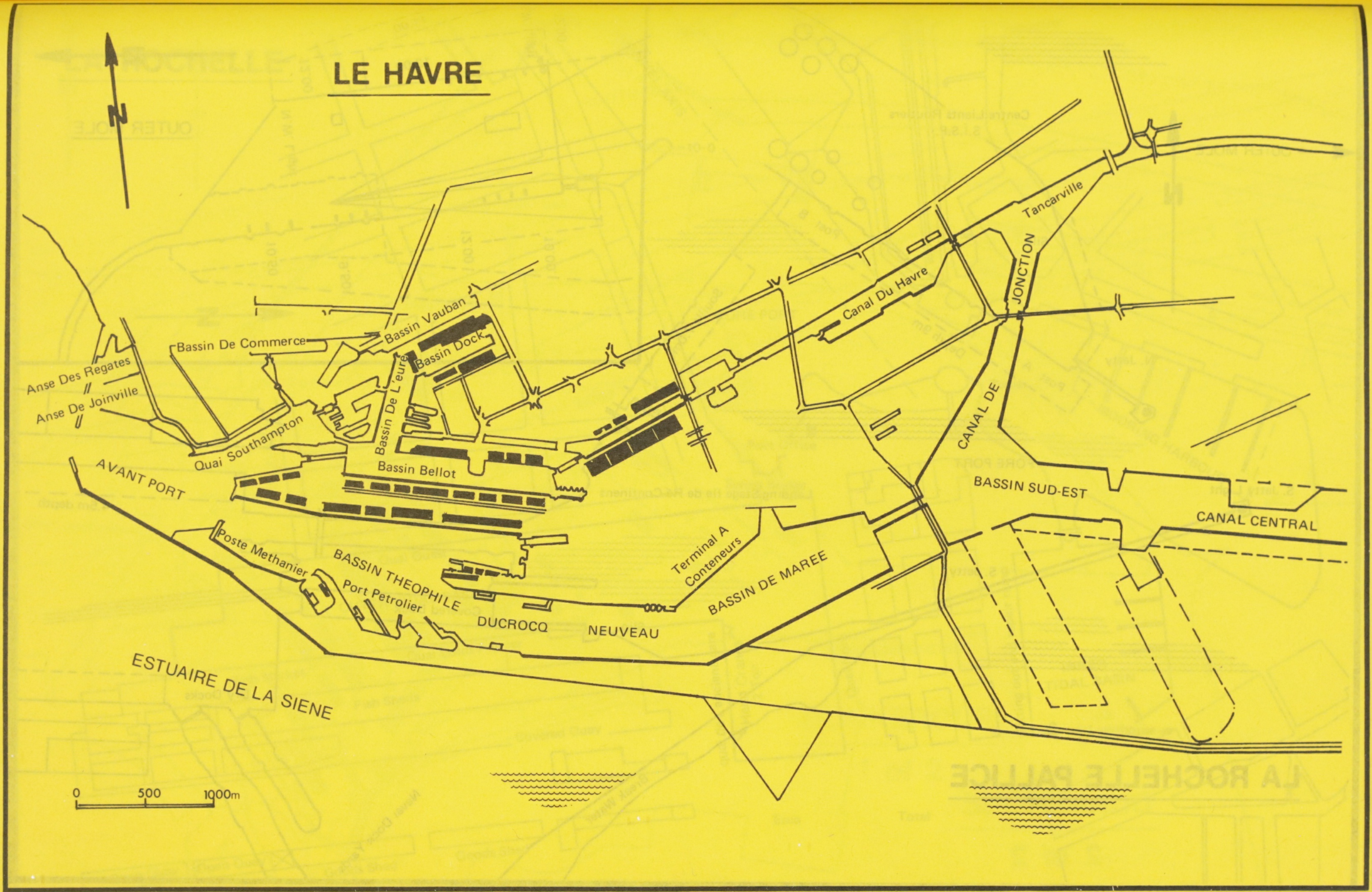
"Reproduced by kind permission of the Port Authority".

# LA ROCHELLE PALLICE


OUTER MOLE
N
Centre Liants Routiers
S.I.S.P.
Silo
Post B
Post A
Depth 9m
N. Jetty
Souille 7.0m
FORE PORT
S. Jetty Light
Landing Stage Ile de Ré-Continent
S. Jetty
Covered Dock
Slip
4.5m depth
Dry Docks
Break Water
Naval Dock Yards
S.W. Light
12.00
11.00
13.00
12.00
N.W. Light
OUTER MOLE
N
10.00
12.00
9.50
10.50

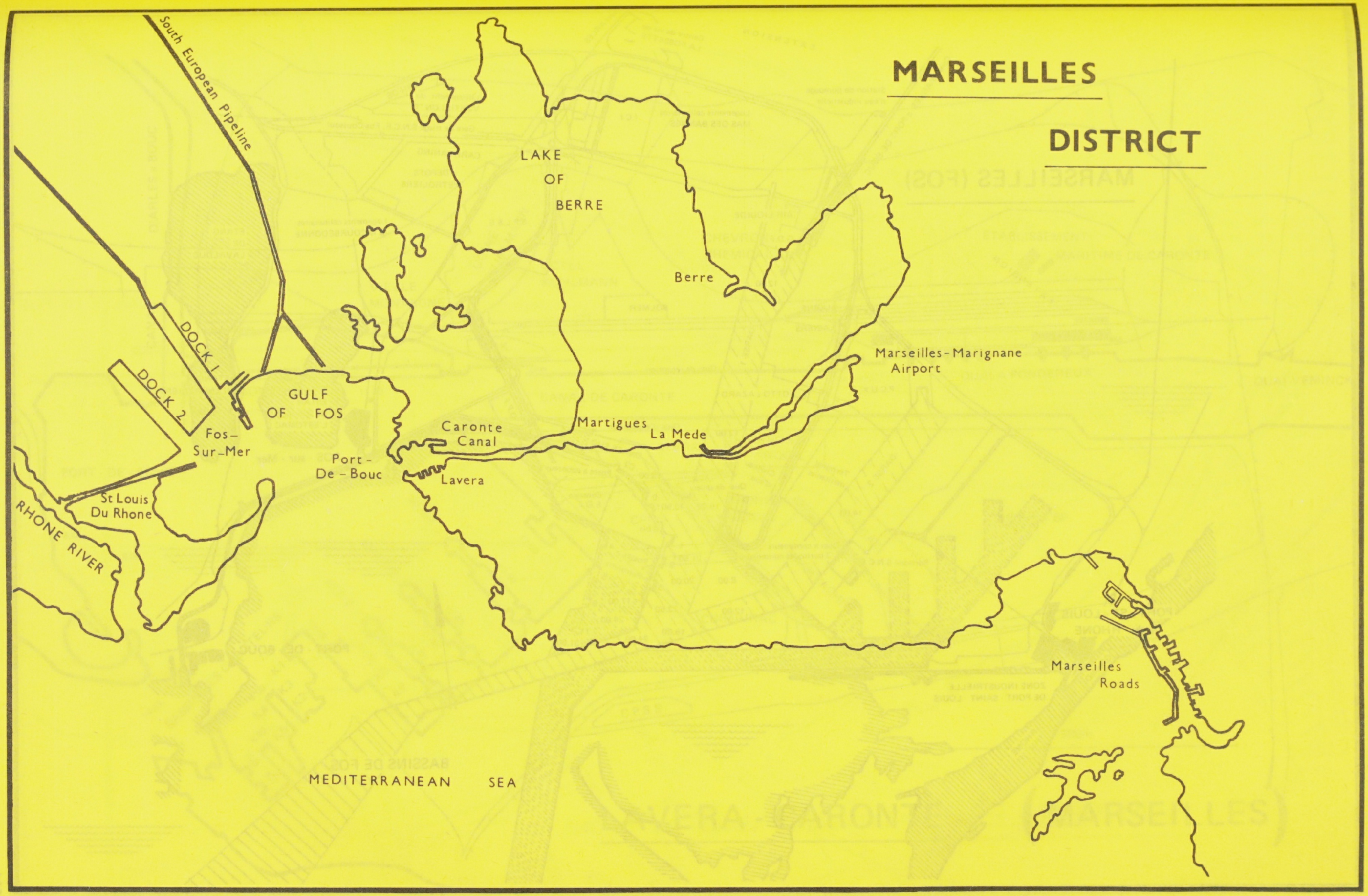
*"Reproduced by kind permission of the Port Authority".*

# LE HAVRE

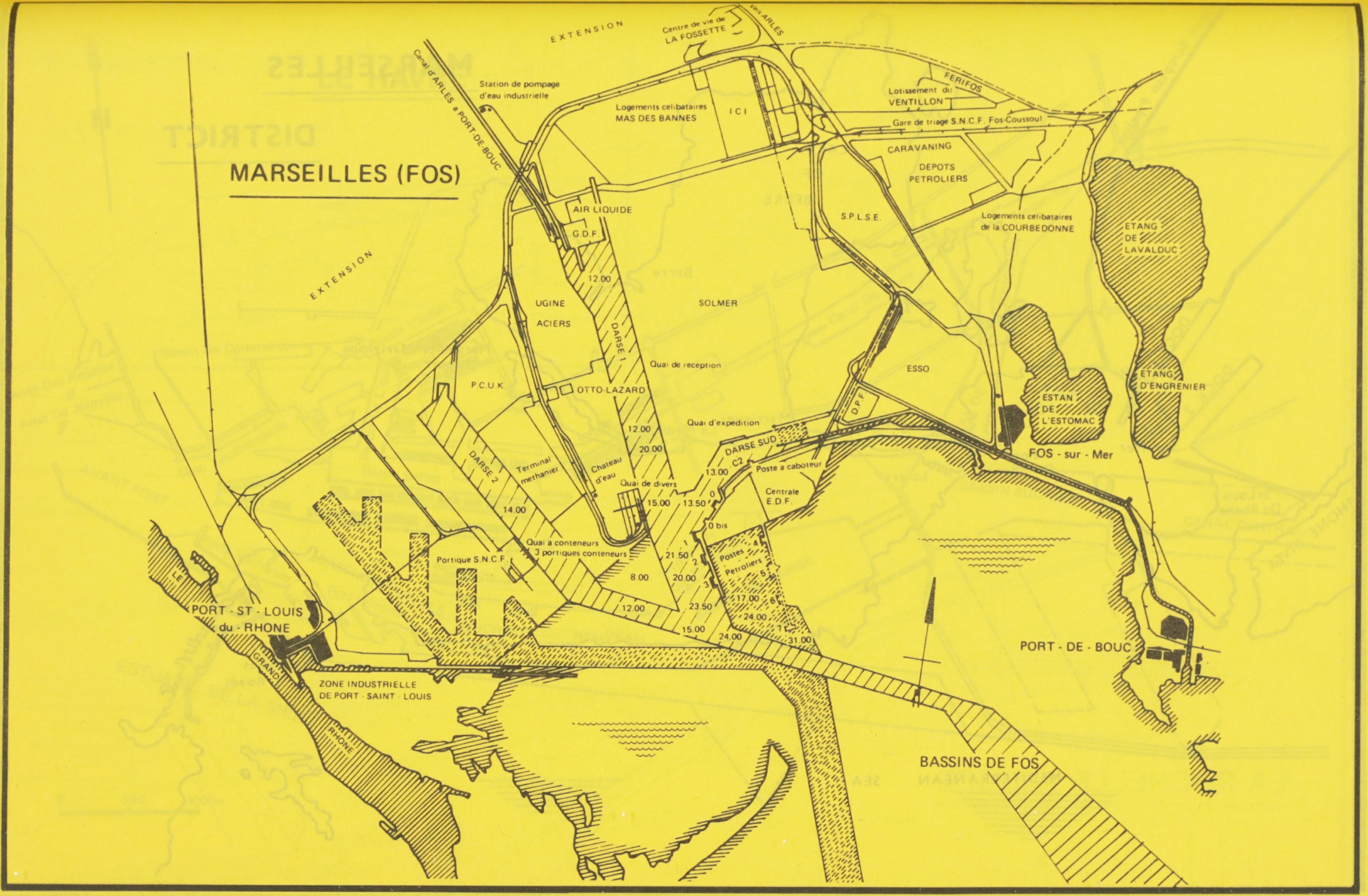

N
Bassin Vauban
Bassin Dock
Bassin De Commerce
Anse Des Regates
Anse De Joinville
Bassin De L'eure
Quai Southampton
Bassin Bellot
AVANT PORT
Canal Du Havre
Tancarville
JONCTION
CANAL DE
BASSIN SUD-EST
CANAL CENTRAL
Terminal A Conteneurs
BASSIN DE MAREE
Poste Methanier
BASSIN THEOPHILE
Port Petrolier
DUCROCQ
NEUVEAU
ESTUAIRE DE LA SIENE
0
500
1000m

"Reproduced by kind permission of the Port Authority".

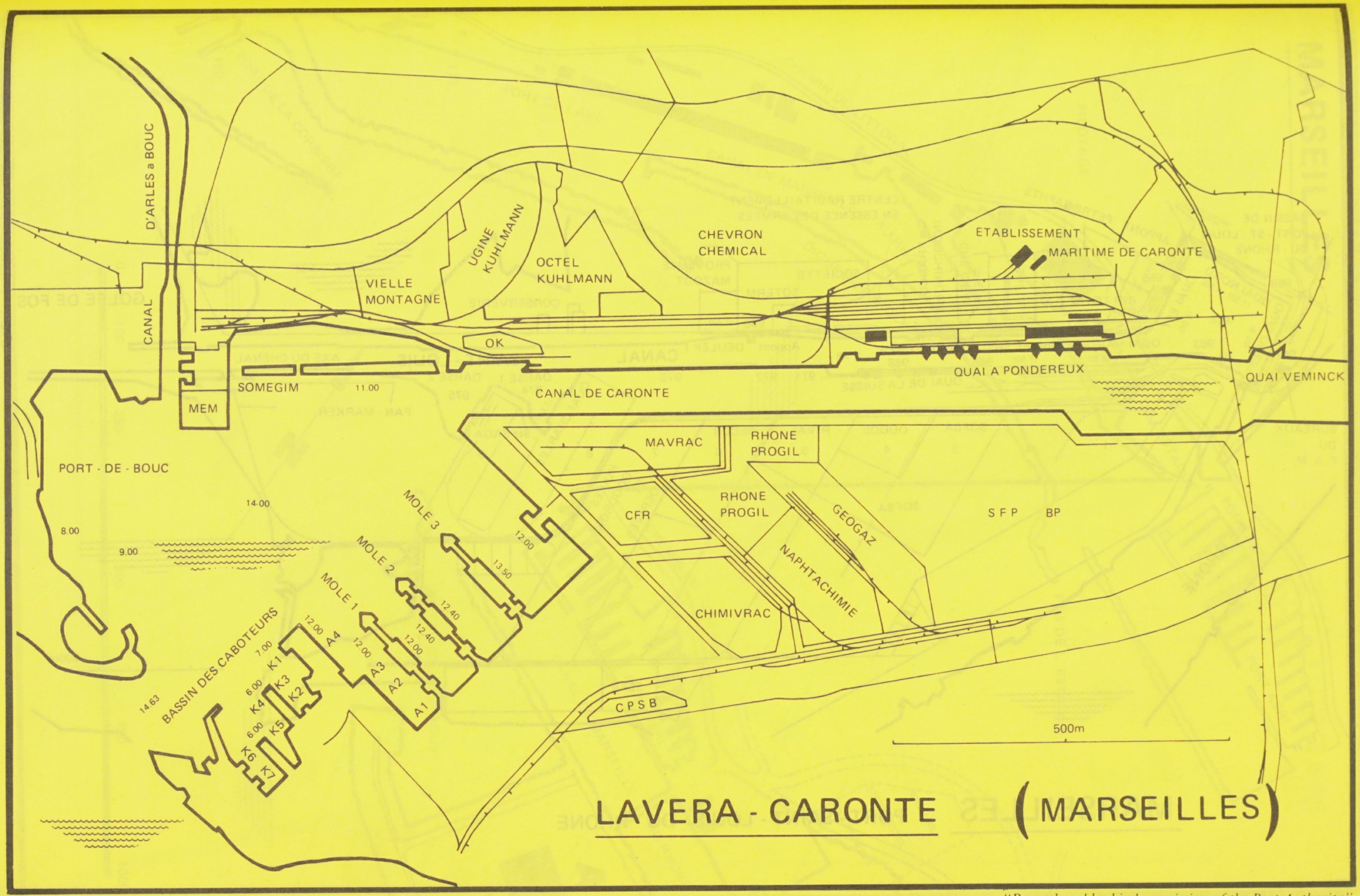
# MARSEILLES DISTRICT


South European Pipeline
DOCK 1
DOCK 2
LAKE OF BERRE
Berre
Marseilles-Marignane Airport
GULF OF FOS
Fos-Sur-Mer
Caronte Canal
Martigues
La Mede
Port-De-Bouc
Lavera
St Louis Du Rhone
RHONE RIVER
Marseilles Roads
MEDITERRANEAN SEA

*"Reproduced by kind permission of the Port Authority".*

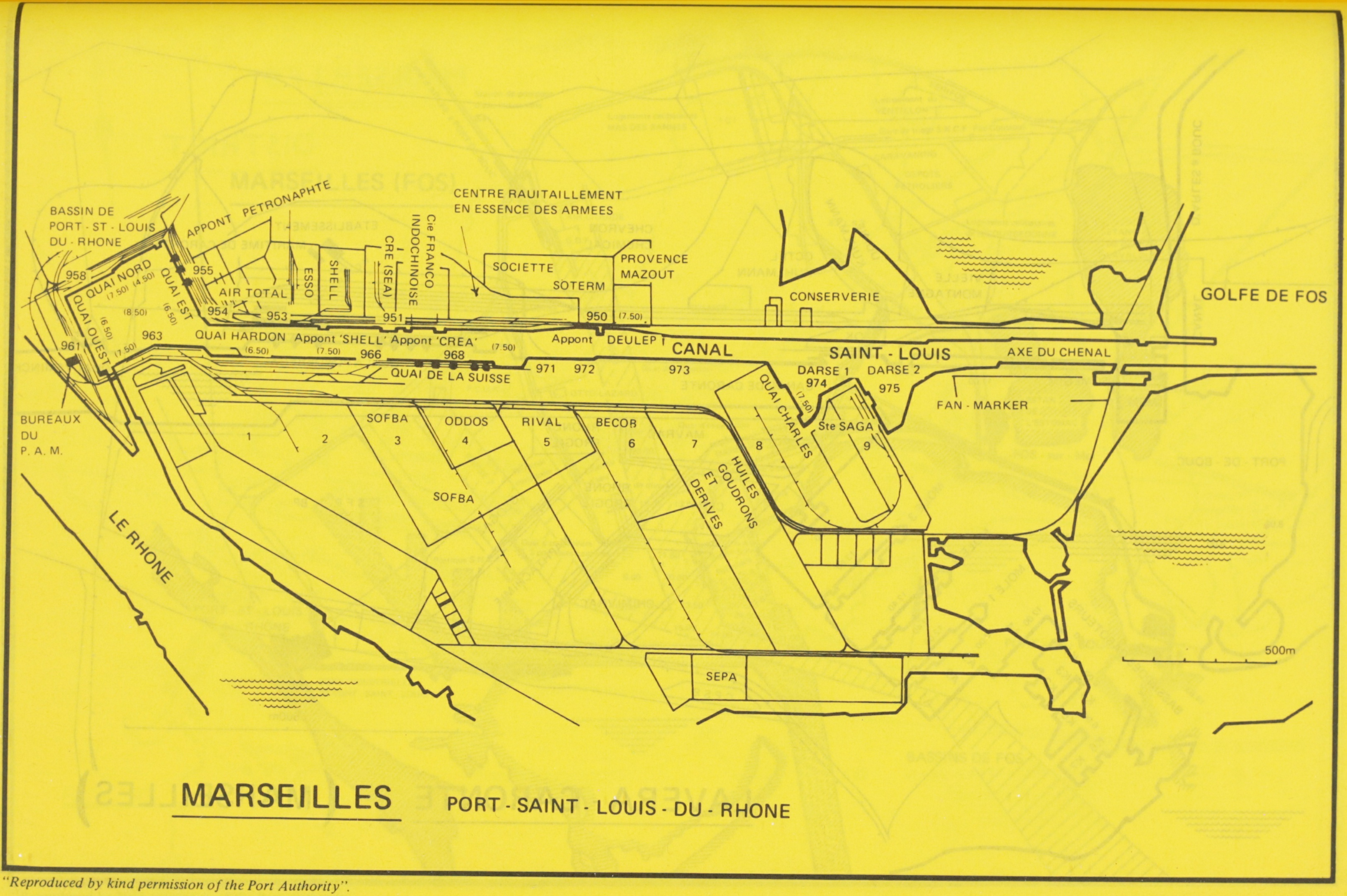

MARSEILLES (FOS)
EXTENSION
Centre de vie de
LA FOSSETTE
Vers ARLES
Canal d'ARLES à PORT-DE-BOUC
Station de pompage
d'eau industrielle
Logements celibataires
MAS DES BANNES
I C I
FERIFOS
Lotissement du
VENTILLON
Gare de triage S.N.C.F. Fos-Coussoul
CARAVANING
DEPOTS
PETROLIERS
AIR LIQUIDE
G.D.F.
S.P.L.S.E.
Logements celibataires
de la COURBEDONNE
ETANG
DE
LAVALDUC
EXTENSION
12.00
UGINE
ACIERS
DARSE 1
SOLMER
Quai de reception
ESSO
ETANG
D'ENGRENIER
P.C.U.K.
OTTO-LAZARD
O.P.F.
ESTAN
DE
L'ESTOMAC
12.00
Quai d'expedition
20.00
DARSE 2
Terminal
methanier
Chateau
d'eau
DARSE SUD
C2
FOS - sur - Mer
13.00
Poste a caboteur
Quai de divers
0
Centrale
E.D.F.
15.00
13.50
14.00
0 bis
Quai a conteneurs
3 portiques conteneurs
1
4
Portique S.N.C.F.
21.50
2
Postes
Petroliers
5
8.00
20.00
3
6
17.00
PORT - ST - LOUIS
du - RHONE
12.00
23.50
24.00
7
15.00
24.00
31.00
PORT - DE - BOUC
GRAND
RHONE
ZONE INDUSTRIELLE
DE PORT - SAINT - LOUIS
BASSINS DE FOS

"Reproduced by kind permission of the Port Authority".


D'ARLES a BOUC
CANAL
GOLFE DE FOS
VIELLE MONTAGNE
UGINE KUHLMANN
OCTEL KUHLMANN
CHEVRON CHEMICAL
ETABLISSEMENT MARITIME DE CARONTE
OK
SOMEGIM
11.00
MEM
CANAL DE CARONTE
QUAI A PONDEREUX
QUAI VEMINCK
PORT - DE - BOUC
14.00
8.00
9.00
MAVRAC
RHONE PROGIL
RHONE PROGIL
CFR
GEOGAZ
S F P
BP
NAPHTACHIMIE
CHIMIVRAC
MOLE 3
12.00
13.50
MOLE 2
12.40
12.40
12.00
MOLE 1
12.00
12.00
A4
A3
A2
A1
BASSIN DES CABOTEURS
7.00
K1
6.00
K3
K2
K4
6.00
K5
K6
K7
14.63
C P S B
500m

## LAVERA - CARONTE (MARSEILLES)

*"Reproduced by kind permission of the Port Authority".*

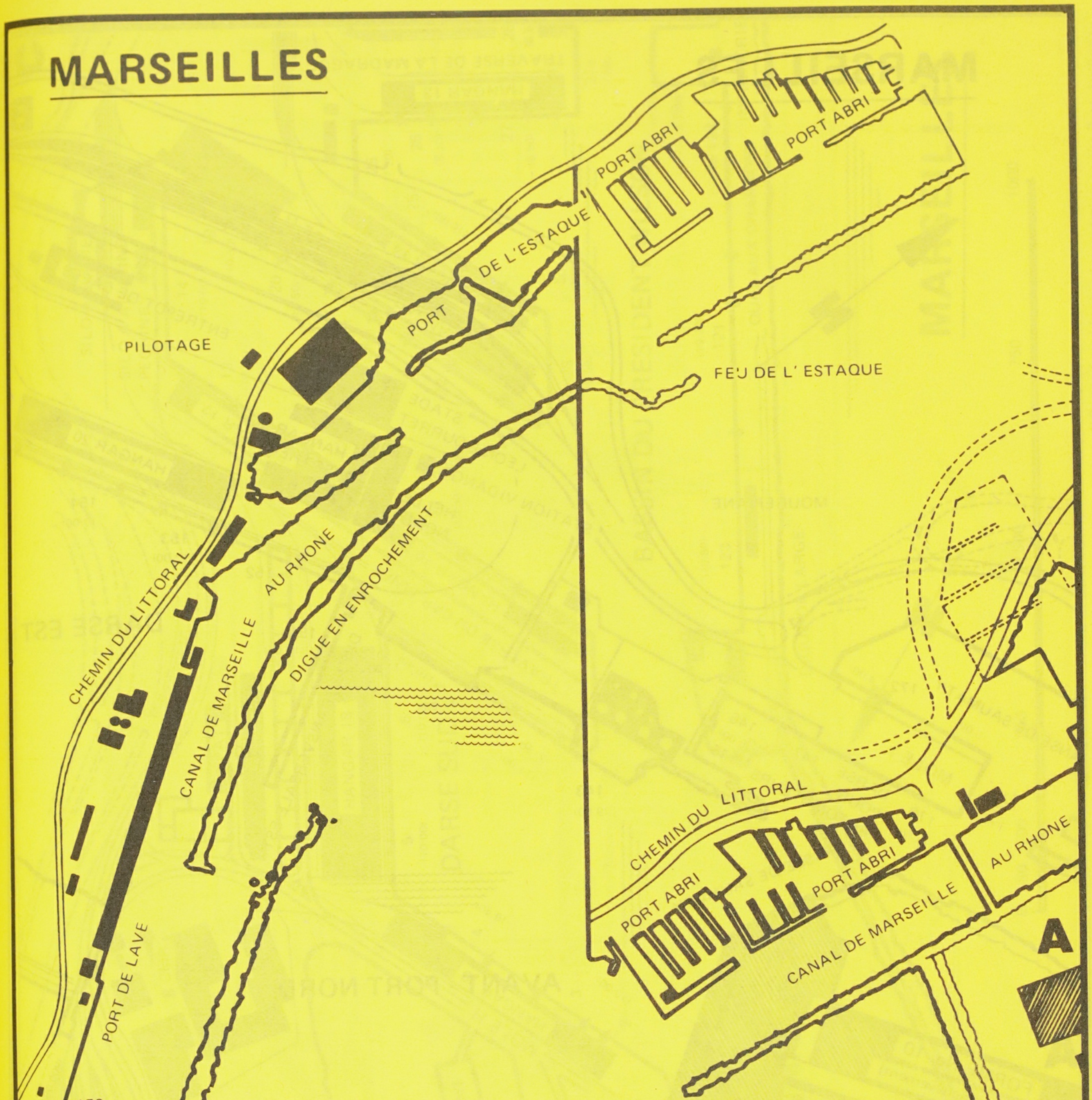

BASSIN DE PORT - ST - LOUIS DU - RHONE
APPONT PETRONAPHTE
CENTRE RAUITAILLEMENT EN ESSENCE DES ARMEES
Cie FRANCO INDOCHINOISE
CRE (SEA)
SHELL
ESSO
AIR TOTAL
SOCIETTE
SOTERM
PROVENCE MAZOUT
CONSERVERIE
GOLFE DE FOS
958
QUAI NORD
(7.50)
(4.50)
QUAI EST
(6.50)
955
954
953
951
950
(7.50)
(8.50)
QUAI OUEST
(6.50)
961
963
(7.50)
QUAI HARDON
(6.50)
Appont 'SHELL'
(7.50)
Appont 'CREA'
(7.50)
966
968
Appont
DEULEP
CANAL SAINT - LOUIS
AXE DU CHENAL
QUAI DE LA SUISSE
971
972
973
DARSE 1
974
DARSE 2
975
QUAI CHARLES
(7.50)
Ste SAGA
FAN - MARKER
BUREAUX DU P. A. M.
1
2
SOFBA
3
ODDOS
4
RIVAL
5
BECOB
6
7
8
9
HUILES GOUDRONS ET DERIVES
SOFBA
LE RHONE
SEPA
500m

# MARSEILLES

## PORT - SAINT - LOUIS - DU - RHONE

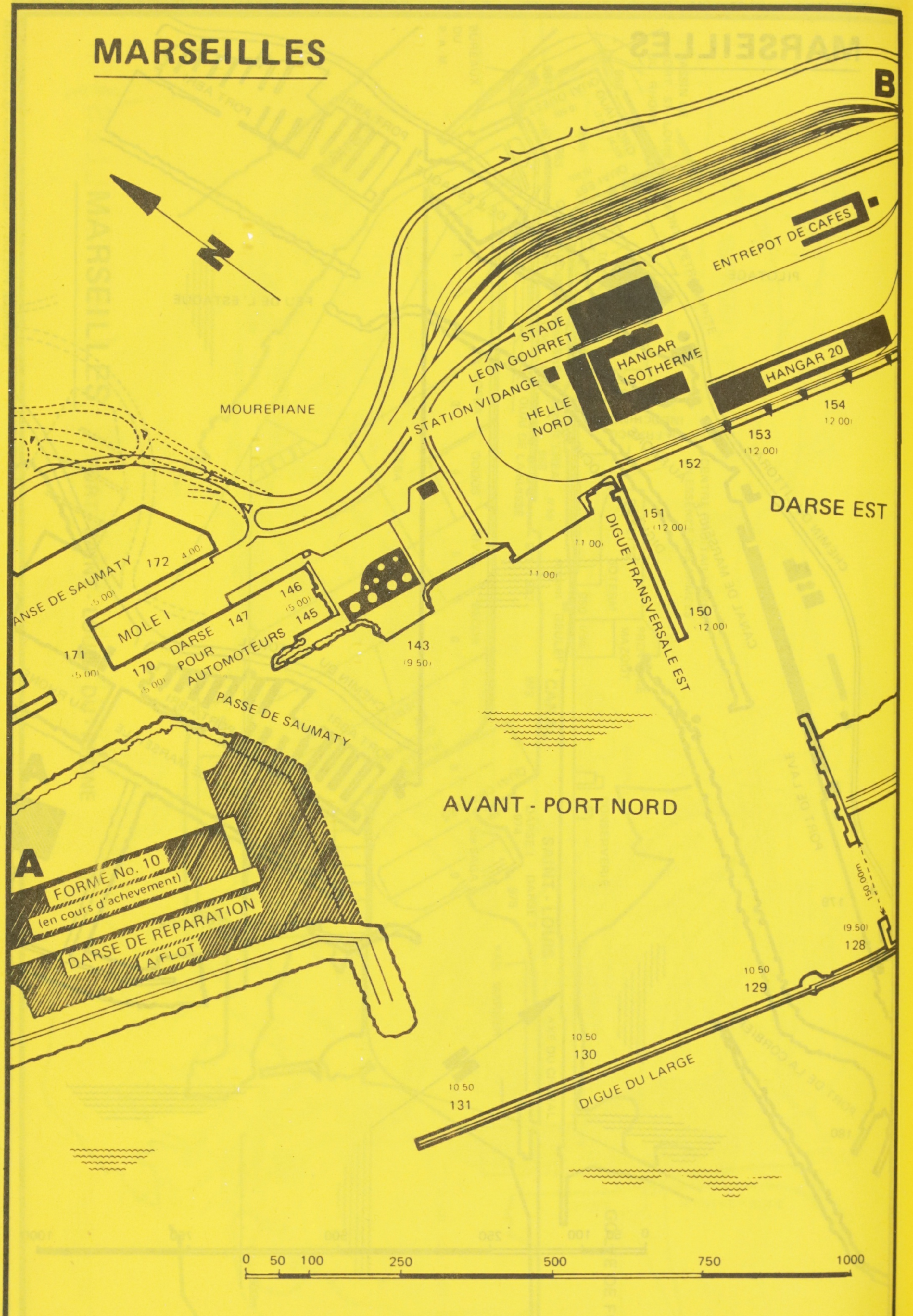
*"Reproduced by kind permission of the Port Authority".*

# MARSEILLES

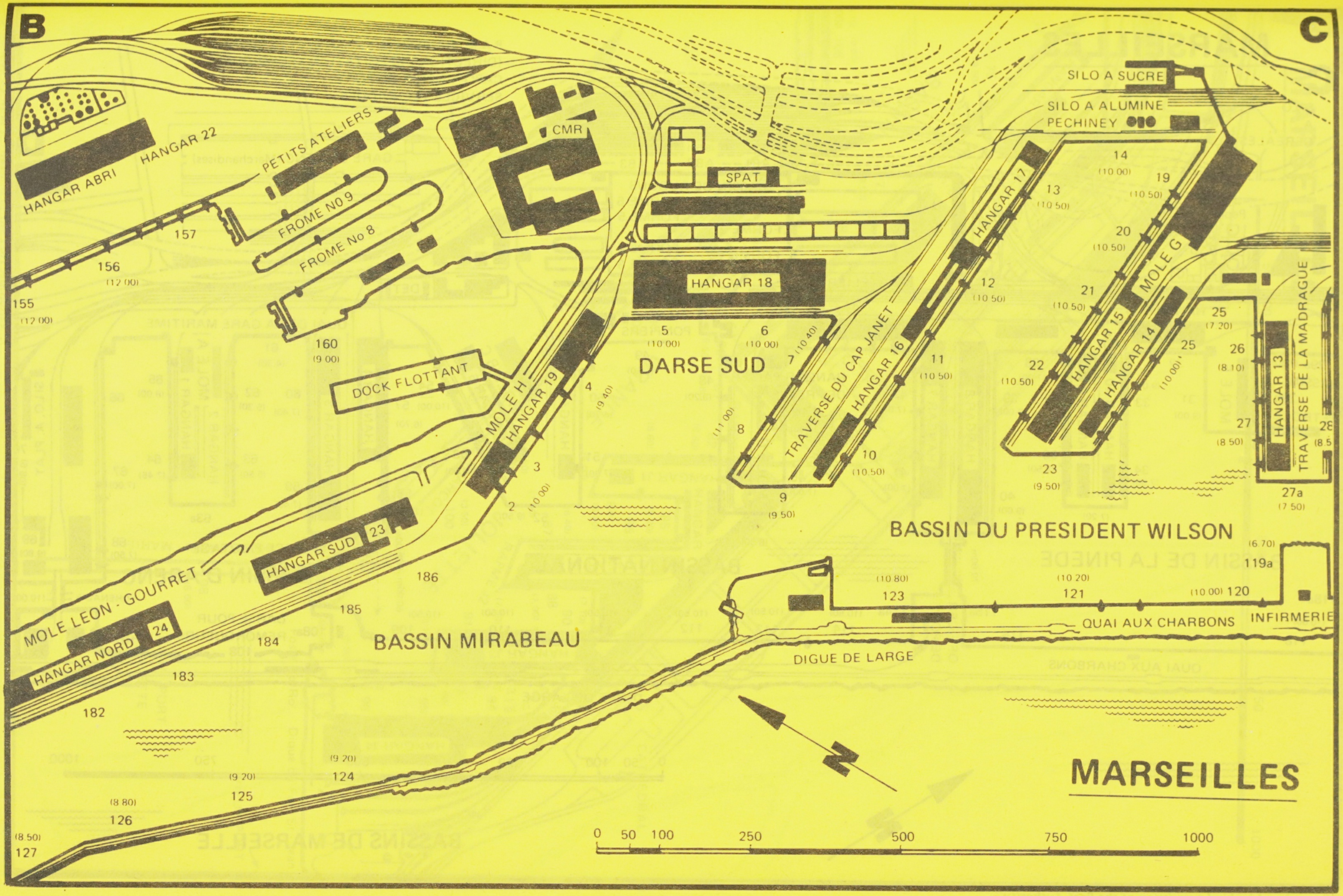

PORT ABRI
PORT ABRI
PORT DE L'ESTAQUE
PILOTAGE
FEU DE L' ESTAQUE
CHEMIN DU LITTORAL
AU RHONE
CANAL DE MARSEILLE
DIGUE EN ENROCHEMENT
PORT DE LAVE
179
PORT DE LA CORBIERE
180
CHEMIN DU LITTORAL
PORT ABRI
PORT ABRI
AU RHONE
CANAL DE MARSEILLE
A
FEU DE L' ESTAQUE
N
0
50
100
250
500
750
1000

*"Reproduced by kind permission of the Port Authority".*

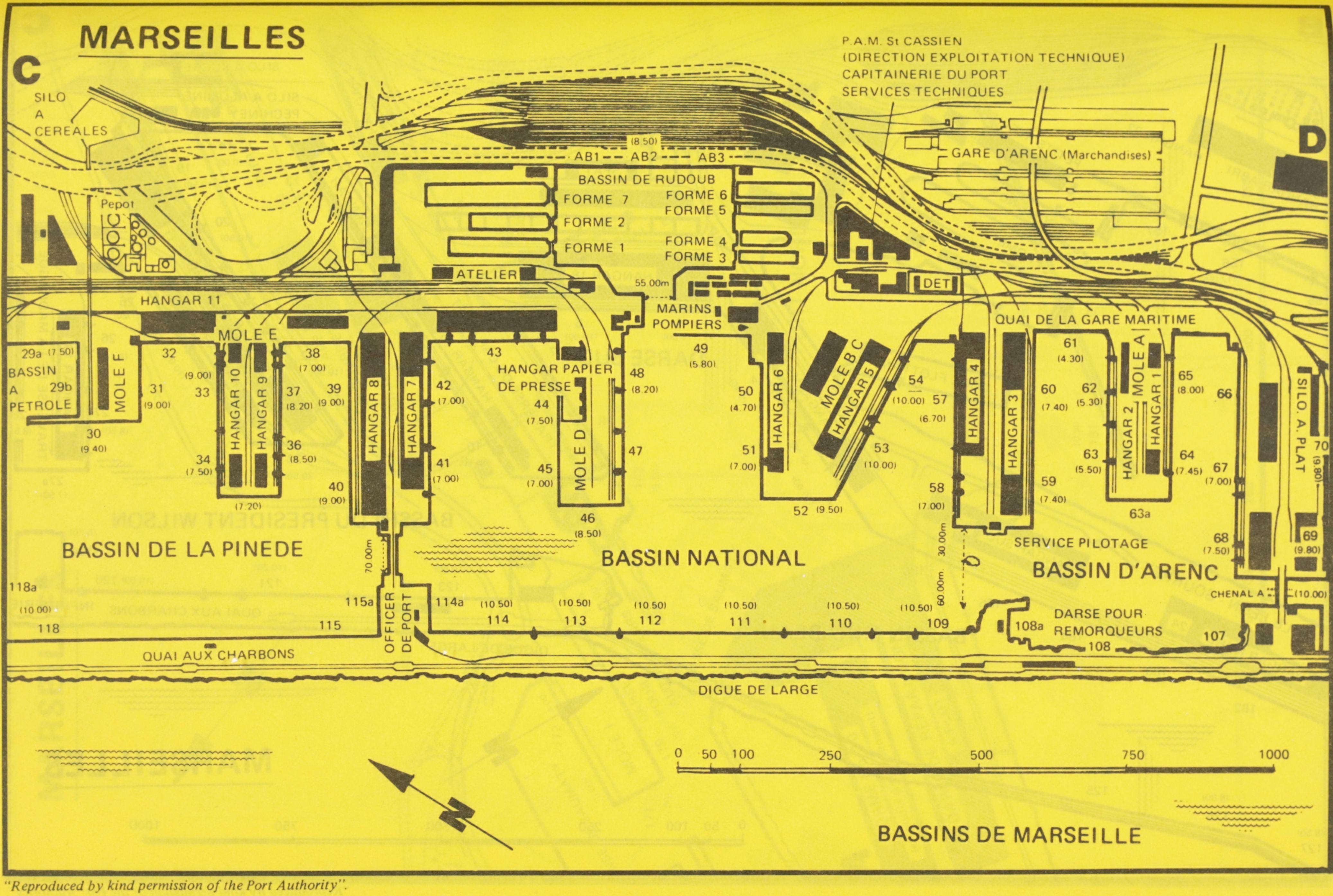
# MARSEILLES


N
B
A
ENTREPOT DE CAFES
STADE LEON GOURRET
HANGAR ISOTHERME
HANGAR 20
STATION VIDANGE
HELLE NORD
MOUREPIANE
154
(12 00)
153
(12 00)
152
DARSE EST
151
(12 00)
11 00
11 00
DIGUE TRANSVERSALE EST
150
(12 00)
ANSE DE SAUMATY
172
(4 00)
(5 00)
MOLE I
146
(5 00)
147
145
DARSE POUR AUTOMOTEURS
143
(9 50)
171
(5 00)
170
(5 00)
PASSE DE SAUMATY
AVANT - PORT NORD
FORME No. 10
(en cours d'achevement)
DARSE DE REPARATION A FLOT
150 00m
(9 50)
128
10 50
129
10 50
130
10 50
131
DIGUE DU LARGE
0
50
100
250
500
750
1000

*"Reproduced by kind permission of the Port Authority".*

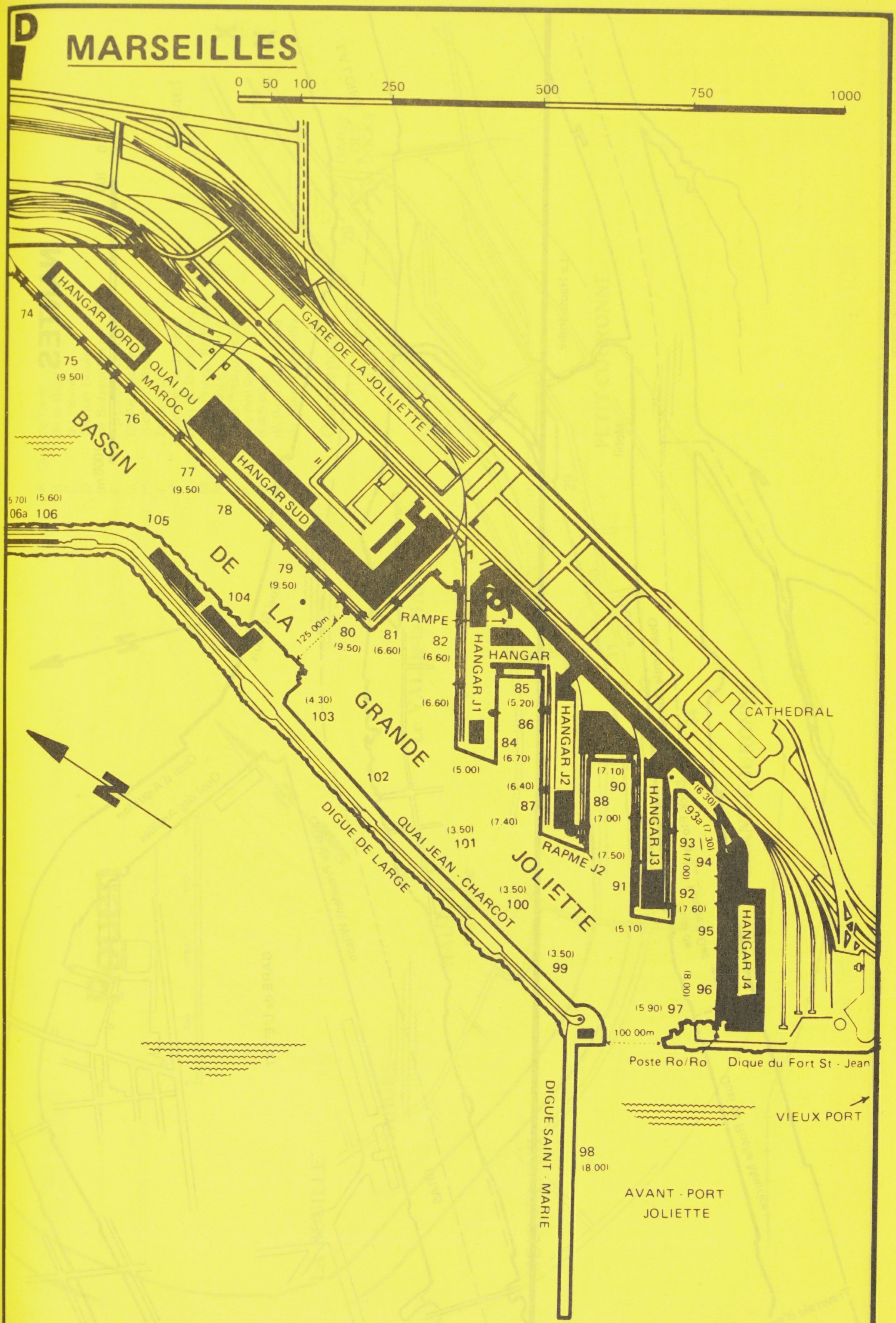

B
C
SILO A SUCRE
SILO A ALUMINE
PECHINEY
HANGAR ABRI
HANGAR 22
PETITS ATELIERS
CMR
SPAT
FROME No 9
FROME No 8
157
156
(12 00)
155
(12 00)
160
(9 00)
DOCK FLOTTANT
HANGAR 18
5
(10 00)
6
(10 00)
DARSE SUD
MOLE H
HANGAR 19
4
(9 40)
3
2
(10 00)
7
(10 40)
8
(11 00)
9
(9 50)
TRAVERSE DU CAP JANET
HANGAR 16
HANGAR 17
10
(10 50)
11
(10 50)
12
(10 50)
13
(10 50)
14
(10 00)
19
(10 50)
20
(10 50)
21
(10 50)
MOLE G
22
(10 50)
HANGAR 15
HANGAR 14
25
(10 00)
23
(9 50)
25
(7 20)
26
(8 10)
27
(8 50)
HANGAR 13
TRAVERSE DE LA MADRAGUE
28
(8.5
27a
(7 50)
BASSIN DU PRESIDENT WILSON
(6 70)
119a
(10 80)
123
(10 20)
121
(10 00) 120
INFIRMERIE
QUAI AUX CHARBONS
DIGUE DE LARGE
HANGAR SUD
23
186
185
MOLE LEON · GOURRET
HANGAR NORD
24
184
BASSIN MIRABEAU
183
182
(9 20)
124
(9 20)
125
(8 80)
126
(8.50)
127
N
0
50
100
250
500
750
1000
MARSEILLES

*"Reproduced by kind permission of the Port Authority".*

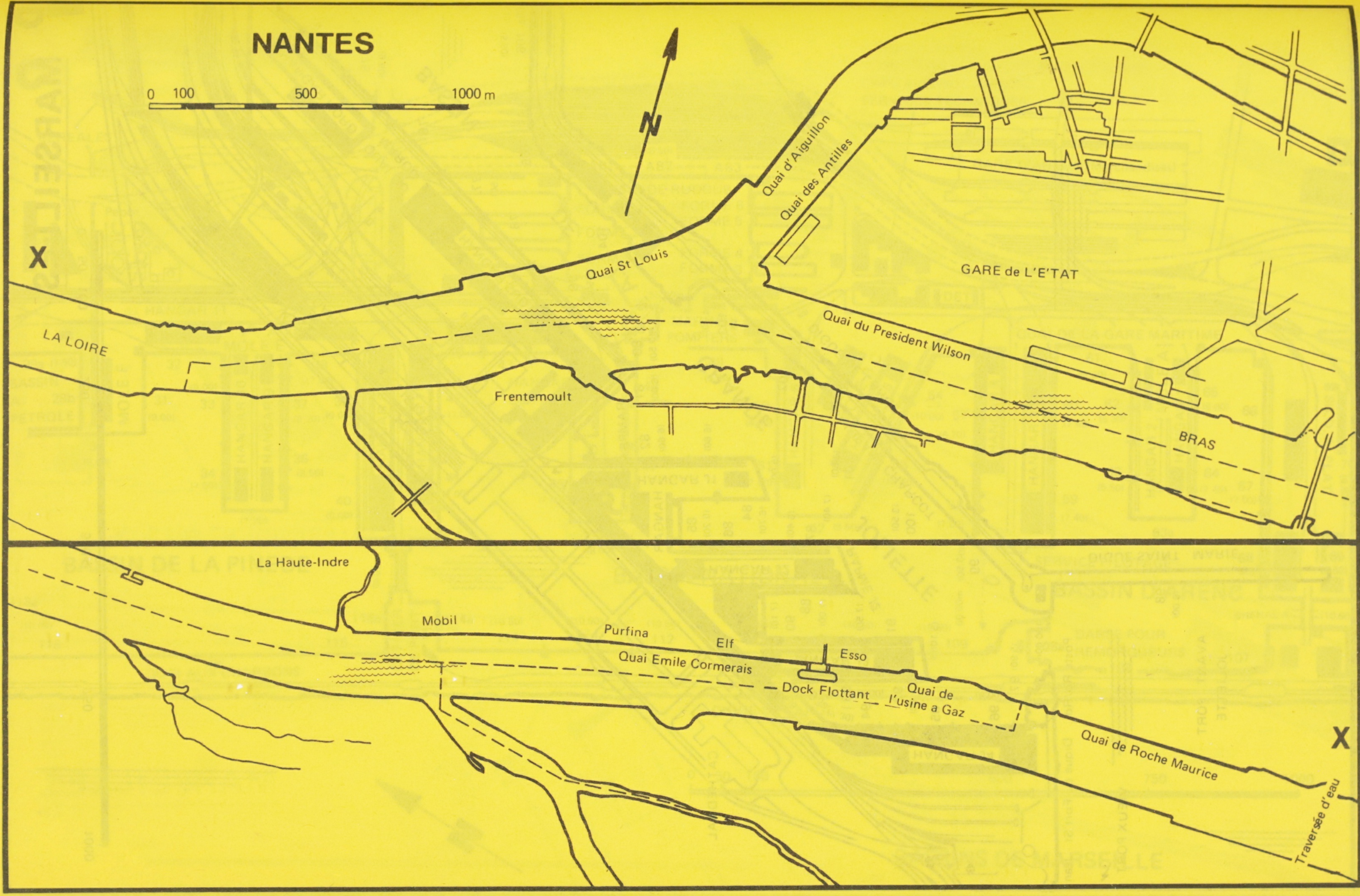

MARSEILLES
C
D
SILO A CEREALES
Pepot
P.A.M. St CASSIEN
(DIRECTION EXPLOITATION TECHNIQUE)
CAPITAINERIE DU PORT
SERVICES TECHNIQUES
(8.50)
AB1
AB2
AB3
GARE D'ARENC (Marchandises)
BASSIN DE RUDOUB
FORME 7
FORME 2
FORME 1
FORME 6
FORME 5
FORME 4
FORME 3
ATELIER
55.00m
DET
HANGAR 11
MARINS POMPIERS
QUAI DE LA GARE MARITIME
MOLE E
29a (7.50)
BASSIN A PETROLE
29b
MOLE F
32
31 (9.00)
30 (9.40)
33 (9.00)
34 (7.50)
HANGAR 10
HANGAR 9
(7.20)
38 (7.00)
37 (8.20)
39 (9.00)
36 (8.50)
40 (9.00)
HANGAR 8
HANGAR 7
42 (7.00)
41 (7.00)
43
HANGAR PAPIER DE PRESSE
44 (7.50)
45 (7.00)
MOLE D
46 (8.50)
48 (8.20)
47
49 (5.80)
50 (4.70)
51 (7.00)
HANGAR 6
MOLE B C
HANGAR 5
52 (9.50)
54 (10.00)
53 (10.00)
57 (6.70)
58 (7.00)
HANGAR 4
HANGAR 3
61 (4.30)
60 (7.40)
59 (7.40)
62 (5.30)
63 (5.50)
HANGAR 2
MOLE A
HANGAR 1
63a
65 (8.00)
64 (7.45)
66
67 (7.00)
68 (7.50)
SILO A PLAT
70 (9.80)
69 (9.80)
BASSIN DE LA PINEDE
70.00m
BASSIN NATIONAL
30.00m
60.00m
SERVICE PILOTAGE
BASSIN D'ARENC
CHENAL A (10.00)
DARSE POUR REMORQUEURS
118a (10.00)
118
115
115a
OFFICER DE PORT
114a
(10.50) 114
(10.50) 113
(10.50) 112
(10.50) 111
(10.50) 110
(10.50) 109
108a
108
107
QUAI AUX CHARBONS
DIGUE DE LARGE
0 50 100 250 500 750 1000
N
BASSINS DE MARSEILLE

*"Reproduced by kind permission of the Port Authority".*

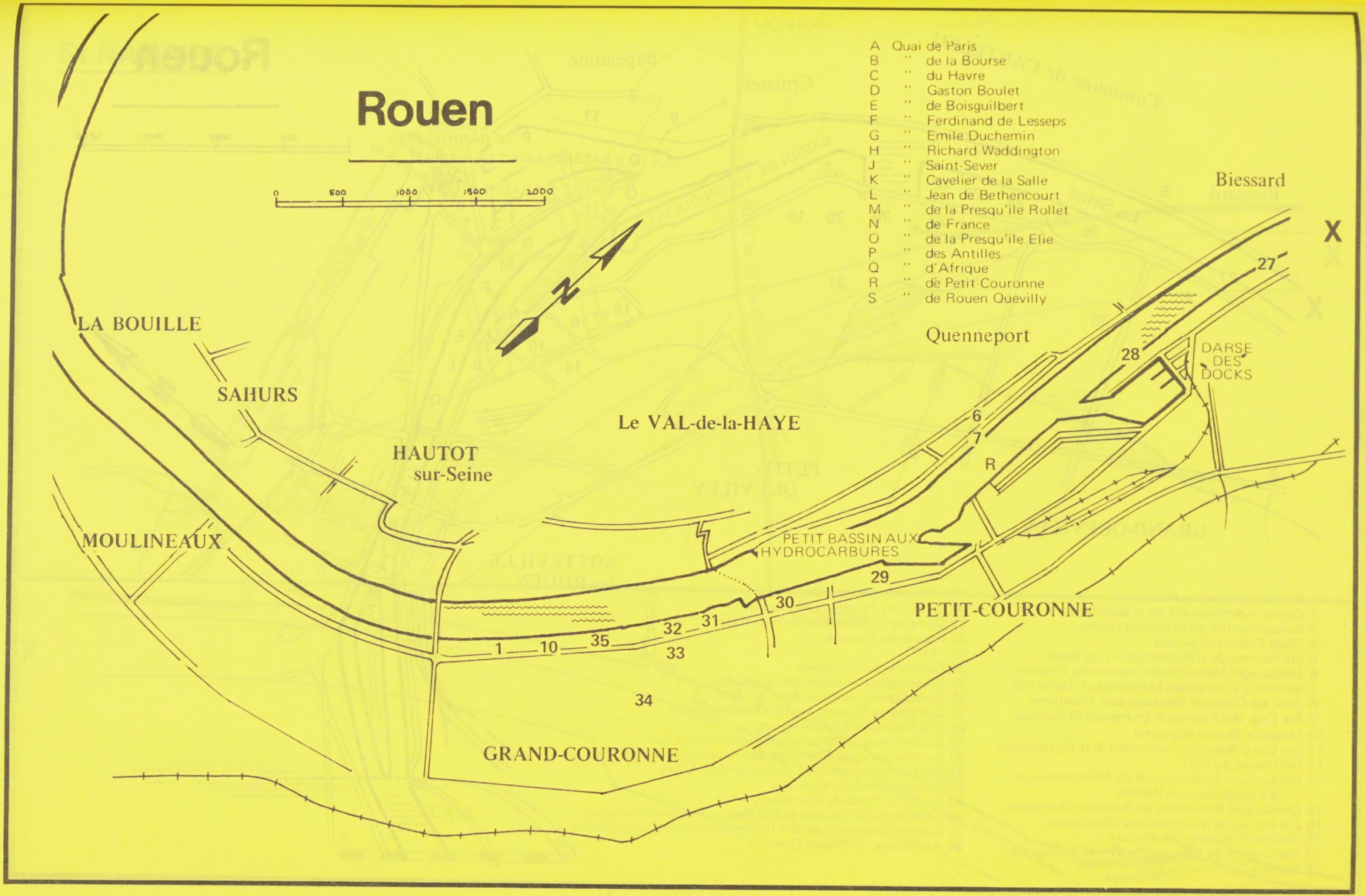
# MARSEILLES


D
0
50
100
250
500
750
1000
GARE DE LA JOLLIETTE
HANGAR NORD
QUAI DU MAROC
HANGAR SUD
BASSIN DE LA GRANDE JOLIETTE
74
75
(9.50)
76
77
(9.50)
78
79
(9.50)
(5.70)
(5.60)
06a
106
105
104
125.00m
80
(9.50)
81
(6.60)
82
(6.60)
RAMPE
HANGAR J1
HANGAR
(6.60)
85
(5.20)
86
84
(6.70)
(5.00)
HANGAR J2
(7.10)
90
88
(7.00)
(6.40)
87
(7.40)
RAPME J2
(7.50)
91
HANGAR J3
(5.10)
(6.30)
93a
(7.30)
93
(7.00)
94
92
(7.60)
95
HANGAR J4
(8.00)
96
(5.90)
97
CATHEDRAL
(4.30)
103
102
(3.50)
101
(3.50)
100
(3.50)
99
N
DIGUE DE LARGE
QUAI JEAN - CHARCOT
100.00m
Poste Ro/Ro
Dique du Fort St - Jean
VIEUX PORT
DIGUE SAINT - MARIE
98
(8.00)
AVANT - PORT
JOLIETTE

*"Reproduced by kind permission of the Port Authority".*

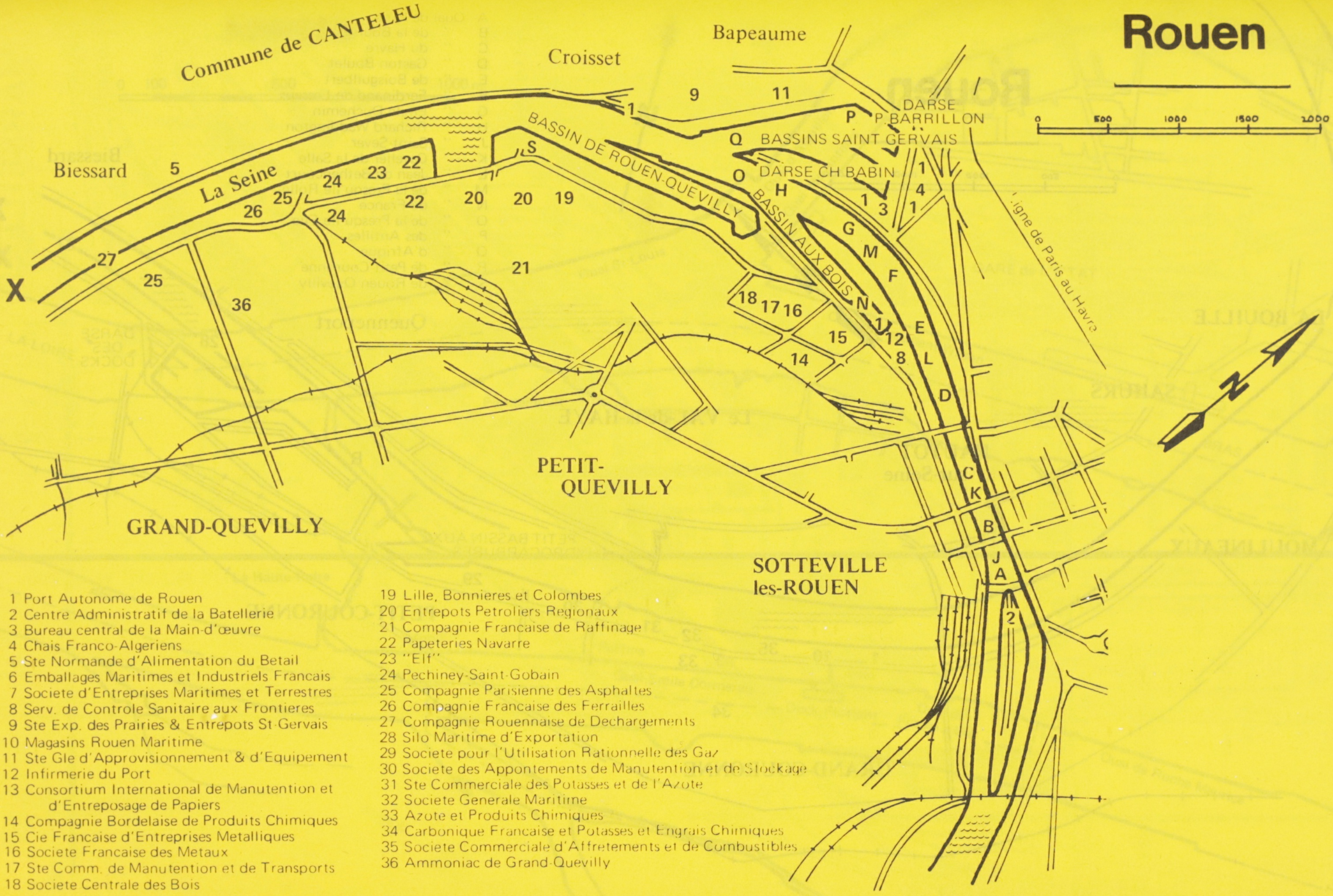

NANTES
0 100 500 1000 m
N
X
LA LOIRE
Quai St Louis
Quai d'Aiguillon
Quai des Antilles
GARE de L'E'TAT
Quai du President Wilson
Frentemoult
BRAS
La Haute-Indre
Mobil
Purfina
Elf
Esso
Quai Emile Cormerais
Dock Flottant
Quai de l'usine a Gaz
Quai de Roche Maurice
X
Traversée d'eau

*"Reproduced by kind permission of the Port Authority".*


Rouen
0
500
1000
1500
2000
N
A Quai de Paris
B '' de la Bourse
C '' du Havre
D '' Gaston Boulet
E '' de Boisguilbert
F '' Ferdinand de Lesseps
G '' Emile Duchemin
H '' Richard Waddington
J '' Saint-Sever
K '' Cavelier de la Salle
L '' Jean de Bethencourt
M '' de la Presqu'ile Rollet
N '' de France
O '' de la Presqu'ile Elie
P '' des Antilles
Q '' d'Afrique
R '' de Petit-Couronne
S '' de Rouen Quevilly
Biessard
X
27
Quenneport
28
DARSE DES DOCKS
LA BOUILLE
SAHURS
Le VAL-de-la-HAYE
HAUTOT sur-Seine
6
7
R
MOULINEAUX
PETIT BASSIN AUX HYDROCARBURES
29
30
31
32
33
35
1
10
PETIT-COURONNE
34
GRAND-COURONNE

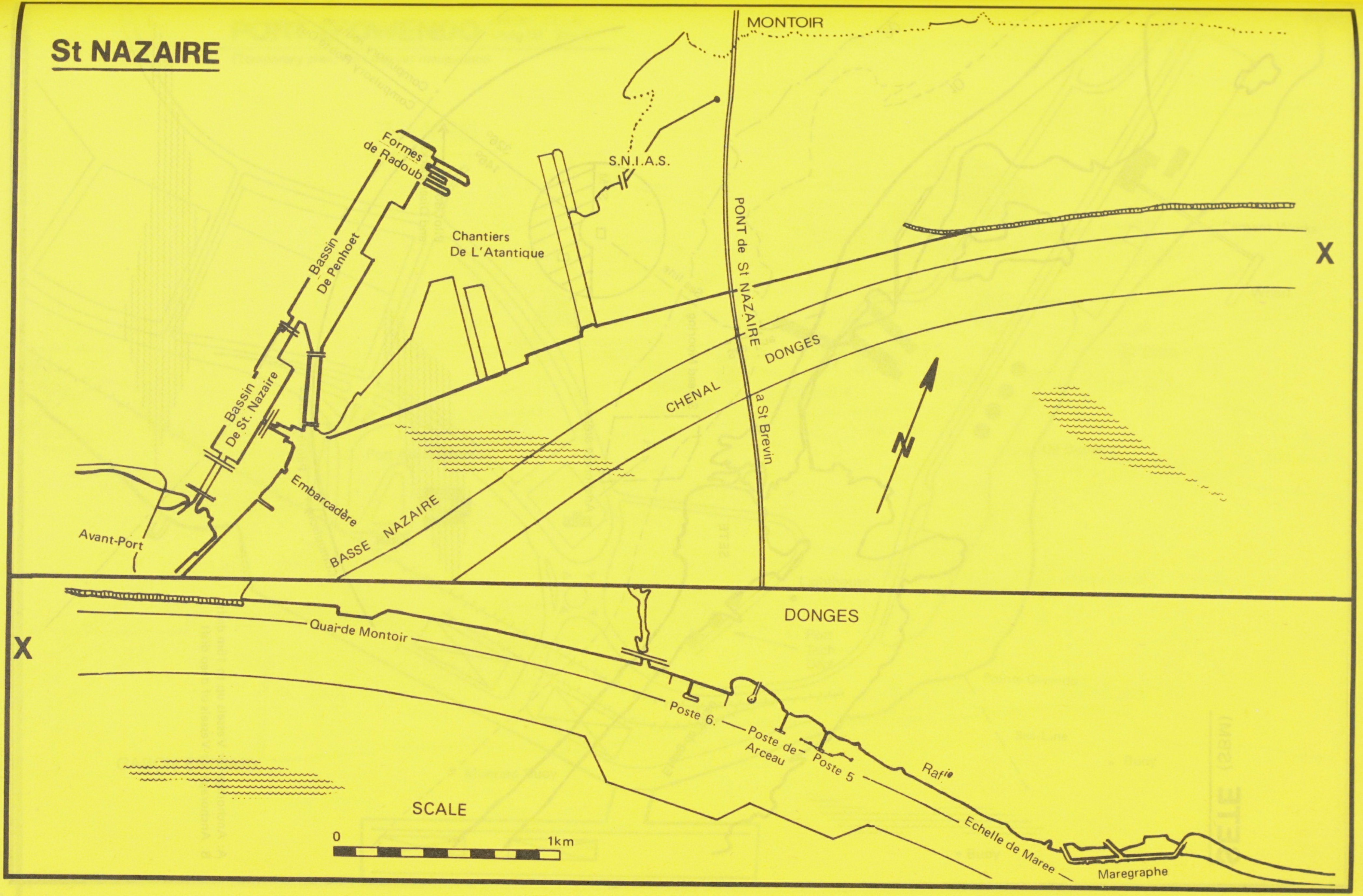
*"Reproduced by kind permission of the Port Authority".*

# Rouen

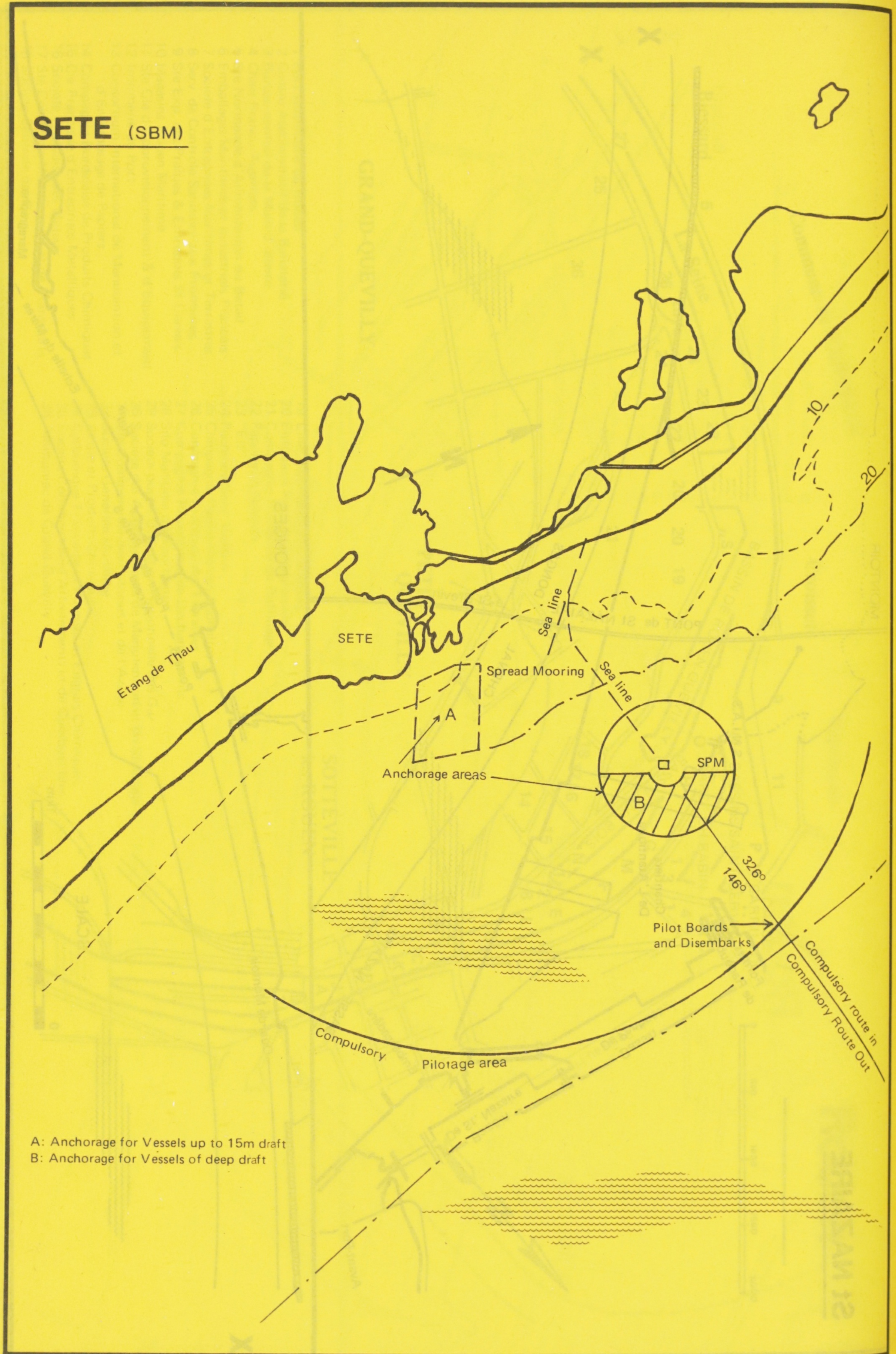

Commune de CANTELEU
Croisset
Bapeaume
Biessard
La Seine
BASSIN DE ROUEN-QUEVILLY
BASSIN AUX BOIS
DARSE P. BARRILLON
BASSINS SAINT GERVAIS
DARSE CHABABIN
Ligne de Paris au Havre
PETIT-QUEVILLY
GRAND-QUEVILLY
SOTTEVILLE les-ROUEN
0
500
1000
1500
2000
N
X
S
Q
O
P
H
G
M
F
N
E
L
D
C
K
B
J
A

1 Port Autonome de Rouen
2 Centre Administratif de la Batellerie
3 Bureau central de la Main-d'œuvre
4 Chais Franco-Algeriens
5 Ste Normande d'Alimentation du Betail
6 Emballages Maritimes et Industriels Francais
7 Societe d'Entreprises Maritimes et Terrestres
8 Serv. de Controle Sanitaire aux Frontieres
9 Ste Exp. des Prairies & Entrepots St-Gervais
10 Magasins Rouen Maritime
11 Ste Gle d'Approvisionnement & d'Equipement
12 Infirmerie du Port
13 Consortium International de Manutention et d'Entreposage de Papiers
14 Compagnie Bordelaise de Produits Chimiques
15 Cie Francaise d'Entreprises Metalliques
16 Societe Francaise des Metaux
17 Ste Comm. de Manutention et de Transports
18 Societe Centrale des Bois
19 Lille, Bonnieres et Colombes
20 Entrepots Petroliers Regionaux
21 Compagnie Francaise de Raffinage
22 Papeteries Navarre
23 "Elf"
24 Pechiney-Saint-Gobain
25 Compagnie Parisienne des Asphaltes
26 Compagnie Francaise des Ferrailles
27 Compagnie Rouennaise de Dechargements
28 Silo Maritime d'Exportation
29 Societe pour l'Utilisation Rationnelle des Gaz
30 Societe des Appontements de Manutention et de Stockage
31 Ste Commerciale des Potasses et de l'Azote
32 Societe Generale Maritime
33 Azote et Produits Chimiques
34 Carbonique Francaise et Potasses et Engrais Chimiques
35 Societe Commerciale d'Affretements et de Combustibles
36 Ammoniac de Grand-Quevilly

# St NAZAIRE


MONTOIR
Formes de Radoub
S.N.I.A.S.
Chantiers De L'Atantique
Bassin De Penhoet
PONT de St NAZAIRE a St Brevin
X
CHENAL DONGES
Bassin De St. Nazaire
Embarcadère
BASSE NAZAIRE
Avant-Port
N
DONGES
X
Quai de Montoir
Poste 6.
Poste de Arceau
Poste 5
Rafi
SCALE
0
1km
Echelle de Maree
Maregraphe

# SETE (SBM)

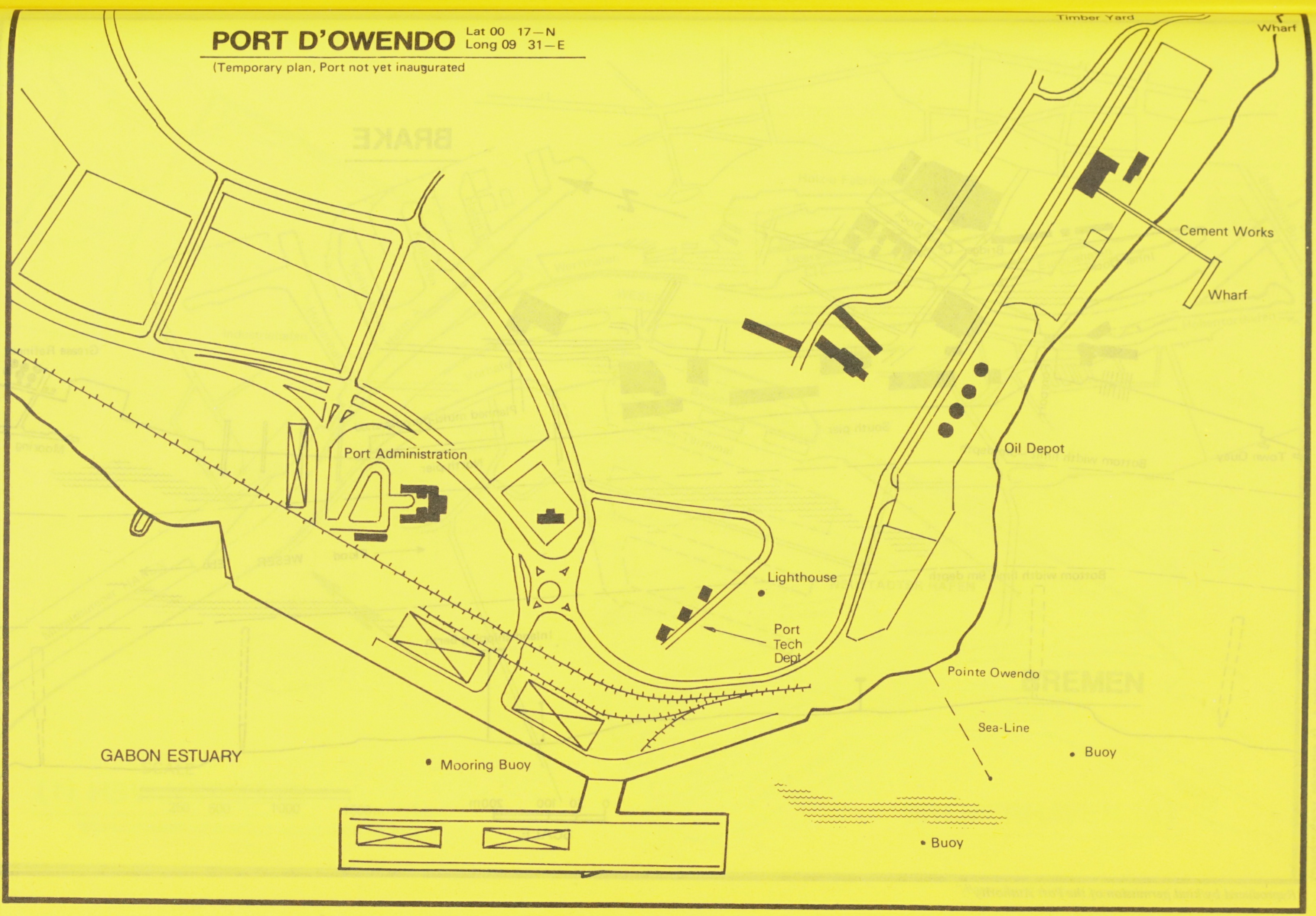

SETE
Etang de Thau
Spread Mooring
A
Sea line
Sea line
Anchorage areas
SPM
B
10
20
326°
146°
Pilot Boards
and Disembarks
Compulsory route in
Compulsory Route Out
Compulsory
Pilotage area

A: Anchorage for Vessels up to 15m draft
B: Anchorage for Vessels of deep draft

# PORT D'OWENDO

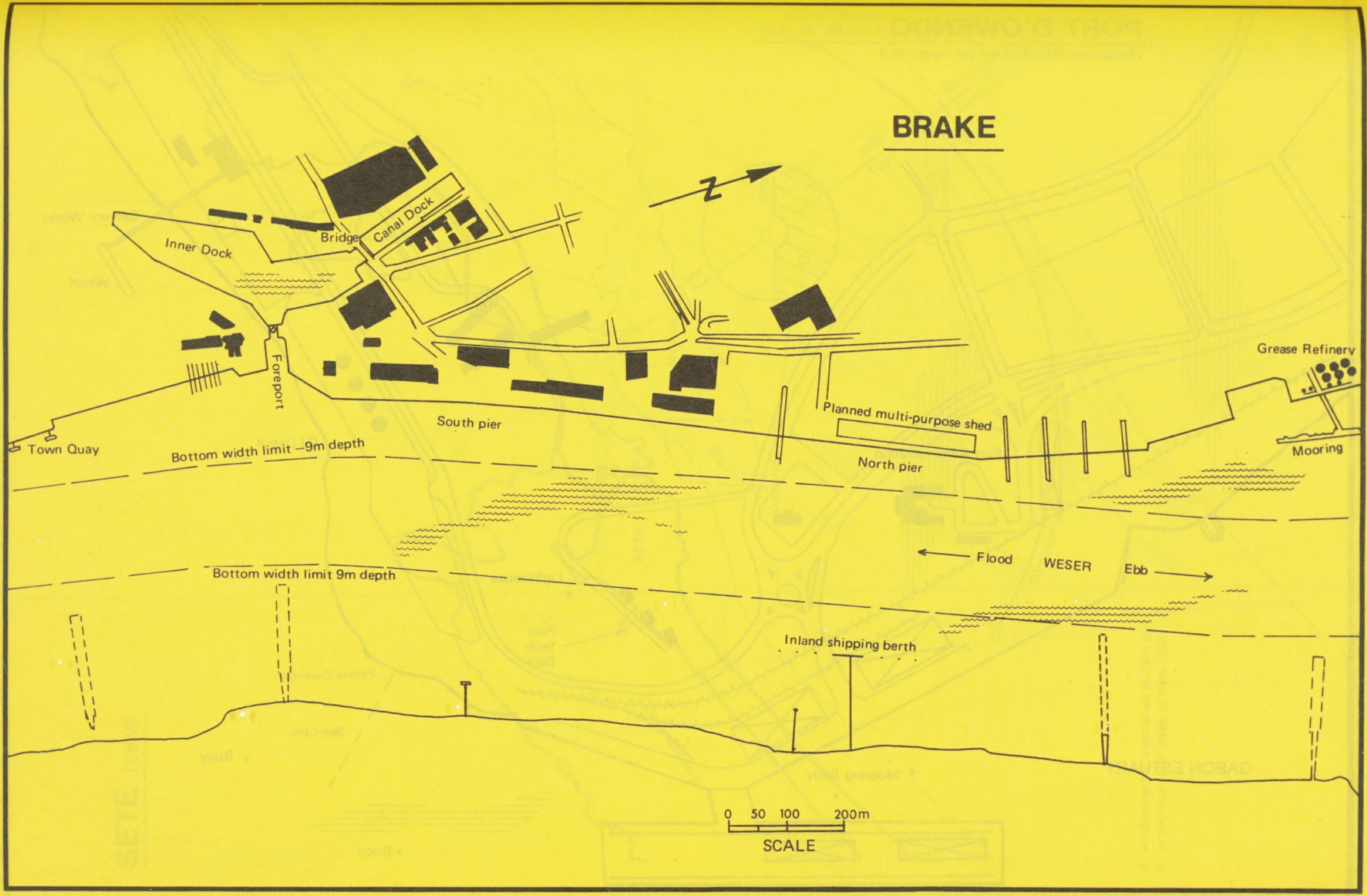
Lat 00 17—N
Long 09 31—E

(Temporary plan, Port not yet inaugurated

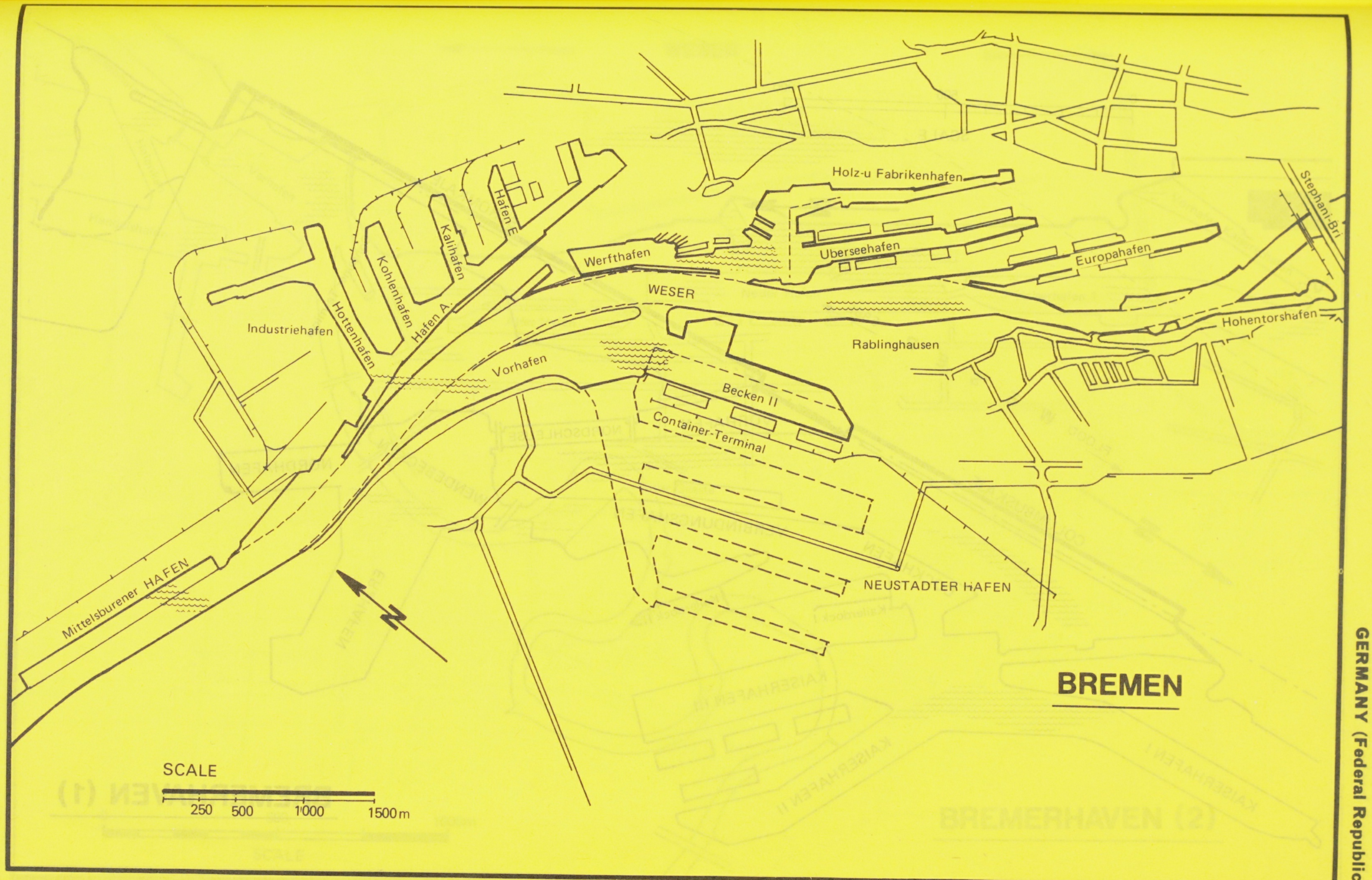

Timber Yard
Wharf
Cement Works
Wharf
Oil Depot
Port Administration
Lighthouse
Port
Tech
Dept
Pointe Owendo
Sea-Line
Buoy
GABON ESTUARY
Mooring Buoy
Buoy

*"Reproduced by kind permission of the Port Authority".*

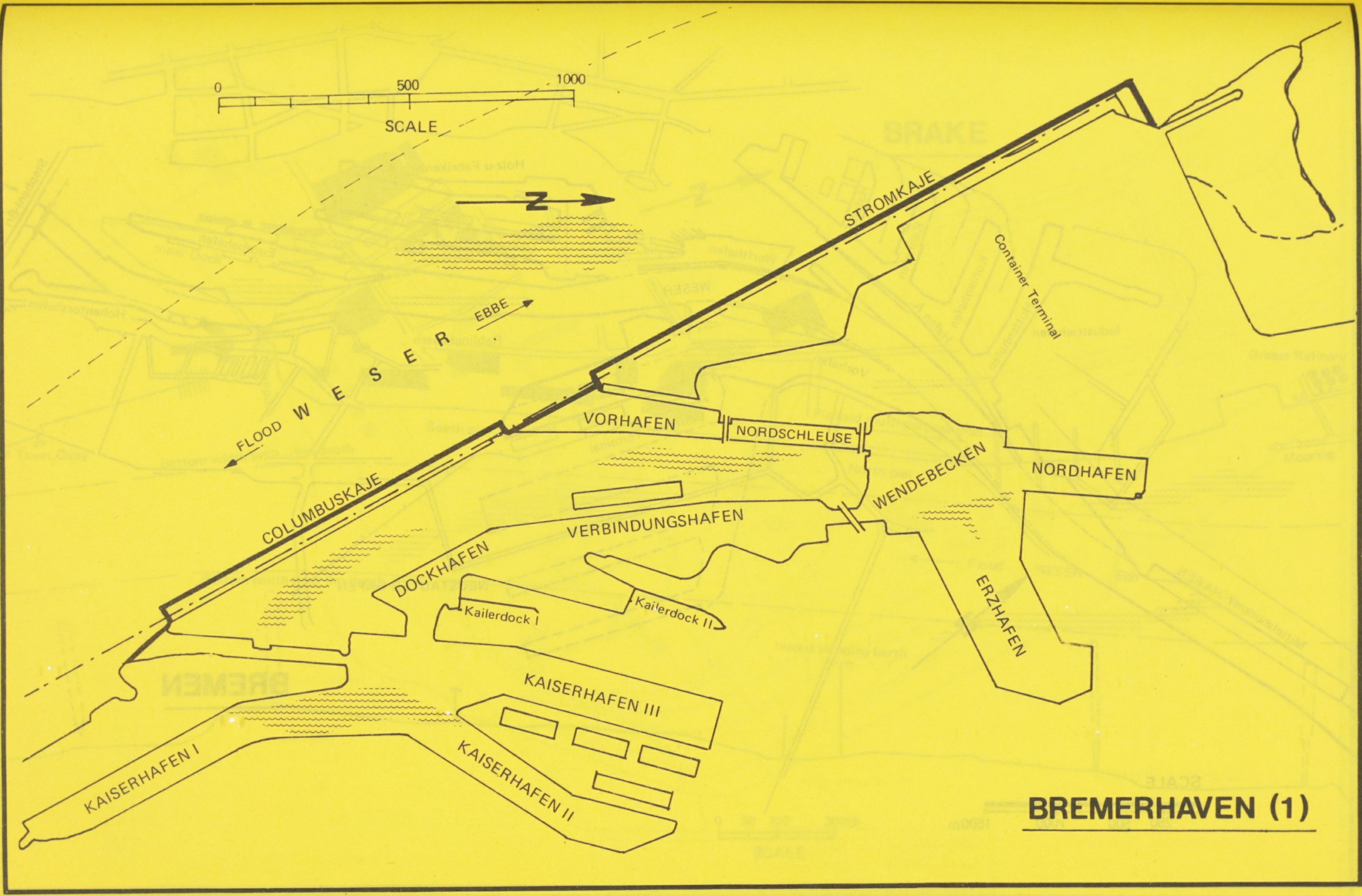
# BRAKE


N
Inner Dock
Bridge
Canal Dock
Foreport
Town Quay
South pier
Bottom width limit –9m depth
Planned multi-purpose shed
North pier
Grease Refinery
Mooring
Flood
WESER
Ebb
Bottom width limit 9m depth
Inland shipping berth
0 50 100 200m
SCALE

*"Reproduced by kind permission of the Port Authority".*

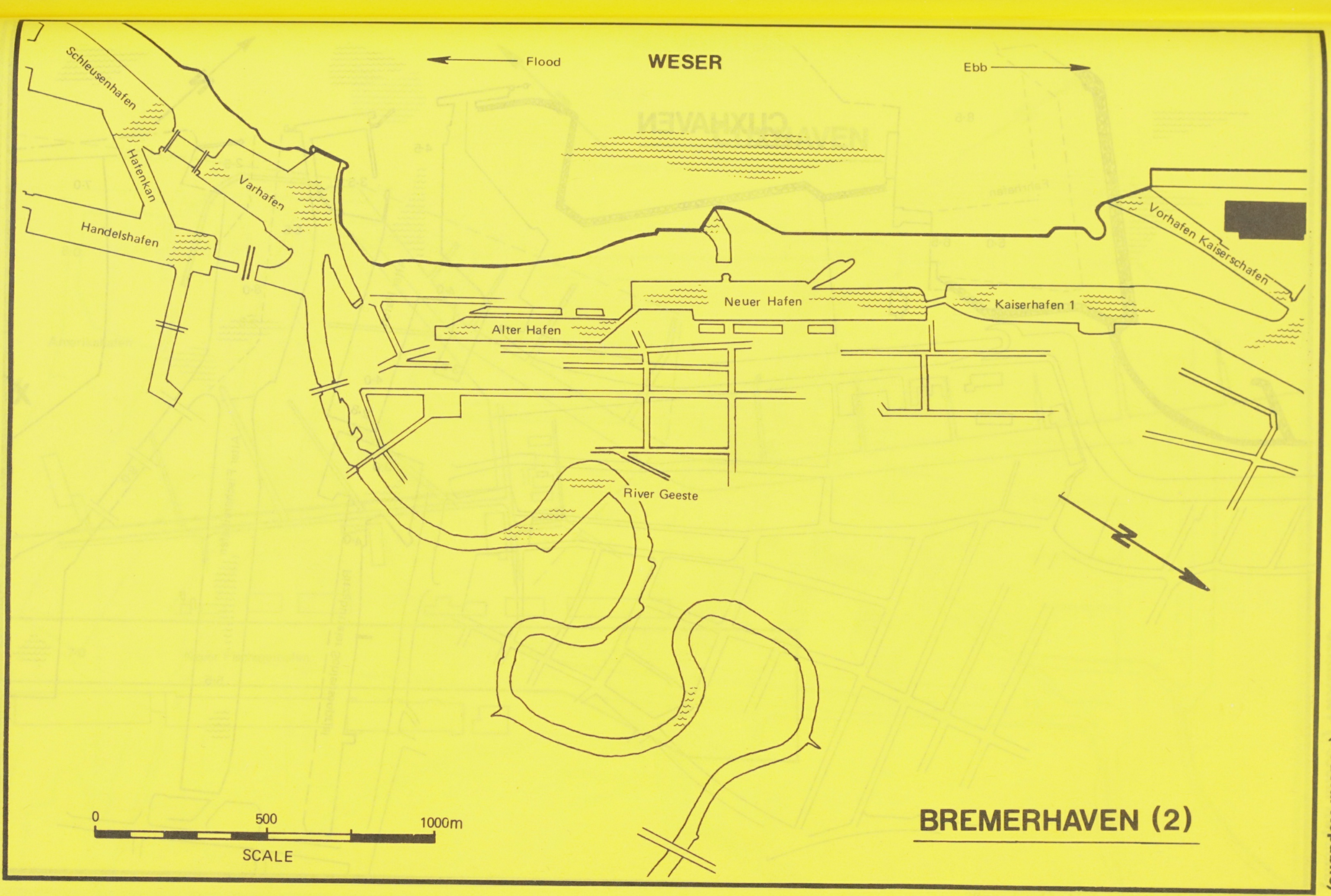

BREMEN
Holz-u Fabrikenhafen
Stephani-Br
Überseehafen
Europahafen
Werfthafen
WESER
Hohentorshafen
Rablinghausen
Hafen E
Kalihafen
Kohlenhafen
Hafen A
Hottenhafen
Industriehafen
Vorhafen
Becken II
Container-Terminal
NEUSTADTER HAFEN
Mittelsburener HAFEN
N
SCALE
250
500
1000
1500 m

"Reproduced by kind permission of the Port Authority".


0
500
1000
SCALE
N
STROMKAJE
Container Terminal
EBBE
W E S E R
FLOOD
VORHAFEN
NORDSCHLEUSE
WENDEBECKEN
NORDHAFEN
COLUMBUSKAJE
VERBINDUNGSHAFEN
DOCKHAFEN
Kailerdock I
Kailerdock II
ERZHAFEN
KAISERHAFEN III
KAISERHAFEN I
KAISERHAFEN II

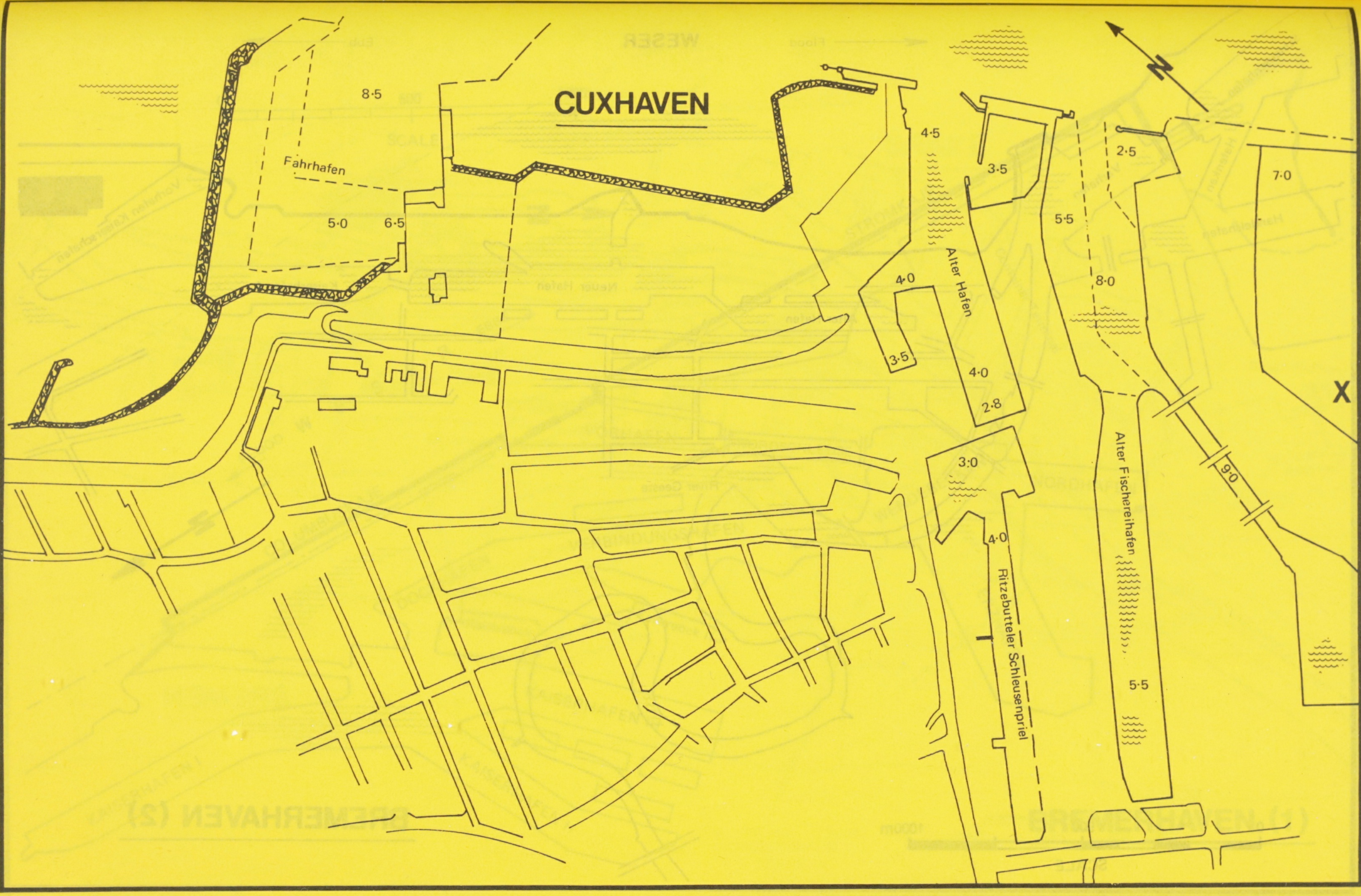
## BREMERHAVEN (1)

*"Reproduced by kind permission of the Port Authority".*

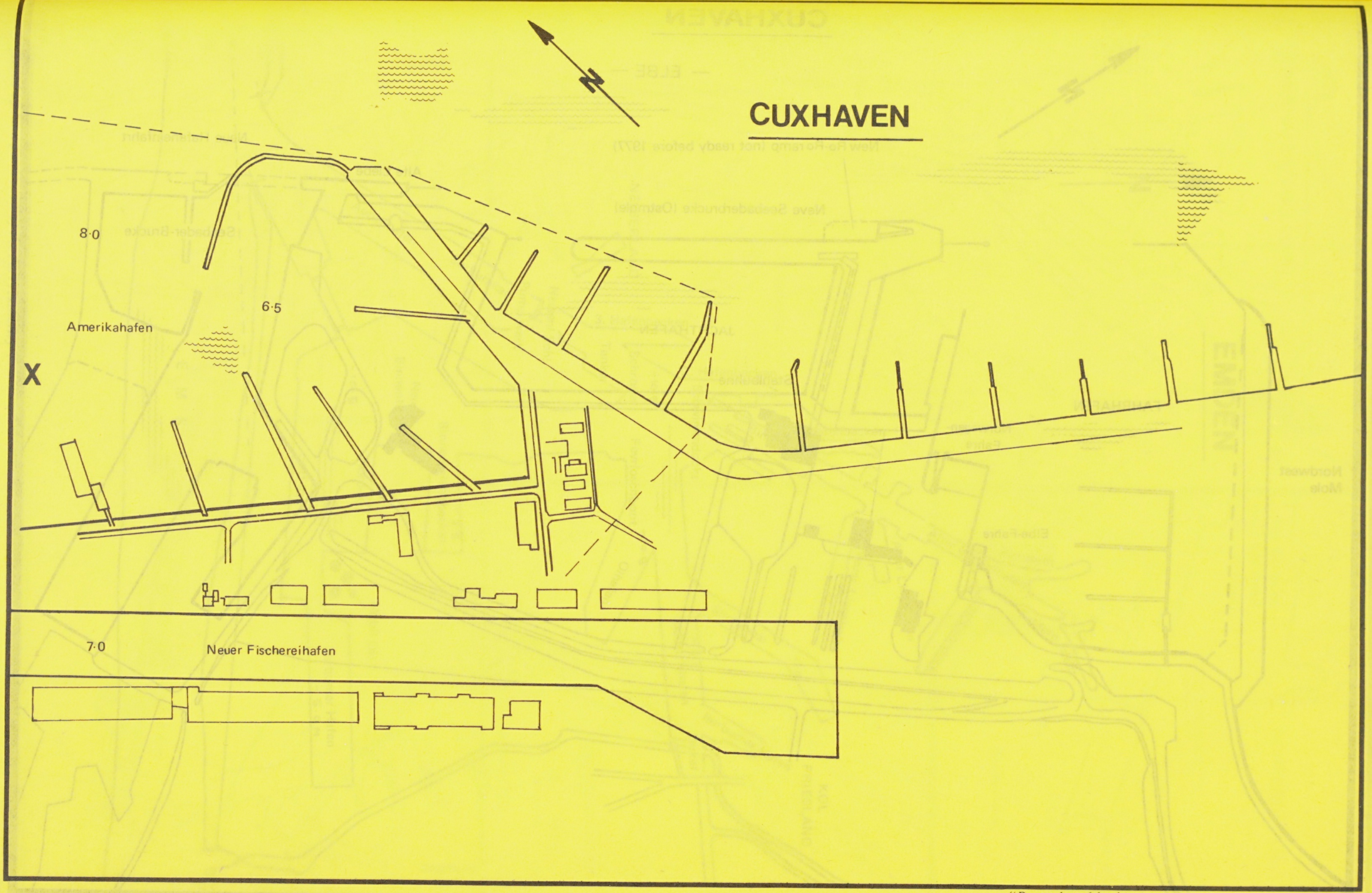

Flood
WESER
Ebb
Schleusenhafen
Hafenkan
Varhafen
Handelshafen
Neuer Hafen
Alter Hafen
Kaiserhafen 1
Vorhafen Kaiserschafen
River Geeste
0
500
1000m
SCALE
N

BREMERHAVEN (2)

"Reproduced by kind permission of the Port Authority".

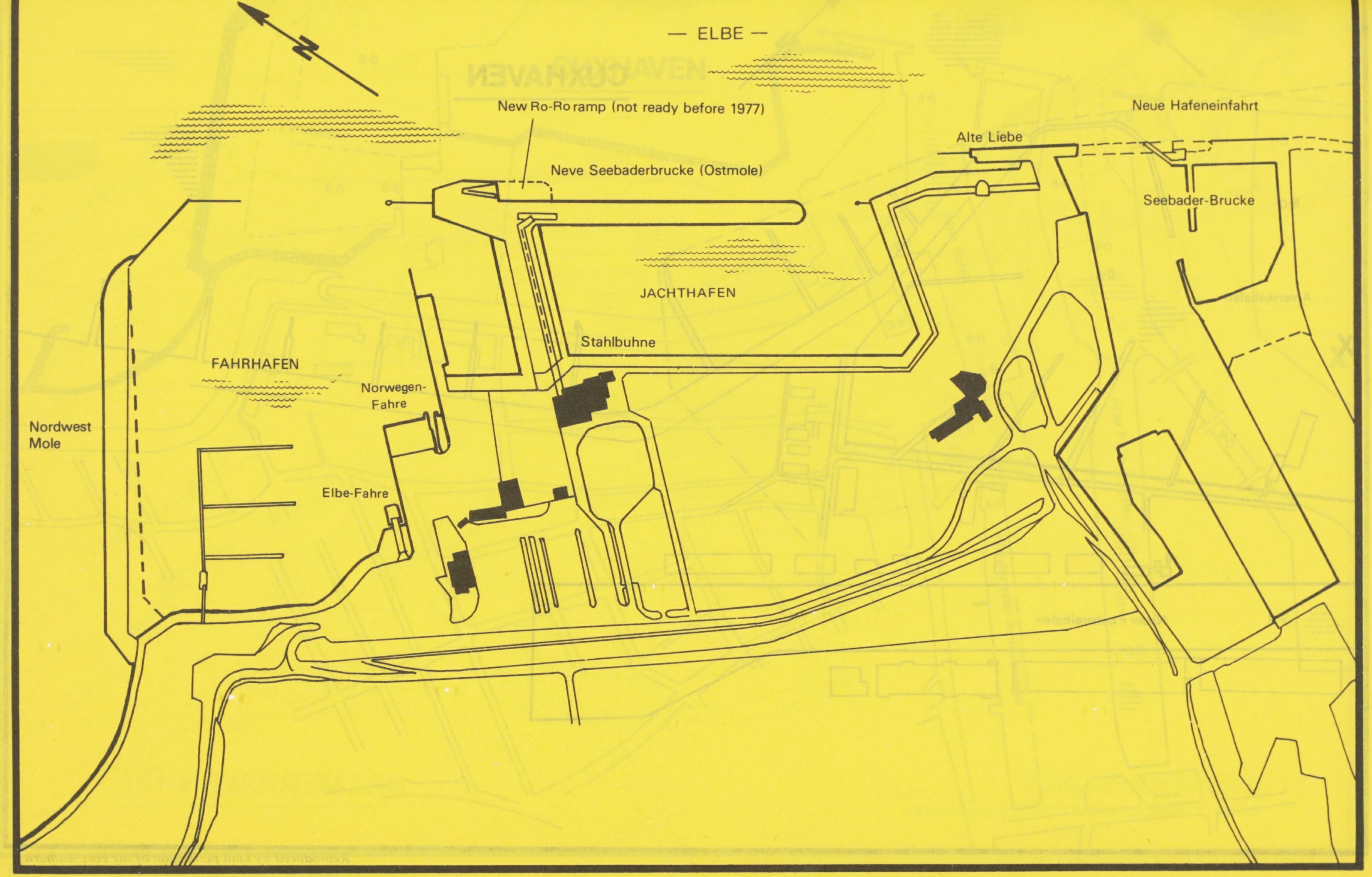

CUXHAVEN
8·5
Fahrhafen
5·0
6·5
4·5
3·5
4·0
Alter Hafen
3·5
4·0
2·8
3·0
4·0
Ritzebutteler Schleusenpriel
5·5
2·5
8·0
Alter Fischereihafen
5·5
7·0
9·0
X
N

"Reproduced by kind permission of the Port Authority".

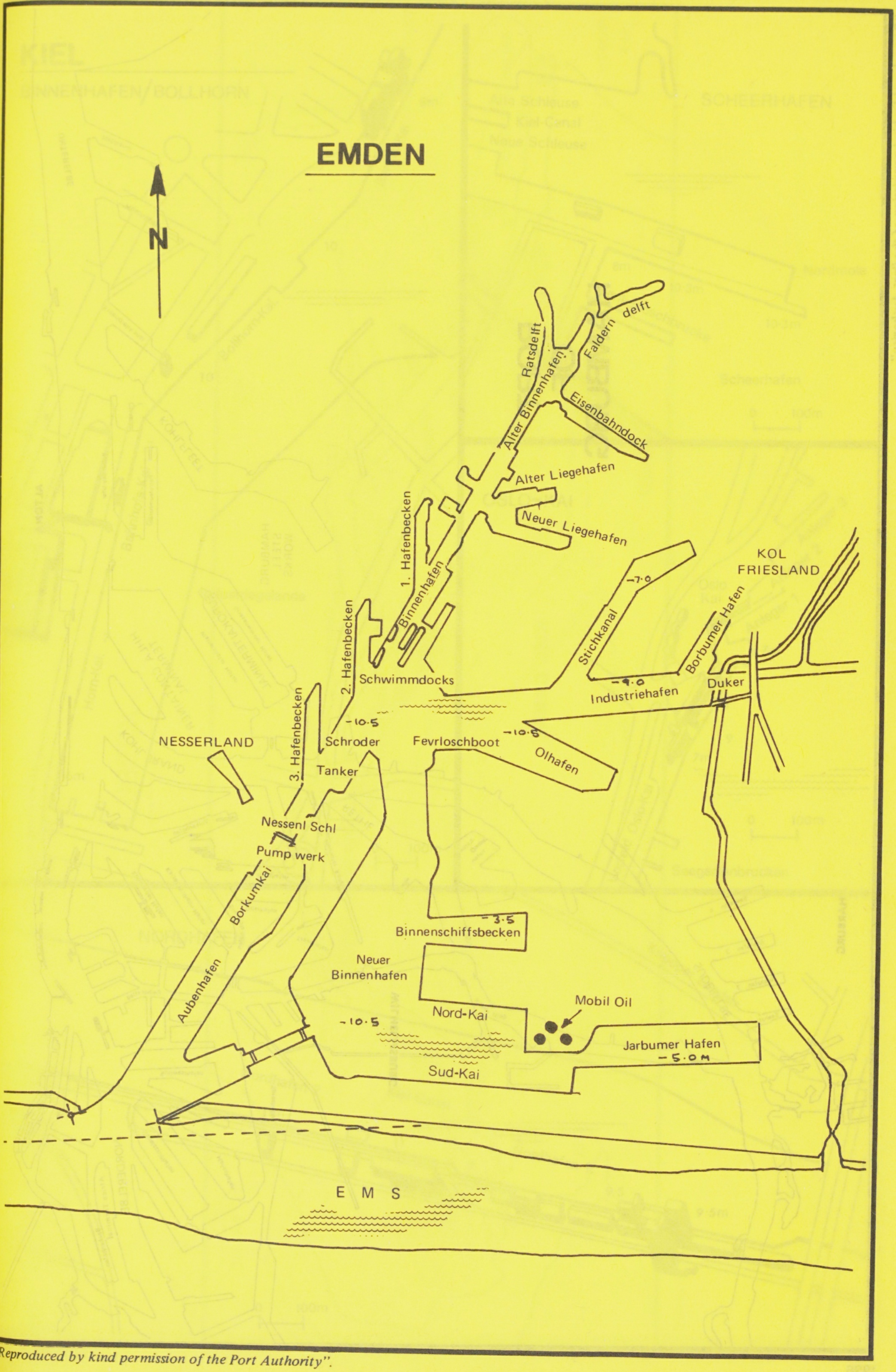

CUXHAVEN
N
8·0
6·5
Amerikahafen
X
7·0
Neuer Fischereihafen

*"Reproduced by kind permission of the Port Authority".*

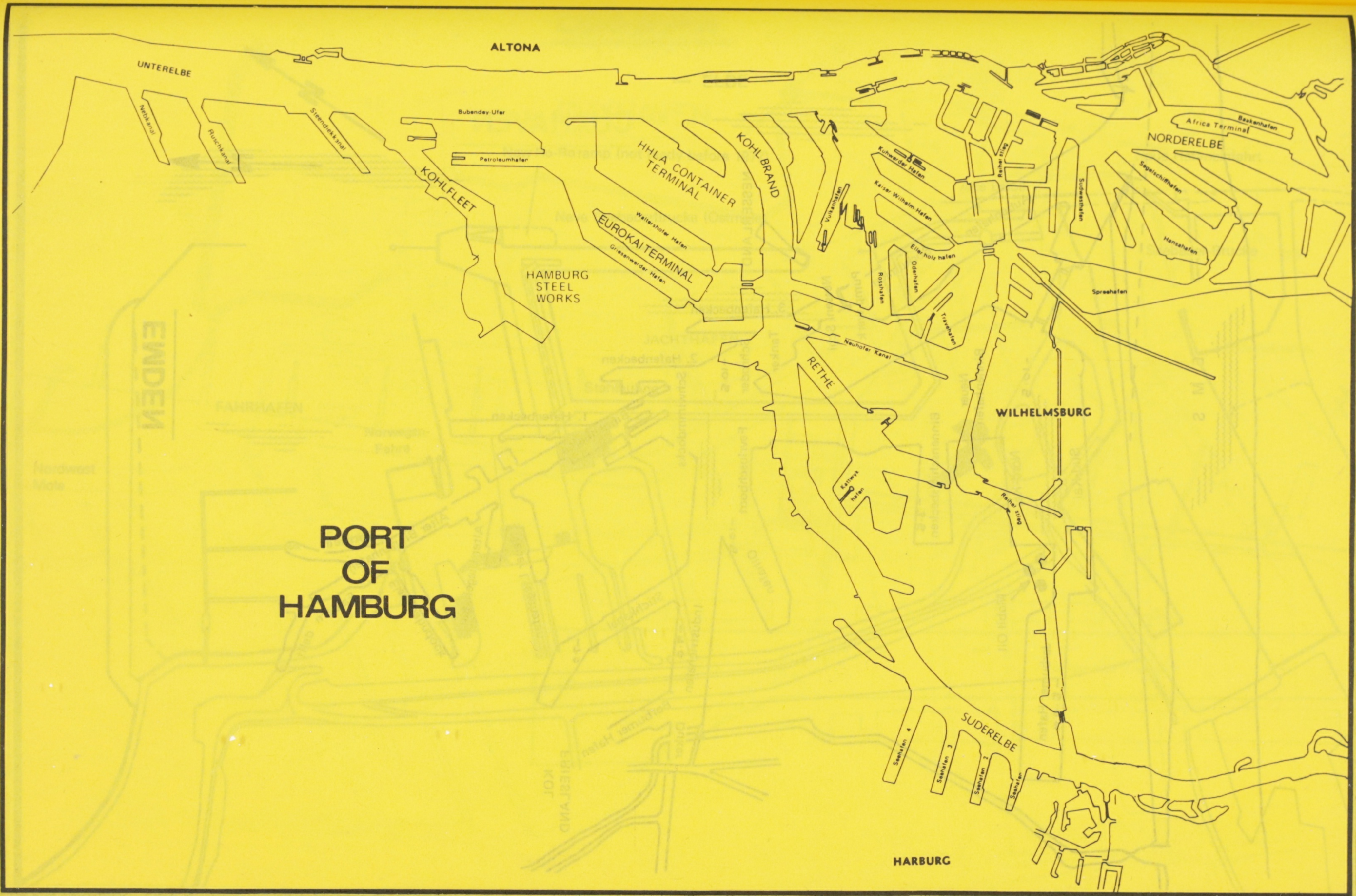
# CUXHAVEN


N
— ELBE —
New Ro-Ro ramp (not ready before 1977)
Neue Hafeneinfahrt
Alte Liebe
Neve Seebaderbrucke (Ostmole)
Seebader-Brucke
JACHTHAFEN
Stahlbuhne
FAHRHAFEN
Norwegen-Fahre
Nordwest Mole
Elbe-Fahre

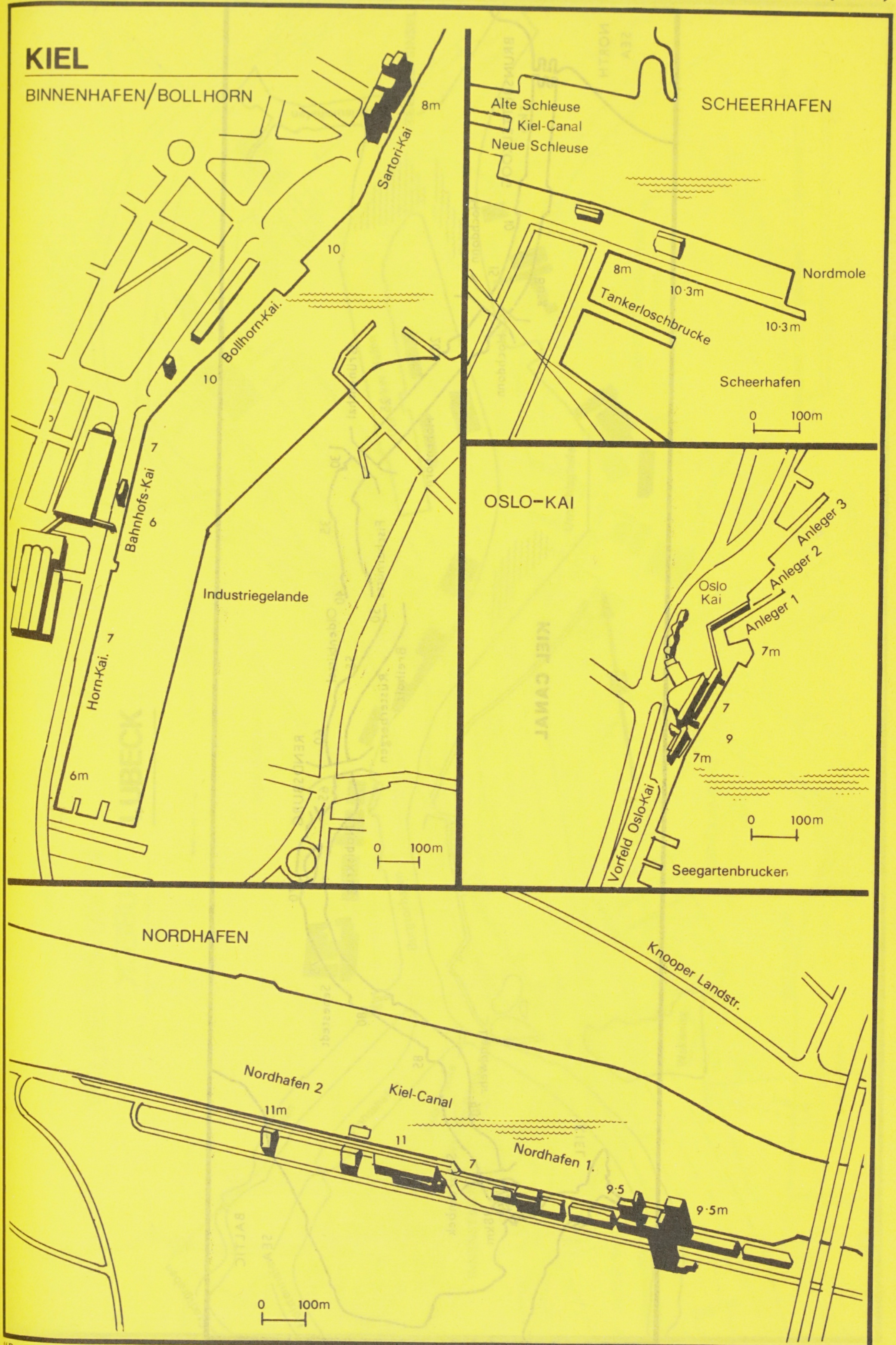
*"Reproduced by kind permission of the Port Authority".*


EMDEN
N
Ratsdelft
Faldern delft
Alter Binnenhafen
Eisenbahndock
Alter Liegehafen
Neuer Liegehafen
1. Hafenbecken
Binnenhafen
2. Hafenbecken
Schwimmdocks
-7·0
Stichkanal
KOL FRIESLAND
Borbumer Hafen
Duker
-9·0
Industriehafen
-10·5
-10·5
3. Hafenbecken
NESSERLAND
Schroder
Fevrloschboot
Olhafen
Tanker
Nessenl Schl
Pump werk
Borkumkai
-3·5
Binnenschiffsbecken
Aubenhafen
Neuer Binnenhafen
Mobil Oil
Nord-Kai
-10·5
Jarbumer Hafen
-5·0 M
Sud-Kai
E M S

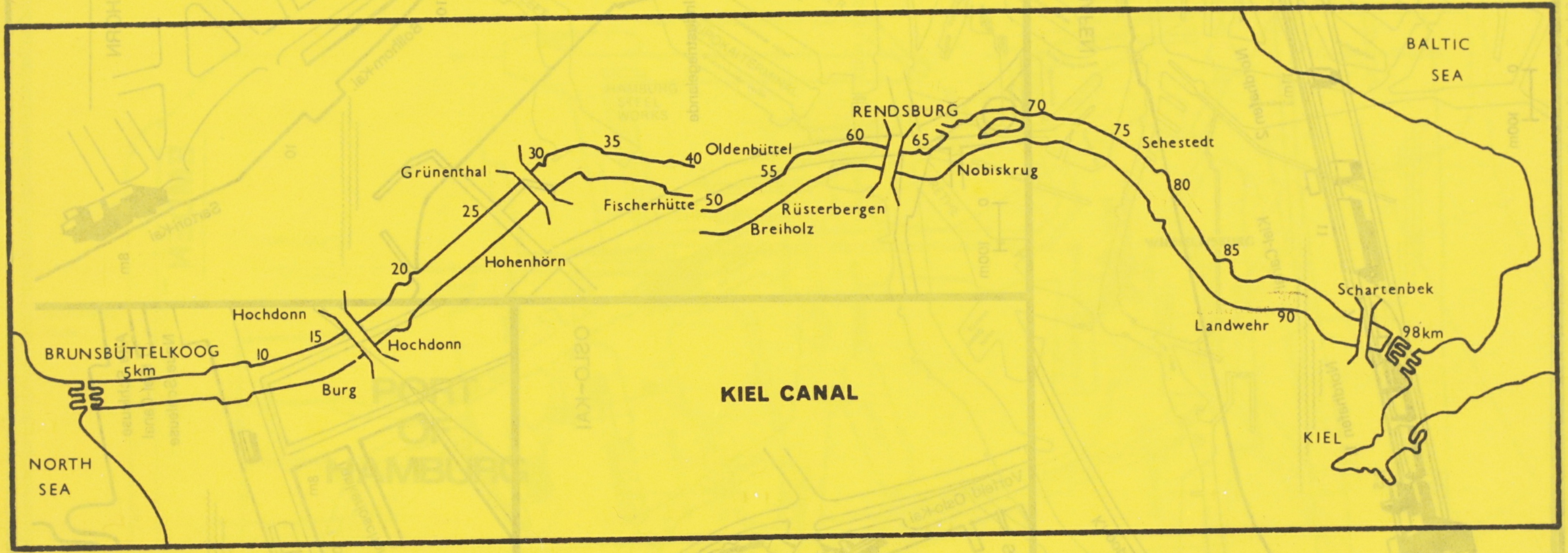
"Reproduced by kind permission of the Port Authority".


ALTONA
UNTERELBE
Neßkanal
Ruschkanal
Steendiekkanal
Bubendey-Ufer
Petroleumhafen
KOHLFLEET
HHLA CONTAINER TERMINAL
Waltershofer Hafen
EUROKAI TERMINAL
Griessenwerder Hafen
HAMBURG STEEL WORKS
KOHLBRAND
Vulkanhafen
Kuhwerder Hafen
Kaiser Wilhelm Hafen
Ellerholzhafen
Rosshafen
Odesshafen
Travehafen
Neuhofer Kanal
RETHE
Kattwyk hafen
Reiherstieg
Südwesthafen
Africa Terminal
Baakenhafen
NORDERELBE
Segelschiffhafen
Hansahafen
Spreehafen
WILHELMSBURG
Reiherstieg
SUDERELBE
Seehafen 4
Seehafen 3
Seehafen 2
Seehafen
HARBURG
PORT OF HAMBURG

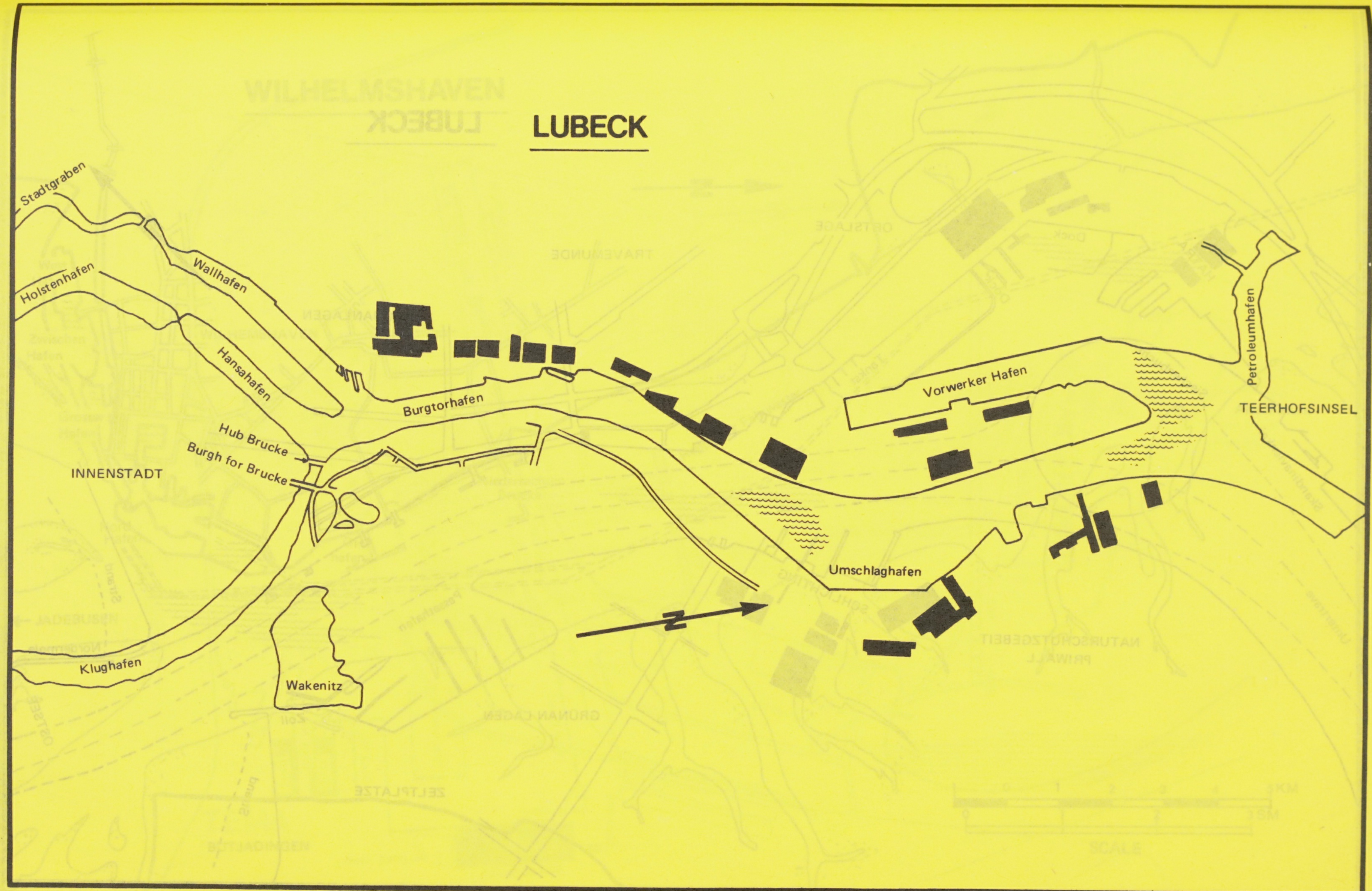
*"Reproduced by kind permission of the Port Authority".*


KIEL
BINNENHAFEN/BOLLHORN
8m
Sartori-Kai
10
Bollhorn-Kai.
10
7
Bahnhofs-Kai
6
Industriegelande
7
Horn-Kai.
6m
0 100m
SCHEERHAFEN
Alte Schleuse
Kiel-Canal
Neue Schleuse
8m
10·3m
Nordmole
Tankerloschbrucke
10·3m
Scheerhafen
0 100m
OSLO-KAI
Anleger 3
Anleger 2
Oslo Kai
Anleger 1
7m
7
9
7m
0 100m
Vorfeld Oslo-Kai
Seegartenbrucken
NORDHAFEN
Knooper Landstr.
Nordhafen 2
Kiel-Canal
11m
11
7
Nordhafen 1.
9·5
9·5m
0 100m

"Reproduced by kind permission of the Port Authority".

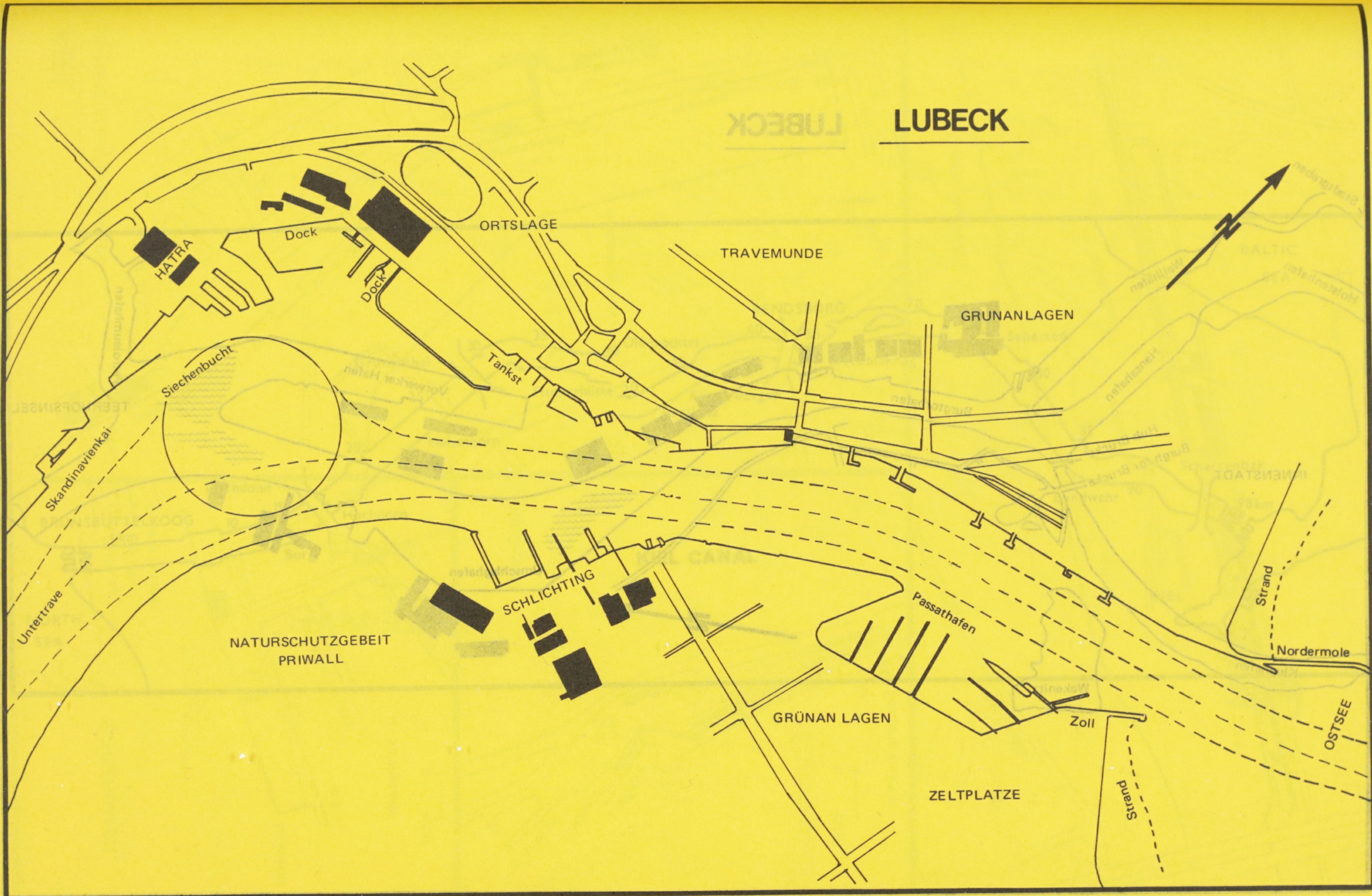

BALTIC
SEA
RENDSBURG
70
75
Sehestedt
35
30
65
60
Oldenbüttel
40
Grünenthal
55
Nobiskrug
80
Fischerhütte
50
Rüsterbergen
25
Breiholz
85
Hohenhörn
20
Schartenbek
Hochdonn
Landwehr
90
98km
15
Hochdonn
BRUNSBÜTTELKOOG
10
5km
Burg
KIEL CANAL
KIEL
NORTH
SEA

# LUBECK


Stadtgraben
Wallhafen
Holstenhafen
Hansahafen
Burgtorhafen
Hub Brucke
Burgh for Brucke
INNENSTADT
Klughafen
Wakenitz
Umschlaghafen
Vorwerker Hafen
Petroleumhafen
TEERHOFSINSEL
N

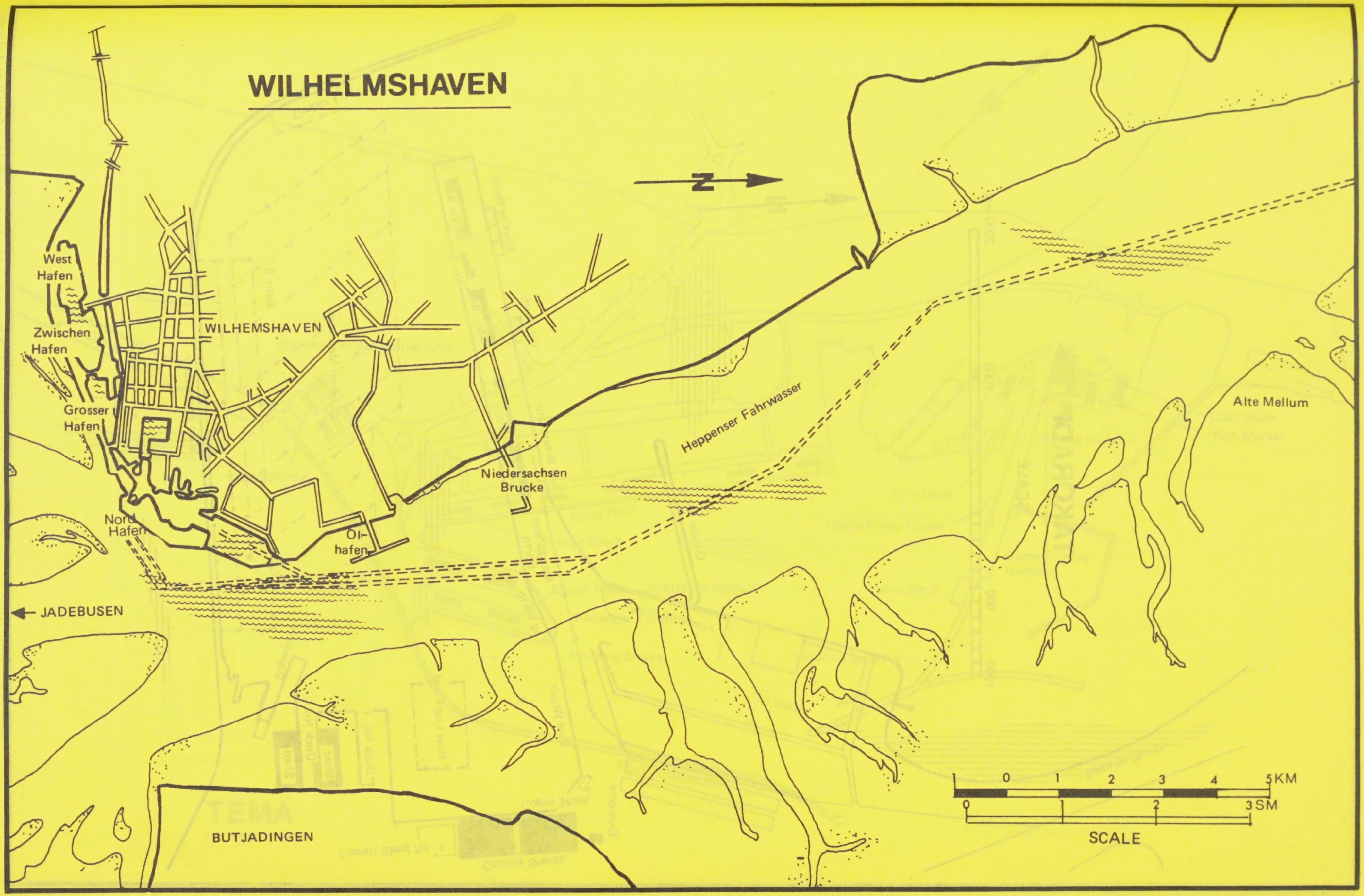
*"Reproduced by kind permission of the Port Authority".*

## LUBECK

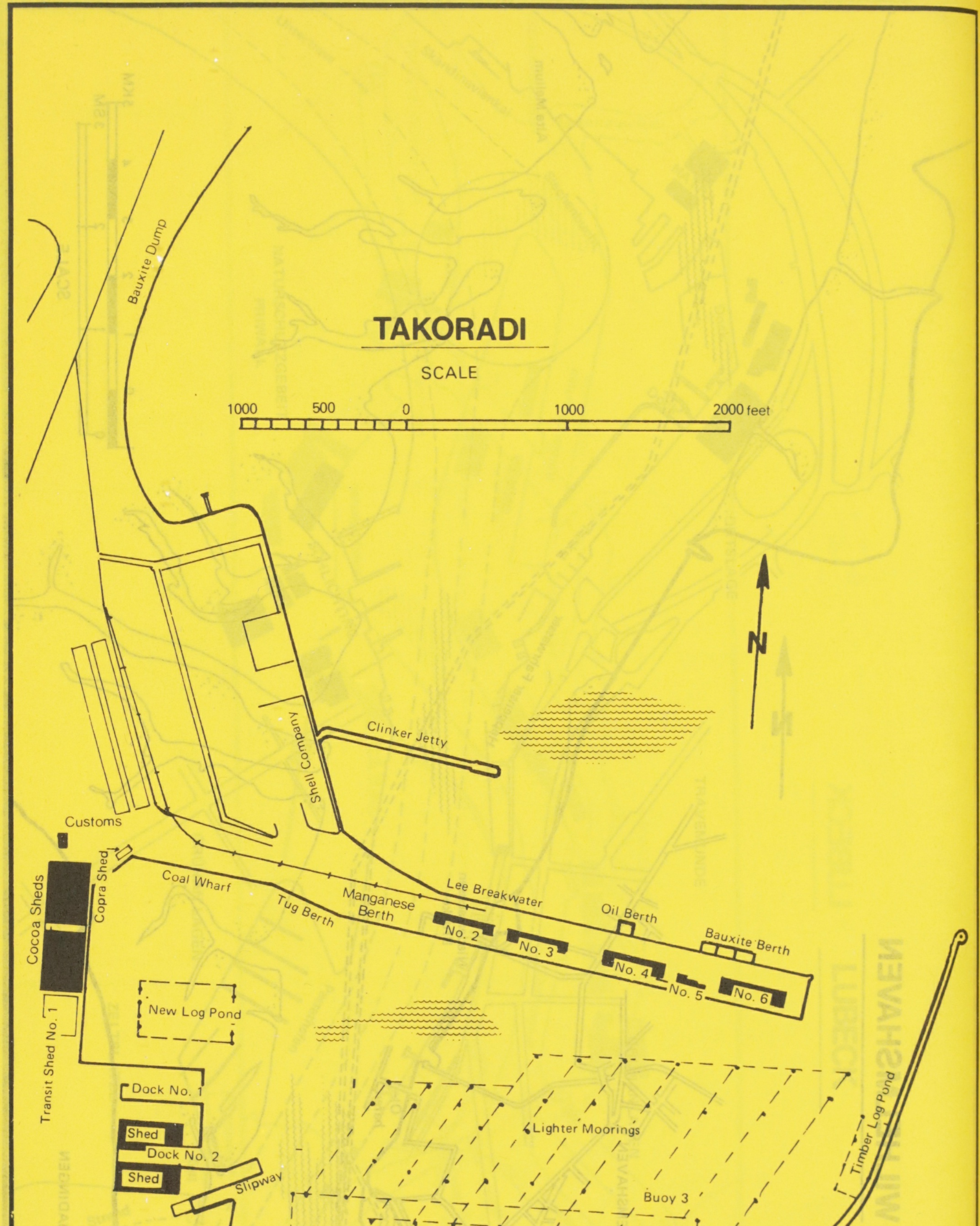

HATRA
Dock
ORTSLAGE
Dock
TRAVEMUNDE
GRUNANLAGEN
Siechenbucht
Tankst
Skandinavienkai
Untertrave
SCHLICHTING
Passathafen
NATURSCHUTZGEBEIT
PRIWALL
Strand
Nordermole
GRÜNAN LAGEN
Zoll
OSTSEE
ZELTPLATZE
Strand

*"Reproduced by kind permission of the Port Authority".*

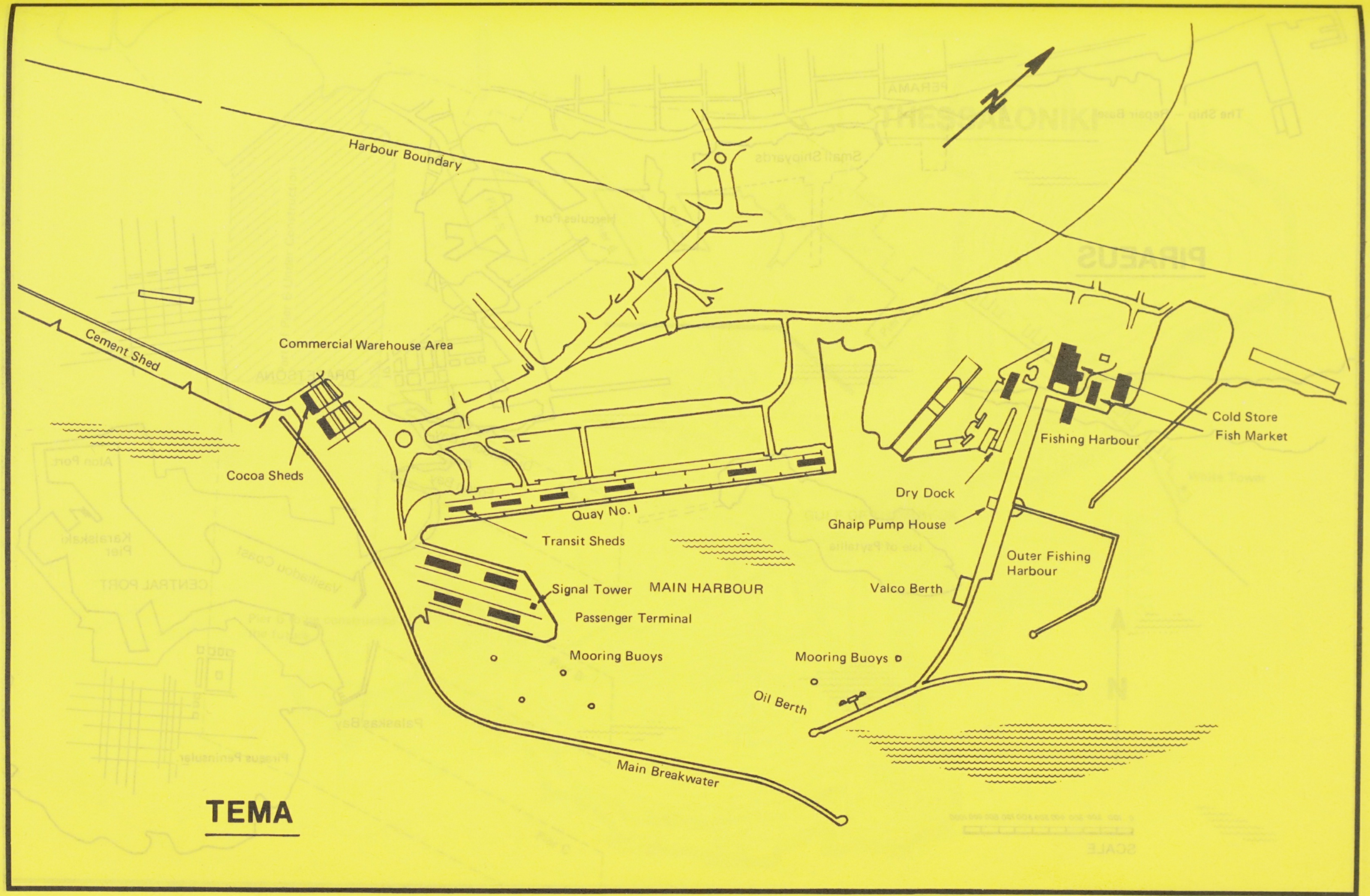
# WILHELMSHAVEN


N
West Hafen
Zwischen Hafen
WILHEMSHAVEN
Grosser Hafen
Nord Hafen
Niedersachsen Brucke
Ol-hafen
Heppenser Fahrwasser
Alte Mellum
JADEBUSEN
BUTJADINGEN
0 1 2 3 4 5KM
0 1 2 3SM
SCALE

*"Reproduced by kind permission of the Port Authority".*


TAKORADI
SCALE
1000
500
0
1000
2000 feet
N
Bauxite Dump
Clinker Jetty
Shell Company
Customs
Cocoa Sheds
Copra Shed
Coal Wharf
Tug Berth
Manganese Berth
Lee Breakwater
Oil Berth
Bauxite Berth
No. 2
No. 3
No. 4
No. 5
No. 6
Transit Shed No. 1
New Log Pond
Dock No. 1
Shed
Dock No. 2
Shed
Slipway
Lighter Moorings
Buoy 3
Timber Log Pond
Main Breakwater

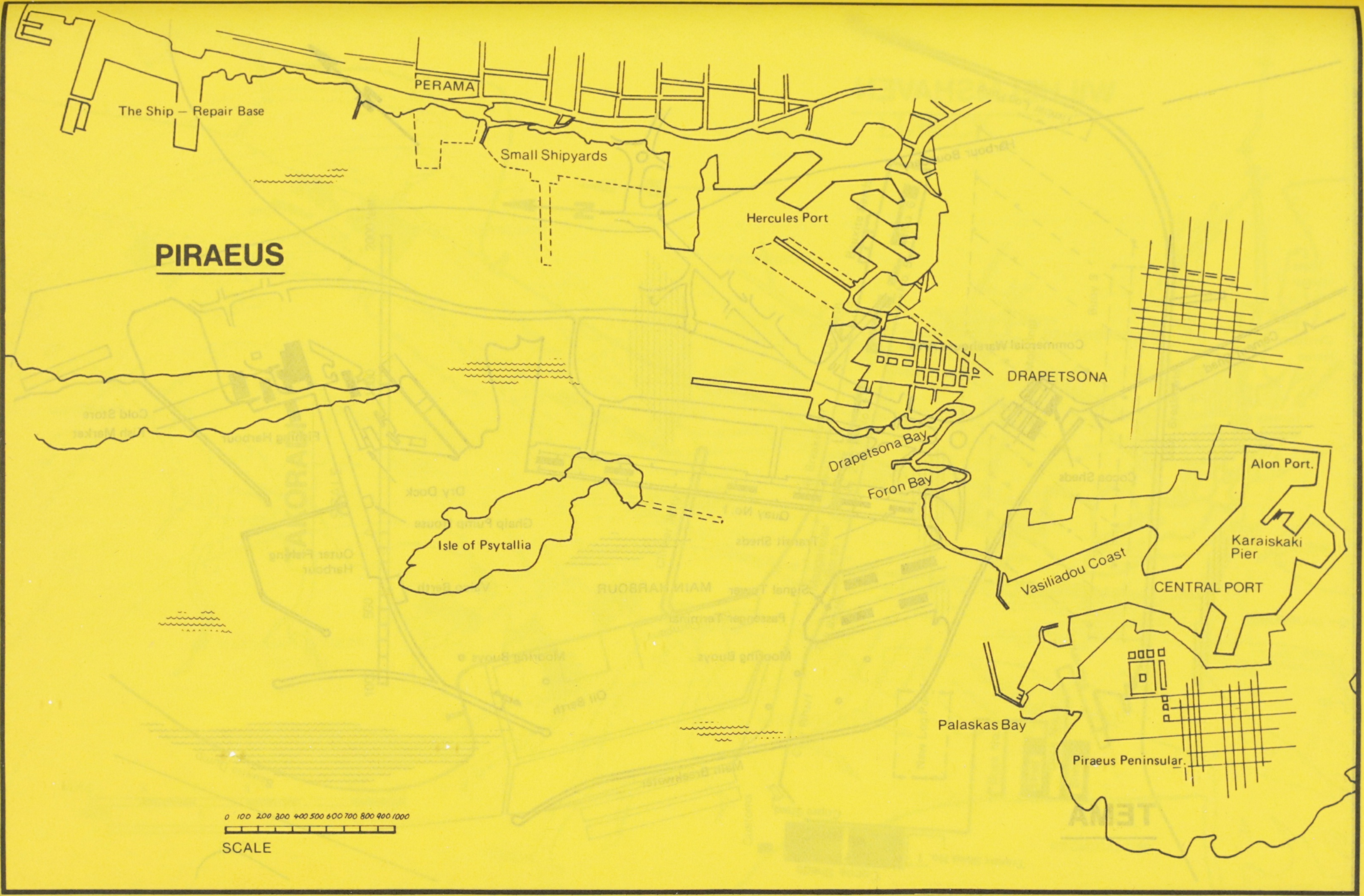
*"Reproduced by kind permission of the Port Authority"*



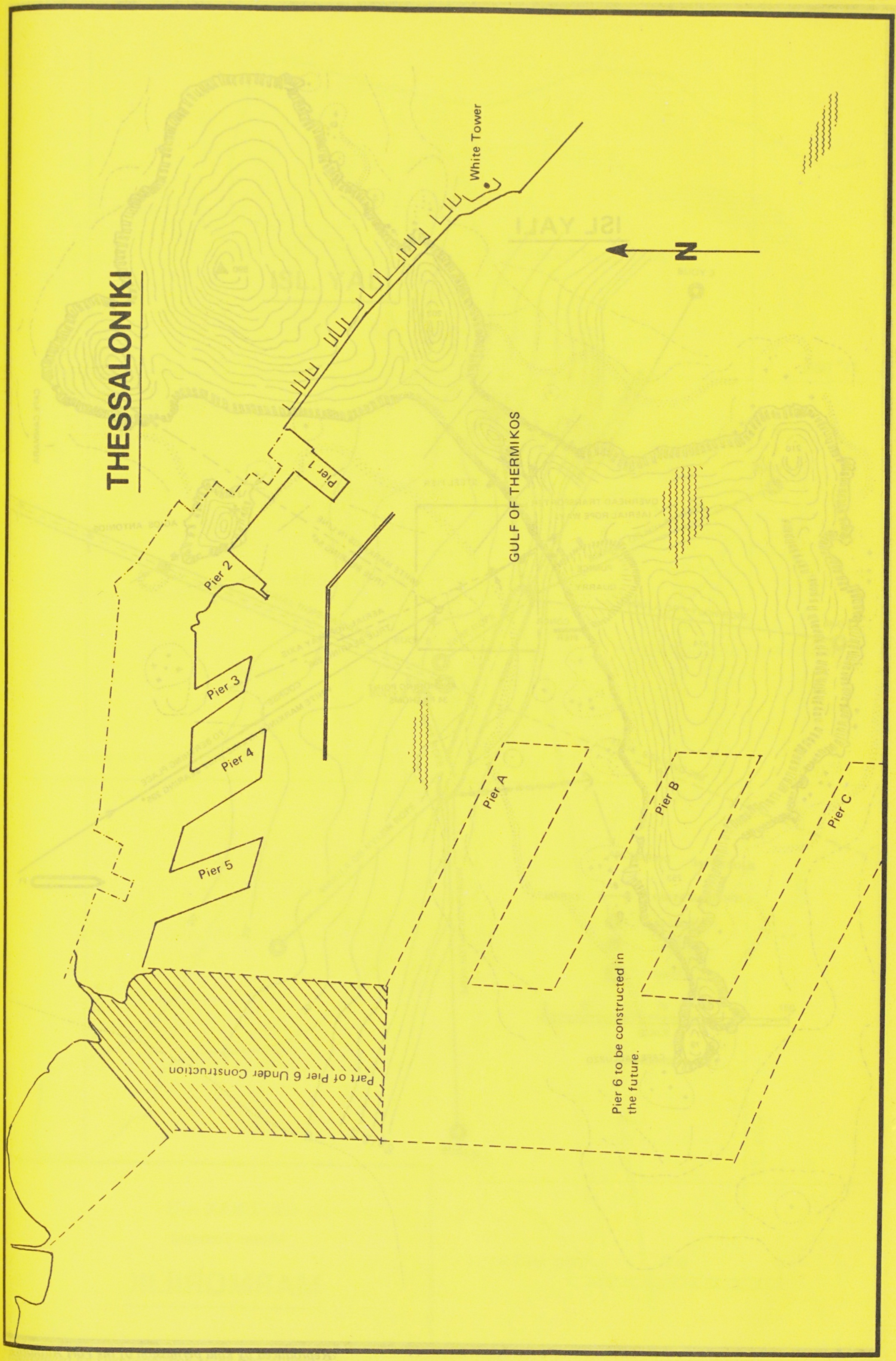
## TEMA

Harbour Boundary
Cement Shed
Commercial Warehouse Area
Cocoa Sheds
Quay No. 1
Transit Sheds
Signal Tower
MAIN HARBOUR
Passenger Terminal
Mooring Buoys
Mooring Buoys
Oil Berth
Main Breakwater
Dry Dock
Ghaip Pump House
Outer Fishing Harbour
Valco Berth
Fishing Harbour
Cold Store
Fish Market
N

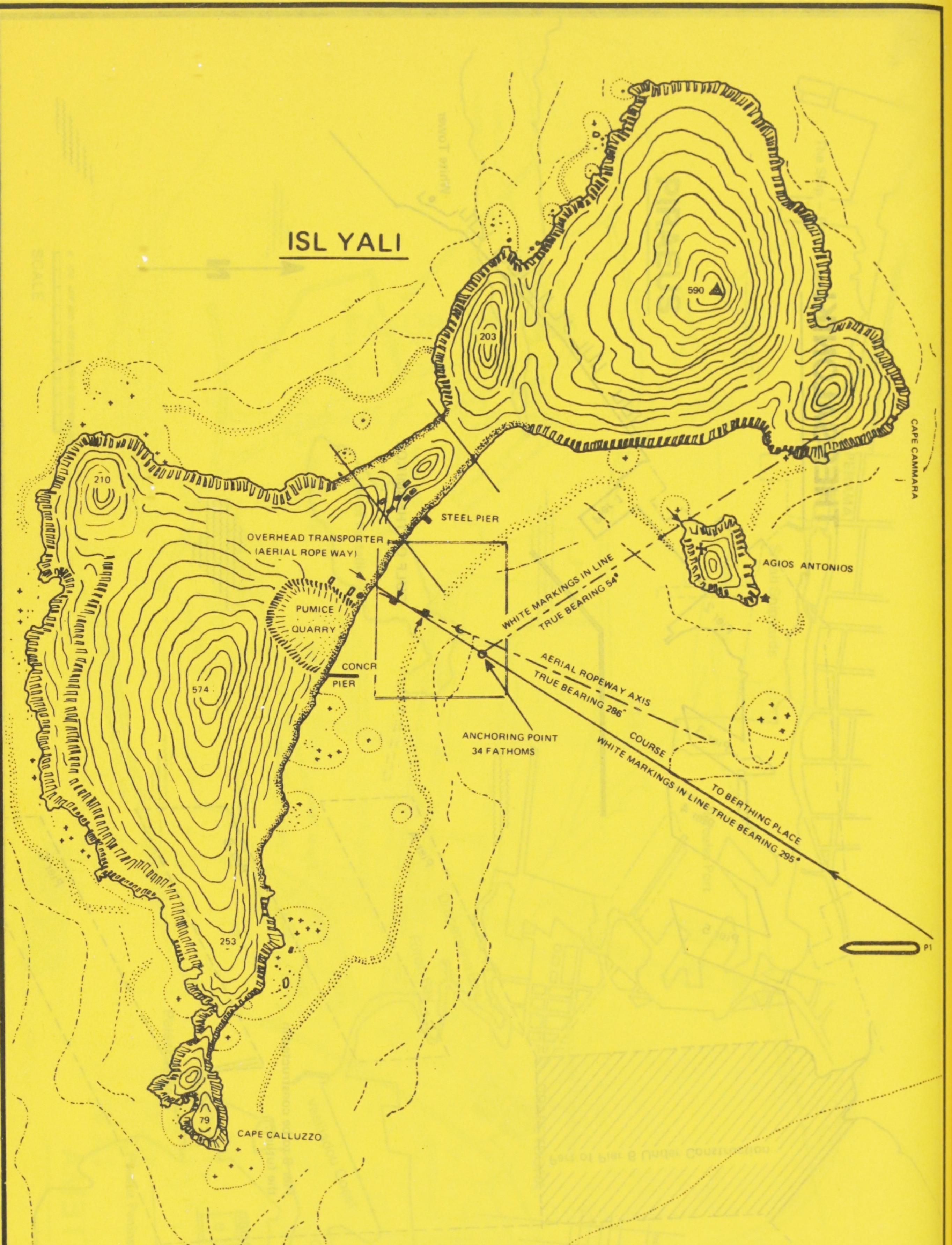
*"Reproduced by kind permission of the Port Authority".*


PIRAEUS
The Ship – Repair Base
PERAMA
Small Shipyards
Hercules Port
DRAPETSONA
Drapetsona Bay
Foron Bay
Isle of Psytallia
Alon Port.
Karaiskaki Pier
Vasiliadou Coast
CENTRAL PORT
Palaskas Bay
Piraeus Peninsular.
0 100 200 300 400 500 600 700 800 900 1000
SCALE

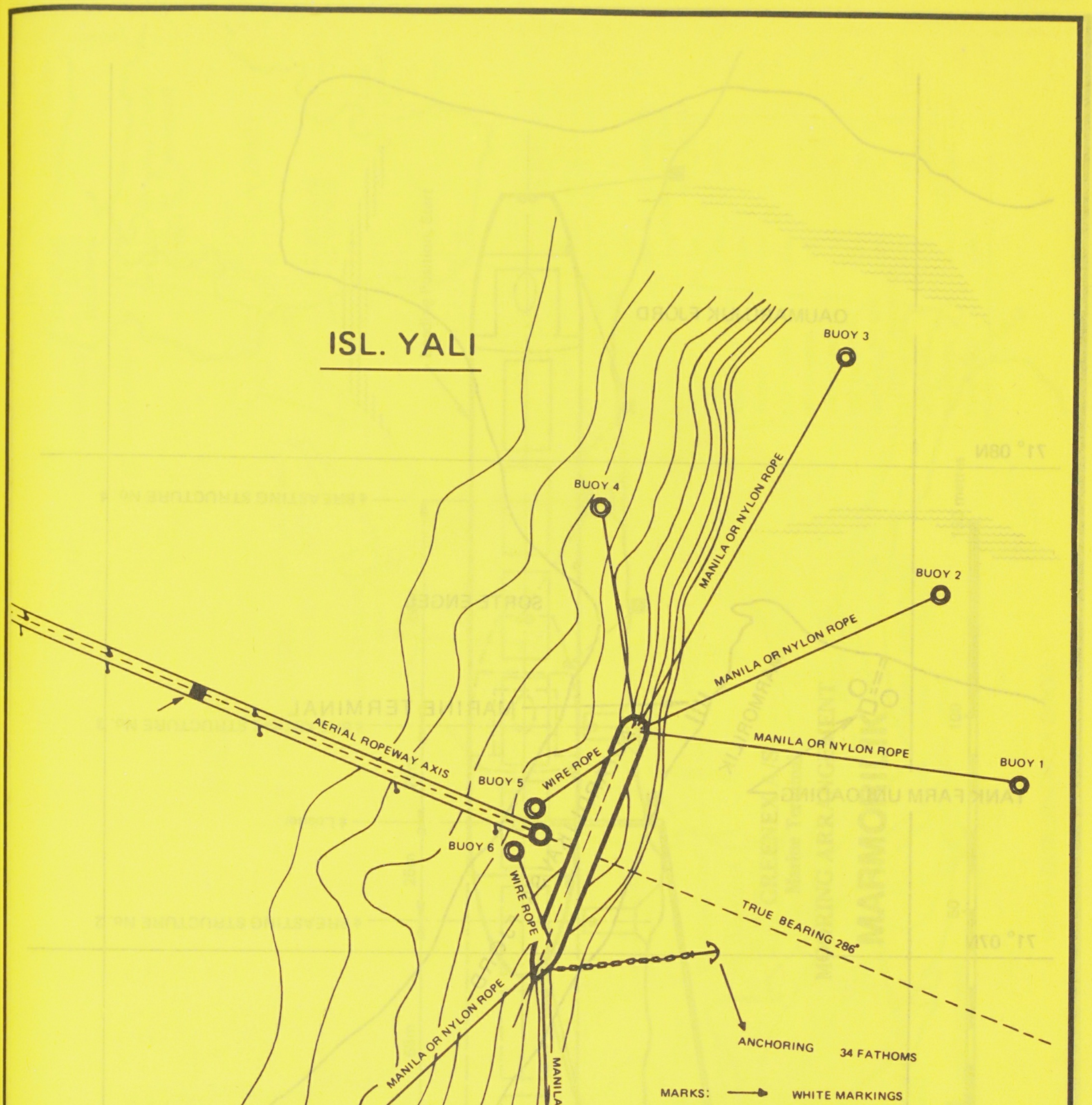
*"Reproduced by kind permission of the Port Authority".*


THESSALONIKI
White Tower
N
GULF OF THERMIKOS
Pier 1
Pier 2
Pier 3
Pier 4
Pier 5
Pier A
Pier B
Pier C
Part of Pier 6 Under Construction
Pier 6 to be constructed in the future.

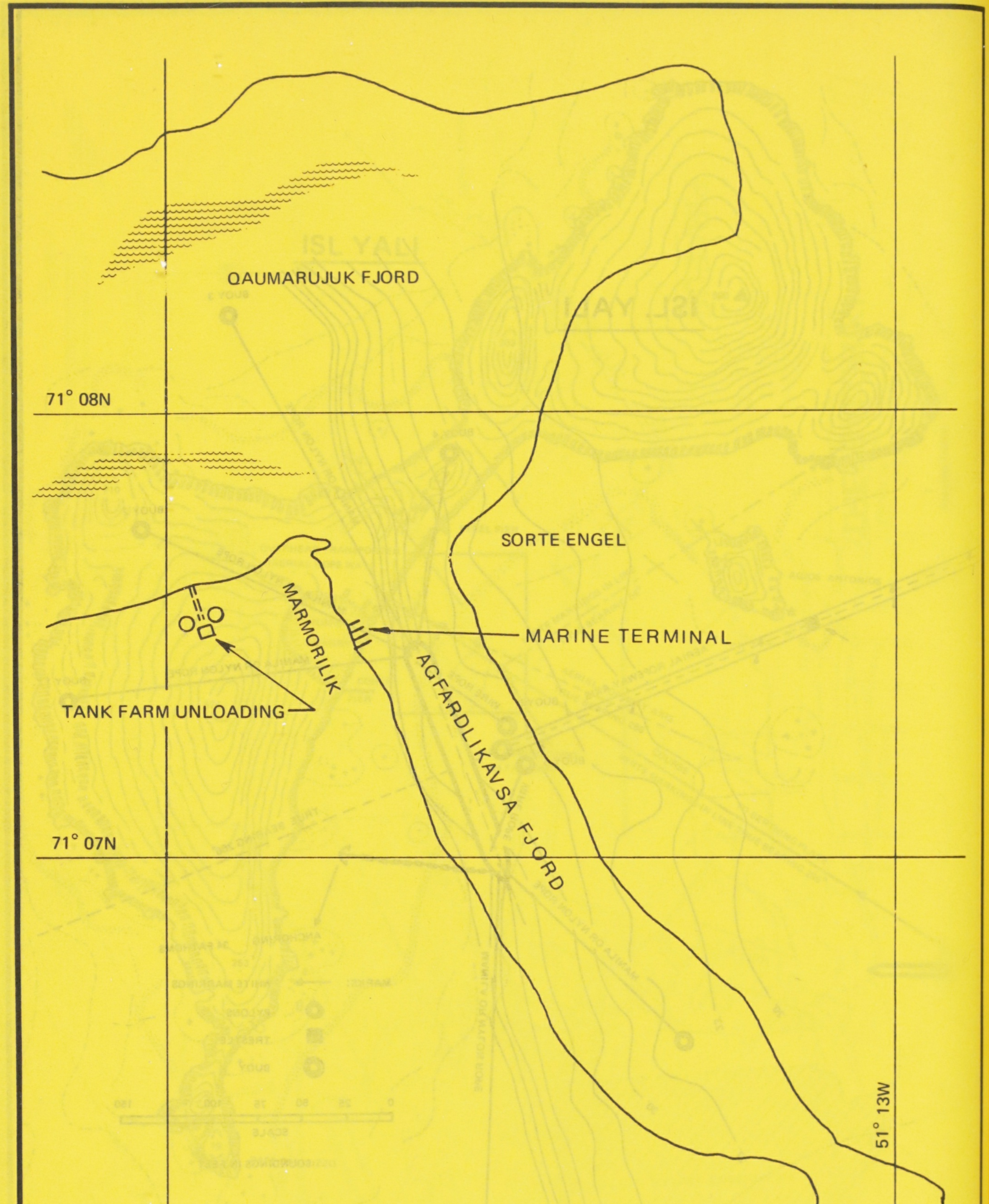
*"Reproduced by kind permission of the Port Authority".*


ISL YALI
590
203
210
574
253
79
CAPE CAMMARA
STEEL PIER
OVERHEAD TRANSPORTER
(AERIAL ROPE WAY)
AGIOS ANTONIOS
WHITE MARKINGS IN LINE
TRUE BEARING 54°
PUMICE
QUARRY
CONCR
PIER
AERIAL ROPEWAY AXIS
TRUE BEARING 286°
ANCHORING POINT
34 FATHOMS
COURSE
TO BERTHING PLACE
WHITE MARKINGS IN LINE TRUE BEARING 295°
CAPE CALLUZZO
P1

*"Reproduced by kind permission of the Port Authority"*


ISL. YALI
BUOY 3
BUOY 4
BUOY 2
BUOY 1
BUOY 5
BUOY 6
BUOY 8
MANILA OR NYLON ROPE
MANILA OR NYLON ROPE
MANILA OR NYLON ROPE
MANILA OR NYLON ROPE
MANILA OR NYLON ROPE
WIRE ROPE
WIRE ROPE
AERIAL ROPEWAY AXIS
TRUE BEARING 286°
ANCHORING
34 FATHOMS
MARKS:
WHITE MARKINGS
PYLONS
TRESTLE
BUOY
0
25
50
75
100
150
SCALE
SOUNDINGS IN FEET
20'
23'
27'
30'
33'
40'
43'
46'
50'

"Reproduced by kind permission of the Port Authority".

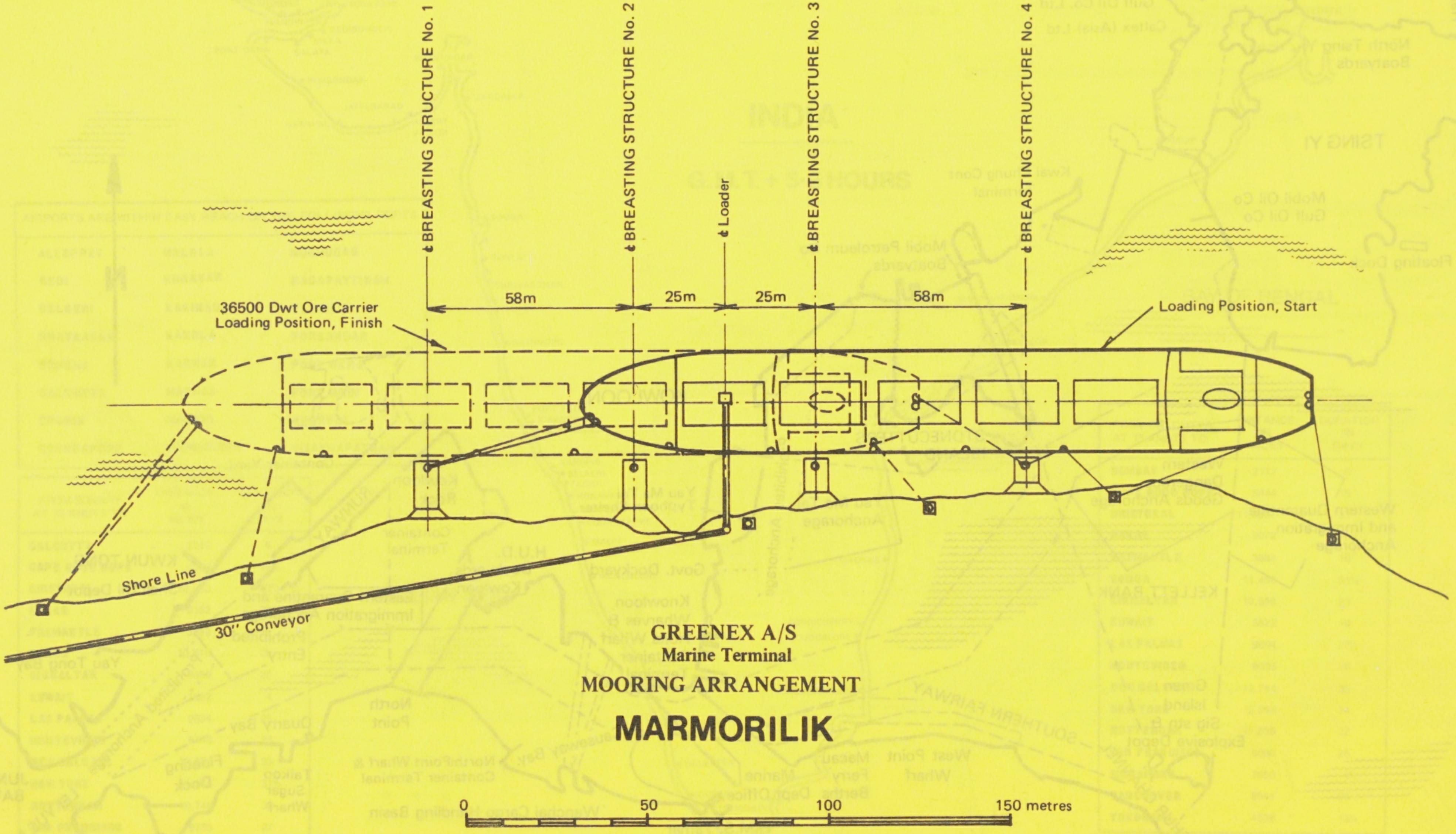

QAUMARUJUK FJORD
71° 08N
SORTE ENGEL
MARMORILIK
MARINE TERMINAL
TANK FARM UNLOADING
AGFARDLIKAVSA FJORD
71° 07N
51° 13W
51° 18W
0
500
1000 METRES.

**GREENAX A/S**

**Marine Terminal**

## MARMORILIK

*"Reproduced by kind permission of the Port Authority".*

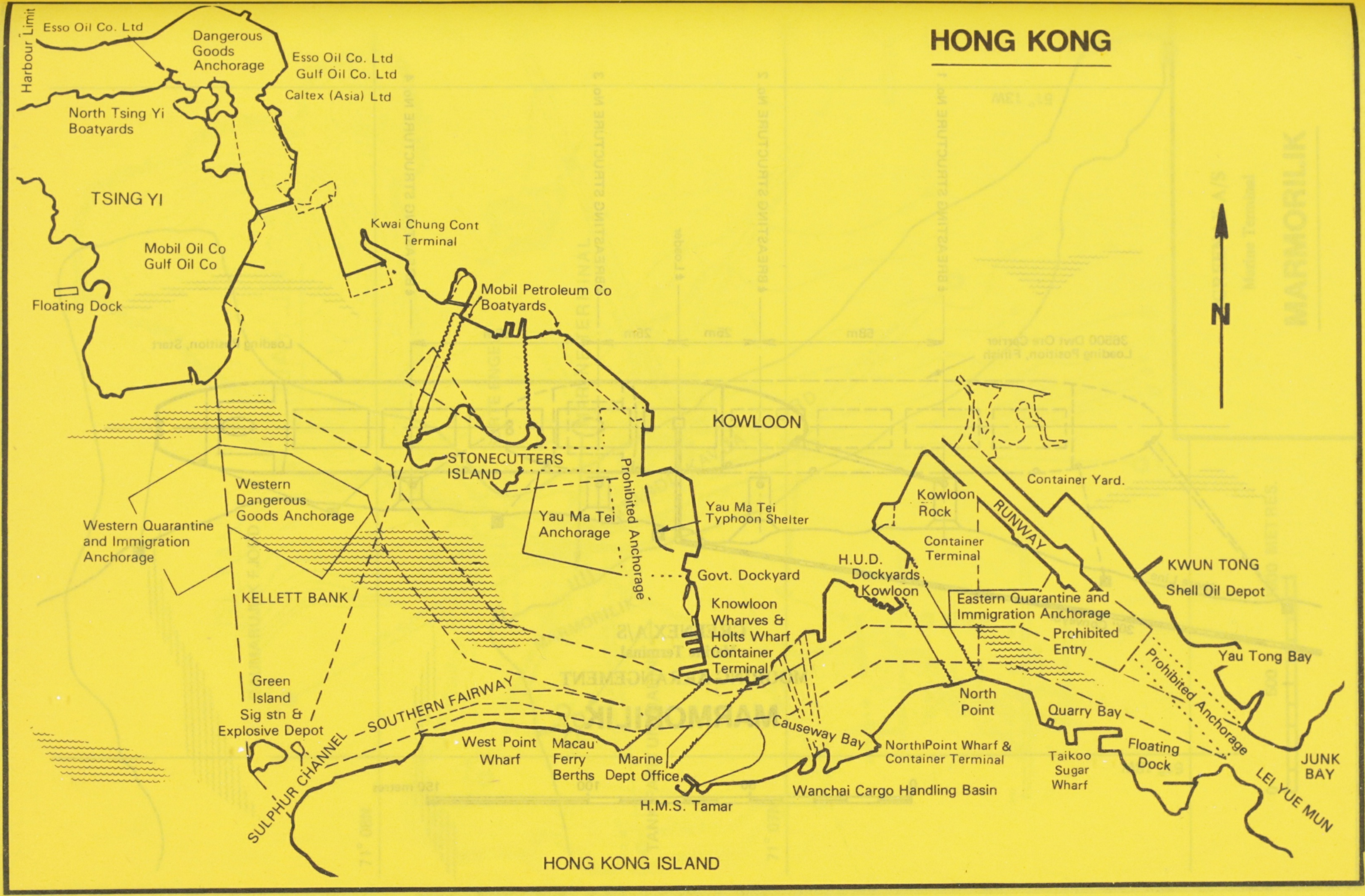

℄ BREASTING STRUCTURE No. 1
℄ BREASTING STRUCTURE No. 2
℄ Loader
℄ BREASTING STRUCTURE No. 3
℄ BREASTING STRUCTURE No. 4
58m
25m
25m
58m
36500 Dwt Ore Carrier
Loading Position, Finish
Loading Position, Start
Shore Line
30" Conveyor
0
50
100
150 metres

## GREENEX A/S
Marine Terminal

## MOORING ARRANGEMENT

# MARMORILIK

*"Reproduced by kind permission of the Port Authority".*



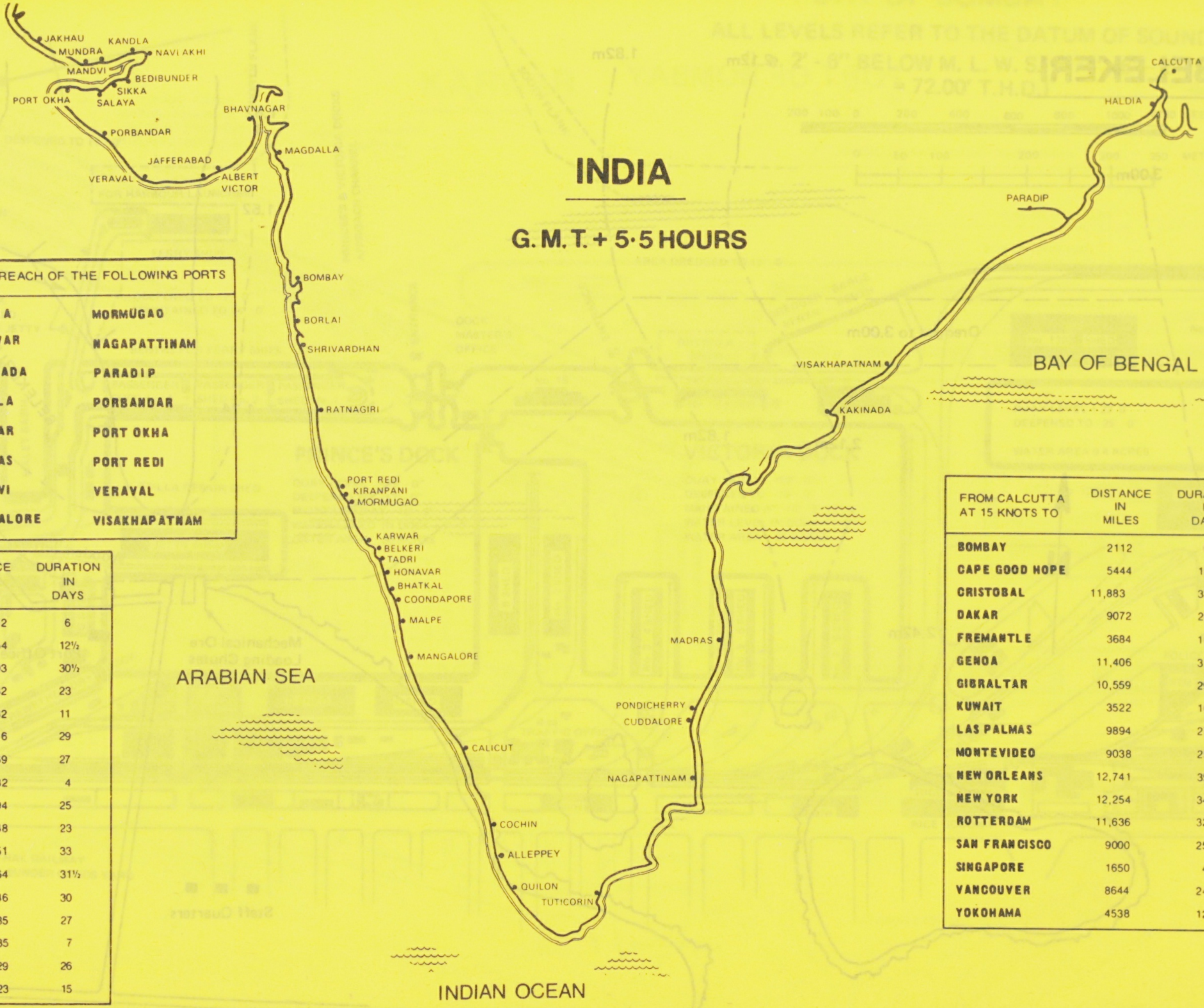
HONG KONG

Harbour Limit
Esso Oil Co. Ltd
Dangerous Goods Anchorage
Esso Oil Co. Ltd
Gulf Oil Co. Ltd
Caltex (Asia) Ltd
North Tsing Yi Boatyards
TSING YI
Kwai Chung Cont Terminal
Mobil Oil Co
Gulf Oil Co
Floating Dock
Mobil Petroleum Co Boatyards
N
KOWLOON
STONECUTTERS ISLAND
Prohibited Anchorage
Western Dangerous Goods Anchorage
Yau Ma Tei Anchorage
Yau Ma Tei Typhoon Shelter
Container Yard.
Kowloon Rock
RUNWAY
Container Terminal
Western Quarantine and Immigration Anchorage
H.U.D. Dockyards Kowloon
Govt. Dockyard
KWUN TONG
Shell Oil Depot
KELLETT BANK
Knowloon Wharves & Holts Wharf Container Terminal
Eastern Quarantine and Immigration Anchorage
Prohibited Entry
Yau Tong Bay
Green Island Sig stn & Explosive Depot
SOUTHERN FAIRWAY
North Point
Quarry Bay
Prohibited Anchorage
Causeway Bay
West Point Wharf
Macau Ferry Berths
Marine Dept Office
NorthPoint Wharf & Container Terminal
Taikoo Sugar Wharf
Floating Dock
JUNK BAY
SULPHUR CHANNEL
H.M.S. Tamar
Wanchai Cargo Handling Basin
LEI YUE MUN
HONG KONG ISLAND

*"Reproduced by kind permission of the Port Authority".*

# INDIA

## G.M.T. + 5·5 HOURS

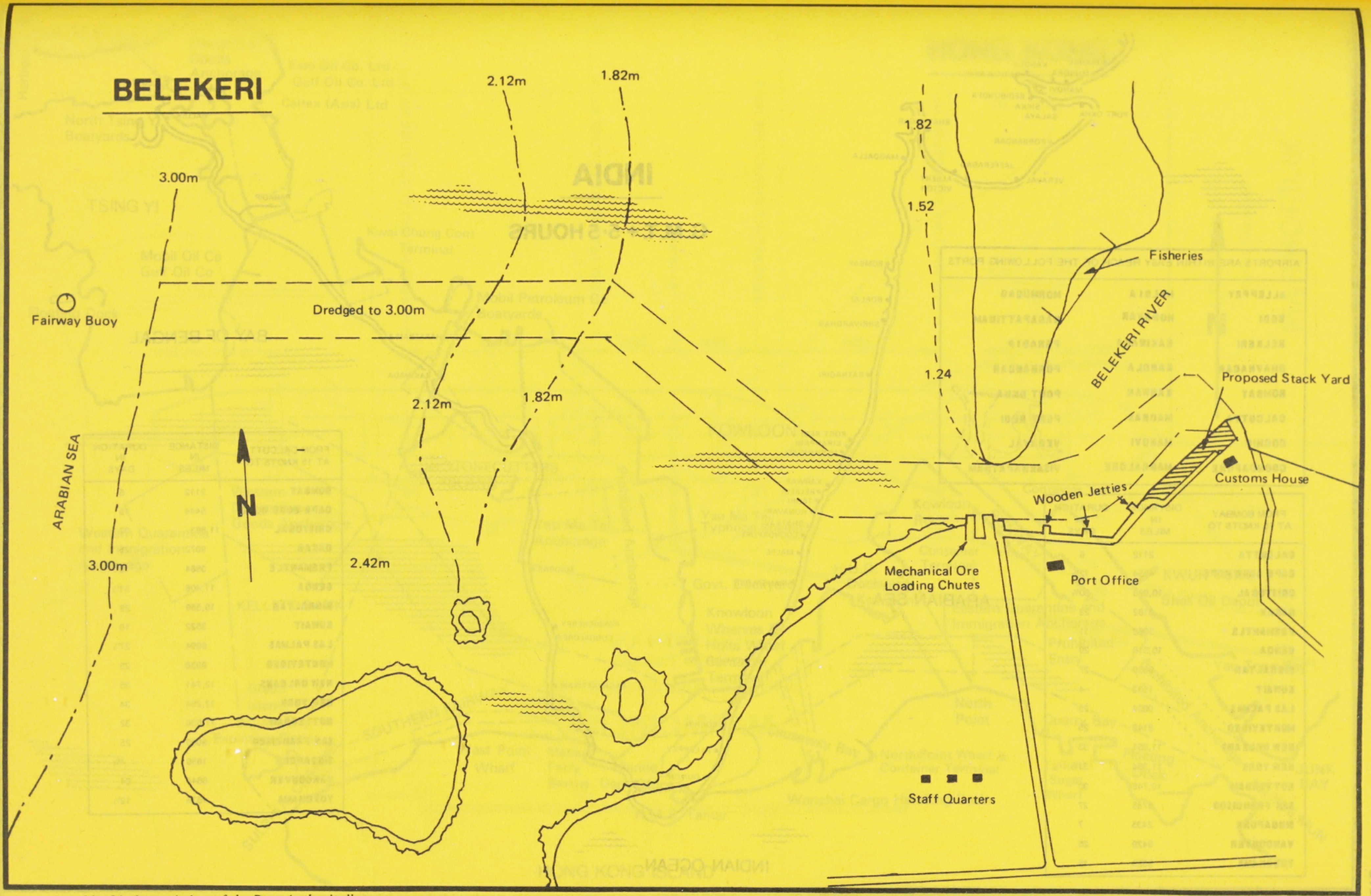

JAKHAU
KANDLA
MUNDRA
NAVLAKHI
MANDVI
BEDIBUNDER
SIKKA
PORT OKHA
SALAYA
BHAVNAGAR
PORBANDAR
MAGDALLA
JAFFERABAD
VERAVAL
ALBERT VICTOR
BOMBAY
BORLAI
SHRIVARDHAN
RATNAGIRI
PORT REDI
KIRANPANI
MORMUGAO
KARWAR
BELKERI
TADRI
HONAVAR
BHATKAL
COONDAPORE
MALPE
MANGALORE
ARABIAN SEA
CALICUT
COCHIN
ALLEPPEY
QUILON
TUTICORIN
NAGAPATTINAM
CUDDALORE
PONDICHERRY
MADRAS
KAKINADA
VISAKHAPATNAM
PARADIP
HALDIA
CALCUTTA
BAY OF BENGAL
INDIAN OCEAN

AIRPORTS ARE WITHIN EASY REACH OF THE FOLLOWING PORTS

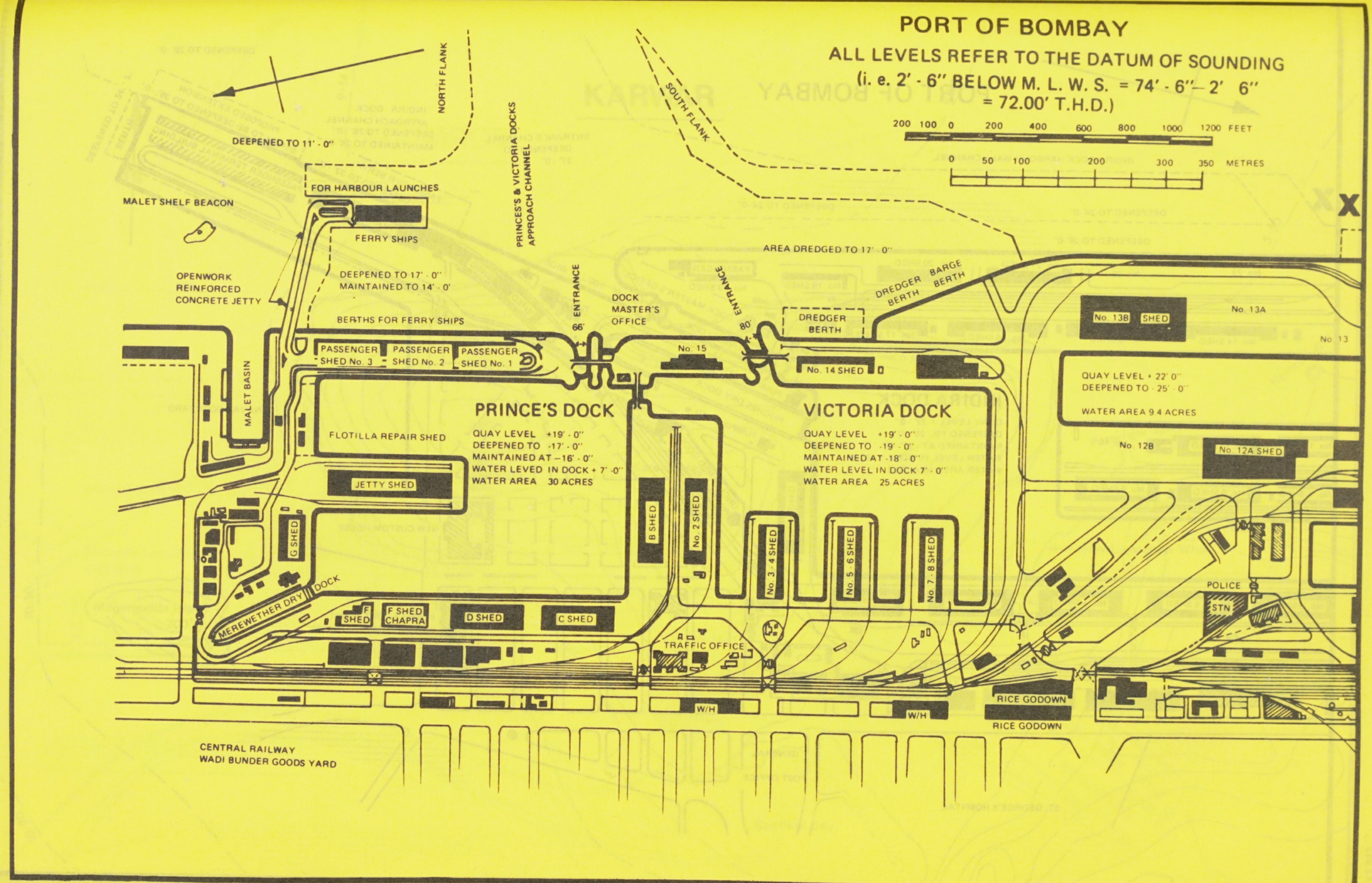
- **ALLEPPEY**
- **BEDI**
- **BELKERI**
- **BHAVNAGAR**
- **BOMBAY**
- **CALCUTTA**
- **COCHIN**
- **COONDAPORE**
- **HALDIA**
- **HONAVAR**
- **KAKINADA**
- **KANDLA**
- **KARWAR**
- **MADRAS**
- **MANDVI**
- **MANGALORE**
- **MORMUGAO**
- **NAGAPATTINAM**
- **PARADIP**
- **PORBANDAR**
- **PORT OKHA**
- **PORT REDI**
- **VERAVAL**
- **VISAKHAPATNAM**

| FROM BOMBAY AT 15 KNOTS TO | DISTANCE IN MILES | DURATION IN DAYS |
|---|---|---|
| **CALCUTTA** | 2112 | 6 |
| **CAPE GOOD HOPE** | 4554 | 12½ |
| **CRISTOBAL** | 10,993 | 30½ |
| **DAKAR** | 8182 | 23 |
| **FREMANTLE** | 3982 | 11 |
| **GENOA** | 10,516 | 29 |
| **GIBRALTAR** | 9669 | 27 |
| **KUWAIT** | 1532 | 4 |
| **LAS PALMAS** | 9004 | 25 |
| **MONTEVIDEO** | 8148 | 23 |
| **NEW ORLEANS** | 11,851 | 33 |
| **NEW YORK** | 11,364 | 31½ |
| **ROTTERDAM** | 10,746 | 30 |
| **SAN FRANCISCO** | 9785 | 27 |
| **SINGAPORE** | 2435 | 7 |
| **VANCOUVER** | 9429 | 26 |
| **YOKOHAMA** | 5323 | 15 |

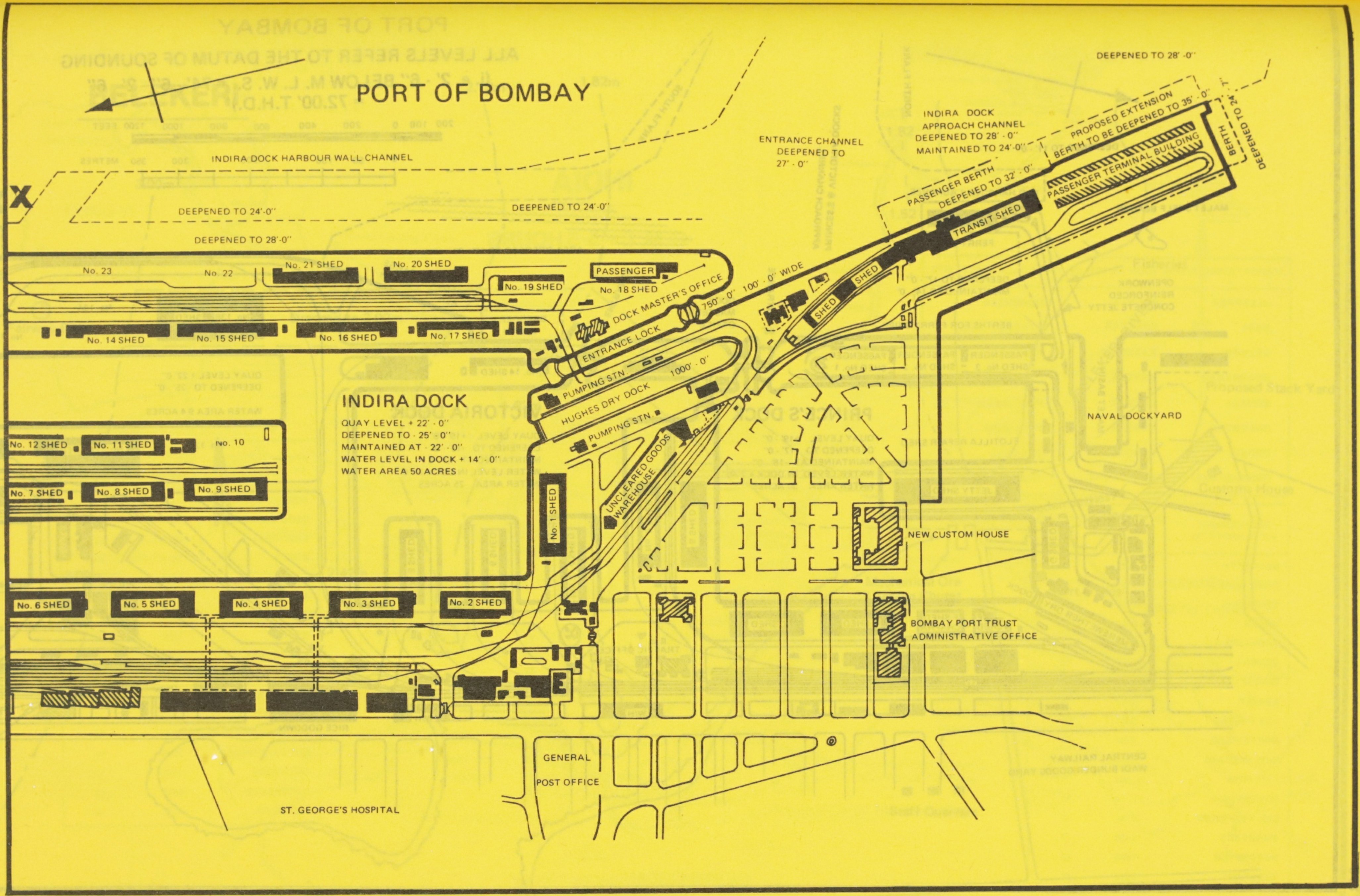
| FROM CALCUTTA AT 15 KNOTS TO | DISTANCE IN MILES | DURATION IN DAYS |
|---|---|---|
| **BOMBAY** | 2112 | 6 |
| **CAPE GOOD HOPE** | 5444 | 15 |
| **CRISTOBAL** | 11,883 | 33 |
| **DAKAR** | 9072 | 25 |
| **FREMANTLE** | 3684 | 10 |
| **GENOA** | 11,406 | 31½ |
| **GIBRALTAR** | 10,559 | 29 |
| **KUWAIT** | 3522 | 10 |
| **LAS PALMAS** | 9894 | 27½ |
| **MONTEVIDEO** | 9038 | 25 |
| **NEW ORLEANS** | 12,741 | 35 |
| **NEW YORK** | 12,254 | 34 |
| **ROTTERDAM** | 11,636 | 32 |
| **SAN FRANCISCO** | 9000 | 25 |
| **SINGAPORE** | 1650 | 4½ |
| **VANCOUVER** | 8644 | 24 |
| **YOKOHAMA** | 4538 | 12½ |


BELEKERI
2.12m
1.82m
3.00m
Fairway Buoy
Dredged to 3.00m
ARABIAN SEA
N
2.12m
1.82m
3.00m
2.42m
1.82
1.52
1.24
Fisheries
BELEKERI RIVER
Proposed Stack Yard
Customs House
Wooden Jetties
Mechanical Ore Loading Chutes
Port Office
Staff Quarters

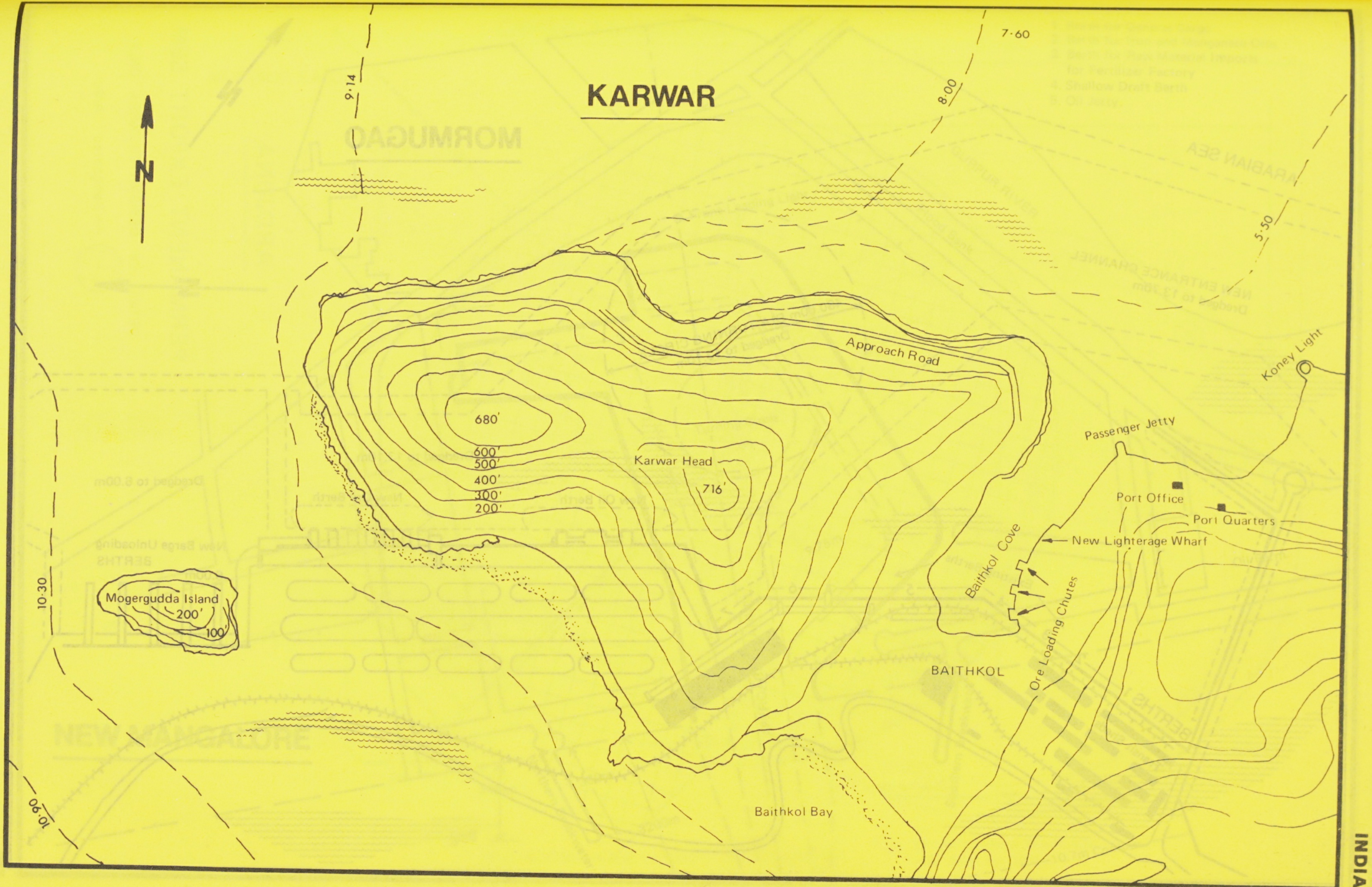
*"Reproduced by kind permission of the Port Authority".*


PORT OF BOMBAY
ALL LEVELS REFER TO THE DATUM OF SOUNDING
(i. e. 2' - 6" BELOW M. L. W. S. = 74' - 6" – 2' 6"
= 72.00' T.H.D.)
200 100 0 200 400 600 800 1000 1200 FEET
0 50 100 200 300 350 METRES
NORTH FLANK
SOUTH FLANK
PRINCE'S & VICTORIA DOCKS APPROACH CHANNEL
DEEPENED TO 11' - 0"
FOR HARBOUR LAUNCHES
MALET SHELF BEACON
FERRY SHIPS
OPENWORK REINFORCED CONCRETE JETTY
DEEPENED TO 17' - 0"
MAINTAINED TO 14' - 0'
BERTHS FOR FERRY SHIPS
ENTRANCE
66'
DOCK MASTER'S OFFICE
ENTRANCE
80'
AREA DREDGED TO 17' - 0"
DREDGER BERTH
BARGE BERTH
DREDGER BERTH
No. 13B SHED
No. 13A
No 13
PASSENGER SHED No. 3
PASSENGER SHED No. 2
PASSENGER SHED No. 1
No. 15
No. 14 SHED
QUAY LEVEL + 22' 0"
DEEPENED TO - 25' - 0"
WATER AREA 9 4 ACRES
No. 12B
No. 12A SHED
MALET BASIN
PRINCE'S DOCK
QUAY LEVEL +19' - 0"
DEEPENED TO -17' - 0"
MAINTAINED AT –16' - 0"
WATER LEVED IN DOCK + 7' - 0"
WATER AREA 30 ACRES
VICTORIA DOCK
QUAY LEVEL +19' - 0"
DEEPENED TO -19' - 0"
MAINTAINED AT -18' - 0"
WATER LEVEL IN DOCK 7' - 0"
WATER AREA 25 ACRES
FLOTILLA REPAIR SHED
JETTY SHED
G SHED
B SHED
No. 2 SHED
No. 3 - 4 SHED
No. 5 - 6 SHED
No. 7 - 8 SHED
MEREWETHER DRY DOCK
F SHED
F SHED CHAPRA
D SHED
C SHED
TRAFFIC OFFICE
POLICE STN
W/H
W/H
RICE GODOWN
RICE GODOWN
CENTRAL RAILWAY
WADI BUNDER GOODS YARD
X

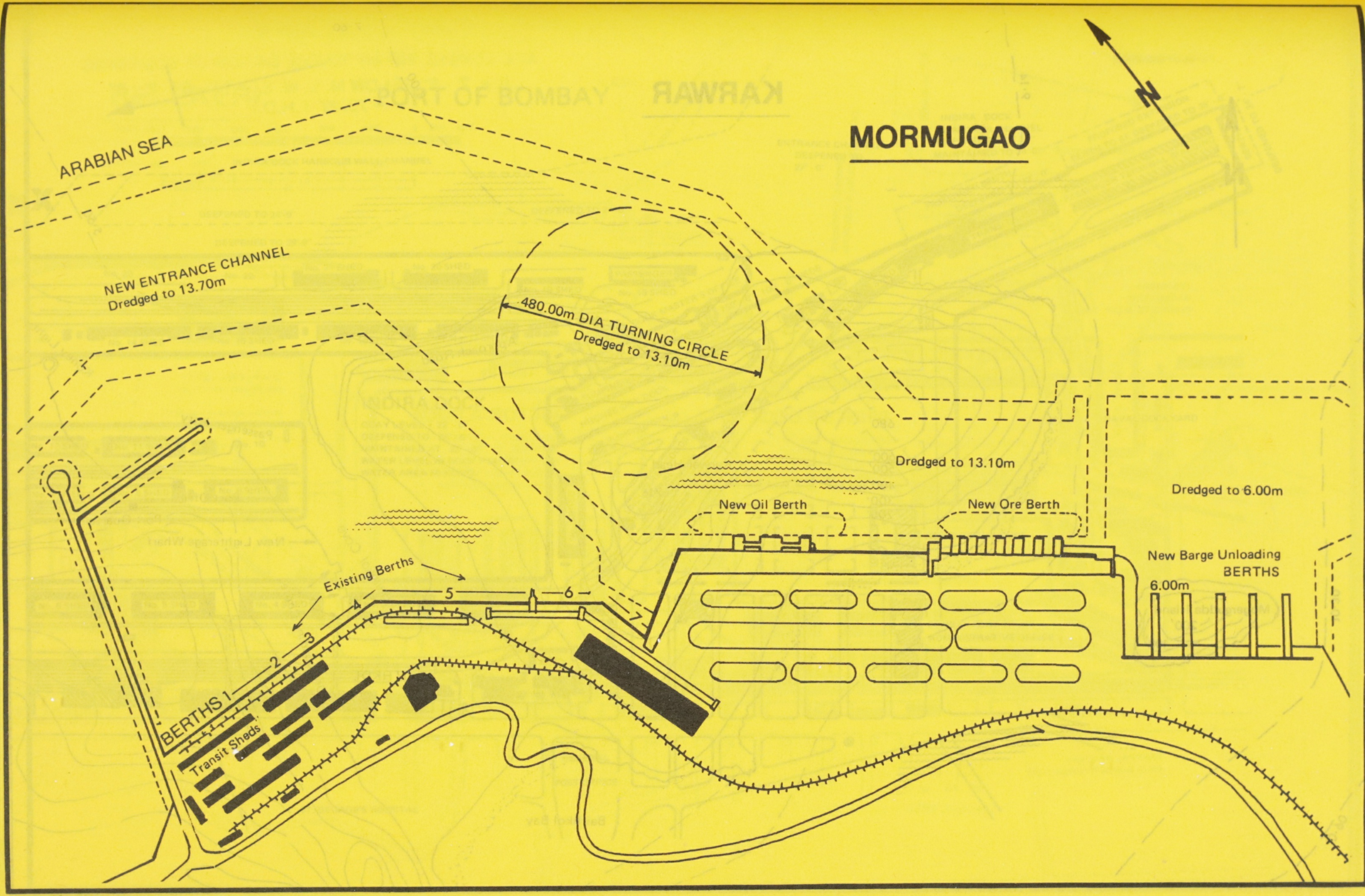
*"Reproduced by kind permission of the Port Authority".*


PORT OF BOMBAY
X
INDIRA DOCK HARBOUR WALL CHANNEL
DEEPENED TO 24'-0''
DEEPENED TO 24'-0''
DEEPENED TO 28'-0''
ENTRANCE CHANNEL DEEPENED TO 27' - 0''
INDIRA DOCK APPROACH CHANNEL DEEPENED TO 28' - 0'' MAINTAINED TO 24'-0''
DEEPENED TO 28' -0''
PROPOSED EXTENSION
BERTH TO BE DEEPENED TO 35' - 0''
BERTH DEEPENED TO 24' - 0''
PASSENGER TERMINAL BUILDING
PASSENGER BERTH
DEEPENED TO 32' - 0''
TRANSIT SHED
SHED
SHED
No. 23
No. 22
No. 21 SHED
No. 20 SHED
PASSENGER
No. 19 SHED
No. 18 SHED
DOCK MASTER'S OFFICE
750' - 0'' 100' - 0'' WIDE
ENTRANCE LOCK
No. 14 SHED
No. 15 SHED
No. 16 SHED
No. 17 SHED
PUMPING STN
1000' - 0''
HUGHES DRY DOCK
PUMPING STN
INDIRA DOCK
QUAY LEVEL + 22' - 0''
DEEPENED TO - 25' - 0''
MAINTAINED AT - 22' - 0''
WATER LEVEL IN DOCK + 14' - 0''
WATER AREA 50 ACRES
No. 12 SHED
No. 11 SHED
No. 10
No. 7 SHED
No. 8 SHED
No. 9 SHED
No. 1 SHED
UNCLEARED GOODS WAREHOUSE
NAVAL DOCKYARD
NEW CUSTOM HOUSE
No. 6 SHED
No. 5 SHED
No. 4 SHED
No. 3 SHED
No. 2 SHED
BOMBAY PORT TRUST ADMINISTRATIVE OFFICE
GENERAL POST OFFICE
ST. GEORGE'S HOSPITAL

*"Reproduced by kind permission of the Port Authority".*


KARWAR
N
9·14
7·60
8·00
5·50
10·30
10·90
680'
600'
500'
400'
300'
200'
Karwar Head
716'
Approach Road
Koney Light
Passenger Jetty
Port Office
Port Quarters
New Lighterage Wharf
Baithkol Cove
Ore Loading Chutes
BAITHKOL
Baithkol Bay
Mogergudda Island
200'
100'

*"Reproduced by kind permission of the Port Authority".*

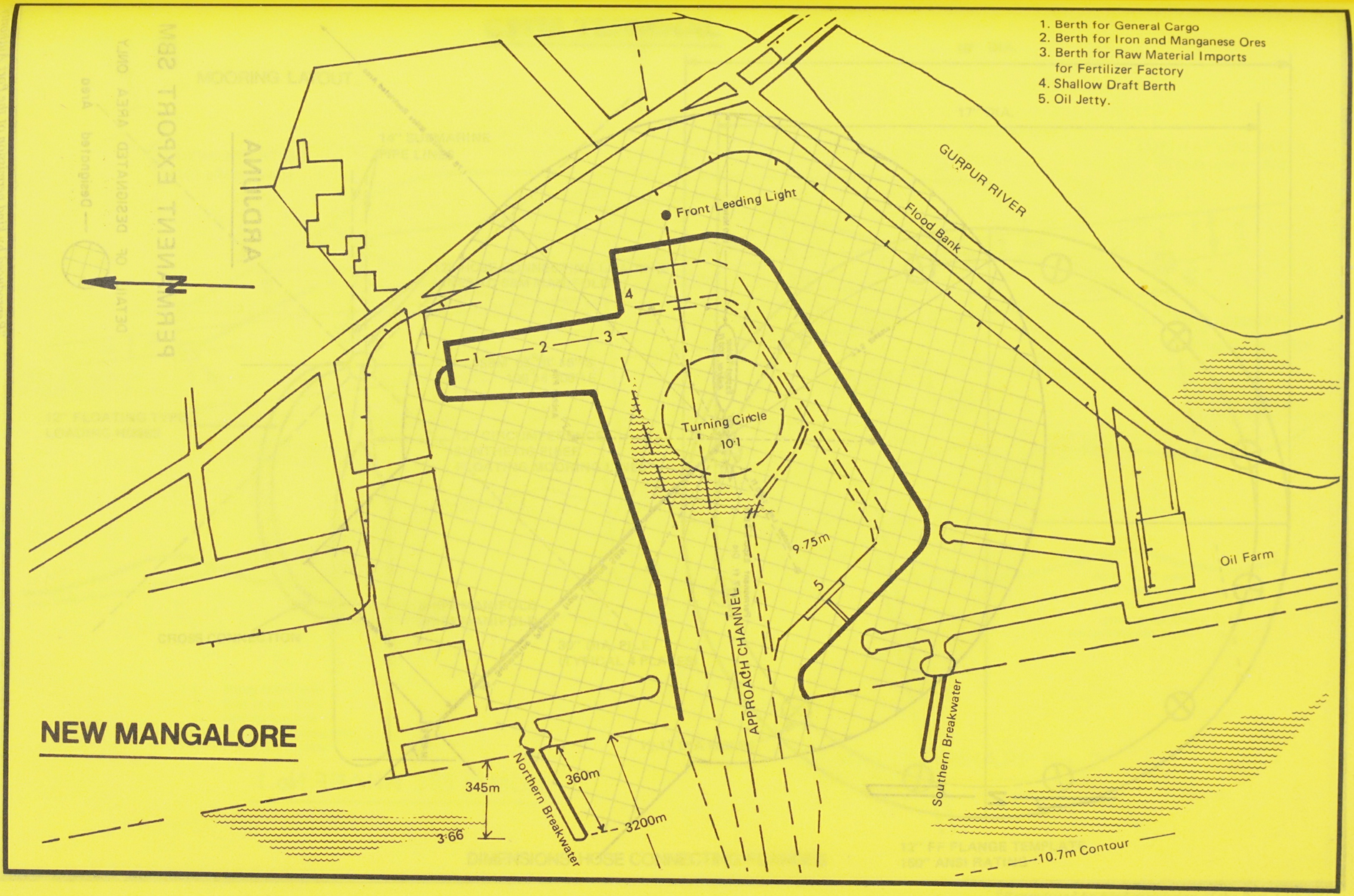


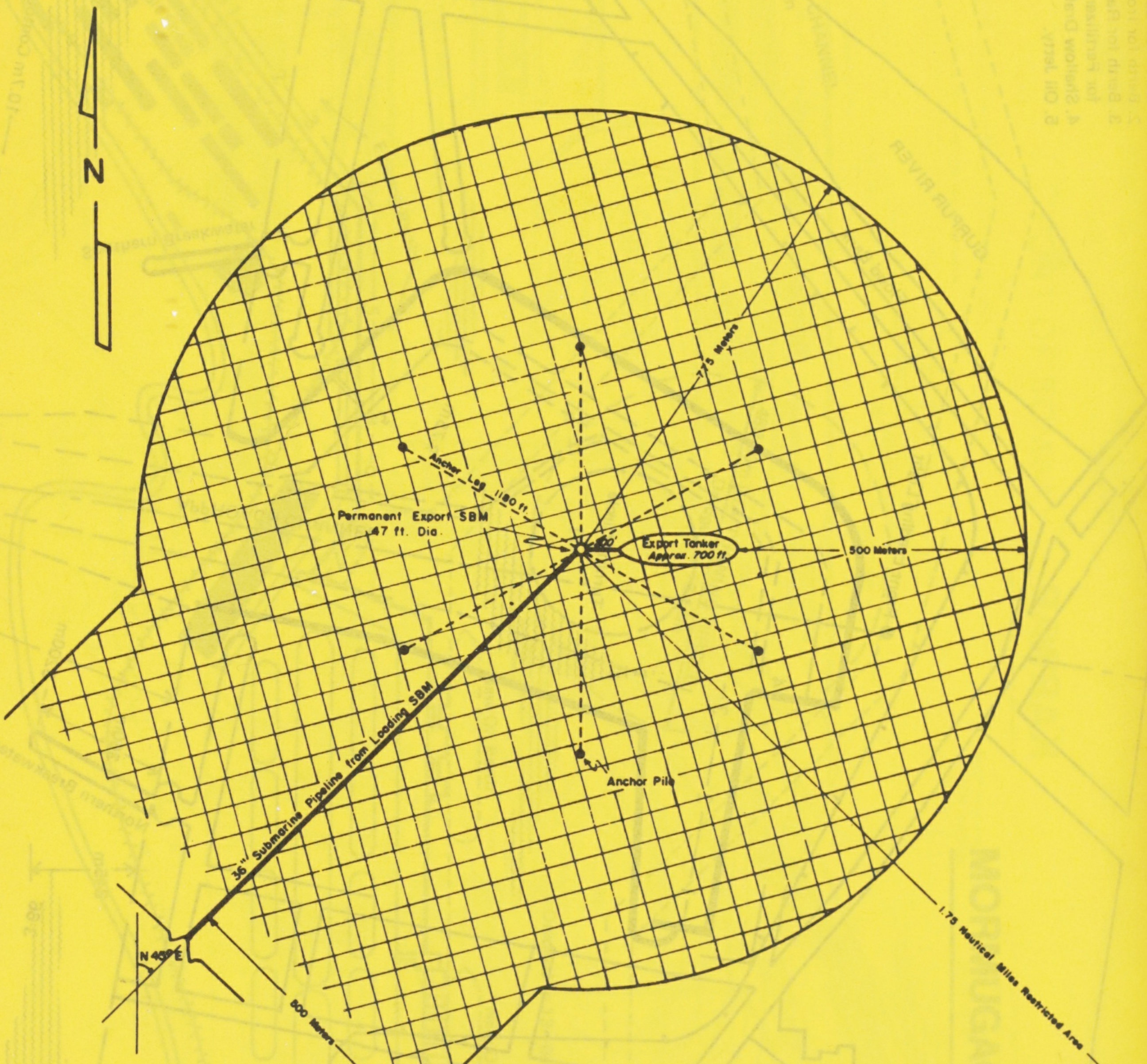
**MORMUGAO**

ARABIAN SEA
NEW ENTRANCE CHANNEL
Dredged to 13.70m
480.00m DIA TURNING CIRCLE
Dredged to 13.10m
Dredged to 13.10m
Dredged to 6.00m
New Oil Berth
New Ore Berth
New Barge Unloading
BERTHS
6.00m
Existing Berths
BERTHS 1
2
3
4
5
6
7
Transit Sheds
N

*"Reproduced by kind permission of the Port Authority".*

## NEW MANGALORE


1. Berth for General Cargo
2. Berth for Iron and Manganese Ores
3. Berth for Raw Material Imports for Fertilizer Factory
4. Shallow Draft Berth
5. Oil Jetty.
GURPUR RIVER
Flood Bank
Front Leeding Light
N
1
2
3
4
Turning Circle
10·1
9·75m
5
APPROACH CHANNEL
Oil Farm
Southern Breakwater
Northern Breakwater
360m
345m
3200m
3·66
10.7m Contour


N
Permanent Export SBM
47 ft. Dia.
Anchor Leg 1180 ft.
100'
Export Tanker
Approx. 700 ft.
500 Meters
775 Meters
Anchor Pile
36" Submarine Pipeline from Loading SBM
N 45° E
800 Meters
1.75 Nautical Miles Restricted Area

## ARDJUNA

## PERMANENT EXPORT SBM

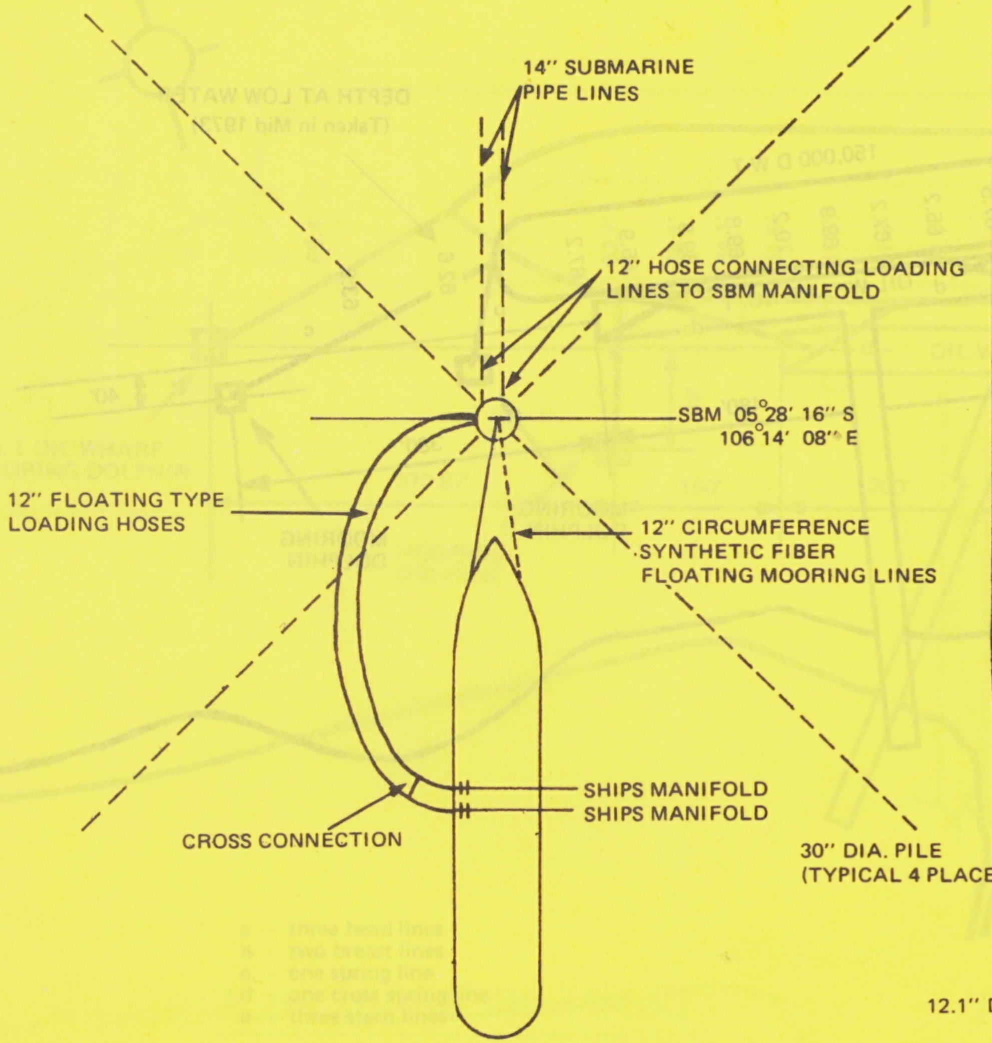
DETAIL OF DESIGNATED AREA ONLY

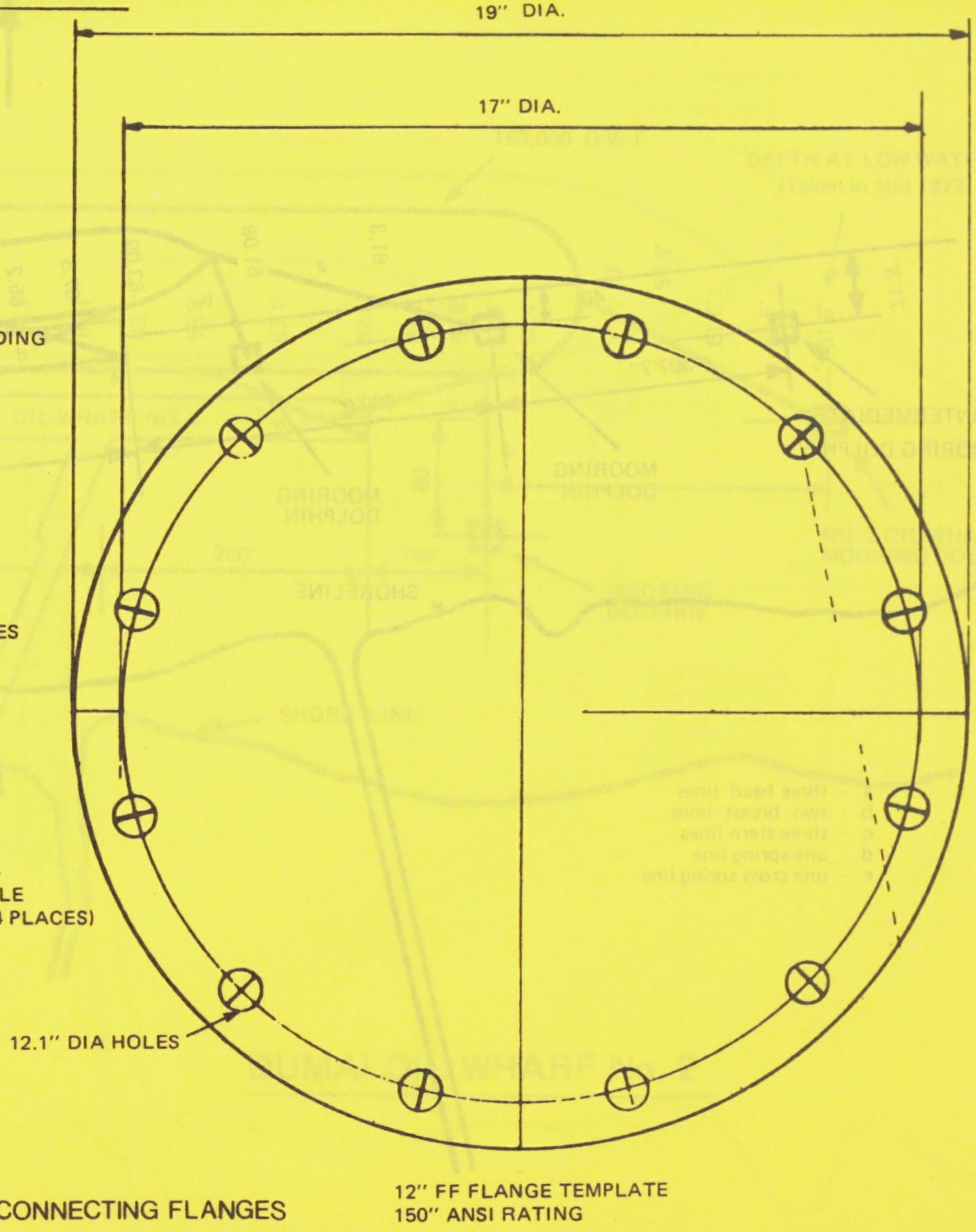
▨ — Designated Area

*"Reproduced by kind permission of the Port Authority".*

# CINTA TERMINAL

MOORING LAYOUT

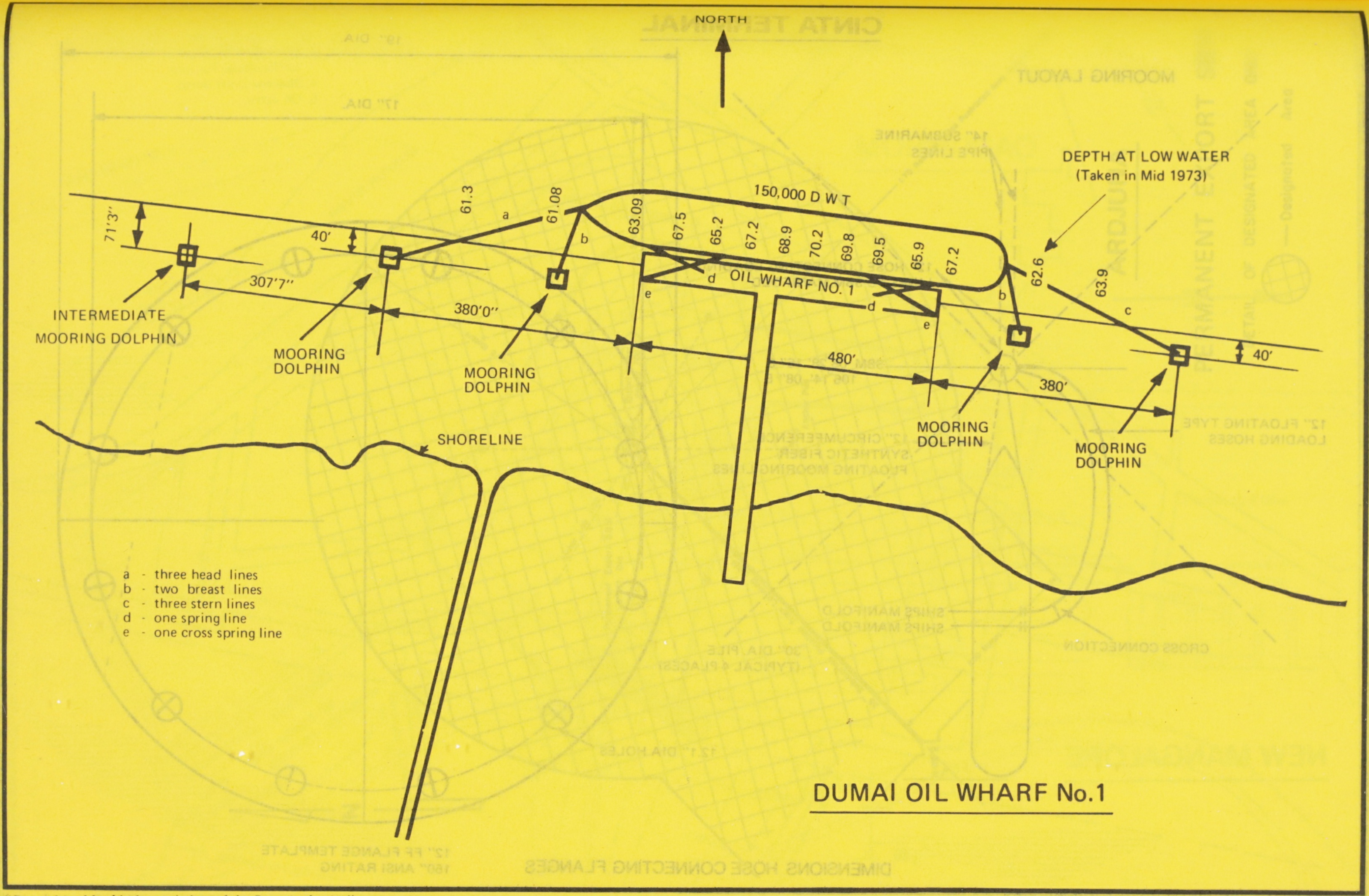

14" SUBMARINE PIPE LINES
12" HOSE CONNECTING LOADING LINES TO SBM MANIFOLD
SBM 05°28' 16" S
106°14' 08" E
12" FLOATING TYPE LOADING HOSES
12" CIRCUMFERENCE SYNTHETIC FIBER FLOATING MOORING LINES
SHIPS MANIFOLD
SHIPS MANIFOLD
CROSS CONNECTION
30" DIA. PILE
(TYPICAL 4 PLACES)


19" DIA.
17" DIA.
12.1" DIA HOLES

DIMENSIONS HOSE CONNECTING FLANGES

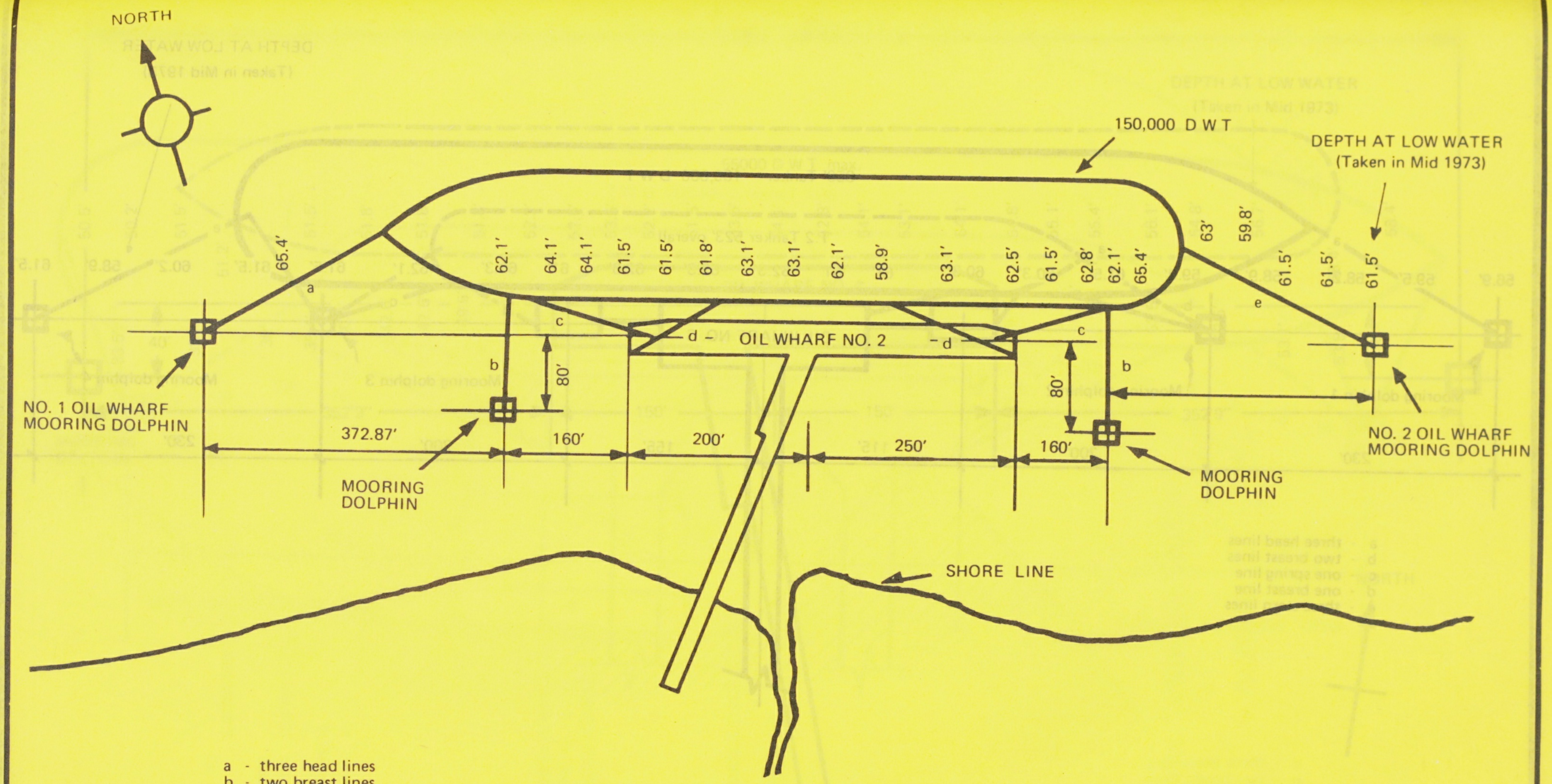
12" FF FLANGE TEMPLATE
150" ANSI RATING

*"Reproduced by kind permission of the Port Authority".*


NORTH
DEPTH AT LOW WATER
(Taken in Mid 1973)
150,000 D W T
OIL WHARF NO. 1
71'3"
40'
307'7"
380'0"
480'
380'
40'
61.3
61.08
63.09
67.5
65.2
67.2
68.9
70.2
69.8
69.5
65.9
67.2
62.6
63.9
a
b
c
d
e
INTERMEDIATE
MOORING DOLPHIN
MOORING
DOLPHIN
MOORING
DOLPHIN
MOORING
DOLPHIN
MOORING
DOLPHIN
SHORELINE
a - three head lines
b - two breast lines
c - three stern lines
d - one spring line
e - one cross spring line

DUMAI OIL WHARF No.1

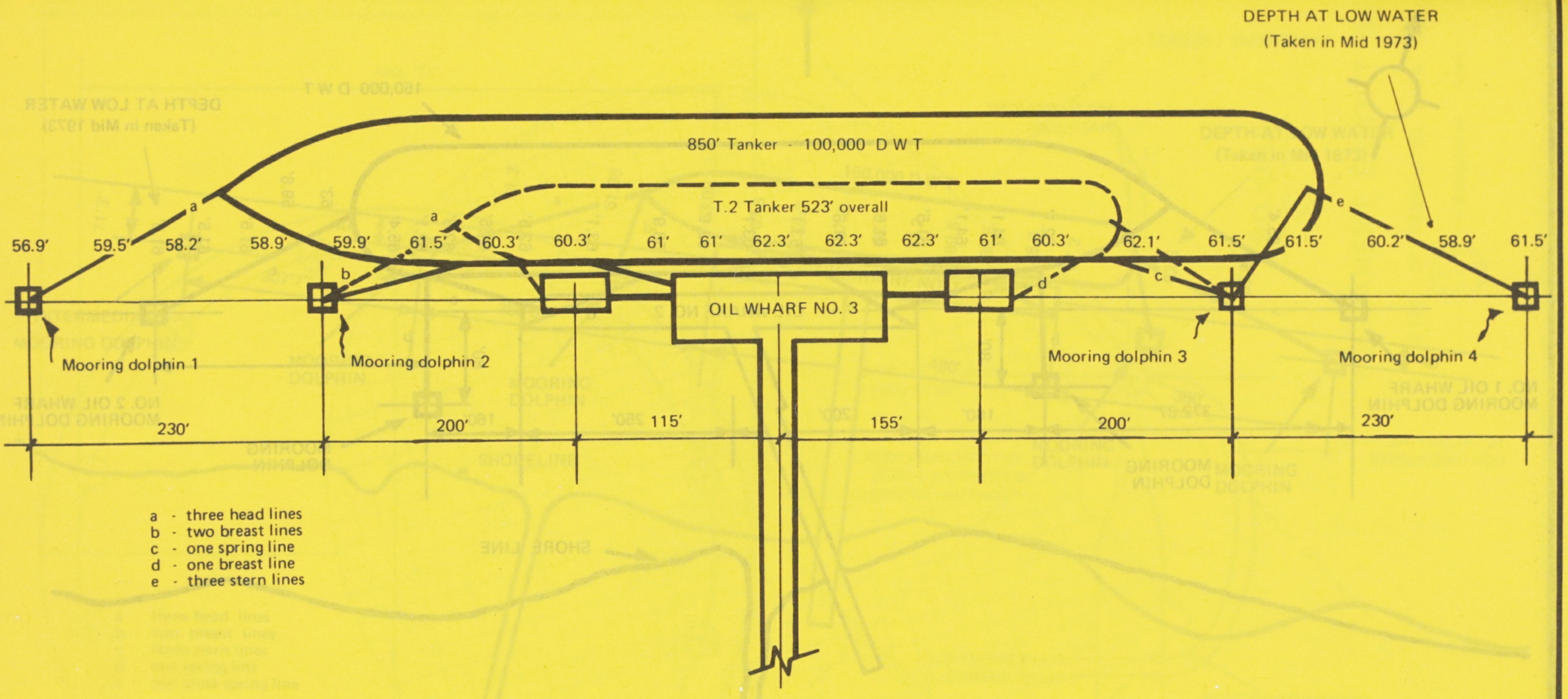
*"Reproduced by kind permission of the Port Authority".*


NORTH
150,000 D W T
DEPTH AT LOW WATER
(Taken in Mid 1973)
65.4'
62.1'
64.1'
64.1'
61.5'
61.5'
61.8'
63.1
63.1
62.1'
58.9'
63.1'
62.5'
61.5'
62.8'
62.1'
65.4'
63'
59.8'
61.5'
61.5'
61.5'
a
b
c
d
OIL WHARF NO. 2
d
c
b
e
80'
80'
NO. 1 OIL WHARF
MOORING DOLPHIN
372.87'
160'
200'
250'
160'
MOORING
DOLPHIN
MOORING
DOLPHIN
NO. 2 OIL WHARF
MOORING DOLPHIN
SHORE LINE

a - three head lines
b - two breast lines
c - one spring line
d - one cross spring line
e - three stern lines

## DUMAI OIL WHARF No. 2

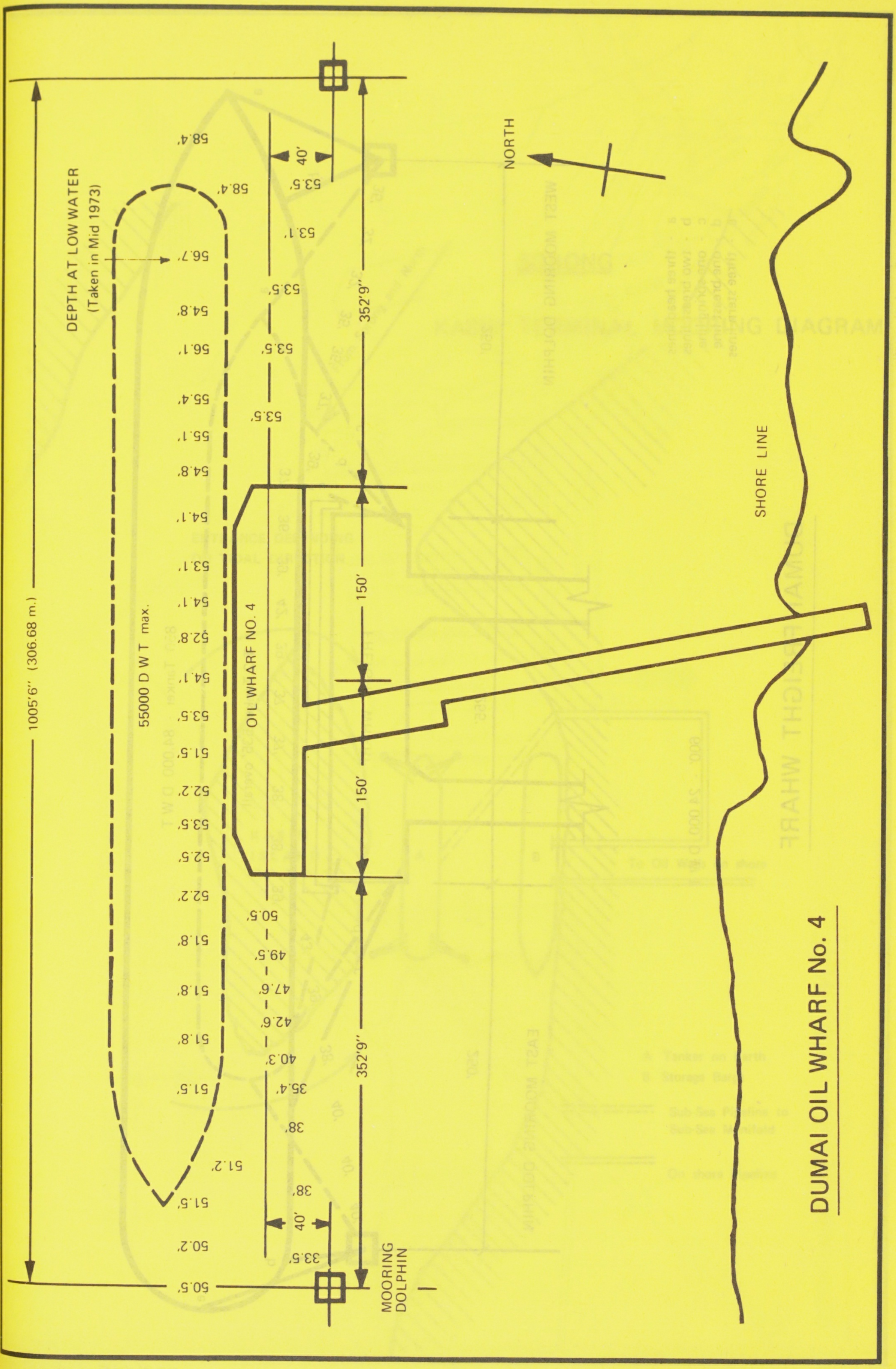
*"Reproduced by kind permission of the Port Authority".*


DEPTH AT LOW WATER
(Taken in Mid 1973)
850′ Tanker · 100,000 D W T
T.2 Tanker 523′ overall
a
a
b
c
d
e
56.9′
59.5′
58.2′
58.9′
59.9′
61.5′
60.3′
60.3′
61′
61′
62.3′
62.3′
62.3′
61′
60.3′
62.1′
61.5′
61.5′
60.2′
58.9′
61.5′
OIL WHARF NO. 3
Mooring dolphin 1
Mooring dolphin 2
Mooring dolphin 3
Mooring dolphin 4
230′
200′
115′
155′
200′
230′

a - three head lines
b - two breast lines
c - one spring line
d - one breast line
e - three stern lines

**DUMAI OIL WHARF No. 3**

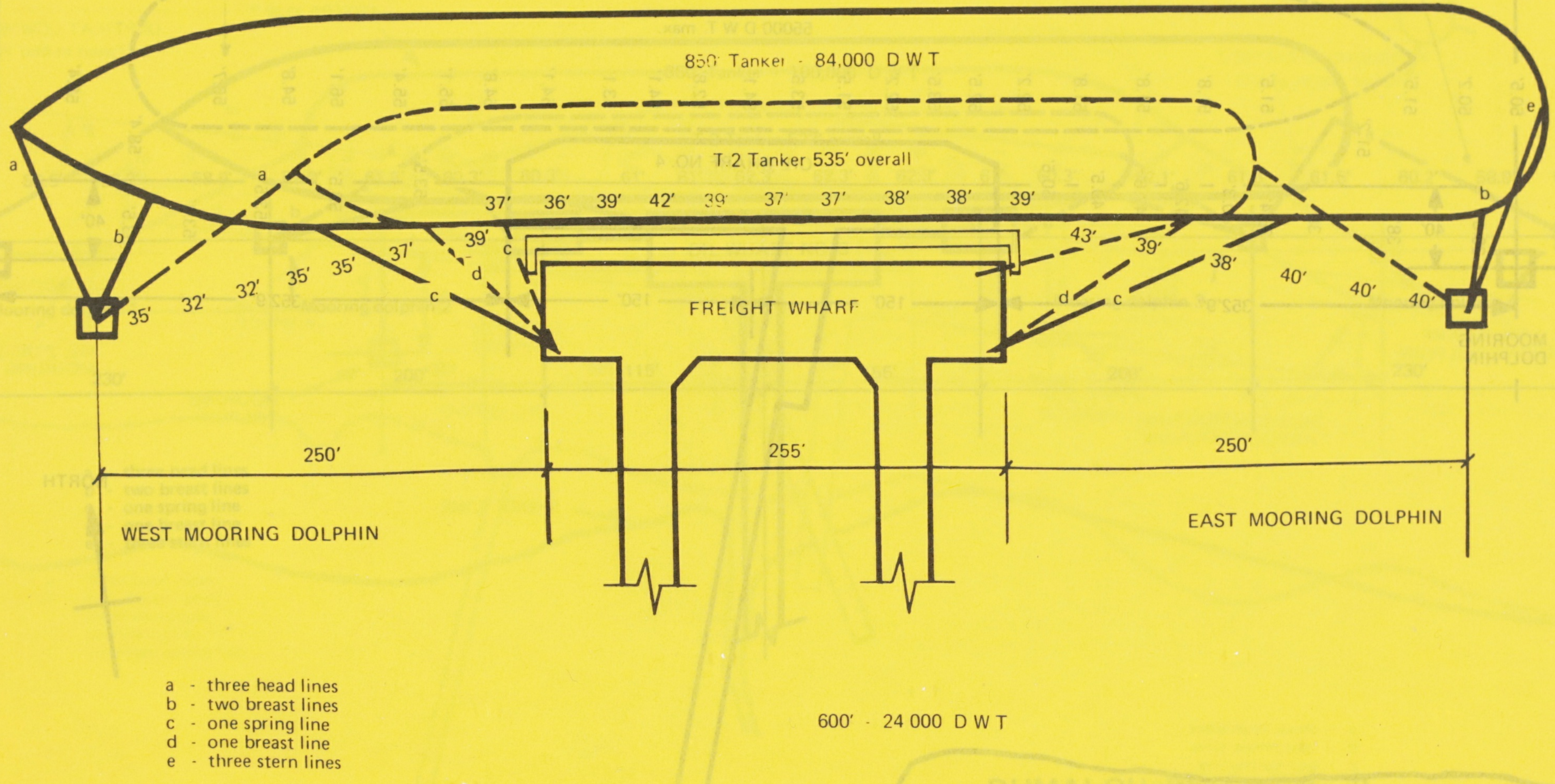
*"Reproduced by kind permission of the Port Authority".*



DEPTH AT LOW WATER
(Taken in Mid 1973)
1005'6" (306.68 m.)
55000 D W T max.
OIL WHARF NO. 4
NORTH
SHORE LINE
MOORING DOLPHIN
40'
352'9"
150'
150'
352'9"
40'
58.4'
58.4'
56.7'
54.8'
56.1'
55.4'
55.1'
54.8'
54.1'
53.1'
54.1'
52.8'
54.1'
53.5'
51.5'
52.2'
53.5'
52.5'
52.2'
51.8'
51.8'
51.8'
51.5'
51.2'
51.5'
50.2'
50.5'
53.5'
53.1'
53.5'
53.5'
53.5'
50.5'
49.5'
47.6'
42.6'
40.3'
35.4'
38'
38'
33.5'

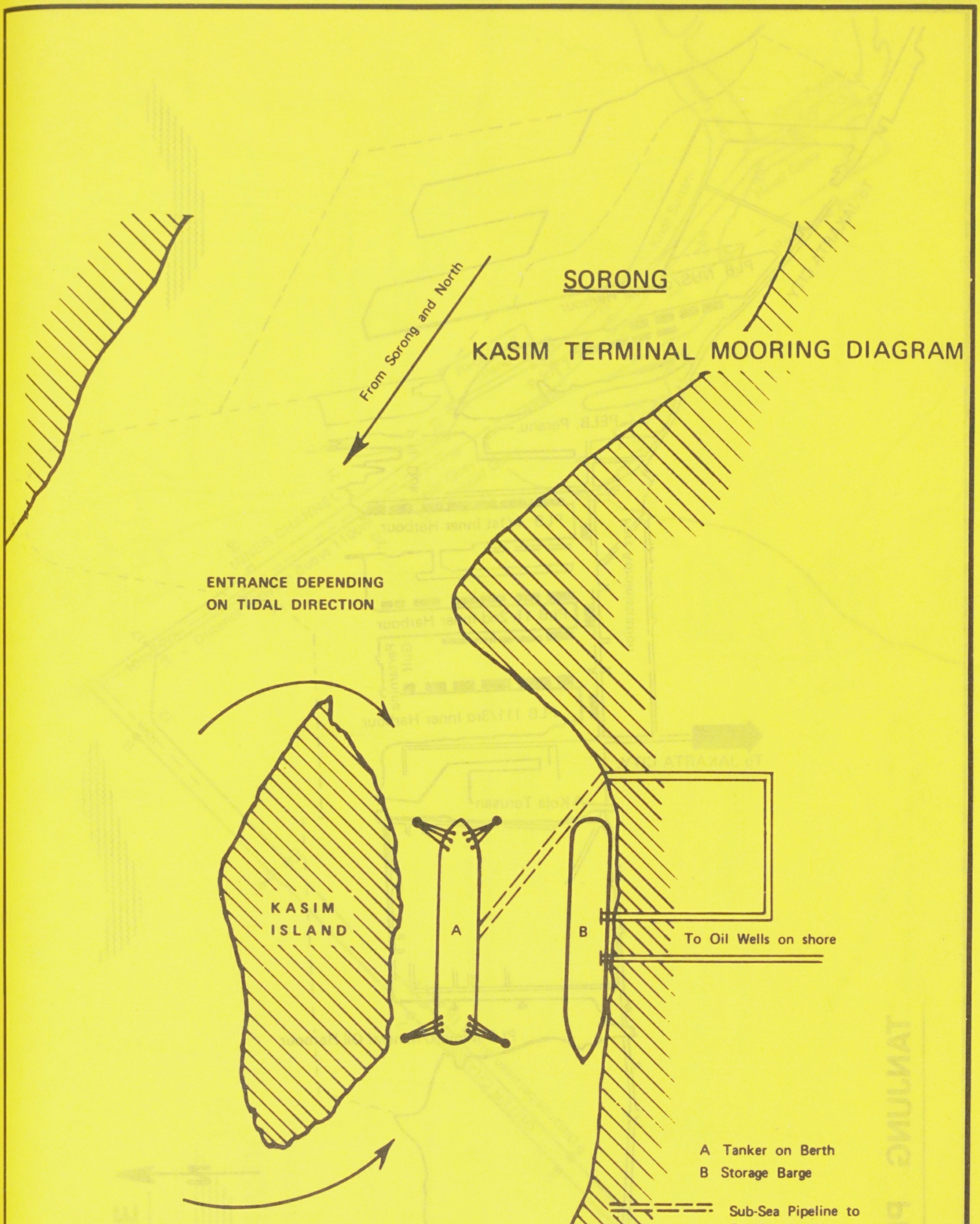
DUMAI OIL WHARF No. 4

*"Reproduced by kind permission of the Port Authority".*

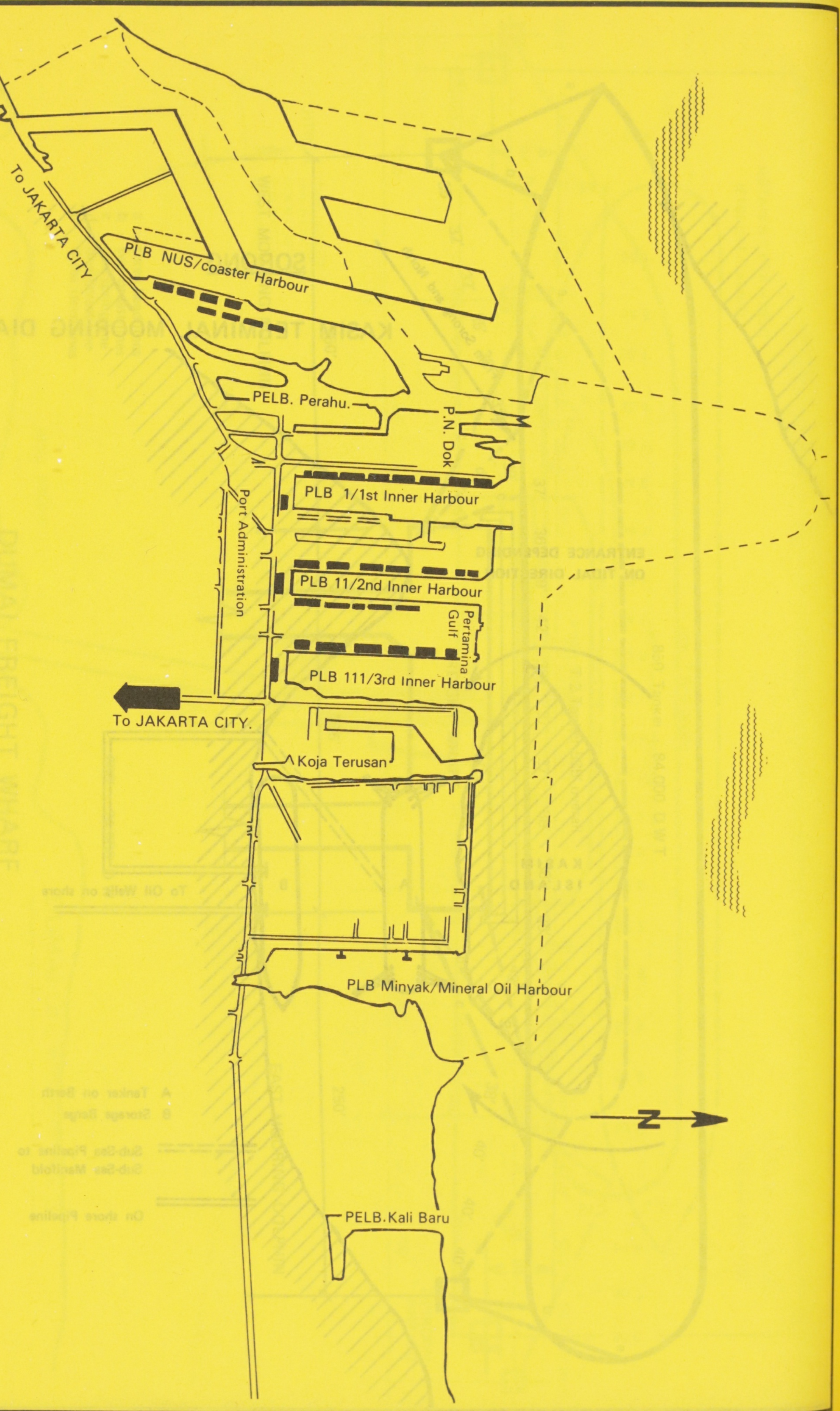

850' Tanker - 84,000 D W T
T 2 Tanker 535' overall
a
b
c
d
e
37'
36'
39'
42'
39'
37'
37'
38'
38'
39'
39'
43'
39'
38'
40'
40'
40'
37'
35'
35'
32'
32'
35'
FREIGHT WHARF
250'
255'
250'
WEST MOORING DOLPHIN
EAST MOORING DOLPHIN
a - three head lines
b - two breast lines
c - one spring line
d - one breast line
e - three stern lines
600' - 24 000 D W T

## DUMAI FREIGHT WHARF

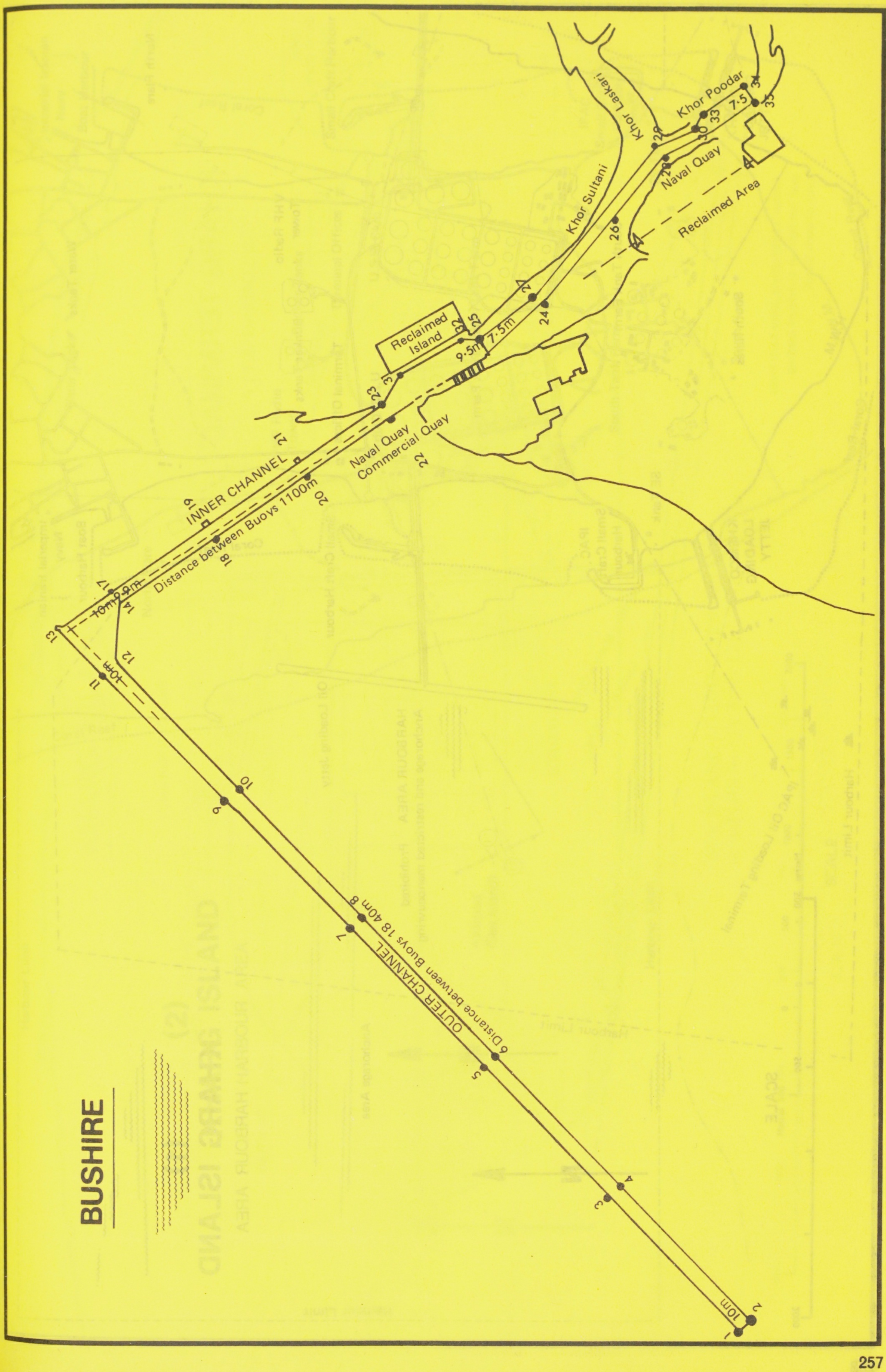
*"Reproduced by kind permission of the Port Authority".*


SORONG
KASIM TERMINAL MOORING DIAGRAM
From Sorong and North
ENTRANCE DEPENDING ON TIDAL DIRECTION
KASIM ISLAND
A
B
To Oil Wells on shore
A Tanker on Berth
B Storage Barge
Sub-Sea Pipeline to Sub-Sea Manifold
On shore Pipeline

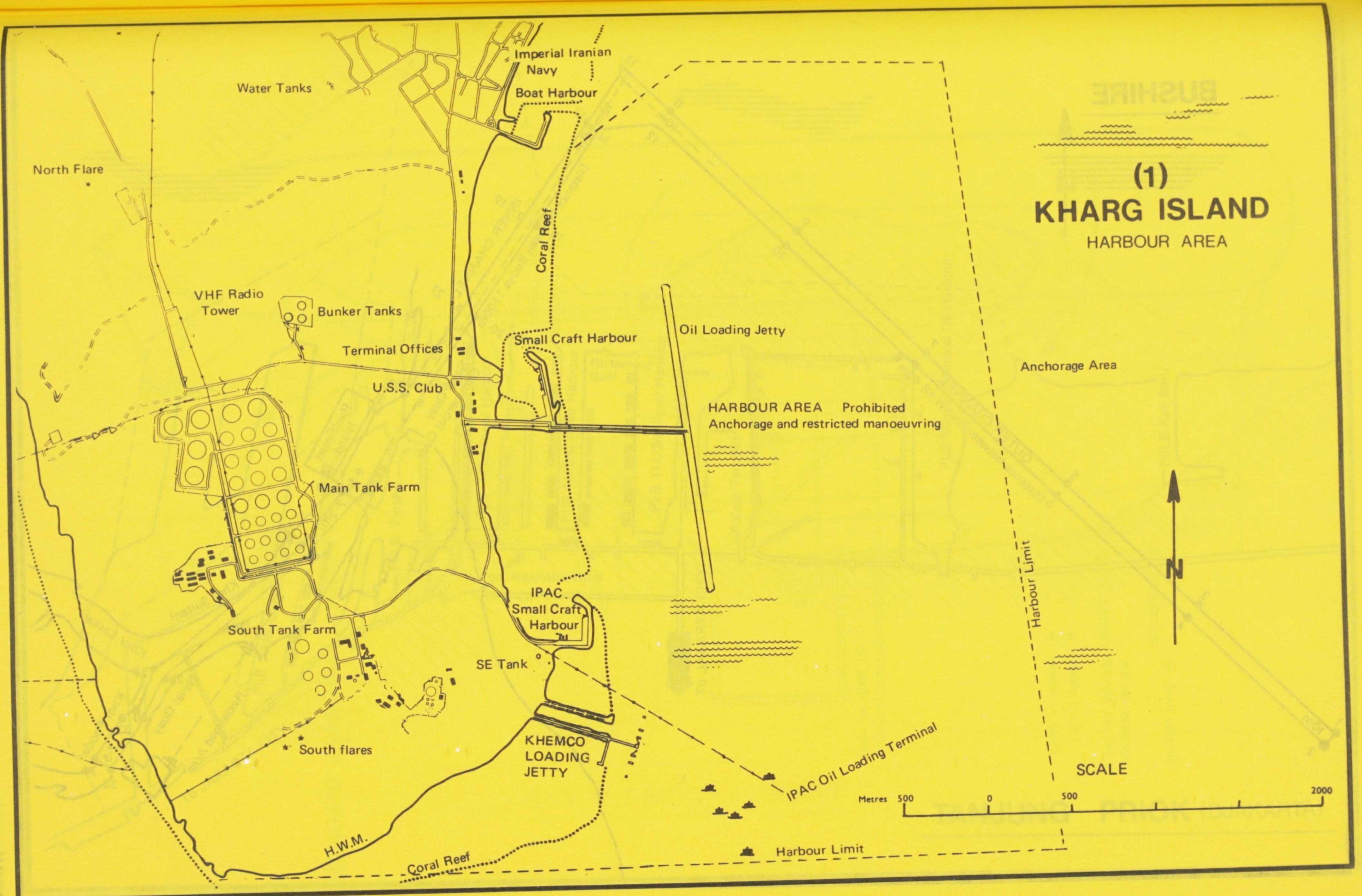
*Plan supplied by Ship's Master.*


To JAKARTA CITY
PLB NUS/coaster Harbour
PELB. Perahu.
P.N. Dok
Port Administration
PLB 1/1st Inner Harbour
PLB 11/2nd Inner Harbour
Pertamina Gulf
PLB 111/3rd Inner Harbour
To JAKARTA CITY.
Koja Terusan
PLB Minyak/Mineral Oil Harbour
N
PELB.Kali Baru

# TANJUNG PRIOK (DJAKARTA)


BUSHIRE
OUTER CHANNEL
Distance between Buoys 18 40m
10m
INNER CHANNEL
Distance between Buoys 1100m
10m
9·5m
7·5m
7·5
Reclaimed Island
Naval Quay
Commercial Quay
Khor Sultani
Khor Laskari
Khor Poodar
Naval Quay
Reclaimed Area
1
2
3
4
5
6
7
8
9
10
11
12
13
14
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35

*"Reproduced by kind permission of the Port Authority".*

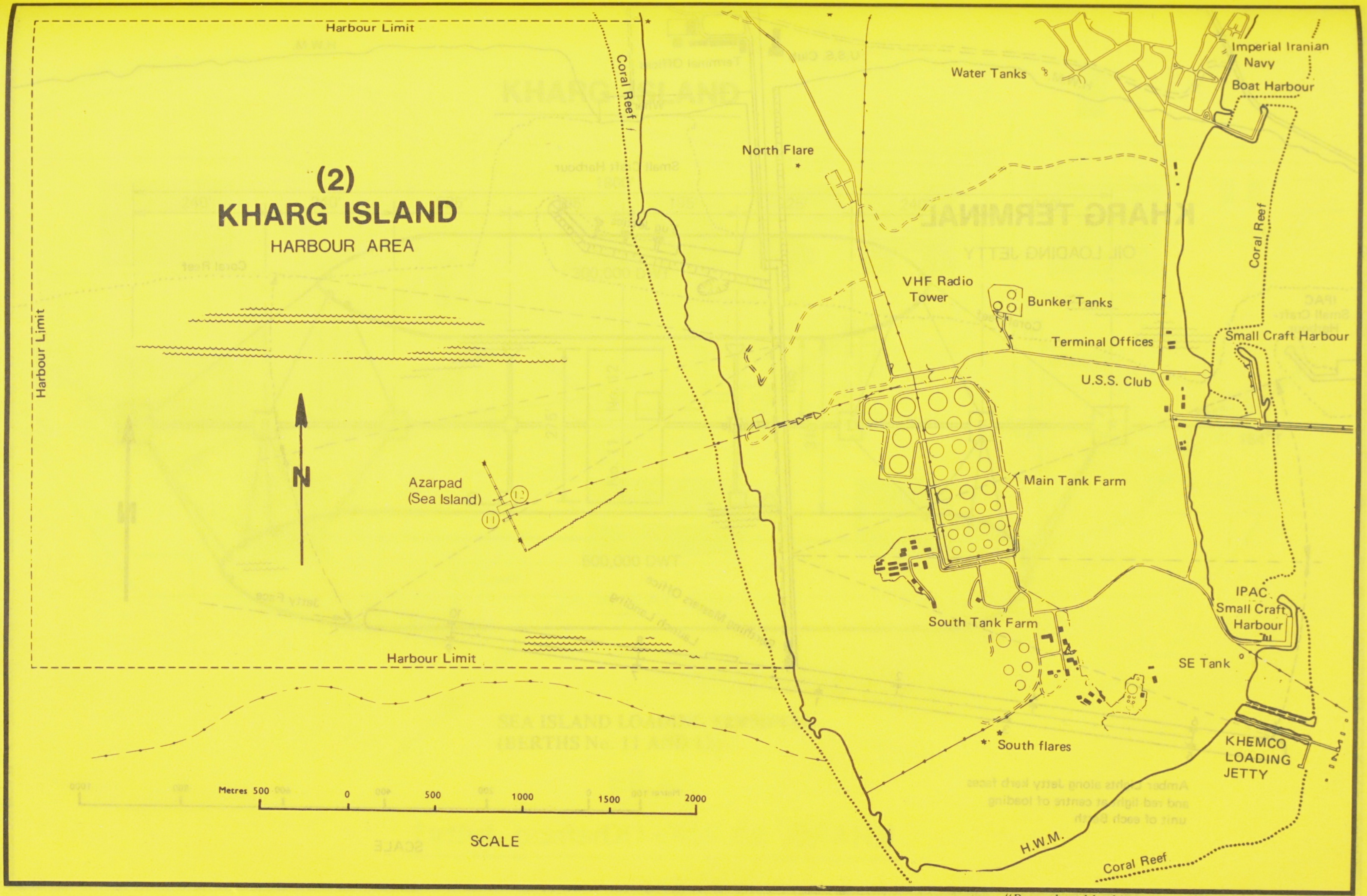


## (1)
## KHARG ISLAND
HARBOUR AREA

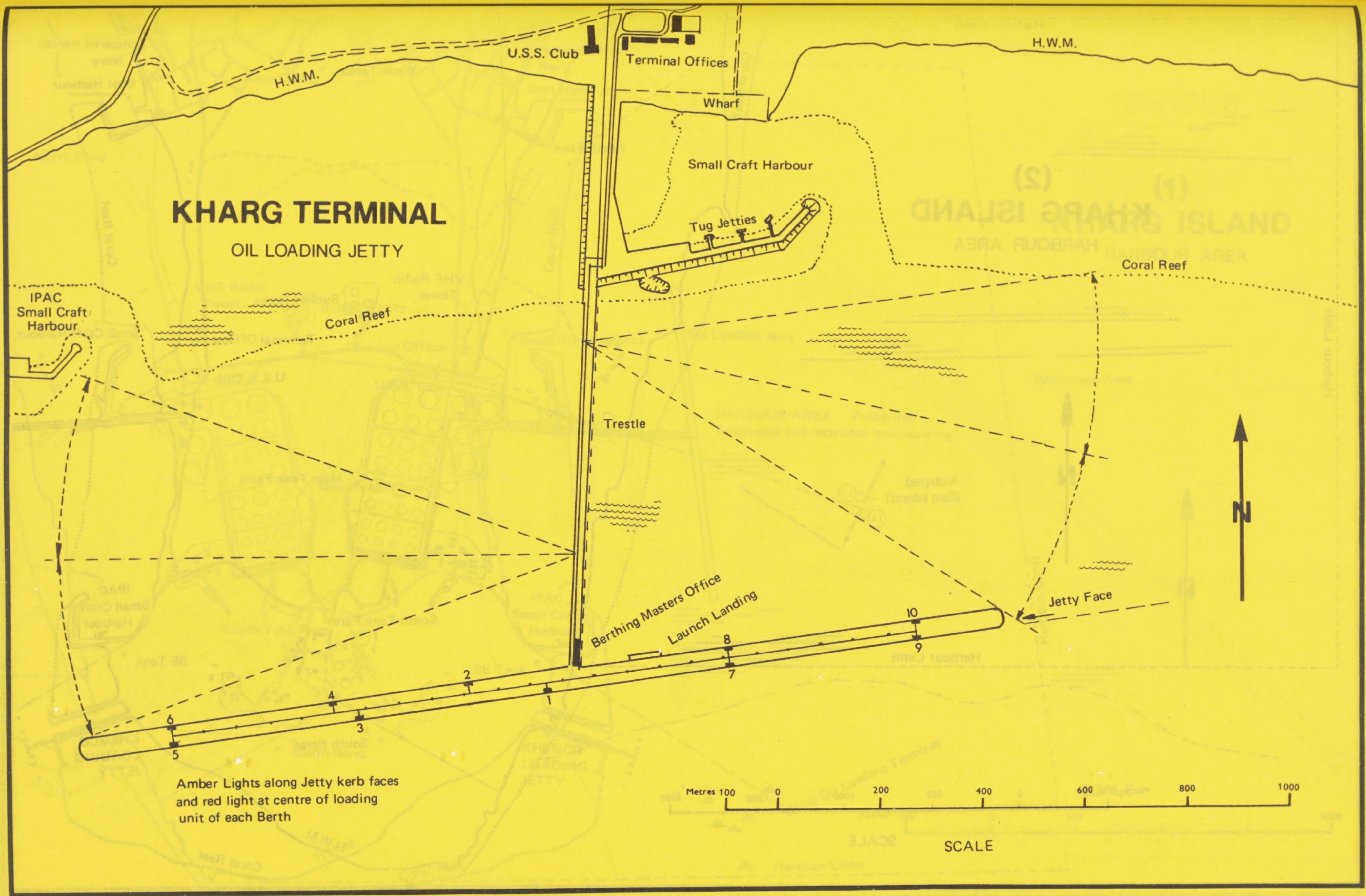
Imperial Iranian Navy
Boat Harbour
Water Tanks
North Flare
Coral Reef
VHF Radio Tower
Bunker Tanks
Oil Loading Jetty
Small Craft Harbour
Terminal Offices
U.S.S. Club
Anchorage Area
HARBOUR AREA Prohibited
Anchorage and restricted manoeuvring
Main Tank Farm
N
Harbour Limit
IPAC
Small Craft Harbour
South Tank Farm
SE Tank
KHEMCO
LOADING
JETTY
South flares
IPAC Oil Loading Terminal
SCALE
Metres 500
0
500
2000
H.W.M.
Coral Reef
Harbour Limit

*"Reproduced by kind permission of the Port Authority".*

## (2)
# KHARG ISLAND
## HARBOUR AREA

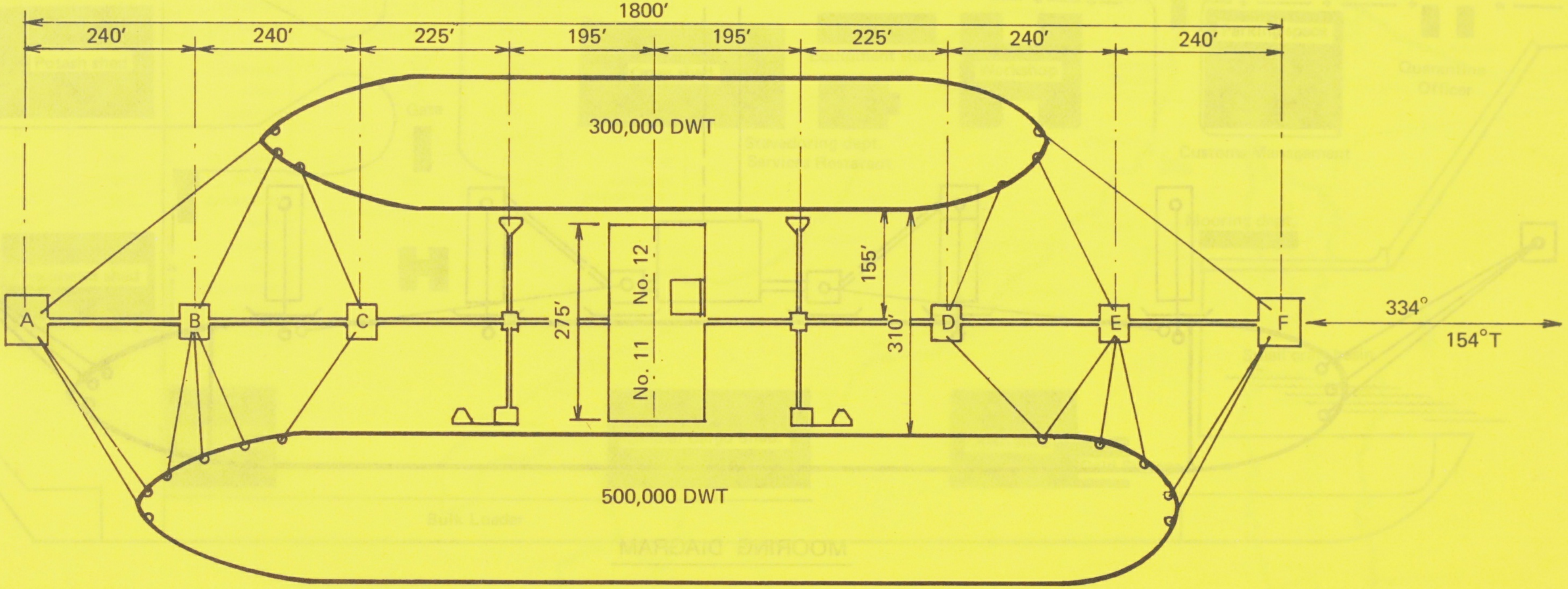

Harbour Limit
Harbour Limit
Harbour Limit
Coral Reef
Coral Reef
Coral Reef
N
Azarpad
(Sea Island)
12
11
North Flare
Water Tanks
Imperial Iranian
Navy
Boat Harbour
VHF Radio
Tower
Bunker Tanks
Terminal Offices
Small Craft Harbour
U.S.S. Club
Main Tank Farm
South Tank Farm
IPAC
Small Craft
Harbour
SE Tank
South flares
KHEMCO
LOADING
JETTY
H.W.M.
Metres 500
0
500
1000
1500
2000
SCALE

*"Reproduced by kind permission of the Port Authority".*


KHARG TERMINAL
OIL LOADING JETTY
U.S.S. Club
Terminal Offices
H.W.M.
H.W.M.
Wharf
Small Craft Harbour
Tug Jetties
Coral Reef
Coral Reef
IPAC
Small Craft
Harbour
Trestle
N
Berthing Masters Office
Launch Landing
Jetty Face
10
8
9
7
2
1
4
3
6
5
Amber Lights along Jetty kerb faces
and red light at centre of loading
unit of each Berth
Metres 100
0
200
400
600
800
1000
SCALE

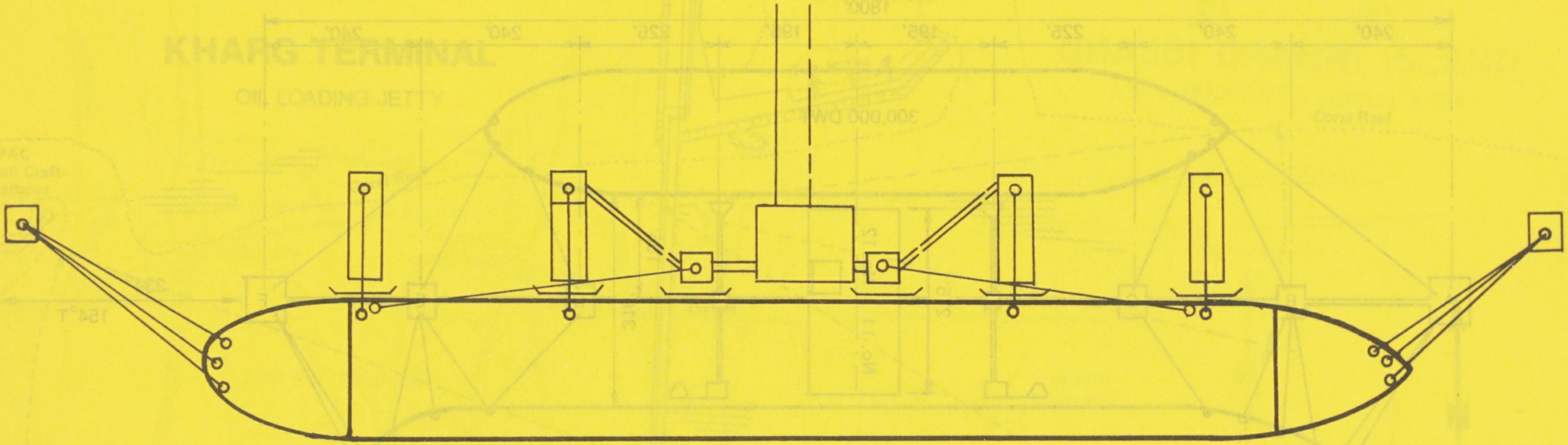
"Reproduced by kind permission of the Port Authority".

## KHARG ISLAND


1800′
240′
240′
225′
195′
195′
225′
240′
240′
300,000 DWT
No. 12
No. 11
275′
155′
310′
A
B
C
D
E
F
334°
154°T
500,000 DWT

SEA ISLAND LOADING TERMINAL
(BERTHS No. 11 AND 12)

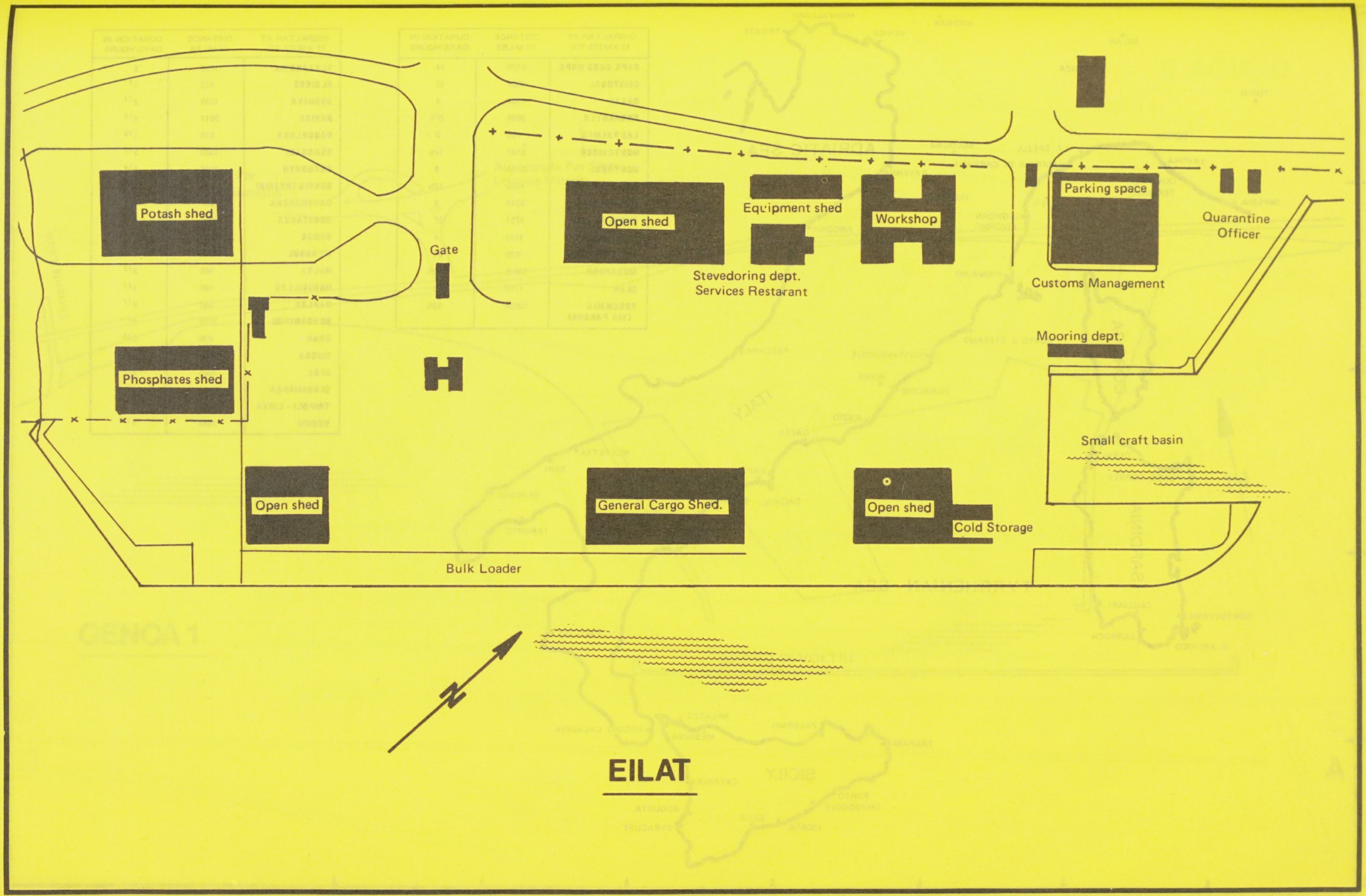
*"Reproduced by kind permission of the Port Authority".*



MOORING DIAGRAM

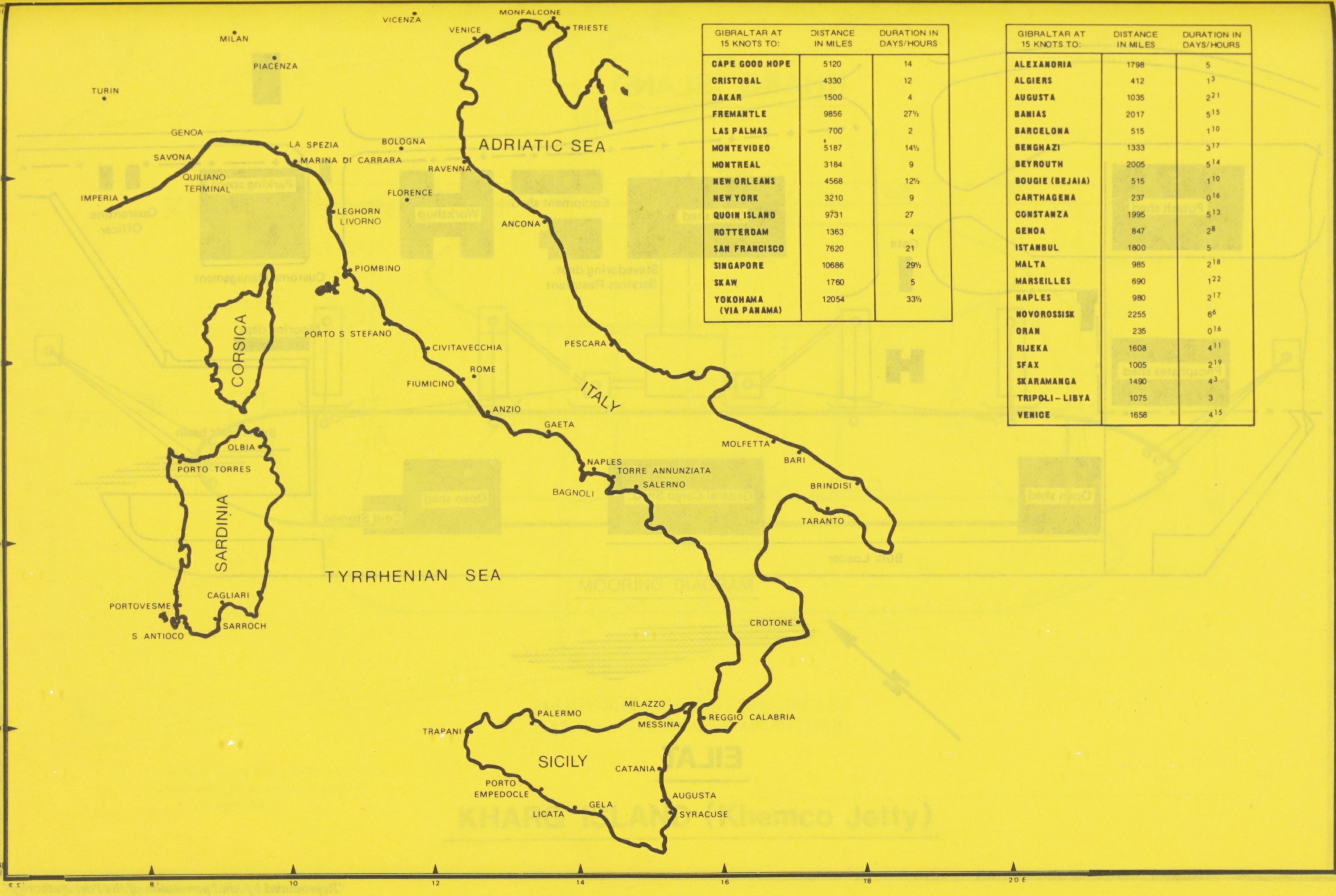
# KHARG ISLAND (Khemco Jetty)

"Reproduced by kind permission of the Port Authority".


Potash shed
Gate
Open shed
Equipment shed
Workshop
Parking space
Quarantine
Officer
Stevedoring dept.
Services Restarant
Customs Management
Mooring dept.
Phosphates shed
Small craft basin
Open shed
General Cargo Shed.
Open shed
Cold Storage
Bulk Loader
N

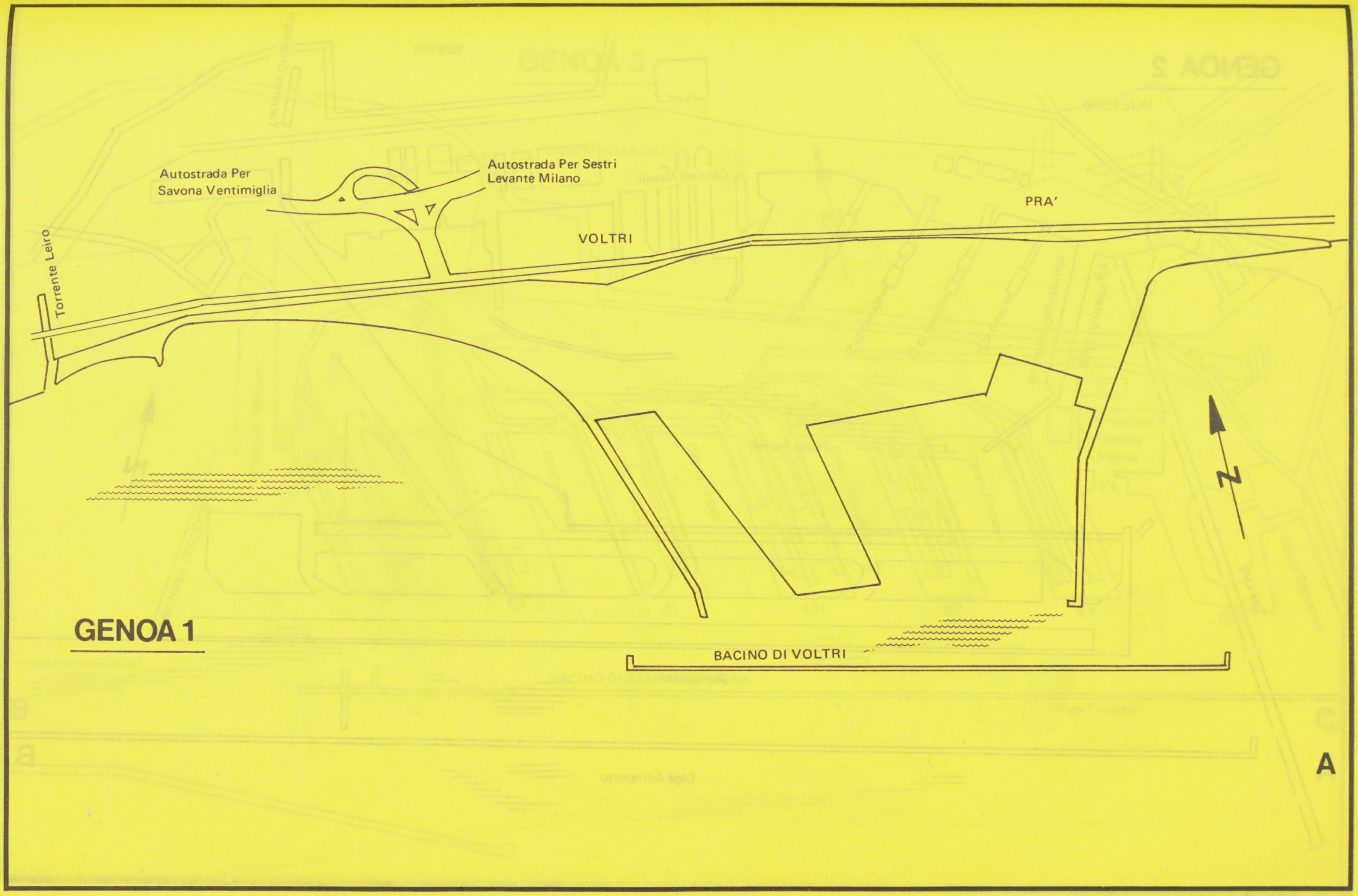
## EILAT

"Reproduced by kind permission of the Port Authority".


VICENZA
MONFALCONE
VENICE
TRIESTE
MILAN
PIACENZA
TURIN
GENOA
LA SPEZIA
BOLOGNA
SAVONA
MARINA DI CARRARA
QUILIANO TERMINAL
RAVENNA
IMPERIA
FLORENCE
LEGHORN LIVORNO
ANCONA
ADRIATIC SEA
PIOMBINO
CORSICA
PORTO S STEFANO
CIVITAVECCHIA
PESCARA
ROME
FIUMICINO
ITALY
ANZIO
GAETA
OLBIA
MOLFETTA
PORTO TORRES
NAPLES
BARI
TORRE ANNUNZIATA
SALERNO
BRINDISI
BAGNOLI
SARDINIA
TARANTO
TYRRHENIAN SEA
CAGLIARI
PORTOVESME
CROTONE
SARROCH
S ANTIOCO
MILAZZO
PALERMO
MESSINA
REGGIO CALABRIA
TRAPANI
SICILY
CATANIA
PORTO EMPEDOCLE
AUGUSTA
GELA
LICATA
SYRACUSE
44
42
40
38
36 N
6 E
8
10
12
14
16
18
20 E

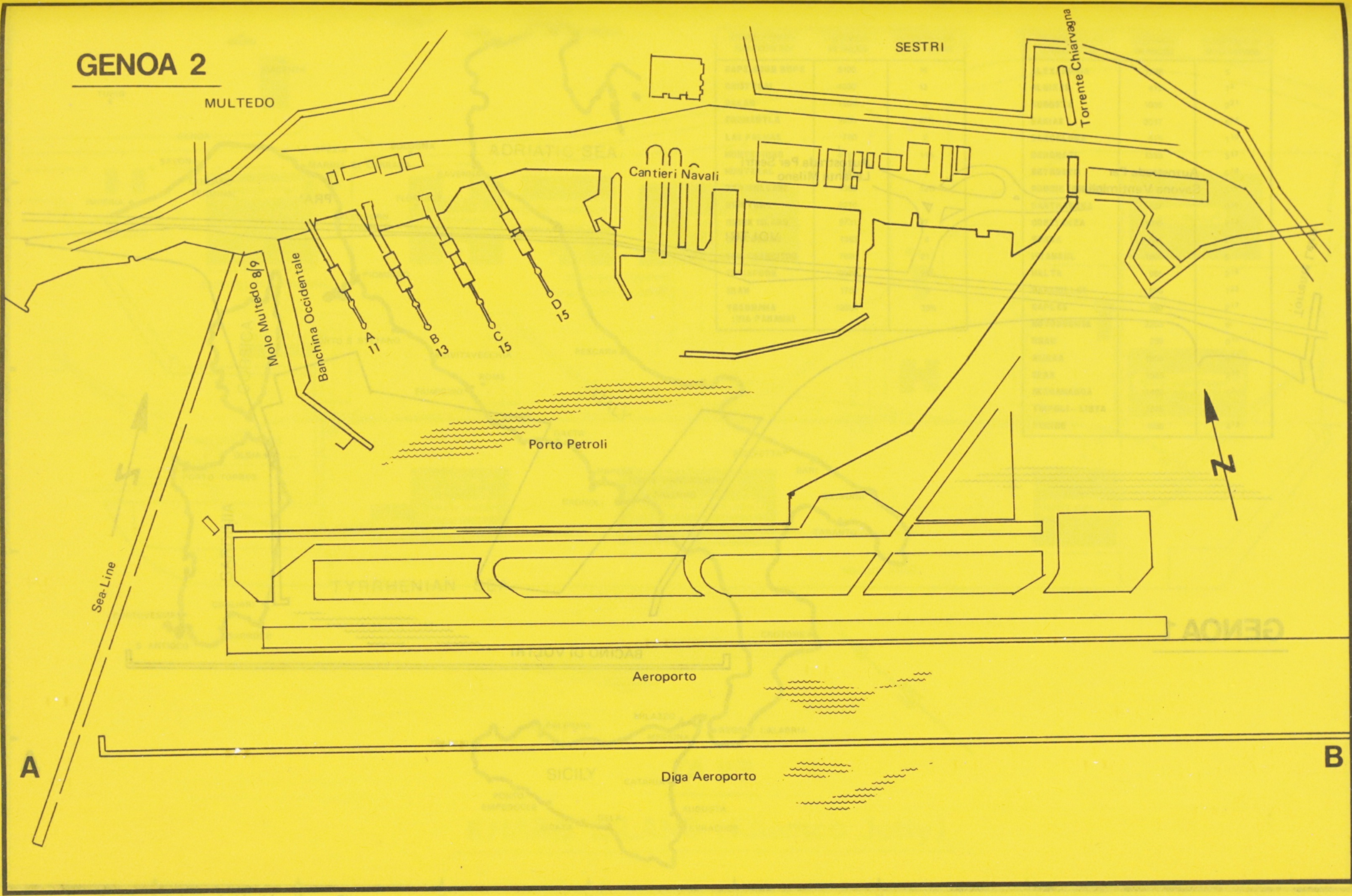
| GIBRALTAR AT 15 KNOTS TO: | DISTANCE IN MILES | DURATION IN DAYS/HOURS |
|---|---|---|
| **CAPE GOOD HOPE** | 5120 | 14 |
| **CRISTOBAL** | 4330 | 12 |
| **DAKAR** | 1500 | 4 |
| **FREMANTLE** | 9856 | 27½ |
| **LAS PALMAS** | 700 | 2 |
| **MONTEVIDEO** | 5187 | 14½ |
| **MONTREAL** | 3184 | 9 |
| **NEW ORLEANS** | 4568 | 12½ |
| **NEW YORK** | 3210 | 9 |
| **QUOIN ISLAND** | 9731 | 27 |
| **ROTTERDAM** | 1363 | 4 |
| **SAN FRANCISCO** | 7620 | 21 |
| **SINGAPORE** | 10686 | 29½ |
| **SKAW** | 1760 | 5 |
| **YOKOHAMA (VIA PANAMA)** | 12054 | 33½ |

| GIBRALTAR AT 15 KNOTS TO: | DISTANCE IN MILES | DURATION IN DAYS/HOURS |
|---|---|---|
| **ALEXANDRIA** | 1798 | 5 |
| **ALGIERS** | 412 | $1^{3}$ |
| **AUGUSTA** | 1035 | $2^{21}$ |
| **BANIAS** | 2017 | $5^{15}$ |
| **BARCELONA** | 515 | $1^{10}$ |
| **BENGHAZI** | 1333 | $3^{17}$ |
| **BEYROUTH** | 2005 | $5^{14}$ |
| **BOUGIE (BEJAIA)** | 515 | $1^{10}$ |
| **CARTHAGENA** | 237 | $0^{16}$ |
| **CONSTANZA** | 1995 | $5^{13}$ |
| **GENOA** | 847 | $2^{8}$ |
| **ISTANBUL** | 1800 | 5 |
| **MALTA** | 985 | $2^{18}$ |
| **MARSEILLES** | 690 | $1^{22}$ |
| **NAPLES** | 980 | $2^{17}$ |
| **NOVOROSSISK** | 2255 | $6^{6}$ |
| **ORAN** | 235 | $0^{16}$ |
| **RIJEKA** | 1608 | $4^{11}$ |
| **SFAX** | 1005 | $2^{19}$ |
| **SKARAMANGA** | 1490 | $4^{3}$ |
| **TRIPOLI – LIBYA** | 1075 | 3 |
| **VENICE** | 1658 | $4^{15}$ |

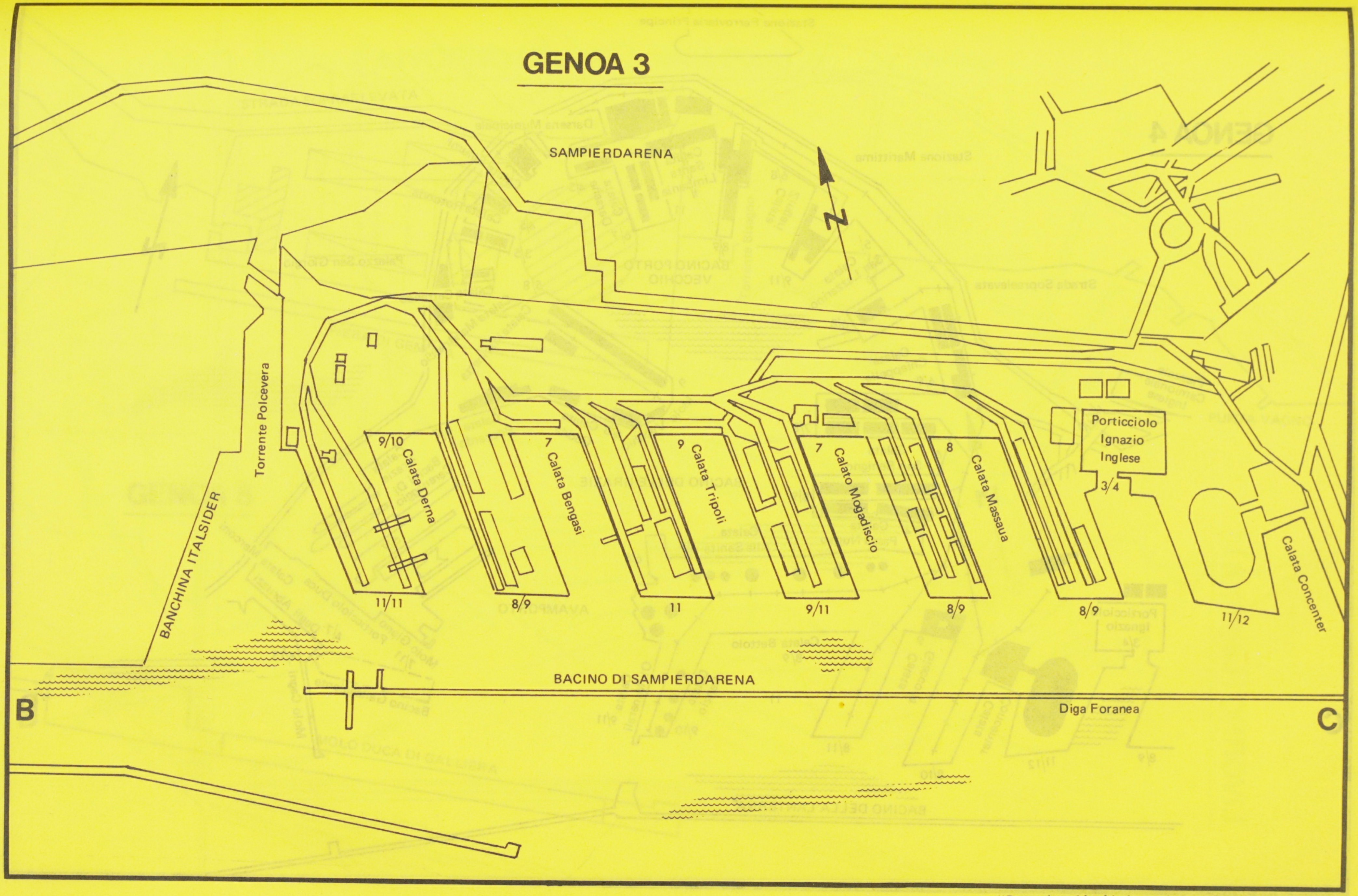

Autostrada Per
Savona Ventimiglia
Autostrada Per Sestri
Levante Milano
Torrente Leiro
VOLTRI
PRA'
BACINO DI VOLTRI
N
GENOA 1
A

"Reproduced by kind permission of the Port Authority".

# GENOA 2

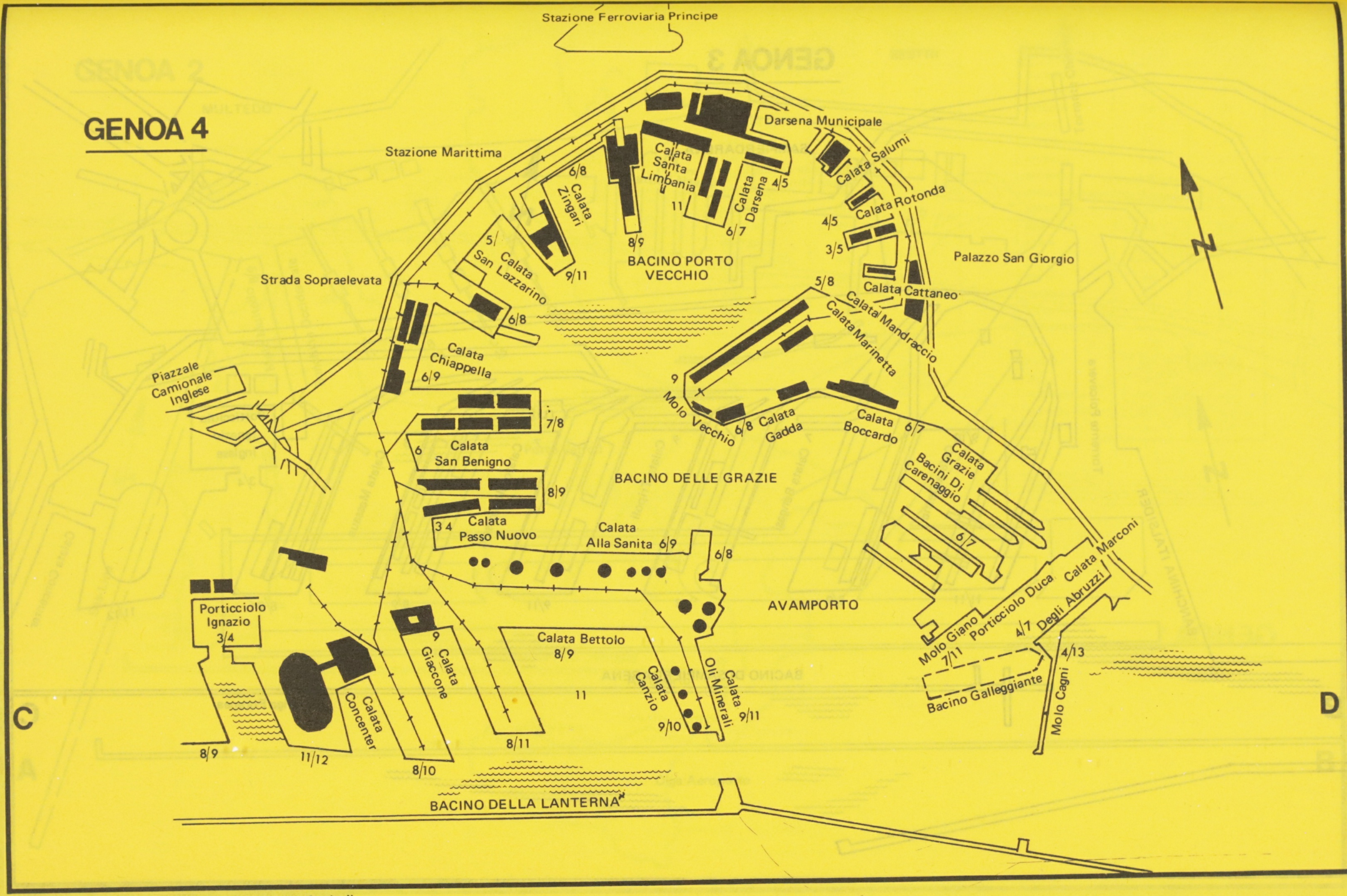

MULTEDO
SESTRI
Torrente Chiaravagna
Cantieri Navali
Molo Multedo 8/9
Banchina Occidentale
A 11
B 13
C 15
D 15
Porto Petroli
Sea-Line
N
Aeroporto
Diga Aeroporto
A
B

*"Reproduced by kind permission of the Port Authority".*


GENOA 3
SAMPIERDARENA
Torrente Polcevera
BANCHINA ITALSIDER
9/10
Calata Derna
11/11
7
Calata Bengasi
8/9
9
Calata Tripoli
11
7
Calato Mogadiscio
9/11
8
Calata Massaua
8/9
8/9
Porticciolo
Ignazio
Inglese
3/4
Calata Concenter
11/12
BACINO DI SAMPIERDARENA
Diga Foranea
B
C

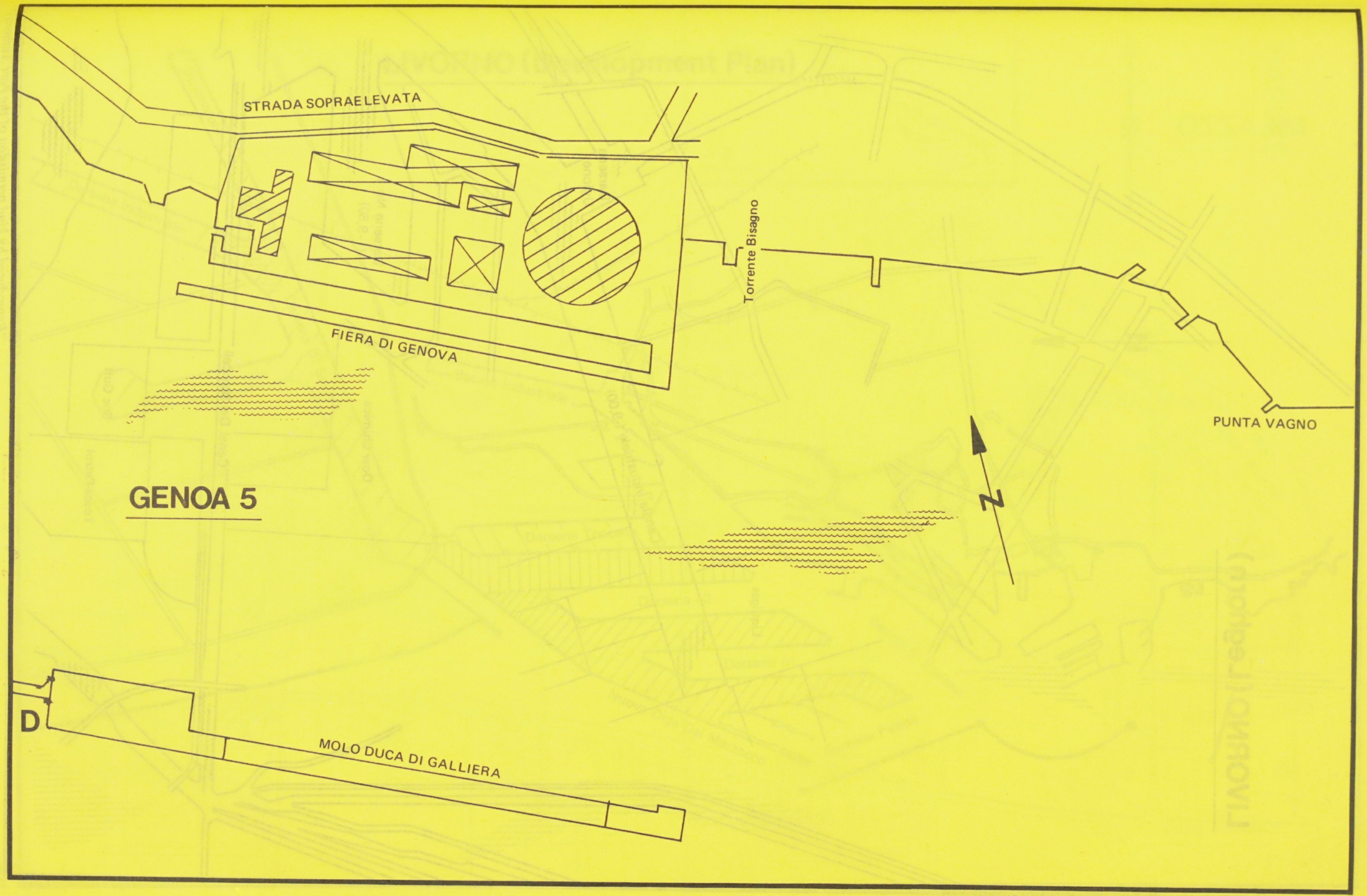
*"Reproduced by kind permission of the Port Authority".*

# GENOA 4


Stazione Ferroviaria Principe
Stazione Marittima
Darsena Municipale
Calata Santa Limbania
Calata Darsena
Calata Zingari
Calata Salumi
Calata Rotonda
Palazzo San Giorgio
Calata Cattaneo
Calata Mandraccio
Calata Marinetta
BACINO PORTO VECCHIO
Calata San Lazzarino
Strada Sopraelevata
Calata Chiappella
Piazzale Camionale Inglese
Calata San Benigno
Molo Vecchio
Calata Gadda
Calata Boccardo
Calata Grazie
Bacini Di Carenaggio
BACINO DELLE GRAZIE
Calata Passo Nuovo
Calata Alla Sanita
AVAMPORTO
Calata Marconi
Porticciolo Duca Degli Abruzzi
Molo Giano
Bacino Galleggiante
Molo Cagni
Porticciolo Ignazio
Calata Concenter
Calata Giaccone
Calata Bettolo
Calata Canzio
Calata Oli Minerali
BACINO DELLA LANTERNA
N
C
D
6/8
11
8/9
4/5
6/7
9/11
5/
6/8
4/5
3/5
5/8
6/9
7/8
6
8/9
3 4
6/9
6/8
9
6/8
6/7
6/7
7/11
4/7
4/13
3/4
9
8/9
11
9/11
9/10
8/9
11/12
8/10
8/11

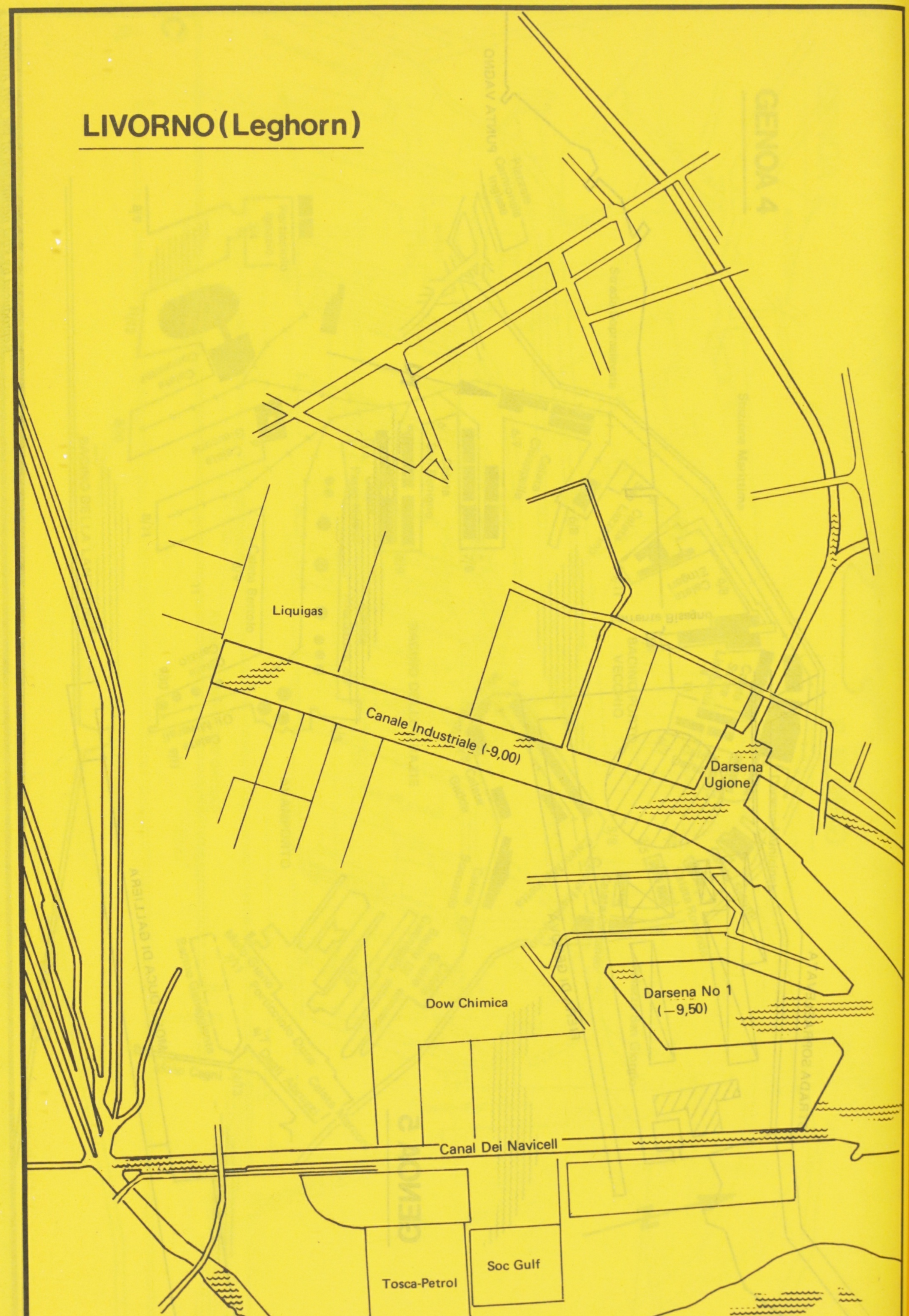
*"Reproduced by kind permission of the Port Authority".*

## GENOA 5


STRADA SOPRAELEVATA
Torrente Bisagno
FIERA DI GENOVA
PUNTA VAGNO
N
D
MOLO DUCA DI GALLIERA

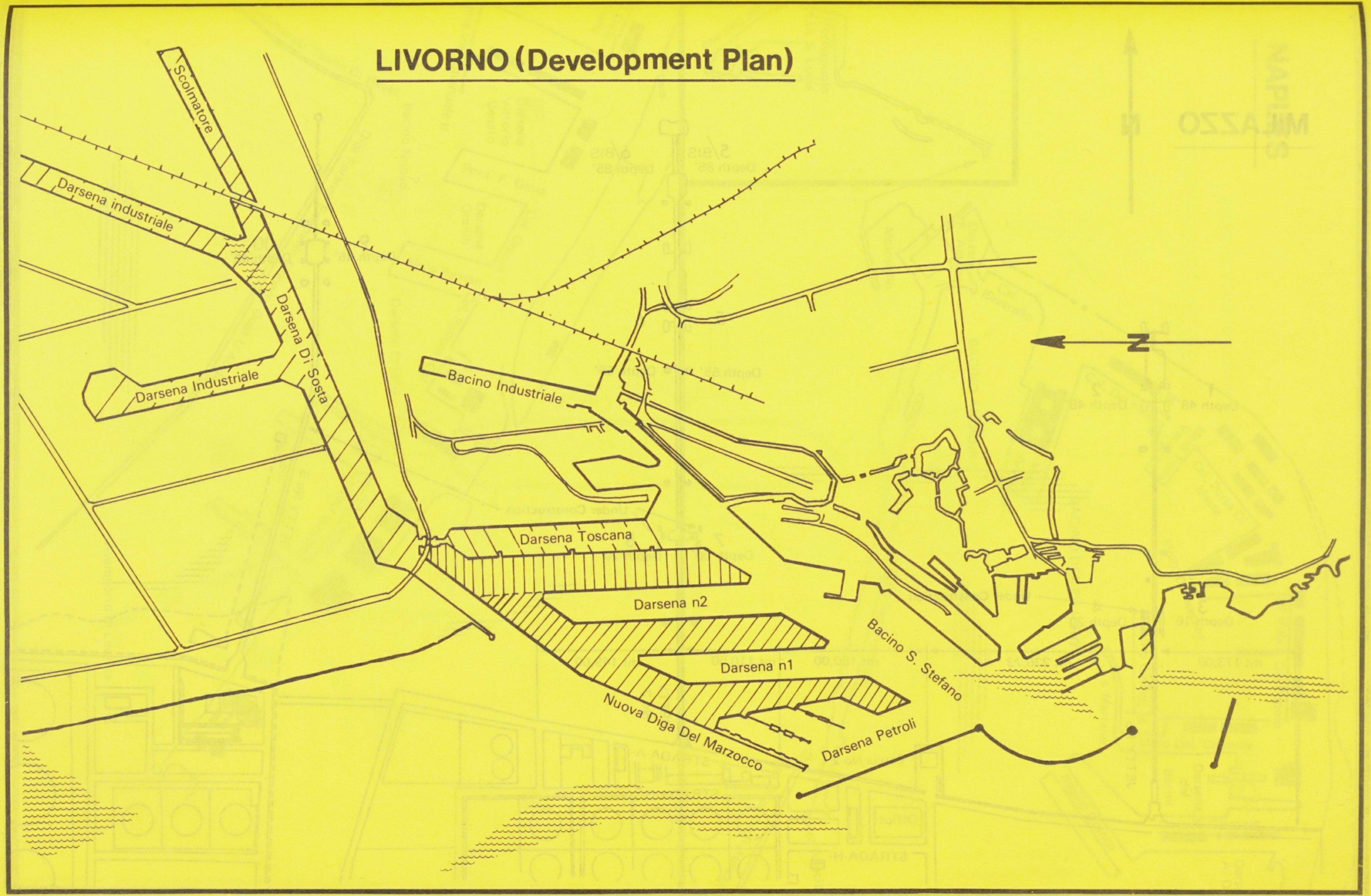
*"Reproduced by kind permission of the Port Authority".*

# LIVORNO(Leghorn)

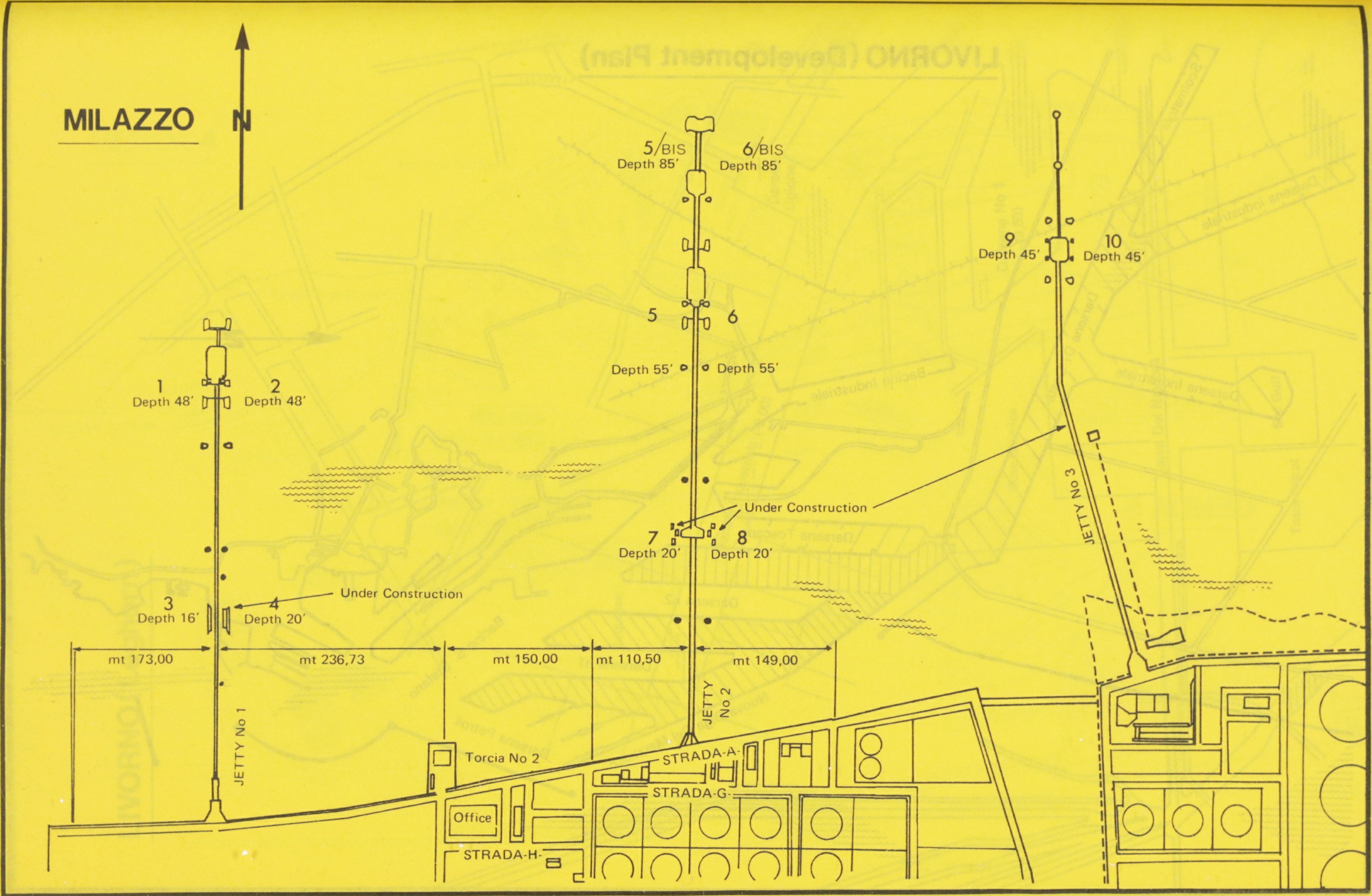

Liquigas
Canale Industriale (-9,00)
Darsena Ugione
Dow Chimica
Darsena No 1 (−9,50)
Canal Dei Navicell
Soc Gulf
Tosca-Petrol

*"Reproduced by kind permission of the Port Authority"*

# LIVORNO (Development Plan)

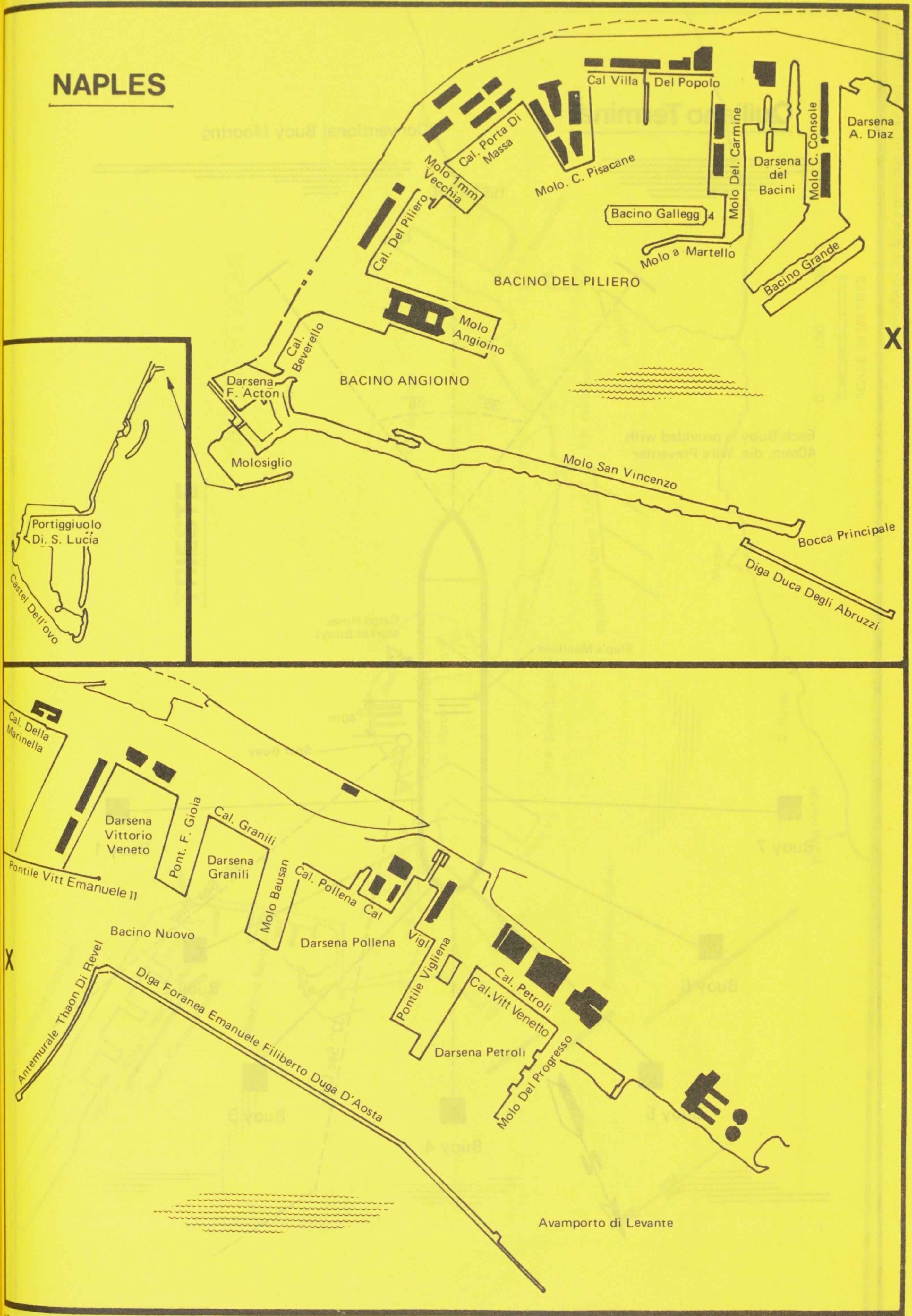

Scolmatore
Darsena industriale
Darsena Industriale
Darsena Di Sosta
Bacino Industriale
Darsena Toscana
Darsena n2
Darsena n1
Bacino S. Stefano
Nuova Diga Del Marzocco
Darsena Petroli
N

*"Reproduced by kind permission of the Port Authority".*


MILAZZO
N
5/BIS
Depth 85′
6/BIS
Depth 85′
9
Depth 45′
10
Depth 45′
5
6
Depth 55′
Depth 55′
1
Depth 48′
2
Depth 48′
Under Construction
7
Depth 20′
8
Depth 20′
JETTY No 3
3
Depth 16′
4
Depth 20′
Under Construction
mt 173,00
mt 236,73
mt 150,00
mt 110,50
mt 149,00
JETTY No 1
JETTY No 2
Torcia No 2
STRADA-A-
STRADA-G-
Office
STRADA-H-

*"Reproduced by kind permission of the Port Authority".*

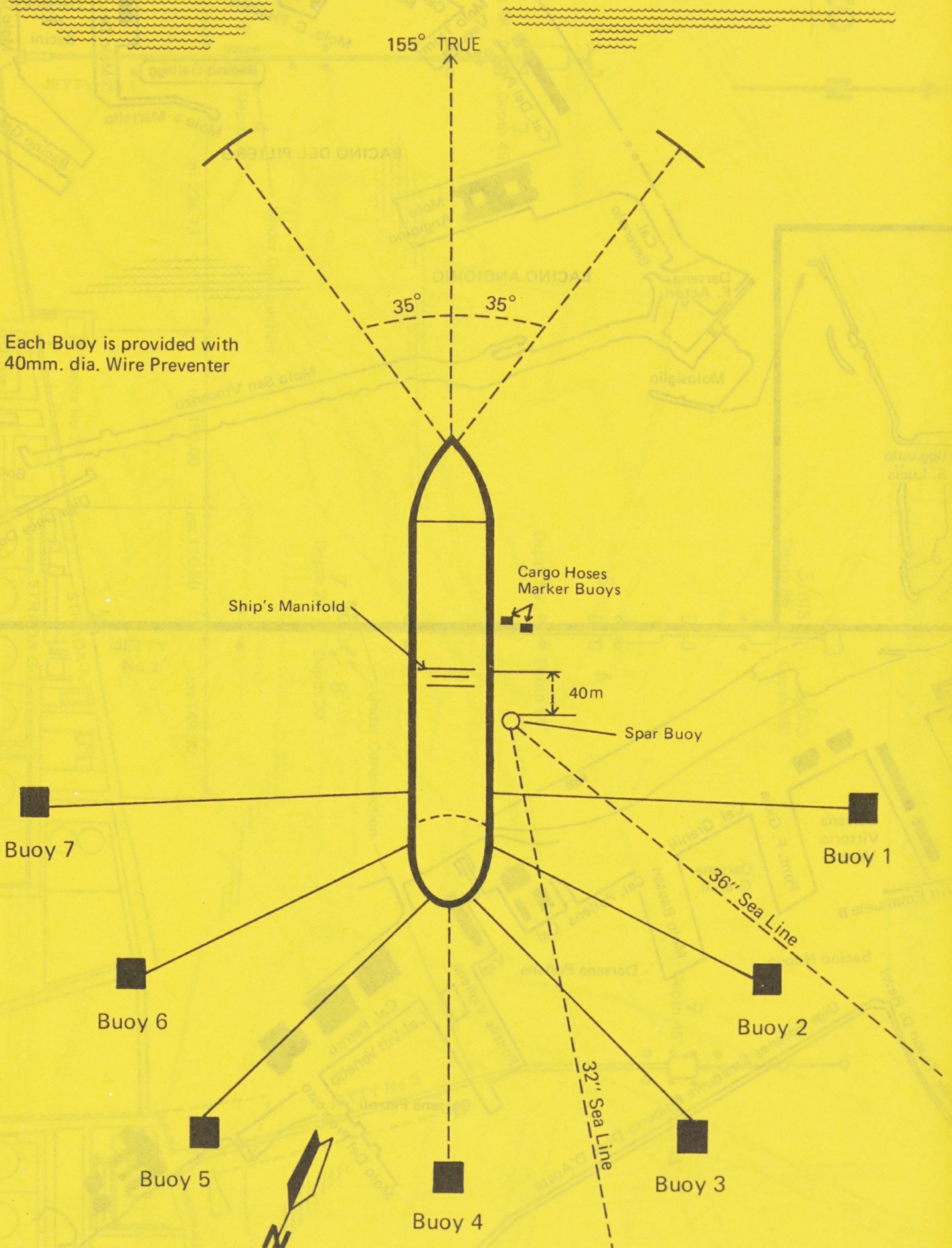
## NAPLES


Cal Villa
Del Popolo
Darsena A. Diaz
Cal. Porta Di Massa
Molo Imm Vecchia
Molo. C. Pisacane
Molo Del. Carmine
Darsena del Bacini
Molo C. Console
Bacino Gallegg 4
Molo a Martello
Cal. Del Piliero
Bacino Grande
BACINO DEL PILIERO
Molo Angioino
X
Cal. Beverello
Darsena F. Acton
BACINO ANGIOINO
Molosiglio
Molo San Vincenzo
Bocca Principale
Diga Duca Degli Abruzzi
Portiggiuolo Di. S. Lucia
Castel Dell'ovo
Cal. Della Marinella
Darsena Vittorio Veneto
Pont. F. Gioia
Cal. Granili
Darsena Granili
Pontile Vitt Emanuele 11
Molo Bausan
Cal. Pollena
Cal
Bacino Nuovo
Darsena Pollena
Vigl
Pontile Vigliena
X
Cal. Petroli
Cal. Vitt Venetto
Antemurale Thaon Di Revel
Diga Foranea Emanuele Filiberto Duga D'Aosta
Darsena Petroli
Molo Del Progresso
Avamporto di Levante

*"Reproduced by kind permission of the Port Authority".*

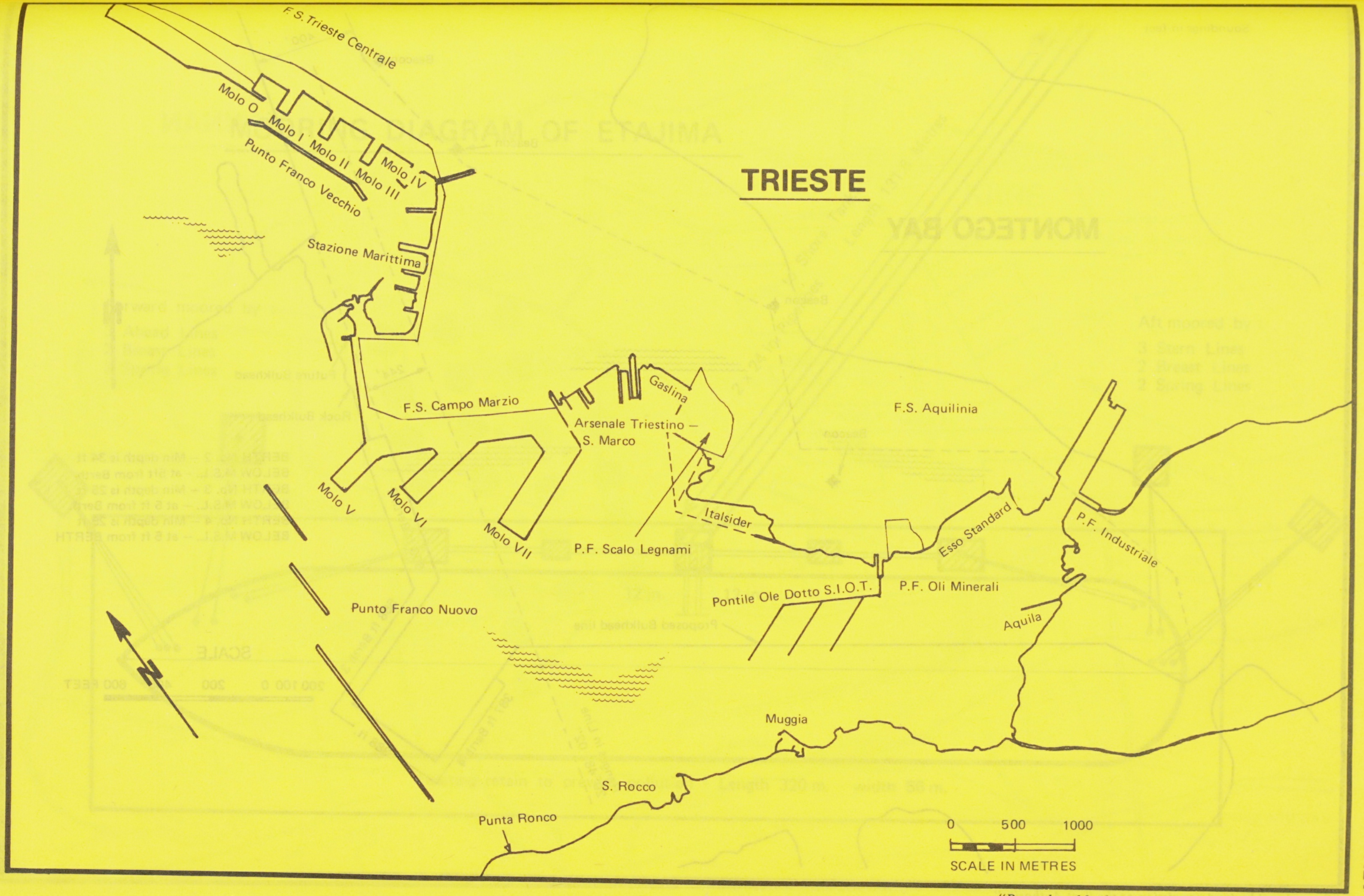
# Quiliano Terminal

Conventional Buoy Mooring

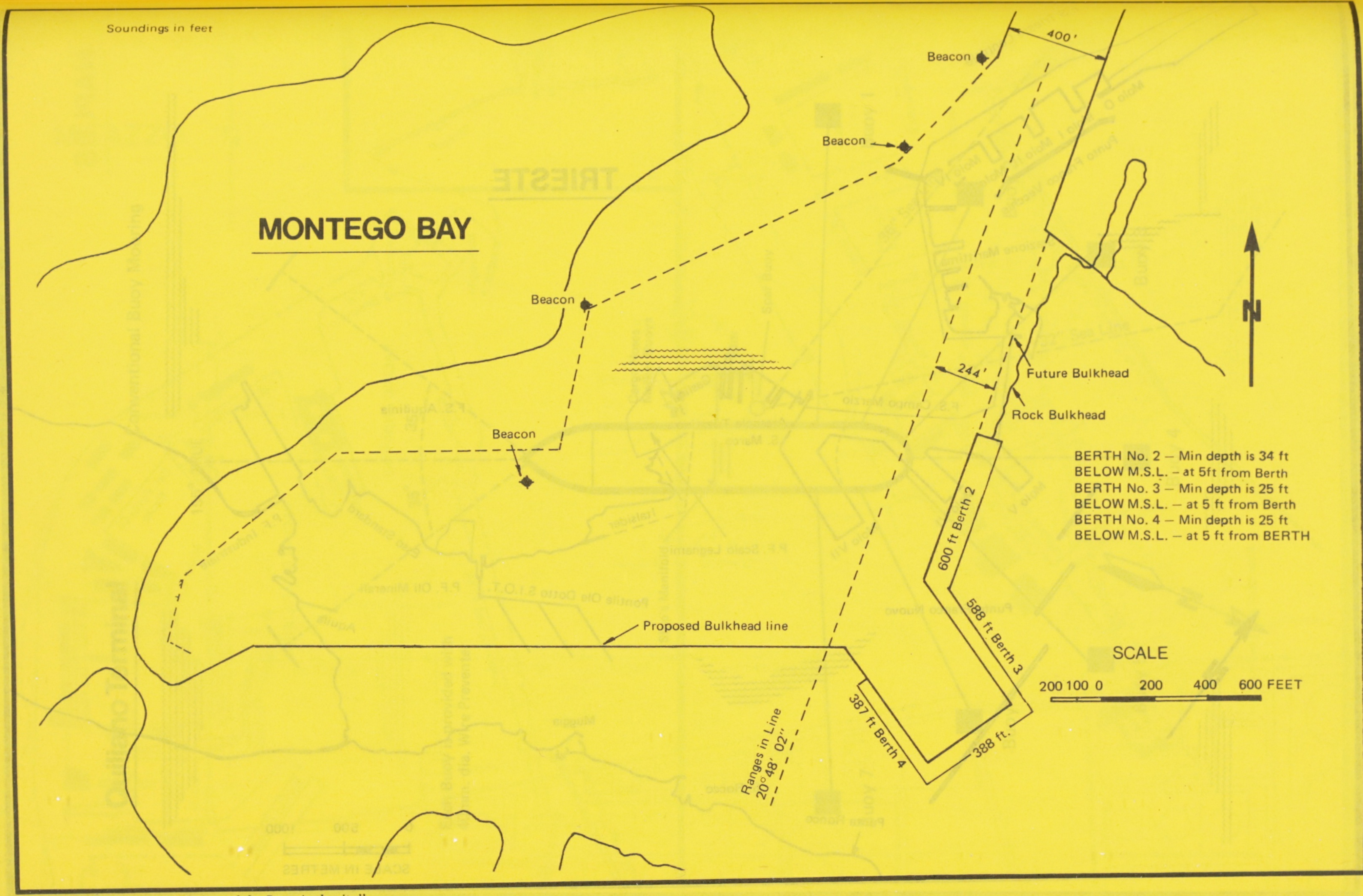

155° TRUE
35°
35°
Each Buoy is provided with 40mm. dia. Wire Preventer
Cargo Hoses Marker Buoys
Ship's Manifold
40m
Spar Buoy
Buoy 7
Buoy 1
36'' Sea Line
Buoy 6
Buoy 2
32'' Sea Line
Buoy 5
Buoy 3
Buoy 4

*"Reproduced by kind permission of the Port Authority"*

## TRIESTE

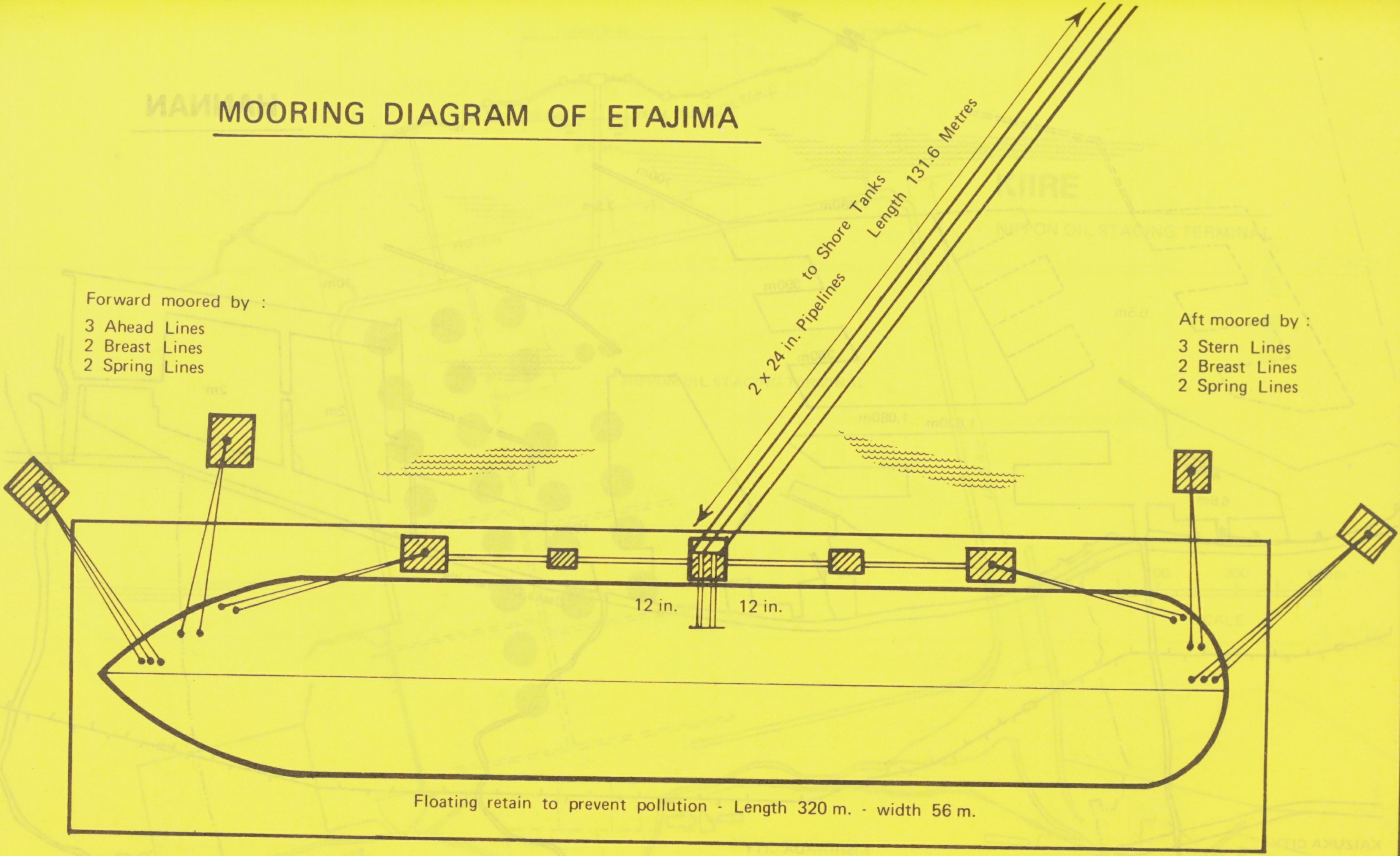

F.S. Trieste Centrale
Molo O
Molo I
Molo II
Molo III
Molo IV
Punto Franco Vecchio
Stazione Marittima
F.S. Campo Marzio
Gaslina
Arsenale Triestino –
S. Marco
F.S. Aquilinia
Molo V
Molo VI
Molo VII
P.F. Scalo Legnami
Italsider
Esso Standard
P.F. Industriale
Pontile Ole Dotto S.I.O.T.
P.F. Oli Minerali
Aquila
Punto Franco Nuovo
Muggia
S. Rocco
Punta Ronco
0
500
1000
SCALE IN METRES

*"Reproduced by kind permission of the Port Authority".*


Soundings in feet
MONTEGO BAY
Beacon
Beacon
Beacon
Beacon
400'
244'
Future Bulkhead
Rock Bulkhead
BERTH No. 2 – Min depth is 34 ft
BELOW M.S.L. – at 5ft from Berth
BERTH No. 3 – Min depth is 25 ft
BELOW M.S.L. – at 5 ft from Berth
BERTH No. 4 – Min depth is 25 ft
BELOW M.S.L. – at 5 ft from BERTH
600 ft Berth 2
588 ft. Berth 3
387 ft Berth 4
388 ft.
Proposed Bulkhead line
Ranges in Line 20° 48' 02"
SCALE
200 100 0 200 400 600 FEET
N

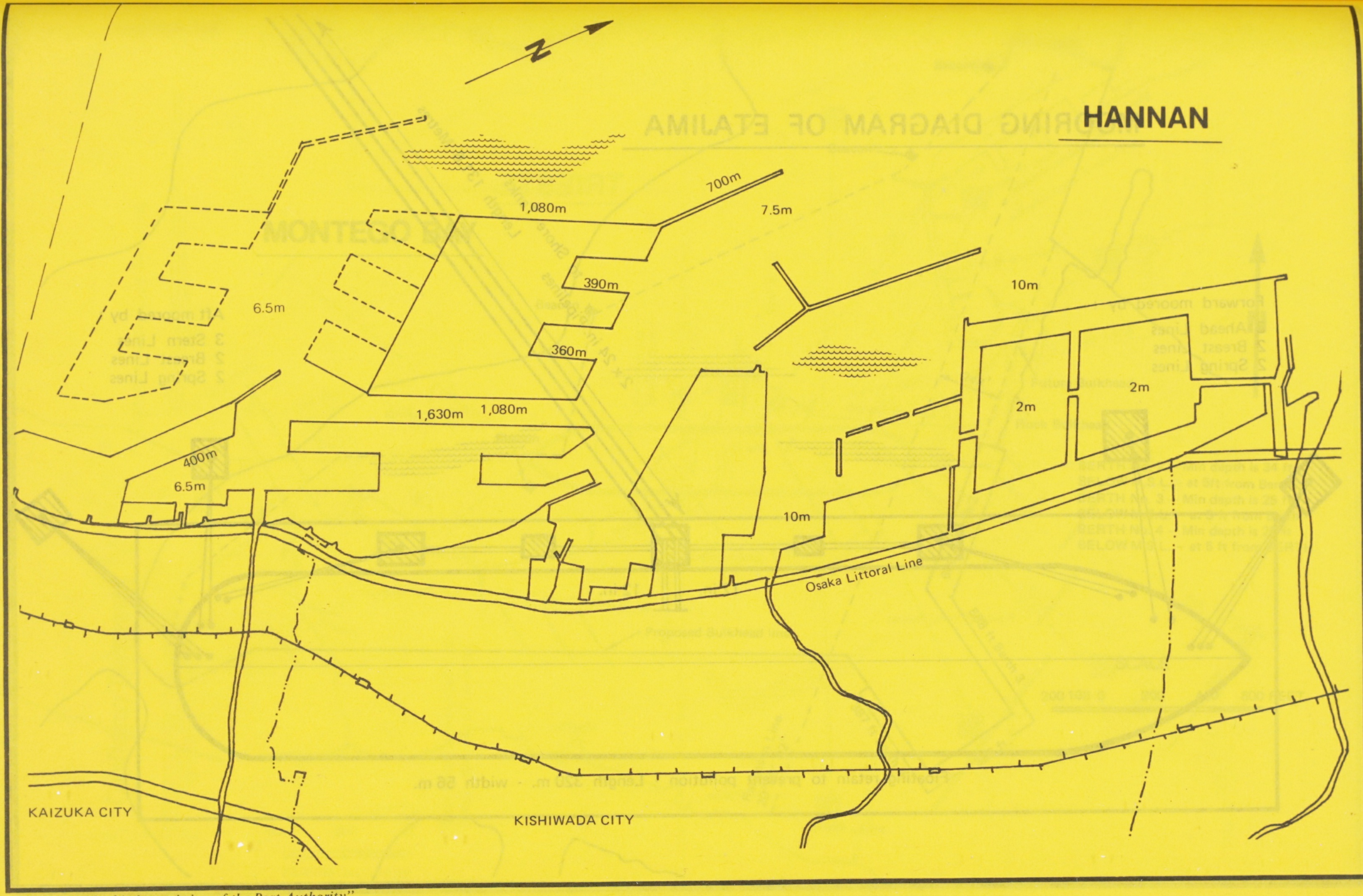
*"Reproduced by kind permission of the Port Authority".*

# MOORING DIAGRAM OF ETAJIMA

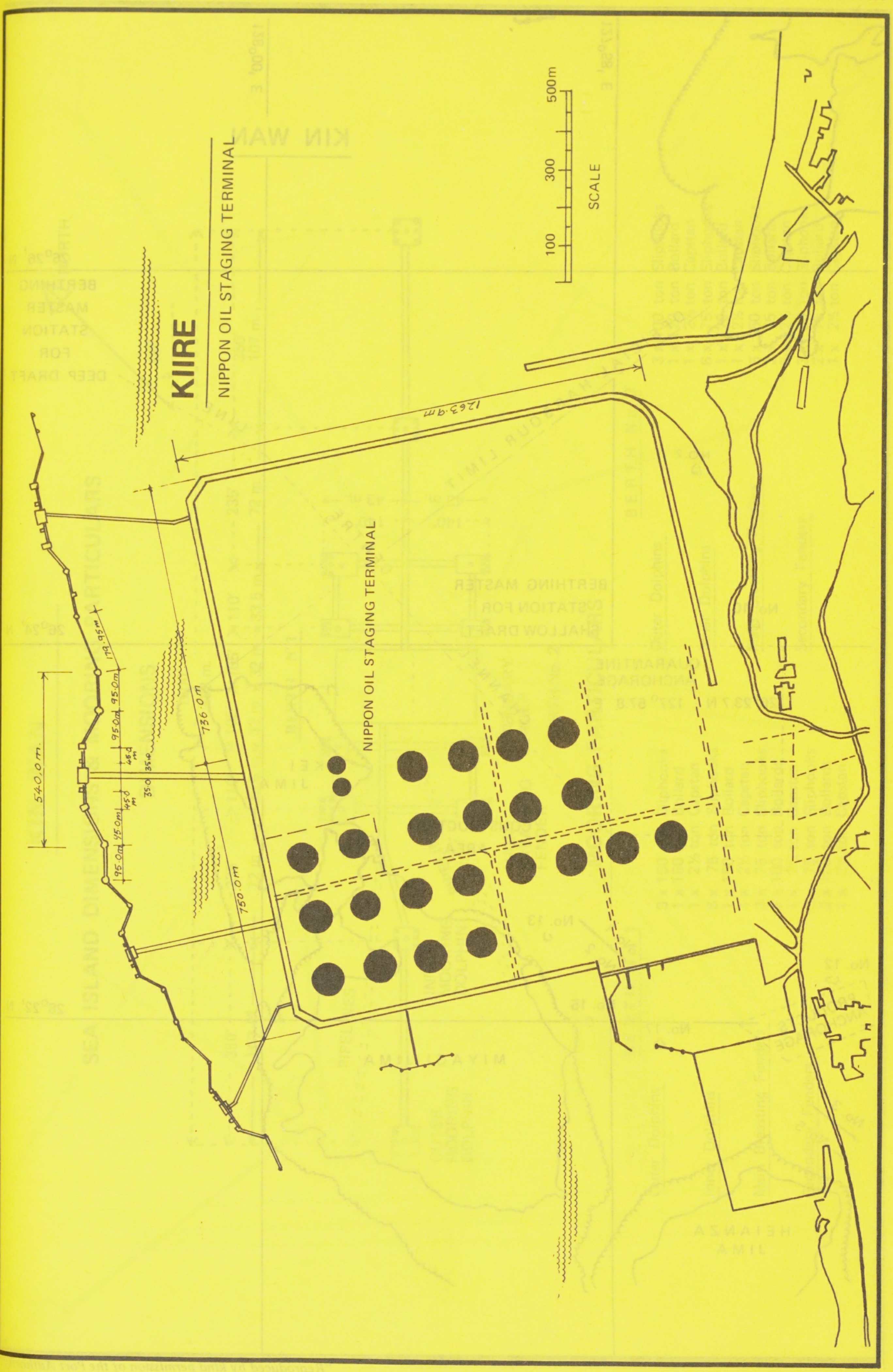

2 x 24 in. Pipelines to Shore Tanks Length 131.6 Metres
Forward moored by :
3 Ahead Lines
2 Breast Lines
2 Spring Lines
Aft moored by :
3 Stern Lines
2 Breast Lines
2 Spring Lines
12 in.
12 in.
Floating retain to prevent pollution - Length 320 m. - width 56 m.

*Plan supplied by Ship's Master.*

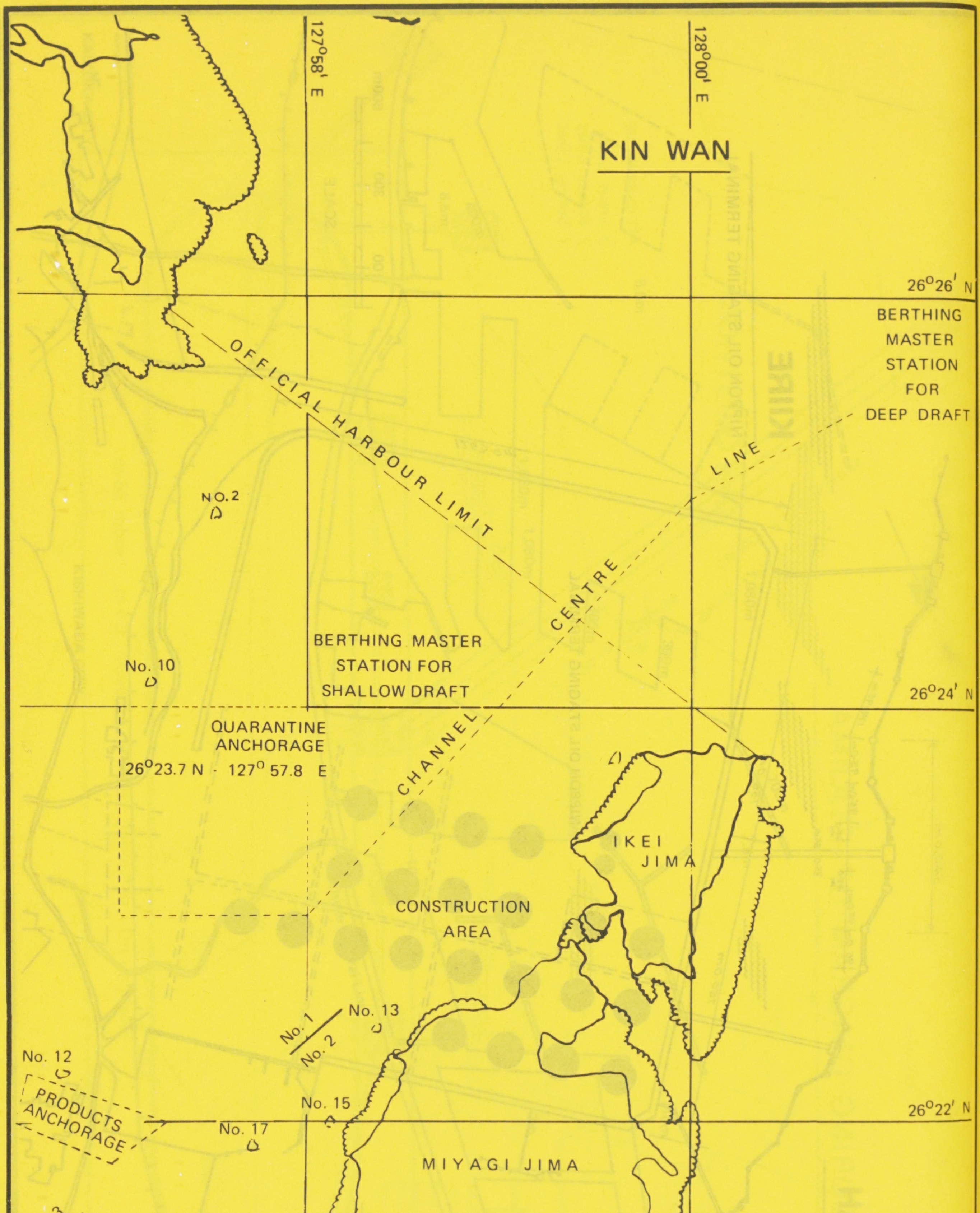
# HANNAN


N
1,080m
700m
7.5m
390m
6.5m
360m
10m
2m
2m
1,630m
1,080m
400m
6.5m
10m
Osaka Littoral Line
KAIZUKA CITY
KISHIWADA CITY

*"Reproduced by kind permission of the Port Authority".*


KIIRE
NIPPON OIL STAGING TERMINAL
NIPPON OIL STAGING TERMINAL
SCALE
100
300
500m
1263.9m
540.0m
750.0m
736.0m
179.95m
95.0m
95.0m
95.0m
95.0m
45.0m
45.0m
45.0m
35.0
35.0

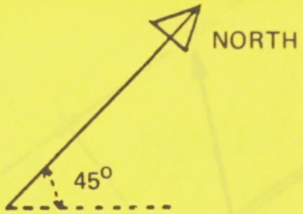
*"Reproduced by kind permission of the Port Authority".*


KIN WAN
127°58′ E
128°00′ E
26°26′ N
26°24′ N
26°22′ N
BERTHING MASTER STATION FOR DEEP DRAFT
OFFICIAL HARBOUR LIMIT
CHANNEL CENTRE LINE
NO.2
No. 10
BERTHING MASTER STATION FOR SHALLOW DRAFT
QUARANTINE ANCHORAGE
26°23.7 N - 127° 57.8 E
IKEI JIMA
CONSTRUCTION AREA
No. 1
No. 2
No. 13
No. 12
PRODUCTS ANCHORAGE
No. 15
No. 17
MIYAGI JIMA
No. 3
No. 5
HEIANZA JIMA

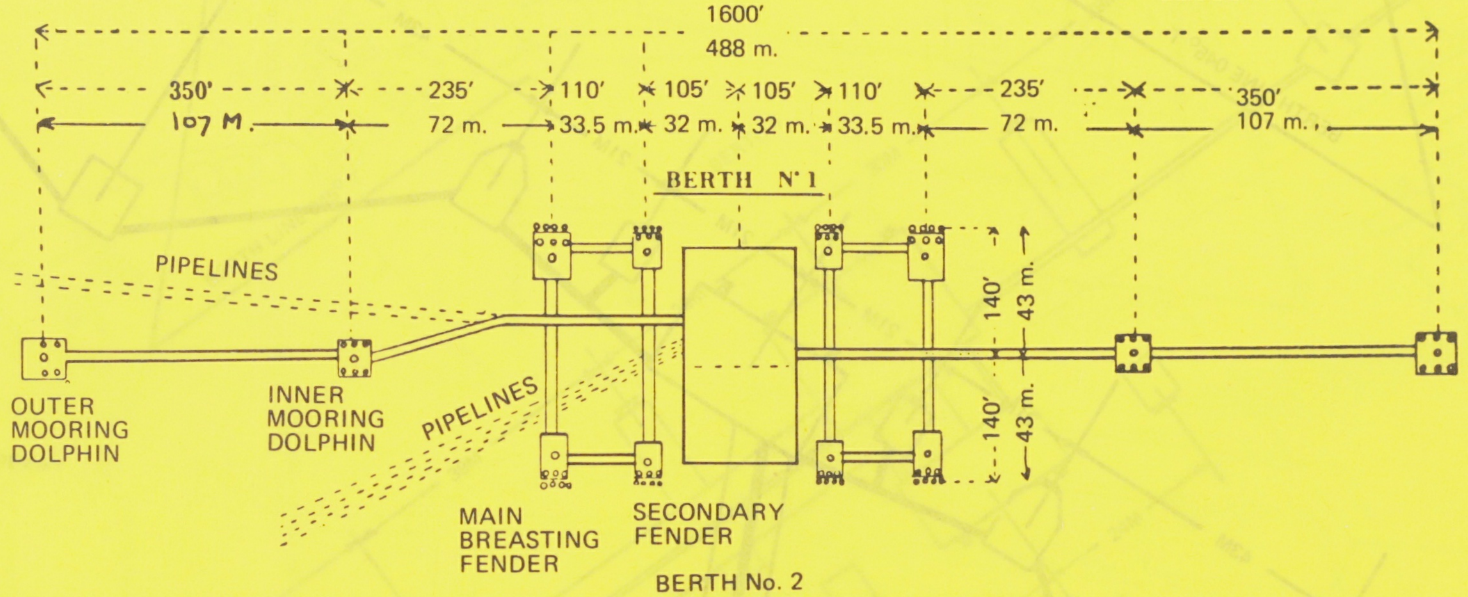
"Reproduced by kind permission of the Port Authority"

# KIN WAN

## SEA ISLAND DIMENSIONS & MOORING PARTICULARS



### DIMENSIONS


1600′
488 m.
350′
107 M.
235′
72 m.
110′
33.5 m.
105′
32 m.
105′
32 m.
110′
33.5 m.
235′
72 m.
350′
107 m.
BERTH N°1
PIPELINES
PIPELINES
140′
43 m.
140′
43 m.
OUTER MOORING DOLPHIN
INNER MOORING DOLPHIN
MAIN BREASTING FENDER
SECONDARY FENDER
BERTH No. 2

### MOORING PARTICULARS

**BERTH No. 1**

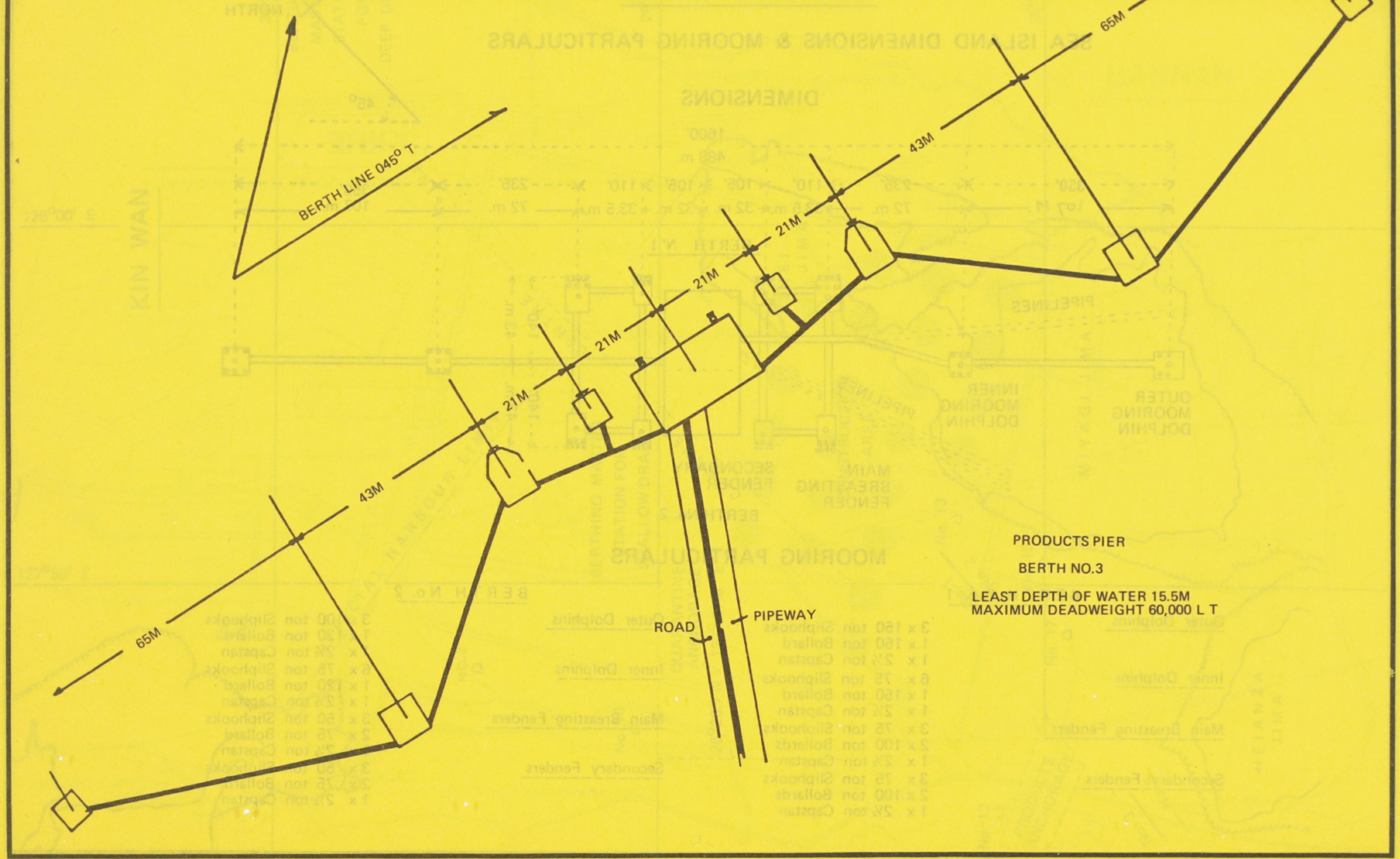
| | |
|---|---|
| Outer Dolphins | 3 x 150 ton Sliphooks<br>1 x 150 ton Bollard<br>1 x 2½ ton Capstan |
| Inner Dolphins | 6 x 75 ton Sliphooks<br>1 x 150 ton Bollard<br>1 x 2½ ton Capstan |
| Main Breasting Fenders | 3 x 75 ton Sliphooks<br>2 x 100 ton Bollards<br>1 x 2½ ton Capstan |
| Secondary Fenders | 3 x 75 ton Sliphooks<br>2 x 100 ton Bollards<br>1 x 2½ ton Capstan |

**BERTH No. 2**

| | |
|---|---|
| Outer Dolphins | 3 x 100 ton Sliphooks<br>1 x 120 ton Bollard<br>1 x 2½ ton Capstan |
| Inner Dolphins | 6 x 75 ton Sliphooks<br>1 x 120 ton Bollard<br>1 x 2½ ton Capstan |
| Main Breasting Fenders | 3 x 50 ton Sliphooks<br>2 x 75 ton Bollard<br>1 x 2½ ton Capstan |
| Secondary Fenders | 3 x 50 ton Sliphooks<br>2 x 75 ton Bollard<br>1 x 2½ ton Capstan |

*"Reproduced by kind permission of the Port Authority"*

## KIN WAN


BERTH LINE 045° T
65M
43M
21M
21M
21M
21M
21M
43M
65M
ROAD
PIPEWAY

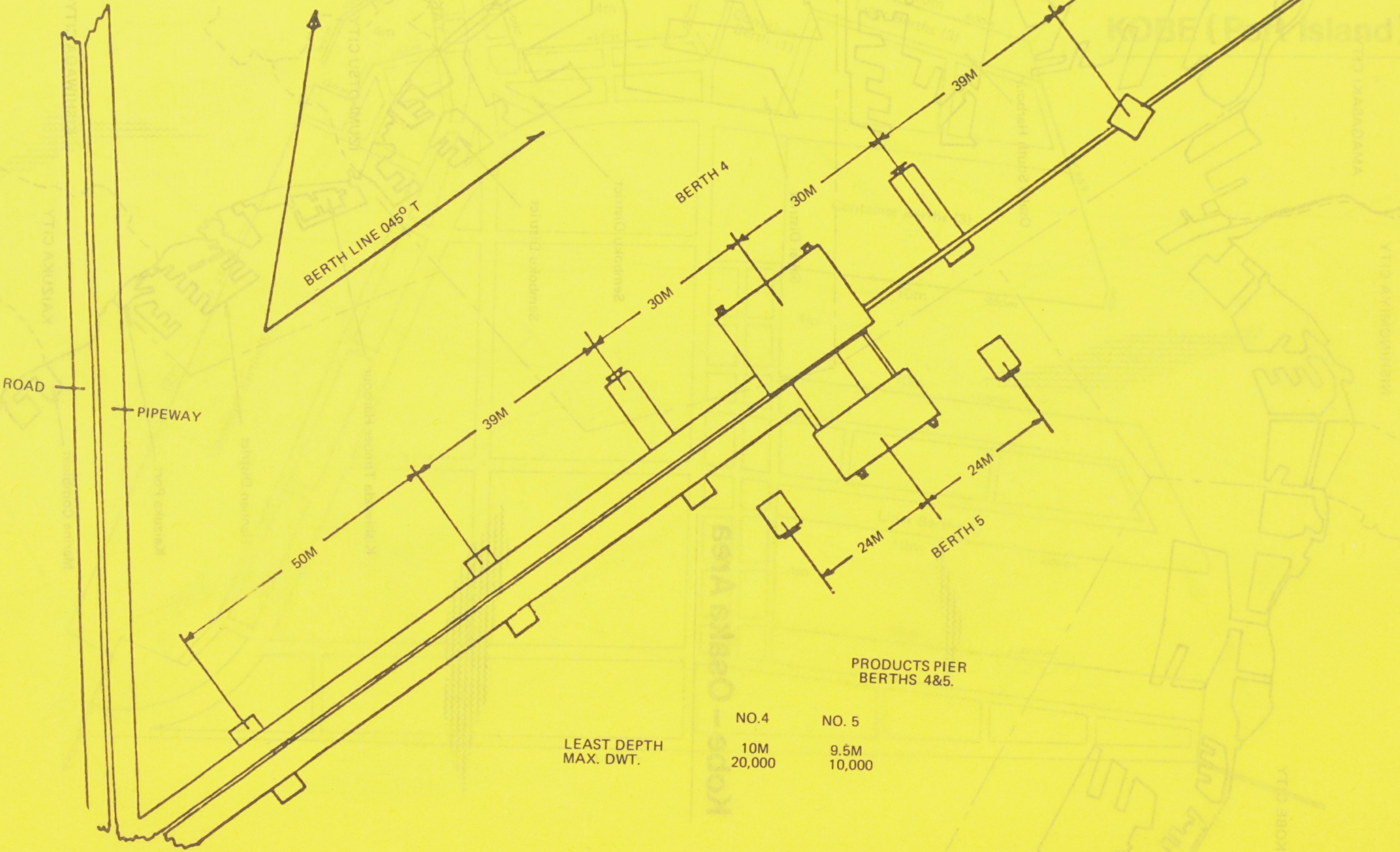
**PRODUCTS PIER**

**BERTH NO.3**

**LEAST DEPTH OF WATER 15.5M**
**MAXIMUM DEADWEIGHT 60,000 L T**

*"Reproduced by kind permission of the Port Authority".*

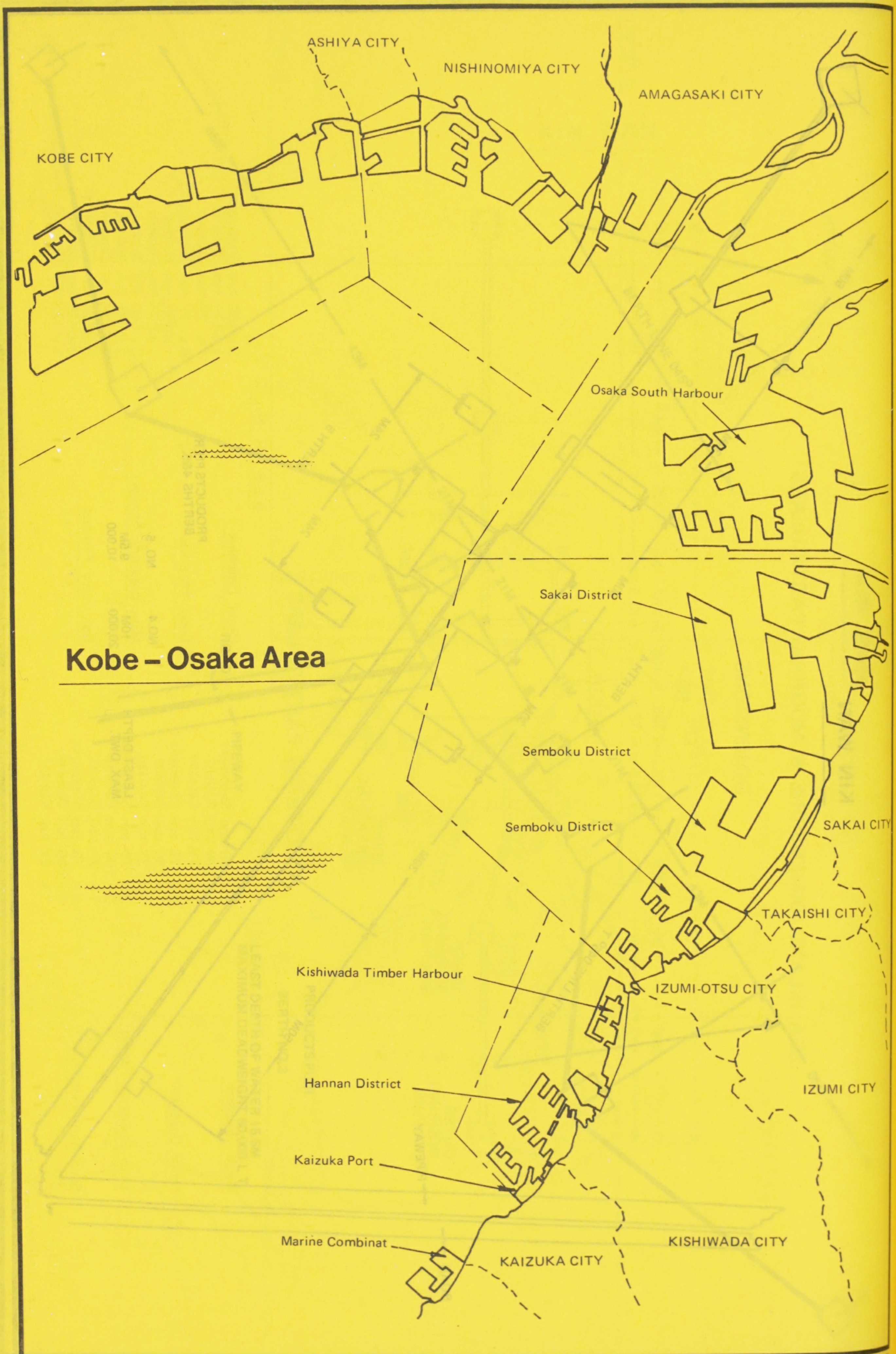
# KIN WAN


BERTH LINE 045° T
BERTH 4
BERTH 5
ROAD
PIPEWAY
50M
39M
30M
30M
39M
50M
24M
24M

PRODUCTS PIER
BERTHS 4&5.

| | NO.4 | NO. 5 |
|---|---|---|
| LEAST DEPTH | 10M | 9.5M |
| MAX. DWT. | 20,000 | 10,000 |

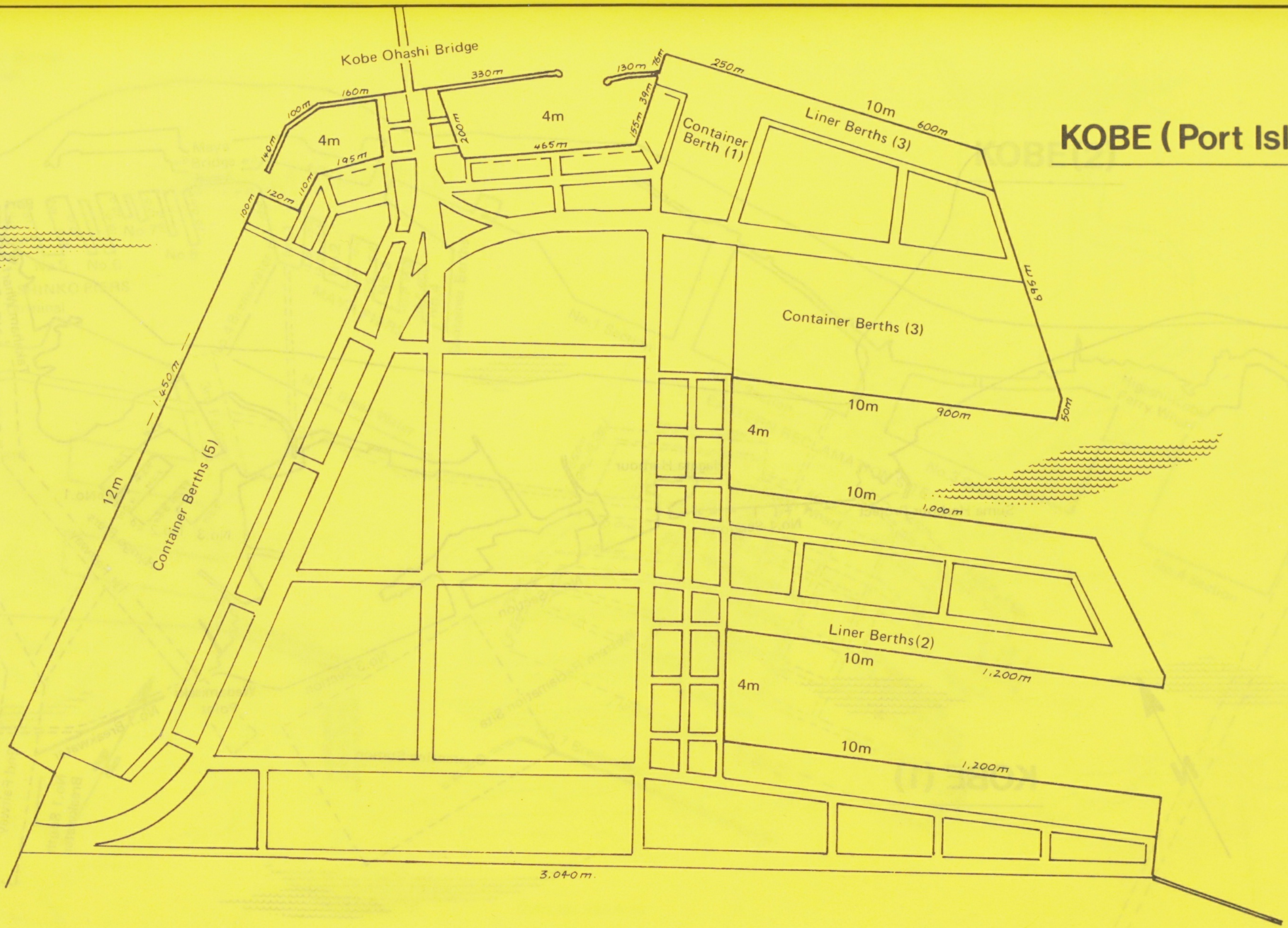
*"Reproduced by kind permission of the Port Authority".*


ASHIYA CITY
NISHINOMIYA CITY
AMAGASAKI CITY
KOBE CITY
Osaka South Harbour
Sakai District
Semboku District
Semboku District
SAKAI CITY
TAKAISHI CITY
Kishiwada Timber Harbour
IZUMI-OTSU CITY
IZUMI CITY
Hannan District
Kaizuka Port
Marine Combinat
KISHIWADA CITY
KAIZUKA CITY

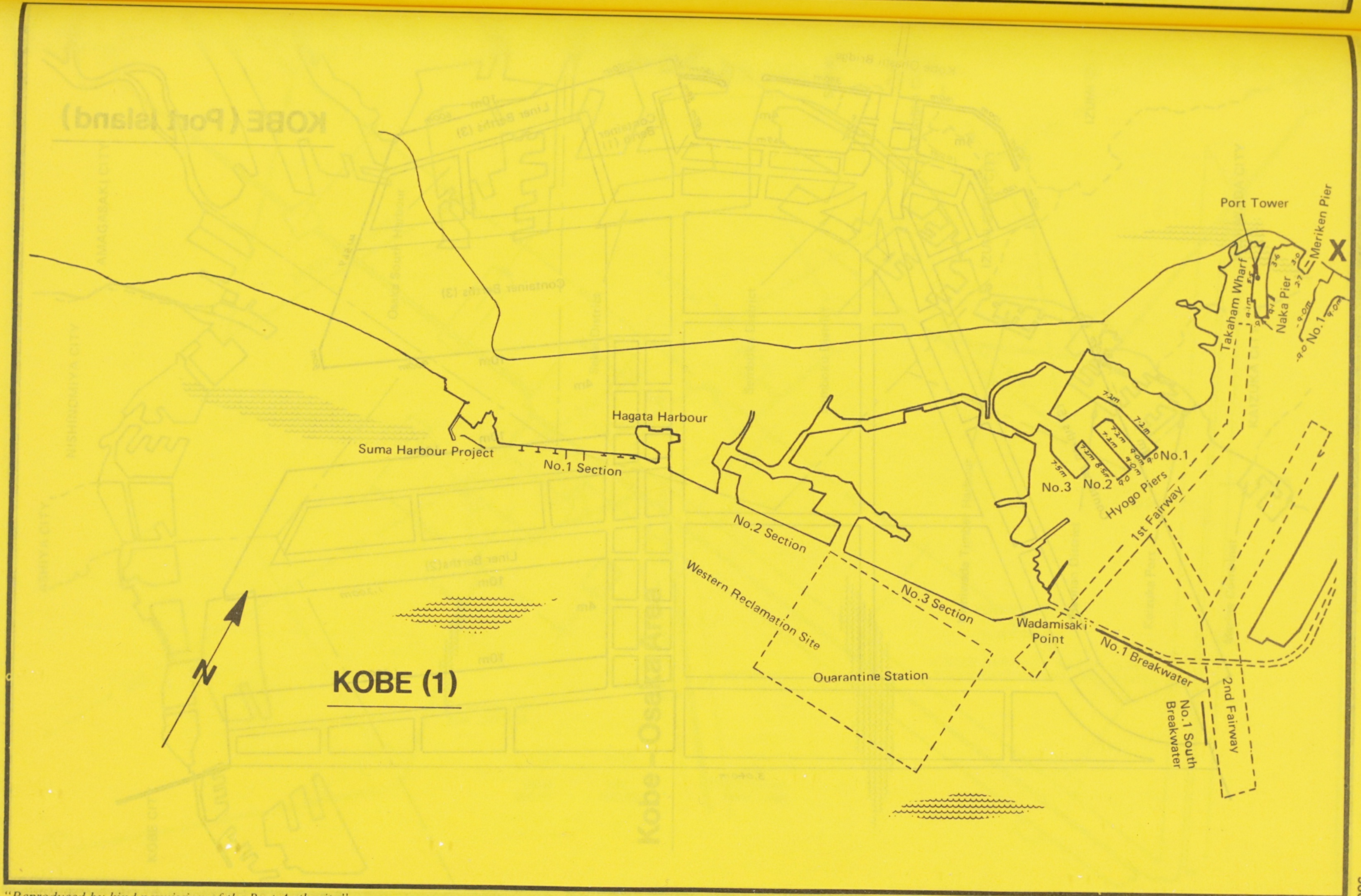
## Kobe – Osaka Area

*"Reproduced by kind permission of the Port Authority"*

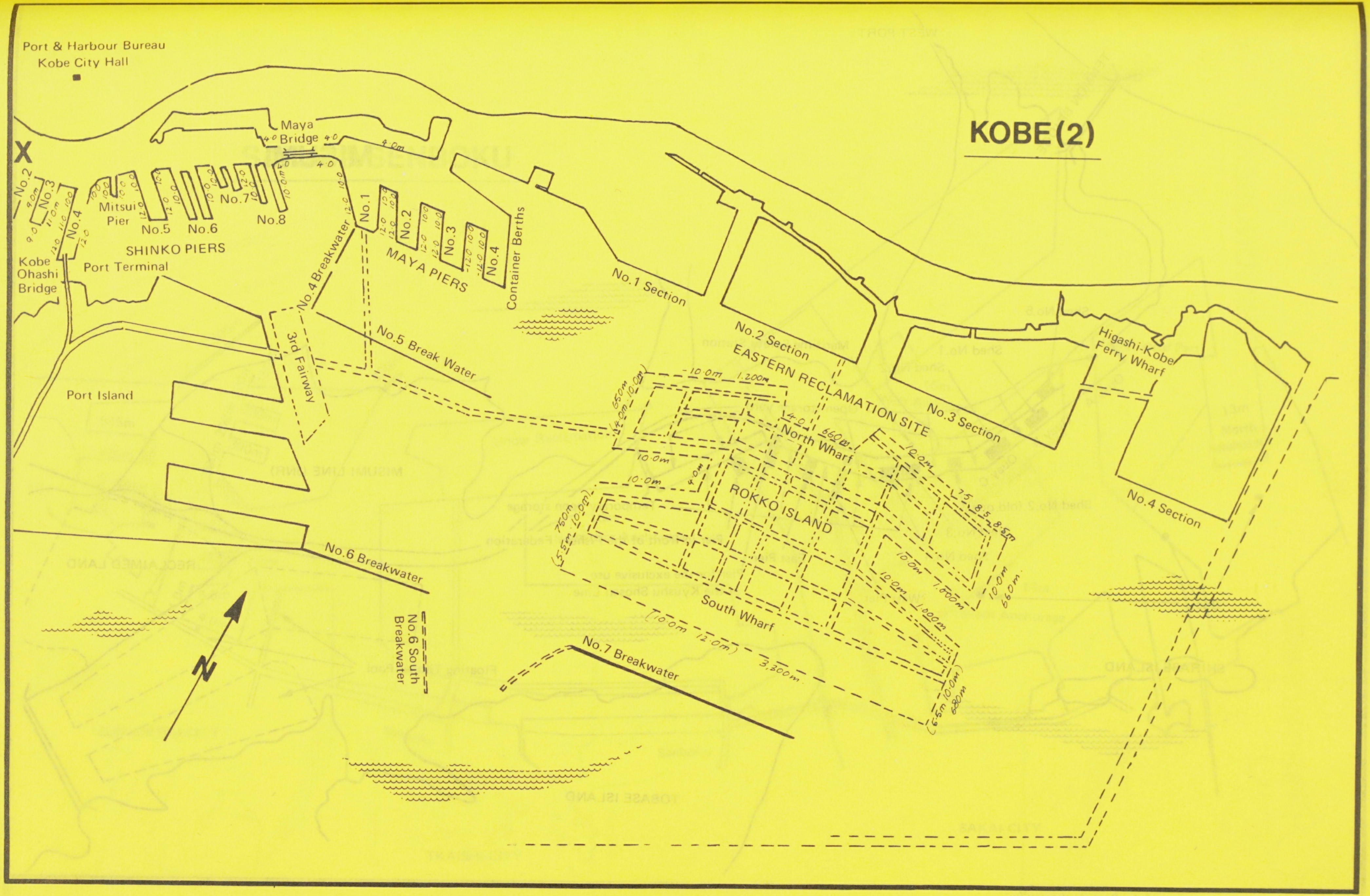
# KOBE (Port Island)


Kobe Ohashi Bridge
330m
130m
76m
250m
160m
100m
140m
4m
4m
200m
155m
39m
195m
465m
110m
120m
100m
Container Berth (1)
10m
Liner Berths (3)
600m
659m
Container Berths (3)
10m
900m
50m
4m
10m
1,000m
1,450m
12m
Container Berths (5)
Liner Berths(2)
10m
1,200m
4m
10m
1,200m
3,040m.

"Reproduced by kind permission of the Port Authority".

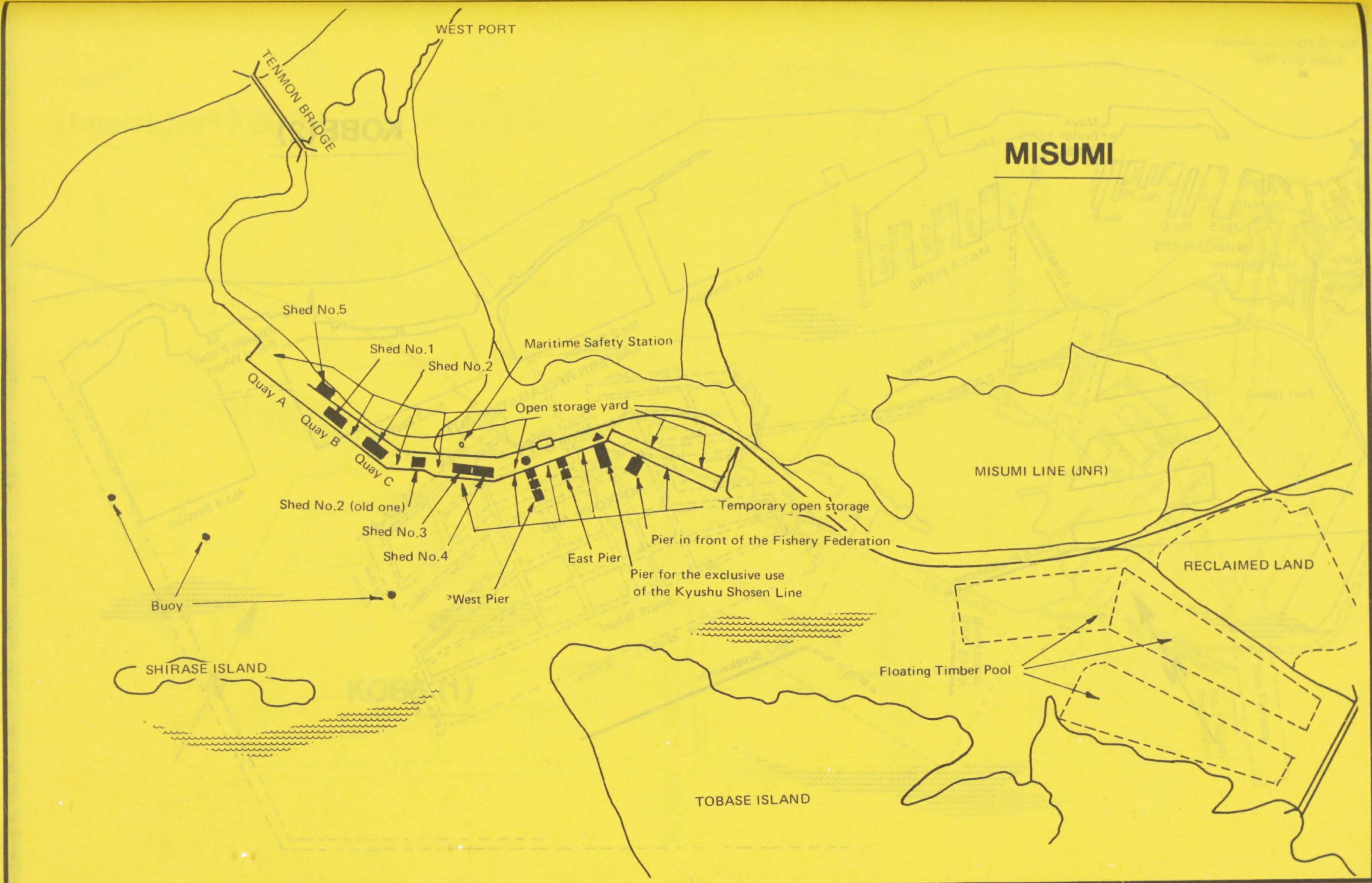

Port Tower
Meriken Pier
X
Takaham Wharf
Naka Pier
No.1
9.0m
-9.0m
-9.0
3.6
3.0
2.7
5.5
9.1m
9.1
Suma Harbour Project
No.1 Section
Hagata Harbour
7.2m
7.5m
8.5m
9.0m
9.0
No.1
No.2
No.3
Hyogo Piers
1st Fairway
No.2 Section
No.3 Section
Western Reclamation Site
Ouarantine Station
Wadamisaki Point
No.1 Breakwater
No.1 South Breakwater
2nd Fairway
N
KOBE (1)

*"Reproduced by kind permission of the Port Authority".*


KOBE(2)
Port & Harbour Bureau
Kobe City Hall
X
Maya
Bridge
No.2
No.3
No.4
Mitsui
Pier
No.5
No.6
No.7
No.8
SHINKO PIERS
Kobe
Ohashi
Bridge
Port Terminal
No.4 Breakwater
No.1
No.2
No.3
No.4
MAYA PIERS
Container Berths
No.1 Section
No.2 Section
No.3 Section
No.4 Section
Higashi-Kobe
Ferry Wharf
3rd Fairway
No.5 Break Water
Port Island
EASTERN RECLAMATION SITE
North Wharf
ROKKO ISLAND
South Wharf
No.6 Breakwater
No.6 South
Breakwater
No.7 Breakwater
N
10.0m
1,200m
650m
14.0m
660m
750m
3,300m
1,000m
660m
680m

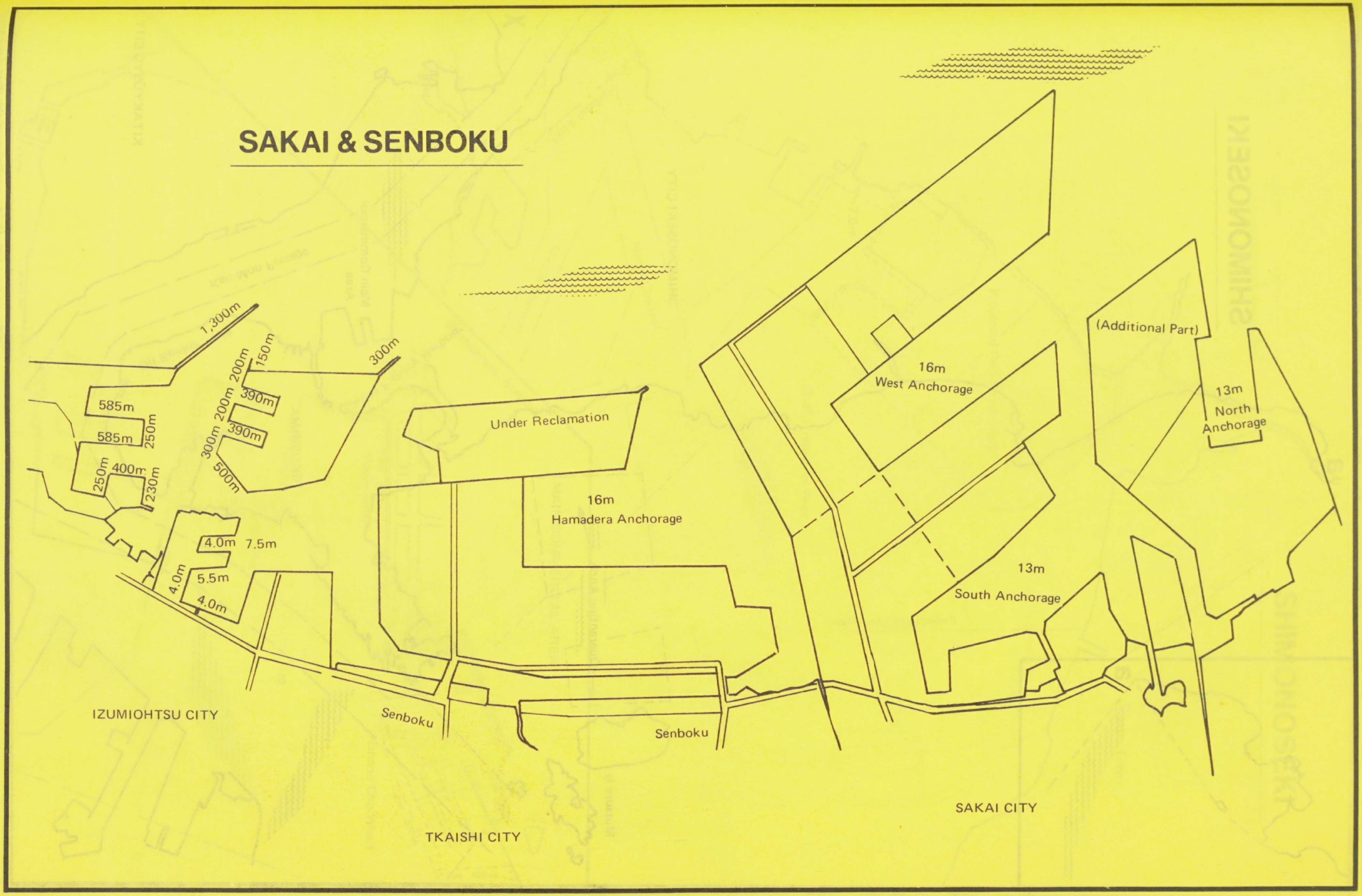
*"Reproduced by kind permission of the Port Authority".*

# MISUMI

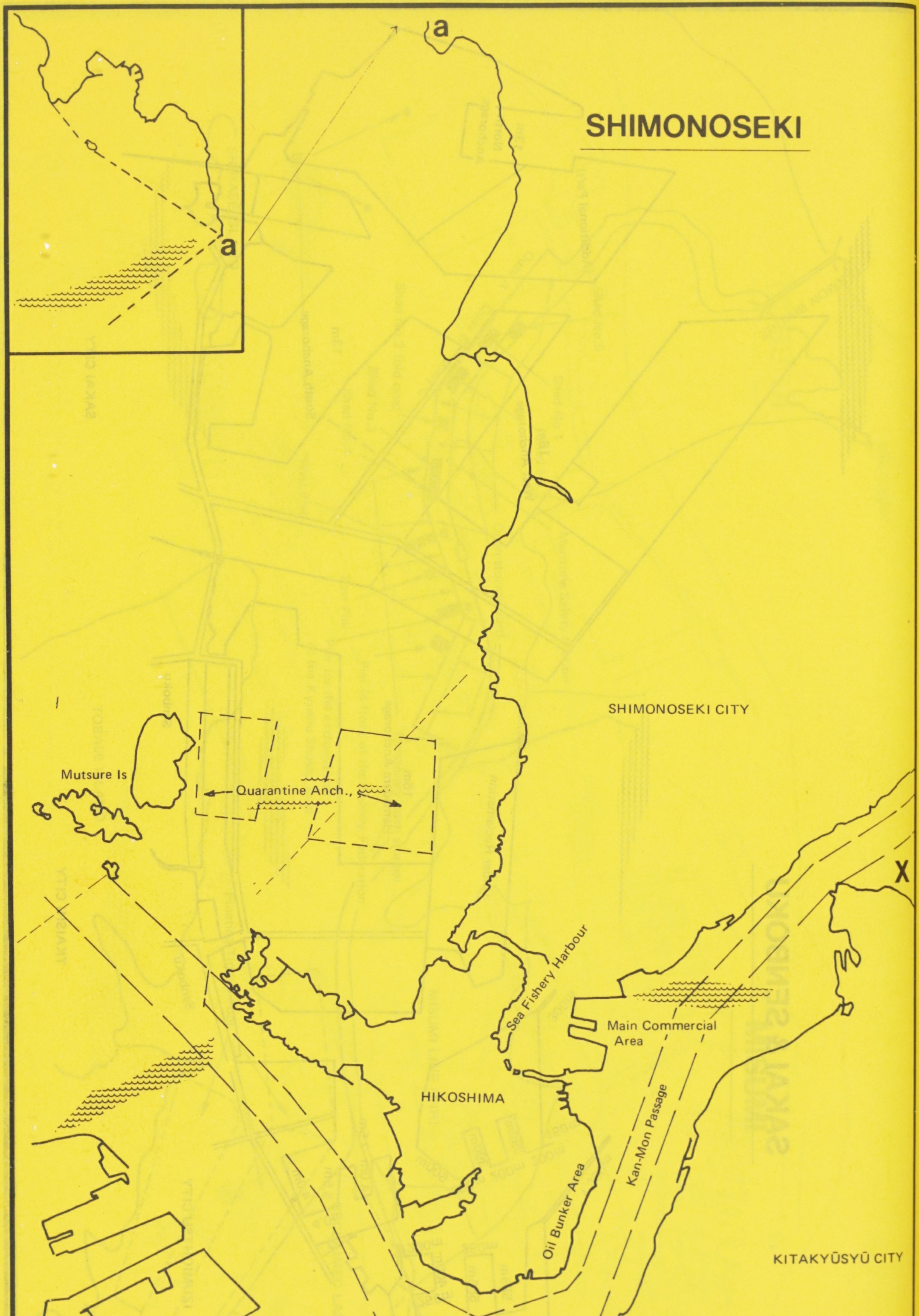

WEST PORT
TENMON BRIDGE
Shed No.5
Shed No.1
Shed No.2
Maritime Safety Station
Quay A
Quay B
Quay C
Open storage yard
MISUMI LINE (JNR)
Shed No.2 (old one)
Shed No.3
Shed No.4
Temporary open storage
Pier in front of the Fishery Federation
East Pier
Pier for the exclusive use of the Kyushu Shosen Line
West Pier
RECLAIMED LAND
Buoy
SHIRASE ISLAND
Floating Timber Pool
TOBASE ISLAND

*"Reproduced by kind permission of the Port Authority".*

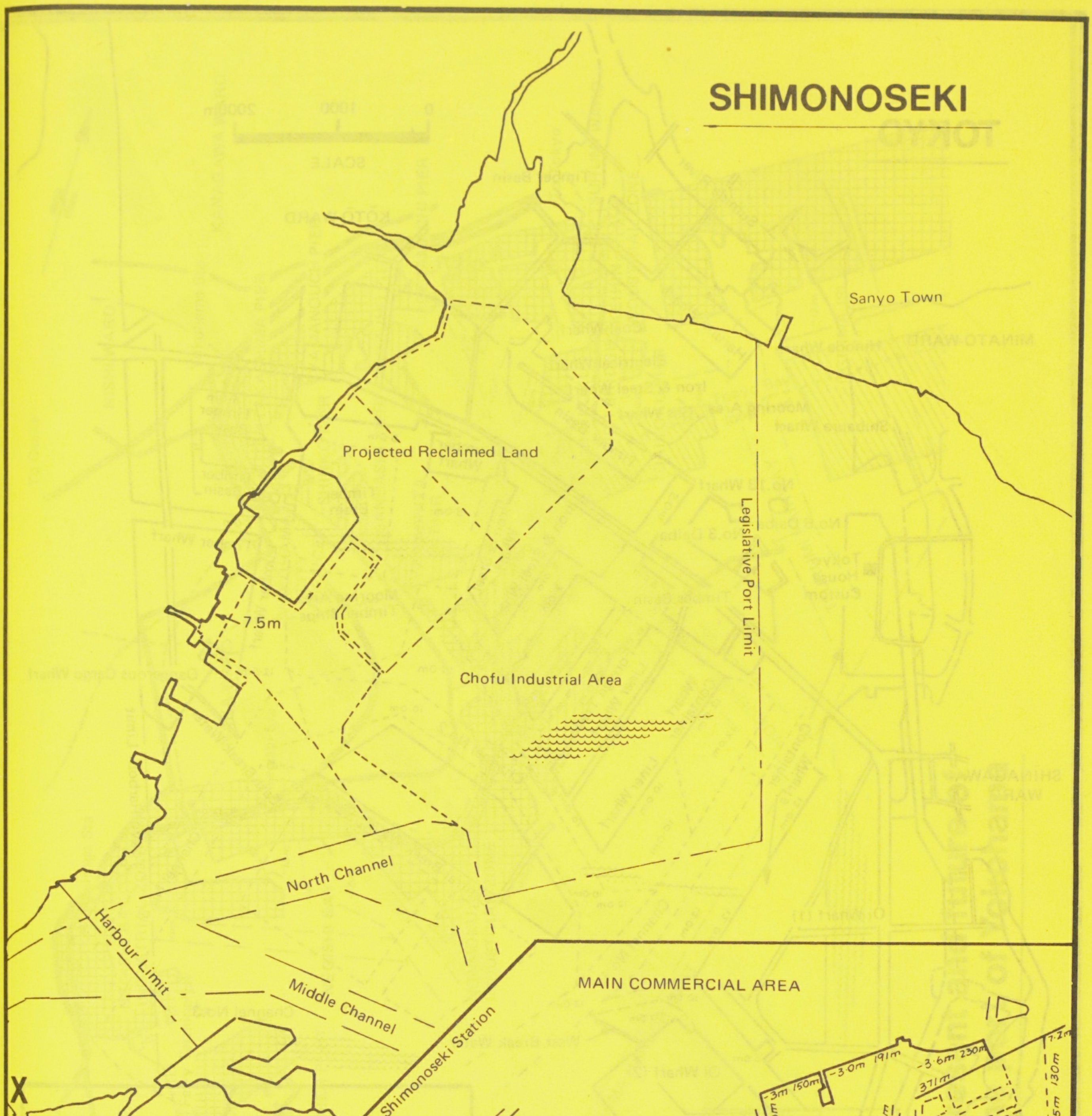
# SAKAI & SENBOKU


1,300m
150m
200m
200m
300m
390m
390m
300m
500m
585m
585m
250m
250m
400m
230m
4.0m
7.5m
4.0m
5.5m
4.0m
Under Reclamation
16m
Hamadera Anchorage
16m
West Anchorage
(Additional Part)
13m
North Anchorage
13m
South Anchorage
IZUMIOHTSU CITY
Senboku
Senboku
TKAISHI CITY
SAKAI CITY

*"Reproduced by kind permission of the Port Authority".*

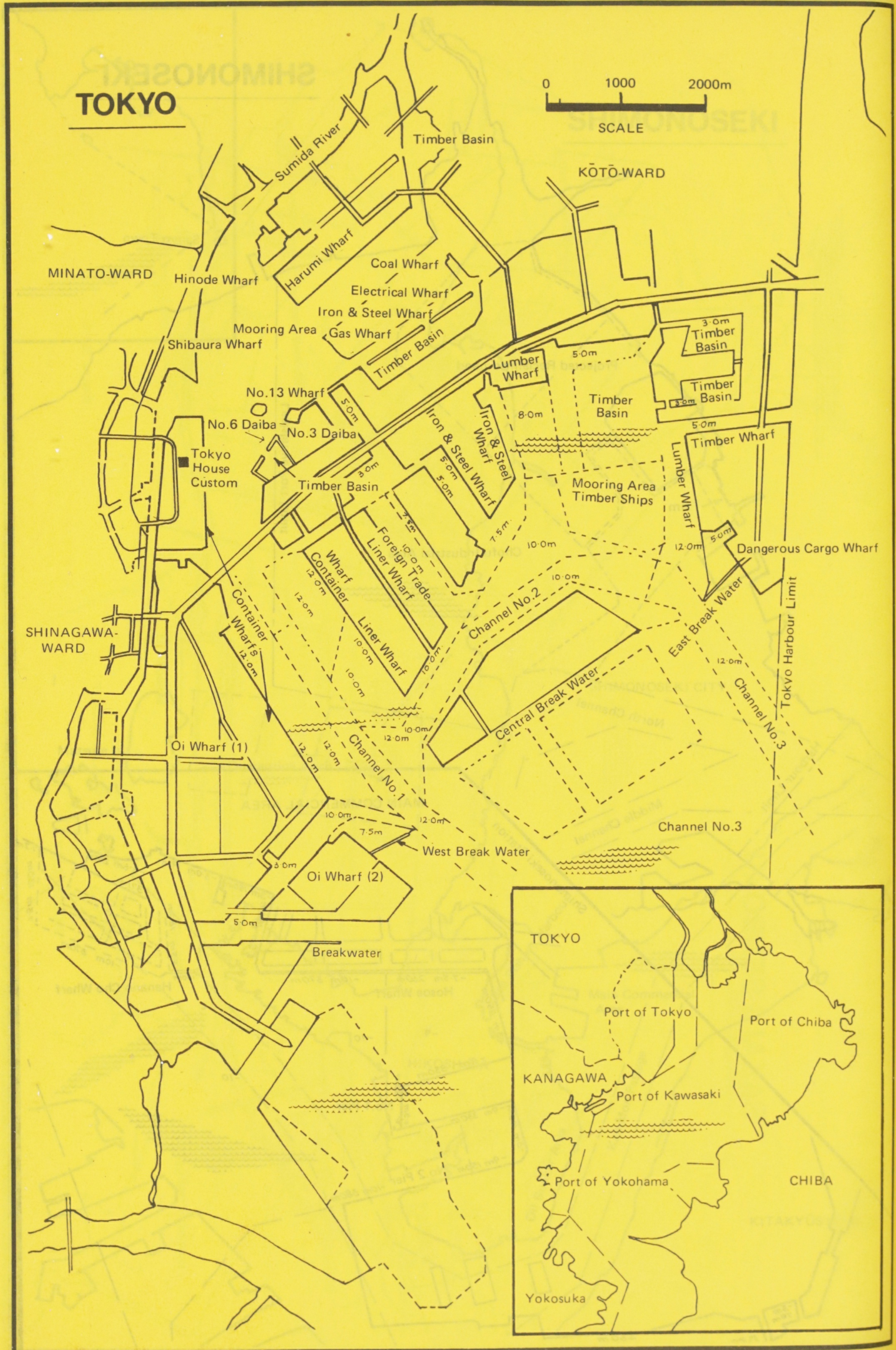

a
a
SHIMONOSEKI
SHIMONOSEKI CITY
Mutsure Is
Quarantine Anch.
X
Sea Fishery Harbour
Main Commercial Area
HIKOSHIMA
Kan-Mon Passage
Oil Bunker Area
KITAKYŪSYŪ CITY

"Reproduced by kind permission of the Port Authority"

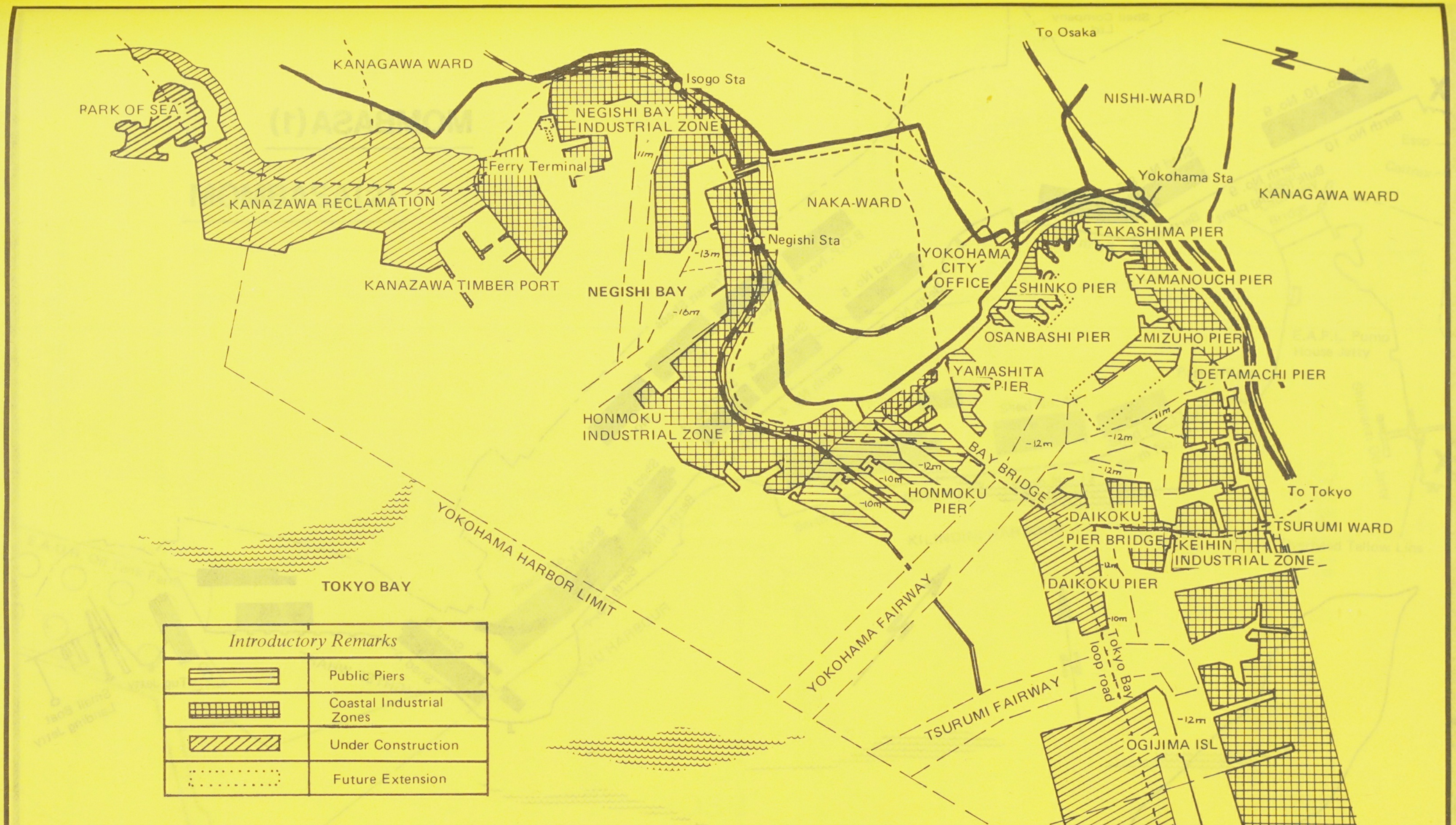

SHIMONOSEKI
Sanyo Town
Projected Reclaimed Land
Legislative Port Limit
7.5m
Chofu Industrial Area
North Channel
Harbour Limit
Middle Channel
X
Shimonoseki Station
MAIN COMMERCIAL AREA
-3m 150m
-3.0m 191m
-3.6m 230m
371m
7.2m
130m
7.5m
-3m 180m
5.5m
-5
-7
180m
5.5m
100m
-10m 370m
Hanano Cho Wharf
-7.5m 260m
-10m 370m
Hosoe Wharf
-3m 250m
-9
-10
-9m 330m
-10
120m
4.5m
No.1 Pier
-9m 330m
-3m 145m
-9m 150m
No.2 Pier
-10m 380m
-3m 79m
460m

*"Reproduced by kind permission of the Port Authority".*

# TOKYO

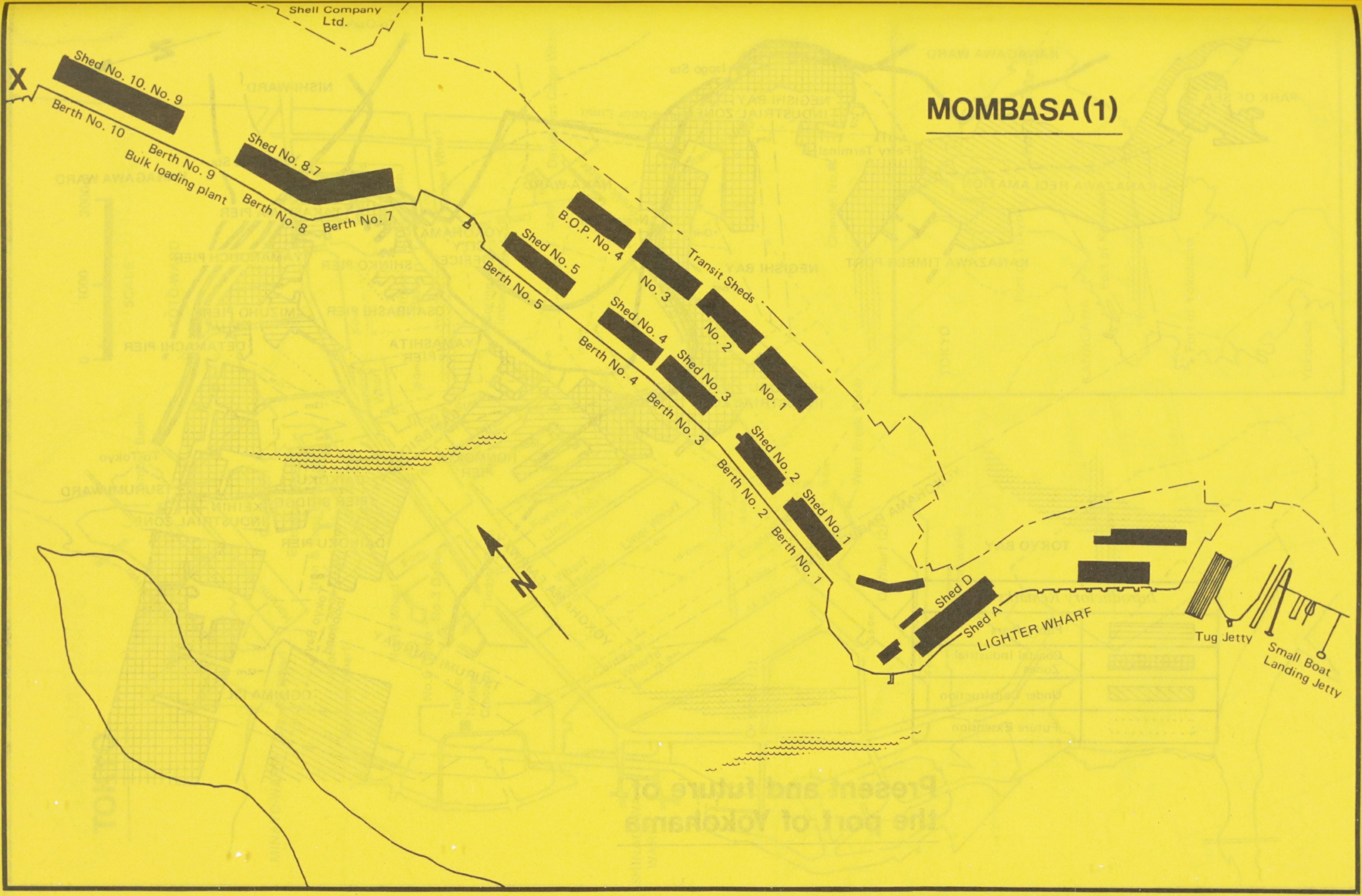

0
1000
2000m
SCALE
KŌTŌ-WARD
Sumida River
Timber Basin
Harumi Wharf
Coal Wharf
Electrical Wharf
Iron & Steel Wharf
Gas Wharf
Mooring Area
Timber Basin
MINATO-WARD
Hinode Wharf
Shibaura Wharf
No.13 Wharf
No.6 Daiba
No.3 Daiba
Tokyo House Custom
Timber Basin
Lumber Wharf
Iron & Steel Wharf
Iron & Steel Wharf
Timber Basin
3·0m
Timber Basin
Timber Basin
Timber Wharf
Lumber Wharf
Mooring Area Timber Ships
Dangerous Cargo Wharf
5·0m
8·0m
7·5m
10·0m
12·0m
3·0m
Foreign Trade Liner Wharf
Container Wharf
Liner Wharf
Container Wharfs
Channel No.2
East Break Water
Central Break Water
Channel No.3
Tokyo Harbour Limit
SHINAGAWA-WARD
Oi Wharf (1)
Channel No.1
West Break Water
Oi Wharf (2)
Breakwater
Channel No.3
TOKYO
Port of Tokyo
Port of Chiba
KANAGAWA
Port of Kawasaki
Port of Yokohama
CHIBA
Yokosuka

"Reproduced by kind permission of the Port Authority"


To Osaka
KANAGAWA WARD
Isogo Sta
NISHI-WARD
PARK OF SEA
NEGISHI BAY INDUSTRIAL ZONE
Ferry Terminal
Yokohama Sta
KANAGAWA WARD
KANAZAWA RECLAMATION
NAKA-WARD
TAKASHIMA PIER
Negishi Sta
-13m
YOKOHAMA CITY OFFICE
YAMANOUCH PIER
KANAZAWA TIMBER PORT
NEGISHI BAY
SHINKO PIER
-16m
OSANBASHI PIER
MIZUHO PIER
YAMASHITA PIER
DETAMACHI PIER
-11m
HONMOKU INDUSTRIAL ZONE
-12m
-12m
-12m
-12m
BAY BRIDGE
-10m
-10m
HONMOKU PIER
To Tokyo
DAIKOKU PIER BRIDGE
TSURUMI WARD
KEIHIN INDUSTRIAL ZONE
YOKOHAMA HARBOR LIMIT
12m
DAIKOKU PIER
TOKYO BAY
-10m
YOKOHAMA FAIRWAY
Tokyo Bay loop road
TSURUMI FAIRWAY
-12m
OGIJIMA ISL
Introductory Remarks
Public Piers
Coastal Industrial Zones
Under Construction
Future Extension

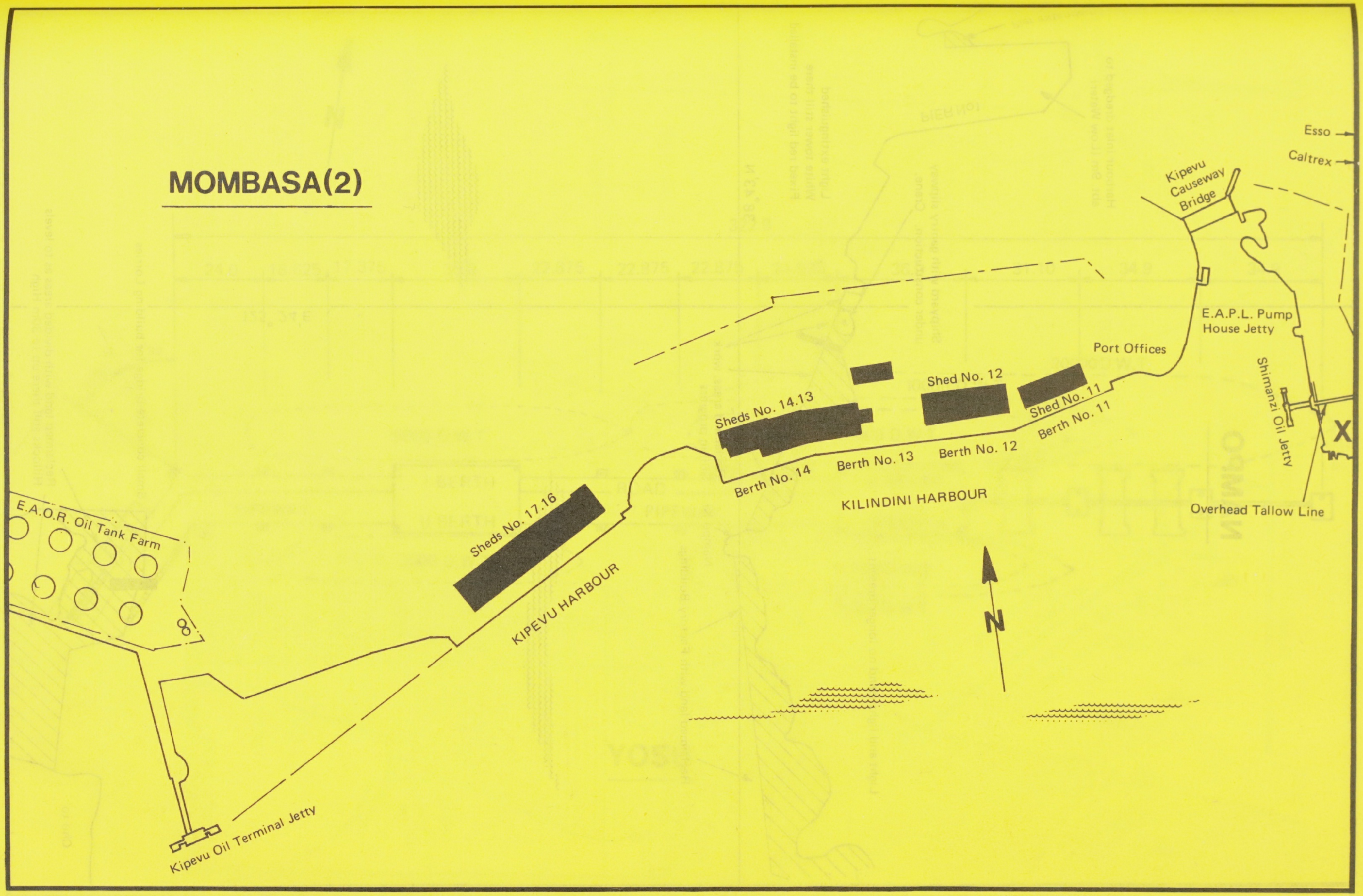
Present and future of the port of Yokohama

# MOMBASA (1)


Shell Company Ltd.
X
Shed No. 10. No. 9
Berth No. 10
Berth No. 9
Bulk loading plant
Shed No. 8.7
Berth No. 8
Berth No. 7
B.O.P. No. 4
Shed No. 5
Berth No. 5
Transit Sheds
No. 3
No. 2
No. 1
Shed No. 4
Berth No. 4
Shed No. 3
Berth No. 3
Shed No. 2
Berth No. 2
Shed No. 1
Berth No. 1
N
Shed D
Shed A
LIGHTER WHARF
Tug Jetty
Small Boat Landing Jetty

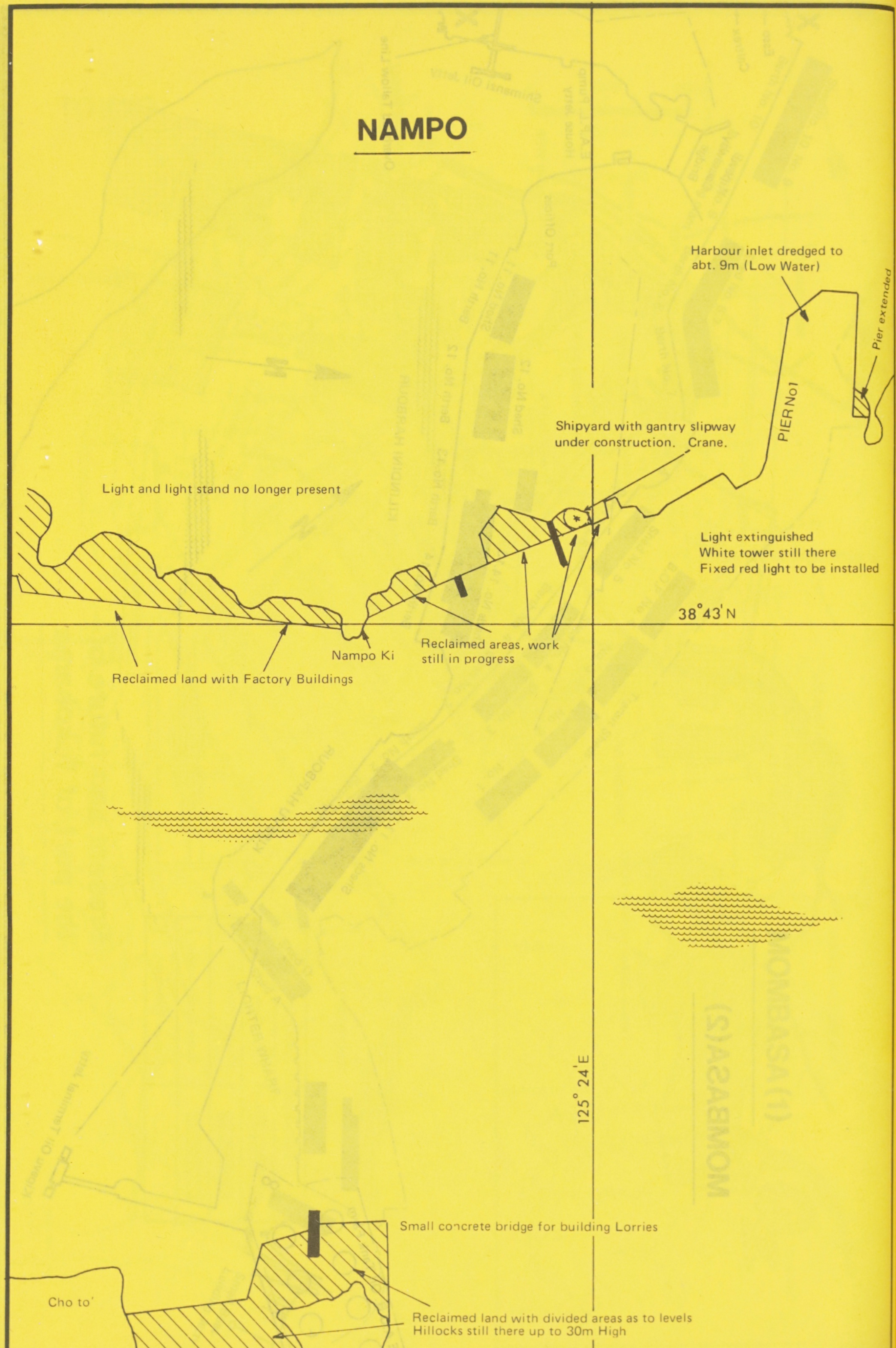
"*Reproduced by kind permission of the Port Authority*".

# MOMBASA(2)

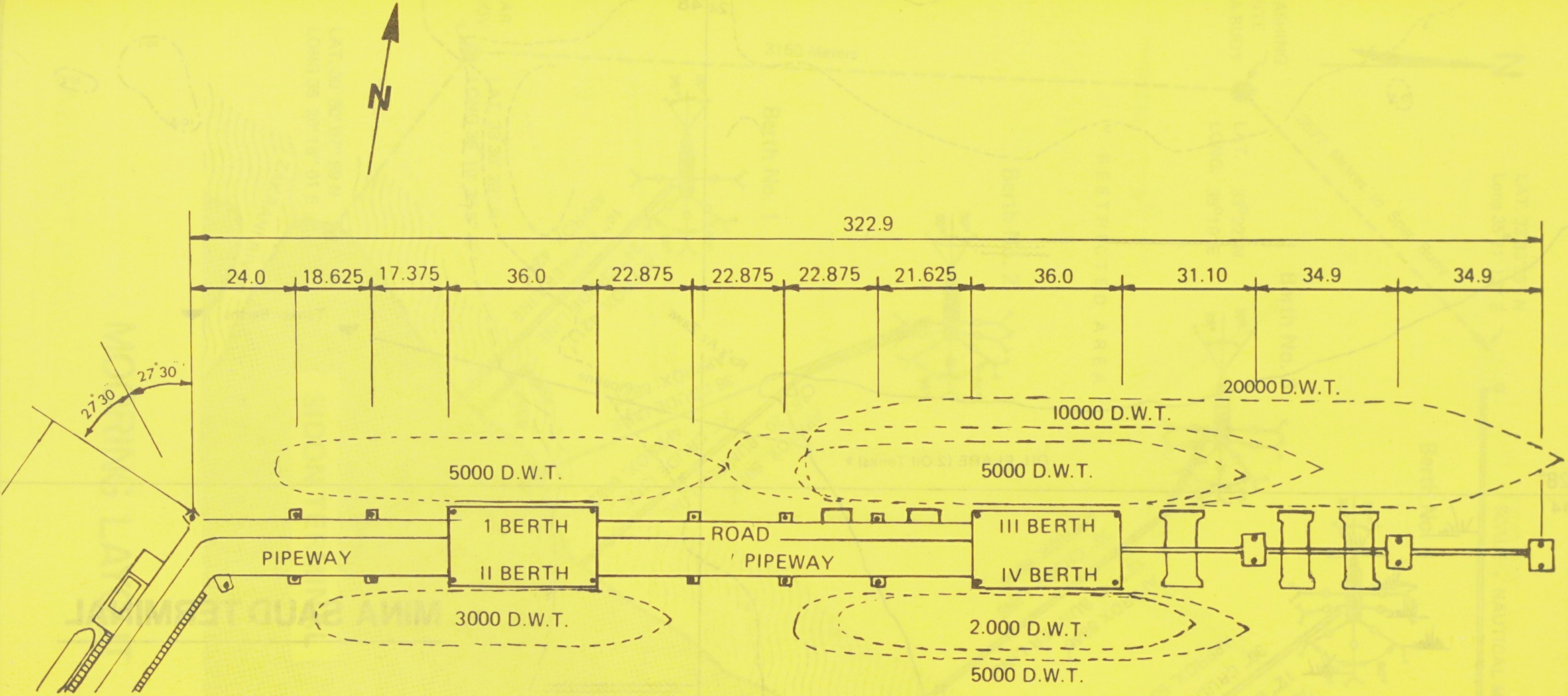

Esso
Caltrex
Kipevu Causeway Bridge
E.A.P.L. Pump House Jetty
Port Offices
Shimanzi Oil Jetty
X
Overhead Tallow Line
Shed No. 12
Shed No. 11
Berth No. 11
Berth No. 12
Berth No. 13
Berth No. 14
Sheds No. 14.13
KILINDINI HARBOUR
N
Sheds No. 17.16
KIPEVU HARBOUR
E.A.O.R. Oil Tank Farm
Kipevu Oil Terminal Jetty

*"Reproduced by kind permission of the Port Authority".*

# NAMPO


Harbour inlet dredged to abt. 9m (Low Water)
Pier extended
PIER No1
Shipyard with gantry slipway under construction. Crane.
Light and light stand no longer present
Light extinguished
White tower still there
Fixed red light to be installed
38°43'N
Nampo Ki
Reclaimed areas, work still in progress
Reclaimed land with Factory Buildings
125° 24'E
Small concrete bridge for building Lorries
Cho to'
Reclaimed land with divided areas as to levels
Hillocks still there up to 30m High

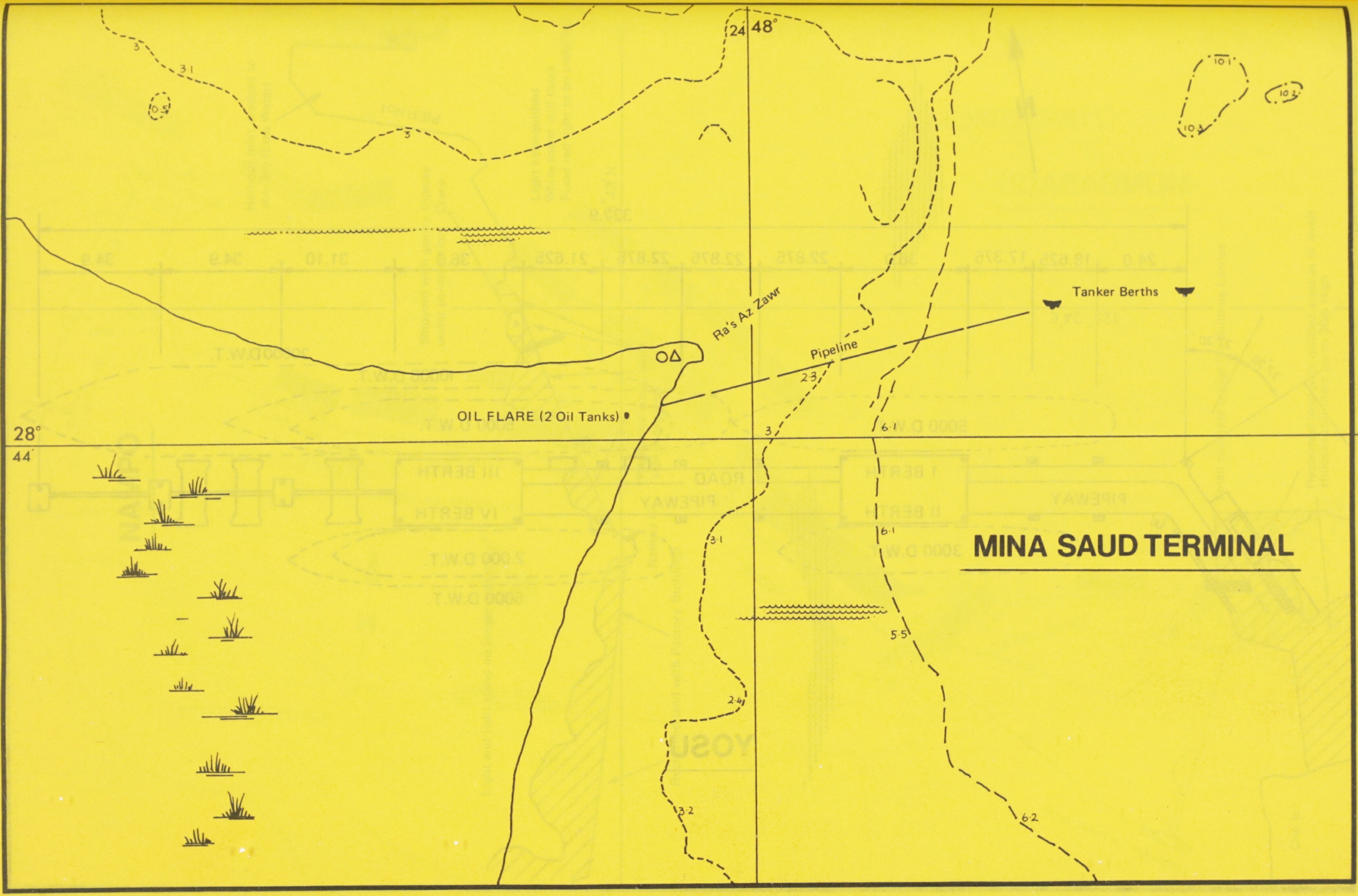
*Plan supplied by Ship's Officer*


N
322.9
24.0
18.625
17.375
36.0
22.875
22.875
22.875
21.625
36.0
31.10
34.9
34.9
27°30'
27°30'
20000 D.W.T.
10000 D.W.T.
5000 D.W.T.
5000 D.W.T.
1 BERTH
II BERTH
ROAD
PIPEWAY
PIPEWAY
III BERTH
IV BERTH
3000 D.W.T.
2.000 D.W.T.
5000 D.W.T.

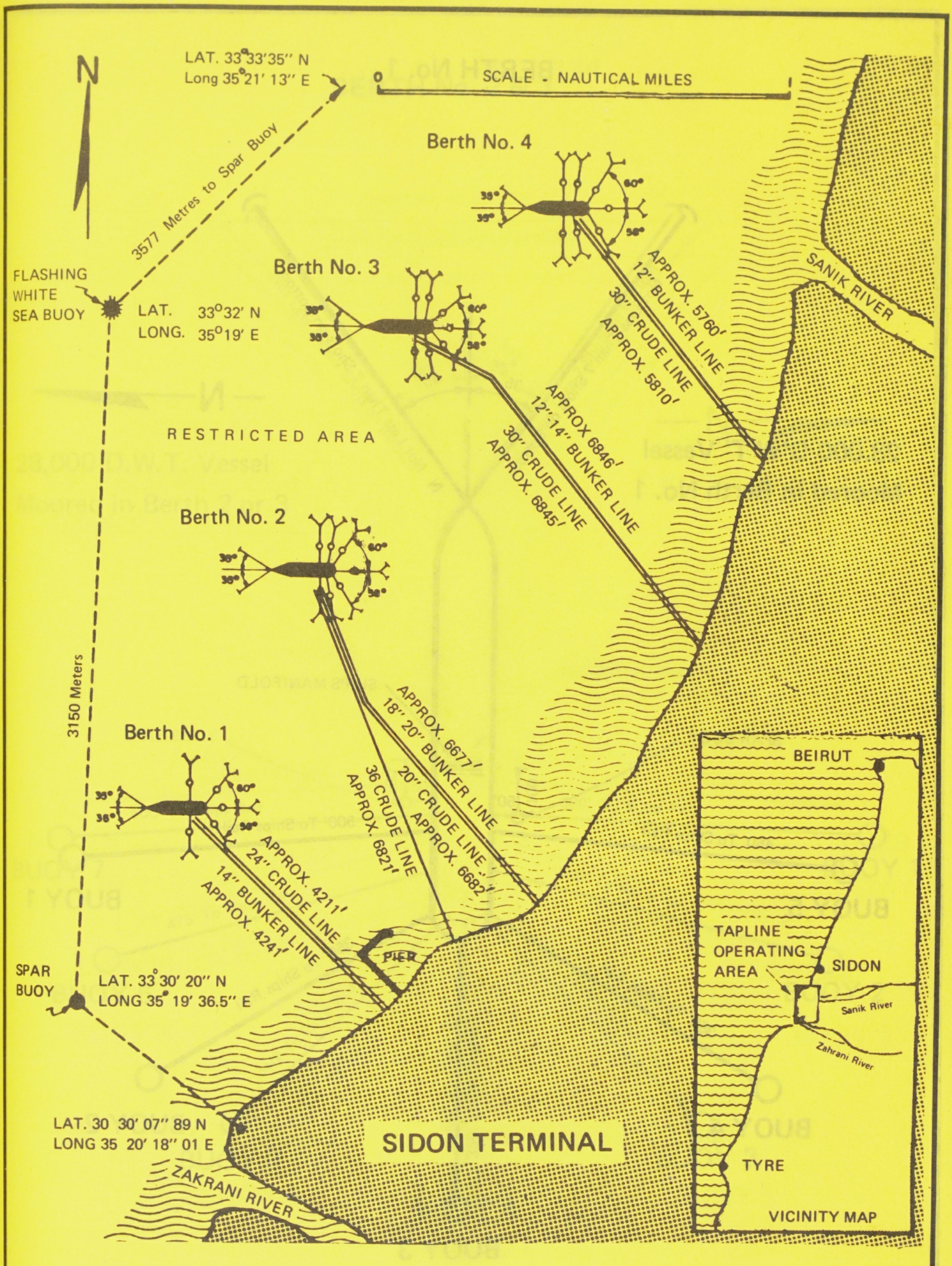
## YOSU

*"Reproduced by kind permission of the Port Authority".*

# MINA SAUD TERMINAL


24
48°
28°
44′
3
3·1
0·5
3
10·1
10·2
10·3
Tanker Berths
Ra's Az Zawr
Pipeline
2·3
OIL FLARE (2 Oil Tanks)
3
6·1
6·1
3·1
5·5
2·4
3·2
6·2

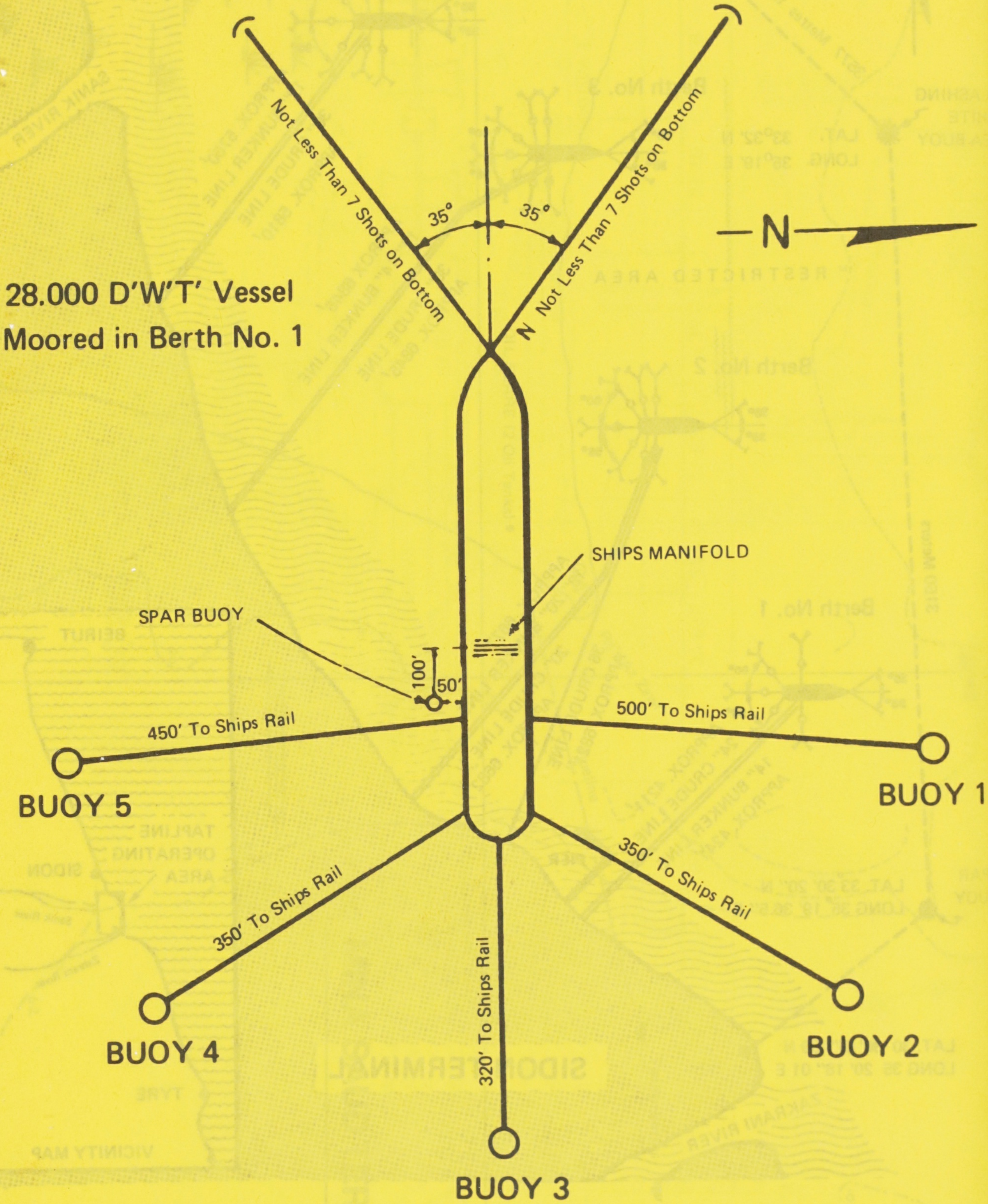
*"Reproduced by kind permission of the Port Authority".*


N
LAT. 33°33'35'' N
Long 35°21' 13'' E
0
SCALE - NAUTICAL MILES
1
3577 Metres to Spar Buoy
FLASHING WHITE SEA BUOY
LAT. 33°32' N
LONG. 35°19' E
Berth No. 4
35°
35°
60°
50°
Berth No. 3
35°
35°
60°
50°
APPROX. 5760'
12'' BUNKER LINE
30'' CRUDE LINE
APPROX. 5810'
SANIK RIVER
RESTRICTED AREA
APPROX 6846'
12''-14'' BUNKER LINE
30'' CRUDE LINE
APPROX. 6845'
Berth No. 2
35°
35°
60°
50°
3150 Meters
Berth No. 1
35°
35°
60°
50°
APPROX. 6677'
18'' 20'' BUNKER LINE
20'' CRUDE LINE
APPROX. 6682'
36 CRUDE LINE
APPROX. 6821'
APPROX. 4211'
24'' CRUDE LINE
14'' BUNKER LINE
APPROX. 4241'
PIER
SPAR BUOY
LAT. 33°30' 20'' N
LONG 35° 19' 36.5'' E
LAT. 30 30' 07'' 89 N
LONG 35 20' 18'' 01 E
ZAKRANI RIVER
SIDON TERMINAL
BEIRUT
TAPLINE OPERATING AREA
SIDON
Sanik River
Zahrani River
TYRE
VICINITY MAP

## MOORING LAYOUT

"Reproduced by kind permission of the Port Authority".

## BERTH No. 1

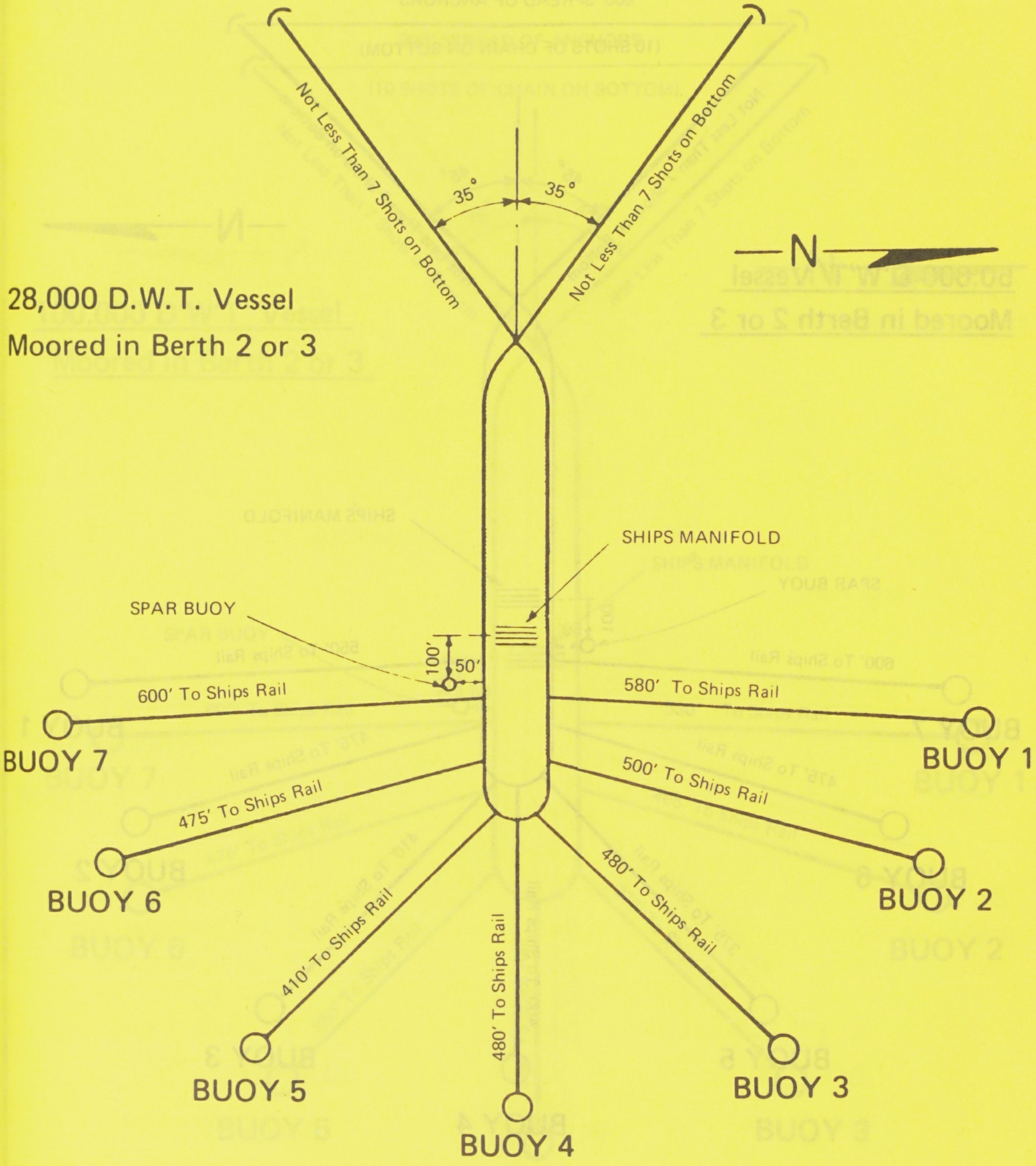

Not Less Than 7 Shots on Bottom
Not Less Than 7 Shots on Bottom
35°
35°
N
SHIPS MANIFOLD
SPAR BUOY
100'
50'
450' To Ships Rail
500' To Ships Rail
BUOY 5
BUOY 1
350' To Ships Rail
350' To Ships Rail
320' To Ships Rail
BUOY 4
BUOY 2
BUOY 3
N

28.000 D'W'T' Vessel
Moored in Berth No. 1

## SIDON TERMINAL

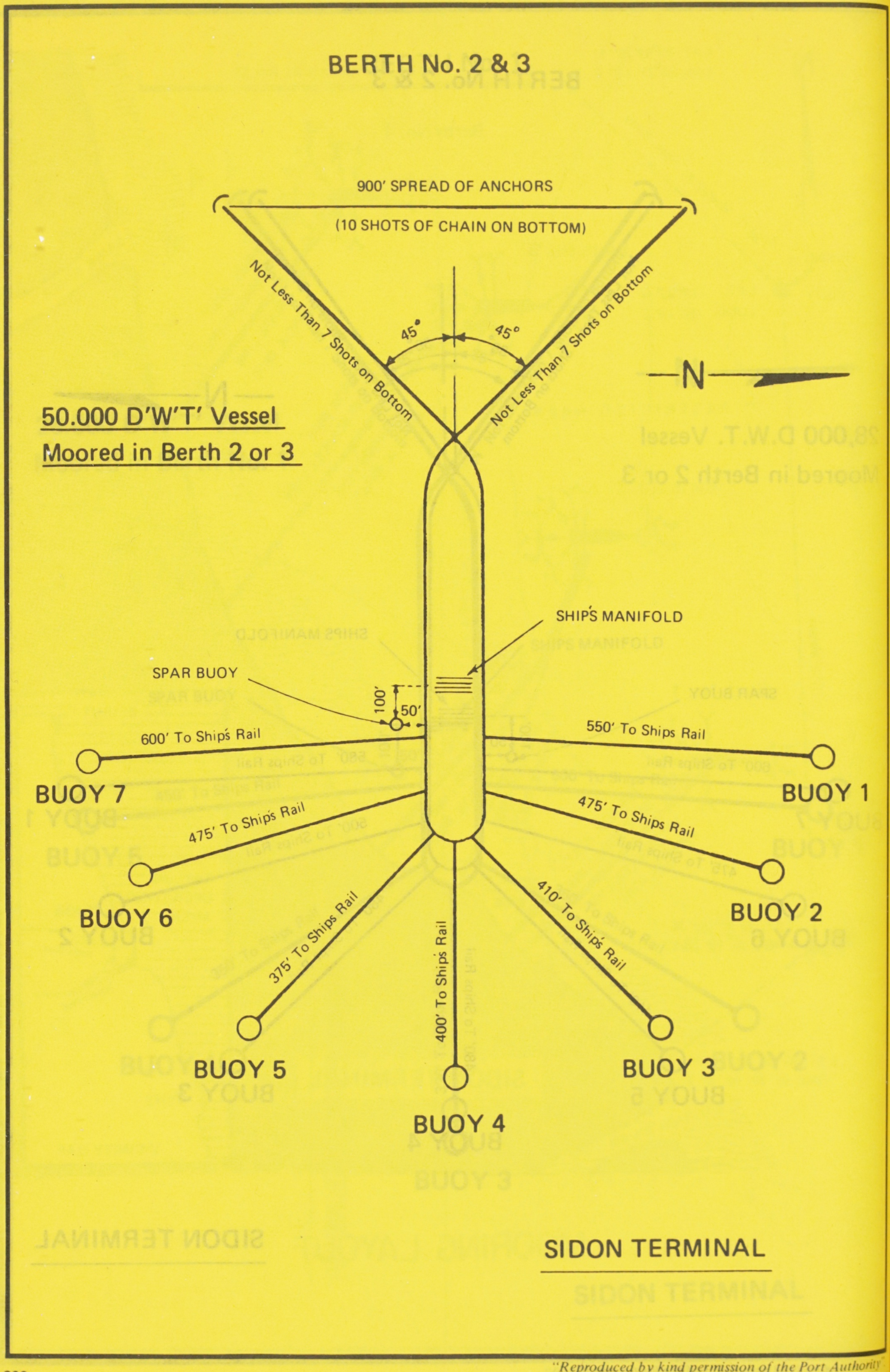
*"Reproduced by kind permission of the Port Authority"*

## BERTH No. 2 & 3


Not Less Than 7 Shots on Bottom
Not Less Than 7 Shots on Bottom
35°
35°
N
28,000 D.W.T. Vessel
Moored in Berth 2 or 3
SHIPS MANIFOLD
SPAR BUOY
100'
50'
600' To Ships Rail
580' To Ships Rail
BUOY 7
BUOY 1
475' To Ships Rail
500' To Ships Rail
BUOY 6
BUOY 2
410' To Ships Rail
480' To Ships Rail
480' To Ships Rail
BUOY 5
BUOY 3
BUOY 4

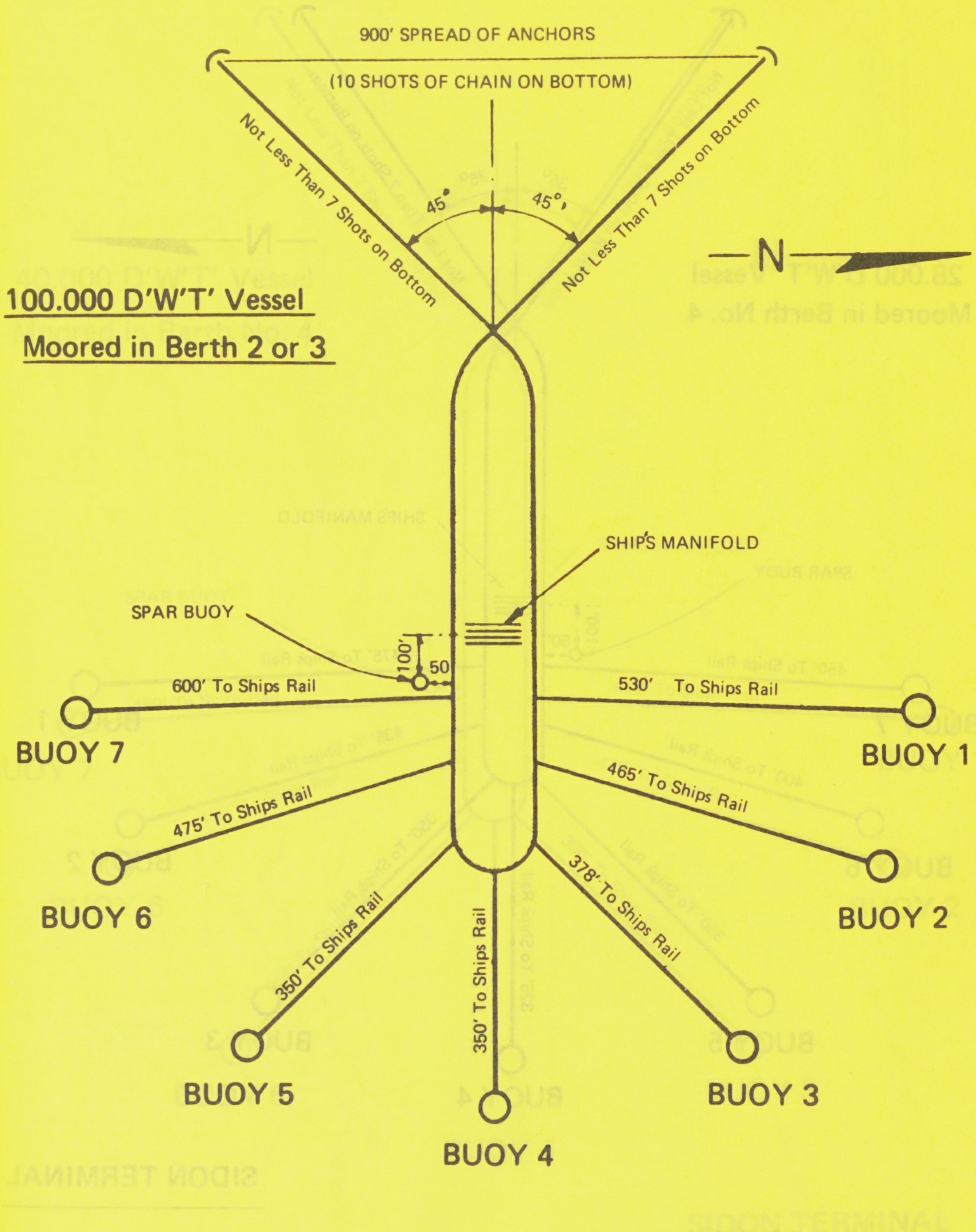
SIDON TERMINAL

"Reproduced by kind permission of the Port Authority".


BERTH No. 2 & 3
900' SPREAD OF ANCHORS
(10 SHOTS OF CHAIN ON BOTTOM)
Not Less Than 7 Shots on Bottom
Not Less Than 7 Shots on Bottom
45°
45°
N
50.000 D'W'T' Vessel
Moored in Berth 2 or 3
SHIP'S MANIFOLD
SPAR BUOY
100'
50'
600' To Ship's Rail
550' To Ships Rail
BUOY 7
BUOY 1
475' To Ship's Rail
475' To Ships Rail
BUOY 6
BUOY 2
375' To Ships Rail
400' To Ships Rail
410' To Ship's Rail
BUOY 5
BUOY 4
BUOY 3
SIDON TERMINAL

*"Reproduced by kind permission of the Port Authority"*

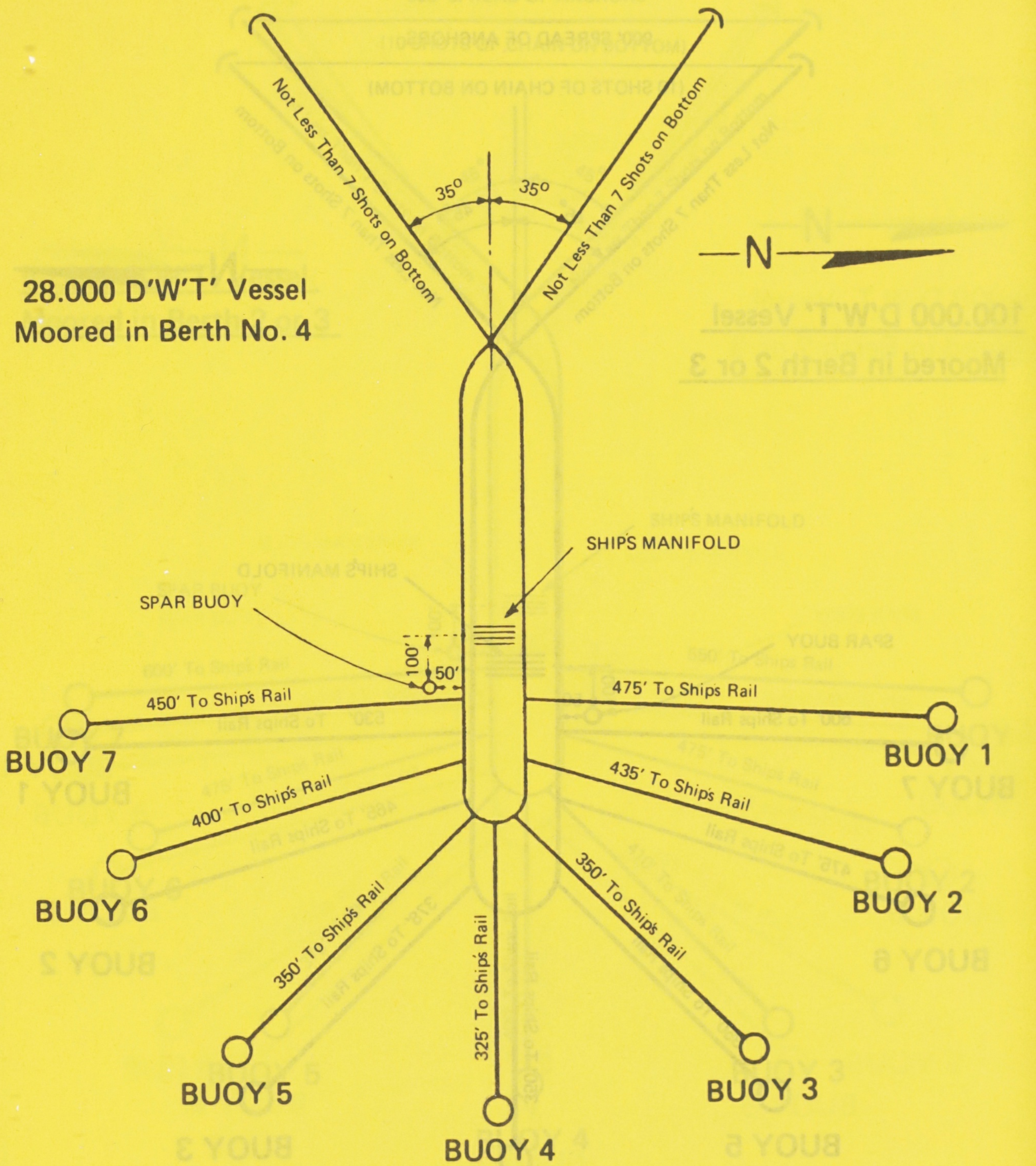
## BERTH No. 2 & 3


900' SPREAD OF ANCHORS
(10 SHOTS OF CHAIN ON BOTTOM)
Not Less Than 7 Shots on Bottom
Not Less Than 7 Shots on Bottom
45°
45°
—N—
100.000 D'W'T' Vessel
Moored in Berth 2 or 3
SHIP'S MANIFOLD
SPAR BUOY
100'
50
600' To Ships Rail
530' To Ships Rail
BUOY 7
BUOY 1
475' To Ships Rail
465' To Ships Rail
BUOY 6
BUOY 2
350' To Ships Rail
350' To Ships Rail
378' To Ships Rail
BUOY 5
BUOY 4
BUOY 3

SIDON TERMINAL

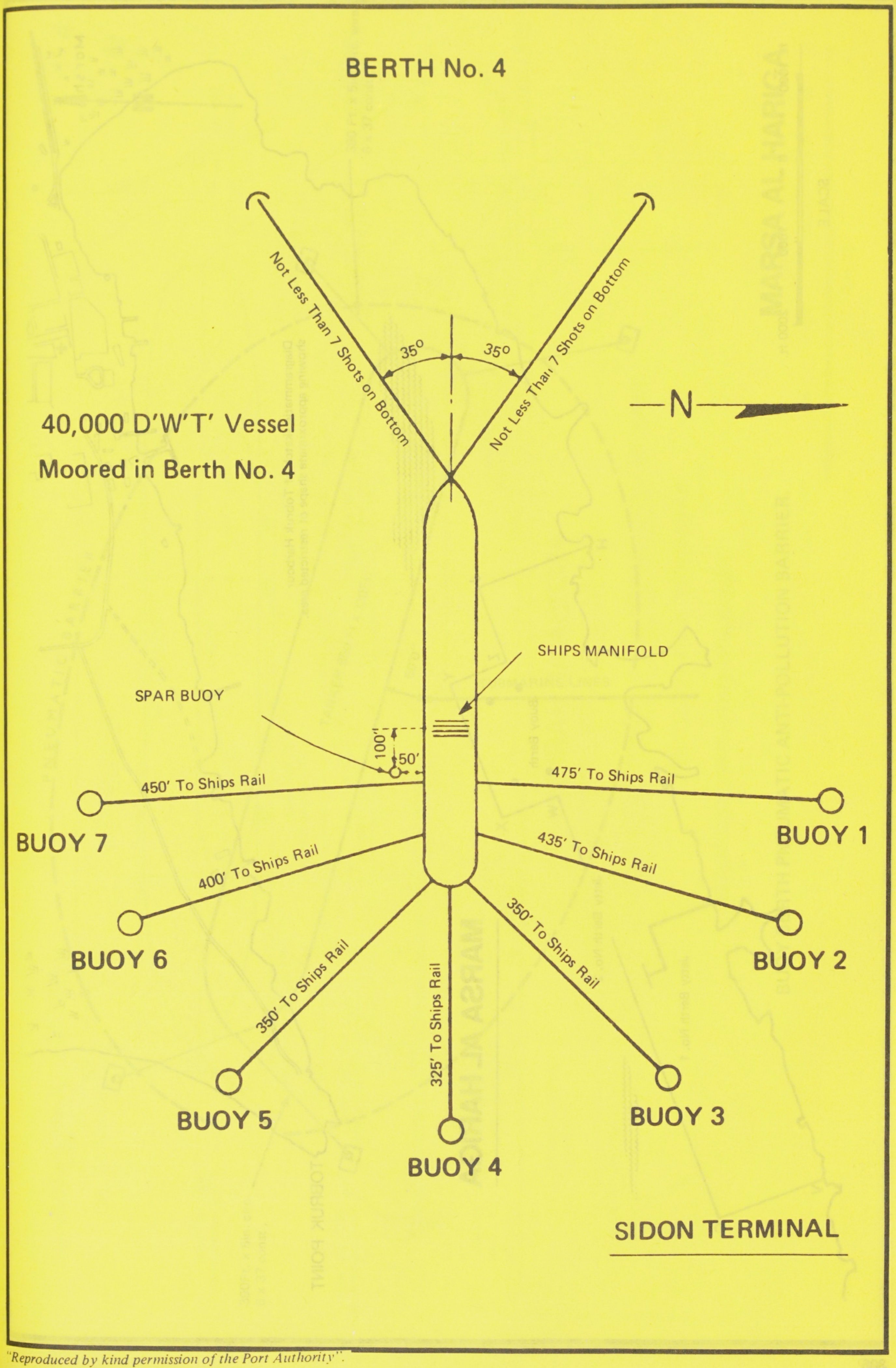
*"Reproduced by kind permission of the Port Authority".*

## BERTH No. 4


Not Less Than 7 Shots on Bottom
Not Less Than 7 Shots on Bottom
35°
35°
N
28.000 D'W'T' Vessel
Moored in Berth No. 4
SHIP'S MANIFOLD
SPAR BUOY
100'
50'
450' To Ship's Rail
475' To Ship's Rail
400' To Ship's Rail
435' To Ship's Rail
350' To Ship's Rail
325' To Ship's Rail
350' To Ship's Rail
BUOY 7
BUOY 1
BUOY 6
BUOY 2
BUOY 5
BUOY 4
BUOY 3

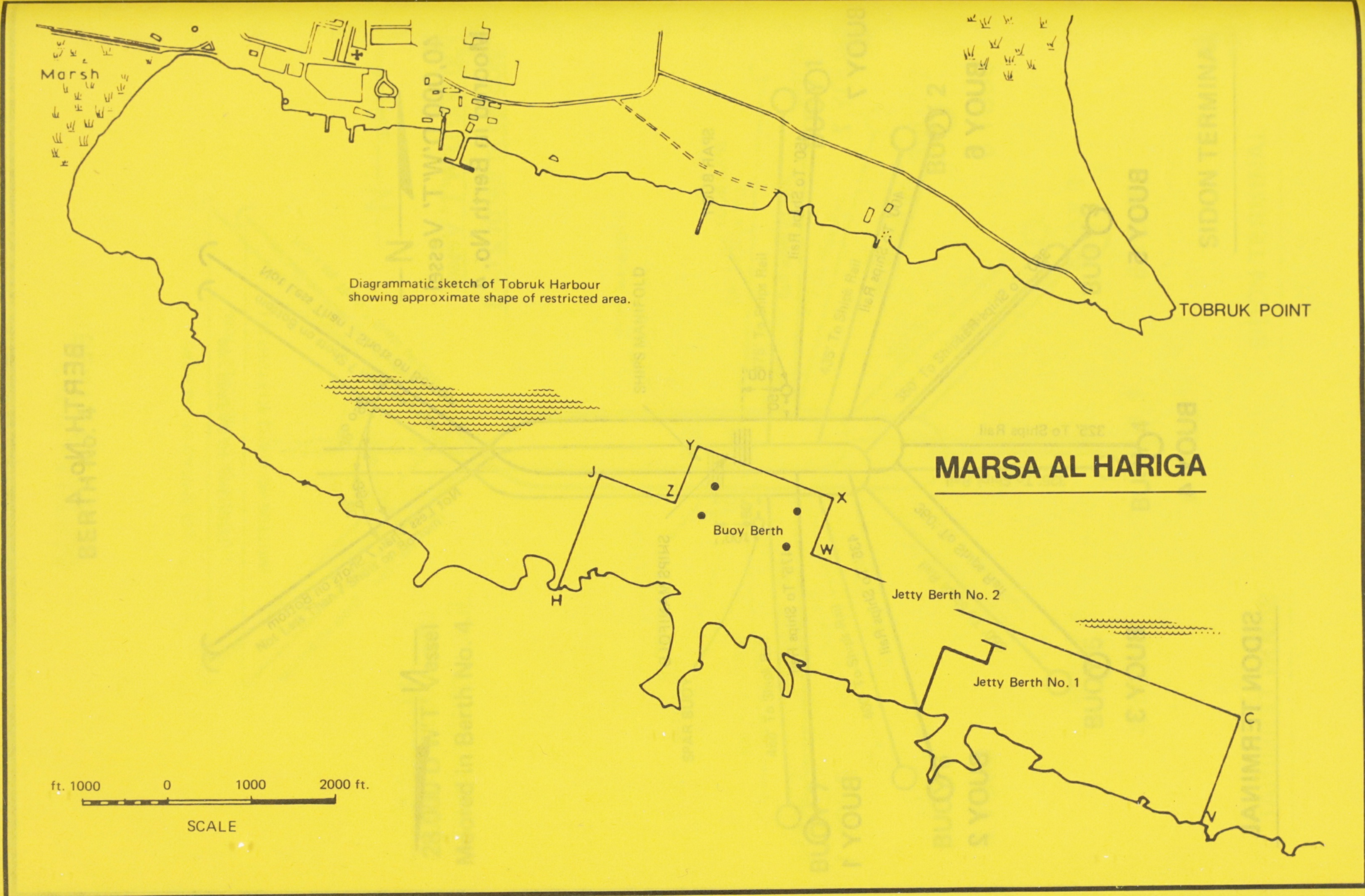
SIDON TERMINAL

*"Reproduced by kind permission of the Port Authority".*

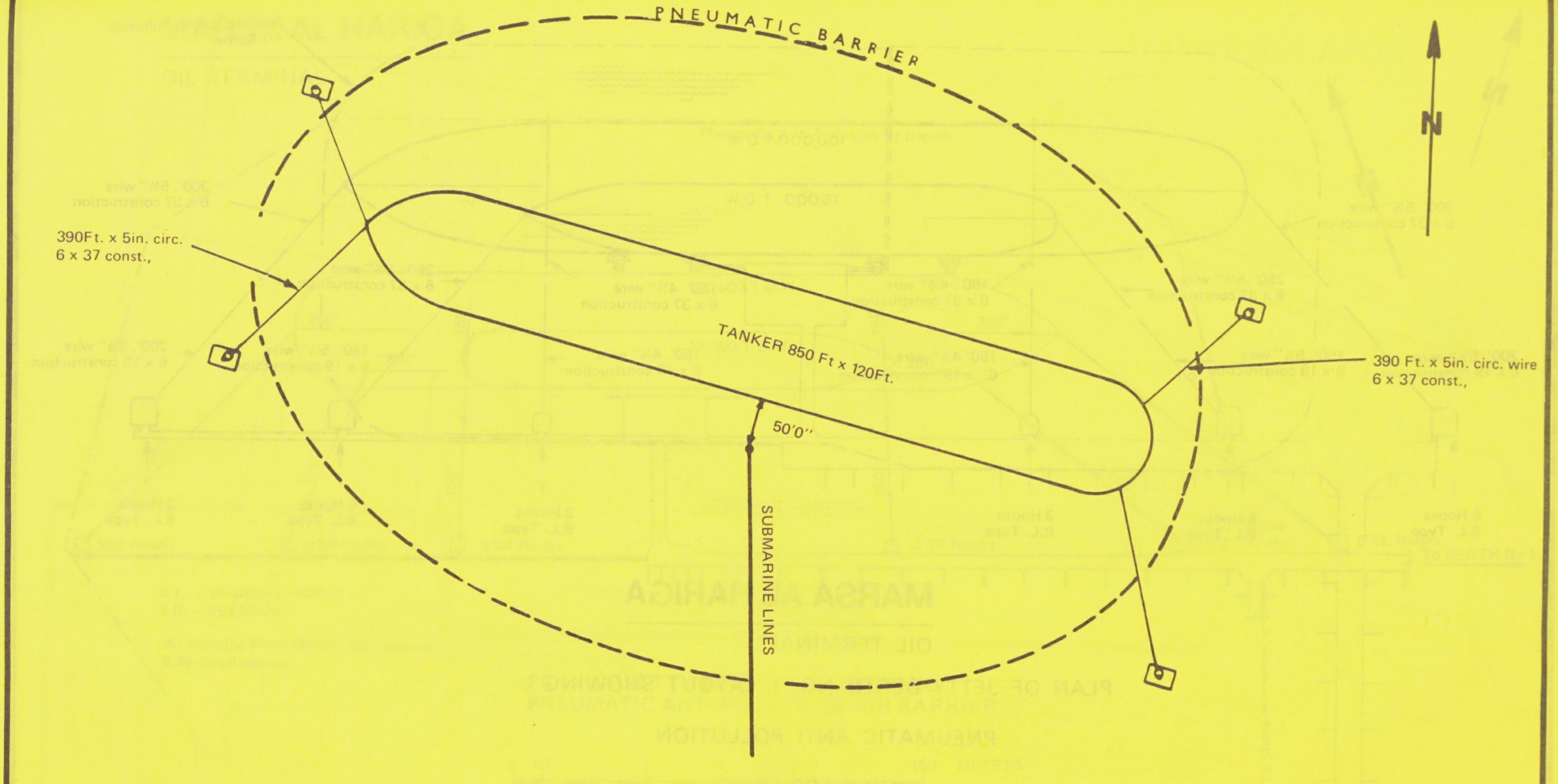

BERTH No. 4
Not Less Than 7 Shots on Bottom
Not Less Than 7 Shots on Bottom
35°
35°
N
40,000 D'W'T' Vessel
Moored in Berth No. 4
SHIPS MANIFOLD
SPAR BUOY
100'
50'
450' To Ships Rail
475' To Ships Rail
BUOY 7
BUOY 1
400' To Ships Rail
435' To Ships Rail
BUOY 6
BUOY 2
350' To Ships Rail
325' To Ships Rail
350' To Ships Rail
BUOY 5
BUOY 4
BUOY 3
SIDON TERMINAL

*"Reproduced by kind permission of the Port Authority".*

# MARSA AL HARIGA


Marsh
TOBRUK POINT
Diagrammatic sketch of Tobruk Harbour showing approximate shape of restricted area.
Y
J
Z
X
Buoy Berth
W
H
Jetty Berth No. 2
Jetty Berth No. 1
C
V
ft. 1000
0
1000
2000 ft.
SCALE

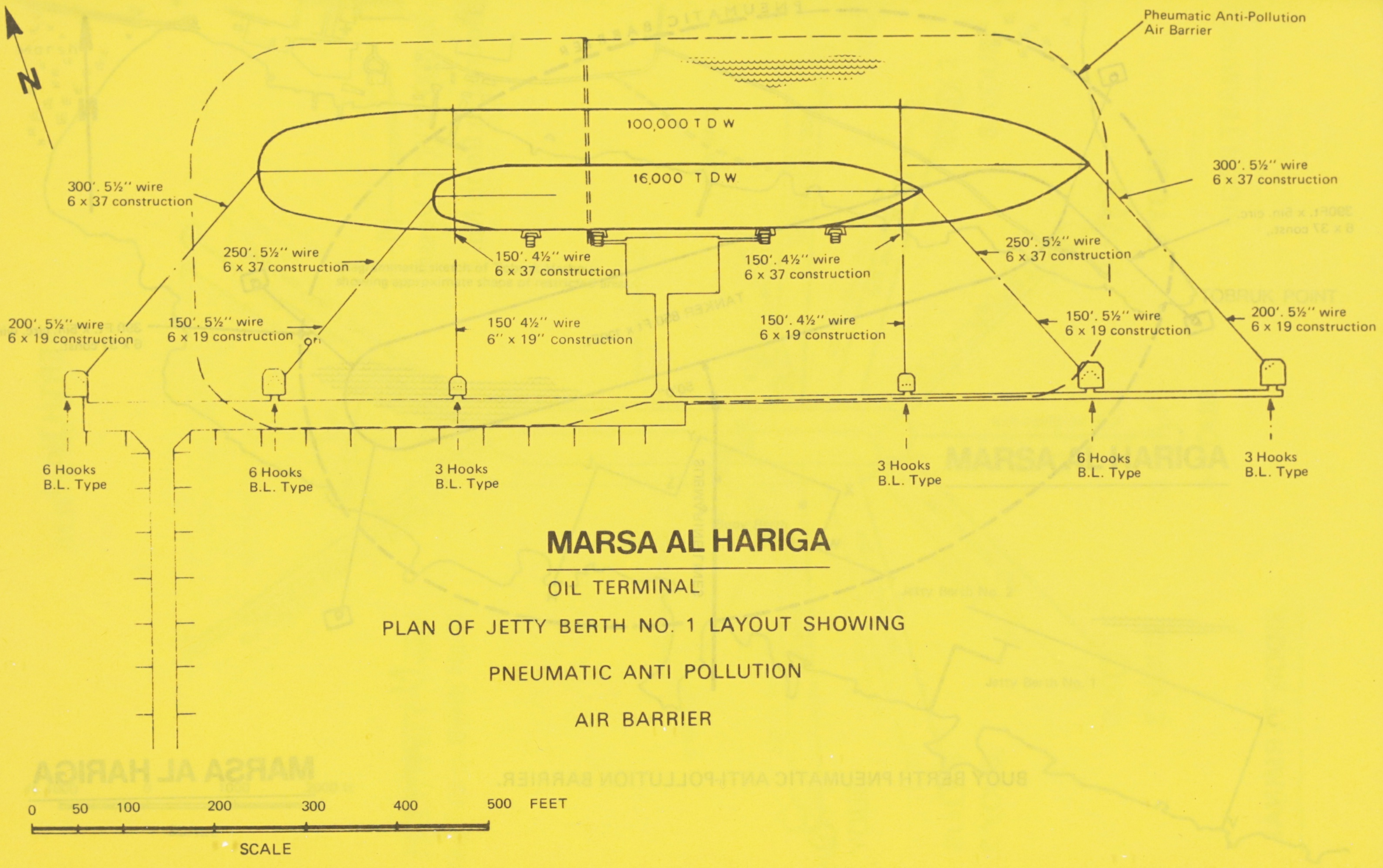
*"Reproduced by kind permission of the Port Authority".*


PNEUMATIC BARRIER
N
390Ft. x 5in. circ.
6 x 37 const.,
TANKER 850 Ft x 120Ft.
50'0"
SUBMARINE LINES
390 Ft. x 5in. circ. wire
6 x 37 const.,

BUOY BERTH PNEUMATIC ANTI-POLLUTION BARRIER.

## MARSA AL HARIGA

"Reproduced by kind permission of the Port Authority".


N
Pheumatic Anti-Pollution
Air Barrier
100,000 T D W
16,000 T D W
300'. 5½'' wire
6 x 37 construction
300'. 5½'' wire
6 x 37 construction
250'. 5½'' wire
6 x 37 construction
150'. 4½'' wire
6 x 37 construction
150'. 4½'' wire
6 x 37 construction
250'. 5½'' wire
6 x 37 construction
200'. 5½'' wire
6 x 19 construction
150'. 5½'' wire
6 x 19 construction
150' 4½'' wire
6'' x 19'' construction
150'. 4½'' wire
6 x 19 construction
150'. 5½'' wire
6 x 19 construction
200'. 5½'' wire
6 x 19 construction
6 Hooks
B.L. Type
6 Hooks
B.L. Type
3 Hooks
B.L. Type
3 Hooks
B.L. Type
6 Hooks
B.L. Type
3 Hooks
B.L. Type
0
50
100
200
300
400
500 FEET
SCALE

## MARSA AL HARIGA

OIL TERMINAL

PLAN OF JETTY BERTH NO. 1 LAYOUT SHOWING

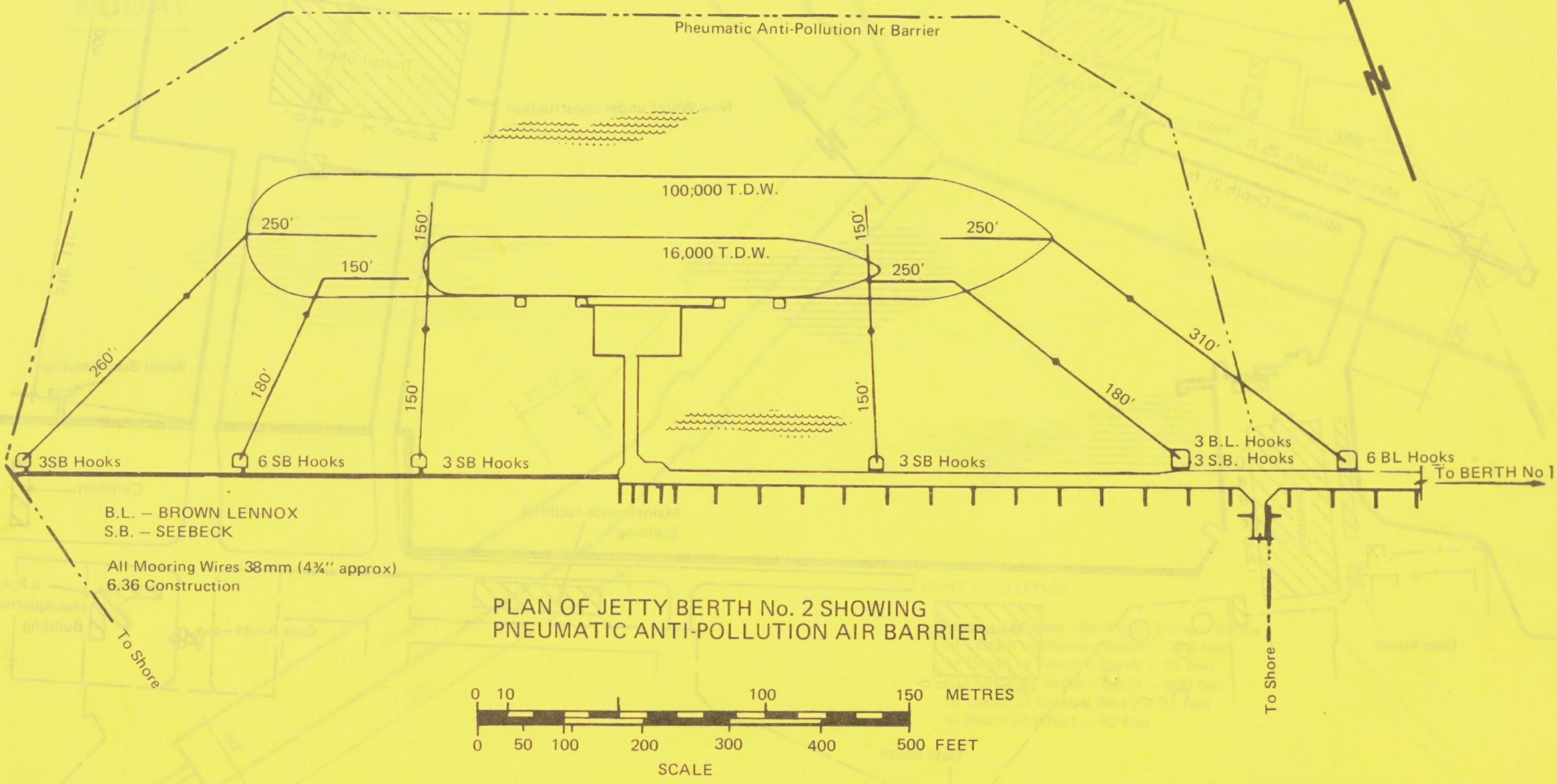
PNEUMATIC ANTI POLLUTION

AIR BARRIER

*'Reproduced by kind permission of the Port Authority''.*

# MARSA AL HARIGA

## OIL TERMINAL

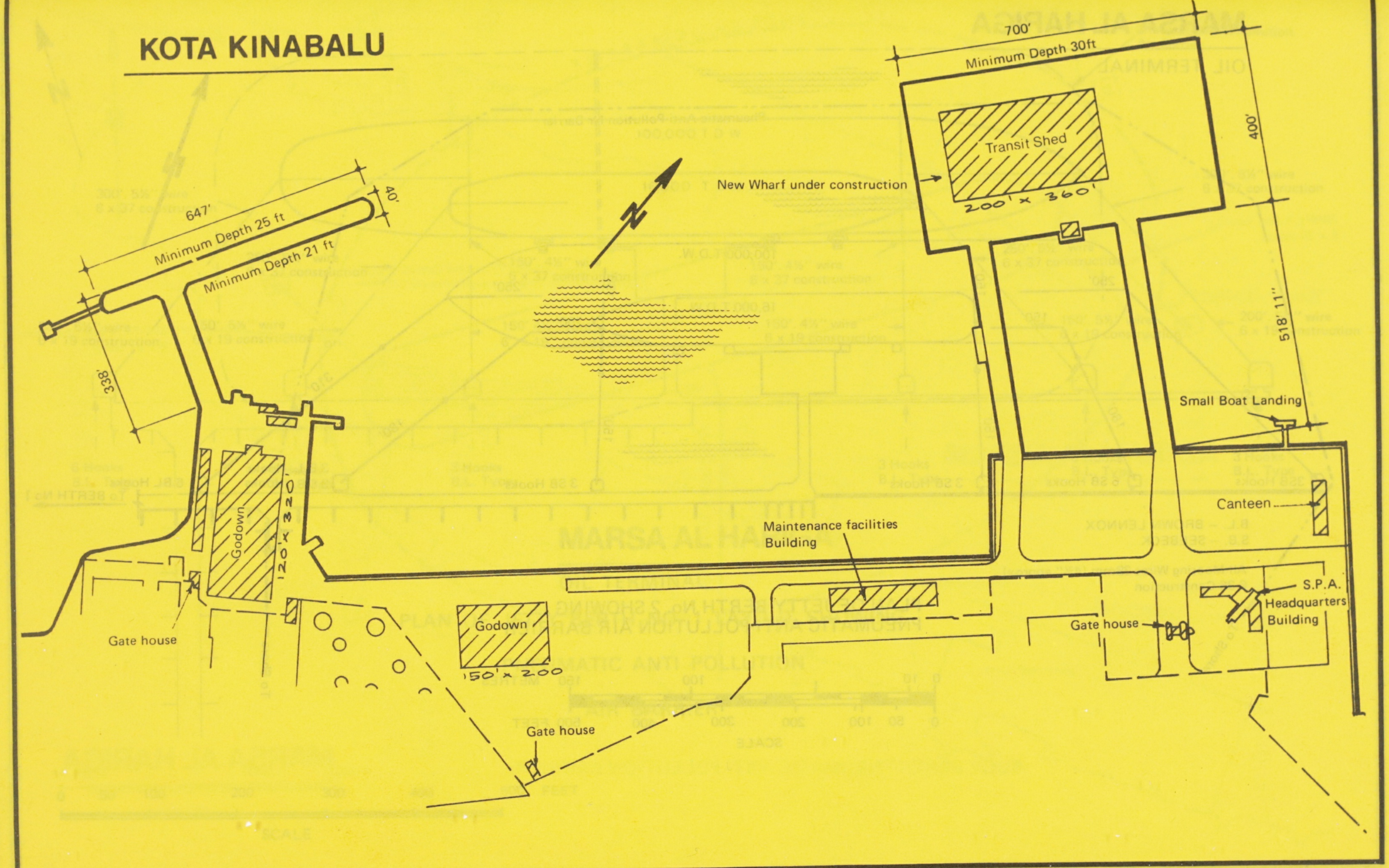


Pheumatic Anti-Pollution Nr Barrier
100;000 T.D.W.
16,000 T.D.W.
250′
150′
150′
150′
250′
250′
260′
180′
150′
150′
180′
310′
3SB Hooks
6 SB Hooks
3 SB Hooks
3 SB Hooks
3 B.L. Hooks
3 S.B. Hooks
6 BL Hooks
To BERTH No 1
To Shore
To Shore
N
B.L. – BROWN LENNOX
S.B. – SEEBECK
All Mooring Wires 38mm (4¾″ approx)
6.36 Construction
0
10
100
150
METRES
0
50
100
200
300
400
500
FEET
SCALE

PLAN OF JETTY BERTH No. 2 SHOWING
PNEUMATIC ANTI-POLLUTION AIR BARRIER

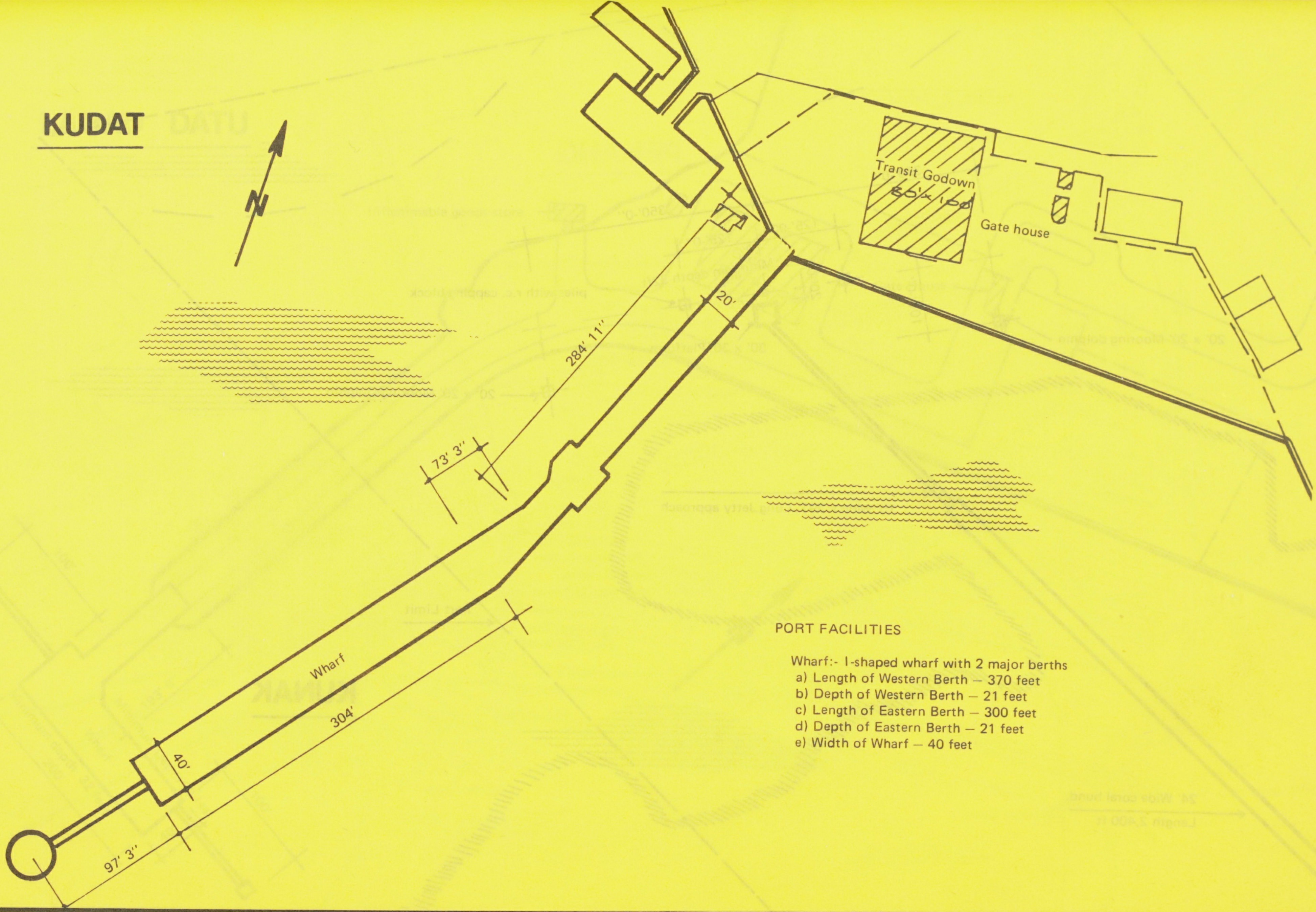
*"Reproduced by kind permission of the Port Authority".*

# KOTA KINABALU


700'
Minimum Depth 30ft
400'
Transit Shed
200' x 360'
New Wharf under construction
518' 11"
647'
40'
Minimum Depth 25 ft
Minimum Depth 21 ft
338'
Small Boat Landing
Canteen
Maintenance facilities Building
Godown
120' x 320'
Godown
150' x 200'
Gate house
Gate house
Gate house
S.P.A. Headquarters Building

*"Reproduced by kind permission of the Port Authority".*

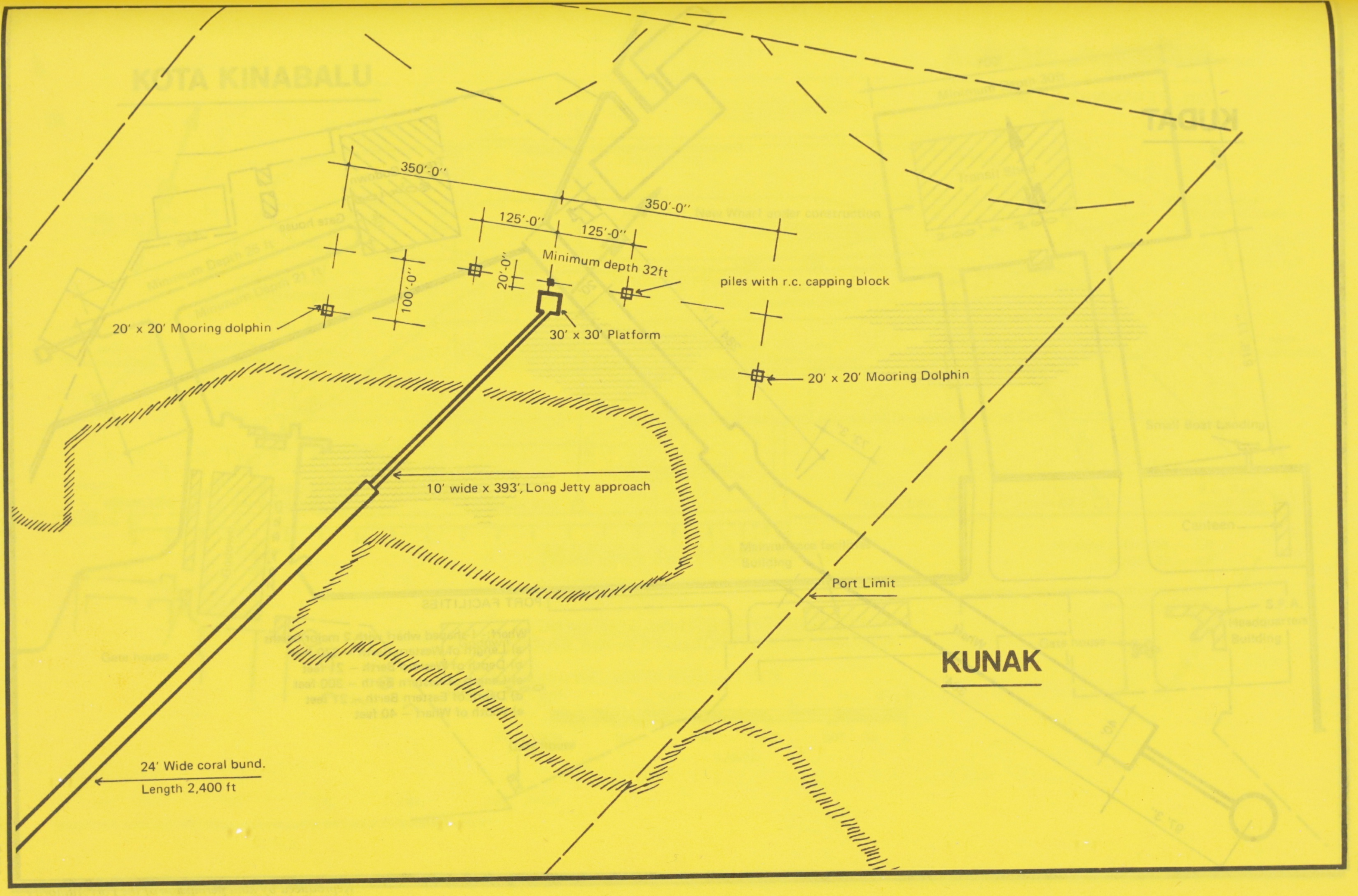
# KUDAT


N
Transit Godown
60' x 100'
Gate house
20'
284' 11"
73' 3"
Wharf
304'
40'
97' 3"

PORT FACILITIES

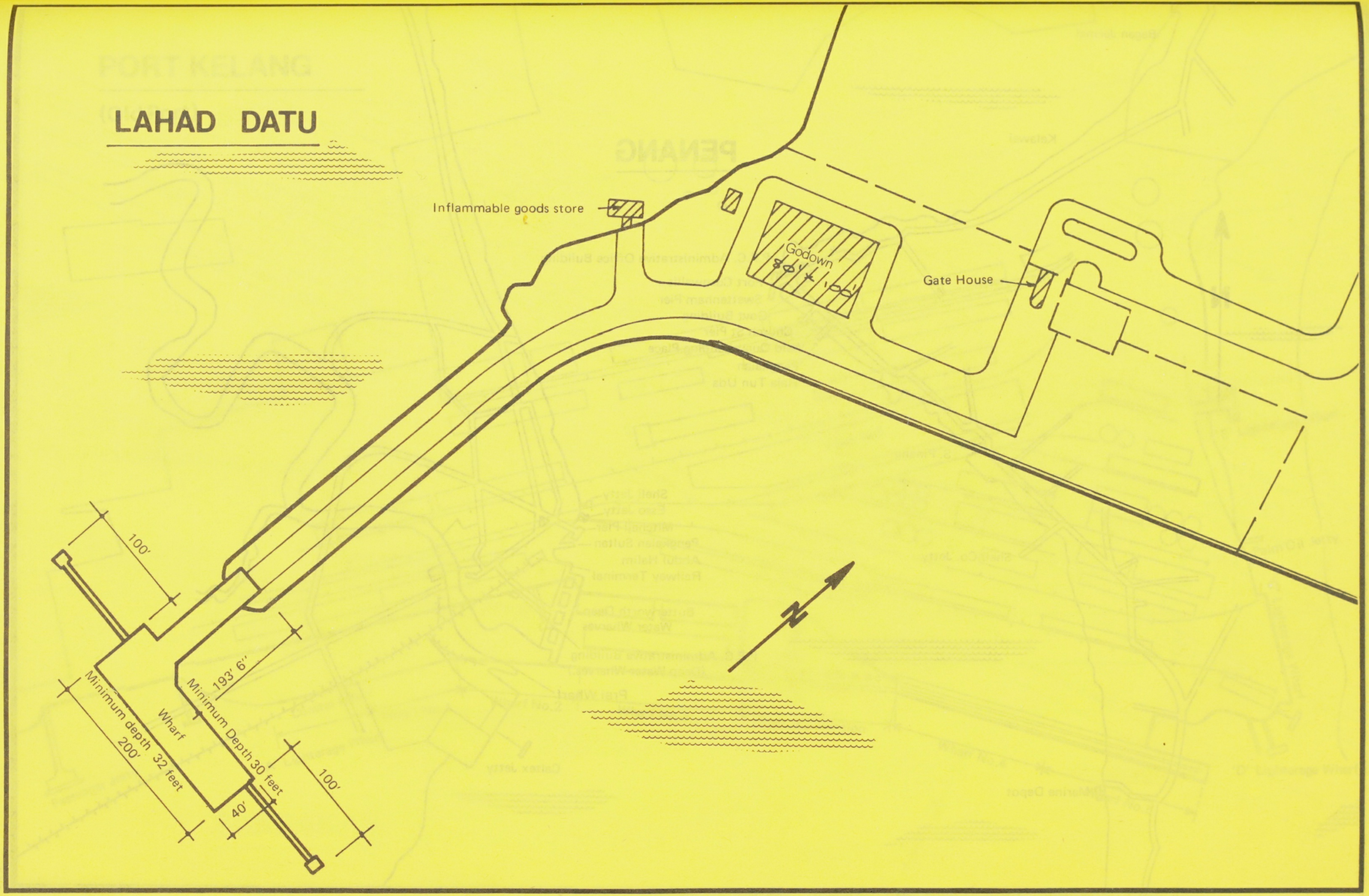
Wharf:- I-shaped wharf with 2 major berths
- a) Length of Western Berth – 370 feet
- b) Depth of Western Berth – 21 feet
- c) Length of Eastern Berth – 300 feet
- d) Depth of Eastern Berth – 21 feet
- e) Width of Wharf – 40 feet

*"Reproduced by kind permission of the Port Authority".*

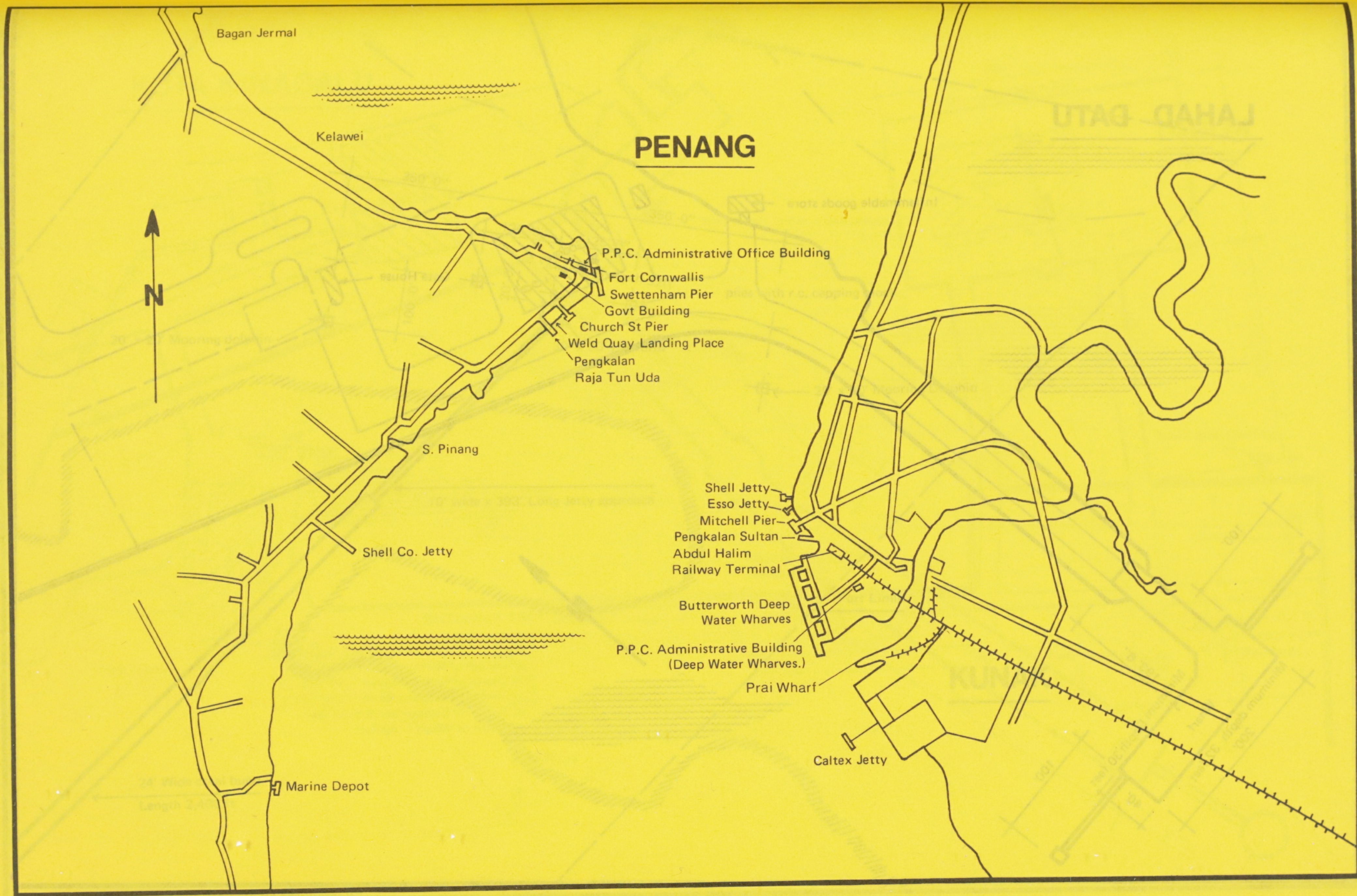

350'-0"
350'-0"
125'-0"
125'-0"
Minimum depth 32ft
piles with r.c. capping block
100'-0"
20'-0"
20' x 20' Mooring dolphin
30' x 30' Platform
20' x 20' Mooring Dolphin
10' wide x 393', Long Jetty approach
Port Limit
KUNAK
24' Wide coral bund.
Length 2,400 ft

*"Reproduced by kind permission of the Port Authority".*

# LAHAD DATU


Inflammable goods store
Godown
80' x 100'
Gate House
100'
193' 6"
Wharf
Minimum depth 32 feet
200'
Minimum Depth 30 feet
40'
100'

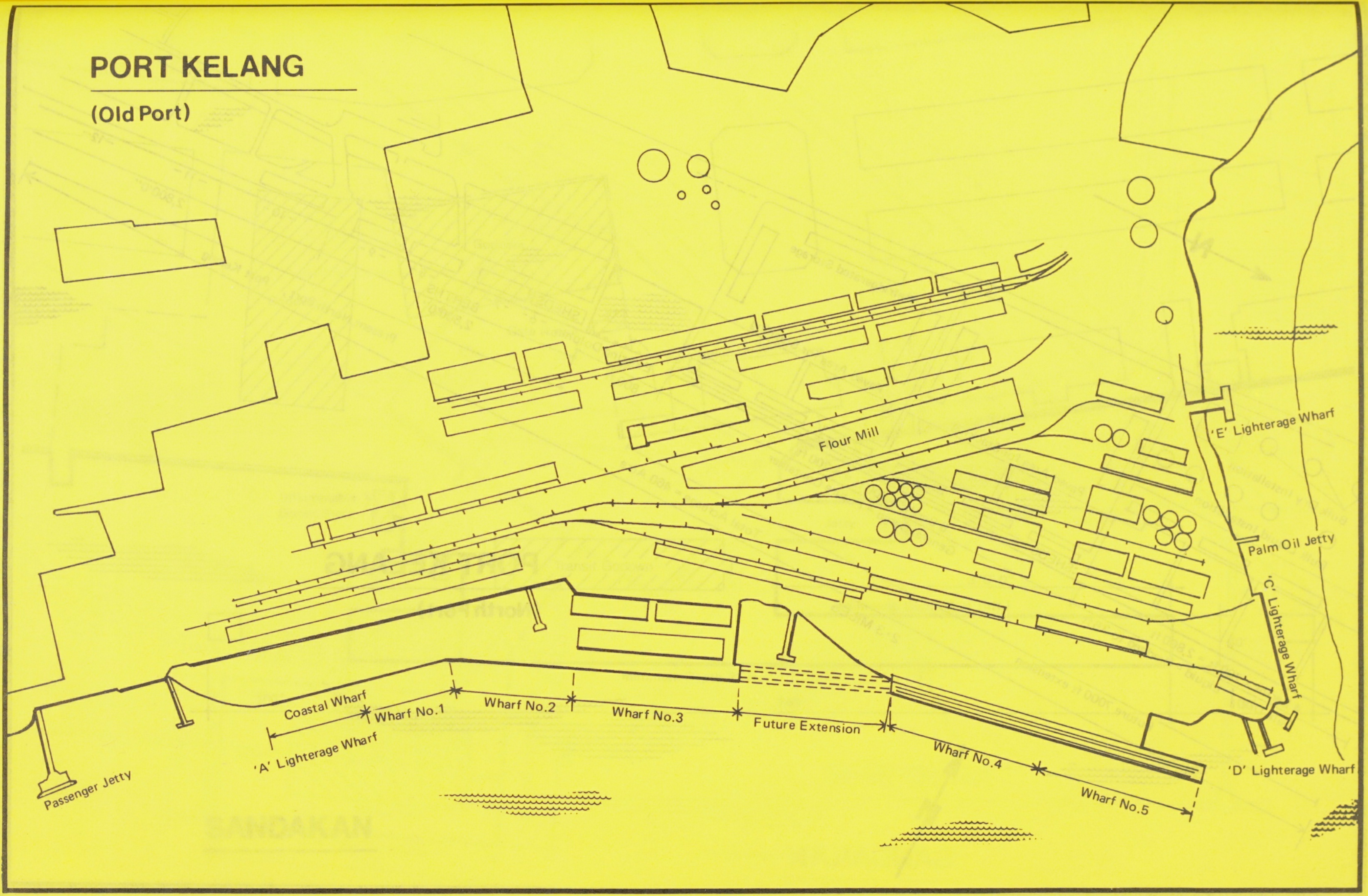
*"Reproduced by kind permission of the Port Authority".*


PENANG
N
Bagan Jermal
Kelawei
P.P.C. Administrative Office Building
Fort Cornwallis
Swettenham Pier
Govt Building
Church St Pier
Weld Quay Landing Place
Pengkalan
Raja Tun Uda
S. Pinang
Shell Co. Jetty
Marine Depot
Shell Jetty
Esso Jetty
Mitchell Pier
Pengkalan Sultan
Abdul Halim
Railway Terminal
Butterworth Deep
Water Wharves
P.P.C. Administrative Building
(Deep Water Wharves.)
Prai Wharf
Caltex Jetty

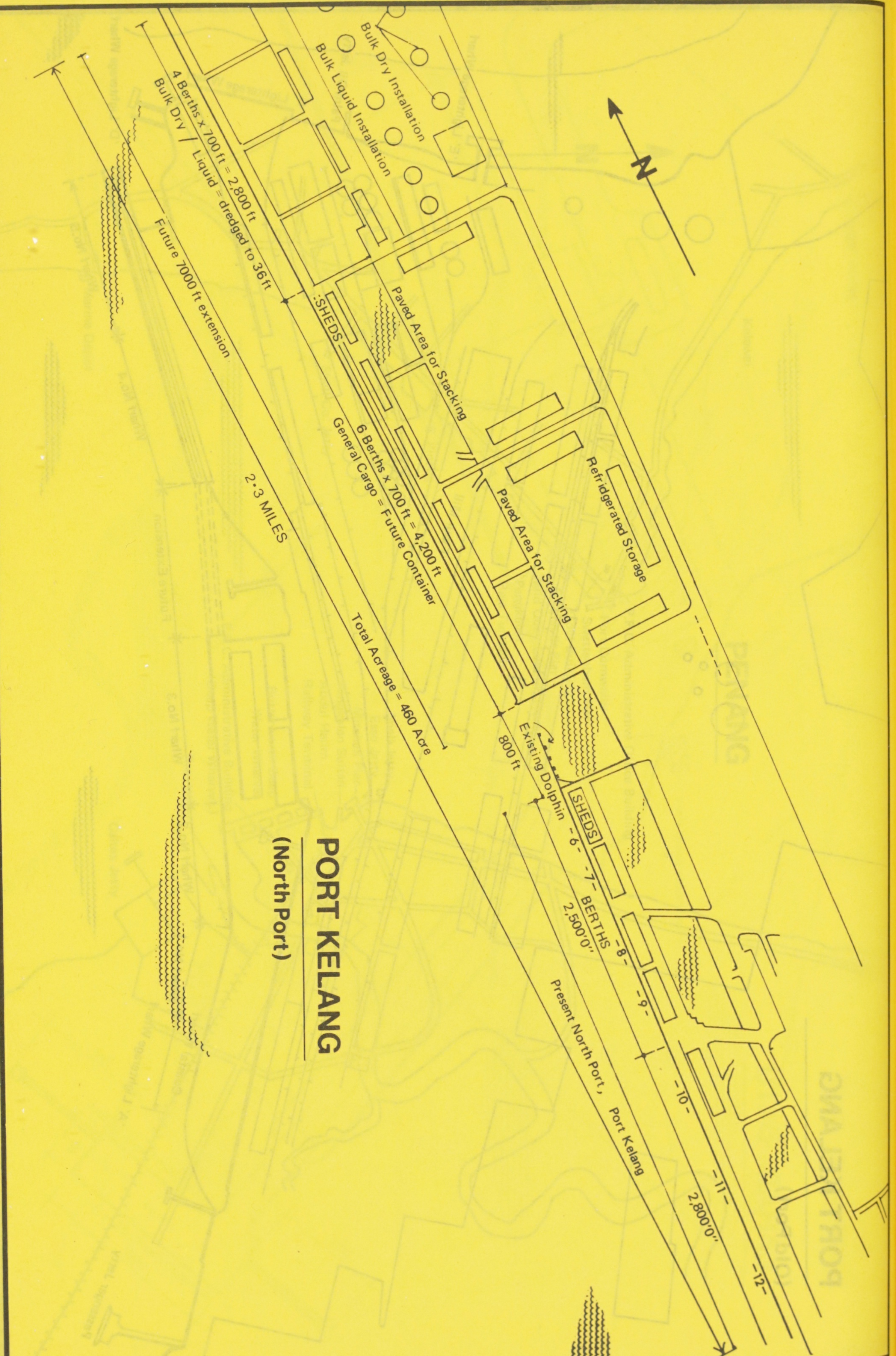
*"Reproduced by kind permission of the Port Authority".*

# PORT KELANG

## (Old Port)

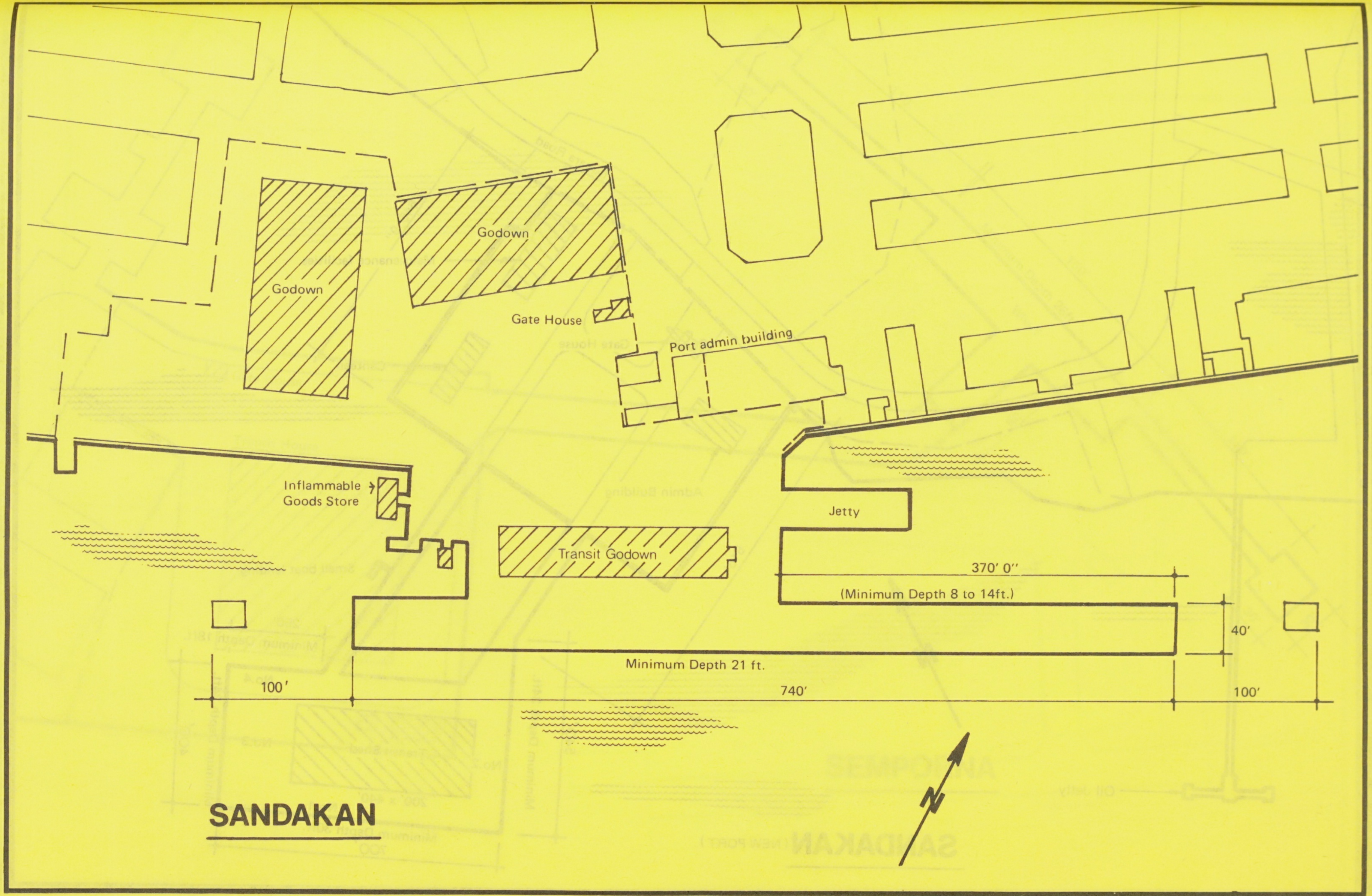

Flour Mill
'E' Lighterage Wharf
Palm Oil Jetty
'C' Lighterage Wharf
'D' Lighterage Wharf
Coastal Wharf
Wharf No.1
Wharf No.2
Wharf No.3
Future Extension
Wharf No.4
Wharf No.5
'A' Lighterage Wharf
Passenger Jetty

*"Reproduced by kind permission of the Port Authority".*

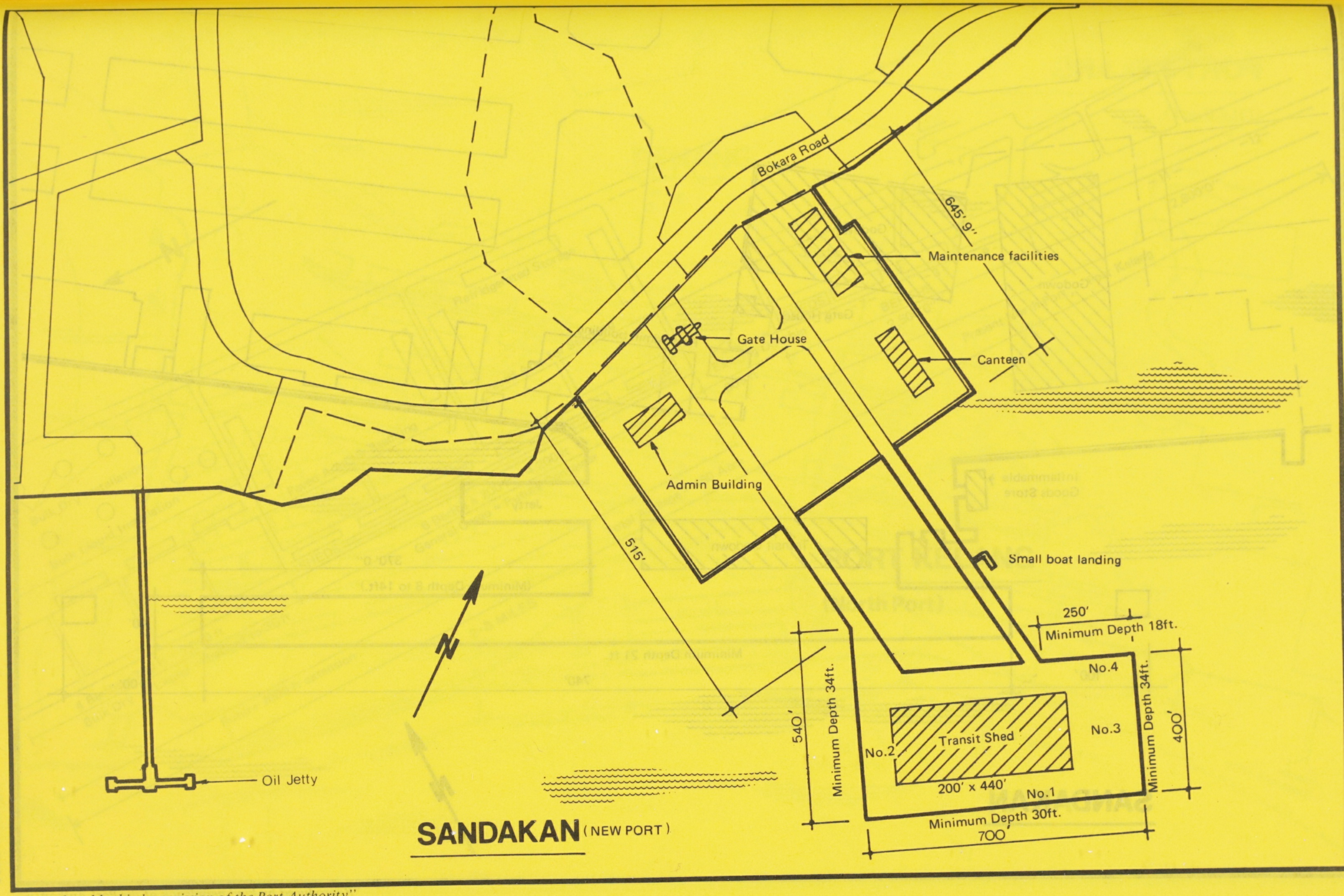

N
Bulk Dry Installation
Bulk Liquid Installation
Paved Area for Stacking
Refridgerated Storage
Paved Area for Stacking
SHEDS
4 Berths x 700 ft = 2,800 ft
Bulk Dry / Liquid = dredged to 36ft
Future 7000 ft extension
2·3 MILES
6 Berths x 700 ft = 4,200 ft
General Cargo = Future Container
Total Acreage = 460 Acre
800 ft
Existing Dolphin
SHEDS
-6-
-7-
BERTHS
2,500'0"
-8-
-9-
-10-
-11-
-12-
2,800'0"
Present North Port, Port Kelang
PORT KELANG
(North Port)

*"Reproduced by kind permission of the Port Authority".*

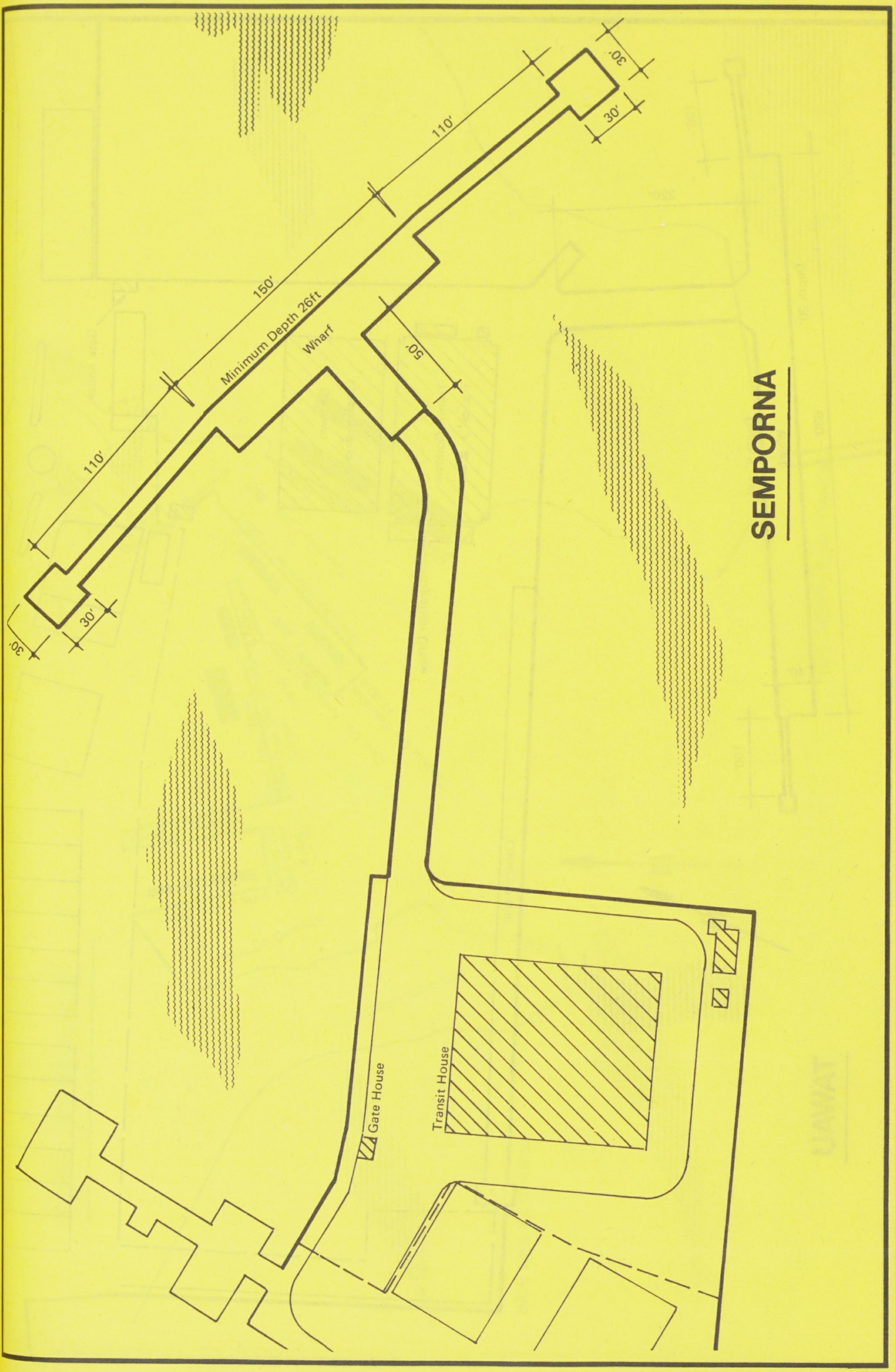
## SANDAKAN


Godown
Godown
Gate House
Port admin building
Inflammable Goods Store
Jetty
Transit Godown
370′ 0″
(Minimum Depth 8 to 14ft.)
40′
Minimum Depth 21 ft.
100′
740′
100′
N

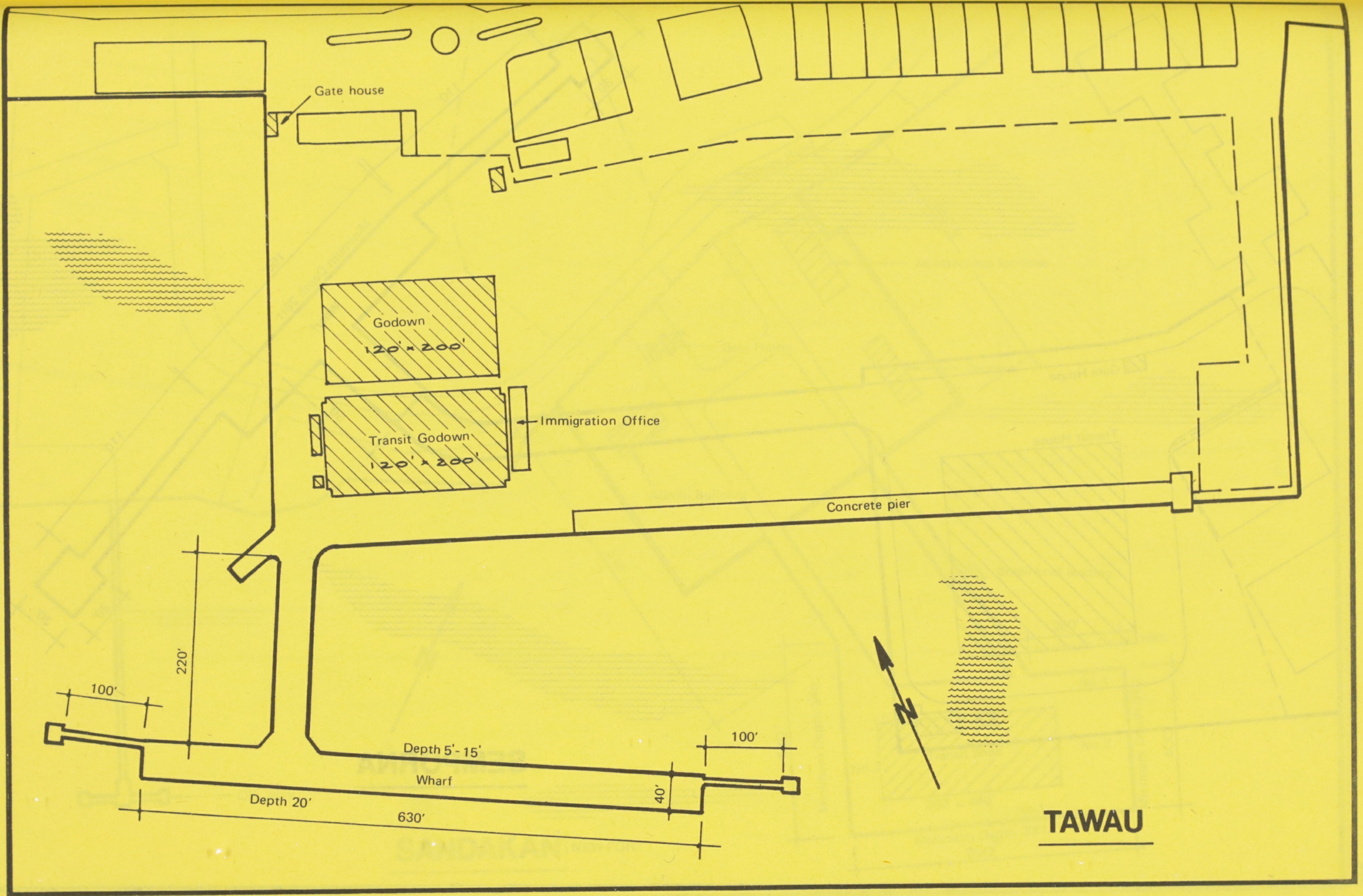
"Reproduced by kind permission of the Port Authority".


Bokara Road
645' 9"
Maintenance facilities
Gate House
Canteen
Admin Building
515'
Small boat landing
250'
Minimum Depth 18ft.
No.4
Minimum Depth 34ft.
400'
No.3
Transit Shed
200' × 440'
No.2
No.1
Minimum Depth 30ft.
700'
540'
Minimum Depth 34ft.
Oil Jetty
SANDAKAN (NEW PORT)

*"Reproduced by kind permission of the Port Authority".*

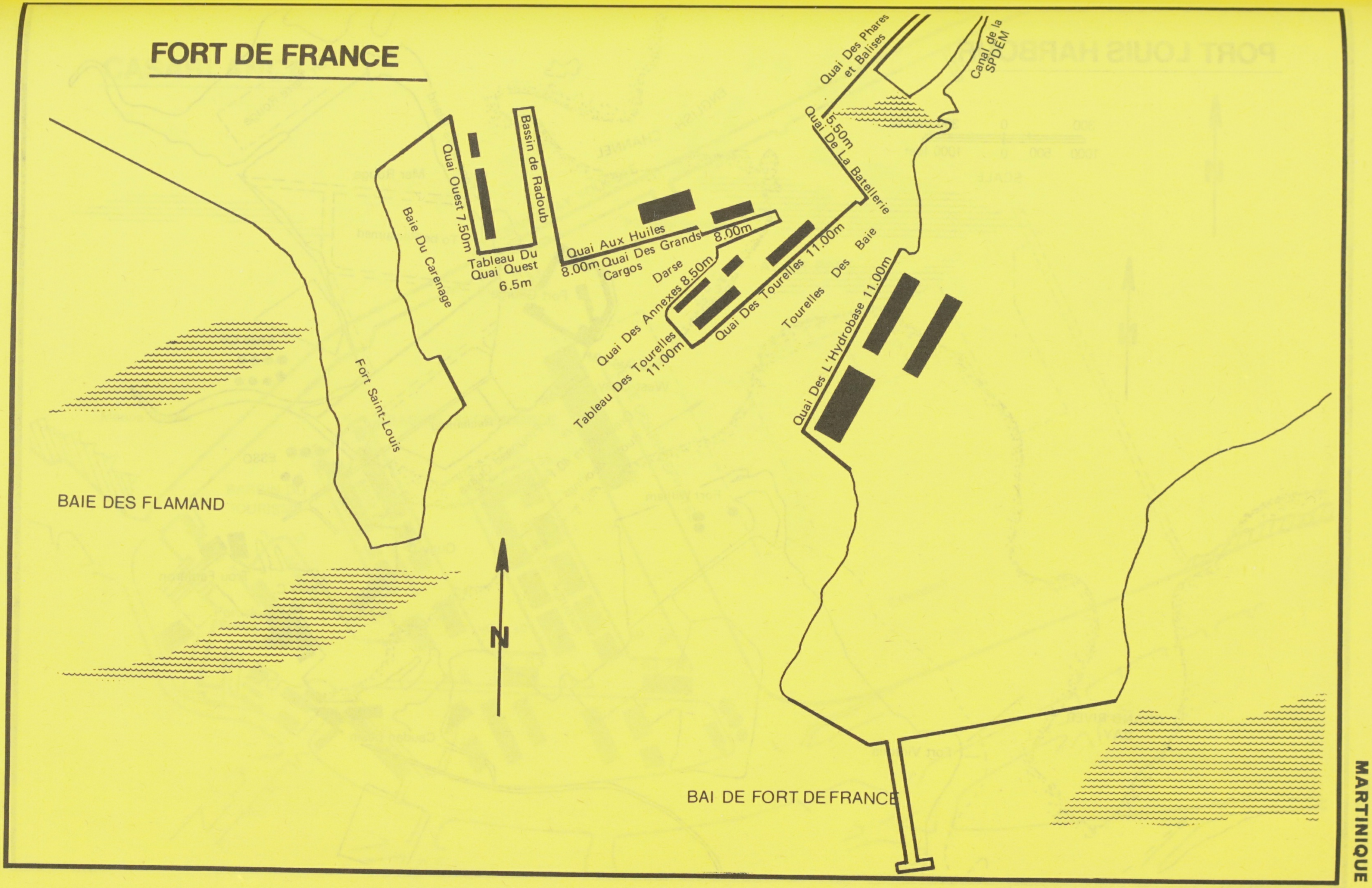

SEMPORNA
150'
110'
110'
30'
30'
30'
30'
50'
Minimum Depth 26ft
Wharf
Gate House
Transit House

*"Reproduced by kind permission of the Port Authority".*


Gate house
Godown
120' × 200'
Immigration Office
Transit Godown
120' × 200'
Concrete pier
220'
100'
Depth 5'-15'
Wharf
100'
40'
Depth 20'
630'
N
TAWAU

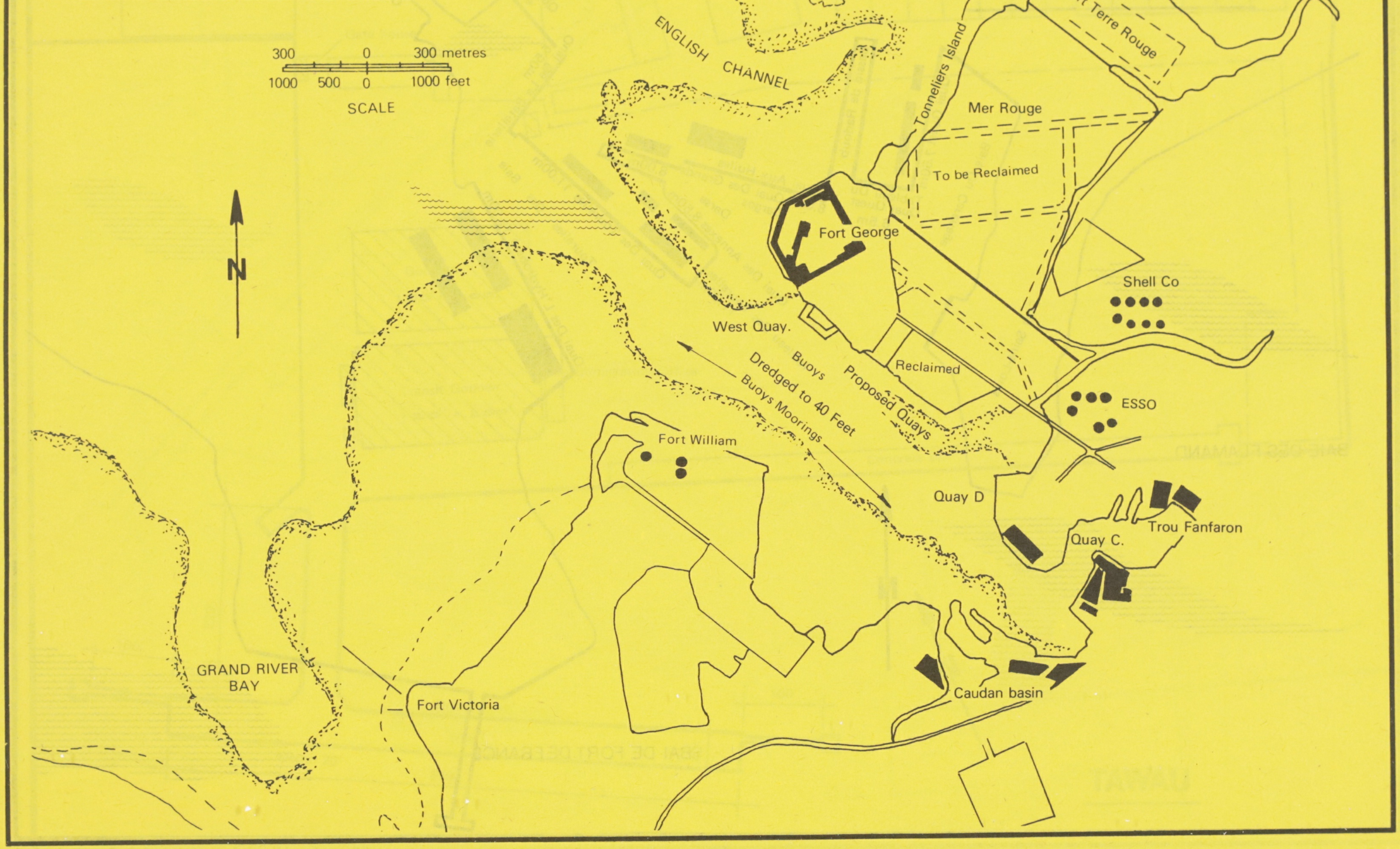
*"Reproduced by kind permission of the Port Authority".*

## FORT DE FRANCE


Quai Des Phares et Balises
Canal de la SPDEM
5.50m
Quai De La Batellerie
Quai Ouest 7.50m
Bassin de Radoub
Baie Du Carenage
Tableau Du Quai Quest
6.5m
Quai Aux Huiles
8.00m
Quai Des Grands Cargos
8.00m
Darse
Quai Des Annexes 8.50m
Quai Des Tourelles 11.00m
Baie Des Tourelles
Quai Des L'Hydrobase 11.00m
Tableau Des Tourelles 11.00m
Fort Saint-Louis
BAIE DES FLAMAND
N
BAI DE FORT DE FRANCE

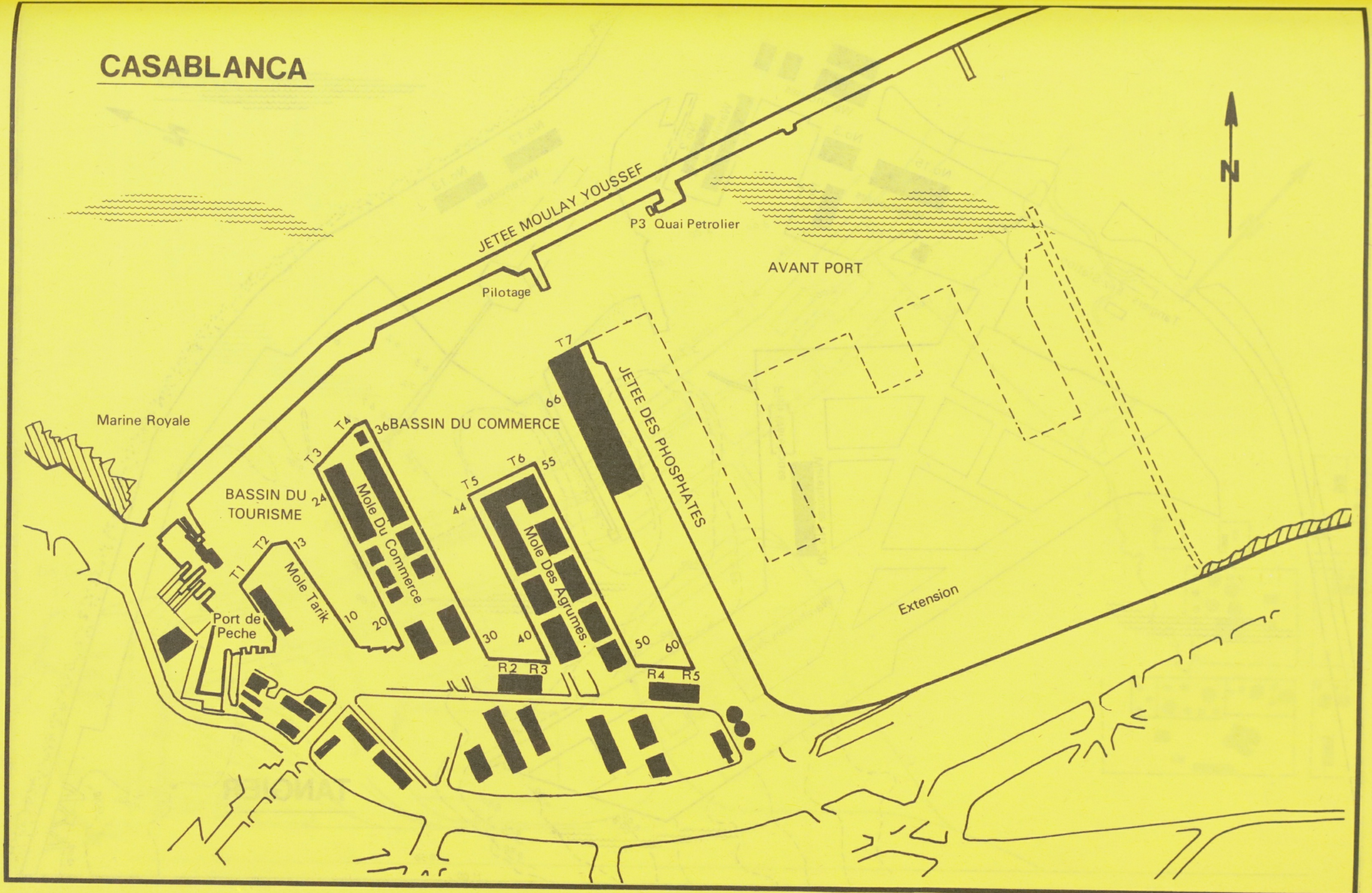
*"Reproduced by kind permission of the Port Authority".*

## PORT LOUIS HARBOUR


300 0 300 metres
1000 500 0 1000 feet
SCALE
N
ENGLISH CHANNEL
Tonneliers Island
Port Terre Rouge
Mer Rouge
To be Reclaimed
Fort George
Shell Co
West Quay.
Buoys
Dredged to 40 Feet
Buoys Moorings
Proposed Quays
Reclaimed
ESSO
Fort William
Quay D
Quay C.
Trou Fanfaron
Caudan basin
Fort Victoria
GRAND RIVER BAY

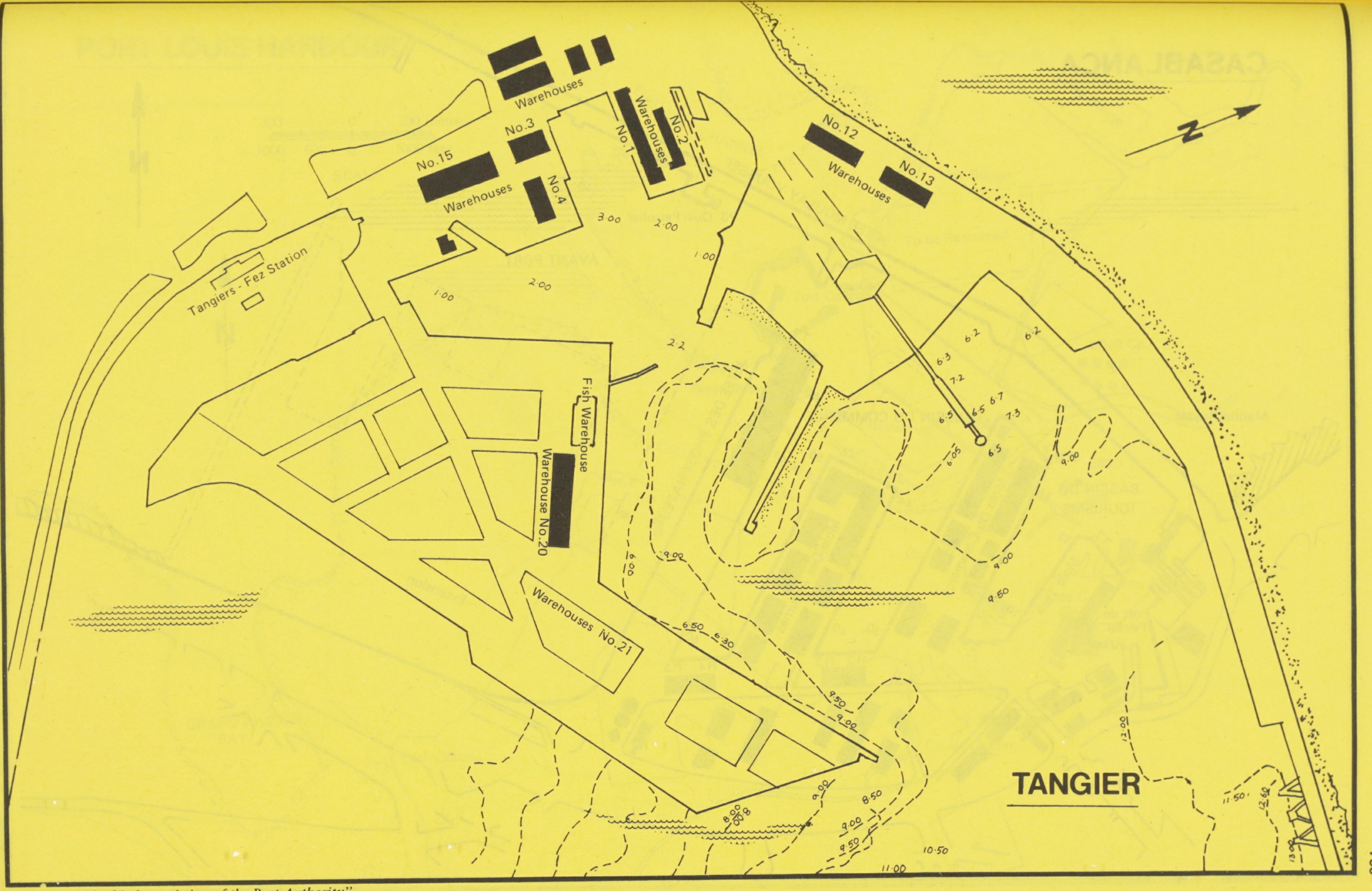
*"Reproduced by kind permission of the Port Authority".*

# CASABLANCA

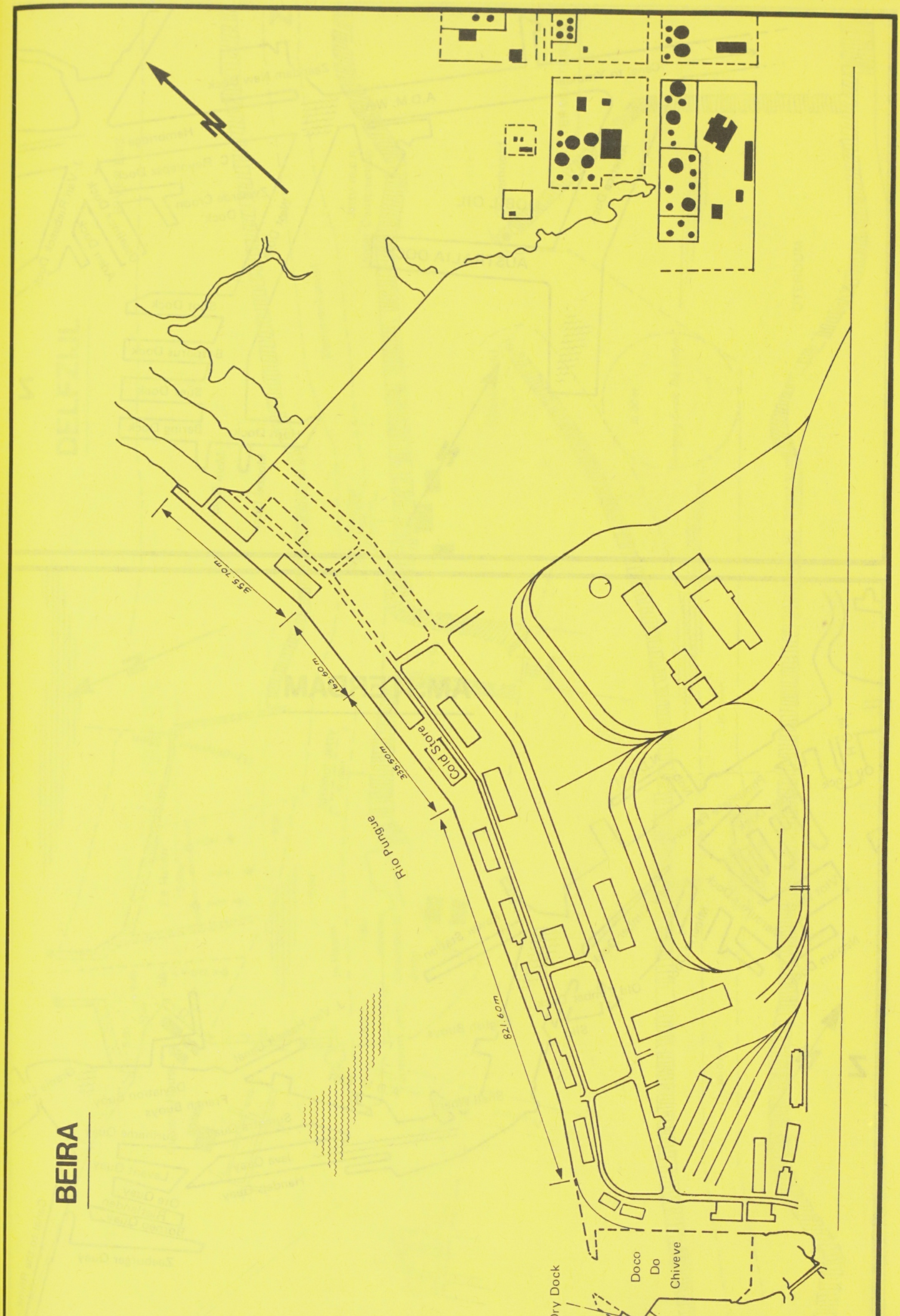


N
JETEE MOULAY YOUSSEF
P3 Quai Petrolier
Pilotage
AVANT PORT
Marine Royale
T7
66
JETEE DES PHOSPHATES
T4
36
BASSIN DU COMMERCE
T3
24
BASSIN DU TOURISME
Mole Du Commerce
T6
55
T5
44
Mole Des Agrumes.
T2
13
T1
Mole Tarik
Port de Peche
10
20
30
40
50
60
R2
R3
R4
R5
Extension

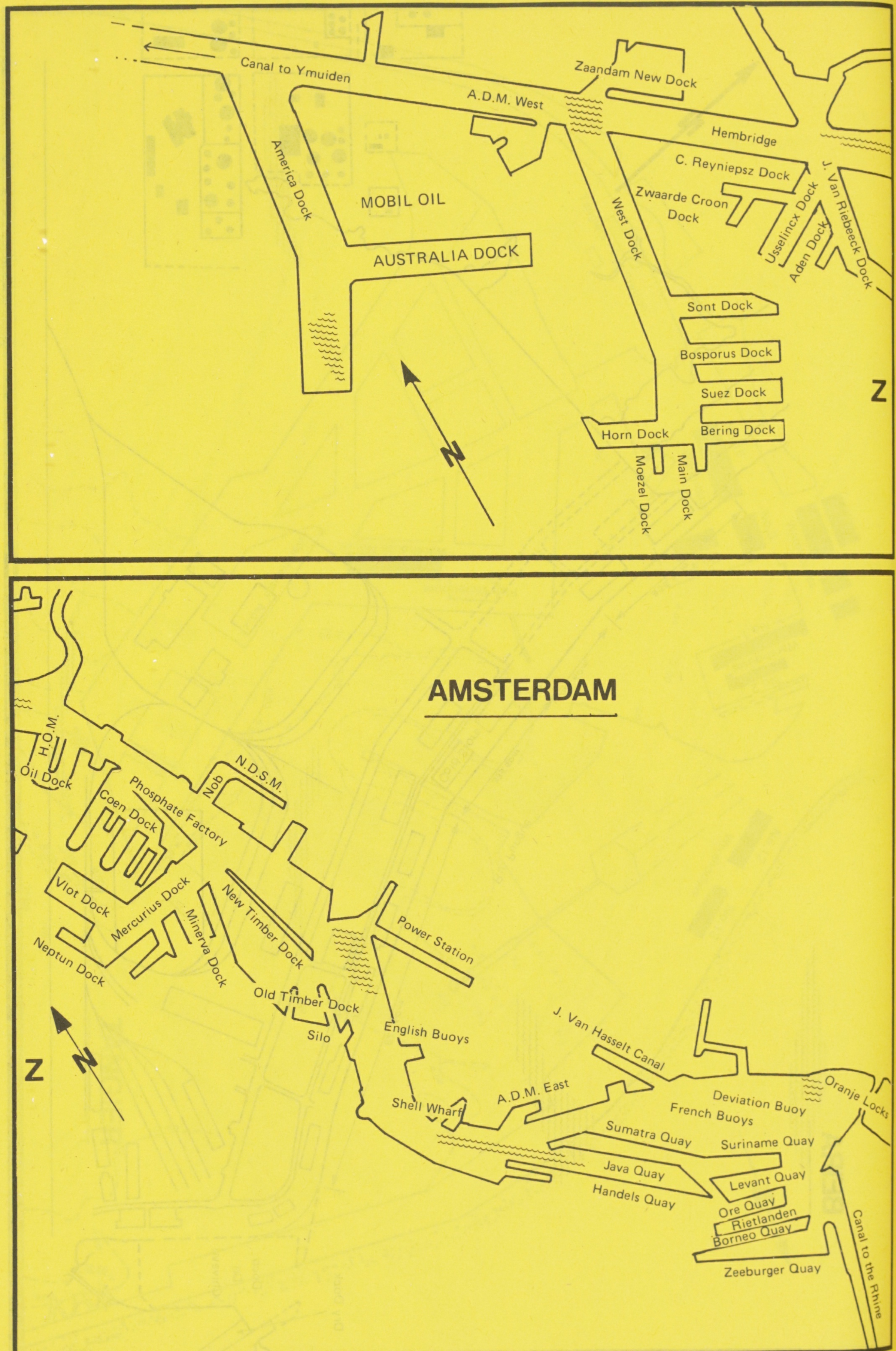
*"Reproduced by kind permission of the Port Authority".*


TANGIER
Warehouses
No.3
No.15
Warehouses
No.4
Warehouses
No.1
No.2
No.12
Warehouses
No.13
N
Tangiers - Fez Station
Fish Warehouse
Warehouse No.20
Warehouses No.21
3·00
2·00
1·00
2·00
1·00
2·2
6·2
6·2
6·3
7·2
6·5
6·5
6·7
7·3
6·5
6·05
9·00
9·00
9·50
6·00
9·00
6·50
6·30
9·50
9·00
9·00
8·50
8·00
8·00
9·00
9·50
10·50
11·00
12·00
11·50
12·60
13·00

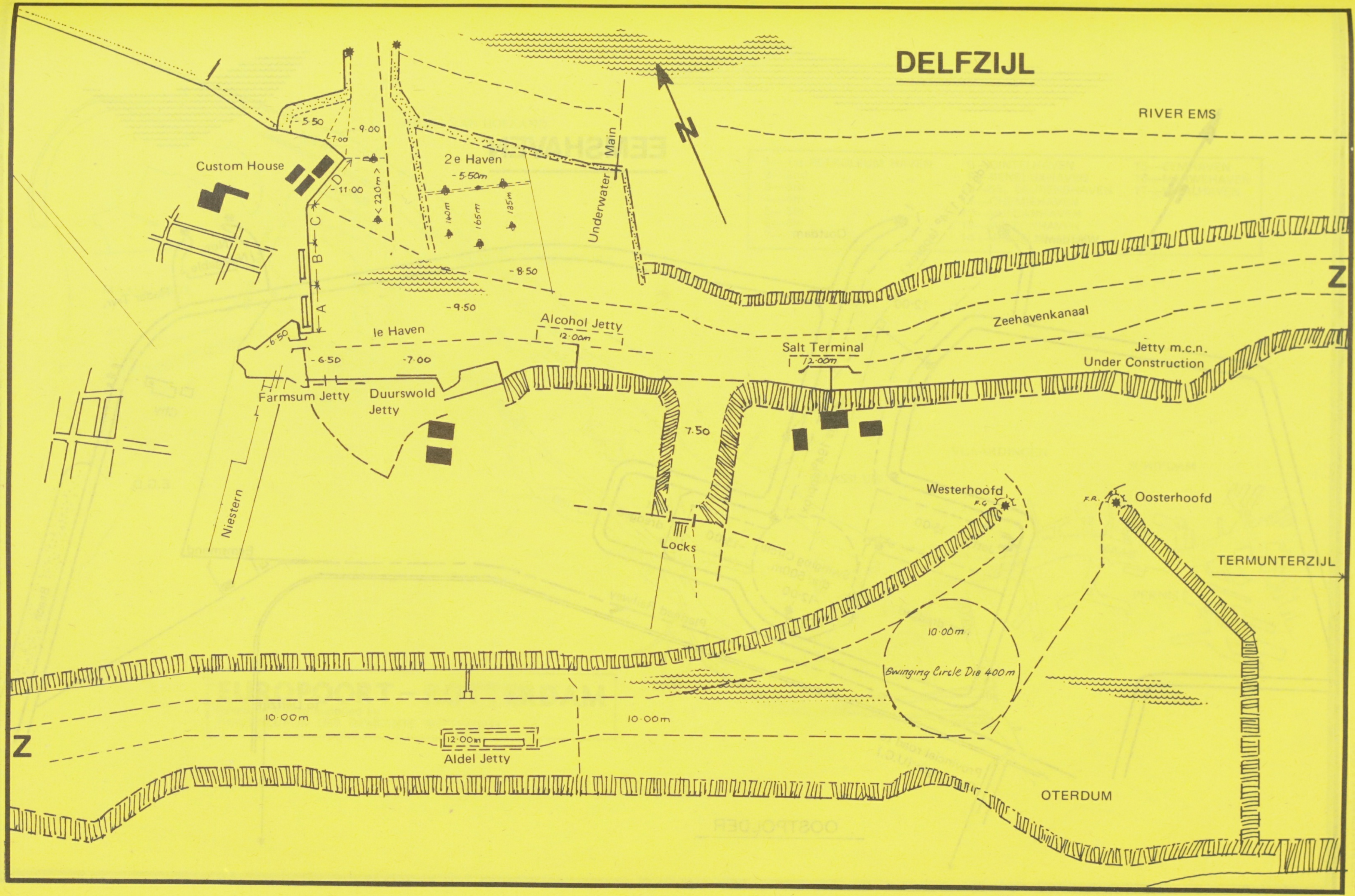
"Reproduced by kind permission of the Port Authority".


BEIRA
N
335.70m
163.60m
335.50m
Cold Store
Rio Pungue
821.60m
Dry Dock
Doco
Do
Chiveve

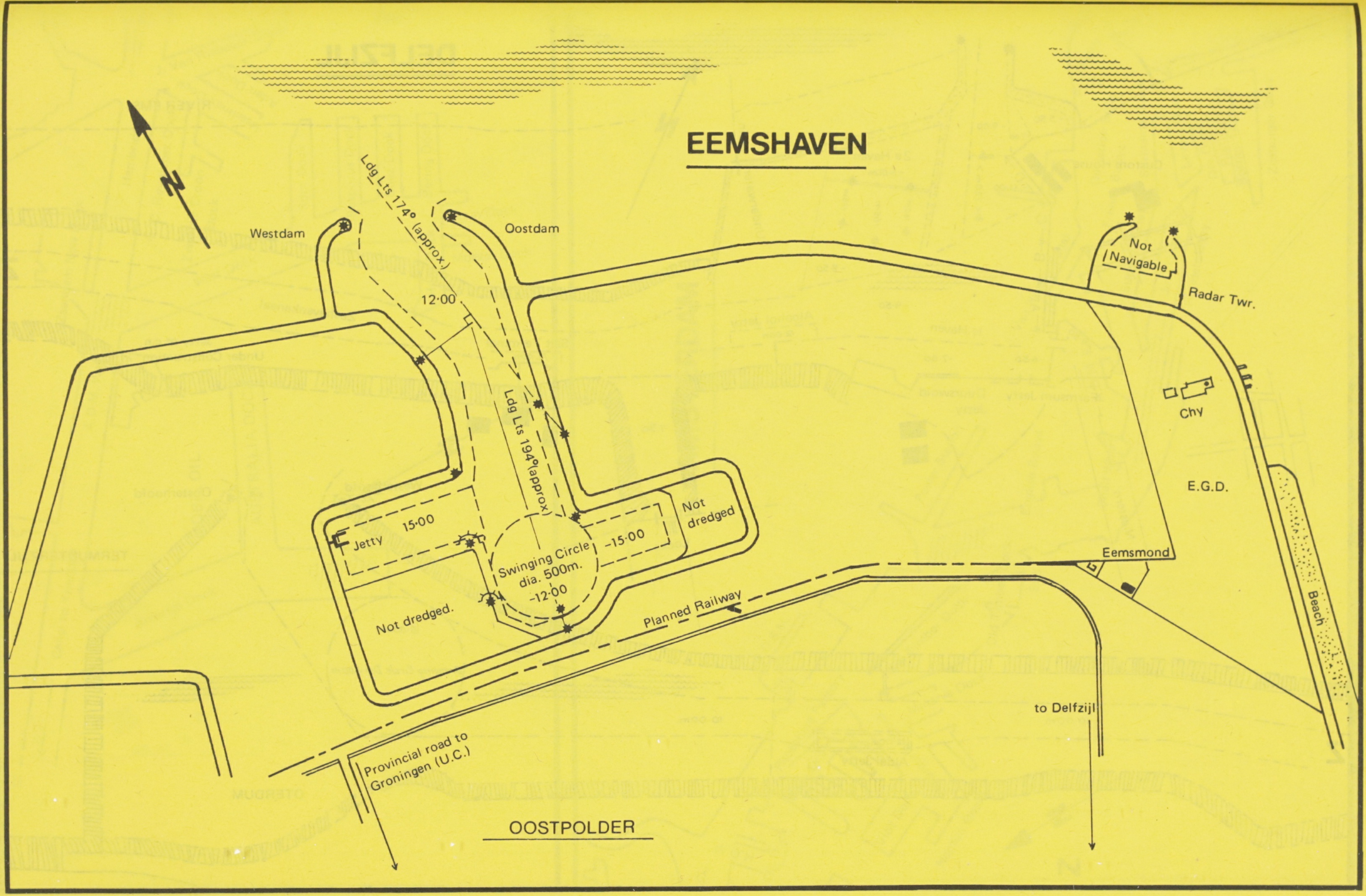
"Reproduced by kind permission of the Port Authority".


Canal to Ymuiden
Zaandam New Dock
A.D.M. West
Hembridge
C. Reyniepsz Dock
Zwaarde Croon Dock
J. Van Riebeeck Dock
Usselincx Dock
Aden Dock
America Dock
MOBIL OIL
AUSTRALIA DOCK
West Dock
Sont Dock
Bosporus Dock
Suez Dock
Bering Dock
Horn Dock
Moezel Dock
Main Dock
N
Z
AMSTERDAM
H.O.M.
Oil Dock
Nob
N.D.S.M.
Phosphate Factory
Coen Dock
Vlot Dock
Mercurius Dock
Minerva Dock
New Timber Dock
Neptun Dock
Old Timber Dock
Silo
Power Station
English Buoys
J. Van Hasselt Canal
Shell Wharf
A.D.M. East
Deviation Buoy
Oranje Locks
French Buoys
Sumatra Quay
Suriname Quay
Java Quay
Levant Quay
Handels Quay
Ore Quay
Rietlanden
Borneo Quay
Zeeburger Quay
Canal to the Rhine
N
Z

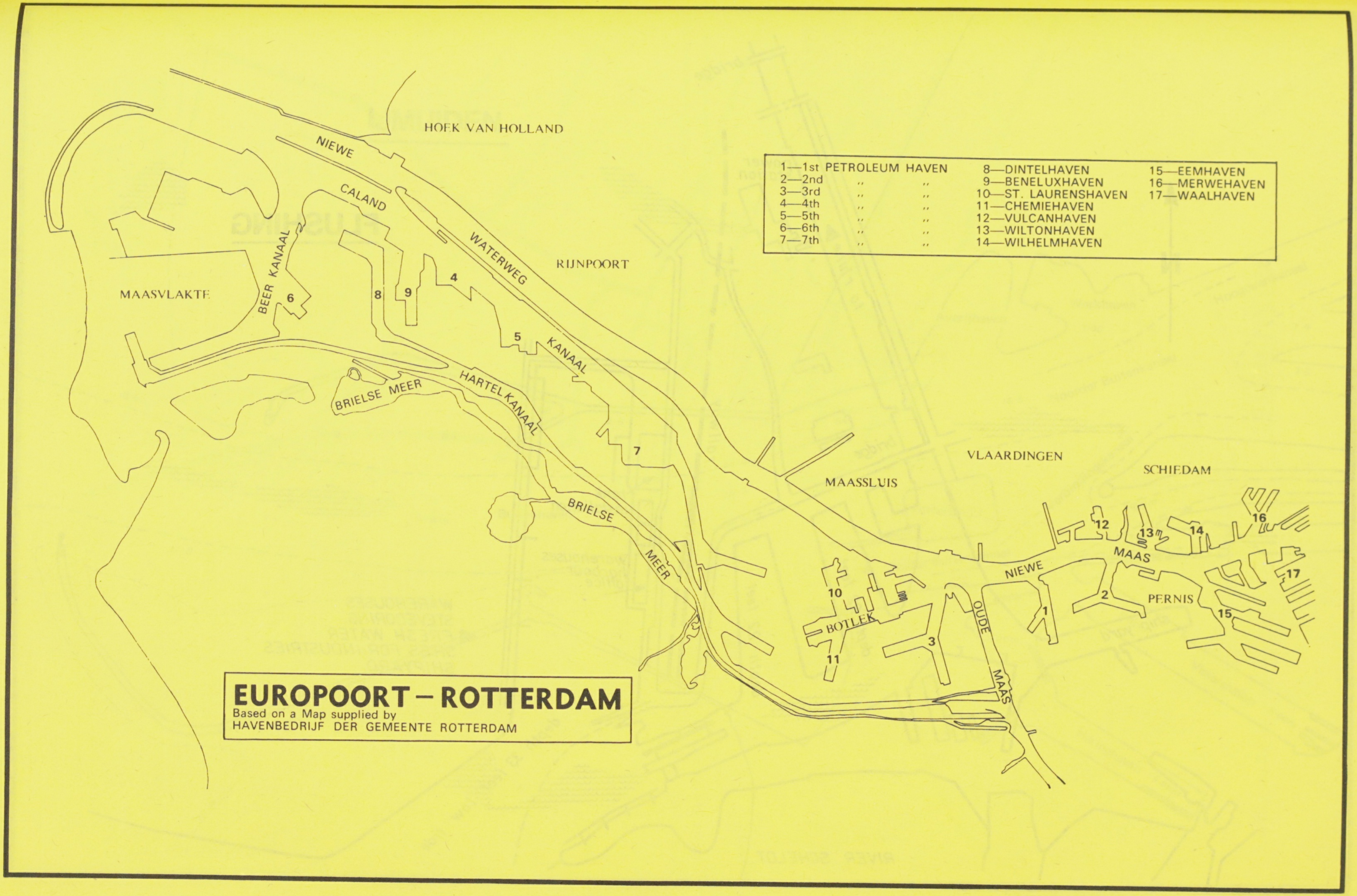
*"Reproduced by kind permission of the Port Authority".*


DELFZIJL
RIVER EMS
N
Custom House
2e Haven
-5.50
7.00
-9.00
-11.00
D
C
B
A
< 220m >
-5.50m
140m
165m
185m
-8.50
-9.50
Underwater Main
Ie Haven
Alcohol Jetty
12.00m
-6.50
-6.50
-7.00
Farmsum Jetty
Duurswold Jetty
Niestern
7.50
Locks
Salt Terminal
12.00m
Zeehavenkanaal
Z
Jetty m.c.n.
Under Construction
Westerhoofd
F.G
F.R.
Oosterhoofd
TERMUNTERZIJL
10.00m
Swinging Circle Dia 400m
10.00m
10.00m
12.00m
Aldel Jetty
Z
OTERDUM

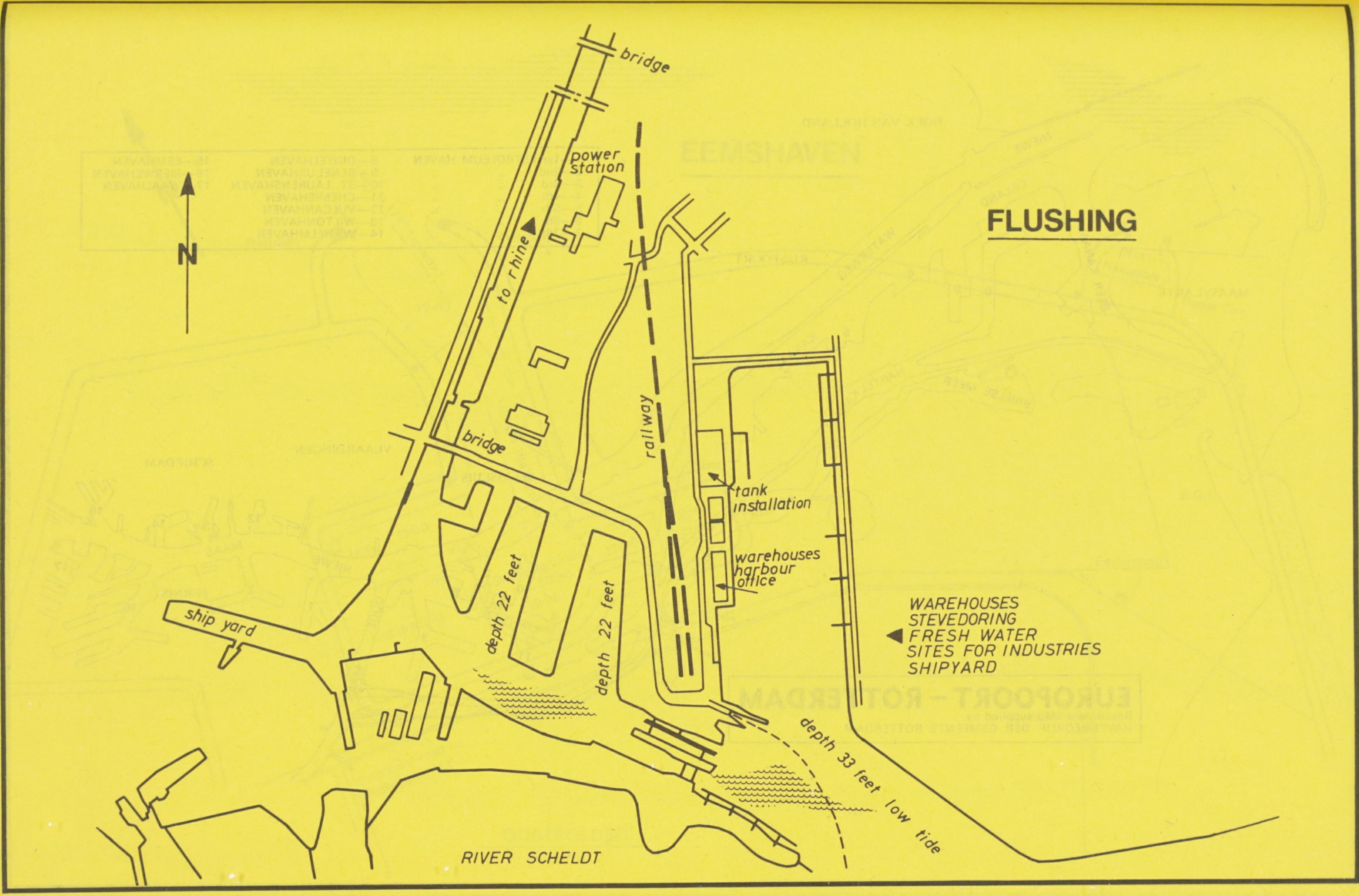
*"Reproduced by kind permission of the Port Authority".*


EEMSHAVEN
N
Westdam
Oostdam
Ldg Lts 174° (approx.)
12·00
Ldg Lts 194°(approx)
Not Navigable
Radar Twr.
Chy
E.G.D.
Eemsmond
Beach
Jetty
15·00
Not dredged
-15·00
Swinging Circle dia. 500m.
-12·00
Not dredged.
Planned Railway
to Delfzijl
Provincial road to Groningen (U.C.)
OOSTPOLDER

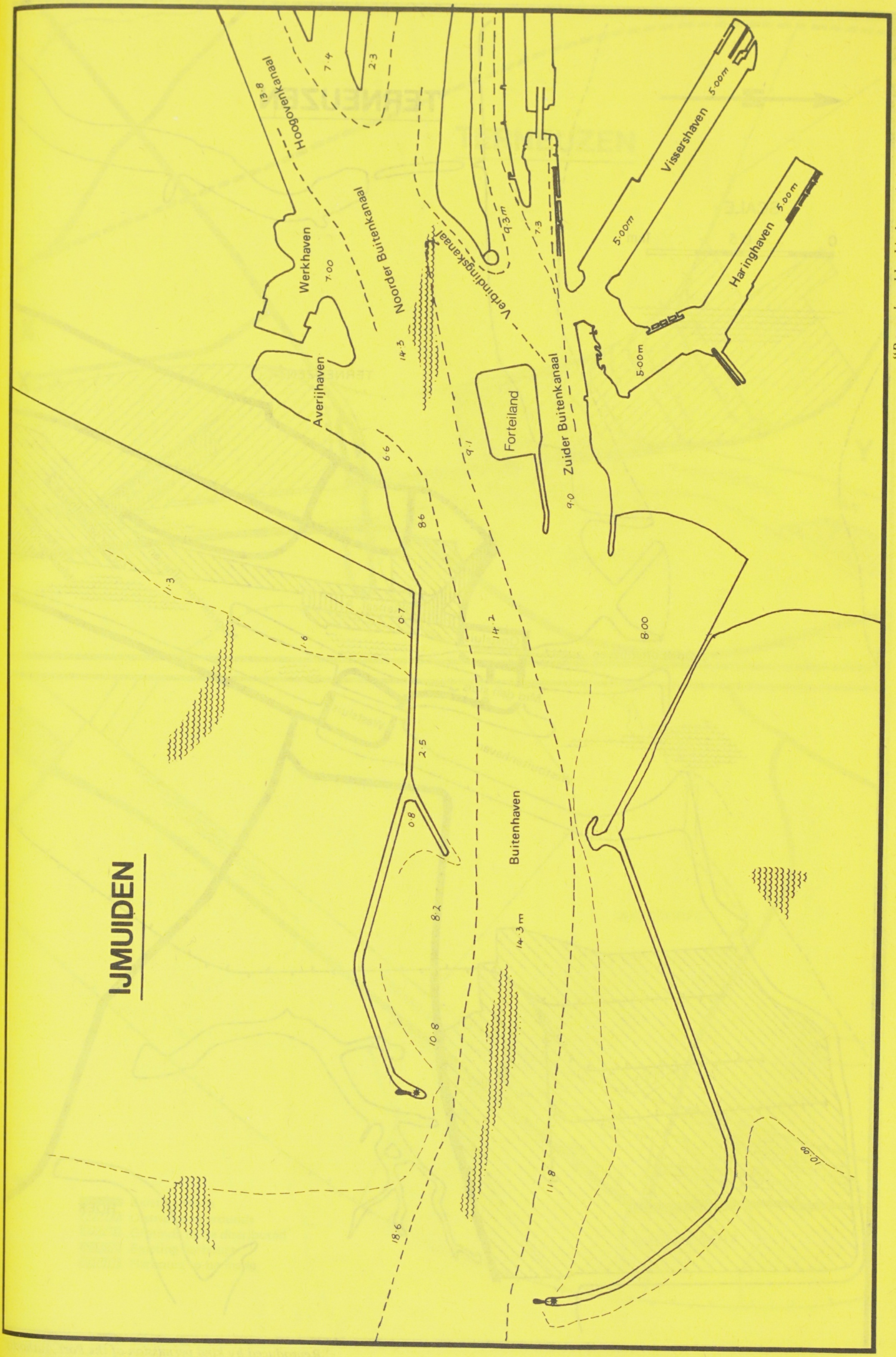
*"Reproduced by kind permission of the Port Authority".*


HOEK VAN HOLLAND
NIEWE
CALAND
WATERWEG
RIJNPOORT
MAASVLAKTE
BEER KANAAL
6
8
9
4
5
KANAAL
HARTEL KANAAL
BRIELSE MEER
7
BRIELSE
MEER
MAASSLUIS
VLAARDINGEN
SCHIEDAM
10
BOTLEK
11
3
OUDE
MAAS
NIEWE
MAAS
1
2
PERNIS
12
13
14
16
17
15
1—1st PETROLEUM HAVEN
2—2nd ,, ,,
3—3rd ,, ,,
4—4th ,, ,,
5—5th ,, ,,
6—6th ,, ,,
7—7th ,, ,,
8—DINTELHAVEN
9—BENELUXHAVEN
10—ST. LAURENSHAVEN
11—CHEMIEHAVEN
12—VULCANHAVEN
13—WILTONHAVEN
14—WILHELMHAVEN
15—EEMHAVEN
16—MERWEHAVEN
17—WAALHAVEN

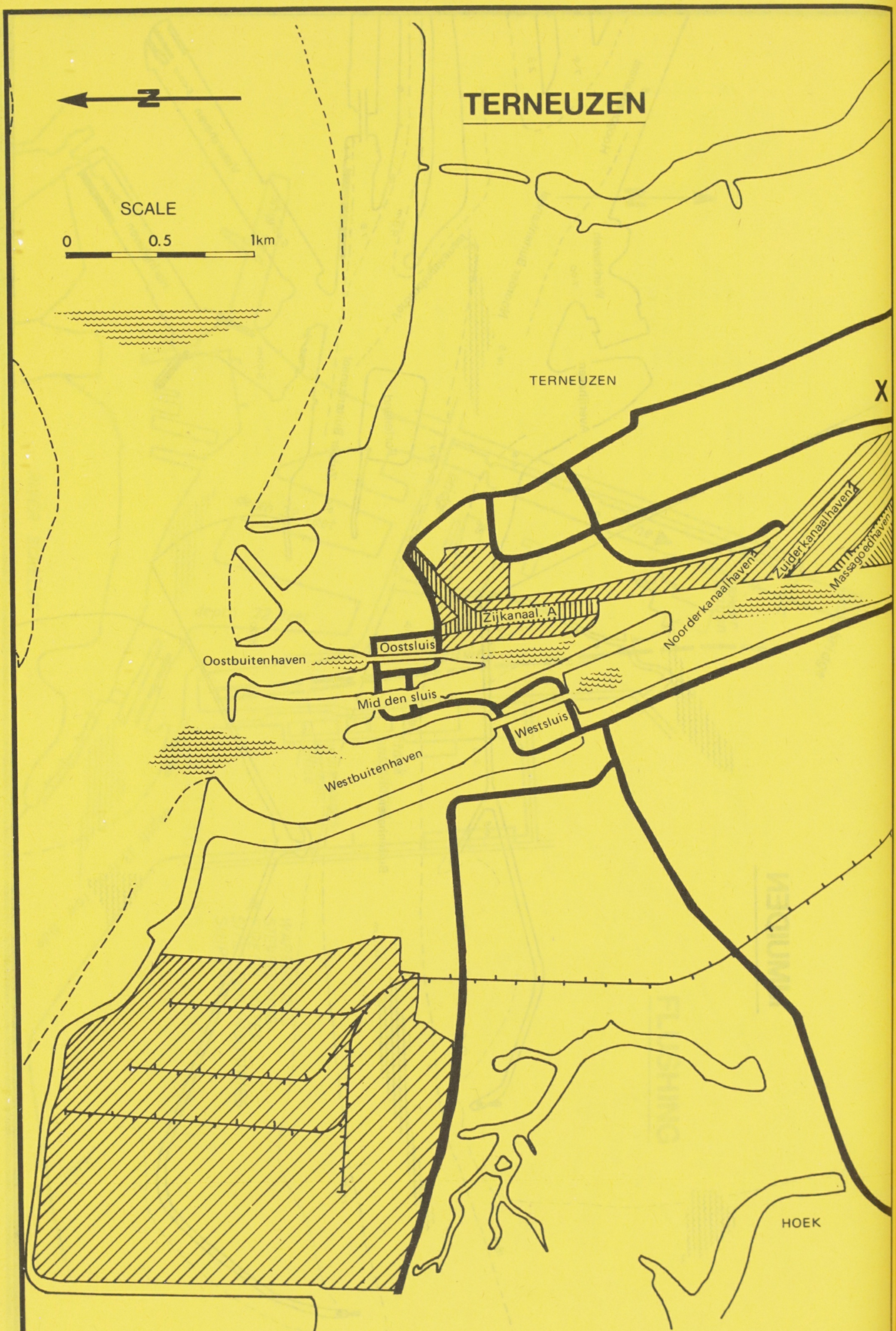
**EUROPOORT – ROTTERDAM**
Based on a Map supplied by
HAVENBEDRIJF DER GEMEENTE ROTTERDAM


FLUSHING
N
bridge
power station
to rhine
bridge
railway
tank installation
warehouses
harbour office
depth 22 feet
depth 22 feet
ship yard
depth 33 feet low tide
RIVER SCHELDT
WAREHOUSES
STEVEDORING
FRESH WATER
SITES FOR INDUSTRIES
SHIPYARD

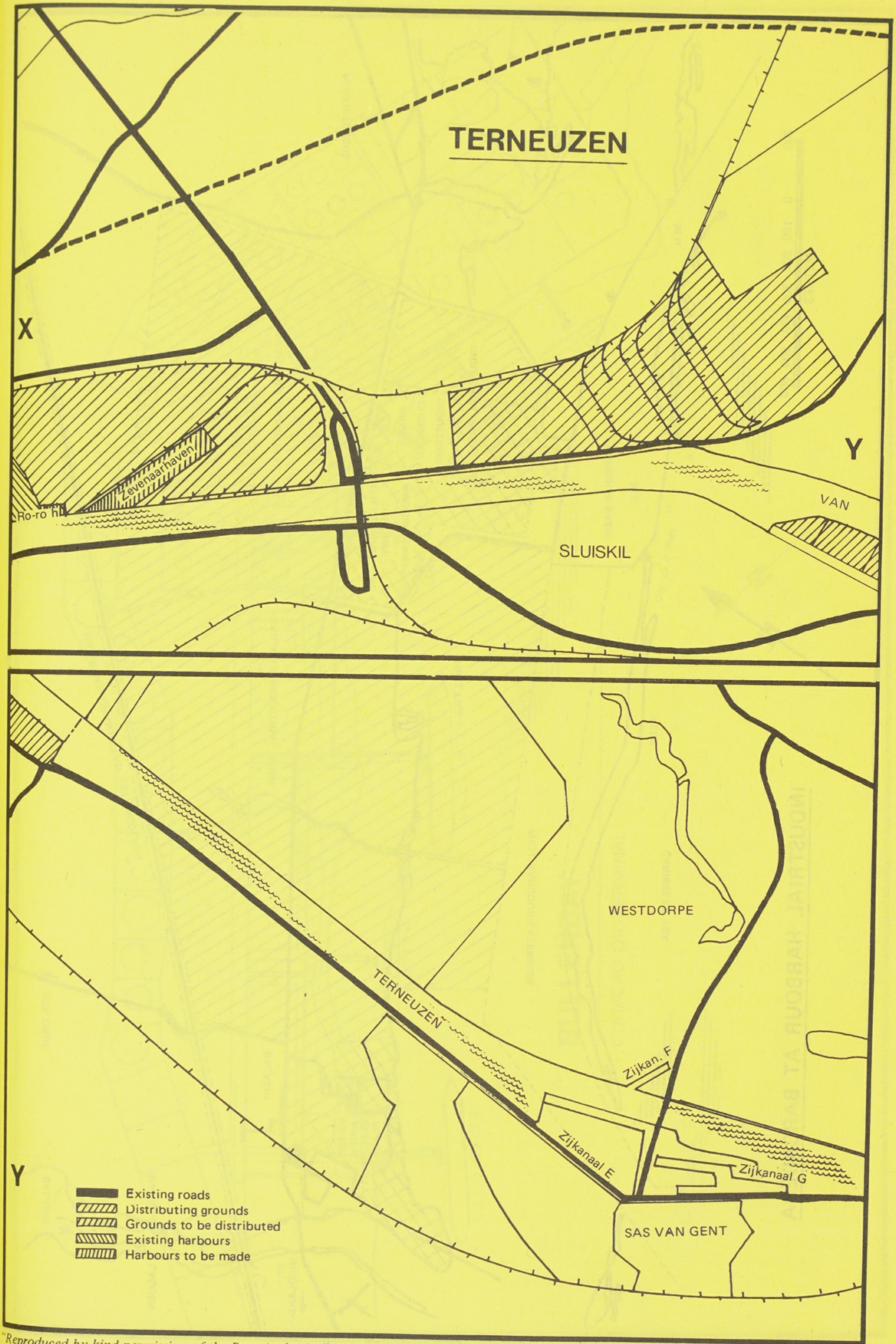
*"Reproduced by kind permission of the Port Authority".*


IJMUIDEN
Hoogovenkanaal
13·8
7·4
2·3
Noorder Buitenkanaal
Werkhaven
7·00
Averijhaven
14·3
Verbindingskanaal
9·3m
7·3
Vissershaven
5·00m
5·00m
Haringhaven
5·00m
5·00m
Forteiland
Zuider Buitenkanaal
9·1
9·0
6·6
8·6
8·00
0·7
14·2
1·3
1·6
2·5
0·8
Buitenhaven
8·2
14·3 m
10·8
11·8
18·6
10·8

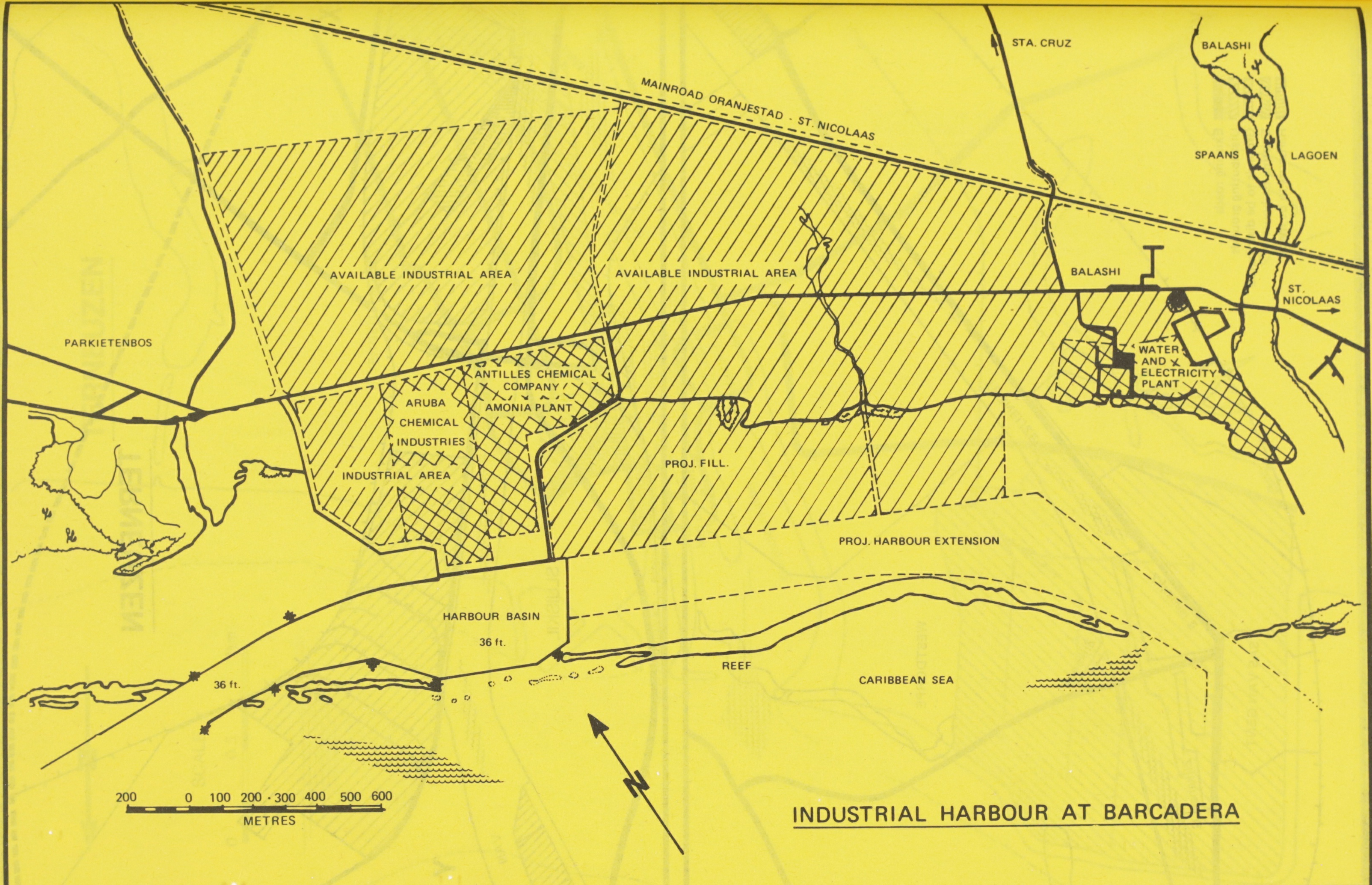
"Reproduced by kind permission of the Port Authority".


TERNEUZEN
N
SCALE
0
0.5
1km
TERNEUZEN
X
Zuiderkanaalhaven
Massagoedhaven
Zijkanaal. A
Noorderkanaalhaven
Oostsluis
Oostbuitenhaven
Mid den sluis
Westsluis
Westbuitenhaven
HOEK

"*Reproduced by kind permission of the Port Authority*"

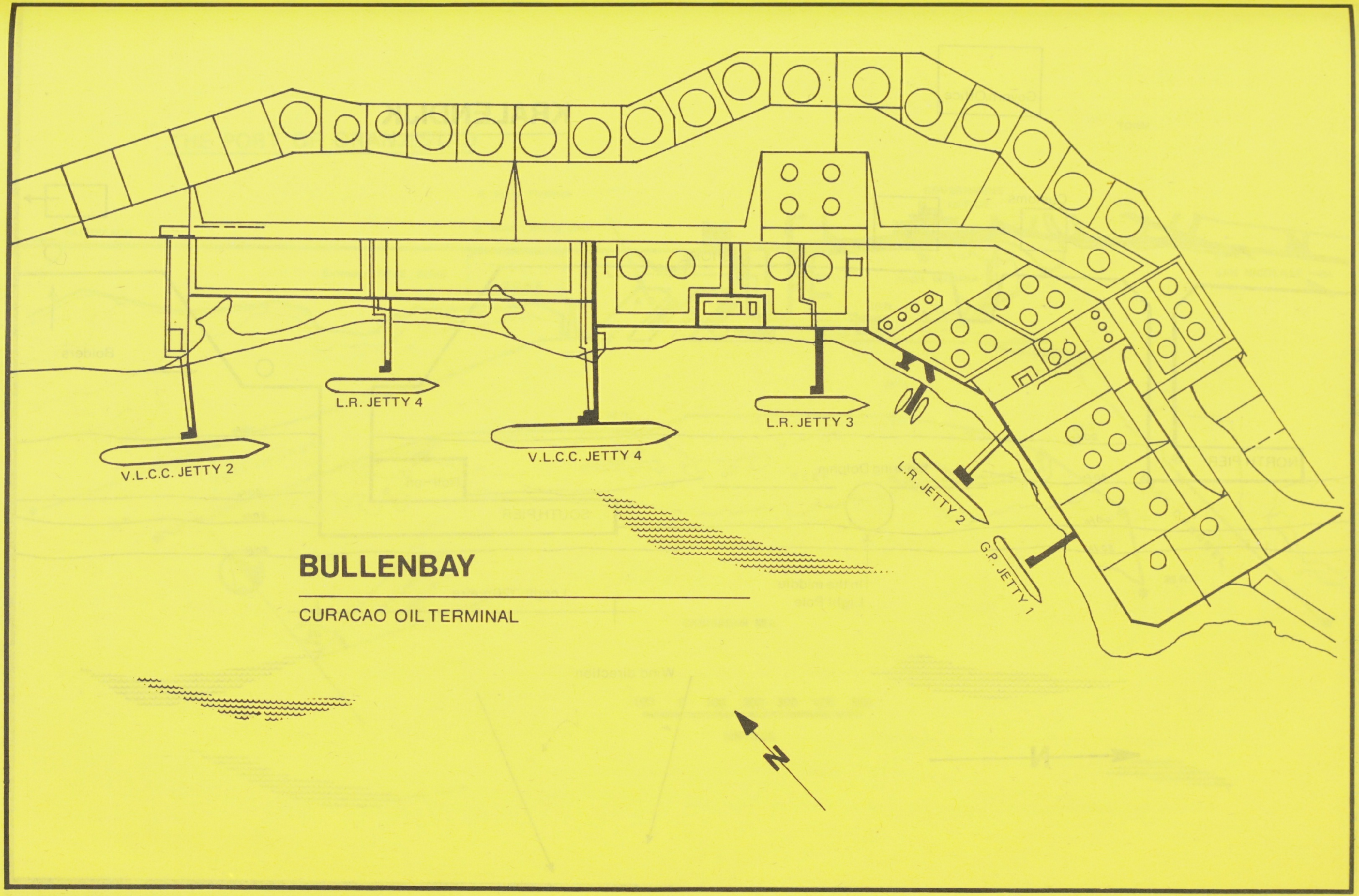

TERNEUZEN
X
Y
Zevenaarhaven
Ro-ro h
VAN
SLUISKIL
Y
WESTDORPE
TERNEUZEN
Zijkan. F
Zijkanaal E
Zijkanaal G
SAS VAN GENT
Existing roads
Distributing grounds
Grounds to be distributed
Existing harbours
Harbours to be made

*"Reproduced by kind permission of the Port Authority".*


STA. CRUZ
BALASHI
MAINROAD ORANJESTAD - ST. NICOLAAS
SPAANS
LAGOEN
AVAILABLE INDUSTRIAL AREA
AVAILABLE INDUSTRIAL AREA
BALASHI
ST. NICOLAAS
PARKIETENBOS
ANTILLES CHEMICAL COMPANY
AMONIA PLANT
ARUBA CHEMICAL INDUSTRIES
WATER AND ELECTRICITY PLANT
INDUSTRIAL AREA
PROJ. FILL.
PROJ. HARBOUR EXTENSION
HARBOUR BASIN
36 ft.
36 ft.
REEF
CARIBBEAN SEA
N
200 0 100 200 300 400 500 600
METRES

## INDUSTRIAL HARBOUR AT BARCADERA

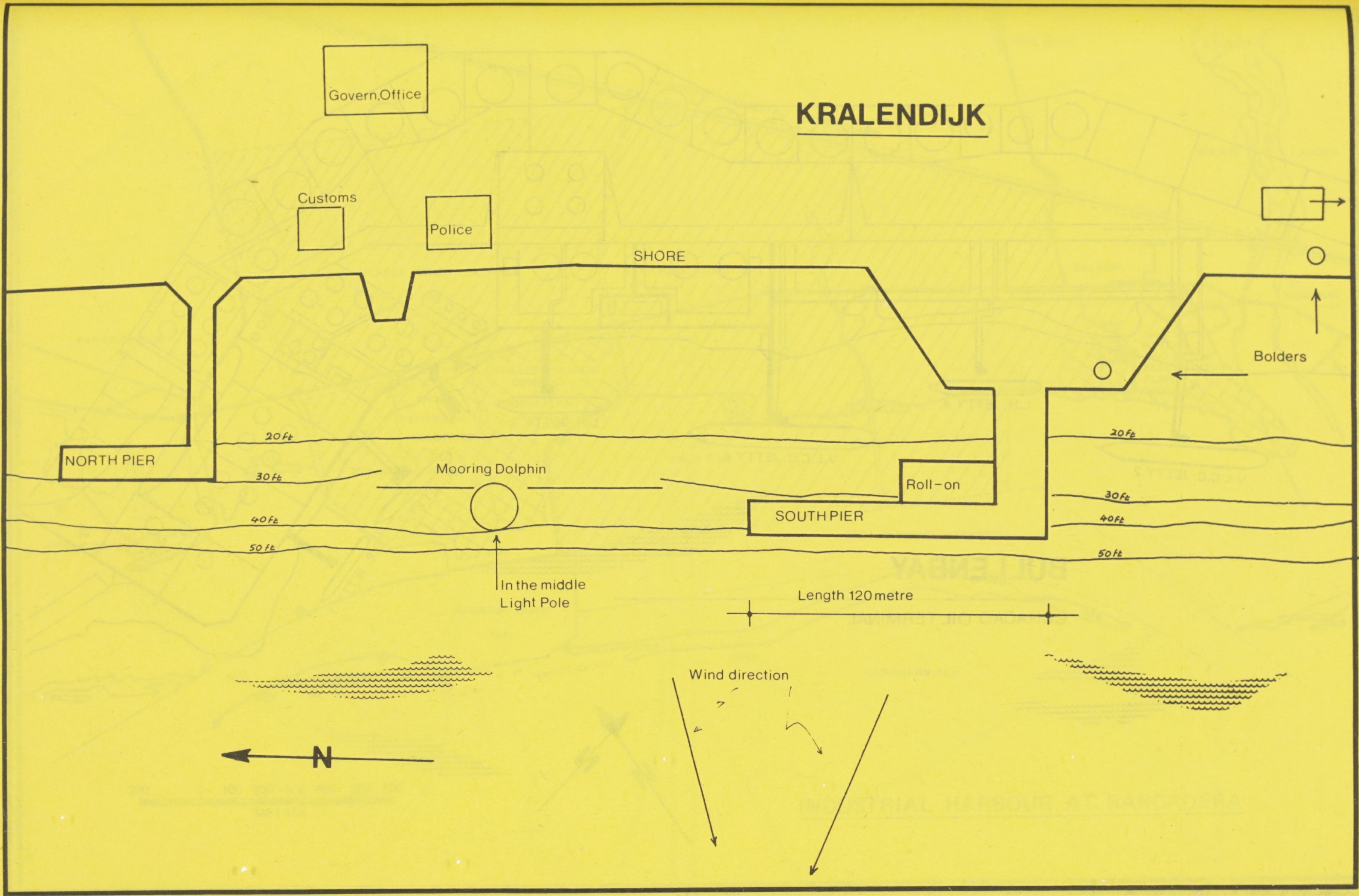
"Reproduced by kind permission of the Port Authority".


L.R. JETTY 4
V.L.C.C. JETTY 2
V.L.C.C. JETTY 4
L.R. JETTY 3
L.R. JETTY 2
G.P. JETTY 1
N

## BULLENBAY

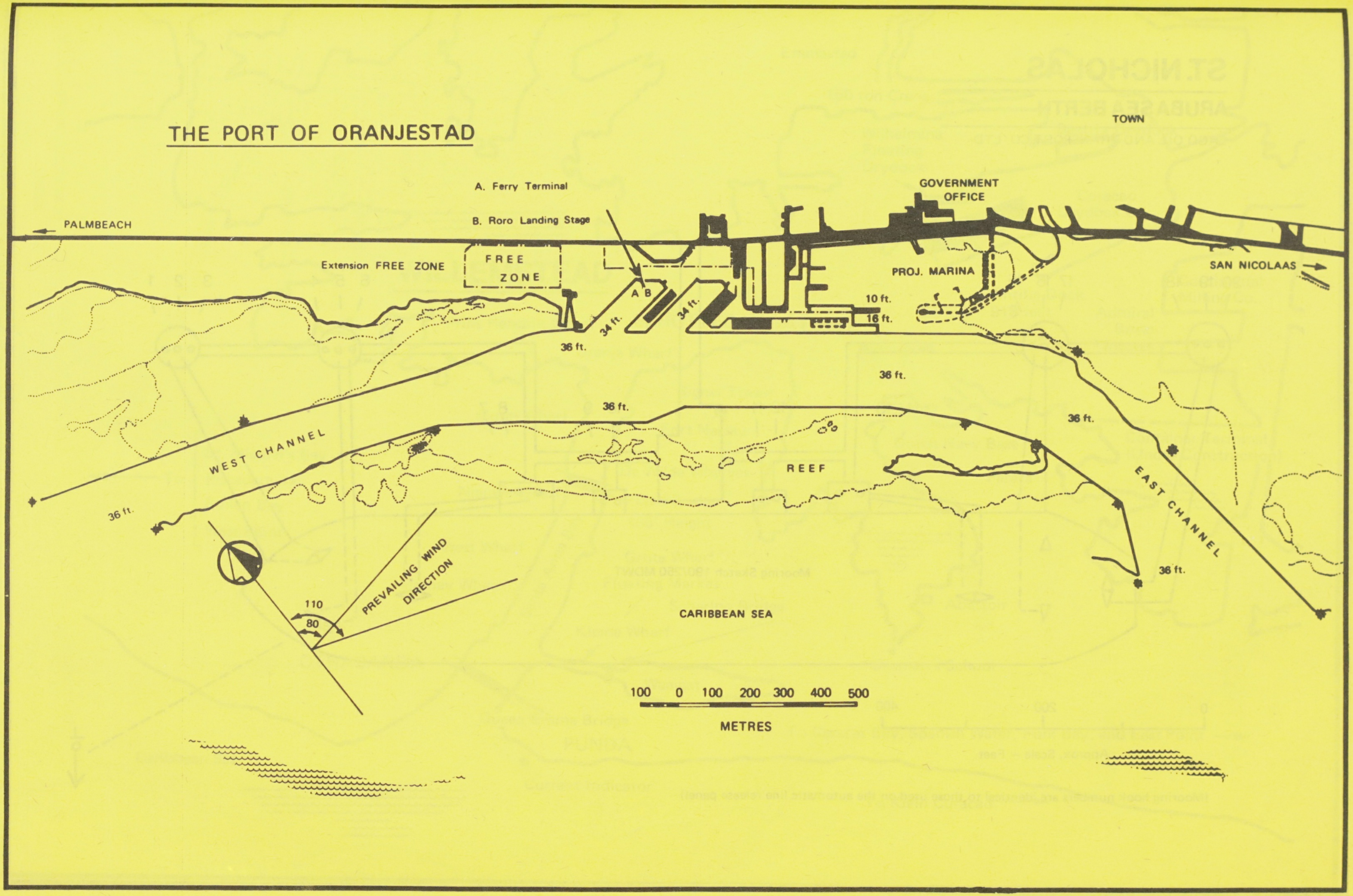
CURACAO OIL TERMINAL

*"Reproduced by kind permission of the Port Authority".*


KRALENDIJK
Govern,Office
Customs
Police
SHORE
Bolders
NORTH PIER
20 ft
30 ft
40 ft
50 ft
Mooring Dolphin
Roll-on
SOUTH PIER
In the middle
Light Pole
Length 120 metre
Wind direction
N

*"Reproduced by kind permission of the Port Authority".*

# THE PORT OF ORANJESTAD

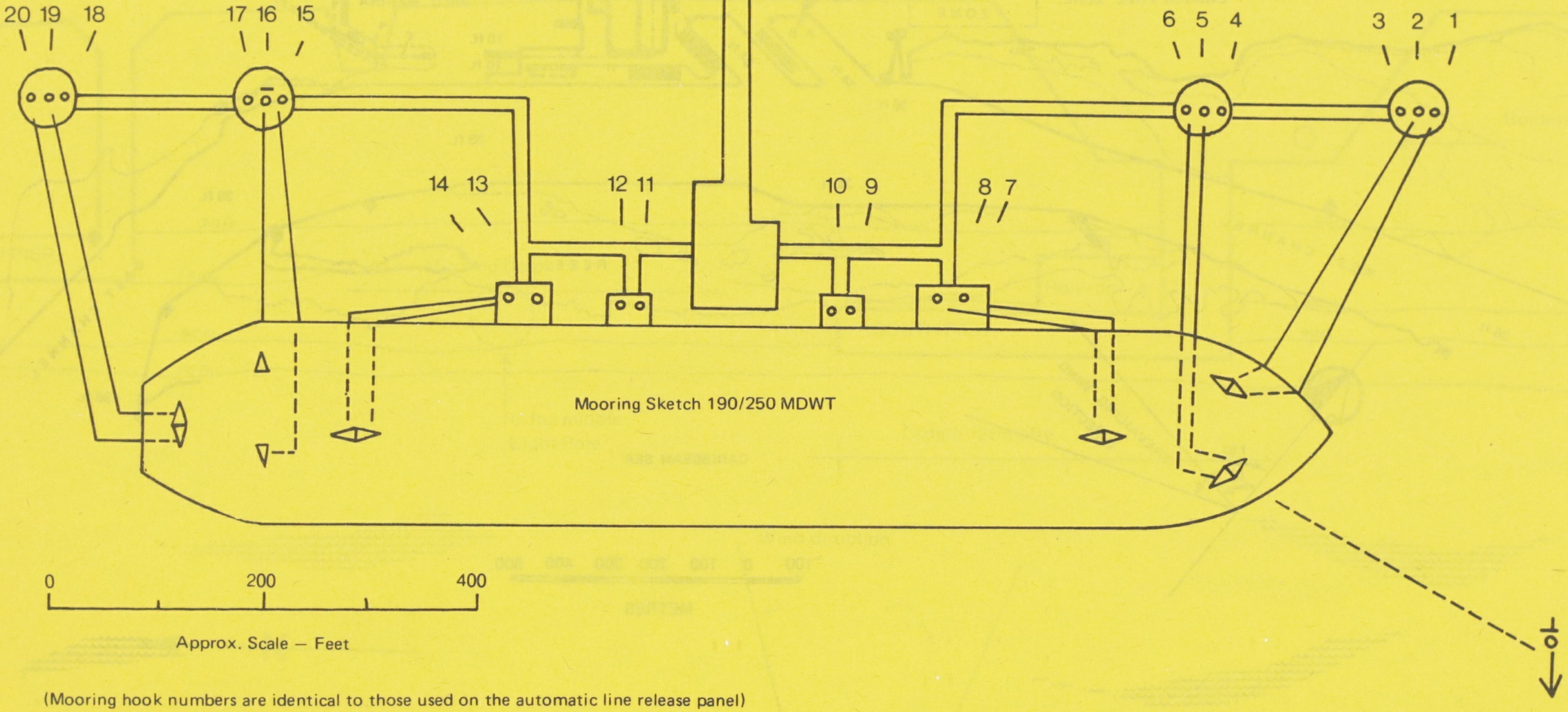

A. Ferry Terminal
B. Roro Landing Stage
TOWN
GOVERNMENT OFFICE
PALMBEACH
Extension FREE ZONE
FREE ZONE
A
B
34 ft.
34 ft.
36 ft.
PROJ. MARINA
10 ft.
16 ft.
SAN NICOLAAS
36 ft.
36 ft.
36 ft.
WEST CHANNEL
REEF
EAST CHANNEL
36 ft.
36 ft.
PREVAILING WIND DIRECTION
110
80
CARIBBEAN SEA
100 0 100 200 300 400 500
METRES

*"Reproduced by kind permission of the Port Authority".*

# ST. NICHOLAS

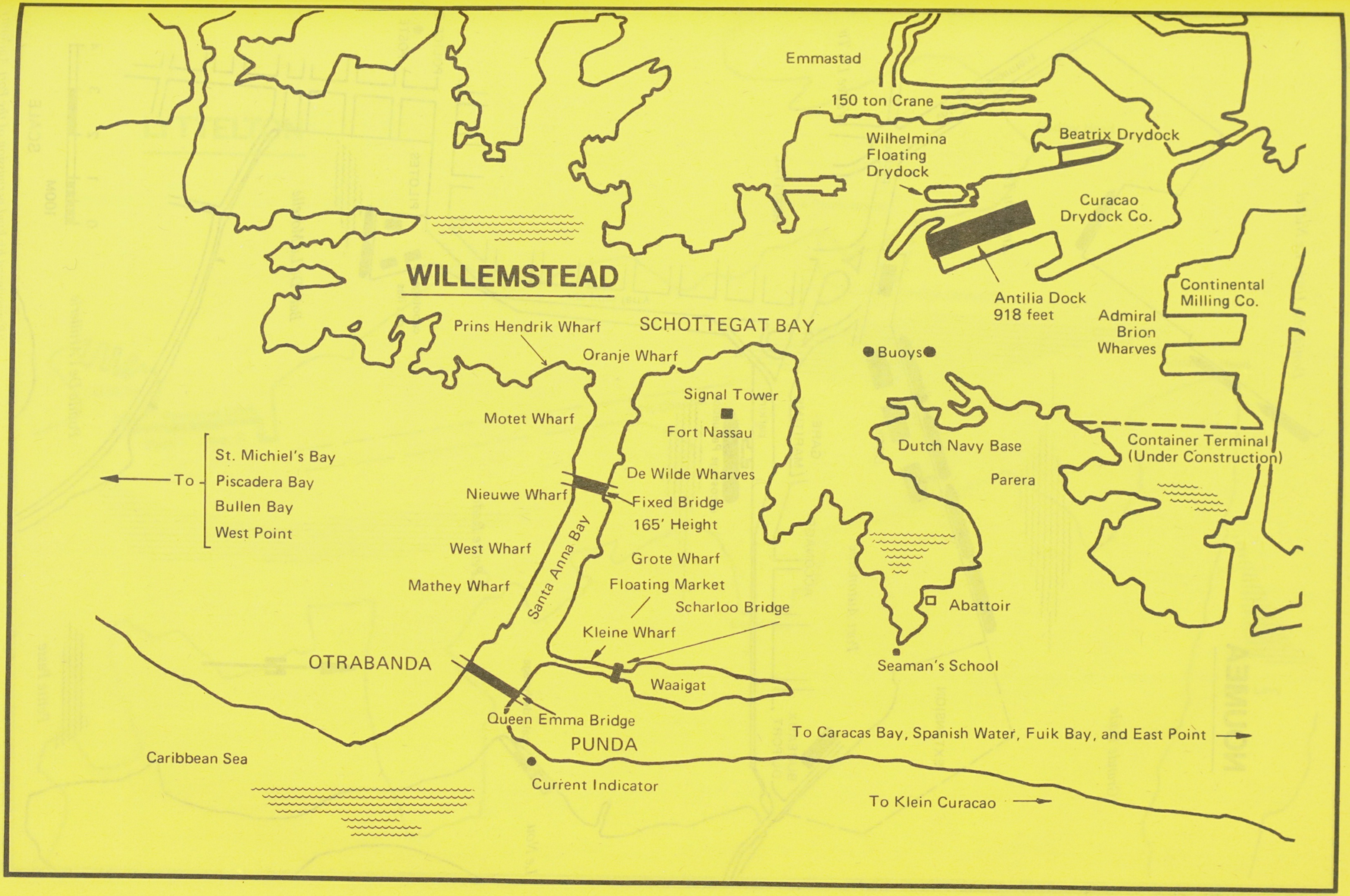
## ARUBA SEA BERTH

LAGO OIL AND TRANSPORT CO. LTD.

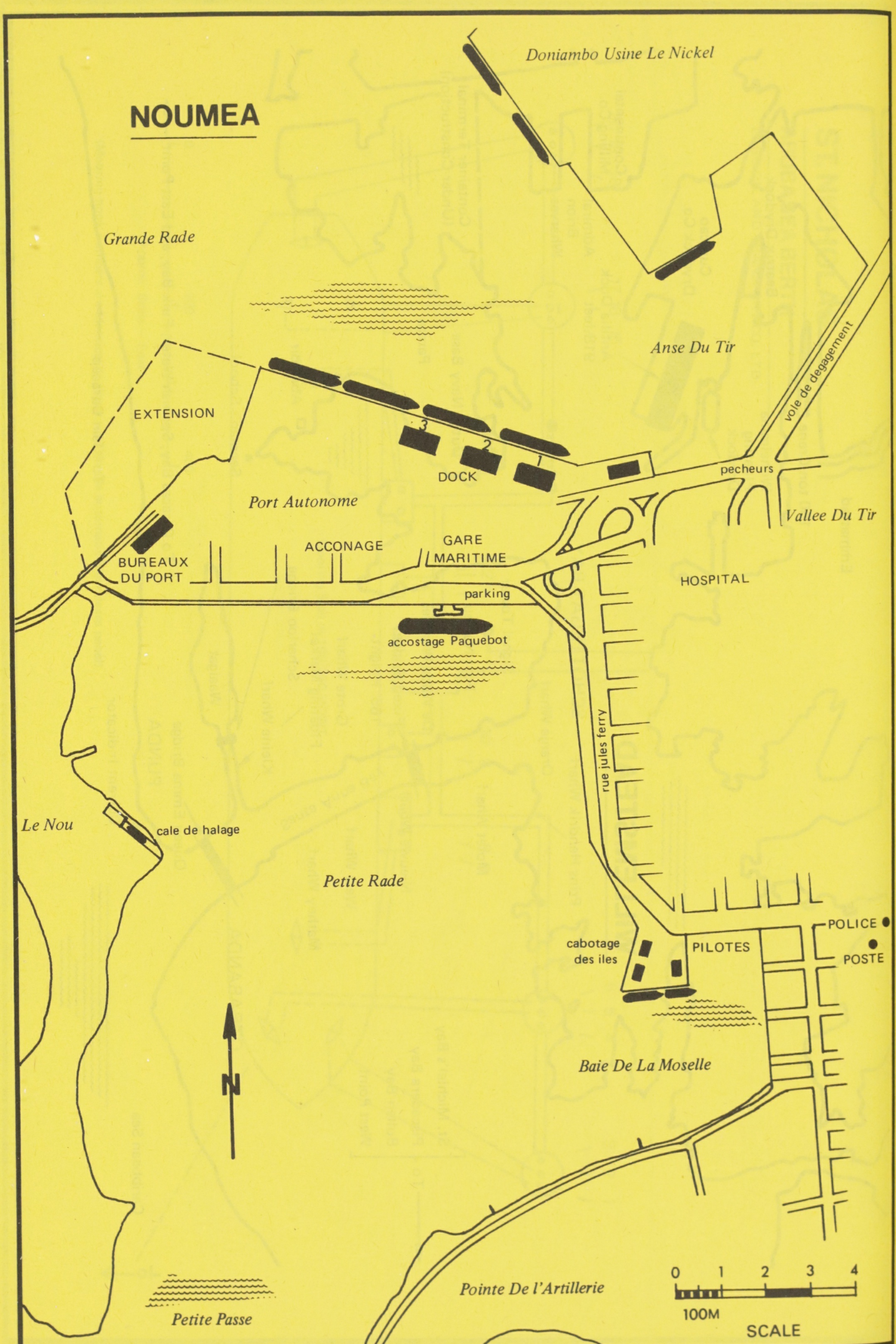

20 19 18
17 16 15
6 5 4
3 2 1
14 13
12 11
10 9
8 7
Mooring Sketch 190/250 MDWT
0
200
400
Approx. Scale – Feet

(Mooring hook numbers are identical to those used on the automatic line release panel)

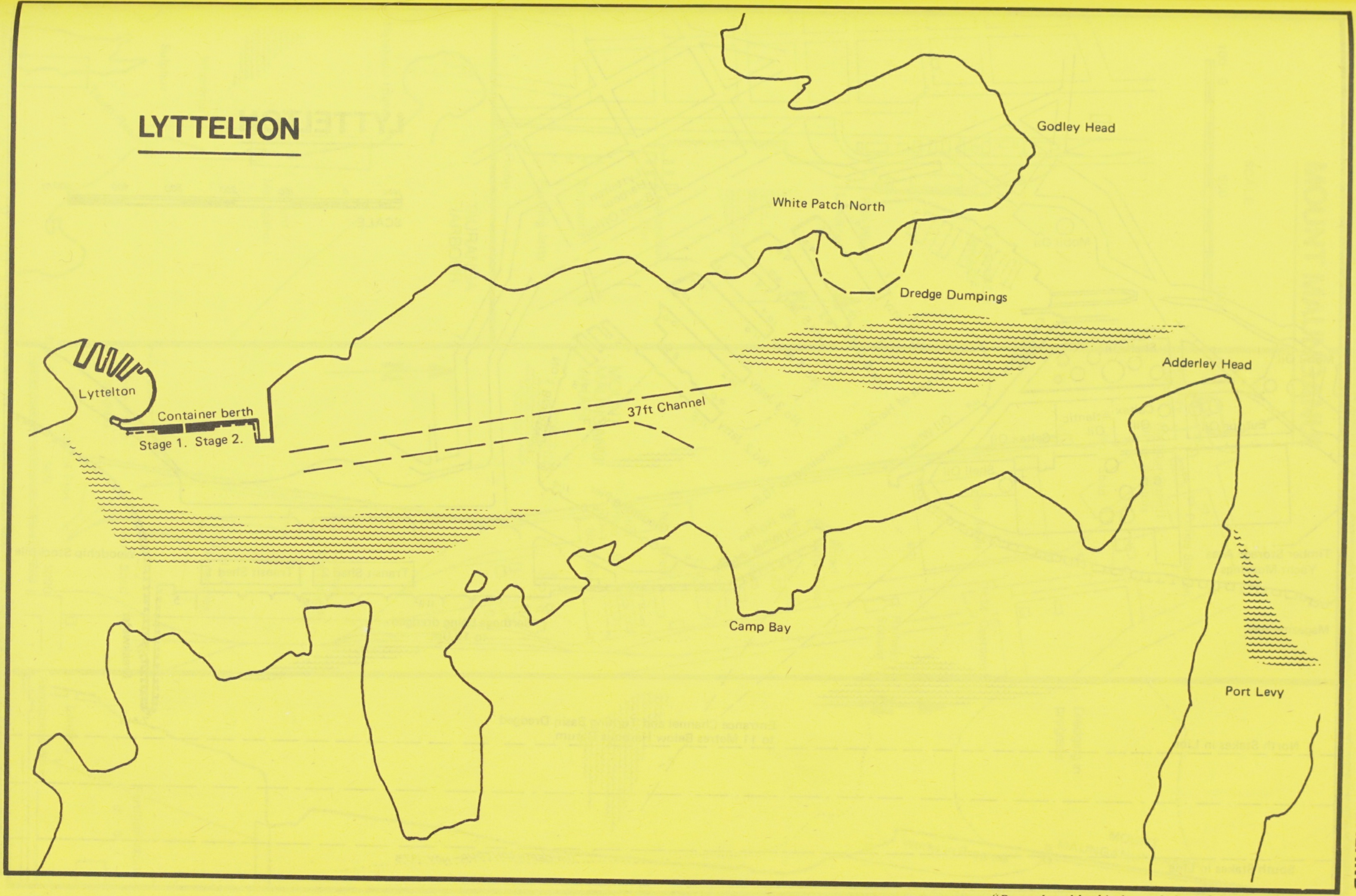
*"Reproduced by kind permission of the Port Authority".*


Emmastad
150 ton Crane
Beatrix Drydock
Wilhelmina Floating Drydock
Curacao Drydock Co.
Antilia Dock 918 feet
Continental Milling Co.
Admiral Brion Wharves
WILLEMSTEAD
SCHOTTEGAT BAY
Prins Hendrik Wharf
Oranje Wharf
Buoys
Signal Tower
Fort Nassau
Motet Wharf
Dutch Navy Base
Container Terminal (Under Construction)
Parera
De Wilde Wharves
St. Michiel's Bay
To
Piscadera Bay
Bullen Bay
West Point
Nieuwe Wharf
Fixed Bridge 165' Height
West Wharf
Santa Anna Bay
Grote Wharf
Floating Market
Mathey Wharf
Scharloo Bridge
Abattoir
Kleine Wharf
OTRABANDA
Seaman's School
Waaigat
Queen Emma Bridge
To Caracas Bay, Spanish Water, Fuik Bay, and East Point
PUNDA
Caribbean Sea
Current Indicator
To Klein Curacao

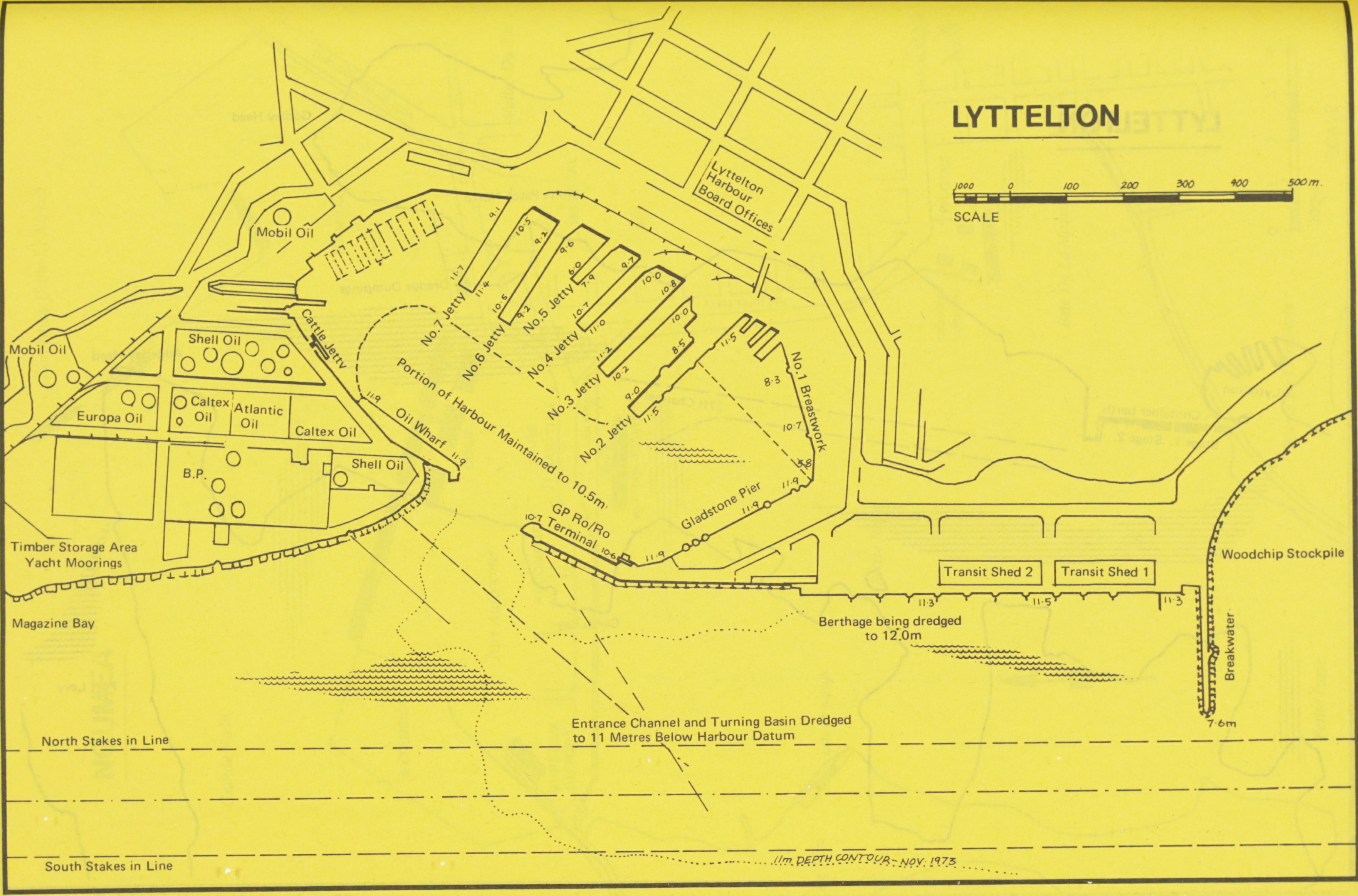
*"Reproduced by kind permission of the Port Authority".*


NOUMEA
Doniambo Usine Le Nickel
Grande Rade
Anse Du Tir
voie de degagement
EXTENSION
3
2
1
DOCK
pecheurs
Port Autonome
Vallee Du Tir
BUREAUX DU PORT
ACCONAGE
GARE MARITIME
HOSPITAL
parking
accostage Paquebot
rue jules ferry
Le Nou
cale de halage
Petite Rade
cabotage des iles
PILOTES
POLICE
POSTE
N
Baie De La Moselle
Pointe De l'Artillerie
Petite Passe
0
1
2
3
4
100M
SCALE

*"Reproduced by kind permission of the Port Authority".*

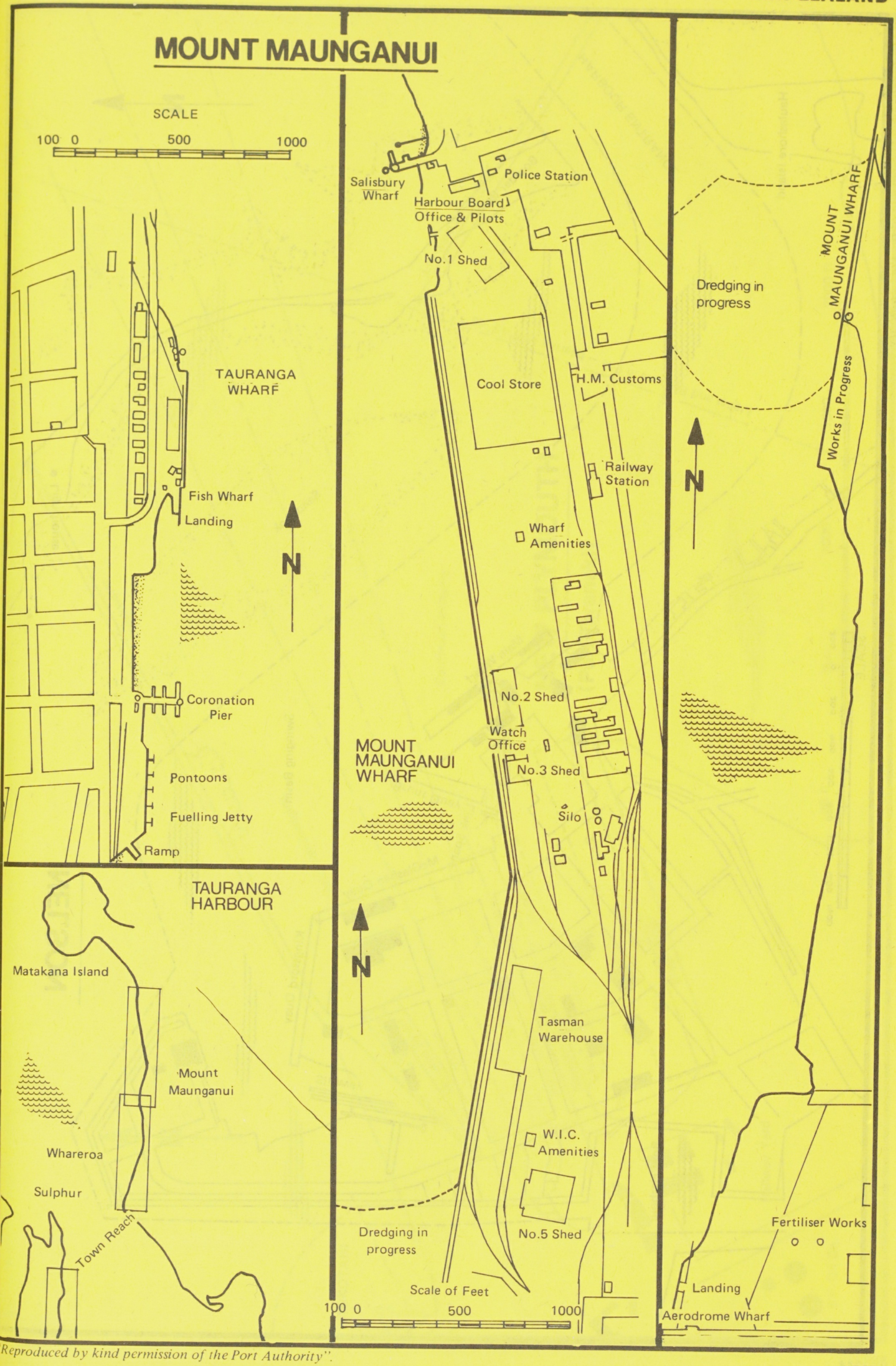

LYTTELTON
Godley Head
White Patch North
Dredge Dumpings
Adderley Head
Lyttelton
Container berth
Stage 1.
Stage 2.
37ft Channel
Camp Bay
Port Levy

*"Reproduced by kind permission of the Port Authority".*

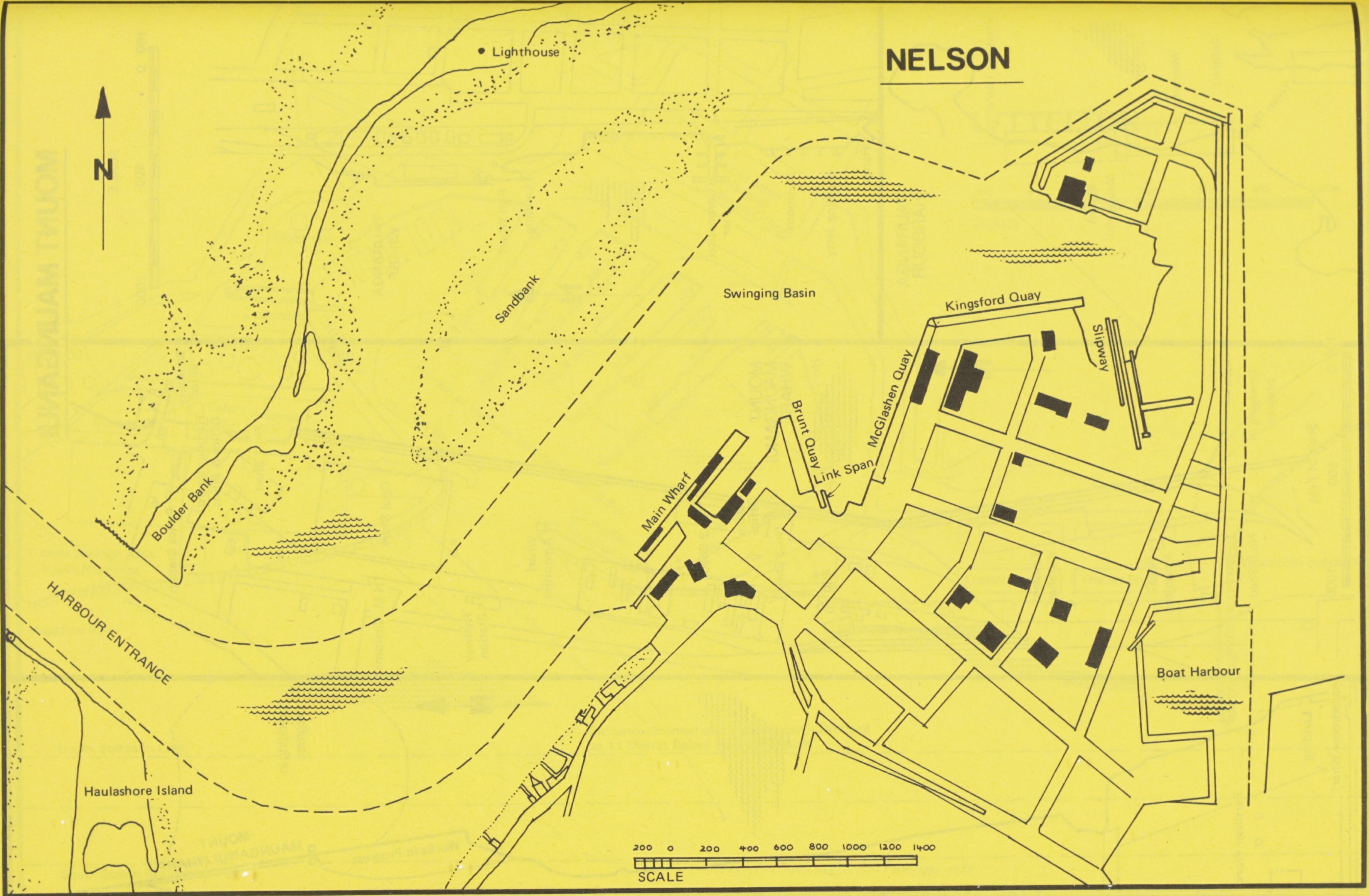

LYTTELTON
1000 0 100 200 300 400 500m.
SCALE
Lyttelton Harbour Board Offices
Mobil Oil
Mobil Oil
Shell Oil
Caltex Oil
Atlantic Oil
Europa Oil
Caltex Oil
B.P.
Shell Oil
Cattle Jetty
Oil Wharf
No.7 Jetty
No.6 Jetty
No.5 Jetty
No.4 Jetty
No.3 Jetty
No.2 Jetty
No.1 Breastwork
Gladstone Pier
GP Ro/Ro Terminal
Portion of Harbour Maintained to 10.5m.
Timber Storage Area
Yacht Moorings
Magazine Bay
Transit Shed 2
Transit Shed 1
Woodchip Stockpile
Breakwater
Berthage being dredged to 12.0m
Entrance Channel and Turning Basin Dredged to 11 Metres Below Harbour Datum
North Stakes in Line
South Stakes in Line
11m DEPTH CONTOUR - NOV. 1973
7·6m
11·3
11·5
11·3
9·1
10·5
9·1
9·6
9·0
7·9
9·7
10·0
10·8
10·0
8·5
11·5
8·3
10·7
5·8
11·9
11·9
11·9
10·6
10·7
11·7
11·4
10·5
9·2
10·7
11·0
11·2
10·2
9·0
11·5
11·9
11·9

*"Reproduced by kind permission of the Port Authority".*

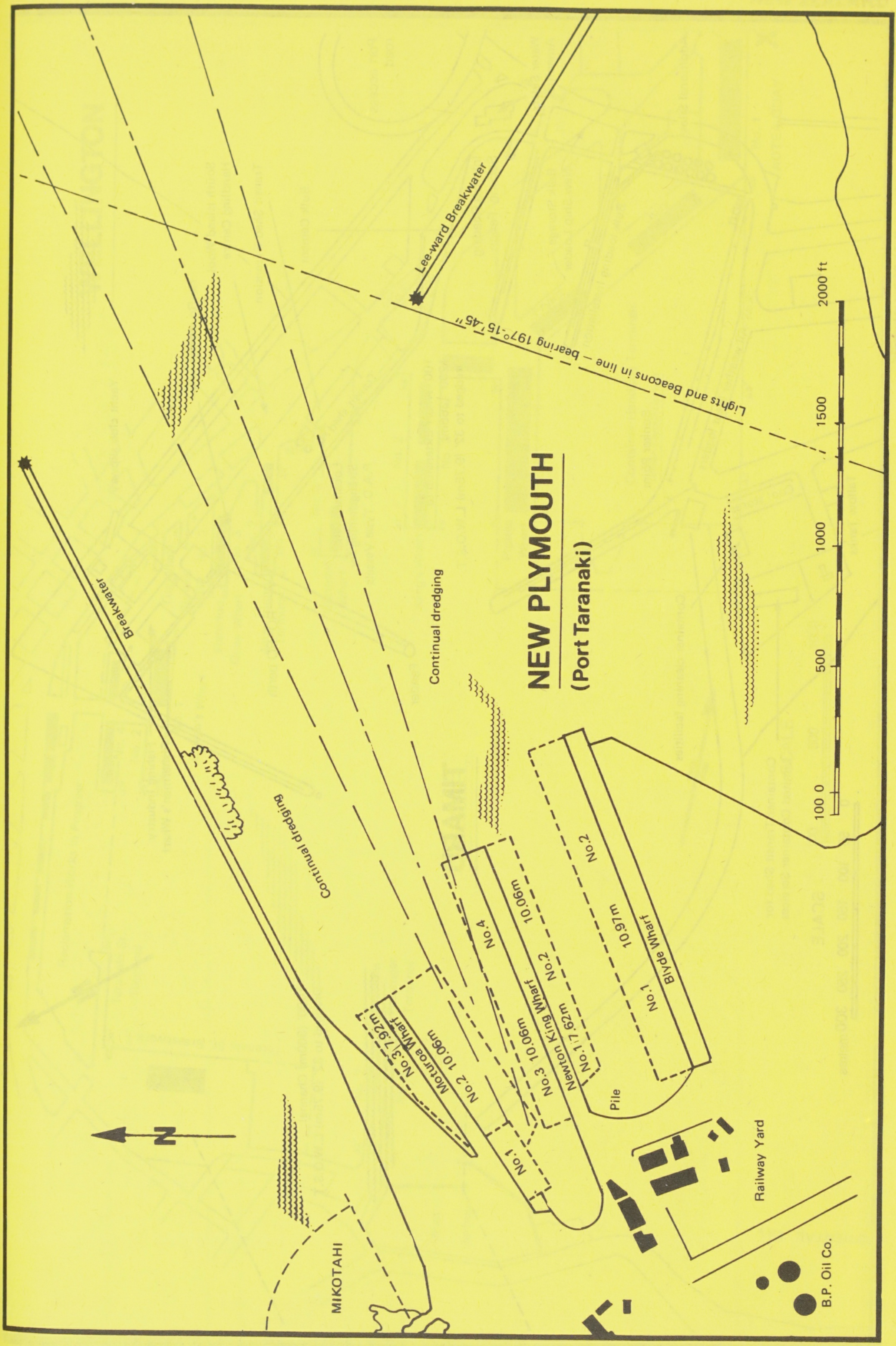
# MOUNT MAUNGANUI


SCALE
100 0 500 1000
TAURANGA WHARF
Fish Wharf
Landing
N
Coronation Pier
Pontoons
Fuelling Jetty
Ramp
TAURANGA HARBOUR
Matakana Island
Mount Maunganui
Whareroa
Sulphur
Town Reach
Salisbury Wharf
Police Station
Harbour Board Office & Pilots
No.1 Shed
Cool Store
H.M. Customs
Railway Station
Wharf Amenities
No.2 Shed
Watch Office
No.3 Shed
Silo
MOUNT MAUNGANUI WHARF
Tasman Warehouse
W.I.C. Amenities
No.5 Shed
Dredging in progress
Scale of Feet
100 0 500 1000
MOUNT MAUNGANUI WHARF
Dredging in progress
Works in Progress
Fertiliser Works
Landing
Aerodrome Wharf

*"Reproduced by kind permission of the Port Authority".*


NELSON
N
Lighthouse
Boulder Bank
Sandbank
Swinging Basin
HARBOUR ENTRANCE
Haulashore Island
Main Wharf
Brunt Quay
Link Span
McGlashen Quay
Kingsford Quay
Slipway
Boat Harbour
200 0 200 400 600 800 1000 1200 1400
SCALE

*"Reproduced by kind permission of the Port Authority".*

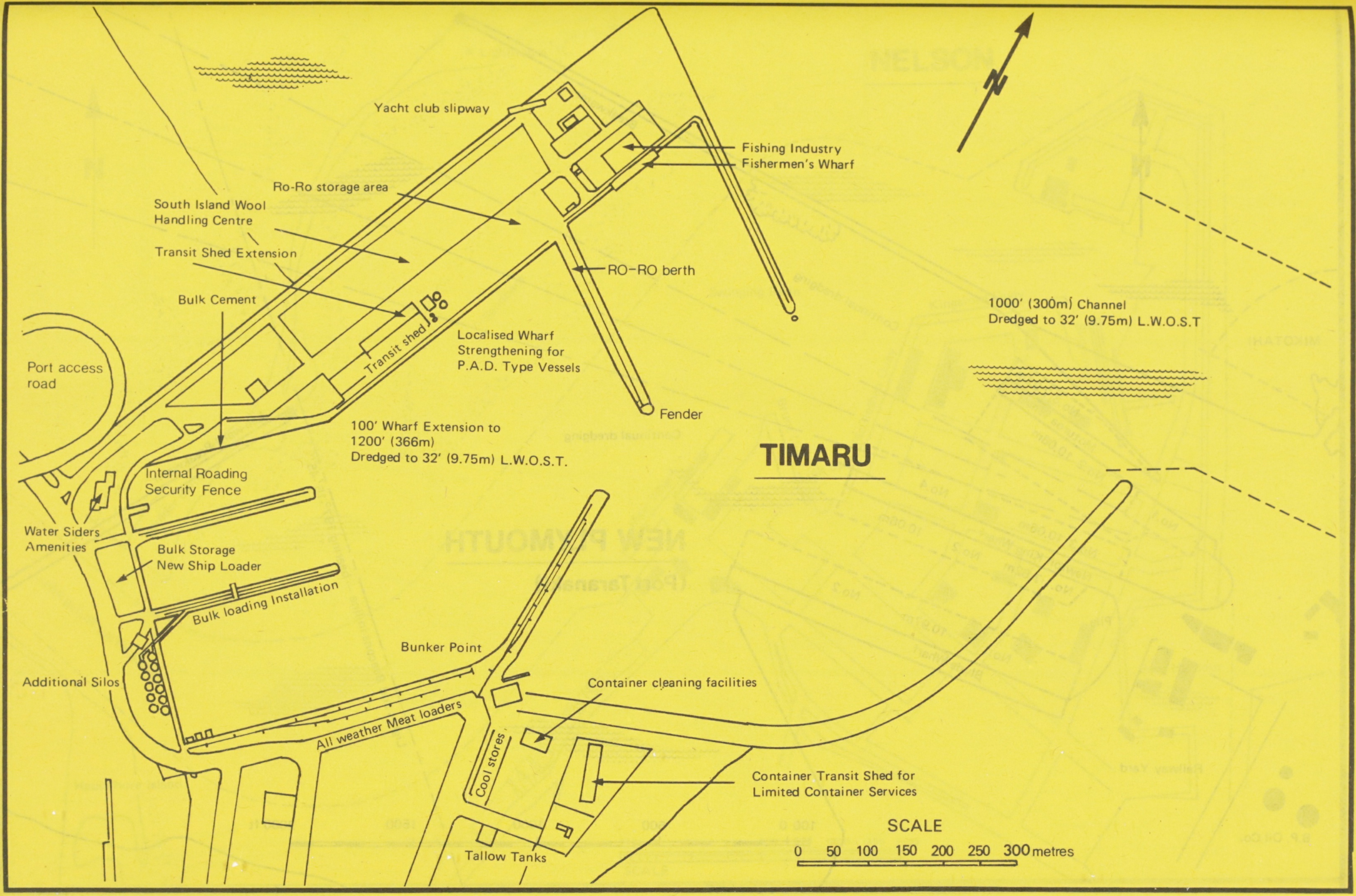


NEW PLYMOUTH

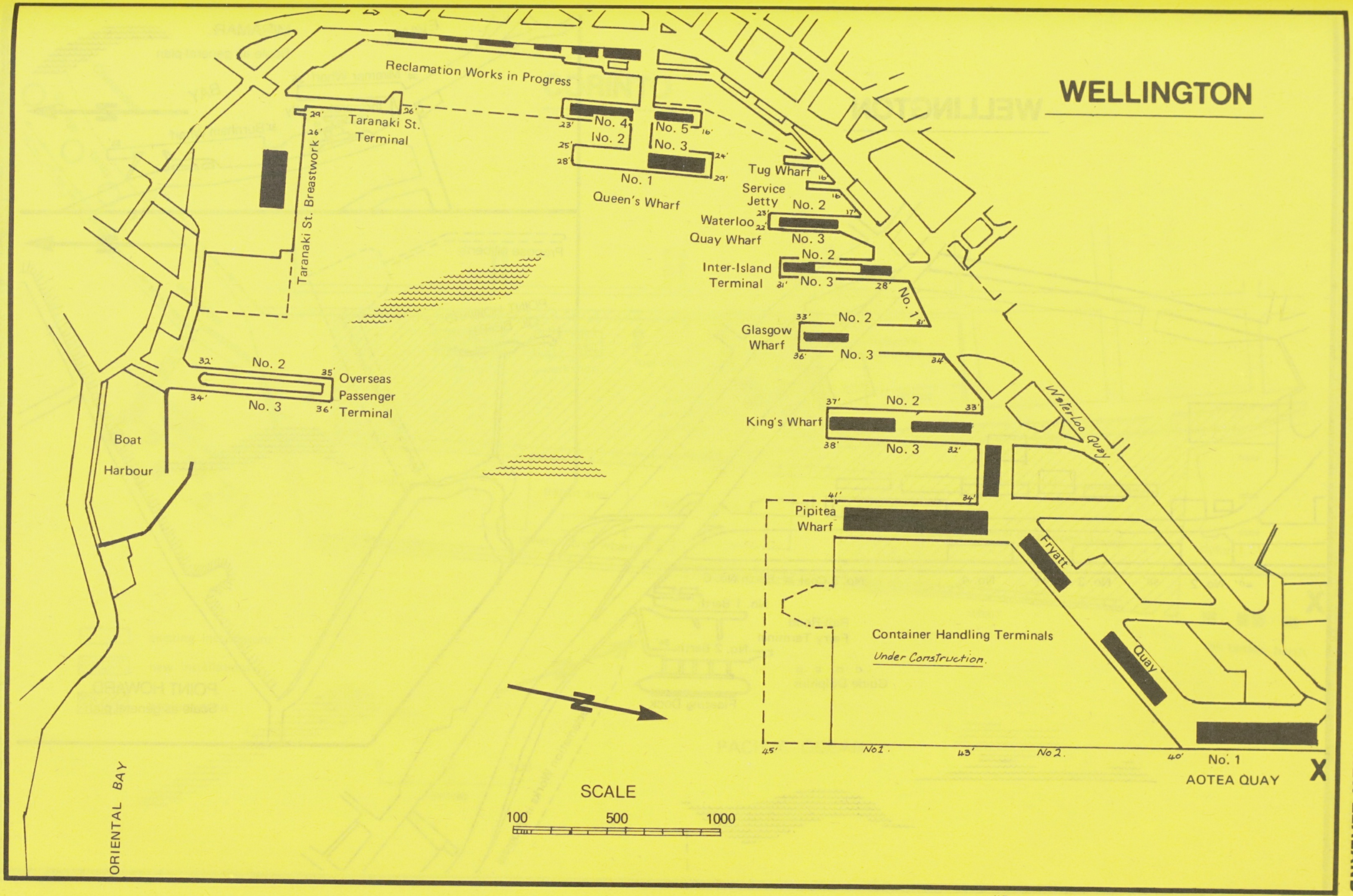
(Port Taranaki)

Lee-ward Breakwater
Lights and Beacons in line – bearing 197°-15'-45"
Breakwater
Continual dredging
Continual dredging
No.4
10.06m
No.2
10.97m
Blyde Wharf
No.1
No.2
Newton King Wharf
No.1 7.62m
No.3 10.06m
No.2 10.06m
Moturoa Wharf
No.3 7.92m
No.1
Pile
Railway Yard
B.P. Oil Co.
MIKOTAHI
N
100 0
500
1000
1500
2000 ft

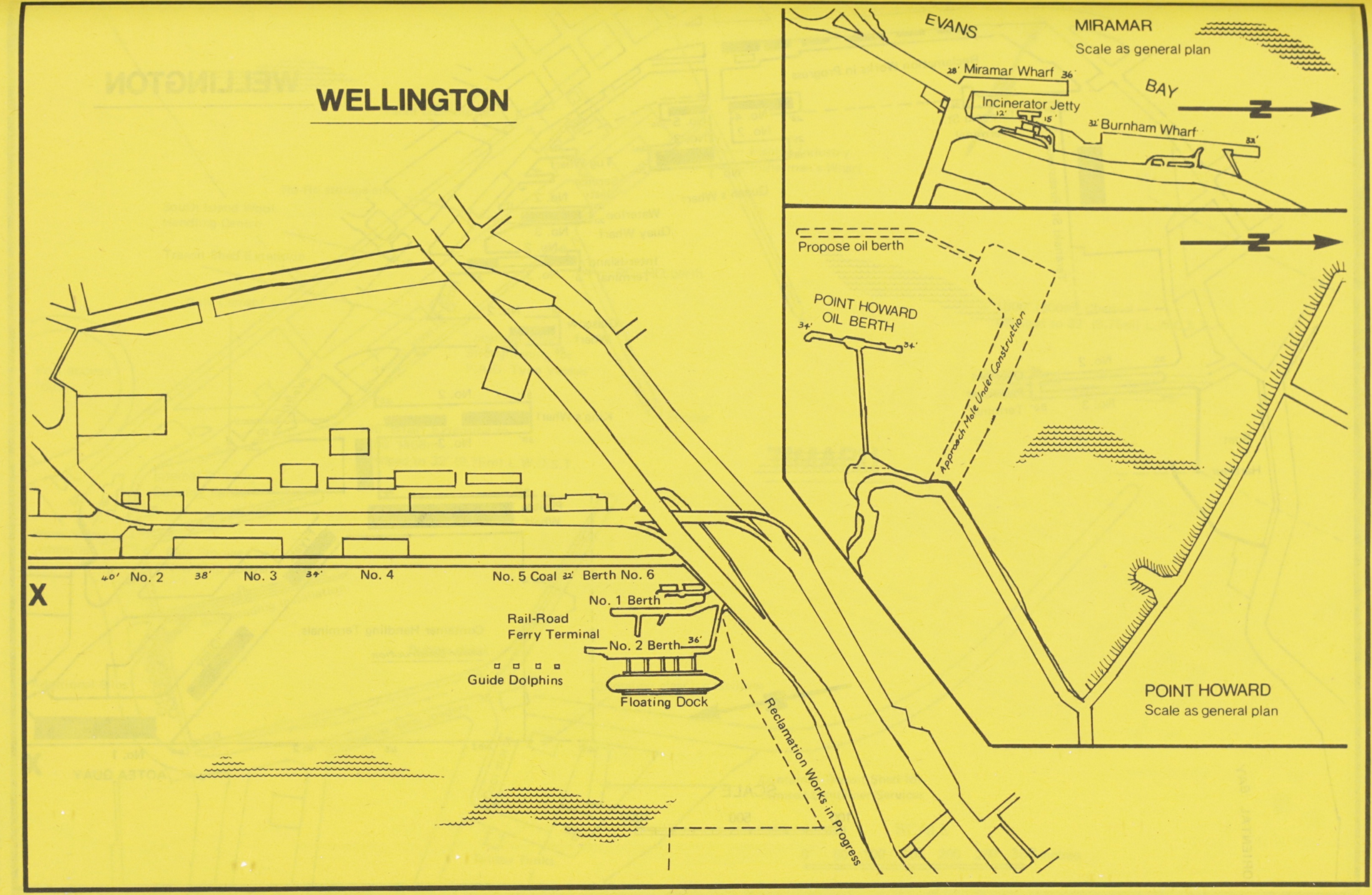
"Reproduced by kind permission of the Port Authority".


TIMARU
Yacht club slipway
Fishing Industry
Fishermen's Wharf
Ro-Ro storage area
South Island Wool
Handling Centre
Transit Shed Extension
RO–RO berth
1000' (300m) Channel
Dredged to 32' (9.75m) L.W.O.S.T
Bulk Cement
Transit shed
Localised Wharf
Strengthening for
P.A.D. Type Vessels
Port access
road
Fender
100' Wharf Extension to
1200' (366m)
Dredged to 32' (9.75m) L.W.O.S.T.
Internal Roading
Security Fence
Water Siders
Amenities
Bulk Storage
New Ship Loader
Bulk loading Installation
Bunker Point
Additional Silos
Container cleaning facilities
All weather Meat loaders
Cool stores
Container Transit Shed for
Limited Container Services
Tallow Tanks
SCALE
0 50 100 150 200 250 300 metres

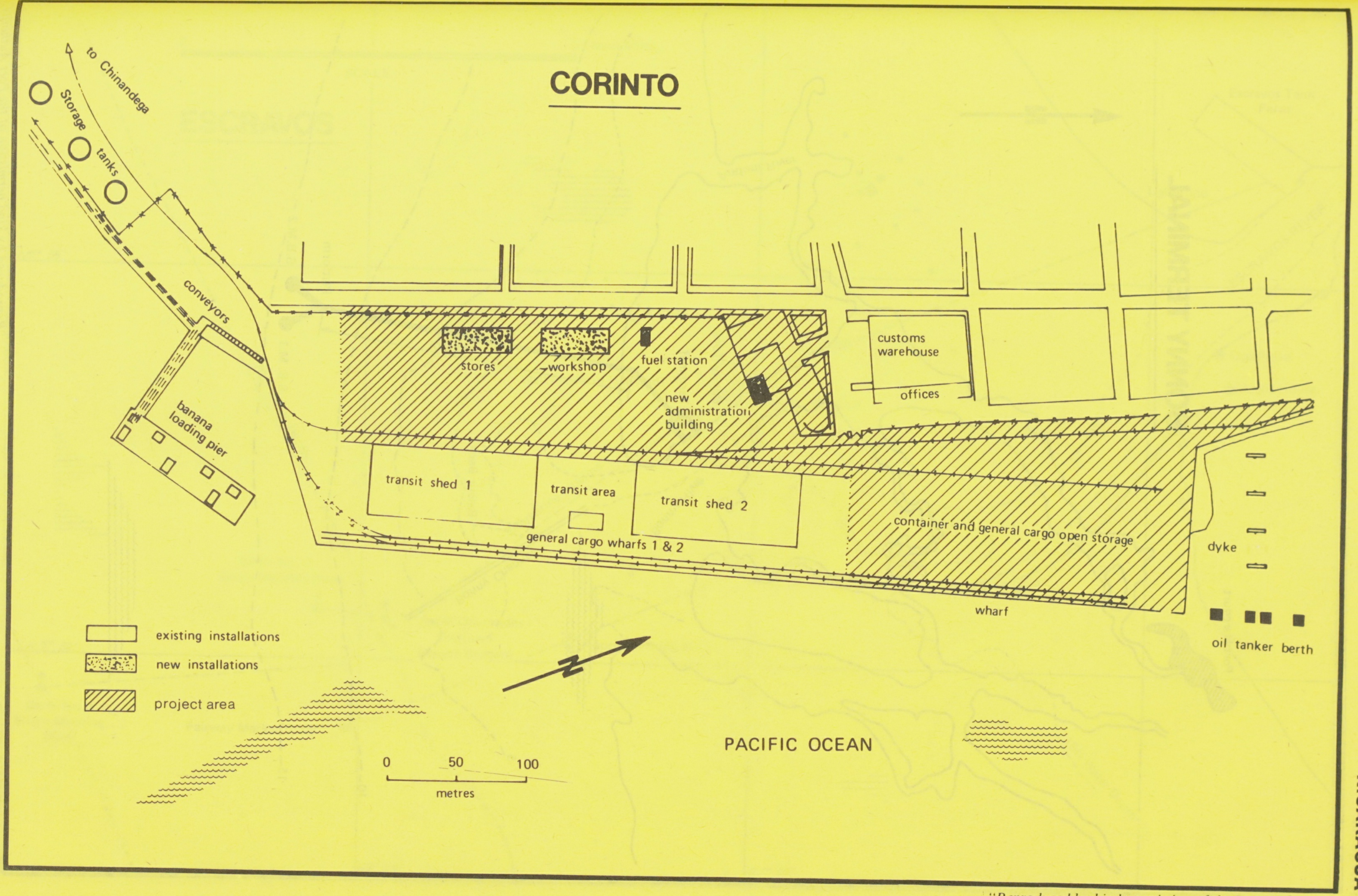
*"Reproduced by kind permission of the Port Authority".*


WELLINGTON
Reclamation Works in Progress
29'
26'
Taranaki St. Terminal
26'
Taranaki St. Breastwork
23'
No. 4
No. 2
25'
28'
No. 5
16'
No. 3
24'
29'
No. 1
Queen's Wharf
Tug Wharf
16'
Service Jetty
16'
No. 2
17'
23'
22'
Waterloo Quay Wharf
No. 3
No. 2
Inter-Island Terminal
31'
No. 3
28'
No. 1
33'
No. 2
31'
Glasgow Wharf
36'
No. 3
34'
32'
No. 2
35'
Overseas Passenger Terminal
34'
No. 3
36'
37'
No. 2
33'
King's Wharf
38'
No. 3
32'
Waterloo Quay
41'
34'
Pipitea Wharf
Fryatt
Container Handling Terminals
Under Construction.
Quay
Boat Harbour
ORIENTAL BAY
N
SCALE
100
500
1000
45'
No1.
43'
No2.
40'
No. 1
AOTEA QUAY
X

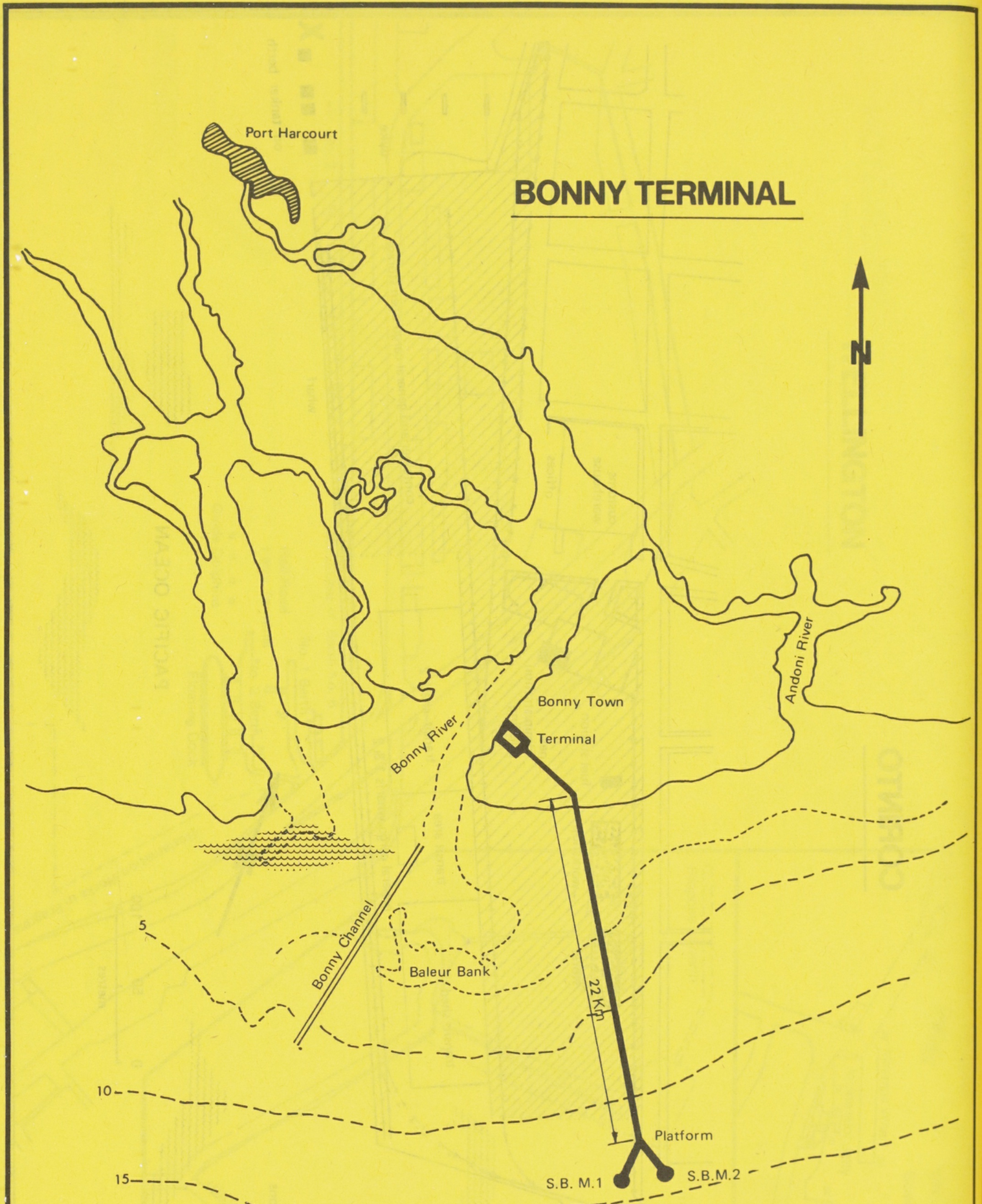
*"Reproduced by kind permission of the Port Authority".*


WELLINGTON
40'
No. 2
38'
No. 3
34'
No. 4
No. 5 Coal
32'
Berth No. 6
X
No. 1 Berth
Rail-Road
Ferry Terminal
No. 2 Berth
36'
Guide Dolphins
Floating Dock
Reclamation Works in Progress
EVANS
MIRAMAR
Scale as general plan
BAY
28'
Miramar Wharf
36'
Incinerator Jetty
12'
15'
32'
Burnham Wharf
32'
N
Propose oil berth
N
POINT HOWARD
OIL BERTH
34'
34'
Approach Mole Under Construction
POINT HOWARD
Scale as general plan

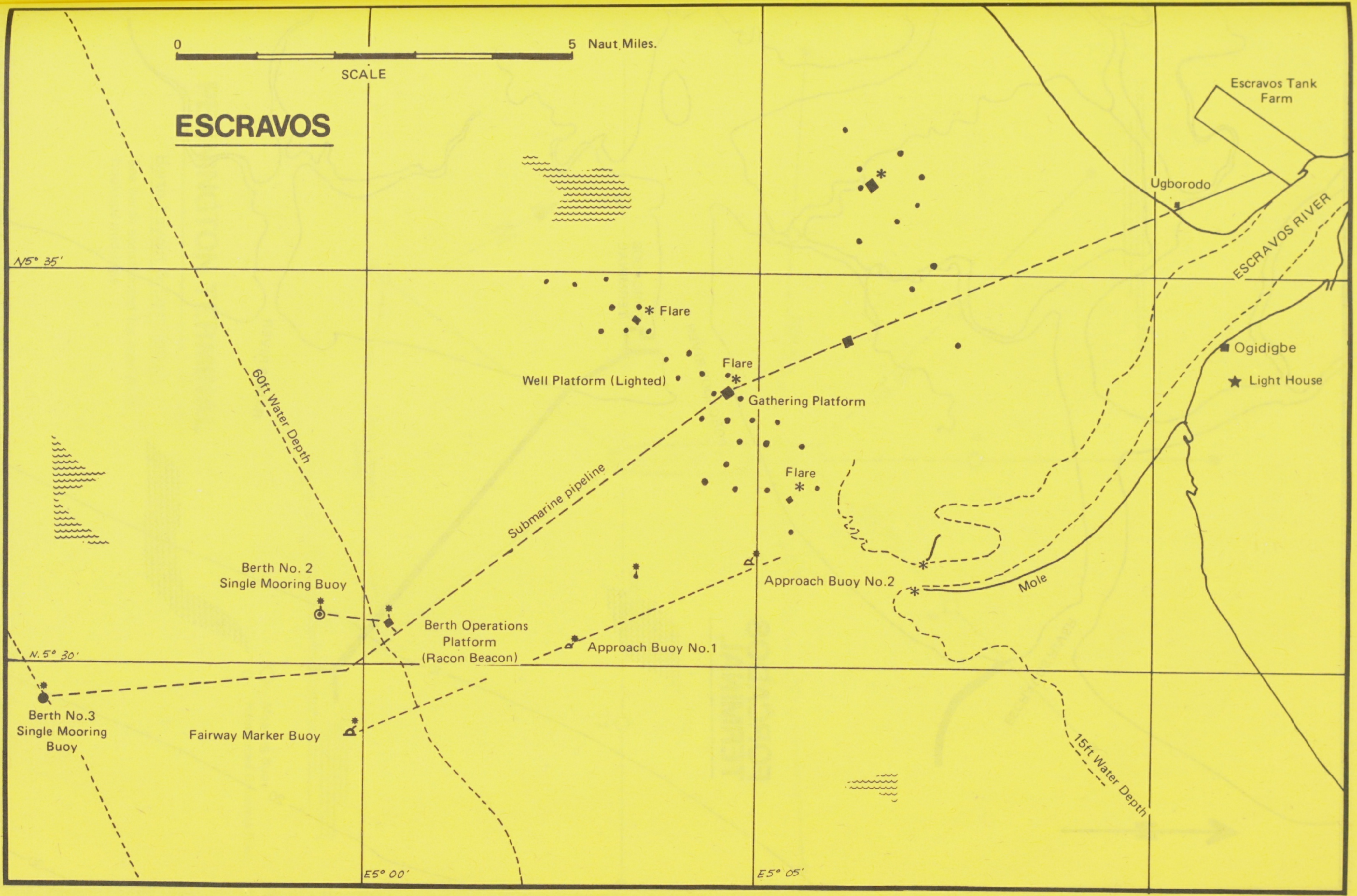
*"Reproduced by kind permission of the Port Authority".*


CORINTO
to Chinandega
Storage tanks
conveyors
banana loading pier
stores
workshop
fuel station
new administration building
customs warehouse
offices
transit shed 1
transit area
transit shed 2
general cargo wharfs 1 & 2
container and general cargo open storage
wharf
dyke
oil tanker berth
existing installations
new installations
project area
PACIFIC OCEAN
0
50
100
metres

*"Reproduced by kind permission of the Port Authority".*

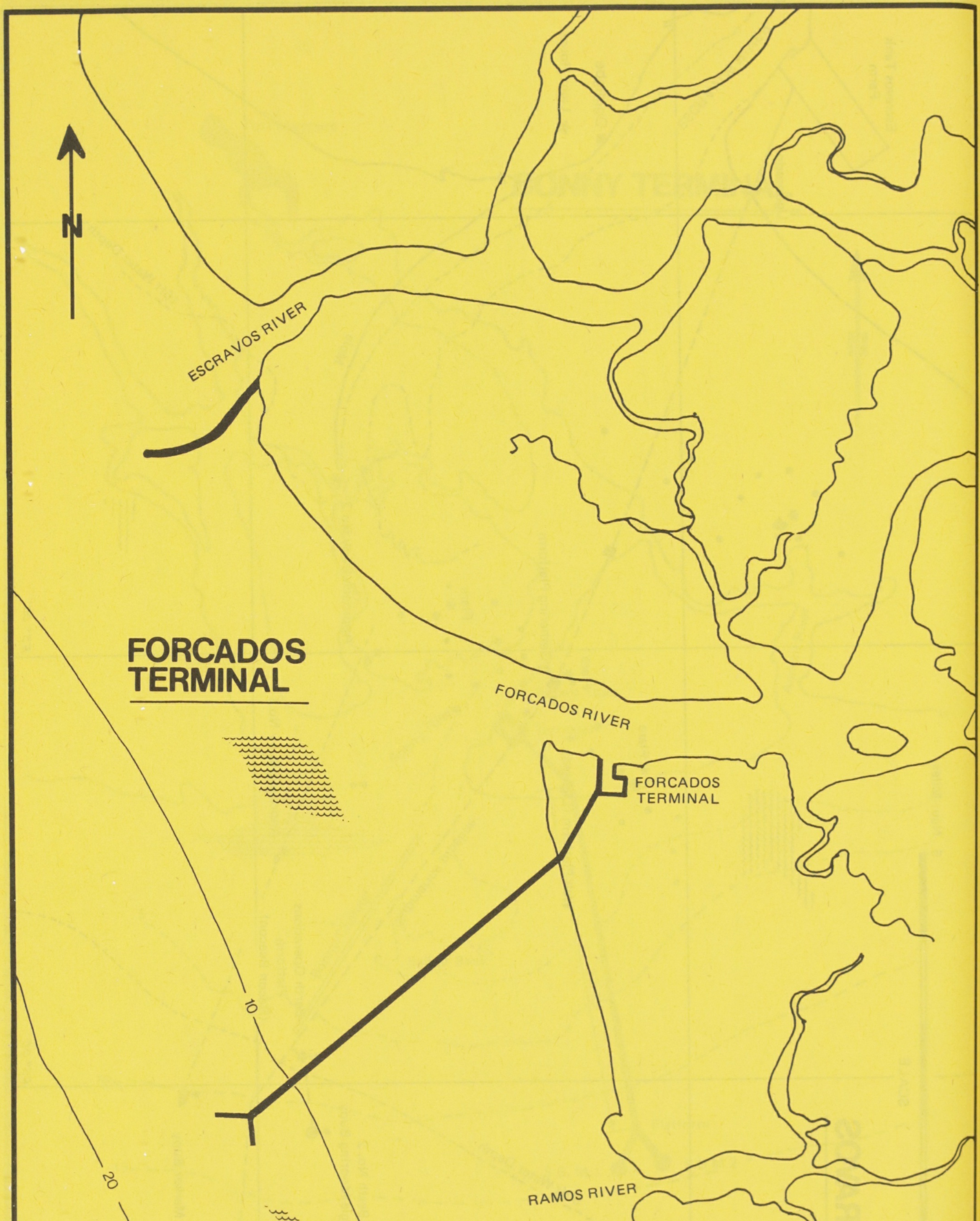

BONNY TERMINAL
N
Port Harcourt
Andoni River
Bonny Town
Terminal
Bonny River
Bonny Channel
Baleur Bank
22 Km
Platform
S.B. M.1
S.B.M.2
5
10
15

"*Reproduced by kind permission of the Port Authority*".

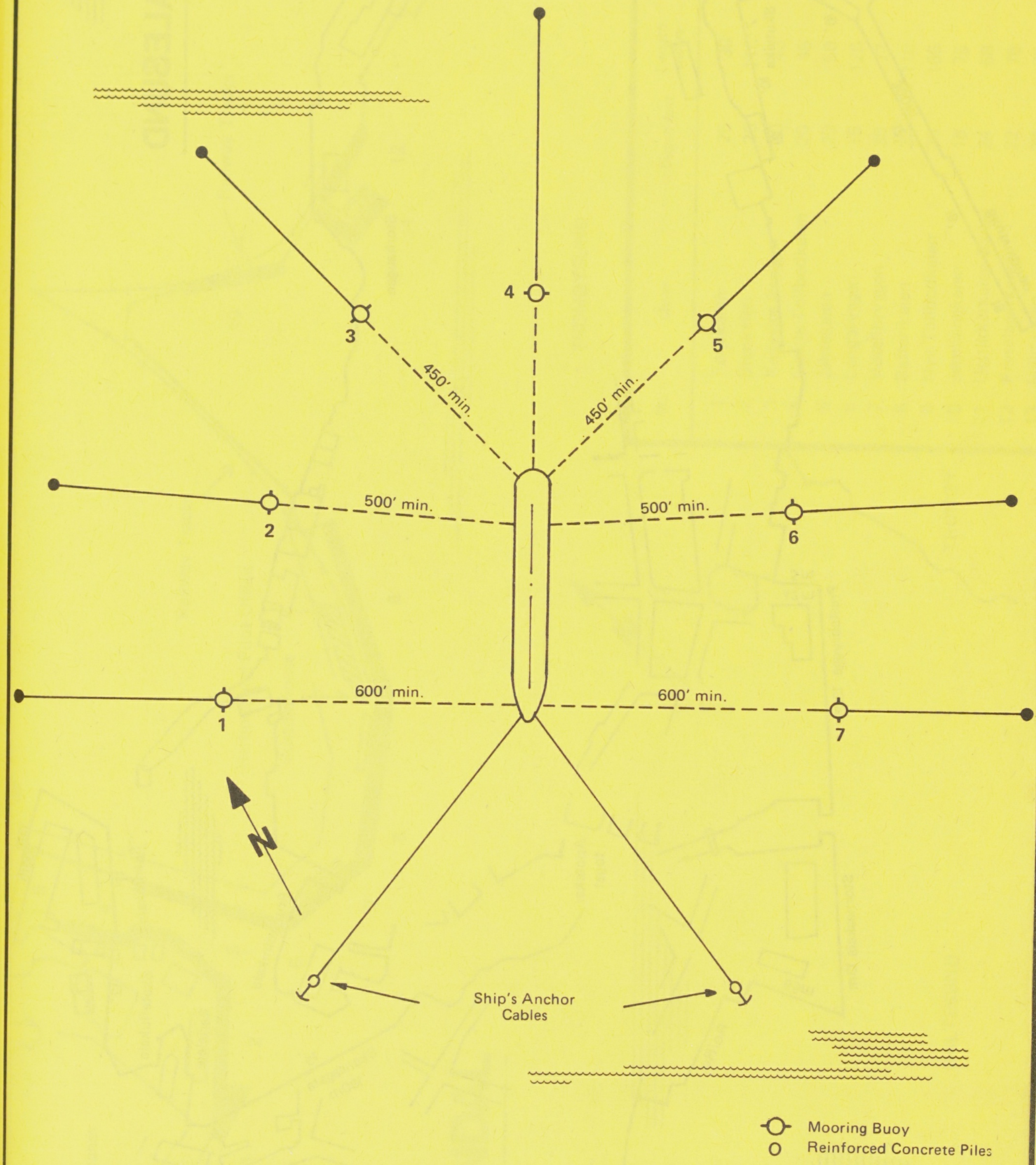

0
5 Naut. Miles.
SCALE
ESCRAVOS
Escravos Tank Farm
Ugborodo
N5° 35'
ESCRAVOS RIVER
Flare
Flare
Well Platform (Lighted)
Gathering Platform
Ogidigbe
Light House
60ft Water Depth
Submarine pipeline
Flare
Approach Buoy No.2
Mole
Berth No. 2
Single Mooring Buoy
Berth Operations
Platform
(Racon Beacon)
Approach Buoy No.1
N. 5° 30'
Berth No.3
Single Mooring
Buoy
Fairway Marker Buoy
15ft Water Depth
E5° 00'
E5° 05'

*"Reproduced by kind permission of the Port Authority".*

# FORCADOS TERMINAL


N
ESCRAVOS RIVER
FORCADOS RIVER
FORCADOS
TERMINAL
RAMOS RIVER
10
20
30

*"Reproduced by kind permission of the Port Authority".*

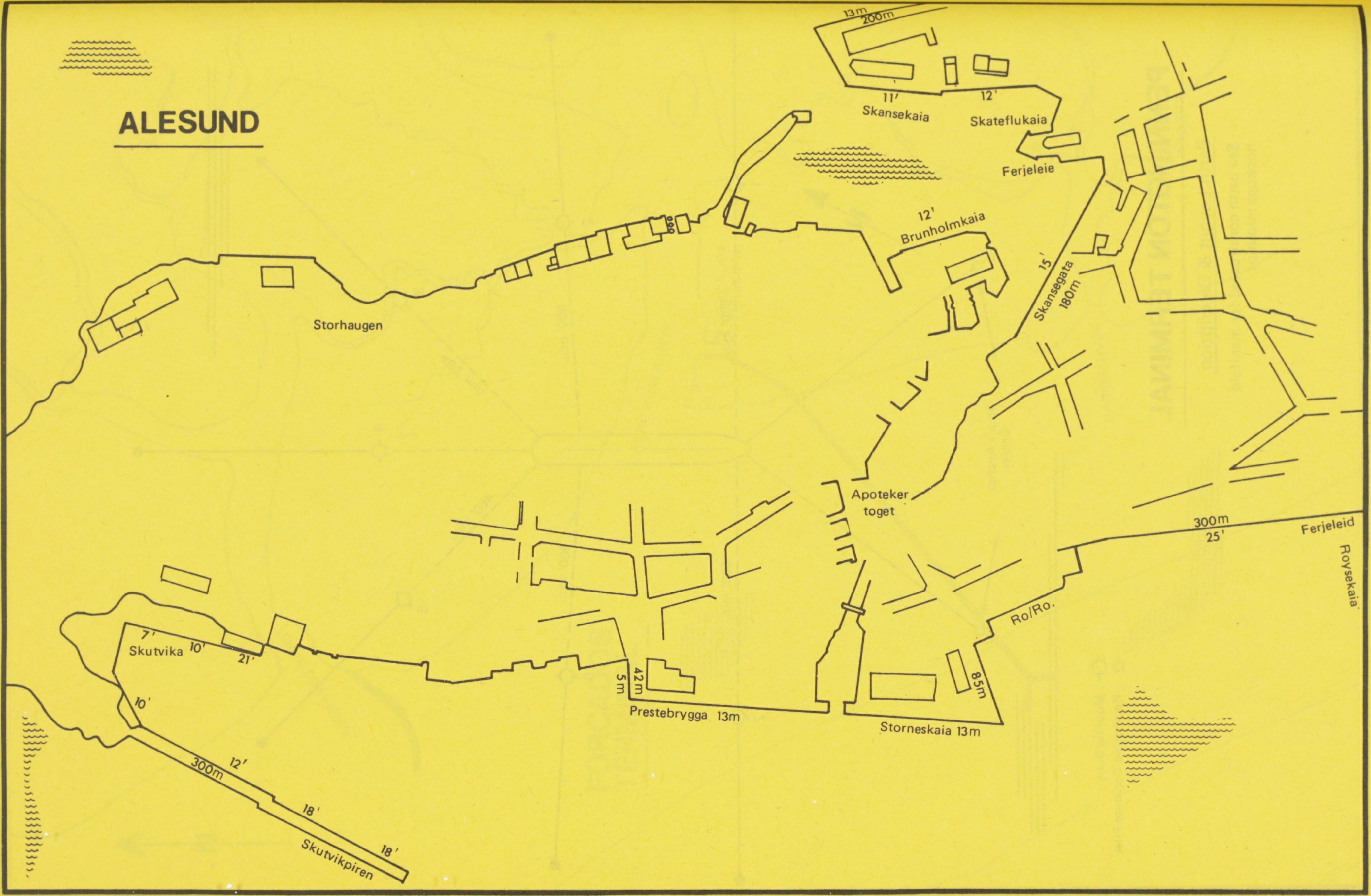

4
3
5
450′ min.
450′ min.
500′ min.
500′ min.
2
6
600′ min.
600′ min.
1
7
N
Ship's Anchor Cables
Mooring Buoy
O Reinforced Concrete Piles

# PENNINGTON TERMINAL

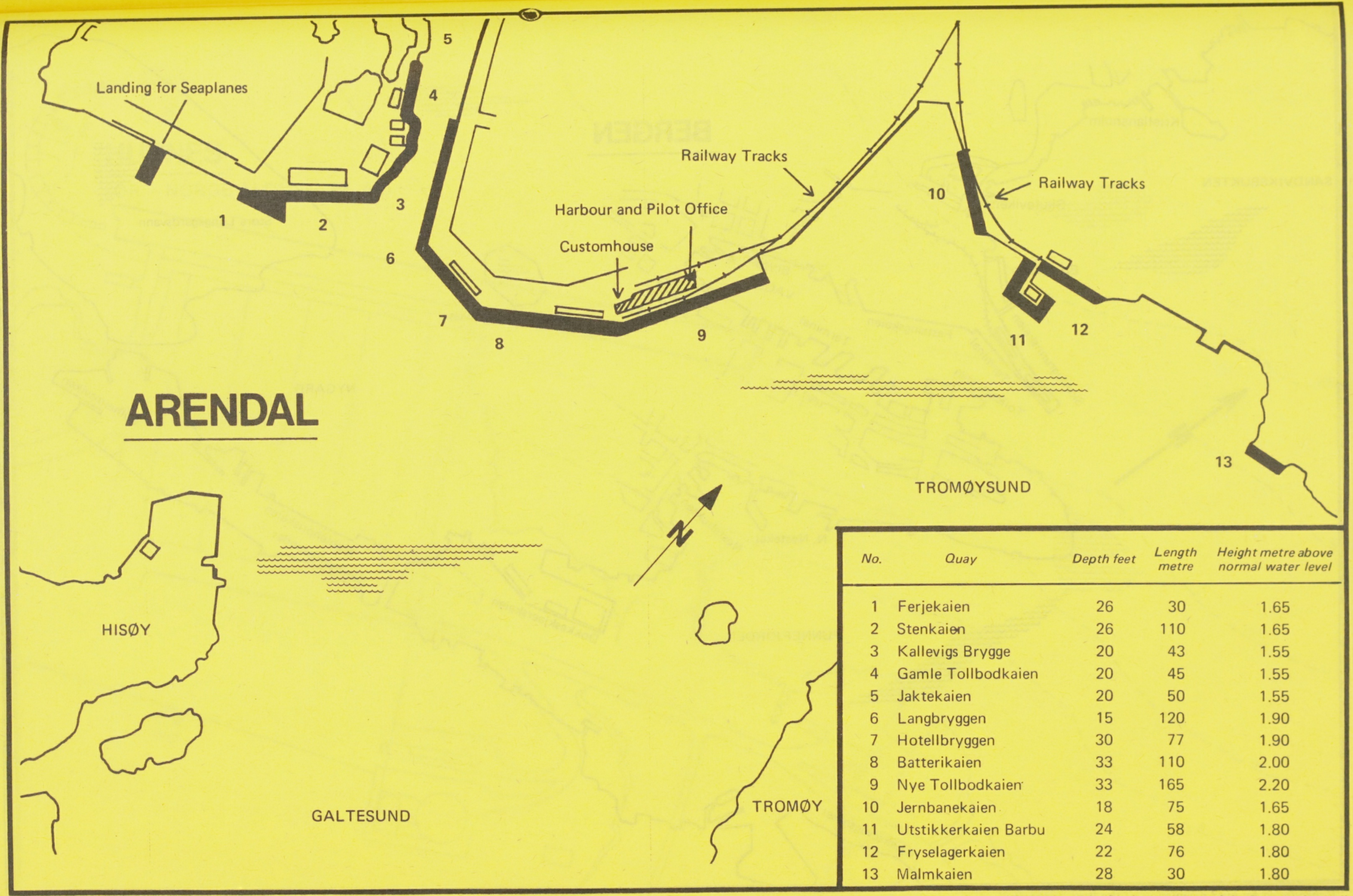
## Berth Layout & Description

Sea berth constructed for manifold hookups midships.

*"Reproduced by kind permission of the Port Authority".*

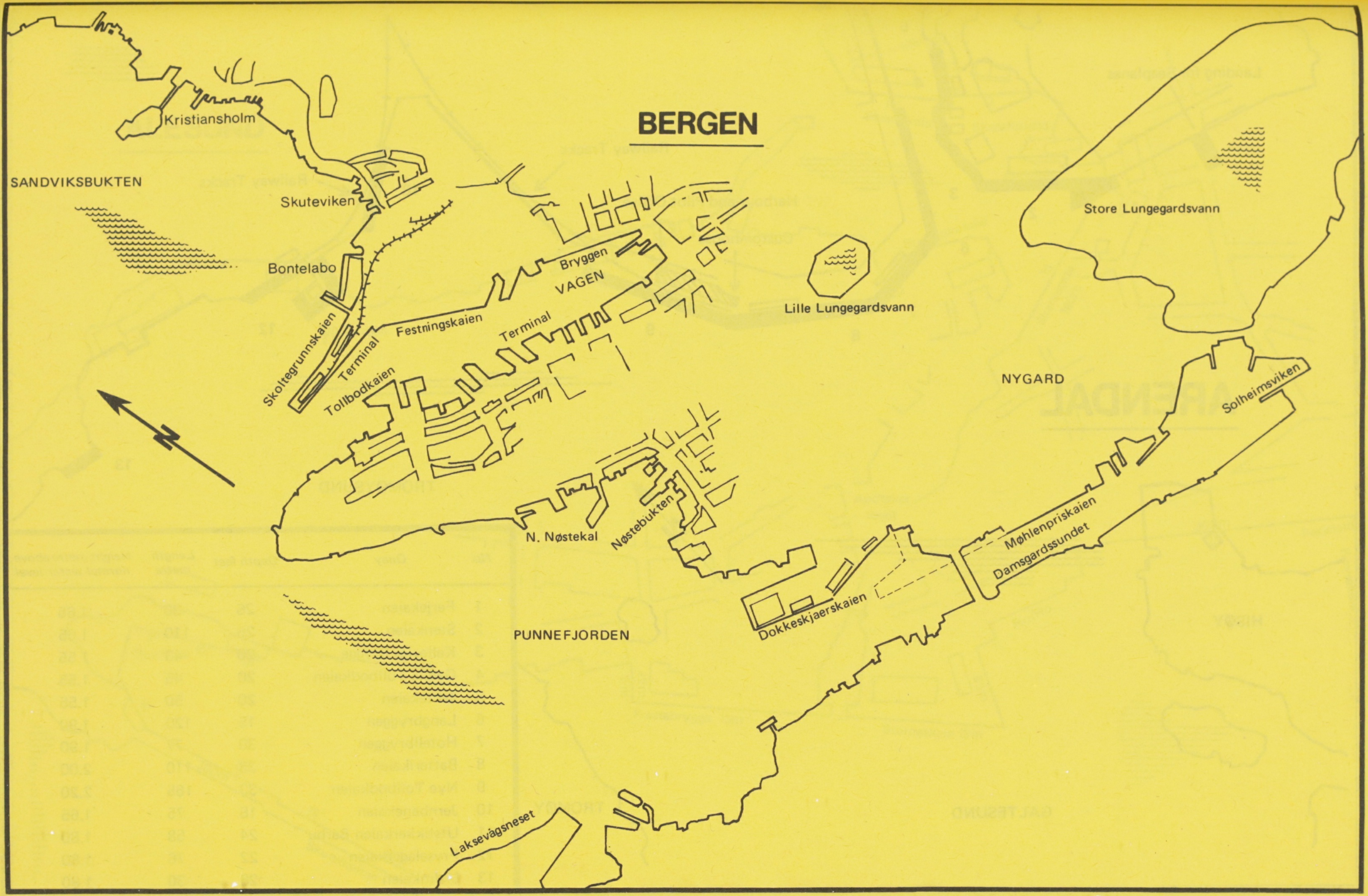

ALESUND
13m
200m
11'
Skansekaia
12'
Skateflukaia
Ferjeleie
12'
Brunholmkaia
15'
Skansegata
180m
Storhaugen
Apoteker
toget
300m
25'
Ferjeleid
Roysekaia
Ro/Ro.
7'
Skutvika
10'
21'
42m
5m
85m
Prestebrygga 13m
Storneskaia 13m
10'
300m
12'
18'
18'
Skutvikpiren

*"Reproduced by kind permission of the Port Authority".*

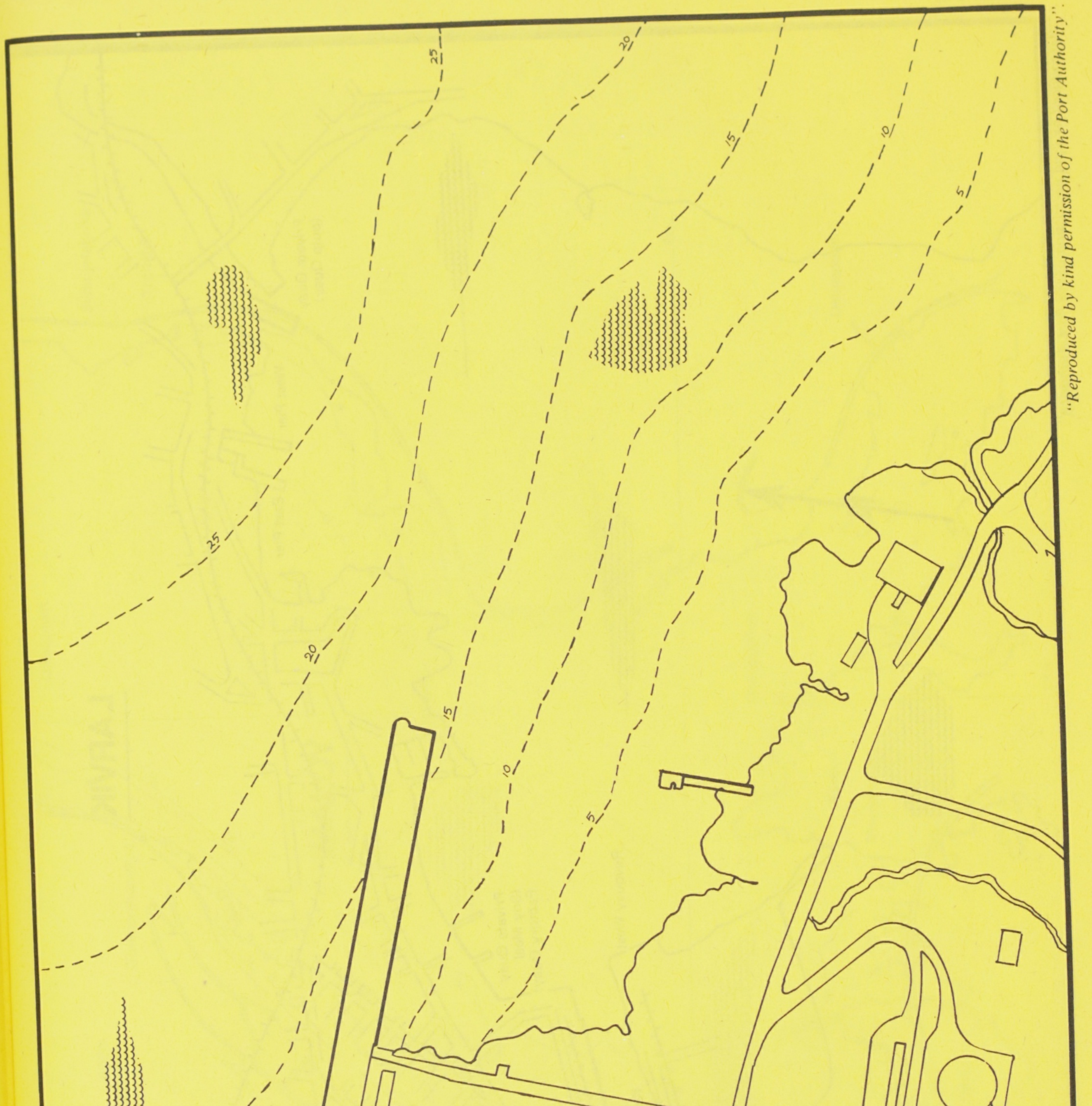

Landing for Seaplanes
5
4
3
1
2
6
7
8
9
10
11
12
13
Railway Tracks
Railway Tracks
Harbour and Pilot Office
Customhouse
ARENDAL
TROMØYSUND
N
HISØY
GALTESUND
TROMØY

| No. | Quay | Depth feet | Length metre | Height metre above normal water level |
|---|---|---|---|---|
| 1 | Ferjekaien | 26 | 30 | 1.65 |
| 2 | Stenkaien | 26 | 110 | 1.65 |
| 3 | Kallevigs Brygge | 20 | 43 | 1.55 |
| 4 | Gamle Tollbodkaien | 20 | 45 | 1.55 |
| 5 | Jaktekaien | 20 | 50 | 1.55 |
| 6 | Langbryggen | 15 | 120 | 1.90 |
| 7 | Hotellbryggen | 30 | 77 | 1.90 |
| 8 | Batterikaien | 33 | 110 | 2.00 |
| 9 | Nye Tollbodkaien | 33 | 165 | 2.20 |
| 10 | Jernbanekaien | 18 | 75 | 1.65 |
| 11 | Utstikkerkaien Barbu | 24 | 58 | 1.80 |
| 12 | Fryselagerkaien | 22 | 76 | 1.80 |
| 13 | Malmkaien | 28 | 30 | 1.80 |

*"Reproduced by kind permission of the Port Authority".*


BERGEN
Kristiansholm
SANDVIKSBUKTEN
Skuteviken
Bontelabo
Skoltegrunnskaien
Terminal
Festningskaien
Bryggen
VÅGEN
Terminal
Tollbodkaien
Lille Lungegardsvann
Store Lungegardsvann
NYGARD
Solheimsviken
N
N. Nøstekal
Nøstebukten
Møhlenpriskaien
Damsgardssundet
Dokkeskjaerskaien
PUNNEFJORDEN
Laksevågsneset

*"Reproduced by kind permission of the Port Authority".*

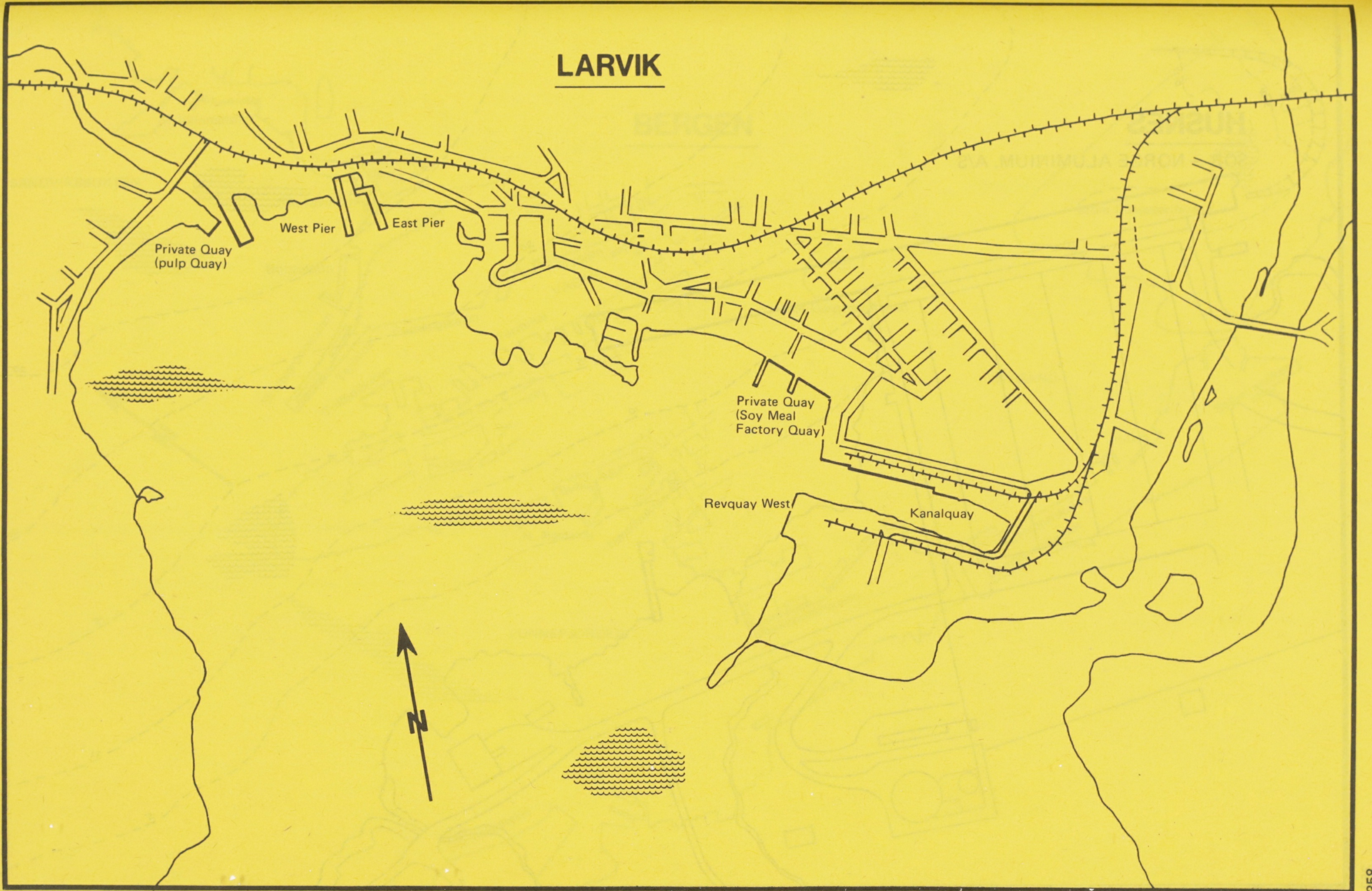


## HUSNES

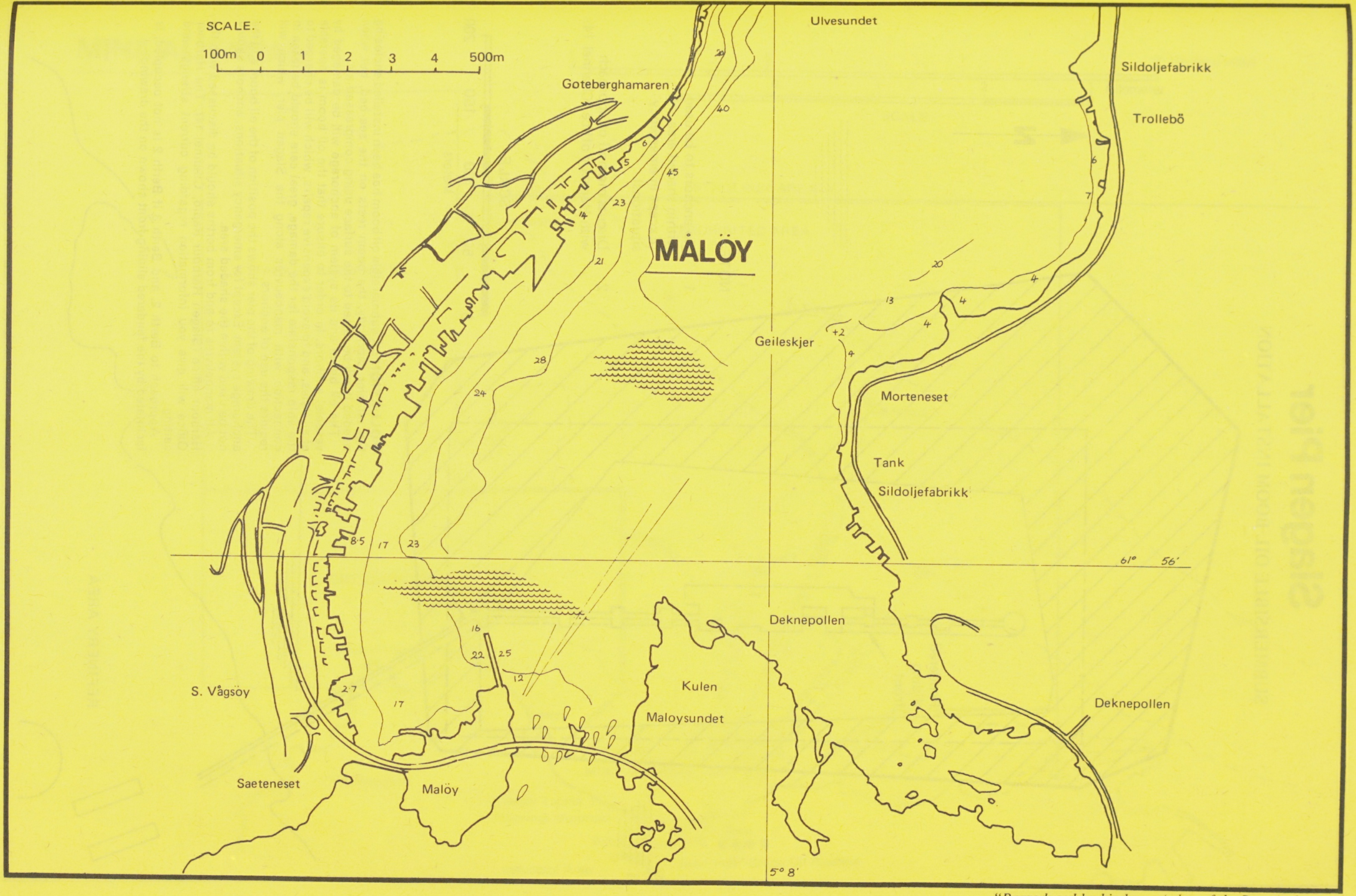
SOR – NORGE ALUMINIUM. A/S

25
20
15
10
5
25
20
15
10
5
11·0
10.5
10.0

"Reproduced by kind permission of the Port Authority".


LARVIK
Private Quay
(pulp Quay)
West Pier
East Pier
Private Quay
(Soy Meal
Factory Quay)
Revquay West
Kanalquay
N

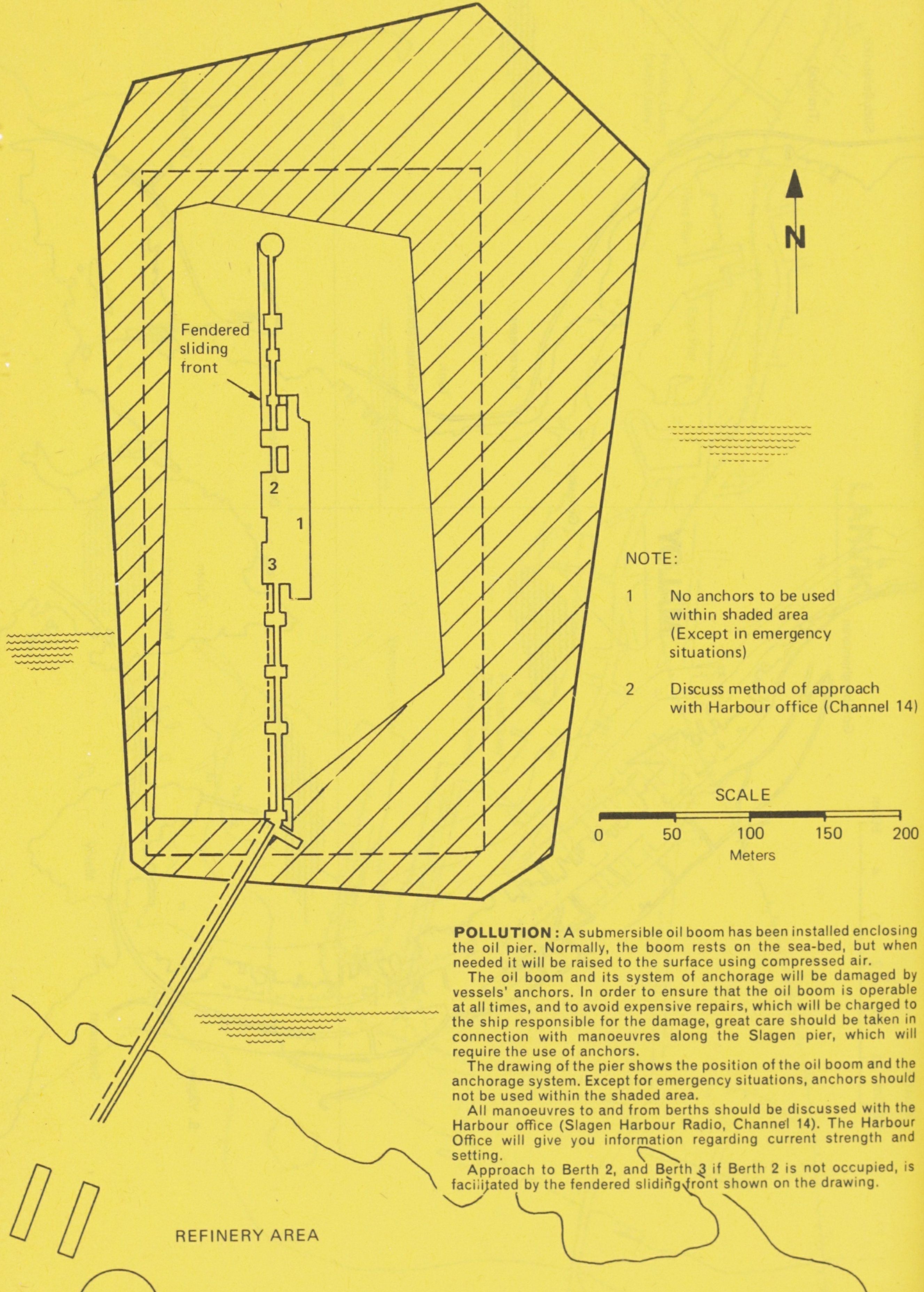
"Reproduced by kind permission of the Port Authority".


SCALE.
100m 0 1 2 3 4 500m
Goteberghamaren
Ulvesundet
Sildoljefabrikk
Trollebö
MÅLÖY
Geileskjer
Morteneset
Tank
Sildoljefabrikk
61° 56′
Deknepollen
Kulen
Maloysundet
Deknepollen
S. Vågsöy
Saeteneset
Malöy
5° 8′
20
40
45
6
5
23
14
21
28
24
8·5
17
23
16
22
25
12
2·7
17
20
13
4
4
4
+2
4
6
7

*"Reproduced by kind permission of the Port Authority".*

# Slagen Pier

## SUBMERSIBLE OIL BOOM INSTALLATION



NOTE:

1 No anchors to be used within shaded area (Except in emergency situations)

2 Discuss method of approach with Harbour office (Channel 14)

**POLLUTION :** A submersible oil boom has been installed enclosing the oil pier. Normally, the boom rests on the sea-bed, but when needed it will be raised to the surface using compressed air.

The oil boom and its system of anchorage will be damaged by vessels' anchors. In order to ensure that the oil boom is operable at all times, and to avoid expensive repairs, which will be charged to the ship responsible for the damage, great care should be taken in connection with manoeuvres along the Slagen pier, which will require the use of anchors.

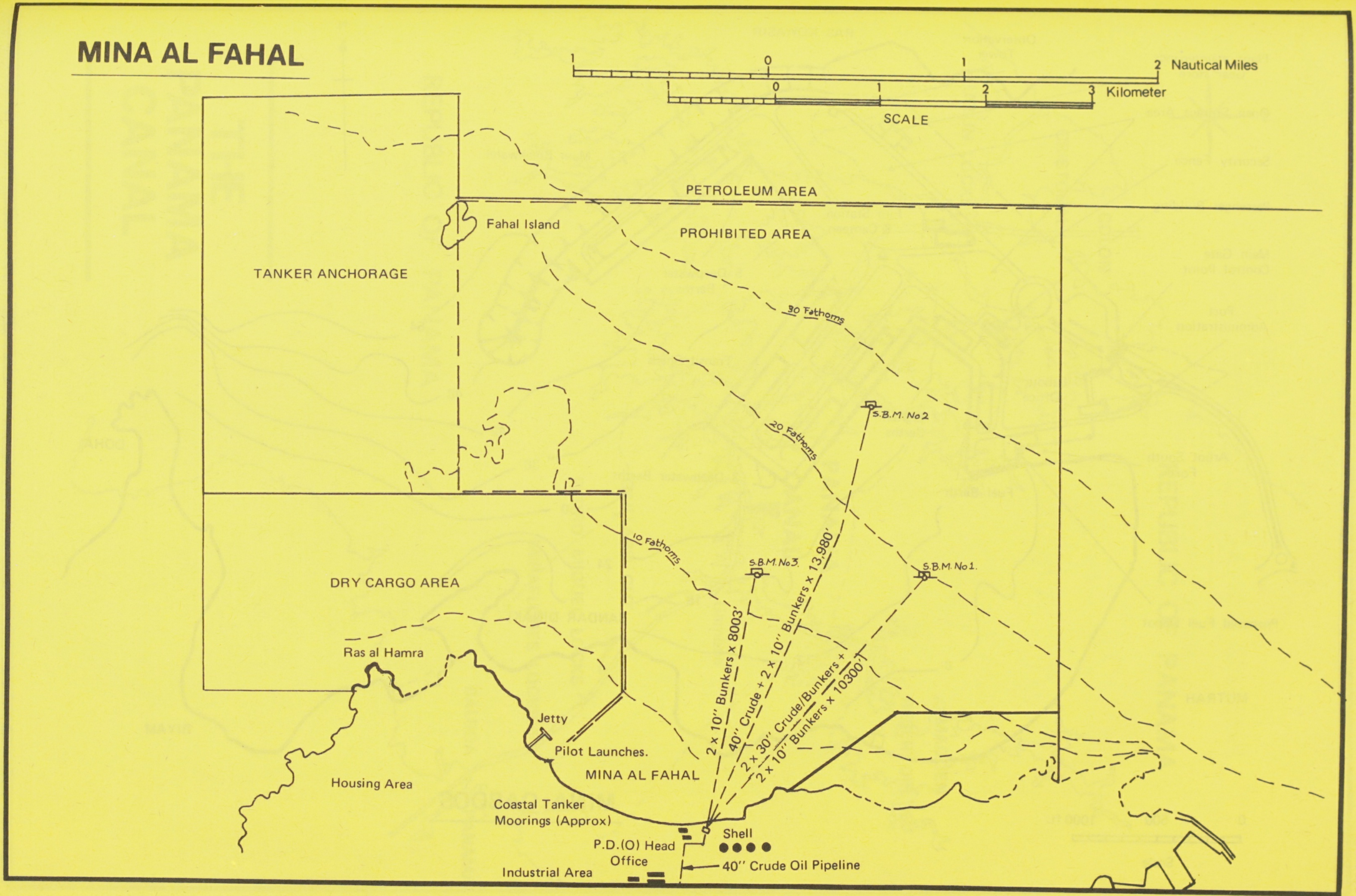
The drawing of the pier shows the position of the oil boom and the anchorage system. Except for emergency situations, anchors should not be used within the shaded area.

All manoeuvres to and from berths should be discussed with the Harbour office (Slagen Harbour Radio, Channel 14). The Harbour Office will give you information regarding current strength and setting.

Approach to Berth 2, and Berth 3 if Berth 2 is not occupied, is facilitated by the fendered sliding front shown on the drawing.

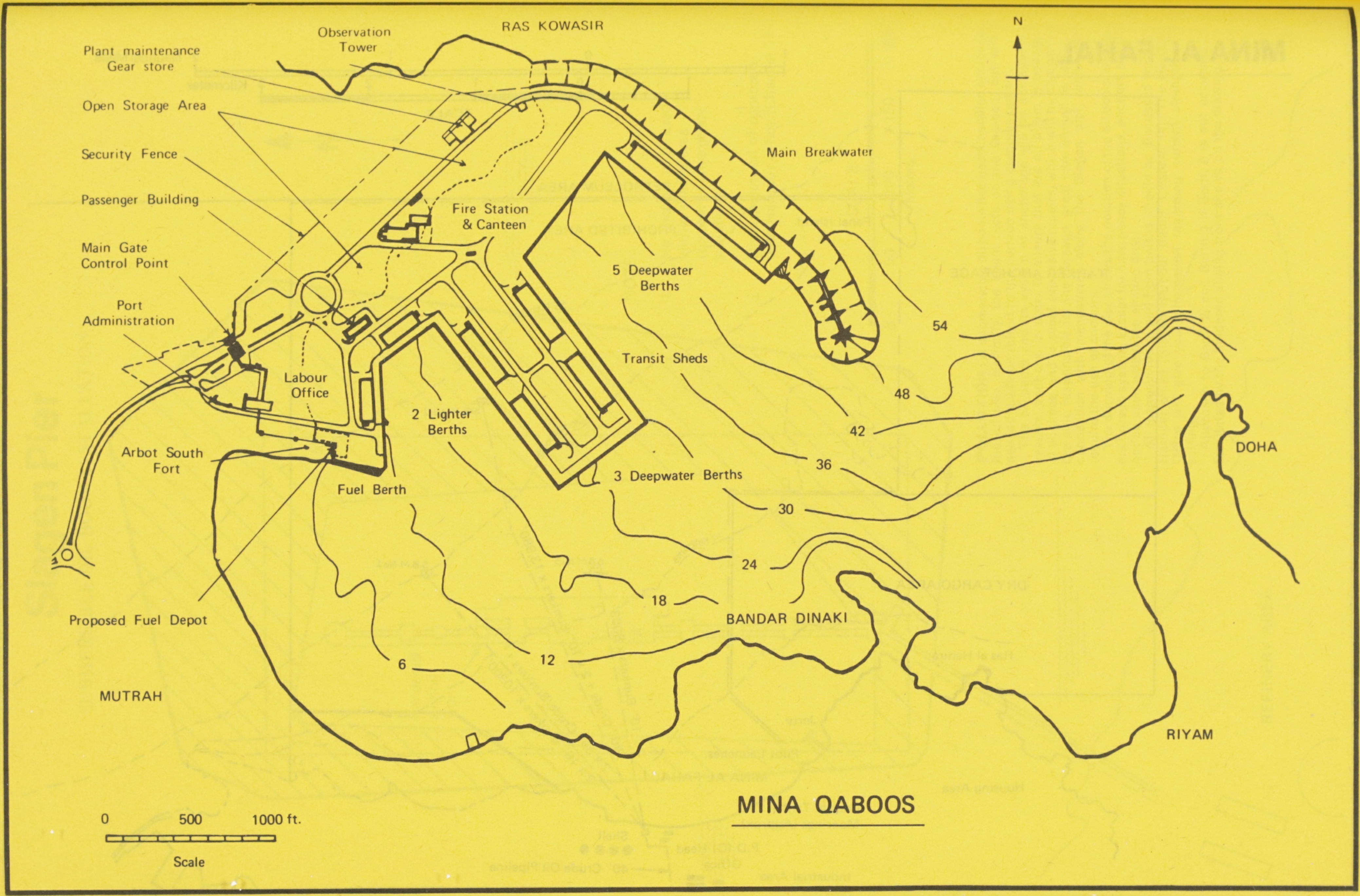
*"Reproduced by kind permission of the Port Authority".*

# MINA AL FAHAL

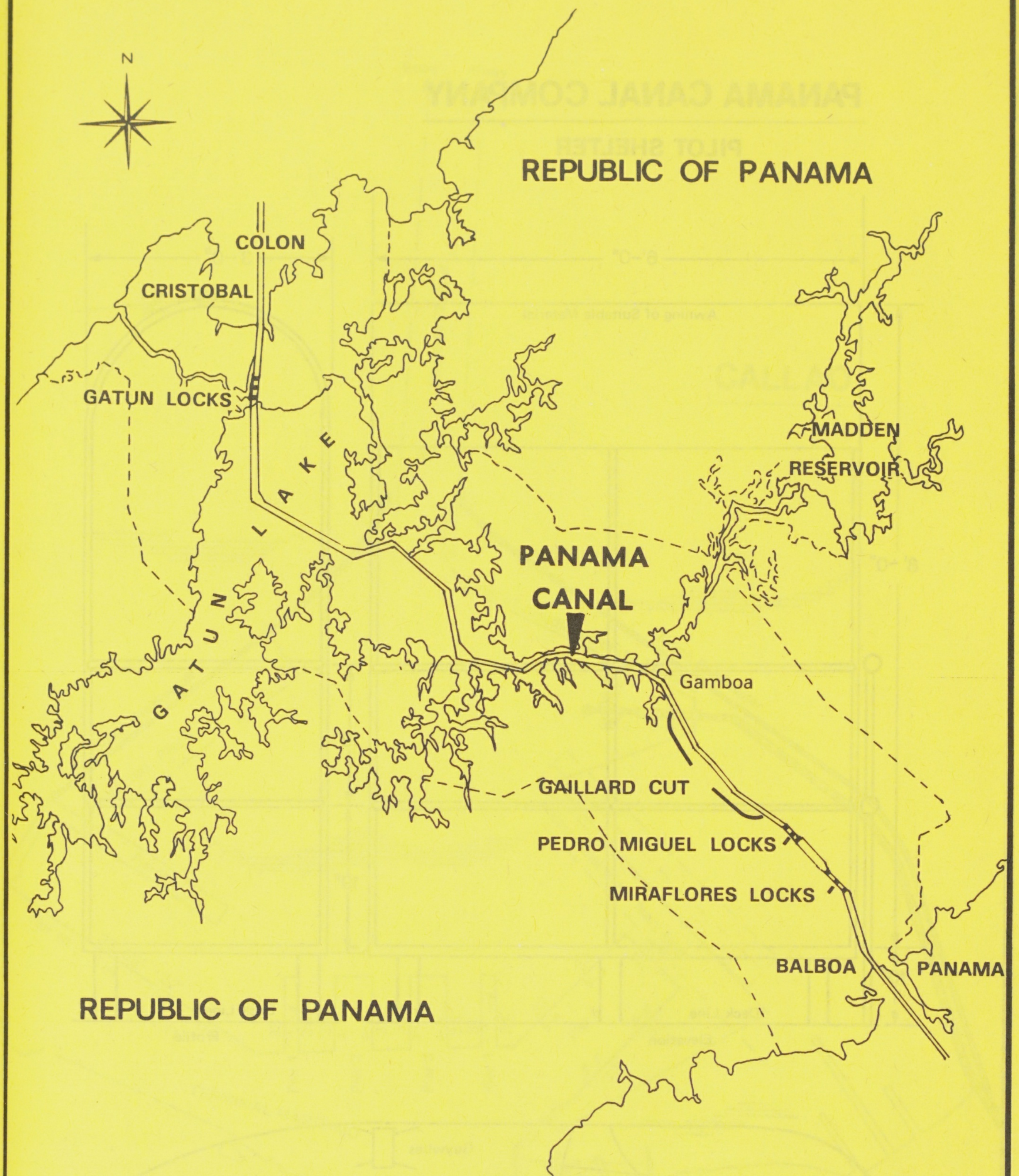


1
0
1
2 Nautical Miles
1
0
1
2
3 Kilometer
SCALE
PETROLEUM AREA
Fahal Island
PROHIBITED AREA
TANKER ANCHORAGE
30 Fathoms
S.B.M. No 2
20 Fathoms
10 Fathoms
S.B.M. No3.
S.B.M. No1.
DRY CARGO AREA
Ras al Hamra
2 x 10'' Bunkers x 8003'
40'' Crude + 2 x 10'' Bunkers x 13,980'
2 x 30'' Crude/Bunkers + 2 x 10'' Bunkers x 10300'
Jetty
Pilot Launches.
MINA AL FAHAL
Housing Area
Coastal Tanker Moorings (Approx)
Shell
P.D.(O) Head Office
40'' Crude Oil Pipeline
Industrial Area

*"Reproduced by kind permission of the Port Authority".*


RAS KOWASIR
N
Observation Tower
Plant maintenance Gear store
Open Storage Area
Security Fence
Passenger Building
Main Gate Control Point
Port Administration
Main Breakwater
Fire Station & Canteen
5 Deepwater Berths
Transit Sheds
Labour Office
2 Lighter Berths
Arbot South Fort
Fuel Berth
3 Deepwater Berths
54
48
42
36
30
24
18
12
6
DOHA
BANDAR DINAKI
Proposed Fuel Depot
MUTRAH
RIYAM
MINA QABOOS
0
500
1000 ft.
Scale

*"Reproduced by kind permission of the Port Authority".*

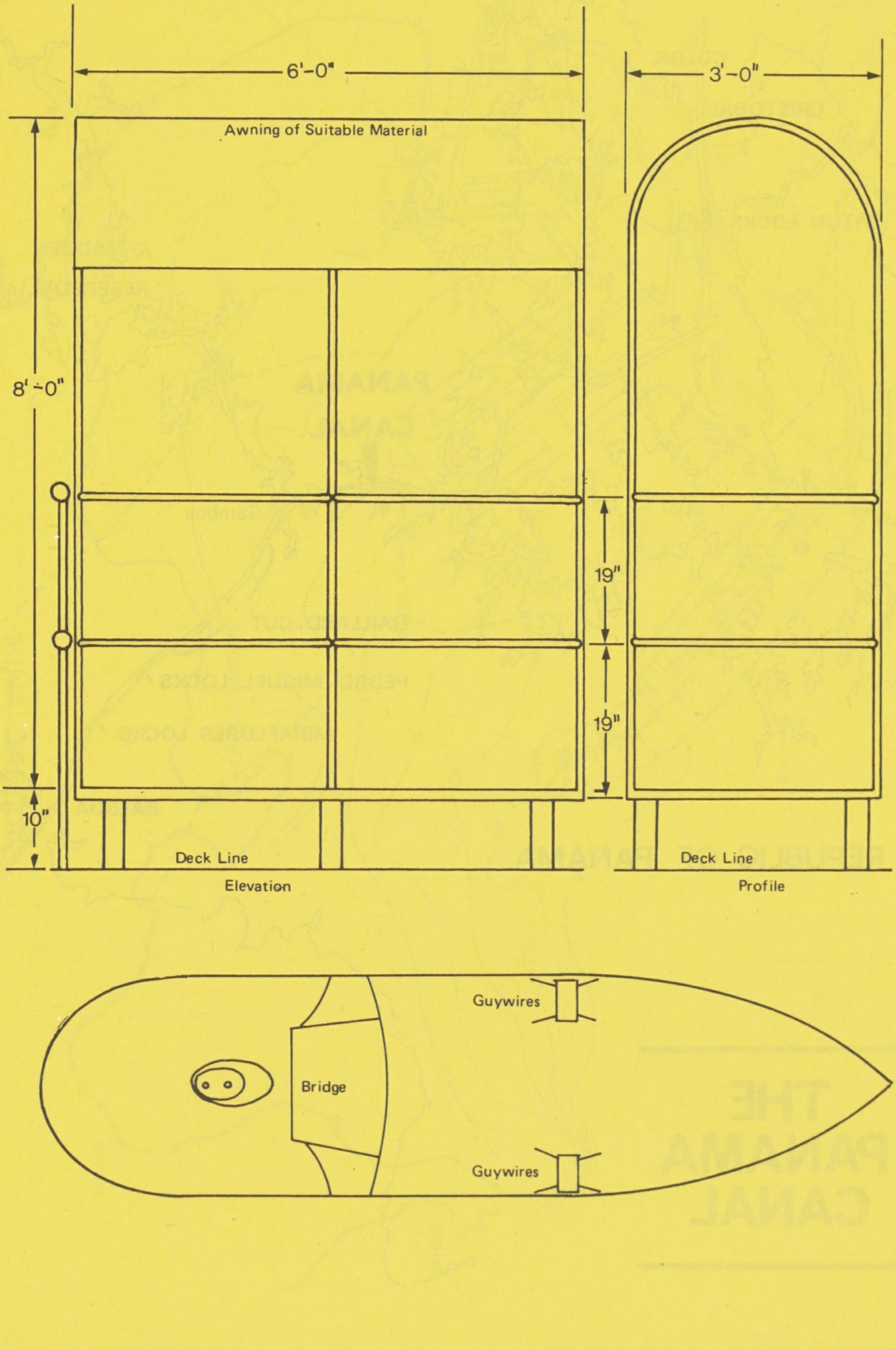

N
REPUBLIC OF PANAMA
COLON
CRISTOBAL
GATUN LOCKS
GATUN LAKE
MADDEN RESERVOIR
PANAMA CANAL
Gamboa
GAILLARD CUT
PEDRO MIGUEL LOCKS
MIRAFLORES LOCKS
BALBOA
PANAMA
REPUBLIC OF PANAMA

# THE PANAMA CANAL

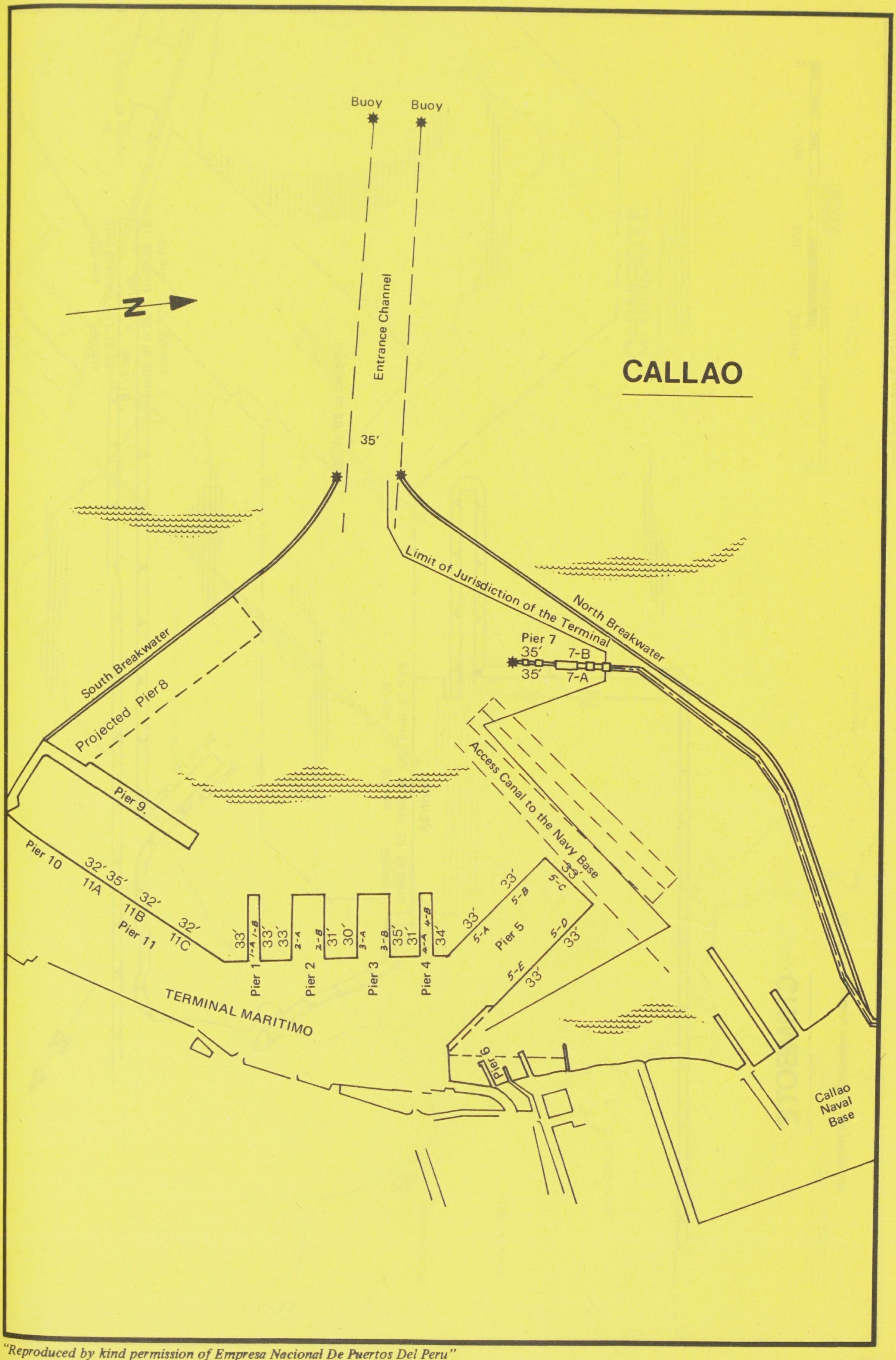
"Reproduced by kind permission of the Port Authority".

## PANAMA CANAL COMPANY

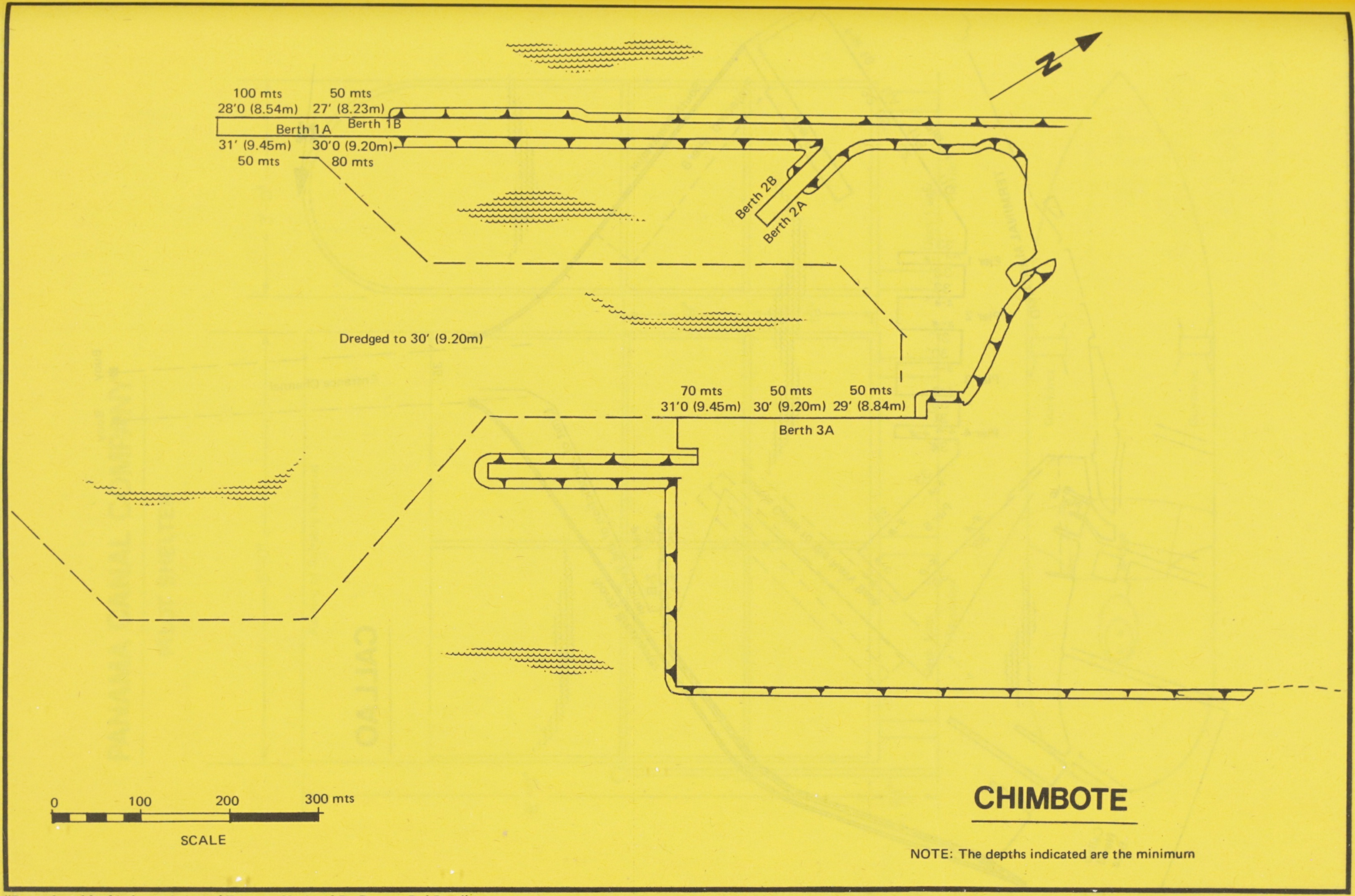
### PILOT SHELTER


6'-0"
3'-0"
Awning of Suitable Material
8'-0"
19"
19"
10"
Deck Line
Deck Line
Elevation
Profile
Guywires
Bridge
Guywires

"Reproduced by kind permission of the Port Authority"


CALLAO
Buoy
Buoy
N
Entrance Channel
35′
South Breakwater
Projected Pier 8
Pier 9.
Limit of Jurisdiction of the Terminal
North Breakwater
Pier 7
35′
35′
7-B
7-A
Access Canal to the Navy Base
Pier 10
32′
35′
11A
32′
11B
Pier 11
32′
11C
33′
1-A
1-B
33′
33′
2-A
2-B
31′
30′
3-A
3-B
35′
31′
4-A
4-B
34′
Pier 1
Pier 2
Pier 3
Pier 4
33′
5-A
33′
5-B
33′
5-C
Pier 5
5-D
33′
5-E
33′
Pier 6
TERMINAL MARITIMO
Callao Naval Base

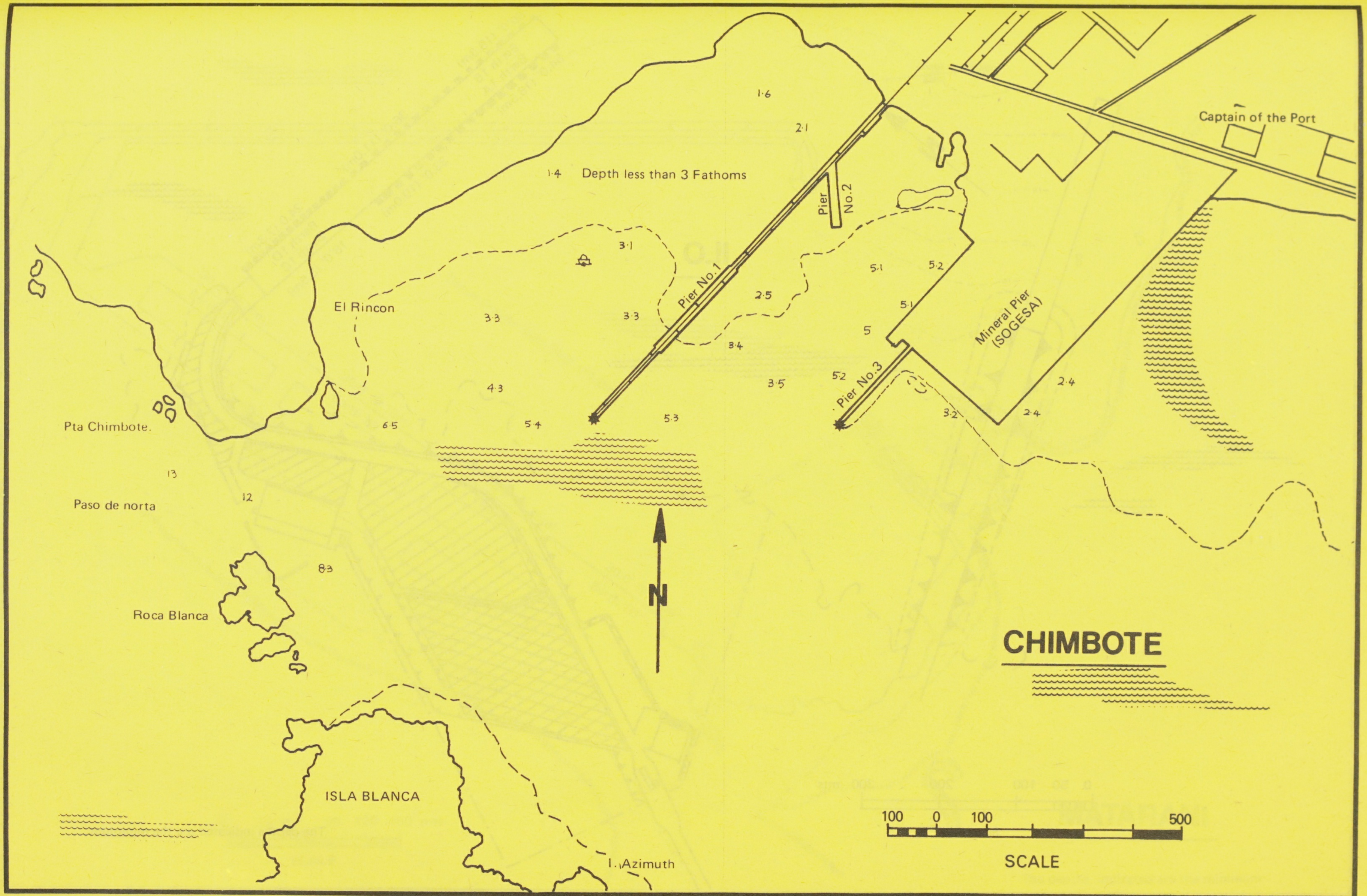
*"Reproduced by kind permission of Empresa Nacional De Puertos Del Peru"*


100 mts
28'0 (8.54m)
50 mts
27' (8.23m)
Berth 1A
Berth 1B
31' (9.45m)
30'0 (9.20m)
50 mts
80 mts
Berth 2B
Berth 2A
Dredged to 30' (9.20m)
70 mts
31'0 (9.45m)
50 mts
30' (9.20m)
50 mts
29' (8.84m)
Berth 3A
N
0
100
200
300 mts
SCALE

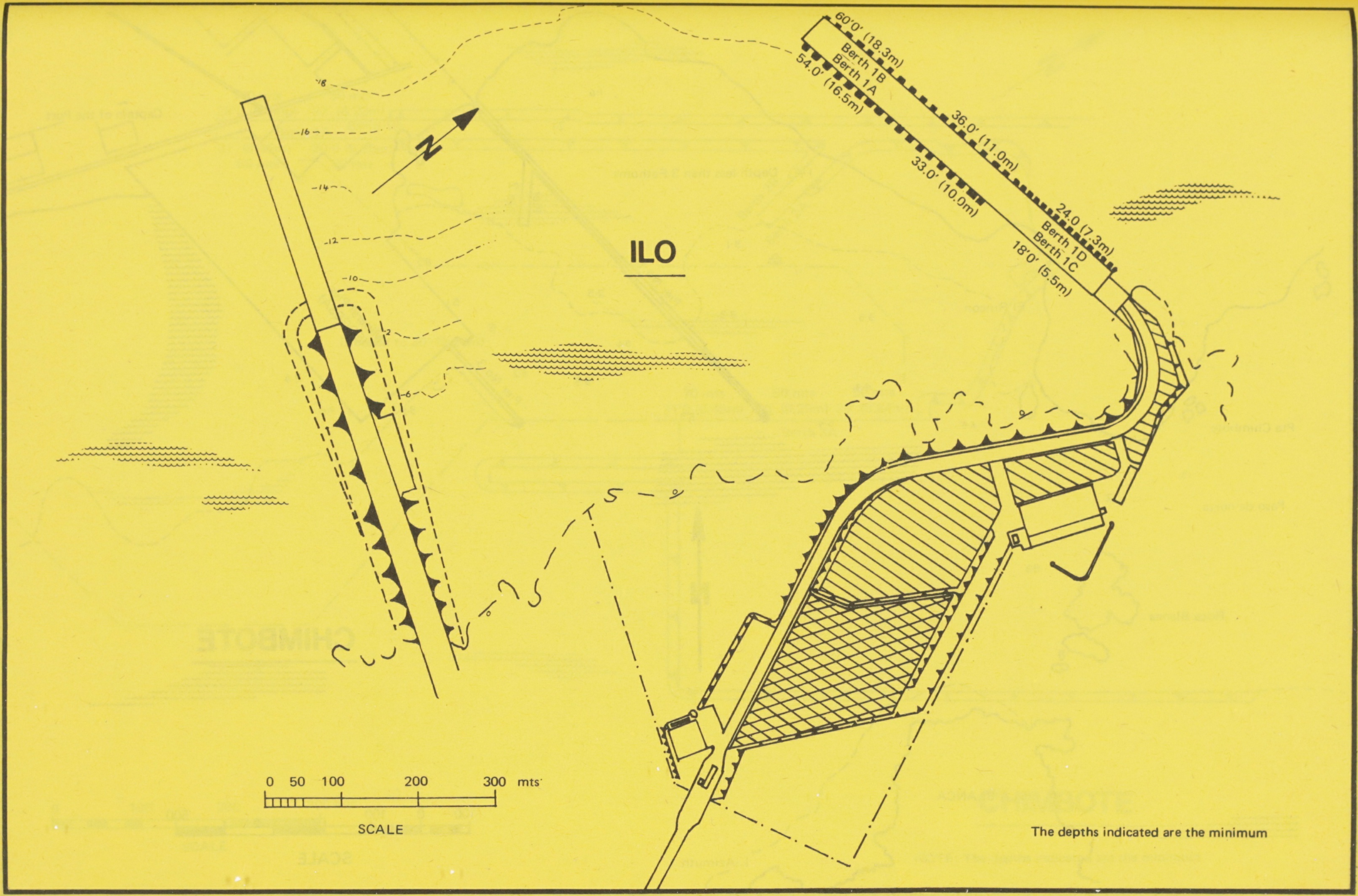
## CHIMBOTE

NOTE: The depths indicated are the minimum

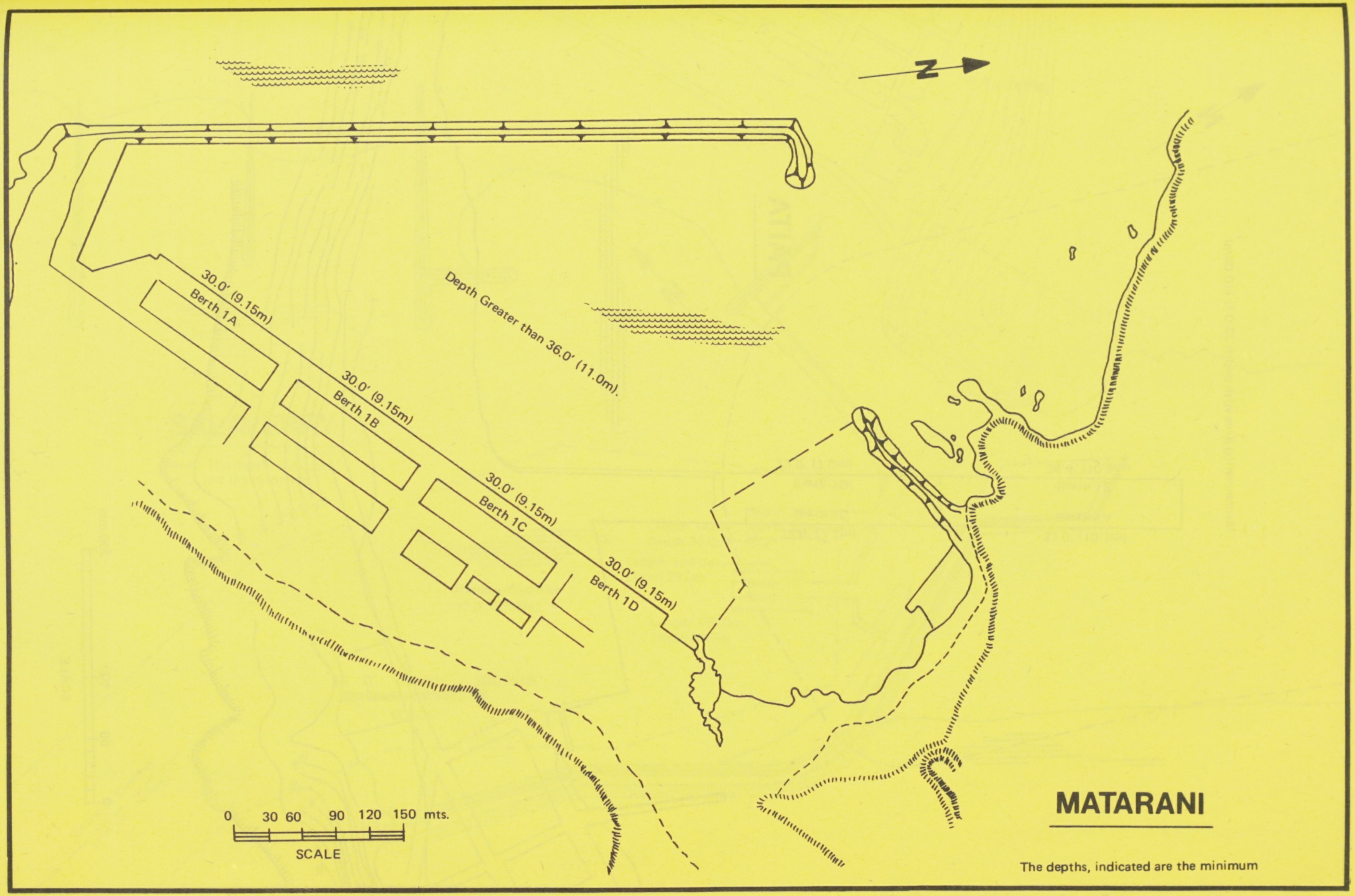
"*Reproduced by kind permission of Empresa Nacional De Puertos Del Peru*"


Captain of the Port
1·6
2·1
1·4
Depth less than 3 Fathoms
Pier No.2
3·1
Pier No.1
5·1
5·2
El Rincon
3·3
3·3
2·5
5·1
Mineral Pier (SOGESA)
5
3·4
5·2
Pier No.3
3·5
4·3
2·4
3·2
2·4
6·5
5·4
5·3
Pta Chimbote.
13
Paso de norta
12
8·3
N
Roca Blanca
CHIMBOTE
ISLA BLANCA
100
0
100
500
SCALE
I. Azimuth

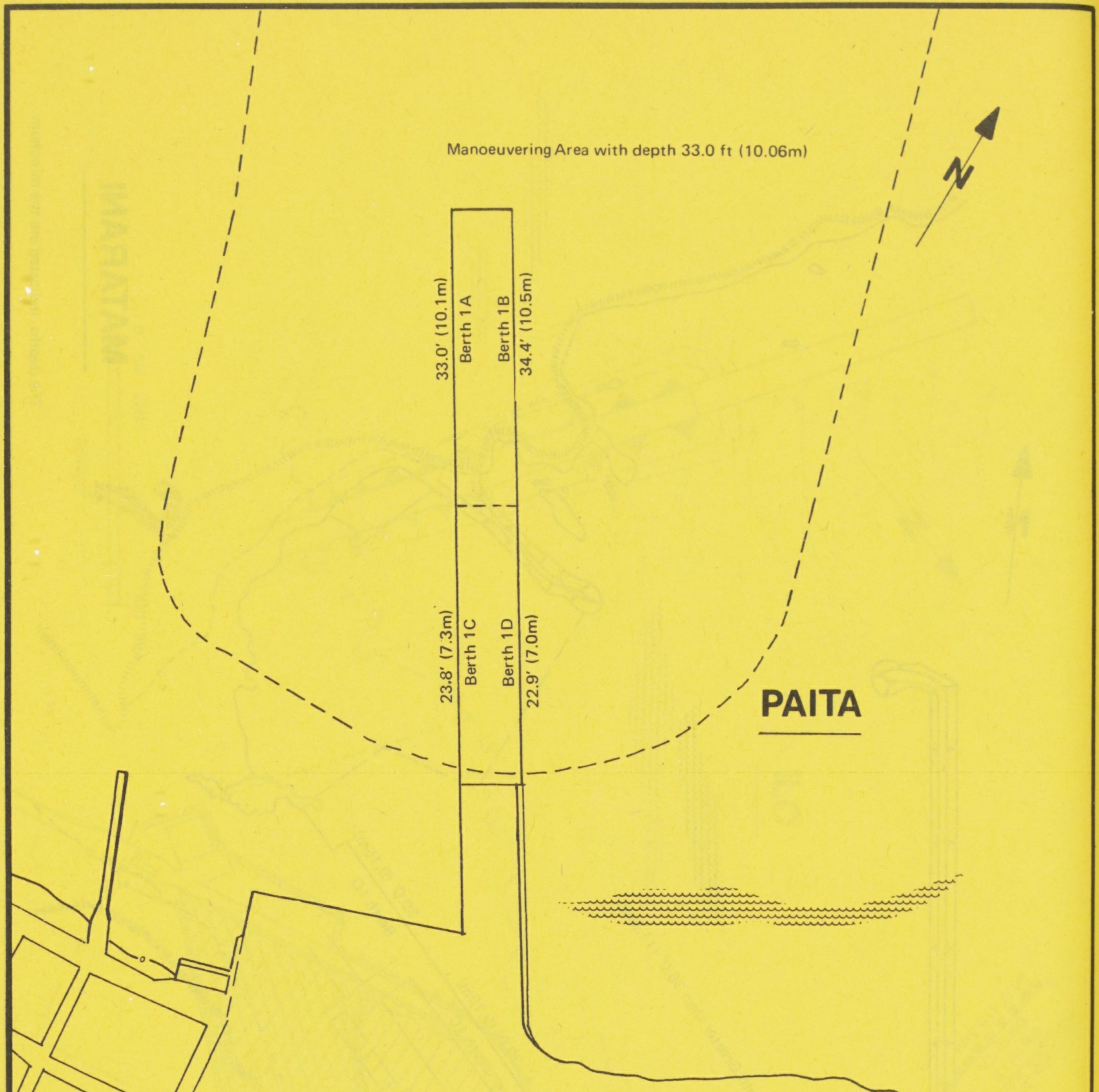
*"Reproduced by kind permission of Empresa Nacional De Puertos Del Peru"*


ILO
N
60'0' (18.3m)
Berth 1B
Berth 1A
54.0' (16.5m)
36.0' (11.0m)
33.0' (10.0m)
24.0 (7.3m)
Berth 1D
Berth 1C
18'0' (5.5m)
-18
-16
-14
-12
-10
-2
-6
0 50 100 200 300 mts
SCALE
The depths indicated are the minimum

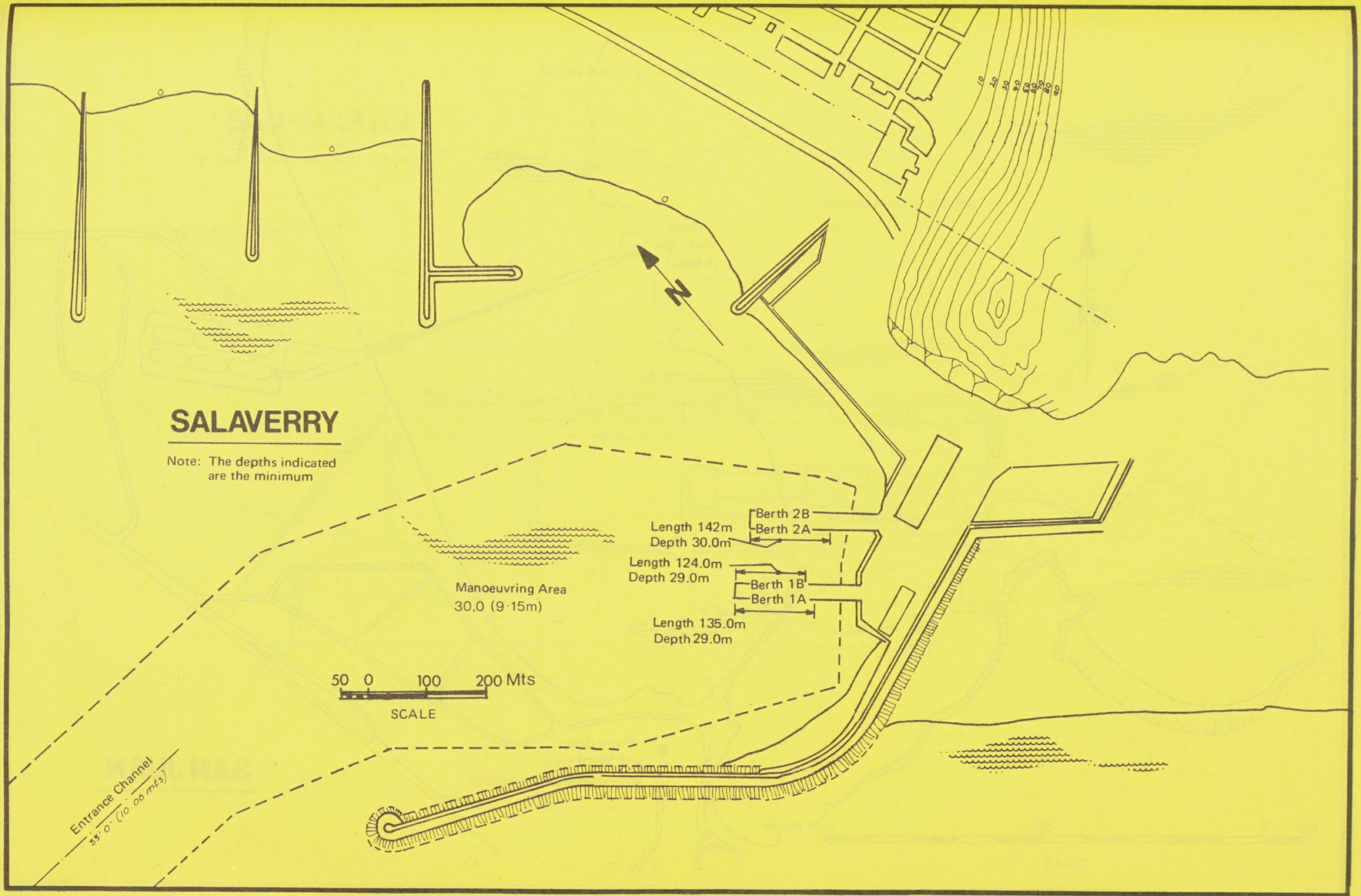
"Reproduced by kind permission of Empresa Nacional De Puertos Del Peru"


30.0′ (9.15m)
Berth 1A
30.0′ (9.15m)
Berth 1B
30.0′ (9.15m)
Berth 1C
30.0′ (9.15m)
Berth 1D
Depth Greater than 36.0′ (11.0m).
N
0 30 60 90 120 150 mts.
SCALE
MATARANI
The depths, indicated are the minimum

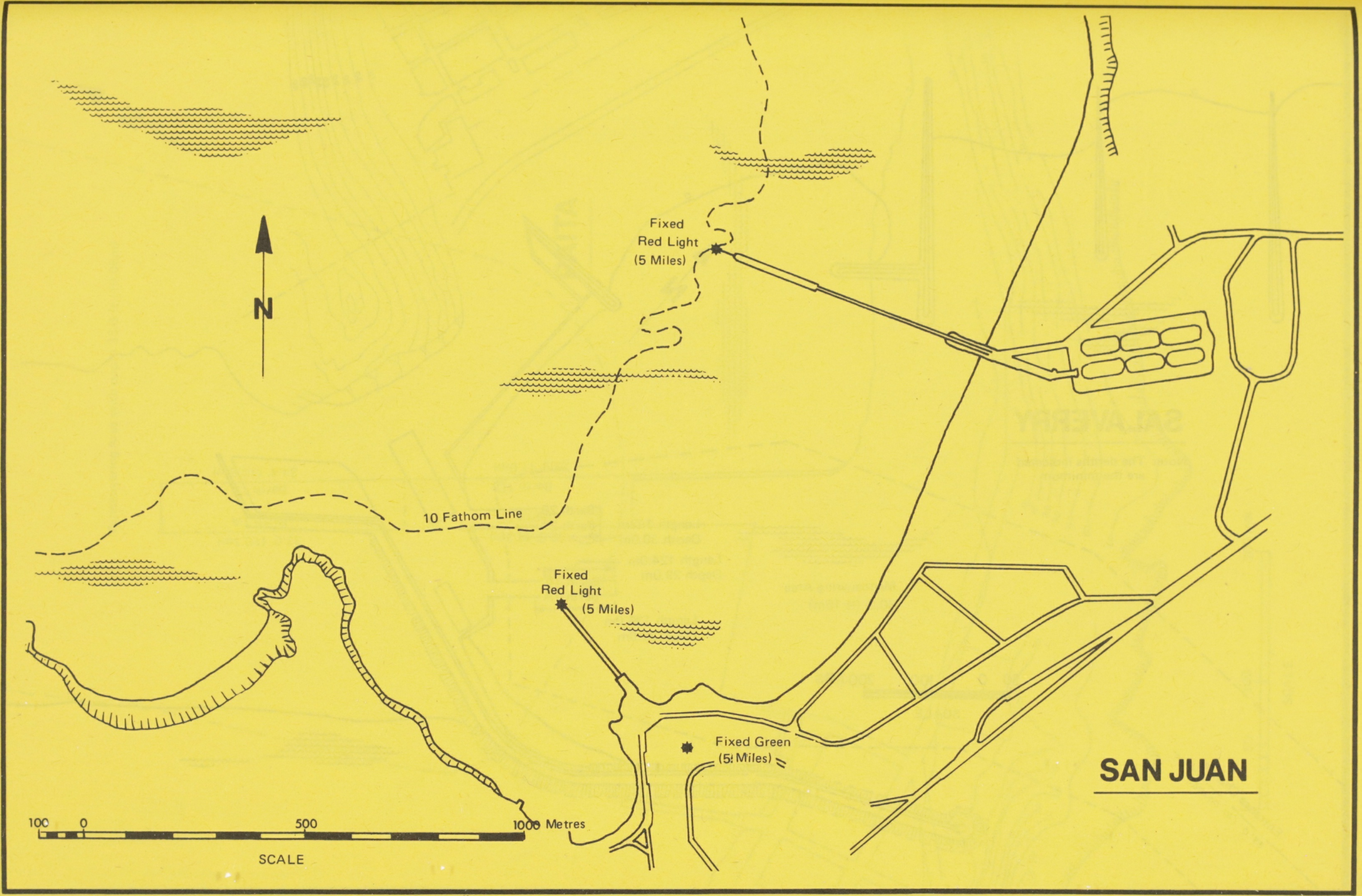
*"Reproduced by kind permission of Empresa Nacional De Puertos Del Peru"*


Manoeuvering Area with depth 33.0 ft (10.06m)
N
33.0' (10.1m)
Berth 1A
Berth 1B
34.4' (10.5m)
23.8' (7.3m)
Berth 1C
Berth 1D
22.9' (7.0m)
PAITA
0
4
6
10
38
34
26
30
22
14
18
10
15
20
30
40
50
60
10
15
20
30
40
50
60
0
0
50
100
200 mts
SCALE

"Reproduced by kind permission of Empresa Nacional De Puertos Del Peru"

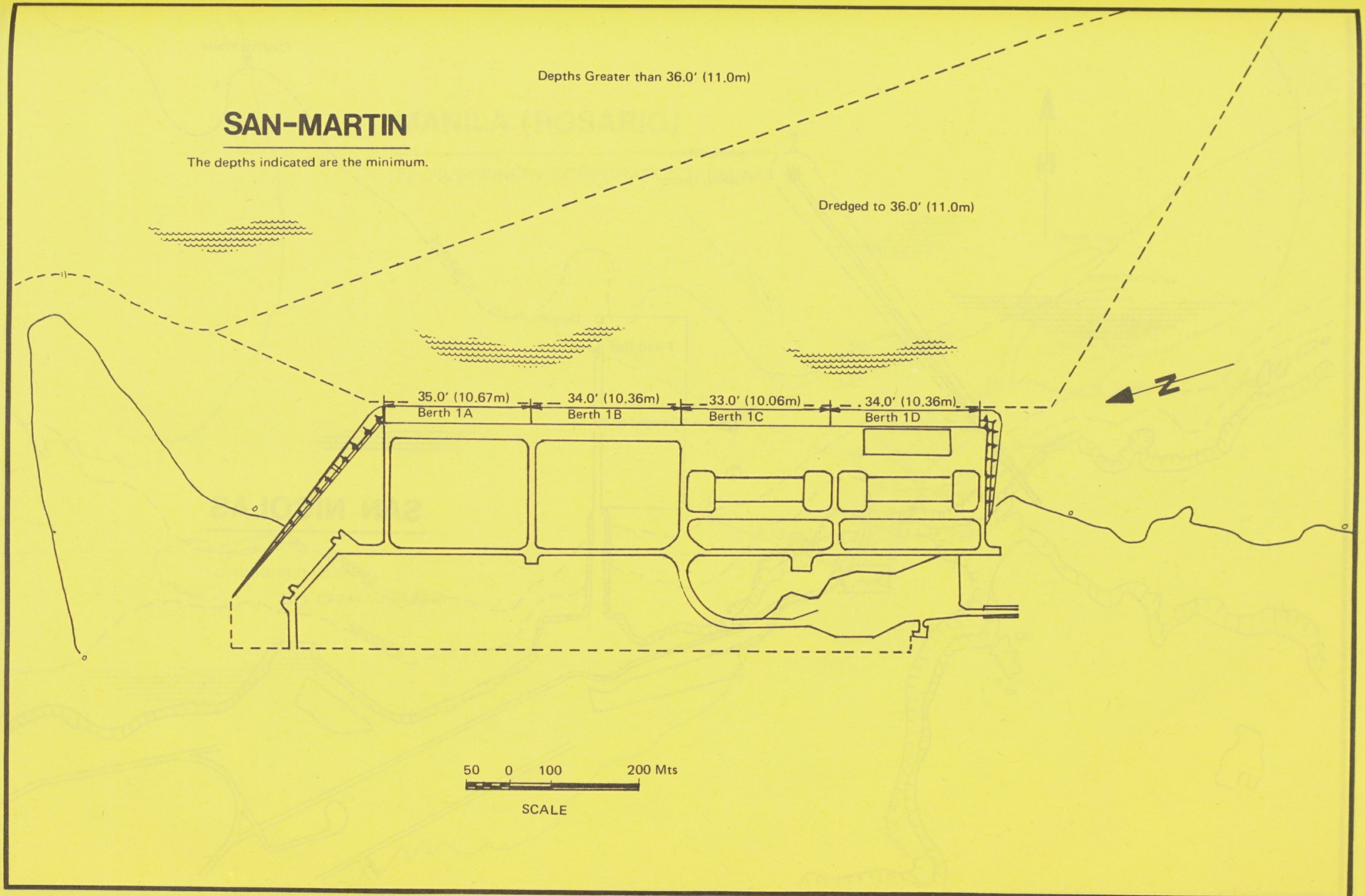

SALAVERRY
Note: The depths indicated are the minimum
N
10
20
30
40
50
60
70
80
Berth 2B
Berth 2A
Length 142m
Depth 30.0m
Length 124.0m
Depth 29.0m
Berth 1B
Berth 1A
Length 135.0m
Depth 29.0m
Manoeuvring Area
30,0 (9·15m)
50 0 100 200 Mts
SCALE
Entrance Channel
33'0" (10.06 mts)

"Reproduced by kind permission of Empresa Nacional De Puertos Del Peru"

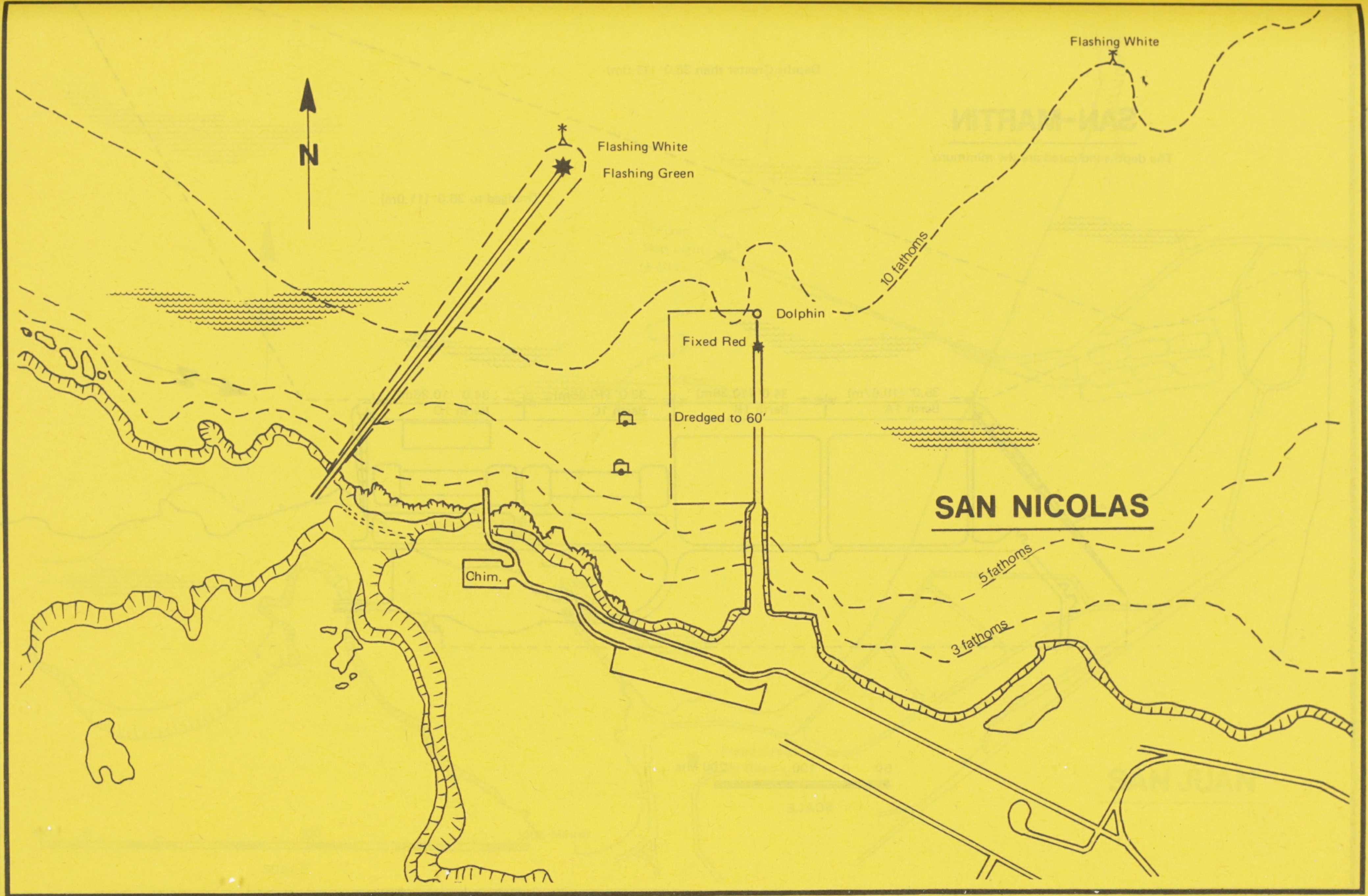

N
Fixed
Red Light
(5 Miles)
10 Fathom Line
Fixed
Red Light
(5 Miles)
Fixed Green
(5 Miles)
100
0
500
1000 Metres
SCALE

## SAN JUAN

*"Reproduced by kind permission of Empresa Nacional De Puertos Del Peru"*


SAN-MARTIN
The depths indicated are the minimum.
Depths Greater than 36.0′ (11.0m)
Dredged to 36.0′ (11.0m)
N
35.0′ (10.67m)
Berth 1A
34.0′ (10.36m)
Berth 1B
33.0′ (10.06m)
Berth 1C
34.0′ (10.36m)
Berth 1D
50
0
100
200 Mts
SCALE

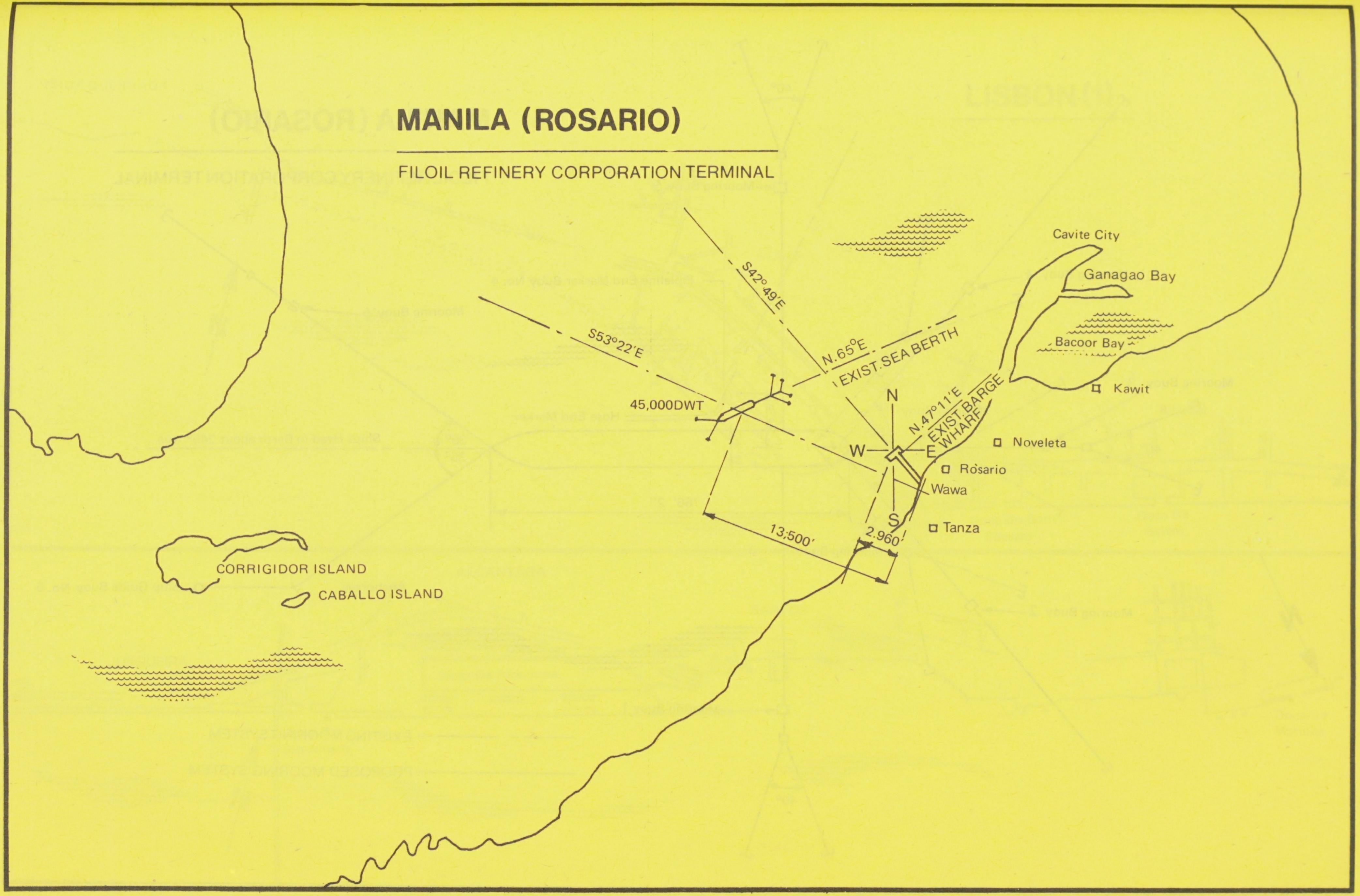
*"Reproduced by kind permission of Empresa Nacional De Puertos Del Peru"*


Flashing White
N
Flashing White
Flashing Green
10 fathoms
Dolphin
Fixed Red
Dredged to 60′
SAN NICOLAS
5 fathoms
3 fathoms
Chim.

"Reproduced by kind permission of Empresa Nacional De Puertos Del Peru"

# MANILA (ROSARIO)

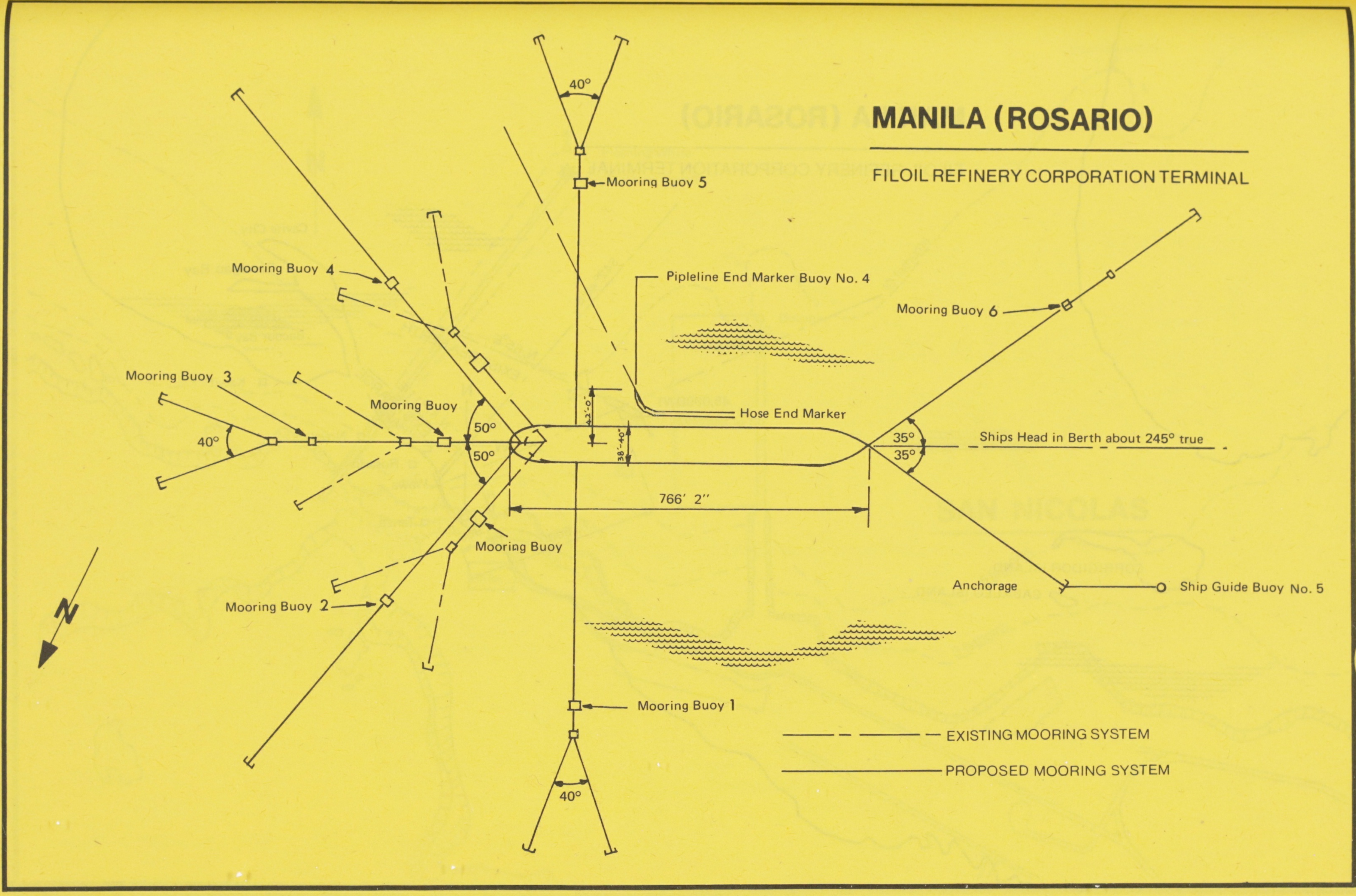
## FILOIL REFINERY CORPORATION TERMINAL


S42°49'E
S53°22'E
N.65°E
EXIST.SEA BERTH
45,000DWT
N.47°11'E
EXIST.BARGE WHARF
N
W
E
S
13;500'
2.960'
Cavite City
Ganagao Bay
Bacoor Bay
Kawit
Noveleta
Rosario
Wawa
Tanza
CORRIGIDOR ISLAND
CABALLO ISLAND

*"Reproduced by kind permission of the Port Authority".*

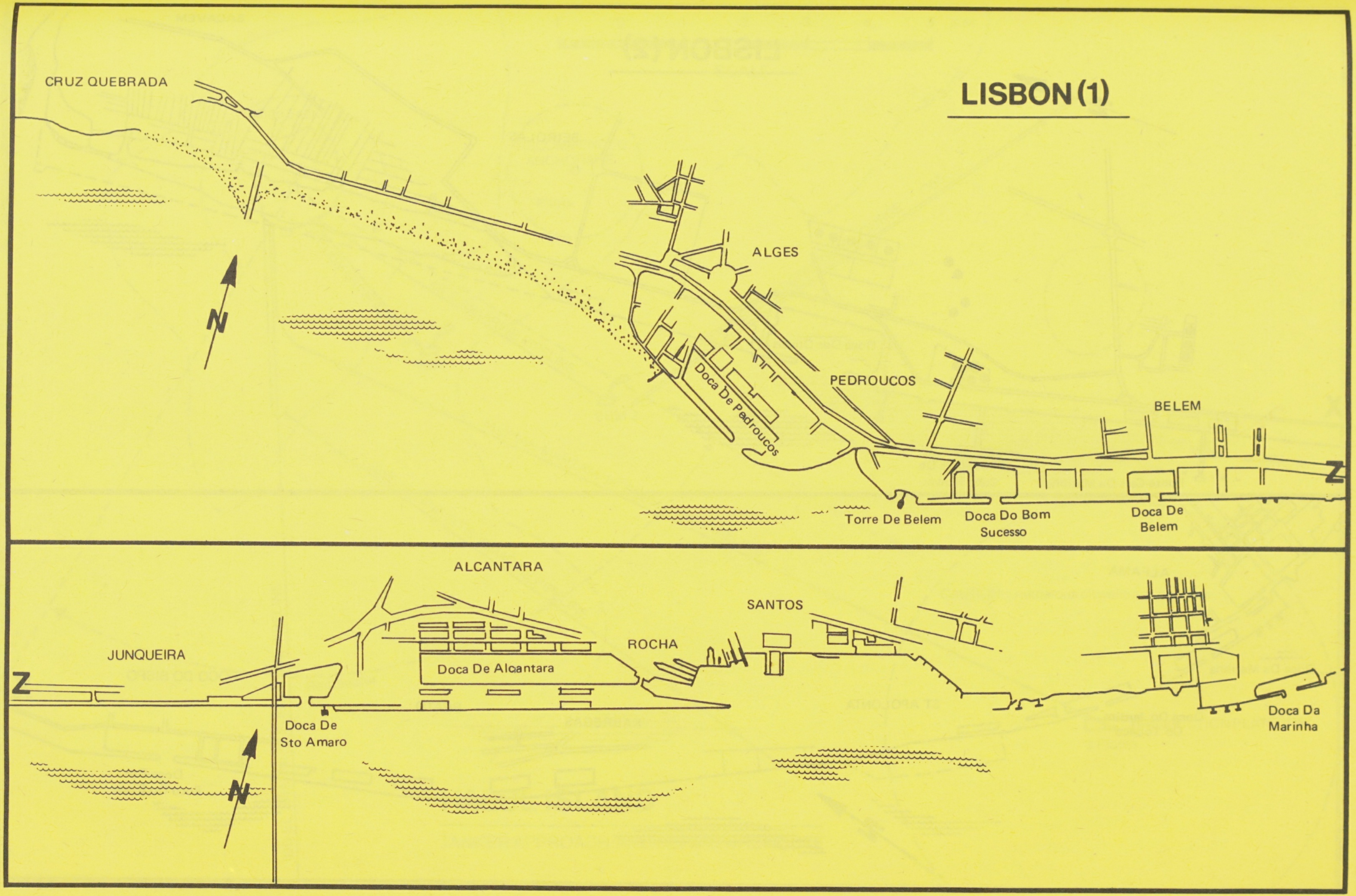
# MANILA (ROSARIO)

## FILOIL REFINERY CORPORATION TERMINAL


40°
Mooring Buoy 5
Pipleline End Marker Buoy No. 4
Mooring Buoy 4
Mooring Buoy 6
Mooring Buoy 3
Mooring Buoy
Hose End Marker
40°
50°
50°
38'-40"
35°
35°
Ships Head in Berth about 245° true
766' 2"
Mooring Buoy
Anchorage
Ship Guide Buoy No. 5
N
Mooring Buoy 2
Mooring Buoy 1
EXISTING MOORING SYSTEM
PROPOSED MOORING SYSTEM
40°

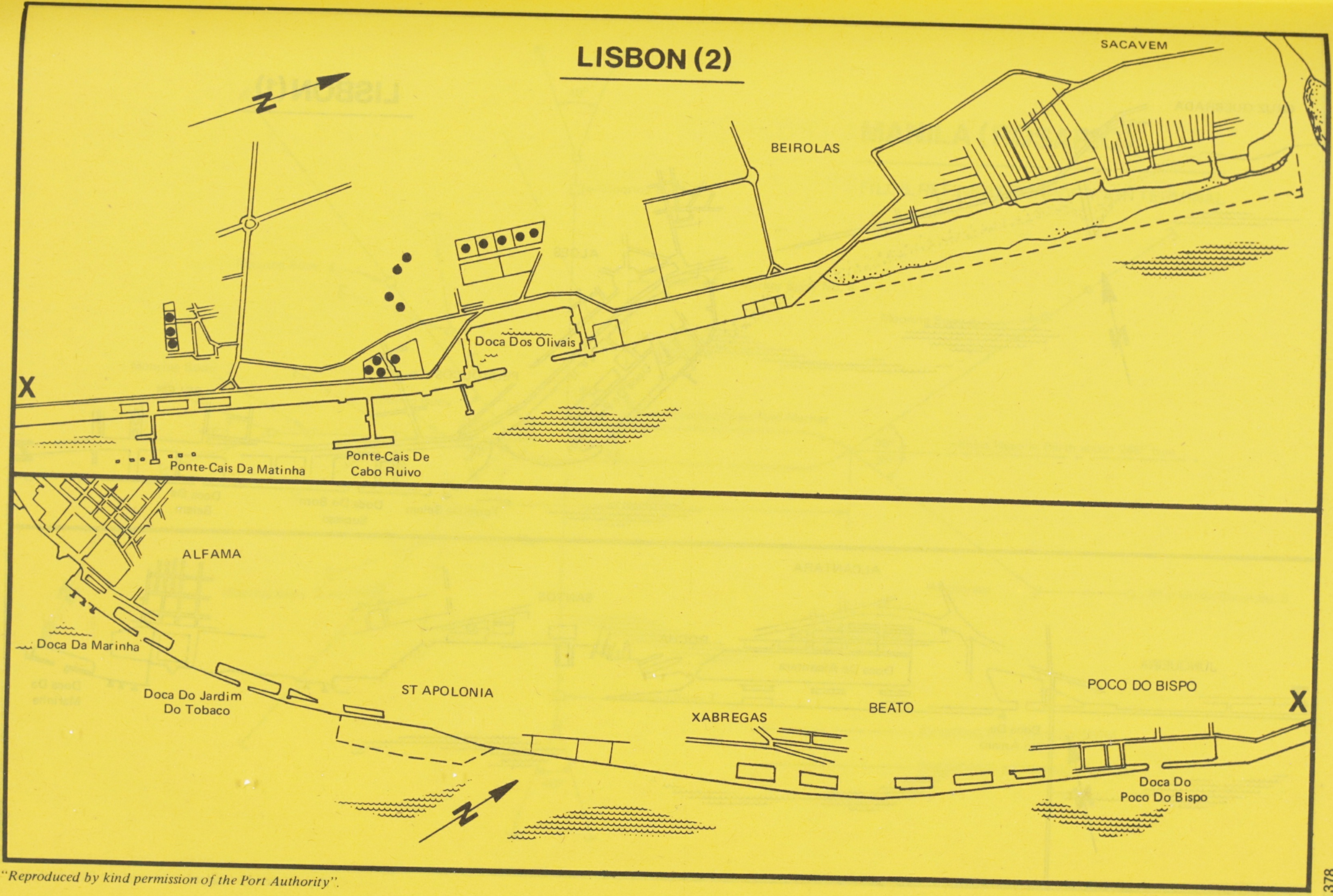
*"Reproduced by kind permission of the Port Authority".*

# LISBON (1)

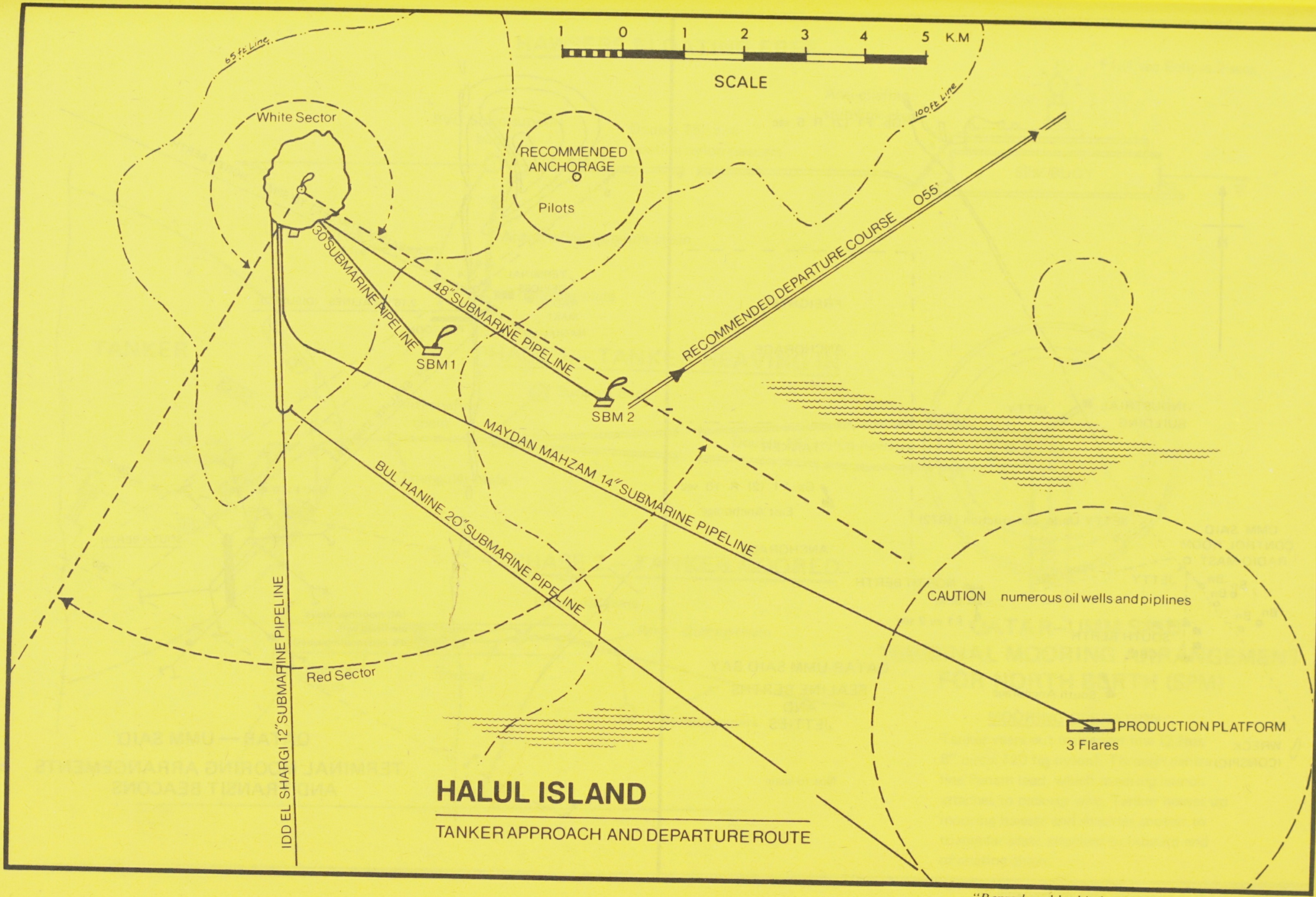

CRUZ QUEBRADA
ALGES
PEDROUCOS
Doca De Pedroucos
BELEM
Torre De Belem
Doca Do Bom Sucesso
Doca De Belem
N
Z
ALCANTARA
JUNQUEIRA
Doca De Alcantara
ROCHA
SANTOS
Doca De Sto Amaro
Doca Da Marinha
N
Z

*"Reproduced by kind permission of the Port Authority".*

# LISBON (2)


N
SACAVEM
BEIROLAS
Doca Dos Olivais
X
Ponte-Cais Da Matinha
Ponte-Cais De Cabo Ruivo
ALFAMA
Doca Da Marinha
Doca Do Jardim Do Tobaco
ST APOLONIA
XABREGAS
BEATO
POCO DO BISPO
X
Doca Do Poco Do Bispo
N

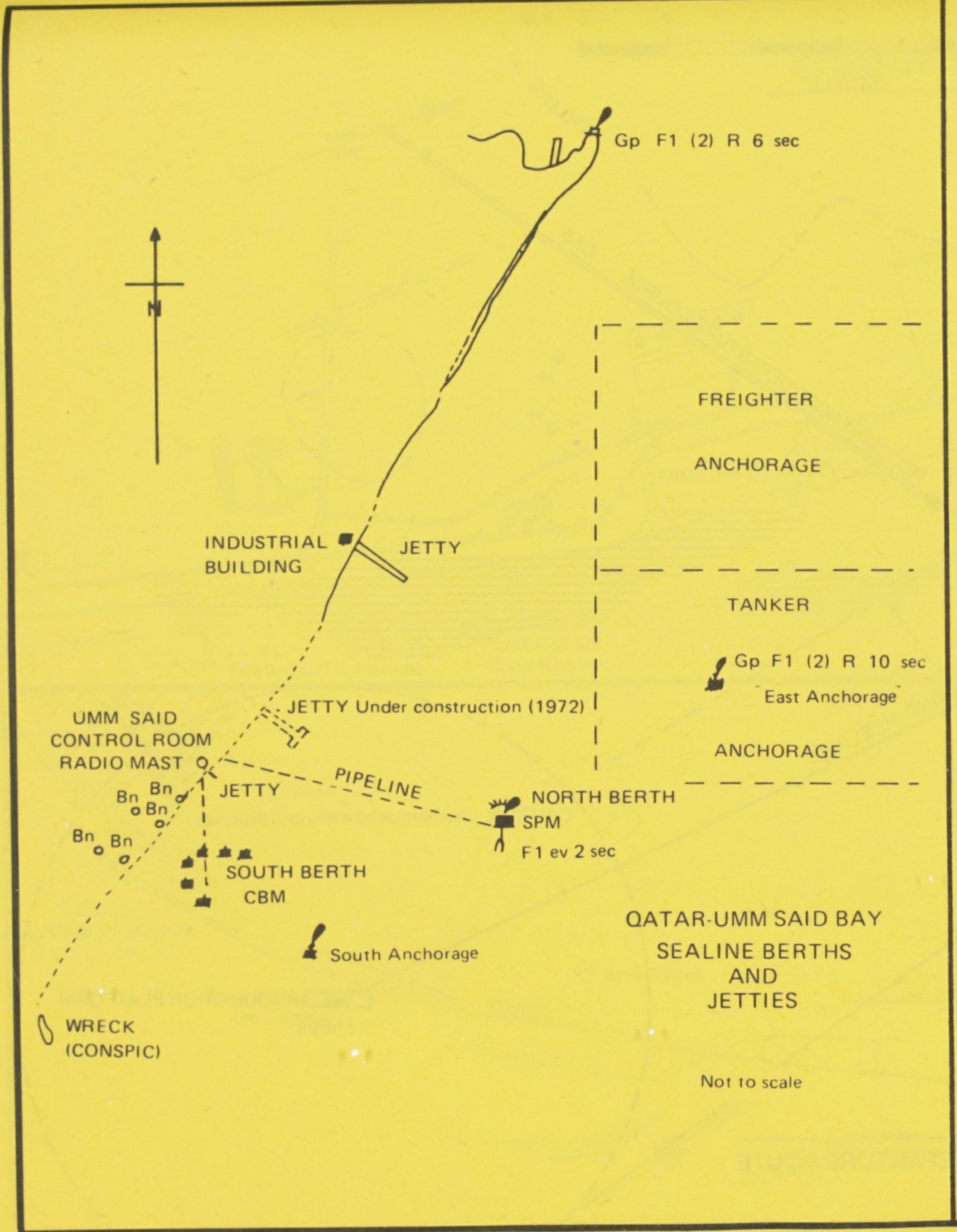
*"Reproduced by kind permission of the Port Authority".*


1 0 1 2 3 4 5 K.M
SCALE
65 ft Line
100 ft Line
White Sector
RECOMMENDED ANCHORAGE
Pilots
30" SUBMARINE PIPELINE
48" SUBMARINE PIPELINE
SBM1
SBM 2
RECOMMENDED DEPARTURE COURSE 055°
MAYDAN MAHZAM 14" SUBMARINE PIPELINE
BUL HANINE 20" SUBMARINE PIPELINE
IDD EL SHARGI 12" SUBMARINE PIPELINE
Red Sector
CAUTION numerous oil wells and piplines
PRODUCTION PLATFORM
3 Flares

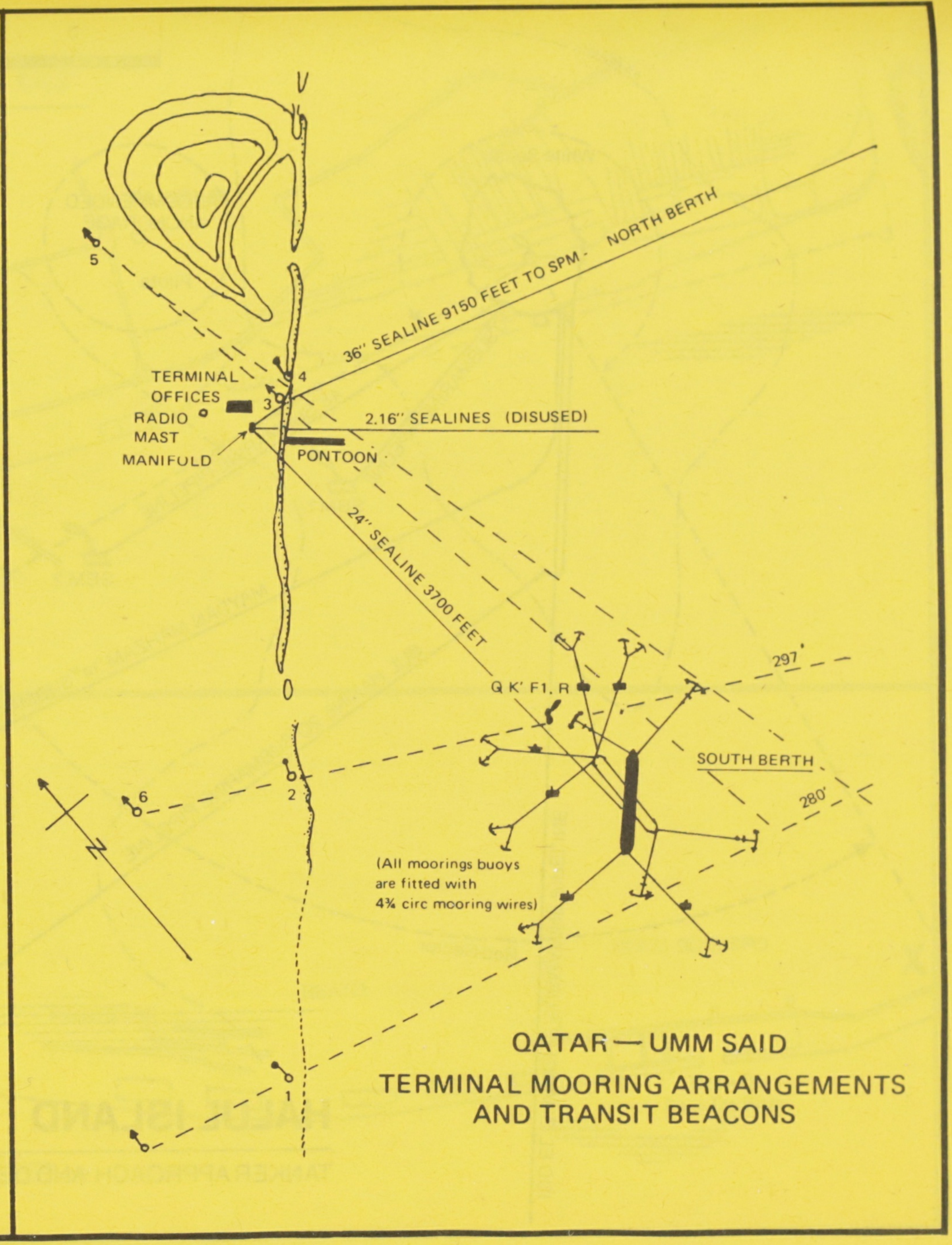
## HALUL ISLAND

TANKER APPROACH AND DEPARTURE ROUTE

*"Reproduced by kind permission of the Port Authority".*

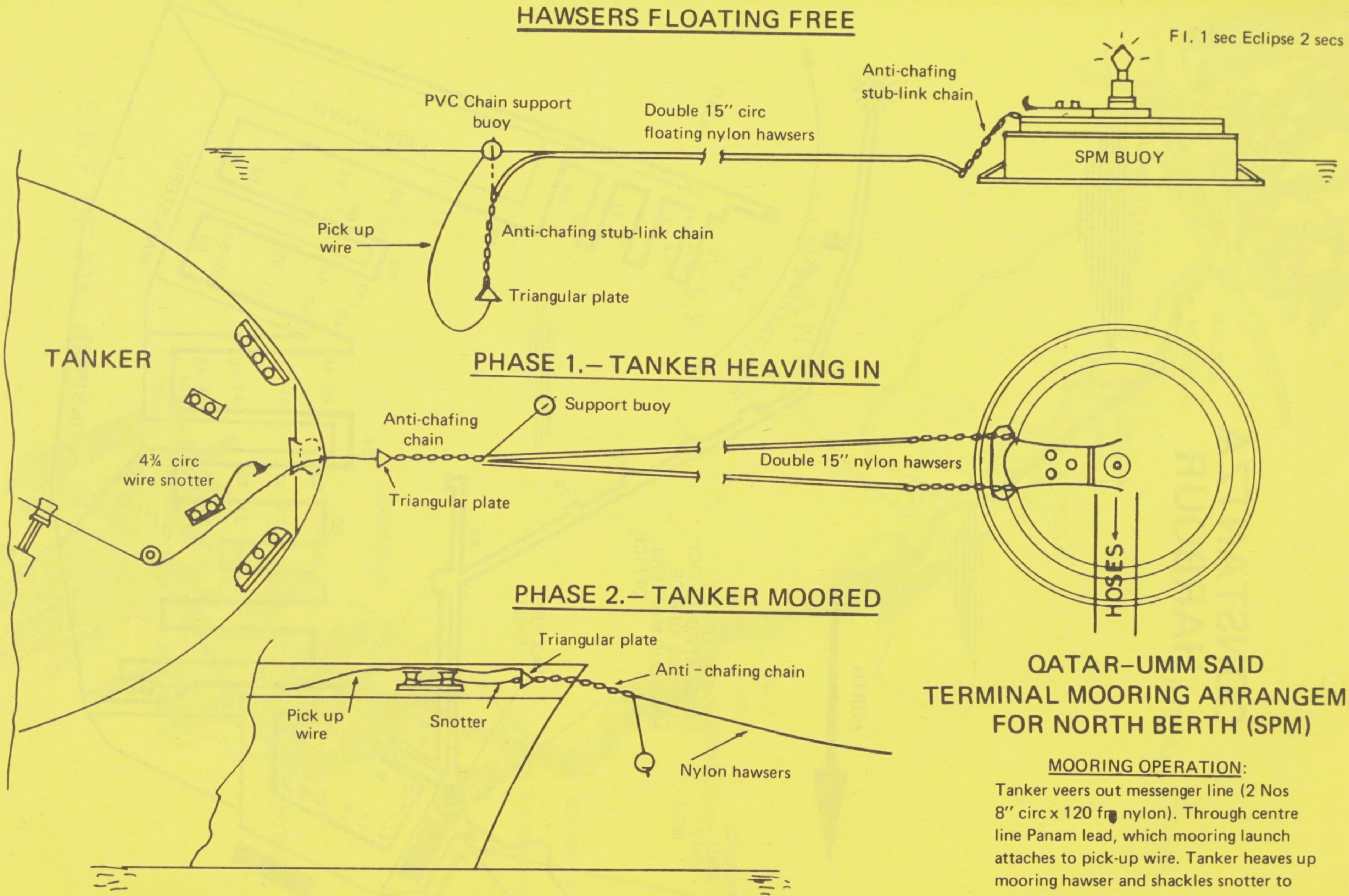

Gp F1 (2) R 6 sec
N
FREIGHTER
ANCHORAGE
INDUSTRIAL BUILDING
JETTY
TANKER
Gp F1 (2) R 10 sec
East Anchorage
ANCHORAGE
UMM SAID CONTROL ROOM RADIO MAST
JETTY Under construction (1972)
PIPELINE
JETTY
Bn
Bn
Bn
Bn
Bn
NORTH BERTH
SPM
F1 ev 2 sec
SOUTH BERTH
CBM
South Anchorage
WRECK (CONSPIC)
Not to scale

QATAR-UMM SAID BAY
SEALINE BERTHS
AND
JETTIES


5
TERMINAL OFFICES
RADIO MAST
MANIFOLD
4
3
36" SEALINE 9150 FEET TO SPM - NORTH BERTH
2.16" SEALINES (DISUSED)
PONTOON
24" SEALINE 3700 FEET
Q K' F1. R
297°
SOUTH BERTH
280°
6
2
N
1
(All moorings buoys are fitted with 4¾ circ mooring wires)

QATAR — UMM SAID
TERMINAL MOORING ARRANGEMENTS
AND TRANSIT BEACONS

*"Reproduced by kind permission of the Port Authority".*


HAWSERS FLOATING FREE
Fl. 1 sec Eclipse 2 secs
Anti-chafing stub-link chain
PVC Chain support buoy
Double 15″ circ floating nylon hawsers
SPM BUOY
Pick up wire
Anti-chafing stub-link chain
Triangular plate
TANKER
PHASE 1.– TANKER HEAVING IN
Support buoy
Anti-chafing chain
4¾ circ wire snotter
Triangular plate
Double 15″ nylon hawsers
HOSES
PHASE 2.– TANKER MOORED
Triangular plate
Anti – chafing chain
Pick up wire
Snotter
Nylon hawsers

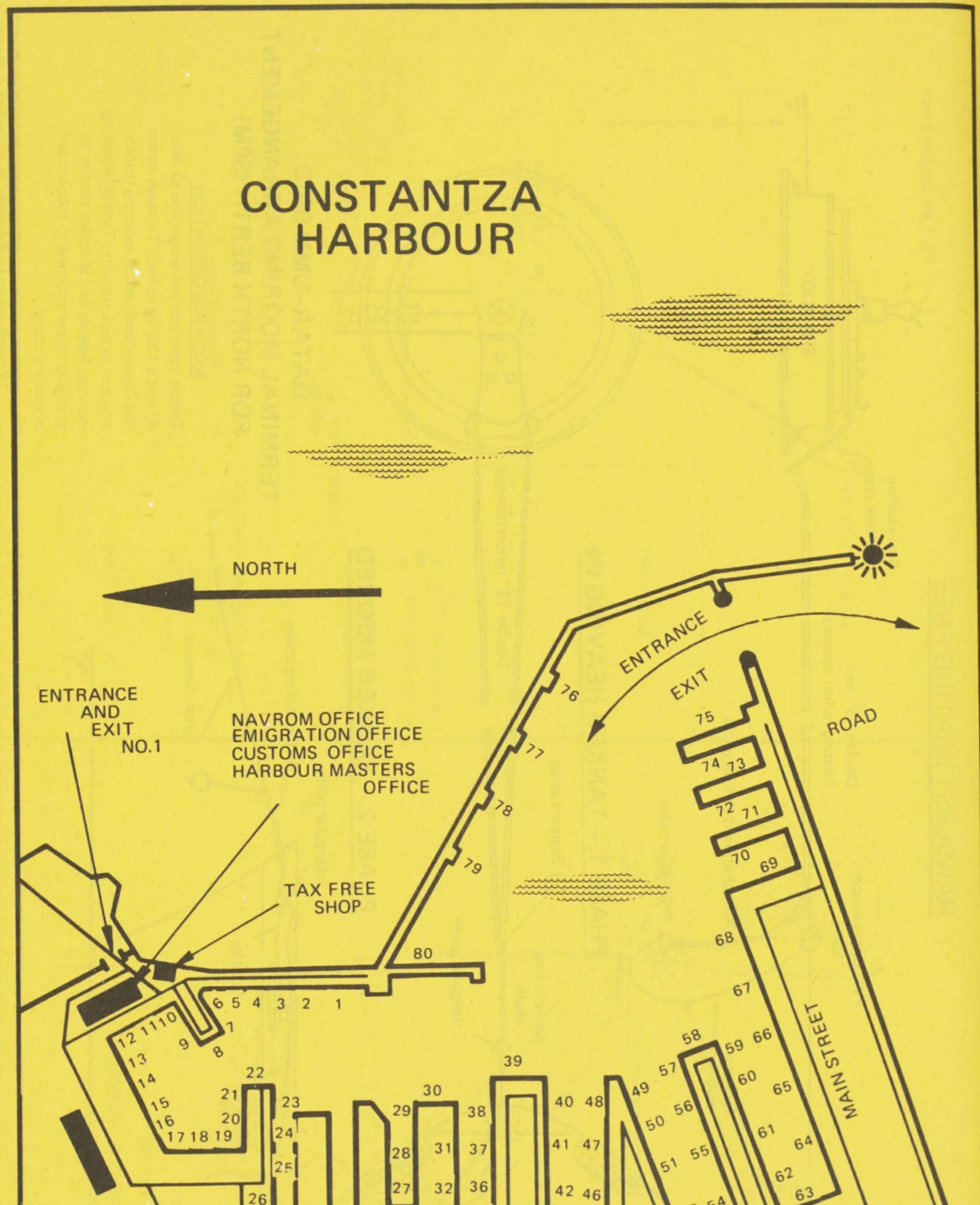
## QATAR–UMM SAID TERMINAL MOORING ARRANGEMENT FOR NORTH BERTH (SPM)

MOORING OPERATION:

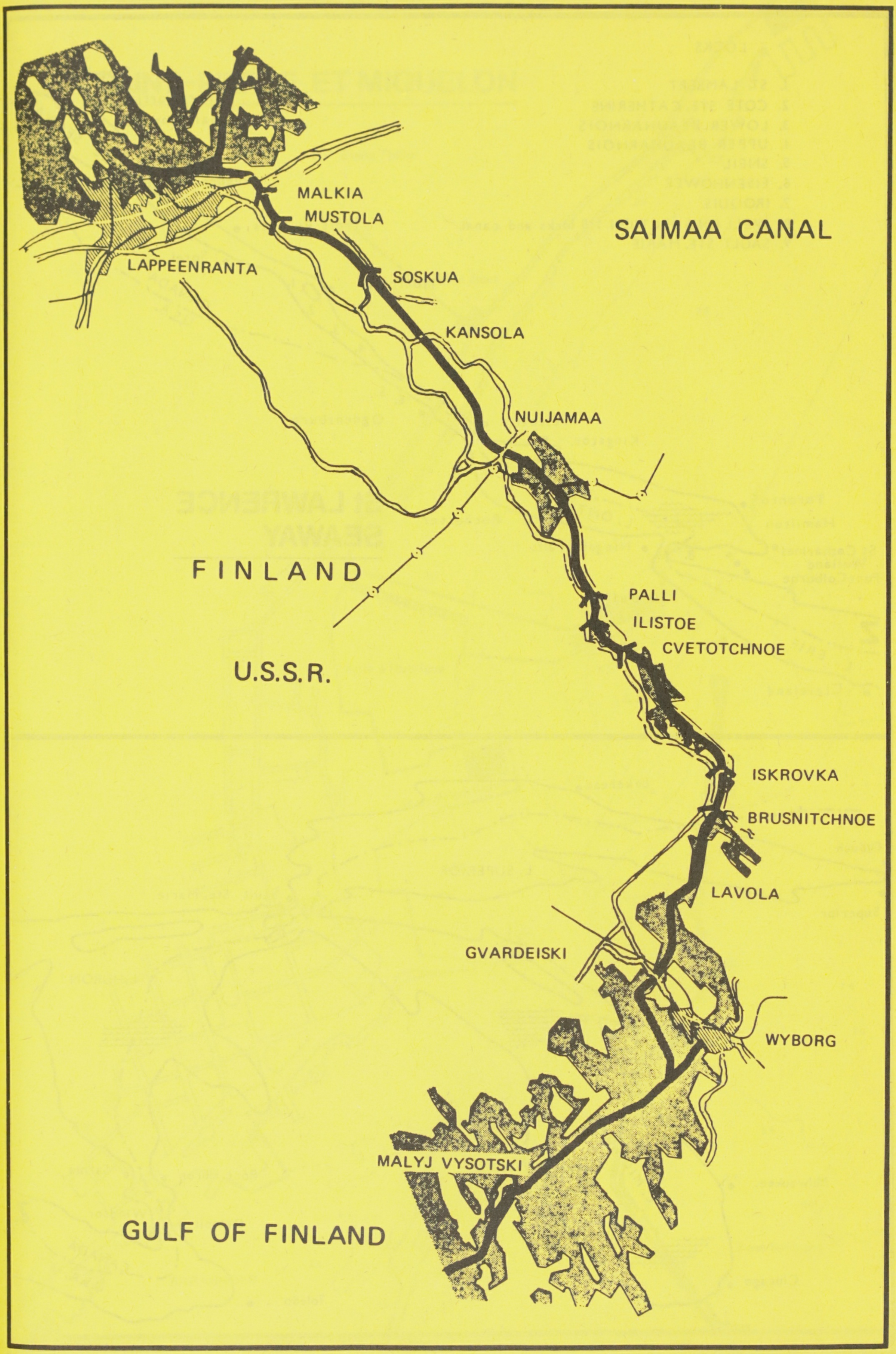
Tanker veers out messenger line (2 Nos 8″ circ x 120 fm nylon). Through centre line Panam lead, which mooring launch attaches to pick-up wire. Tanker heaves up mooring hawser and shackles snotter to triangular plate attached to inboard end of chafing chain.

*"Reproduced by kind permission of the Port Authority".*

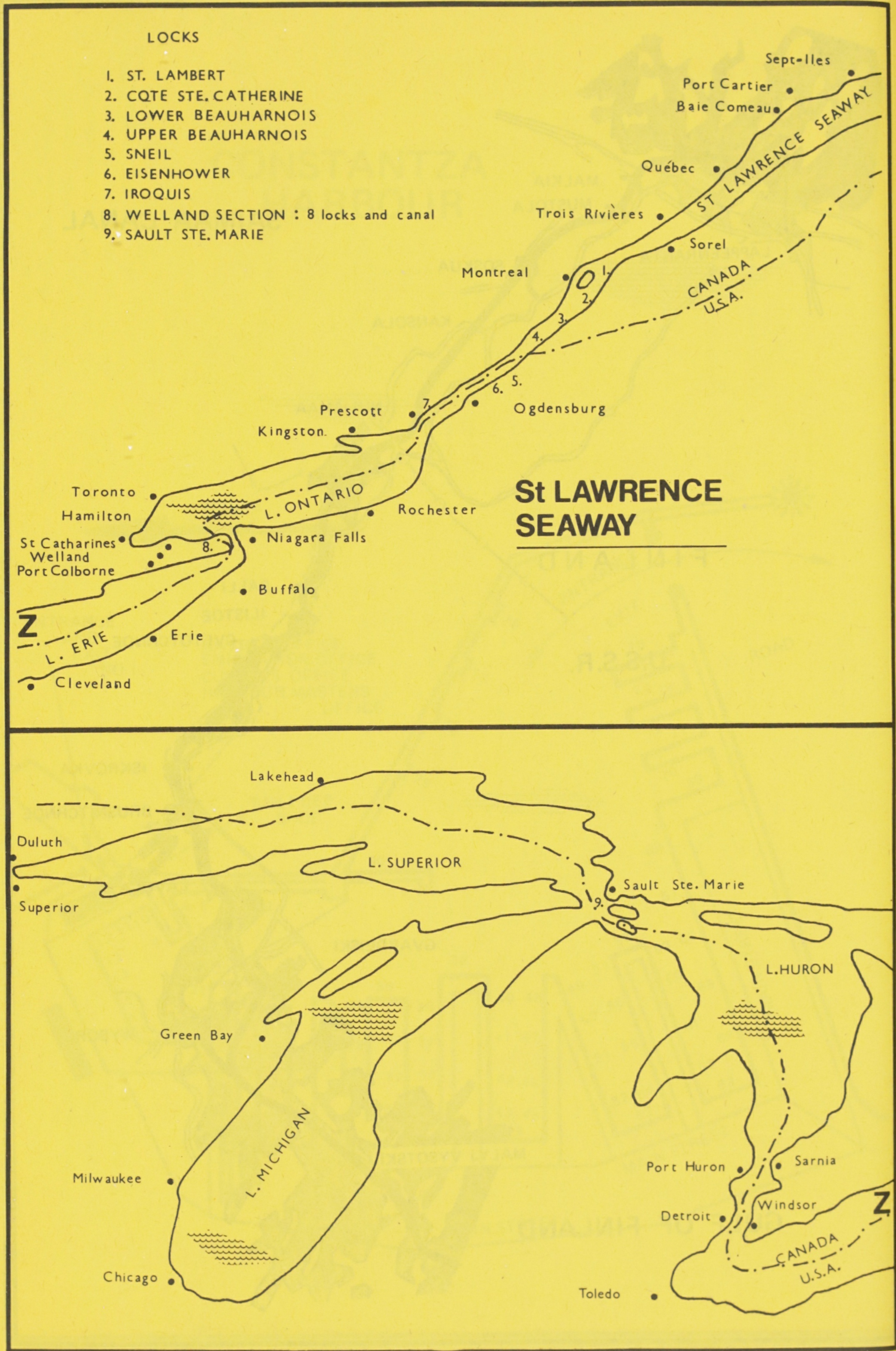
# CONSTANTZA HARBOUR


NORTH
ENTRANCE AND EXIT NO.1
NAVROM OFFICE
EMIGRATION OFFICE
CUSTOMS OFFICE
HARBOUR MASTERS OFFICE
TAX FREE SHOP
ENTRANCE
EXIT
ROAD
MAIN STREET
MAIN STREET
MAIN STREET
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40
41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60
61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80

*"Reproduced by kind permission of the Port Authority".*


SAIMAA CANAL
MALKIA
MUSTOLA
LAPPEENRANTA
SOSKUA
KANSOLA
NUIJAMAA
FINLAND
U.S.S.R.
PALLI
ILISTOE
CVETOTCHNOE
ISKROVKA
BRUSNITCHNOE
LAVOLA
GVARDEISKI
WYBORG
MALYJ VYSOTSKI
GULF OF FINLAND

*"Reproduced by kind permission of the Port Authority".*



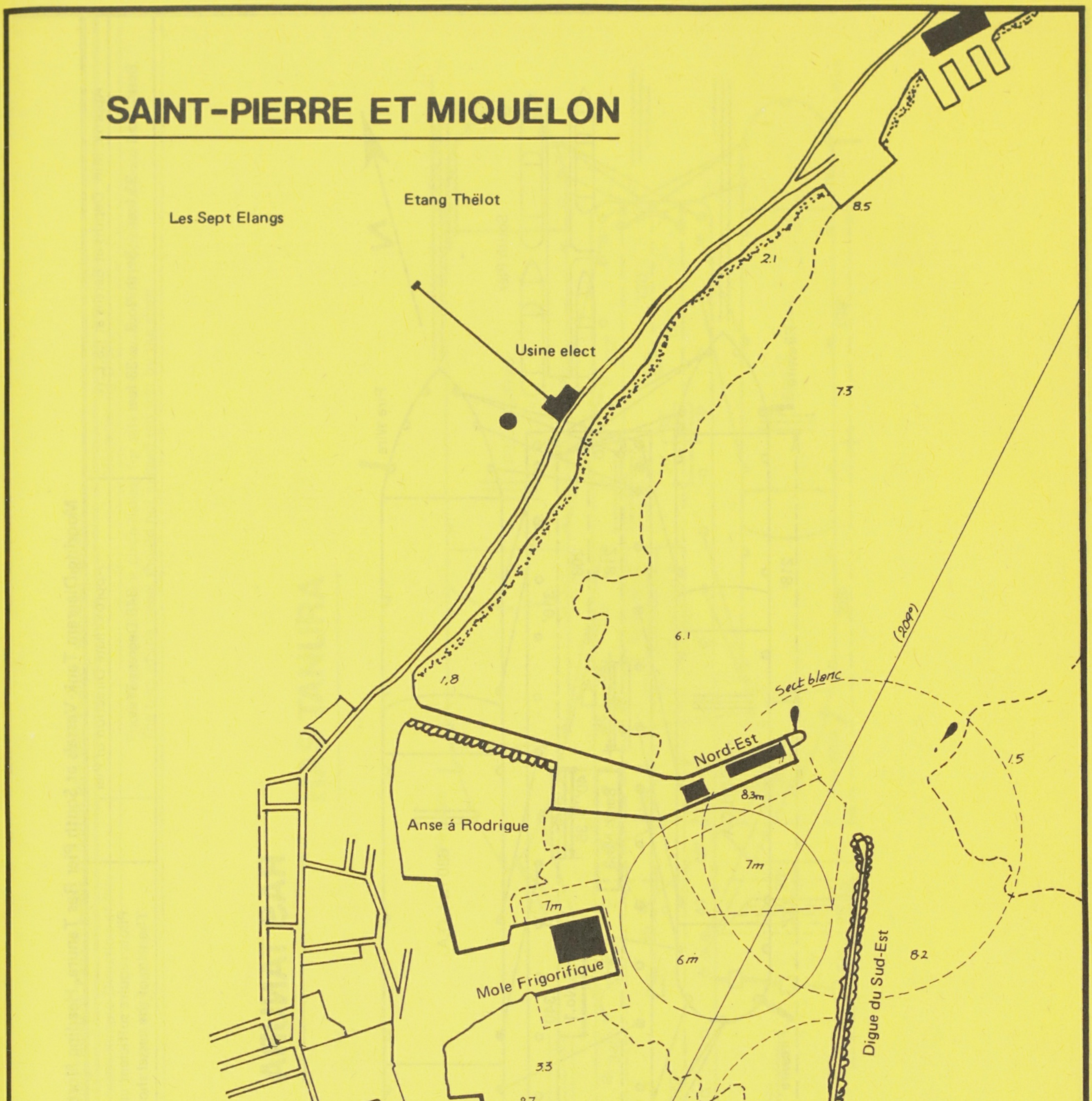
## St LAWRENCE SEAWAY

LOCKS

1. ST. LAMBERT
2. COTE STE. CATHERINE
3. LOWER BEAUHARNOIS
4. UPPER BEAUHARNOIS
5. SNEIL
6. EISENHOWER
7. IROQUIS
8. WELLAND SECTION : 8 locks and canal
9. SAULT STE. MARIE

Sept-Iles
Port Cartier
Baie Comeau
ST LAWRENCE SEAWAY
Québec
Trois Rivières
Sorel
Montreal
1.
2.
3.
4.
5.
6.
7.
CANADA
U.S.A.
Prescott
Ogdensburg
Kingston
Toronto
Hamilton
L. ONTARIO
Rochester
St Catharines
Welland
Port Colborne
8.
Niagara Falls
Buffalo
Z
L. ERIE
Erie
Cleveland
Lakehead
Duluth
L. SUPERIOR
Superior
Sault Ste. Marie
9.
L.HURON
Green Bay
L. MICHIGAN
Milwaukee
Chicago
Port Huron
Sarnia
Windsor
Detroit
Z
CANADA
U.S.A.
Toledo

*Based on map supplied by St. Lawrence Seaway Authority.*

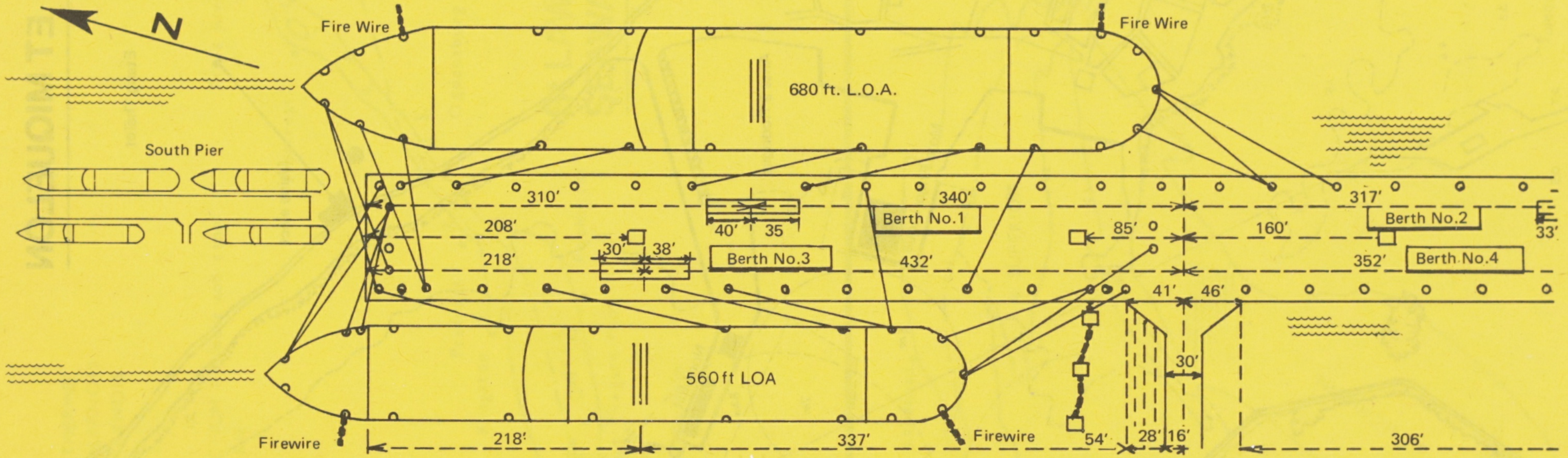

SAINT-PIERRE ET MIQUELON
Les Sept Elangs
Etang Thëlot
Usine elect
8.5
2.1
7.3
6.1
1.8
(209°)
Sect blanc
Nord-Est
1.5
8.3m
Anse á Rodrigue
7m
7m
Mole Frigorifique
6m
8.2
Digue du Sud-Est
3.3
2.7
1.2
7.9
7.6
7.6
1.5
3.3
2.7
3.9
Anse Bertrand
1.5
4.6
3.3
BARACHOI S
2.7
0.3

*"Reproduced by kind permission of the Port Authority".*

## Mooring-Diagram Tank-Vessels at South Pier Ras Tanura, Heading North.

| Approx. Min. Depths at Berths at I.S.L.W. | Approximate Direction of Pier | Maneuvering Drafts |
|---|---|---|
| Berth No.1 .... 33 feet Berth No.3 .... 33 feet | 346 Degrees True | Pilots require sufficient clean ballast for safe maneuvering. The propellers should be covered. The trim of the vessel should not exceed ten feet by the stern. |

## RAS TANURA

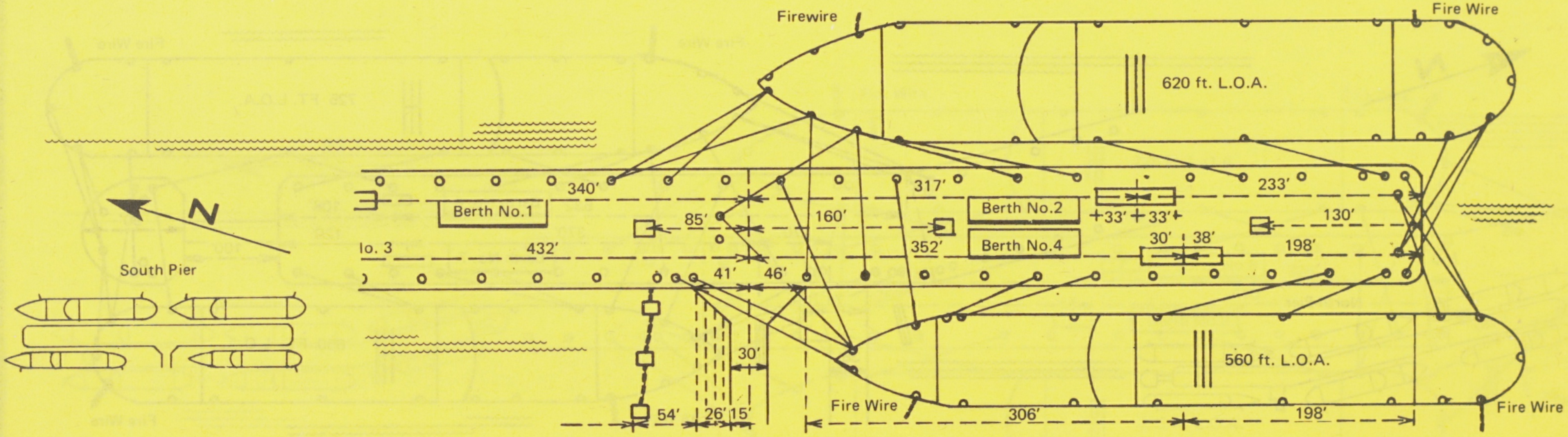

N
Fire Wire
Fire Wire
680 ft. L.O.A.
South Pier
310'
340'
317'
208'
40'
35
Berth No.1
85'
160'
Berth No.2
33'
30'
38'
218'
Berth No.3
432'
352'
Berth No.4
41'
46'
30'
560 ft LOA
Firewire
Firewire
218'
337'
54'
28'
16'
306'

*"Reproduced by kind permission of the Port Authority".*

## Mooring-Diagram Tank-Vessels at South Pier Ras Tanura, Heading North.

| Approx. Minimum Depths at Berths at I.S.L.W. | Approximate Direction of Pier | Maneuvering Drafts |
|---|---|---|
| Berth No.2 .... 33 feet Berth No.4 .... 32 feet | 346 Degrees True | Pilots require sufficient clean ballast for safe maneuvering. The propellers should be covered. The trim of the vessel should not exceed ten feet by the stern. |

## RAS TANURA

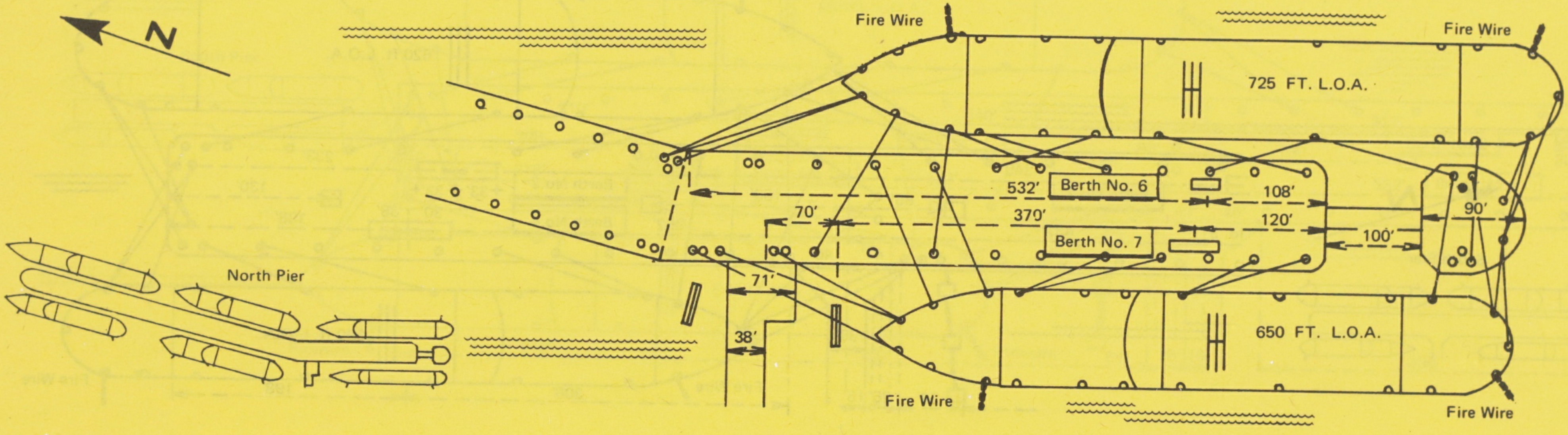

Firewire
Fire Wire
620 ft. L.O.A.
340′
317′
233′
Berth No.1
Berth No.2
Berth No.4
85′
160′
+33′ + 33′+
130′
N
lo. 3
432′
352′
30′
38′
198′
South Pier
41′
46′
30′
560 ft. L.O.A.
54′
26′
15′
Fire Wire
306′
198′
Fire Wire

*"Reproduced by kind permission of the Port Authority".*

## Mooring-Diagram Tank-Vessels at North Pier Ras Tanura, Heading North

| Approx. Minimum Depths at Berths at I.S.L.W. | | Approximate Direction of Pier | Maneuvering Drafts |
|---|---|---|---|
| Berth No. 6 | 48 feet | Berths Nos. 6 & 7 –346° True | Pilots require sufficient clean ballast for safe maneuvering. The propellers should be covered. The trim of the vessel should not exceed ten feet by the stern. |
| Berth No. 7 | 42 feet | | |

# RAS TANURA

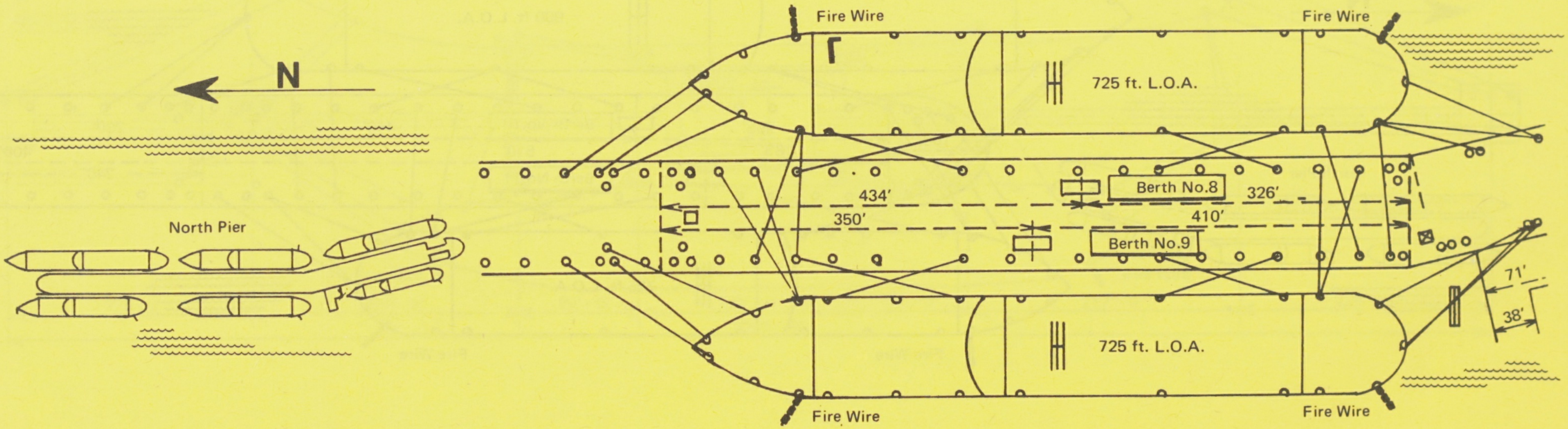

N
North Pier
Fire Wire
Fire Wire
725 FT. L.O.A.
Berth No. 6
532′
108′
70′
370′
120′
90′
Berth No. 7
100′
71′
38′
650 FT. L.O.A.
Fire Wire
Fire Wire

*"Reproduced by kind permission of the Port Authority".*

## Mooring-Diagram Tank-Vessels at North Pier Ras Tanura, Heading North

| Approx. Minimum Depths at Berths at I.S.L.W. | | Approximate Direction of Pier | Maneuvering Drafts |
|---|---|---|---|
| Berth No. 8<br>Berth No. 9 | 50 feet<br>48 feet | Berths Nos. 8, 9 – 360° True | Pilots require sufficient clean ballast for safe maneuvering. The propellers should be covered. The trim of the vessel should not exceed ten feet by the stern. |

## RAS TANURA

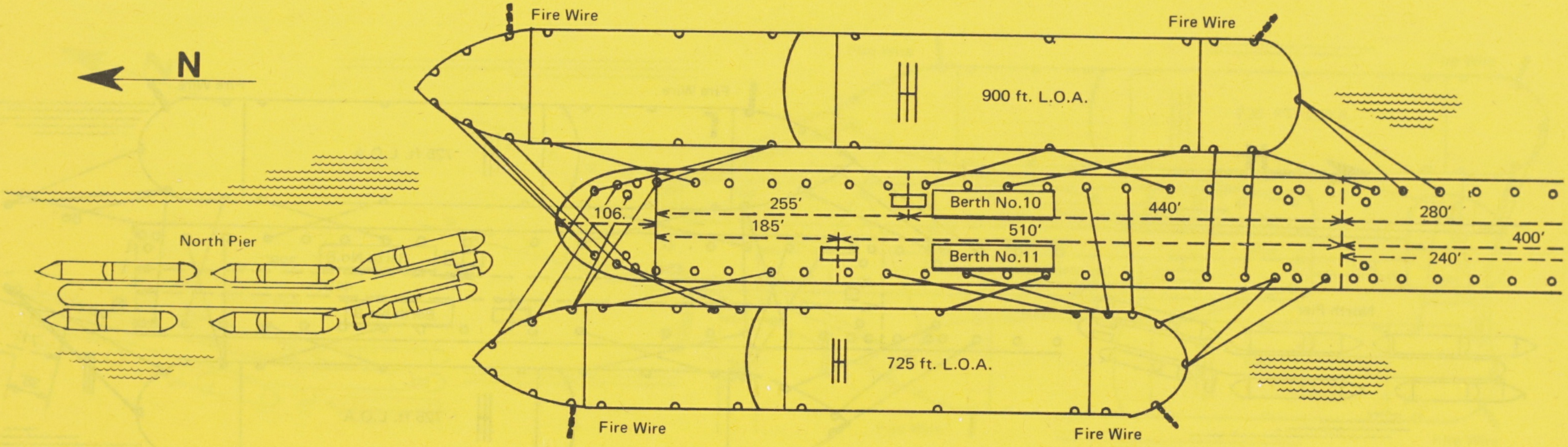

Fire Wire
Fire Wire
N
725 ft. L.O.A.
Berth No.8
434'
326'
350'
410'
North Pier
Berth No.9
71'
38'
725 ft. L.O.A.
Fire Wire
Fire Wire

*"Reproduced by kind permission of the Port Authority".*

## Mooring-Diagram Tank-Vessels at North Pier Ras Tanura, Heading North

| Approx. Minimum Depths at Berths at I.S.L.W. | | Approximate Direction of Pier | Maneuvering Drafts |
|---|---|---|---|
| Berth No. 10 | 50 feet | Berths Nos. 10 & 11-360° True | Pilots require sufficient clean ballast for safe maneuvering. The propellers should be covered. The trim of the vessel should not exceed ten feet by the stern. |
| Berth No. 11 | 50 feet | | |

## RAS TANURA

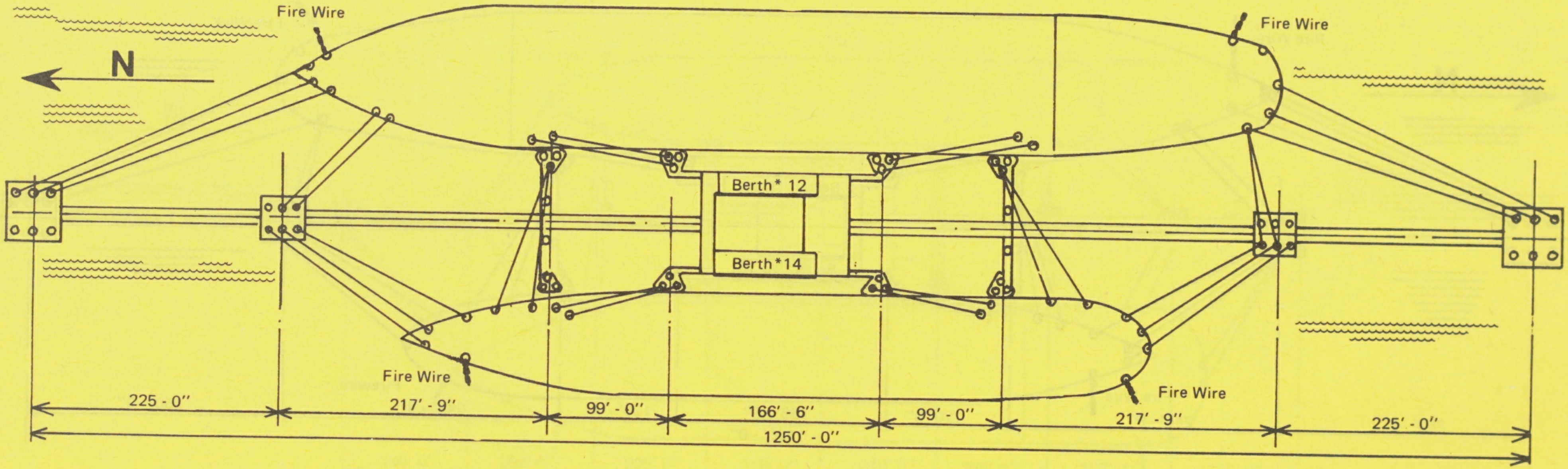

Fire Wire
Fire Wire
N
900 ft. L.O.A.
North Pier
106.
255′
185′
Berth No.10
440′
510′
280′
400′
240′
Berth No.11
725 ft. L.O.A.
Fire Wire
Fire Wire

"Reproduced by kind permission of the Port Authority".

## Mooring-Diagram Tank-Vessels at Sea Island No. 1 Ras Tanura, Heading North.

| Approx. Minimum Depths at Berths at I.S.L.W. | Approx. Direction of Sea Island | Minimum Maneuvering Drafts |
|---|---|---|
| Berth No.12 ......... 85 feet<br>Berth No.14 ......... 85 feet | 356 Degrees True | *Pilots require sufficient clean ballast for safe maneuvering. The propellers should be covered. The trim of the vessel should not exceed fifteen feet by the stern. |

## RAS TANURA

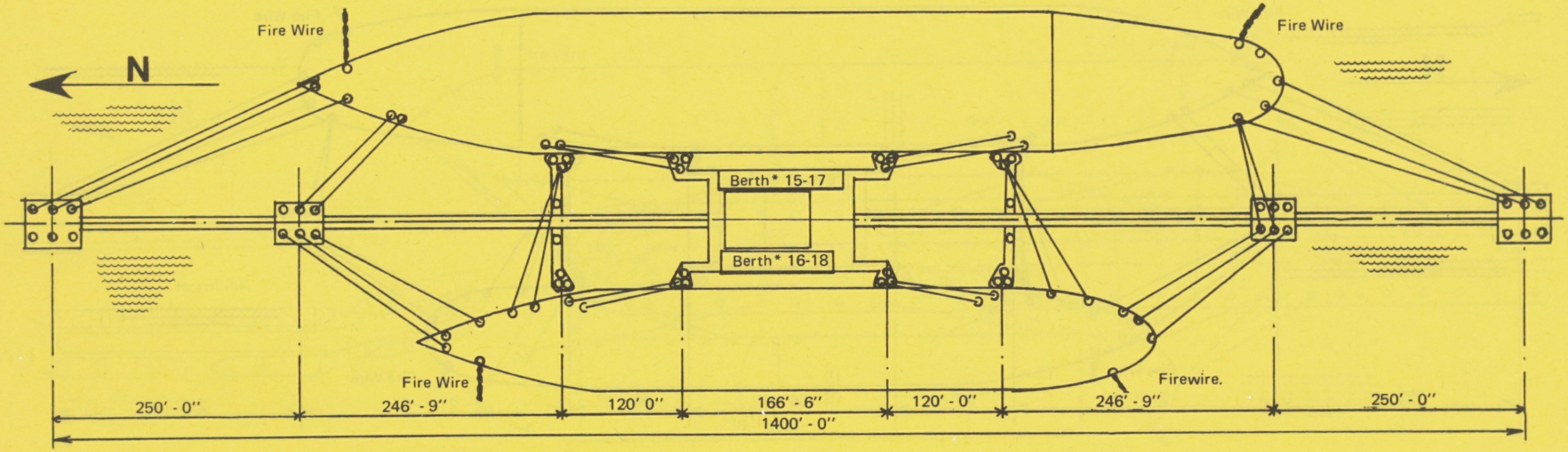

N
Fire Wire
Fire Wire
Berth* 12
Berth*14
Fire Wire
Fire Wire
225 - 0"
217' - 9"
99' - 0"
166' - 6"
99' - 0"
217' - 9"
225' - 0"
1250' - 0"

*"Reproduced by kind permission of the Port Authority".*

## Mooring-Diagram Tank-Vessels at Sea Islands No. 2 and 3 Ras Tanura, Heading North

| Approx. Min. Depths at Berths at I.S.L.W. | Approx. Direction of Sea Island | Minimum Maneuvering Drafts |
|---|---|---|
| Berth No.15 .... 85 feet Berth No.17 .... 85 feet<br>Berth No.16 .... 85 feet Berth No.18 .... 85 feet | 356 Degrees True | *Pilots require sufficient clean ballast for safe maneuvering. The propellers should be covered. The trim of the vessel should not exceed fifteen feet by the stern. |

# RAS TANURA

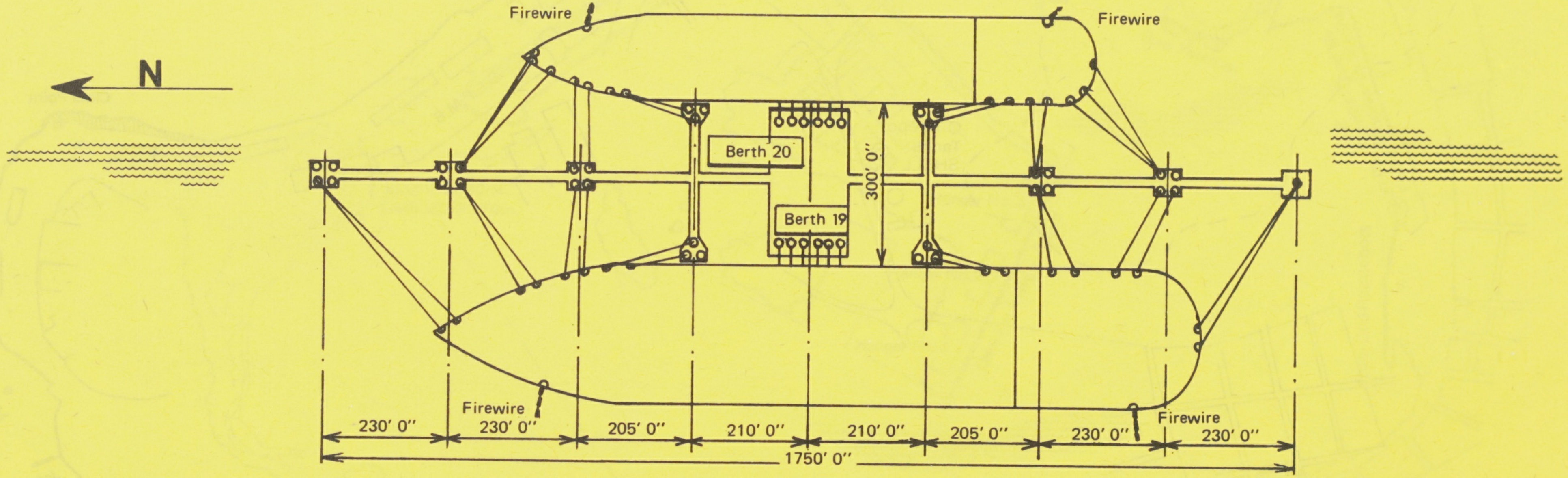

N
Fire Wire
Fire Wire
Fire Wire
Firewire.
Berth* 15-17
Berth* 16-18
250′ - 0″
246′ - 9″
120′ 0″
166′ - 6″
120′ - 0″
246′ - 9″
250′ - 0″
1400′ - 0″

*"Reproduced by kind permission of the Port Authority".*

## Mooring-Diagram Tank-Vessels at Sea Island No. 4 Ras Tanura Heading North

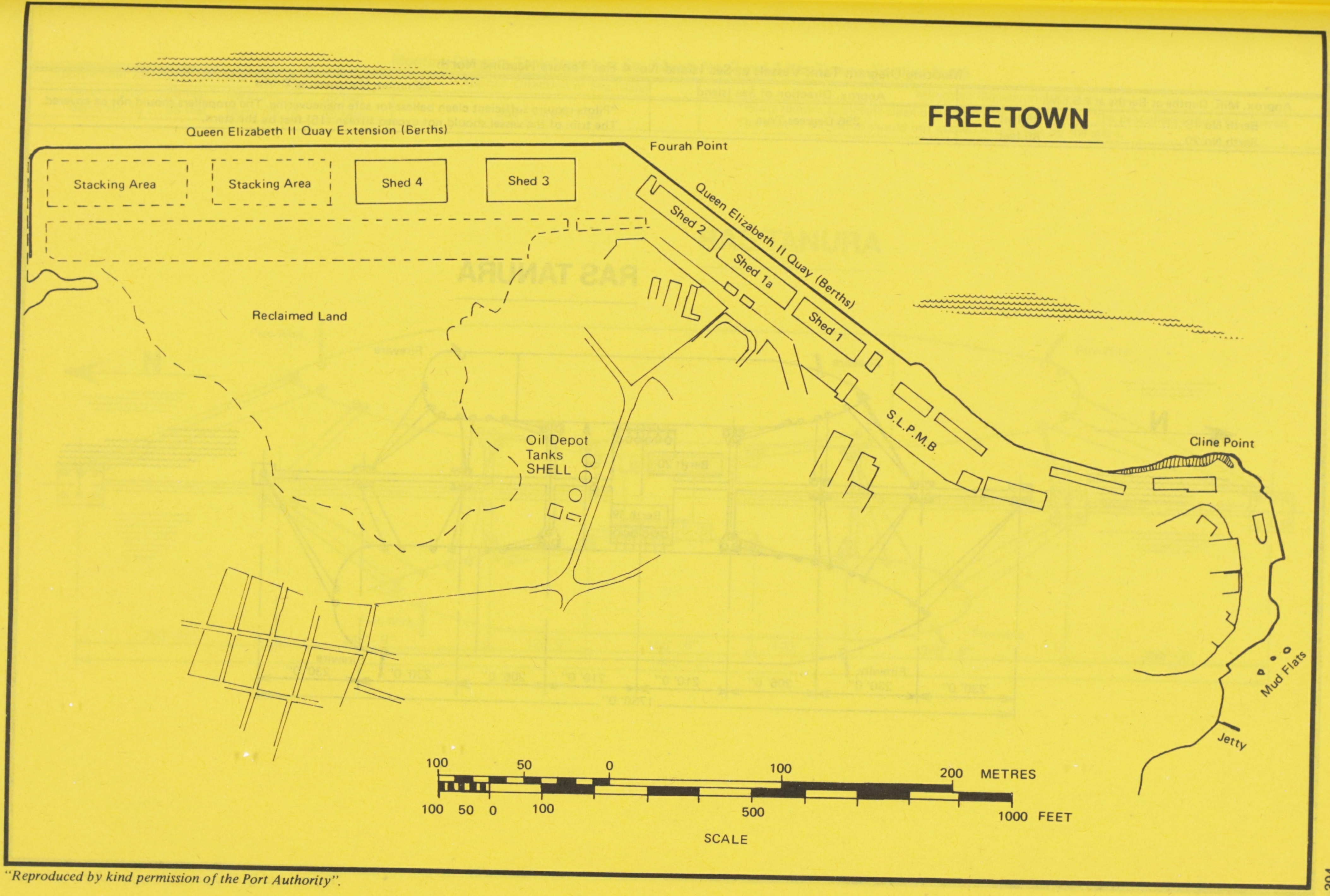
| Approx. Min. Depths at Berths at I.S.L.W. | Approx. Direction of Sea Island | Minimum Maneuvering Drafts |
|---|---|---|
| Berth No.19 .................................. 85 feet<br>Berth No.20 .................................. 85 feet | 356 Degrees True | *Pilots require sufficient clean ballast for safe maneuvering. The propellers should not be covered. The trim of the vessel should not exceed fifteen (15) feet by the stern. |

# RAS TANURA

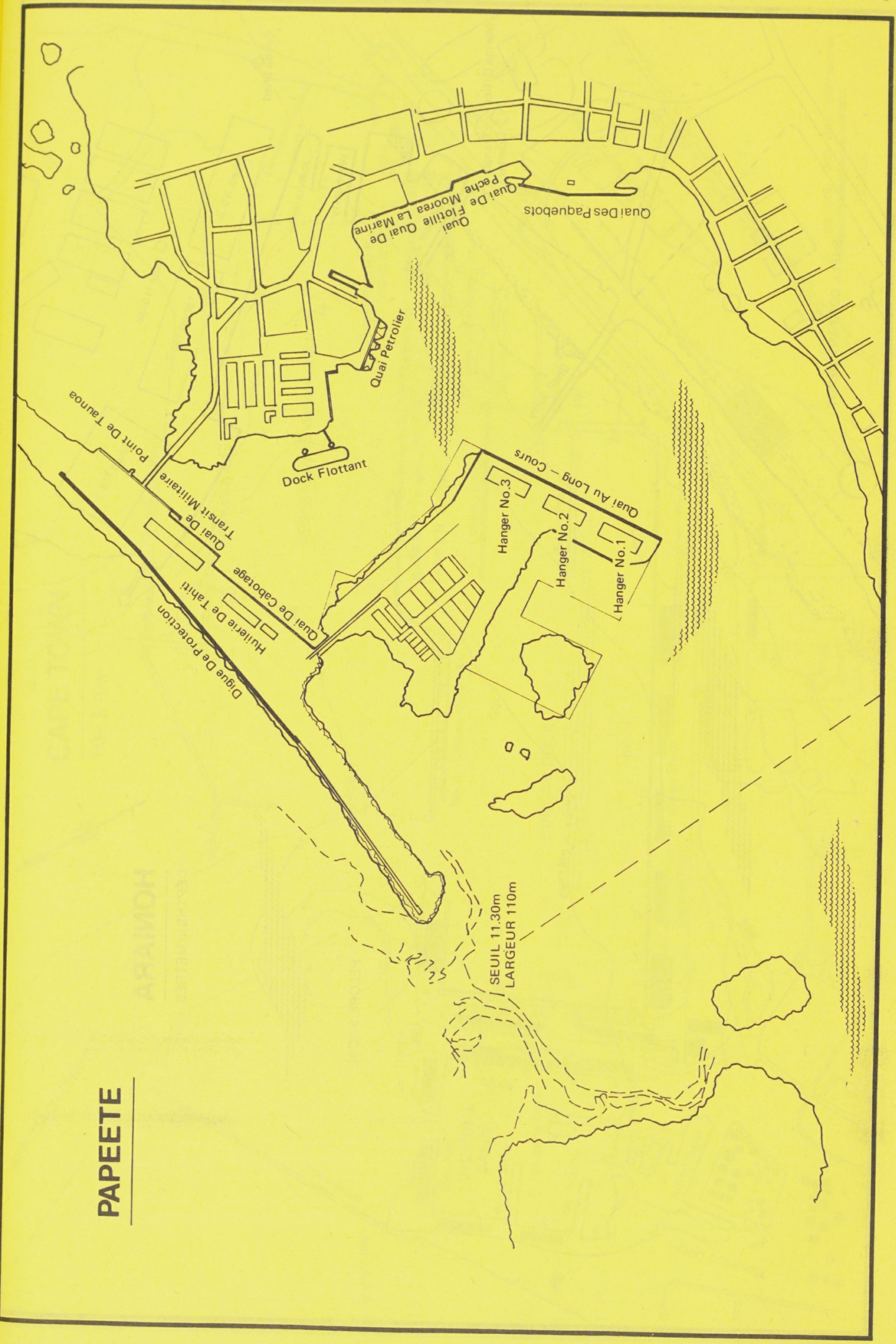

Firewire
Firewire
N
Berth 20
300' 0"
Berth 19
Firewire
Firewire
230' 0"
230' 0"
205' 0"
210' 0"
210' 0"
205' 0"
230' 0"
230' 0"
1750' 0"

*"Reproduced by kind permission of the Port Authority".*

# FREETOWN

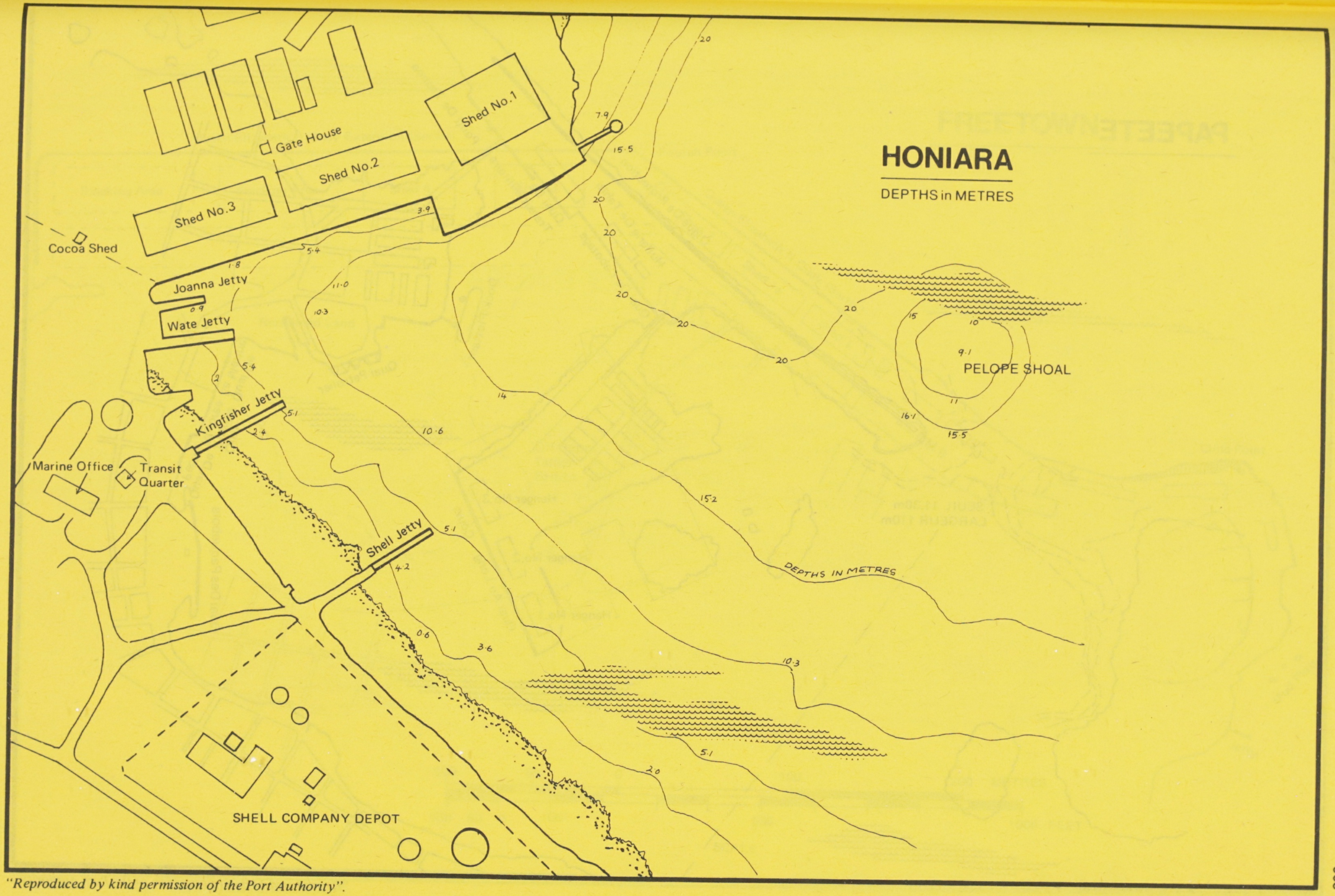

Queen Elizabeth II Quay Extension (Berths)
Fourah Point
Stacking Area
Stacking Area
Shed 4
Shed 3
Shed 2
Queen Elizabeth II Quay (Berths)
Shed 1a
Shed 1
Reclaimed Land
Oil Depot
Tanks
SHELL
S.L.P.M.B
Cline Point
Mud Flats
Jetty
100
50
0
100
200
METRES
100
50
0
100
500
1000
FEET
SCALE

"Reproduced by kind permission of the Port Authority".


Quai Des Paquebots
Quai De Peche
Quai De Flotille Moorea
Quai De La Marine
Quai Petrolier
Dock Flottant
Point De Tauna
Quai De Transit Militaire
Quai De Cabotage
Huilerie De Tahiti
Digue De Protection
Quai Au Long – Cours
Hanger No.3
Hanger No.2
Hanger No.1
SEUIL 11.30m
LARGEUR 110m

PAPEETE

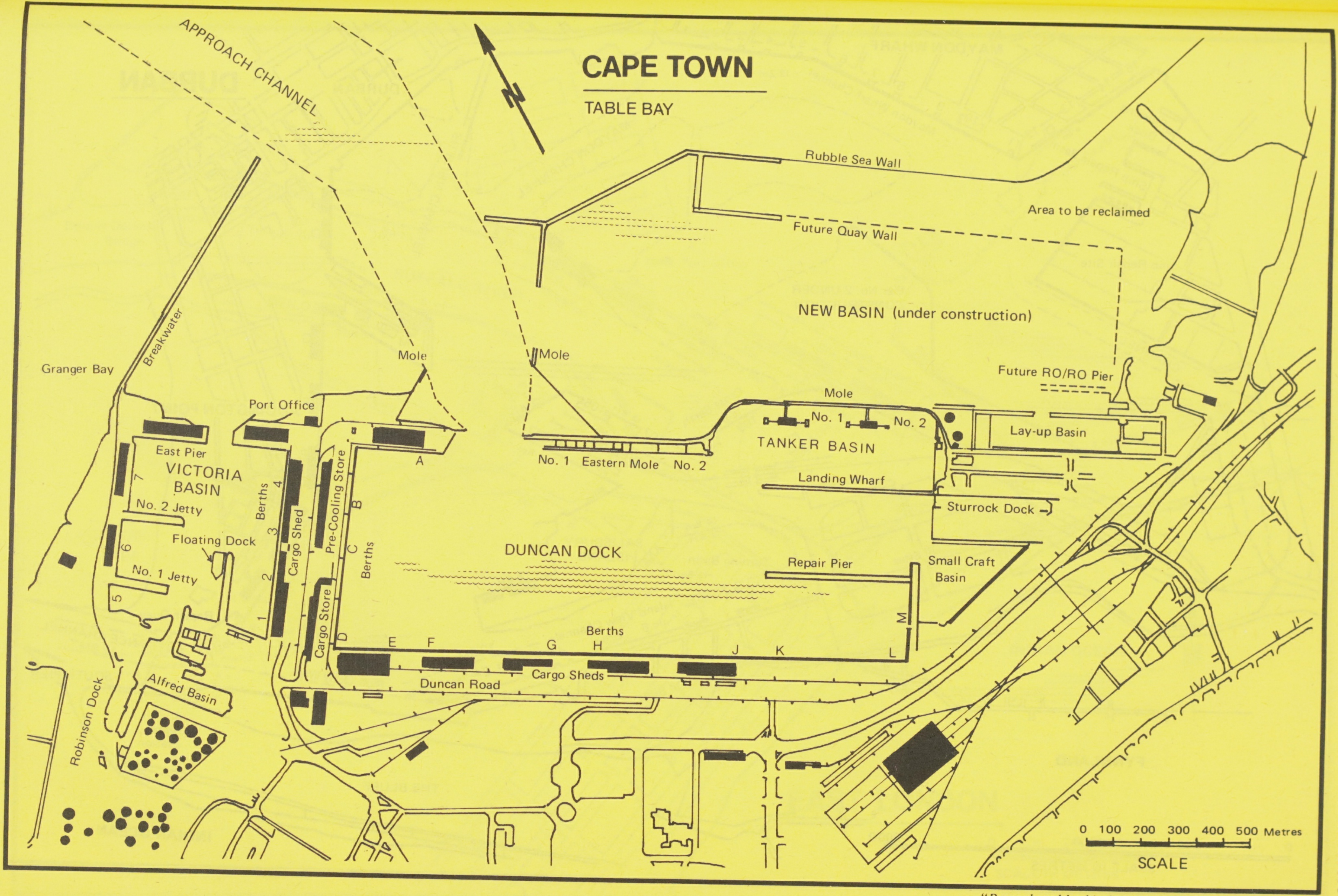
*"Reproduced by kind permission of the Port Authority".*


HONIARA
DEPTHS in METRES
Shed No.1
Gate House
Shed No.2
Shed No.3
Cocoa Shed
Joanna Jetty
Wate Jetty
Kingfisher Jetty
Marine Office
Transit Quarter
Shell Jetty
SHELL COMPANY DEPOT
PELOPE SHOAL
DEPTHS IN METRES
20
7·9
15·5
20
20
20
20
20
20
3·9
5·4
1·8
11·0
10·3
0·9
5·4
2
5·1
2·4
14
10·6
15·2
15
10
9·1
11
16·1
15·5
5·1
4·2
0·6
3·6
10·3
5·1
2·0

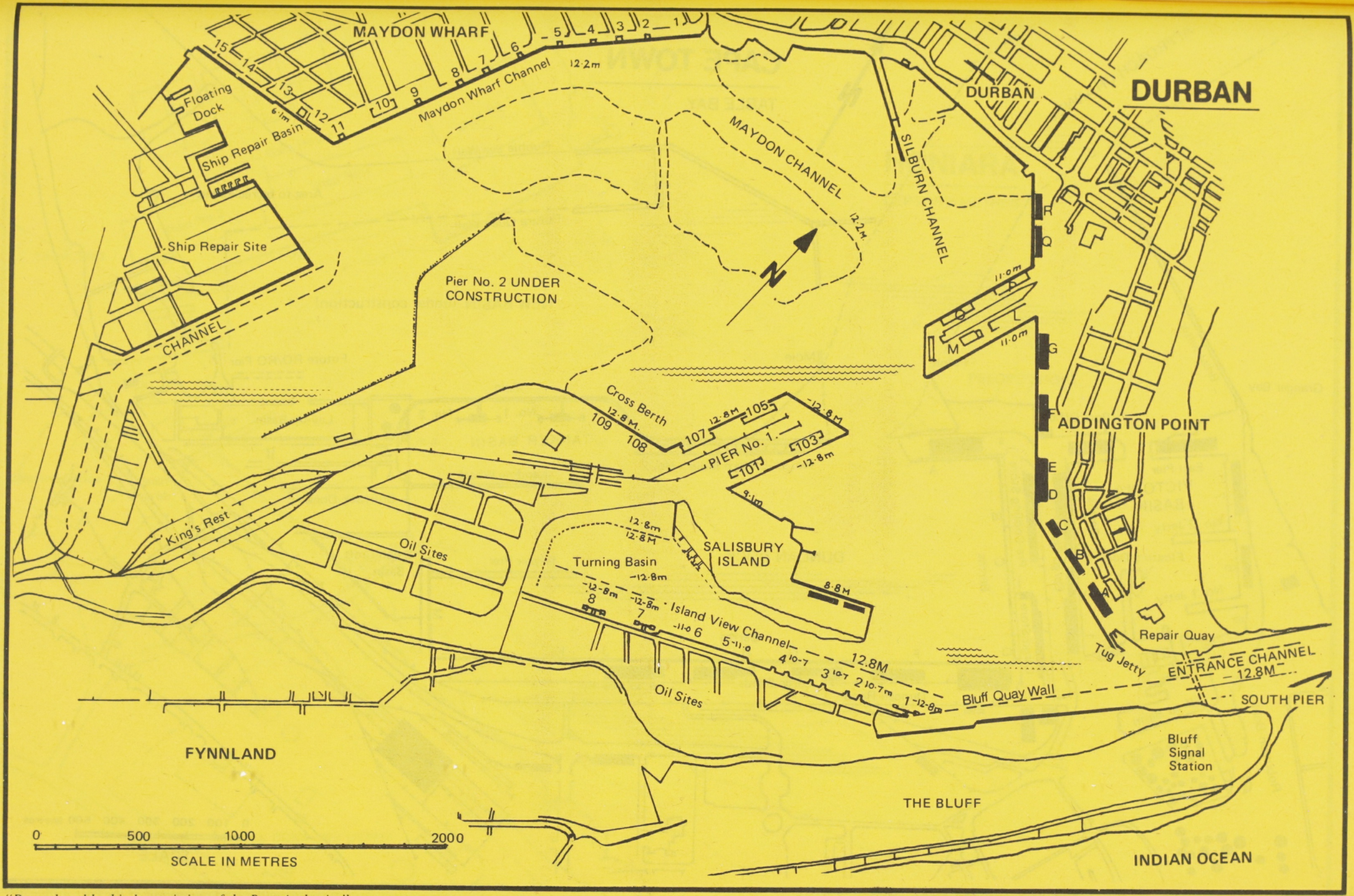
*"Reproduced by kind permission of the Port Authority".*

# CAPE TOWN

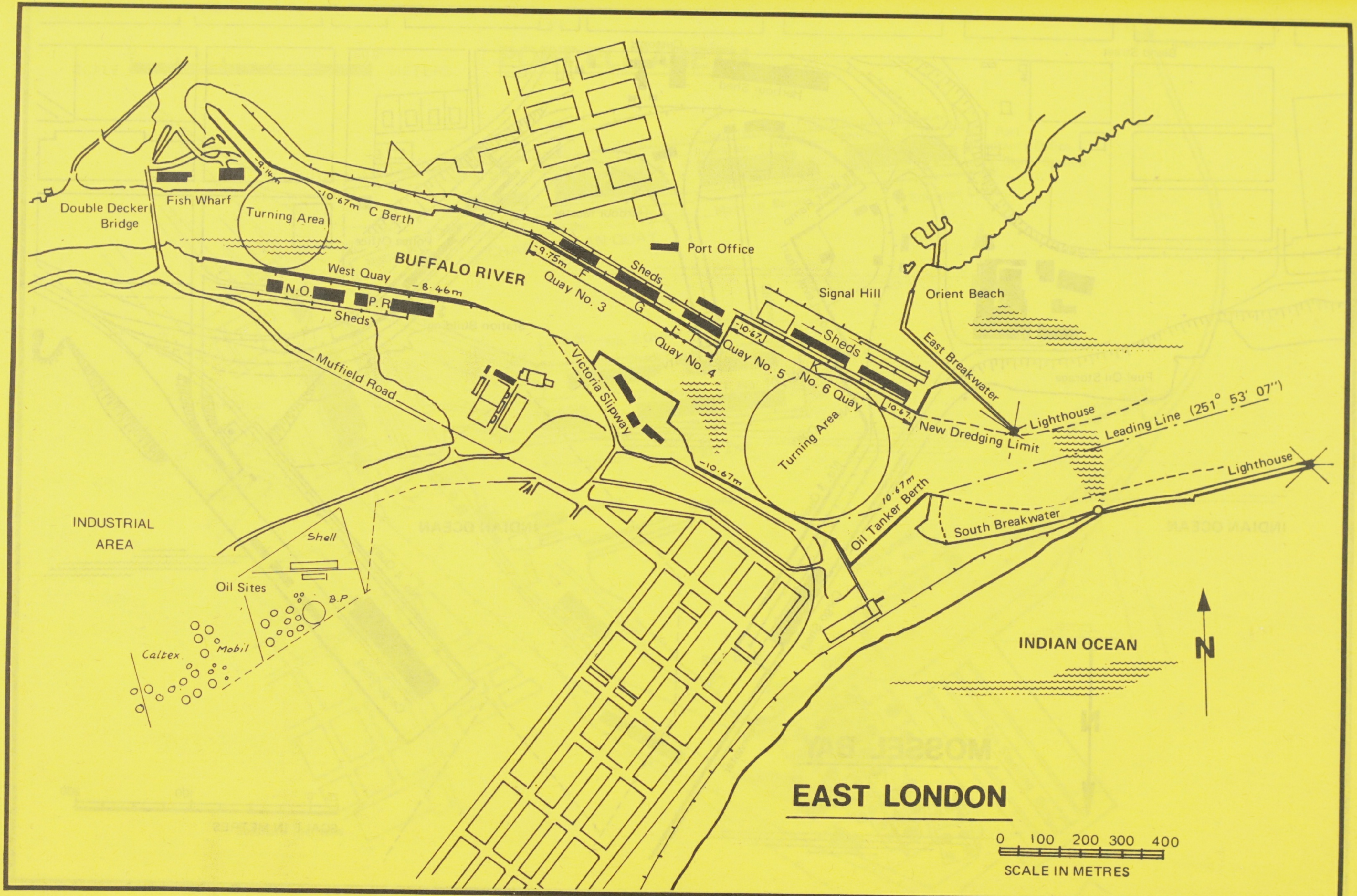
TABLE BAY


APPROACH CHANNEL
N
Rubble Sea Wall
Future Quay Wall
Area to be reclaimed
NEW BASIN (under construction)
Future RO/RO Pier
Mole
Mole
Mole
Granger Bay
Breakwater
Port Office
East Pier
VICTORIA BASIN
No. 2 Jetty
Floating Dock
No. 1 Jetty
Berths
1
2
3
4
5
6
7
Cargo Shed
Pre-Cooling Store
Cargo Store
A
B
C
D
E
F
G
H
J
K
L
M
Berths
Berths
No. 1
Eastern Mole
No. 2
No. 1
No. 2
TANKER BASIN
Landing Wharf
Lay-up Basin
Sturrock Dock
Repair Pier
Small Craft Basin
DUNCAN DOCK
Cargo Sheds
Duncan Road
Alfred Basin
Robinson Dock
0 100 200 300 400 500 Metres
SCALE

*"Reproduced by kind permission of the Port Authority".*

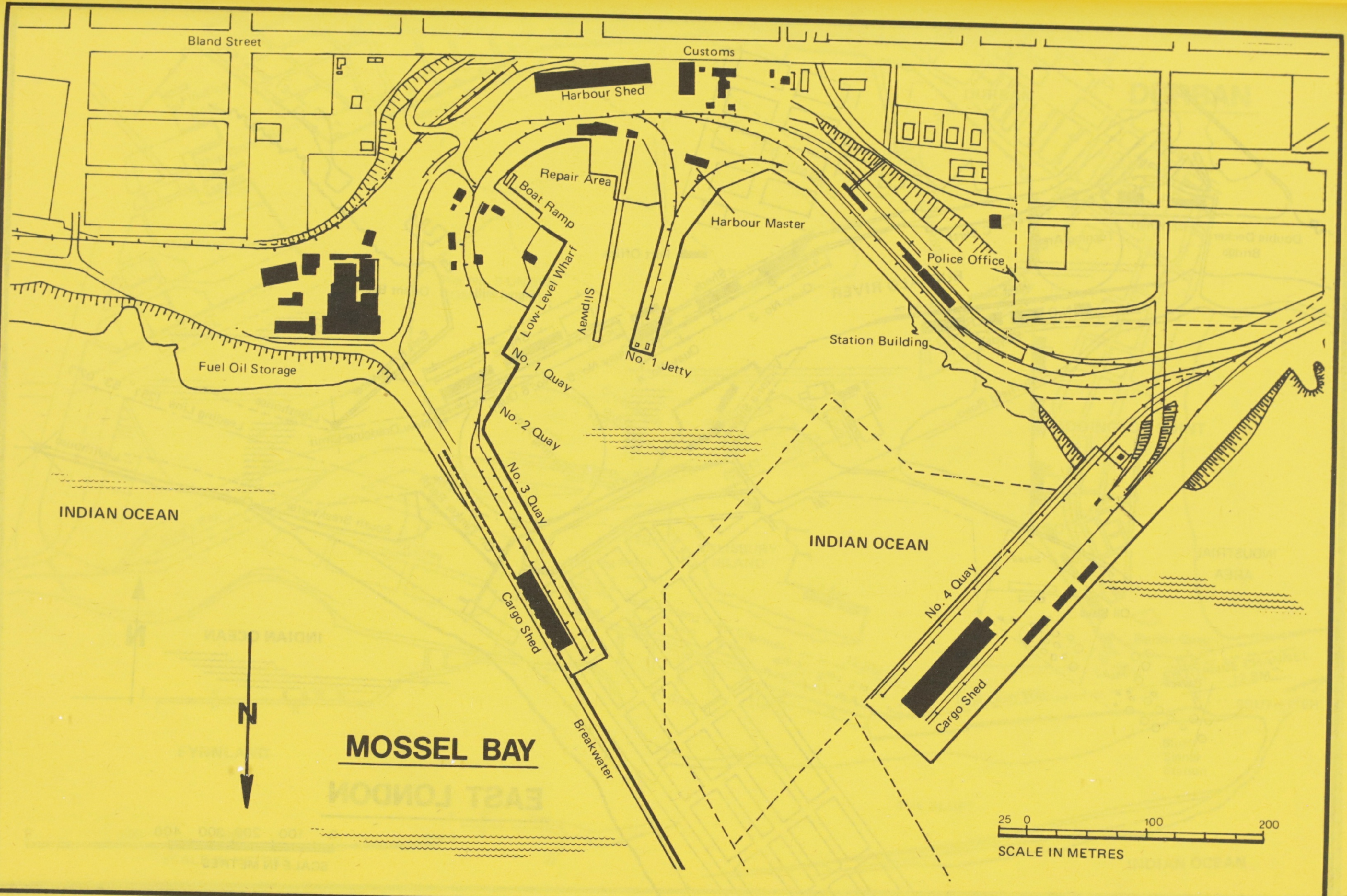

MAYDON WHARF
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
Floating Dock
6·1m
Ship Repair Basin
12·2m
Maydon Wharf Channel
Ship Repair Site
CHANNEL
Pier No. 2 UNDER CONSTRUCTION
MAYDON CHANNEL
12·2M
SILBURN CHANNEL
DURBAN
DURBAN
N
R
Q
P
O
L
M
11·0m
11·0m
G
F
ADDINGTON POINT
E
D
C
B
A
Cross Berth
12·8M.
109
108
107
12·8M
105
12·8M
PIER No. 1.
103
12·8m
101
9·1m
SALISBURY ISLAND
8·8M
King's Rest
Oil Sites
Turning Basin
12·8m
12·8M
12·8m
12·8m
8
12·8m
7
11·0 6
5 11·0
Island View Channel
4 10·7
3 10·7
2 10·7m
1 12·8m
12.8M
Oil Sites
Bluff Quay Wall
Tug Jetty
Repair Quay
ENTRANCE CHANNEL
12.8M
SOUTH PIER
Bluff Signal Station
THE BLUFF
FYNNLAND
INDIAN OCEAN
0
500
1000
2000
SCALE IN METRES

*"Reproduced by kind permission of the Port Authority".*


Double Decker Bridge
Fish Wharf
-9.14m
Turning Area
-10.67m
C Berth
BUFFALO RIVER
Port Office
West Quay
-8.46m
N.O.
P.R.
Sheds
-9.75m
F
Quay No. 3
Sheds
G
Quay No. 4
-10.67
J
Quay No. 5
Signal Hill
Orient Beach
Sheds
K
No. 6 Quay
East Breakwater
10.67
New Dredging Limit
Lighthouse
Leading Line (251° 53′ 07″)
Turning Area
-10.67m
10.67m
Oil Tanker Berth
Lighthouse
South Breakwater
Muffield Road
Victoria Slipway
INDUSTRIAL AREA
Shell
Oil Sites
B.P.
Caltex
Mobil
INDIAN OCEAN
N
0 100 200 300 400
SCALE IN METRES

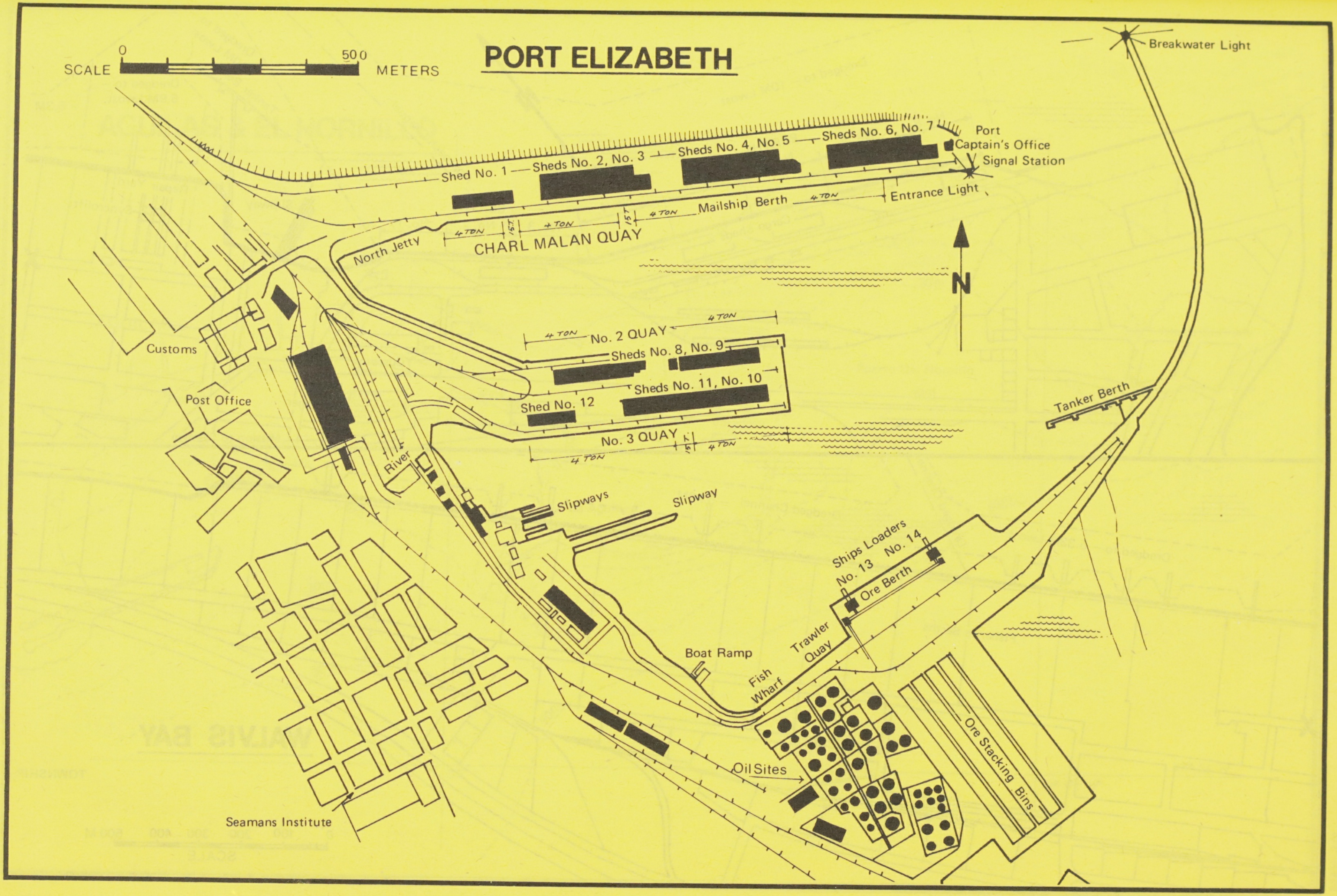
## EAST LONDON

*"Reproduced by kind permission of the Port Authority".*

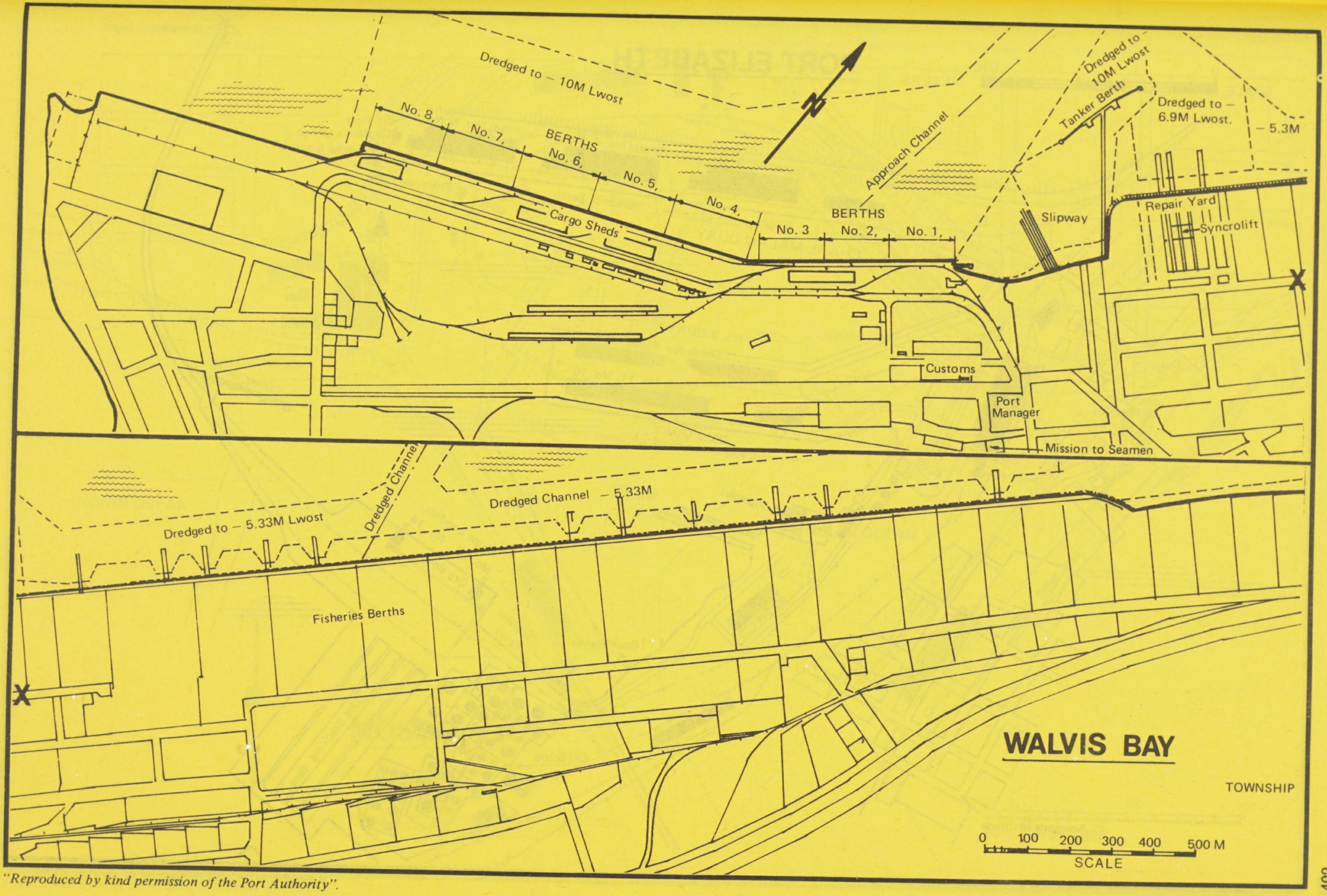

Bland Street
Customs
Harbour Shed
Repair Area
Boat Ramp
Harbour Master
Police Office
Low-Level Wharf
Slipway
No. 1 Jetty
Station Building
Fuel Oil Storage
No. 1 Quay
No. 2 Quay
No. 3 Quay
INDIAN OCEAN
INDIAN OCEAN
Cargo Shed
No. 4 Quay
Cargo Shed
Breakwater
N
MOSSEL BAY
25 0 100 200
SCALE IN METRES

*"Reproduced by kind permission of the Port Authority".*

# PORT ELIZABETH

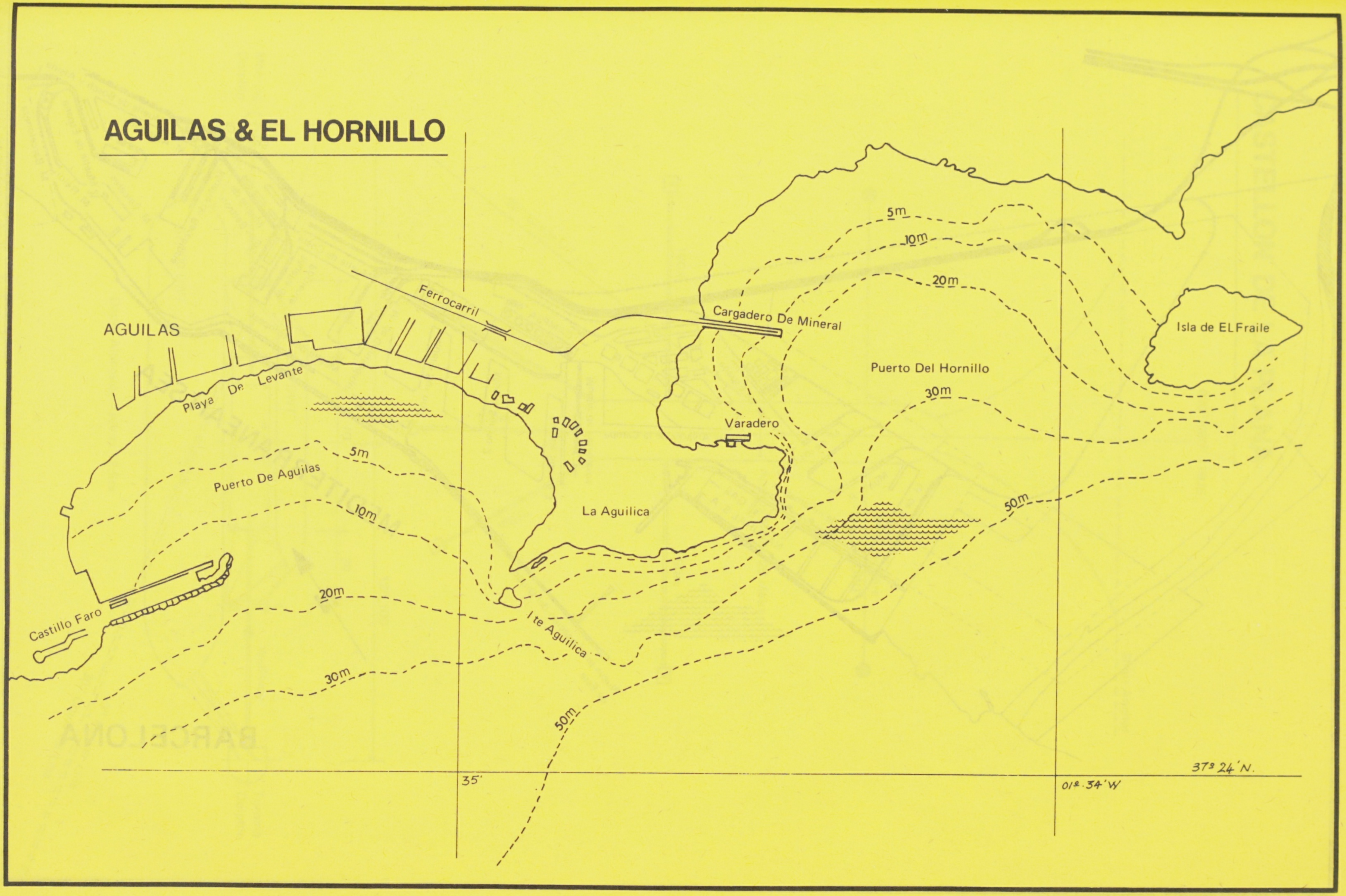

SCALE
0
500
METERS
Breakwater Light
Port Captain's Office
Signal Station
Sheds No. 6, No. 7
Sheds No. 4, No. 5
Sheds No. 2, No. 3
Shed No. 1
Entrance Light
Mailship Berth
4 TON
15T
CHARL MALAN QUAY
North Jetty
N
No. 2 QUAY
Sheds No. 8, No. 9
Sheds No. 11, No. 10
Shed No. 12
No. 3 QUAY
Customs
Post Office
River
Slipways
Slipway
Tanker Berth
Ships Loaders
No. 13
No. 14
Ore Berth
Trawler Quay
Fish Wharf
Boat Ramp
Oil Sites
Ore Stacking Bins
Seamans Institute

*"Reproduced by kind permission of the Port Authority".*

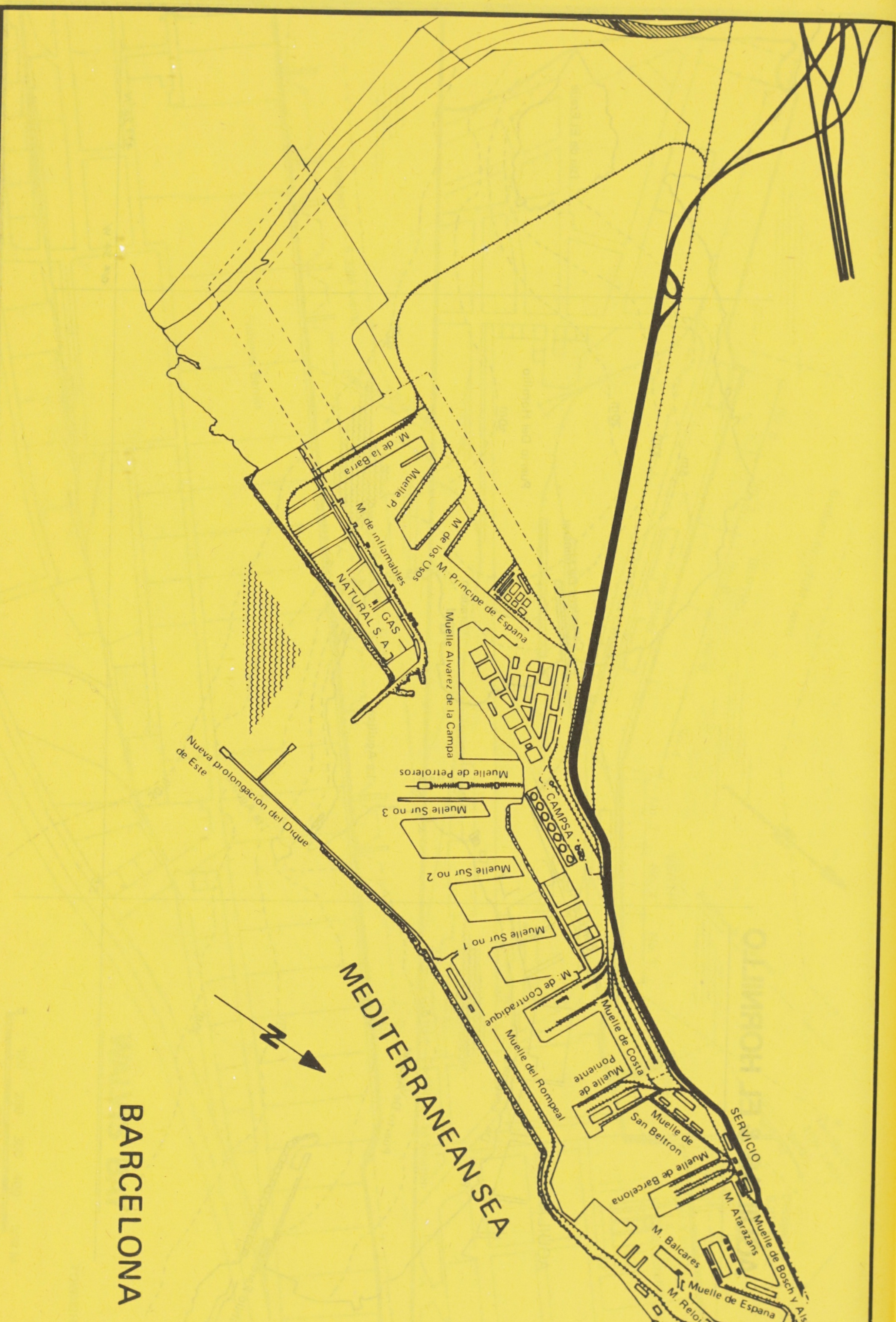

Dredged to – 10M Lwost
No. 8,
No. 7,
BERTHS
No. 6,
No. 5,
No. 4,
Cargo Sheds
Approach Channel
BERTHS
No. 3
No. 2,
No. 1,
Dredged to 10M Lwost
Tanker Berth
Dredged to – 6.9M Lwost.
– 5.3M
Slipway
Repair Yard
Syncrolift
Customs
Port Manager
Mission to Seamen
X
Dredged Channel
Dredged Channel – 5.33M
Dredged to – 5.33M Lwost
Fisheries Berths
X
WALVIS BAY
TOWNSHIP
0 100 200 300 400 500 M
SCALE

*"Reproduced by kind permission of the Port Authority".*

# AGUILAS & EL HORNILLO


AGUILAS
Ferrocarril
Cargadero De Mineral
Isla de EL Fraile
Puerto Del Hornillo
Playa De Levante
Varadero
Puerto De Aguilas
La Aguilica
Castillo Faro
Pte Aguilica
5m
10m
20m
30m
50m
35'
37º 24' N.
01º 34' W

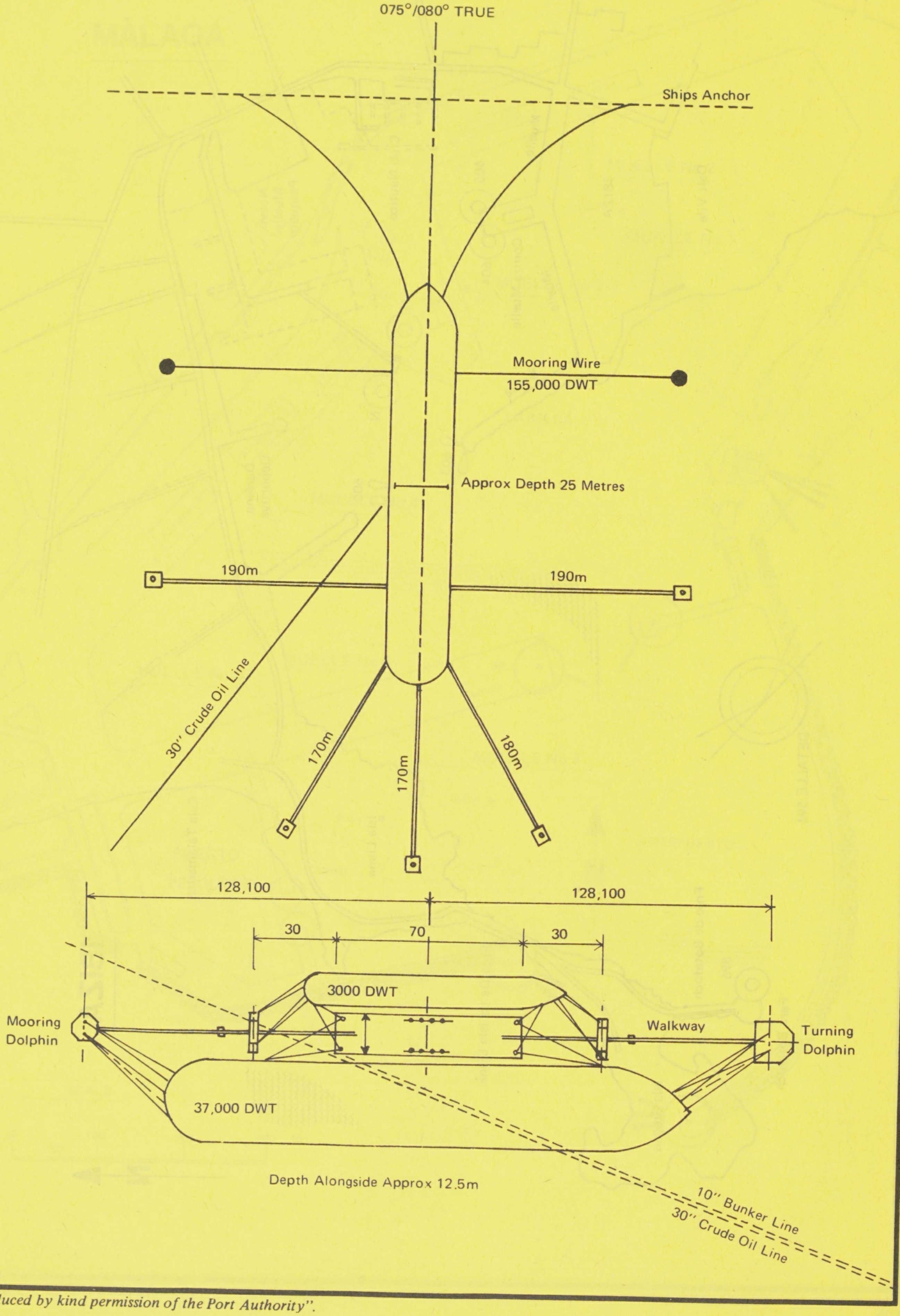
"Reproduced by kind permission of the Port Authority".



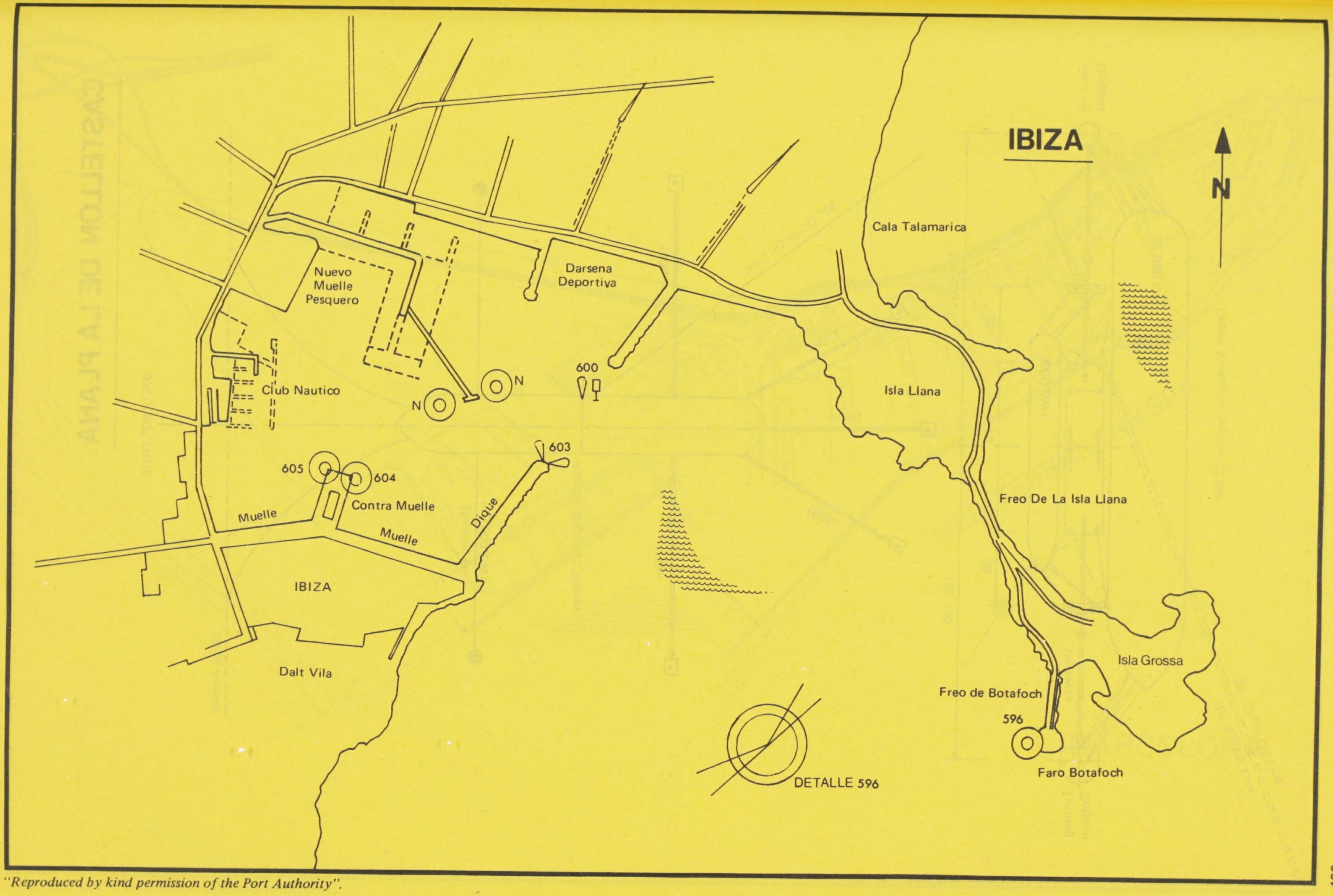
BARCELONA
MEDITERRANEAN SEA
N
Nueva prolongacion del Dique de Este
M. de la Barra
Muelle P.
M. de inflamables
GAS NATURAL S. A.
M. de los Osos
M. Principe de Espana
Muelle Alvarez de la Campa
Muelle de Petroleros
CAMPSA
Muelle Sur no 3
Muelle Sur no 2
Muelle Sur no 1
M. de Contradique
Muelle del Rompeal
Muelle de Costa
Muelle de Poniente
Muelle de San Beltron
SERVICIO
Muelle de Barcelona
M. Atarazans
Muelle de Bosch y Alsina
M. Balcares
Muelle de Espana
M. Reloj
M. Barceloneta

"Reproduced by kind permission of the Port Authority".

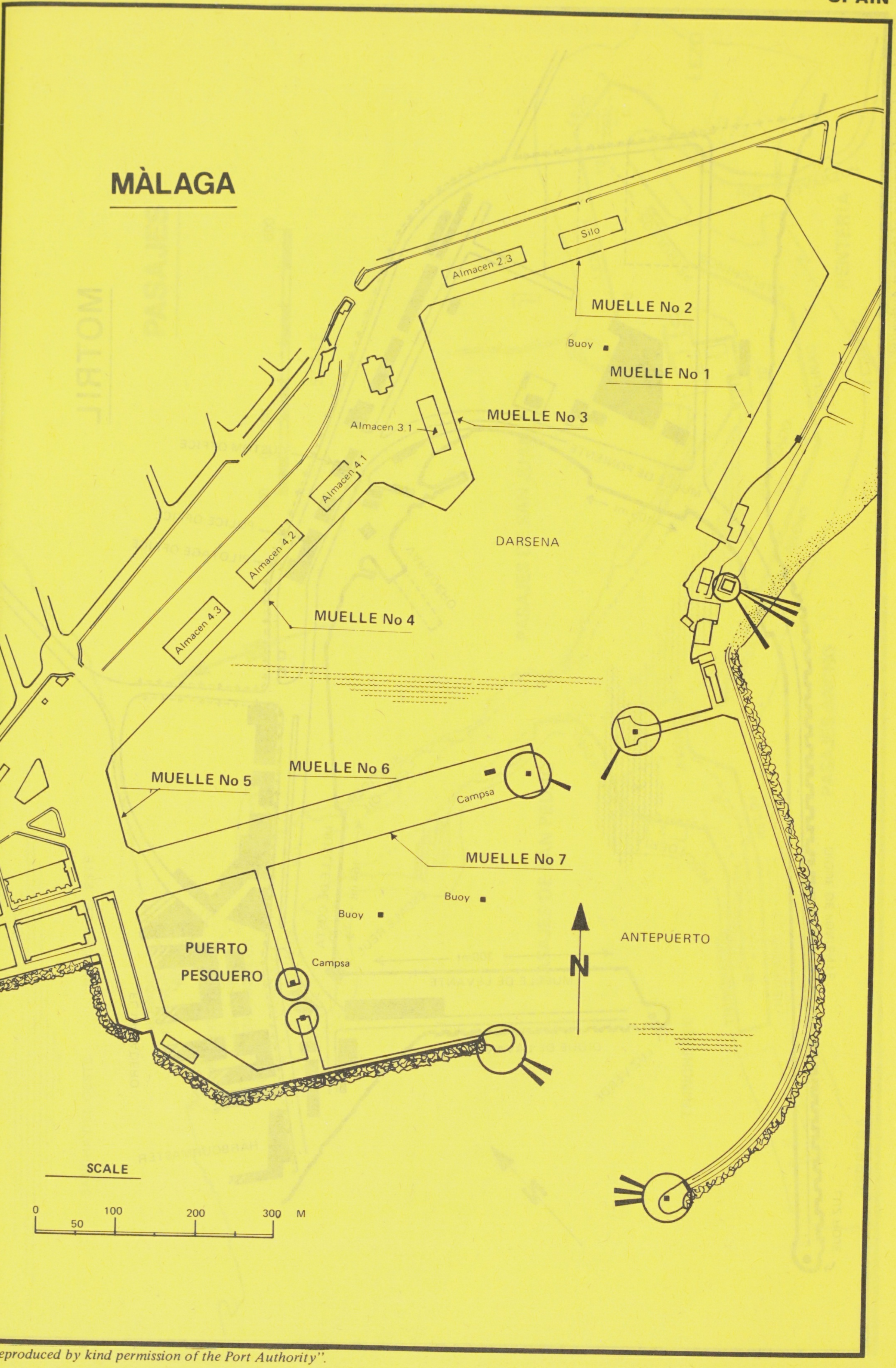
# CASTELLON DE LA PLANA


075°/080° TRUE
Ships Anchor
Mooring Wire
155,000 DWT
Approx Depth 25 Metres
190m
190m
30" Crude Oil Line
170m
170m
180m
128,100
128,100
30
70
30
3000 DWT
Mooring Dolphin
Walkway
Turning Dolphin
37,000 DWT
Depth Alongside Approx 12.5m
10" Bunker Line
30" Crude Oil Line

*"Reproduced by kind permission of the Port Authority".*


IBIZA
N
Cala Talamarica
Nuevo
Muelle
Pesquero
Darsena
Deportiva
600
N
N
Club Nautico
Isla Llana
603
605
604
Contra Muelle
Muelle
Muelle
Dique
Freo De La Isla Llana
IBIZA
Isla Grossa
Dalt Vila
Freo de Botafoch
596
Faro Botafoch
DETALLE 596

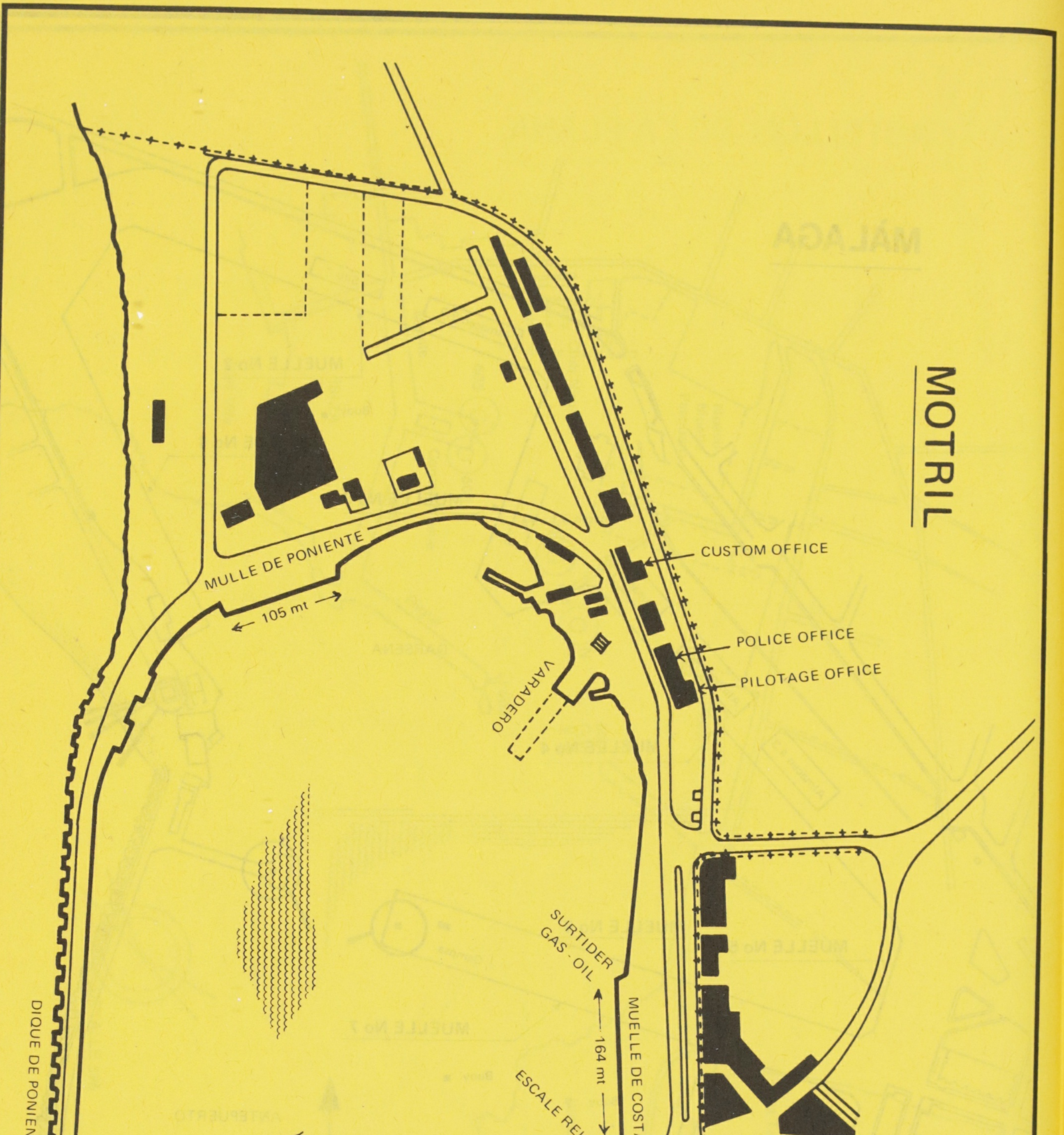
*"Reproduced by kind permission of the Port Authority".*

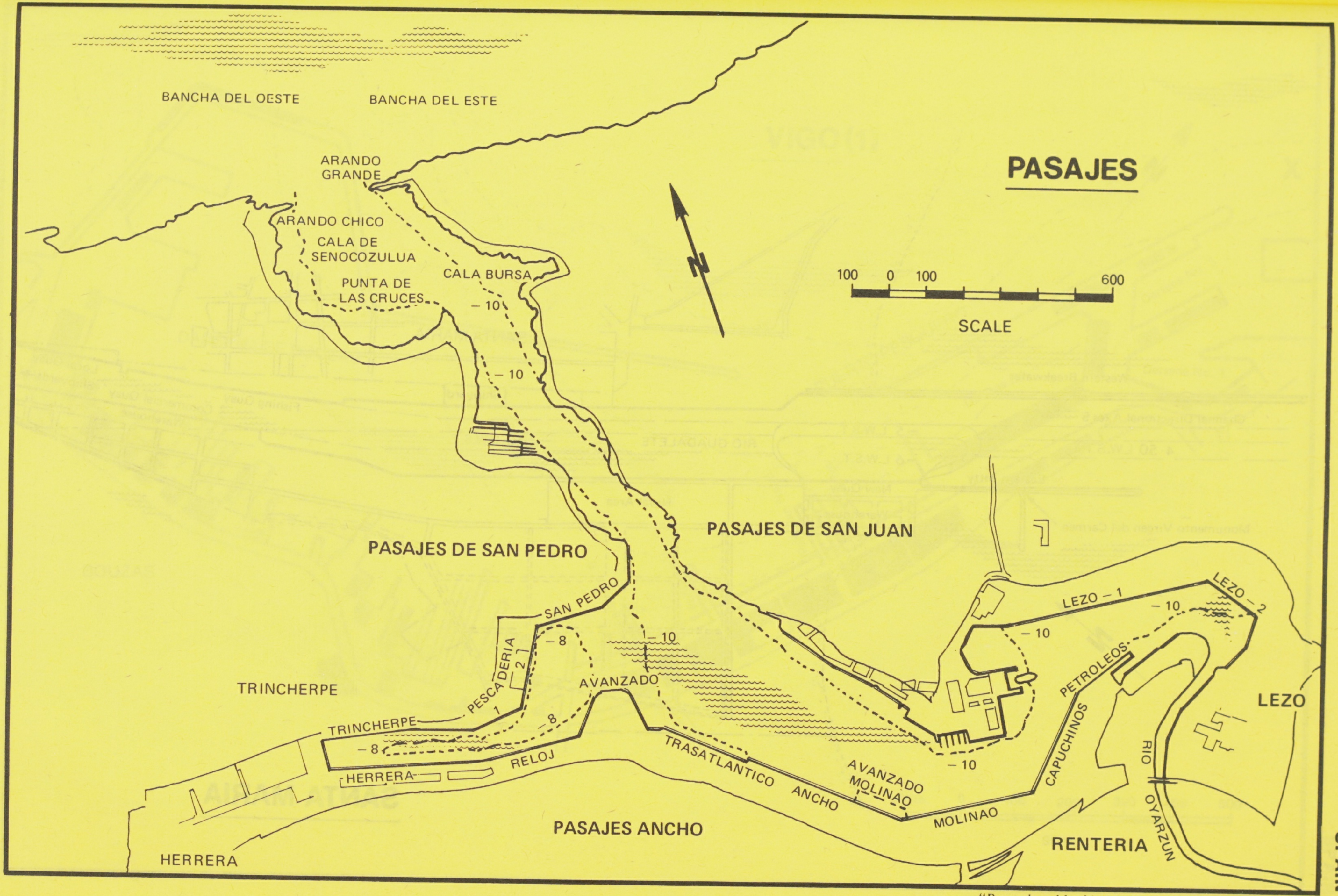

MÀLAGA
Silo
Almacen 2.3
MUELLE No 2
Buoy
MUELLE No 1
MUELLE No 3
Almacen 3.1
Almacen 4.1
DARSENA
Almacen 4.2
MUELLE No 4
Almacen 4.3
MUELLE No 6
MUELLE No 5
Campsa
MUELLE No 7
Buoy
Buoy
ANTEPUERTO
PUERTO
PESQUERO
Campsa
N
SCALE
0
50
100
200
300
M

*"Reproduced by kind permission of the Port Authority".*

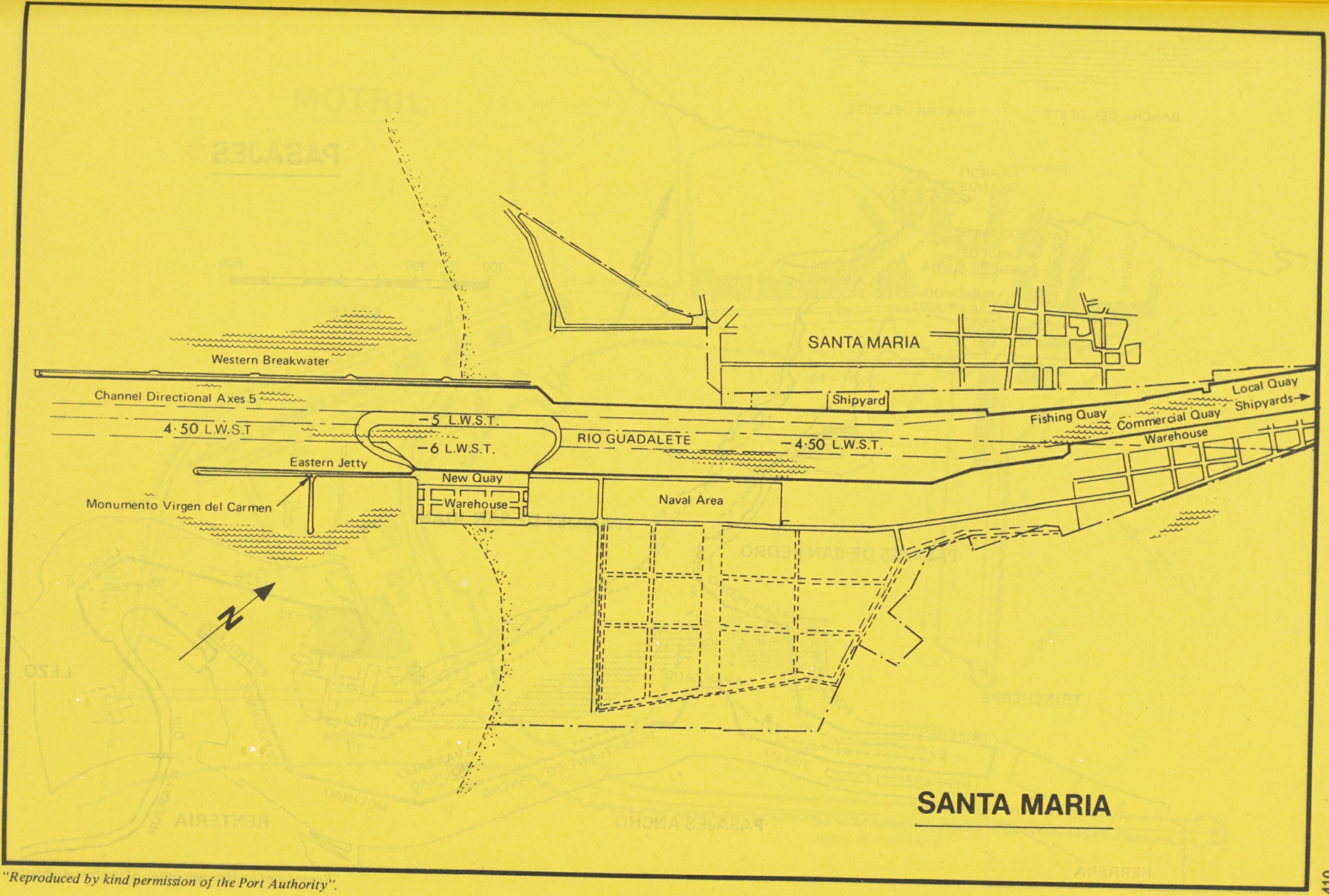
"Reproduced by kind permission of the Port Authority".

## MOTRIL


MULLE DE PONIENTE
105 mt
VARADERO
CUSTOM OFFICE
POLICE OFFICE
PILOTAGE OFFICE
SURTIDER GAS - OIL
164 mt
MUELLE DE COSTA
ESCALE REUL
300mt
MUELLE DE LEVANTE
DIQUE DE LAVANTE
LUZ VERDE
DIQUE DE PONIENTE
LUZ ROJE
EL VARADERO
HARBOURMASTER
N

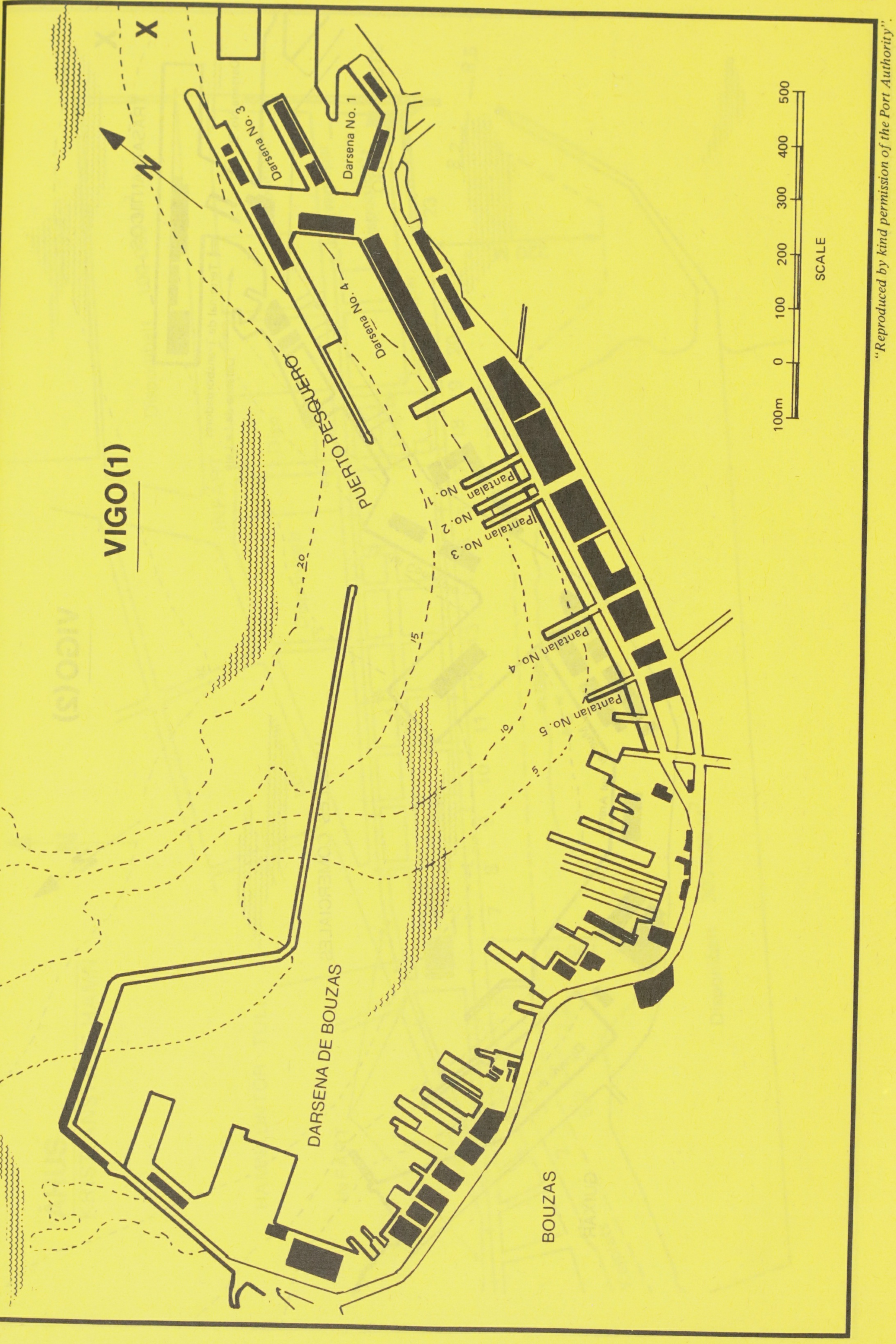

PASAJES
BANCHA DEL OESTE
BANCHA DEL ESTE
ARANDO GRANDE
ARANDO CHICO
CALA DE SENOCOZULUA
PUNTA DE LAS CRUCES
CALA BURSA
– 10
– 10
100
0
100
600
SCALE
N
PASAJES DE SAN PEDRO
PASAJES DE SAN JUAN
SAN PEDRO
PESCADERIA
2
1
– 8
– 10
AVANZADO
TRINCHERPE
TRINCHERPE
– 8
– 8
HERRERA
RELOJ
TRASATLANTICO
ANCHO
AVANZADO MOLINAO
MOLINAO
– 10
LEZO – 1
LEZO – 2
– 10
– 10
PETROLEOS
CAPUCHINOS
LEZO
RIO OYARZUN
RENTERIA
PASAJES ANCHO
HERRERA

*"Reproduced by kind permission of the Port Authority".*


Western Breakwater
Channel Directional Axes 5
4·50 L.W.S.T
−5 L.W.S.T.
−6 L.W.S.T.
RIO GUADALETE
−4·50 L.W.S.T.
Eastern Jetty
New Quay
Warehouse
Monumento Virgen del Carmen
Naval Area
SANTA MARIA
Shipyard
Fishing Quay
Commercial Quay
Local Quay
Shipyards→
Warehouse
N

## SANTA MARIA

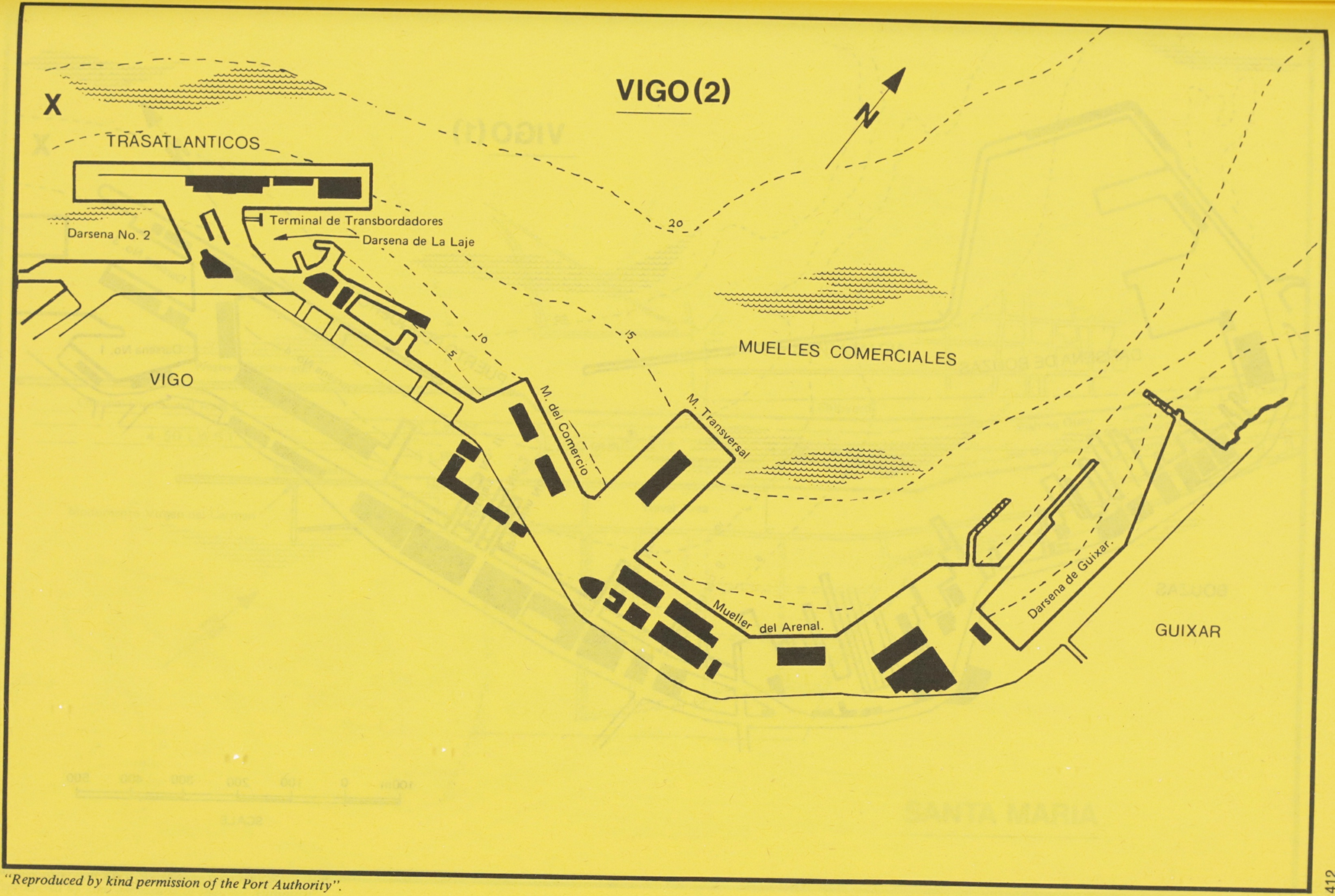
*"Reproduced by kind permission of the Port Authority".*



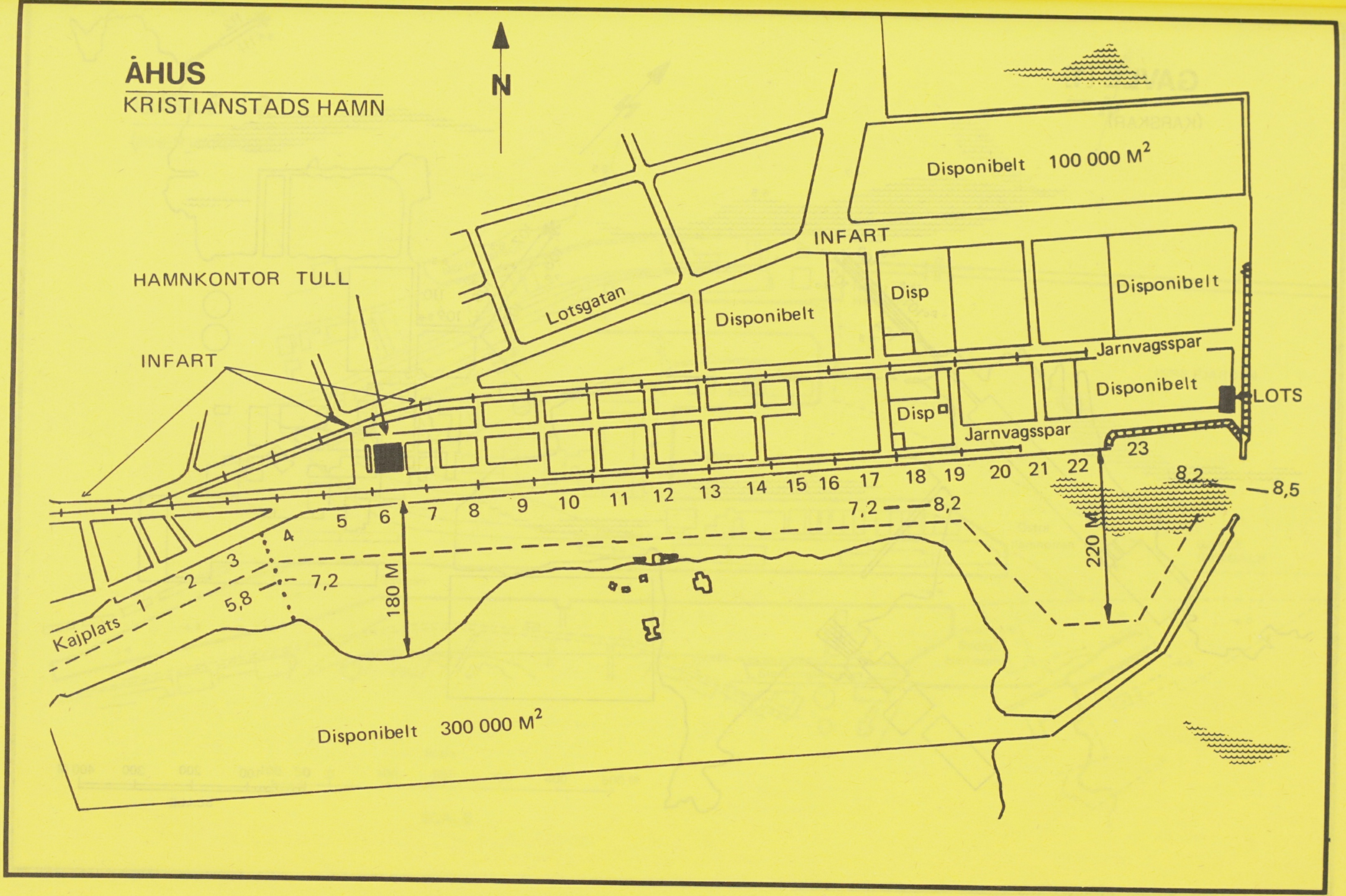
VIGO (1)

X
N
Darsena No. 3
Darsena No. 1
Darsena No. 4
PUERTO PESQUERO
Pantalan No. 1
No. 2
Pantalan No. 3
Pantalan No. 4
Pantalan No. 5
20
15
10
5
DARSENA DE BOUZAS
BOUZAS
100m
0
100
200
300
400
500
SCALE

*"Reproduced by kind permission of the Port Authority".*


VIGO (2)
X
N
TRASATLANTICOS
Terminal de Transbordadores
Darsena No. 2
Darsena de La Laje
20
10
15
5
VIGO
MUELLES COMERCIALES
M. del Comercio
M. Transversal
Mueller del Arenal.
Darsena de Guixar.
GUIXAR

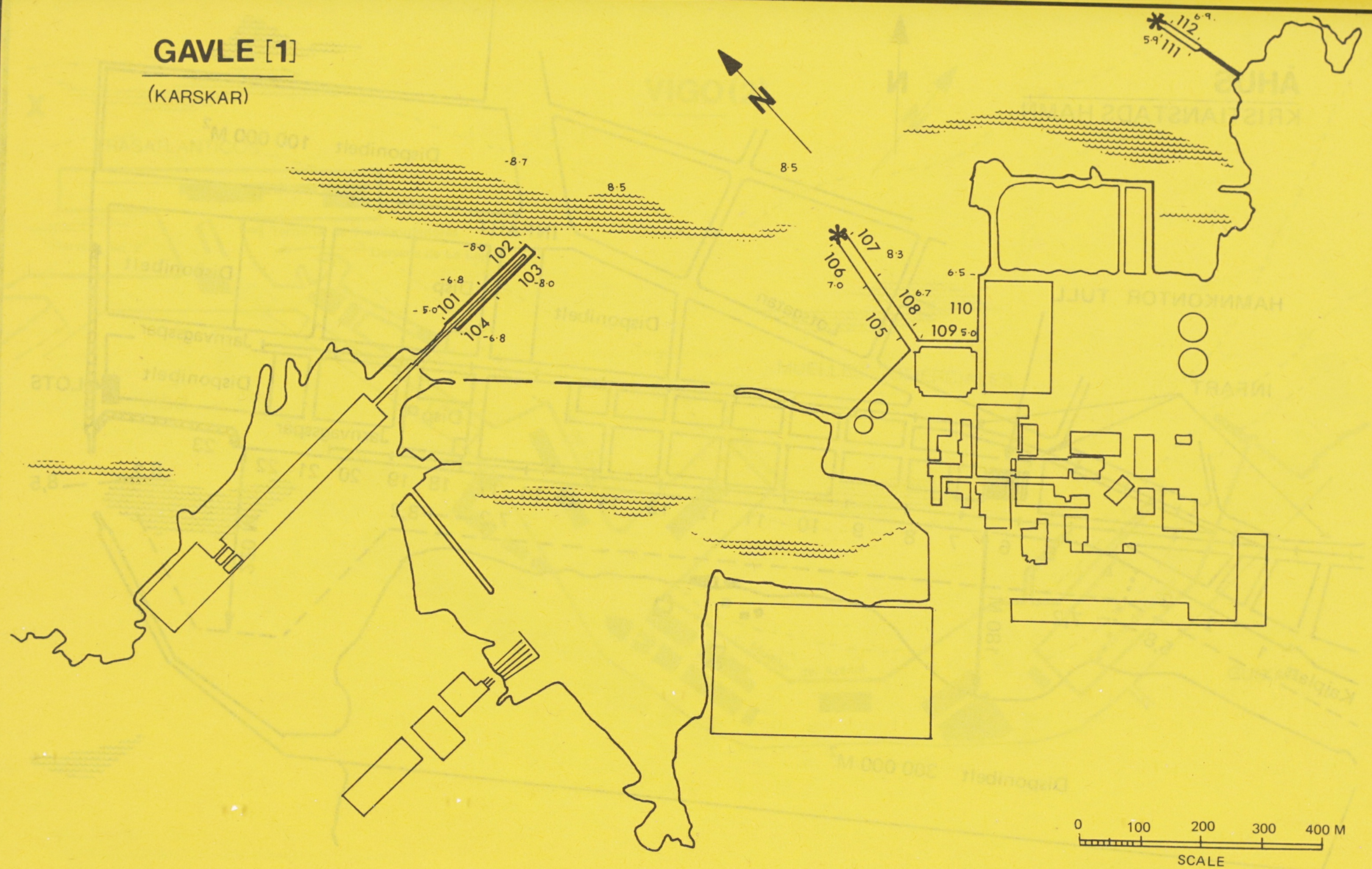
"Reproduced by kind permission of the Port Authority".


ÅHUS
KRISTIANSTADS HAMN
N
HAMNKONTOR TULL
INFART
INFART
Lotsgatan
Disponibelt 100 000 M²
Disponibelt
Disp
Disponibelt
Jarnvagsspar
Disponibelt
LOTS
Disp
Jarnvagsspar
Kajplats 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23
5,8
7,2
7,2 — 8,2
8,2 — 8,5
180 M
220 M
Disponibelt 300 000 M²

*"Reproduced by kind permission of the Port Authority".*

# GAVLE [1]

(KARSKAR)

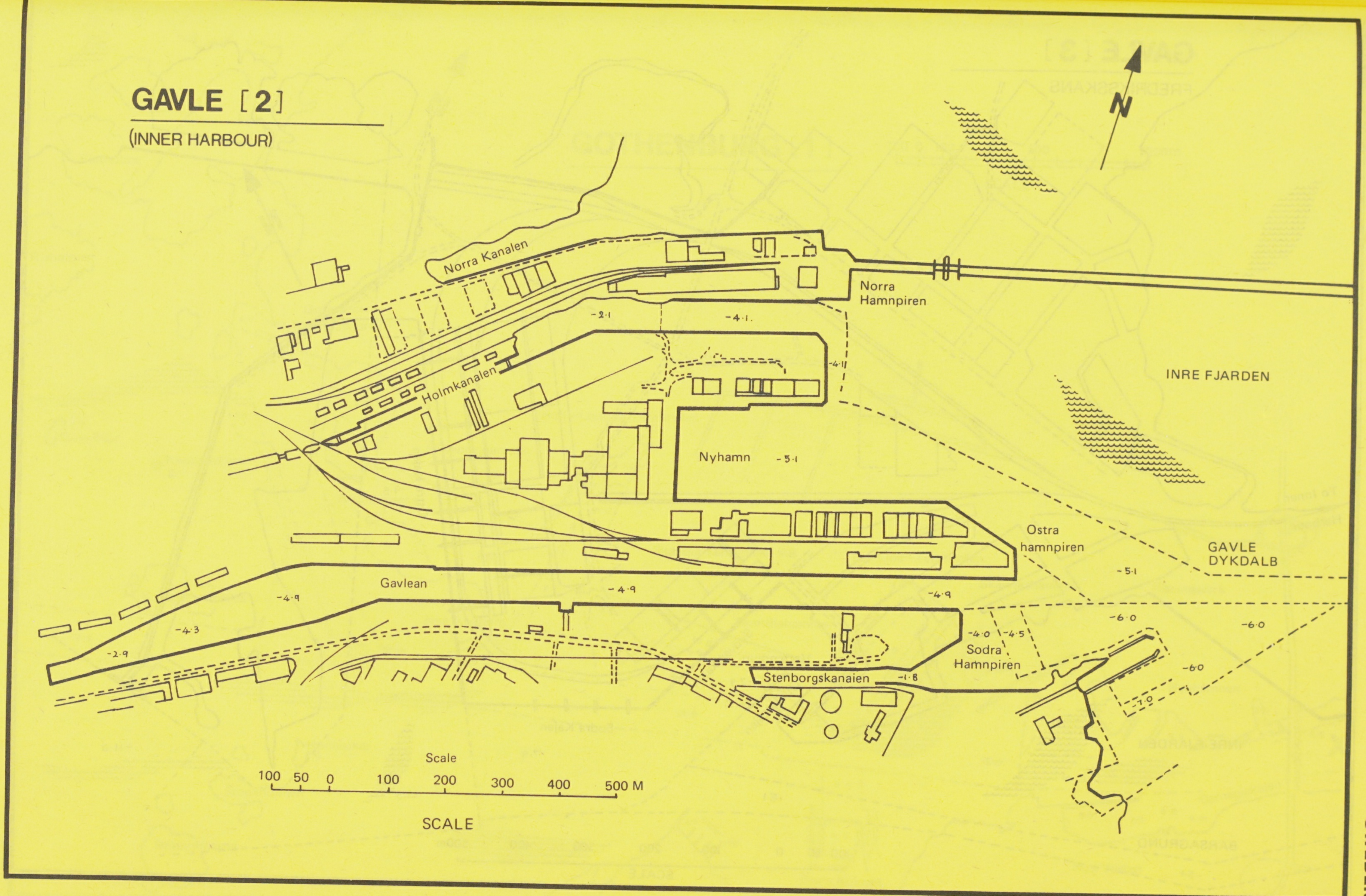


N
101
102
103
104
105
106
107
108
109
110
111
112
-8·7
8·5
8·5
-8·0
-6·8
-5·0
-8·0
-6·8
8·3
7·0
6·7
6·5
5·0
6·9
5·9
0
100
200
300
400 M
SCALE

"Reproduced by kind permission of the Port Authority".

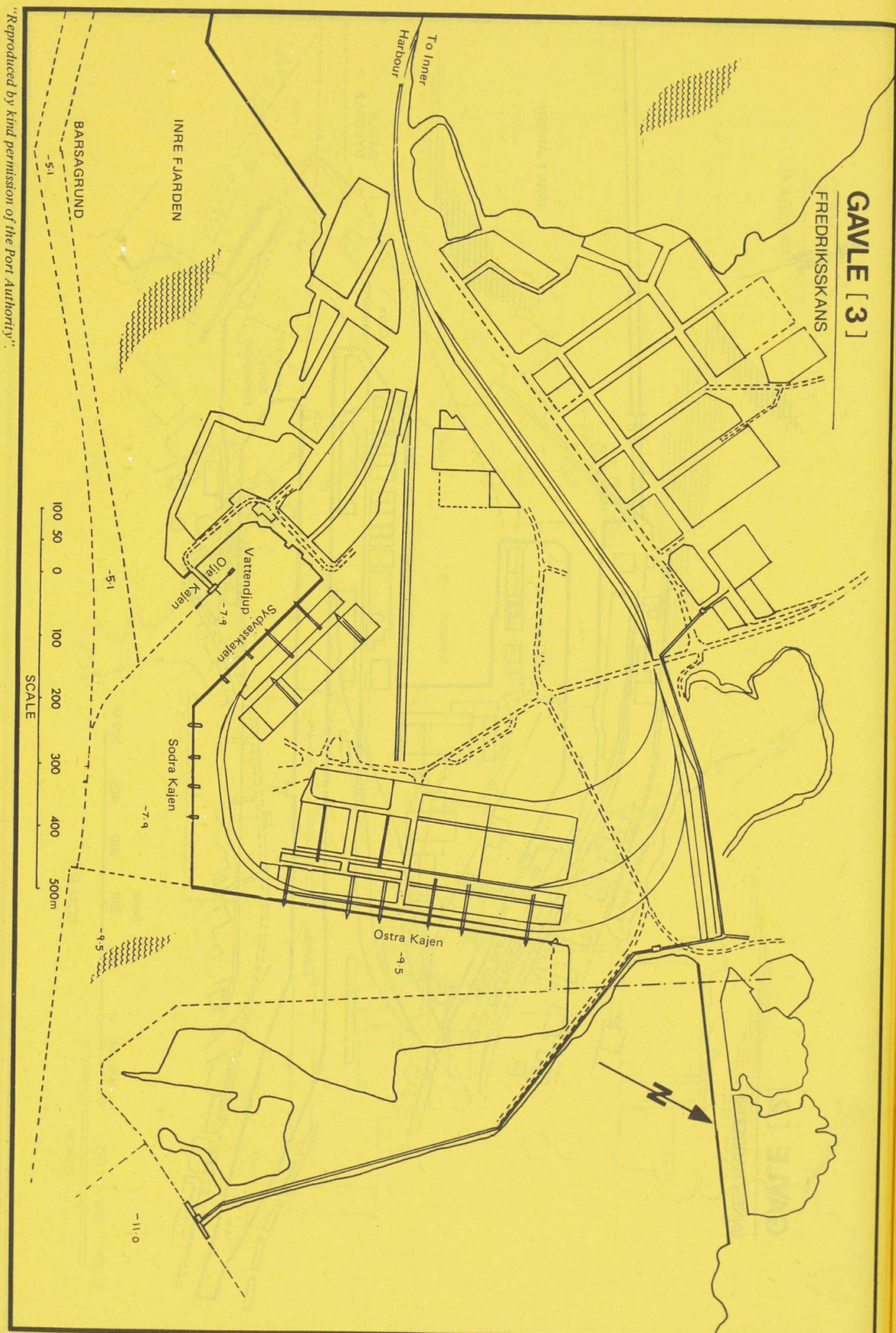
# GAVLE [2]

(INNER HARBOUR)

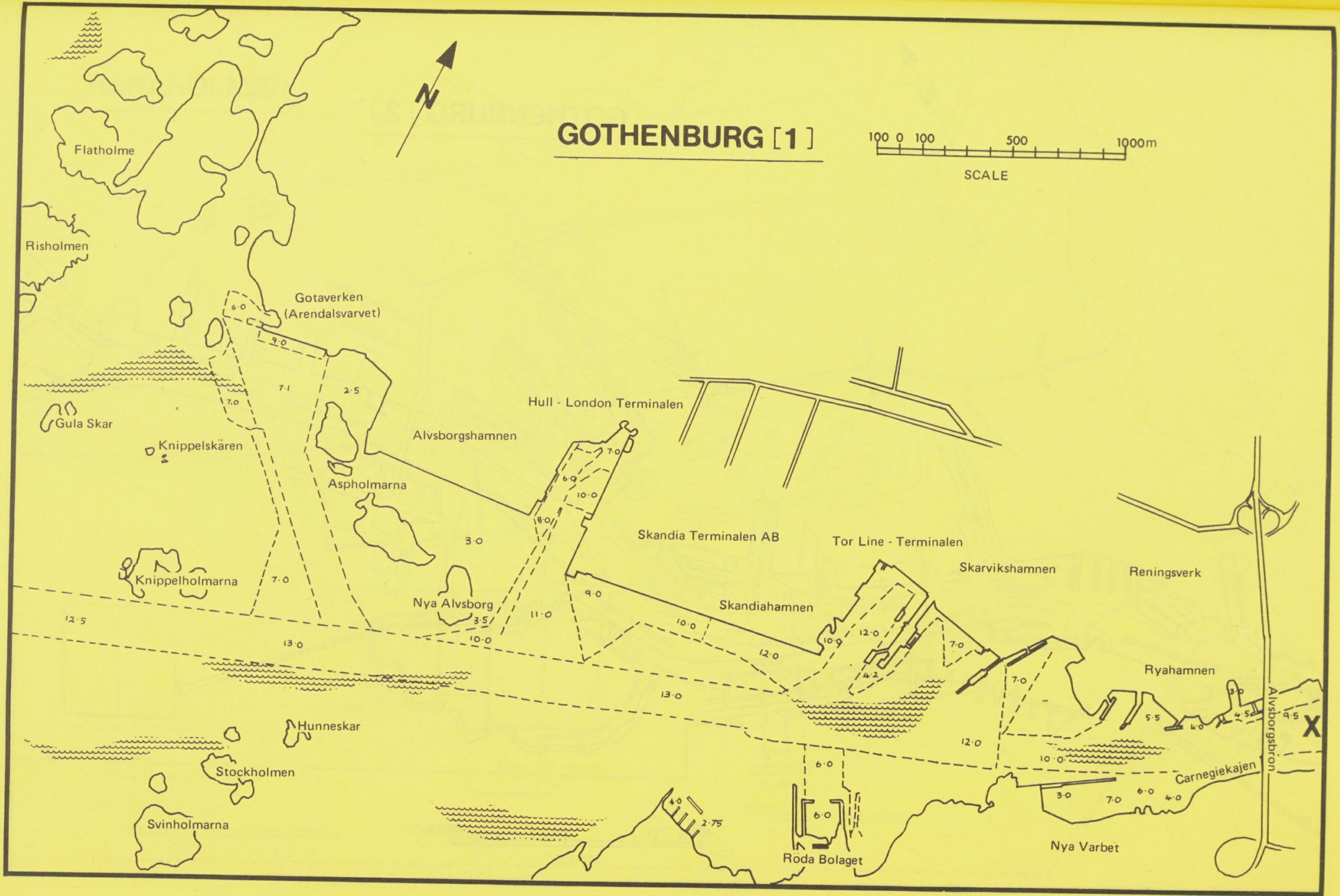

N
Norra Kanalen
Norra Hamnpiren
-2·1
-4·1
-4·1
Holmkanalen
INRE FJARDEN
Nyhamn
-5·1
Ostra hamnpiren
GAVLE DYKDALB
-5·1
Gavlean
-4·9
-4·9
-4·9
-4·3
-2·9
-6·0
-6·0
-4·0
-4·5
Sodra Hamnpiren
-6·0
Stenborgskanaien
-1·8
-7·0
Scale
100 50 0 100 200 300 400 500 M
SCALE

"Reproduced by kind permission of the Port Authority".

## GAVLE [3]

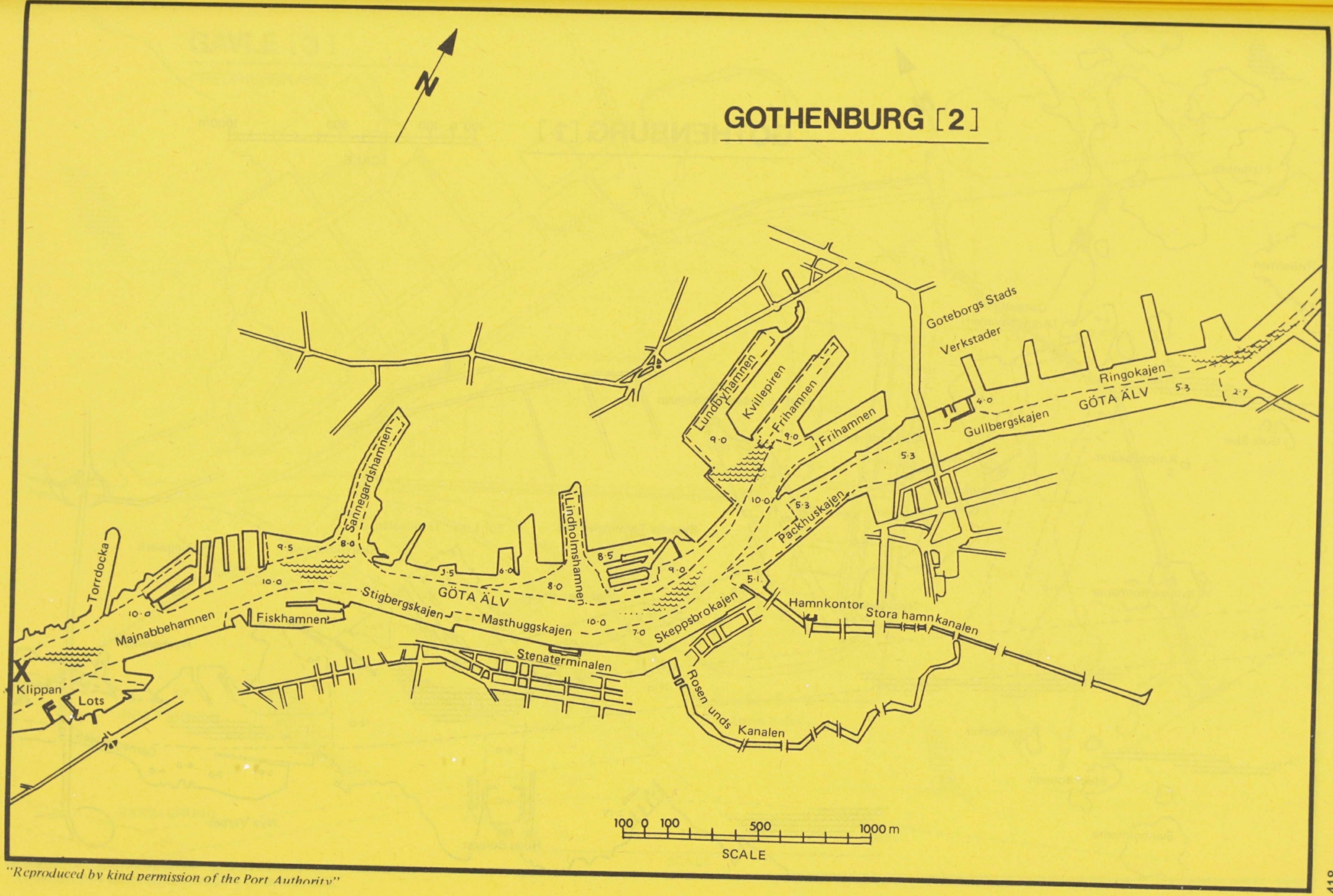

FREDRIKSSKANS
To Inner Harbour
INRE FJARDEN
BARSAGRUND
-5·1
-5·1
Vattendjup
Olje Kajen
-7·9
Sydvästkajen
Sodra Kajen
-7·9
Ostra Kajen
-9·5
-9·5
-11·0
N
100 50 0 100 200 300 400 500m
SCALE

*"Reproduced by kind permission of the Port Authority".*

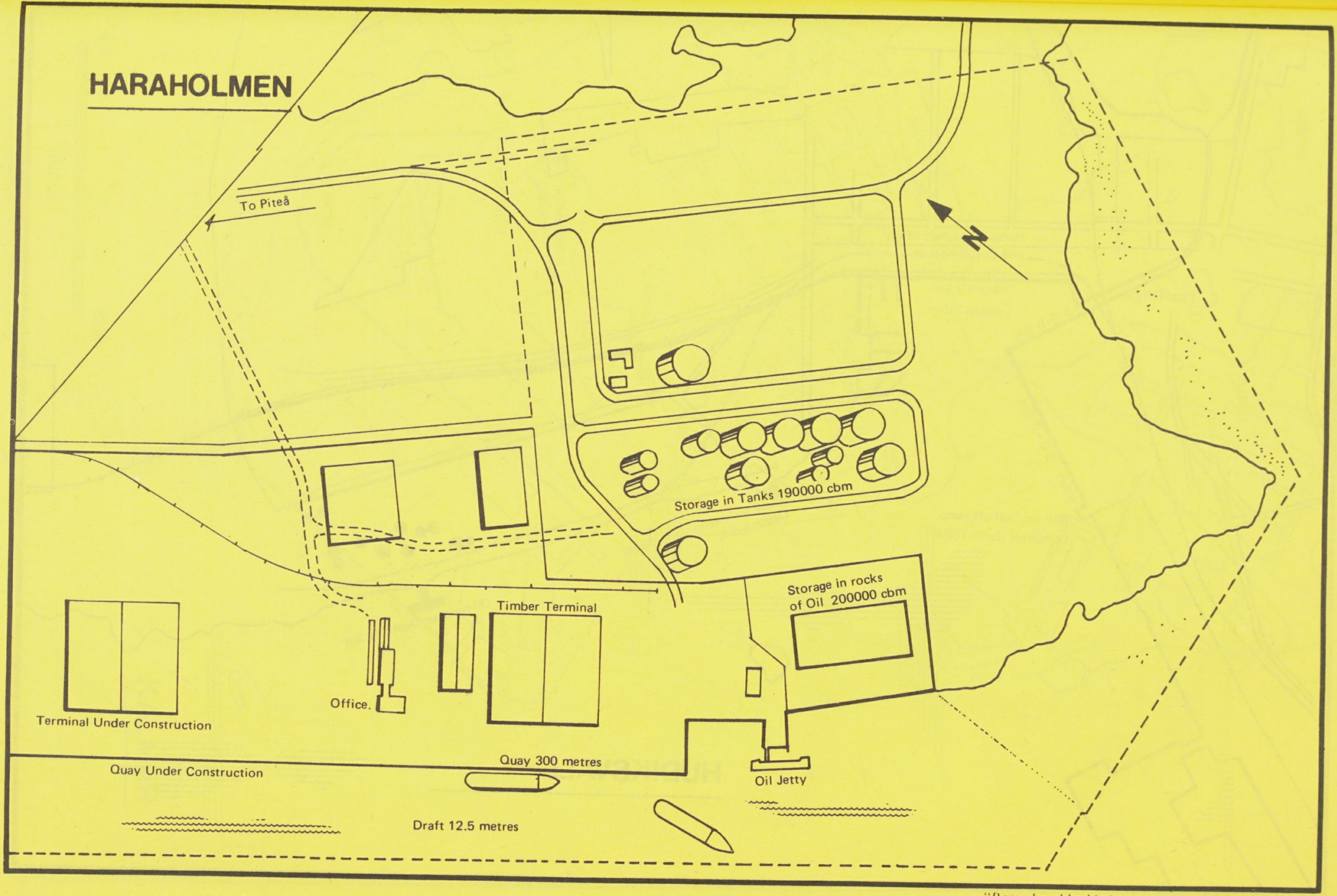

GOTHENBURG [1]
N
100 0 100 500 1000m
SCALE
Flatholme
Risholmen
Gotaverken
(Arendalsvarvet)
Gula Skar
Knippelskären
Aspholmarna
Alvsborgshamnen
Hull - London Terminalen
Knippelholmarna
Nya Alvsborg
Skandia Terminalen AB
Tor Line - Terminalen
Skarvikshamnen
Reningsverk
Skandiahamnen
Ryahamnen
Hunneskar
Stockholmen
Svinholmarna
Roda Bolaget
Nya Varbet
Carnegiekajen
Alvsborgsbron
X
6·0
9·0
7·1
2·5
7·0
7·0
12·5
13·0
3·0
3·5
10·0
11·0
7·0
6·0
10·0
8·0
9·0
10·0
12·0
13·0
10·0
12·0
7·0
4·2
7·0
12·0
10·0
5·5
4·0
4·5
9·5
3·0
6·0
6·0
4·0
2·75
3·0
7·0
6·0
4·0

*"Reproduced by kind permission of the Port Authority".*

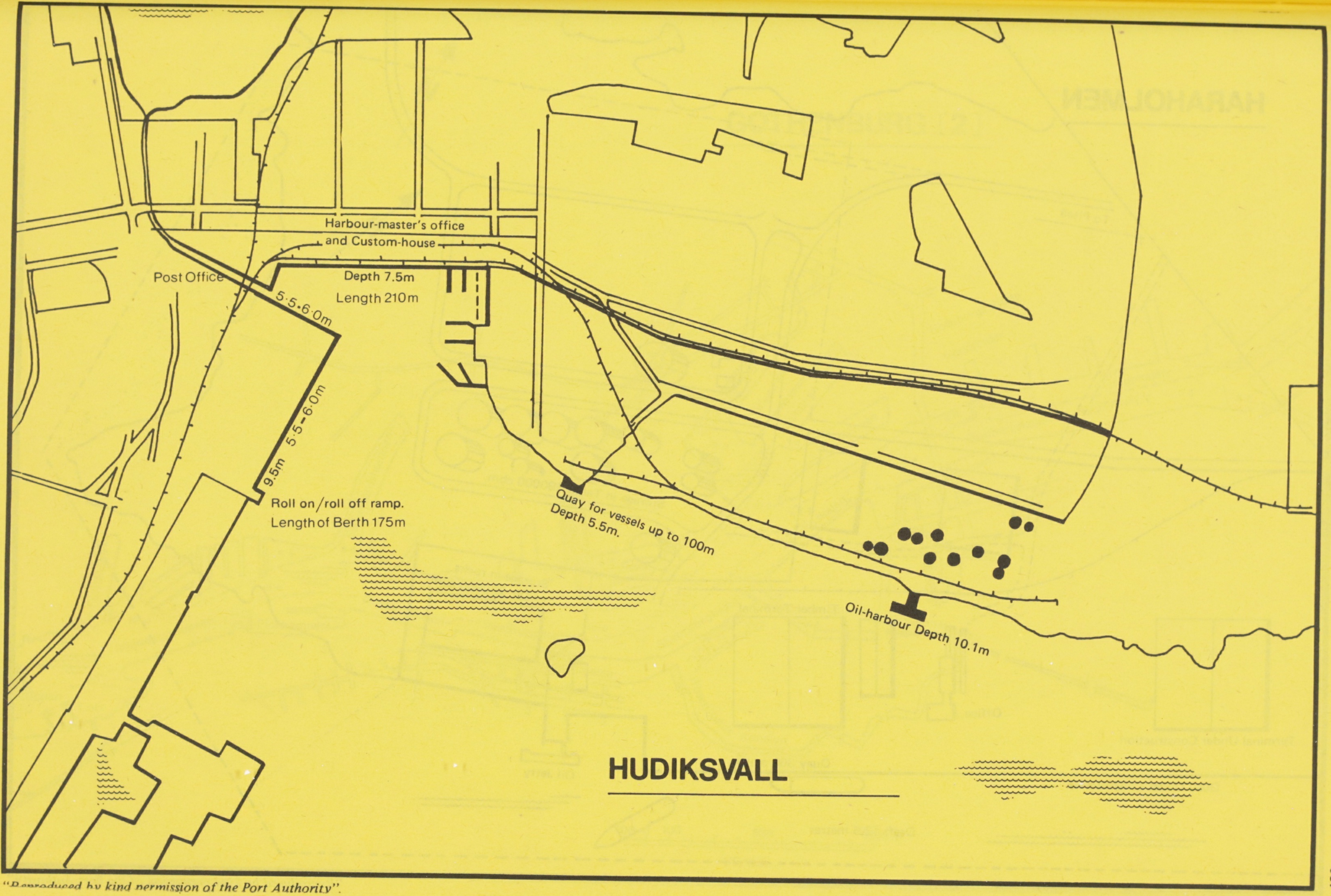
# GOTHENBURG [2]


N
Goteborgs Stads
Verkstader
Ringokajen
GÖTA ÄLV
5·3
2·7
4·0
Gullbergskajen
Lundbyhamnen
Kvillepiren
Frihamnen
Frihamnen
9·0
9·0
5·3
10·0
5·3
Packhuskajen
Sannegardshamnen
Lindholmshamnen
9·5
8·0
8·5
9·0
5·5
6·0
8·0
10·0
Torrdocka
10·0
GÖTA ÄLV
5·1
Majnabbehamnen
Fiskhamnen
Stigbergskajen
Masthuggskajen
10·0
7·0
Skeppsbrokajen
Hamnkontor
Stora hamn kanalen
Stenaterminalen
Rosen unds Kanalen
Klippan
Lots
100 0 100 500 1000 m
SCALE

"Reproduced by kind permission of the Port Authority"

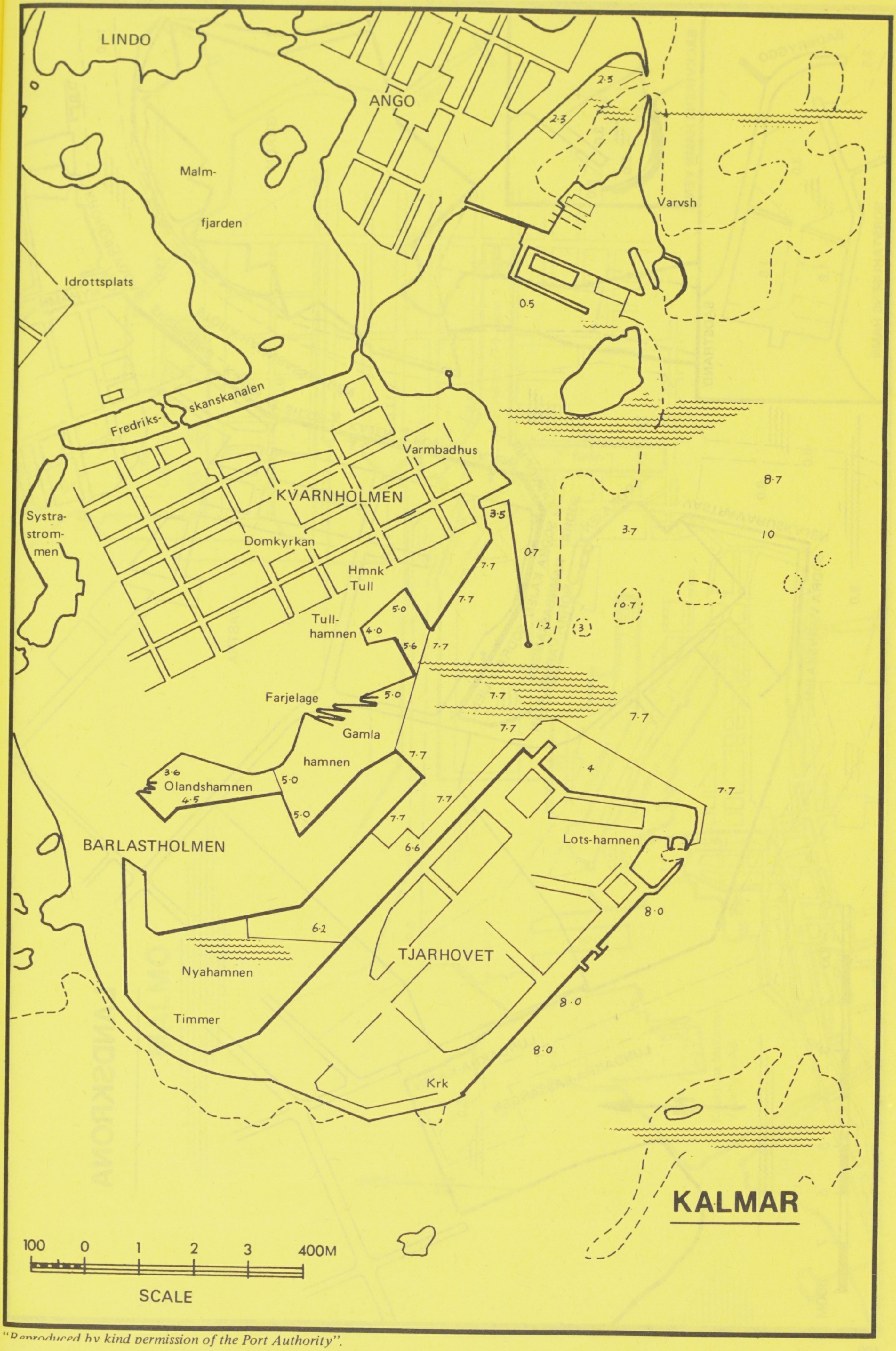

HARAHOLMEN
To Piteå
N
Storage in Tanks 190000 cbm
Storage in rocks of Oil 200000 cbm
Timber Terminal
Office.
Terminal Under Construction
Quay 300 metres
Quay Under Construction
Oil Jetty
Draft 12.5 metres

"Reproduced by kind permission of the Port Authority"

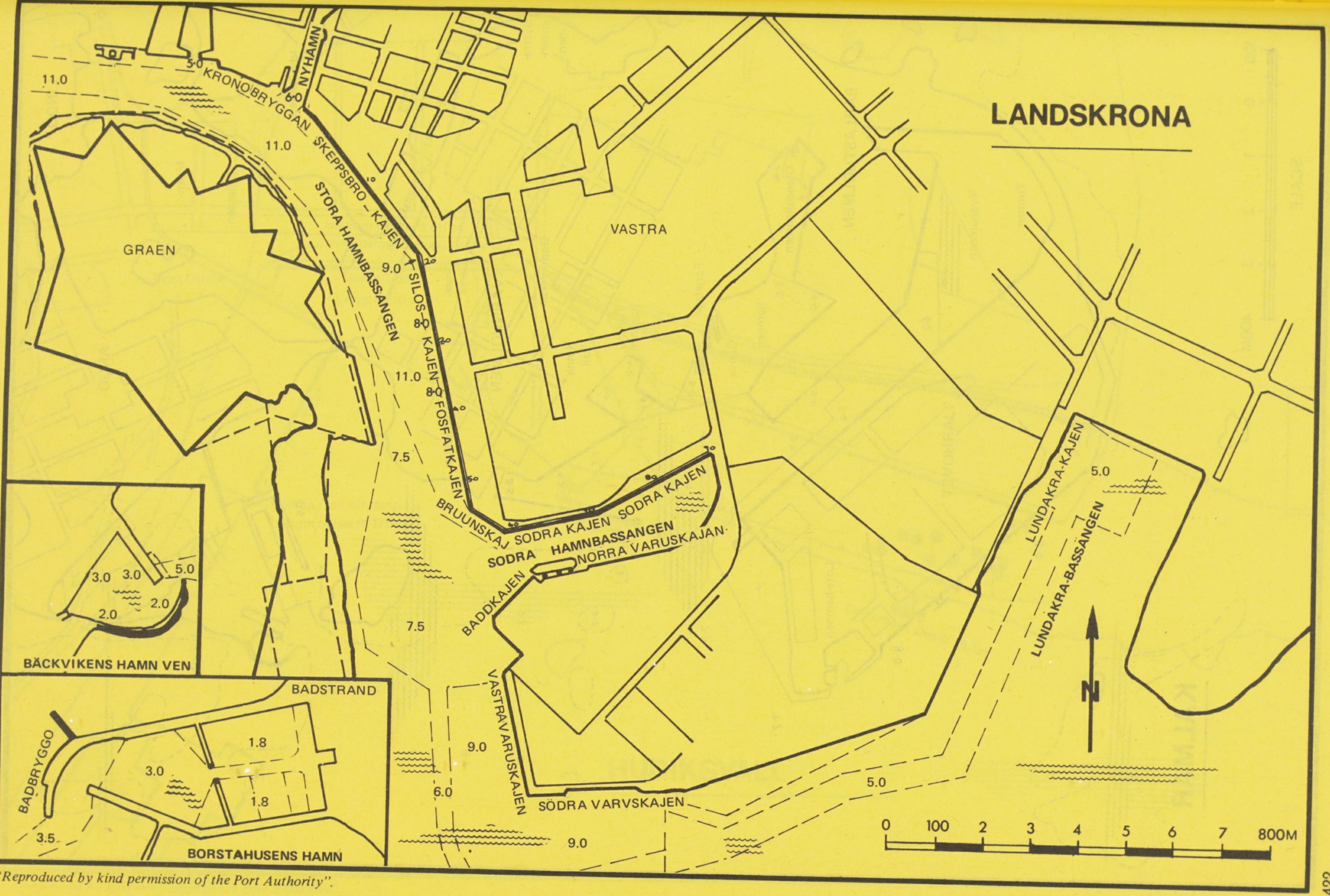

Harbour-master's office
and Custom-house
Post Office
Depth 7.5m
Length 210m
5·5-6·0m
5·5–6·0m
9.5m
Roll on/roll off ramp.
Length of Berth 175m
Quay for vessels up to 100m
Depth 5.5m.
Oil-harbour Depth 10.1m

**HUDIKSVALL**

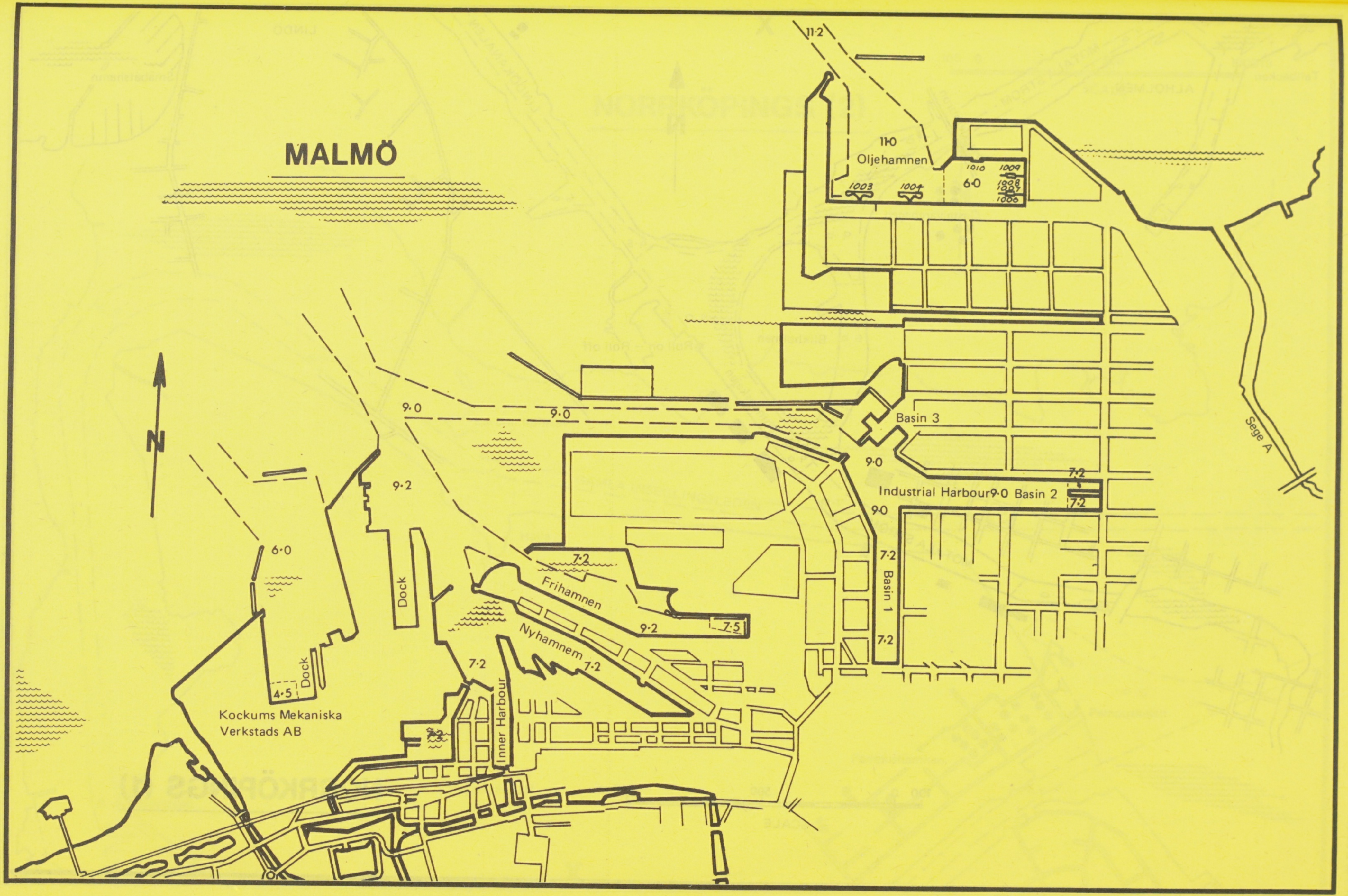
*"Reproduced by kind permission of the Port Authority".*


LINDO
ANGO
Malm-
fjarden
Idrottsplats
Fredriks-
skanskanalen
Varvsh
0.5
2·5
2·3
Varmbadhus
KVARNHOLMEN
Systra-
strom-
men
Domkyrkan
Hmnk
Tull
Tull-
hamnen
3·5
0·7
7·7
5·0
4·0
5·6
1·2
3
0·7
3·7
8·7
10
Farjelage
Gamla
hamnen
3·6
Olandshamnen
4·5
BARLASTHOLMEN
6·6
6·2
4
Lots-hamnen
8·0
TJARHOVET
Nyahamnen
Timmer
Krk
KALMAR
100
0
1
2
3
400M
SCALE

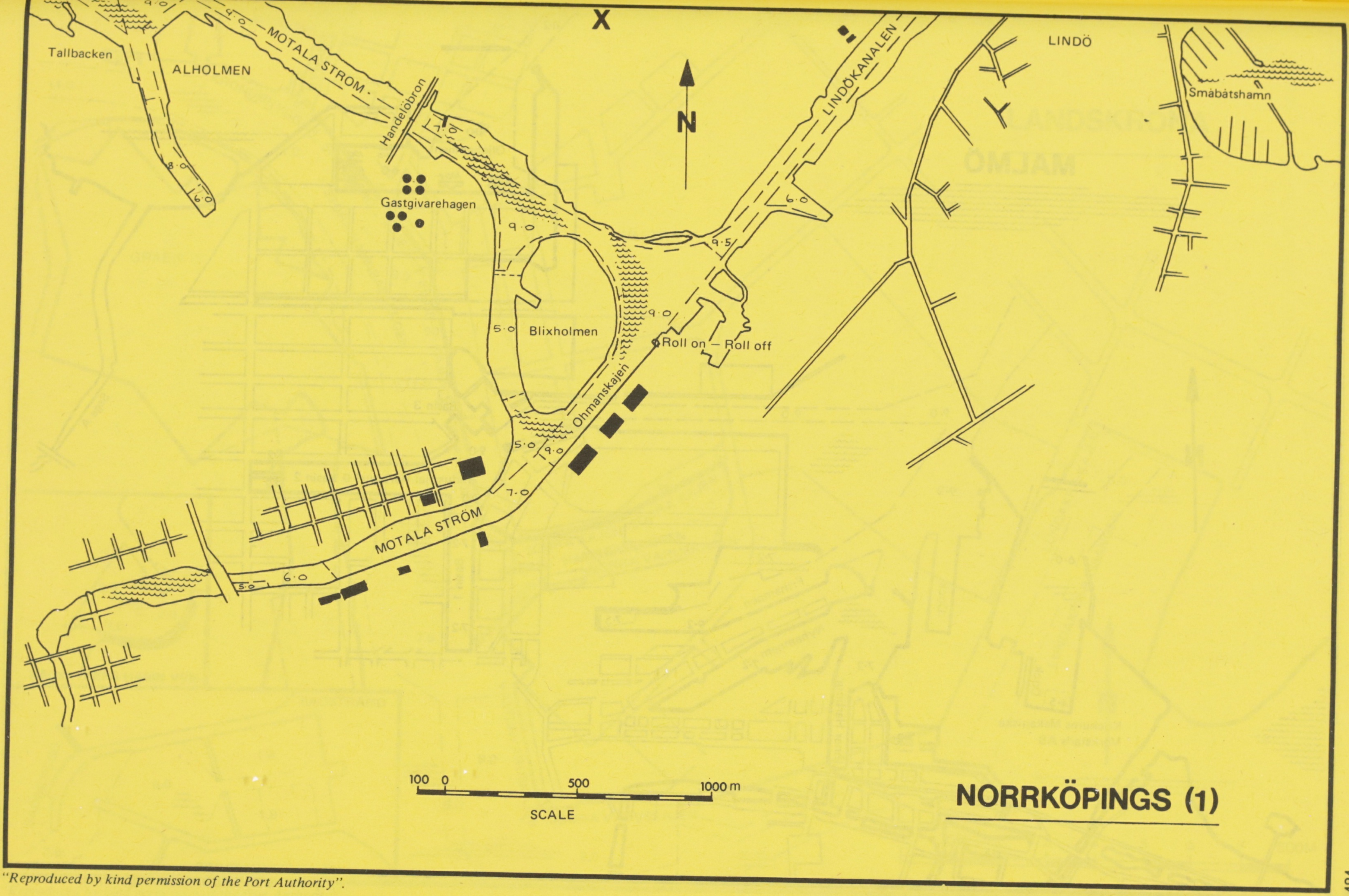
*"Reproduced by kind permission of the Port Authority".*


LANDSKRONA
NYHAMN
KRONOBRYGGAN
SKEPPSBRO - KAJEN
STORA HAMNBASSANGEN
SILOS - KAJEN
FOSFATKAJEN
BRUUNSKAJ
SODRA KAJEN
SODRA KAJEN
SODRA HAMNBASSANGEN
NORRA VARUSKAJAN
BADDKAJEN
VASTRAVARUSKAJEN
SÖDRA VARVSKAJEN
LUNDAKRA-KAJEN
LUNDAKRA-BASSANGEN
VASTRA
GRAEN
N
11.0
5.0
6.0
11.0
9.0
8.0
11.0
8.0
7.5
7.5
9.0
6.0
9.0
5.0
5.0
0
100
2
3
4
5
6
7
800M
BÄCKVIKENS HAMN VEN
3.0
3.0
5.0
2.0
2.0
BADSTRAND
BADBRYGGO
1.8
3.0
1.8
3.5
BORSTAHUSENS HAMN

*"Reproduced by kind permission of the Port Authority".*


MALMÖ
N
11·2
11·0
Oljehamnen
1010
1009
1008
1007
1006
1003
1004
6·0
9·0
9·0
Basin 3
9·0
Industrial Harbour
9·0
Basin 2
7·2
7·2
9·0
7·2
Basin 1
7·2
Sege A
9·2
6·0
Dock
7·2
Frihamnen
9·2
7·5
Nyhamnem
7·2
7·2
Inner Harbour
Dock
4·5
Kockums Mekaniska
Verkstads AB
7·2

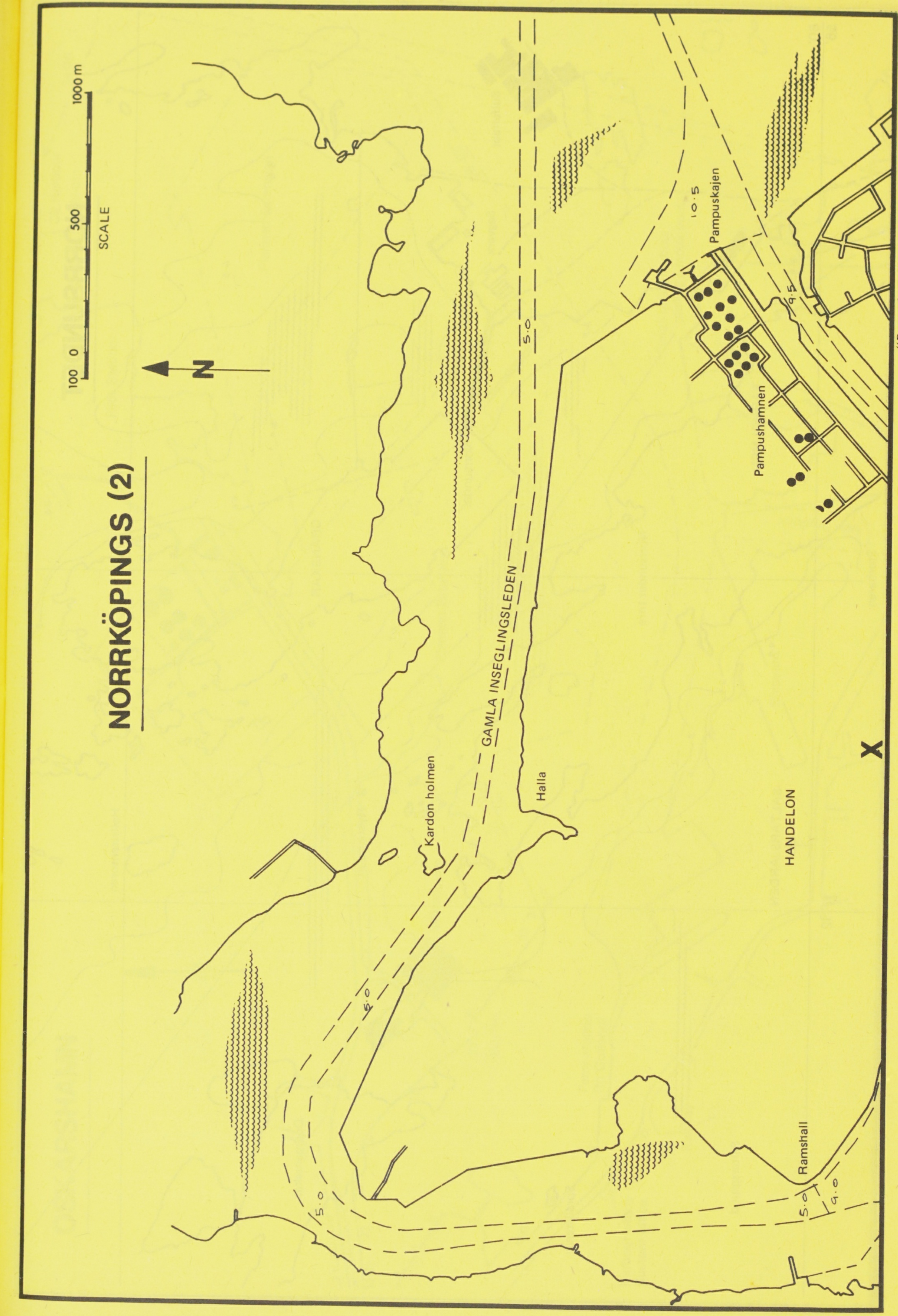
*"Reproduced by kind permission of the Port Authority".*


X
N
Tallbacken
ALHOLMEN
MOTALA STRÖM
Handelöbron
Gastgivarehagen
LINDÖKANALEN
LINDÖ
Småbåtshamn
Blixholmen
Roll on – Roll off
Ohmanskajen
MOTALA STRÖM
9·0
9·5
6·0
8·0
5·0
7·0
10
100 0 500 1000 m
SCALE

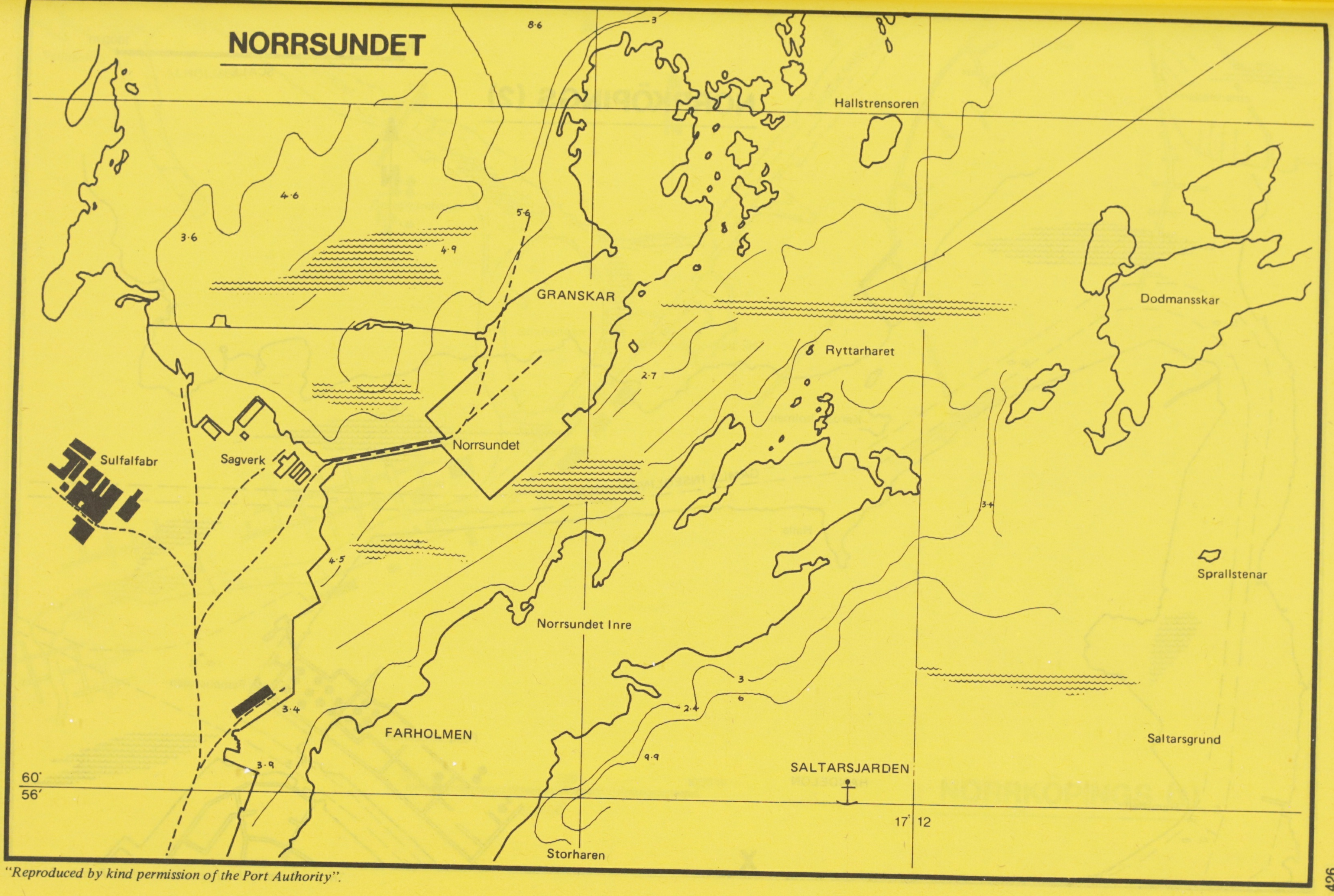
## NORRKÖPINGS (1)

*"Reproduced by kind permission of the Port Authority".*

## NORRKÖPINGS (2)

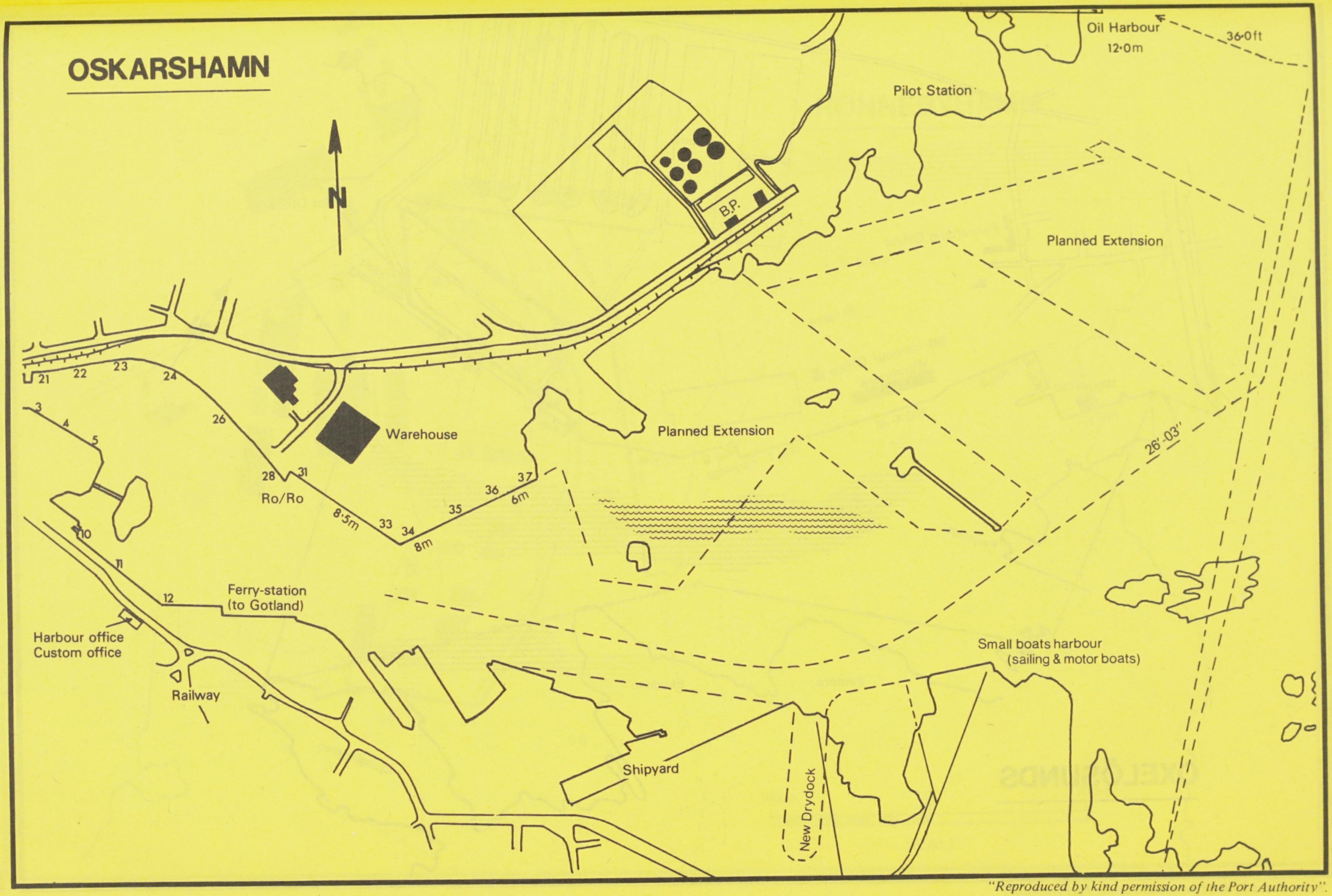

100 0 500 1000 m
SCALE
N
GAMLA INSEGLINGSLEDEN
5.0
5.0
5.0
5.0
9.0
9.5
10.5
Kardon holmen
Halla
HANDELON
X
Ramshall
Pampushamnen
Pampuskajen

"Reproduced by kind permission of the Port Authority".


NORRSUNDET
8·6
3
Hallstrensoren
4·6
5·6
3·6
4·9
GRANSKAR
Dodmansskar
Ryttarharet
2·7
Norrsundet
Sulfalfabr
Sagverk
3·4
4·5
Sprallstenar
Norrsundet Inre
3
6
2·4
3·4
FARHOLMEN
9·9
Saltarsgrund
3·9
SALTARSJARDEN
60°
56′
17° 12
Storharen

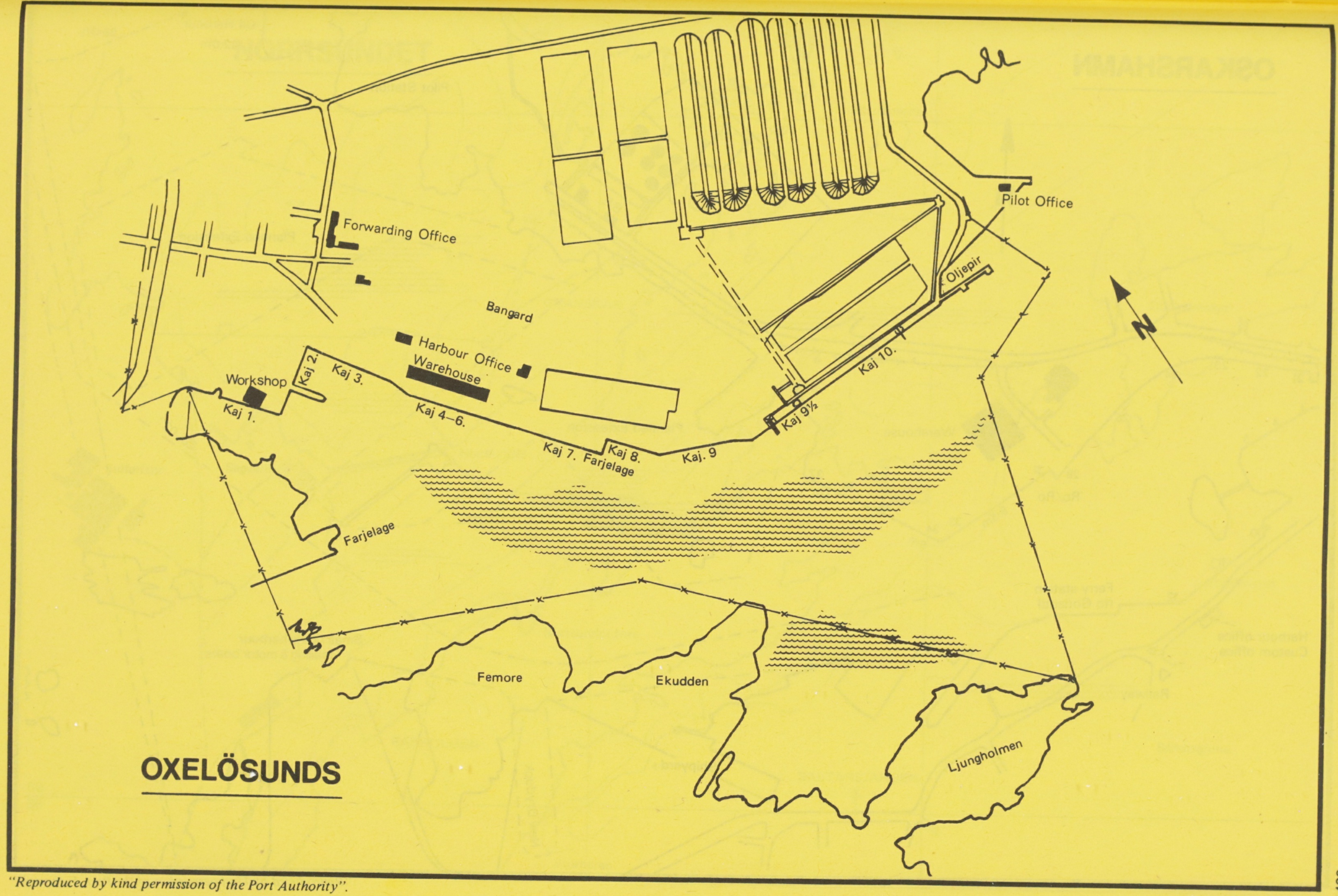
*"Reproduced by kind permission of the Port Authority".*

# OSKARSHAMN


N
Oil Harbour
12·0m
36·0ft
Pilot Station
B.P.
Planned Extension
Planned Extension
Warehouse
26'-03''
21
22
23
24
26
3
4
5
28
31
Ro/Ro
8·5m
33
34
8m
35
36
37
6m
10
11
12
Ferry-station
(to Gotland)
Harbour office
Custom office
Railway
Shipyard
New Drydock
Small boats harbour
(sailing & motor boats)

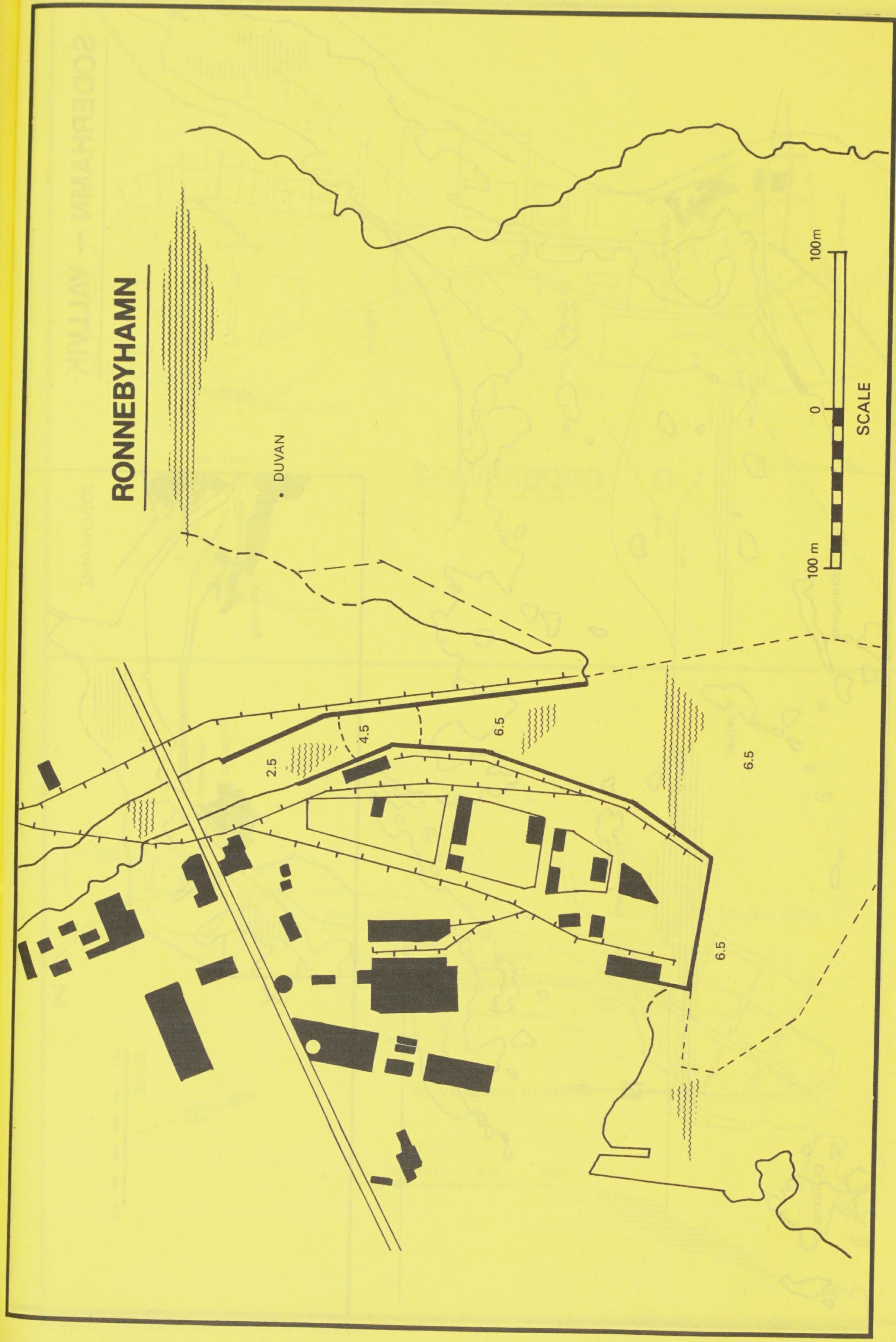
*"Reproduced by kind permission of the Port Authority".*

# OXELÖSUNDS


Forwarding Office
Pilot Office
Bangard
Harbour Office
Warehouse
Workshop
Kaj 1.
Kaj 2.
Kaj 3.
Kaj 4–6.
Kaj 7. Farjelage
Kaj 8.
Kaj. 9
Kaj 9½
Kaj 10.
Oljepir
Farjelage
N
Femore
Ekudden
Ljungholmen

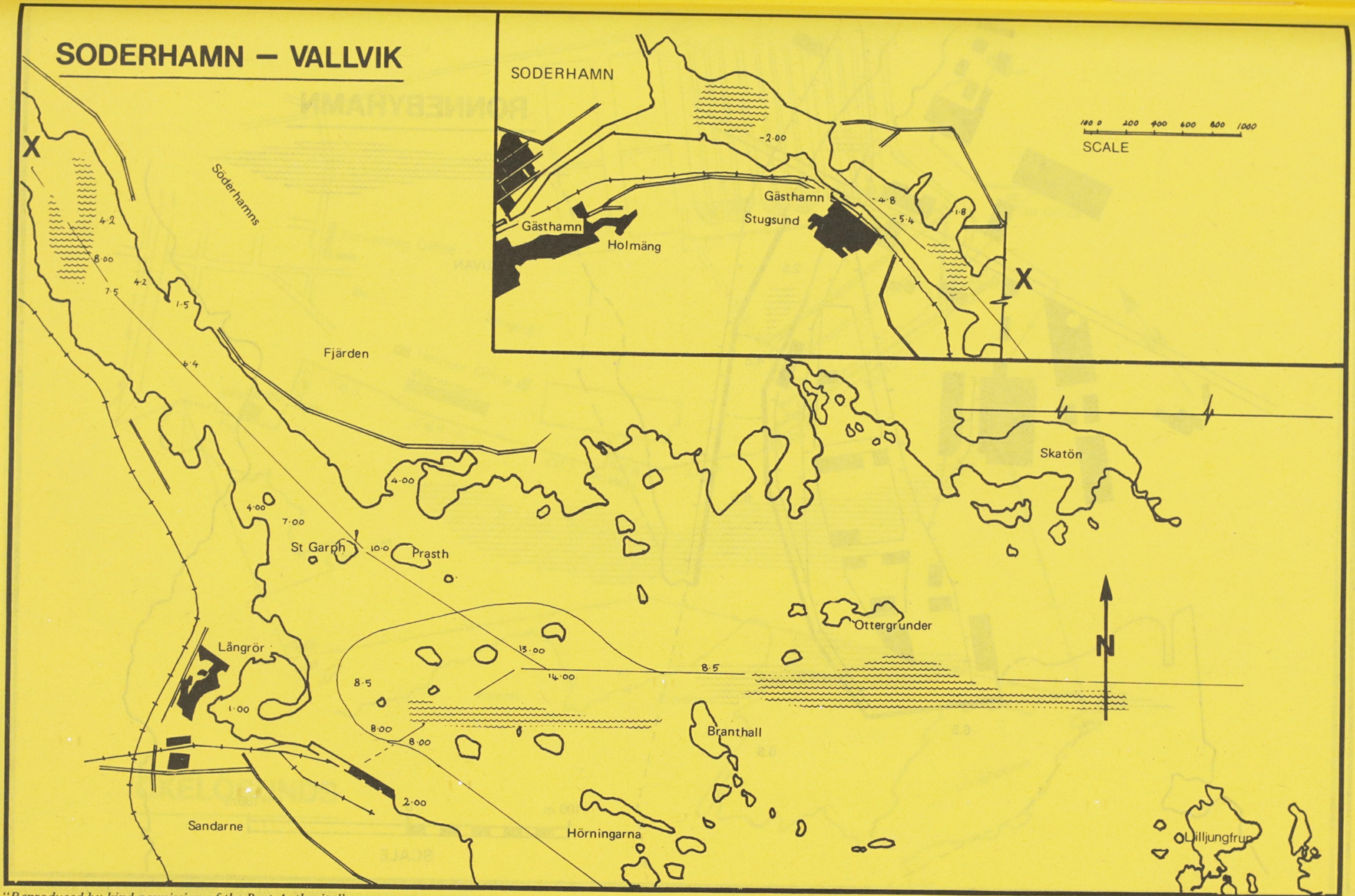
*"Reproduced by kind permission of the Port Authority".*

# RONNEBYHAMN

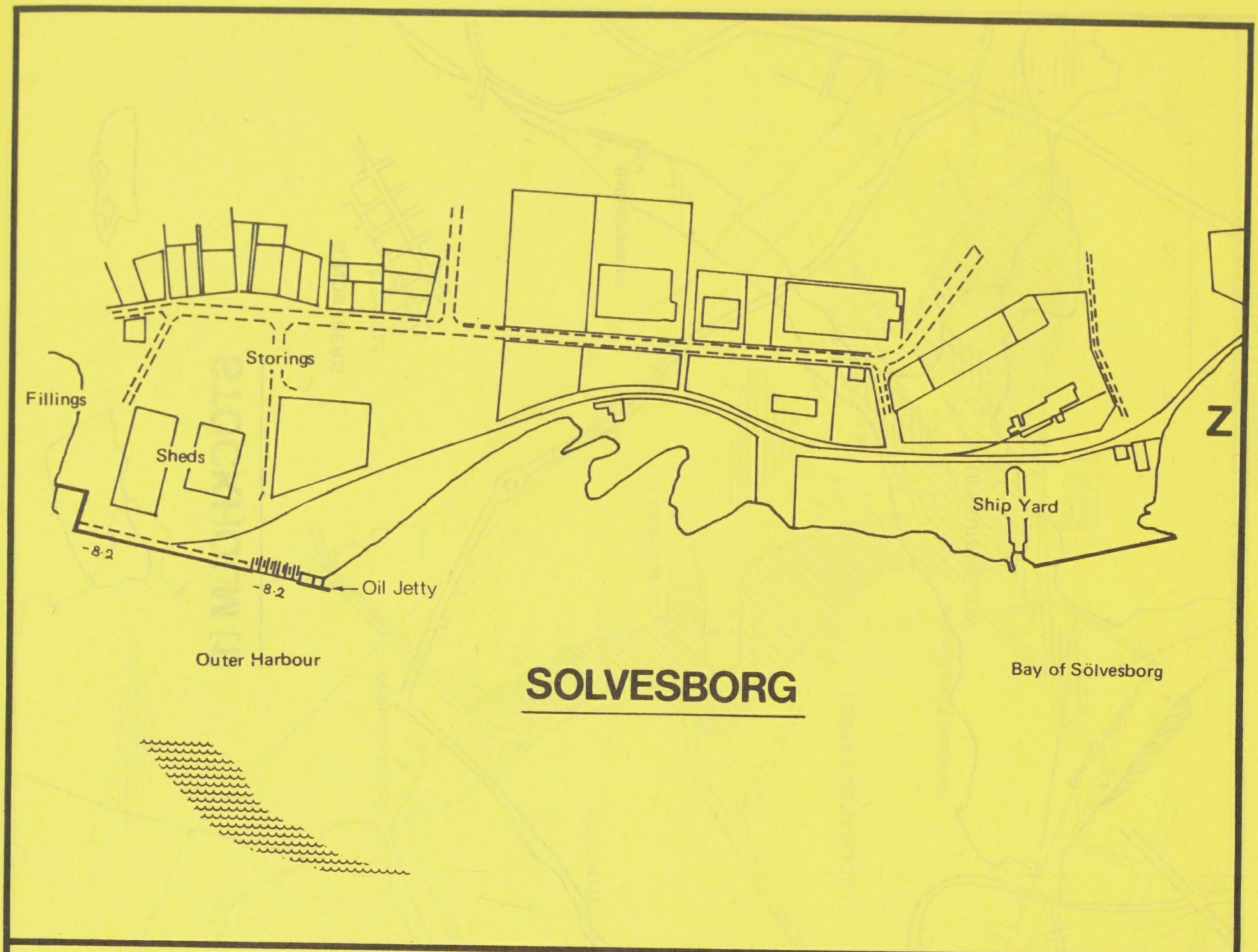

DUVAN
2.5
4.5
6.5
6.5
6.5
SCALE
100 m
0
100m

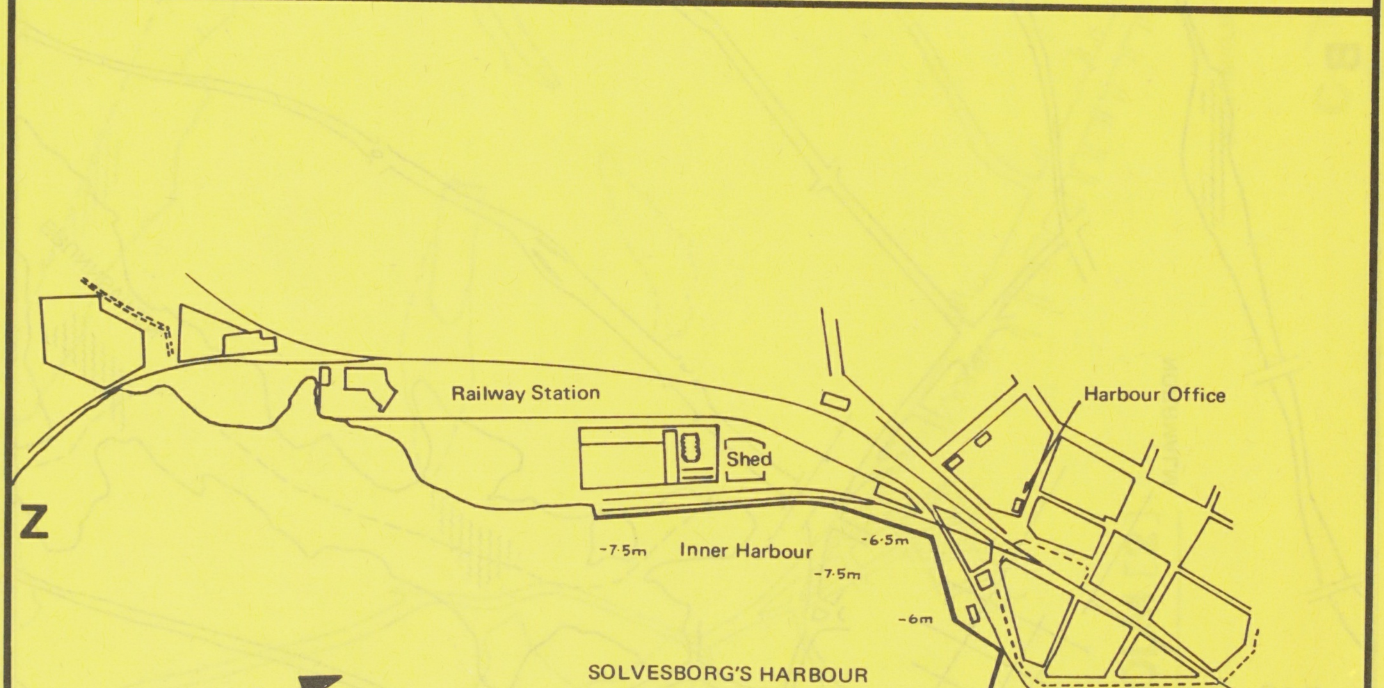
*“Reproduced by kind permission of the Port Authority”.*

# SODERHAMN — VALLVIK

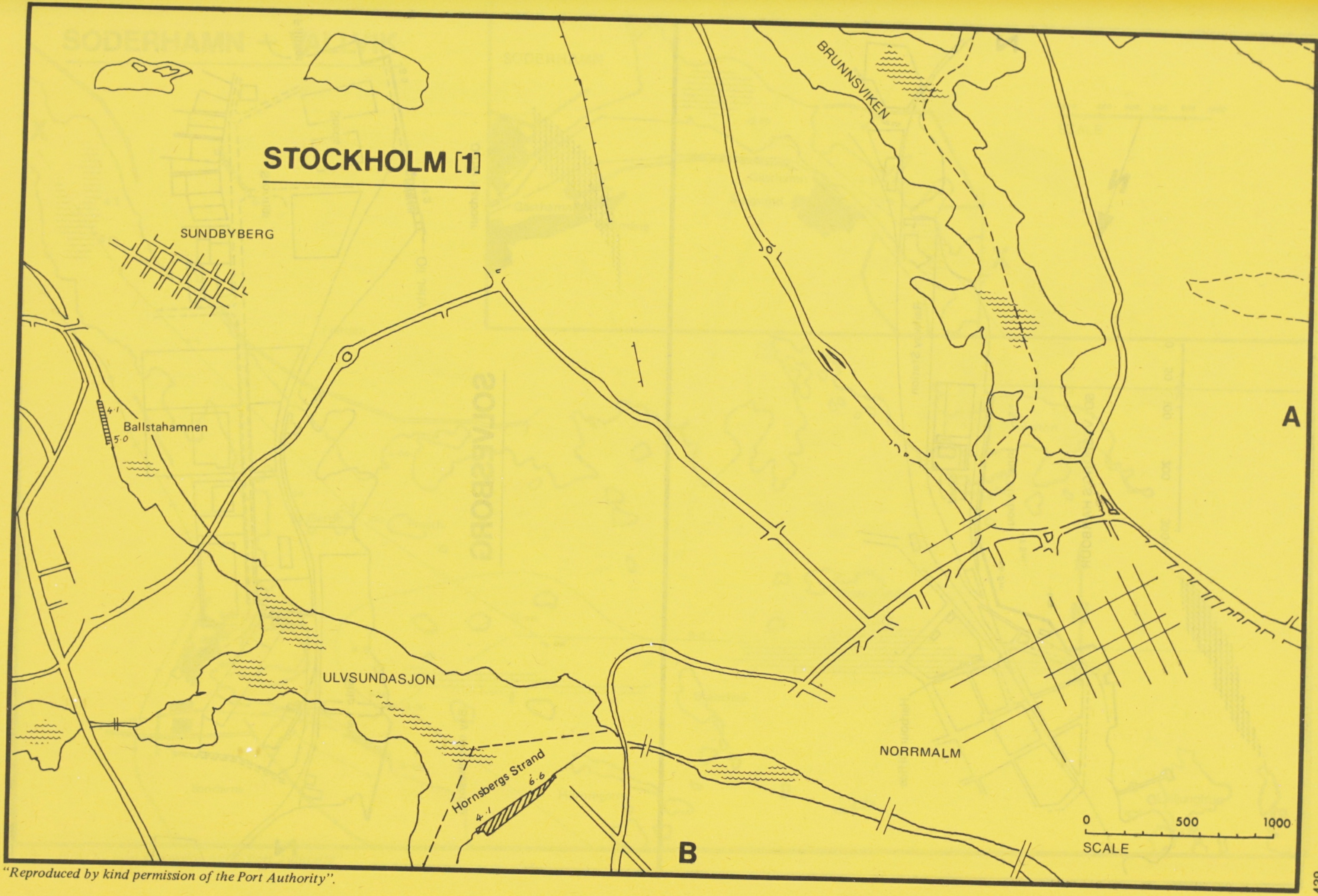

SODERHAMN
Gästhamn
Holmäng
Gästhamn
Stugsund
-2.00
-4.8
-5.4
1.8
X
100 0 200 400 600 800 1000
SCALE
X
Söderhamns
4.2
8.00
4.2
7.5
1.5
6.4
Fjärden
4.00
4.00
7.00
St Garph
10.0
Prasth
Skatön
Ottergrunder
N
Långrör
13.00
14.00
8.5
8.5
1.00
8.00
8.00
Branthall
2.00
Sandarne
Hörningarna
Lilljungfrun

*"Reproduced by kind permission of the Port Authority".*


Storings
Fillings
Sheds
Z
Ship Yard
-8·2
-8·2
Oil Jetty
Outer Harbour
SOLVESBORG
Bay of Sölvesborg

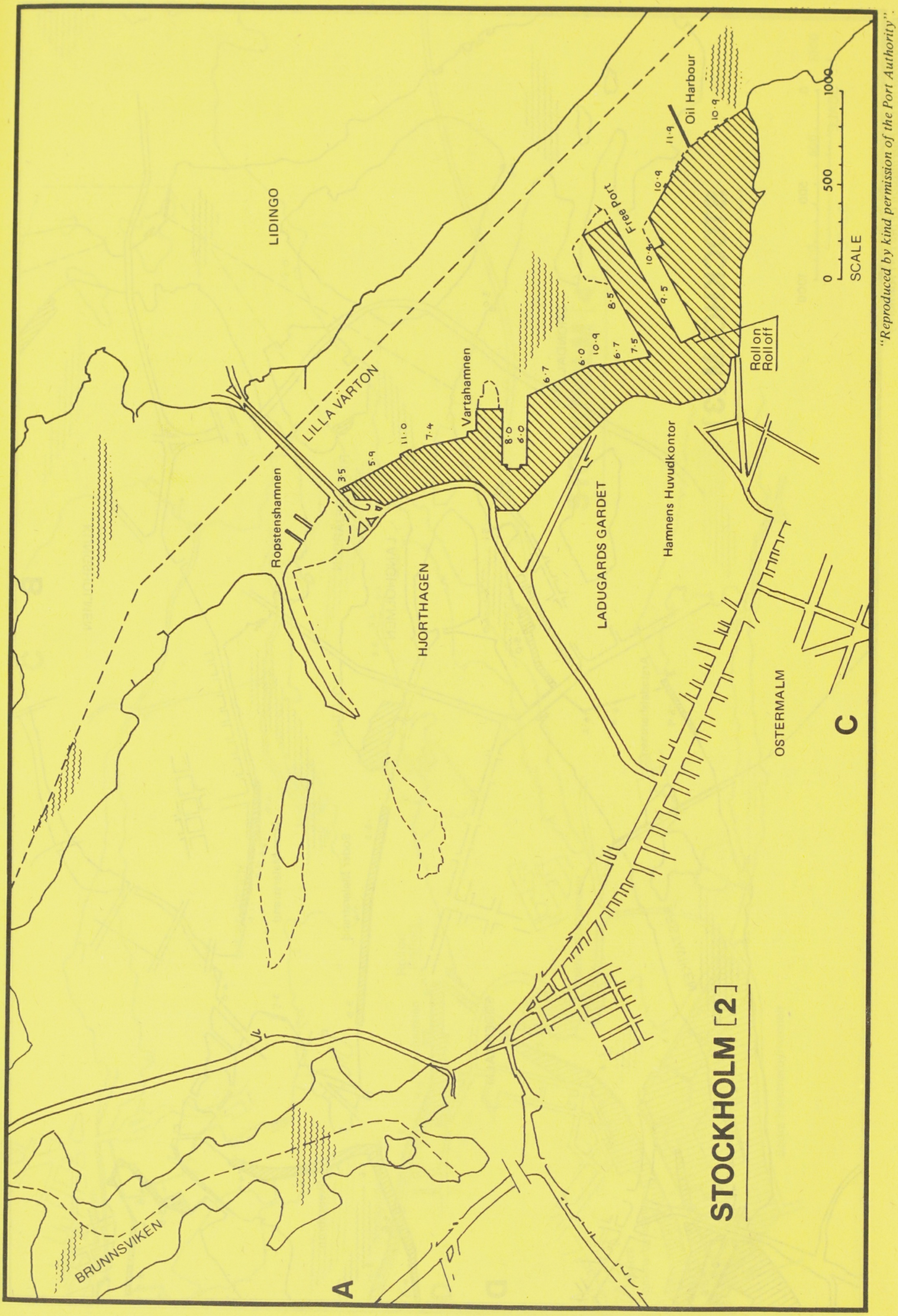

Railway Station
Harbour Office
Shed
Z
-7·5m
Inner Harbour
-6·5m
-7·5m
-6m
SOLVESBORG'S HARBOUR
Z
0 50 100 200 300m

*"Reproduced by kind permission of the Port Authority".*

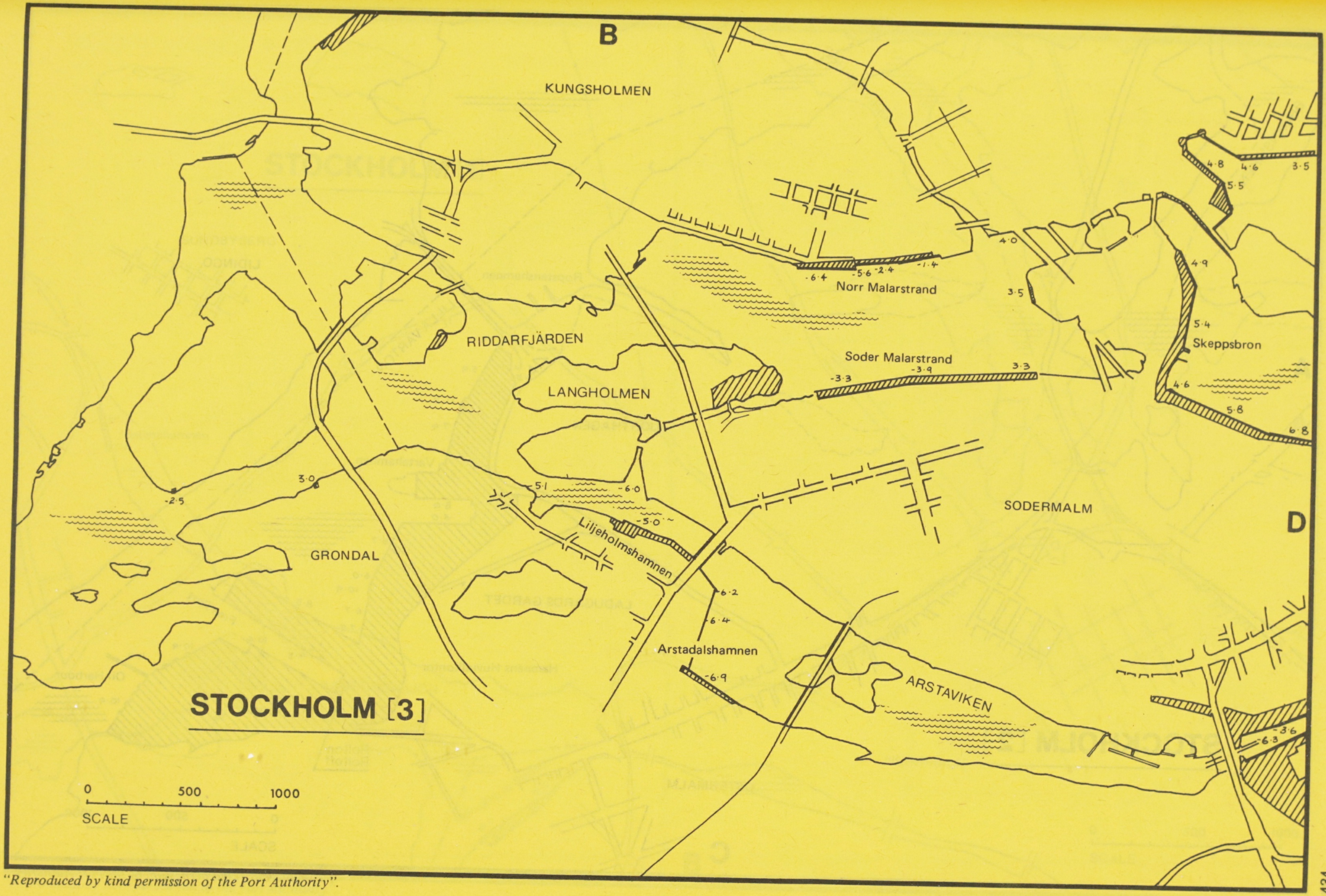

STOCKHOLM [1]
SUNDBYBERG
BRUNNSVIKEN
4·1
Ballstahamnen
5·0
A
ULVSUNDASJON
Hornsbergs Strand
6·6
4·1
NORRMALM
0
500
1000
SCALE
B

*"Reproduced by kind permission of the Port Authority".*

## STOCKHOLM [2]

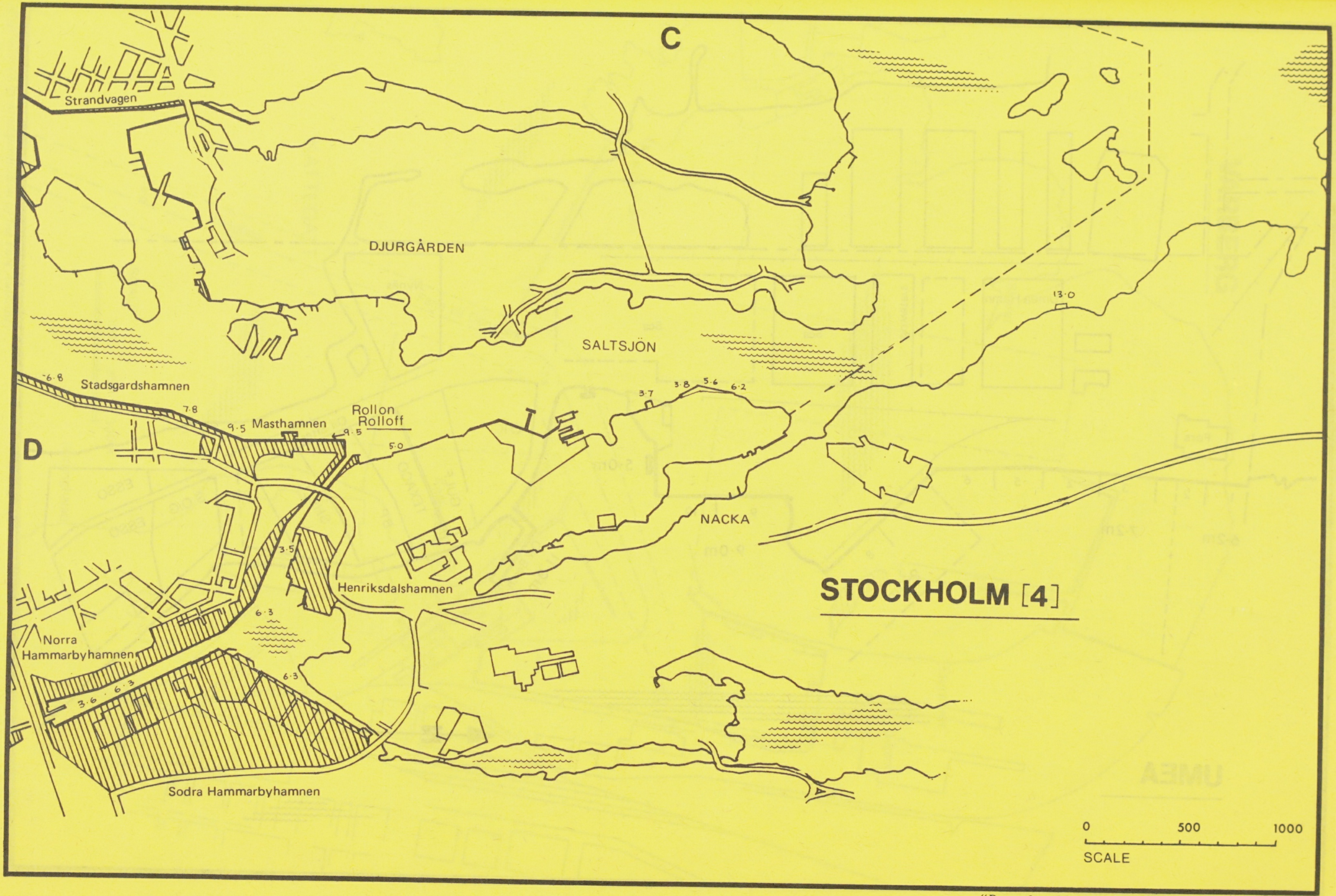

LIDINGO
LILLA VARTON
Ropstenshamnen
HJORTHAGEN
Vartahamnen
LADUGARDS GARDET
Hamnens Huvudkontor
Free port
Oil Harbour
Roll on
Roll off
OSTERMALM
BRUNNSVIKEN
A
C
3·5
5·9
11·0
7·4
8·0
6·0
6·7
6·0
10·9
6·7
7·5
8·5
9·5
10·8
10·9
11·9
10·9
SCALE
0
500
1000

*"Reproduced by kind permission of the Port Authority".*


B
KUNGSHOLMEN
4·8
4·6
3·5
5·5
4·0
-6·4
-5·6
-2·4
-1·4
Norr Malarstrand
3·5
4·9
5·4
Skeppsbron
RIDDARFJÄRDEN
Soder Malarstrand
-3·3
-3·9
3·3
4·6
5·8
6·8
LANGHOLMEN
3·0
-2·5
-5·1
-6·0
-5·0
SODERMALM
D
Liljeholmshamnen
GRONDAL
-6·2
-6·4
Arstadalshamnen
-6·9
ARSTAVIKEN
-3·6
-6·3
0
500
1000
SCALE

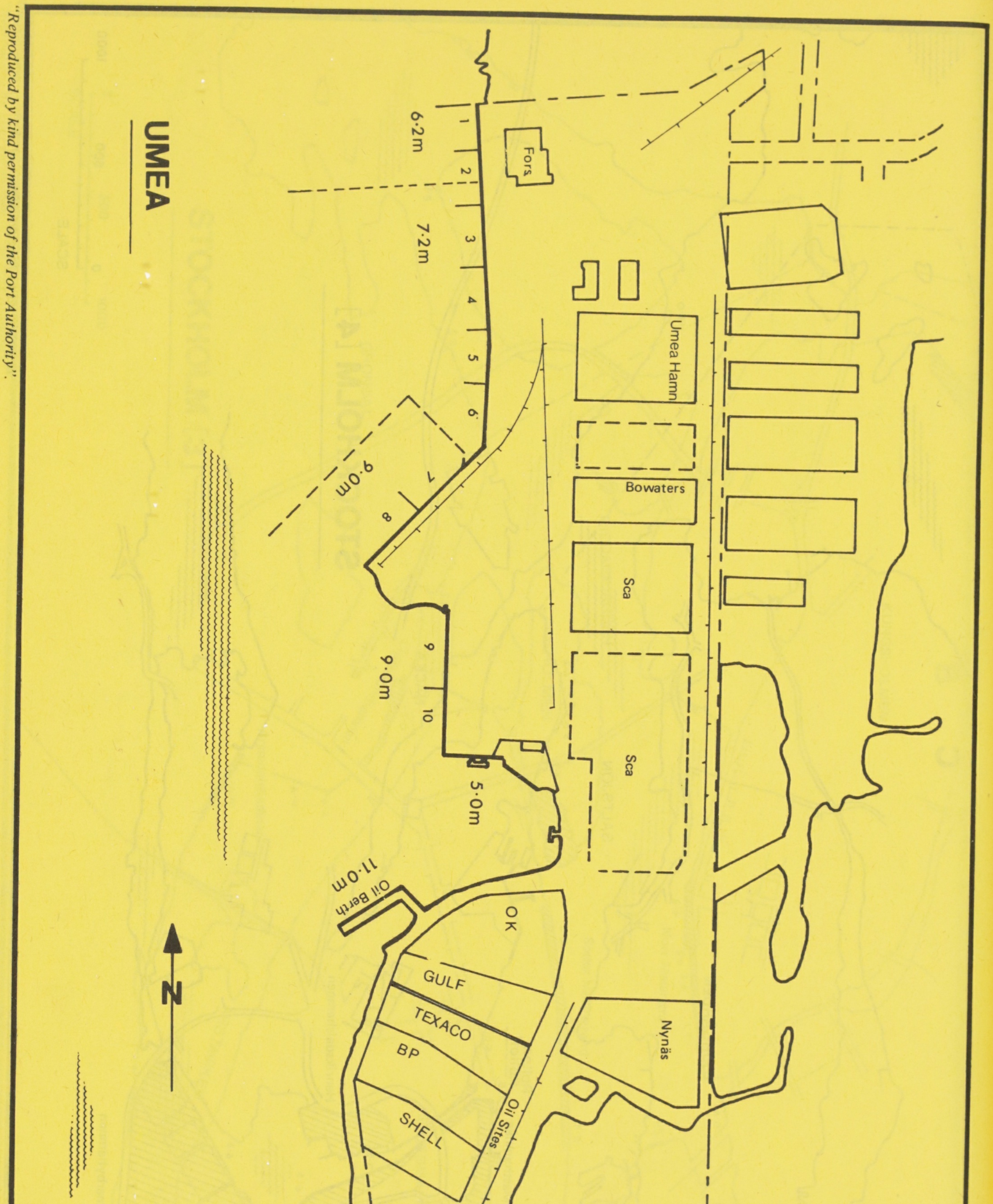
**STOCKHOLM [3]**

*"Reproduced by kind permission of the Port Authority".*

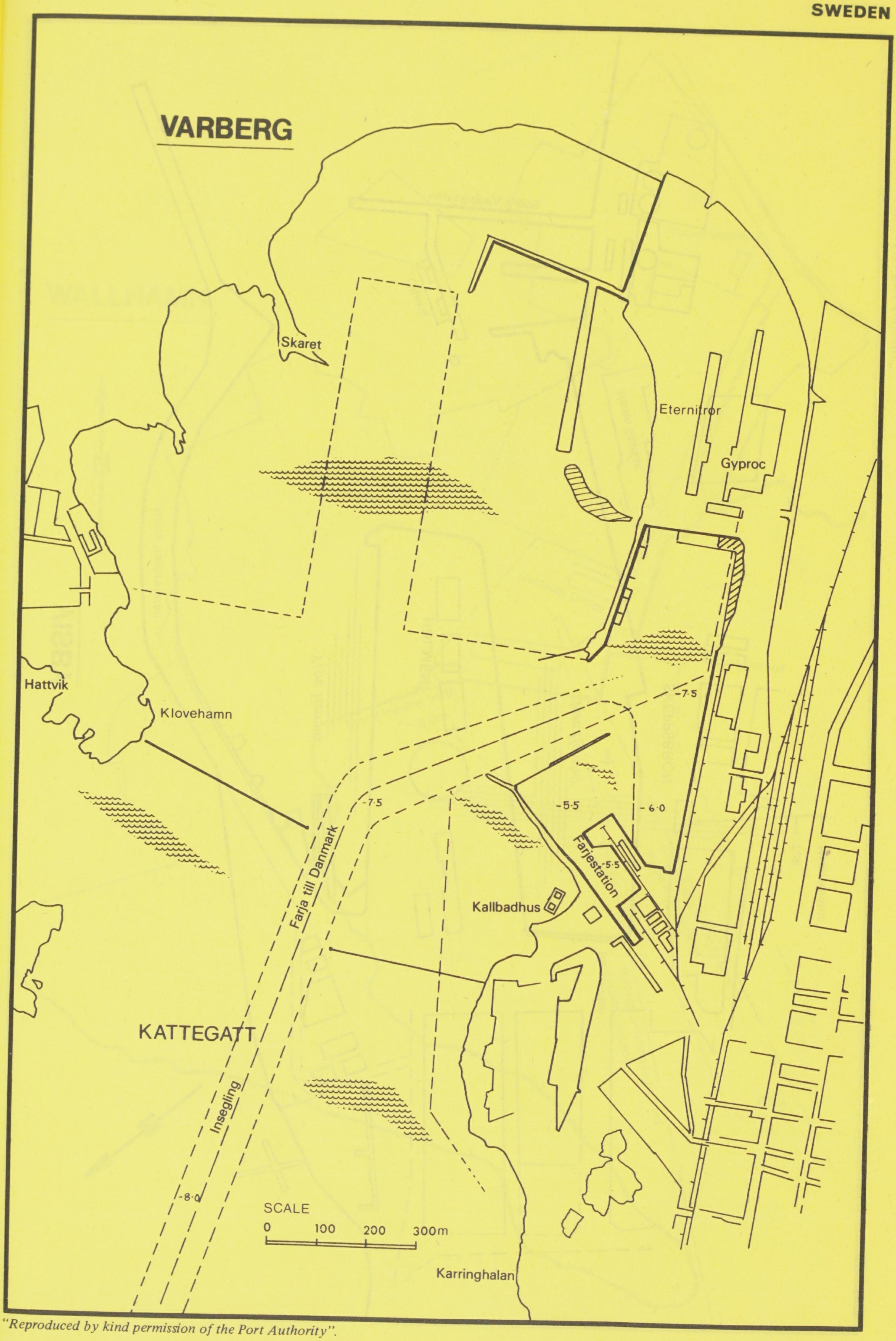

C
Strandvagen
DJURGÅRDEN
SALTSJÖN
13·0
-6·8
Stadsgardshamnen
7·8
9·5
Masthamnen
Rollon
Rolloff
9·5
5·0
3·7
3·8
5·6
6·2
D
NACKA
3·5
Henriksdalshamnen
6·3
Norra
Hammarbyhamnen
3·6
6·3
6·3
Sodra Hammarbyhamnen
0
500
1000
SCALE

## STOCKHOLM [4]

"Reproduced by kind permission of the Port Authority".

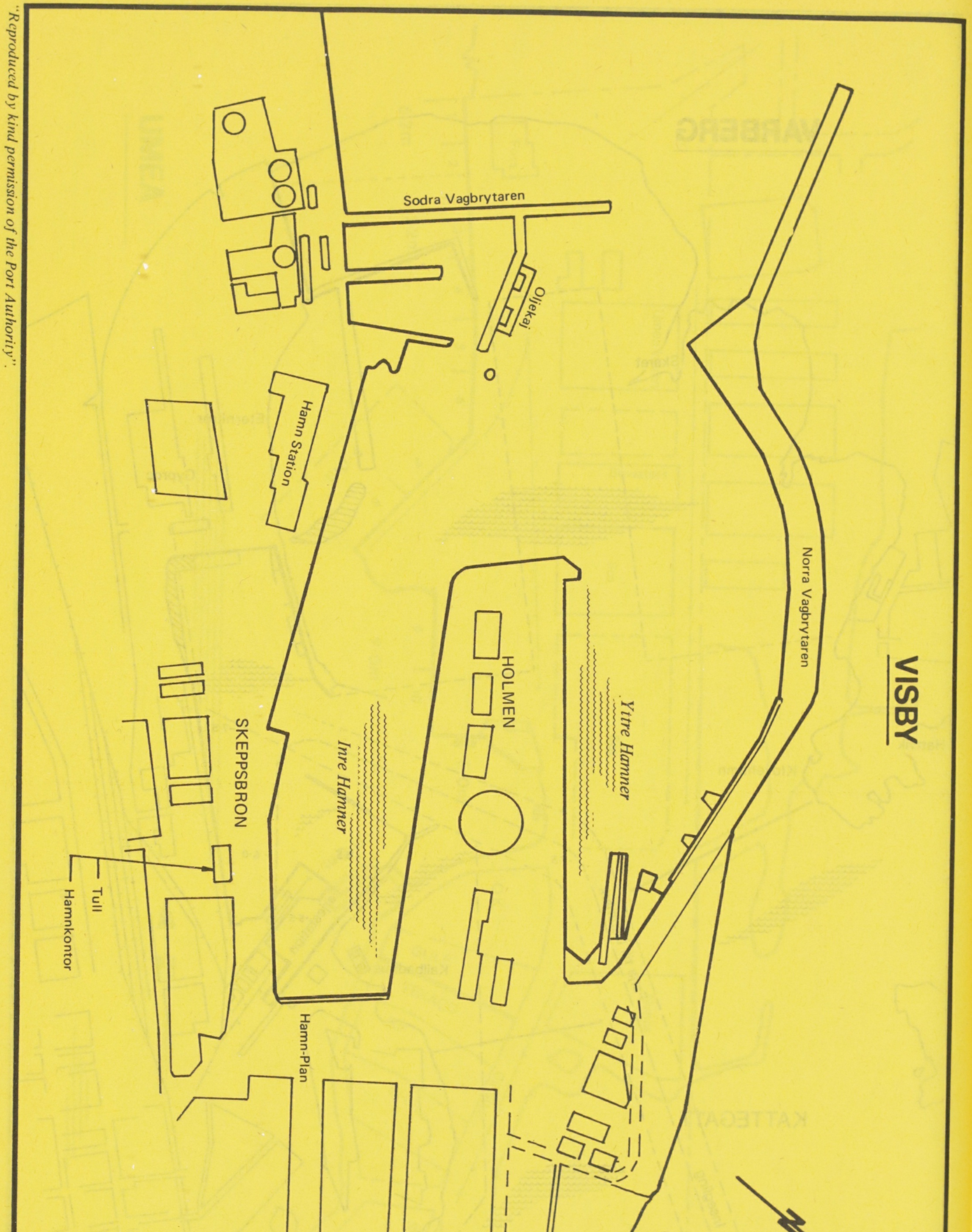

UMEA
6·2m
7·2m
9·0m
9·0m
5·0m
11·0m
Oil Berth
1
2
3
4
5
6
7
8
9
10
Fors
Umea Hamn
Bowaters
Sca
Sca
Nynäs
OK
GULF
TEXACO
BP
SHELL
Oil Sites
S.O.G
ESSO
ESSO
N

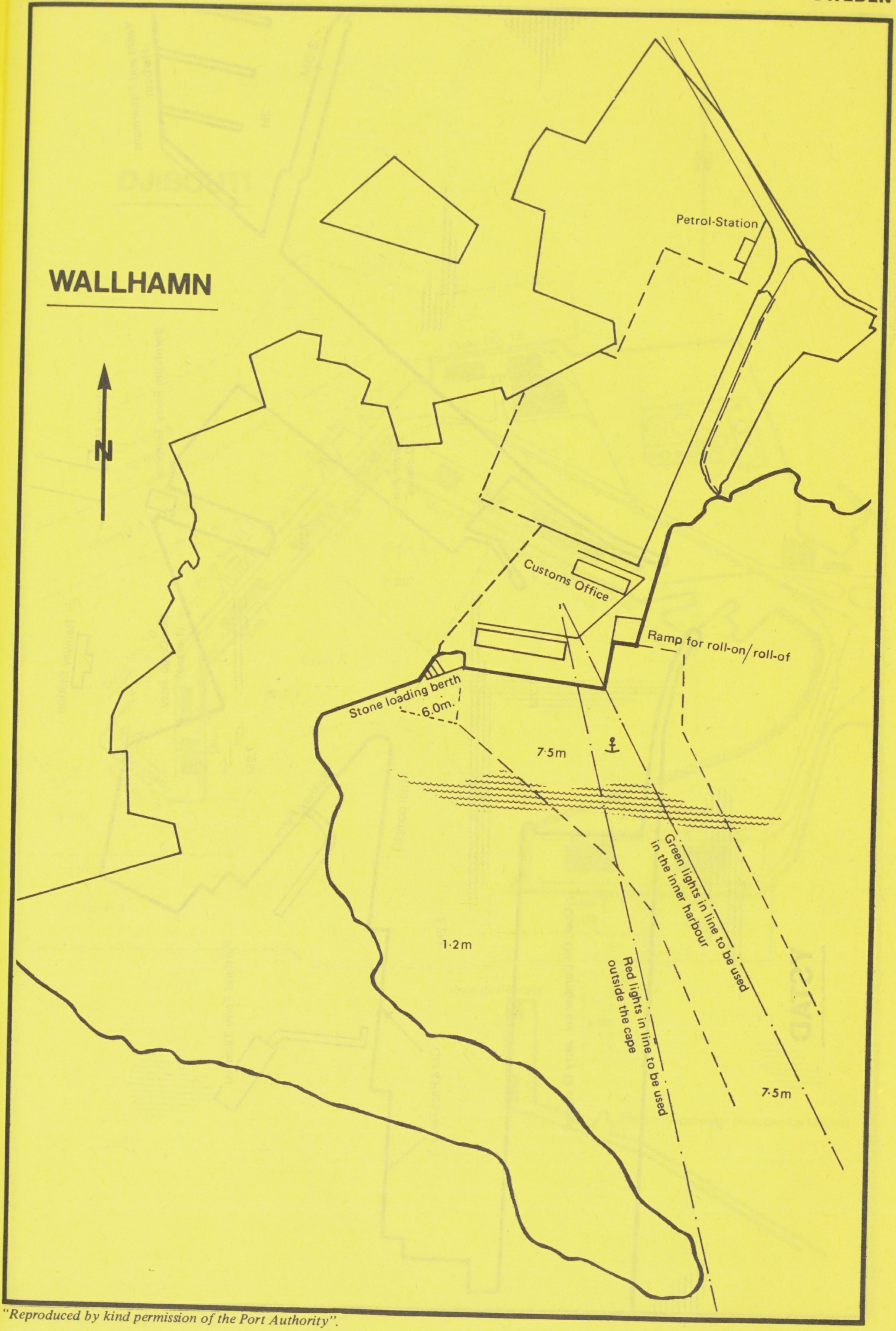
"Reproduced by kind permission of the Port Authority".


VARBERG
Skaret
Eternitror
Gyproc
Hattvik
Klovehamn
-7·5
-7·5
-5·5
- 6·0
-5·5
Farjestation
Kallbadhus
Farja till Danmark
KATTEGATT
Insegling
-8·0
SCALE
0
100
200
300m
Karringhalan

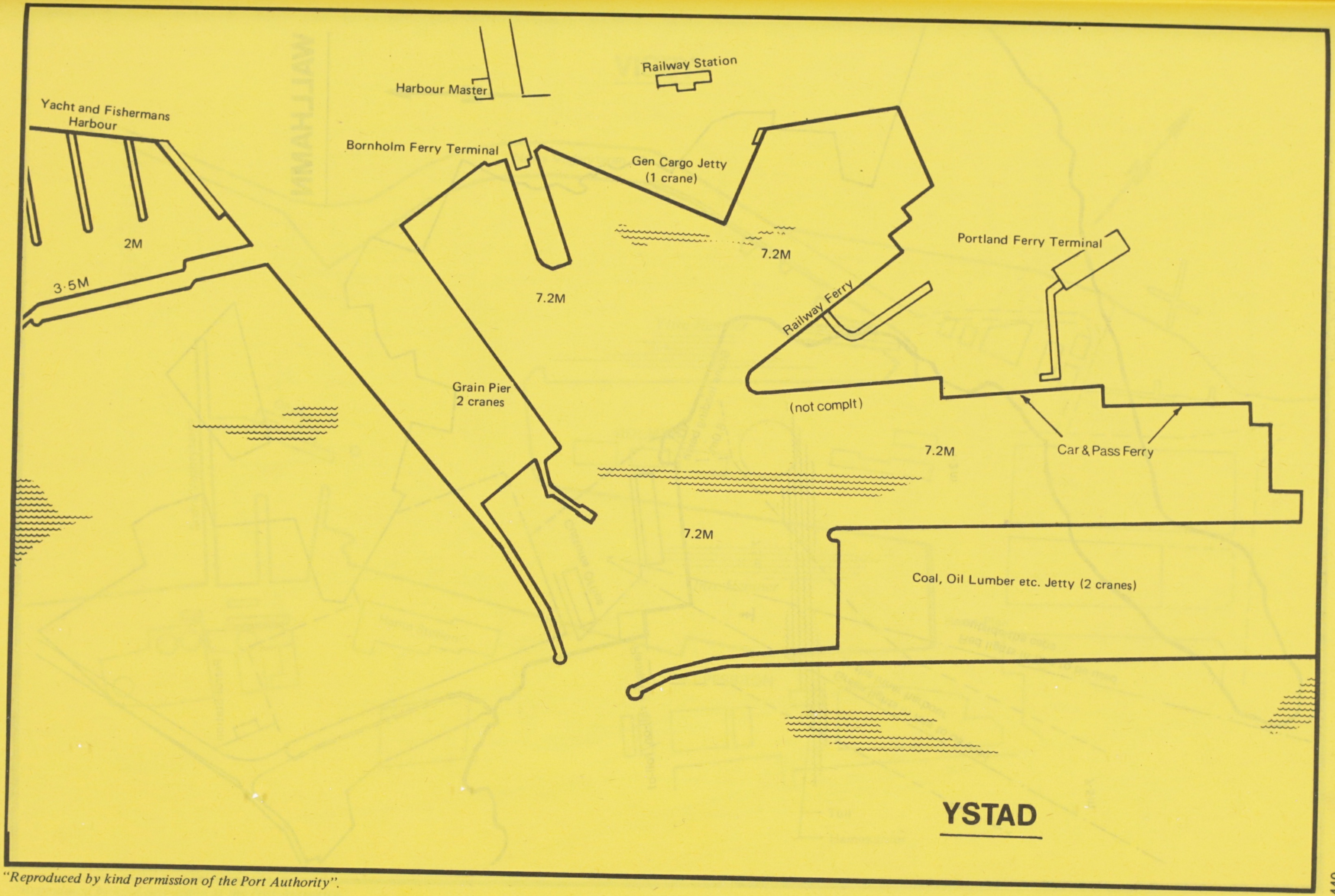
*"Reproduced by kind permission of the Port Authority".*

"Reproduced by kind permission of the Port Authority".


VISBY
Sodra Vagbrytaren
Oljekai
Hamn Station
Norra Vagbrytaren
HOLMEN
Ytre Hamner
Inre Hamner
SKEPPSBRON
Tull
Hamnkontor
Hamn-Plan

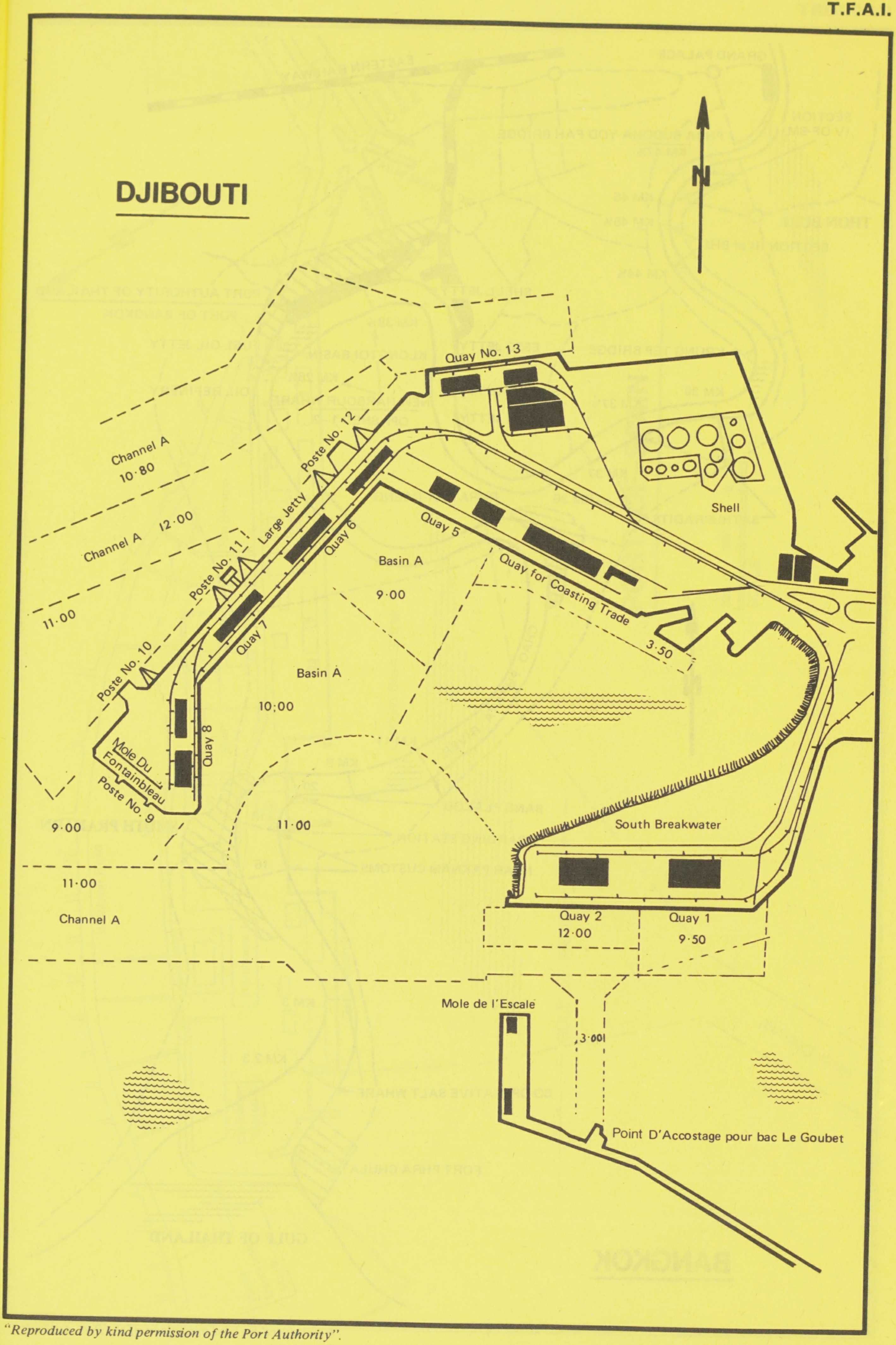

WALLHAMN
N
Petrol-Station
Customs Office
Ramp for roll-on/roll-of
Stone loading berth
6.0m.
7·5m
1·2m
Green lights in line to be used in the inner harbour
Red lights in line to be used outside the cape
7·5m

*"Reproduced by kind permission of the Port Authority".*

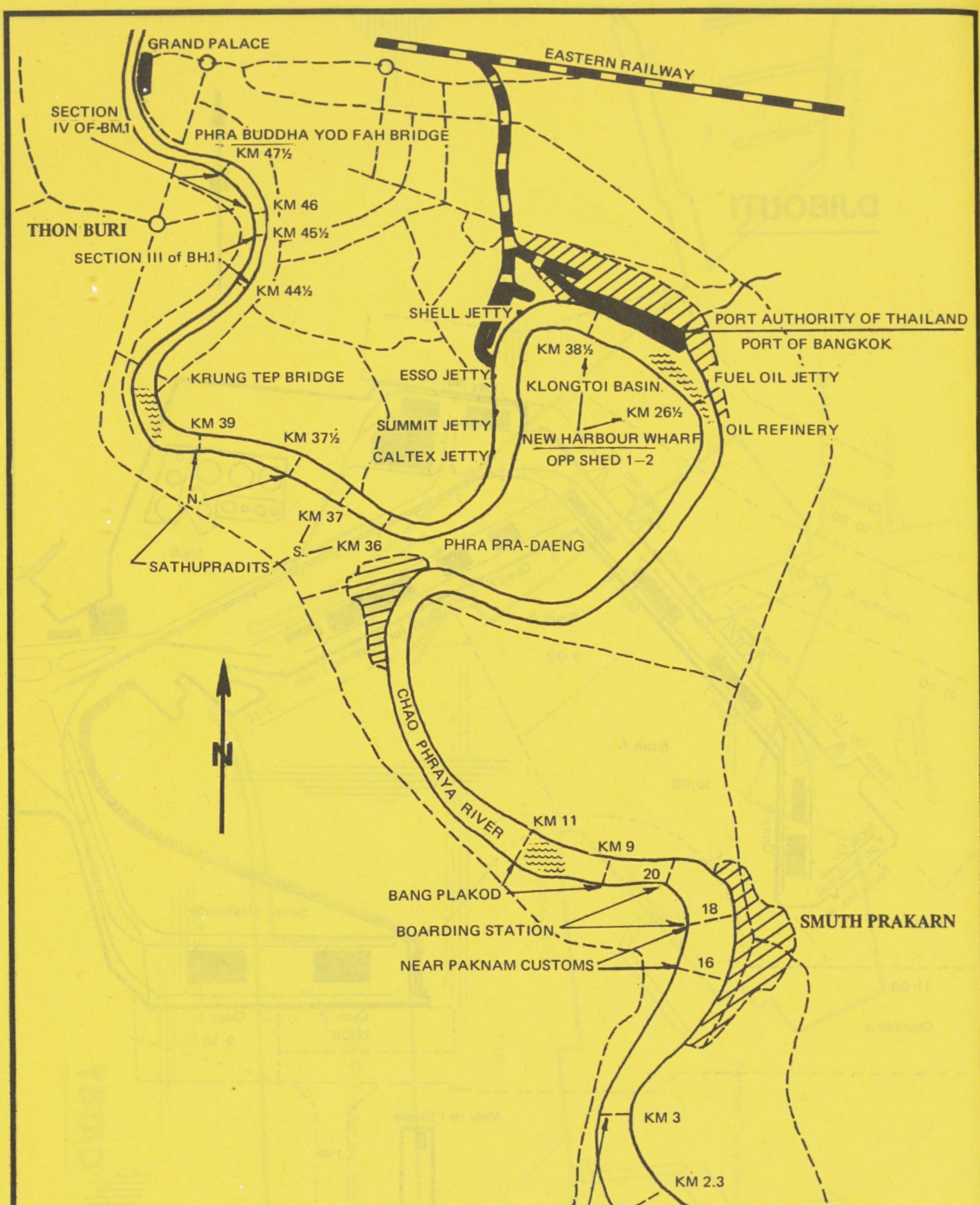

Railway Station
Harbour Master
Yacht and Fishermans Harbour
Bornholm Ferry Terminal
Gen Cargo Jetty (1 crane)
2M
3·5M
7.2M
7.2M
Portland Ferry Terminal
Railway Ferry
Grain Pier 2 cranes
(not complt)
7.2M
Car & Pass Ferry
7.2M
Coal, Oil Lumber etc. Jetty (2 cranes)

**YSTAD**

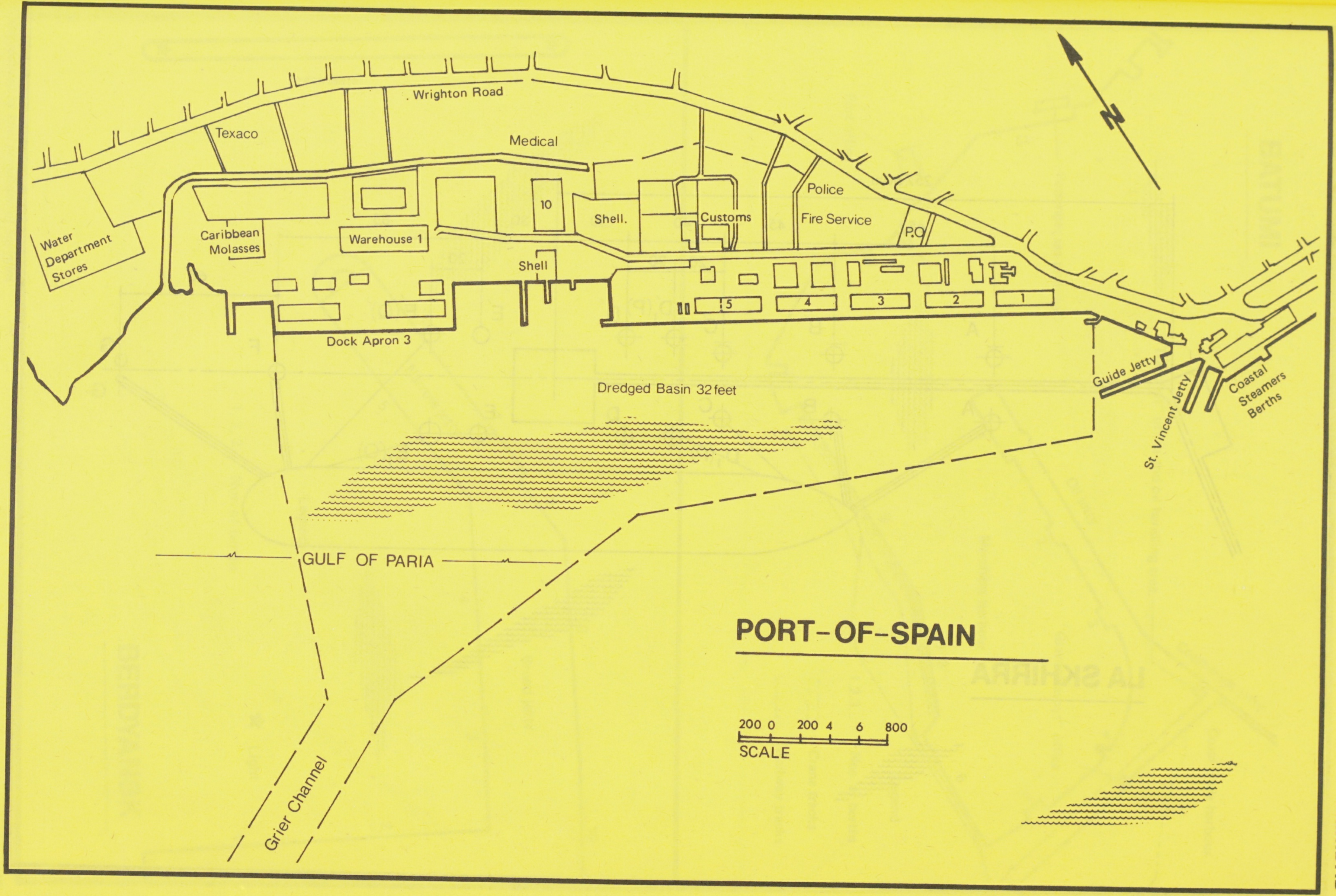
*"Reproduced by kind permission of the Port Authority".*


DJIBOUTI
N
Quay No. 13
Poste No. 12
Large Jetty
Quay 6
Poste No. 11
Quay 7
Poste No. 10
Quay 8
Mole Du Fontainbleau
Poste No. 9
Channel A
10·80
Channel A
12·00
11·00
9·00
11·00
Channel A
Basin A
9·00
Basin A
10;00
11·00
Quay 5
Quay for Coasting Trade
3·50
Shell
South Breakwater
Quay 2
12·00
Quay 1
9·50
Mole de l'Escale
3·00
Point D'Accostage pour bac Le Goubet

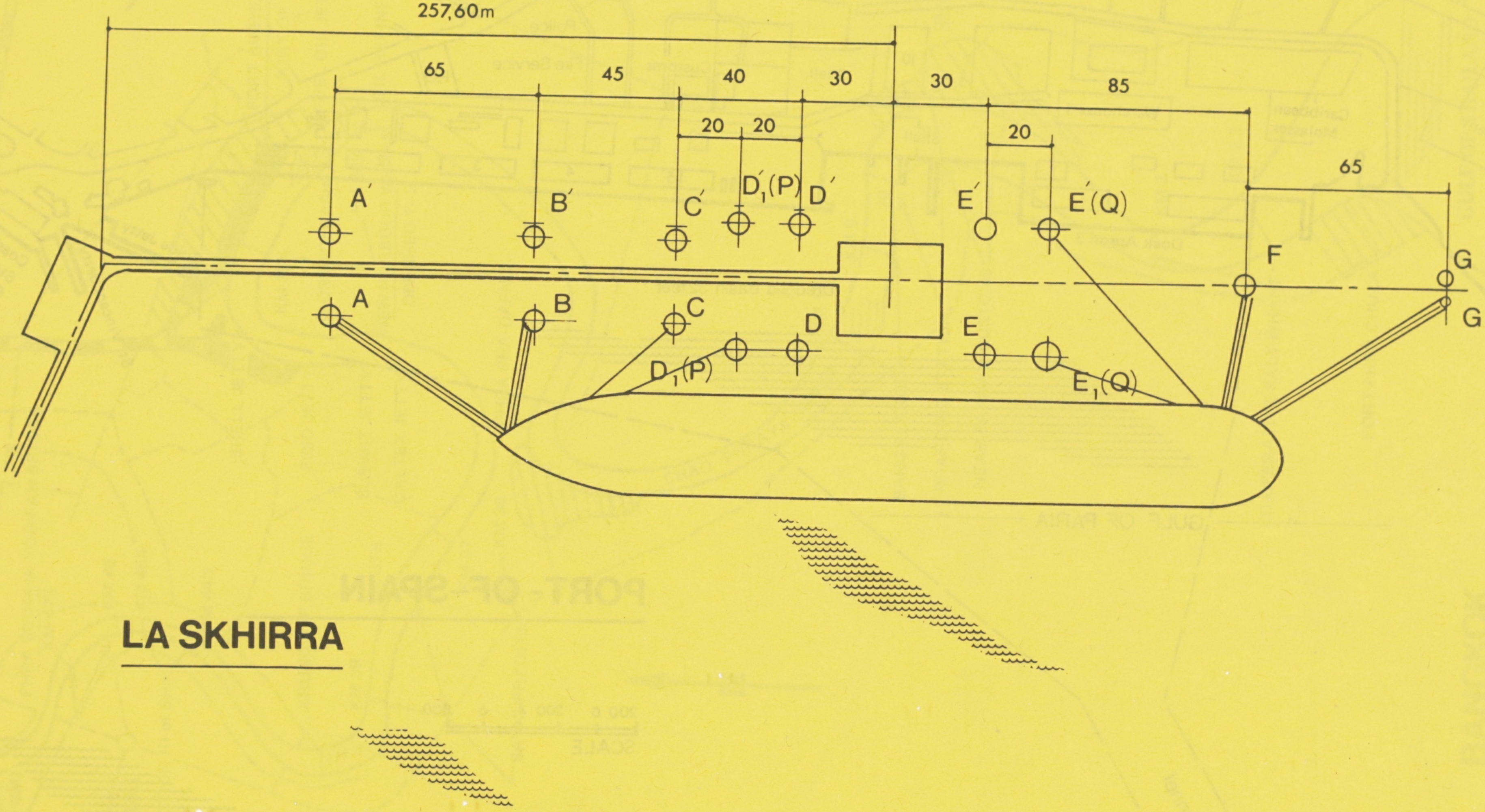
*"Reproduced by kind permission of the Port Authority".*


GRAND PALACE
EASTERN RAILWAY
SECTION IV OF BM.1
PHRA BUDDHA YOD FAH BRIDGE
KM 47½
KM 46
THON BURI
KM 45½
SECTION III of BH.1
KM 44½
SHELL JETTY
PORT AUTHORITY OF THAILAND
PORT OF BANGKOK
KM 38½
KRUNG TEP BRIDGE
ESSO JETTY
KLONGTOI BASIN.
FUEL OIL JETTY
KM 26½
KM 39
KM 37½
SUMMIT JETTY
NEW HARBOUR WHARF
OIL REFINERY
CALTEX JETTY
OPP SHED 1–2
N.
KM 37
S.
KM 36
PHRA PRA-DAENG
SATHUPRADITS
N
CHAO PHRAYA RIVER
KM 11
KM 9
20
BANG PLAKOD
18
SMUTH PRAKARN
BOARDING STATION
NEAR PAKNAM CUSTOMS
16
KM 3
KM 2.3
CO-OPERATIVE SALT WHARF
FORT PHRA CHULA
GULF OF THAILAND
BANGKOK

*"Reproduced by kind permission of the Port Authority".*

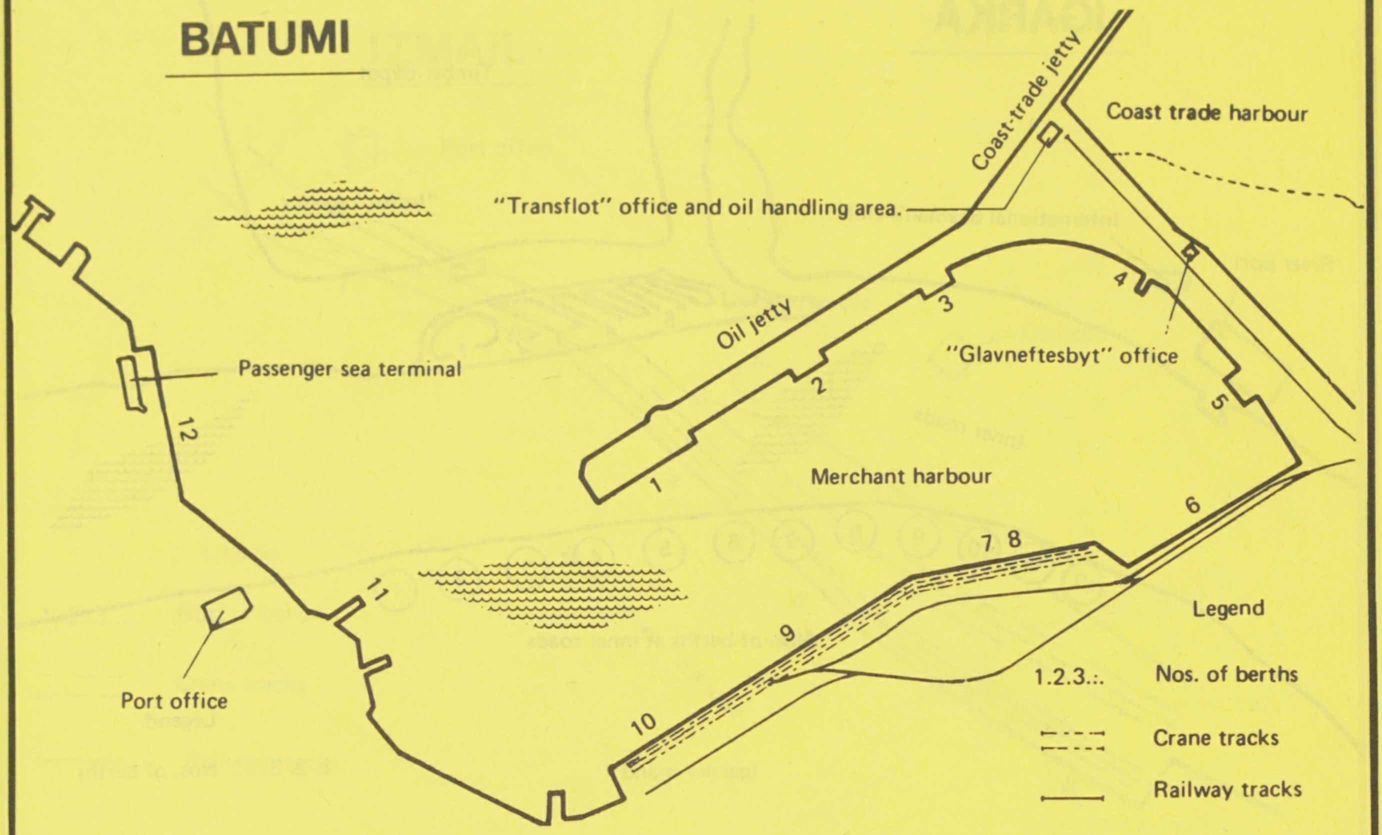

Wrighton Road
Texaco
Medical
Police
Fire Service
P.O.
Customs
Shell.
10
Warehouse 1
Caribbean Molasses
Water Department Stores
Shell
5
4
3
2
1
Dock Apron 3
Dredged Basin 32 feet
Guide Jetty
St. Vincent Jetty
Coastal Steamers Berths
GULF OF PARIA
PORT-OF-SPAIN
200 0 200 4 6 800
SCALE
Grier Channel
N

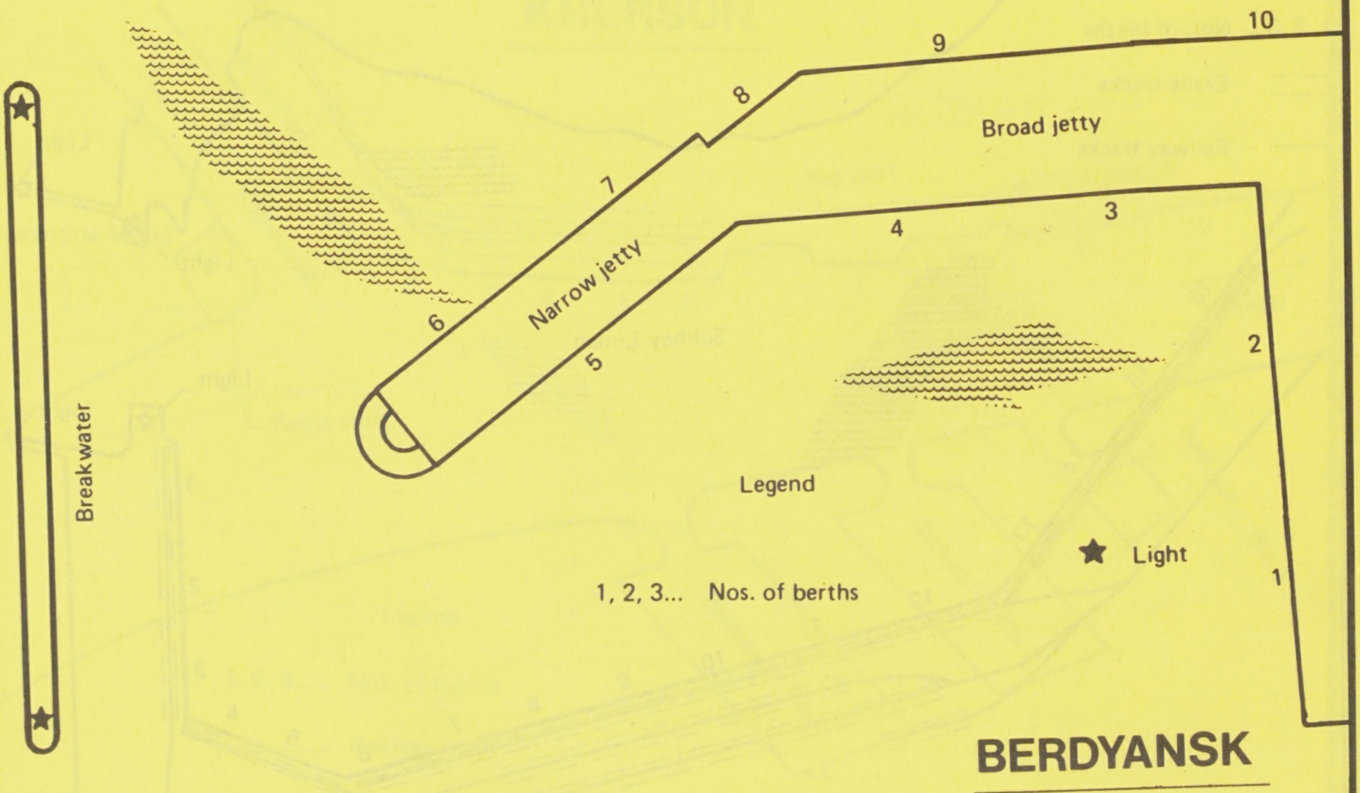
"Reproduced by kind permission of the Port Authority".


257,60m
65
45
40
30
30
85
20
20
20
65
A′
B′
C′
D′₁(P)
D′
E′
E′(Q)
F
G
G
A
B
C
D
D₁(P)
E
E₁(Q)

## LA SKHIRRA

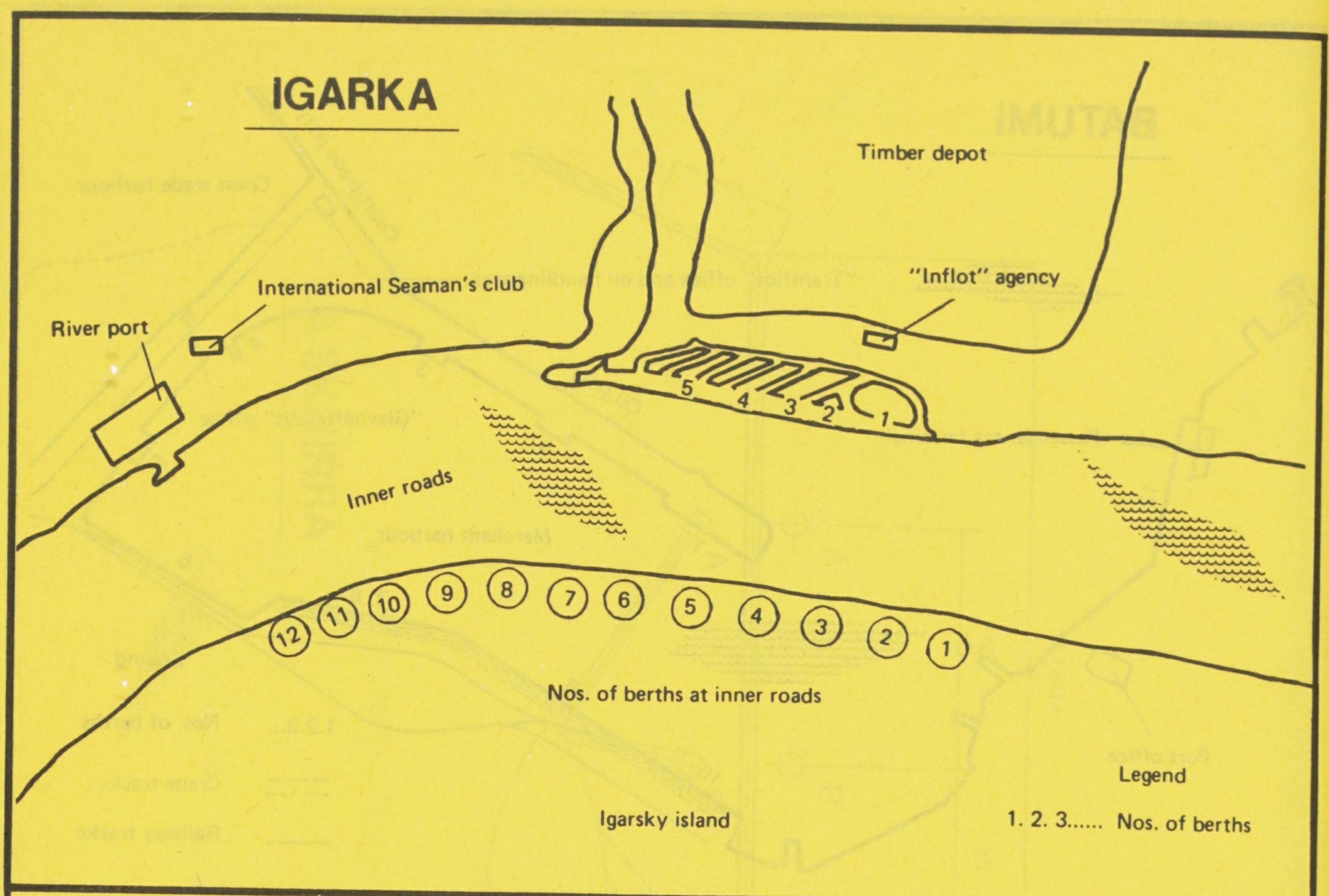
*"Reproduced by kind permission of the Port Authority".*


BATUMI
Coast-trade jetty
Coast trade harbour
"Transflot" office and oil handling area.
Oil jetty
"Glavneftesbyt" office
Passenger sea terminal
Merchant harbour
Port office
1
2
3
4
5
6
7
8
9
10
11
12
Legend
1.2.3.:. Nos. of berths
Crane tracks
Railway tracks

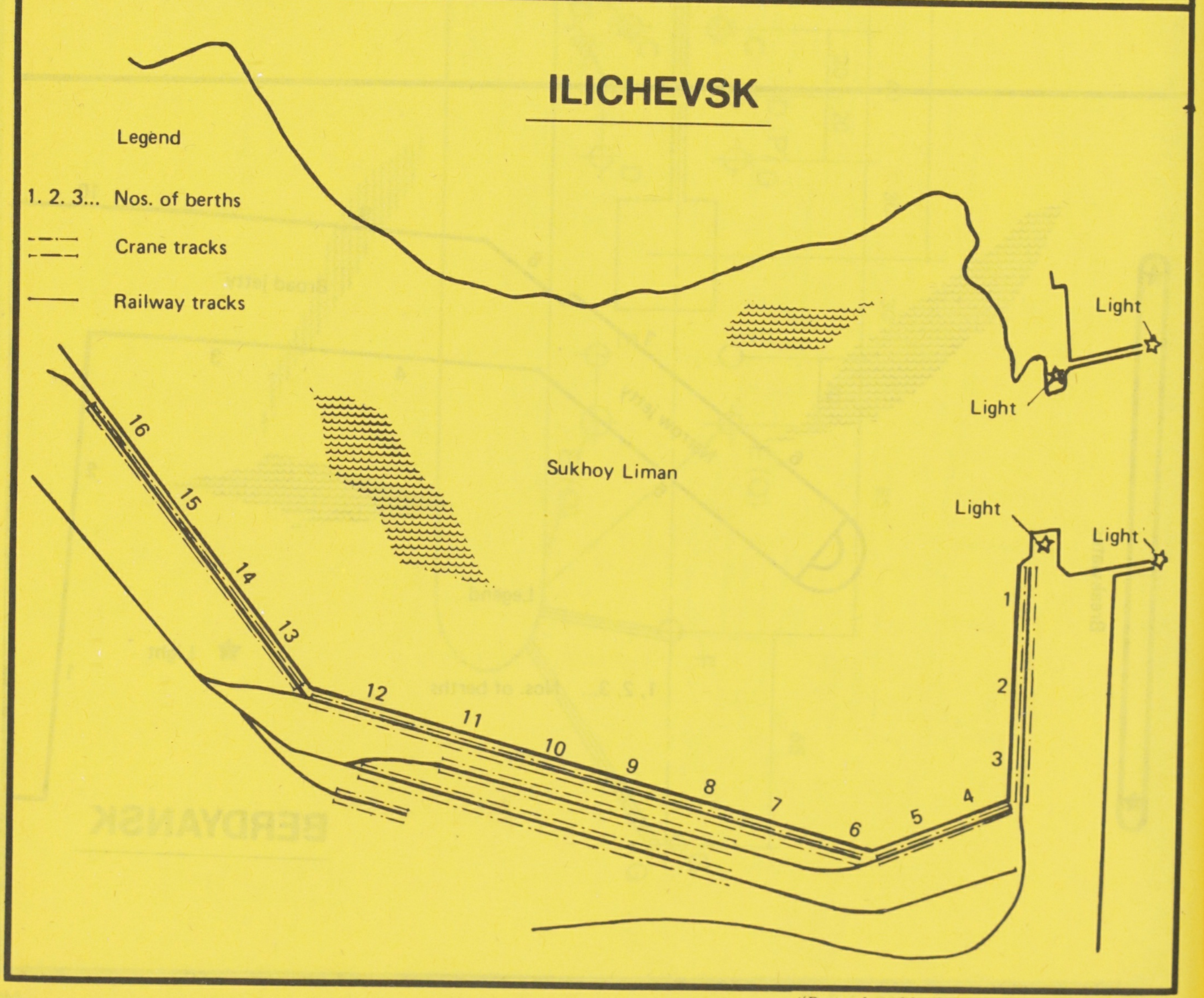

10
9
8
Broad jetty
7
Narrow jetty
6
5
4
3
2
1
Breakwater
Legend
1, 2, 3... Nos. of berths
Light
BERDYANSK

*"Reproduced by kind permission of Sovinflot"*

## IGARKA

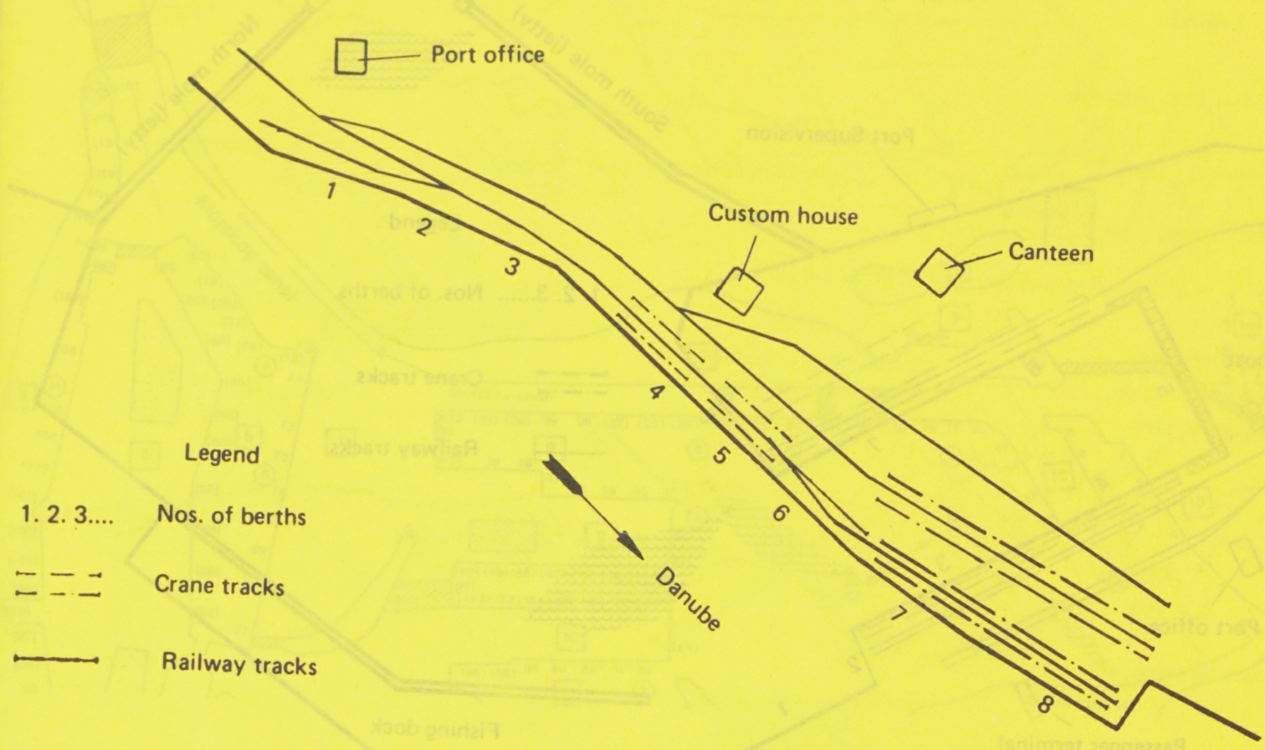

Timber depot
"Inflot" agency
International Seaman's club
River port
5
4
3
2
1
Inner roads
12
11
10
9
8
7
6
5
4
3
2
1
Nos. of berths at inner roads
Igarsky island
Legend
1. 2. 3...... Nos. of berths

## ILICHEVSK

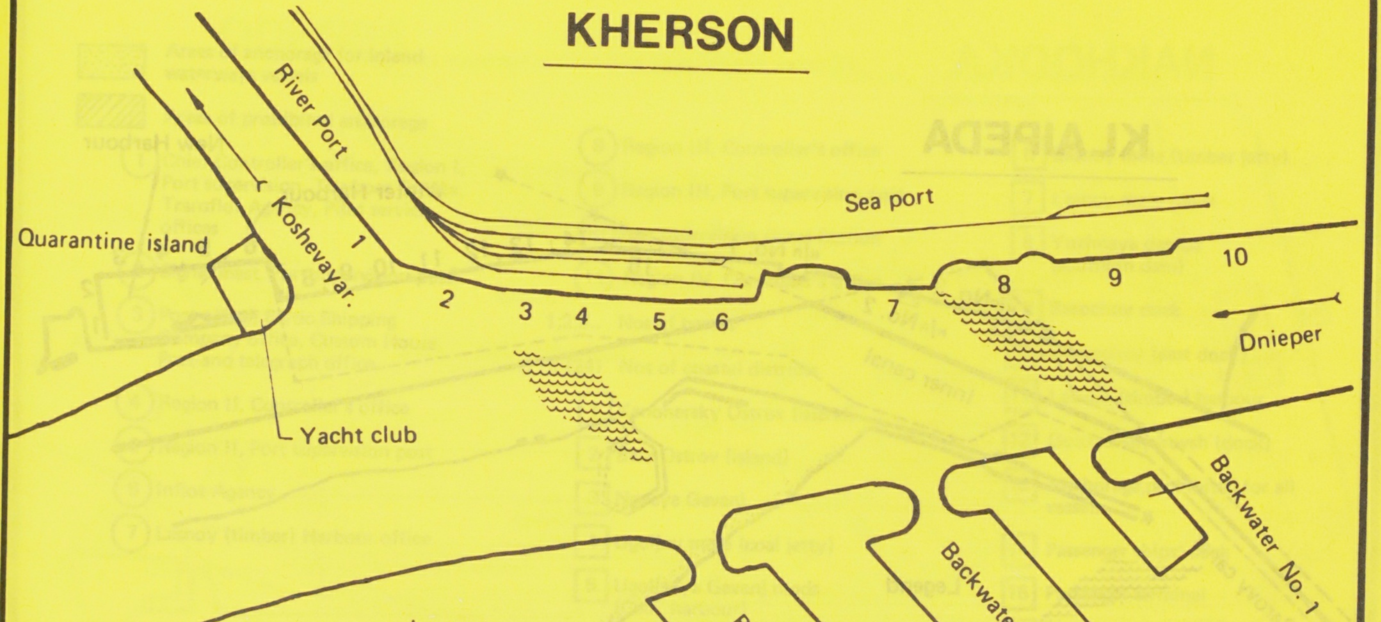

Legend
1. 2. 3... Nos. of berths
Crane tracks
Railway tracks
Light
Light
Sukhoy Liman
Light
Light
16
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1

*"Reproduced by kind permission of Sovinflot"*

# IZMAIL

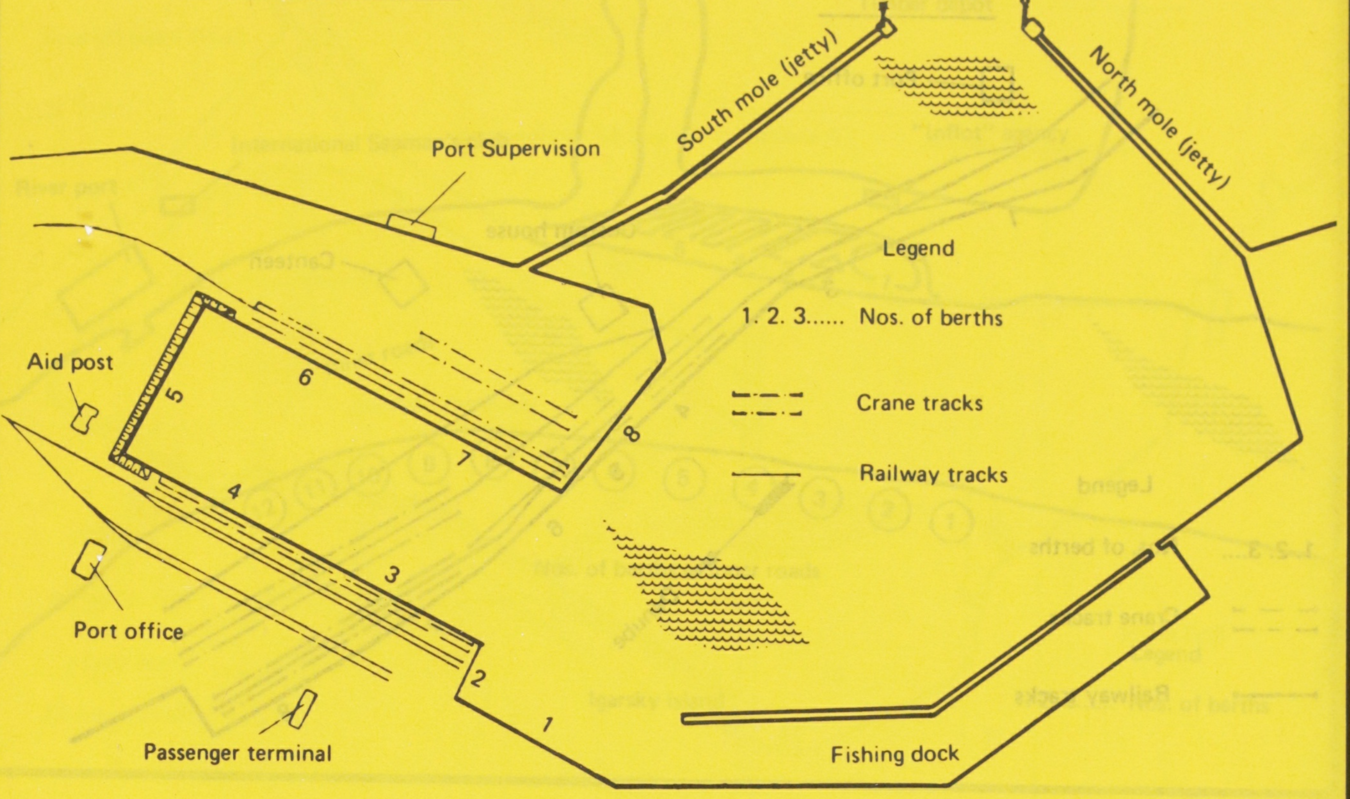

Port office
1
2
3
Custom house
Canteen
4
5
6
Danube
7
8
Legend
1. 2. 3.... Nos. of berths
Crane tracks
Railway tracks

# KHERSON

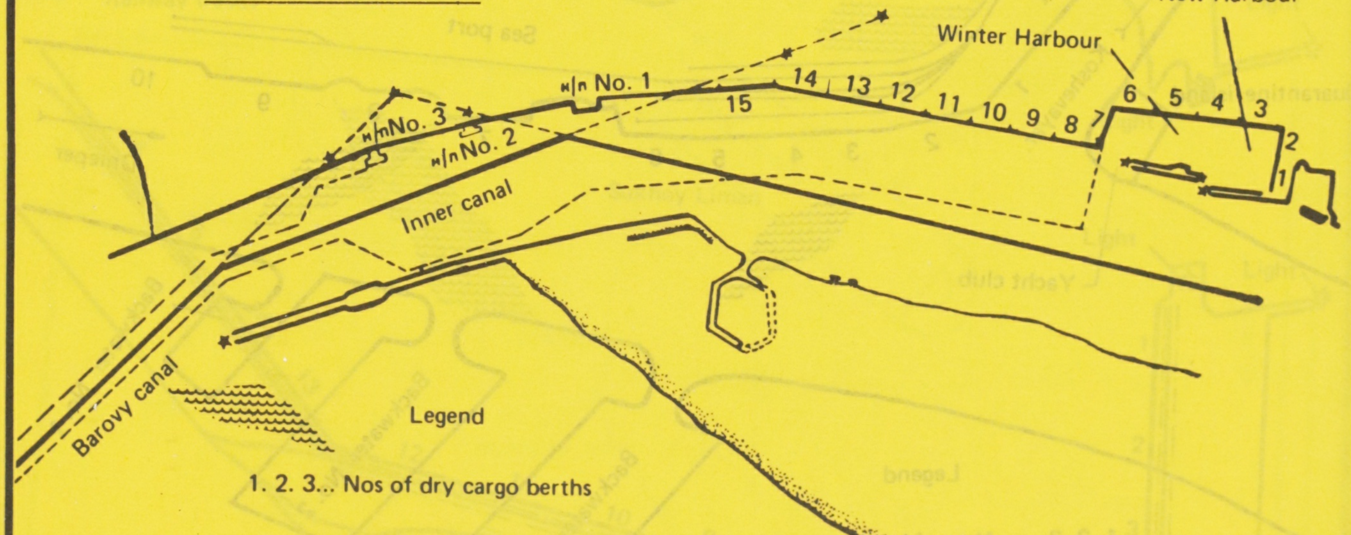

River Port
Koshevayar.
Quarantine island
Sea port
1
2
3
4
5
6
7
8
9
10
Dnieper
Yacht club
Backwater No. 1
Backwater No. 2
Backwater No.3
Legend
1. 2. 3...... Nos. of berths
Railway track

Reproduced by kind permission of Sovinflot"

## KHOLMSK

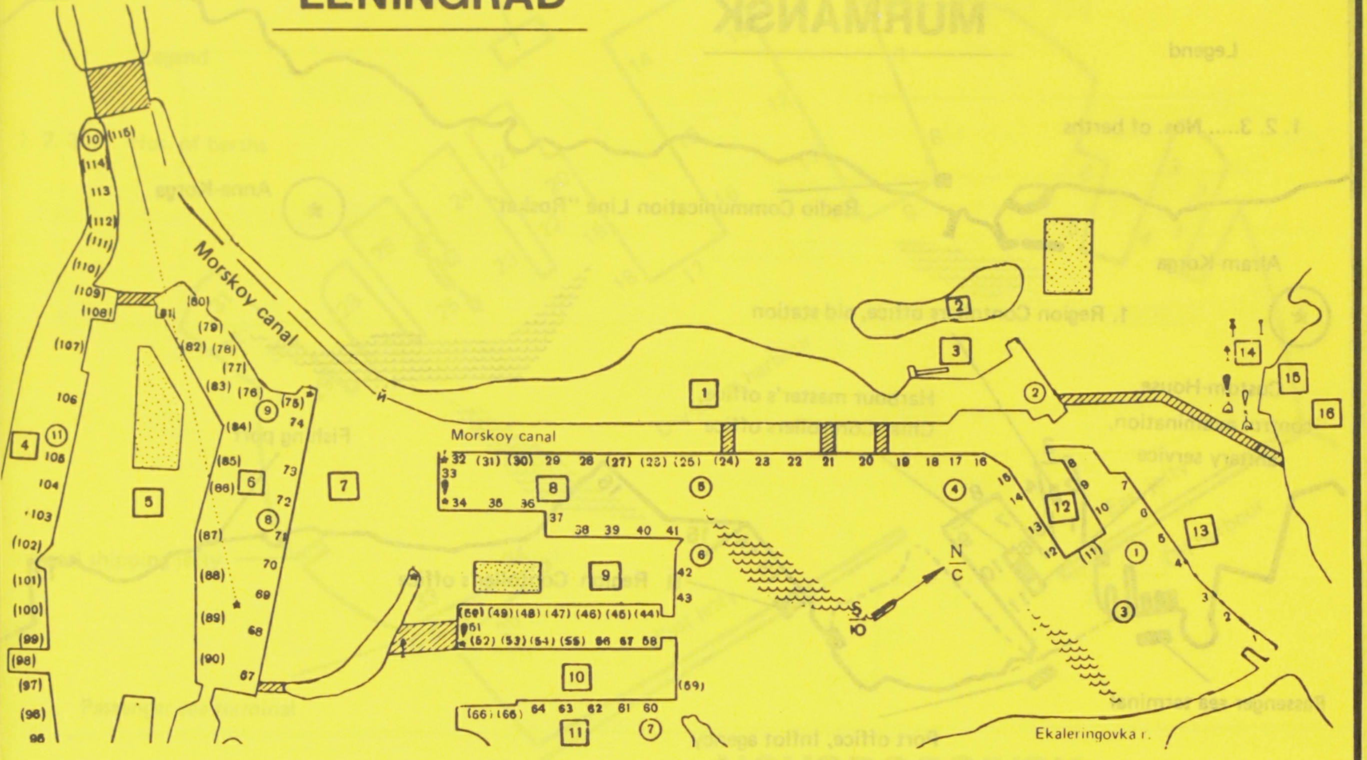

South mole (jetty)
North mole (jetty)
Port Supervision
Legend
1. 2. 3...... Nos. of berths
Crane tracks
Railway tracks
Aid post
Port office
Passenger terminal
Fishing dock
1
2
3
4
5
6
7
8

## KLAIPEDA


New Harbour
Winter Harbour
н/п No. 1
н/п No. 2
н/п No. 3
Inner canal
Barovy canal
Legend
1. 2. 3... Nos of dry cargo berths
н/п No 1 Nos. of oil loading berths
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15

*"Reproduced by kind permission of Sovinflot"*

# LENINGRAD



▒ Areas of anchorage for inland waterways vessels

▨ Areas of prohibited anchorage

① Chief Controller's office, Region I, Port supervision, Tug-boat Service, Transflot Agency, Pilot service offices

② Signal mast, Port supervision post

③ Port office, Baltic Shipping Company office, Custom House, Post-and telegraph office

④ Region II, Controller's office

⑤ Region II, Port supervision post

⑥ Inflot Agency

⑦ Lesnoy (timber) Harbour office

⑧ Region III, Controller's office

⑨ Region III, Port supervision post

⑩ Port supervision signal Station

⑪ Region IV, Controller's office

| | |
|---|---|
| 1;2;3.. | Nos of berths |
| (11); (24) | Nos of coastal districts |

1 Kanonersky Ostrov (island)

2 Bely Ostrov (island)

3 Novaya Gavanj

4 Ugoljny mole (coal jetty)

5 Ugoljnaya Gavanj roads (Coal harbour)

6 Lesnoy mole (timber jetty)

7 Lesnoy mole roads

8 Yuzhnaya damba (southern dam)

9 Barochny dock

10 Vostochny (east dock)

11 Lesnoy (timber) harbour

12 Gutuyevsky kovsh (dock)

13 Anchorage prohibited for all vessels

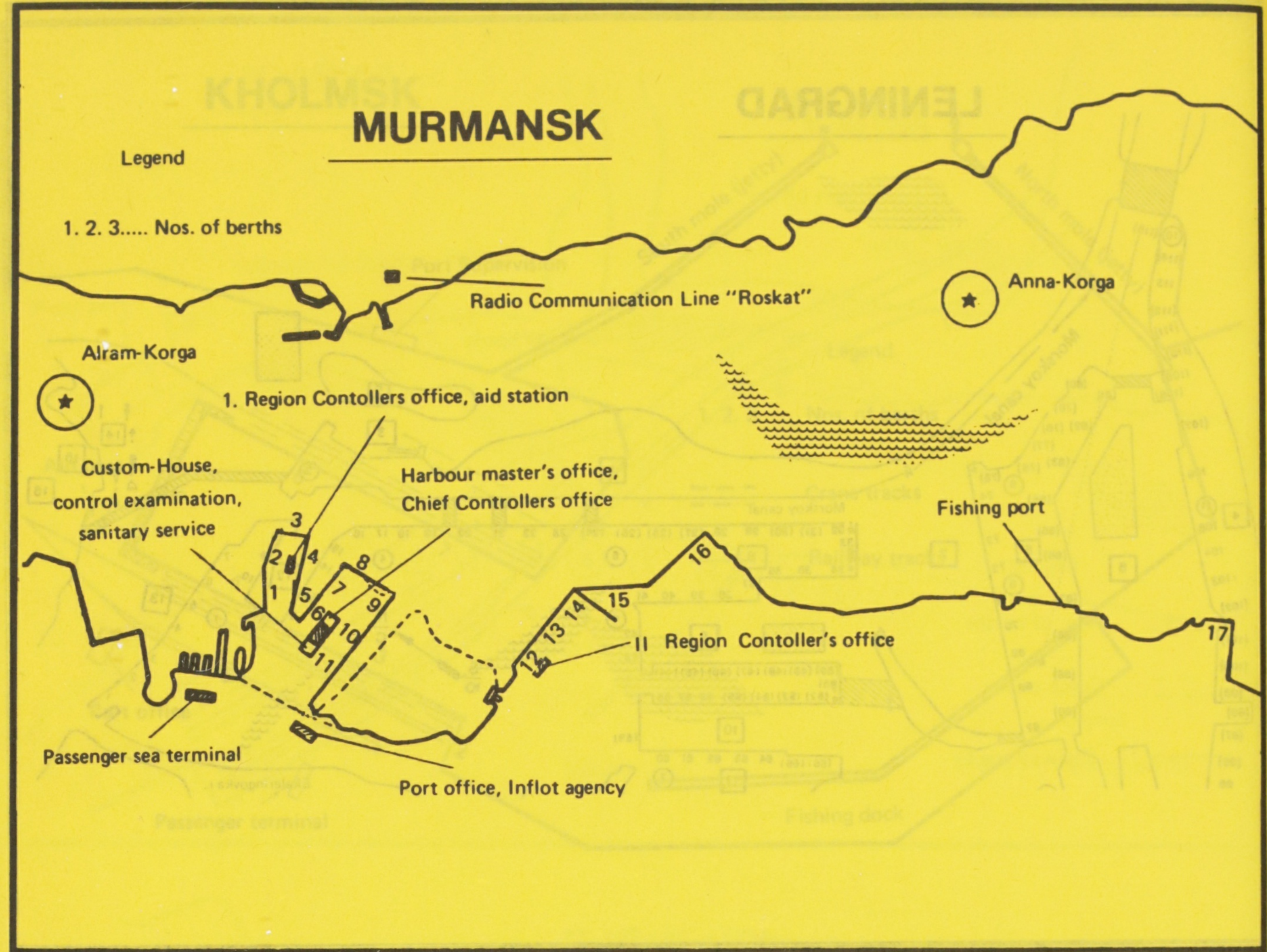
14 Passenger ships' dock

15 Passenger terminal

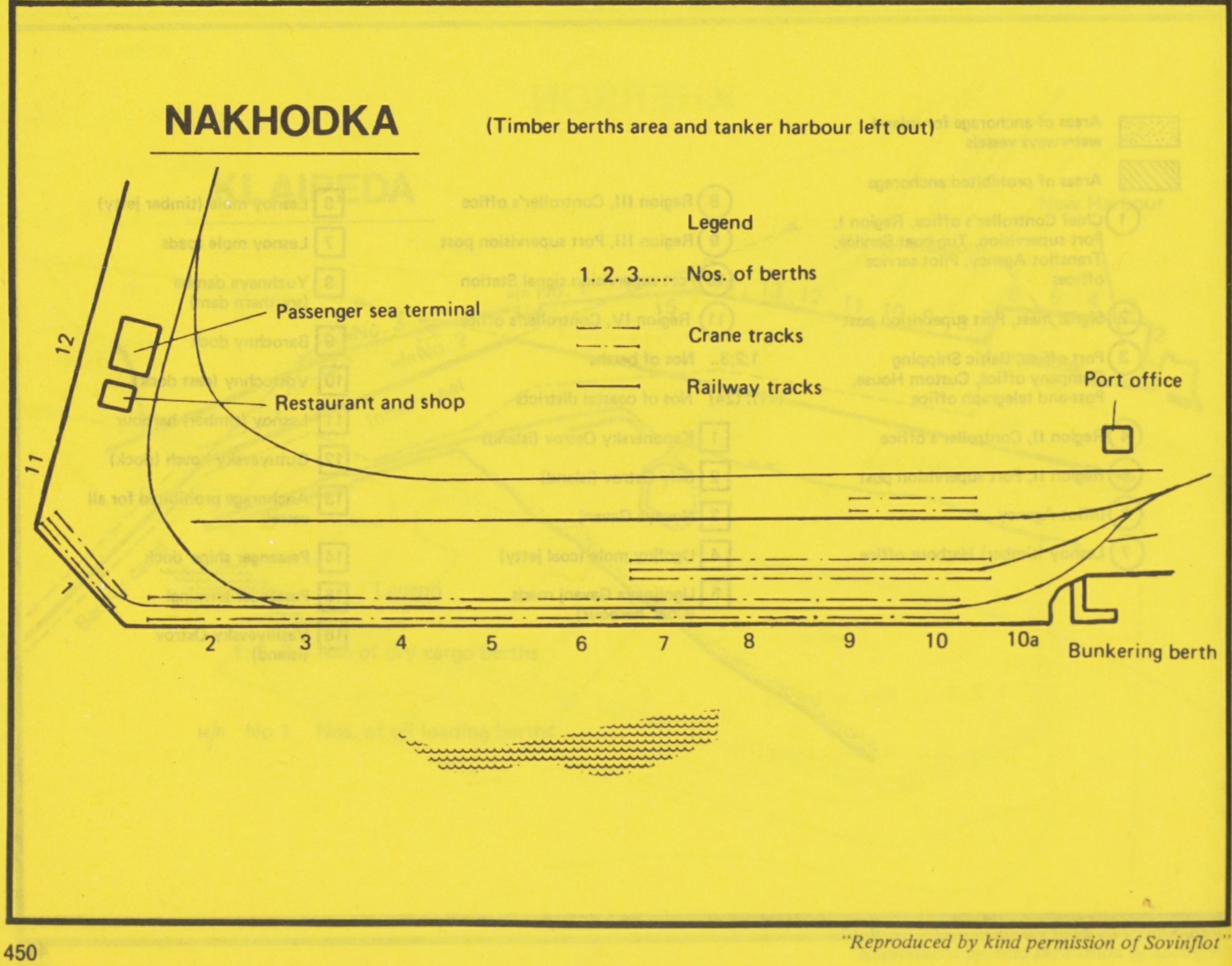
16 Vasiliyevsky Ostrov (island)

*"Reproduced by kind permission of Sovinflot"*

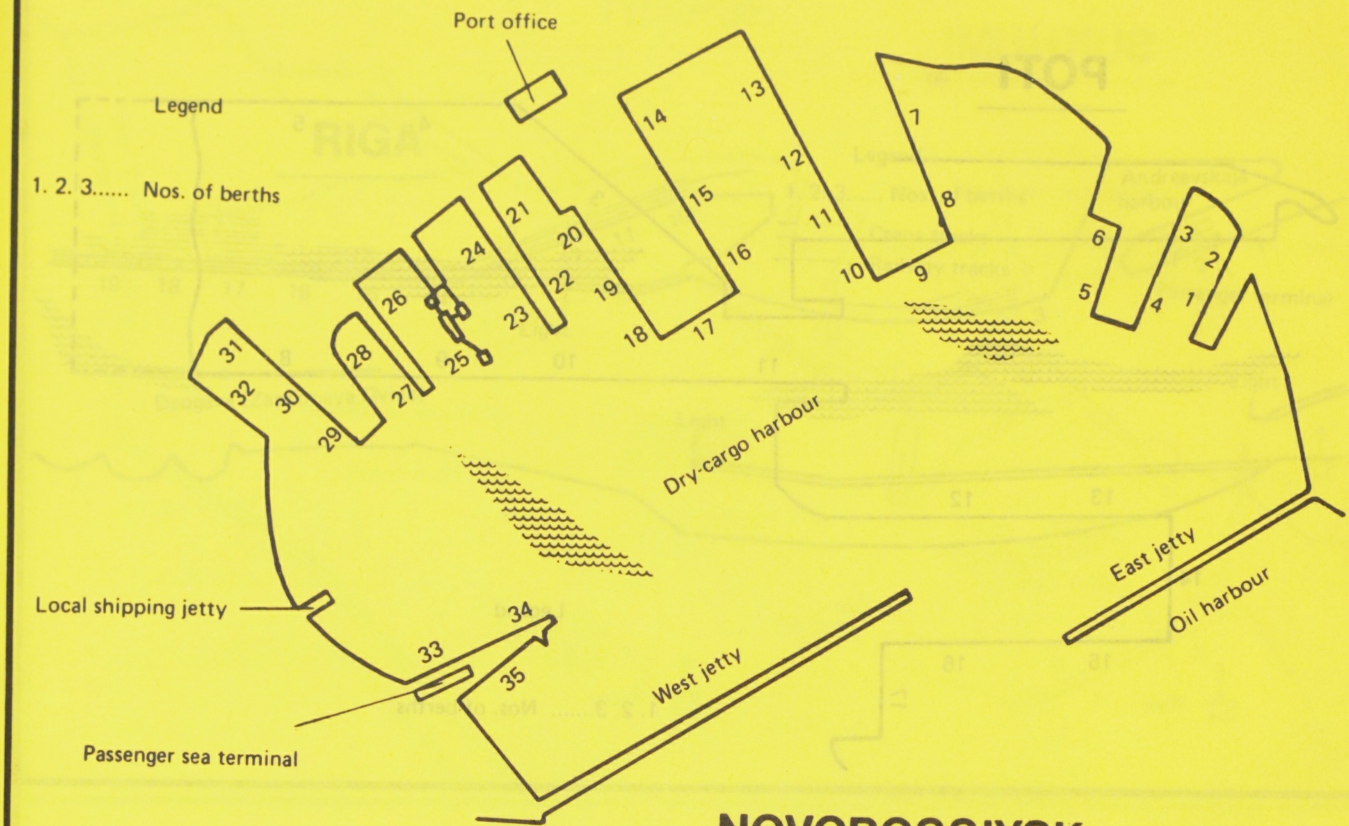
## MURMANSK


Legend
1. 2. 3..... Nos. of berths
Radio Communication Line "Roskat"
Anna-Korga
Alram-Korga
1. Region Contollers office, aid station
Custom-House, control examination, sanitary service
Harbour master's office, Chief Controllers office
Fishing port
3
2
4
8
1
5
7
9
6
10
11
12
13
14
15
16
17
II Region Contoller's office
Passenger sea terminal
Port office, Inflot agency

## NAKHODKA

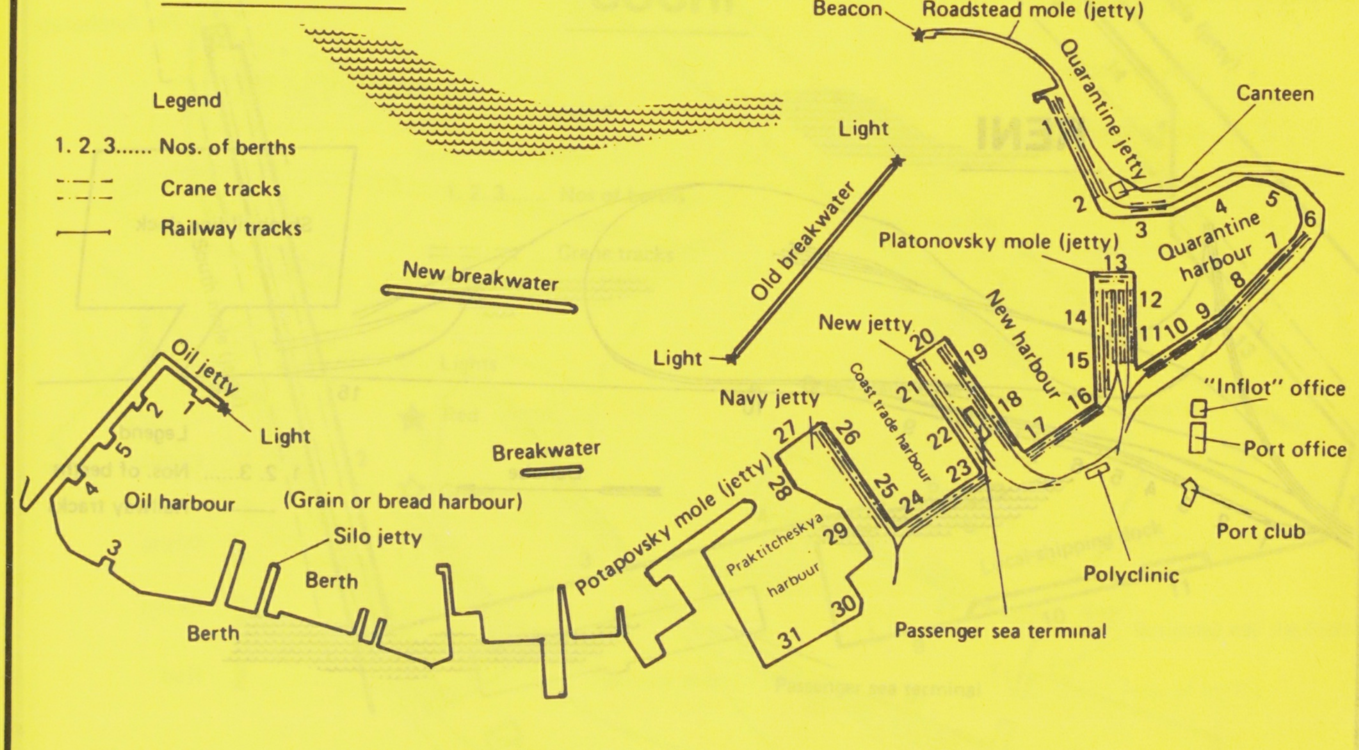

(Timber berths area and tanker harbour left out)
Legend
1. 2. 3...... Nos. of berths
Crane tracks
Railway tracks
Passenger sea terminal
Restaurant and shop
Port office
12
11
1
2
3
4
5
6
7
8
9
10
10a
Bunkering berth

"Reproduced by kind permission of Sovinflot"


Legend
1. 2. 3...... Nos. of berths
Port office
Dry-cargo harbour
Local shipping jetty
Passenger sea terminal
West jetty
East jetty
Oil harbour
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35

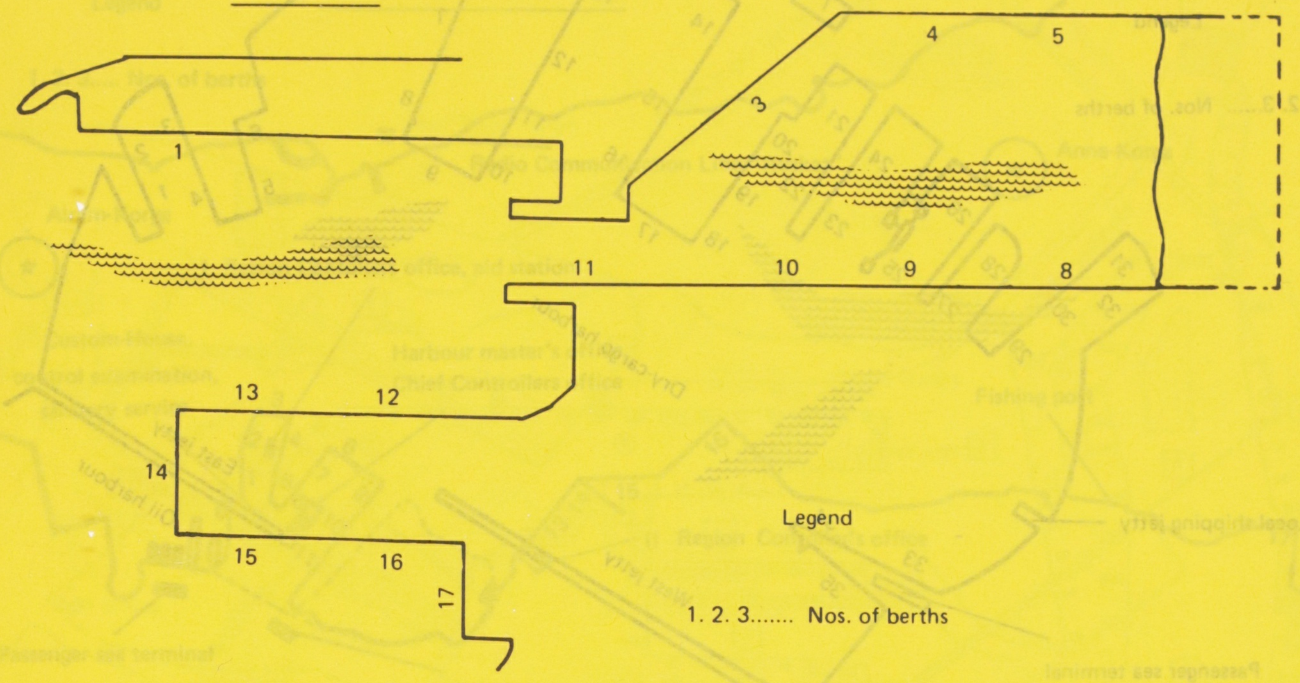
## NOVOROSSIYSK

## ODESSA

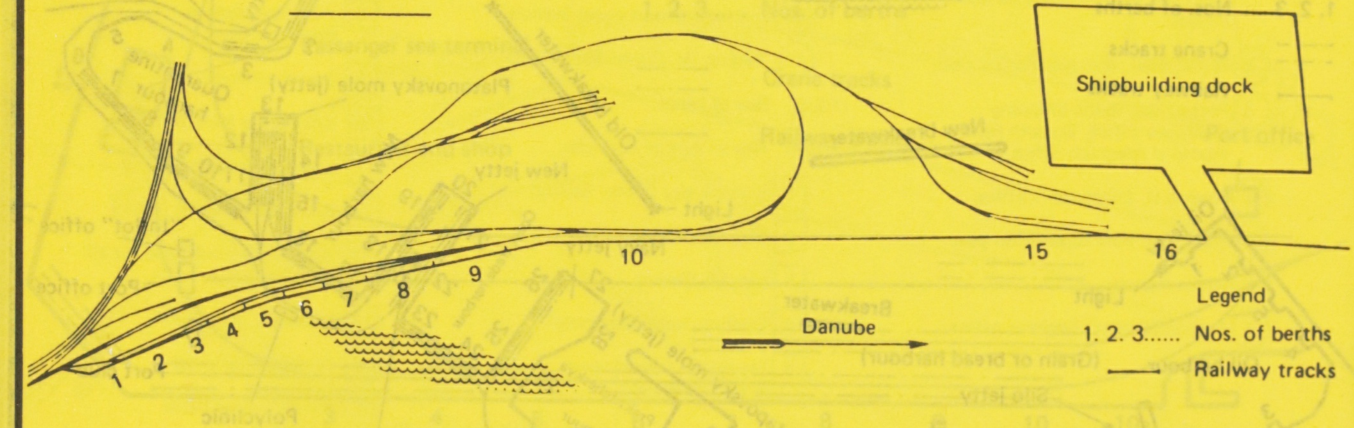

Legend
1. 2. 3...... Nos. of berths
Crane tracks
Railway tracks
Beacon
Roadstead mole (jetty)
Quarantine jetty
Canteen
Light
Old breakwater
Platonovsky mole (jetty)
Quarantine harbour
New breakwater
New jetty
New harbour
Coast trade harbour
Light
Navy jetty
"Inflot" office
Port office
Port club
Polyclinic
Passenger sea terminal
Oil jetty
Light
Oil harbour
Breakwater
(Grain or bread harbour)
Silo jetty
Berth
Berth
Potapovsky mole (jetty)
Praktitcheskya harbour
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

*"Reproduced by kind permission of Sovinflot"*

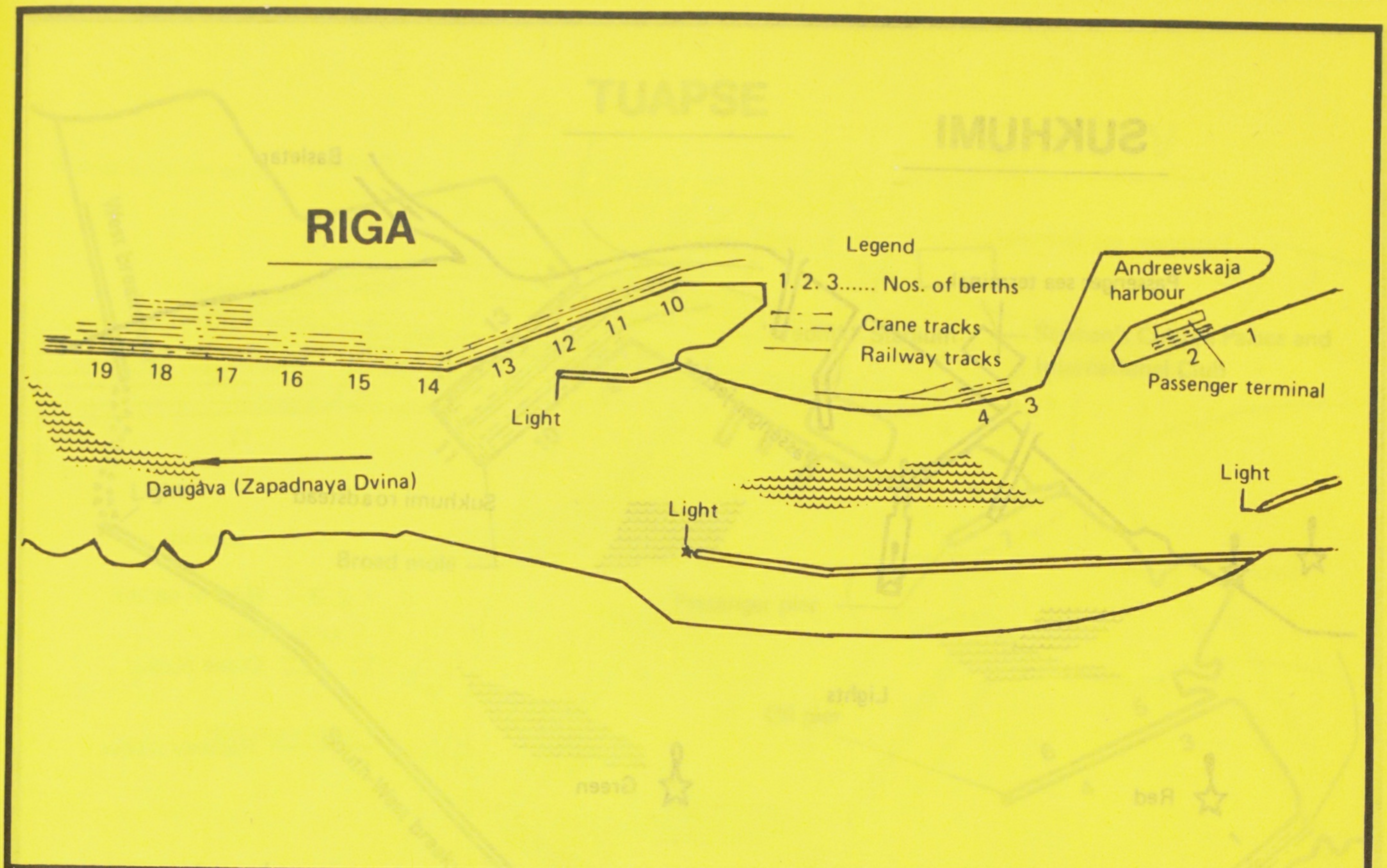
## POTI

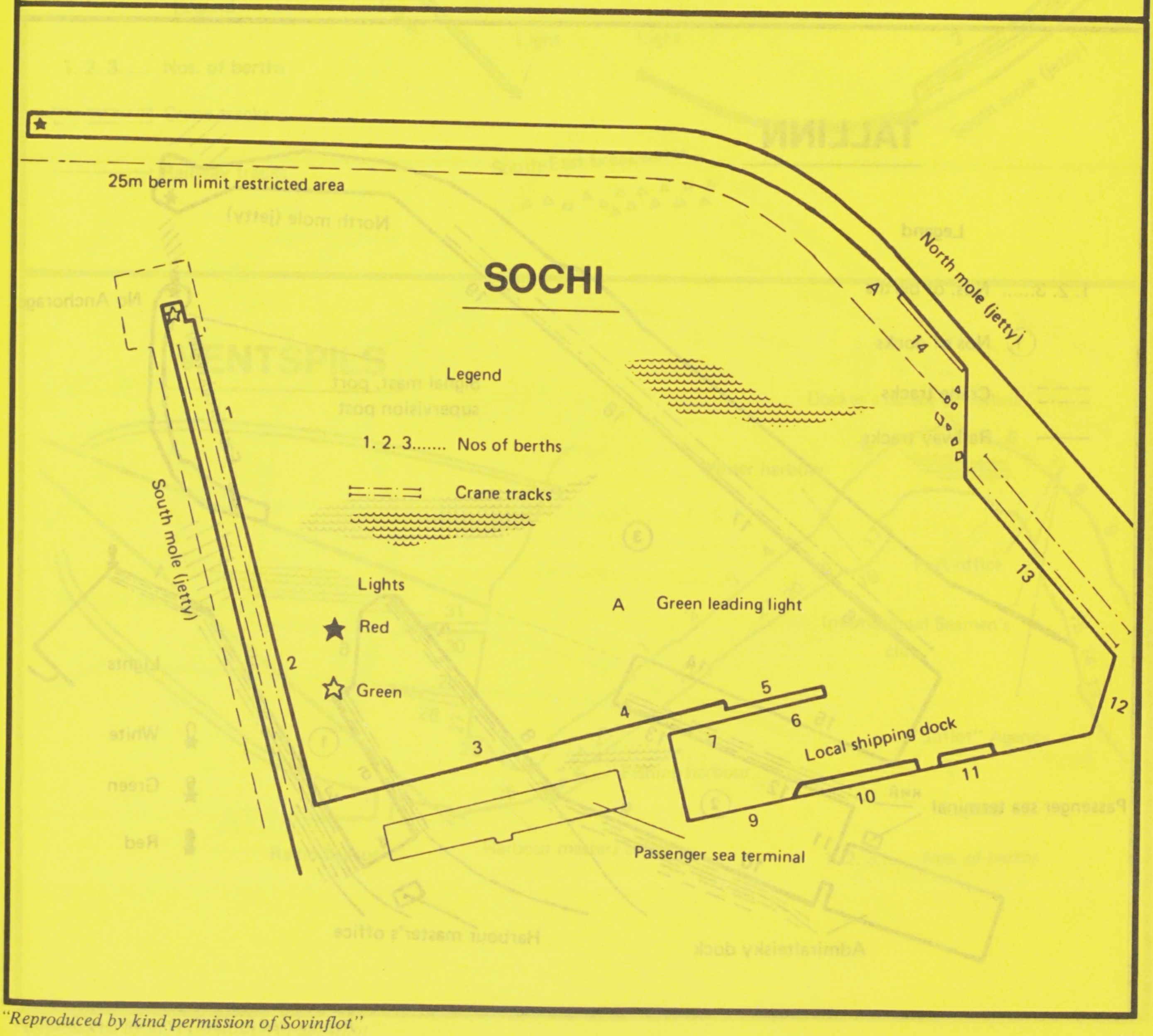

1
2
3
4
5
8
9
10
11
12
13
14
15
16
17
Legend
1. 2. 3....... Nos. of berths

## RENI


Shipbuilding dock
1
2
3
4
5
6
7
8
9
10
15
16
Danube
Legend
1. 2. 3...... Nos. of berths
Railway tracks

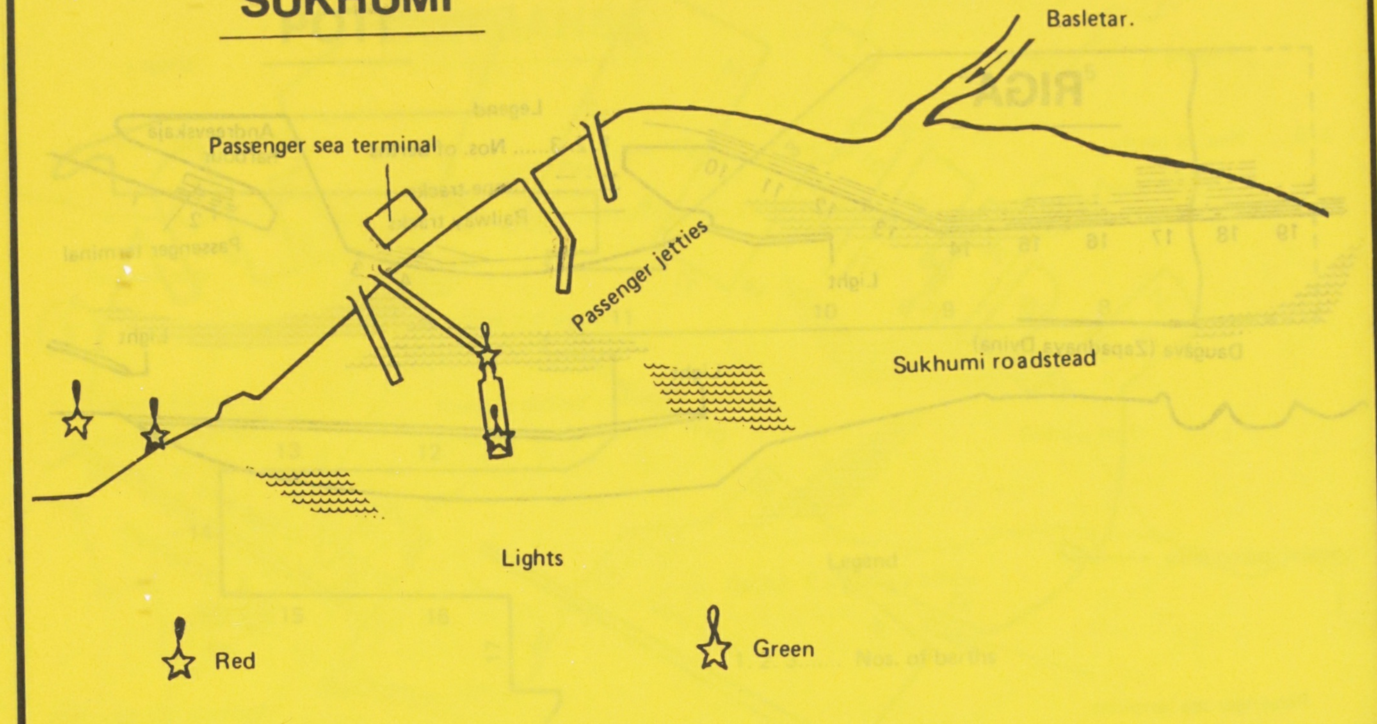
*"Reproduced by kind permission of Sovinflot"*


RIGA
Legend
1. 2. 3...... Nos. of berths
Crane tracks
Railway tracks
Andreevskaja harbour
1
2
Passenger terminal
10
11
12
13
14
15
16
17
18
19
4
3
Light
Daugava (Zapadnaya Dvina)
Light
Light

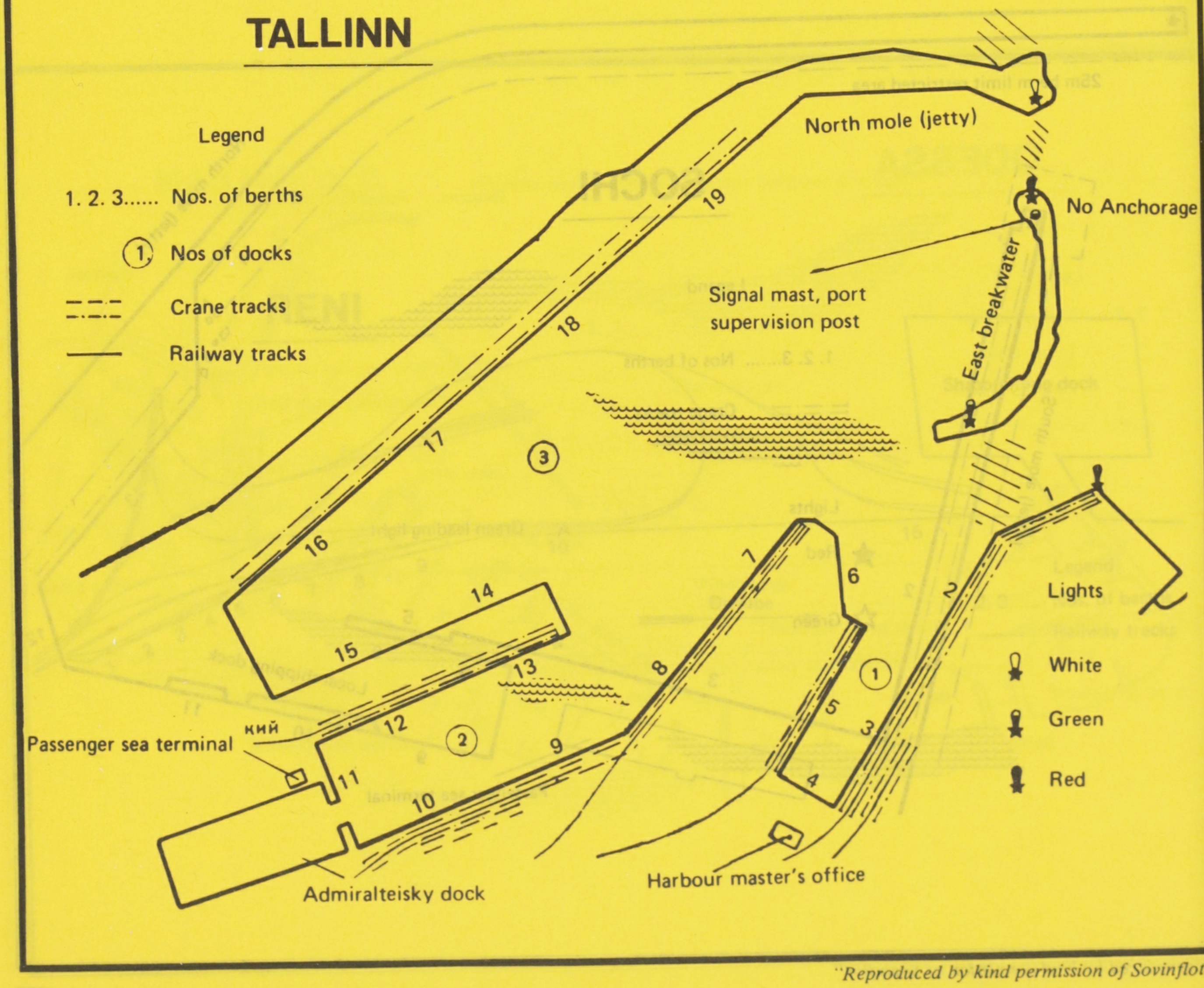

25m berm limit restricted area
SOCHI
North mole (jetty)
A
14
South mole (jetty)
1
2
Legend
1. 2. 3....... Nos of berths
Crane tracks
Lights
★ Red
☆ Green
A Green leading light
3
4
5
6
7
Local shipping dock
9
10
11
12
13
Passenger sea terminal

*"Reproduced by kind permission of Sovinflot"*

# SUKHUMI

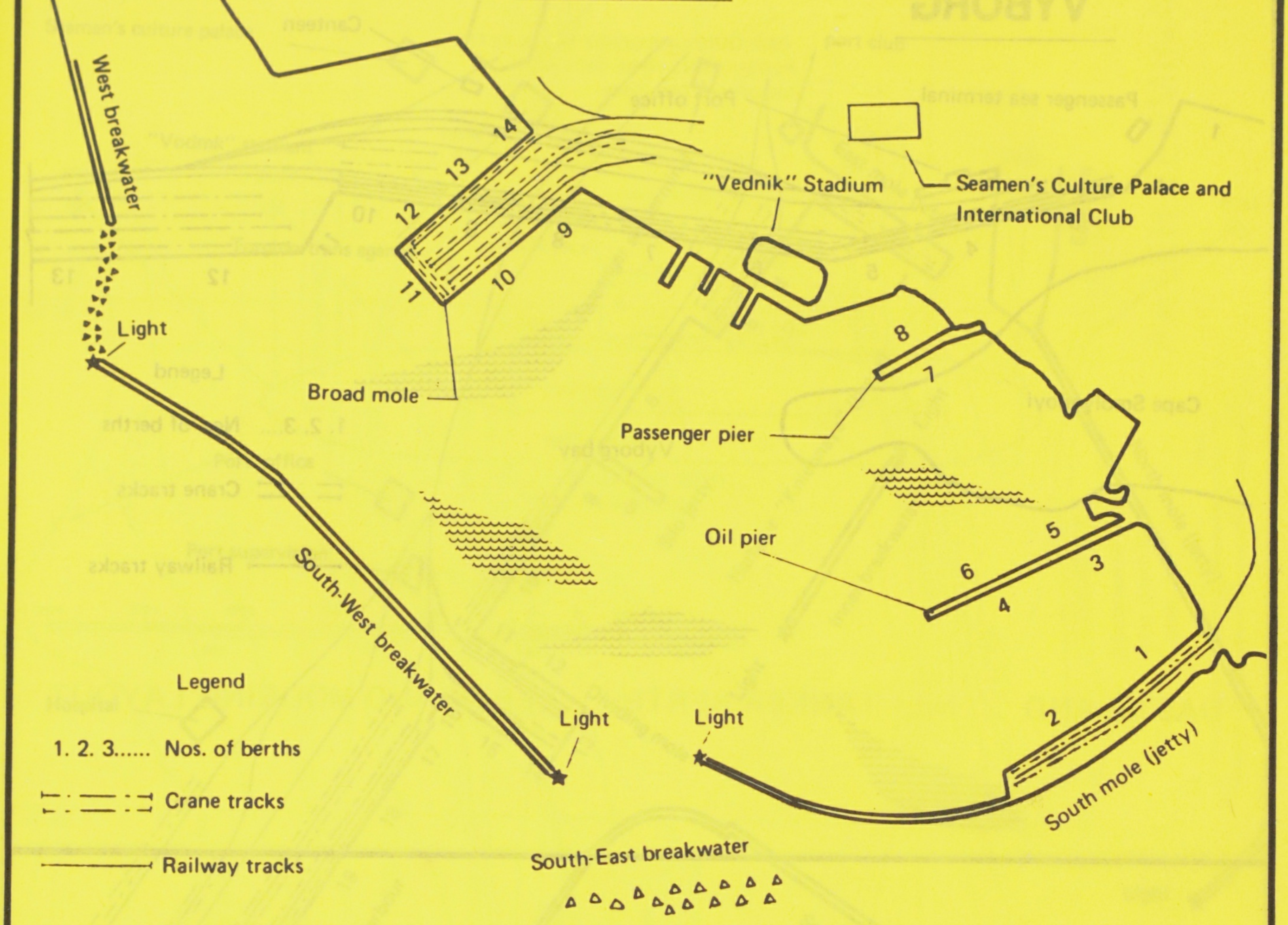

Basletar.
Passenger sea terminal
Passenger jetties
Sukhumi roadstead
Lights
Red
Green

# TALLINN

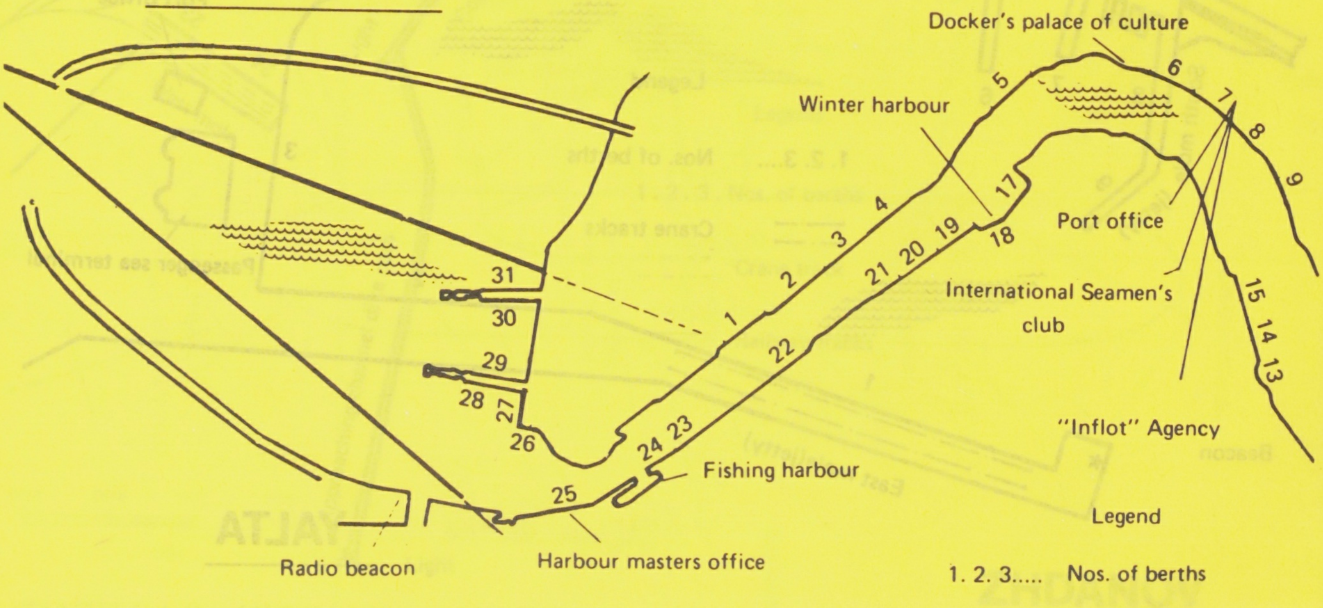

Legend
1. 2. 3...... Nos. of berths
① Nos of docks
Crane tracks
Railway tracks
North mole (jetty)
No Anchorage
Signal mast, port supervision post
East breakwater
19
18
17
③
16
14
15
13
12
кий
Passenger sea terminal
②
11
10
9
8
7
6
①
5
4
3
2
1
Admiralteisky dock
Harbour master's office
Lights
White
Green
Red

"Reproduced by kind permission of Sovinflot"

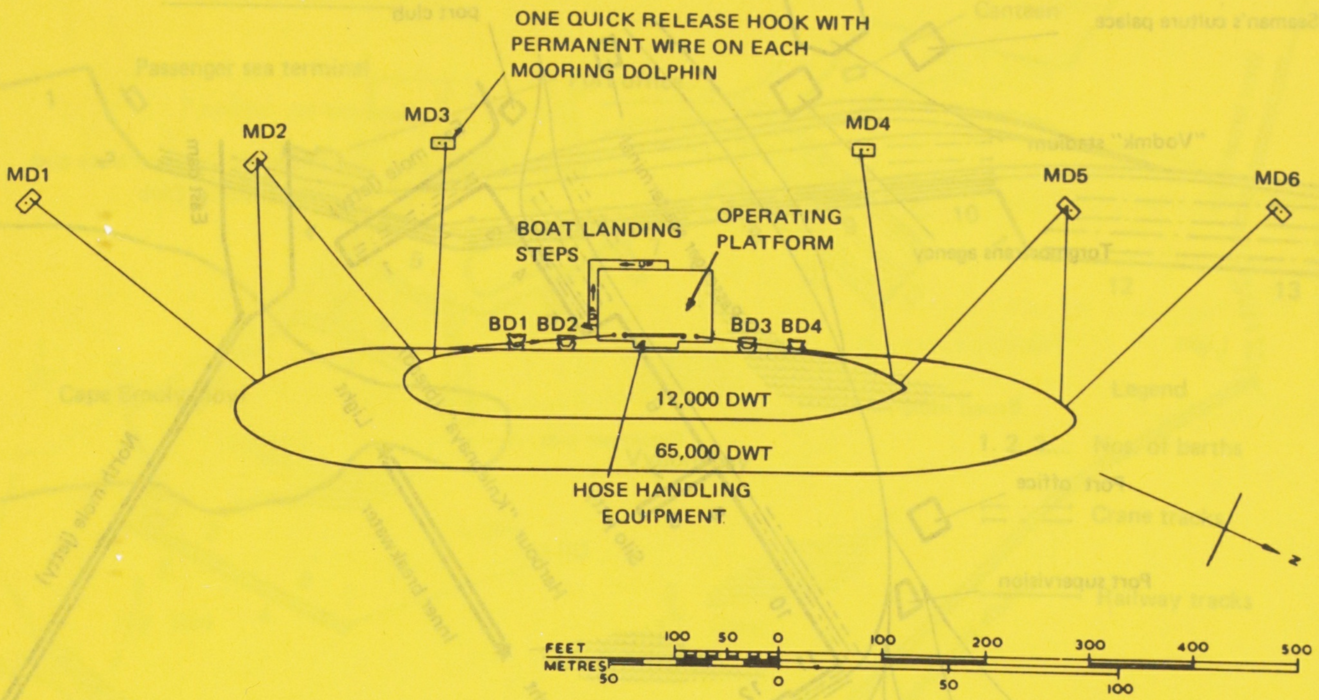
## TUAPSE


West breakwater
Light
Broad mole
14
13
12
11
10
9
"Vednik" Stadium
Seamen's Culture Palace and International Club
8
7
Passenger pier
Oil pier
5
3
6
4
1
2
South-West breakwater
Light
Light
South mole (jetty)
South-East breakwater
Legend
1. 2. 3...... Nos. of berths
Crane tracks
Railway tracks

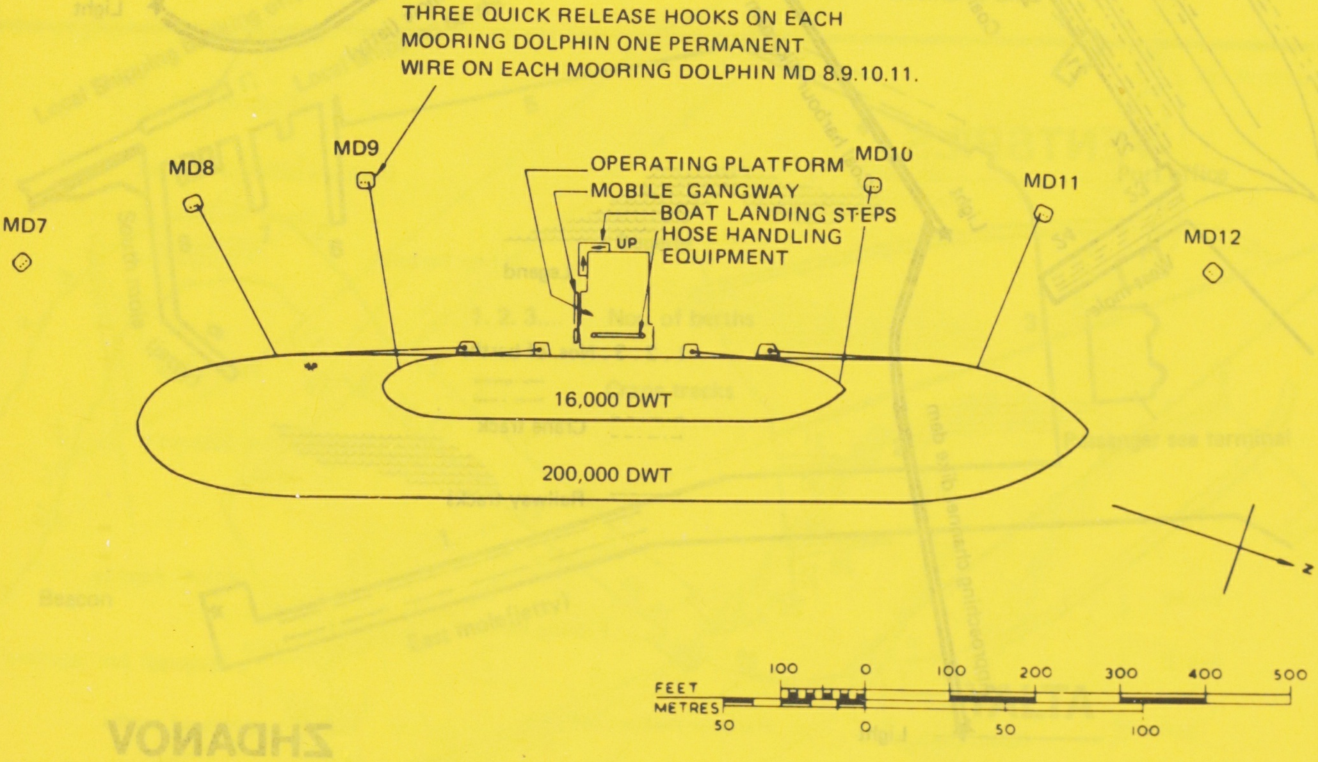
## VENTSPILS


Docker's palace of culture
Winter harbour
5
6
7
8
9
17
18
Port office
4
3
2
1
21
20
19
International Seamen's club
15
14
13
31
30
29
28
27
26
22
24
23
"Inflot" Agency
Fishing harbour
25
Radio beacon
Harbour masters office
Legend
1. 2. 3..... Nos. of berths

*"Reproduced by kind permission of Sovinflot"*

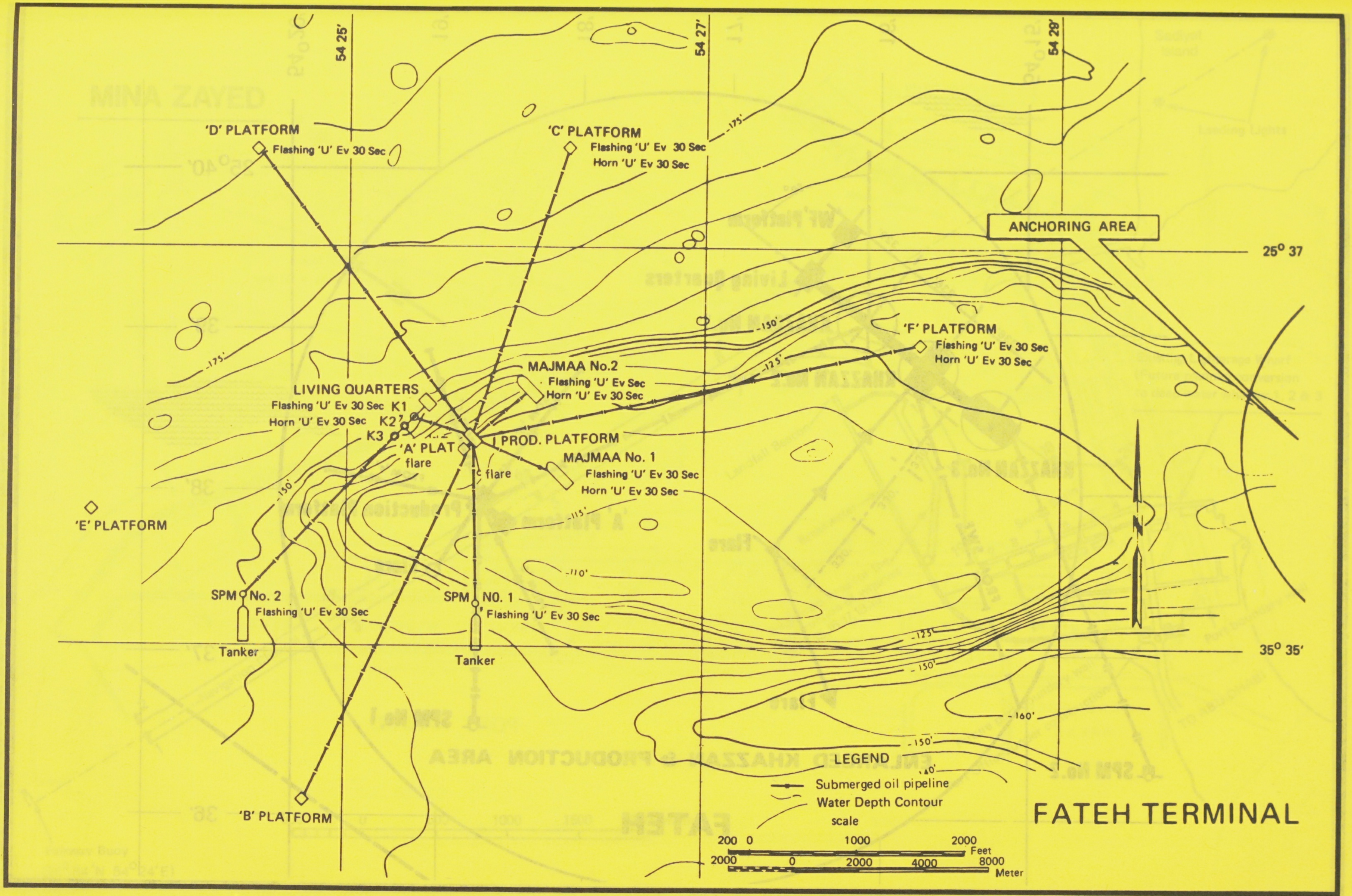

ONE QUICK RELEASE HOOK WITH PERMANENT WIRE ON EACH MOORING DOLPHIN
MD1
MD2
MD3
MD4
MD5
MD6
BOAT LANDING STEPS
OPERATING PLATFORM
UP
BD1
BD2
BD3
BD4
12,000 DWT
65,000 DWT
HOSE HANDLING EQUIPMENT
N
FEET
METRES
100
50
0
100
200
300
400
500
50
0
50
100

DAS ISLAND No 1 TANKER BERTH BERTH AND MOORING LAYOUT


THREE QUICK RELEASE HOOKS ON EACH MOORING DOLPHIN ONE PERMANENT WIRE ON EACH MOORING DOLPHIN MD 8.9.10.11.
MD7
MD8
MD9
OPERATING PLATFORM
MOBILE GANGWAY
BOAT LANDING STEPS
HOSE HANDLING EQUIPMENT
UP
MD10
MD11
MD12
16,000 DWT
200,000 DWT
N
FEET
METRES
100
0
100
200
300
400
500
50
0
50
100

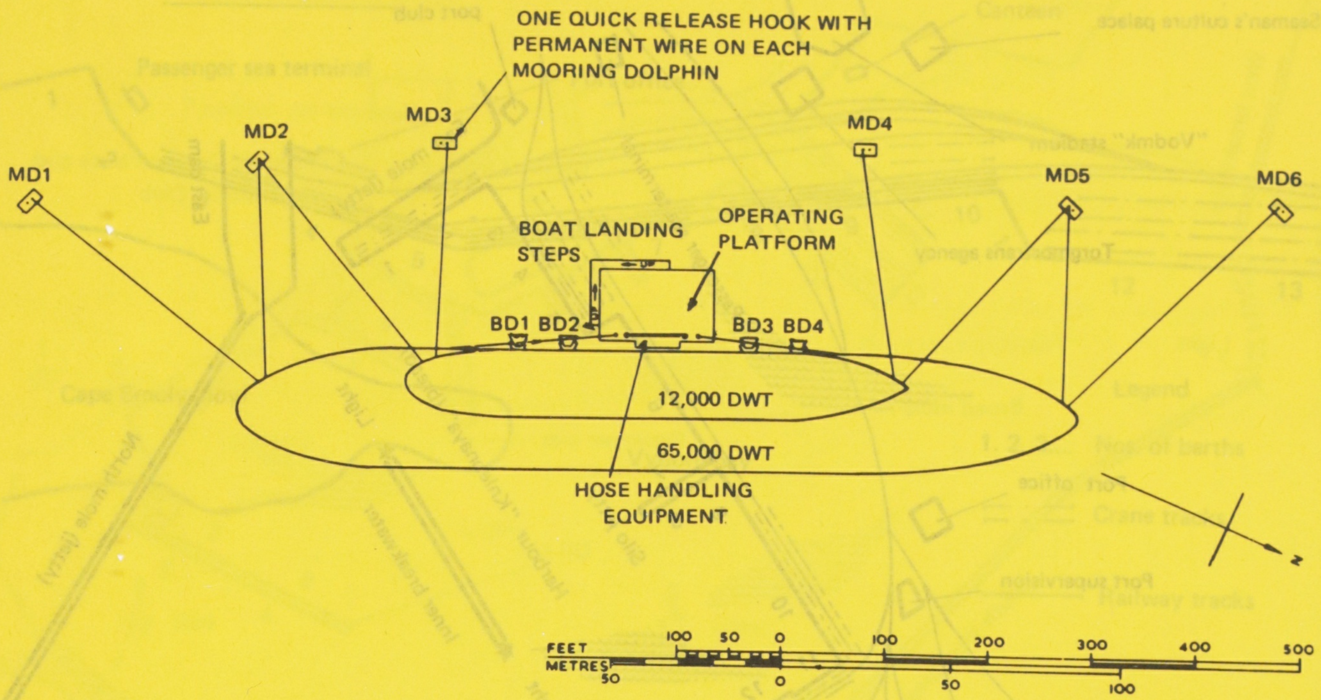
DAS ISLAND No 2 TANKER BERTH BERTH AND MOORING LAYOUT

*"Reproduced by kind permission of the Port Authority".*

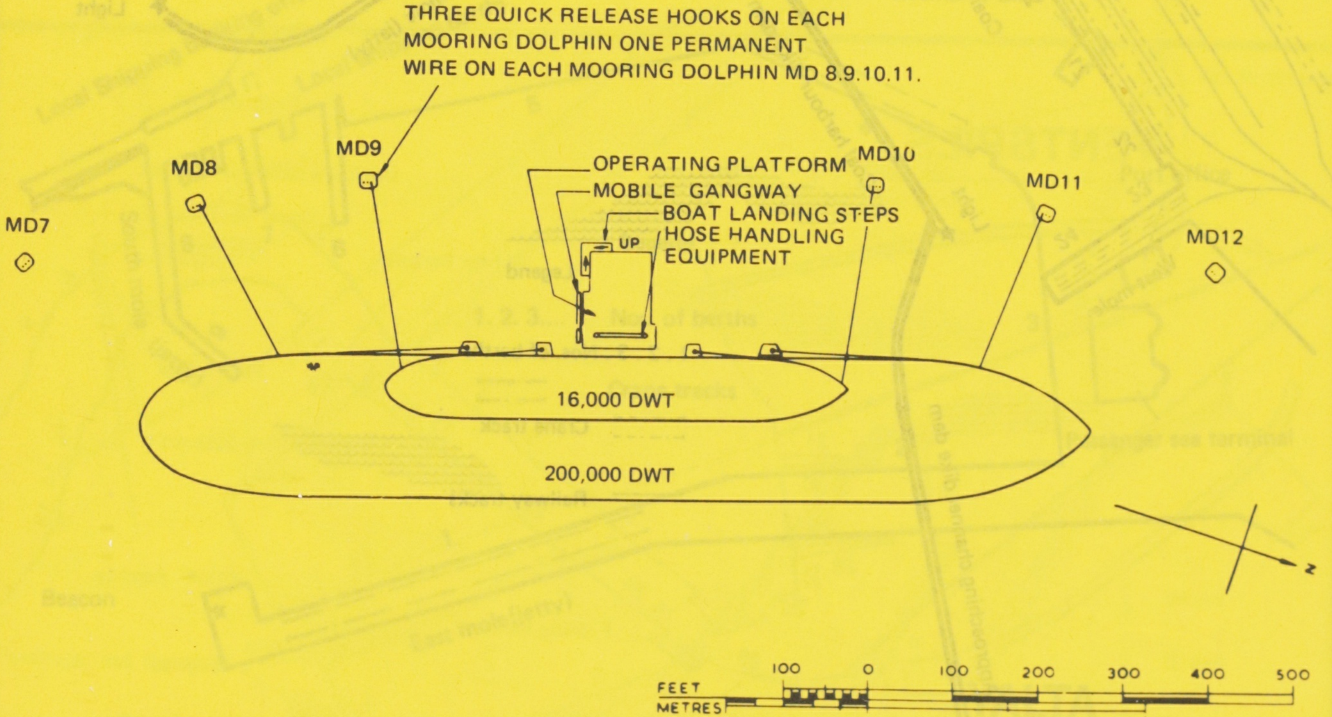

54 25'
54 27'
54 29'
'D' PLATFORM
Flashing 'U' Ev 30 Sec
'C' PLATFORM
Flashing 'U' Ev 30 Sec
Horn 'U' Ev 30 Sec
175'
ANCHORING AREA
25° 37
'F' PLATFORM
Flashing 'U' Ev 30 Sec
Horn 'U' Ev 30 Sec
150'
175'
125'
MAJMAA No.2
Flashing 'U' Ev Sec
Horn 'U' Ev 30 Sec
LIVING QUARTERS
Flashing 'U' Ev 30 Sec
Horn 'U' Ev 30 Sec
K1
K2
K3
'A' PLAT
flare
PROD. PLATFORM
flare
MAJMAA No. 1
Flashing 'U' Ev 30 Sec
Horn 'U' Ev 30 Sec
150'
115'
'E' PLATFORM
110'
SPM No. 2
Flashing 'U' Ev 30 Sec
SPM NO. 1
Flashing 'U' Ev 30 Sec
Tanker
Tanker
125'
150'
35° 35'
160'
150'
140'
'B' PLATFORM
LEGEND
Submerged oil pipeline
Water Depth Contour
scale
200 0 1000 2000 Feet
2000 0 2000 4000 8000 Meter

FATEH TERMINAL

*"Reproduced by kind permission of the Port Authority".*

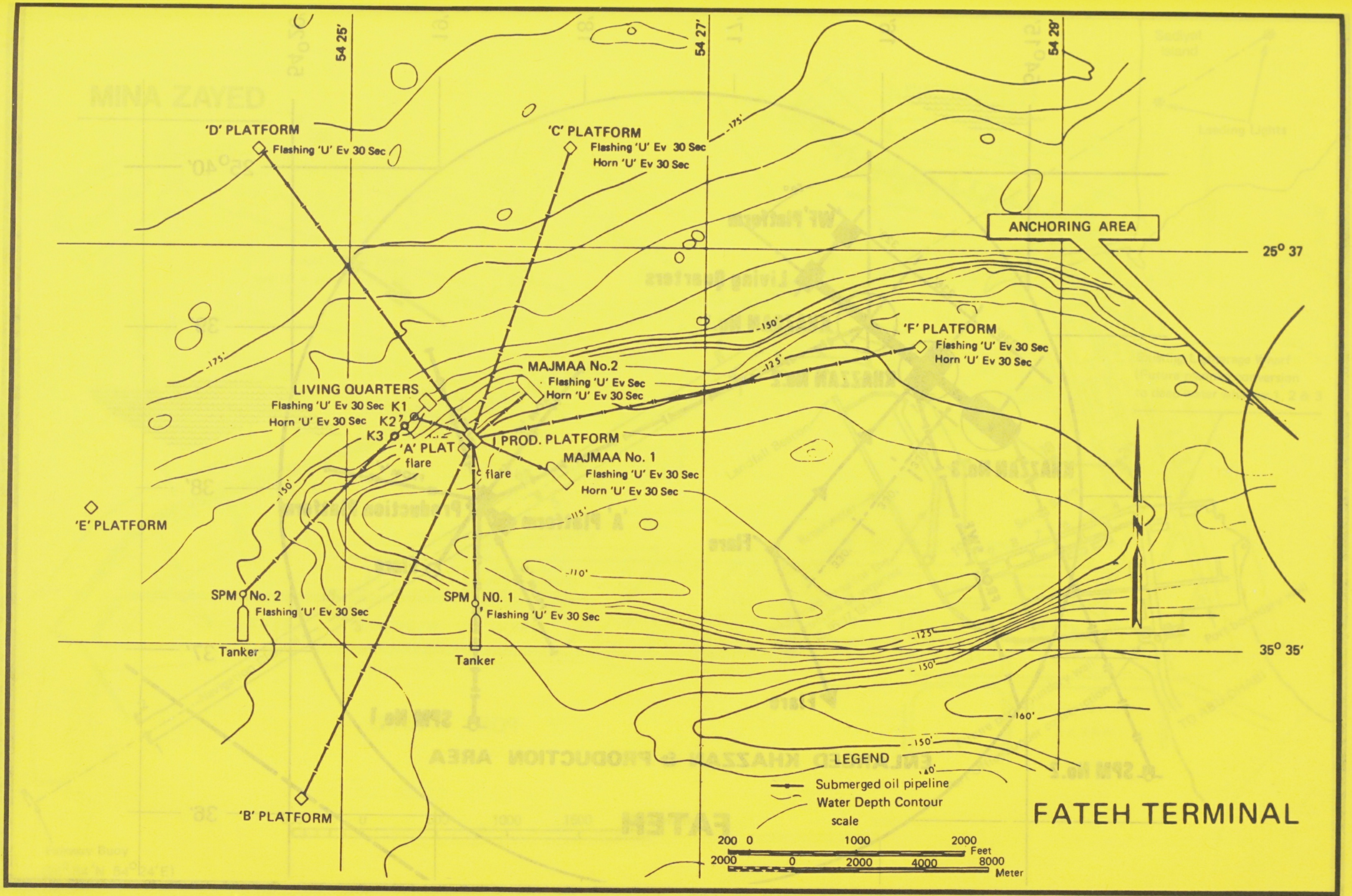

ONE QUICK RELEASE HOOK WITH PERMANENT WIRE ON EACH MOORING DOLPHIN
MD1
MD2
MD3
MD4
MD5
MD6
BOAT LANDING STEPS
OPERATING PLATFORM
UP
BD1
BD2
BD3
BD4
12,000 DWT
65,000 DWT
HOSE HANDLING EQUIPMENT
N
FEET
METRES
100
50
0
100
200
300
400
500
50
0
50
100

DAS ISLAND No 1 TANKER BERTH BERTH AND MOORING LAYOUT

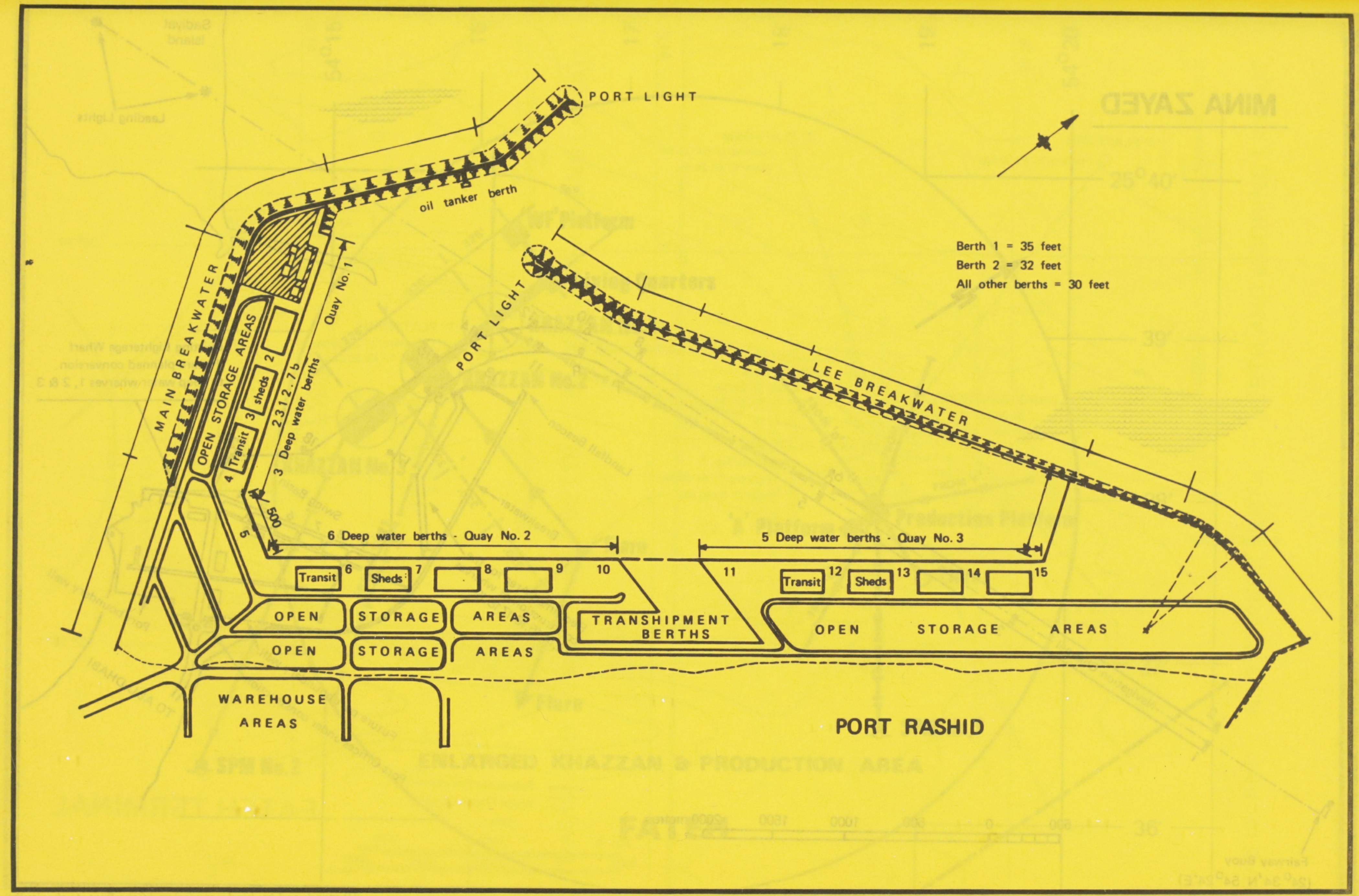

THREE QUICK RELEASE HOOKS ON EACH MOORING DOLPHIN ONE PERMANENT WIRE ON EACH MOORING DOLPHIN MD 8.9.10.11.
MD7
MD8
MD9
MD10
MD11
MD12
OPERATING PLATFORM
MOBILE GANGWAY
BOAT LANDING STEPS
HOSE HANDLING EQUIPMENT
UP
16,000 DWT
200,000 DWT
N
FEET
METRES
100
0
100
200
300
400
500
50
0
50
100

DAS ISLAND No 2 TANKER BERTH BERTH AND MOORING LAYOUT

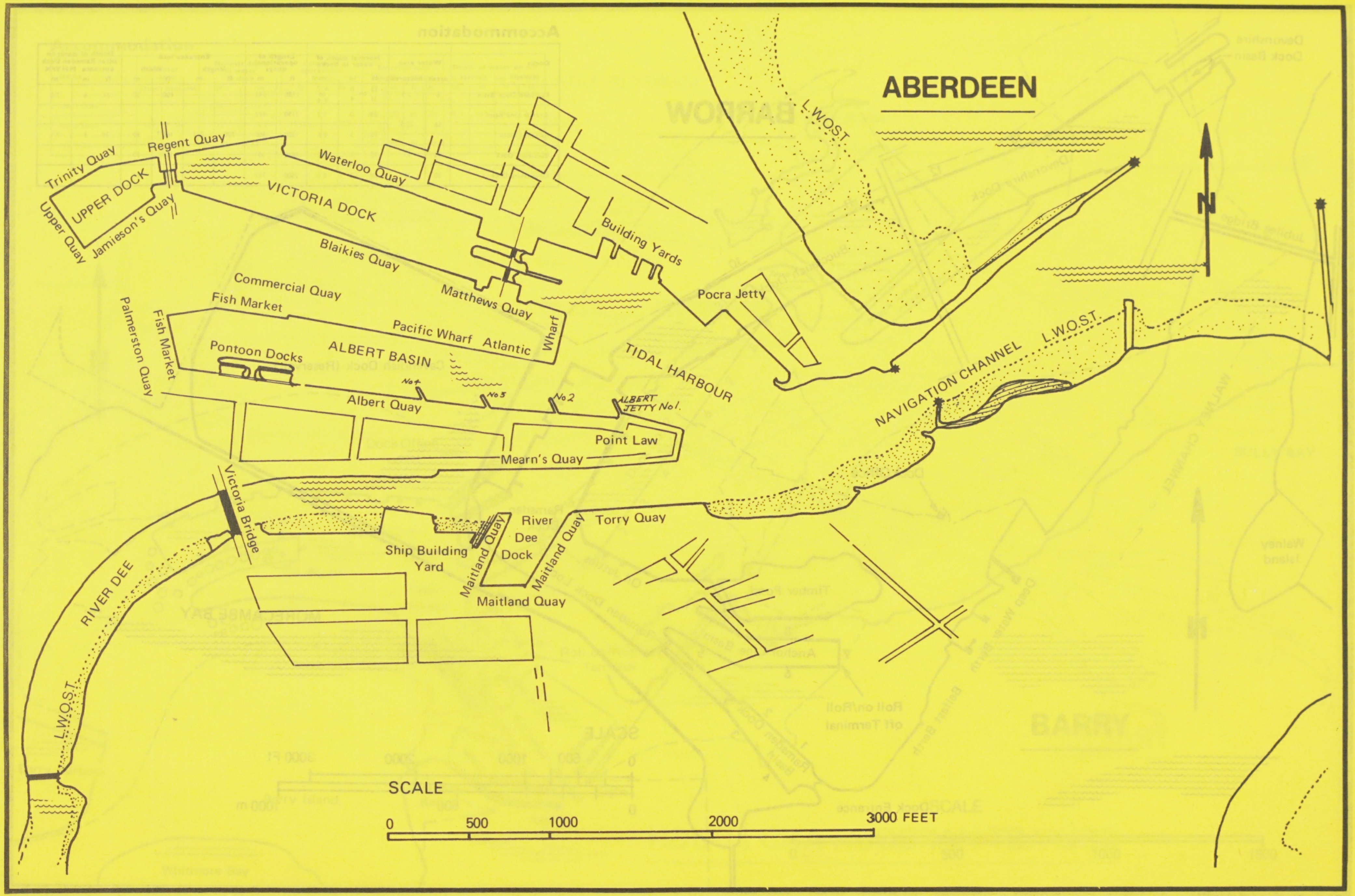
*"Reproduced by kind permission of the Port Authority".*


54 25'
54 27'
54 29'
'D' PLATFORM
Flashing 'U' Ev 30 Sec
'C' PLATFORM
Flashing 'U' Ev 30 Sec
Horn 'U' Ev 30 Sec
.175'
ANCHORING AREA
25° 37
.150'
'F' PLATFORM
Flashing 'U' Ev 30 Sec
Horn 'U' Ev 30 Sec
.175'
.125'
MAJMAA No.2
Flashing 'U' Ev Sec
Horn 'U' Ev 30 Sec
LIVING QUARTERS
Flashing 'U' Ev 30 Sec
Horn 'U' Ev 30 Sec
K1
K2
K3
'A' PLAT
flare
PROD. PLATFORM
flare
MAJMAA No. 1
Flashing 'U' Ev 30 Sec
Horn 'U' Ev 30 Sec
.150'
.115'
'E' PLATFORM
.110'
SPM No. 2
Flashing 'U' Ev 30 Sec
SPM NO. 1
Flashing 'U' Ev 30 Sec
.125'
35° 35'
Tanker
Tanker
.150'
.160'
.150'
.140'
'B' PLATFORM
LEGEND
Submerged oil pipeline
Water Depth Contour
scale
200 0 1000 2000 Feet
2000 0 2000 4000 8000 Meter
FATEH TERMINAL

*"Reproduced by kind permission of the Port Authority".*

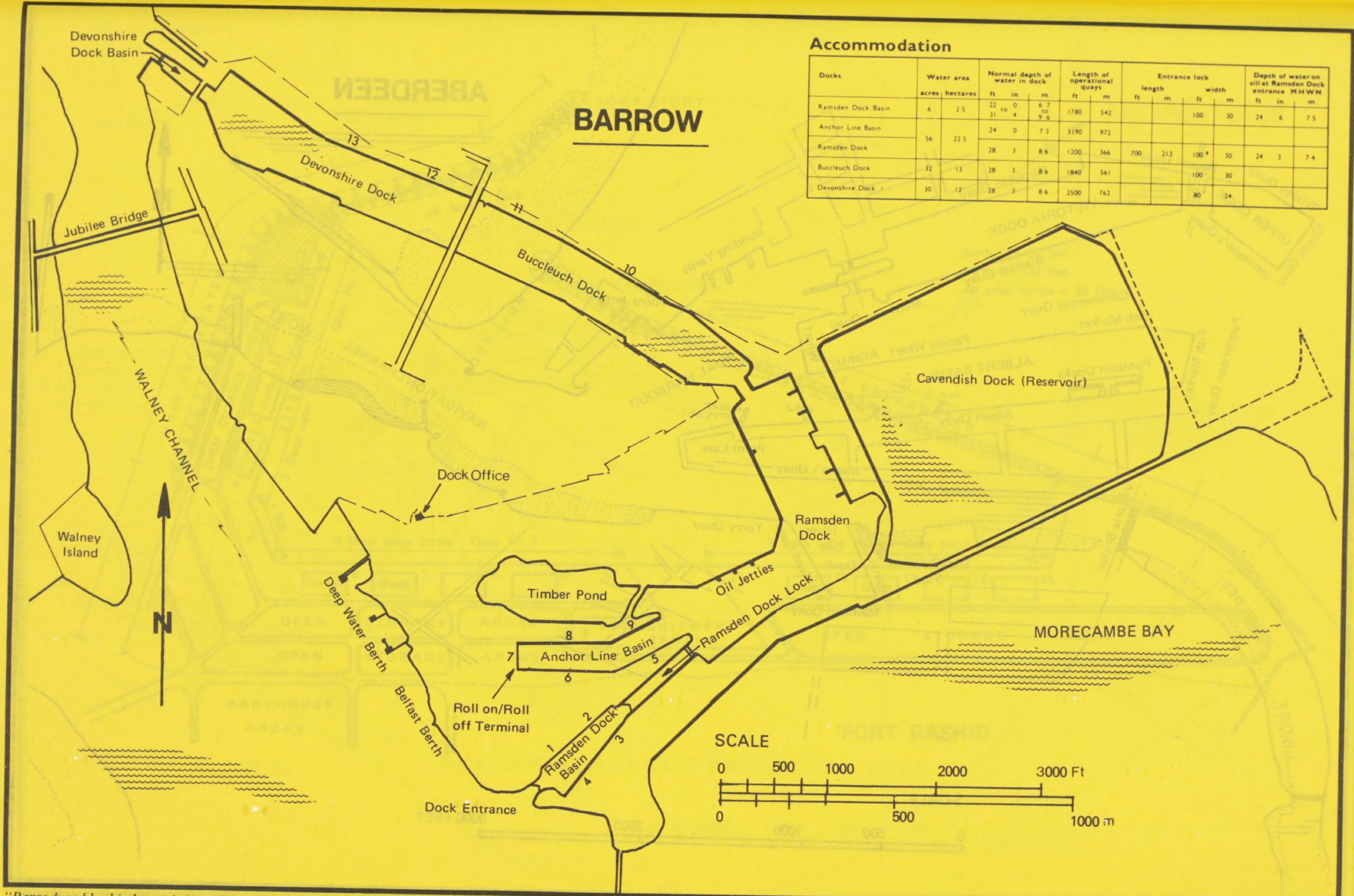

PORT LIGHT
oil tanker berth
MAIN BREAKWATER
OPEN STORAGE AREAS
Transit
sheds
2
3
4
Quay No. 1
2312.75
3 Deep water berths
PORT LIGHT
500
5
Berth 1 = 35 feet
Berth 2 = 32 feet
All other berths = 30 feet
LEE BREAKWATER
6 Deep water berths - Quay No. 2
5 Deep water berths - Quay No. 3
Transit
6
Sheds
7
8
9
10
11
Transit
12
Sheds
13
14
15
OPEN
STORAGE
AREAS
OPEN
STORAGE
AREAS
TRANSHIPMENT BERTHS
OPEN
STORAGE
AREAS
WAREHOUSE AREAS
PORT RASHID

*"Reproduced by kind permission of the Port Authority".*


ABERDEEN
L.W.O.S.T.
Trinity Quay
Regent Quay
UPPER DOCK
Upper Quay
Jamieson's Quay
Waterloo Quay
VICTORIA DOCK
Blaikies Quay
Building Yards
Commercial Quay
Matthews Quay
Fish Market
Pocra Jetty
Pacific Wharf
Atlantic
Wharf
Palmerston Quay
Fish Market
Pontoon Docks
ALBERT BASIN
TIDAL HARBOUR
No 4
No 5
No 2
ALBERT JETTY No 1.
Albert Quay
NAVIGATION CHANNEL
L.W.O.S.T.
Point Law
Mearn's Quay
Victoria Bridge
River Dee Dock
Torry Quay
Ship Building Yard
Maitland Quay
Maitland Quay
Maitland Quay
RIVER DEE
L.W.O.S.T.
N
SCALE
0
500
1000
2000
3000 FEET

*"Reproduced by kind permission of the Port Authority".*

# BARROW


Devonshire Dock Basin
13
Devonshire Dock
12
11
Jubilee Bridge
Buccleuch Dock
10
WALNEY CHANNEL
Dock Office
Walney Island
N
Cavendish Dock (Reservoir)
Ramsden Dock
Oil Jetties
Timber Pond
Ramsden Dock Lock
9
8
7
Anchor Line Basin
5
6
Deep Water Berth
Belfast Berth
Roll on/Roll off Terminal
2
1
Ramsden Dock Basin
3
4
Dock Entrance
MORECAMBE BAY
SCALE
0
500
1000
2000
3000 Ft
0
500
1000 m

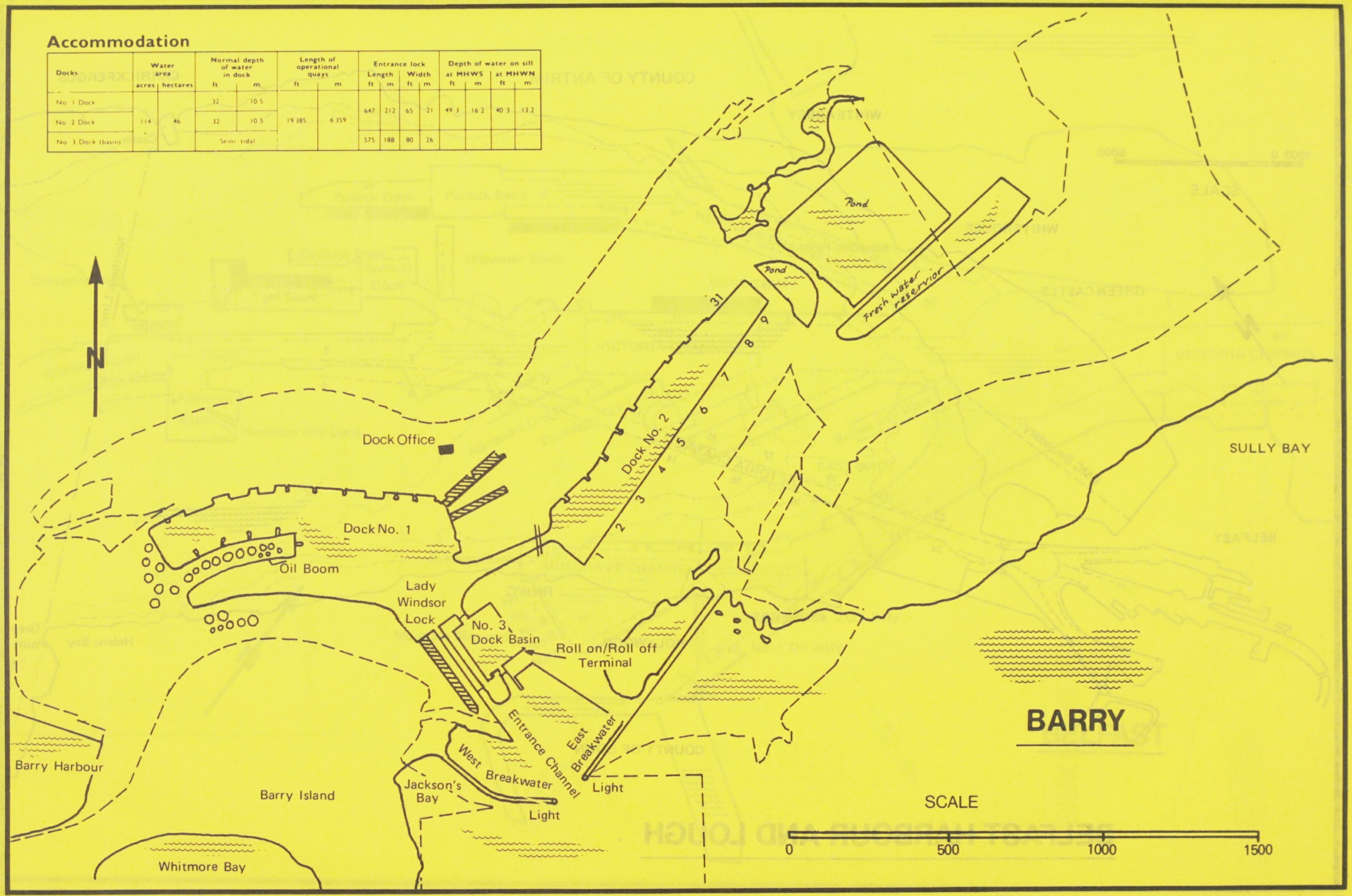
## Accommodation

| Docks | Water area | | Normal depth of water in dock | | | Length of operational quays | | Entrance lock | | | | Depth of water on sill at Ramsden Dock entrance MHWN | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | length | | width | | | | |
| | acres | hectares | ft | in | m | ft | m | ft | m | ft | m | ft | in | m |
| Ramsden Dock Basin | 6 | 2·5 | 22 to 31 | 0 to 4 | 6·7 to 9·6 | 1780 | 542 | | | 100 | 30 | 24 | 6 | 7·5 |
| Anchor Line Basin | 56 | 22·5 | 24 | 0 | 7·3 | 3190 | 972 | | | | | | | |
| Ramsden Dock | | | 28 | 3 | 8·6 | 1200 | 366 | 700 | 213 | 100 | 30 | 24 | 3 | 7·4 |
| Buccleuch Dock | 32 | 13 | 28 | 3 | 8·6 | 1840 | 561 | | | 100 | 30 | | | |
| Devonshire Dock | 30 | 12 | 28 | 3 | 8·6 | 2500 | 762 | | | 80 | 24 | | | |

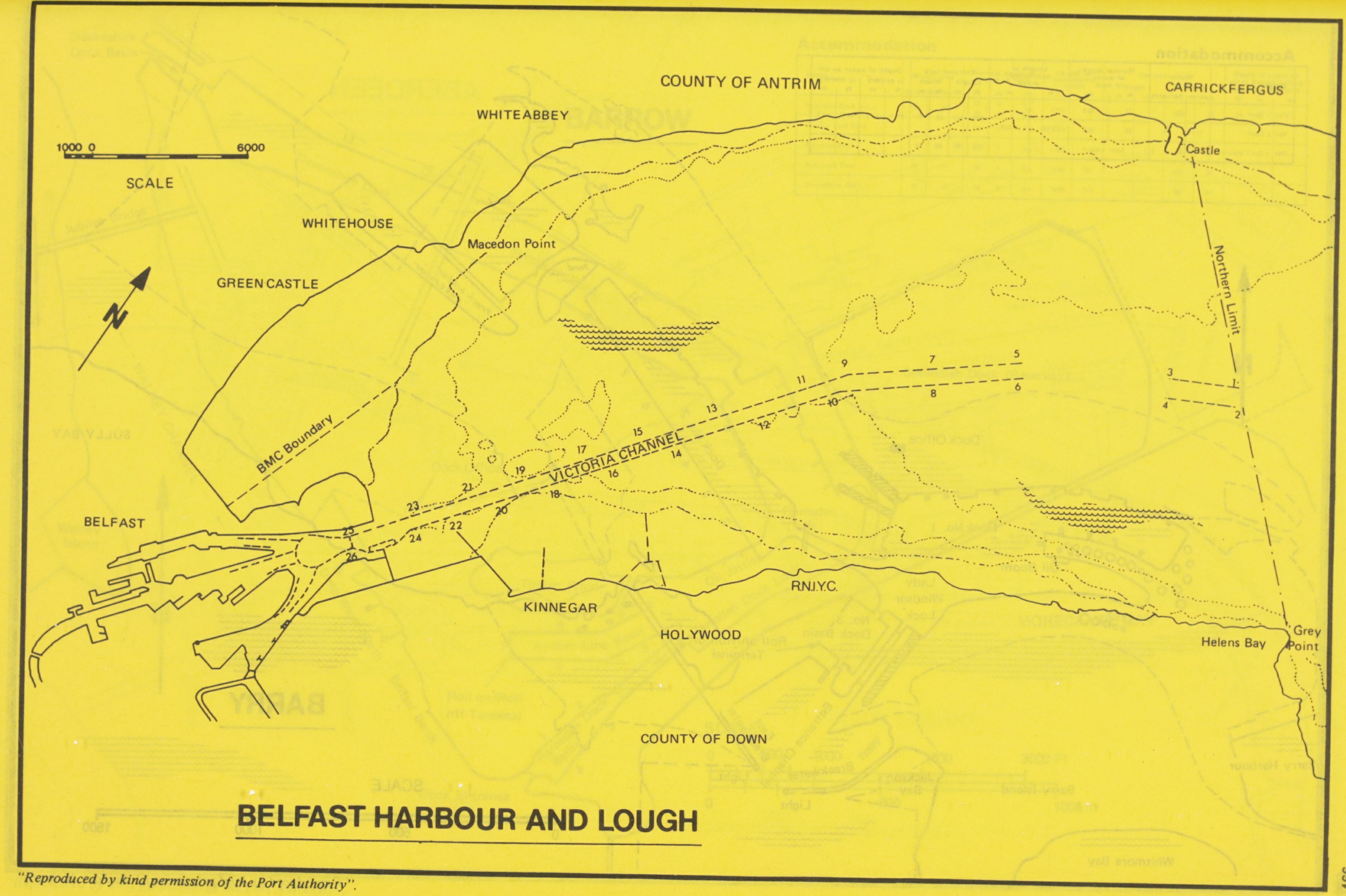
*"Reproduced by kind permission of the Port Authority".*

## Accommodation

| Docks | Water area | | Normal depth of water in dock | | Length of operational quays | | Entrance lock | | | | Depth of water on sill | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Length | | Width | | at MHWS | | at MHWN | |
| | acres | hectares | ft | m | ft | m | ft | m | ft | m | ft | m | ft | m |
| No 1 Dock | 114 | 46 | 32 | 10.5 | 19 385 | 6 359 | 647 | 212 | 65 | 21 | 49.3 | 16.2 | 40.3 | 13.2 |
| No 2 Dock | | | 32 | 10.5 | | | | | | | | | | |
| No 3 Dock (basin) | | | Semi tidal | | | | 575 | 188 | 80 | 26 | | | | |

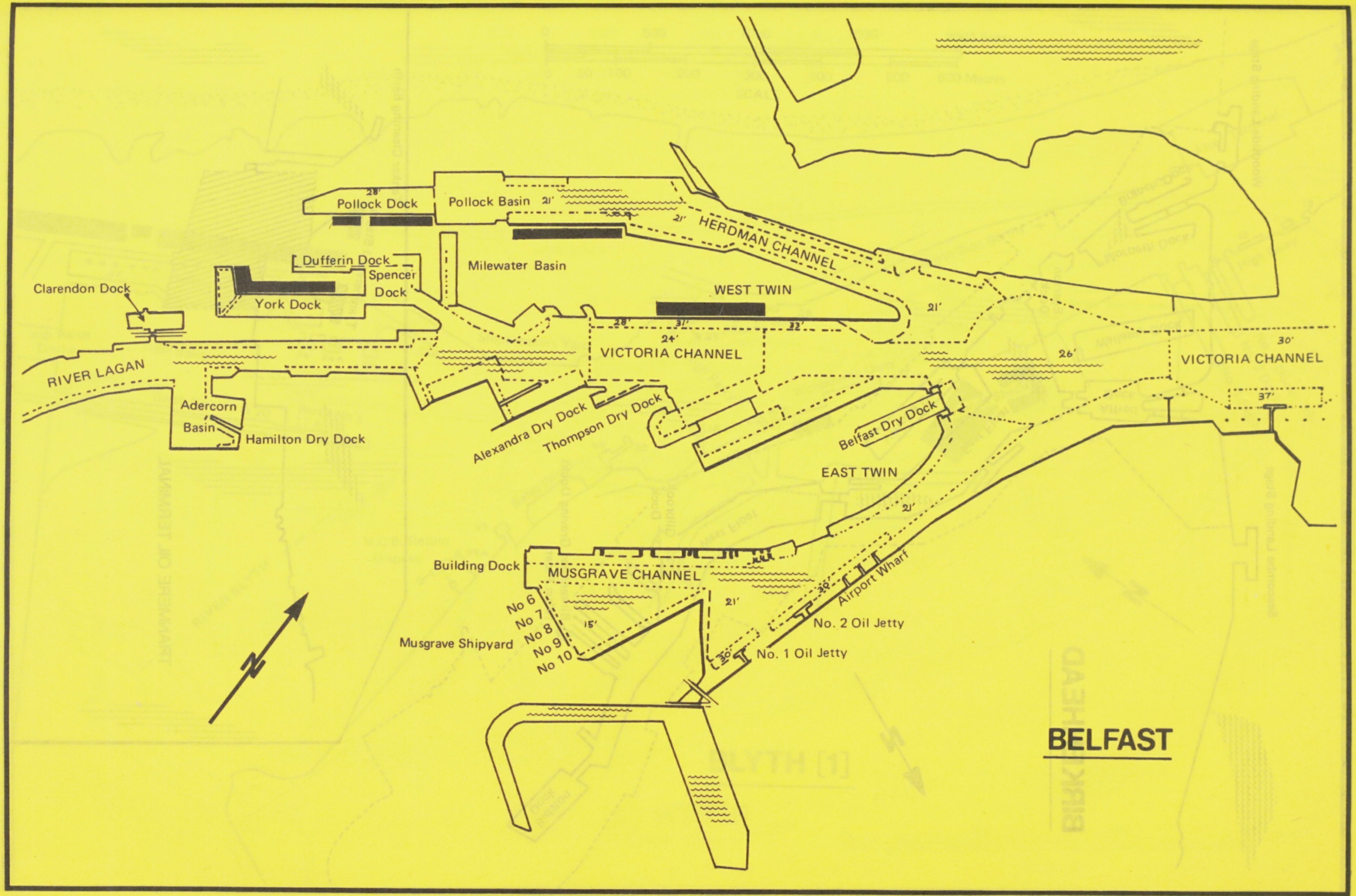

N
Pond
Pond
Fresh water reservoir
31
9
8
7
6
5
4
3
2
Dock No. 2
Dock Office
Dock No. 1
Oil Boom
Lady Windsor Lock
No. 3 Dock Basin
Roll on/Roll off Terminal
SULLY BAY
BARRY
Barry Harbour
Barry Island
Jackson's Bay
West Breakwater
Entrance Channel
East Breakwater
Light
Light
Whitmore Bay
SCALE
0
500
1000
1500

"Reproduced by kind permission of the Port Authority".


COUNTY OF ANTRIM
CARRICKFERGUS
WHITEABBEY
Castle
1000 0
6000
SCALE
WHITEHOUSE
Macedon Point
GREEN CASTLE
N
Northern Limit
BMC Boundary
VICTORIA CHANNEL
BELFAST
KINNEGAR
HOLYWOOD
R.N.I.Y.C.
Helens Bay
Grey Point
COUNTY OF DOWN
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

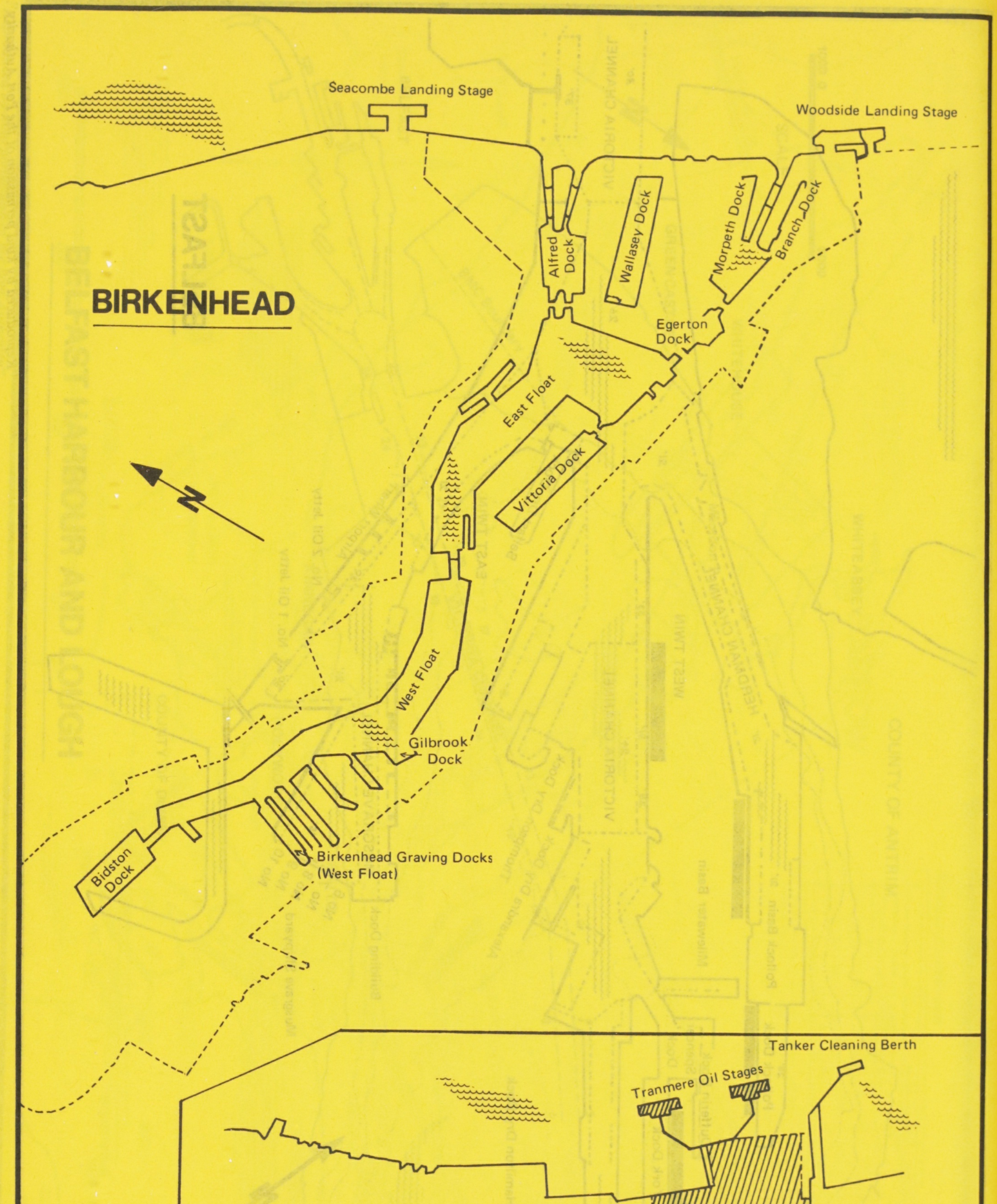
## BELFAST HARBOUR AND LOUGH

*"Reproduced by kind permission of the Port Authority".*

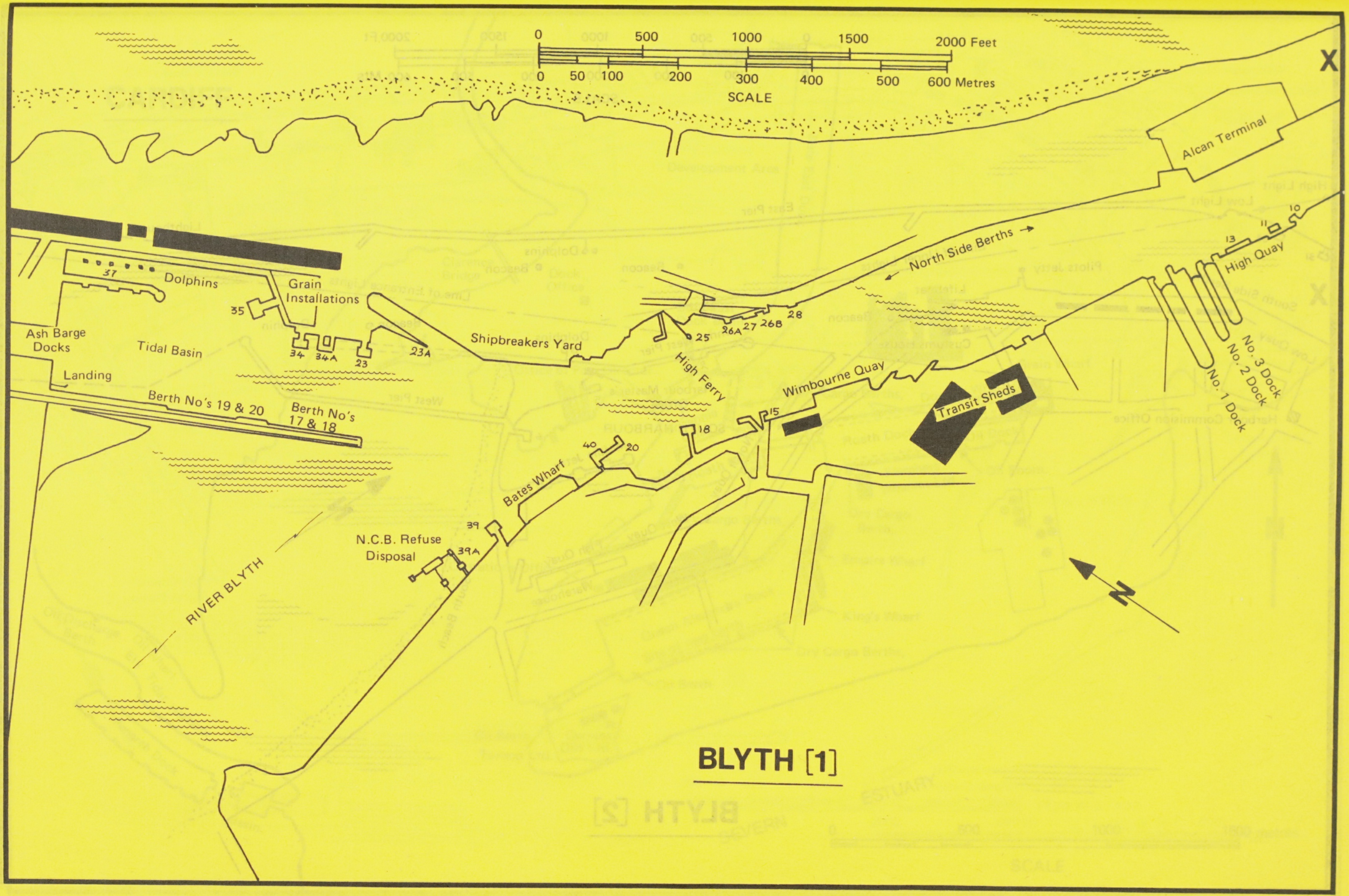


BELFAST
Pollock Dock
28'
Pollock Basin
21'
21'
HERDMAN CHANNEL
Dufferin Dock
Spencer Dock
Milewater Basin
Clarendon Dock
York Dock
WEST TWIN
21'
28'
31'
33'
24'
VICTORIA CHANNEL
26'
30'
VICTORIA CHANNEL
37'
RIVER LAGAN
Adercorn Basin
Hamilton Dry Dock
Alexandra Dry Dock
Thompson Dry Dock
Belfast Dry Dock
EAST TWIN
21'
Building Dock
MUSGRAVE CHANNEL
21'
30'
Airport Wharf
No 6
No 7
No 8
No 9
No 10
15'
Musgrave Shipyard
No. 2 Oil Jetty
30'
No. 1 Oil Jetty
N

*"Reproduced by kind permission of the Port Authority".*

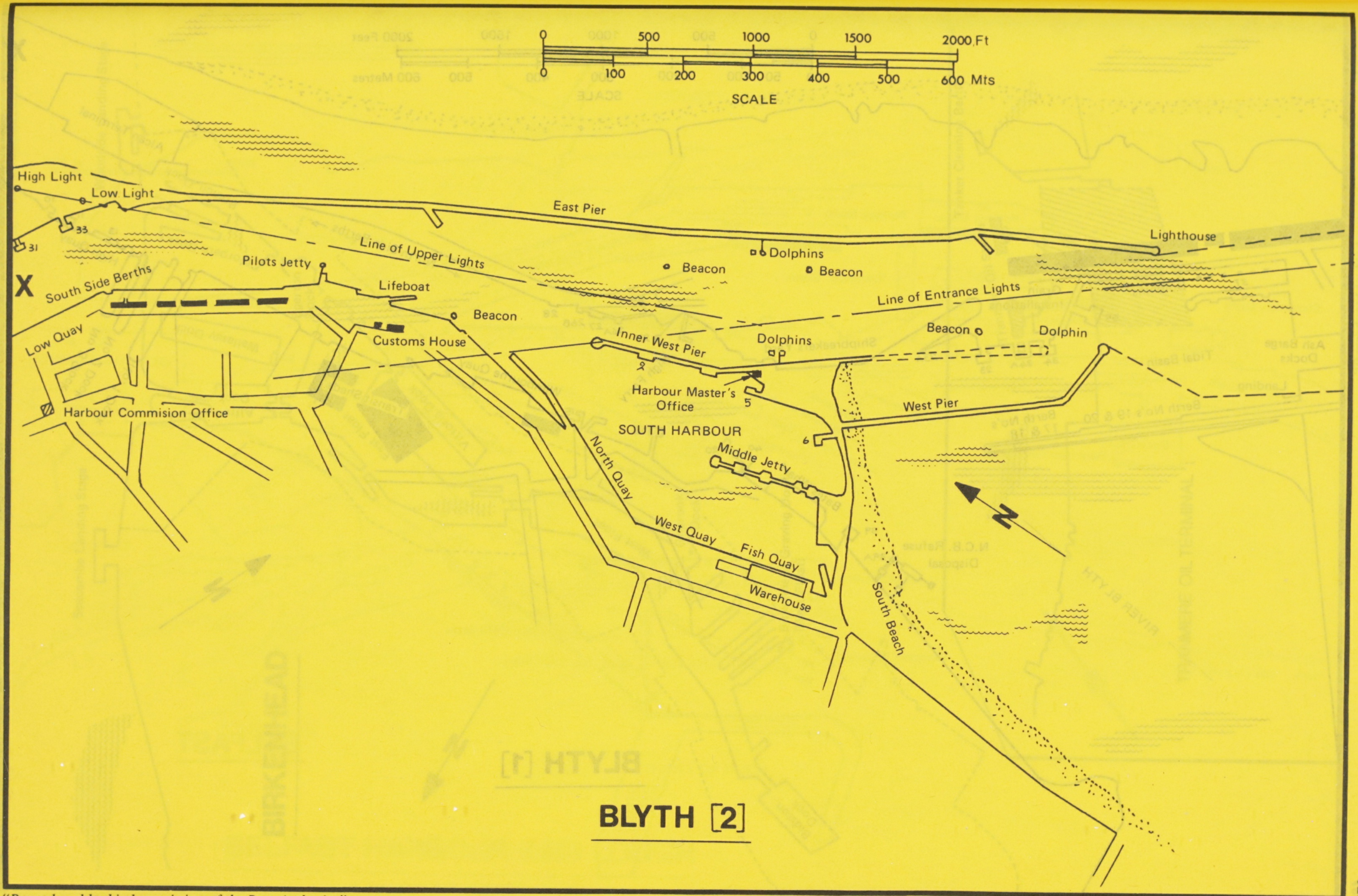

BIRKENHEAD
Seacombe Landing Stage
Woodside Landing Stage
Alfred Dock
Wallasey Dock
Morpeth Dock
Branch Dock
Egerton Dock
East Float
Vittoria Dock
West Float
Gilbrook Dock
Birkenhead Graving Docks (West Float)
Bidston Dock
N
Tanker Cleaning Berth
Tranmere Oil Stages
TRANMERE OIL TERMINAL

*"Reproduced by kind permission of the Port Authority".*


0
500
1000
1500
2000 Feet
0
50
100
200
300
400
500
600 Metres
SCALE
X
Alcan Terminal
10
11
13
High Quay
North Side Berths
No. 3 Dock
No. 2 Dock
No. 1 Dock
Transit Sheds
Wimbourne Quay
15
18
20
40
High Ferry
25
26A
27
26B
28
Shipbreakers Yard
23A
23
34
34A
35
Grain Installations
37
Dolphins
Ash Barge Docks
Tidal Basin
Landing
Berth No's 19 & 20
Berth No's 17 & 18
Bates Wharf
39
39A
N.C.B. Refuse Disposal
RIVER BLYTH
N

## BLYTH [1]

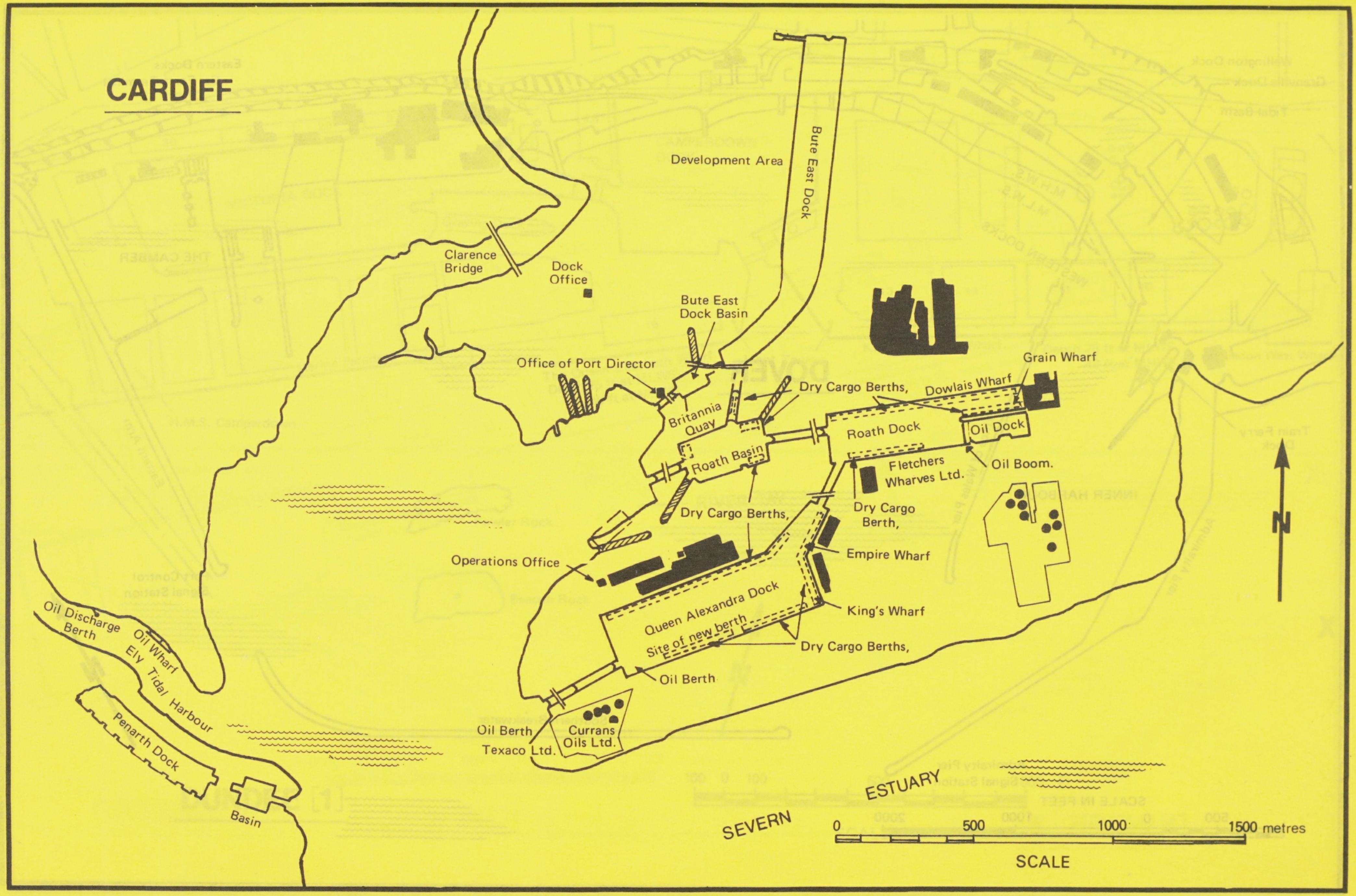
*"Reproduced by kind permission of the Port Authority".*


0
500
1000
1500
2000 Ft
0
100
200
300
400
500
600 Mts
SCALE
High Light
Low Light
33
31
East Pier
Line of Upper Lights
Pilots Jetty
X
South Side Berths
Lifeboat
Beacon
Dolphins
Beacon
Beacon
Lighthouse
Line of Entrance Lights
Low Quay
Customs House
Beacon
Inner West Pier
Dolphins
Dolphin
Harbour Master's Office
5
Harbour Commision Office
West Pier
SOUTH HARBOUR
6
Middle Jetty
North Quay
N
West Quay
Fish Quay
Warehouse
South Beach

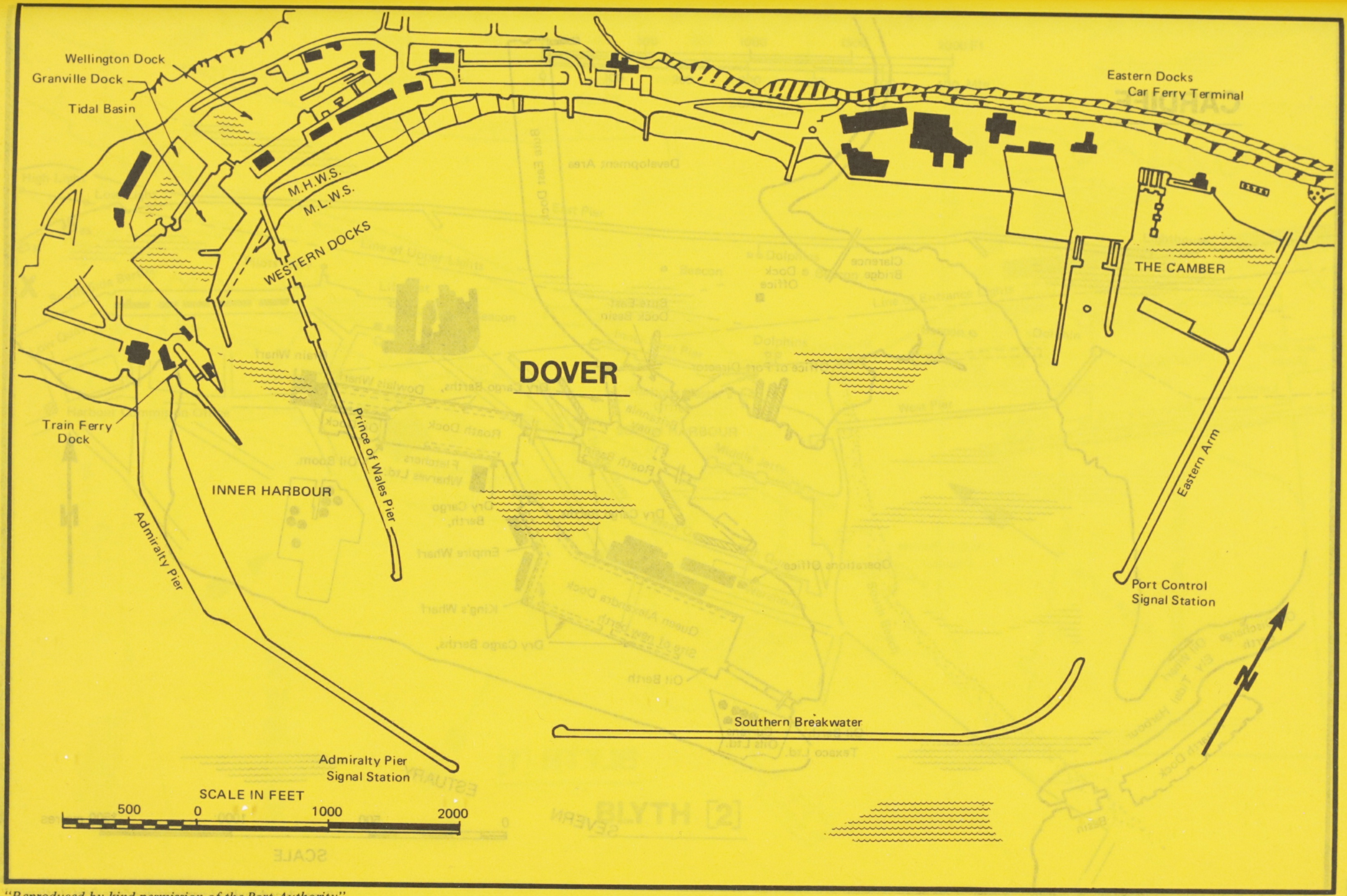
## BLYTH [2]

*"Reproduced by kind permission of the Port Authority".*

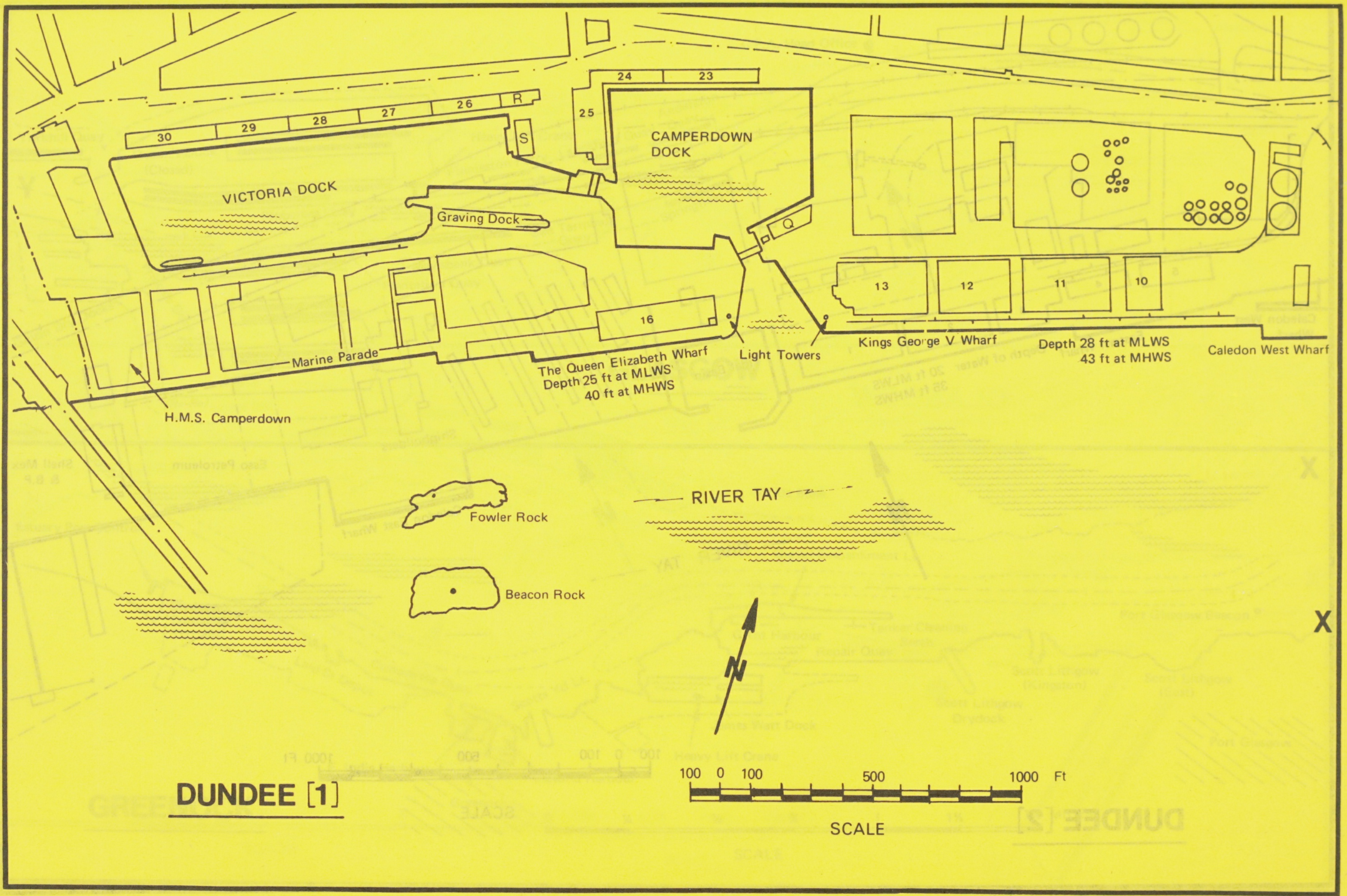
# CARDIFF


Development Area
Bute East Dock
Clarence Bridge
Dock Office
Bute East Dock Basin
Office of Port Director
Britannia Quay
Dry Cargo Berths,
Dowlais Wharf
Grain Wharf
Roath Basin
Roath Dock
Oil Dock
Oil Boom.
Fletchers Wharves Ltd.
Dry Cargo Berths,
Dry Cargo Berth,
Operations Office
Empire Wharf
King's Wharf
Queen Alexandra Dock
Site of new berth
Dry Cargo Berths,
Oil Berth
Oil Discharge Berth
Oil Wharf
Ely Tidal Harbour
Penarth Dock
Basin
Oil Berth
Texaco Ltd.
Currans Oils Ltd.
SEVERN ESTUARY
N
0
500
1000
1500 metres
SCALE

"Reproduced by kind permission of the Port Authority".


DOVER
Wellington Dock
Granville Dock
Tidal Basin
M.H.W.S.
M.L.W.S.
WESTERN DOCKS
Prince of Wales Pier
Train Ferry Dock
INNER HARBOUR
Admiralty Pier
Admiralty Pier Signal Station
Eastern Docks
Car Ferry Terminal
THE CAMBER
Eastern Arm
Port Control Signal Station
Southern Breakwater
SCALE IN FEET
500
0
1000
2000

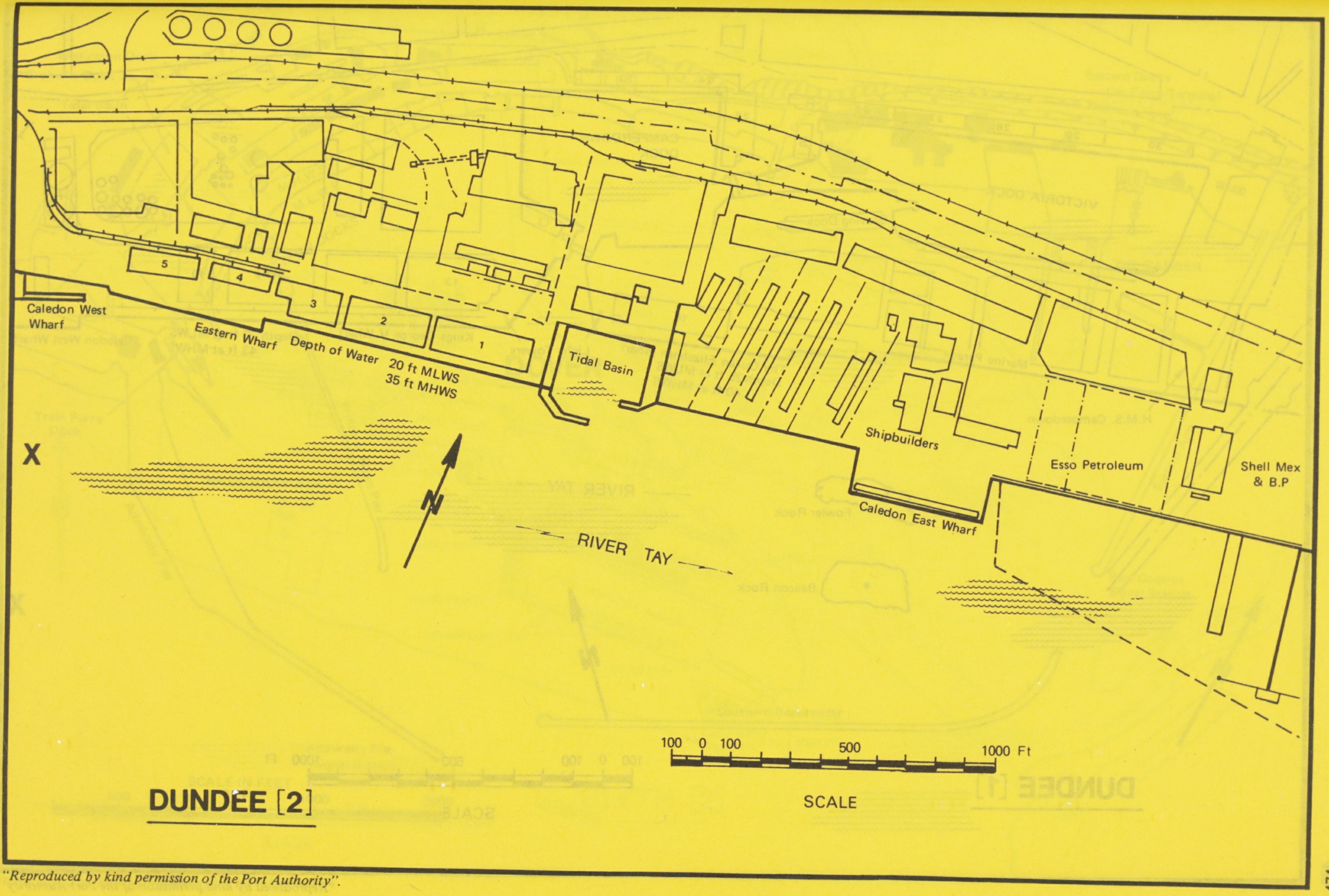
*"Reproduced by kind permission of the Port Authority".*



30
29
28
27
26
R
S
24
23
25
CAMPERDOWN DOCK
VICTORIA DOCK
Graving Dock
Q
13
12
11
10
16
Marine Parade
The Queen Elizabeth Wharf
Depth 25 ft at MLWS
40 ft at MHWS
Light Towers
Kings George V Wharf
Depth 28 ft at MLWS
43 ft at MHWS
Caledon West Wharf
H.M.S. Camperdown
RIVER TAY
Fowler Rock
Beacon Rock
N
X
100 0 100 500 1000 Ft
SCALE

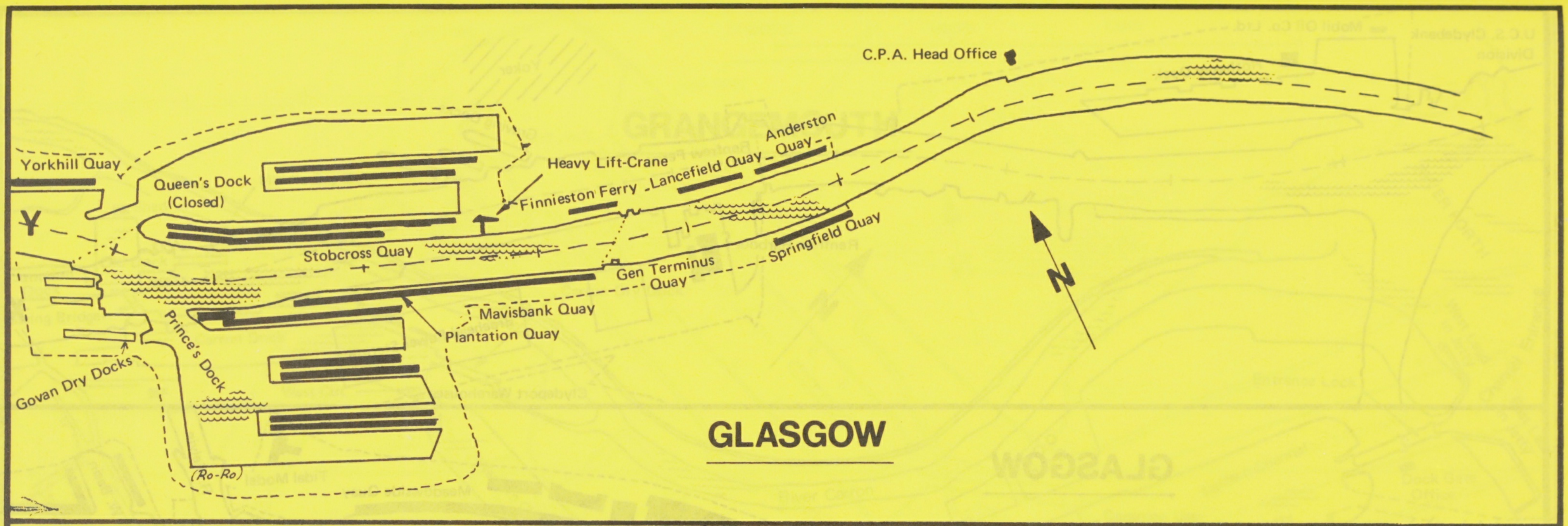
## DUNDEE [1]

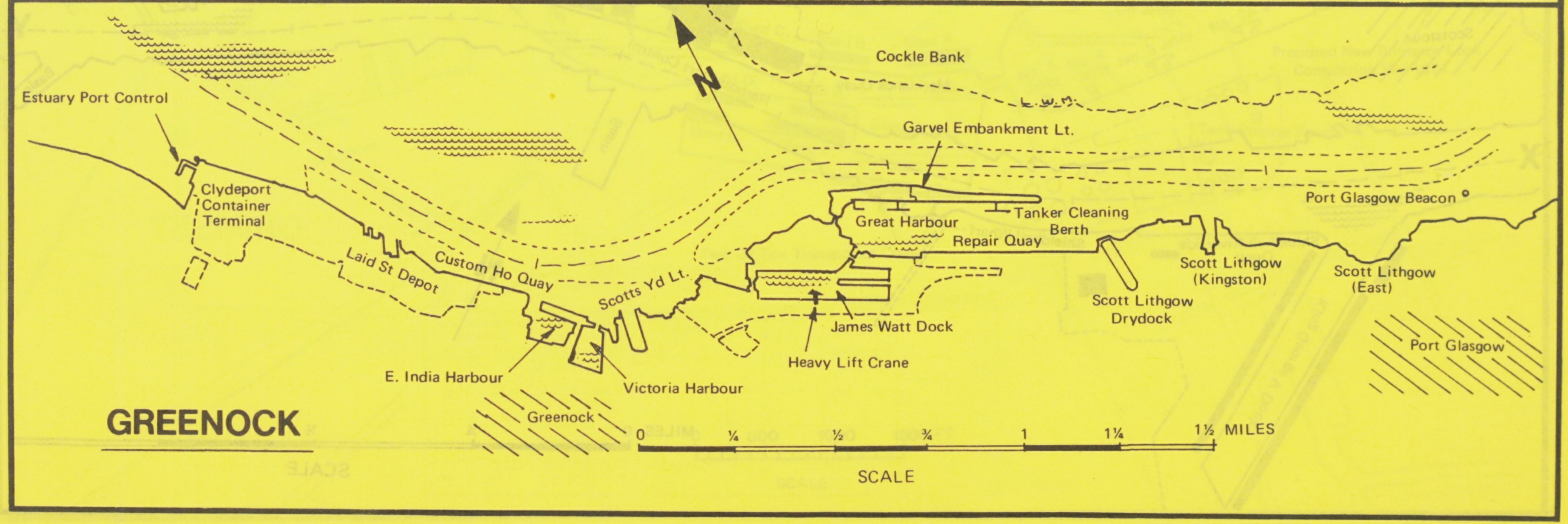
*"Reproduced by kind permission of the Port Authority".*


X
5
4
3
2
1
Caledon West Wharf
Eastern Wharf
Depth of Water 20 ft MLWS
35 ft MHWS
Tidal Basin
Shipbuilders
Esso Petroleum
Shell Mex & B.P
Caledon East Wharf
N
RIVER TAY
100 0 100 500 1000 Ft
SCALE

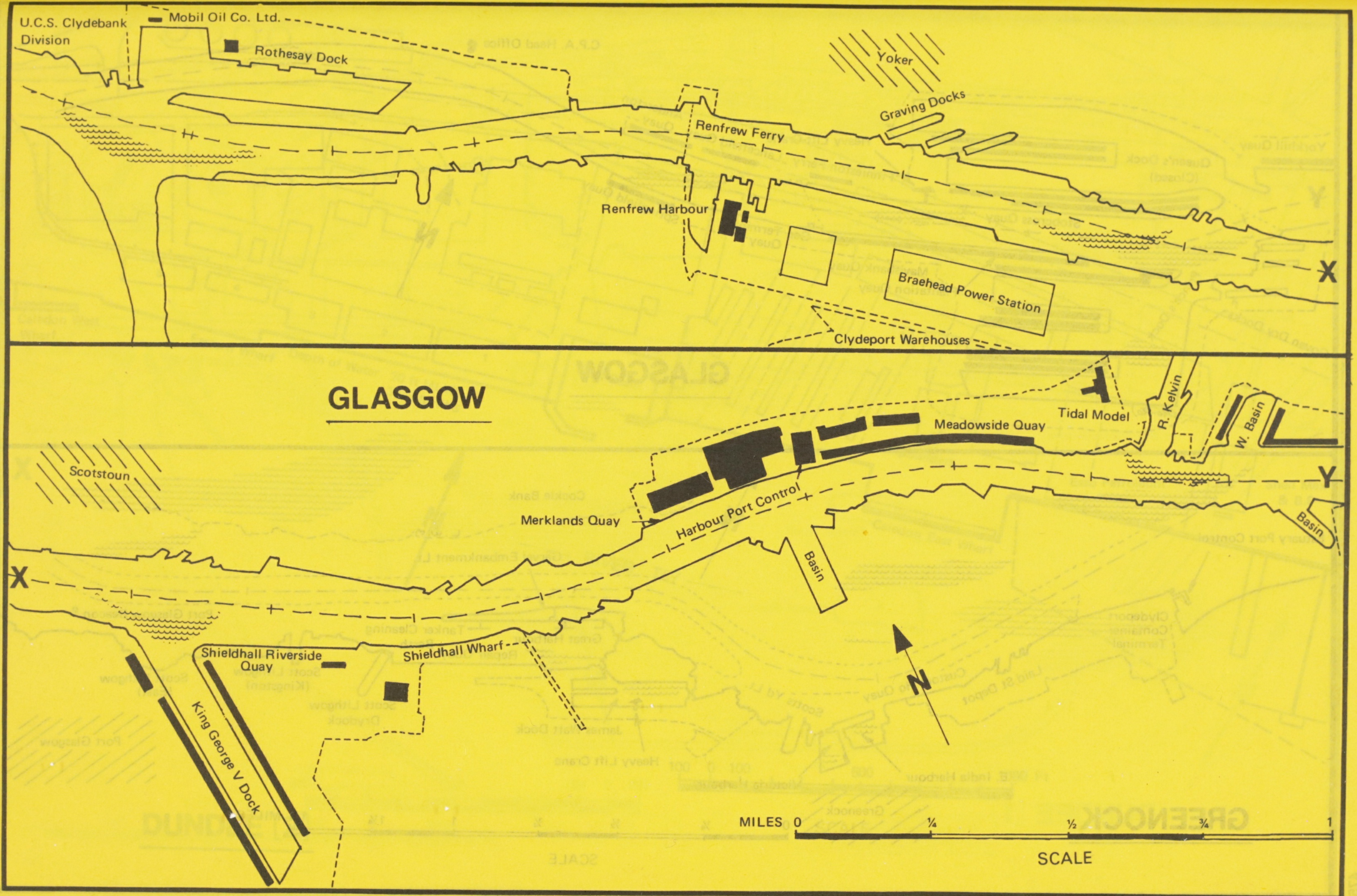
## DUNDEE [2]

*"Reproduced by kind permission of the Port Authority".*


C.P.A. Head Office
Yorkhill Quay
Queen's Dock (Closed)
Heavy Lift-Crane
Anderston Quay
Lancefield Quay
Finnieston Ferry
Stobcross Quay
Springfield Quay
Gen Terminus Quay
Mavisbank Quay
Plantation Quay
Prince's Dock
Govan Dry Docks
(Ro-Ro)
N
GLASGOW

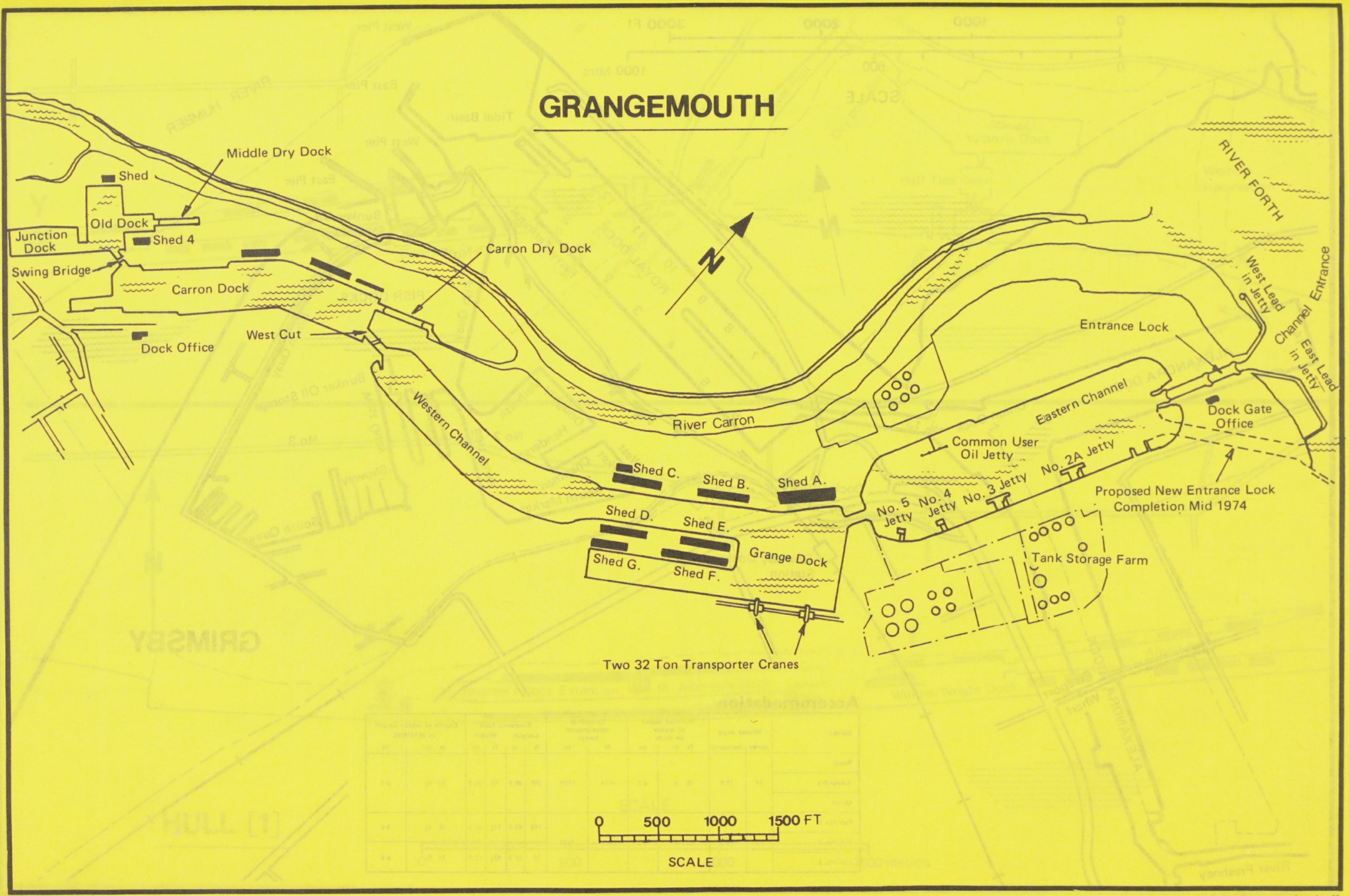

N
Cockle Bank
L.W.M.
Estuary Port Control
Garvel Embankment Lt.
Clydeport Container Terminal
Port Glasgow Beacon
Great Harbour
Tanker Cleaning Berth
Repair Quay
Laid St Depot
Custom Ho Quay
Scotts Yd Lt.
Scott Lithgow (Kingston)
Scott Lithgow (East)
Scott Lithgow Drydock
James Watt Dock
Heavy Lift Crane
E. India Harbour
Victoria Harbour
Port Glasgow
Greenock
GREENOCK
0
¼
½
¾
1
1¼
1½ MILES
SCALE

*"Reproduced by kind permission of the Port Authority".*

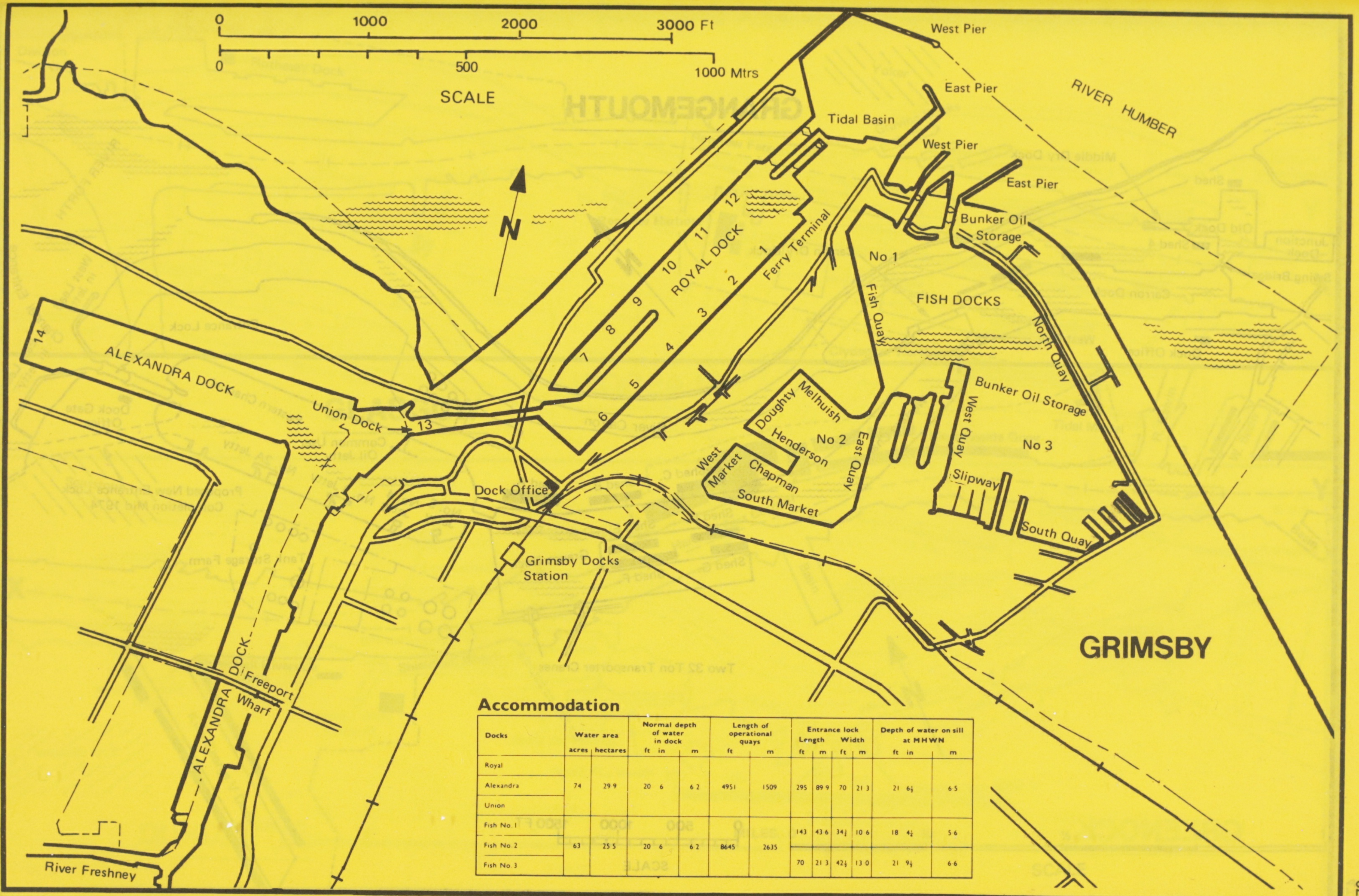

U.C.S. Clydebank Division
Mobil Oil Co. Ltd.
Rothesay Dock
Yoker
Graving Docks
Renfrew Ferry
Renfrew Harbour
Braehead Power Station
Clydeport Warehouses
X
GLASGOW
Tidal Model
R. Kelvin
W. Basin
Meadowside Quay
Y
Scotstoun
Merklands Quay
Harbour Port Control
Basin
Basin
X
Shieldhall Riverside Quay
Shieldhall Wharf
King George V Dock
N
MILES 0
¼
½
¾
1
SCALE

*"Reproduced by kind permission of the Port Authority".*

# GRANGEMOUTH


Middle Dry Dock
Shed
Old Dock
Junction Dock
Shed 4
Swing Bridge
Carron Dock
Carron Dry Dock
Dock Office
West Cut
N
Western Channel
River Carron
Shed C.
Shed B.
Shed A.
Shed D.
Shed E.
Shed G.
Shed F.
Grange Dock
Two 32 Ton Transporter Cranes
No. 5 Jetty
No. 4 Jetty
No. 3 Jetty
No. 2A Jetty
Common User Oil Jetty
Eastern Channel
Tank Storage Farm
Entrance Lock
Dock Gate Office
Proposed New Entrance Lock Completion Mid 1974
RIVER FORTH
West Lead in Jetty
Channel Entrance
East Lead in Jetty
0
500
1000
1500 FT
SCALE

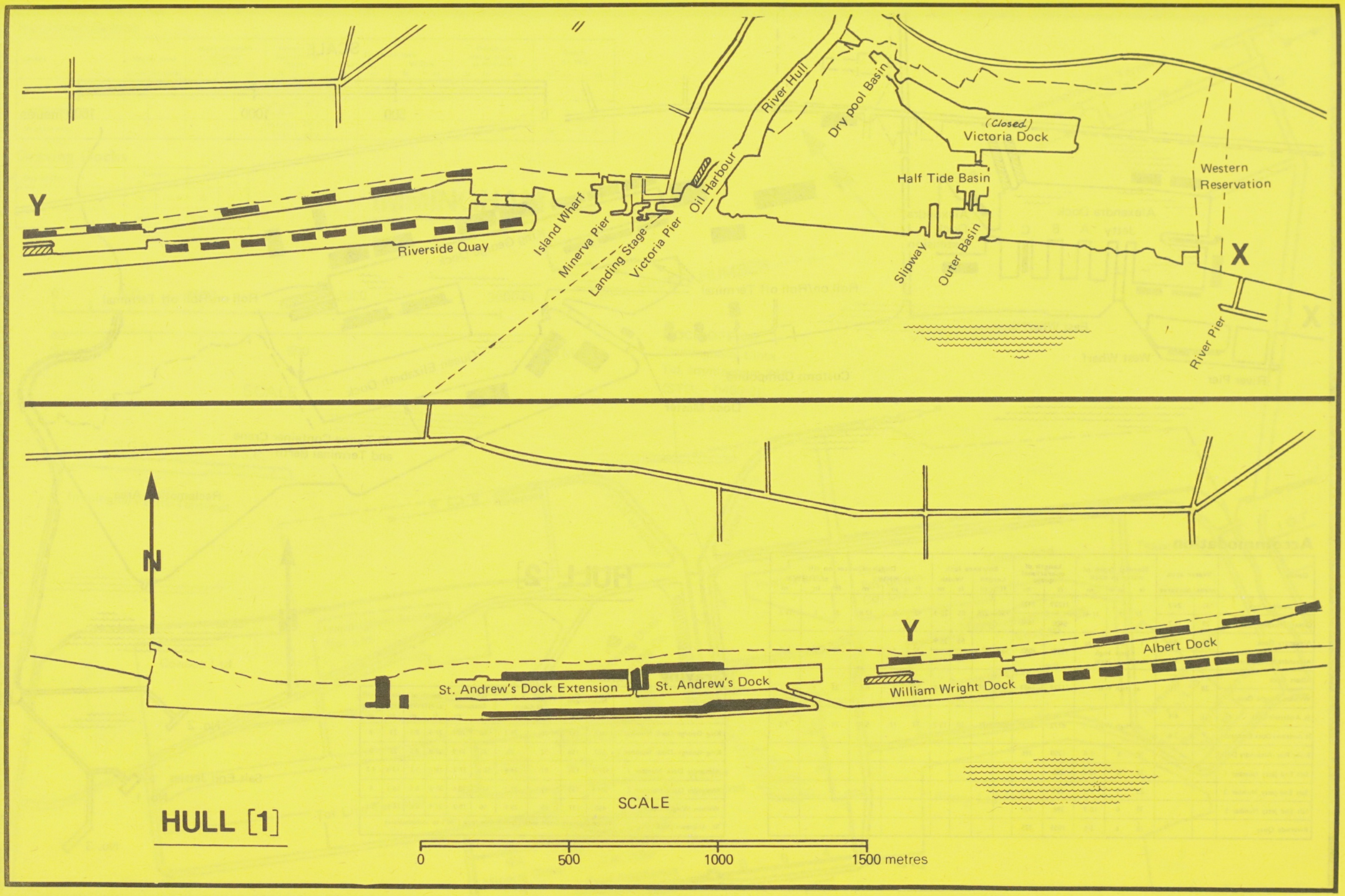
"Reproduced by kind permission of the Port Authority".


0
1000
2000
3000 Ft
0
500
1000 Mtrs
SCALE
N
West Pier
East Pier
RIVER HUMBER
Tidal Basin
West Pier
East Pier
Bunker Oil Storage
ROYAL DOCK
12
11
10
9
8
7
6
5
4
3
2
1
Ferry Terminal
No 1
Fish Quay
FISH DOCKS
North Quay
Bunker Oil Storage
West Quay
No 3
Slipway
South Quay
Doughty
Melhuish
No 2
Henderson
East Quay
West Market
Chapman
South Market
14
ALEXANDRA DOCK
Union Dock
13
Dock Office
Grimsby Docks Station
ALEXANDRA DOCK
Freeport Wharf
River Freshney
GRIMSBY

## Accommodation

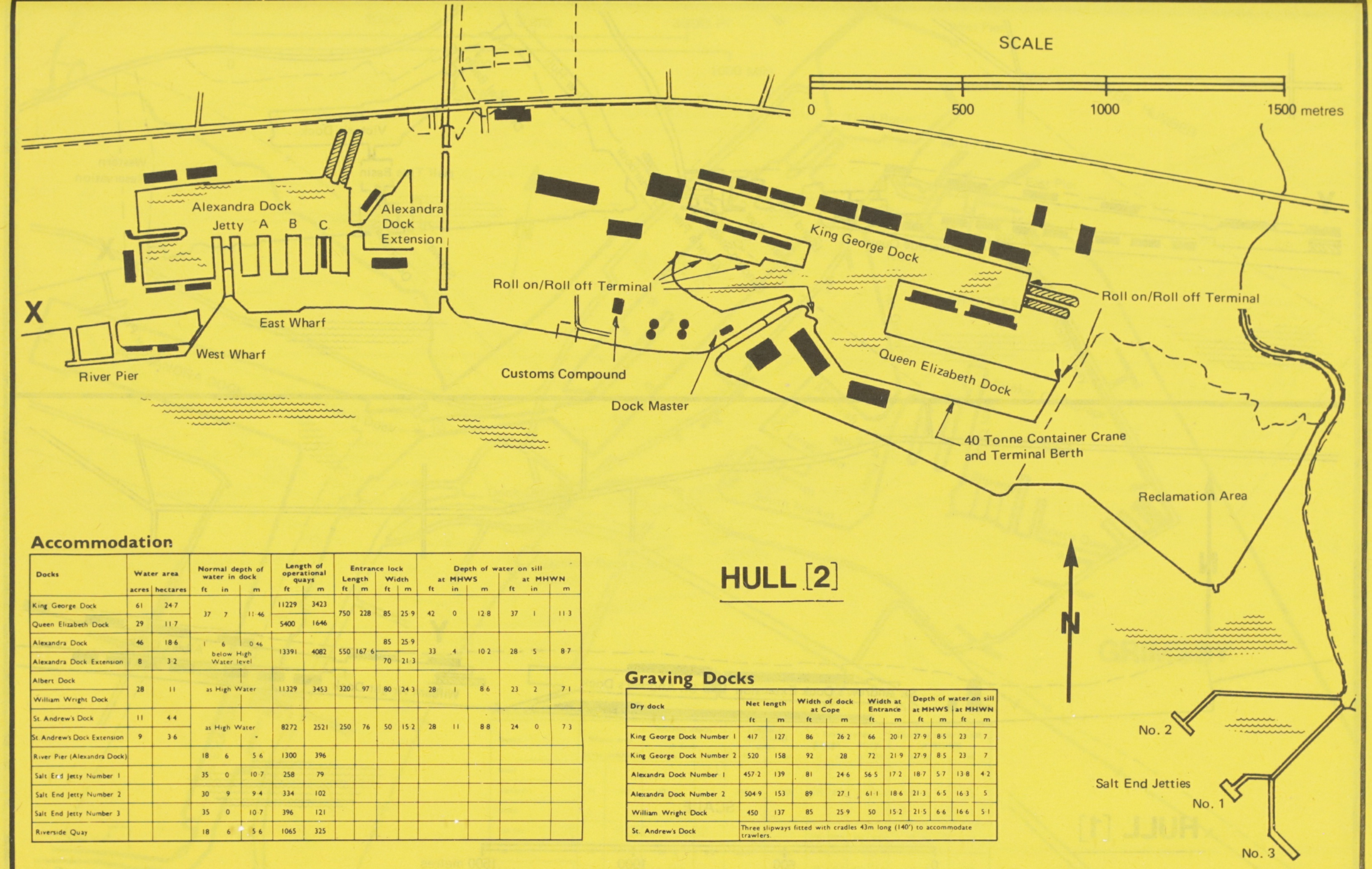
| Docks | Water area | | Normal depth of water in dock | | Length of operational quays | | Entrance lock | | | | Depth of water on sill at MHWN | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Length | | Width | | | |
| | acres | hectares | ft in | m | ft | m | ft | m | ft | m | ft in | m |
| Royal | 74 | 29·9 | 20 6 | 6·2 | 4951 | 1509 | 295 | 89·9 | 70 | 21·3 | 21 6½ | 6·5 |
| Alexandra | | | | | | | | | | | | |
| Union | | | | | | | | | | | | |
| Fish No. 1 | 63 | 25·5 | 20 6 | 6·2 | 8645 | 2635 | 143 | 43·6 | 34¼ | 10·6 | 18 4¼ | 5·6 |
| Fish No. 2 | | | | | | | | | | | | |
| Fish No. 3 | | | | | | | 70 | 21·3 | 42½ | 13·0 | 21 9½ | 6·6 |

*"Reproduced by kind permission of the Port Authority"*


Y
Riverside Quay
Island Wharf
Minerva Pier
Landing Stage
Victoria Pier
Oil Harbour
River Hull
Dry pool Basin
(Closed)
Victoria Dock
Half Tide Basin
Slipway
Outer Basin
Western Reservation
X
River Pier
N
Y
St. Andrew's Dock Extension
St. Andrew's Dock
William Wright Dock
Albert Dock
SCALE
0
500
1000
1500 metres

**HULL [1]**

*"Reproduced by kind permission of the Port Authority".*


SCALE
0
500
1000
1500 metres
Alexandra Dock
Jetty
A
B
C
Alexandra
Dock
Extension
King George Dock
Roll on/Roll off Terminal
Roll on/Roll off Terminal
X
East Wharf
West Wharf
River Pier
Customs Compound
Dock Master
Queen Elizabeth Dock
40 Tonne Container Crane
and Terminal Berth
Reclamation Area
N
No. 2
Salt End Jetties
No. 1
No. 3

# HULL [2]

## Accommodation

| Docks | Water area | | Normal depth of water in dock | | | Length of operational quays | | Entrance lock Length | | Width | | Depth of water on sill at MHWS | | | at MHWN | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | acres | hectares | ft | in | m | ft | m | ft | m | ft | m | ft | in | m | ft | in | m |
| King George Dock | 61 | 24·7 | 37 | 7 | 11·46 | 11229 | 3423 | 750 | 228 | 85 | 25·9 | 42 | 0 | 12·8 | 37 | 1 | 11·3 |
| Queen Elizabeth Dock | 29 | 11·7 | | | | 5400 | 1646 | | | | | | | | | | |
| Alexandra Dock | 46 | 18·6 | 1 | 6 | 0·46<br>below High Water level | 13391 | 4082 | 550 | 167·6 | 85 | 25·9 | 33 | 4 | 10·2 | 28 | 5 | 8·7 |
| Alexandra Dock Extension | 8 | 3·2 | | | | | | | | 70 | 21·3 | | | | | | |
| Albert Dock | 28 | 11 | as High Water | | | 11329 | 3453 | 320 | 97 | 80 | 24·3 | 28 | 1 | 8·6 | 23 | 2 | 7·1 |
| William Wright Dock | | | | | | | | | | | | | | | | | |
| St. Andrew's Dock | 11 | 4·4 | as High Water | | | 8272 | 2521 | 250 | 76 | 50 | 15·2 | 28 | 11 | 8·8 | 24 | 0 | 7·3 |
| St. Andrew's Dock Extension | 9 | 3·6 | | | | | | | | | | | | | | | |
| River Pier (Alexandra Dock) | | | 18 | 6 | 5·6 | 1300 | 396 | | | | | | | | | | |
| Salt End Jetty Number 1 | | | 35 | 0 | 10·7 | 258 | 79 | | | | | | | | | | |
| Salt End Jetty Number 2 | | | 30 | 9 | 9·4 | 334 | 102 | | | | | | | | | | |
| Salt End Jetty Number 3 | | | 35 | 0 | 10·7 | 396 | 121 | | | | | | | | | | |
| Riverside Quay | | | 18 | 6 | 5·6 | 1065 | 325 | | | | | | | | | | |

## Graving Docks

| Dry dock | Net length | | Width of dock at Cope | | Width at Entrance | | Depth of water on sill at MHWS | | at MHWN | |
|---|---|---|---|---|---|---|---|---|---|---|
| | ft | m | ft | m | ft | m | ft | m | ft | m |
| King George Dock Number 1 | 417 | 127 | 86 | 26·2 | 66 | 20·1 | 27·9 | 8·5 | 23 | 7 |
| King George Dock Number 2 | 520 | 158 | 92 | 28 | 72 | 21·9 | 27·9 | 8·5 | 23 | 7 |
| Alexandra Dock Number 1 | 457·2 | 139 | 81 | 24·6 | 56·5 | 17·2 | 18·7 | 5·7 | 13·8 | 4·2 |
| Alexandra Dock Number 2 | 504·9 | 153 | 89 | 27·1 | 61·1 | 18·6 | 21·3 | 6·5 | 16·3 | 5 |
| William Wright Dock | 450 | 137 | 85 | 25·9 | 50 | 15·2 | 21·5 | 6·6 | 16·6 | 5·1 |
| St. Andrew's Dock | Three slipways fitted with cradles 43m long (140′) to accommodate trawlers. | | | | | | | | | |

*"Reproduced by kind permission of the Port Authority".*

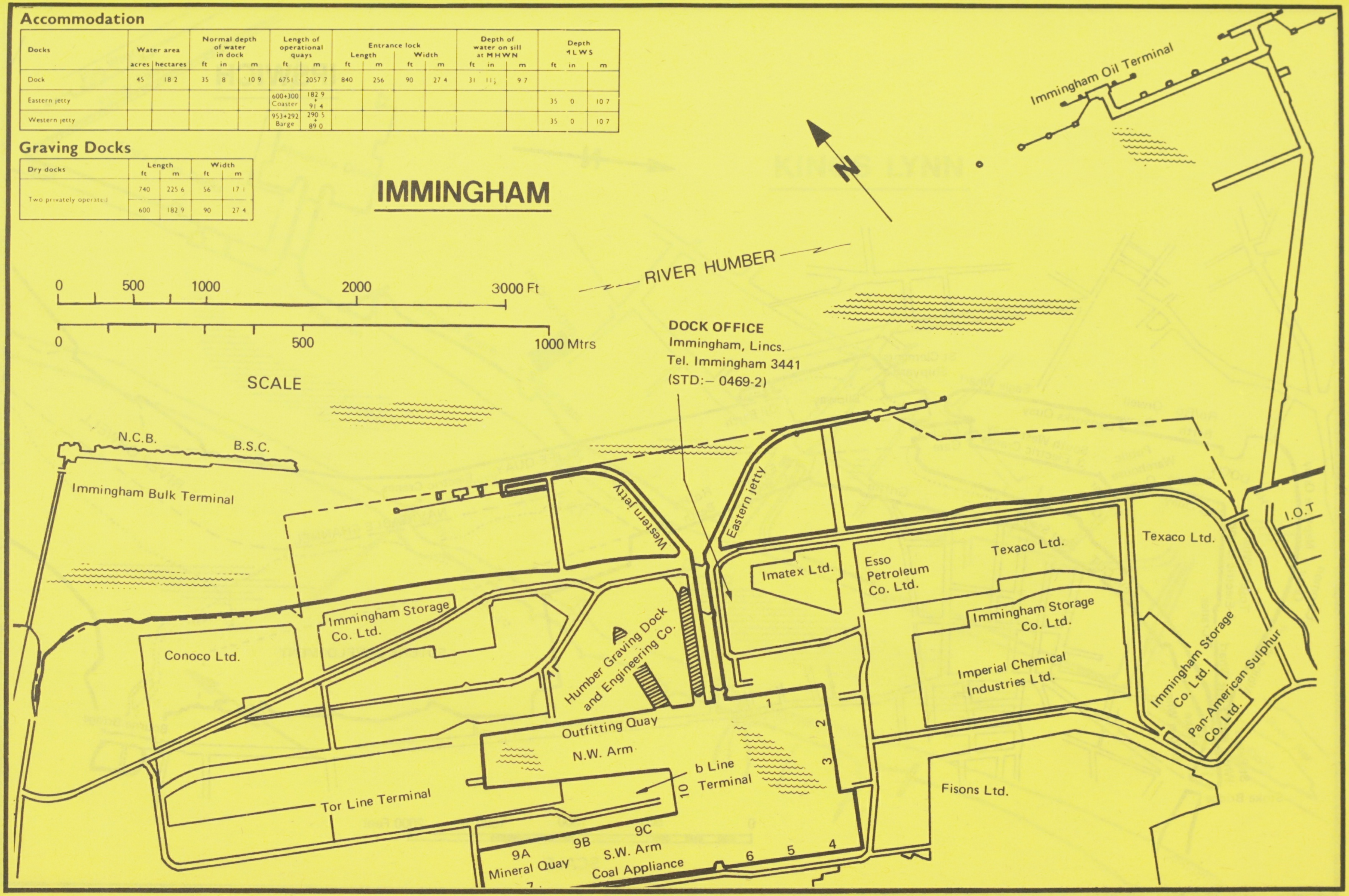
## Accommodation

| Docks | Water area |  | Normal depth of water in dock |  |  | Length of operational quays |  | Entrance lock Length |  | Entrance lock Width |  | Depth of water on sill at MHWN |  |  | Depth ◂LWS |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | acres | hectares | ft | in | m | ft | m | ft | m | ft | m | ft | in | m | ft | in | m |
| Dock | 45 | 18 2 | 35 | 8 | 10 9 | 6751 | 2057 7 | 840 | 256 | 90 | 27 4 | 31 | 11½ | 9 7 |  |  |  |
| Eastern jetty |  |  |  |  |  | 600+300<br>Coaster | 182 9<br>+<br>91 4 |  |  |  |  |  |  |  | 35 | 0 | 10 7 |
| Western jetty |  |  |  |  |  | 953+292<br>Barge | 290 5<br>+<br>89 0 |  |  |  |  |  |  |  | 35 | 0 | 10 7 |

## Graving Docks

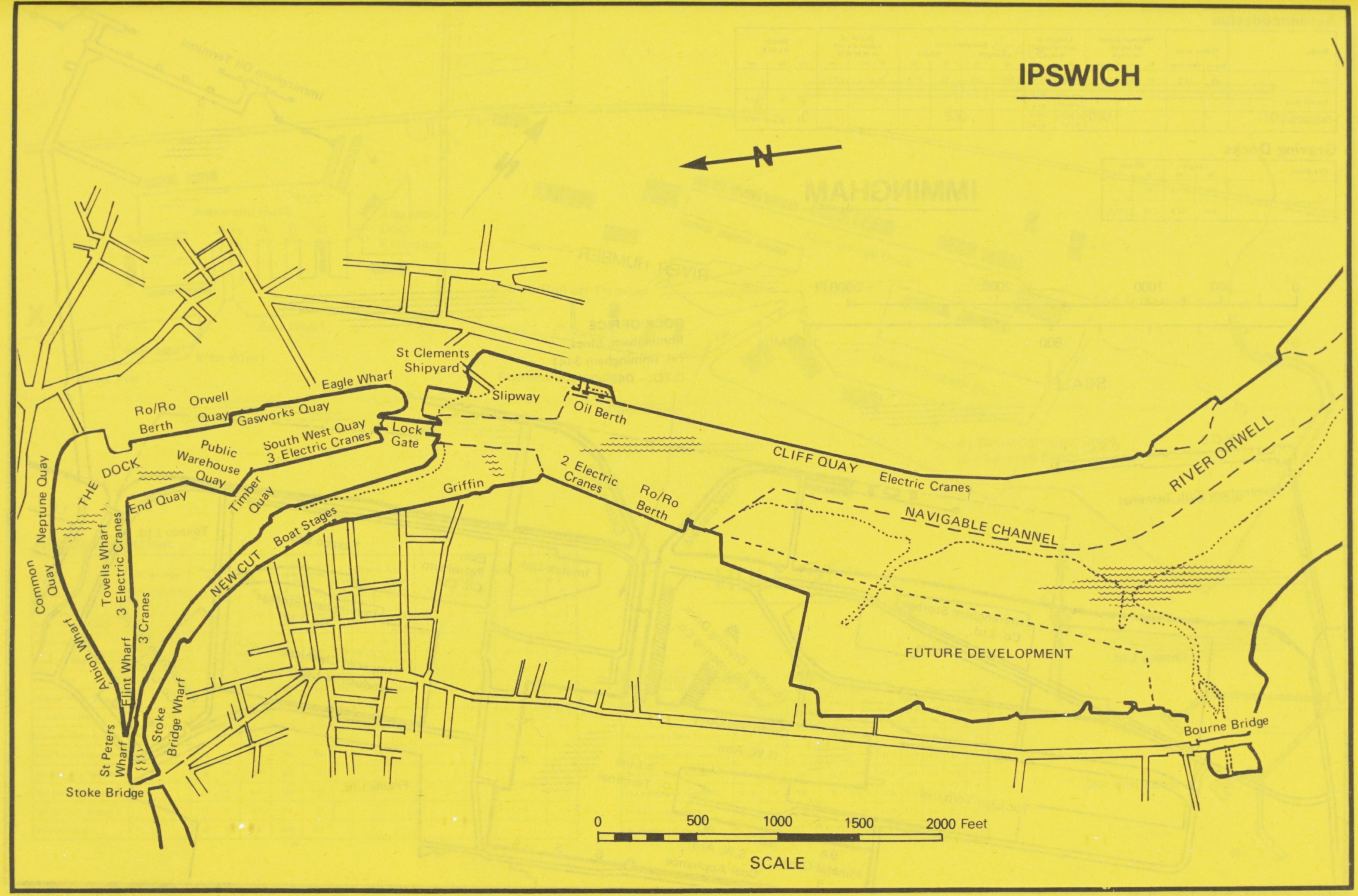
| Dry docks | Length |  | Width |  |
|---|---|---|---|---|
|  | ft | m | ft | m |
| Two privately operated | 740 | 225 6 | 56 | 17 1 |
|  | 600 | 182 9 | 90 | 27 4 |

# IMMINGHAM



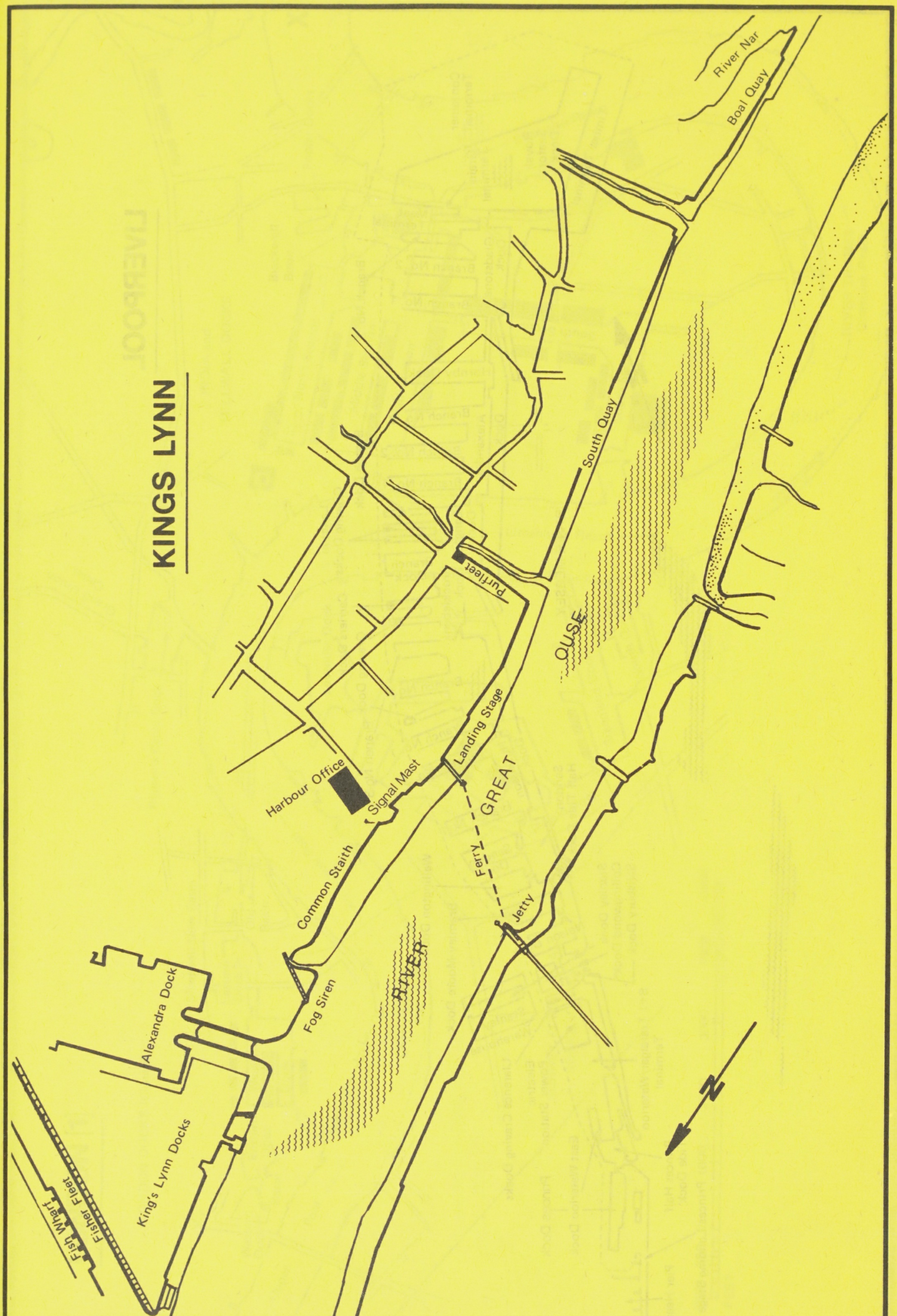
N
Immingham Oil Terminal
RIVER HUMBER
0
500
1000
2000
3000 Ft
0
500
1000 Mtrs
SCALE
DOCK OFFICE
Immingham, Lincs.
Tel. Immingham 3441
(STD:– 0469-2)
N.C.B.
B.S.C.
Immingham Bulk Terminal
Western jetty
Eastern jetty
I.O.T
Texaco Ltd.
Imatex Ltd.
Esso Petroleum Co. Ltd.
Texaco Ltd.
Immingham Storage Co. Ltd.
Imperial Chemical Industries Ltd.
Immingham Storage Co. Ltd.
Pan-American Sulphur Co. Ltd.
Immingham Storage Co. Ltd.
Conoco Ltd.
Humber Graving Dock and Engineering Co.
Outfitting Quay
N.W. Arm
b Line Terminal
10
1
2
3
4
5
6
Tor Line Terminal
9A
9B
9C
Mineral Quay
S.W. Arm
Coal Appliance
7
Fisons Ltd.

*"Reproduced by kind permission of the Port Authority".*


IPSWICH
N
St Clements Shipyard
Eagle Wharf
Slipway
Oil Berth
Ro/Ro Berth
Orwell Quay
Gasworks Quay
South West Quay
3 Electric Cranes
Lock Gate
Public Warehouse Quay
THE DOCK
Neptune Quay
End Quay
Timber Quay
Griffin
2 Electric Cranes
Ro/Ro Berth
CLIFF QUAY
Electric Cranes
NAVIGABLE CHANNEL
RIVER ORWELL
Common Quay
Tovells Wharf
3 Electric Cranes
NEW CUT
Boat Stages
Albion Wharf
Flint Wharf
3 Cranes
Stoke Bridge Wharf
St Peters Wharf
Stoke Bridge
FUTURE DEVELOPMENT
Bourne Bridge
0
500
1000
1500
2000 Feet
SCALE

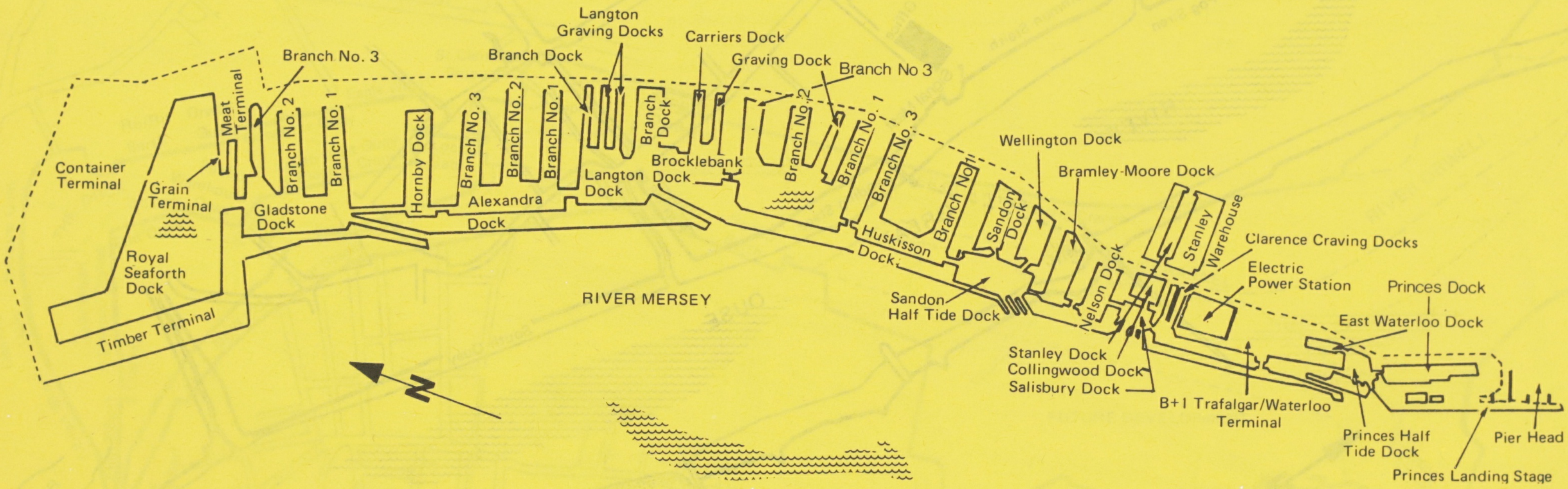
*"Reproduced by kind permission of the Port Authority".*

## KINGS LYNN


River Nar
Boal Quay
South Quay
Purfleet
OUSE
Landing Stage
GREAT
Harbour Office
Signal Mast
Ferry
Jetty
Common Staith
RIVER
Fog Siren
Alexandra Dock
King's Lynn Docks
Fish Wharf
Fisher Fleet
N

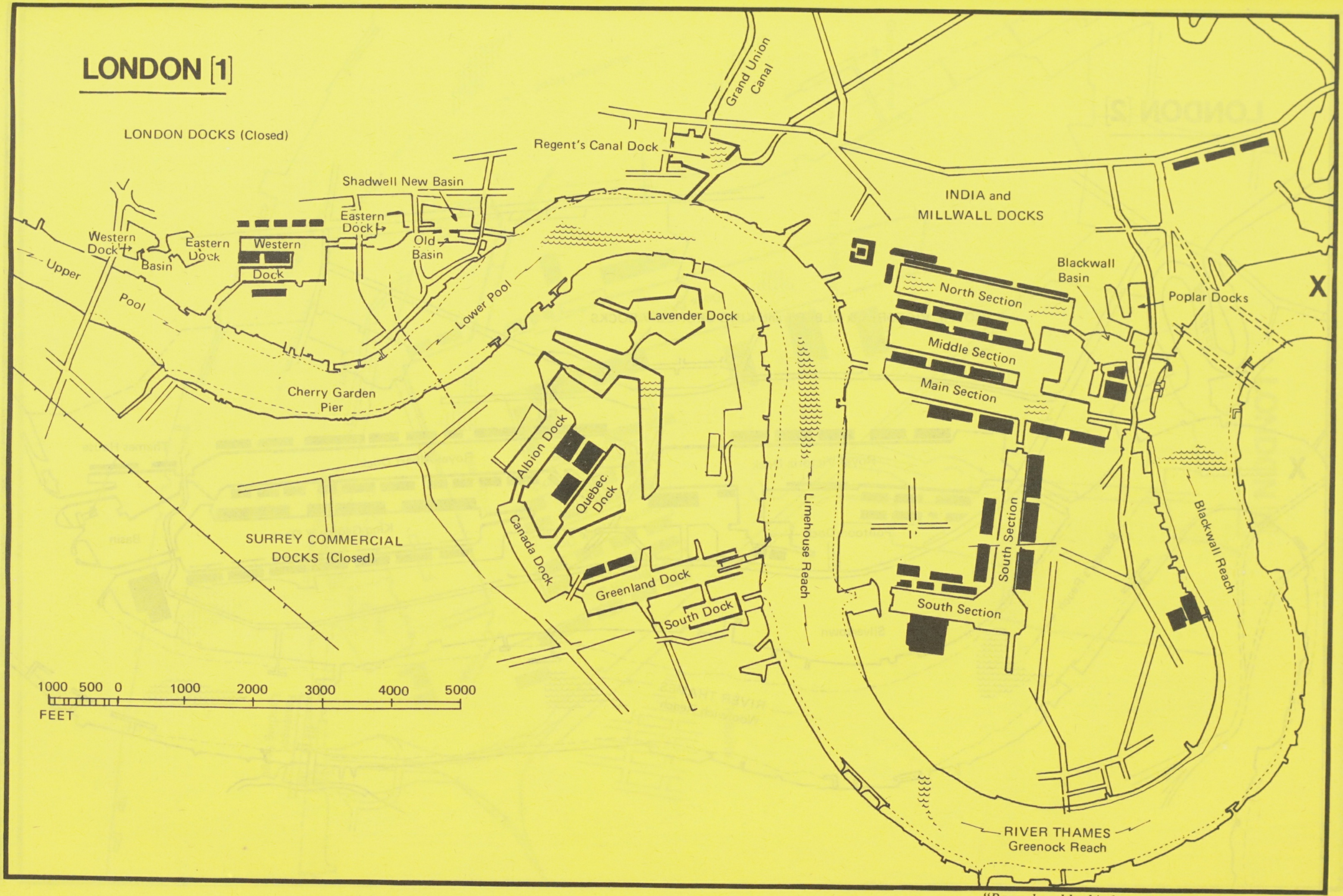
"Reproduced by kind permission of the Port Authority".

# LIVERPOOL


Langton Graving Docks
Carriers Dock
Branch No. 3
Branch Dock
Graving Dock
Branch No 3
Meat Terminal
Branch No. 2
Branch No. 1
Hornby Dock
Branch No. 3
Branch No. 2
Branch No. 1
Branch Dock
Branch No. 2
Branch No. 1
Branch No. 3
Wellington Dock
Bramley-Moore Dock
Container Terminal
Grain Terminal
Gladstone Dock
Alexandra Dock
Langton Dock
Brocklebank Dock
Branch No. 1
Sandon Dock
Stanley Warehouse
Huskisson Dock
Clarence Craving Docks
Electric Power Station
Royal Seaforth Dock
RIVER MERSEY
Nelson Dock
Sandon Half Tide Dock
Princes Dock
East Waterloo Dock
Timber Terminal
Stanley Dock
Collingwood Dock
Salisbury Dock
B+I Trafalgar/Waterloo Terminal
N
Princes Half Tide Dock
Pier Head
Princes Landing Stage

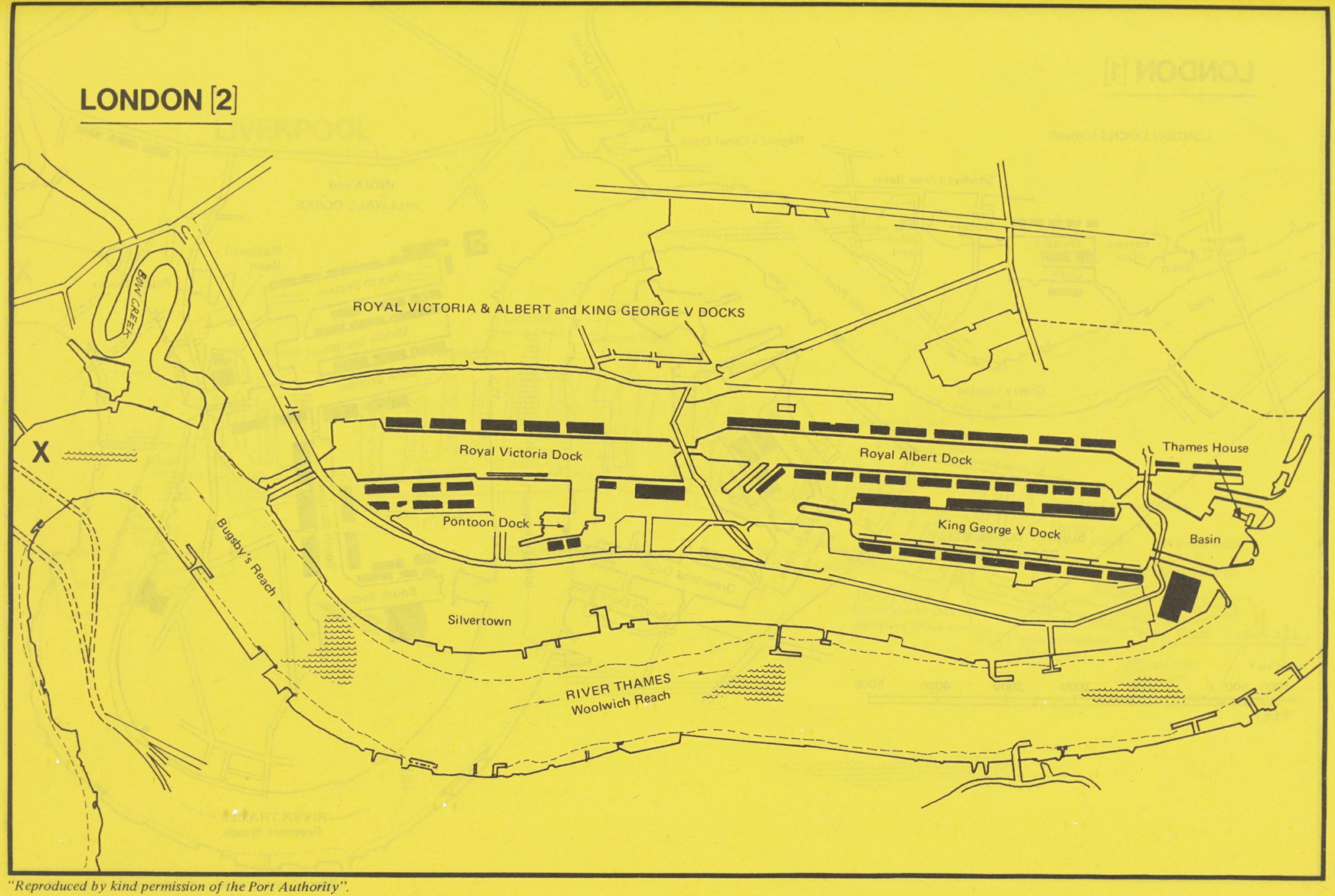
*"Reproduced by kind permission of the Port Authority".*

## LONDON [1]


LONDON DOCKS (Closed)
Western Dock
Basin
Eastern Dock
Western Dock
Eastern Dock
Shadwell New Basin
Old Basin
Regent's Canal Dock
Grand Union Canal
Upper Pool
Lower Pool
Cherry Garden Pier
Lavender Dock
Albion Dock
Quebec Dock
Canada Dock
Greenland Dock
South Dock
SURREY COMMERCIAL DOCKS (Closed)
INDIA and MILLWALL DOCKS
North Section
Middle Section
Main Section
South Section
South Section
Blackwall Basin
Poplar Docks
X
Limehouse Reach
Blackwall Reach
RIVER THAMES
Greenock Reach
1000 500 0 1000 2000 3000 4000 5000
FEET

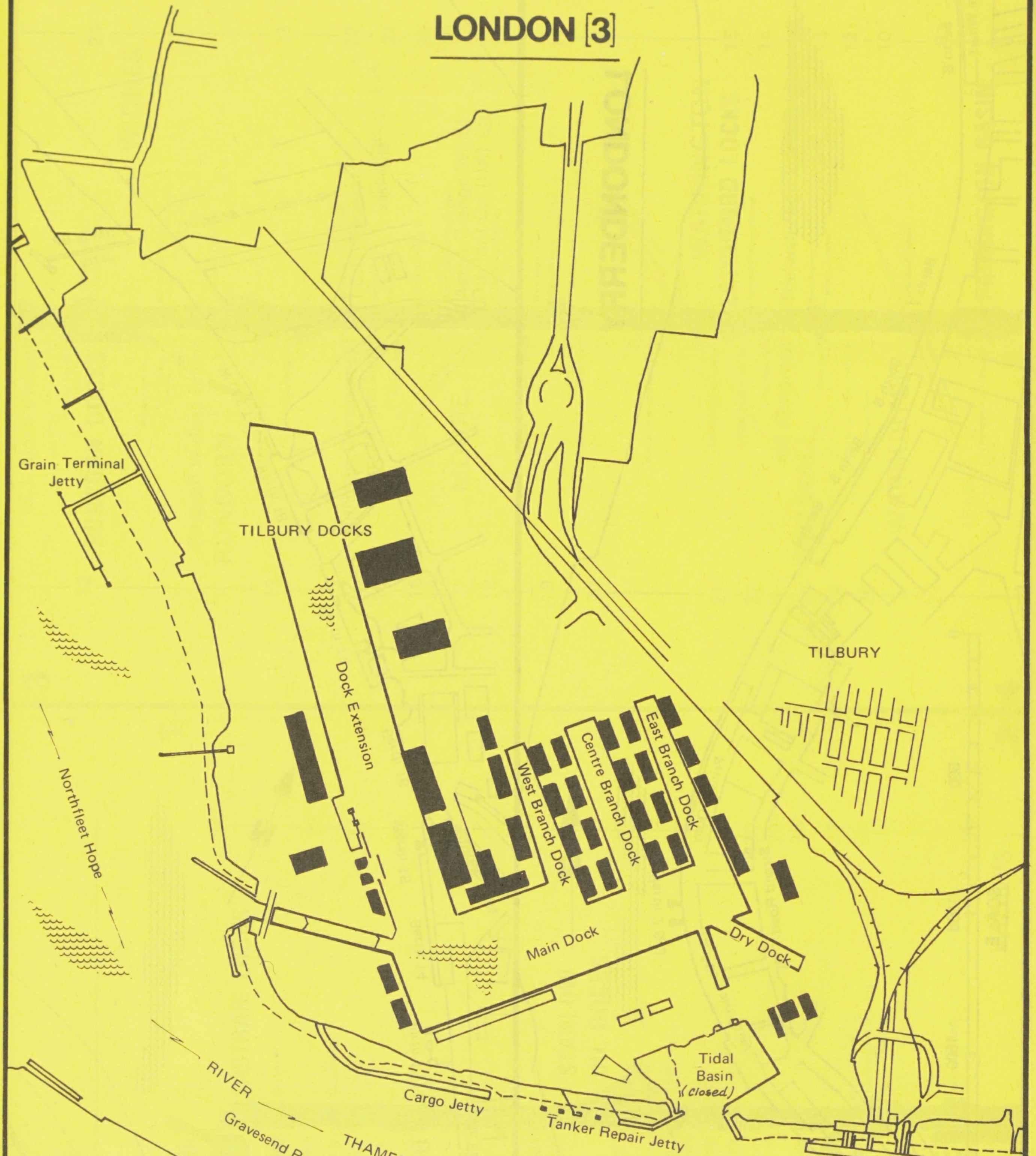
"Reproduced by kind permission of the Port Authority".

# LONDON [2]

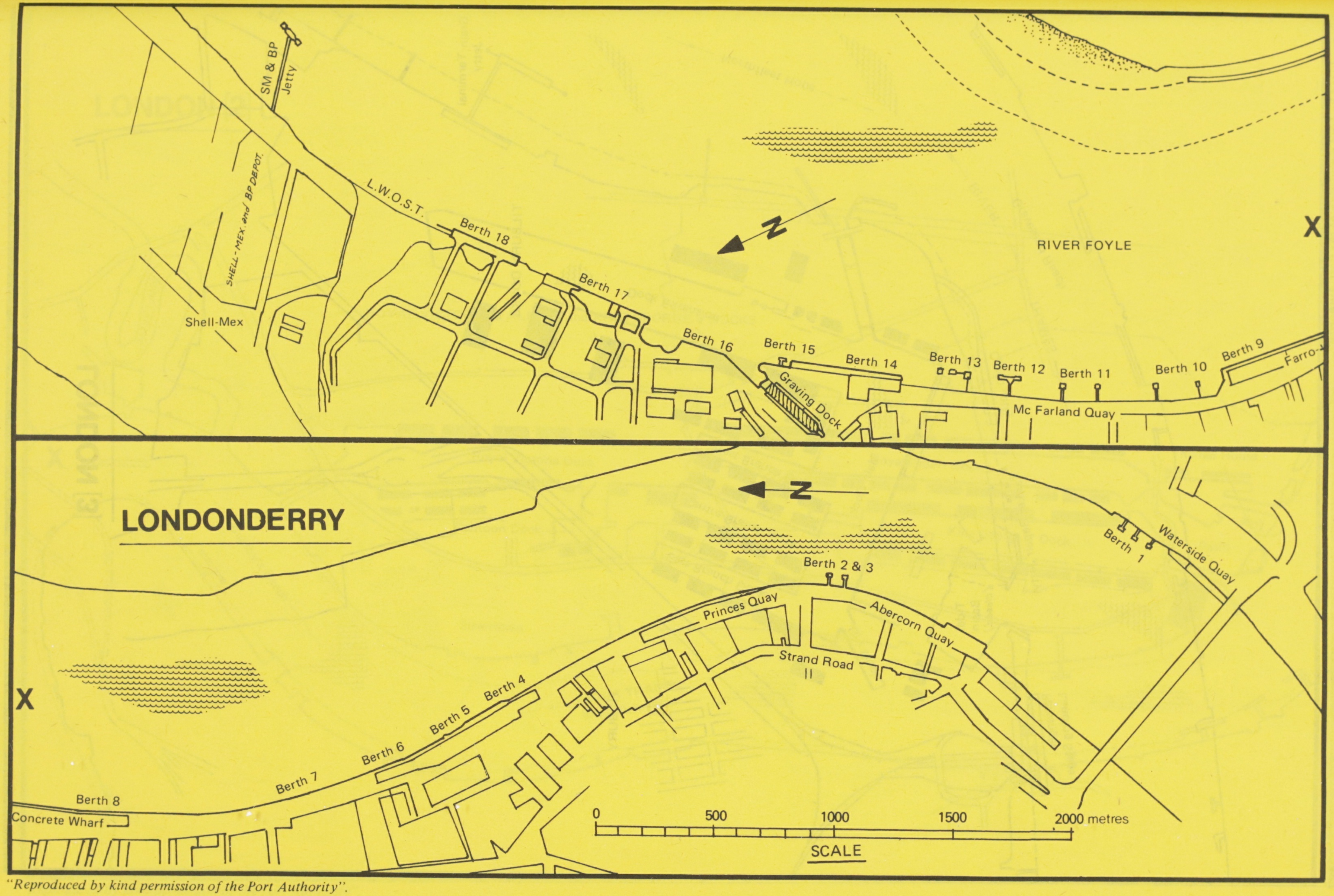

ROYAL VICTORIA & ALBERT and KING GEORGE V DOCKS
BOW CREEK
X
Royal Victoria Dock
Royal Albert Dock
Thames House
Pontoon Dock
King George V Dock
Basin
Bugsby's Reach
Silvertown
RIVER THAMES
Woolwich Reach

*"Reproduced by kind permission of the Port Authority".*

## LONDON [3]

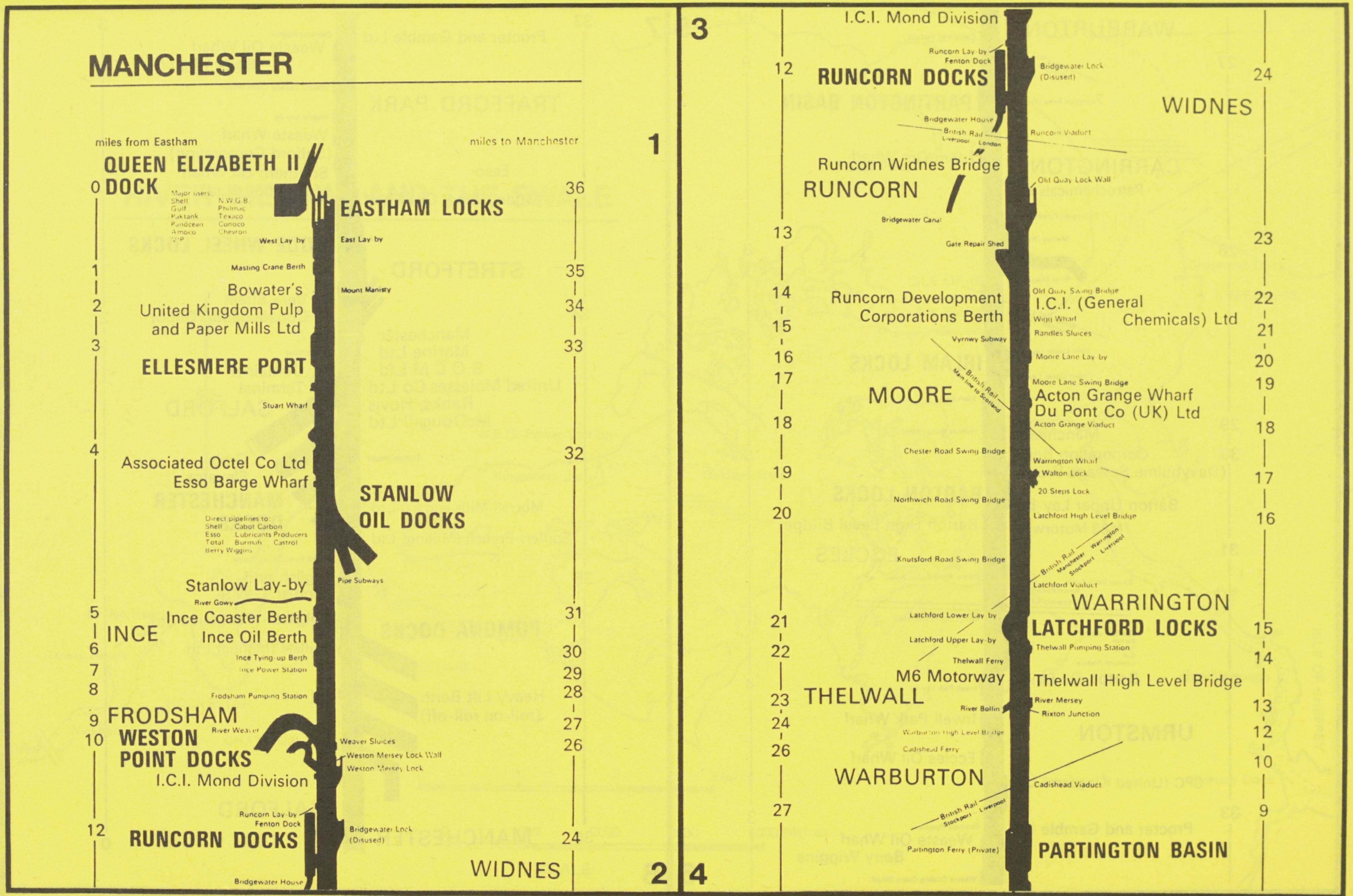

Grain Terminal Jetty
TILBURY DOCKS
Dock Extension
Northfleet Hope
West Branch Dock
Centre Branch Dock
East Branch Dock
TILBURY
Main Dock
Dry Dock
Tidal Basin (Closed)
Cargo Jetty
Tanker Repair Jetty
RIVER THAMES
Gravesend Reach
Passenger Landing Stage

*"Reproduced by kind permission of the Port Authority".*

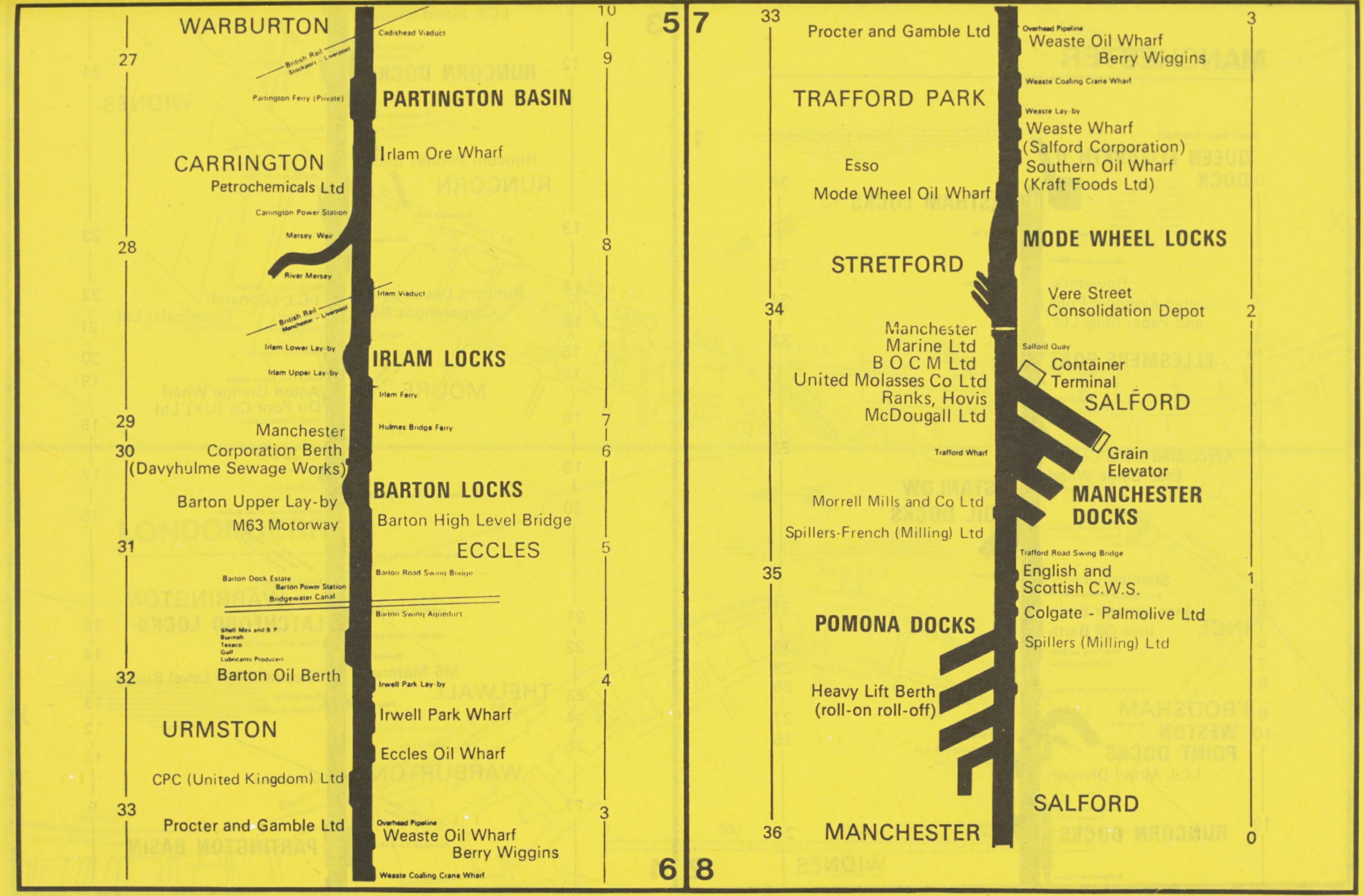

SM & BP Jetty
SHELL-MEX and BP DEPOT.
Shell-Mex
L.W.O.S.T.
Berth 18
Berth 17
Berth 16
Berth 15
Graving Dock
Berth 14
Berth 13
Berth 12
Berth 11
Berth 10
Berth 9
Farro-
Mc Farland Quay
N
RIVER FOYLE
X
LONDONDERRY
N
Berth 1
Waterside Quay
Berth 2 & 3
Princes Quay
Abercorn Quay
Strand Road
Berth 4
Berth 5
Berth 6
Berth 7
Berth 8
Concrete Wharf
X
0
500
1000
1500
2000 metres
SCALE

*"Reproduced by kind permission of the Port Authority".*

# MANCHESTER

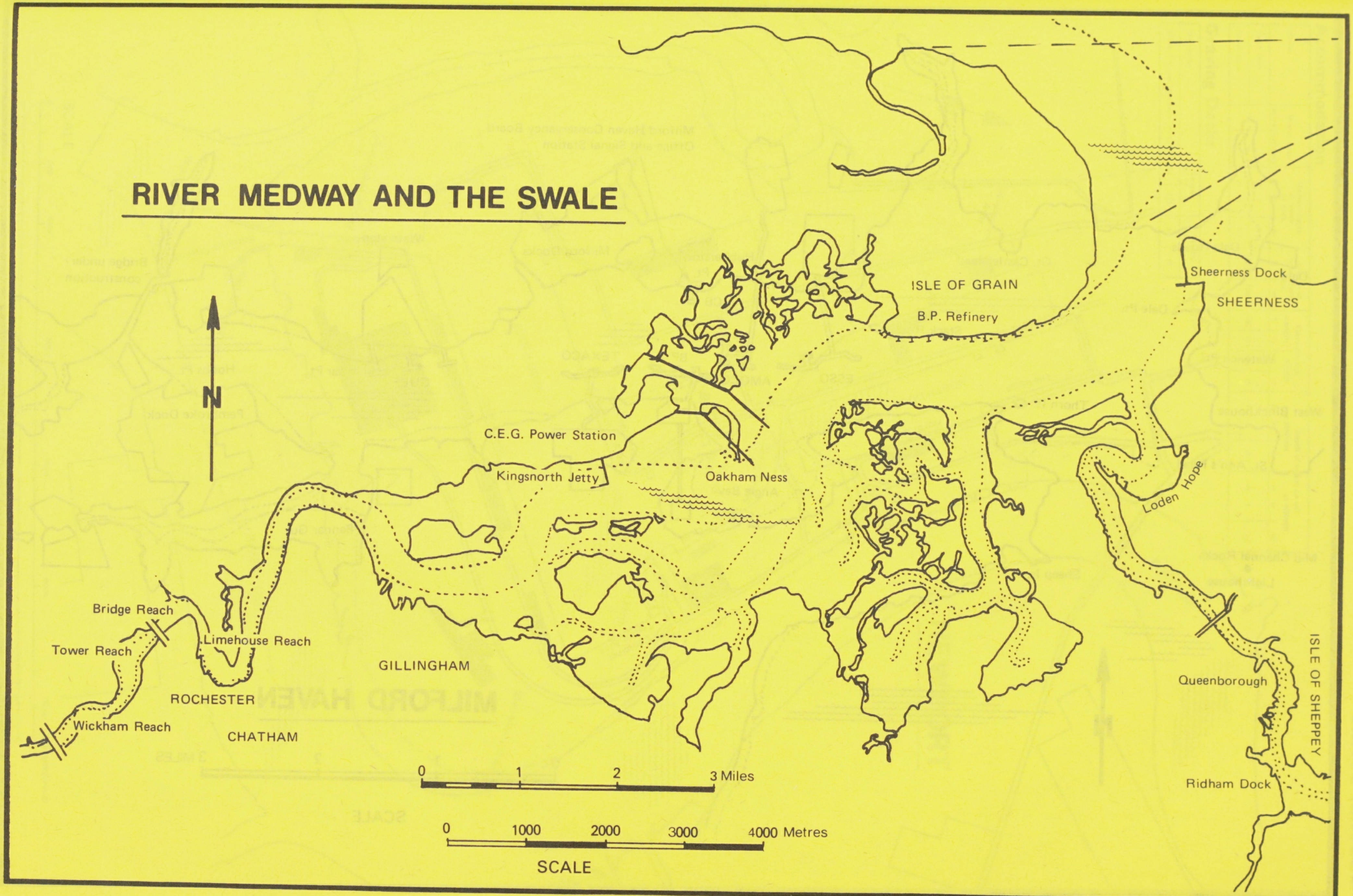

miles from Eastham
miles to Manchester
1
QUEEN ELIZABETH II DOCK
0
36
Major users:
Shell
Gulf
Paktank
Panócean
Amoco
VIP
N.W.G.B.
Philmac
Texaco
Conoco
Chevron
EASTHAM LOCKS
West Lay by
East Lay by
Masting Crane Berth
1
35
Bowater's United Kingdom Pulp and Paper Mills Ltd
Mount Manisty
2
34
3
33
ELLESMERE PORT
Stuart Wharf
4
32
Associated Octel Co Ltd
Esso Barge Wharf
STANLOW OIL DOCKS
Direct pipelines to:
Shell
Esso
Total
Berry Wiggins
Cabot Carbon
Lubricants Producers
Burmah
Castrol
Stanlow Lay-by
Pipe Subways
River Gowy
5
31
INCE
Ince Coaster Berth
Ince Oil Berth
6
30
Ince Tying-up Berth
Ince Power Station
7
29
8
28
Frodsham Pumping Station
9
FRODSHAM
27
River Weaver
10
WESTON POINT DOCKS
26
Weaver Sluices
Weston Mersey Lock Wall
Weston Mersey Lock
I.C.I. Mond Division
Runcorn Lay-by
Fenton Dock
12
RUNCORN DOCKS
Bridgewater Lock (Disused)
24
WIDNES
Bridgewater House
2
3
I.C.I. Mond Division
Runcorn Lay-by
Fenton Dock
12
RUNCORN DOCKS
Bridgewater Lock (Disused)
24
WIDNES
Bridgewater House
British Rail
Liverpool
London
Runcorn Viaduct
Runcorn Widnes Bridge
RUNCORN
Old Quay Lock Wall
Bridgewater Canal
13
Gate Repair Shed
23
14
Runcorn Development Corporations Berth
Old Quay Swing Bridge
I.C.I. (General Chemicals) Ltd
22
15
Wigg Wharf
21
Vyrnwy Subway
Randles Sluices
16
Moore Lane Lay by
20
17
MOORE
British Rail
Main line to Scotland
Moore Lane Swing Bridge
19
Acton Grange Wharf
Du Pont Co (UK) Ltd
Acton Grange Viaduct
18
18
Chester Road Swing Bridge
Warrington Wharf
Walton Lock
19
17
Northwich Road Swing Bridge
20 Steps Lock
20
Latchford High Level Bridge
16
British Rail
Manchester
Warrington
Stockport
Liverpool
Knutsford Road Swing Bridge
Latchford Viaduct
WARRINGTON
Latchford Lower Lay by
21
LATCHFORD LOCKS
15
Latchford Upper Lay-by
22
Thelwall Pumping Station
14
Thelwall Ferry
M6 Motorway
Thelwall High Level Bridge
23
THELWALL
River Mersey
13
River Bollin
Rixton Junction
24
Warburton High Level Bridge
12
Cadishead Ferry
26
10
WARBURTON
Cadishead Viaduct
27
British Rail
Stockport
Liverpool
9
Partington Ferry (Private)
PARTINGTON BASIN
4

*"Reproduced by kind permission of the Port Authority".*

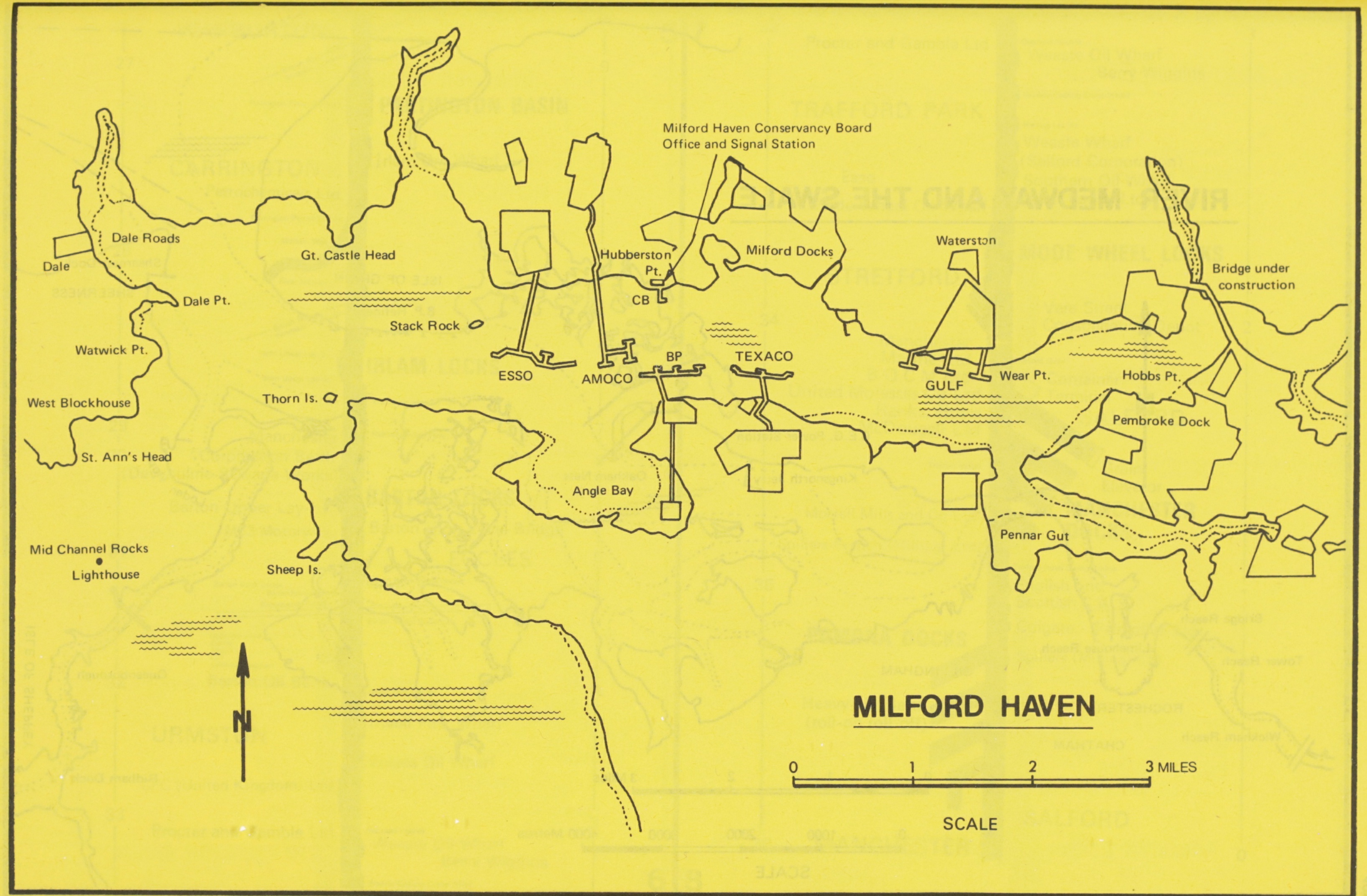

5
6
7
8
WARBURTON
Cadishead Viaduct
British Rail Stockport – Liverpool
Partington Ferry (Private)
PARTINGTON BASIN
Irlam Ore Wharf
CARRINGTON
Petrochemicals Ltd
Carrington Power Station
Mersey Weir
River Mersey
Irlam Viaduct
British Rail Manchester – Liverpool
Irlam Lower Lay-by
Irlam Upper Lay-by
IRLAM LOCKS
Irlam Ferry
Hulmes Bridge Ferry
Manchester Corporation Berth (Davyhulme Sewage Works)
BARTON LOCKS
Barton Upper Lay-by
M63 Motorway
Barton High Level Bridge
ECCLES
Barton Road Swing Bridge
Barton Dock Estate
Barton Power Station
Bridgewater Canal
Barton Swing Aqueduct
Shell Mex and B P
Burmah
Texaco
Gulf
Lubricants Producers
Barton Oil Berth
Irwell Park Lay-by
Irwell Park Wharf
URMSTON
Eccles Oil Wharf
CPC (United Kingdom) Ltd
Procter and Gamble Ltd
Overhead Pipeline
Weaste Oil Wharf
Berry Wiggins
Weaste Coaling Crane Wharf
27
28
29
30
31
32
33
10
9
8
7
6
5
4
3
Procter and Gamble Ltd
Overhead Pipeline
Weaste Oil Wharf
Berry Wiggins
Weaste Coaling Crane Wharf
TRAFFORD PARK
Weaste Lay-by
Weaste Wharf (Salford Corporation)
Southern Oil Wharf (Kraft Foods Ltd)
Esso
Mode Wheel Oil Wharf
MODE WHEEL LOCKS
STRETFORD
Vere Street Consolidation Depot
Manchester Marine Ltd
B O C M Ltd
United Molasses Co Ltd
Ranks, Hovis McDougall Ltd
Salford Quay
Container Terminal
SALFORD
Trafford Wharf
Grain Elevator
MANCHESTER DOCKS
Morrell Mills and Co Ltd
Spillers-French (Milling) Ltd
Trafford Road Swing Bridge
English and Scottish C.W.S.
Colgate - Palmolive Ltd
POMONA DOCKS
Spillers (Milling) Ltd
Heavy Lift Berth (roll-on roll-off)
SALFORD
MANCHESTER
33
34
35
36
3
2
1
0

"Reproduced by kind permission of the Port Authority".

## RIVER MEDWAY AND THE SWALE


N
ISLE OF GRAIN
B.P. Refinery
Sheerness Dock
SHEERNESS
C.E.G. Power Station
Kingsnorth Jetty
Oakham Ness
Loden Hope
Bridge Reach
Tower Reach
Limehouse Reach
GILLINGHAM
ROCHESTER
CHATHAM
Wickham Reach
Queenborough
ISLE OF SHEPPEY
Ridham Dock
0
1
2
3 Miles
0
1000
2000
3000
4000 Metres
SCALE

*"Reproduced by kind permission of the Port Authority".*


MILFORD HAVEN
Milford Haven Conservancy Board Office and Signal Station
Dale Roads
Dale
Dale Pt.
Gt. Castle Head
Stack Rock
Watwick Pt.
West Blockhouse
St. Ann's Head
Thorn Is.
Mid Channel Rocks Lighthouse
Sheep Is.
ESSO
AMOCO
Hubberston Pt.
CB
BP
TEXACO
Milford Docks
Angle Bay
Waterston
GULF
Wear Pt.
Bridge under construction
Hobbs Pt.
Pembroke Dock
Pennar Gut
N
0
1
2
3 MILES
SCALE

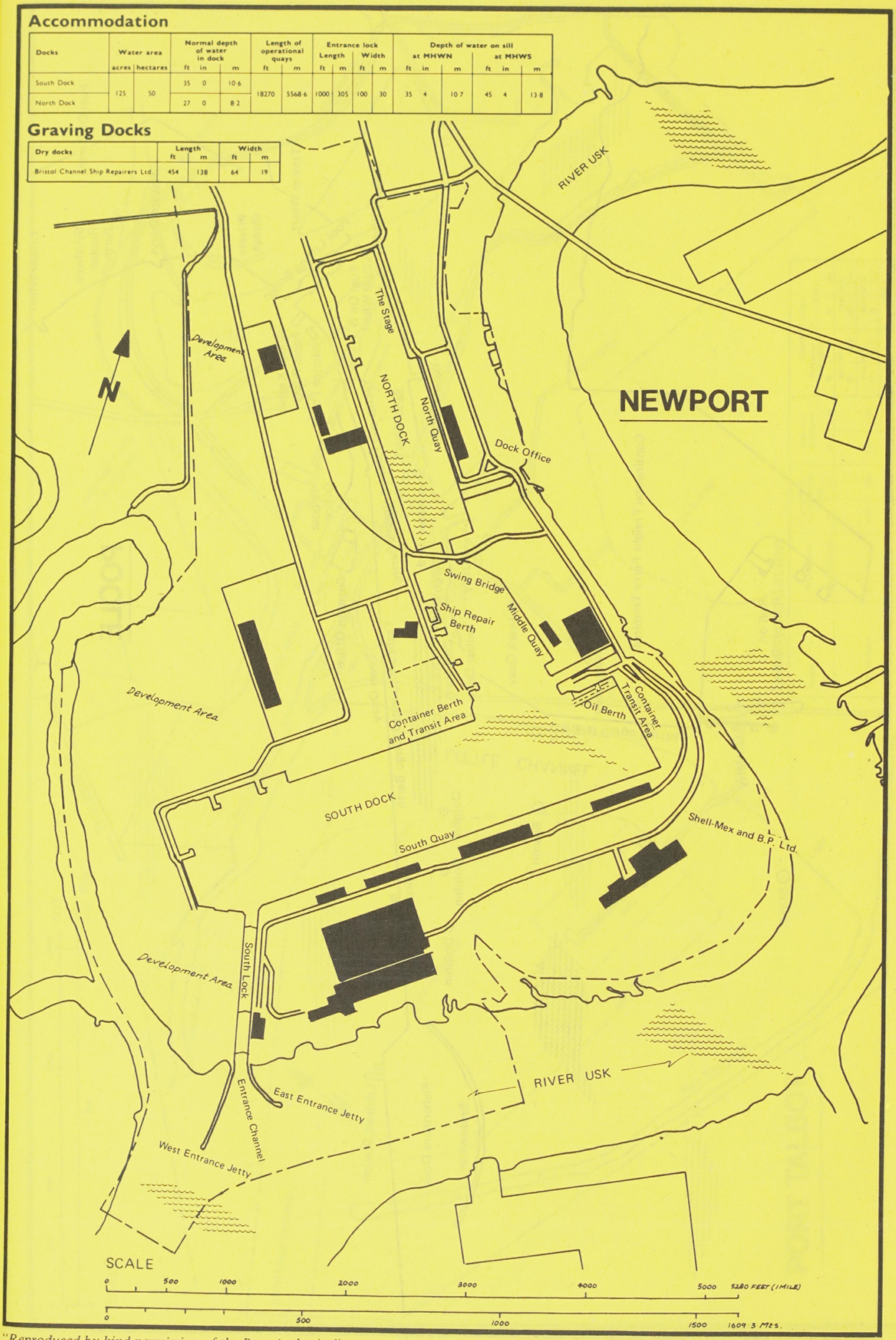
*"Reproduced by kind permission of the Port Authority".*

## Accommodation

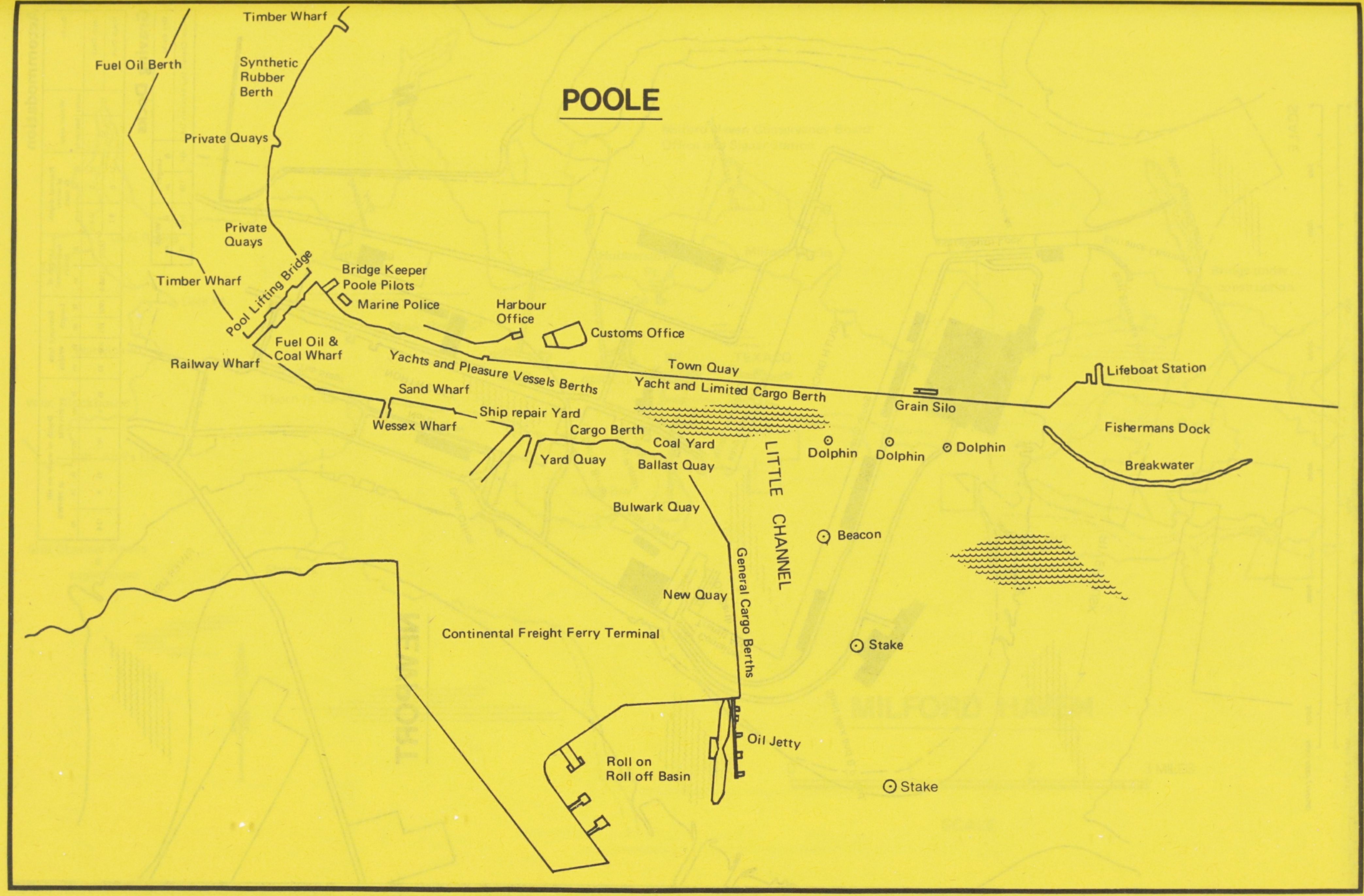
| Docks | Water area | | Normal depth of water in dock | | | Length of operational quays | | Entrance lock Length | | Entrance lock Width | | Depth of water on sill at MHWN | | | Depth of water on sill at MHWS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | acres | hectares | ft | in | m | ft | m | ft | m | ft | m | ft | in | m | ft | in | m |
| South Dock | 125 | 50 | 35 | 0 | 10·6 | 18270 | 5568·6 | 1000 | 305 | 100 | 30 | 35 | 4 | 10·7 | 45 | 4 | 13·8 |
| North Dock | | | 27 | 0 | 8·2 | | | | | | | | | | | | |

## Graving Docks

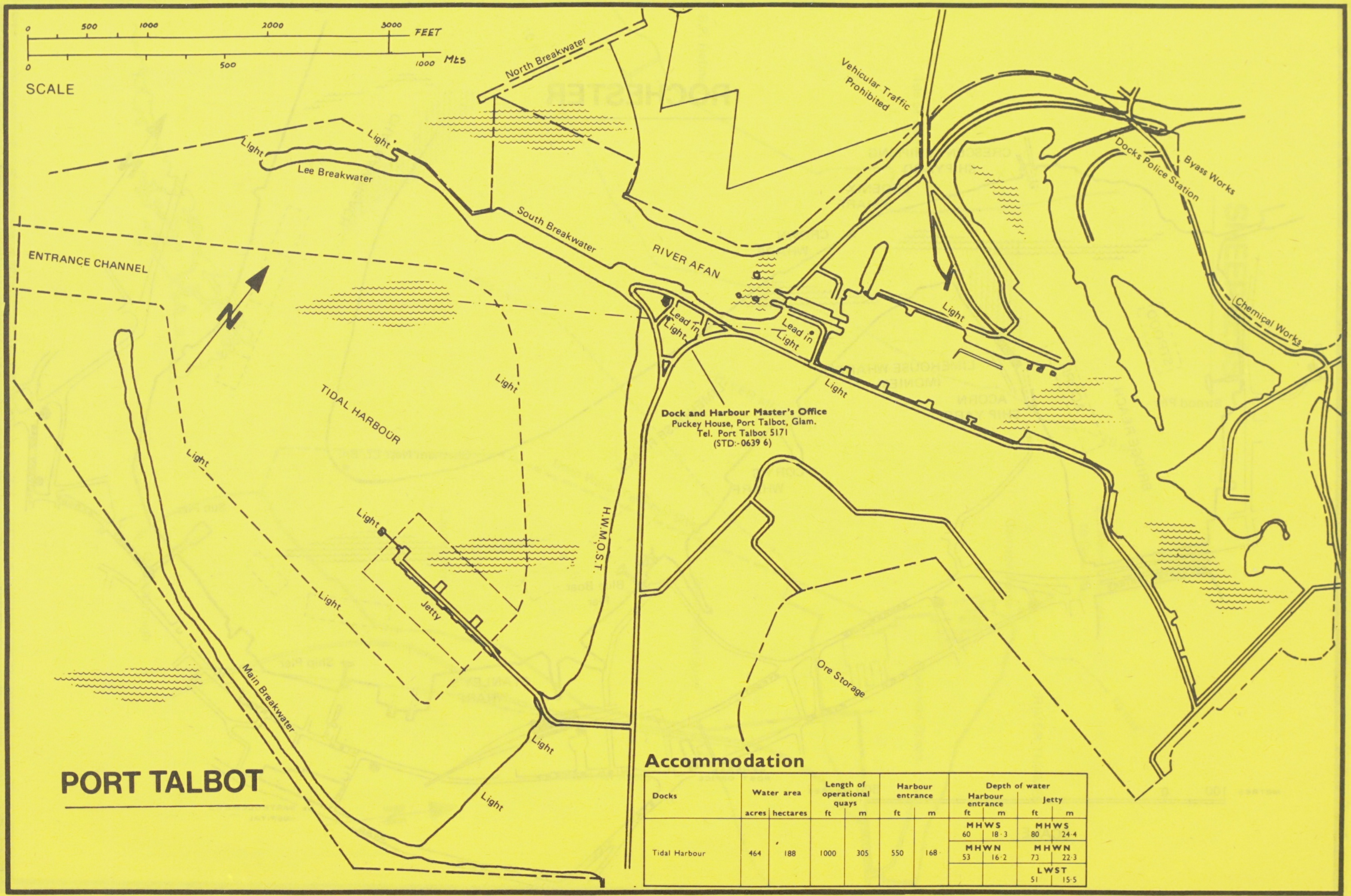
| Dry docks | Length ft | Length m | Width ft | Width m |
|---|---|---|---|---|
| Bristol Channel Ship Repairers Ltd. | 454 | 138 | 64 | 19 |


NEWPORT
RIVER USK
N
Development Area
The Stage
NORTH DOCK
North Quay
Dock Office
Swing Bridge
Ship Repair Berth
Middle Quay
Development Area
Container Berth and Transit Area
Oil Berth
Container Transit Area
SOUTH DOCK
South Quay
Shell-Mex and B.P. Ltd.
Development Area
South Lock
East Entrance Jetty
Entrance Channel
West Entrance Jetty
RIVER USK
SCALE
0
500
1000
2000
3000
4000
5000
5280 FEET (1 MILE)
0
500
1000
1500
1609·3 Mts.

*"Reproduced by kind permission of the Port Authority".*


POOLE
Timber Wharf
Fuel Oil Berth
Synthetic Rubber Berth
Private Quays
Private Quays
Timber Wharf
Pool Lifting Bridge
Bridge Keeper
Poole Pilots
Marine Police
Harbour Office
Customs Office
Railway Wharf
Fuel Oil & Coal Wharf
Yachts and Pleasure Vessels Berths
Town Quay
Yacht and Limited Cargo Berth
Lifeboat Station
Grain Silo
Sand Wharf
Wessex Wharf
Ship repair Yard
Cargo Berth
Coal Yard
Yard Quay
Ballast Quay
Dolphin
Dolphin
Dolphin
Fishermans Dock
Breakwater
LITTLE CHANNEL
Bulwark Quay
Beacon
General Cargo Berths
New Quay
Continental Freight Ferry Terminal
Stake
Oil Jetty
Roll on Roll off Basin
Stake

"*Reproduced by kind permission of the Port Authority*".

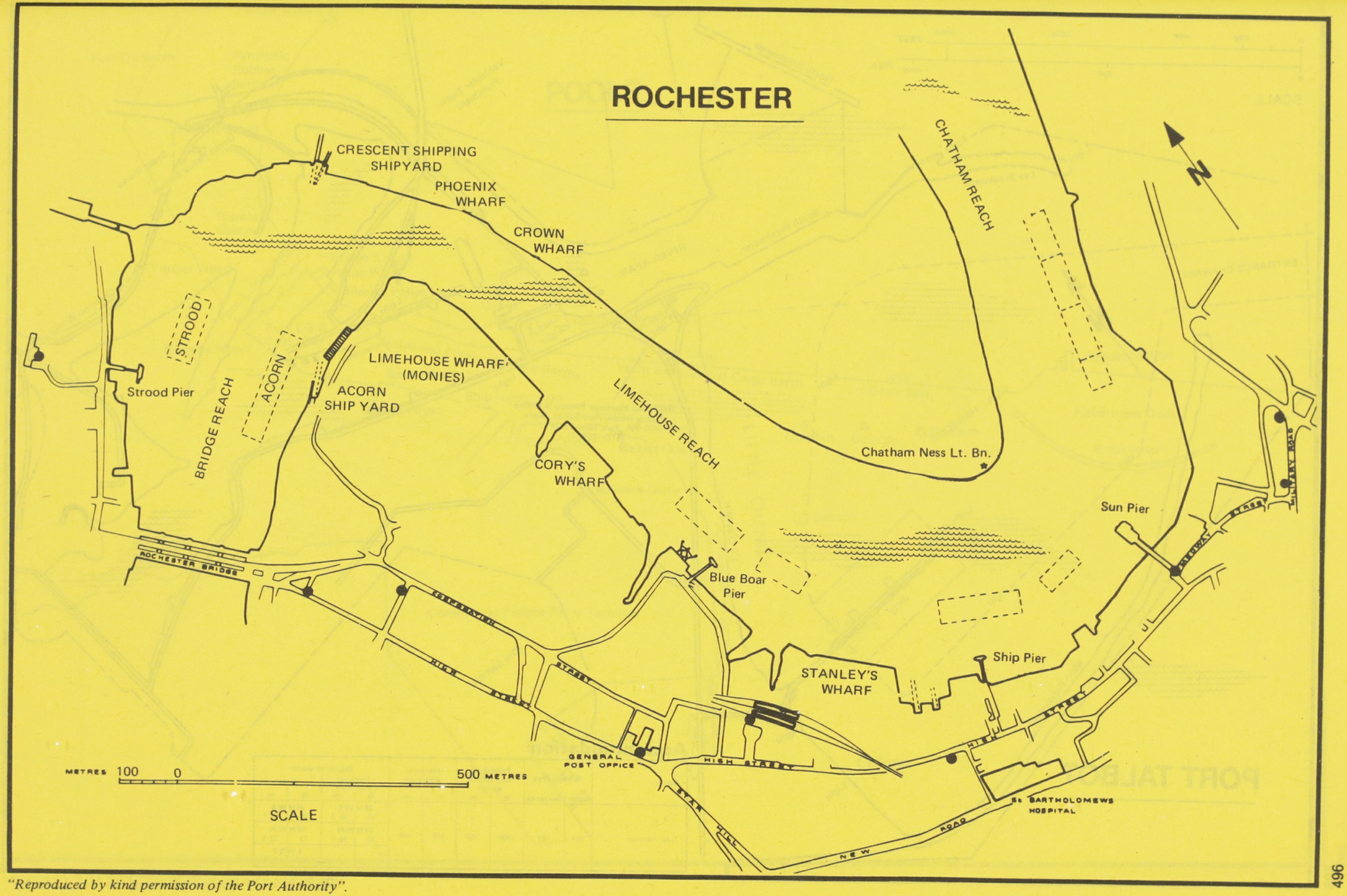

0
500
1000
2000
3000
FEET
0
500
1000
Mts
SCALE
North Breakwater
Light
Light
Lee Breakwater
South Breakwater
RIVER AFAN
ENTRANCE CHANNEL
N
TIDAL HARBOUR
Light
Light
Light
Light
Jetty
H.W.M.O.S.T.
Main Breakwater
Light
Light
Lead in Light
Lead in Light
Light
Light
Dock and Harbour Master's Office
Puckey House, Port Talbot, Glam.
Tel. Port Talbot 5171
(STD:-0639 6)
Vehicular Traffic Prohibited
Docks Police Station
Byass Works
Chemical Works
Ore Storage

## PORT TALBOT

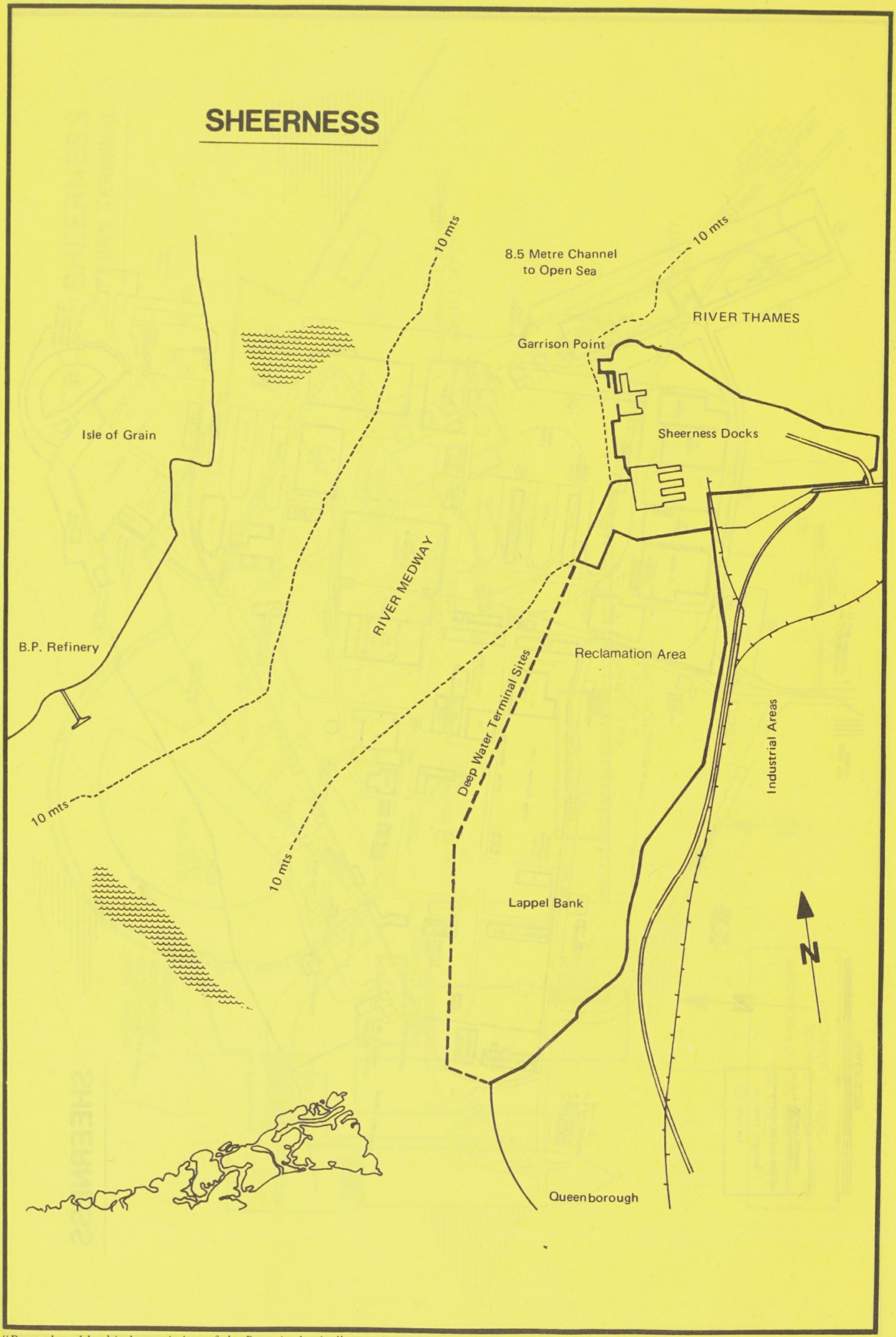
### Accommodation

| Docks | Water area | | Length of operational quays | | Harbour entrance | | Depth of water Harbour entrance | | Depth of water Jetty | |
|---|---|---|---|---|---|---|---|---|---|---|
| | acres | hectares | ft | m | ft | m | ft | m | ft | m |
| Tidal Harbour | 464 | 188 | 1000 | 305 | 550 | 168 | MHWS<br>60 | 18·3 | MHWS<br>80 | 24·4 |
| | | | | | | | MHWN<br>53 | 16·2 | MHWN<br>73 | 22·3 |
| | | | | | | | | | LWST<br>51 | 15·5 |

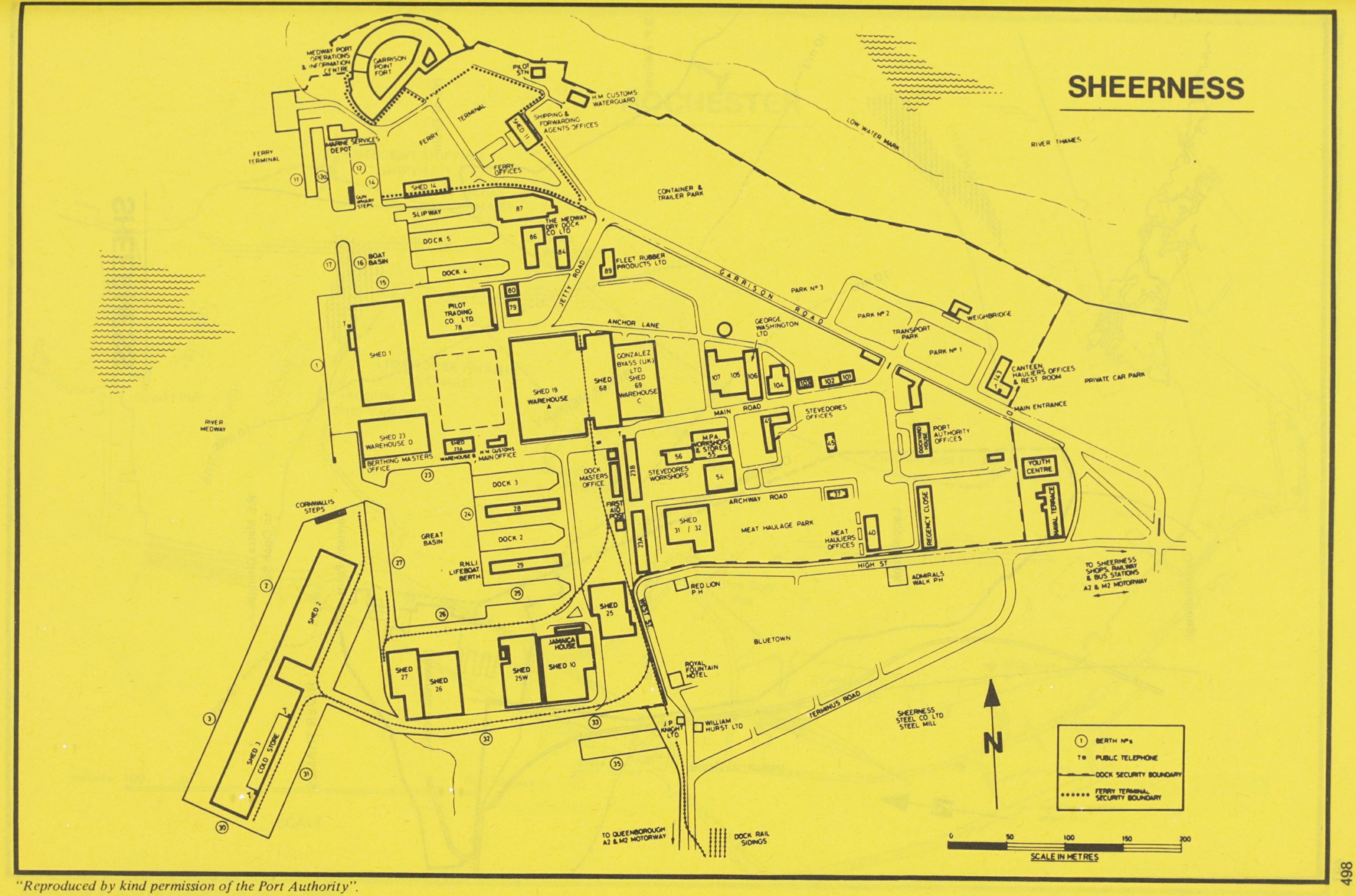
*"Reproduced by kind permission of the Port Authority".*


ROCHESTER
CRESCENT SHIPPING SHIPYARD
PHOENIX WHARF
CROWN WHARF
CHATHAM REACH
N
STROOD
ACORN
BRIDGE REACH
Strood Pier
LIMEHOUSE WHARF (MONIES)
ACORN SHIP YARD
LIMEHOUSE REACH
Chatham Ness Lt. Bn.
CORY'S WHARF
Blue Boar Pier
Sun Pier
Ship Pier
STANLEY'S WHARF
ROCHESTER BRIDGE
HIGH STREET
GENERAL POST OFFICE
HIGH STREET
STAR HILL
NEW ROAD
ST BARTHOLOMEWS HOSPITAL
MEDWAY STREET
MILITARY ROAD
METRES 100 0 500 METRES
SCALE

*"Reproduced by kind permission of the Port Authority".*

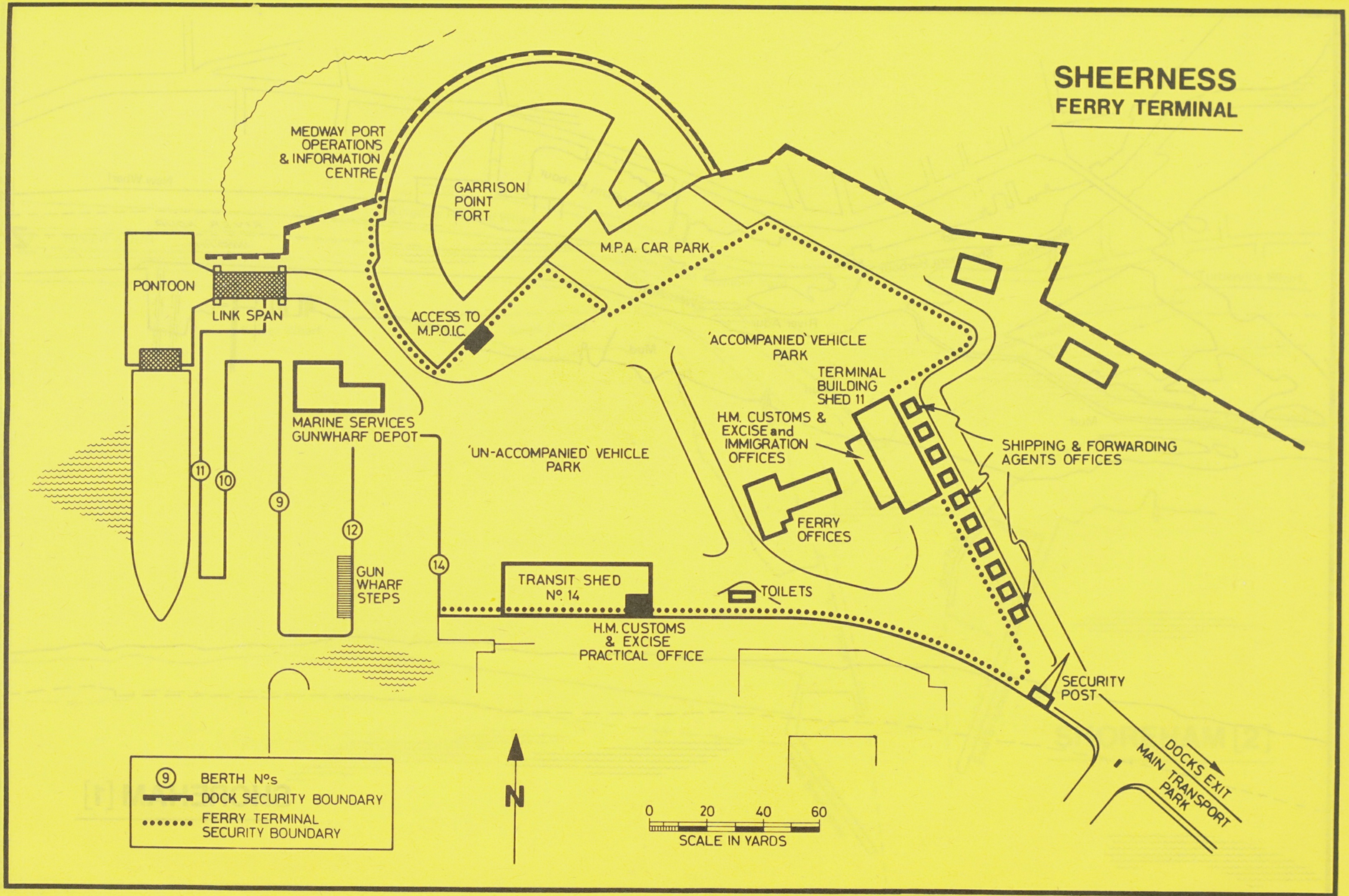

SHEERNESS
10 mts
8.5 Metre Channel to Open Sea
10 mts
RIVER THAMES
Garrison Point
Isle of Grain
Sheerness Docks
RIVER MEDWAY
B.P. Refinery
Deep Water Terminal Sites
Reclamation Area
Industrial Areas
10 mts
10 mts
Lappel Bank
N
Queenborough

"Reproduced by kind permission of the Port Authority".

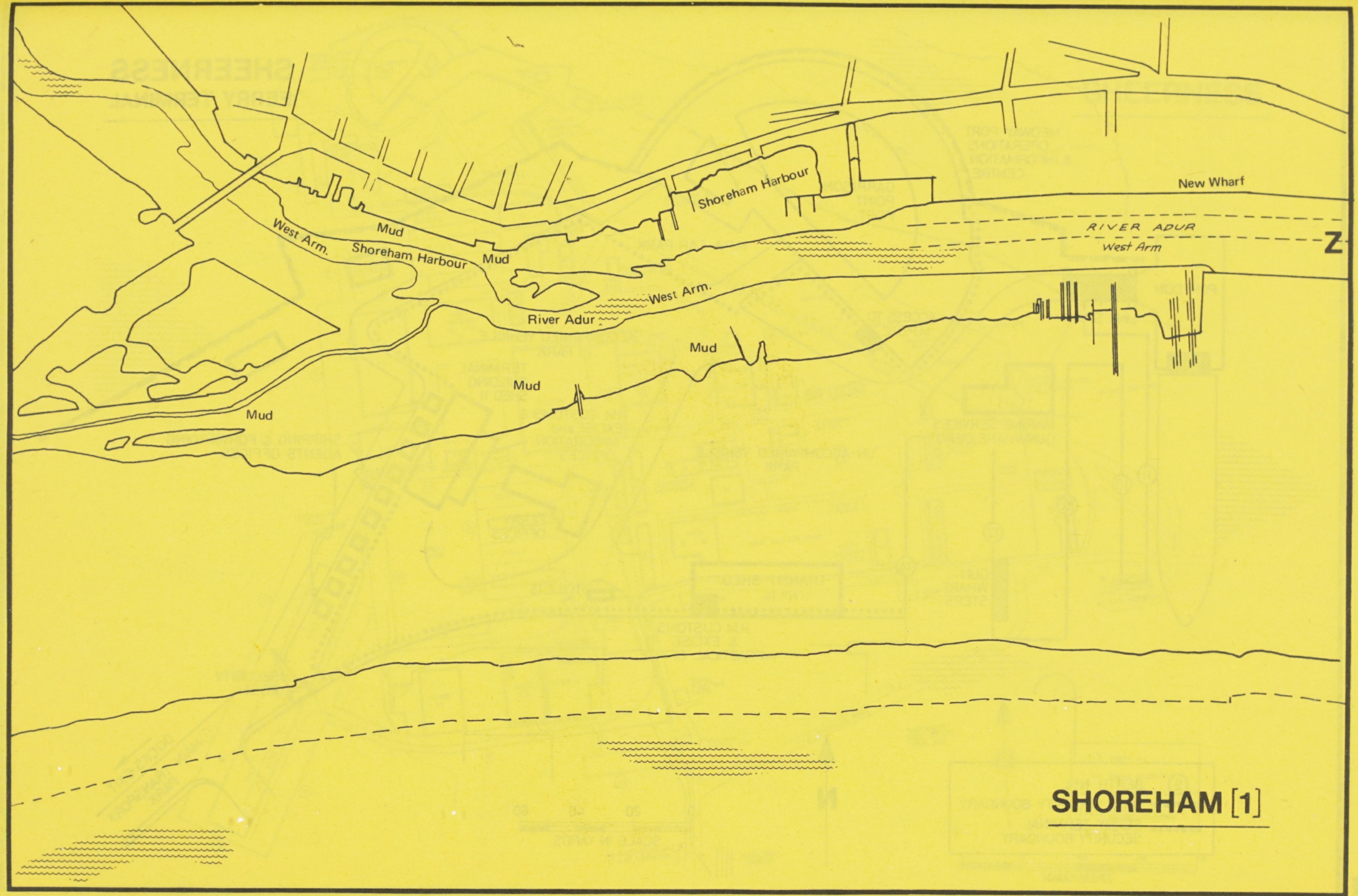

SHEERNESS
MEDWAY PORT OPERATIONS & INFORMATION CENTRE
GARRISON POINT FORT
PILOT STN
H M CUSTOMS WATERGUARD
SHIPPING & FORWARDING AGENTS OFFICES
SHED 11
FERRY TERMINAL
FERRY
TERMINAL
FERRY OFFICES
MARINE SERVICES DEPOT
11
12a
12
14
SHED 14
GUN WHARF STEPS
SLIPWAY
87
THE MEDWAY DRY DOCK CO LTD
86
84
DOCK 5
DOCK 4
BOAT BASIN
17
16
15
LOW WATER MARK
RIVER THAMES
CONTAINER & TRAILER PARK
JETTY ROAD
89
FLEET RUBBER PRODUCTS LTD
GARRISON ROAD
PARK No 3
PARK No 2
TRANSPORT PARK
PARK No 1
WEIGHBRIDGE
80
79
PILOT TRADING CO LTD 78
ANCHOR LANE
GEORGE WASHINGTON LTD
SHED 1
SHED 19 WAREHOUSE A
SHED 68
GONZALEZ BYASS (UK) LTD SHED 69 WAREHOUSE C
107
105
106
104
103
102
101
143
CANTEEN, HAULIERS OFFICES & REST ROOM
PRIVATE CAR PARK
MAIN ENTRANCE
1
RIVER MEDWAY
MAIN ROAD
STEVEDORES OFFICES
49
45
M.P.A. WORKSHOPS & STORES 55
56
DOCKYARD HOUSE
PORT AUTHORITY OFFICES
SHED 23 WAREHOUSE D
SHED 23A WAREHOUSE B
H M CUSTOMS MAIN OFFICE
BERTHING MASTERS OFFICE
23
DOCK 3
DOCK MASTERS OFFICE
23B
STEVEDORES WORKSHOPS
54
YOUTH CENTRE
ARCHWAY ROAD
57
NAVAL TERRACE
REGENCY CLOSE
CORNWALLIS STEPS
24
28
GREAT BASIN
DOCK 2
FIRST AID POST
23A
SHED 31 / 32
MEAT HAULAGE PARK
MEAT HAULIERS OFFICES
40
HIGH ST
ADMIRALS WALK PH
TO SHEERNESS SHOPS, RAILWAY & BUS STATIONS A2 & M2 MOTORWAY
27
2
R.N.L.I. LIFEBOAT BERTH
29
25
26
SHED 2
SHED 25
RED LION PH
WEST ST
BLUETOWN
SHED 27
SHED 26
SHED 25W
JAMAICA HOUSE
SHED 10
ROYAL FOUNTAIN HOTEL
TERMINUS ROAD
SHEERNESS STEEL CO LTD STEEL MILL
3
SHED 3
COLD STORE
32
33
J P KNIGHT LTD
WILLIAM HURST LTD
35
31
30
TO QUEENBOROUGH A2 & M2 MOTORWAY
DOCK RAIL SIDINGS
N
① BERTH Nos
T☎ PUBLIC TELEPHONE
DOCK SECURITY BOUNDARY
FERRY TERMINAL SECURITY BOUNDARY
0
50
100
150
200
SCALE IN METRES

"Reproduced by kind permission of the Port Authority".

# SHEERNESS
## FERRY TERMINAL

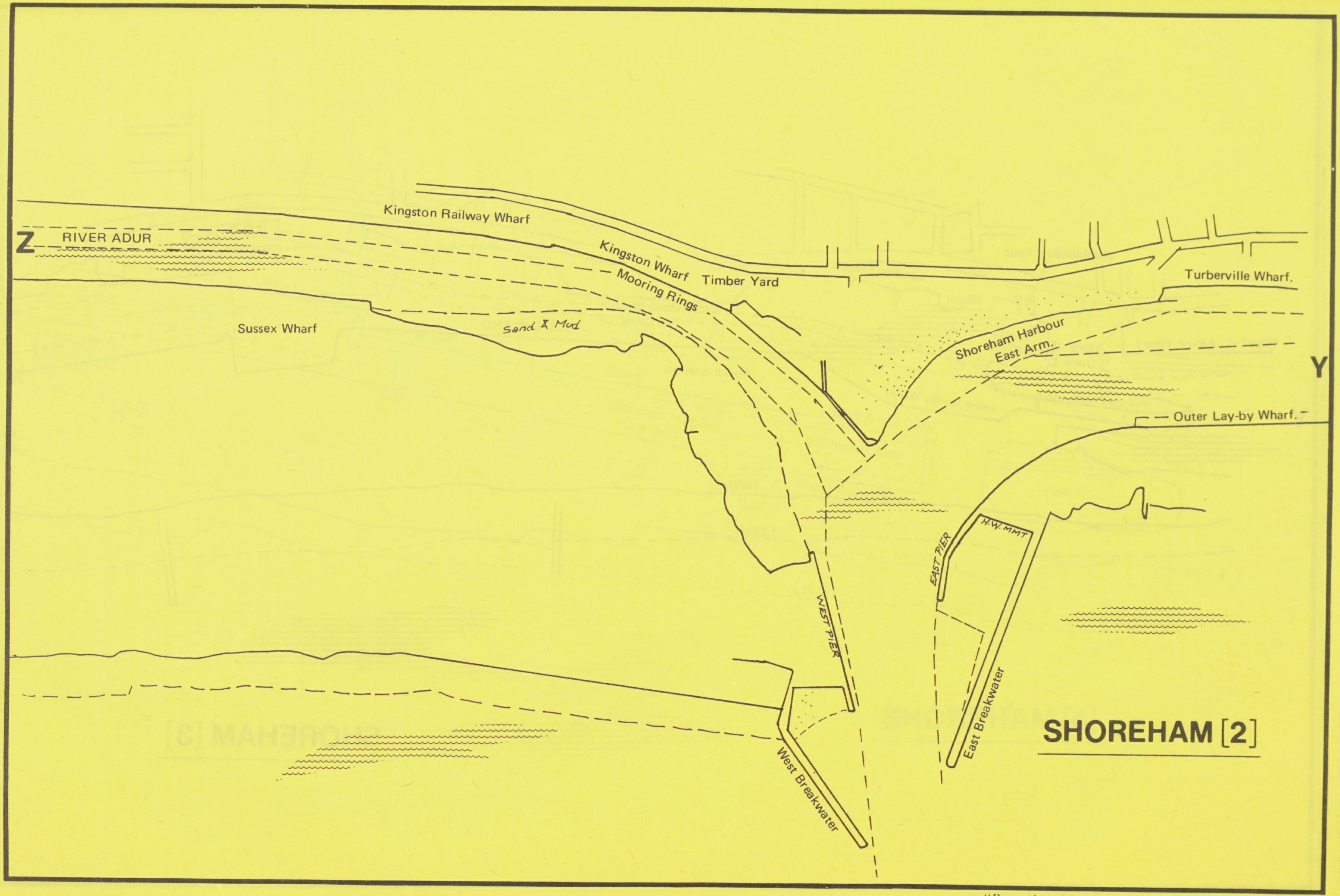

MEDWAY PORT OPERATIONS & INFORMATION CENTRE
GARRISON POINT FORT
M.P.A. CAR PARK
PONTOON
LINK SPAN
ACCESS TO M.P.O.I.C.
'ACCOMPANIED' VEHICLE PARK
TERMINAL BUILDING SHED 11
H.M. CUSTOMS & EXCISE and IMMIGRATION OFFICES
SHIPPING & FORWARDING AGENTS OFFICES
MARINE SERVICES GUNWHARF DEPOT
'UN-ACCOMPANIED' VEHICLE PARK
FERRY OFFICES
11
10
9
12
14
GUN WHARF STEPS
TRANSIT SHED Nº. 14
TOILETS
H.M. CUSTOMS & EXCISE PRACTICAL OFFICE
SECURITY POST
DOCKS EXIT
MAIN TRANSPORT PARK
N
0
20
40
60
SCALE IN YARDS
9 BERTH Nºs
DOCK SECURITY BOUNDARY
FERRY TERMINAL SECURITY BOUNDARY

"Reproduced by kind permission of the Port Authority".

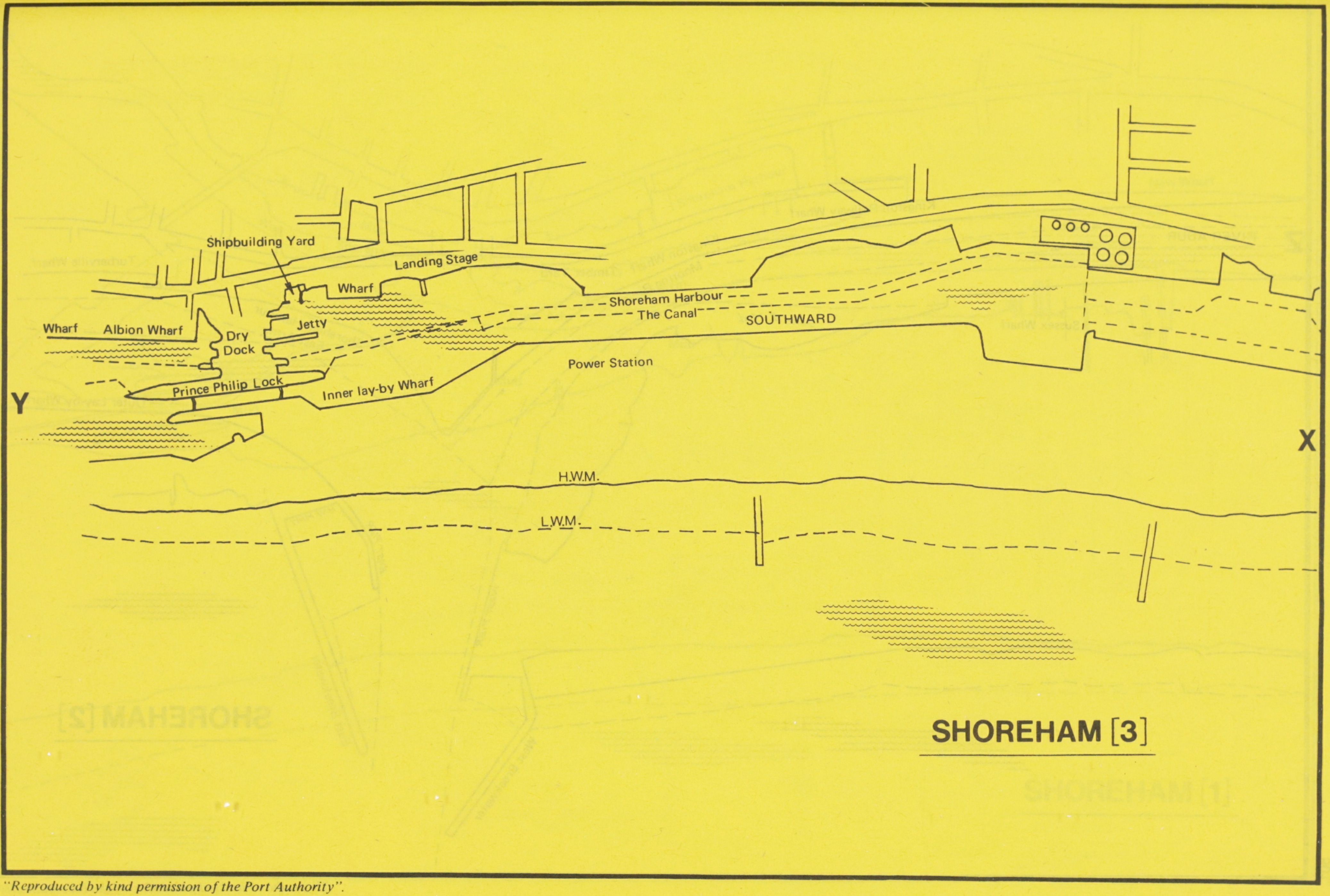

Mud
West Arm.
Shoreham Harbour
Mud
Shoreham Harbour
New Wharf
RIVER ADUR
West Arm
Z
West Arm.
River Adur
Mud
Mud
Mud

## SHOREHAM [1]

*"Reproduced by kind permission of the Port Authority".*

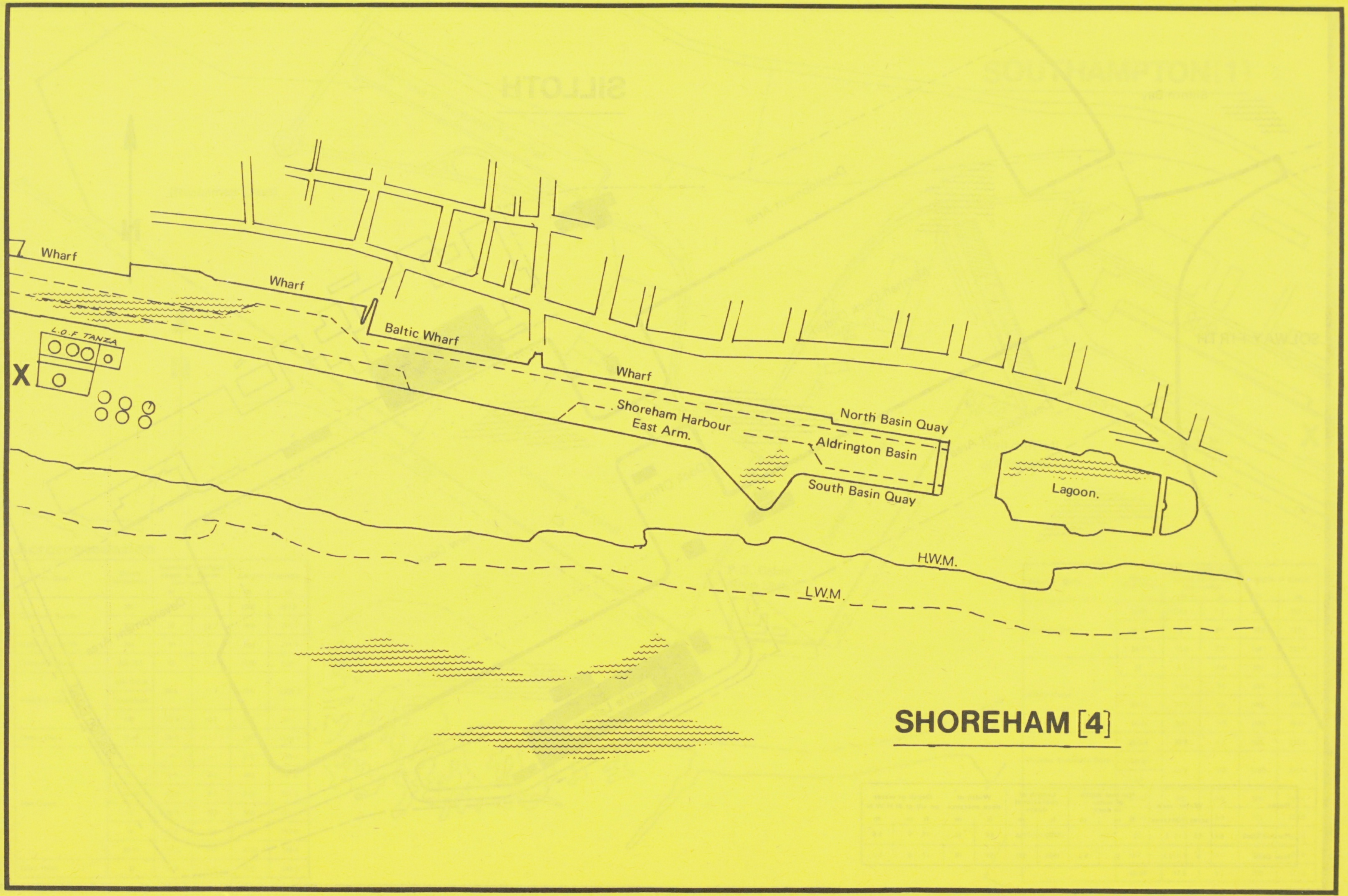

Z
RIVER ADUR
Kingston Railway Wharf
Kingston Wharf
Mooring Rings
Timber Yard
Turberville Wharf.
Sussex Wharf
Sand & Mud
Shoreham Harbour
East Arm.
Y
Outer Lay-by Wharf.
H.W. MMT
EAST PIER
WEST PIER
East Breakwater
West Breakwater
SHOREHAM [2]

*"Reproduced by kind permission of the Port Authority".*


Shipbuilding Yard
Landing Stage
Wharf
Jetty
Wharf
Albion Wharf
Dry Dock
Shoreham Harbour
The Canal
SOUTHWARD
Power Station
Prince Philip Lock
Inner lay-by Wharf
Y
X
H.W.M.
L.W.M.

## SHOREHAM [3]

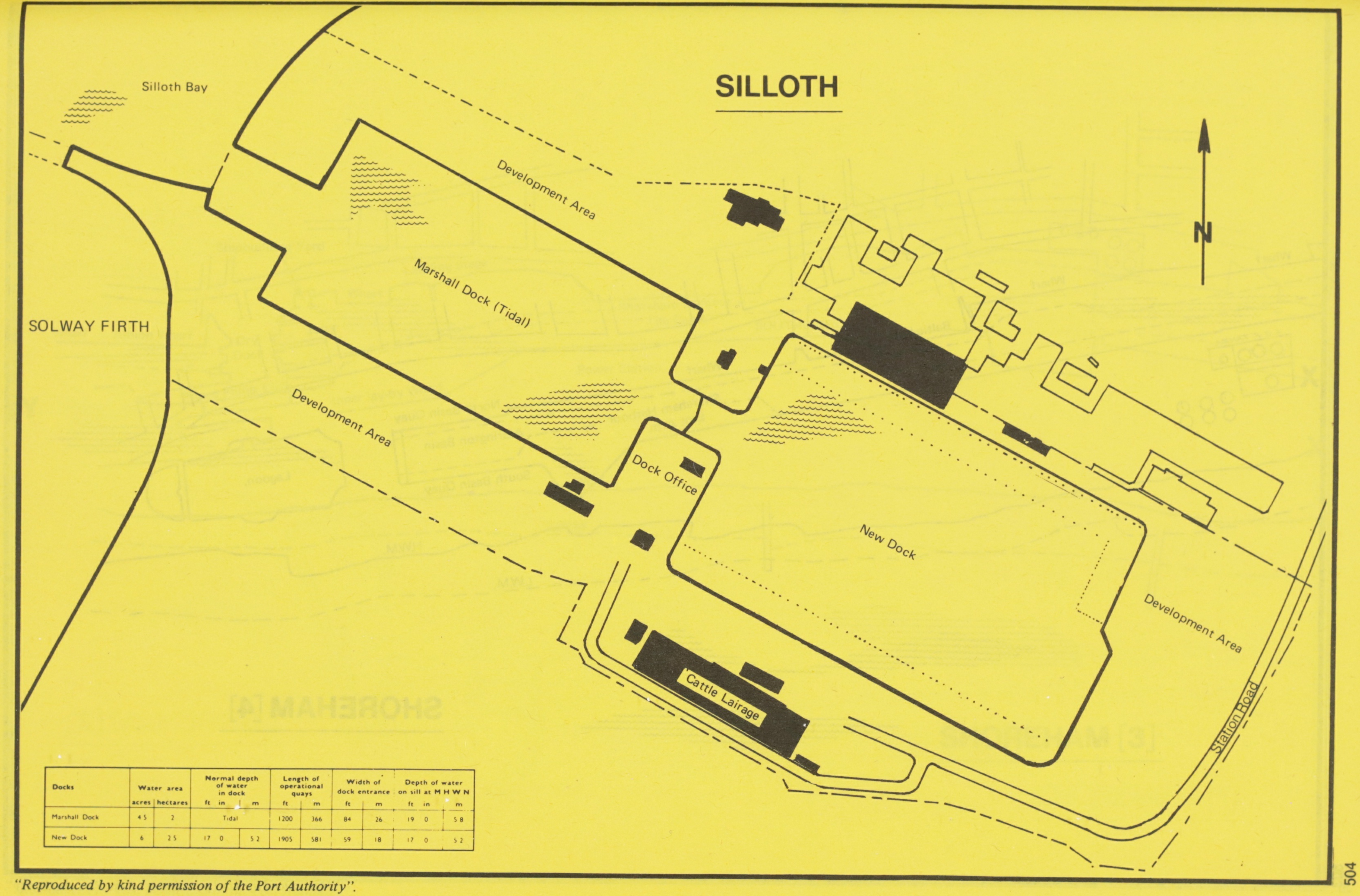
*"Reproduced by kind permission of the Port Authority".*


Wharf
Wharf
Baltic Wharf
Wharf
L.O.F TANZA
X
Shoreham Harbour
East Arm.
North Basin Quay
Aldrington Basin
South Basin Quay
Lagoon.
H.W.M.
L.W.M.

## SHOREHAM [4]

*"Reproduced by kind permission of the Port Authority".*

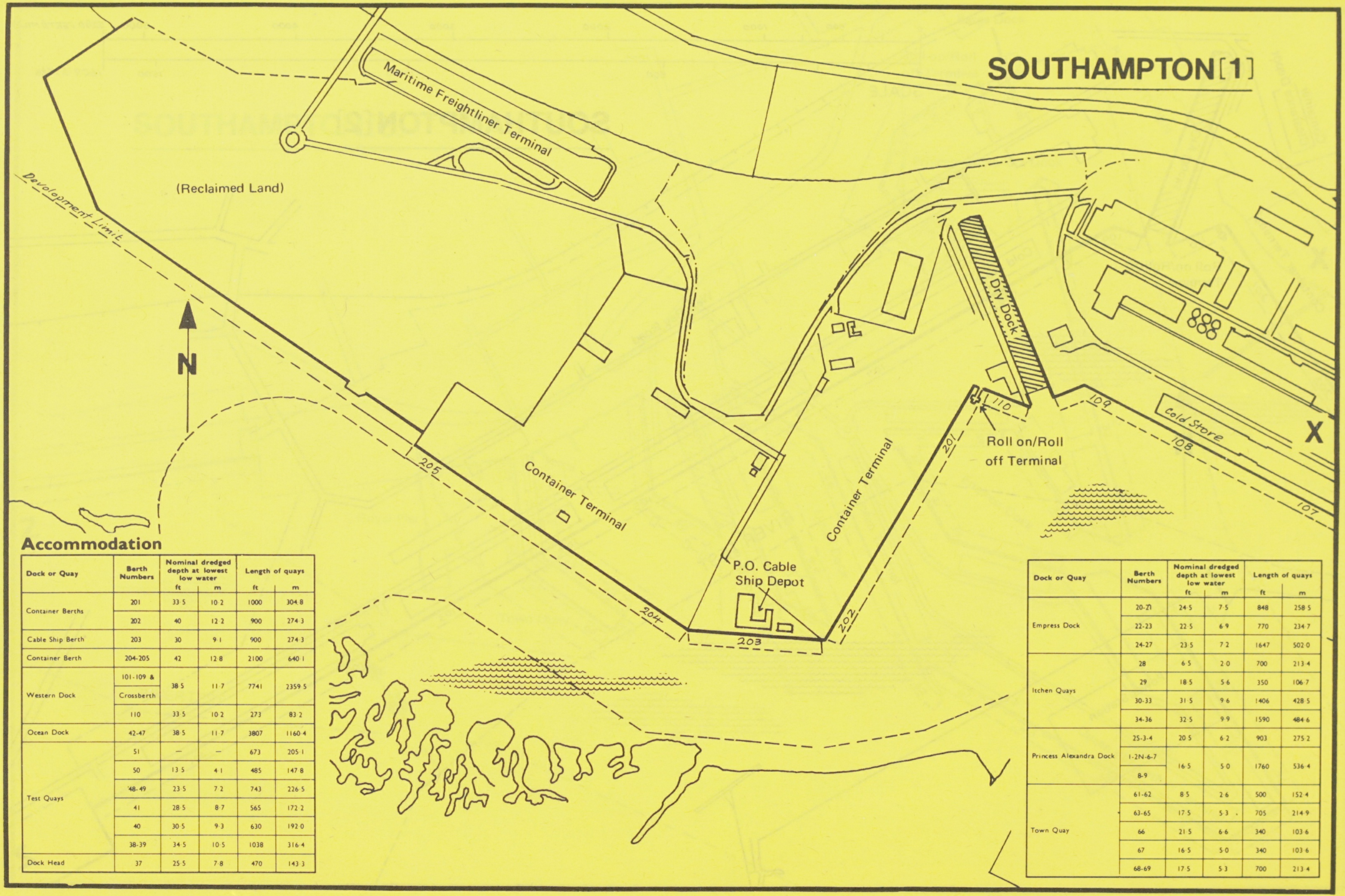
# SILLOTH


Silloth Bay
SOLWAY FIRTH
Development Area
Marshall Dock (Tidal)
Development Area
Dock Office
New Dock
Development Area
Cattle Lairage
Station Road
N

| Docks | Water area | | Normal depth of water in dock | | | Length of operational quays | | Width of dock entrance | | Depth of water on sill at M H W N | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | acres | hectares | ft | in | m | ft | m | ft | m | ft | in | m |
| Marshall Dock | 4.5 | 2 | Tidal | | | 1200 | 366 | 84 | 26 | 19 | 0 | 5.8 |
| New Dock | 6 | 2.5 | 17 | 0 | 5.2 | 1905 | 581 | 59 | 18 | 17 | 0 | 5.2 |

*"Reproduced by kind permission of the Port Authority".*

# SOUTHAMPTON [1]

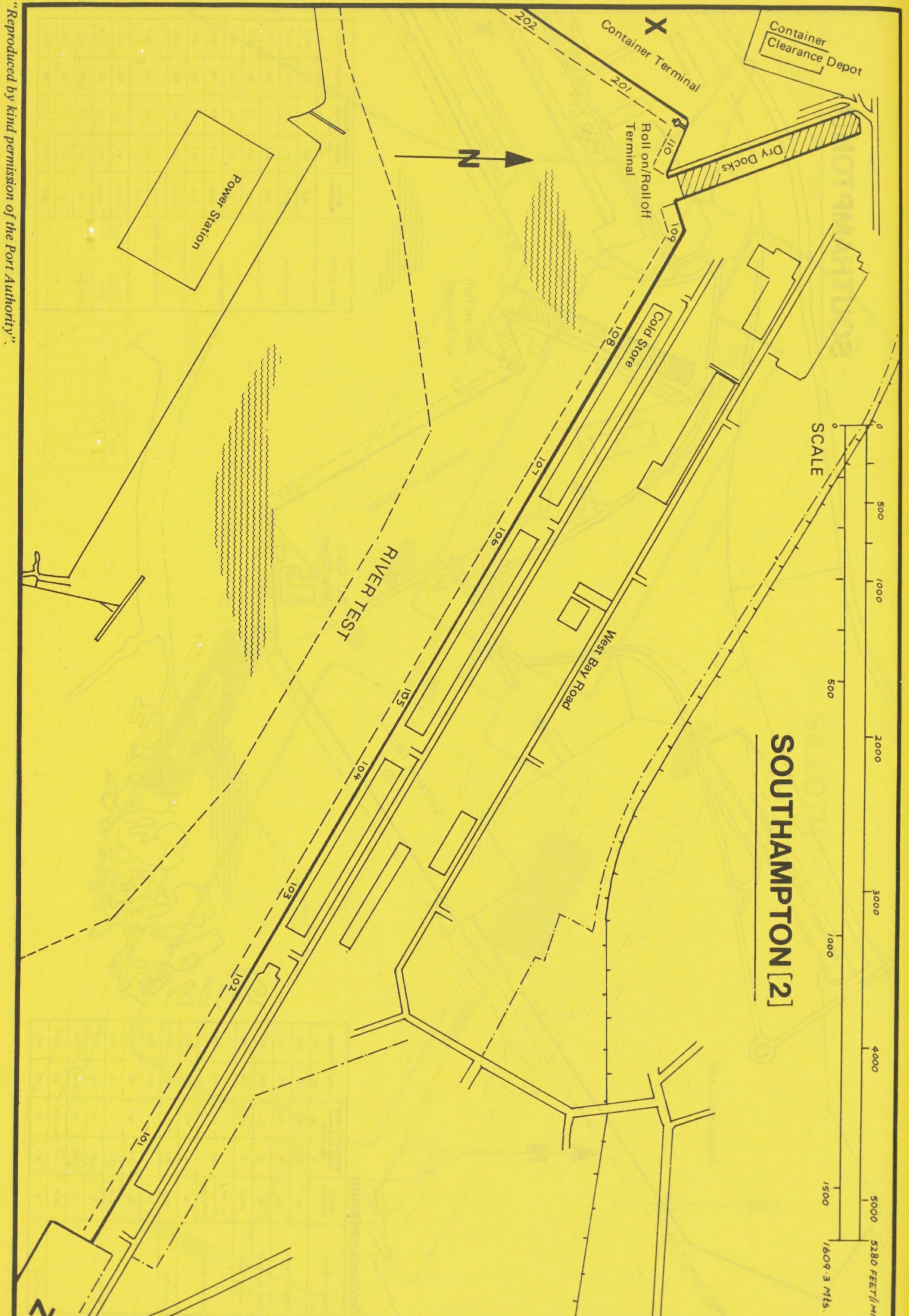

Maritime Freightliner Terminal
(Reclaimed Land)
Development Limit
N
Container Terminal
Container Terminal
P.O. Cable Ship Depot
Dry Dock
Roll on/Roll off Terminal
Cold Store
X
205
204
203
202
201
110
109
108
107

## Accommodation

| Dock or Quay | Berth Numbers | Nominal dredged depth at lowest low water | | Length of quays | |
|---|---|---|---|---|---|
| | | ft | m | ft | m |
| Container Berths | 201 | 33·5 | 10·2 | 1000 | 304·8 |
| | 202 | 40 | 12·2 | 900 | 274·3 |
| Cable Ship Berth | 203 | 30 | 9·1 | 900 | 274·3 |
| Container Berth | 204-205 | 42 | 12·8 | 2100 | 640·1 |
| Western Dock | 101-109 &<br>Crossberth | 38·5 | 11·7 | 7741 | 2359·5 |
| | 110 | 33·5 | 10·2 | 273 | 83·2 |
| Ocean Dock | 42-47 | 38·5 | 11·7 | 3807 | 1160·4 |
| Test Quays | 51 | — | — | 673 | 205·1 |
| | 50 | 13·5 | 4·1 | 485 | 147·8 |
| | 48-49 | 23·5 | 7·2 | 743 | 226·5 |
| | 41 | 28·5 | 8·7 | 565 | 172·2 |
| | 40 | 30·5 | 9·3 | 630 | 192·0 |
| | 38-39 | 34·5 | 10·5 | 1038 | 316·4 |
| Dock Head | 37 | 25·5 | 7·8 | 470 | 143·3 |

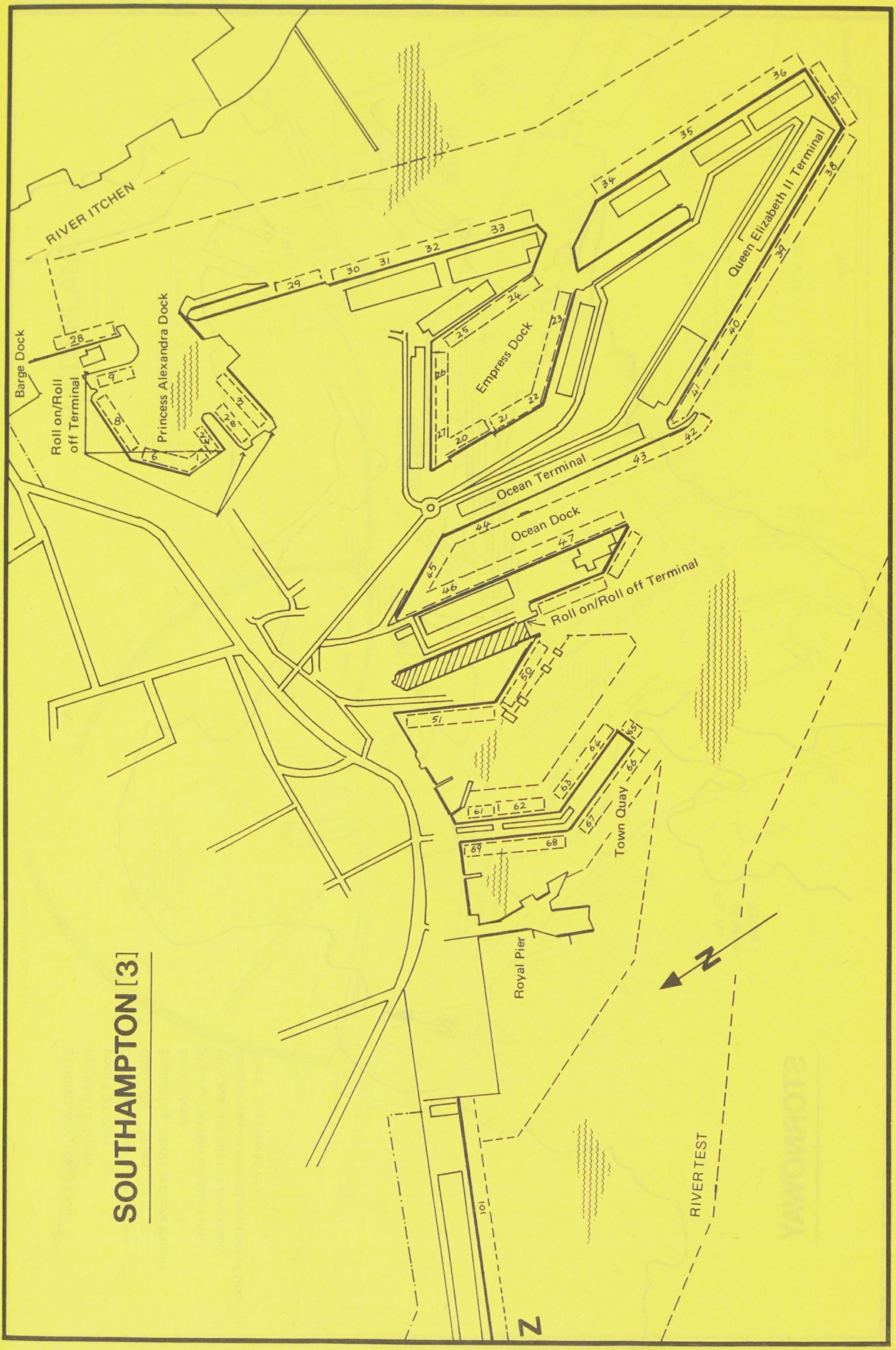
| Dock or Quay | Berth Numbers | Nominal dredged depth at lowest low water | | Length of quays | |
|---|---|---|---|---|---|
| | | ft | m | ft | m |
| Empress Dock | 20-21 | 24·5 | 7·5 | 848 | 258·5 |
| | 22-23 | 22·5 | 6·9 | 770 | 234·7 |
| | 24-27 | 23·5 | 7·2 | 1647 | 502·0 |
| Itchen Quays | 28 | 6·5 | 2·0 | 700 | 213·4 |
| | 29 | 18·5 | 5·6 | 350 | 106·7 |
| | 30-33 | 31·5 | 9·6 | 1406 | 428·5 |
| | 34-36 | 32·5 | 9·9 | 1590 | 484·6 |
| Princess Alexandra Dock | 25-3-4 | 20·5 | 6·2 | 903 | 275·2 |
| | 1-2N-6-7<br>8-9 | 16·5 | 5·0 | 1760 | 536·4 |
| Town Quay | 61-62 | 8·5 | 2·6 | 500 | 152·4 |
| | 63-65 | 17·5 | 5·3 | 705 | 214·9 |
| | 66 | 21·5 | 6·6 | 340 | 103·6 |
| | 67 | 16·5 | 5·0 | 340 | 103·6 |
| | 68-69 | 17·5 | 5·3 | 700 | 213·4 |

*"Reproduced by kind permission of the Port Authority".*

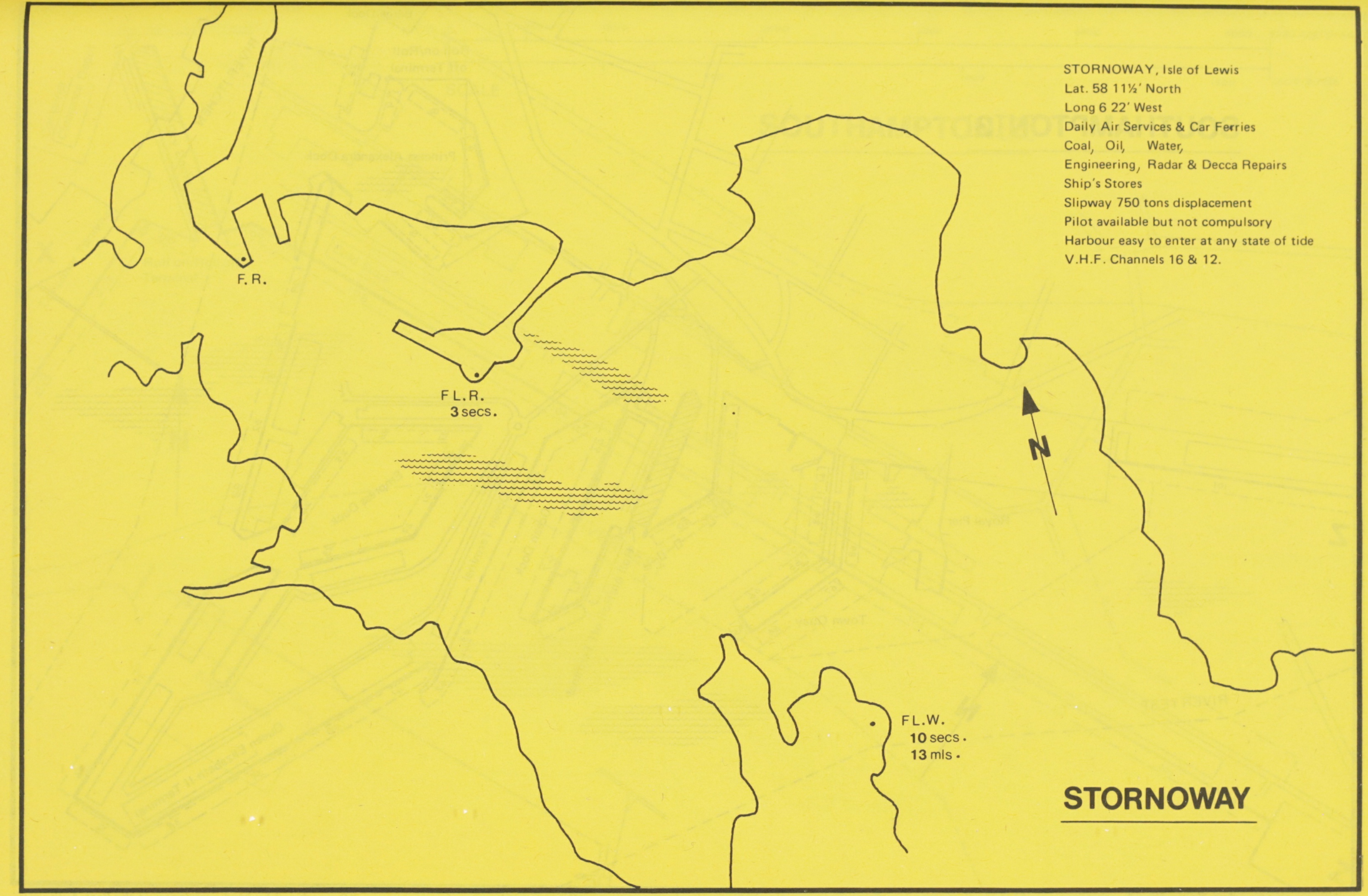

SOUTHAMPTON [2]
SCALE
0
500
1000
1500
2000
3000
4000
5000
5280 FEET (1 MILE)
0
500
1000
1500
1609·3 Mts.
Container Clearance Depot
Dry Docks
X
202
Container Terminal
201
110
Roll on/Roll off Terminal
109
108
Cold Store
107
106
105
104
103
102
101
West Bay Road
RIVER TEST
Power Station
N

*"Reproduced by kind permission of the Port Authority".*

## SOUTHAMPTON [3]


RIVER ITCHEN
Barge Dock
Roll on/Roll off Terminal
Princess Alexandra Dock
Empress Dock
Queen Elizabeth II Terminal
Ocean Terminal
Ocean Dock
Roll on/Roll off Terminal
Town Quay
Royal Pier
RIVER TEST
N
N
1
2
2A
2B
3
6
7
8
9
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
50
51
61
62
63
64
65
66
67
68
69
101

"Reproduced by kind permission of the Port Authority".

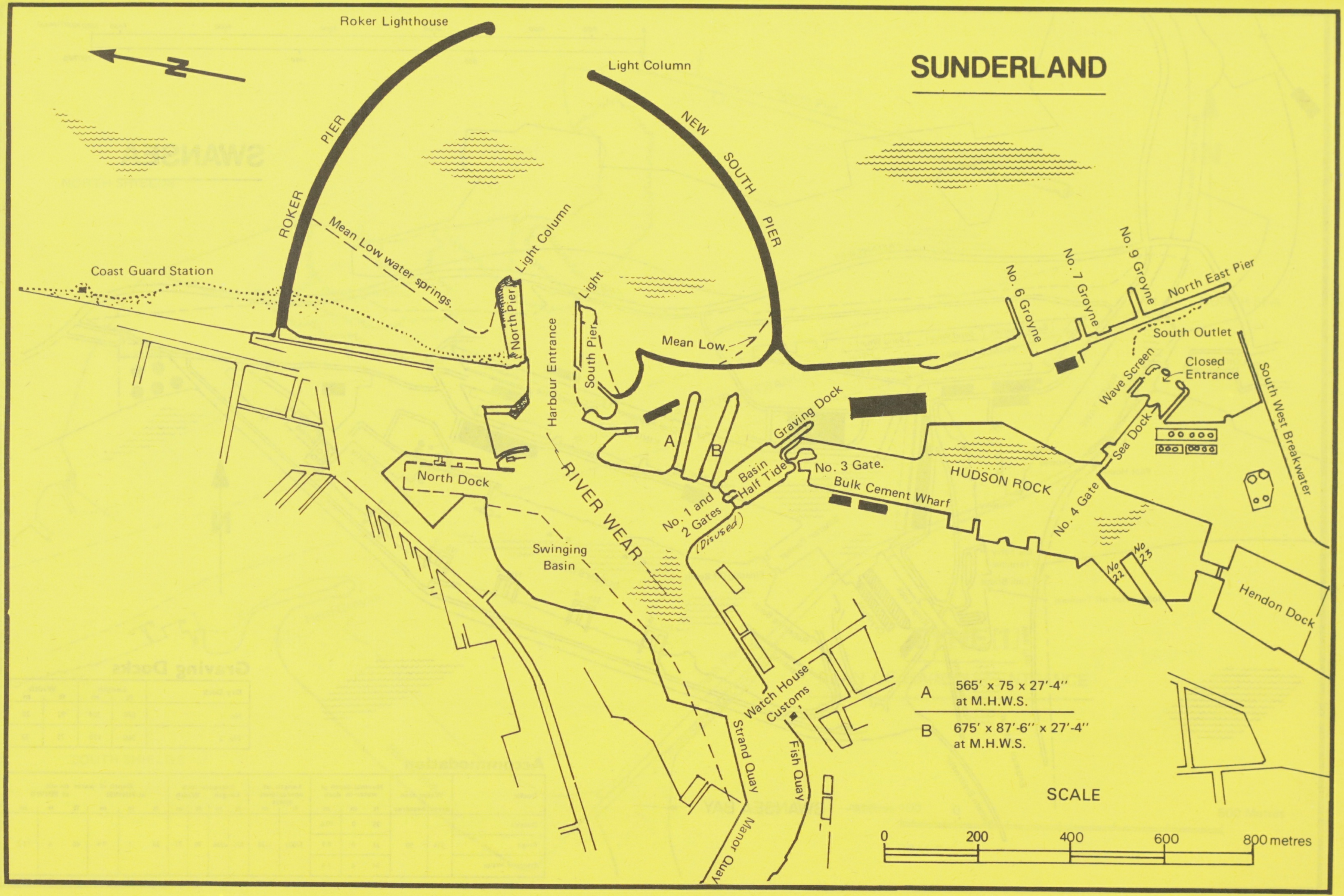


STORNOWAY, Isle of Lewis
Lat. 58 11½′ North
Long 6 22′ West
Daily Air Services & Car Ferries
Coal, Oil, Water,
Engineering, Radar & Decca Repairs
Ship's Stores
Slipway 750 tons displacement
Pilot available but not compulsory
Harbour easy to enter at any state of tide
V.H.F. Channels 16 & 12.

## STORNOWAY

*"Reproduced by kind permission of the Port Authority".*

## SUNDERLAND

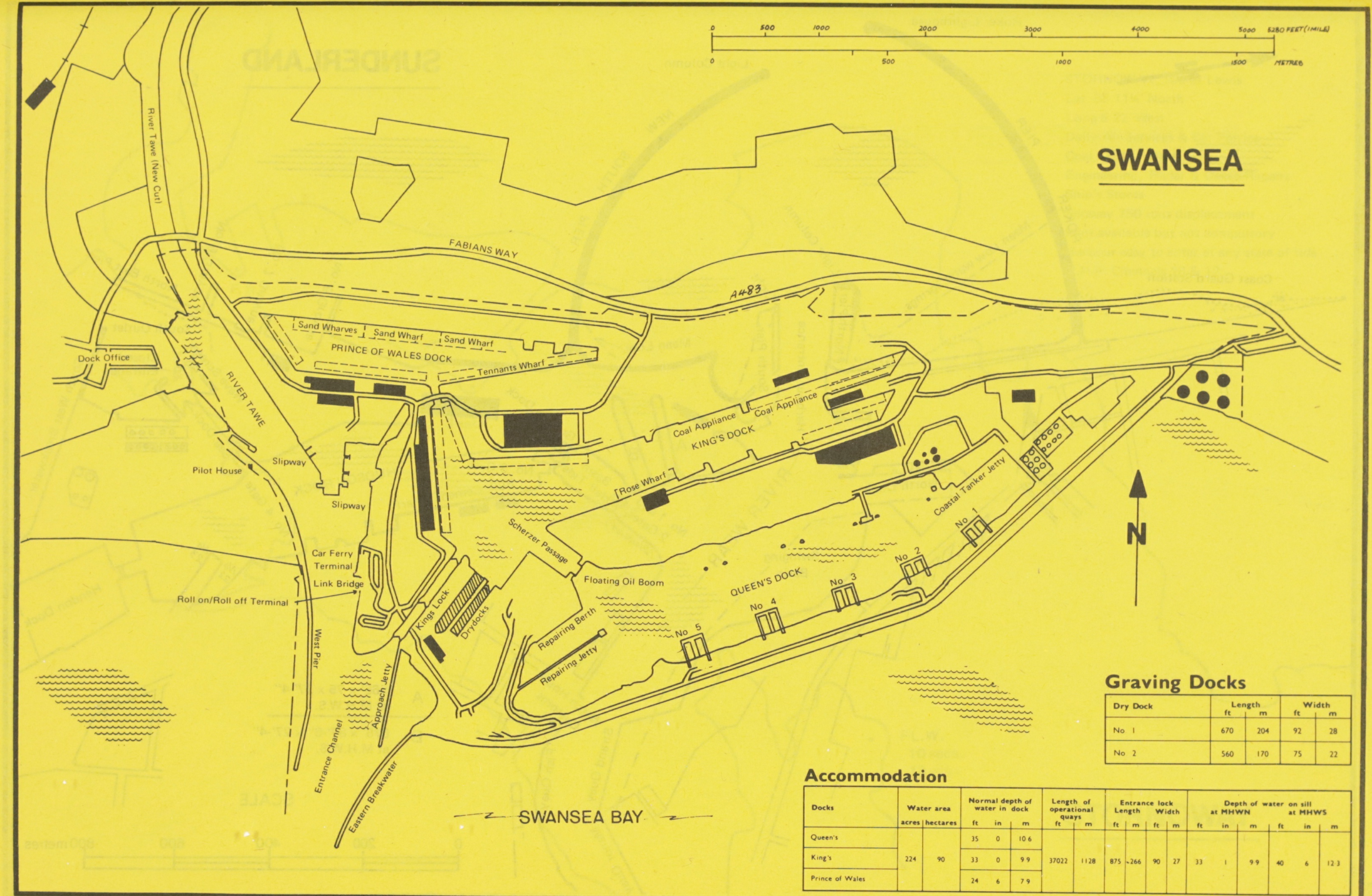

Roker Lighthouse
Light Column
N
ROKER PIER
NEW SOUTH PIER
Mean Low water springs.
Coast Guard Station
Light Column
North Pier
Light
South Pier
Harbour Entrance
Mean Low.
No. 6 Groyne
No. 7 Groyne
No. 9 Groyne
North East Pier
South Outlet
Closed Entrance
Wave Screen
South West Breakwater
A
B
Graving Dock
Basin Half Tide
No. 1 and 2 Gates
(Disused)
No. 3 Gate.
Bulk Cement Wharf
HUDSON ROCK
Sea Dock
No. 4 Gate
No 22
No 23
Hendon Dock
North Dock
RIVER WEAR
Swinging Basin
Watch House
Customs
Strand Quay
Fish Quay
Manor Quay
SCALE
0
200
400
600
800 metres

A 565′ x 75 x 27′-4″ at M.H.W.S.

B 675′ x 87′-6″ x 27′-4″ at M.H.W.S.

*"Reproduced by kind permission of the Port Authority".*

# SWANSEA


0
500
1000
2000
3000
4000
5000
5280 FEET (1 MILE)
0
500
1000
1500
METRES
River Tawe (New Cut)
FABIANS WAY
A483
Sand Wharves
Sand Wharf
Sand Wharf
PRINCE OF WALES DOCK
Tennants Wharf
Dock Office
RIVER TAWE
Coal Appliance
Coal Appliance
KING'S DOCK
Rose Wharf
Pilot House
Slipway
Slipway
Coastal Tanker Jetty
No 1
No 2
No 3
No 4
No 5
QUEEN'S DOCK
Scherzer Passage
Floating Oil Boom
Car Ferry Terminal
Link Bridge
Roll on/Roll off Terminal
Kings Lock
Drydocks
Repairing Berth
Repairing Jetty
West Pier
Approach Jetty
Entrance Channel
Eastern Breakwater
SWANSEA BAY
N

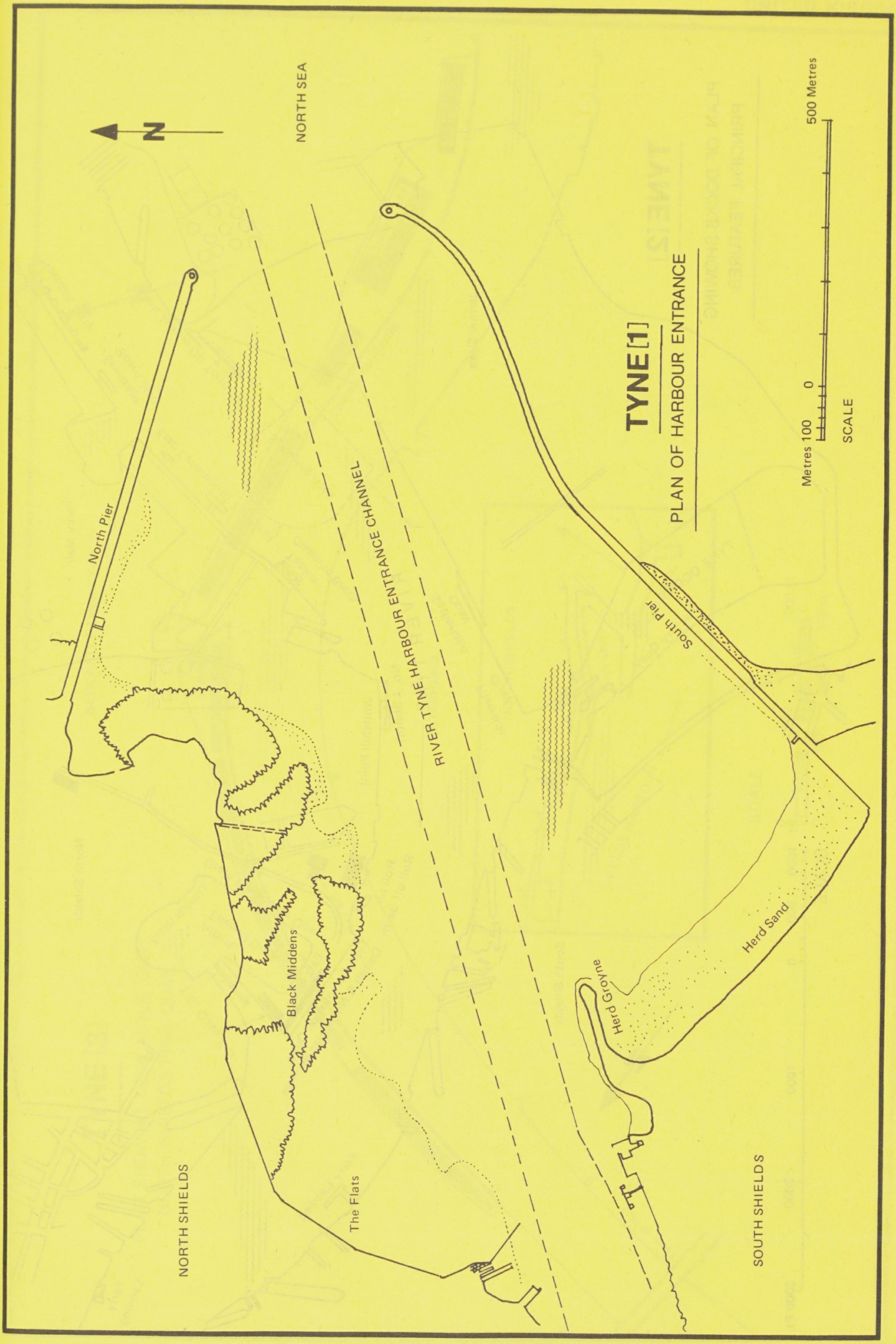
## Graving Docks

| Dry Dock | Length ft | Length m | Width ft | Width m |
|---|---|---|---|---|
| No 1 | 670 | 204 | 92 | 28 |
| No 2 | 560 | 170 | 75 | 22 |

## Accommodation

| Docks | Water area acres | Water area hectares | Normal depth of water in dock ft | in | m | Length of operational quays ft | m | Entrance lock Length ft | Length m | Width ft | Width m | Depth of water on sill at MHWN ft | in | m | at MHWS ft | in | m |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queen's | 224 | 90 | 35 | 0 | 10·6 | 37022 | 1128 | 875 | ~266 | 90 | 27 | 33 | 1 | 9·9 | 40 | 6 | 12·3 |
| King's | | | 33 | 0 | 9·9 | | | | | | | | | | | | |
| Prince of Wales | | | 24 | 6 | 7·9 | | | | | | | | | | | | |

*"Reproduced by kind permission of the Port Authority".*

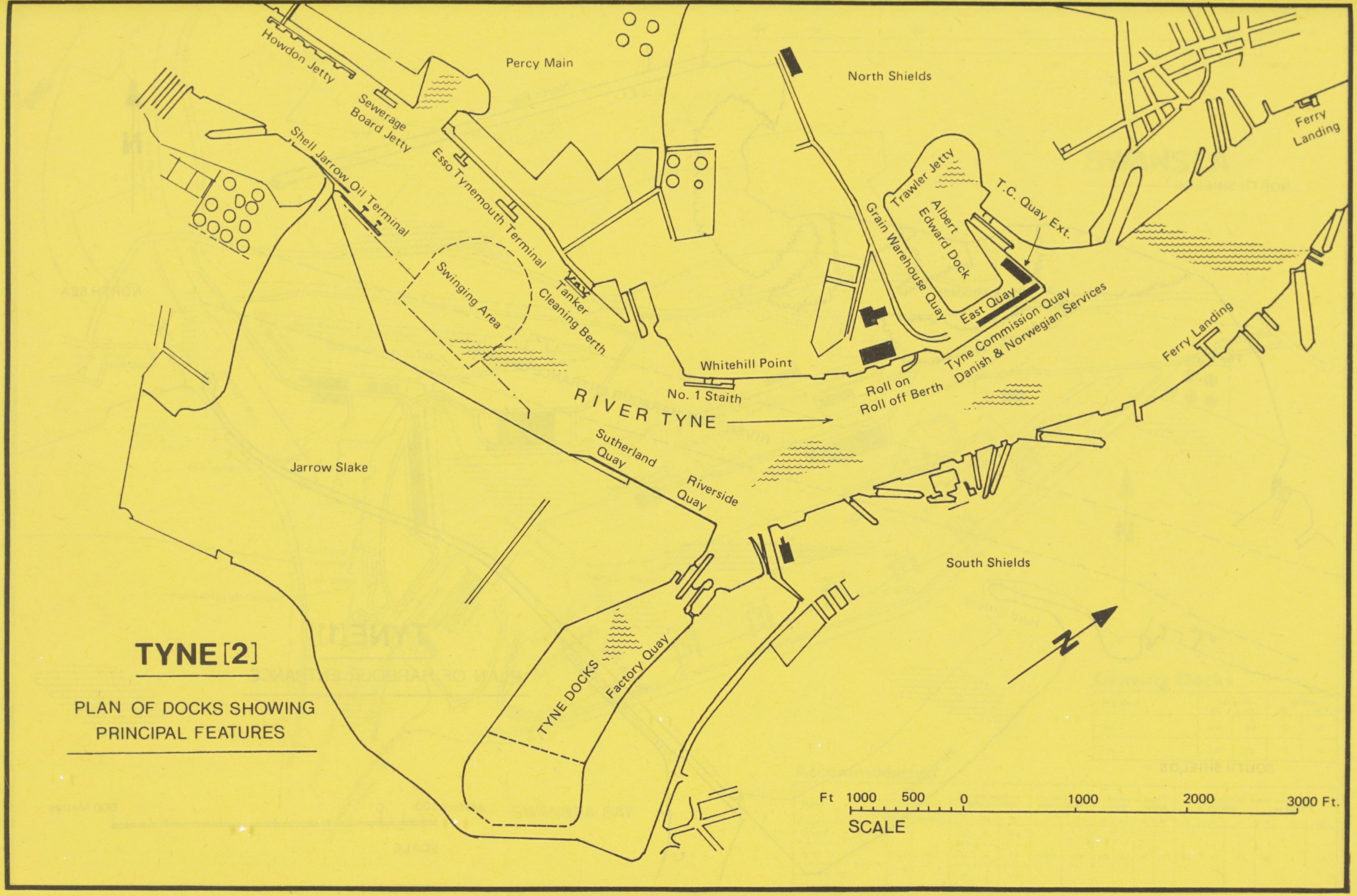


TYNE [1]

PLAN OF HARBOUR ENTRANCE

N
NORTH SEA
North Pier
RIVER TYNE HARBOUR ENTRANCE CHANNEL
South Pier
Black Middens
The Flats
NORTH SHIELDS
Herd Groyne
Herd Sand
SOUTH SHIELDS
Metres 100
0
500 Metres
SCALE

"Reproduced by kind permission of the Port Authority".


Howdon Jetty
Percy Main
North Shields
Sewerage Board Jetty
Shell Jarrow Oil Terminal
Esso Tynemouth Terminal
Ferry Landing
Trawler Jetty
Albert Edward Dock
T.C. Quay Ext.
Grain Warehouse Quay
Swinging Area
Tanker Cleaning Berth
East Quay
Tyne Commission Quay
Danish & Norwegian Services
Whitehill Point
No. 1 Staith
Roll on Roll off Berth
Ferry Landing
RIVER TYNE
Sutherland Quay
Riverside Quay
Jarrow Slake
South Shields
N
TYNE DOCKS
Factory Quay
Ft 1000 500 0 1000 2000 3000 Ft.
SCALE

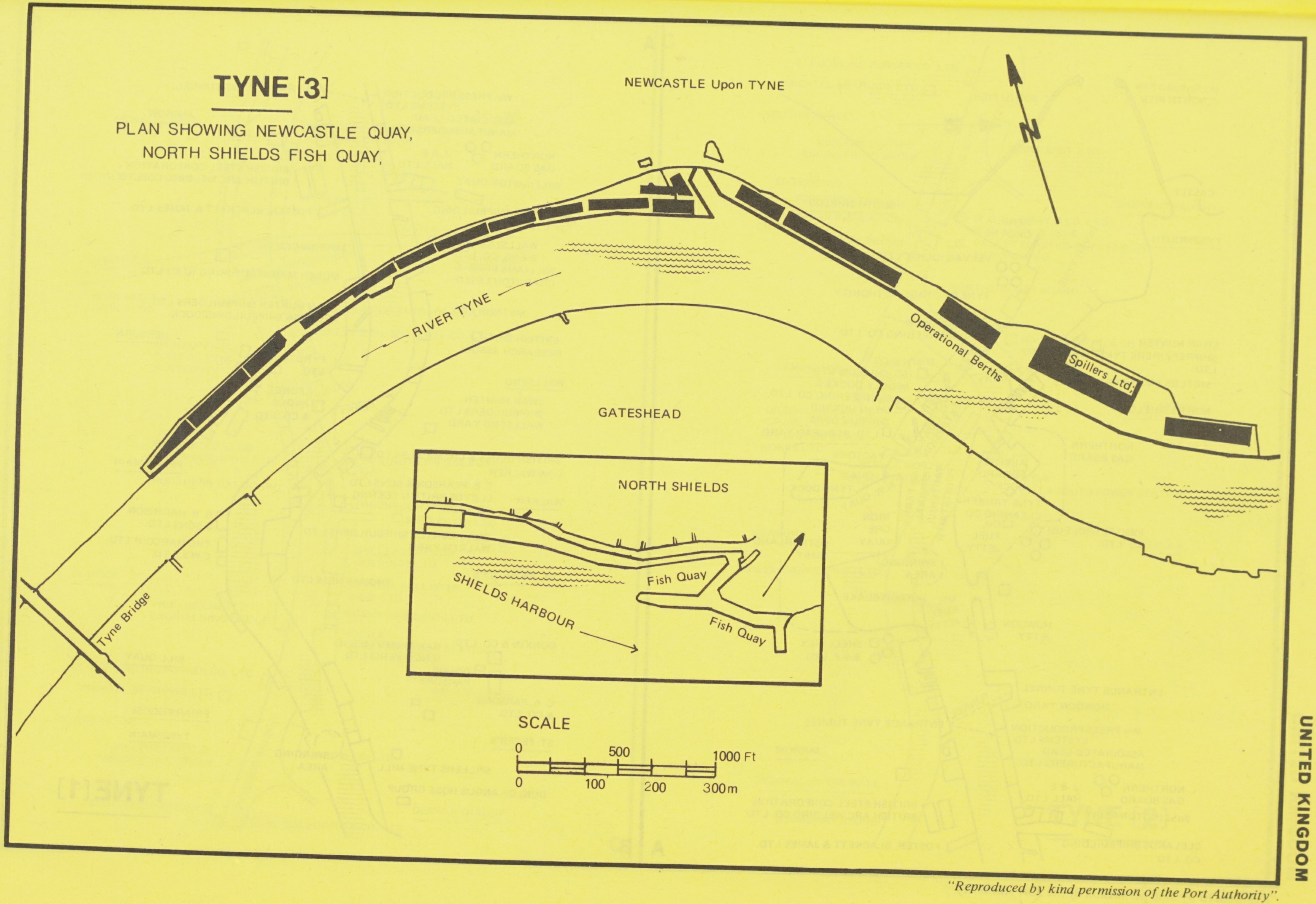
## TYNE [2]

PLAN OF DOCKS SHOWING PRINCIPAL FEATURES

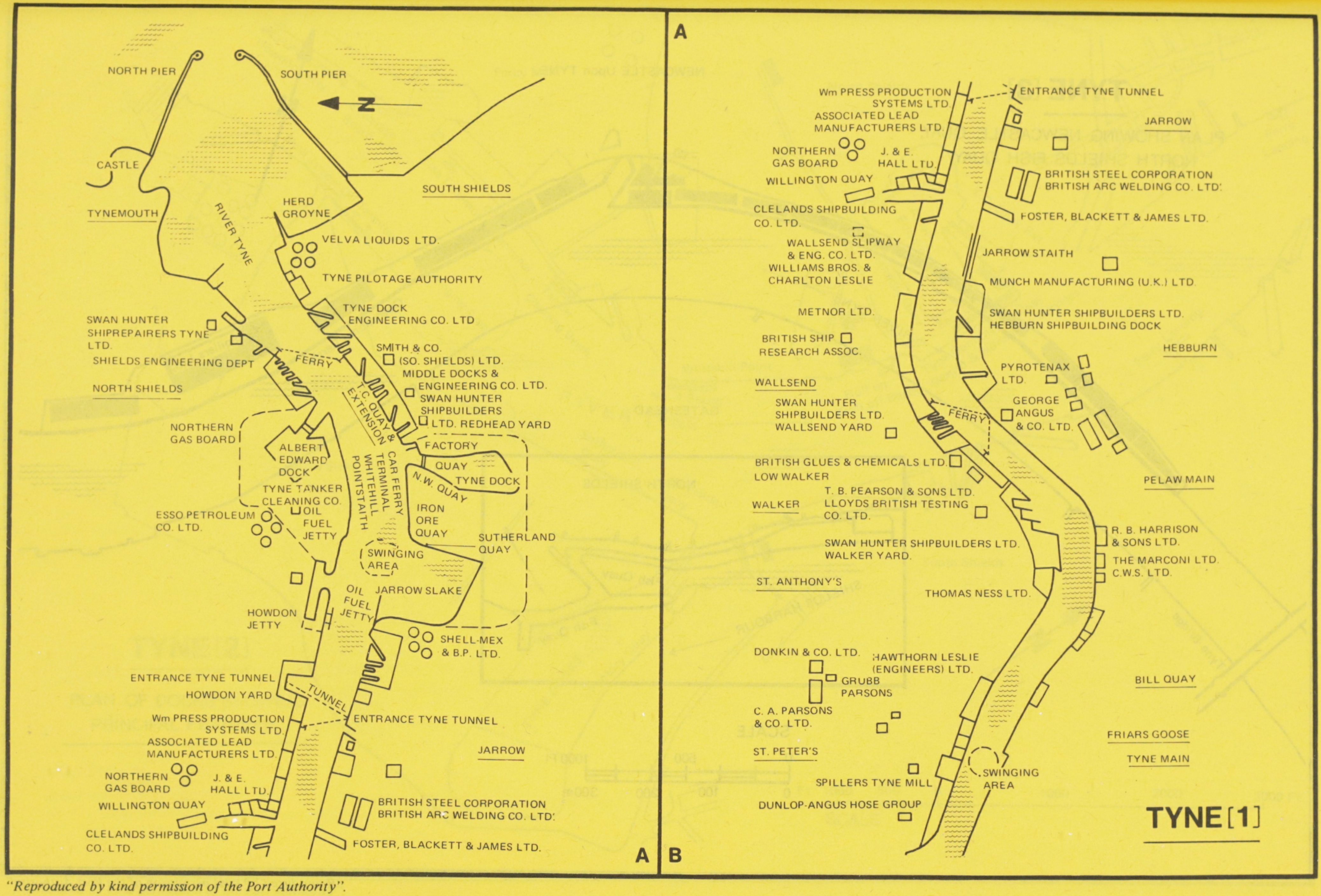
*"Reproduced by kind permission of the Port Authority".*

# TYNE [3]

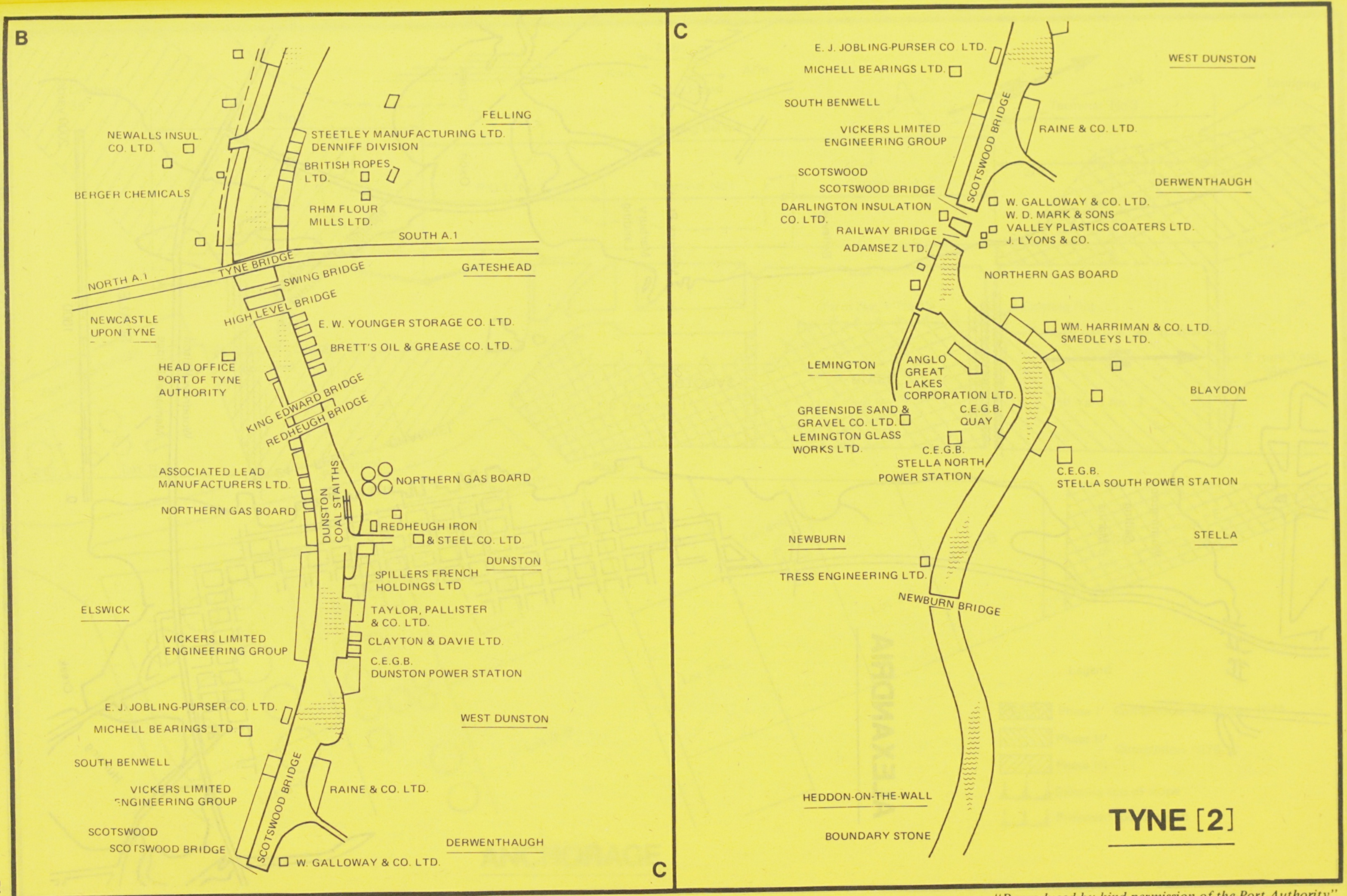
PLAN SHOWING NEWCASTLE QUAY,
NORTH SHIELDS FISH QUAY,


NEWCASTLE Upon TYNE
N
RIVER TYNE
Operational Berths
Spillers Ltd.
GATESHEAD
Tyne Bridge
NORTH SHIELDS
Fish Quay
SHIELDS HARBOUR
Fish Quay
SCALE
0
500
1000 Ft
0
100
200
300m

"Reproduced by kind permission of the Port Authority".

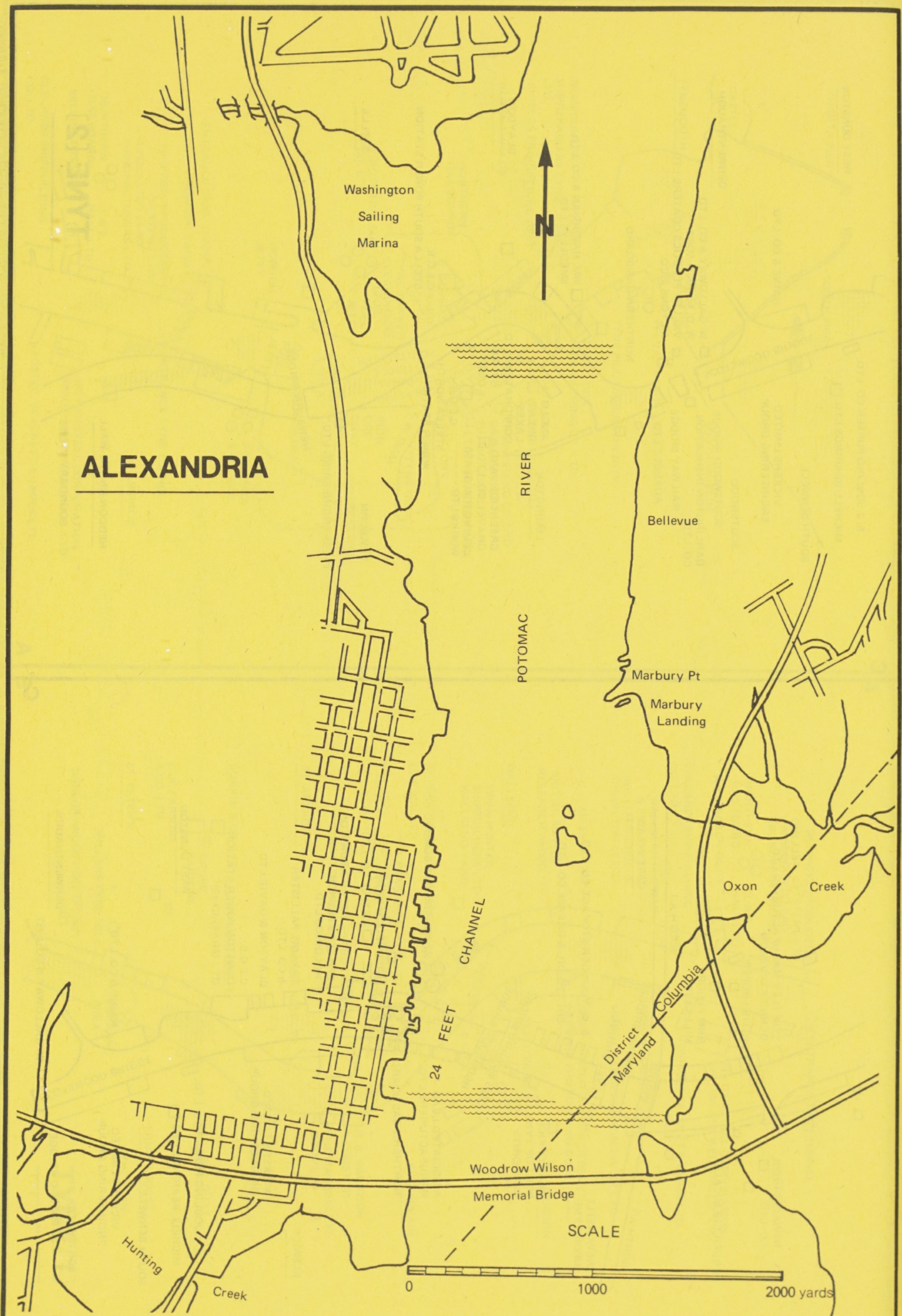

A
NORTH PIER
SOUTH PIER
N
CASTLE
TYNEMOUTH
RIVER TYNE
HERD GROYNE
SOUTH SHIELDS
VELVA LIQUIDS LTD.
TYNE PILOTAGE AUTHORITY
TYNE DOCK ENGINEERING CO. LTD
SWAN HUNTER SHIPREPAIRERS TYNE LTD.
SHIELDS ENGINEERING DEPT
FERRY
SMITH & CO. (SO. SHIELDS) LTD.
MIDDLE DOCKS & ENGINEERING CO. LTD.
SWAN HUNTER SHIPBUILDERS LTD. REDHEAD YARD
NORTH SHIELDS
T.C. QUAY & EXTENSION
NORTHERN GAS BOARD
ALBERT EDWARD DOCK
CAR FERRY TERMINAL
WHITEHILL POINT STAITH
FACTORY QUAY
N.W. QUAY
TYNE DOCK
TYNE TANKER CLEANING CO.
ESSO PETROLEUM CO. LTD.
OIL FUEL JETTY
IRON ORE QUAY
SUTHERLAND QUAY
SWINGING AREA
JARROW SLAKE
OIL FUEL JETTY
HOWDON JETTY
SHELL-MEX & B.P. LTD.
ENTRANCE TYNE TUNNEL
HOWDON YARD
TUNNEL
Wm PRESS PRODUCTION SYSTEMS LTD.
ENTRANCE TYNE TUNNEL
ASSOCIATED LEAD MANUFACTURERS LTD.
JARROW
NORTHERN GAS BOARD
J. & E. HALL LTD.
WILLINGTON QUAY
BRITISH STEEL CORPORATION
BRITISH ARC WELDING CO. LTD.
CLELANDS SHIPBUILDING CO. LTD.
FOSTER, BLACKETT & JAMES LTD.
A
B
A
Wm PRESS PRODUCTION SYSTEMS LTD.
ENTRANCE TYNE TUNNEL
JARROW
ASSOCIATED LEAD MANUFACTURERS LTD.
NORTHERN GAS BOARD
J. & E. HALL LTD.
BRITISH STEEL CORPORATION
BRITISH ARC WELDING CO. LTD.
WILLINGTON QUAY
CLELANDS SHIPBUILDING CO. LTD.
FOSTER, BLACKETT & JAMES LTD.
WALLSEND SLIPWAY & ENG. CO. LTD.
WILLIAMS BROS. & CHARLTON LESLIE
JARROW STAITH
MUNCH MANUFACTURING (U.K.) LTD
METNOR LTD.
SWAN HUNTER SHIPBUILDERS LTD.
HEBBURN SHIPBUILDING DOCK
BRITISH SHIP RESEARCH ASSOC.
HEBBURN
PYROTENAX LTD.
WALLSEND
GEORGE ANGUS & CO. LTD.
SWAN HUNTER SHIPBUILDERS LTD. WALLSEND YARD
FERRY
BRITISH GLUES & CHEMICALS LTD.
LOW WALKER
PELAW MAIN
T. B. PEARSON & SONS LTD.
LLOYDS BRITISH TESTING CO. LTD.
WALKER
R. B. HARRISON & SONS LTD.
SWAN HUNTER SHIPBUILDERS LTD. WALKER YARD.
THE MARCONI LTD.
C.W.S. LTD.
ST. ANTHONY'S
THOMAS NESS LTD.
DONKIN & CO. LTD.
HAWTHORN LESLIE (ENGINEERS) LTD.
BILL QUAY
GRUBB PARSONS
C. A. PARSONS & CO. LTD.
FRIARS GOOSE
ST. PETER'S
TYNE MAIN
SPILLERS TYNE MILL
SWINGING AREA
DUNLOP-ANGUS HOSE GROUP
TYNE [1]
B

*"Reproduced by kind permission of the Port Authority".*

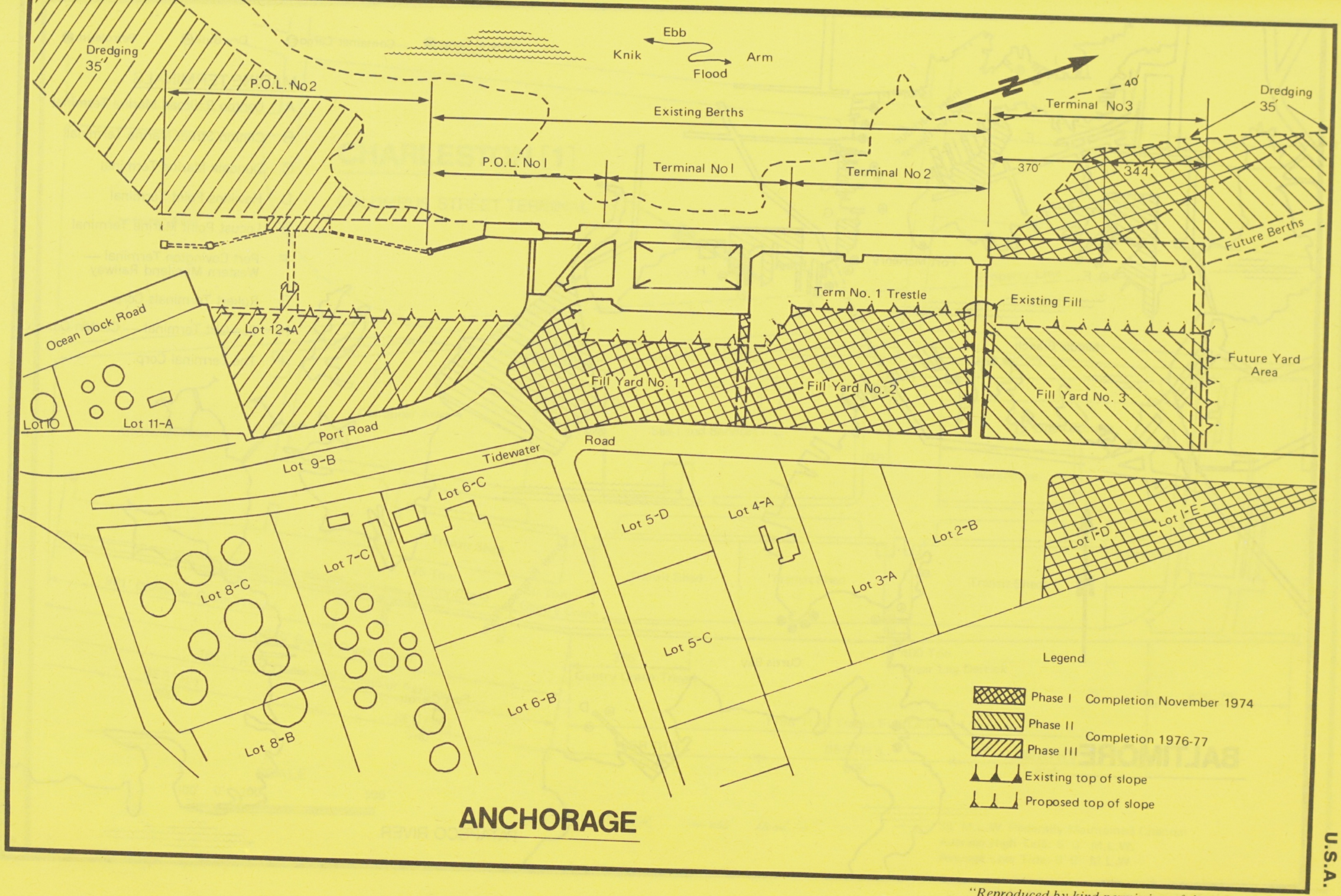

B
NEWALLS INSUL. CO. LTD.
BERGER CHEMICALS
FELLING
STEETLEY MANUFACTURING LTD. DENNIFF DIVISION
BRITISH ROPES LTD.
RHM FLOUR MILLS LTD.
SOUTH A.1
NORTH A.1
TYNE BRIDGE
SWING BRIDGE
GATESHEAD
HIGH LEVEL BRIDGE
NEWCASTLE UPON TYNE
E. W. YOUNGER STORAGE CO. LTD.
BRETT'S OIL & GREASE CO. LTD.
HEAD OFFICE PORT OF TYNE AUTHORITY
KING EDWARD BRIDGE
REDHEUGH BRIDGE
ASSOCIATED LEAD MANUFACTURERS LTD.
DUNSTON COAL STAITHS
NORTHERN GAS BOARD
NORTHERN GAS BOARD
REDHEUGH IRON & STEEL CO. LTD.
DUNSTON
SPILLERS FRENCH HOLDINGS LTD
ELSWICK
TAYLOR, PALLISTER & CO. LTD.
VICKERS LIMITED ENGINEERING GROUP
CLAYTON & DAVIE LTD.
C.E.G.B. DUNSTON POWER STATION
E. J. JOBLING-PURSER CO. LTD.
MICHELL BEARINGS LTD.
WEST DUNSTON
SOUTH BENWELL
SCOTSWOOD BRIDGE
VICKERS LIMITED ENGINEERING GROUP
RAINE & CO. LTD.
SCOTSWOOD
SCOTSWOOD BRIDGE
DERWENTHAUGH
W. GALLOWAY & CO. LTD.
C
C
E. J. JOBLING-PURSER CO. LTD.
MICHELL BEARINGS LTD.
WEST DUNSTON
SOUTH BENWELL
SCOTSWOOD BRIDGE
VICKERS LIMITED ENGINEERING GROUP
RAINE & CO. LTD.
SCOTSWOOD
SCOTSWOOD BRIDGE
DERWENTHAUGH
DARLINGTON INSULATION CO. LTD.
W. GALLOWAY & CO. LTD.
W. D. MARK & SONS
VALLEY PLASTICS COATERS LTD.
J. LYONS & CO.
RAILWAY BRIDGE
ADAMSEZ LTD.
NORTHERN GAS BOARD
WM. HARRIMAN & CO. LTD.
SMEDLEYS LTD.
LEMINGTON
ANGLO GREAT LAKES CORPORATION LTD.
BLAYDON
GREENSIDE SAND & GRAVEL CO. LTD.
C.E.G.B. QUAY
LEMINGTON GLASS WORKS LTD.
C.E.G.B. STELLA NORTH POWER STATION
C.E.G.B. STELLA SOUTH POWER STATION
NEWBURN
STELLA
TRESS ENGINEERING LTD.
NEWBURN BRIDGE
HEDDON-ON-THE-WALL
BOUNDARY STONE

# TYNE [2]

*"Reproduced by kind permission of the Port Authority"*

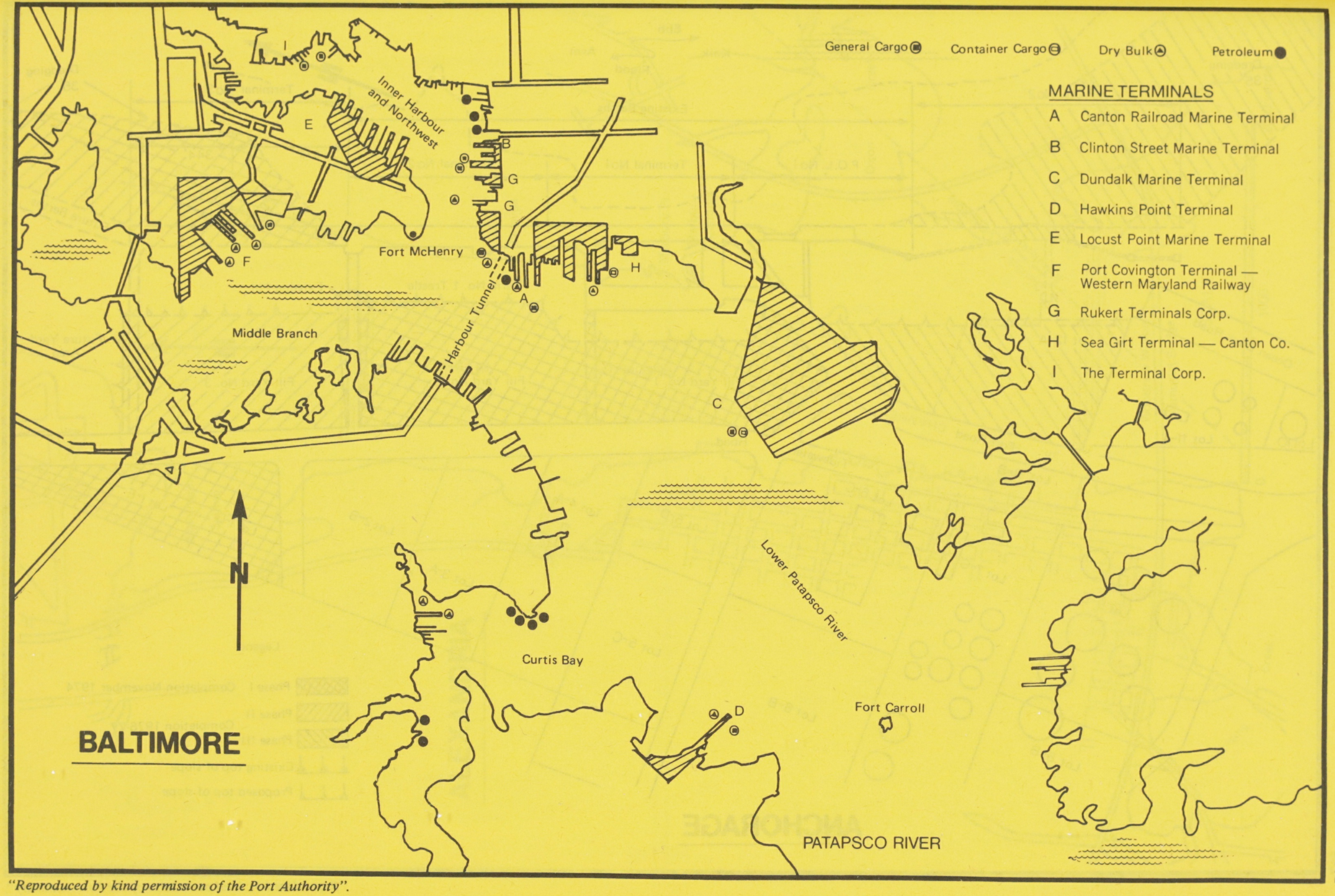

ALEXANDRIA
Washington Sailing Marina
N
POTOMAC RIVER
Bellevue
Marbury Pt
Marbury Landing
Oxon Creek
24 FEET CHANNEL
District Columbia
Maryland
Woodrow Wilson Memorial Bridge
Hunting Creek
SCALE
0
1000
2000 yards

*"Reproduced by kind permission of the Port Authority".*


Dredging 35'
P.O.L. No2
Ebb
Knik
Arm
Flood
Existing Berths
40'
Terminal No3
Dredging 35'
P.O.L. No1
Terminal No1
Terminal No2
370'
344'
Future Berths
Term No. 1 Trestle
Existing Fill
Future Yard Area
Ocean Dock Road
Lot 12-A
Fill Yard No. 1
Fill Yard No. 2
Fill Yard No. 3
Lot10
Lot 11-A
Port Road
Road
Tidewater
Lot 9-B
Lot 6-C
Lot 5-D
Lot 4-A
Lot 2-B
Lot 1-D
Lot 1-E
Lot 7-C
Lot 8-C
Lot 3-A
Lot 5-C
Lot 6-B
Lot 8-B
Legend
Phase I Completion November 1974
Phase II
Phase III
Completion 1976-77
Existing top of slope
Proposed top of slope

## ANCHORAGE

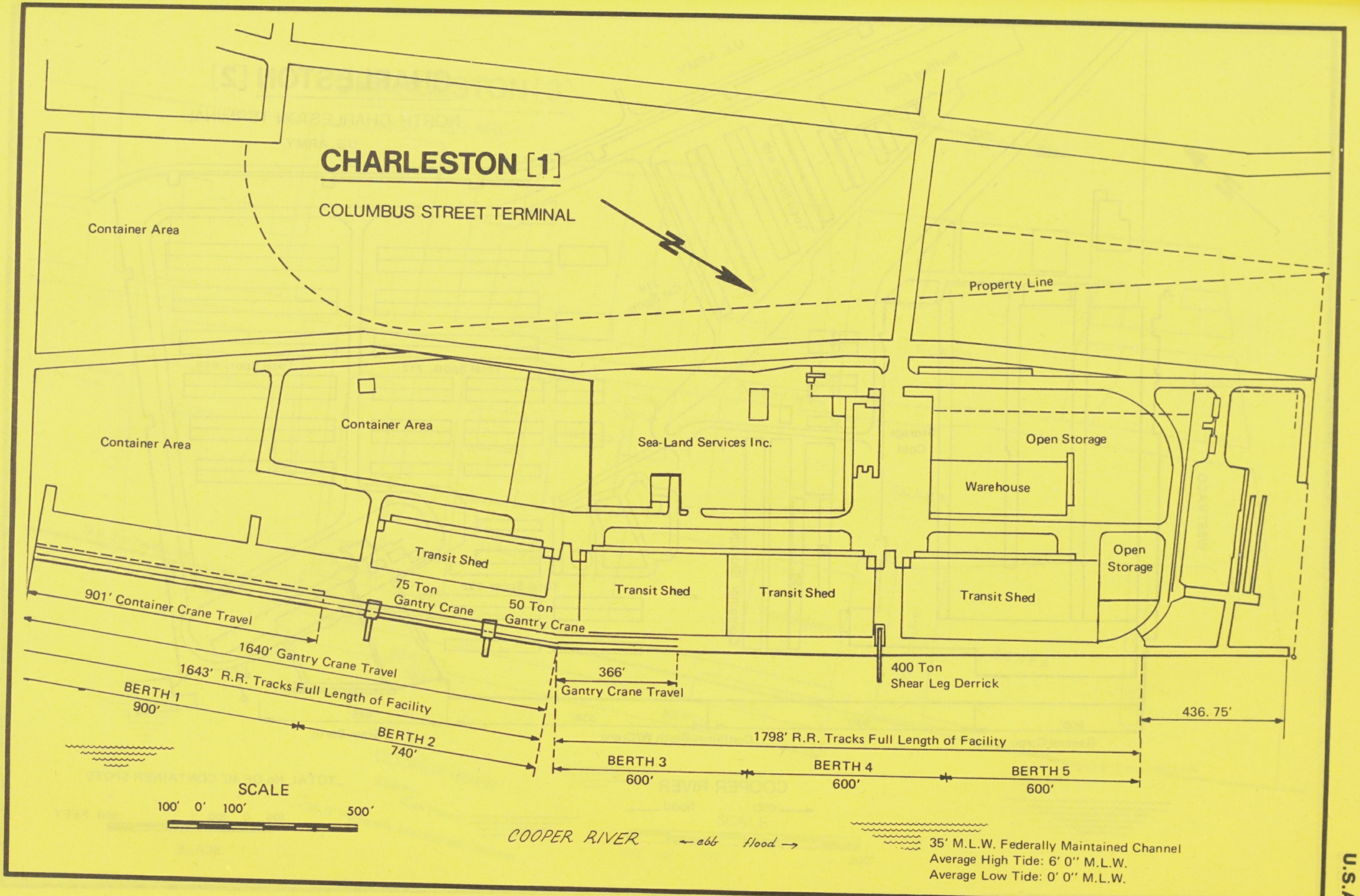
*"Reproduced by kind permission of the Port Authority".*


General Cargo ⊜
Container Cargo ⊖
Dry Bulk Ⓐ
Petroleum ●
MARINE TERMINALS
A Canton Railroad Marine Terminal
B Clinton Street Marine Terminal
C Dundalk Marine Terminal
D Hawkins Point Terminal
E Locust Point Marine Terminal
F Port Covington Terminal — Western Maryland Railway
G Rukert Terminals Corp.
H Sea Girt Terminal — Canton Co.
I The Terminal Corp.
Inner Harbour and Northwest
I
E
B
G
G
F
H
A
C
D
Fort McHenry
Harbour Tunnel
Middle Branch
Lower Patapsco River
Curtis Bay
Fort Carroll
PATAPSCO RIVER
BALTIMORE
N

*"Reproduced by kind permission of the Port Authority".*

# CHARLESTON [1]

## COLUMBUS STREET TERMINAL



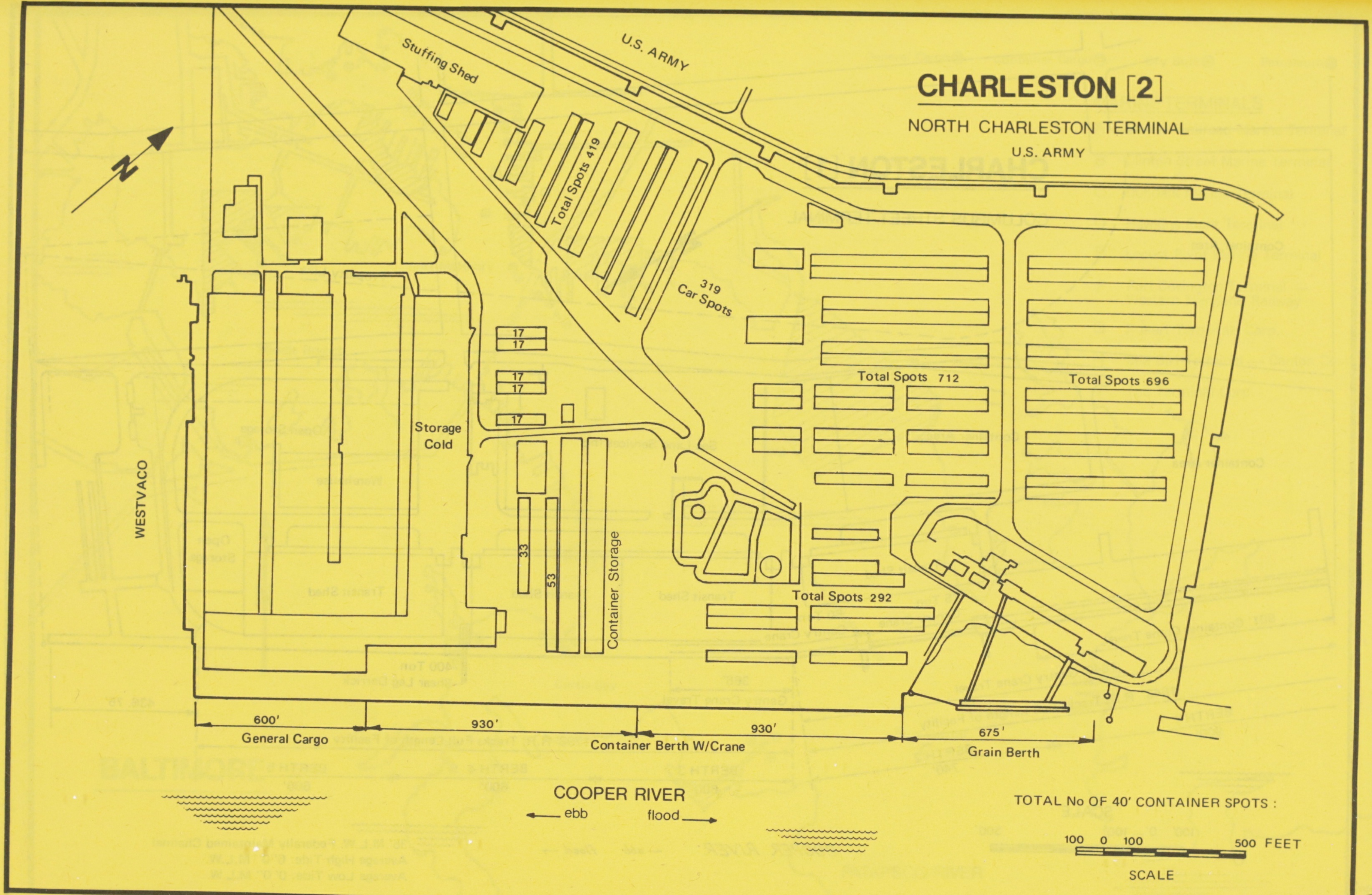
N
Container Area
Container Area
Container Area
Property Line
Sea-Land Services Inc.
Open Storage
Warehouse
Open Storage
Transit Shed
Transit Shed
Transit Shed
Transit Shed
75 Ton Gantry Crane
50 Ton Gantry Crane
400 Ton Shear Leg Derrick
901′ Container Crane Travel
1640′ Gantry Crane Travel
1643′ R.R. Tracks Full Length of Facility
366′ Gantry Crane Travel
1798′ R.R. Tracks Full Length of Facility
436. 75′
BERTH 1 900′
BERTH 2 740′
BERTH 3 600′
BERTH 4 600′
BERTH 5 600′
SCALE
100′ 0′ 100′ 500′
COOPER RIVER
← ebb flood →
35′ M.L.W. Federally Maintained Channel
Average High Tide: 6′ 0″ M.L.W.
Average Low Tide: 0′ 0″ M.L.W.

*"Reproduced by kind permission of the Port Authority".*

# CHARLESTON [2]

## NORTH CHARLESTON TERMINAL

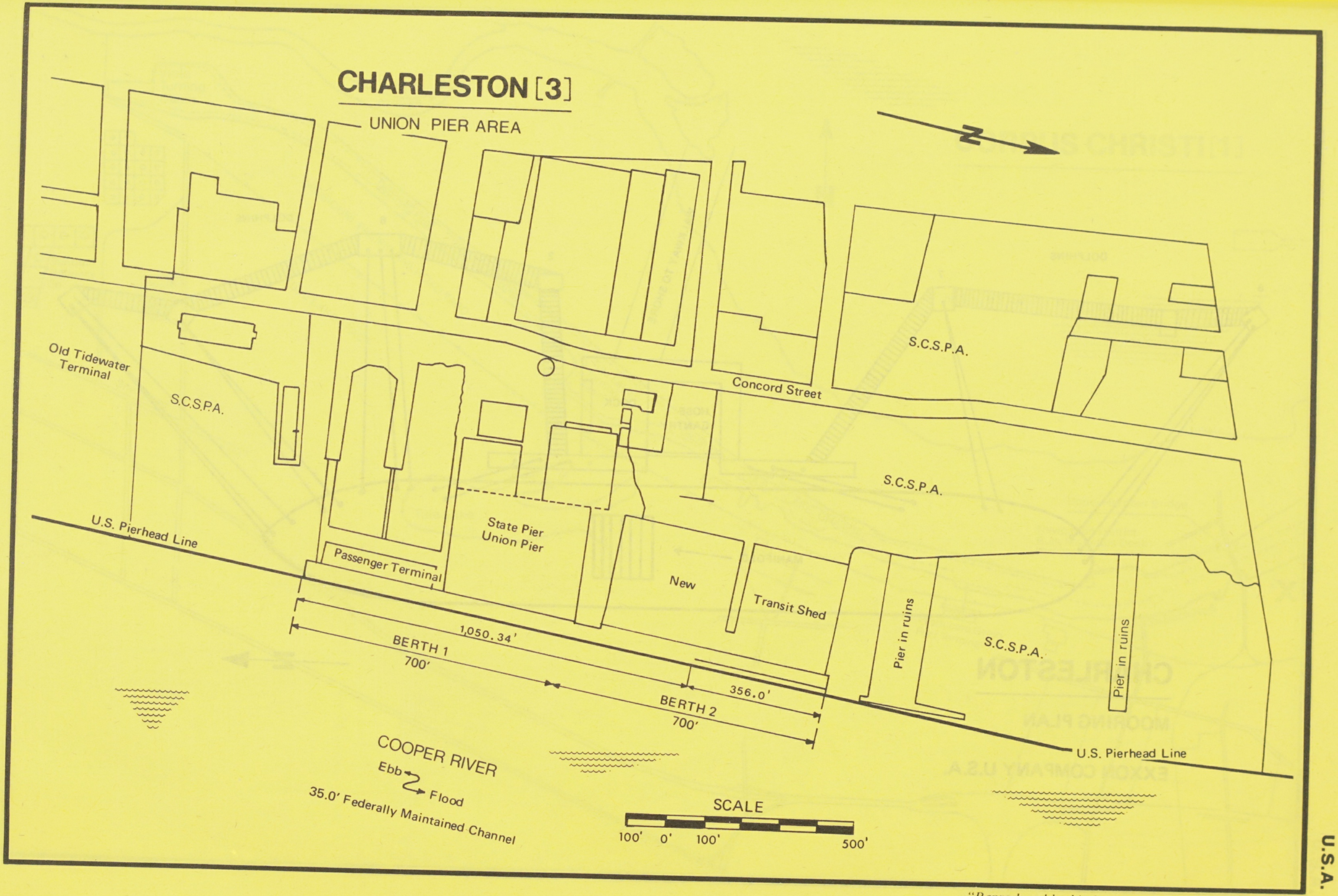
U.S. ARMY


U.S. ARMY
Stuffing Shed
Total Spots 419
319
Car Spots
17
17
17
17
17
Storage
Cold
WESTVACO
33
53
Container Storage
Total Spots 712
Total Spots 696
Total Spots 292
600'
General Cargo
930'
Container Berth W/Crane
930'
675'
Grain Berth
COOPER RIVER
ebb
flood
TOTAL No OF 40' CONTAINER SPOTS :
100 0 100 500 FEET
SCALE

*"Reproduced by kind permission of the Port Authority".*

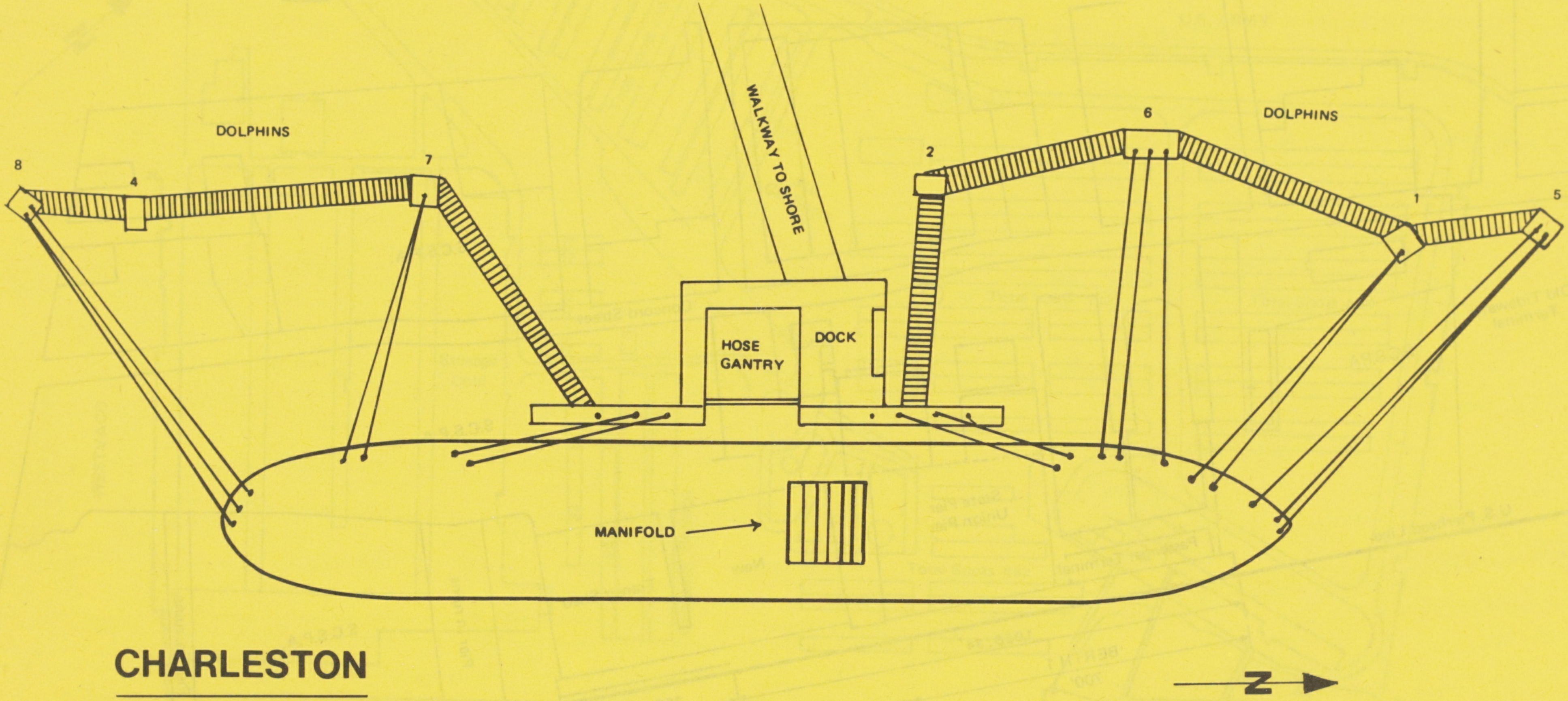
# CHARLESTON [3]

## UNION PIER AREA



N
Old Tidewater Terminal
S.C.S.P.A.
Concord Street
S.C.S.P.A.
S.C.S.P.A.
State Pier
Union Pier
Passenger Terminal
New
Transit Shed
Pier in ruins
S.C.S.P.A.
Pier in ruins
U.S. Pierhead Line
1,050.34'
BERTH 1
700'
356.0'
BERTH 2
700'
U.S. Pierhead Line
COOPER RIVER
Ebb
Flood
35.0' Federally Maintained Channel
SCALE
100'
0'
100'
500'

"Reproduced by kind permission of the Port Authority".

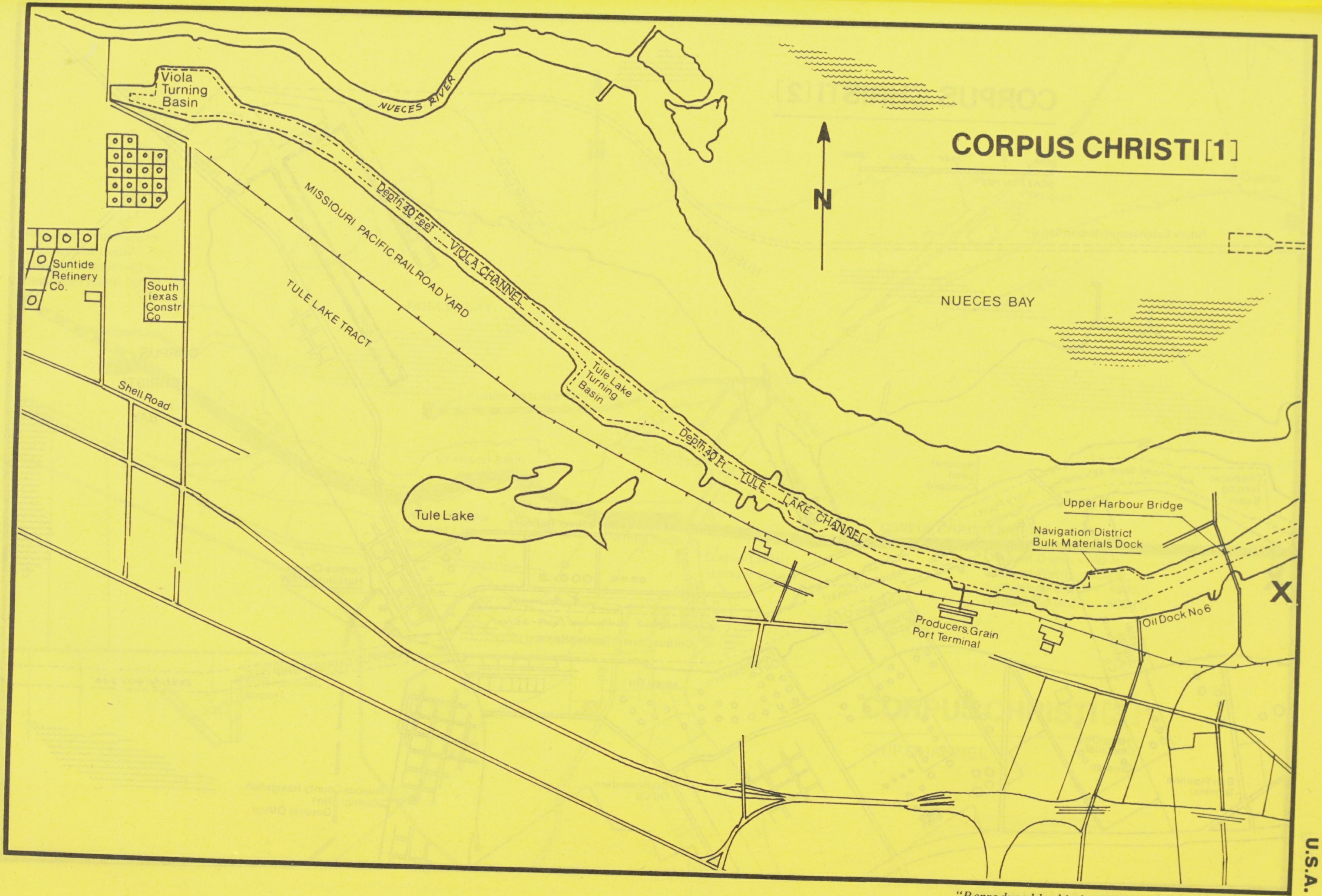

DOLPHINS
DOLPHINS
8
4
7
2
6
1
5
WALKWAY TO SHORE
HOSE GANTRY
DOCK
MANIFOLD
N

## CHARLESTON

**MOORING PLAN**

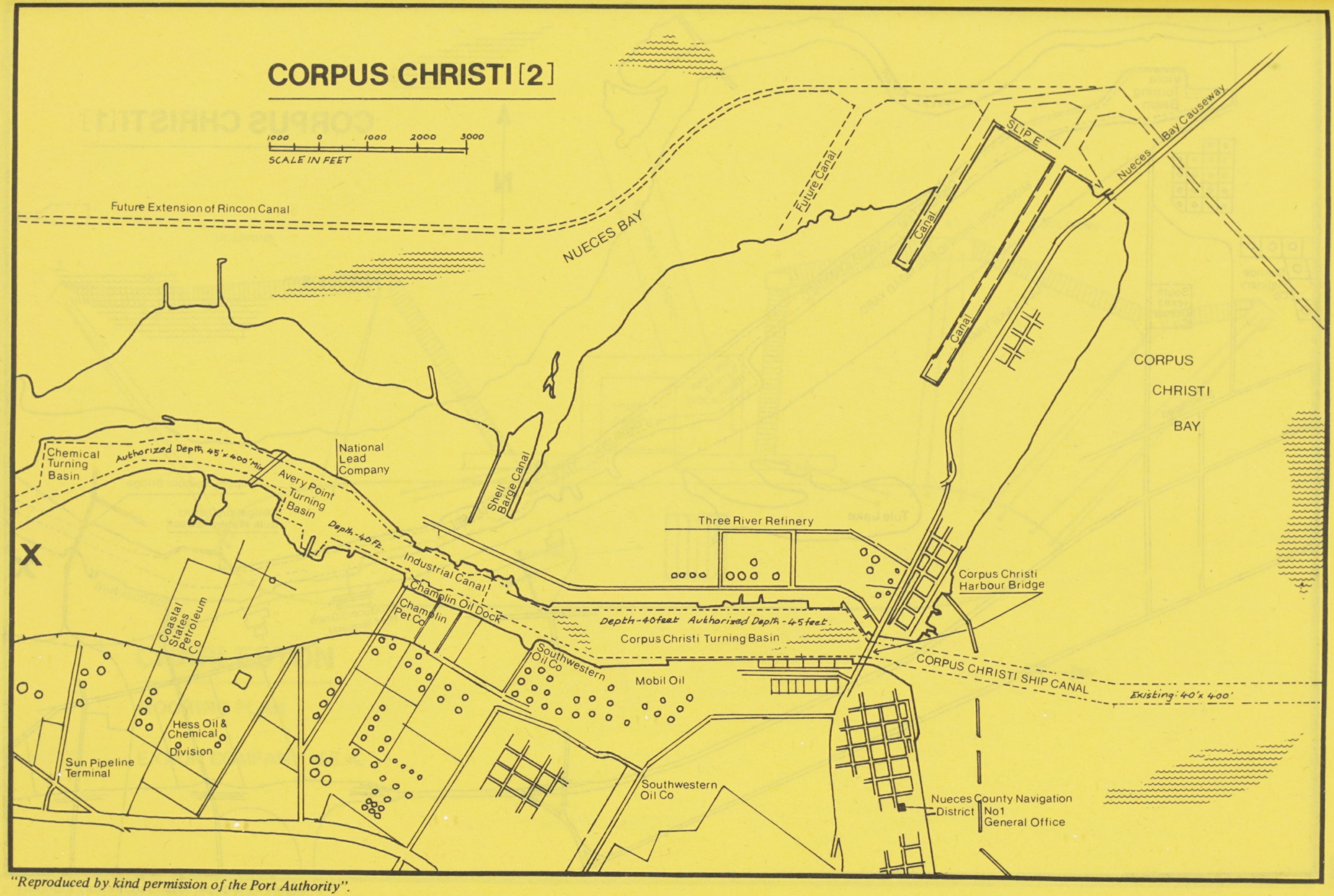
**EXXON COMPANY U.S.A.**

*"Reproduced by kind permission of the Port Authority".*

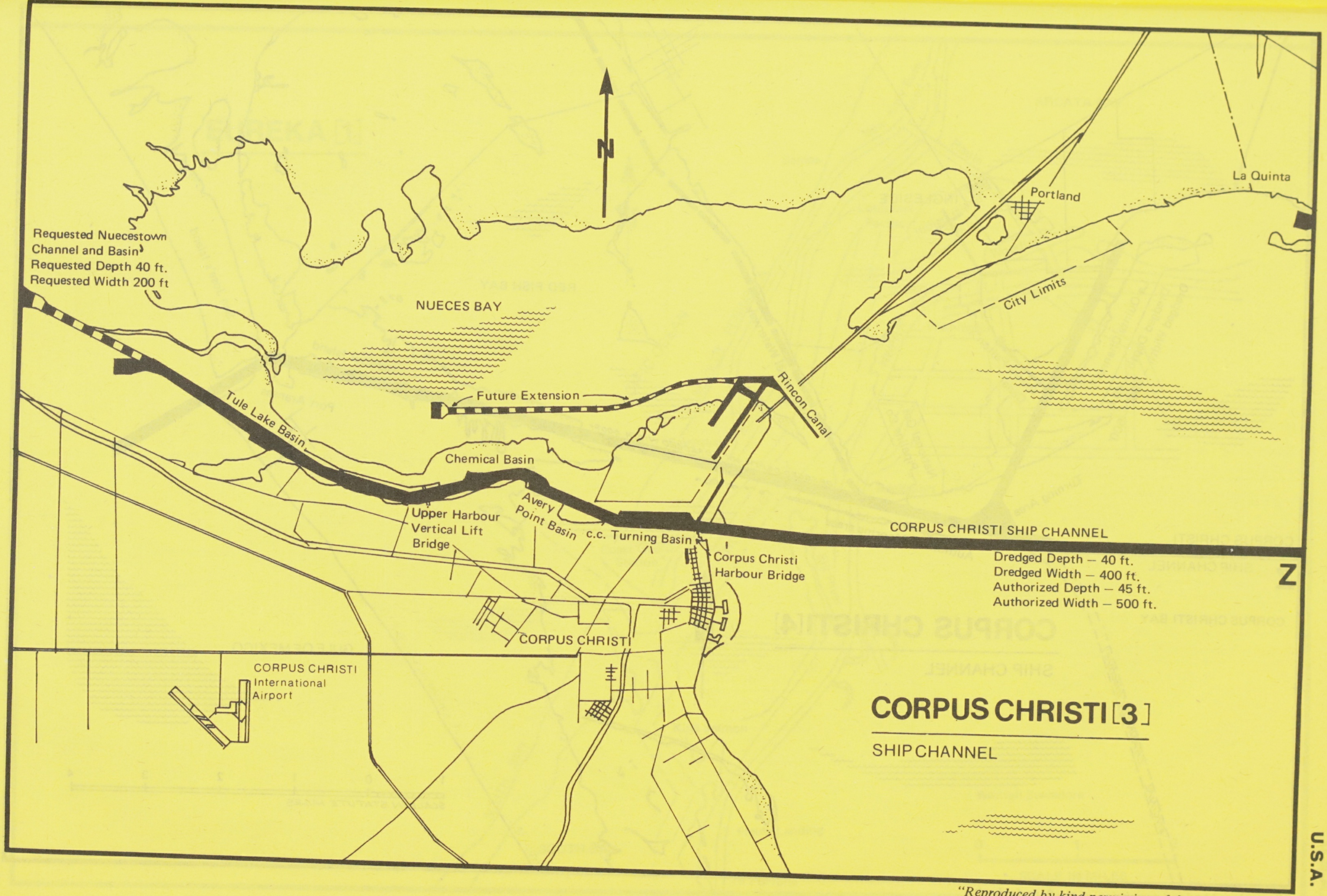

CORPUS CHRISTI [1]
N
NUECES RIVER
NUECES BAY
Viola Turning Basin
Depth 40 Feet
VIOLA CHANNEL
MISSIOURI PACIFIC RAIL ROAD YARD
TULE LAKE TRACT
Suntide Refinery Co.
South Texas Constr Co
Shell Road
Tule Lake Turning Basin
Depth 40 Ft
TULE LAKE CHANNEL
Tule Lake
Upper Harbour Bridge
Navigation District Bulk Materials Dock
X
Oil Dock No 6
Producers Grain Port Terminal

*"Reproduced by kind permission of the Port Authority".*

# CORPUS CHRISTI [2]


1000 0 1000 2000 3000
SCALE IN FEET
Future Extension of Rincon Canal
NUECES BAY
Future Canal
Canal
SLIPE
Canal
Nueces Bay Causeway
CORPUS CHRISTI BAY
Chemical Turning Basin
Authorized Depth 45' x 400' Min
Avery Point Turning Basin
National Lead Company
Shell Barge Canal
Depth 40 Ft.
Industrial Canal
Three River Refinery
Corpus Christi Harbour Bridge
X
Coastal States Petroleum Co
Champlin Oil Dock
Champlin Pet Co
Depth-40feet Authorized Depth-45feet.
Corpus Christi Turning Basin
CORPUS CHRISTI SHIP CANAL
Existing: 40' x 400'
Southwestern Oil Co
Mobil Oil
Hess Oil & Chemical Division
Sun Pipeline Terminal
Southwestern Oil Co
Nueces County Navigation District No1 General Office

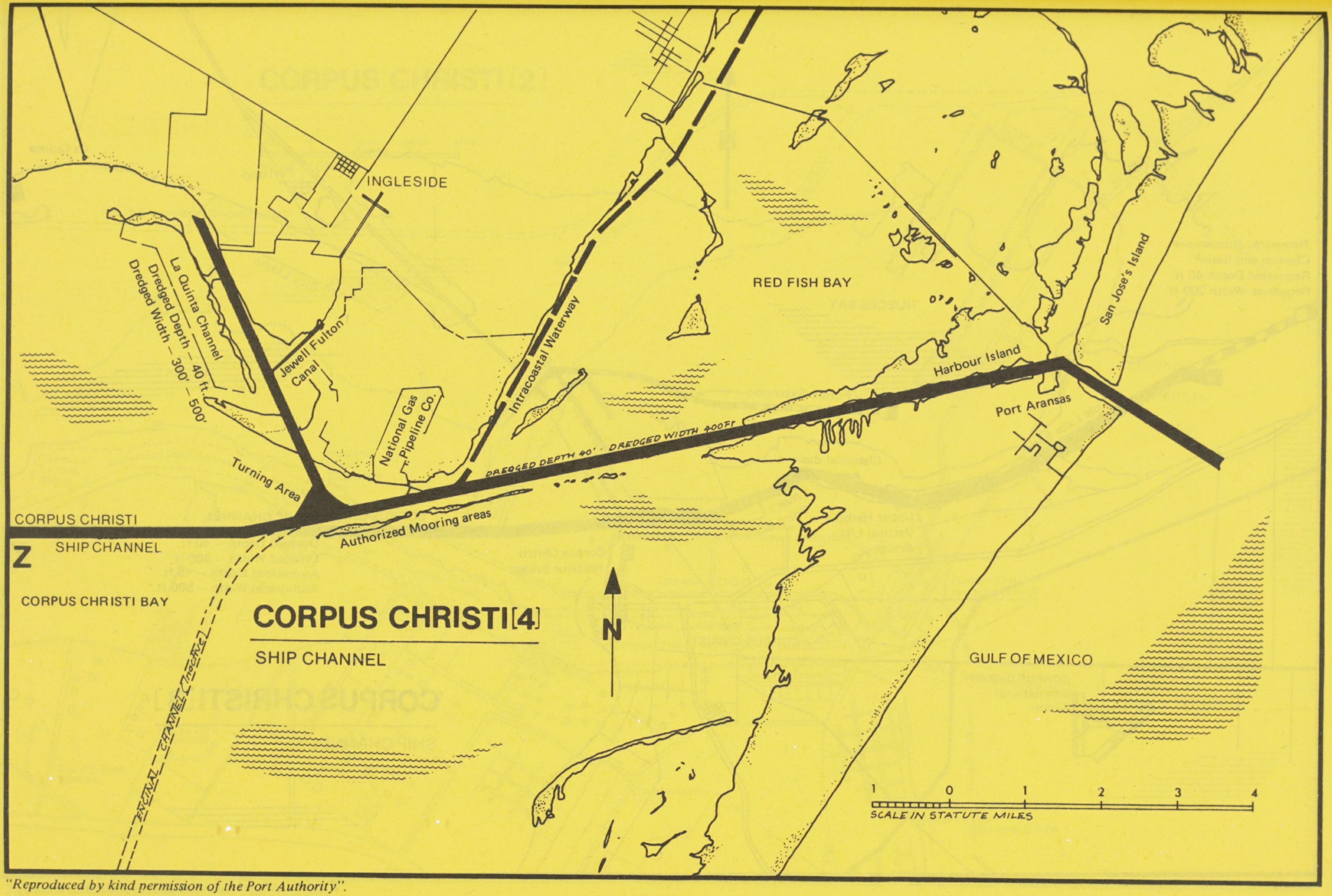
*"Reproduced by kind permission of the Port Authority".*


N
La Quinta
Portland
City Limits
Requested Nuecestown
Channel and Basin
Requested Depth 40 ft.
Requested Width 200 ft
NUECES BAY
Future Extension
Rincon Canal
Tule Lake Basin
Chemical Basin
Avery
Point Basin
Upper Harbour
Vertical Lift
Bridge
c.c. Turning Basin
Corpus Christi
Harbour Bridge
CORPUS CHRISTI SHIP CHANNEL
Dredged Depth – 40 ft.
Dredged Width – 400 ft.
Authorized Depth – 45 ft.
Authorized Width – 500 ft.
Z
CORPUS CHRISTI
CORPUS CHRISTI
International
Airport

## CORPUS CHRISTI [3]

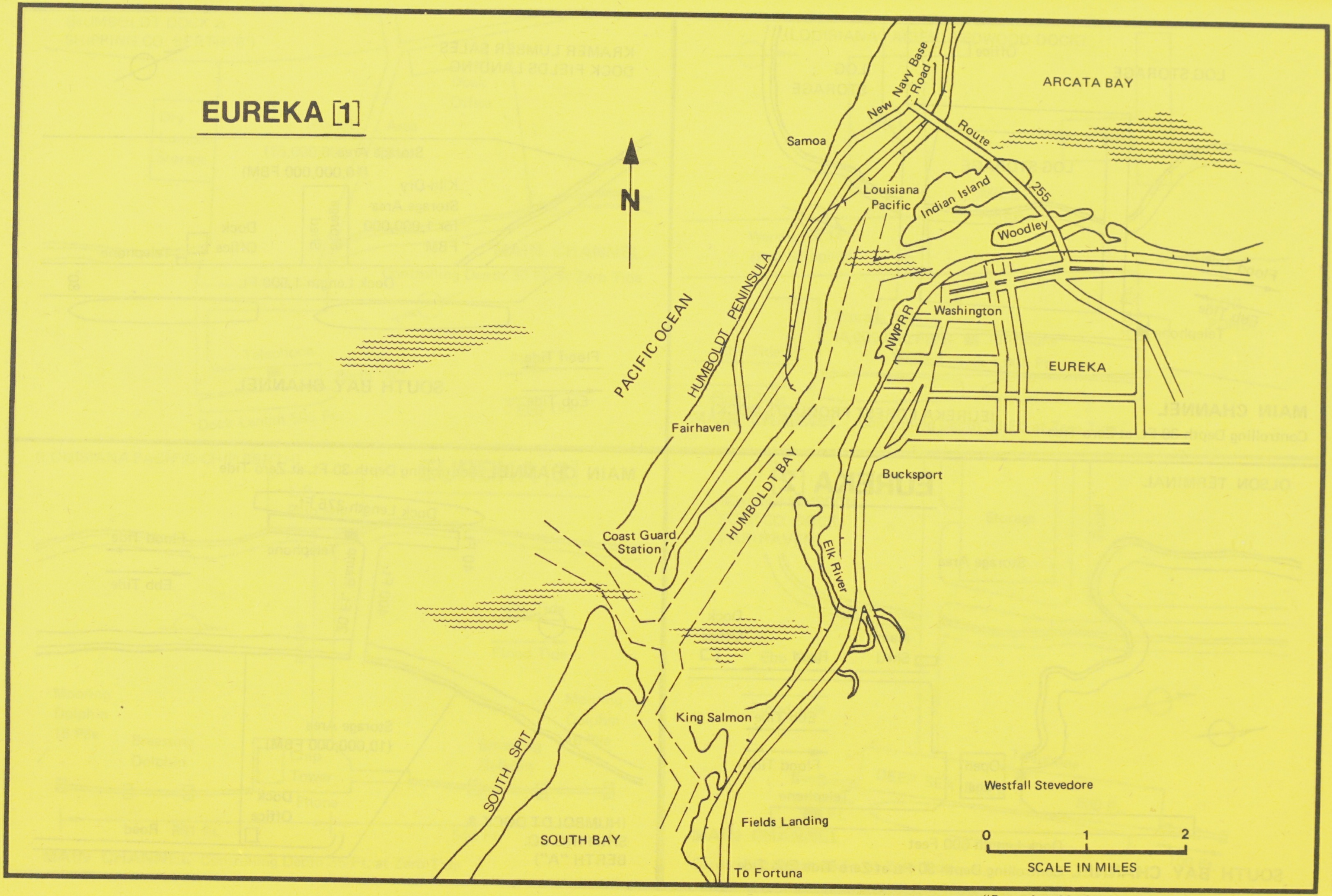
SHIP CHANNEL

*"Reproduced by kind permission of the Port Authority".*


INGLESIDE
La Quinta Channel
Dredged Depth – 40 ft.
Dredged Width – 300'–500'
Jewell Fulton Canal
National Gas Pipeline Co.
Intracoastal Waterway
RED FISH BAY
San Jose's Island
Harbour Island
Port Aransas
DREDGED DEPTH 40' DREDGED WIDTH 400FT
Turning Area
Authorized Mooring areas
CORPUS CHRISTI
SHIP CHANNEL
Z
CORPUS CHRISTI BAY
CORPUS CHRISTI[4]
SHIP CHANNEL
N
ENCINAL CHANNEL (Inactive)
GULF OF MEXICO
1 0 1 2 3 4
SCALE IN STATUTE MILES

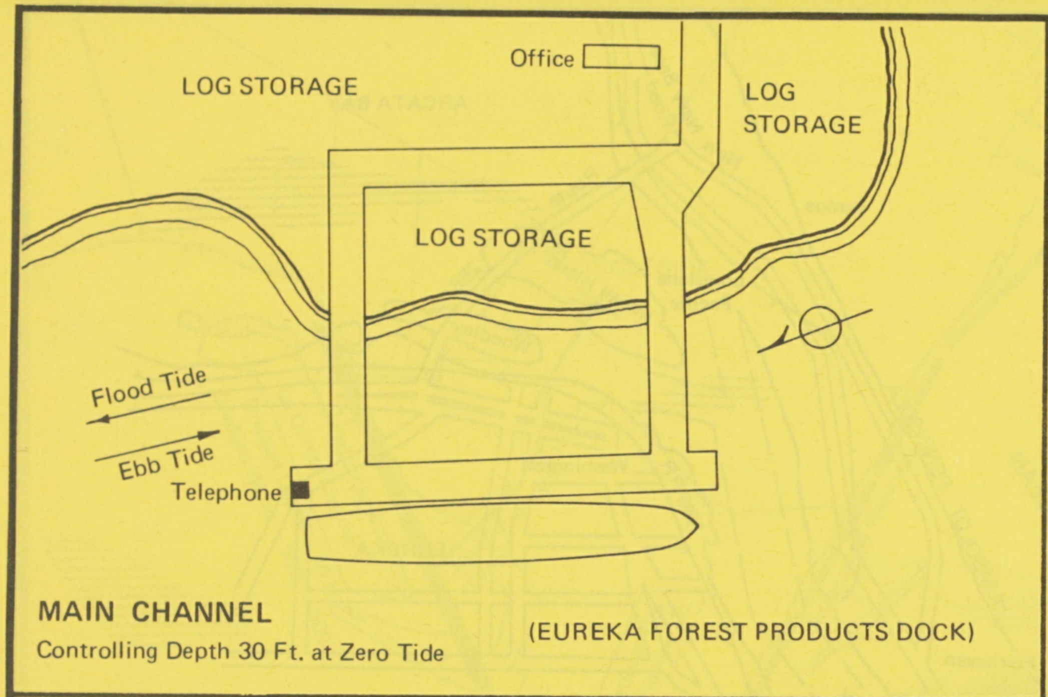
*"Reproduced by kind permission of the Port Authority".*

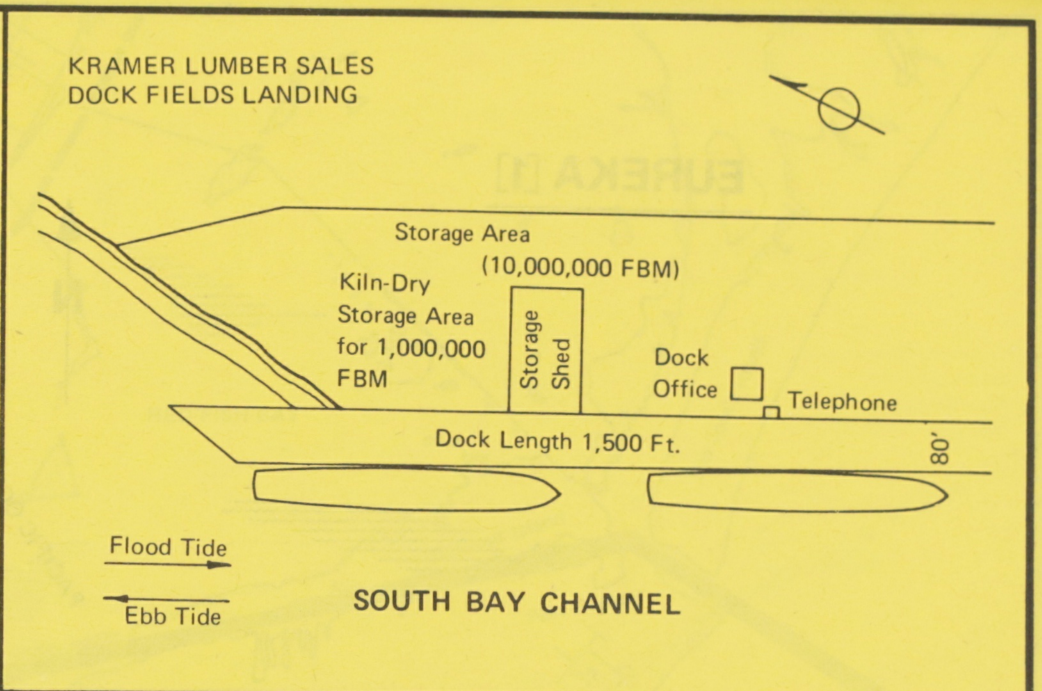
# EUREKA [1]

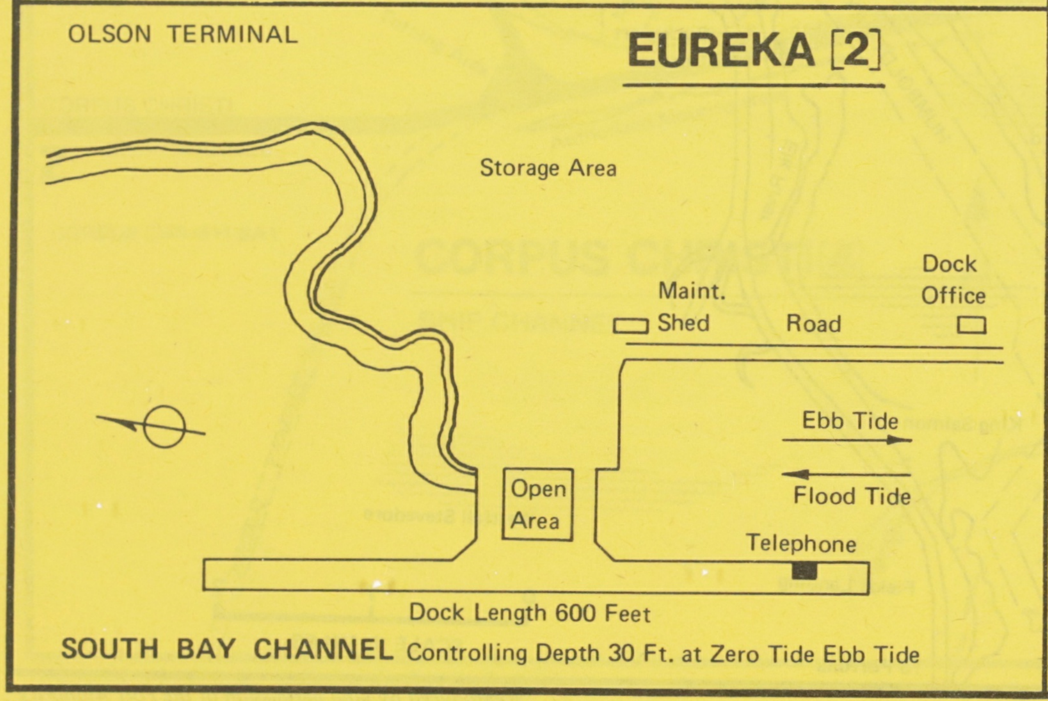

N
ARCATA BAY
New Navy Base Road
Route 255
Samoa
Louisiana Pacific
Indian Island
Woodley
Washington
NWPRR
EUREKA
PACIFIC OCEAN
HUMBOLDT PENINSULA
HUMBOLDT BAY
Fairhaven
Bucksport
Coast Guard Station
Elk River
King Salmon
SOUTH SPIT
Westfall Stevedore
Fields Landing
SOUTH BAY
To Fortuna
0
1
2
SCALE IN MILES

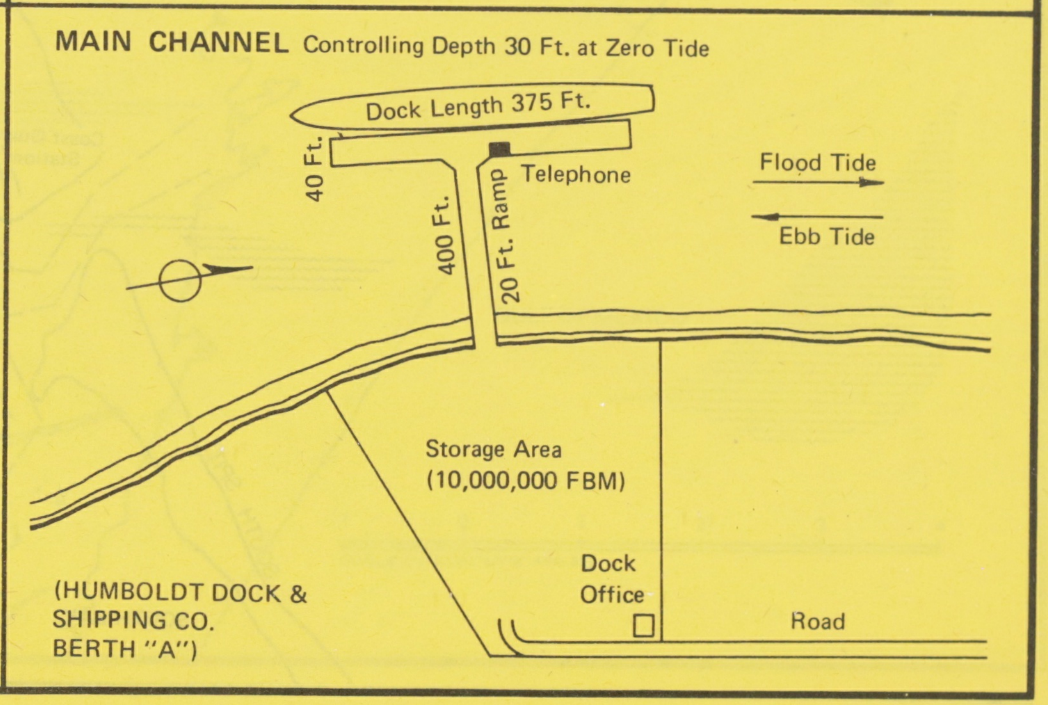
*"Reproduced by kind permission of the Port Authority".*

# EUREKA [2]

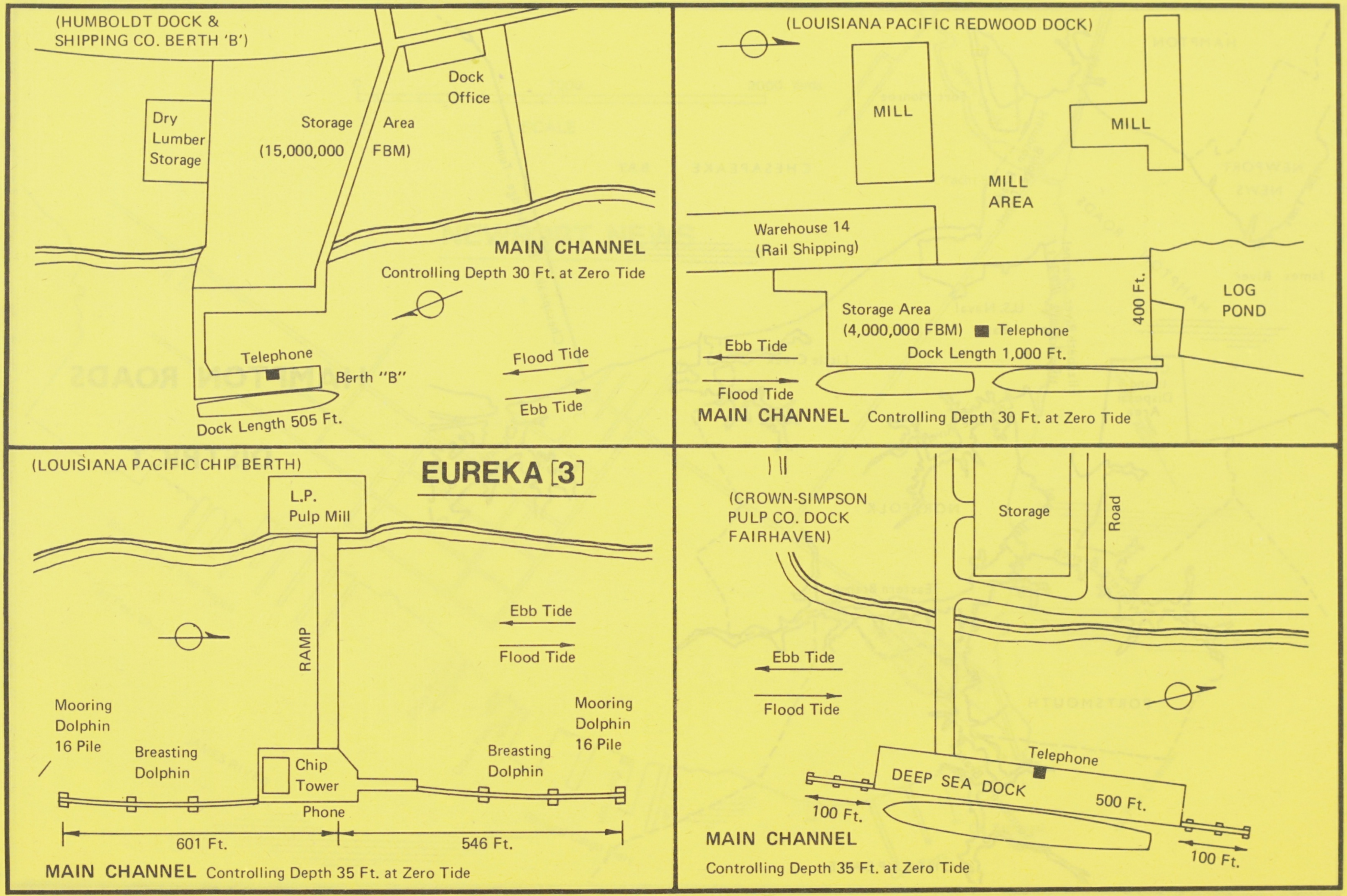

Office
LOG STORAGE
LOG STORAGE
LOG STORAGE
Flood Tide
Ebb Tide
Telephone
MAIN CHANNEL
Controlling Depth 30 Ft. at Zero Tide
(EUREKA FOREST PRODUCTS DOCK)


KRAMER LUMBER SALES
DOCK FIELDS LANDING
Storage Area
(10,000,000 FBM)
Kiln-Dry
Storage Area
for 1,000,000
FBM
Storage Shed
Dock
Office
Telephone
Dock Length 1,500 Ft.
80'
Flood Tide
Ebb Tide
SOUTH BAY CHANNEL

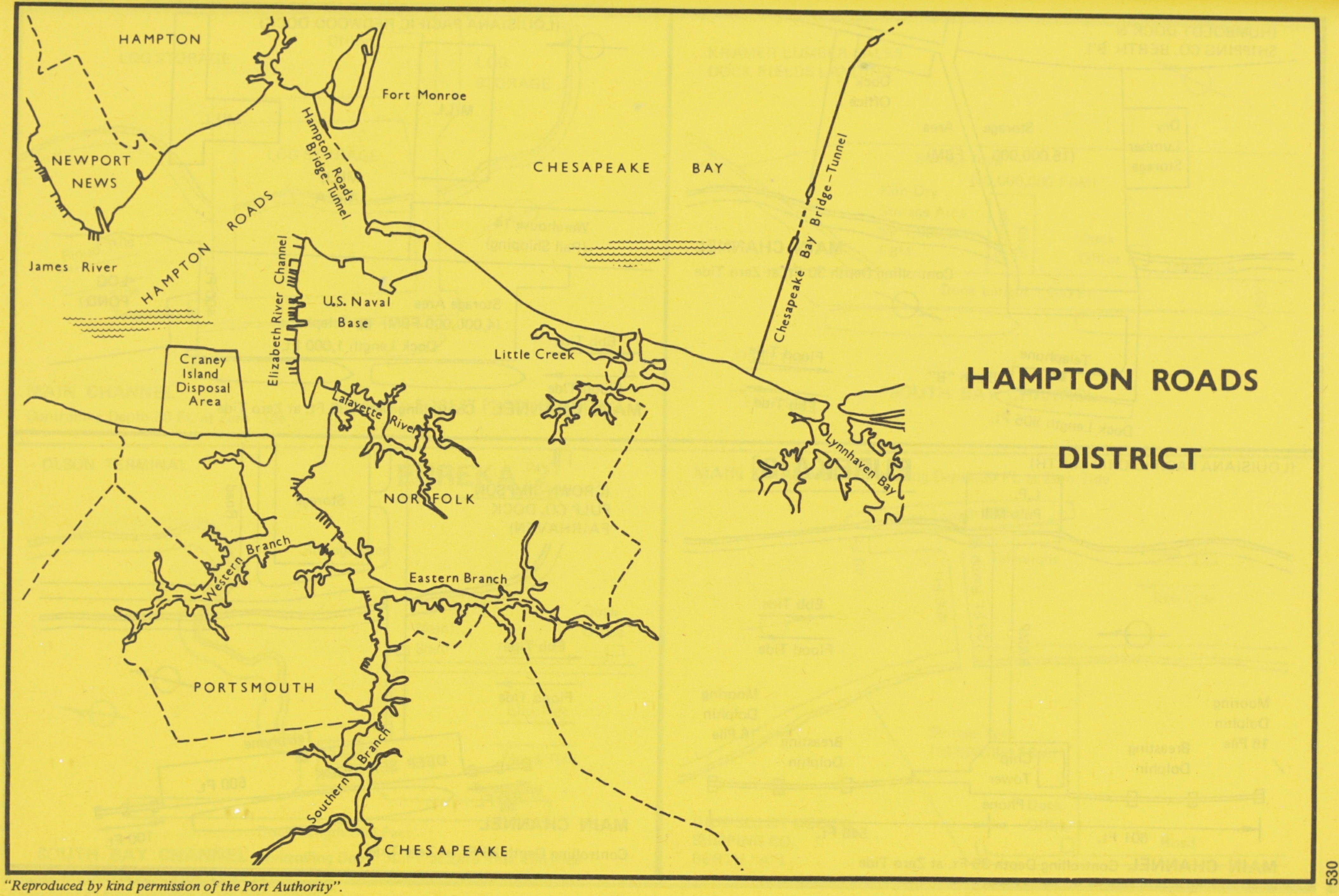

OLSON TERMINAL
Storage Area
Maint.
Shed
Road
Dock
Office
Ebb Tide
Flood Tide
Open
Area
Telephone
Dock Length 600 Feet
SOUTH BAY CHANNEL Controlling Depth 30 Ft. at Zero Tide Ebb Tide


MAIN CHANNEL Controlling Depth 30 Ft. at Zero Tide
Dock Length 375 Ft.
40 Ft.
400 Ft.
20 Ft. Ramp
Telephone
Flood Tide
Ebb Tide
Storage Area
(10,000,000 FBM)
Dock
Office
Road
(HUMBOLDT DOCK &
SHIPPING CO.
BERTH "A")

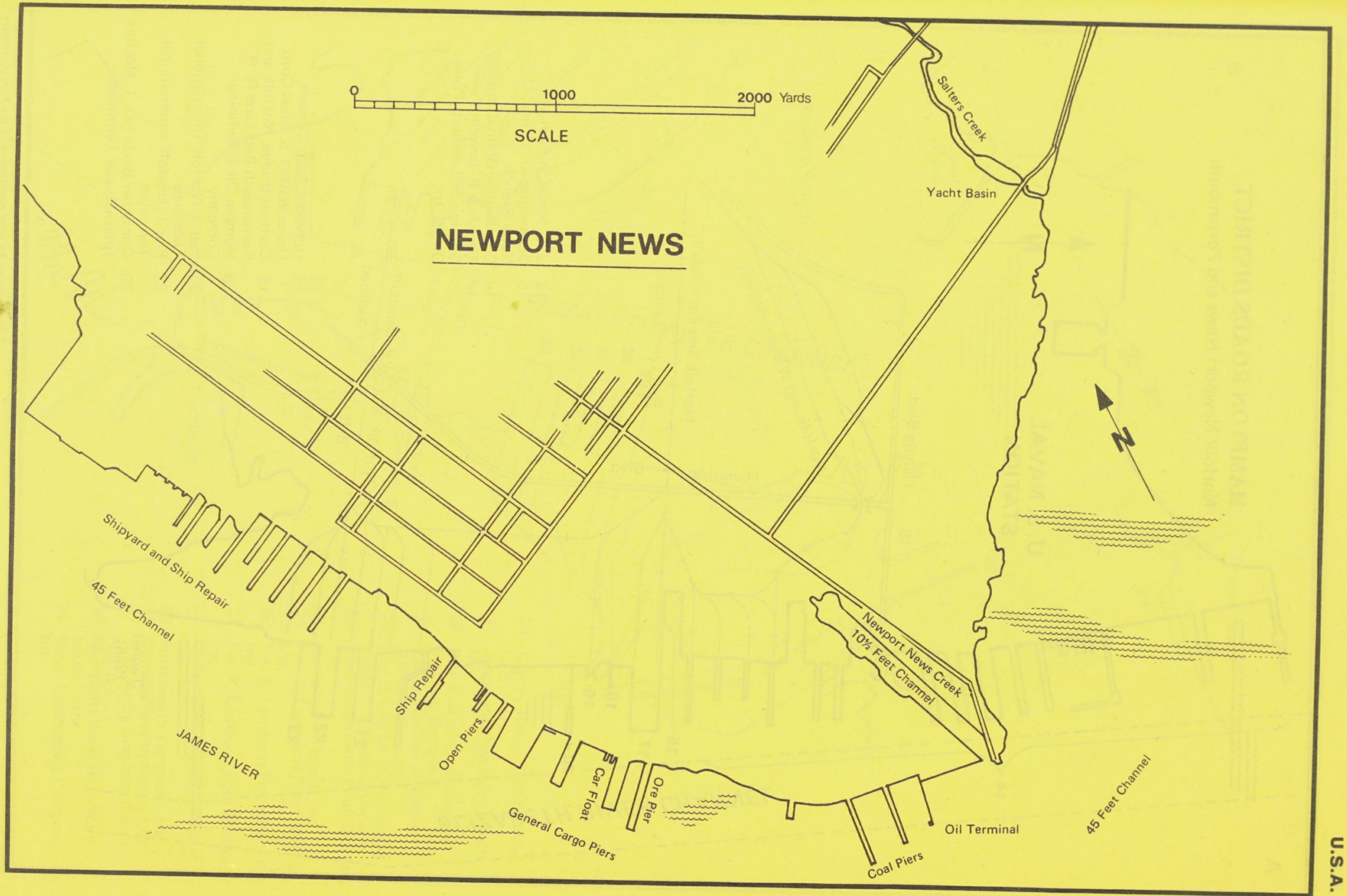
*"Reproduced by kind permission of the Port Authority".*


EUREKA [3]
(HUMBOLDT DOCK & SHIPPING CO. BERTH 'B')
Dry Lumber Storage
Storage Area (15,000,000 FBM)
Dock Office
MAIN CHANNEL
Controlling Depth 30 Ft. at Zero Tide
Telephone
Berth "B"
Flood Tide
Ebb Tide
Dock Length 505 Ft.
(LOUISIANA PACIFIC REDWOOD DOCK)
MILL
MILL
MILL AREA
Warehouse 14 (Rail Shipping)
LOG POND
400 Ft.
Storage Area (4,000,000 FBM)
Telephone
Dock Length 1,000 Ft.
Ebb Tide
Flood Tide
MAIN CHANNEL
Controlling Depth 30 Ft. at Zero Tide
(LOUISIANA PACIFIC CHIP BERTH)
L.P. Pulp Mill
RAMP
Ebb Tide
Flood Tide
Mooring Dolphin 16 Pile
Breasting Dolphin
Chip Tower
Phone
Breasting Dolphin
Mooring Dolphin 16 Pile
601 Ft.
546 Ft.
MAIN CHANNEL
Controlling Depth 35 Ft. at Zero Tide
(CROWN-SIMPSON PULP CO. DOCK FAIRHAVEN)
Storage
Road
Ebb Tide
Flood Tide
Telephone
DEEP SEA DOCK
500 Ft.
100 Ft.
100 Ft.
MAIN CHANNEL
Controlling Depth 35 Ft. at Zero Tide

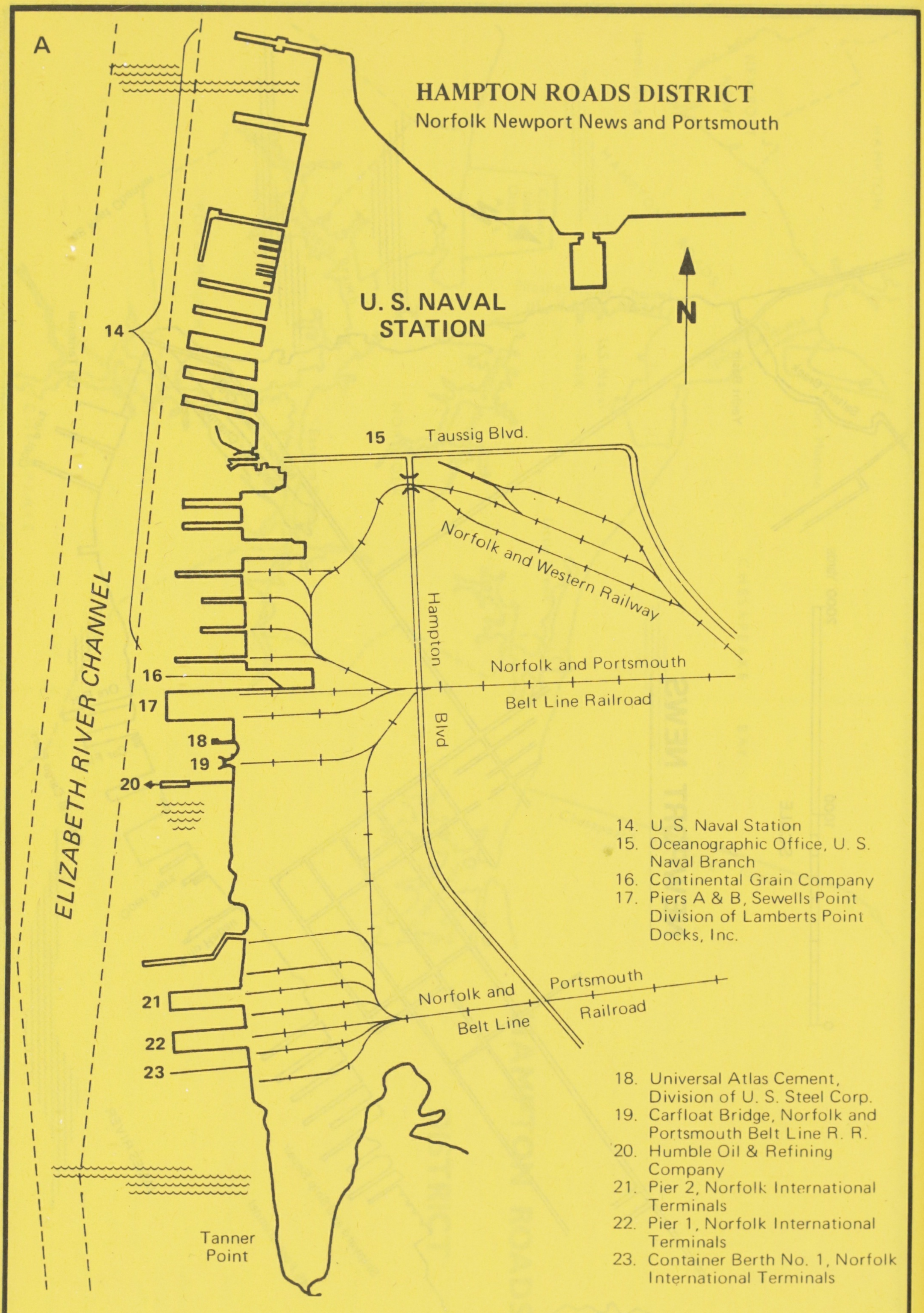
"Reproduced by kind permission of the Port Authority".


HAMPTON ROADS
DISTRICT
HAMPTON
Fort Monroe
Hampton Roads Bridge-Tunnel
CHESAPEAKE BAY
NEWPORT NEWS
HAMPTON ROADS
James River
Elizabeth River Channel
U.S. Naval Base
Chesapeake Bay Bridge-Tunnel
Little Creek
Craney Island Disposal Area
Lafayette River
Lynnhaven Bay
NORFOLK
Western Branch
Eastern Branch
PORTSMOUTH
Southern Branch
CHESAPEAKE

*"Reproduced by kind permission of the Port Authority".*


NEWPORT NEWS
0
1000
2000 Yards
SCALE
Salters Creek
Yacht Basin
N
Shipyard and Ship Repair
45 Feet Channel
JAMES RIVER
Ship Repair
Open Piers
General Cargo Piers
Car Float
Ore Pier
Coal Piers
Oil Terminal
45 Feet Channel
Newport News Creek
10½ Feet Channel

*"Reproduced by kind permission of the Port Authority".*



A
U. S. NAVAL STATION
N
14
15
Taussig Blvd.
Norfolk and Western Railway
Hampton Blvd
Norfolk and Portsmouth Belt Line Railroad
16
17
18
19
20
ELIZABETH RIVER CHANNEL
21
22
23
Norfolk and Portsmouth Belt Line Railroad
Tanner Point

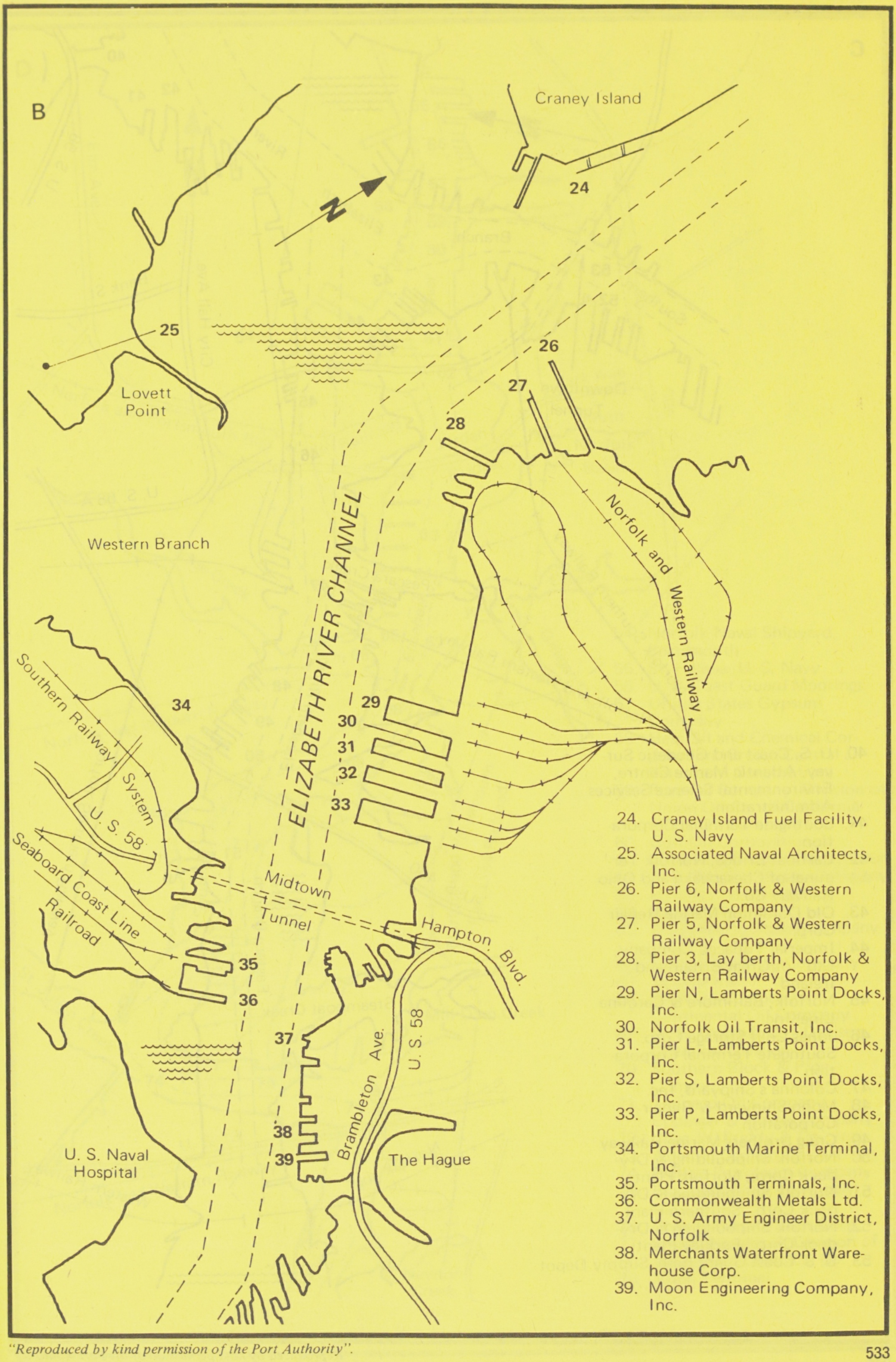
## HAMPTON ROADS DISTRICT

Norfolk Newport News and Portsmouth

14. U. S. Naval Station
15. Oceanographic Office, U. S. Naval Branch
16. Continental Grain Company
17. Piers A & B, Sewells Point Division of Lamberts Point Docks, Inc.

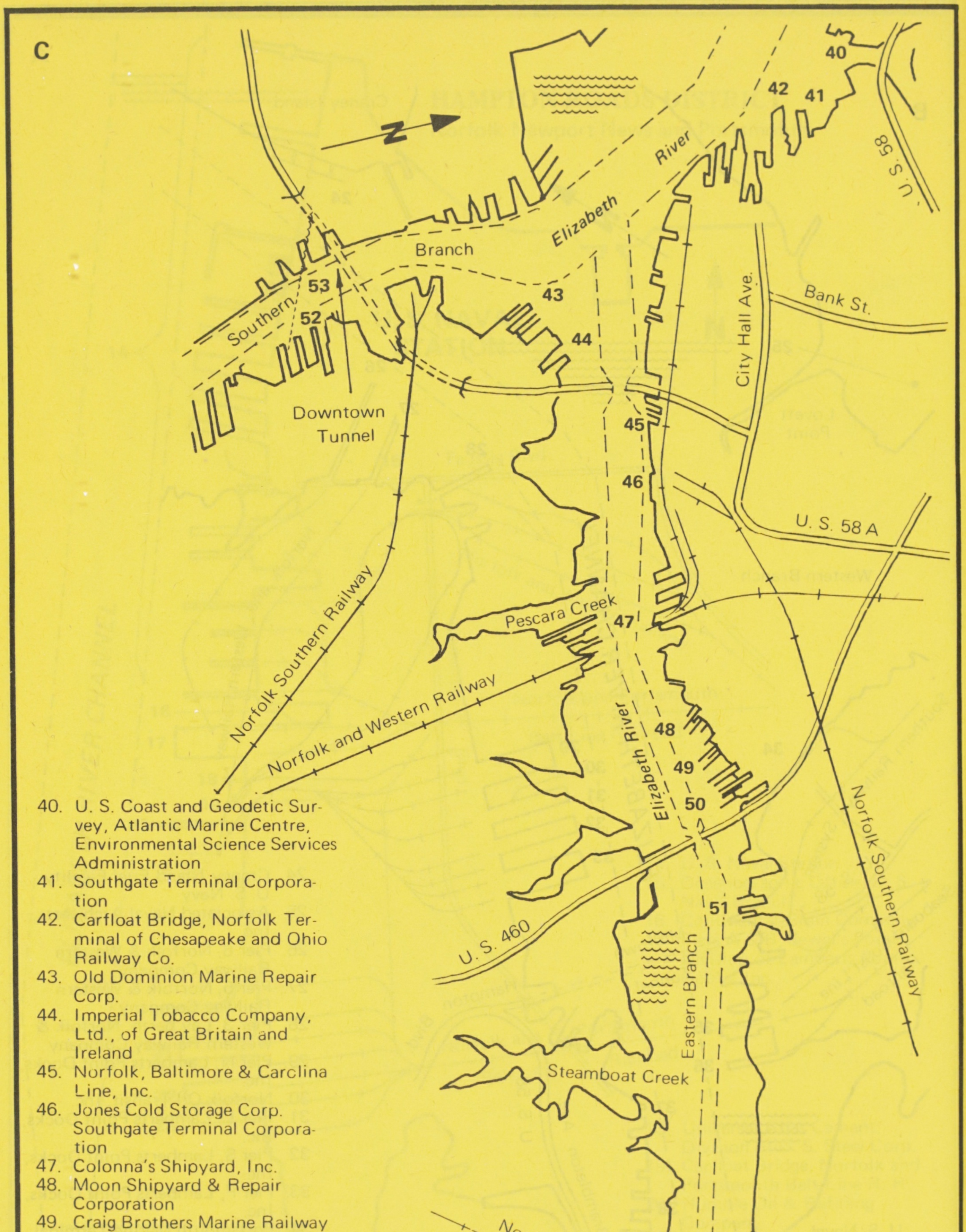
18. Universal Atlas Cement, Division of U. S. Steel Corp.
19. Carfloat Bridge, Norfolk and Portsmouth Belt Line R. R.
20. Humble Oil & Refining Company
21. Pier 2, Norfolk International Terminals
22. Pier 1, Norfolk International Terminals
23. Container Berth No. 1, Norfolk International Terminals

*"Reproduced by kind permission of the Port Authority".*


B
N
Craney Island
24
25
Lovett Point
26
27
28
Western Branch
ELIZABETH RIVER CHANNEL
Norfolk and Western Railway
29
30
31
32
33
34
Southern Railway System
U. S. 58
Seaboard Coast Line Railroad
Midtown Tunnel
Hampton Blvd.
35
36
37
38
39
Brambleton Ave.
U. S. 58
U. S. Naval Hospital
The Hague

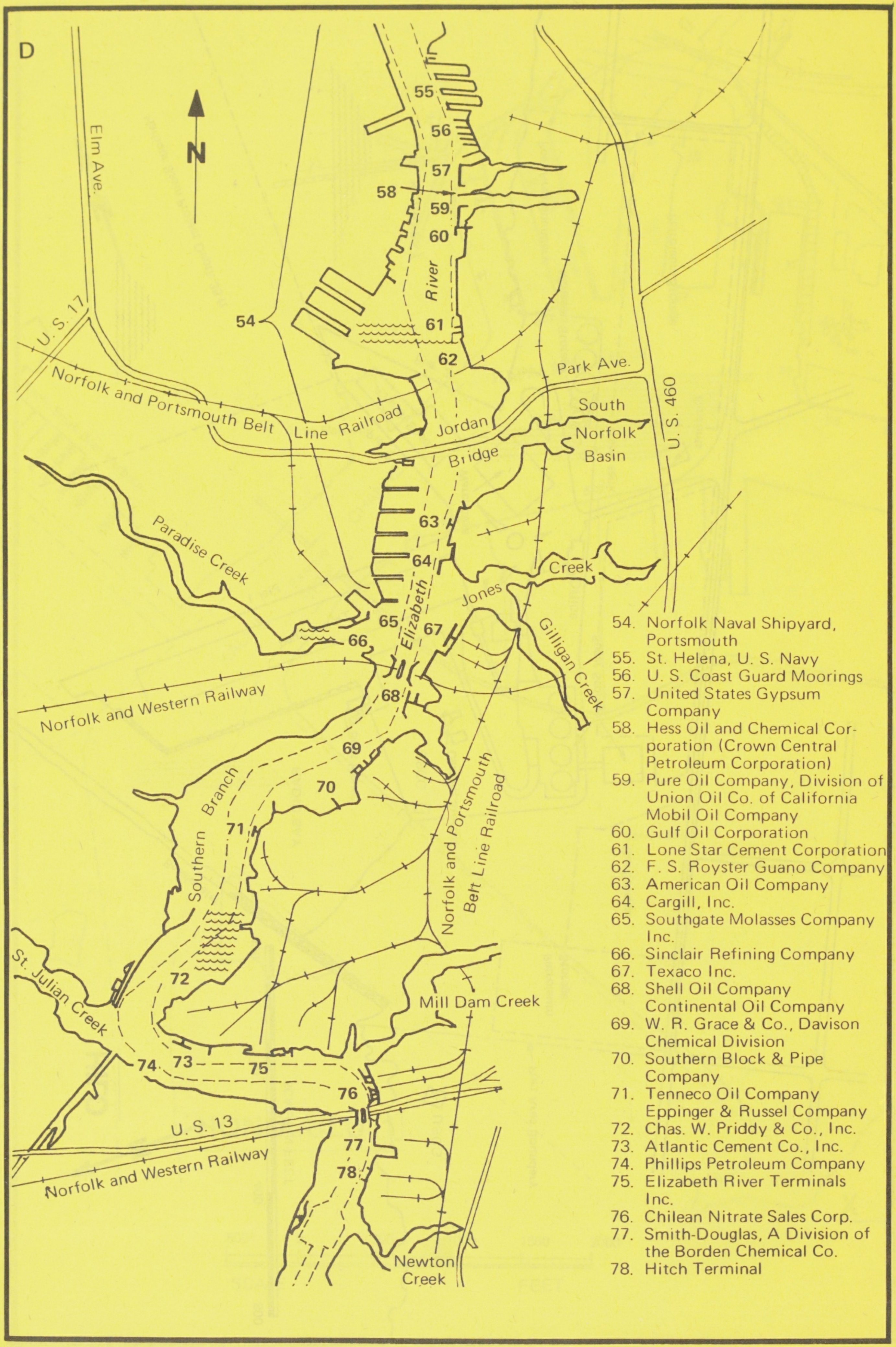
24. Craney Island Fuel Facility, U. S. Navy
25. Associated Naval Architects, Inc.
26. Pier 6, Norfolk & Western Railway Company
27. Pier 5, Norfolk & Western Railway Company
28. Pier 3, Lay berth, Norfolk & Western Railway Company
29. Pier N, Lamberts Point Docks, Inc.
30. Norfolk Oil Transit, Inc.
31. Pier L, Lamberts Point Docks, Inc.
32. Pier S, Lamberts Point Docks, Inc.
33. Pier P, Lamberts Point Docks, Inc.
34. Portsmouth Marine Terminal, Inc.
35. Portsmouth Terminals, Inc.
36. Commonwealth Metals Ltd.
37. U. S. Army Engineer District, Norfolk
38. Merchants Waterfront Warehouse Corp.
39. Moon Engineering Company, Inc.

*"Reproduced by kind permission of the Port Authority".*


C
Z
40
42
41
U. S. 58
River
Elizabeth
Branch
Southern
53
52
43
44
Bank St.
City Hall Ave.
Downtown
Tunnel
45
46
U. S. 58 A
Norfolk Southern Railway
Pescara Creek
47
Norfolk and Western Railway
Elizabeth River
48
49
50
Norfolk Southern Railway
51
U. S. 460
Eastern Branch
Steamboat Creek
Norfolk and
Western Railway

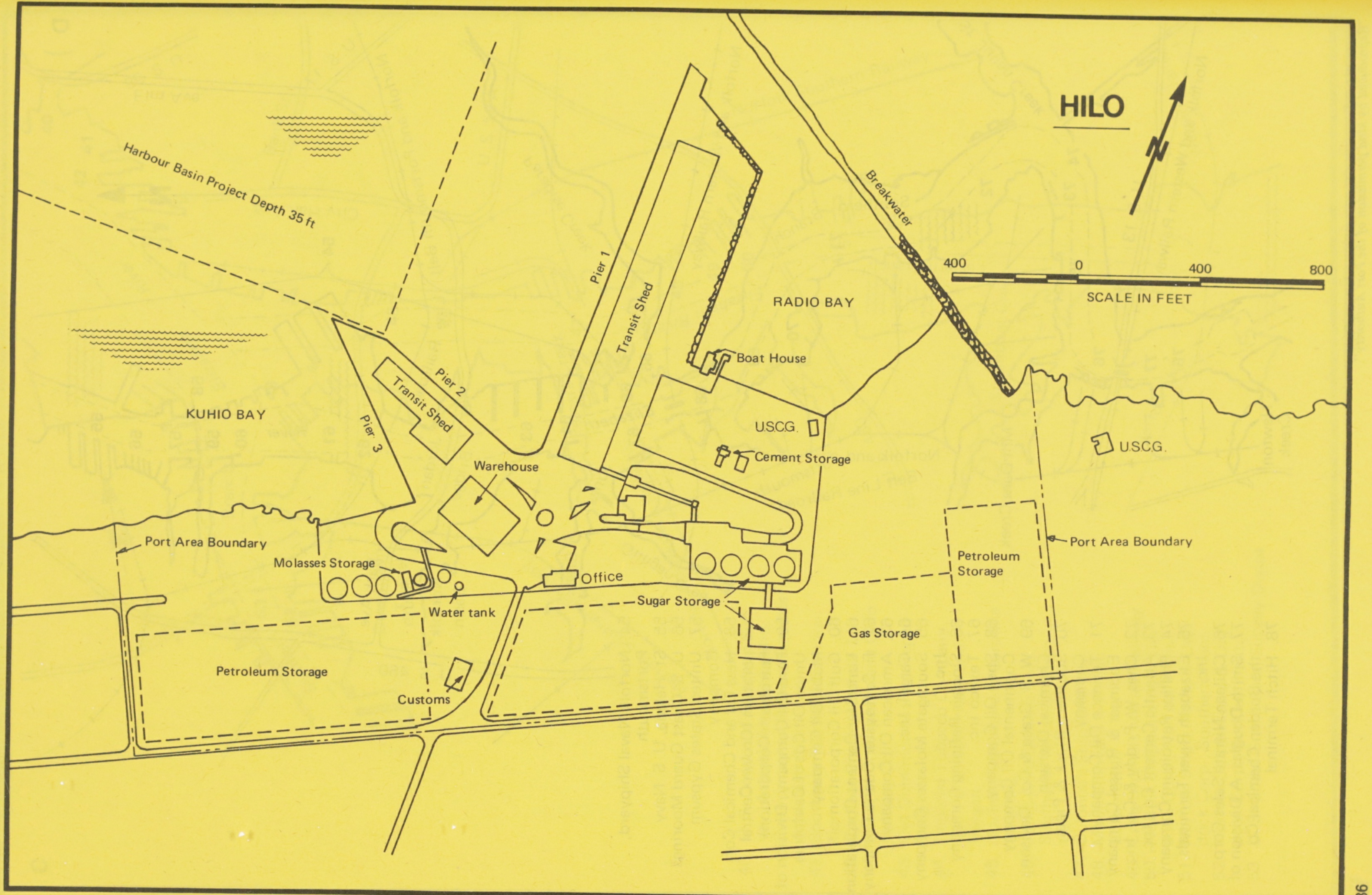
40. U. S. Coast and Geodetic Survey, Atlantic Marine Centre, Environmental Science Services Administration
41. Southgate Terminal Corporation
42. Carfloat Bridge, Norfolk Terminal of Chesapeake and Ohio Railway Co.
43. Old Dominion Marine Repair Corp.
44. Imperial Tobacco Company, Ltd., of Great Britain and Ireland
45. Norfolk, Baltimore & Carolina Line, Inc.
46. Jones Cold Storage Corp. Southgate Terminal Corporation
47. Colonna's Shipyard, Inc.
48. Moon Shipyard & Repair Corporation
49. Craig Brothers Marine Railway
50. Norfolk Shipbuilding & Drydock Corp., Norfolk Plant
51. Norfolk Shipbuilding & Drydock Corp., Southern Plant
52. Norfolk Shipbuilding & Drydock Corp., Berkley Plant
53. U. S. Coast Guard Base, Supply Depot

*"Reproduced by kind permission of the Port Authority".*

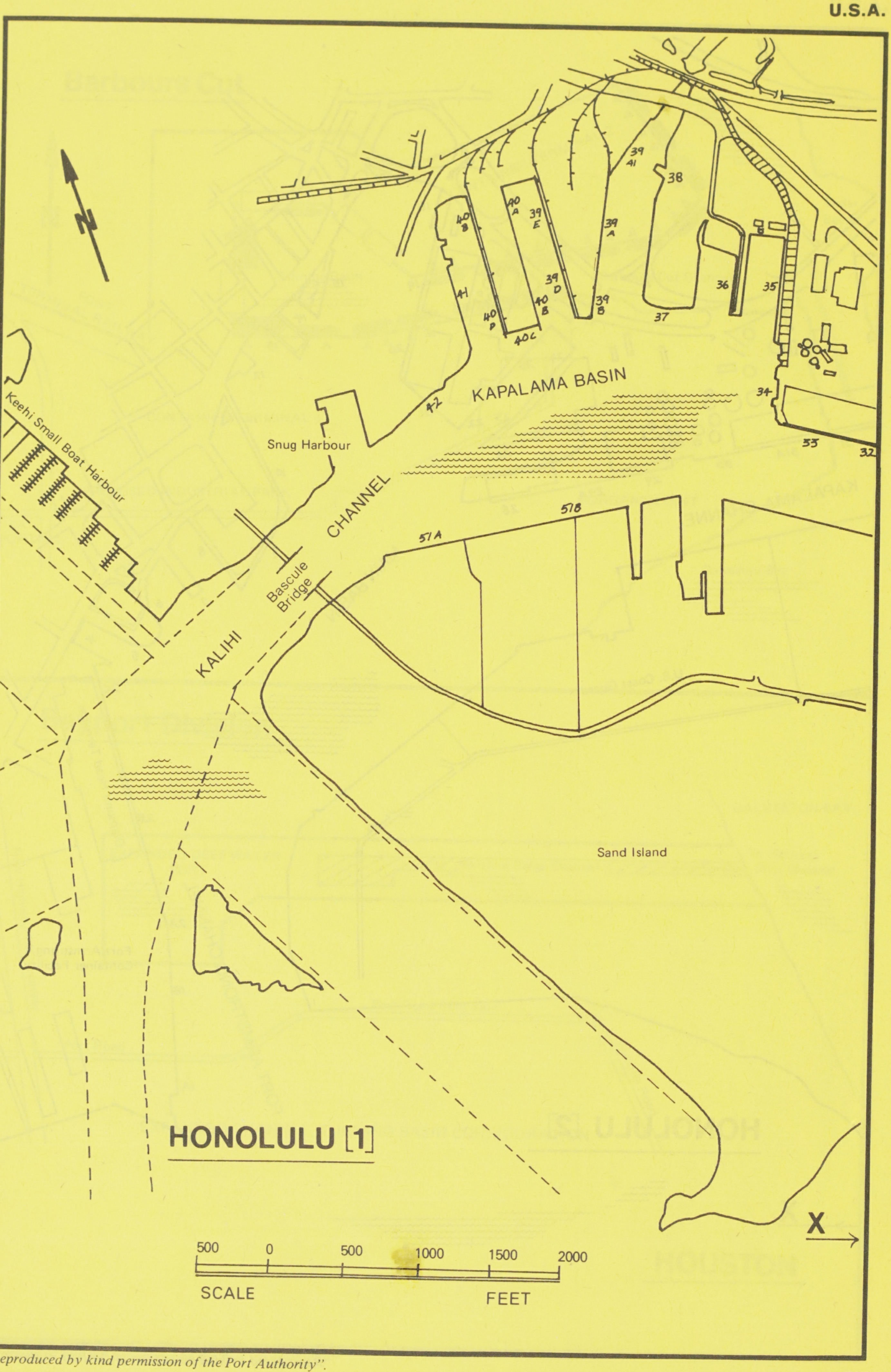

D
N
Elm Ave.
U. S. 17
Norfolk and Portsmouth Belt Line Railroad
Paradise Creek
Elizabeth River
Jordan Bridge
Park Ave.
South Norfolk Basin
U. S. 460
Jones Creek
Gilligan Creek
Norfolk and Western Railway
Southern Branch
Norfolk and Portsmouth Belt Line Railroad
St. Julian Creek
Mill Dam Creek
U. S. 13
Norfolk and Western Railway
Newton Creek
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78

54. Norfolk Naval Shipyard, Portsmouth
55. St. Helena, U. S. Navy
56. U. S. Coast Guard Moorings
57. United States Gypsum Company
58. Hess Oil and Chemical Corporation (Crown Central Petroleum Corporation)
59. Pure Oil Company, Division of Union Oil Co. of California
Mobil Oil Company
60. Gulf Oil Corporation
61. Lone Star Cement Corporation
62. F. S. Royster Guano Company
63. American Oil Company
64. Cargill, Inc.
65. Southgate Molasses Company Inc.
66. Sinclair Refining Company
67. Texaco Inc.
68. Shell Oil Company
Continental Oil Company
69. W. R. Grace & Co., Davison Chemical Division
70. Southern Block & Pipe Company
71. Tenneco Oil Company
Eppinger & Russel Company
72. Chas. W. Priddy & Co., Inc.
73. Atlantic Cement Co., Inc.
74. Phillips Petroleum Company
75. Elizabeth River Terminals Inc.
76. Chilean Nitrate Sales Corp.
77. Smith-Douglas, A Division of the Borden Chemical Co.
78. Hitch Terminal

*"Reproduced by kind permission of the Port Authority".*

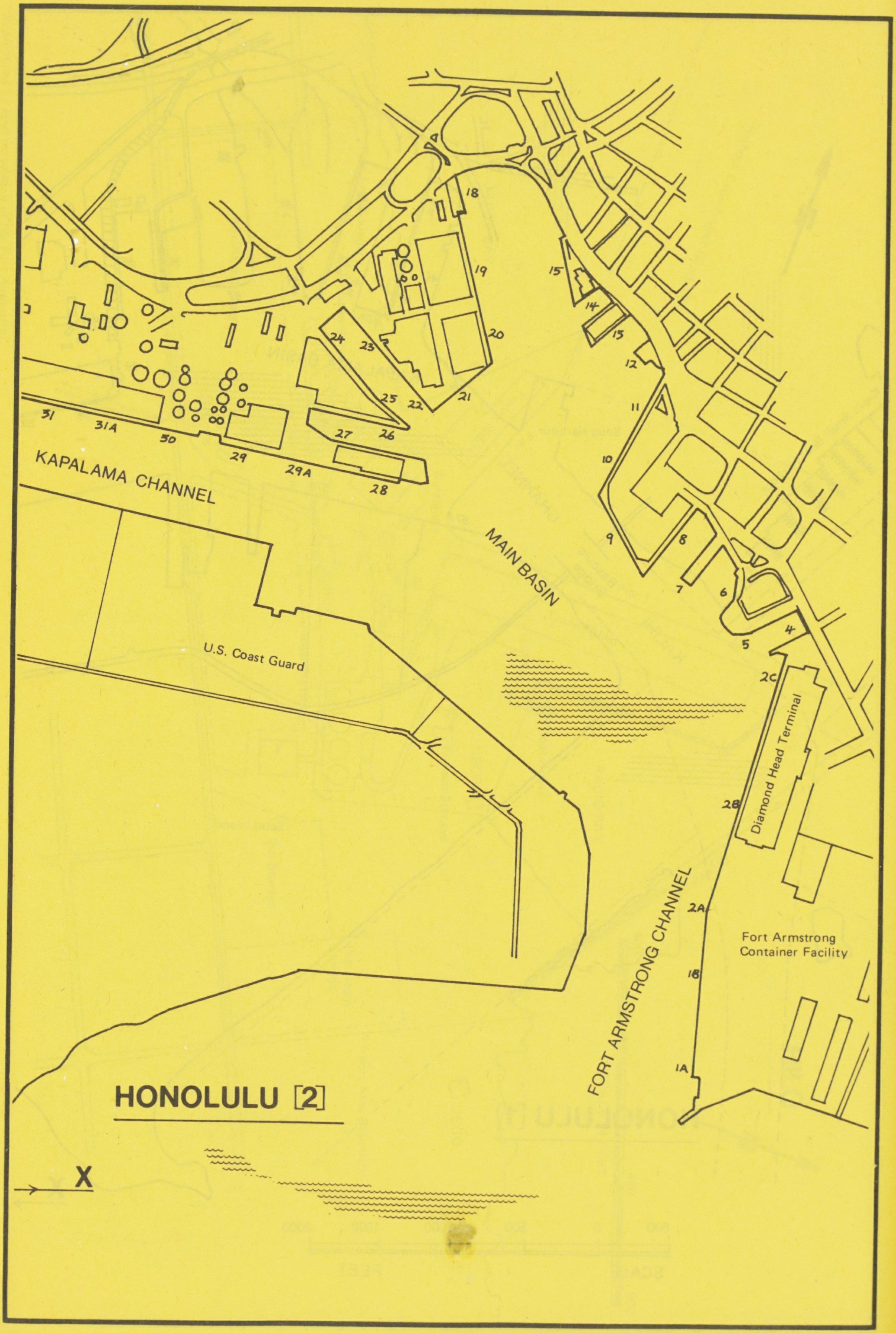

HILO
400
0
400
800
SCALE IN FEET
Harbour Basin Project Depth 35 ft
Breakwater
Pier 1
Transit Shed
RADIO BAY
Boat House
Pier 2
Transit Shed
Pier 3
KUHIO BAY
USCG.
Cement Storage
USCG.
Warehouse
Port Area Boundary
Molasses Storage
Office
Petroleum Storage
Port Area Boundary
Sugar Storage
Water tank
Gas Storage
Petroleum Storage
Customs

*"Reproduced by kind permission of the Port Authority".*


N
Keehi Small Boat Harbour
Snug Harbour
KAPALAMA BASIN
CHANNEL
KALIHI
Bascule Bridge
Sand Island
40 B
40 A
39 E
39 A1
38
39 A
41
39 D
40 B
39 B
40 D
40C
37
36
35
34
33
32
42
51A
51B
500
0
500
1000
1500
2000
SCALE
FEET
X

## HONOLULU [1]

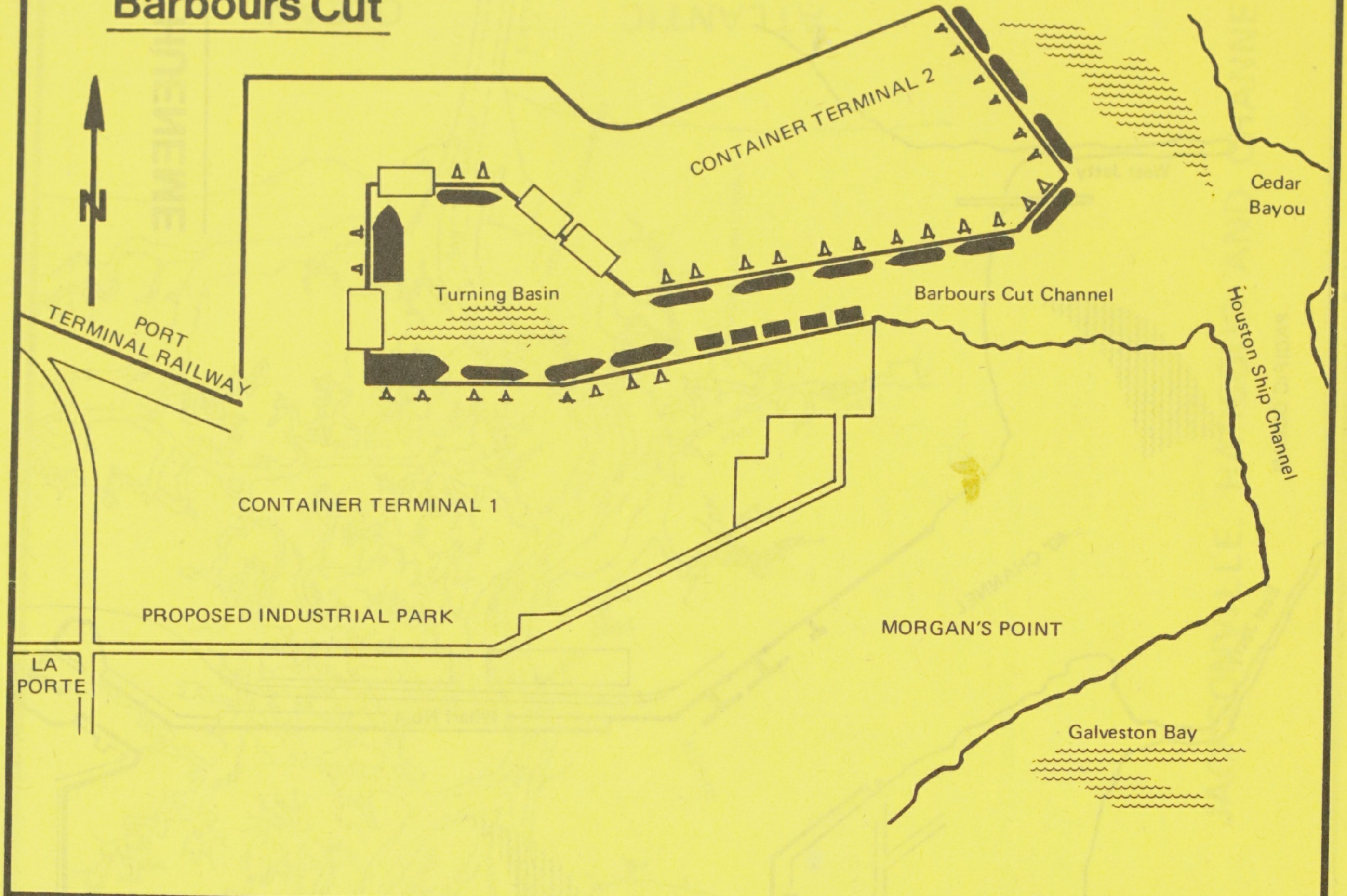
"Reproduced by kind permission of the Port Authority".


18
19
20
21
22
23
24
25
26
27
28
29
29A
50
31A
31
KAPALAMA CHANNEL
MAIN BASIN
U.S. Coast Guard
15
14
13
12
11
10
9
8
7
6
5
4
2C
Diamond Head Terminal
2B
2A
1B
1A
FORT ARMSTRONG CHANNEL
Fort Armstrong Container Facility
X

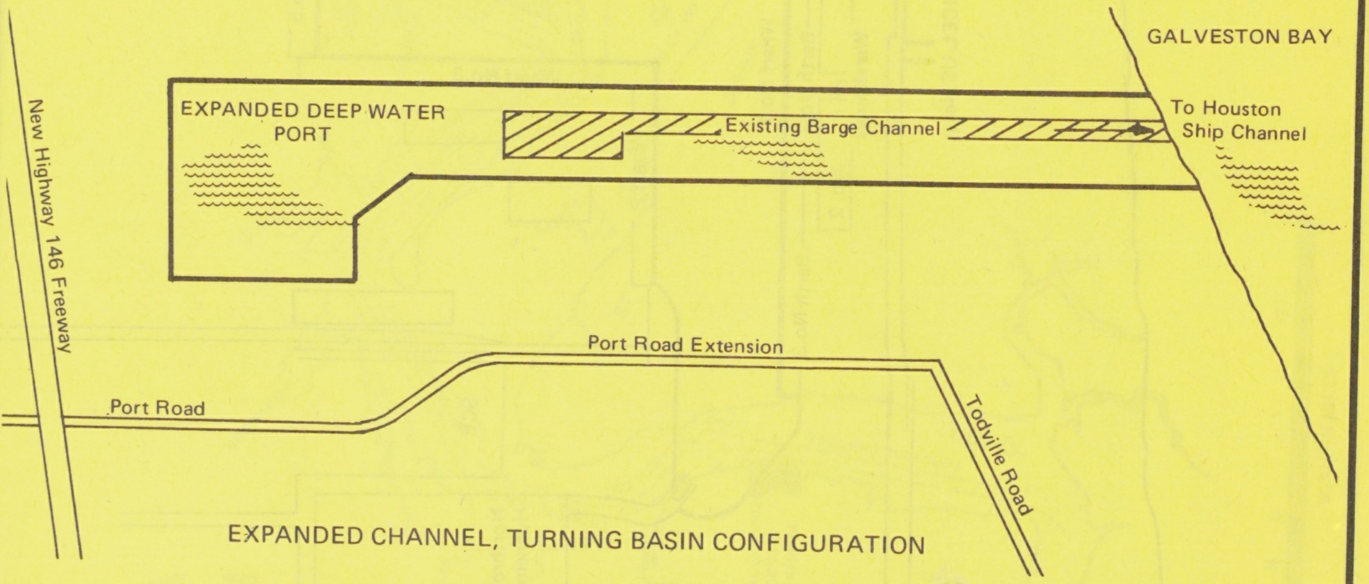
## HONOLULU [2]

"Reproduced by kind permission of the Port Authority".

## Barbours Cut


N
CONTAINER TERMINAL 2
Cedar Bayou
Turning Basin
Barbours Cut Channel
PORT TERMINAL RAILWAY
Houston Ship Channel
CONTAINER TERMINAL 1
PROPOSED INDUSTRIAL PARK
LA PORTE
MORGAN'S POINT
Galveston Bay

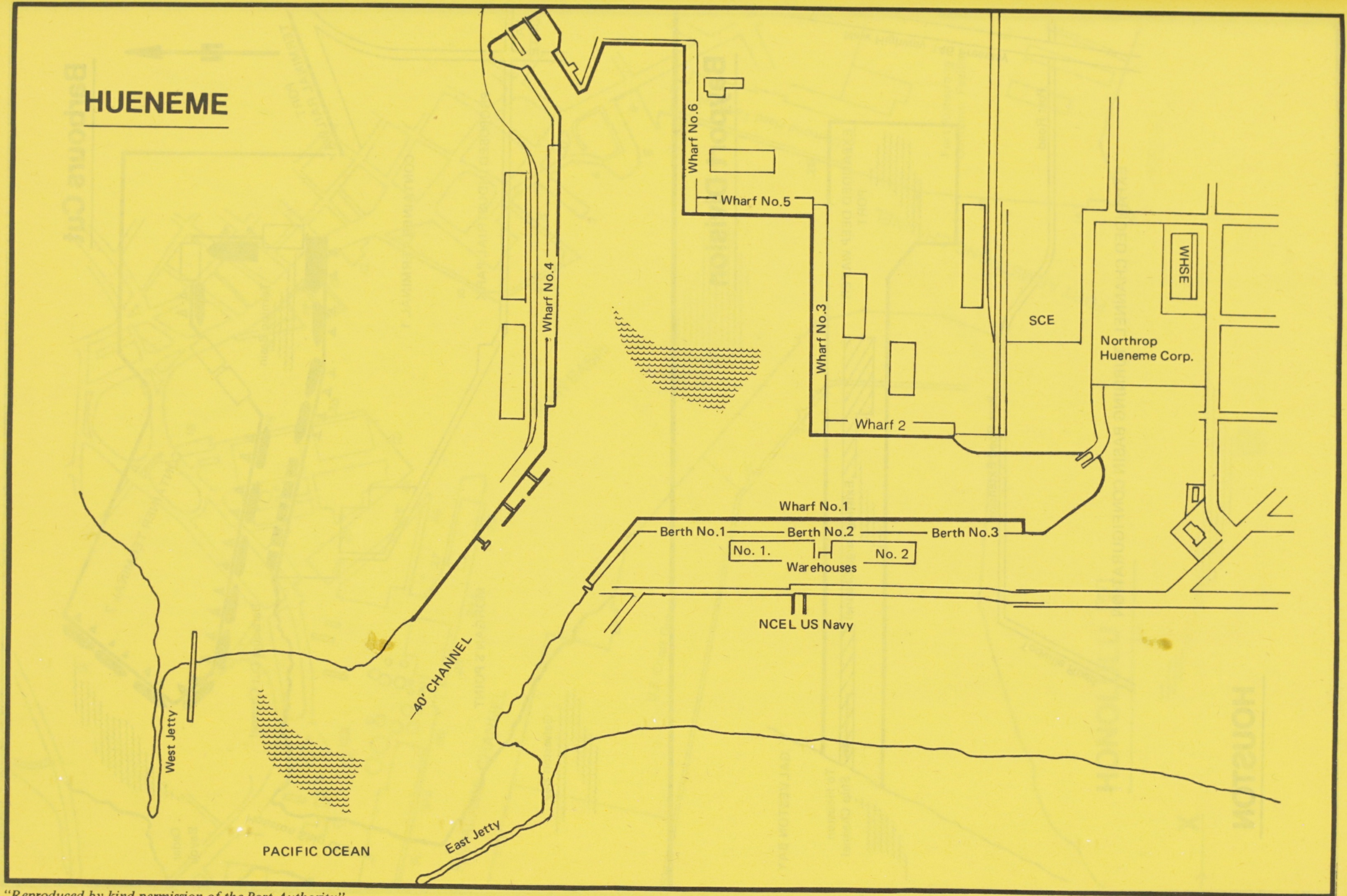
## Bayport Division


GALVESTON BAY
EXPANDED DEEP WATER PORT
Existing Barge Channel
To Houston Ship Channel
New Highway 146 Freeway
Port Road Extension
Port Road
Todville Road
EXPANDED CHANNEL, TURNING BASIN CONFIGURATION

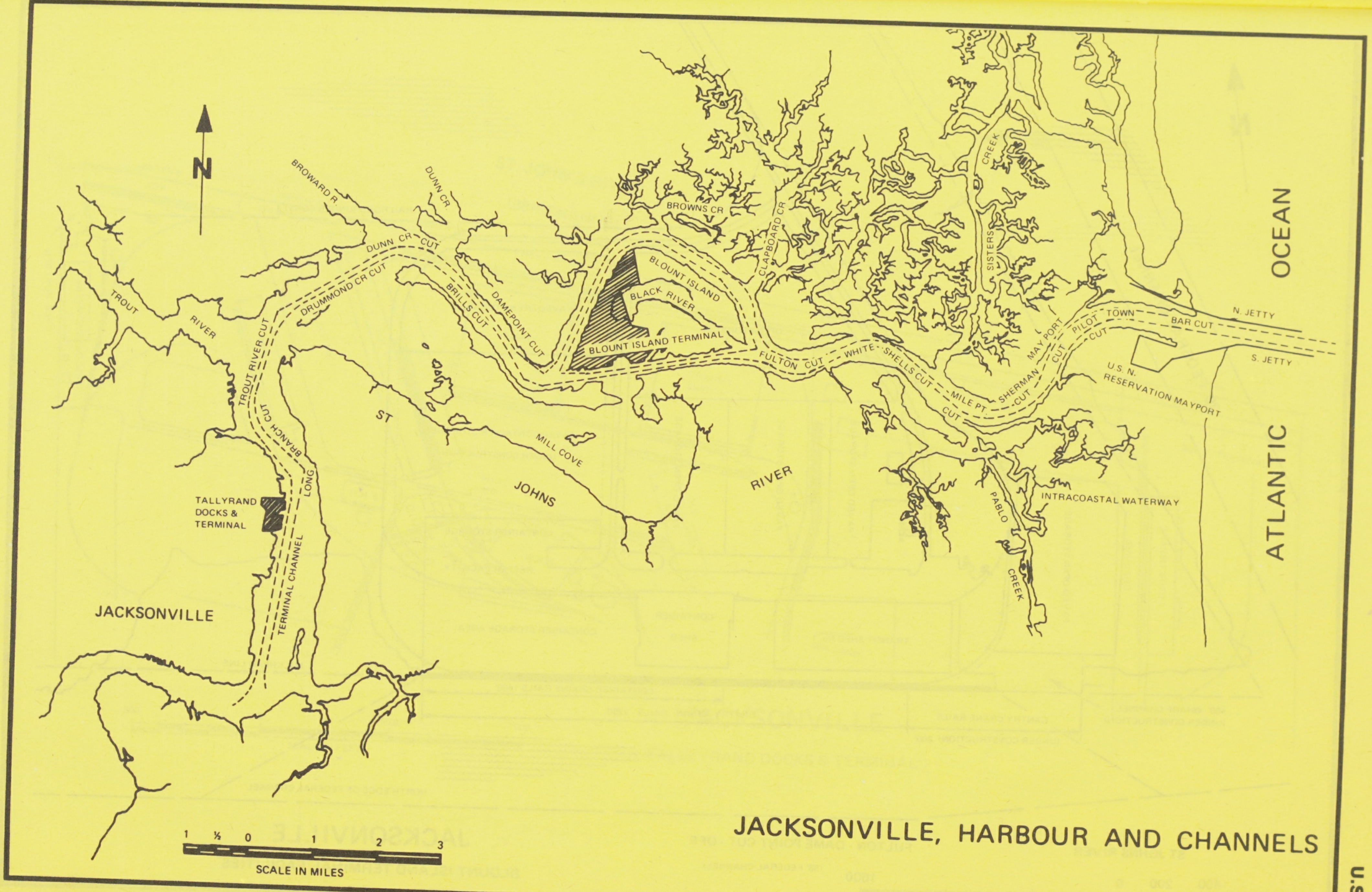
## HOUSTON

*"Reproduced by kind permission of the Port Authority".*

## HUENEME

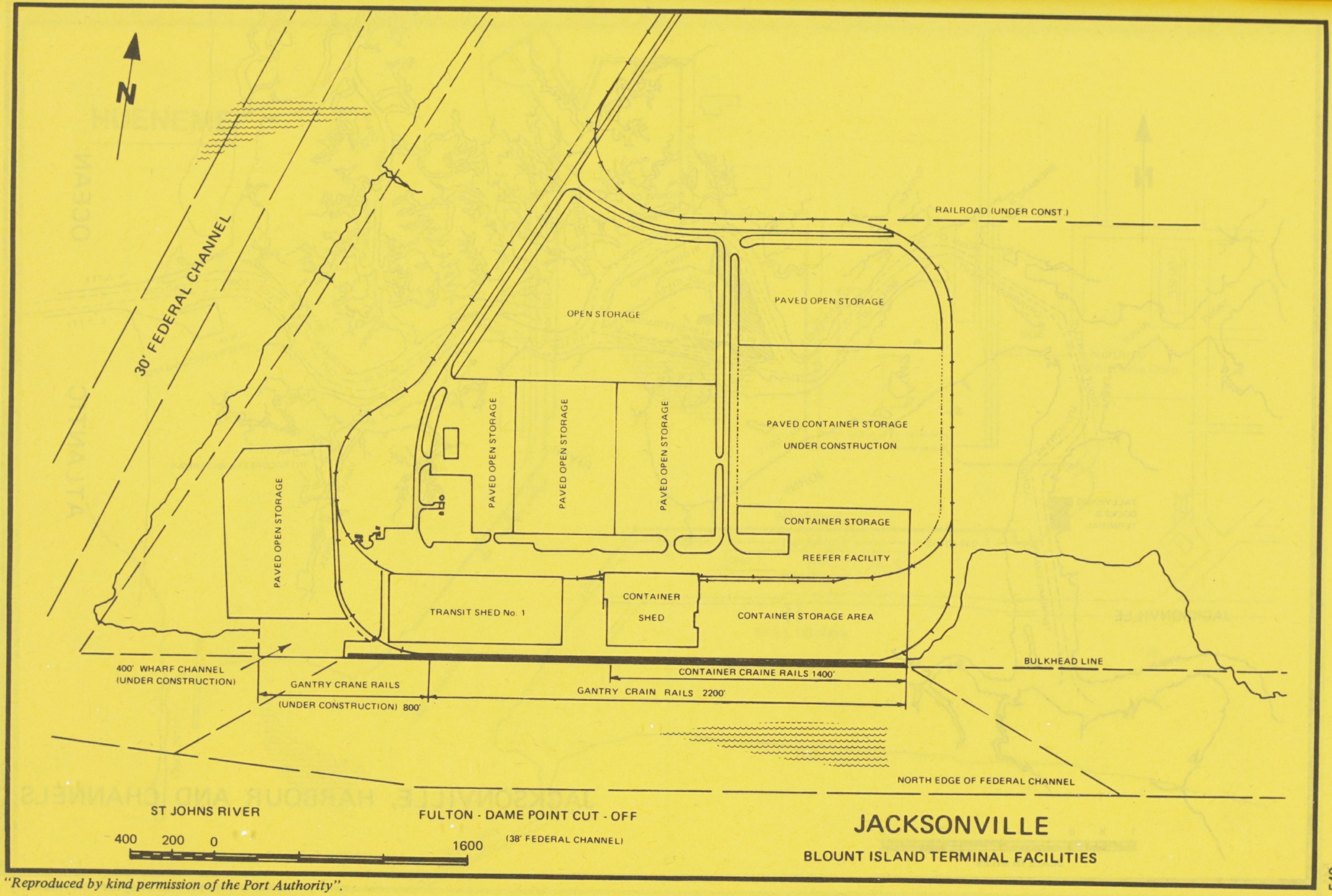

Wharf No.6
Wharf No.5
Wharf No.4
Wharf No.3
Wharf 2
WHSE
SCE
Northrop
Hueneme Corp.
Wharf No.1
Berth No.1
Berth No.2
Berth No.3
No. 1.
No. 2
Warehouses
NCEL US Navy
40' CHANNEL
West Jetty
East Jetty
PACIFIC OCEAN

*"Reproduced by kind permission of the Port Authority".*


N
BROWARD R
DUNN CR
DUNN CR CUT
DRUMMOND CR CUT
TROUT
RIVER
TROUT RIVER CUT
BRANCH CUT
LONG
TERMINAL CHANNEL
TALLYRAND
DOCKS &
TERMINAL
JACKSONVILLE
BRILLS CUT
DAMEPOINT CUT
ST
MILL COVE
JOHNS
RIVER
BROWNS CR
CLAPBOARD CR
BLOUNT ISLAND
BLACK RIVER
BLOUNT ISLAND TERMINAL
FULTON CUT
WHITE SHELLS CUT
MILE PT. CUT
SHERMAN CUT
MAY PORT CUT
PILOT TOWN CUT
BAR CUT
N. JETTY
S. JETTY
U.S. N.
RESERVATION MAYPORT
SISTERS CREEK
PABLO CREEK
INTRACOASTAL WATERWAY
ATLANTIC
OCEAN
1 ½ 0 1 2 3
SCALE IN MILES

## JACKSONVILLE, HARBOUR AND CHANNELS

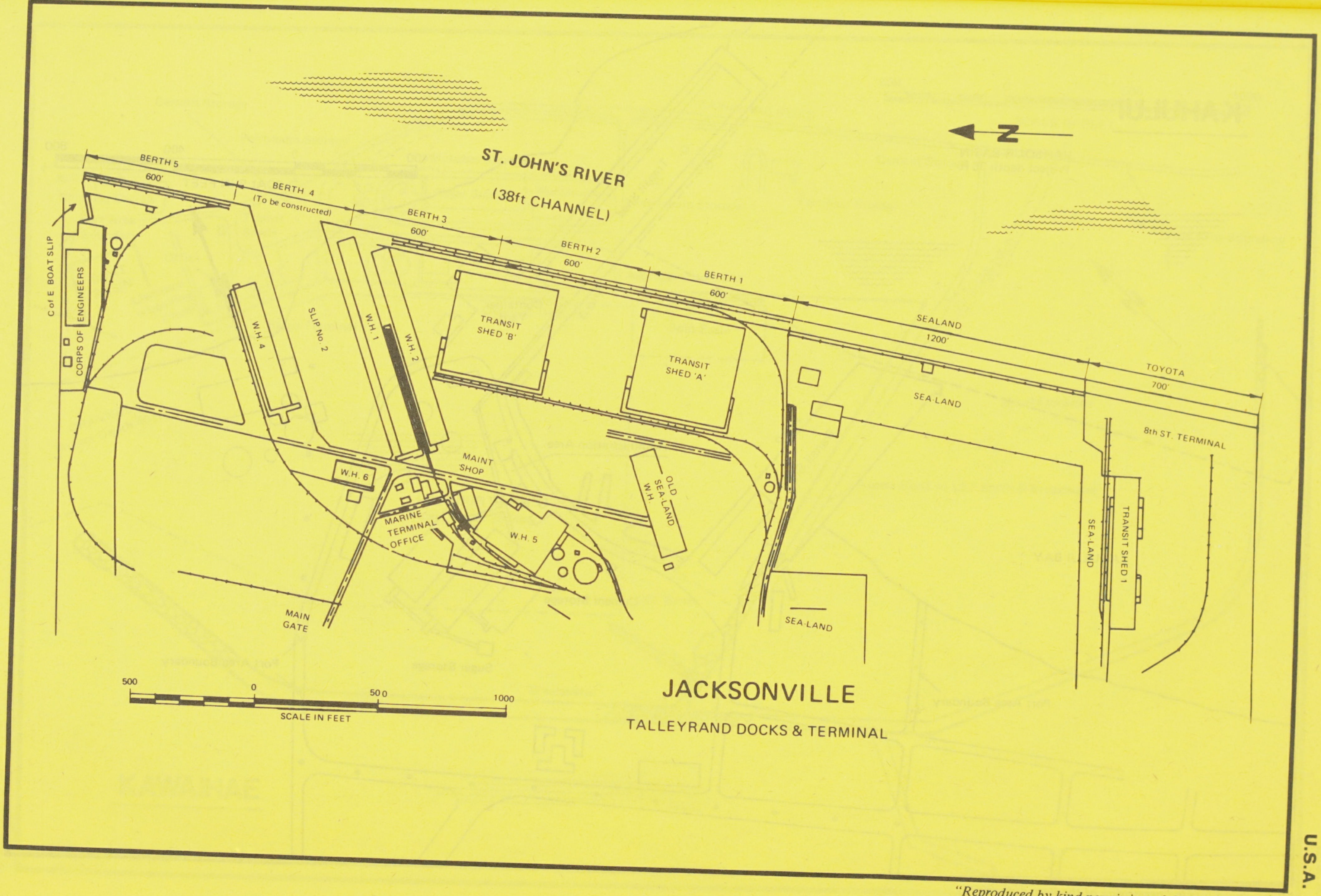
*Reproduced by kind permission of the Port Authority".*


N
30' FEDERAL CHANNEL
RAILROAD (UNDER CONST.)
OPEN STORAGE
PAVED OPEN STORAGE
PAVED OPEN STORAGE
PAVED OPEN STORAGE
PAVED OPEN STORAGE
PAVED CONTAINER STORAGE
UNDER CONSTRUCTION
PAVED OPEN STORAGE
CONTAINER STORAGE
REEFER FACILITY
TRANSIT SHED No. 1
CONTAINER
SHED
CONTAINER STORAGE AREA
400' WHARF CHANNEL
(UNDER CONSTRUCTION)
GANTRY CRANE RAILS
(UNDER CONSTRUCTION) 800'
CONTAINER CRAINE RAILS 1400'
GANTRY CRAIN RAILS 2200'
BULKHEAD LINE
NORTH EDGE OF FEDERAL CHANNEL
ST JOHNS RIVER
FULTON - DAME POINT CUT - OFF
(38' FEDERAL CHANNEL)
400
200
0
1600

**JACKSONVILLE**

**BLOUNT ISLAND TERMINAL FACILITIES**

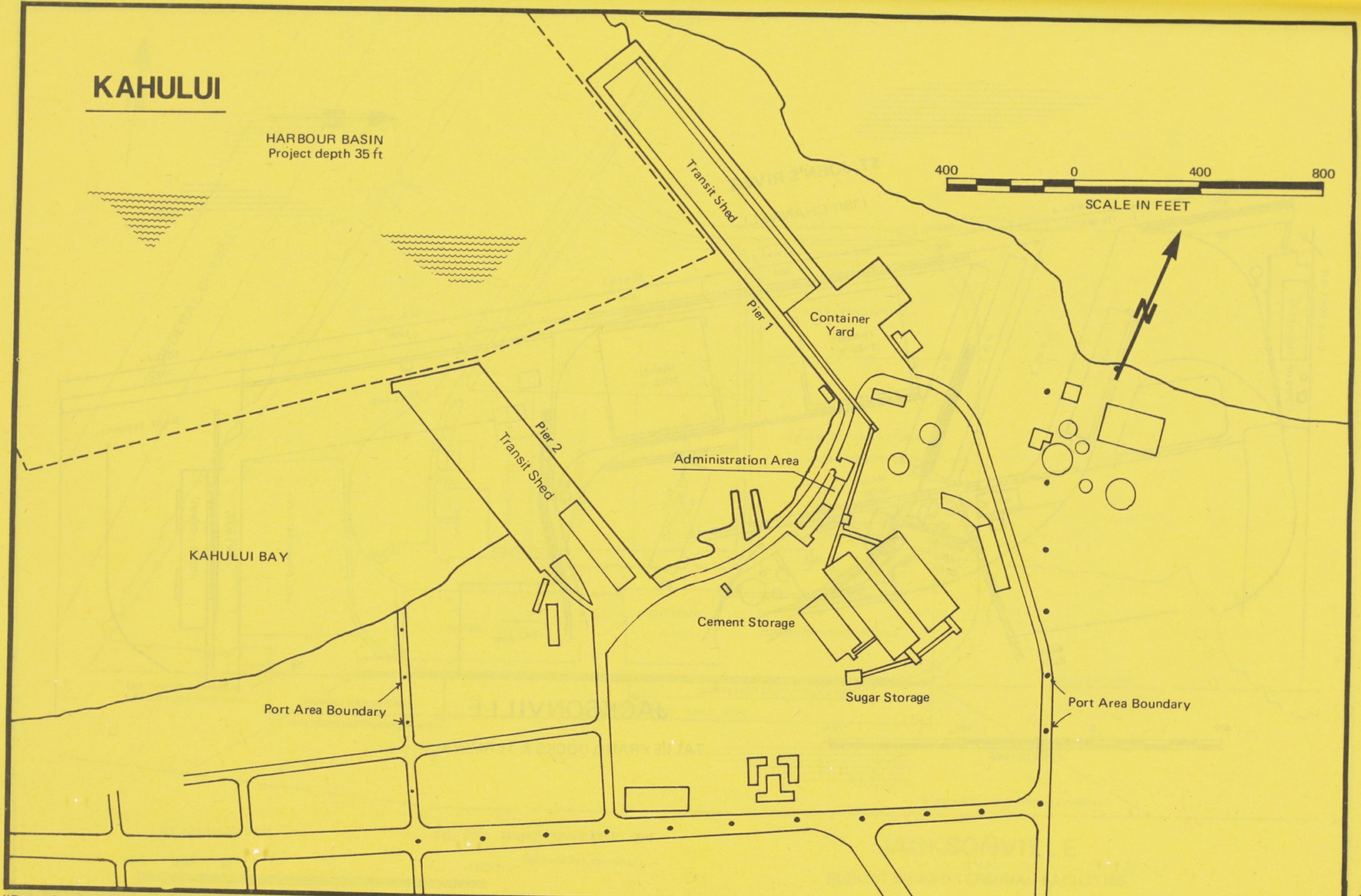
*"Reproduced by kind permission of the Port Authority".*


ST. JOHN'S RIVER
(38ft CHANNEL)
N
BERTH 5
600'
BERTH 4
(To be constructed)
BERTH 3
600'
BERTH 2
600'
BERTH 1
600'
SEALAND
1200'
TOYOTA
700'
C of E BOAT SLIP
CORPS OF ENGINEERS
W.H. 4
SLIP No. 2
W.H. 1
W.H. 2
TRANSIT SHED 'B'
TRANSIT SHED 'A'
SEA-LAND
8th ST. TERMINAL
W.H. 6
MAINT SHOP
OLD SEA-LAND W.H.
MARINE TERMINAL OFFICE
W.H. 5
SEA-LAND
TRANSIT SHED 1
SEA-LAND
MAIN GATE
500
0
500
1000
SCALE IN FEET

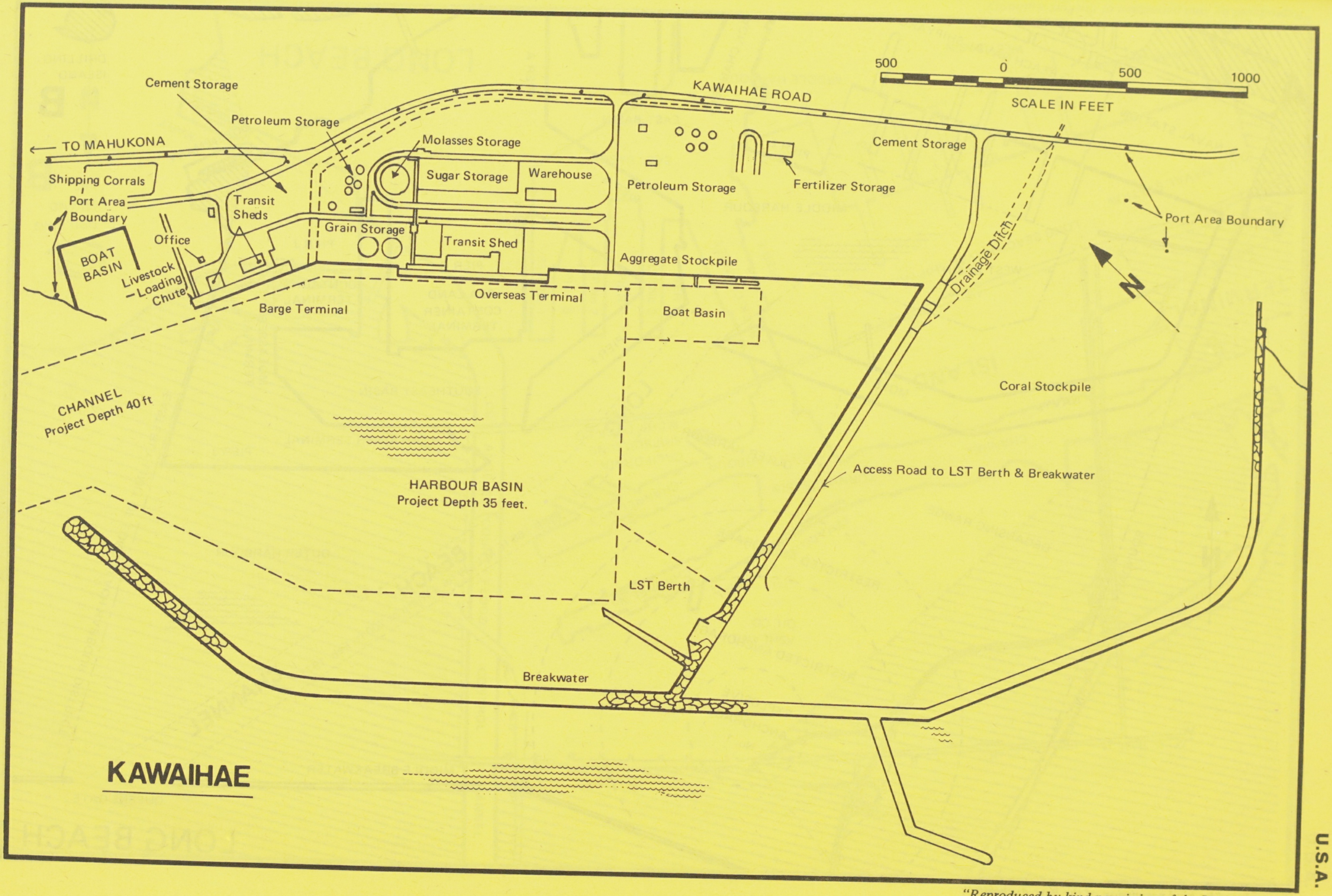
## JACKSONVILLE

TALLEYRAND DOCKS & TERMINAL

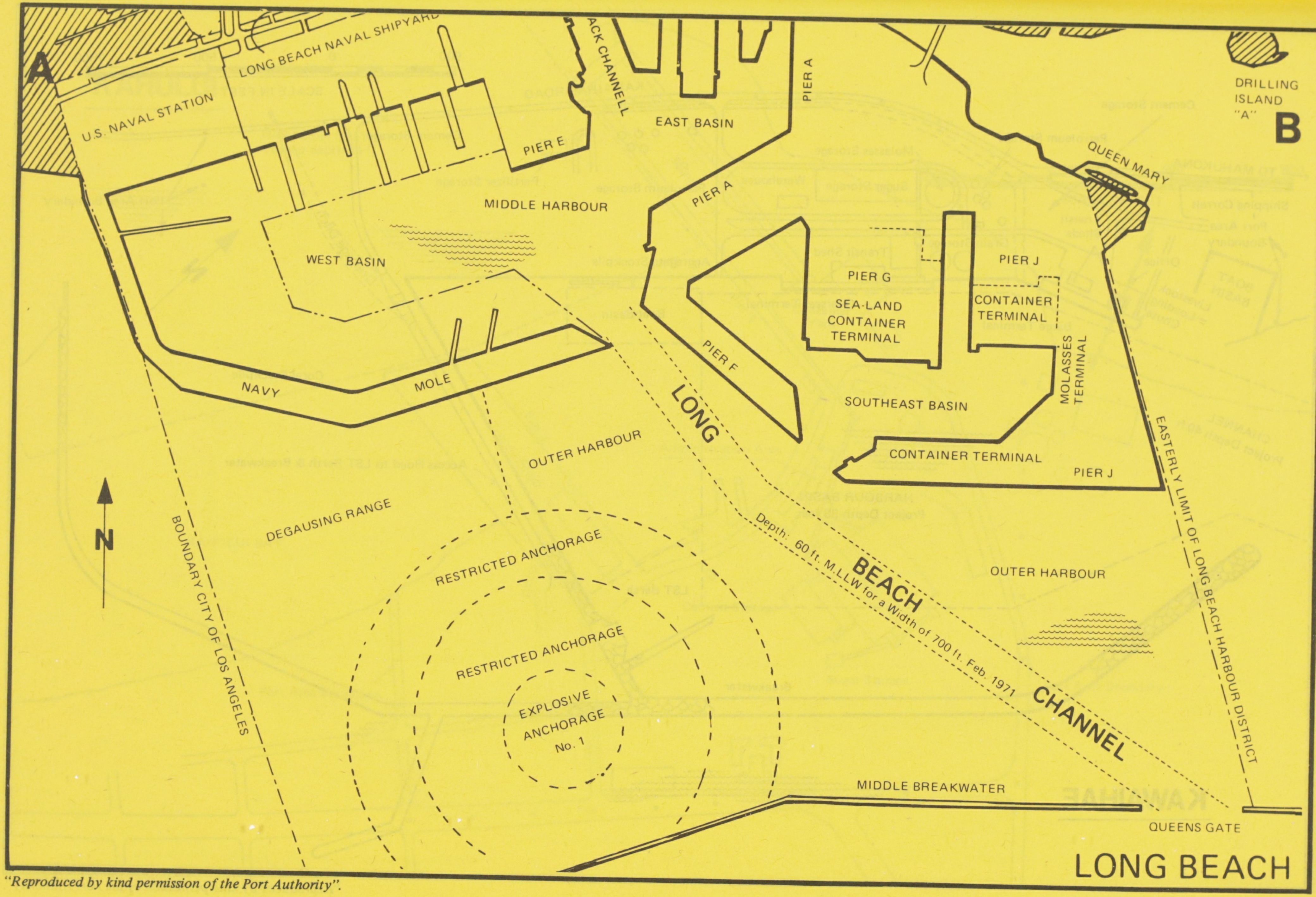
*"Reproduced by kind permission of the Port Authority".*


KAHULUI
HARBOUR BASIN
Project depth 35 ft
Transit Shed
Pier 1
Container Yard
400
0
400
800
SCALE IN FEET
N
Pier 2
Transit Shed
Administration Area
KAHULUI BAY
Cement Storage
Sugar Storage
Port Area Boundary
Port Area Boundary

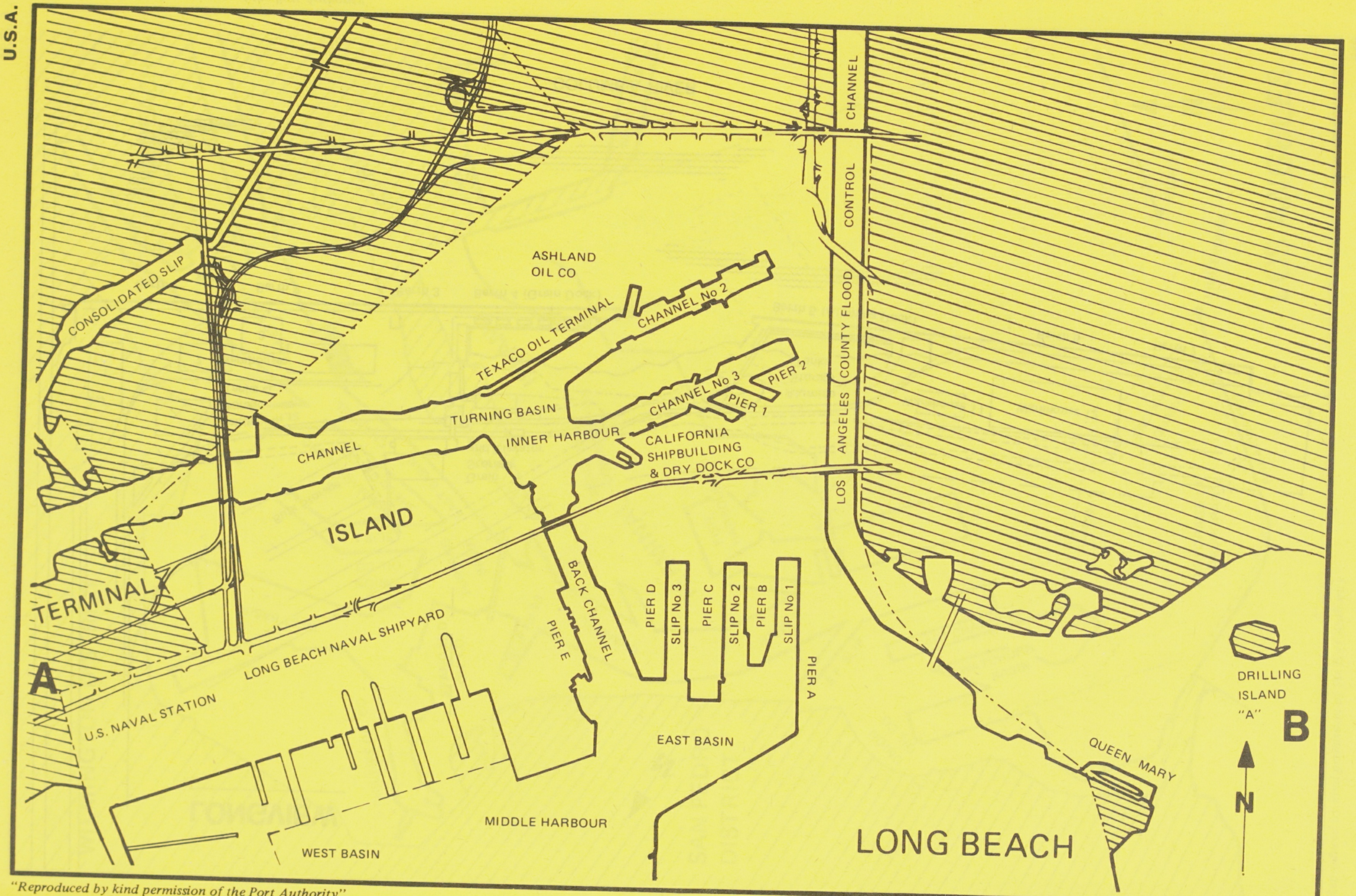
*"Reproduced by kind permission of the Port Authority".*


KAWAIHAE
500
0
500
1000
SCALE IN FEET
KAWAIHAE ROAD
TO MAHUKONA
Cement Storage
Petroleum Storage
Molasses Storage
Shipping Corrals
Port Area Boundary
Transit Sheds
Sugar Storage
Warehouse
Petroleum Storage
Fertilizer Storage
Cement Storage
Port Area Boundary
N
BOAT BASIN
Office
Grain Storage
Transit Shed
Aggregate Stockpile
Drainage Ditch
Livestock Loading Chute
Barge Terminal
Overseas Terminal
Boat Basin
Coral Stockpile
CHANNEL
Project Depth 40 ft
Access Road to LST Berth & Breakwater
HARBOUR BASIN
Project Depth 35 feet.
LST Berth
Breakwater

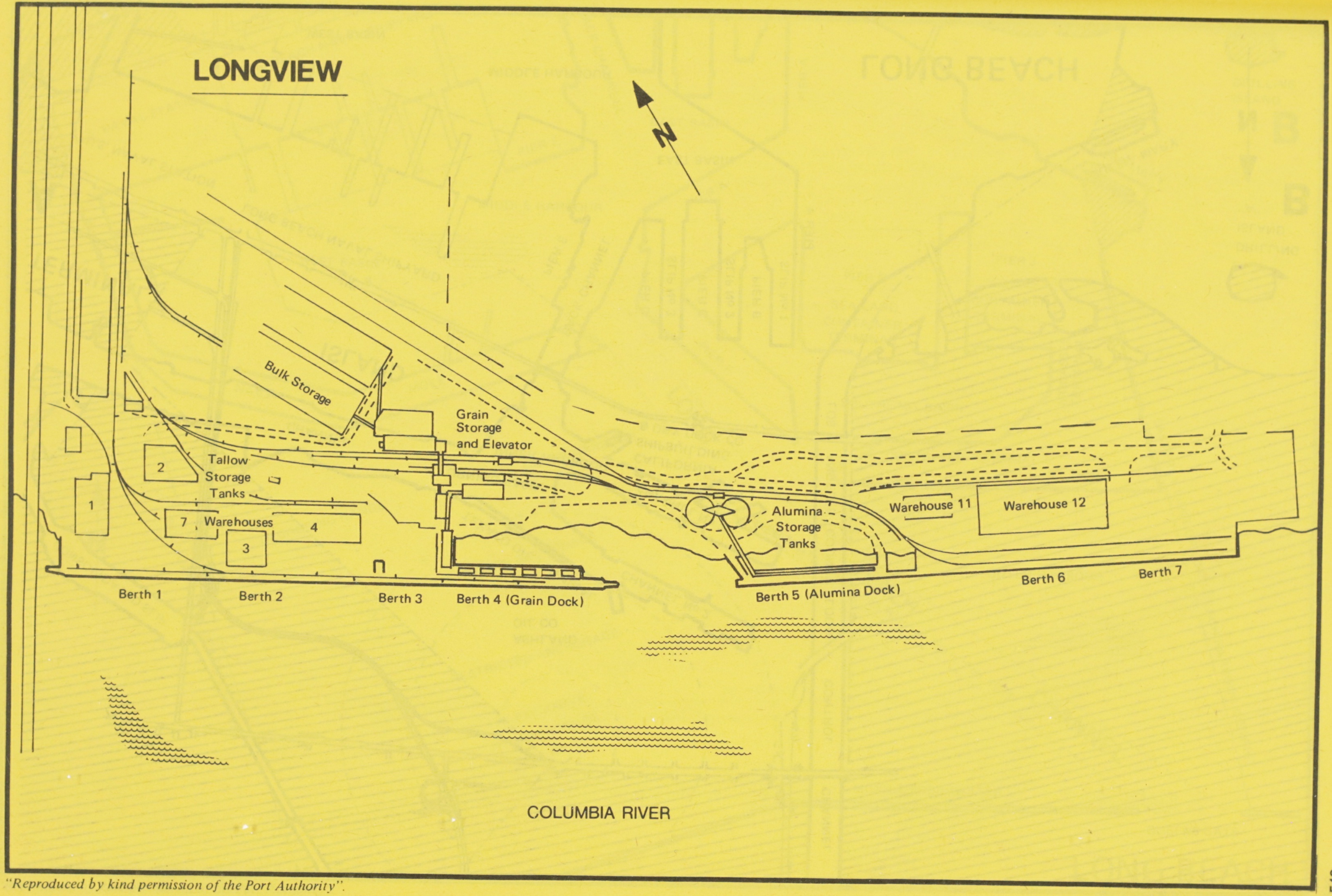
"Reproduced by kind permission of the Port Authority".


A
B
LONG BEACH NAVAL SHIPYARD
U.S. NAVAL STATION
ACK CHANNELL
EAST BASIN
PIER A
PIER A
PIER E
MIDDLE HARBOUR
WEST BASIN
DRILLING ISLAND "A"
QUEEN MARY
PIER J
PIER G
SEA-LAND CONTAINER TERMINAL
CONTAINER TERMINAL
PIER F
MOLASSES TERMINAL
SOUTHEAST BASIN
CONTAINER TERMINAL
PIER J
NAVY
MOLE
LONG
OUTER HARBOUR
N
DEGAUSING RANGE
BOUNDARY CITY OF LOS ANGELES
Depth: 60 ft. M.LLW for a Width of 700 ft. Feb. 1971
BEACH
EASTERLY LIMIT OF LONG BEACH HARBOUR DISTRICT
OUTER HARBOUR
RESTRICTED ANCHORAGE
RESTRICTED ANCHORAGE
EXPLOSIVE ANCHORAGE No. 1
CHANNEL
MIDDLE BREAKWATER
QUEENS GATE
LONG BEACH

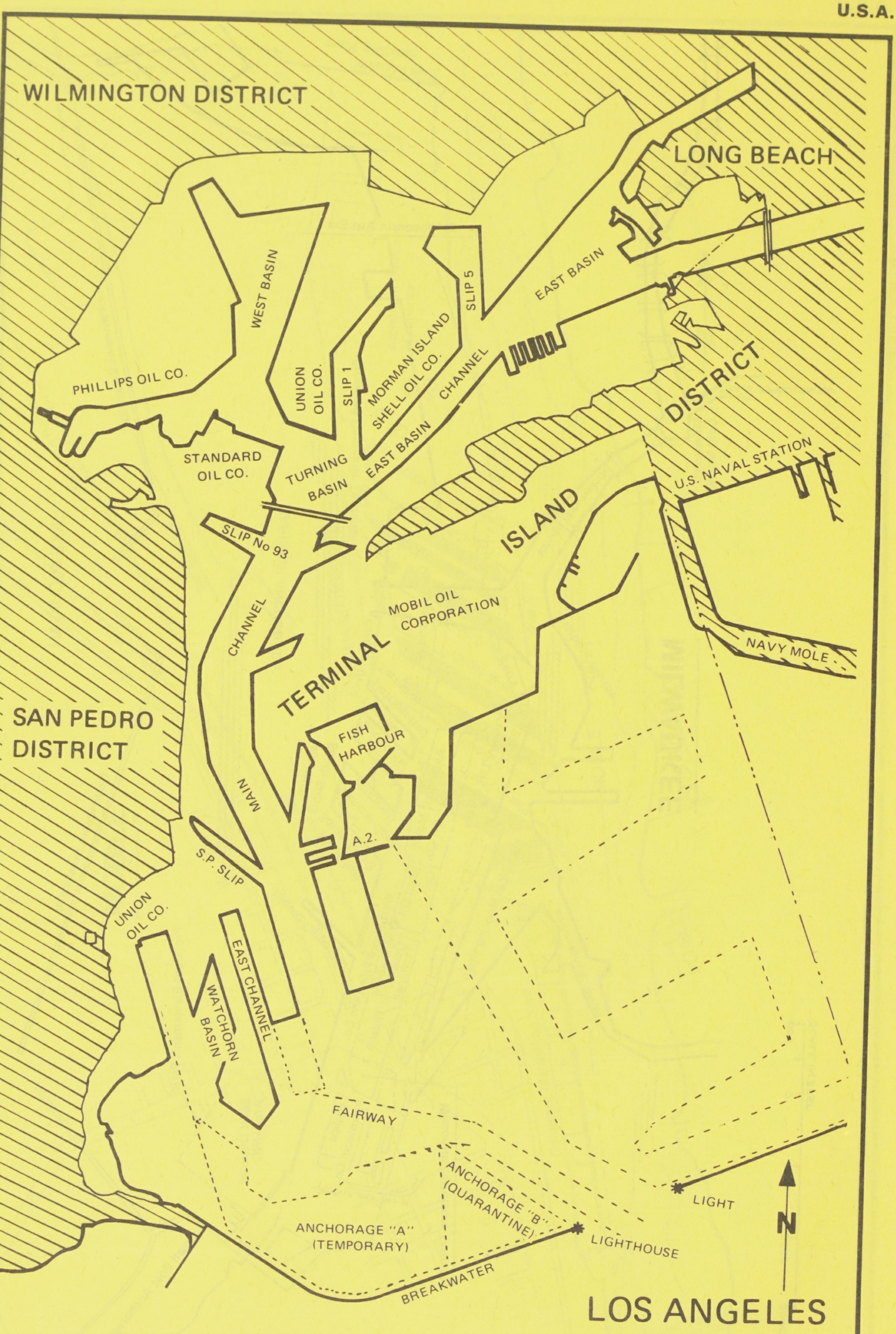
*"Reproduced by kind permission of the Port Authority".*


CONSOLIDATED SLIP
ASHLAND
OIL CO
TEXACO OIL TERMINAL
CHANNEL No 2
CHANNEL No 3
PIER 2
PIER 1
TURNING BASIN
INNER HARBOUR
CALIFORNIA
SHIPBUILDING
& DRY DOCK CO
CHANNEL
ISLAND
TERMINAL
A
LONG BEACH NAVAL SHIPYARD
U.S. NAVAL STATION
BACK CHANNEL
PIER E
PIER D
SLIP No 3
PIER C
SLIP No 2
PIER B
SLIP No 1
PIER A
EAST BASIN
MIDDLE HARBOUR
WEST BASIN
LOS ANGELES COUNTY FLOOD CONTROL CHANNEL
DRILLING
ISLAND
"A"
B
QUEEN MARY
N
LONG BEACH

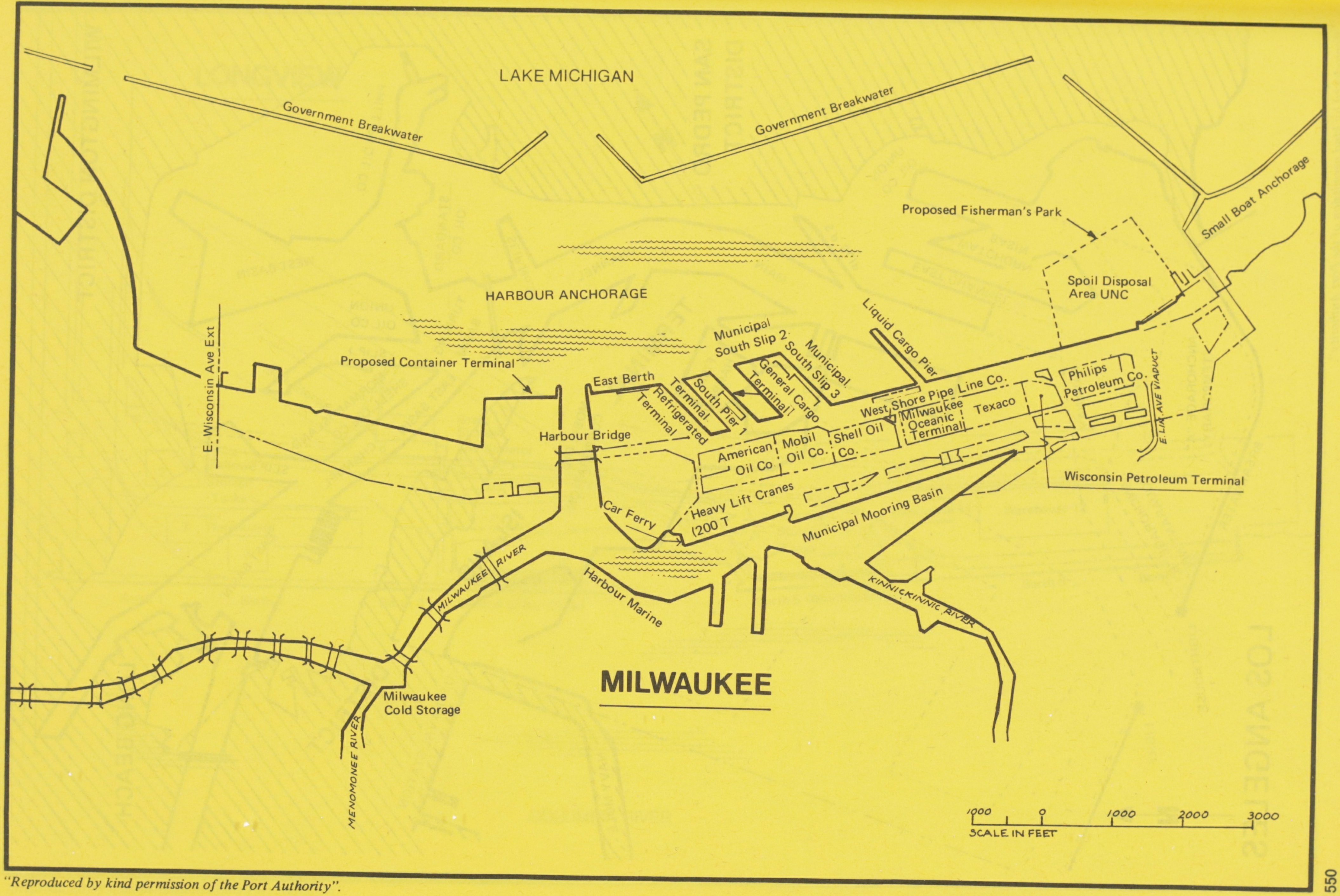
*"Reproduced by kind permission of the Port Authority".*


LONGVIEW
N
Bulk Storage
Grain Storage and Elevator
Tallow Storage Tanks
Warehouses
1
2
3
4
7
Alumina Storage Tanks
Warehouse 11
Warehouse 12
Berth 1
Berth 2
Berth 3
Berth 4 (Grain Dock)
Berth 5 (Alumina Dock)
Berth 6
Berth 7
COLUMBIA RIVER

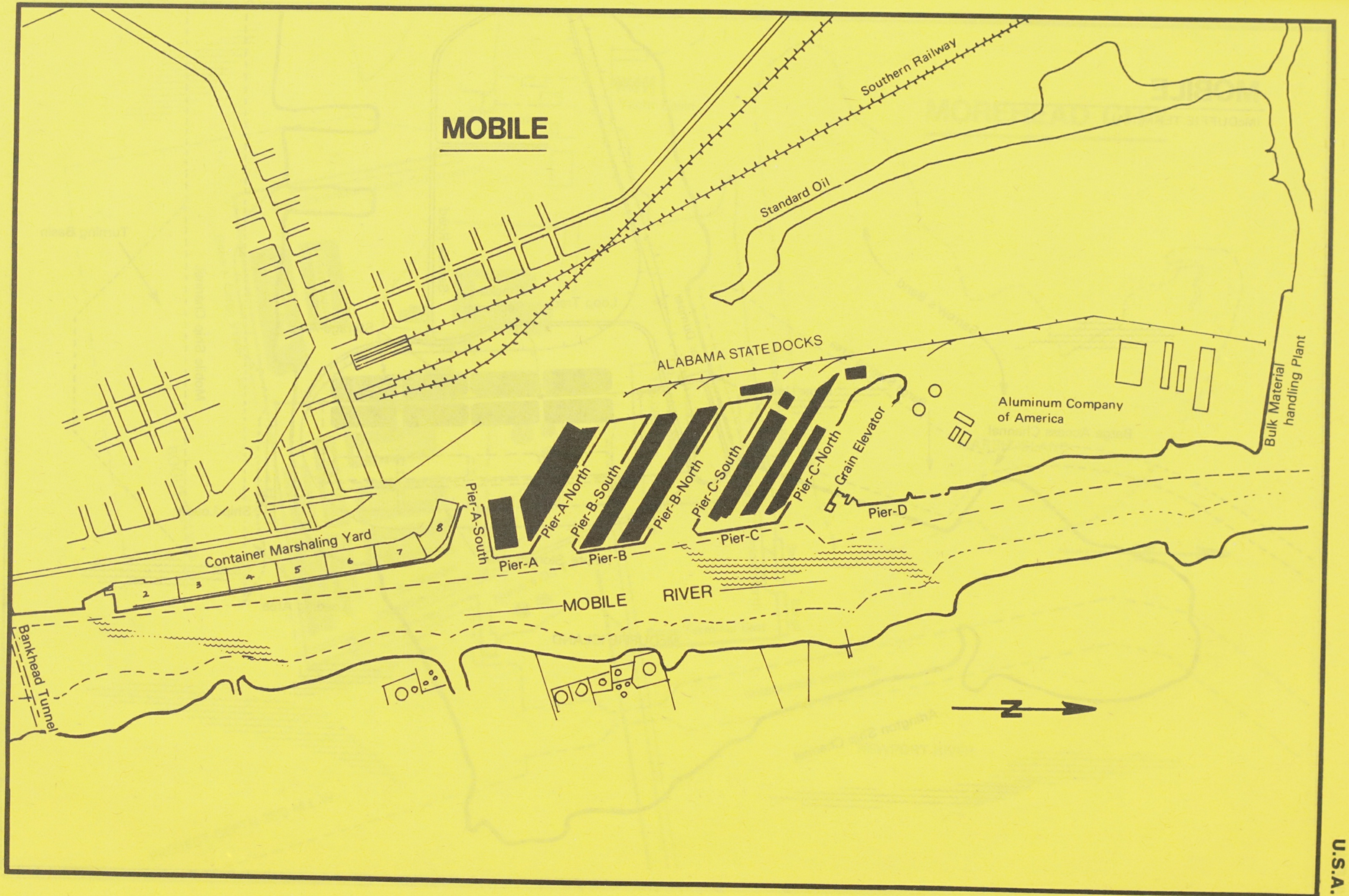
*"Reproduced by kind permission of the Port Authority".*


WILMINGTON DISTRICT
LONG BEACH
WEST BASIN
SLIP 5
EAST BASIN
UNION OIL CO.
SLIP 1
MORMAN ISLAND
SHELL OIL CO.
CHANNEL
DISTRICT
PHILLIPS OIL CO.
EAST BASIN
STANDARD OIL CO.
TURNING BASIN
U.S. NAVAL STATION
ISLAND
SLIP No 93
MOBIL OIL CORPORATION
CHANNEL
TERMINAL
NAVY MOLE
SAN PEDRO DISTRICT
FISH HARBOUR
MAIN
A.2.
S.P. SLIP
UNION OIL CO.
EAST CHANNEL
WATCHORN BASIN
FAIRWAY
ANCHORAGE "B" (QUARANTINE)
LIGHT
N
ANCHORAGE "A" (TEMPORARY)
LIGHTHOUSE
BREAKWATER
LOS ANGELES

*"Reproduced by kind permission of the Port Authority".*


LAKE MICHIGAN
Government Breakwater
Government Breakwater
Proposed Fisherman's Park
Small Boat Anchorage
Spoil Disposal Area UNC
HARBOUR ANCHORAGE
Liquid Cargo Pier
Municipal South Slip 2
Municipal South Slip 3
General Cargo Terminal
South Pier 1
Terminal
Refrigerated Terminal
East Berth
Proposed Container Terminal
E. Wisconsin Ave Ext
Harbour Bridge
West Shore Pipe Line Co.
Philips Petroleum Co.
E. LIN. AVE VIADUCT
Milwaukee Oceanic Terminal
Texaco
Shell Oil Co.
Mobil Oil Co.
American Oil Co
Wisconsin Petroleum Terminal
Heavy Lift Cranes (200 T
Car Ferry
Municipal Mooring Basin
MILWAUKEE RIVER
MILWAUKEE RIVER
Harbour Marine
KINNICKINNIC RIVER
MILWAUKEE
Milwaukee Cold Storage
MENOMONEE RIVER
1000
0
1000
2000
3000
SCALE IN FEET

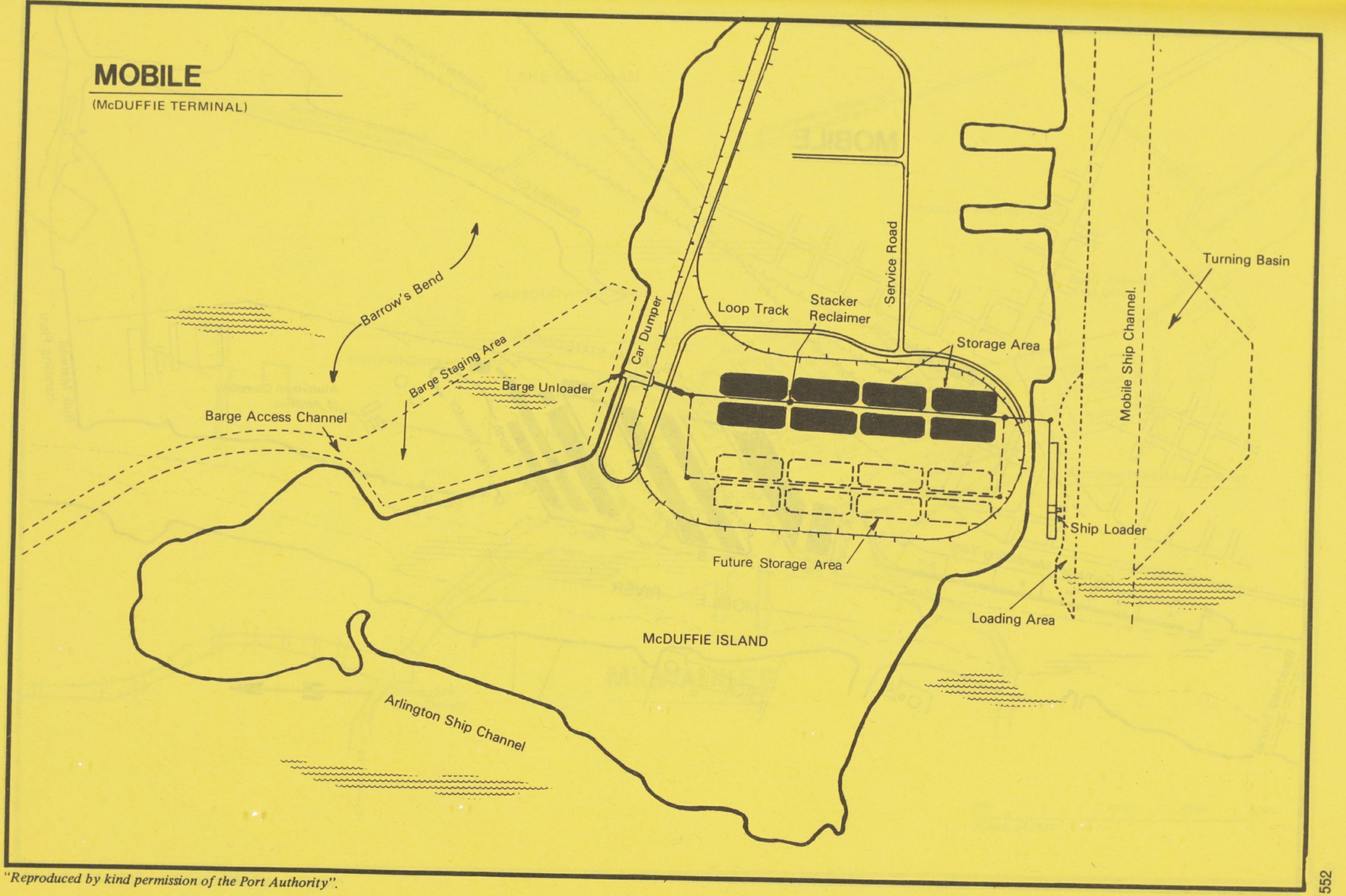
*"Reproduced by kind permission of the Port Authority".*


MOBILE
Southern Railway
Standard Oil
ALABAMA STATE DOCKS
Aluminum Company of America
Bulk Material handling Plant
Grain Elevator
Pier-A-South
Pier-A-North
Pier-B-South
Pier-B-North
Pier-C-South
Pier-C-North
Pier-A
Pier-B
Pier-C
Pier-D
Container Marshaling Yard
2
3
4
5
6
7
8
MOBILE RIVER
Bankhead Tunnel
N

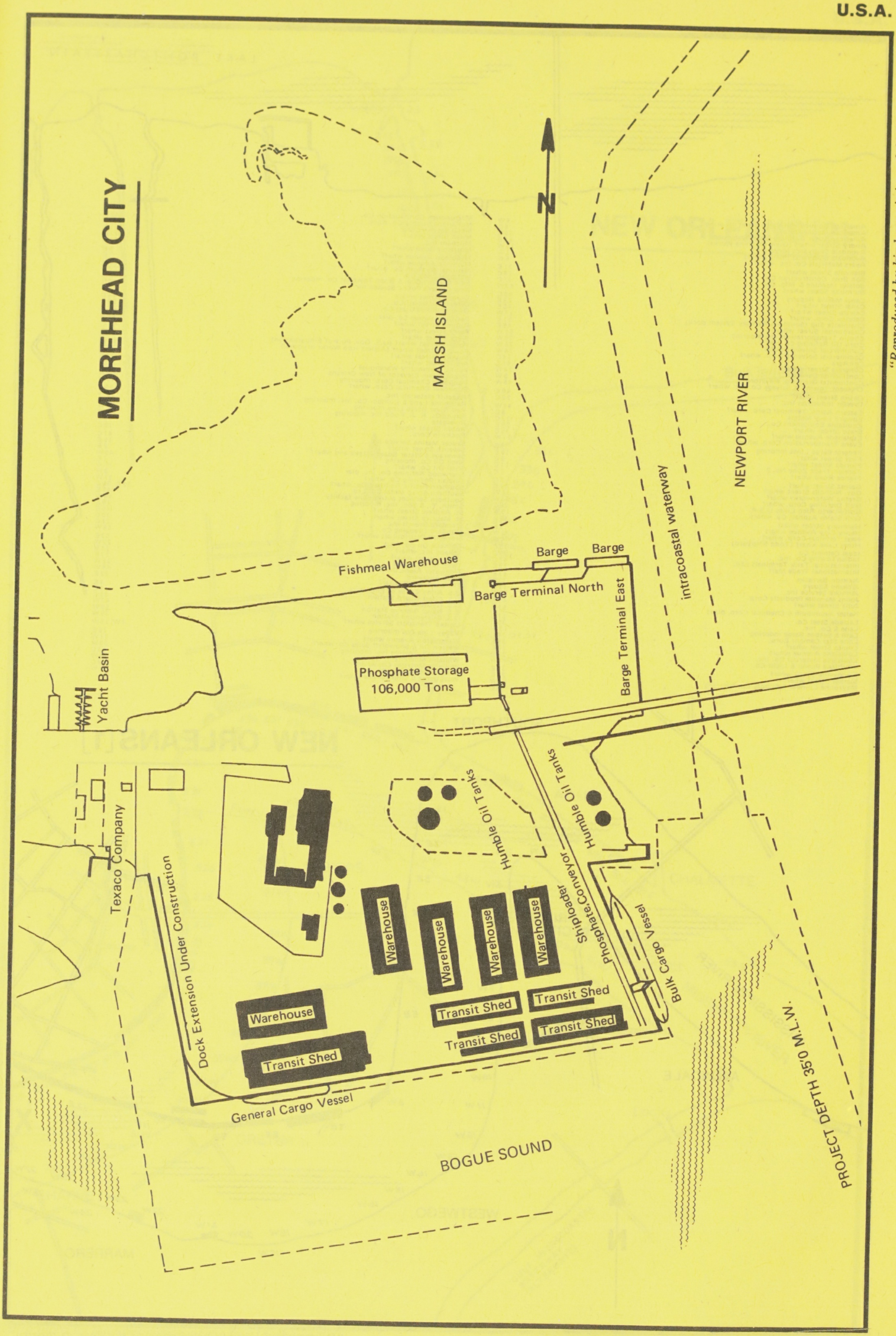
*"Reproduced by kind permission of the Port Authority".*

# MOBILE

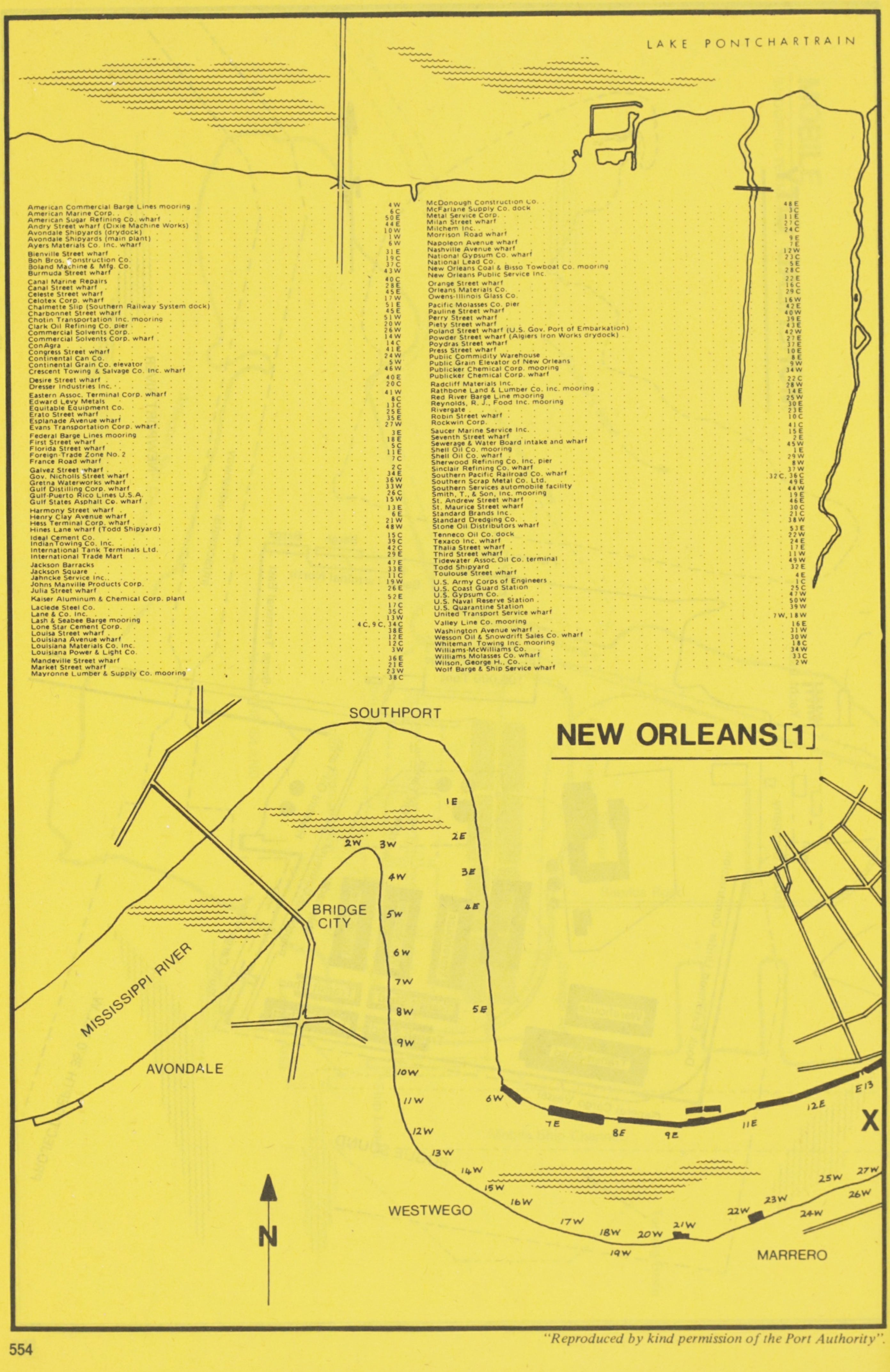
(McDUFFIE TERMINAL)


Barrow's Bend
Barge Staging Area
Barge Unloader
Barge Access Channel
Car Dumper
Loop Track
Stacker Reclaimer
Service Road
Storage Area
Mobile Ship Channel.
Turning Basin
Ship Loader
Future Storage Area
Loading Area
McDUFFIE ISLAND
Arlington Ship Channel

*"Reproduced by kind permission of the Port Authority".*


MOREHEAD CITY
MARSH ISLAND
N
NEWPORT RIVER
intracoastal waterway
Barge
Barge
Fishmeal Warehouse
Barge Terminal North
Barge Terminal East
Phosphate Storage
106,000 Tons
Yacht Basin
Texaco Company
Dock Extension Under Construction
Humble Oil Tanks
Humble Oil Tanks
Shiploader
Phosphate Conveyor
Bulk Cargo Vessel
Warehouse
Warehouse
Warehouse
Warehouse
Warehouse
Transit Shed
Transit Shed
Transit Shed
Transit Shed
Transit Shed
General Cargo Vessel
BOGUE SOUND
PROJECT DEPTH 35'0 M.L.W.

"Reproduced by kind permission of the Port Authority".

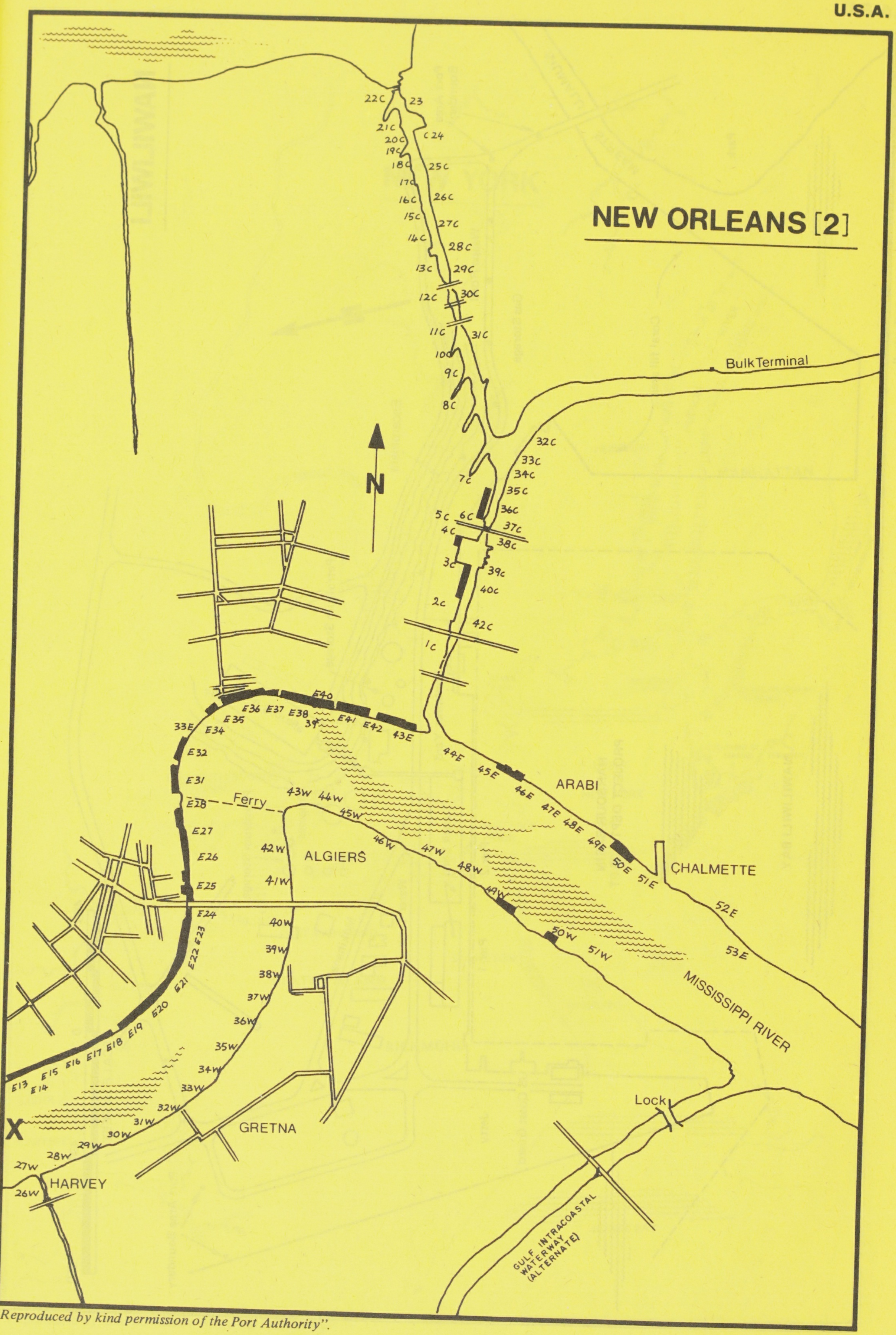


## NEW ORLEANS [1]

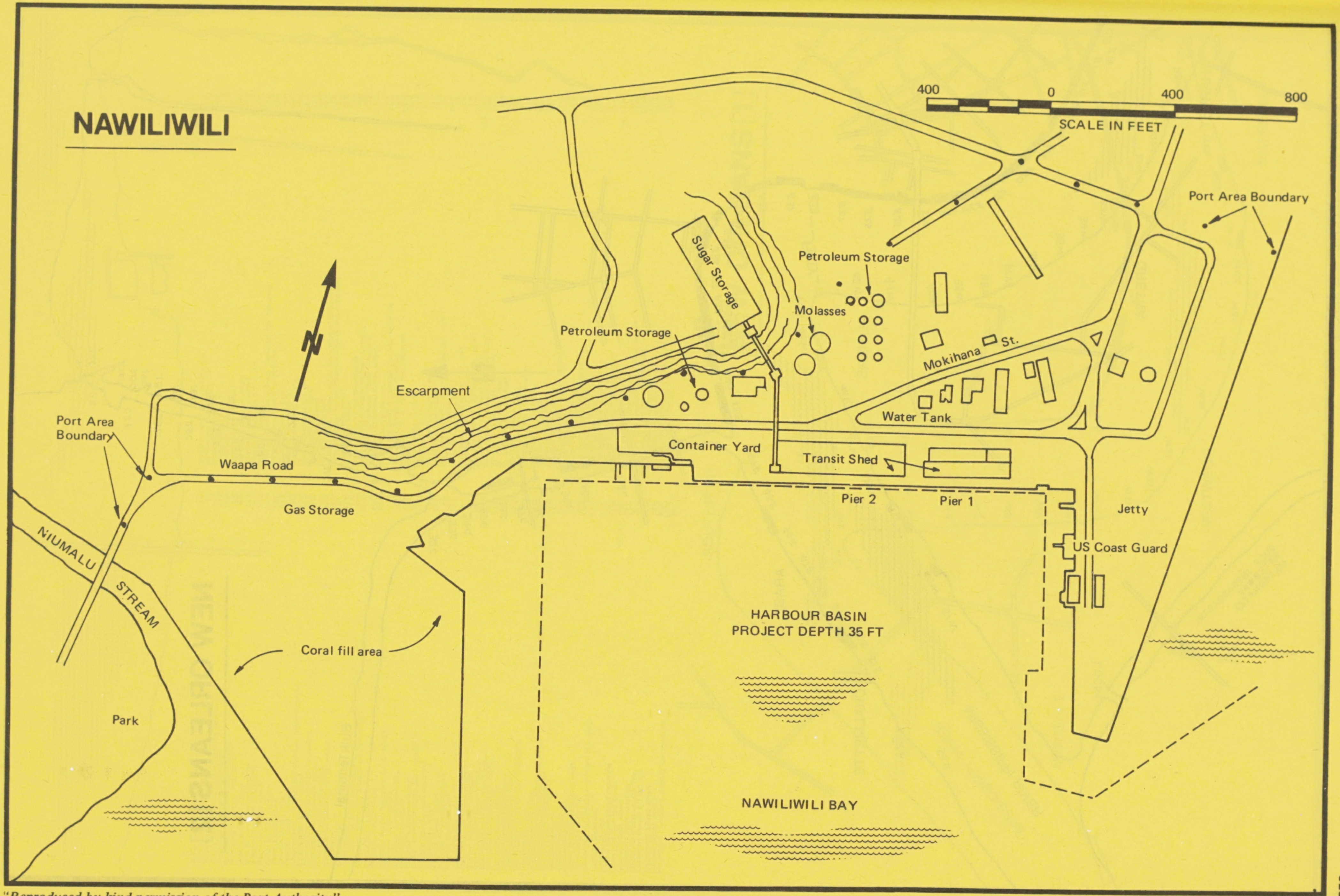
| | |
|---|---|
| American Commercial Barge Lines mooring | 4W |
| American Marine Corp. | 6C |
| American Sugar Refining Co. wharf | 50E |
| Andry Street wharf (Dixie Machine Works) | 44E |
| Avondale Shipyards (drydock) | 10W |
| Avondale Shipyards (main plant) | 1W |
| Ayers Materials Co. Inc. wharf | 6W |
| Bienville Street wharf | 31E |
| Boh Bros. Construction Co. | 19C |
| Boland Machine & Mfg. Co. | 37C |
| Burmuda Street wharf | 43W |
| Canal Marine Repairs | 40C |
| Canal Street wharf | 28E |
| Celeste Street wharf | 45E |
| Celotex Corp. wharf | 17W |
| Chalmette Slip (Southern Railway System dock) | 51E |
| Charbonnet Street wharf | 45E |
| Chotin Transportation Inc. mooring | 51W |
| Clark Oil Refining Co. pier | 20W |
| Commercial Solvents Corp. | 26W |
| Commercial Solvents Corp. wharf | 14W |
| ConAgra | 14C |
| Congress Street wharf | 41E |
| Continental Can Co. | 24W |
| Continental Grain Co. elevator | 5W |
| Crescent Towing & Salvage Co. Inc. wharf | 46W |
| Desire Street wharf | 40E |
| Dresser Industries Inc. | 20C |
| Eastern Assoc. Terminal Corp. wharf | 41W |
| Edward Levy Metals | 8C |
| Equitable Equipment Co. | 13C |
| Erato Street wharf | 25E |
| Esplanade Avenue wharf | 35E |
| Evans Transportation Corp. wharf | 27W |
| Federal Barge Lines mooring | 3E |
| First Street wharf | 18E |
| Florida Street wharf | 5C |
| Foreign-Trade Zone No. 2 | 11E |
| France Road wharf | 7C |
| Galvez Street wharf | 2C |
| Gov. Nicholls Street wharf | 34E |
| Gretna Waterworks wharf | 36W |
| Gulf Distilling Corp. wharf | 33W |
| Gulf-Puerto Rico Lines U.S.A. | 26C |
| Gulf States Asphalt Co. wharf | 15W |
| Harmony Street wharf | 13E |
| Henry Clay Avenue wharf | 6E |
| Hess Terminal Corp. wharf | 21W |
| Hines Lane wharf (Todd Shipyard) | 48W |
| Ideal Cement Co. | 15C |
| IndianTowing Co. Inc. | 39C |
| International Tank Terminals Ltd. | 42C |
| International Trade Mart | 29E |
| Jackson Barracks | 47E |
| Jackson Square | 33E |
| Jahncke Service Inc. | 11C |
| Johns Manville Products Corp. | 19W |
| Julia Street wharf | 26E |
| Kaiser Aluminum & Chemical Corp. plant | 52E |
| Laclede Steel Co. | 17C |
| Lane & Co. Inc. | 35C |
| Lash & Seabee Barge mooring | 13W |
| Lone Star Cement Corp. | 4C, 9C, 34C |
| Louisa Street wharf | 38E |
| Louisiana Avenue wharf | 12E |
| Louisiana Materials Co. Inc. | 12C |
| Louisiana Power & Light Co. | 3W |
| Mandeville Street wharf | 36E |
| Market Street wharf | 21E |
| Mayronne Lumber & Supply Co. mooring | 23W |
| | 38C |
| McDonough Construction Co. | 48E |
| McFarlane Supply Co. dock | 3C |
| Metal Service Corp. | 11E |
| Milan Street wharf | 27C |
| Milchem Inc. | 24C |
| Morrison Road wharf | 9E |
| Napoleon Avenue wharf | 7E |
| Nashville Avenue wharf | 12W |
| National Gypsum Co. wharf | 23C |
| National Lead Co. | 5E |
| New Orleans Coal & Bisso Towboat Co. mooring | 28C |
| New Orleans Public Service Inc. | 22E |
| Orange Street wharf | 16C |
| Orleans Materials Co. | 29C |
| Owens-Illinois Glass Co. | 16W |
| Pacific Molasses Co. pier | 42E |
| Pauline Street wharf | 40W |
| Perry Street wharf | 39E |
| Piety Street wharf | 43E |
| Poland Street wharf (U.S. Gov. Port of Embarkation) | 42W |
| Powder Street wharf (Algiers Iron Works drydock) | 27E |
| Poydras Street wharf | 37E |
| Press Street wharf | 10E |
| Public Commidity Warehouse | 8E |
| Public Grain Elevator of New Orleans | 9W |
| Publicker Chemical Corp. mooring | 34W |
| Publicker Chemical Corp. wharf | 22C |
| Radcliff Materials Inc. | 28W |
| Rathbone Land & Lumber Co. Inc. mooring | 14E |
| Red River Barge Line mooring | 25W |
| Reynolds, R. J., Food Inc. mooring | 30E |
| Rivergate | 23E |
| Robin Street wharf | 10C |
| Rockwin Corp. | 41C |
| Saucer Marine Service Inc. | 15E |
| Seventh Street wharf | 2E |
| Sewerage & Water Board intake and wharf | 45W |
| Shell Oil Co. mooring | 1E |
| Shell Oil Co. wharf | 29W |
| Sherwood Refining Co. Inc. pier | 8W |
| Sinclair Refining Co. wharf | 37W |
| Southern Pacific Railroad Co. wharf | 32C, 36C |
| Southern Scrap Metal Co. Ltd. | 49E |
| Southern Services automobile facility | 44W |
| Smith, T., & Son, Inc. mooring | 19E |
| St. Andrew Street wharf | 46E |
| St. Maurice Street wharf | 30C |
| Standard Brands Inc. | 21C |
| Standard Dredging Co. | 38W |
| Stone Oil Distributors wharf | 53E |
| Tenneco Oil Co. dock | 22W |
| Texaco Inc. wharf | 24E |
| Thalia Street wharf | 17E |
| Third Street wharf | 11W |
| Tidewater Assoc. Oil Co. terminal | 49W |
| Todd Shipyard | 32E |
| Toulouse Street wharf | 4E |
| U.S. Army Corps of Engineers | 1C |
| U.S. Coast Guard Station | 25C |
| U.S. Gypsum Co. | 47W |
| U.S. Naval Reserve Station | 50W |
| U.S. Quarantine Station | 39W |
| United Transport Service wharf | 7W, 18W |
| Valley Line Co. mooring | 16E |
| Washington Avenue wharf | 31W |
| Wesson Oil & Snowdrift Sales Co. wharf | 30W |
| Whiteman Towing Inc. mooring | 18C |
| Williams-McWilliams Co. | 34W |
| Williams Molasses Co. wharf | 33C |
| Wilson, George H., Co. | 2W |
| Wolf Barge & Ship Service wharf | |

*"Reproduced by kind permission of the Port Authority".*

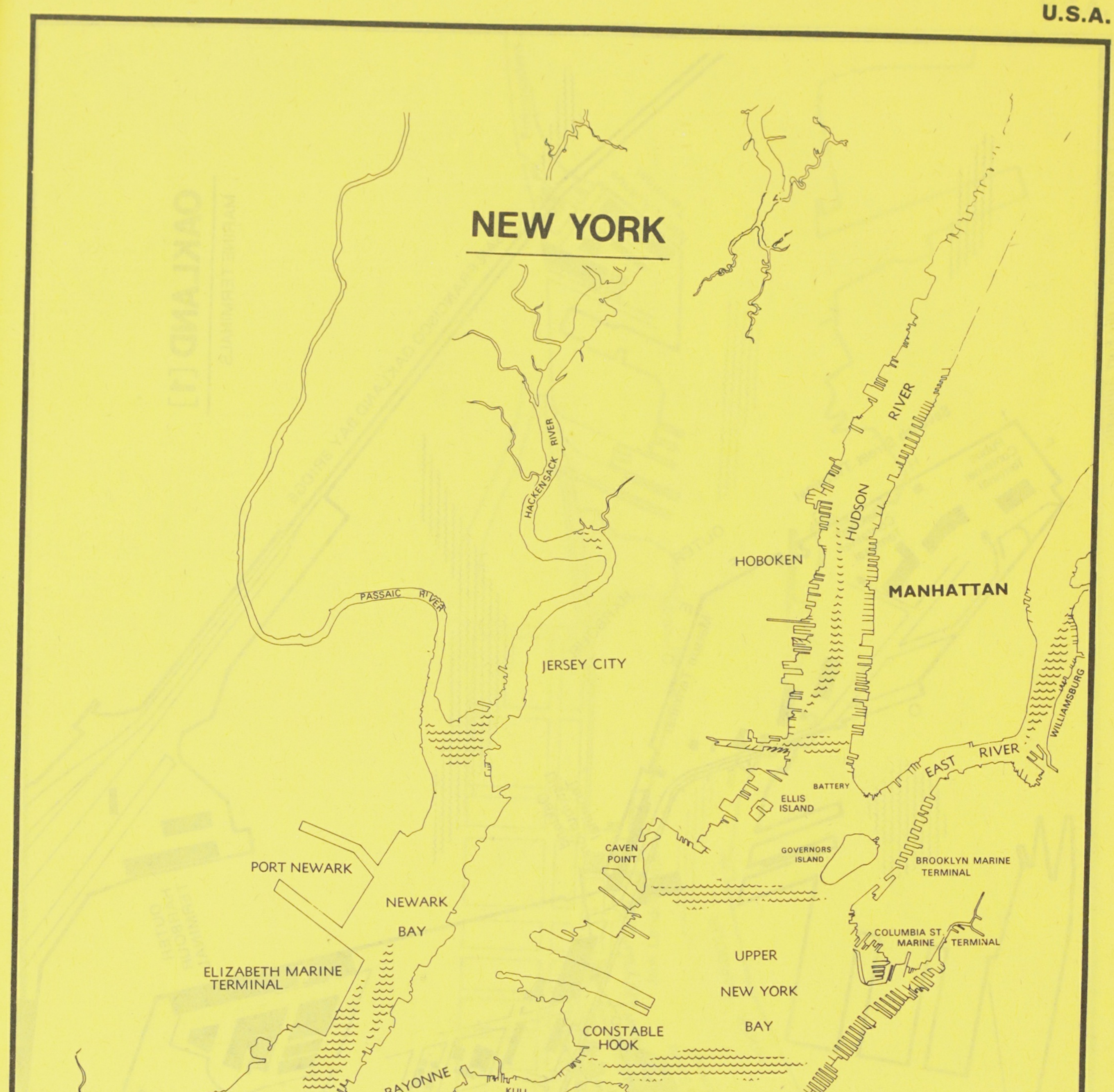
## NEW ORLEANS [2]


22C
23
21C
20C
19C
C24
18C
25C
17C
26C
16C
15C
27C
14C
28C
13C
29C
12C
30C
11C
31C
10C
9C
8C
Bulk Terminal
N
32C
33C
34C
7C
35C
36C
5C
6C
4C
37C
38C
3C
39C
40C
2C
42C
1C
E40
E36
E37
E38
39
E41
E42
43E
33E
E34
E35
E32
44E
45E
E31
ARABI
46E
E28
Ferry
43W
44W
45W
47E
48E
E27
49E
42W
ALGIERS
46W
47W
50E
51E
CHALMETTE
E26
48W
41W
E25
49W
52E
E24
40W
50W
51W
E23
E22
39W
53E
38W
E21
MISSISSIPPI RIVER
37W
E20
E19
36W
E18
E17
E16
35W
E15
E13
E14
34W
Lock
33W
32W
X
31W
GRETNA
30W
29W
28W
27W
HARVEY
26W
GULF INTRACOASTAL WATERWAY (ALTERNATE)

*"Reproduced by kind permission of the Port Authority".*


NAWILIWILI
400
0
400
800
SCALE IN FEET
Port Area Boundary
Petroleum Storage
Sugar Storage
Molasses
Petroleum Storage
Mokihana St.
Escarpment
Water Tank
Port Area Boundary
Container Yard
Transit Shed
Waapa Road
Gas Storage
Pier 2
Pier 1
Jetty
US Coast Guard
NIUMALU STREAM
HARBOUR BASIN
PROJECT DEPTH 35 FT
Coral fill area
Park
NAWILIWILI BAY

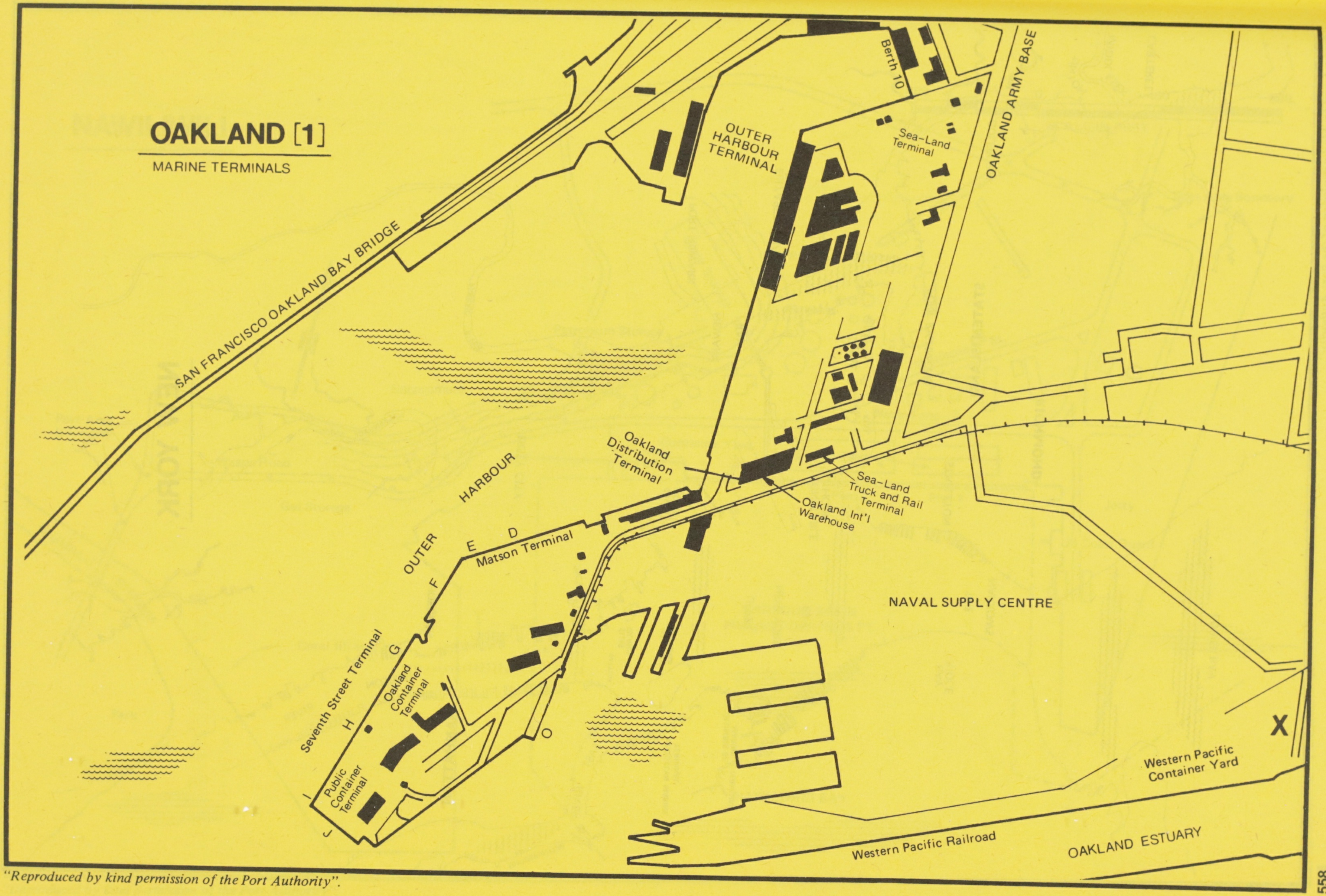
*"Reproduced by kind permission of the Port Authority".*


NEW YORK
HACKENSACK RIVER
PASSAIC RIVER
HUDSON RIVER
HOBOKEN
MANHATTAN
JERSEY CITY
WILLIAMSBURG
EAST RIVER
BATTERY
ELLIS ISLAND
CAVEN POINT
GOVERNORS ISLAND
BROOKLYN MARINE TERMINAL
PORT NEWARK
NEWARK BAY
COLUMBIA ST. MARINE TERMINAL
ELIZABETH MARINE TERMINAL
UPPER NEW YORK BAY
CONSTABLE HOOK
BAYONNE
KILL VAN KULL
ARTHUR KILL
PORT RICHMOND
STAPLETON
BAY RIDGE
GULFPORT
STATEN ISLAND
THE NARROWS
RICHMOND
UNION
MIDDLESEX
CARTERET
LOWER BAY

*"Reproduced by kind permission of the Port Authority".*

# OAKLAND [1]

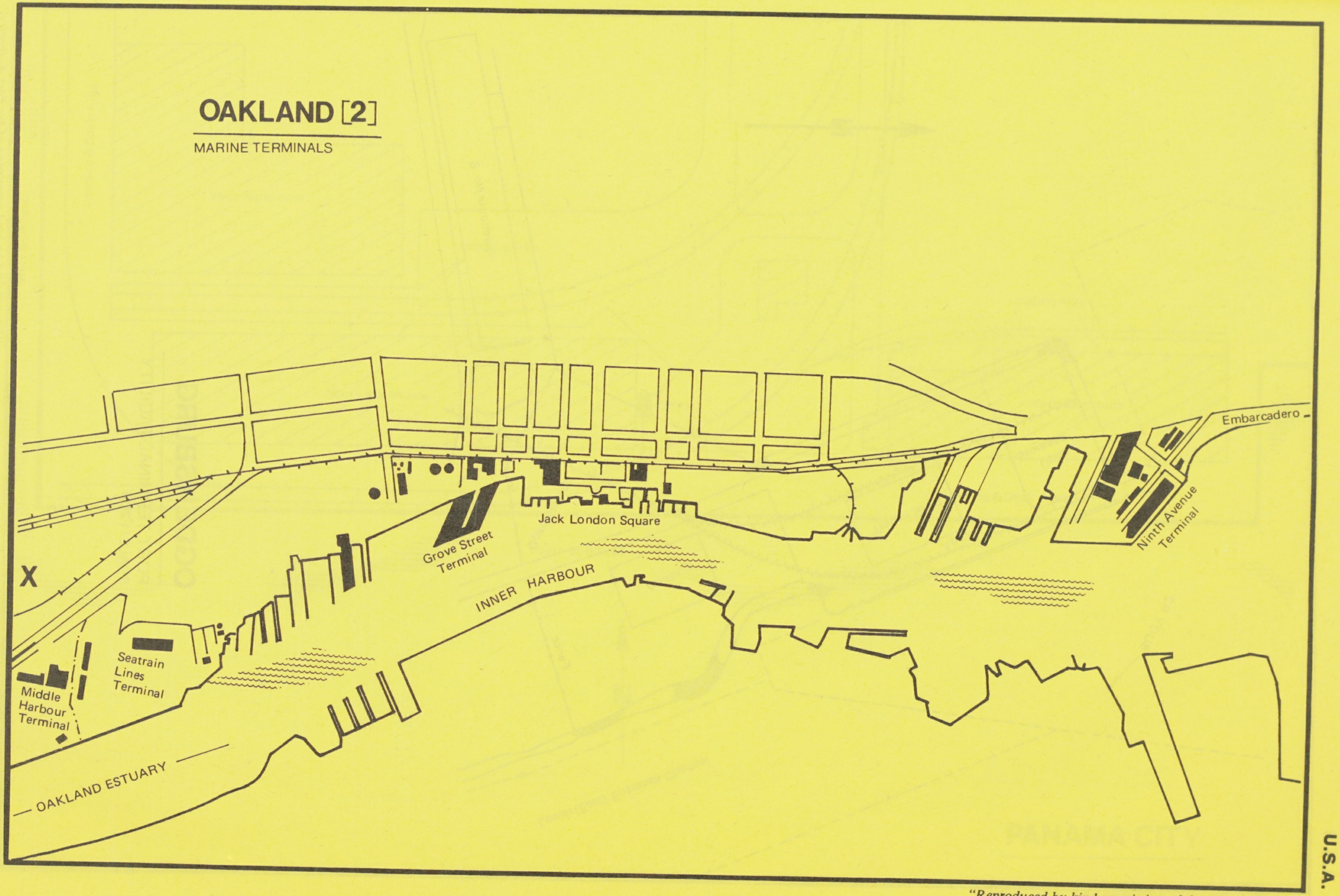
MARINE TERMINALS


Berth 10
OAKLAND ARMY BASE
OUTER HARBOUR TERMINAL
Sea-Land Terminal
SAN FRANCISCO OAKLAND BAY BRIDGE
Oakland Distribution Terminal
OUTER HARBOUR
Sea-Land Truck and Rail Terminal
Oakland Int'l Warehouse
D
E
Matson Terminal
OUTER
F
NAVAL SUPPLY CENTRE
G
Seventh Street Terminal
Oakland Container Terminal
H
O
X
Western Pacific Container Yard
Public Container Terminal
I
J
Western Pacific Railroad
OAKLAND ESTUARY

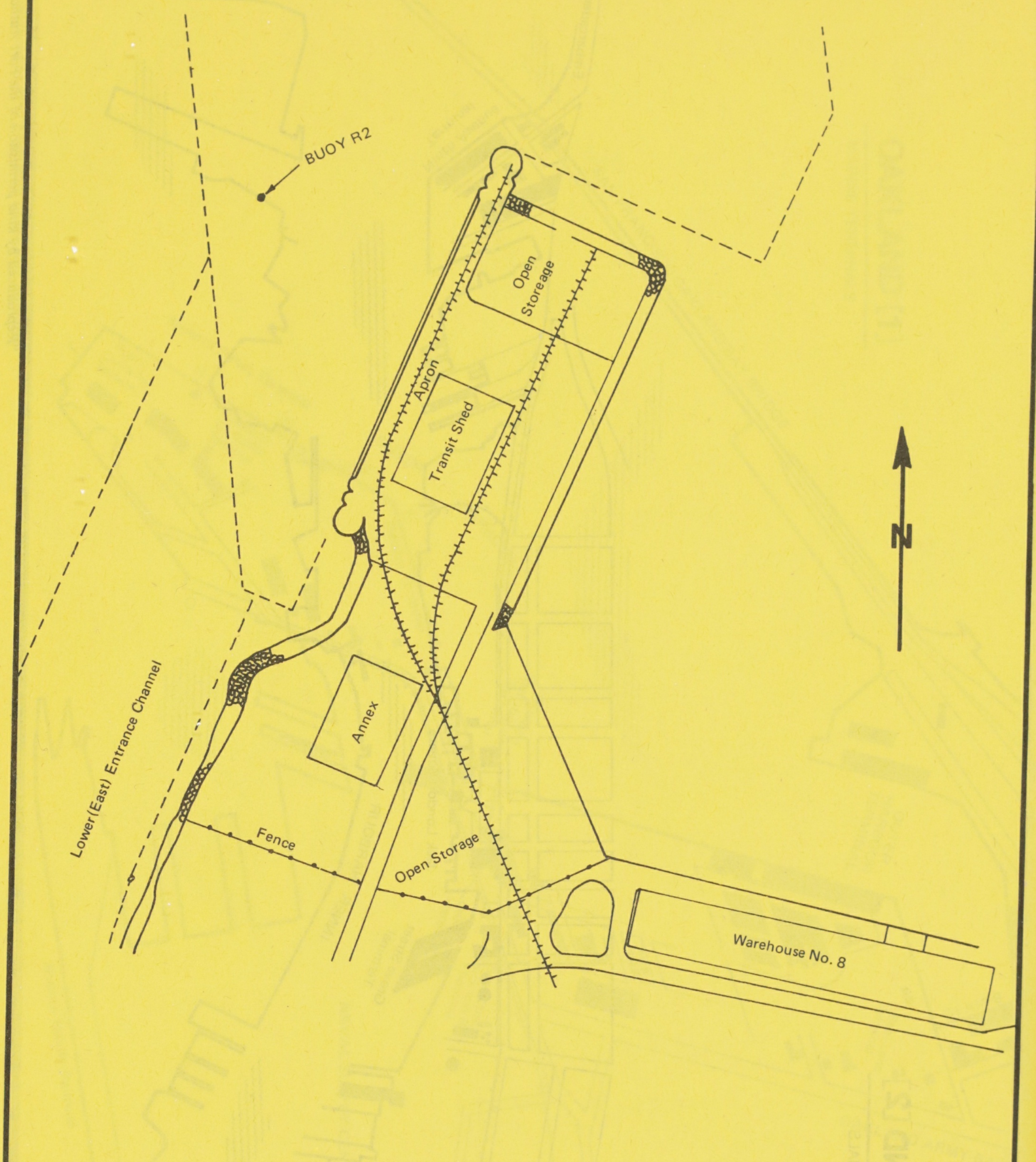
*"Reproduced by kind permission of the Port Authority".*

# OAKLAND [2]

## MARINE TERMINALS


Embarcadero
Ninth Avenue Terminal
Jack London Square
Grove Street Terminal
INNER HARBOUR
X
Seatrain Lines Terminal
Middle Harbour Terminal
OAKLAND ESTUARY

*"Reproduced by kind permission of the Port Authority".*

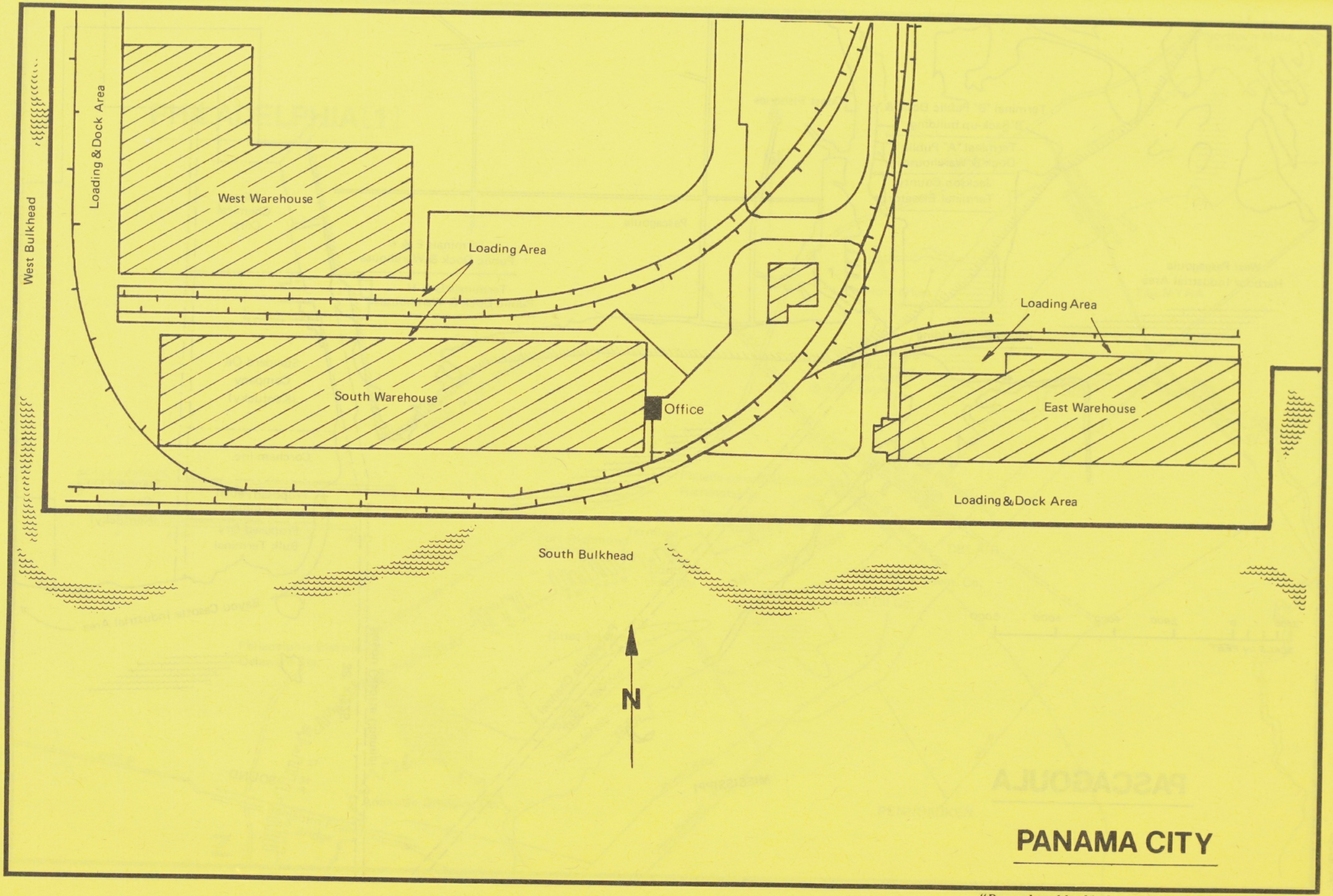

BUOY R2
Open Storeage
Apron
Transit Shed
N
Annex
Lower (East) Entrance Channel
Fence
Open Storage
Warehouse No. 8

## OGDENSBURG

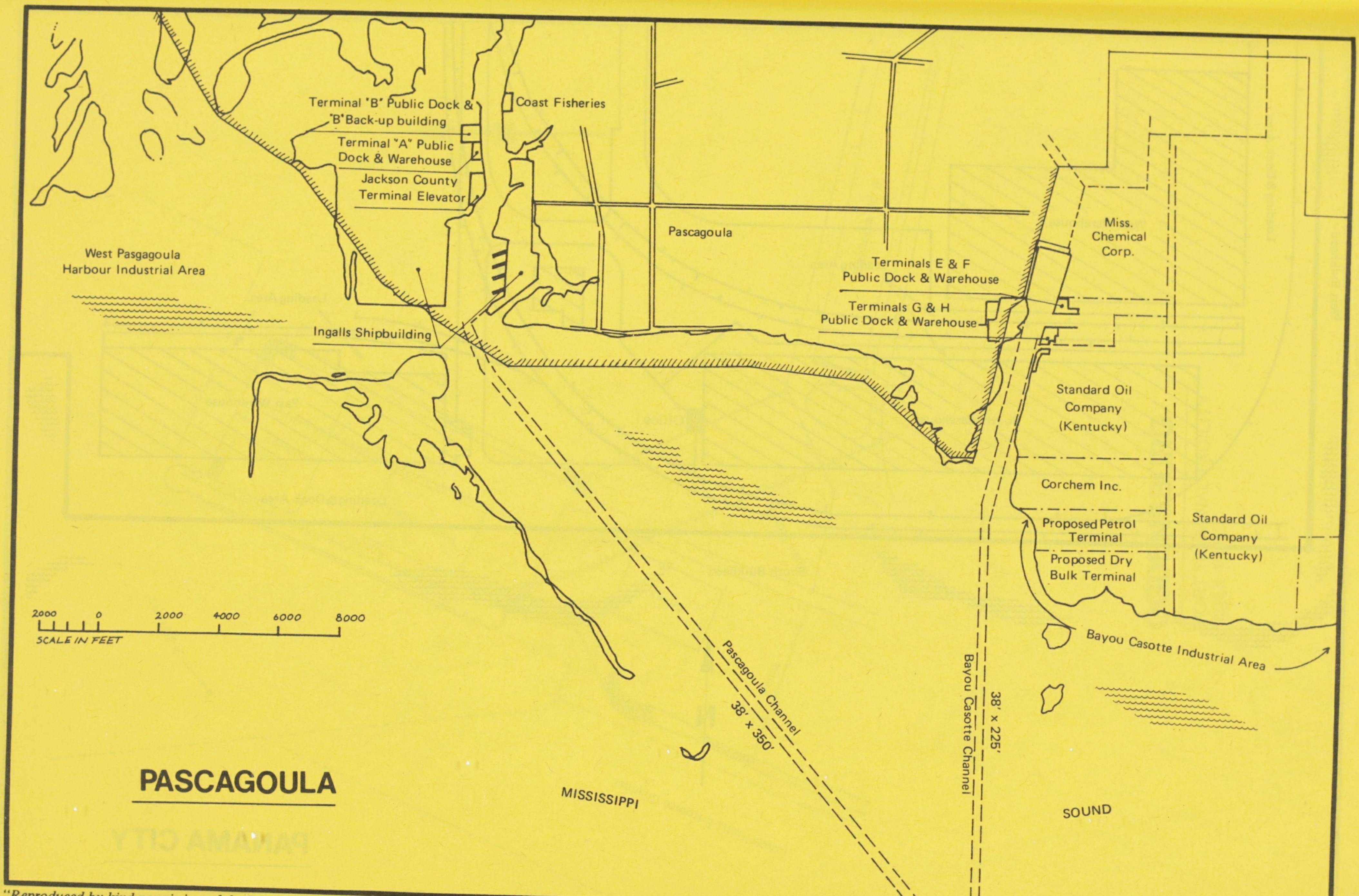
PORT TERMINAL FACILITY
SCALE: 1"-200'

*"Reproduced by kind permission of the Port Authority".*

## PANAMA CITY

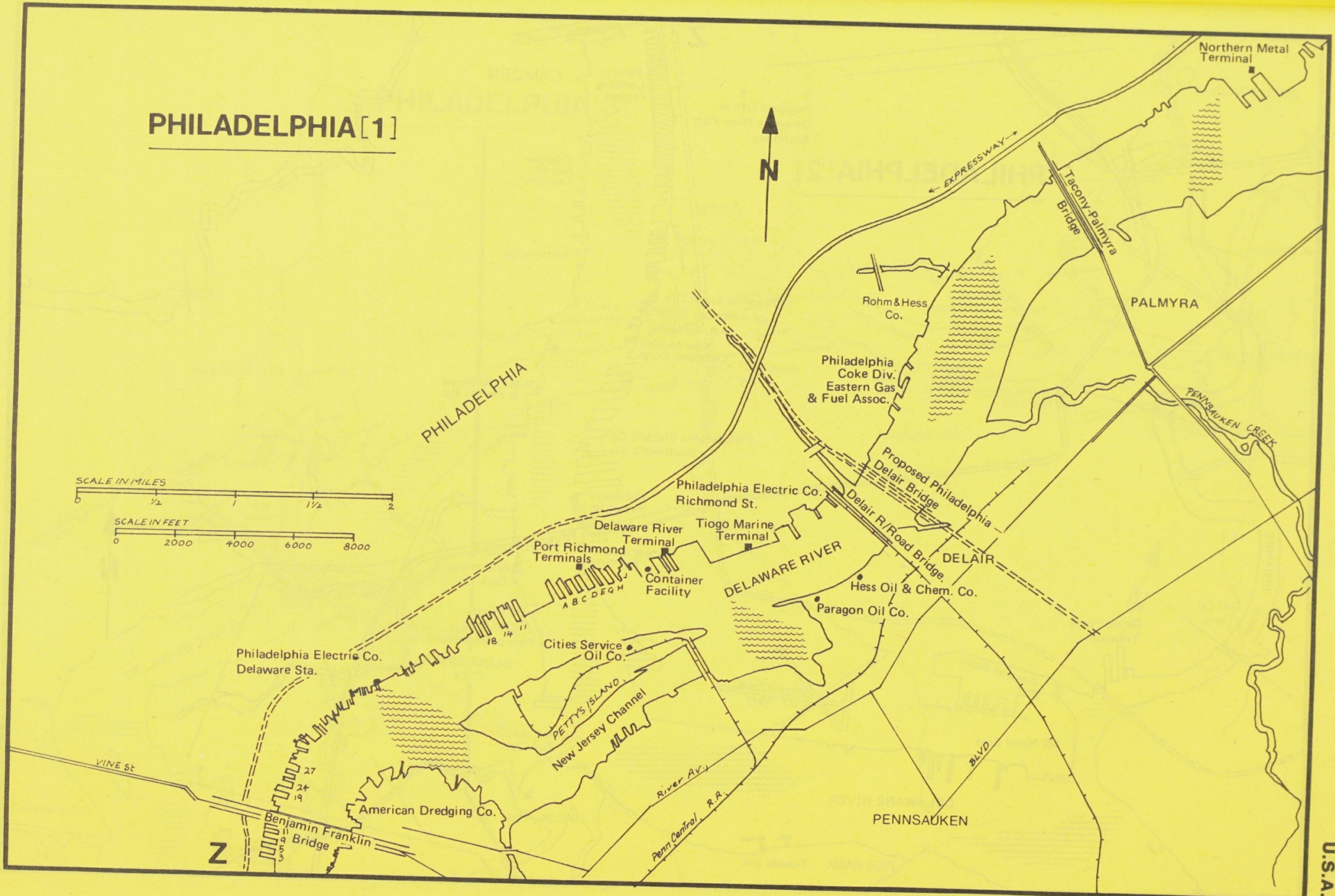

West Bulkhead
Loading & Dock Area
West Warehouse
Loading Area
South Warehouse
Office
Loading Area
East Warehouse
Loading & Dock Area
South Bulkhead
N
PANAMA CITY

*"Reproduced by kind permission of the Port Authority".*

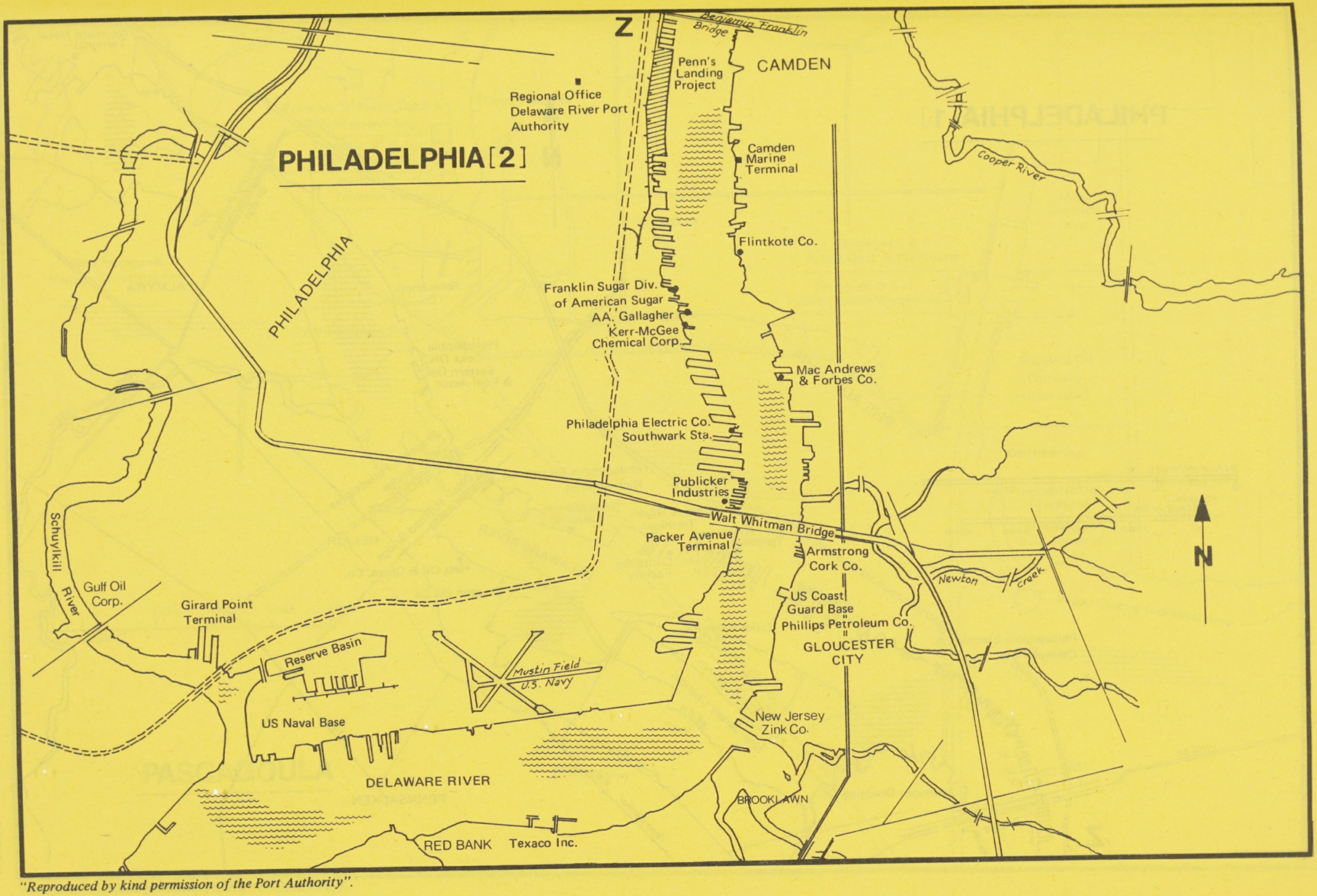

Terminal 'B' Public Dock &
'B' Back-up building
Coast Fisheries
Terminal 'A' Public
Dock & Warehouse
Jackson County
Terminal Elevator
Pascagoula
Miss.
Chemical
Corp.
West Pasgagoula
Harbour Industrial Area
Terminals E & F
Public Dock & Warehouse
Terminals G & H
Public Dock & Warehouse
Ingalls Shipbuilding
Standard Oil
Company
(Kentucky)
Corchem Inc.
Proposed Petrol
Terminal
Standard Oil
Company
(Kentucky)
Proposed Dry
Bulk Terminal
2000
0
2000
4000
6000
8000
SCALE IN FEET
Bayou Casotte Industrial Area
Pascagoula Channel
38' x 350'
Bayou Casotte Channel
38' x 225'
PASCAGOULA
MISSISSIPPI
SOUND

*"Reproduced by kind permission of the Port Authority".*

## PHILADELPHIA [1]

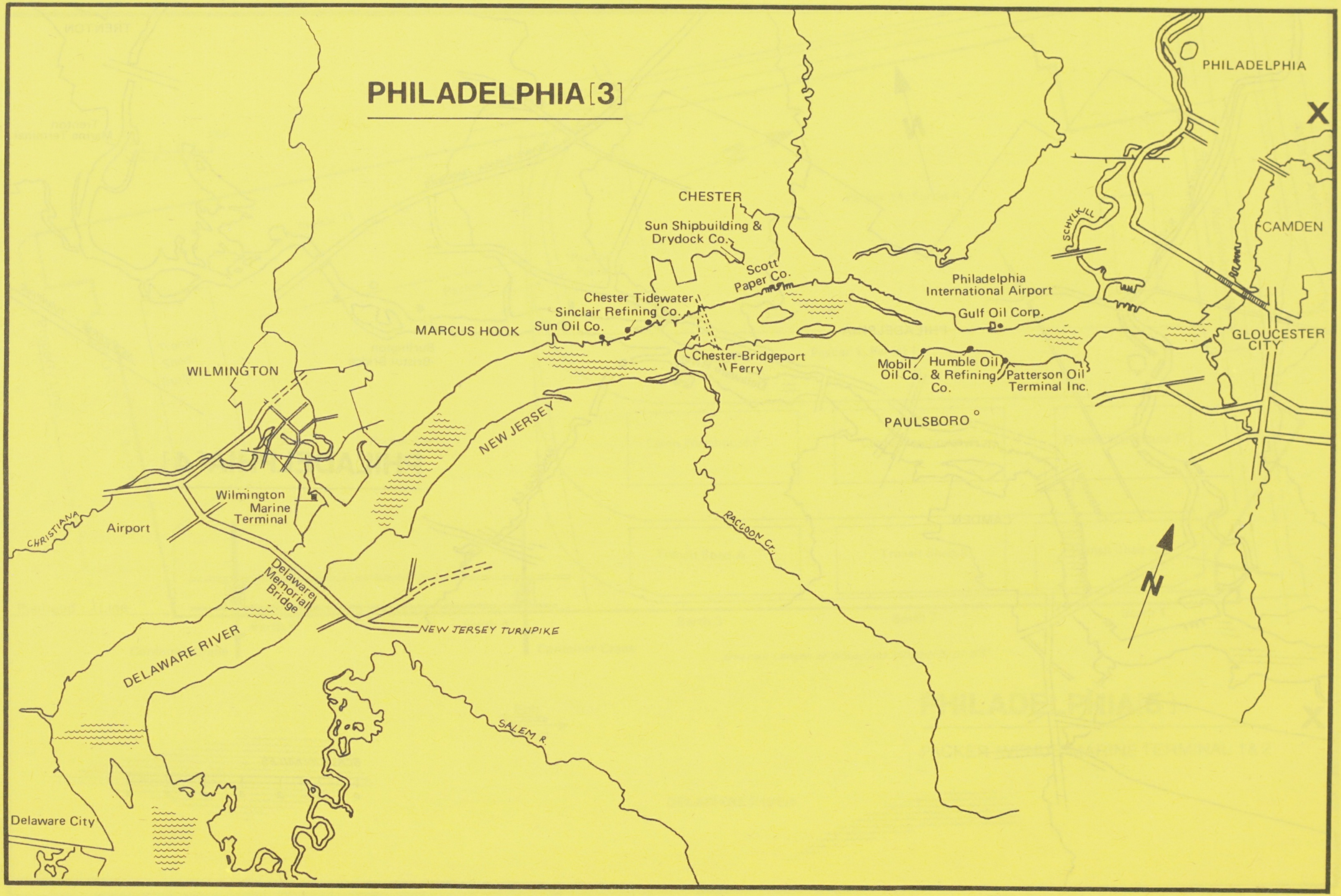

N
Northern Metal Terminal
EXPRESSWAY
Tacony-Palmyra Bridge
PALMYRA
Rohm & Hess Co.
Philadelphia Coke Div. Eastern Gas & Fuel Assoc.
PENNSAUKEN CREEK
PHILADELPHIA
SCALE IN MILES
0
½
1
1½
2
SCALE IN FEET
0
2000
4000
6000
8000
Proposed Philadelphia Delair Bridge
Delair R/Road Bridge
DELAIR
Philadelphia Electric Co. Richmond St.
Tiogo Marine Terminal
Delaware River Terminal
Port Richmond Terminals
Container Facility
A B C D E G H
DELAWARE RIVER
Hess Oil & Chem. Co.
Paragon Oil Co.
18
14
11
Cities Service Oil Co.
Philadelphia Electric Co. Delaware Sta.
PETTY'S ISLAND
New Jersey Channel
VINE St
27
24
19
9
5
3
American Dredging Co.
Benjamin Franklin Bridge
Z
River Av.
Penn Central R.R.
BLVD
PENNSAUKEN

*"Reproduced by kind permission of the Port Authority".*

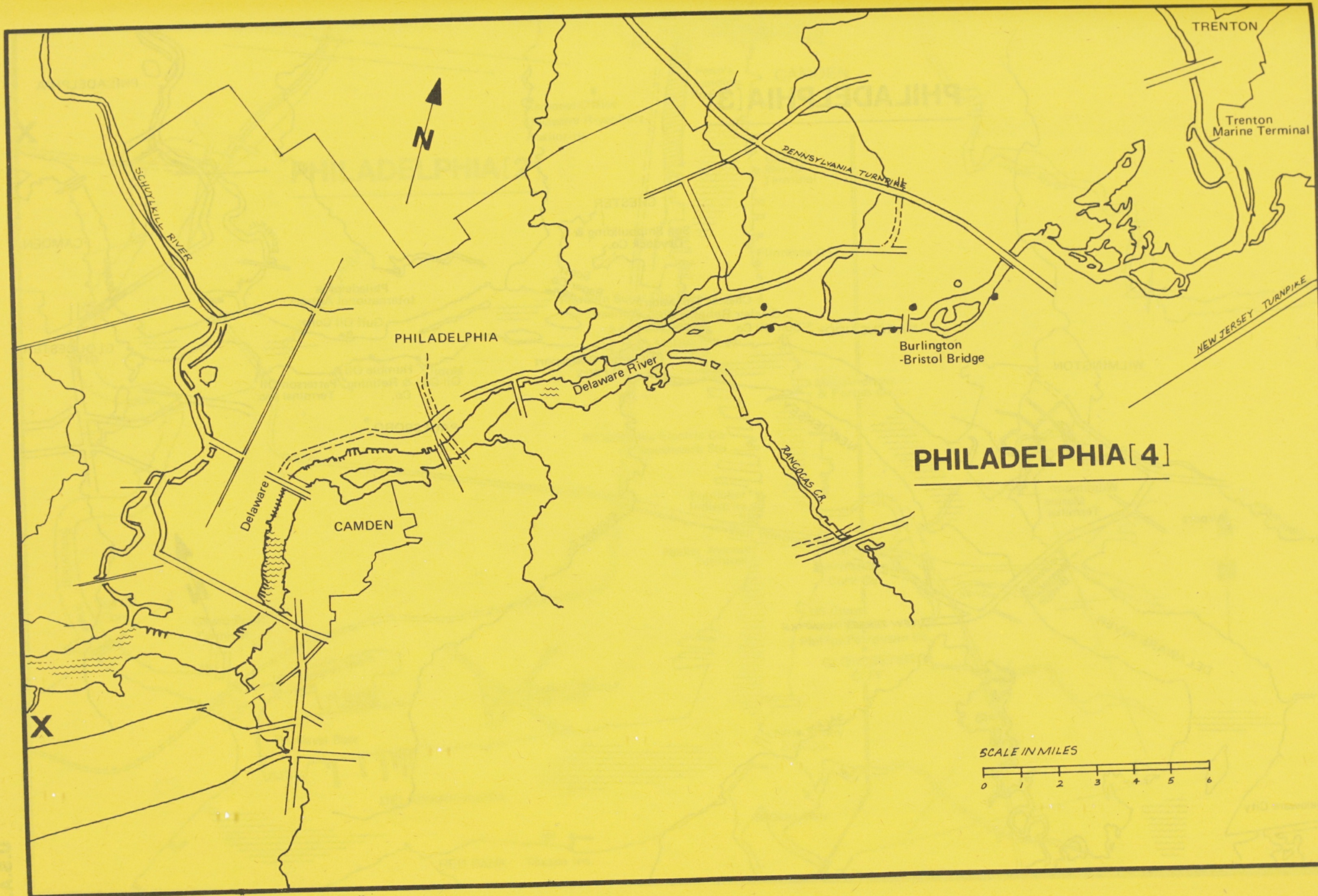

PHILADELPHIA[2]
Z
Benjamin Franklin Bridge
Penn's Landing Project
CAMDEN
Regional Office Delaware River Port Authority
Camden Marine Terminal
Cooper River
PHILADELPHIA
Flintkote Co.
Franklin Sugar Div. of American Sugar
AA. Gallagher
Kerr-McGee Chemical Corp.
Mac Andrews & Forbes Co.
Philadelphia Electric Co. Southwark Sta.
Publicker Industries
Walt Whitman Bridge
Packer Avenue Terminal
Armstrong Cork Co.
N
Newton Creek
Schuylkill River
Gulf Oil Corp.
Girard Point Terminal
Reserve Basin
Mustin Field U.S. Navy
US Coast Guard Base
Phillips Petroleum Co.
GLOUCESTER CITY
US Naval Base
New Jersey Zink Co.
DELAWARE RIVER
BROOKLAWN
RED BANK
Texaco Inc.

*"Reproduced by kind permission of the Port Authority".*

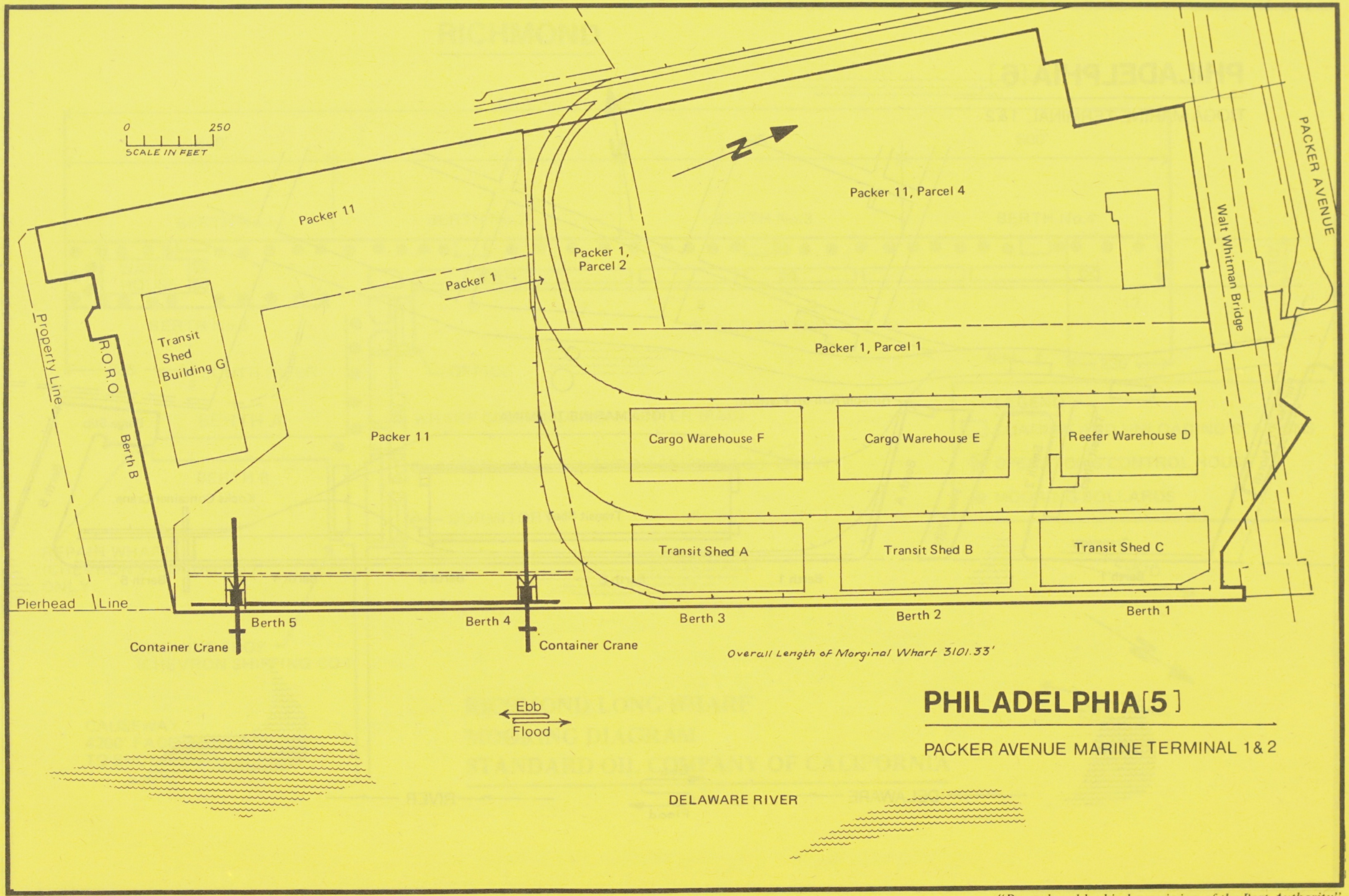
# PHILADELPHIA [3]


PHILADELPHIA
X
SCHUYLKILL
CAMDEN
CHESTER
Sun Shipbuilding &
Drydock Co.
Scott
Paper Co.
Philadelphia
International Airport
Gulf Oil Corp.
GLOUCESTER
CITY
Chester Tidewater
Sinclair Refining Co.
Sun Oil Co.
MARCUS HOOK
Chester-Bridgeport
Ferry
Mobil
Oil Co.
Humble Oil
& Refining
Co.
Patterson Oil
Terminal Inc.
PAULSBORO
WILMINGTON
NEW JERSEY
Wilmington
Marine
Terminal
Airport
CHRISTIANA
RACCOON Cr.
N
Delaware
Memorial
Bridge
NEW JERSEY TURNPIKE
DELAWARE RIVER
SALEM R
Delaware City

*"Reproduced by kind permission of the Port Authority".*


TRENTON
Trenton Marine Terminal
N
PENNSYLVANIA TURNPIKE
SCHUYLKILL RIVER
PHILADELPHIA
Delaware River
Burlington -Bristol Bridge
NEW JERSEY TURNPIKE
PHILADELPHIA [4]
RANCOCAS CR.
Delaware
CAMDEN
X
SCALE IN MILES
0 1 2 3 4 5 6

*"Reproduced by kind permission of the Port Authority".*


0 250
SCALE IN FEET
Packer 11
Packer 1
Packer 1, Parcel 2
Packer 11, Parcel 4
N
PACKER AVENUE
Walt Whitman Bridge
Packer 1, Parcel 1
Property Line
R.O.R.O.
Transit Shed Building G
Berth B
Packer 11
Cargo Warehouse F
Cargo Warehouse E
Reefer Warehouse D
Transit Shed A
Transit Shed B
Transit Shed C
Pierhead Line
Berth 5
Berth 4
Berth 3
Berth 2
Berth 1
Container Crane
Container Crane
Overall Length of Marginal Wharf 3101.33'
Ebb
Flood
DELAWARE RIVER

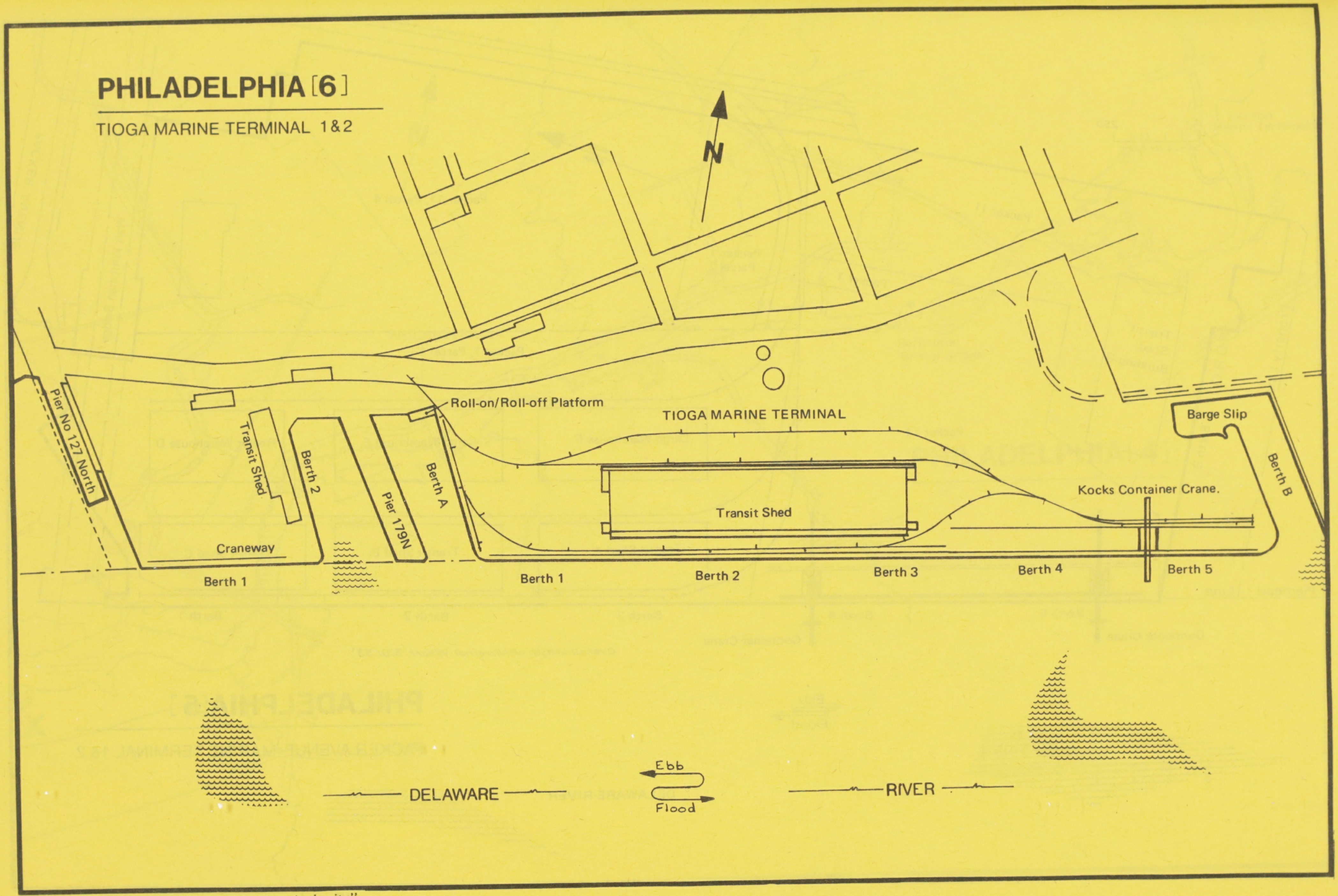
## PHILADELPHIA[5]

PACKER AVENUE MARINE TERMINAL 1 & 2

"Reproduced by kind permission of the Port Authority".

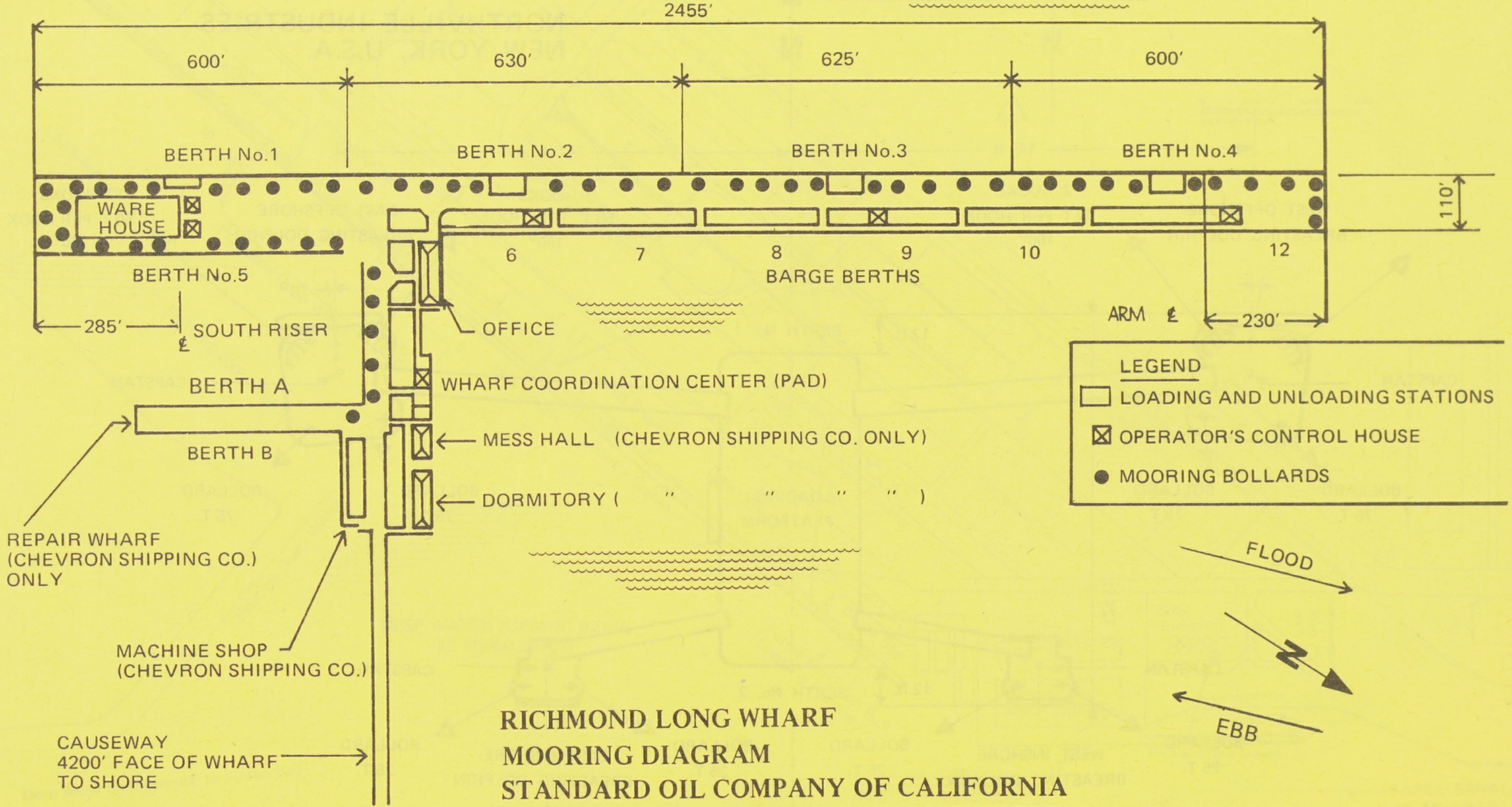
# PHILADELPHIA [6]

## TIOGA MARINE TERMINAL 1&2


N
Pier No 127 North
Transit Shed
Berth 2
Pier 179N
Berth A
Roll-on/Roll-off Platform
TIOGA MARINE TERMINAL
Transit Shed
Barge Slip
Berth B
Kocks Container Crane.
Craneway
Berth 1
Berth 1
Berth 2
Berth 3
Berth 4
Berth 5
Ebb
Flood
DELAWARE
RIVER

*"Reproduced by kind permission of the Port Authority".*

# RICHMOND

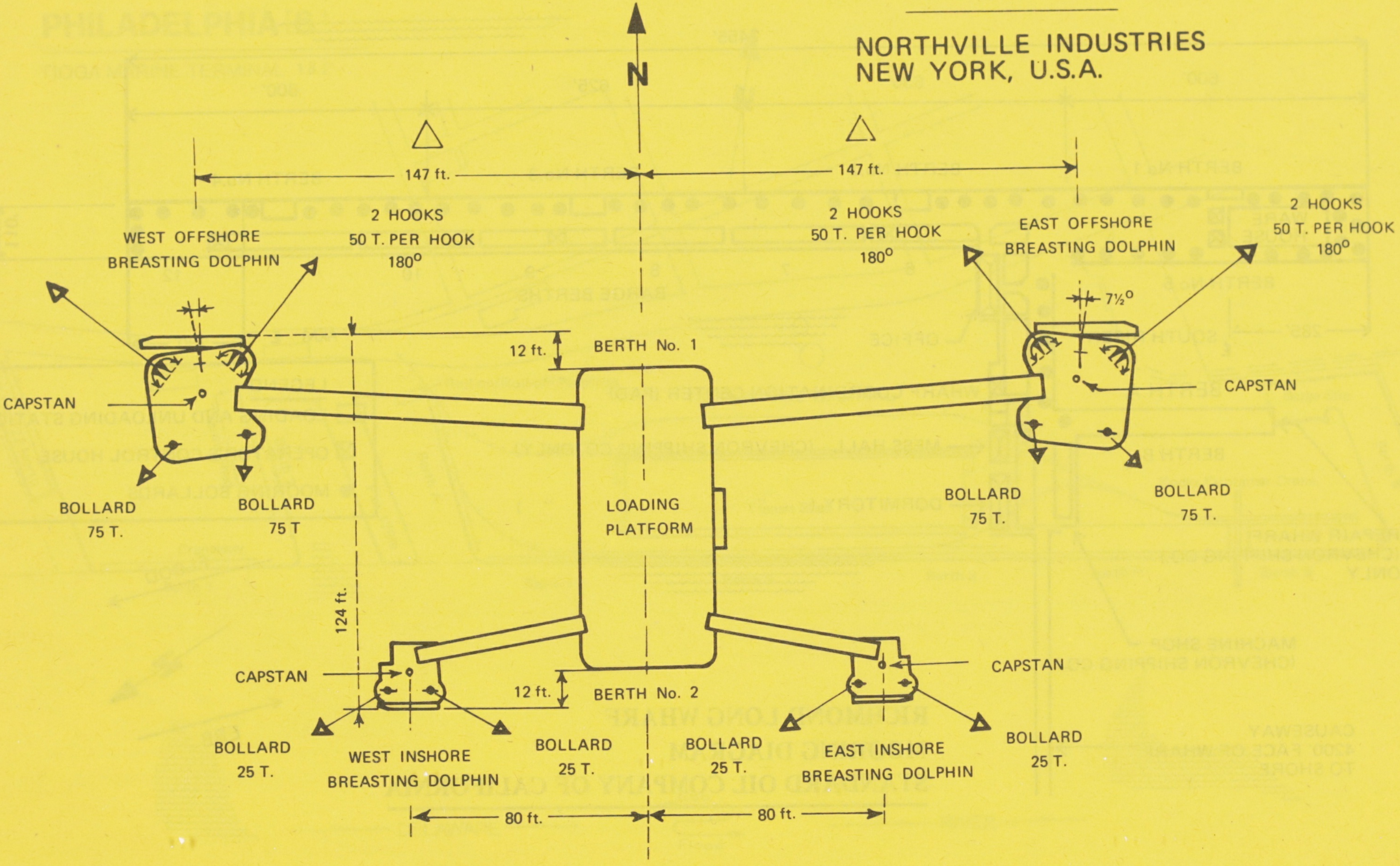

2455′
600′
630′
625′
600′
BERTH No.1
BERTH No.2
BERTH No.3
BERTH No.4
110′
WARE HOUSE
6
7
8
9
10
12
BARGE BERTHS
BERTH No.5
285′
SOUTH RISER
℄
ARM ℄
230′
OFFICE
BERTH A
WHARF COORDINATION CENTER (PAD)
BERTH B
MESS HALL (CHEVRON SHIPPING CO. ONLY)
DORMITORY ( " " " " )
REPAIR WHARF (CHEVRON SHIPPING CO.) ONLY
MACHINE SHOP (CHEVRON SHIPPING CO.)
CAUSEWAY 4200′ FACE OF WHARF TO SHORE
LEGEND
LOADING AND UNLOADING STATIONS
OPERATOR'S CONTROL HOUSE
MOORING BOLLARDS
FLOOD
N
EBB

**RICHMOND LONG WHARF**
**MOORING DIAGRAM**
**STANDARD OIL COMPANY OF CALIFORNIA**

*"Reproduced by kind permission of the Port Authority".*

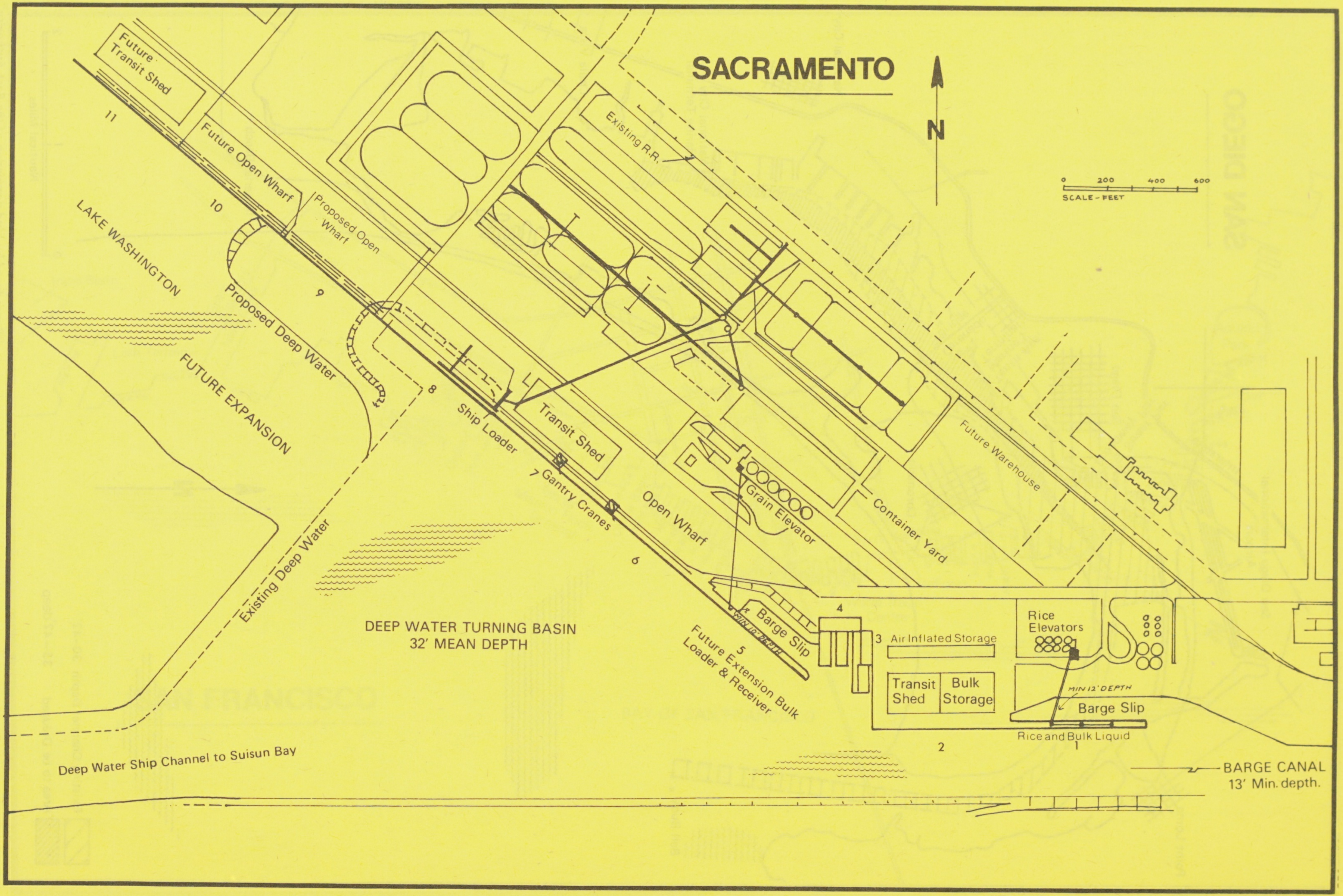
## RIVERHEAD

NORTHVILLE INDUSTRIES
NEW YORK, U.S.A.

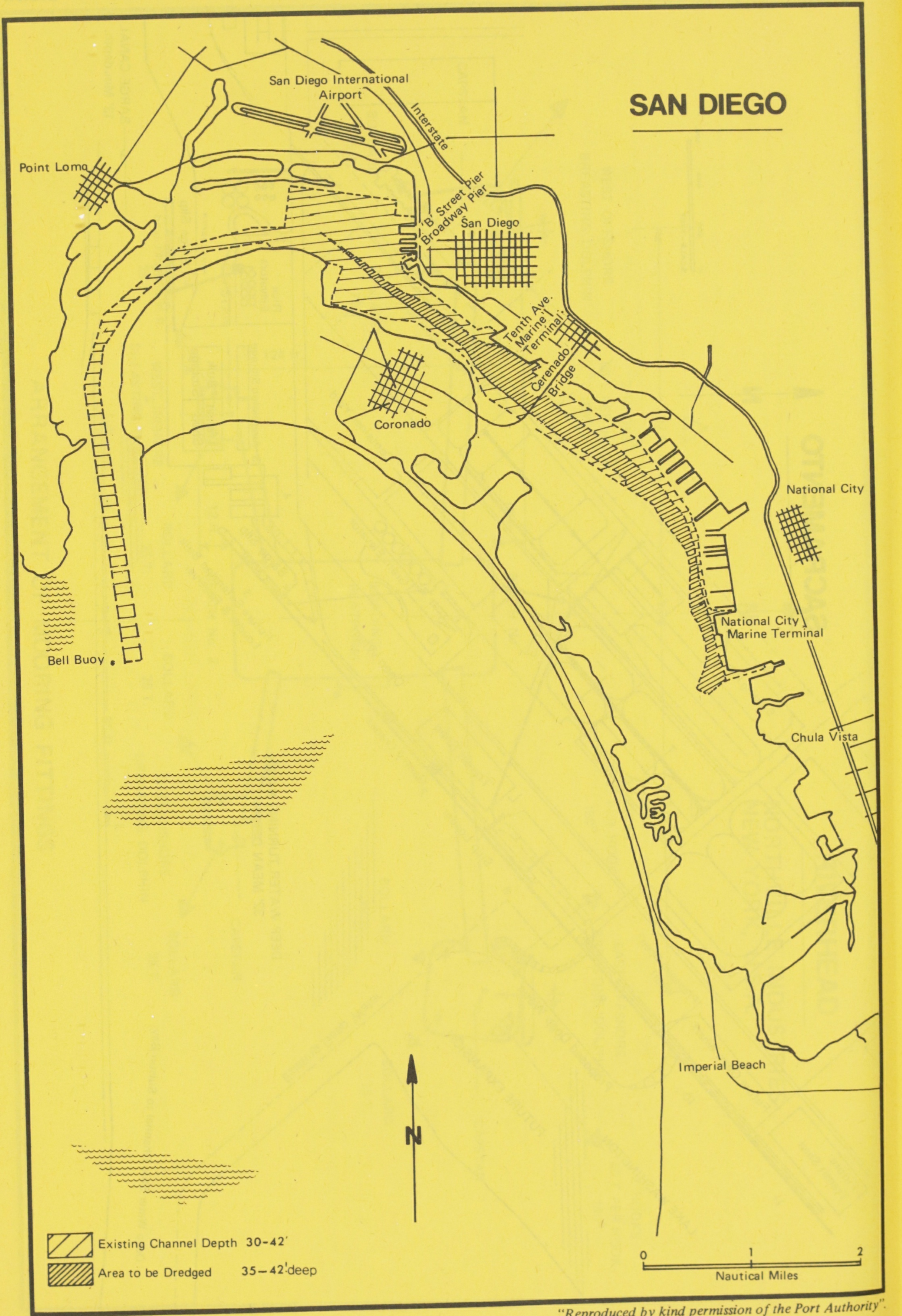

N
147 ft.
147 ft.
WEST OFFSHORE
BREASTING DOLPHIN
2 HOOKS
50 T. PER HOOK
180°
2 HOOKS
50 T. PER HOOK
180°
EAST OFFSHORE
BREASTING DOLPHIN
2 HOOKS
50 T. PER HOOK
180°
7½°
12 ft.
BERTH No. 1
CAPSTAN
CAPSTAN
BOLLARD
75 T.
BOLLARD
75 T
LOADING
PLATFORM
BOLLARD
75 T.
BOLLARD
75 T.
124 ft.
CAPSTAN
CAPSTAN
12 ft.
BERTH No. 2
BOLLARD
25 T.
WEST INSHORE
BREASTING DOLPHIN
BOLLARD
25 T.
BOLLARD
25 T.
EAST INSHORE
BREASTING DOLPHIN
BOLLARD
25 T.
80 ft.
80 ft.

ARRANGEMENT OF MOORING FITTINGS

*"Reproduced by kind permission of the Port Authority".*

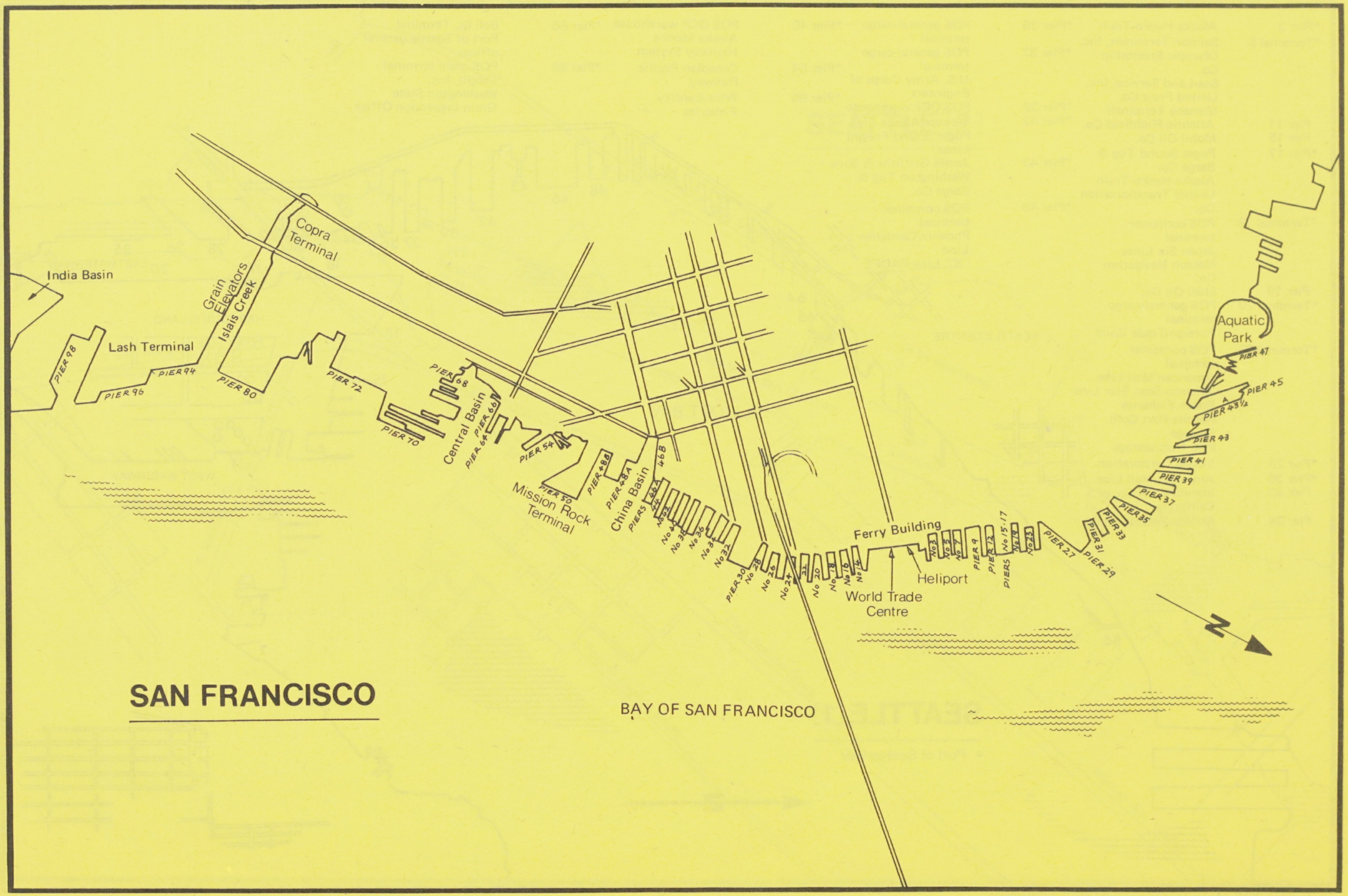

SACRAMENTO
N
0 200 400 600
SCALE - FEET
Future Transit Shed
11
Future Open Wharf
10
Proposed Open Wharf
LAKE WASHINGTON
9
Proposed Deep Water
FUTURE EXPANSION
8
Ship Loader
Transit Shed
Existing R.R.
Future Warehouse
7 Gantry Cranes
Open Wharf
Grain Elevator
Container Yard
6
Existing Deep Water
DEEP WATER TURNING BASIN
32' MEAN DEPTH
Barge Slip
MIN 12' DEPTH
5
Future Extension Bulk Loader & Receiver
4
3
Air Inflated Storage
Rice Elevators
Transit Shed
Bulk Storage
MIN 12' DEPTH
Barge Slip
Rice and Bulk Liquid
2
1
BARGE CANAL
13' Min. depth.
Deep Water Ship Channel to Suisun Bay

*"Reproduced by kind permission of the Port Authority".*



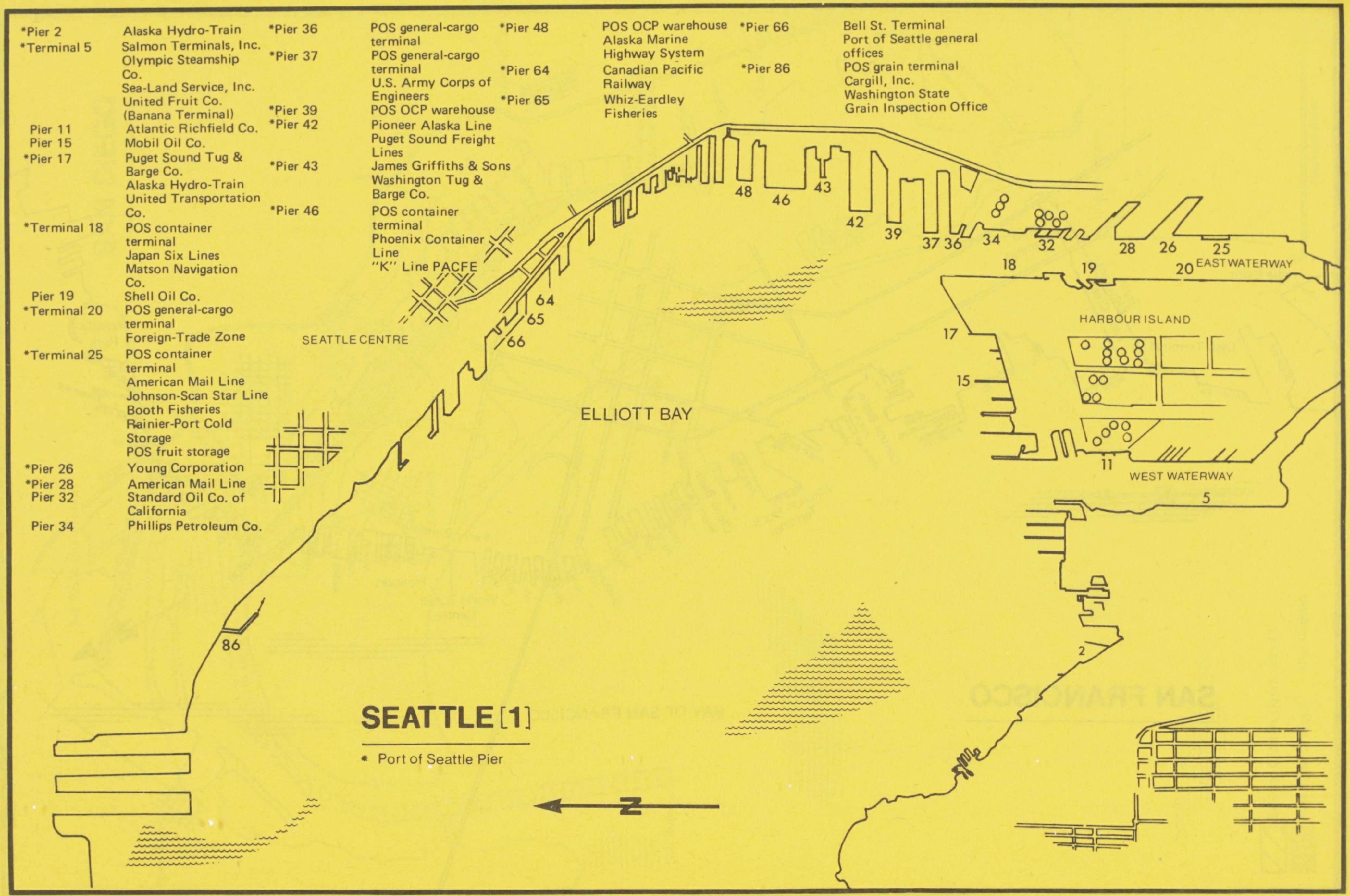
SAN DIEGO
San Diego International Airport
Interstate
Point Loma
'B' Street Pier
Broadway Pier
San Diego
Tenth Ave. Marine Terminal
Cerenado Bridge
Coronado
National City
National City Marine Terminal
Chula Vista
Imperial Beach
Bell Buoy
N
Existing Channel Depth 30-42′
Area to be Dredged 35-42′deep
0
1
2
Nautical Miles

*"Reproduced by kind permission of the Port Authority".*


SAN FRANCISCO
BAY OF SAN FRANCISCO
India Basin
Lash Terminal
Grain Elevators
Islais Creek
Copra Terminal
PIER 98
PIER 96
PIER 94
PIER 80
PIER 72
PIER 70
PIER 68
Central Basin
PIER 66
PIER 64
PIER 54
PIER 50
Mission Rock Terminal
PIER 48B
PIER 48A
China Basin
46B
46A
PIERS
No 44
No 42
No 38
No 36
No 34
No 32
PIER 30
No 28
No 26
No 24
22
No 20
No 18
No 16
No 14
Ferry Building
Heliport
World Trade Centre
No 3
No 5
No 7
PIER 9
PIER 17
PIERS No 15-17
No 19
No 23
PIER 27
PIER 29
PIER 31
PIER 33
PIER 35
PIER 37
PIER 39
PIER 41
PIER 43
PIER 43½
PIER 45
PIER 47
Aquatic Park
N

*"Reproduced by kind permission of the Port Authority".*

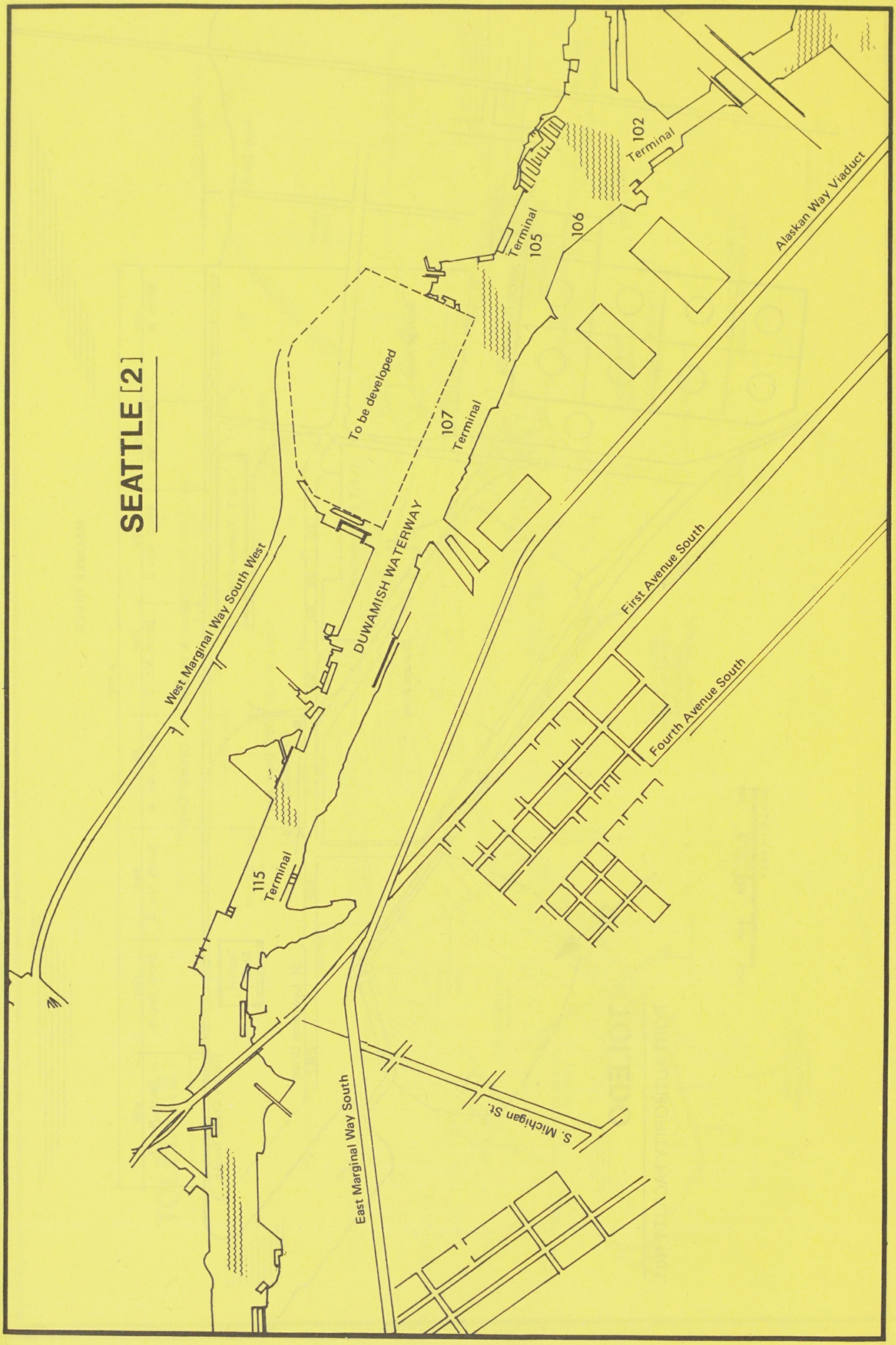
## SEATTLE [1]



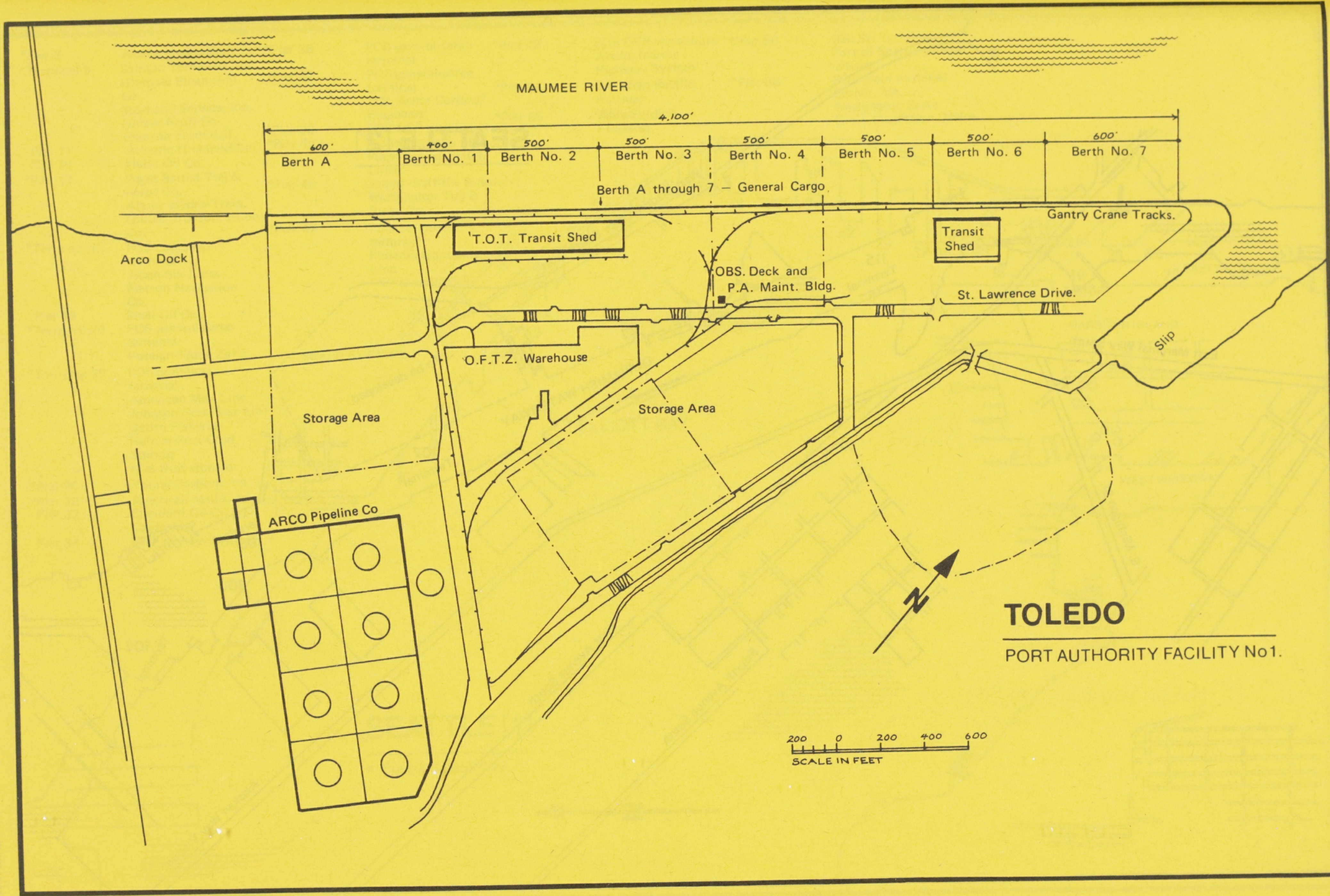
| Pier | Tenant |
|---|---|
| *Pier 2 | Alaska Hydro-Train |
| *Terminal 5 | Salmon Terminals, Inc.<br>Olympic Steamship Co.<br>Sea-Land Service, Inc.<br>United Fruit Co. (Banana Terminal) |
| Pier 11 | Atlantic Richfield Co. |
| Pier 15 | Mobil Oil Co. |
| *Pier 17 | Puget Sound Tug & Barge Co.<br>Alaska Hydro-Train<br>United Transportation Co. |
| *Terminal 18 | POS container terminal<br>Japan Six Lines<br>Matson Navigation Co. |
| Pier 19 | Shell Oil Co. |
| *Terminal 20 | POS general-cargo terminal<br>Foreign-Trade Zone |
| *Terminal 25 | POS container terminal<br>American Mail Line<br>Johnson-Scan Star Line<br>Booth Fisheries<br>Rainier-Port Cold Storage<br>POS fruit storage |
| *Pier 26 | Young Corporation |
| *Pier 28 | American Mail Line |
| Pier 32 | Standard Oil Co. of California |
| Pier 34 | Phillips Petroleum Co. |
| *Pier 36 | POS general-cargo terminal |
| *Pier 37 | POS general-cargo terminal<br>U.S. Army Corps of Engineers |
| *Pier 39 | POS OCP warehouse |
| *Pier 42 | Pioneer Alaska Line<br>Puget Sound Freight Lines |
| *Pier 43 | James Griffiths & Sons<br>Washington Tug & Barge Co. |
| *Pier 46 | POS container terminal<br>Phoenix Container Line<br>"K" Line PACFE |
| *Pier 48 | POS OCP warehouse<br>Alaska Marine Highway System |
| *Pier 64 | Canadian Pacific Railway |
| *Pier 65 | Whiz-Eardley Fisheries |
| *Pier 66 | Bell St. Terminal<br>Port of Seattle general offices |
| *Pier 86 | POS grain terminal<br>Cargill, Inc.<br>Washington State Grain Inspection Office |

* Port of Seattle Pier

*"Reproduced by kind permission of the Port Authority".*

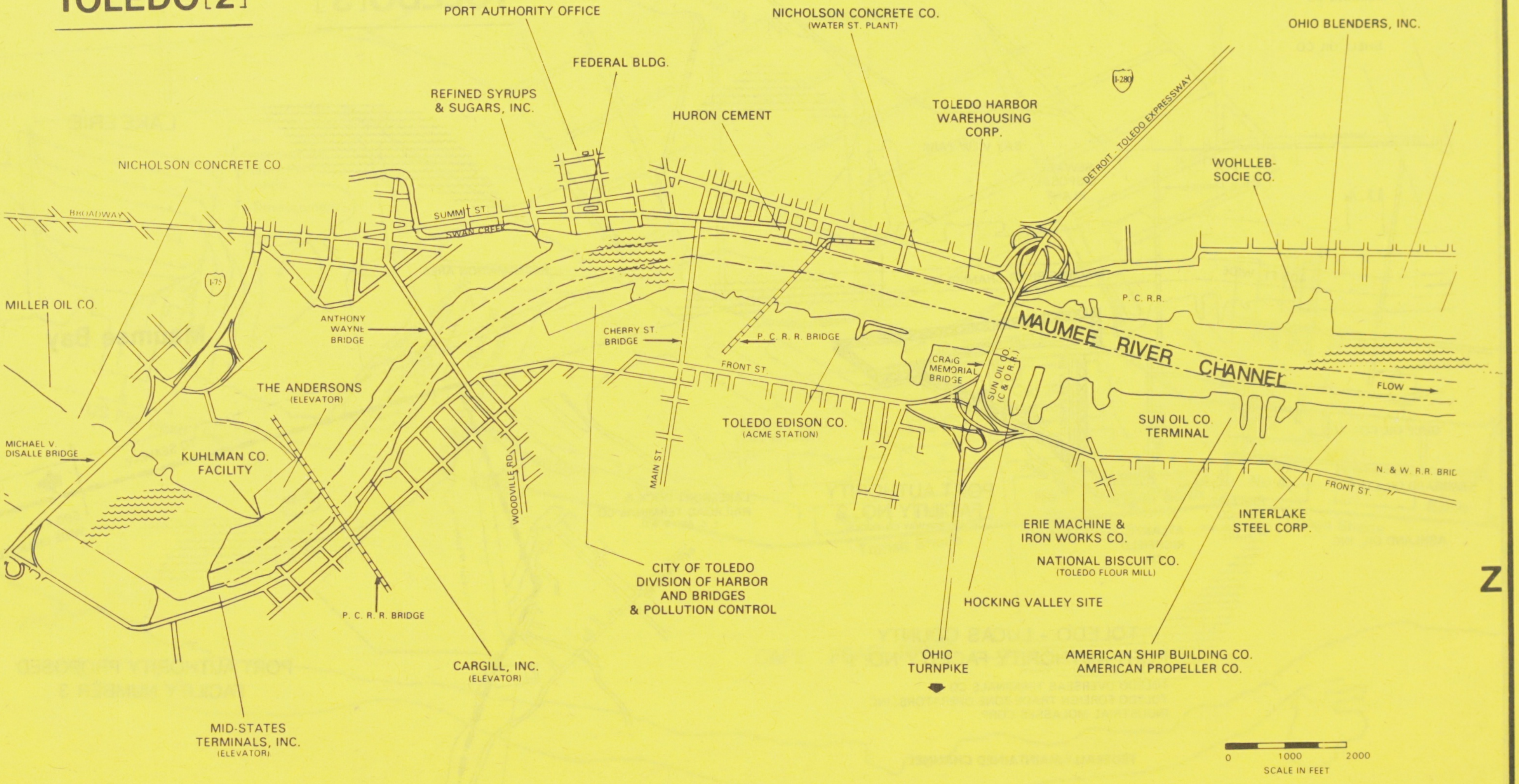

SEATTLE [2]
West Marginal Way South West
To be developed
DUWAMISH WATERWAY
Terminal 107
Terminal 105
106
Terminal 102
Alaskan Way Viaduct
First Avenue South
Fourth Avenue South
Terminal 115
East Marginal Way South
S. Michigan St.

*"Reproduced by kind permission of the Port Authority".*

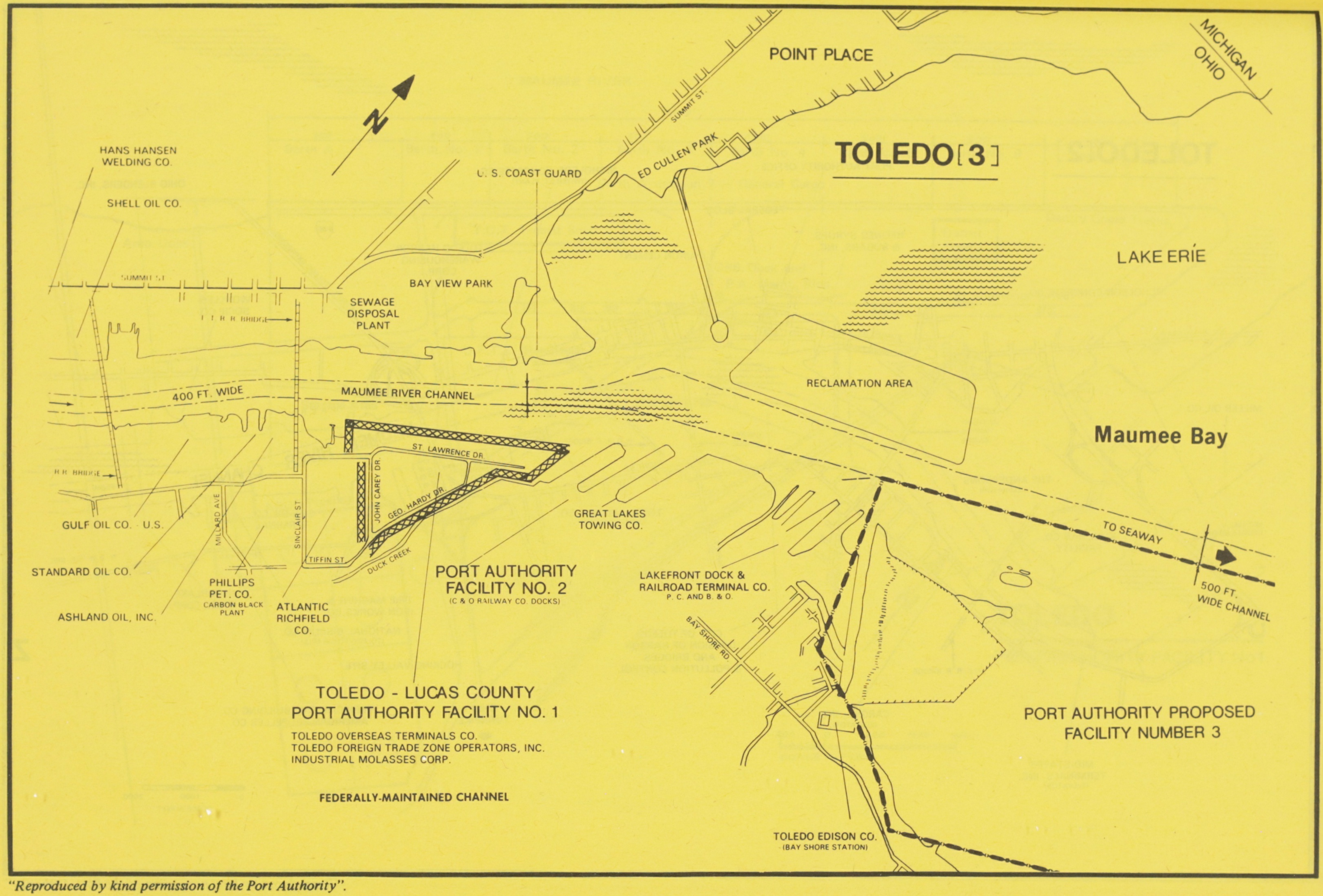

MAUMEE RIVER
4,100'
600'
Berth A
400'
Berth No. 1
500'
Berth No. 2
500'
Berth No. 3
500'
Berth No. 4
500'
Berth No. 5
500'
Berth No. 6
600'
Berth No. 7
Berth A through 7 – General Cargo
Gantry Crane Tracks.
T.O.T. Transit Shed
Transit Shed
Arco Dock
OBS. Deck and P.A. Maint. Bldg.
St. Lawrence Drive.
Slip
O.F.T.Z. Warehouse
Storage Area
Storage Area
ARCO Pipeline Co
N
TOLEDO
PORT AUTHORITY FACILITY No1.
200 0 200 400 600
SCALE IN FEET

*"Reproduced by kind permission of the Port Authority".*

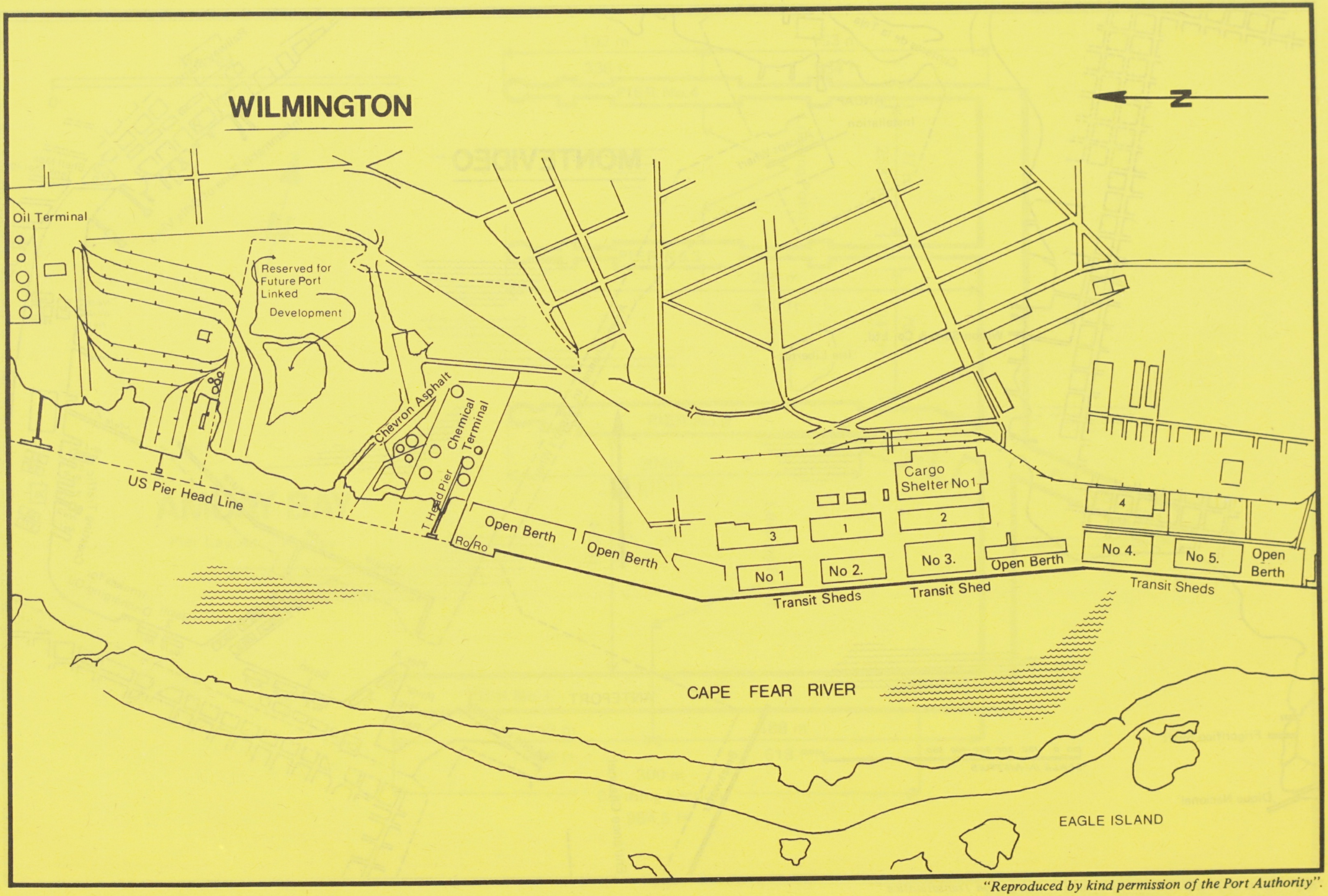
# TOLEDO[2]


PORT AUTHORITY OFFICE
NICHOLSON CONCRETE CO.
(WATER ST. PLANT)
OHIO BLENDERS, INC.
FEDERAL BLDG.
REFINED SYRUPS
& SUGARS, INC.
HURON CEMENT
TOLEDO HARBOR
WAREHOUSING
CORP.
I-280
DETROIT - TOLEDO EXPRESSWAY
WOHLLEB-
SOCIE CO.
NICHOLSON CONCRETE CO
BROADWAY
SUMMIT ST
SWAN CREEK
I-75
MILLER OIL CO.
ANTHONY
WAYNE
BRIDGE
CHERRY ST.
BRIDGE
P. C. R. R. BRIDGE
P. C. R.R.
MAUMEE RIVER CHANNEL
FRONT ST.
CRAIG
MEMORIAL
BRIDGE
SUN OIL CO.
IC & O R.R.
FLOW
THE ANDERSONS
(ELEVATOR)
TOLEDO EDISON CO.
(ACME STATION)
SUN OIL CO.
TERMINAL
MICHAEL V.
DISALLE BRIDGE
KUHLMAN CO.
FACILITY
WOODVILLE RD.
MAIN ST.
N. & W. R.R. BRIDGE
FRONT ST.
ERIE MACHINE &
IRON WORKS CO.
INTERLAKE
STEEL CORP.
NATIONAL BISCUIT CO.
(TOLEDO FLOUR MILL)
CITY OF TOLEDO
DIVISION OF HARBOR
AND BRIDGES
& POLLUTION CONTROL
HOCKING VALLEY SITE
N
P. C. R. R. BRIDGE
CARGILL, INC.
(ELEVATOR)
OHIO
TURNPIKE
AMERICAN SHIP BUILDING CO.
AMERICAN PROPELLER CO.
MID-STATES
TERMINALS, INC.
(ELEVATOR)
0
1000
2000
SCALE IN FEET

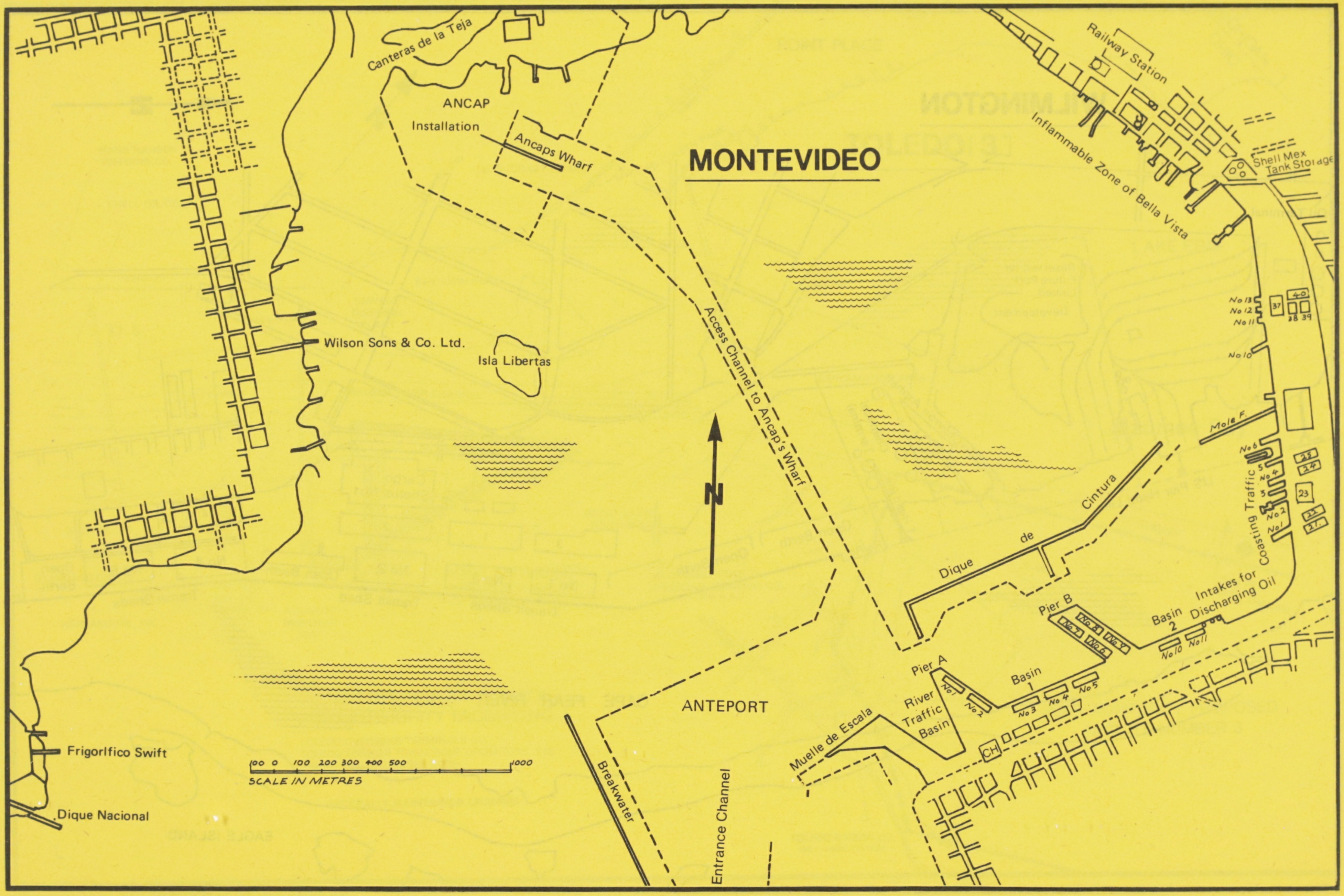
*"Reproduced by kind permission of the Port Authority".*


TOLEDO[3]
N
POINT PLACE
MICHIGAN
OHIO
SUMMIT ST.
ED CULLEN PARK
U. S. COAST GUARD
HANS HANSEN WELDING CO.
SHELL OIL CO.
SUMMIT ST
T. T. R. R. BRIDGE
SEWAGE DISPOSAL PLANT
BAY VIEW PARK
LAKE ERIE
RECLAMATION AREA
400 FT. WIDE
MAUMEE RIVER CHANNEL
Maumee Bay
R.R. BRIDGE
ST. LAWRENCE DR.
JOHN CAREY DR.
GEO. HARDY DR.
MILLARD AVE
SINCLAIR ST
TIFFIN ST
DUCK CREEK
GULF OIL CO. - U.S.
STANDARD OIL CO.
PHILLIPS PET. CO. CARBON BLACK PLANT
ASHLAND OIL, INC.
ATLANTIC RICHFIELD CO.
PORT AUTHORITY FACILITY NO. 2 (C & O RAILWAY CO. DOCKS)
GREAT LAKES TOWING CO.
LAKEFRONT DOCK & RAILROAD TERMINAL CO. P. C. AND B. & O.
BAY SHORE RD
TO SEAWAY
500 FT. WIDE CHANNEL
TOLEDO - LUCAS COUNTY PORT AUTHORITY FACILITY NO. 1
TOLEDO OVERSEAS TERMINALS CO.
TOLEDO FOREIGN TRADE ZONE OPERATORS, INC.
INDUSTRIAL MOLASSES CORP.
FEDERALLY-MAINTAINED CHANNEL
PORT AUTHORITY PROPOSED FACILITY NUMBER 3
TOLEDO EDISON CO. (BAY SHORE STATION)

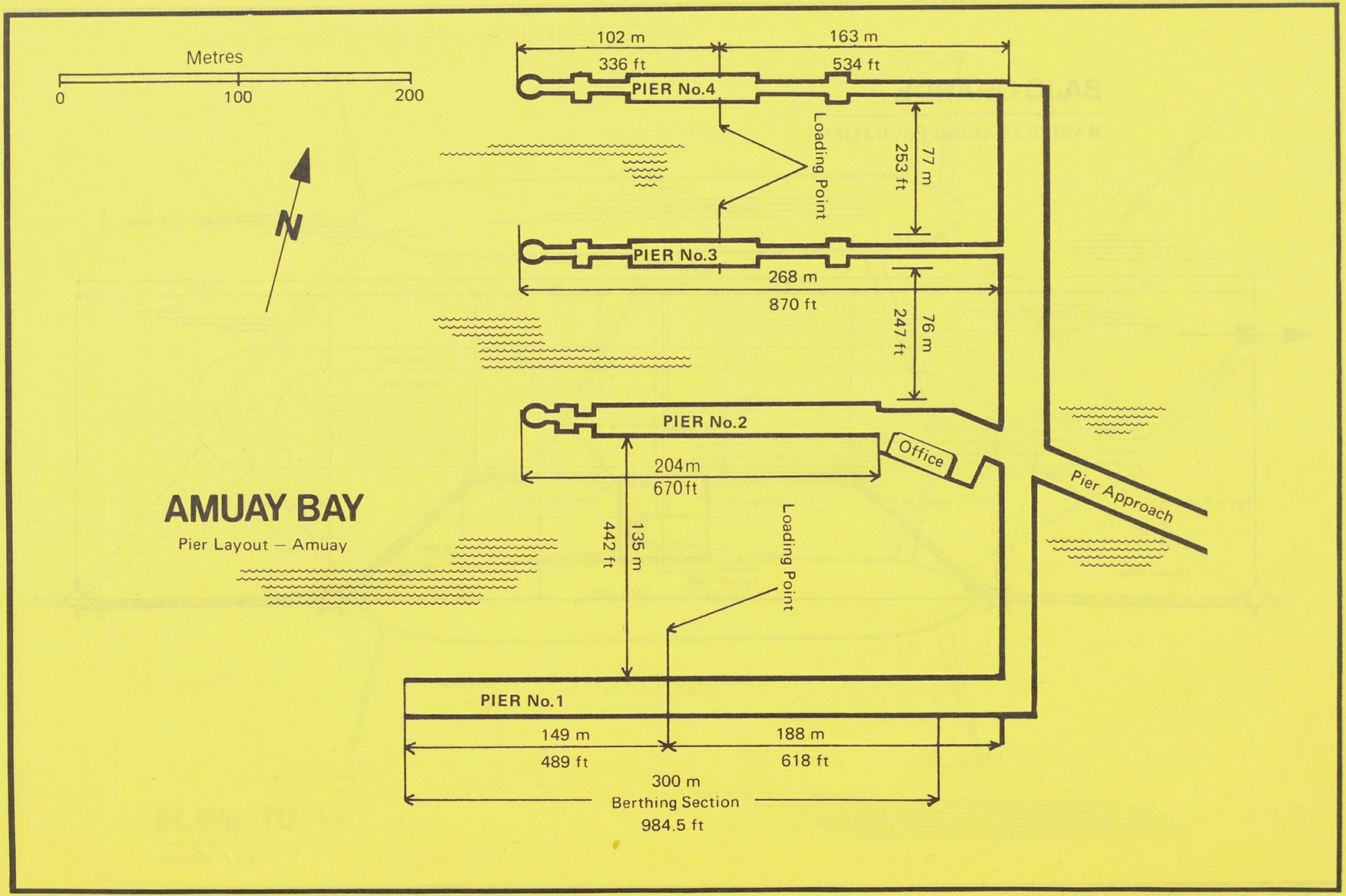
*"Reproduced by kind permission of the Port Authority".*


WILMINGTON
N
Oil Terminal
Reserved for Future Port Linked Development
Chevron Asphalt
Chemical Terminal
T Head Pier
US Pier Head Line
Ro/Ro
Open Berth
Open Berth
Cargo Shelter No1
3
1
2
4
No 1
No 2.
No 3.
Open Berth
No 4.
No 5.
Open Berth
Transit Sheds
Transit Shed
Transit Sheds
CAPE FEAR RIVER
EAGLE ISLAND

*"Reproduced by kind permission of the Port Authority".*


MONTEVIDEO
Canteras de la Teja
ANCAP
Installation
Ancaps Wharf
Railway Station
Inflammable Zone of Bella Vista
Shell Mex
Tank Storage
No 13
No 12
No 11
No 10
37
40
38
39
Wilson Sons & Co. Ltd.
Isla Libertas
Access Channel to Ancap's Wharf
N
Mole F.
No 6
5
No 4
3
No 2
No 1
23
24
23
25
27
Coasting Traffic
Cintura
de
Dique
Intakes for
Discharging Oil
Basin
2
No 10
No 11
Pier B
No 9
No 8
No 7
No 6
Pier A
Basin
1
No 1
No 2
No 3
No 4
No 5
River
Traffic
Basin
CH
Muelle de Escala
ANTEPORT
Breakwater
Entrance Channel
Frigorifico Swift
Dique Nacional
100 0 100 200 300 400 500 1000
SCALE IN METRES

*"Reproduced by kind permission of Centro de Navegacion Transatlantica".*


Metres
0
100
200
N
102 m
336 ft
163 m
534 ft
PIER No.4
Loading Point
77 m
253 ft
PIER No.3
268 m
870 ft
76 m
247 ft
PIER No.2
Office
204m
670ft
Pier Approach
135 m
442 ft
Loading Point
PIER No.1
149 m
489 ft
188 m
618 ft
300 m
Berthing Section
984.5 ft

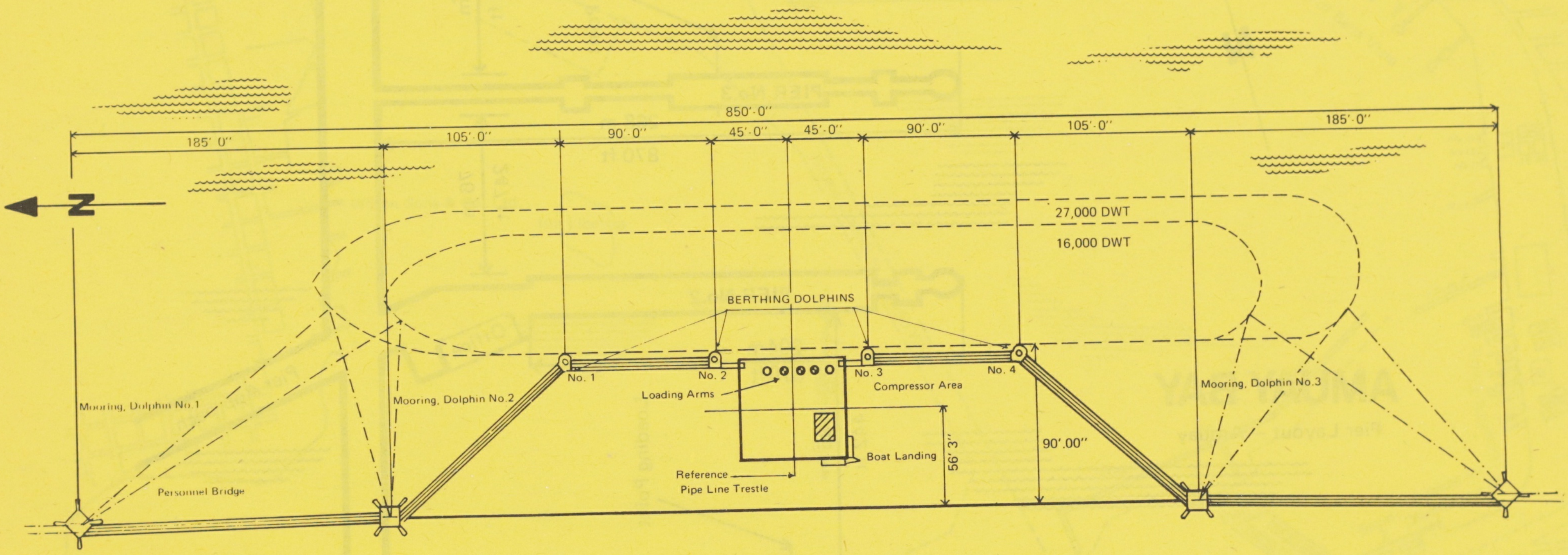
# AMUAY BAY

Pier Layout – Amuay

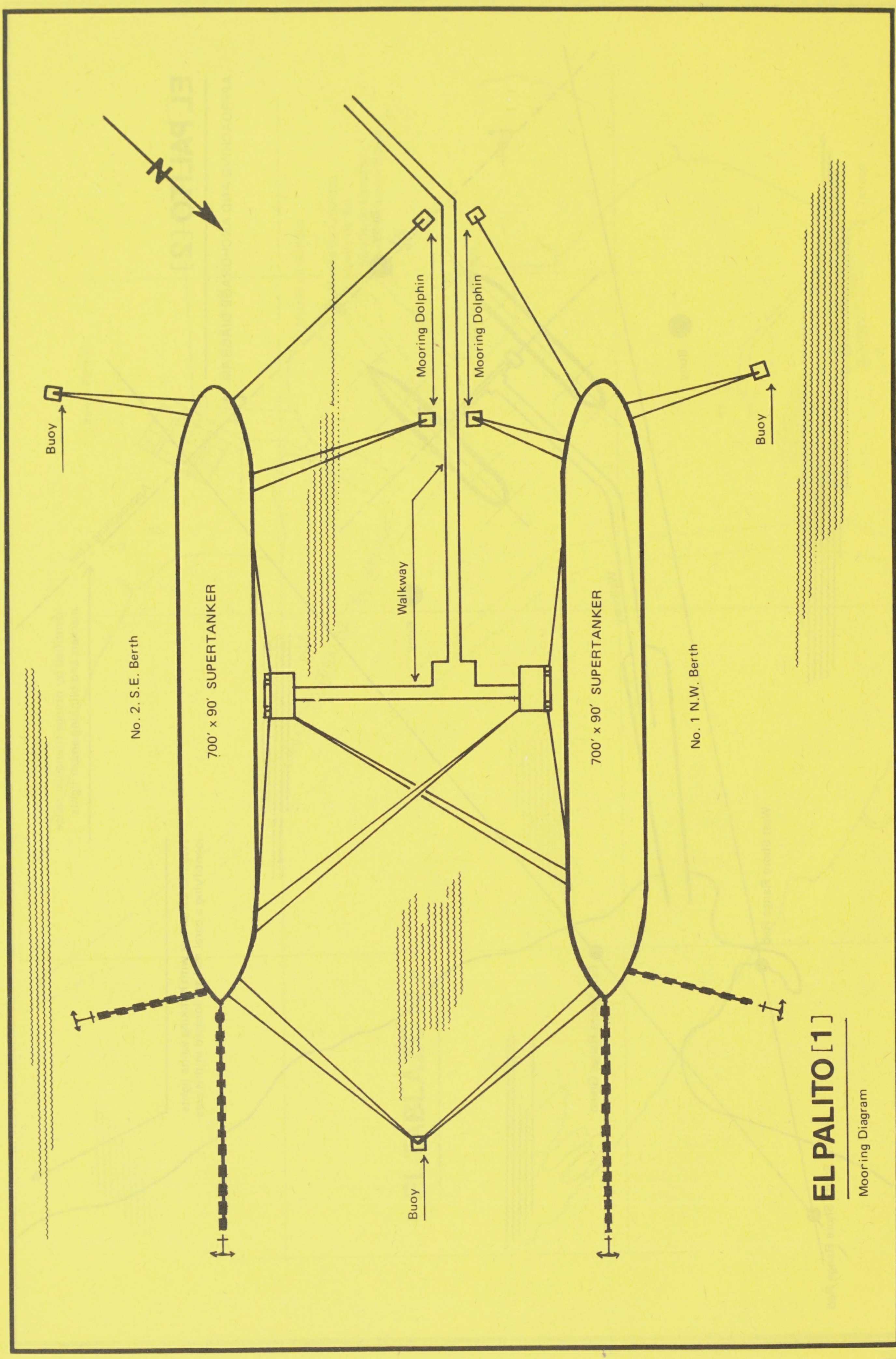
*"Reproduced by kind permission of the Port Authority".*

# BAJO GRANDE

## MARINE LOADING FACILITIES


850'-0"
185' 0"
105'-0"
90'-0"
45'-0"
45'-0"
90'-0"
105'-0"
185'-0"
N
27,000 DWT
16,000 DWT
BERTHING DOLPHINS
No. 1
No. 2
No. 3
No. 4
Loading Arms
Compressor Area
Mooring, Dolphin No.1
Mooring, Dolphin No.2
Mooring, Dolphin No.3
Personnel Bridge
Reference
Pipe Line Trestle
Boat Landing
56'3"
90'.00"

*"Reproduced by kind permission of the Port Authority".*



N
Mooring Dolphin
Mooring Dolphin
Buoy
Buoy
Walkway
No. 2. S.E. Berth
700' x 90' SUPERTANKER
700' x 90' SUPERTANKER
No. 1 N.W. Berth
Buoy

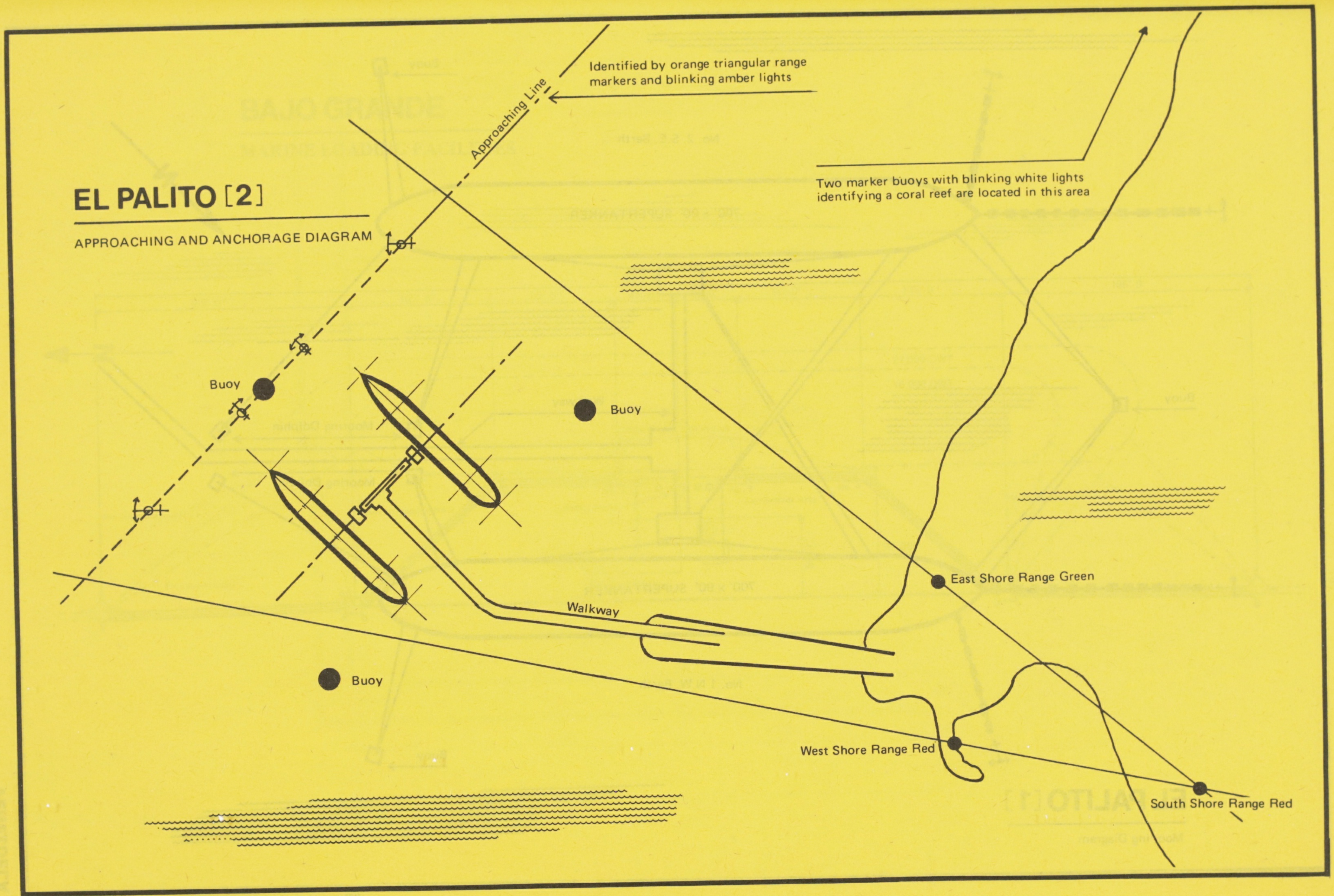
# EL PALITO [1]

Mooring Diagram

*"Reproduced by kind permission of the Port Authority".*

# EL PALITO [2]

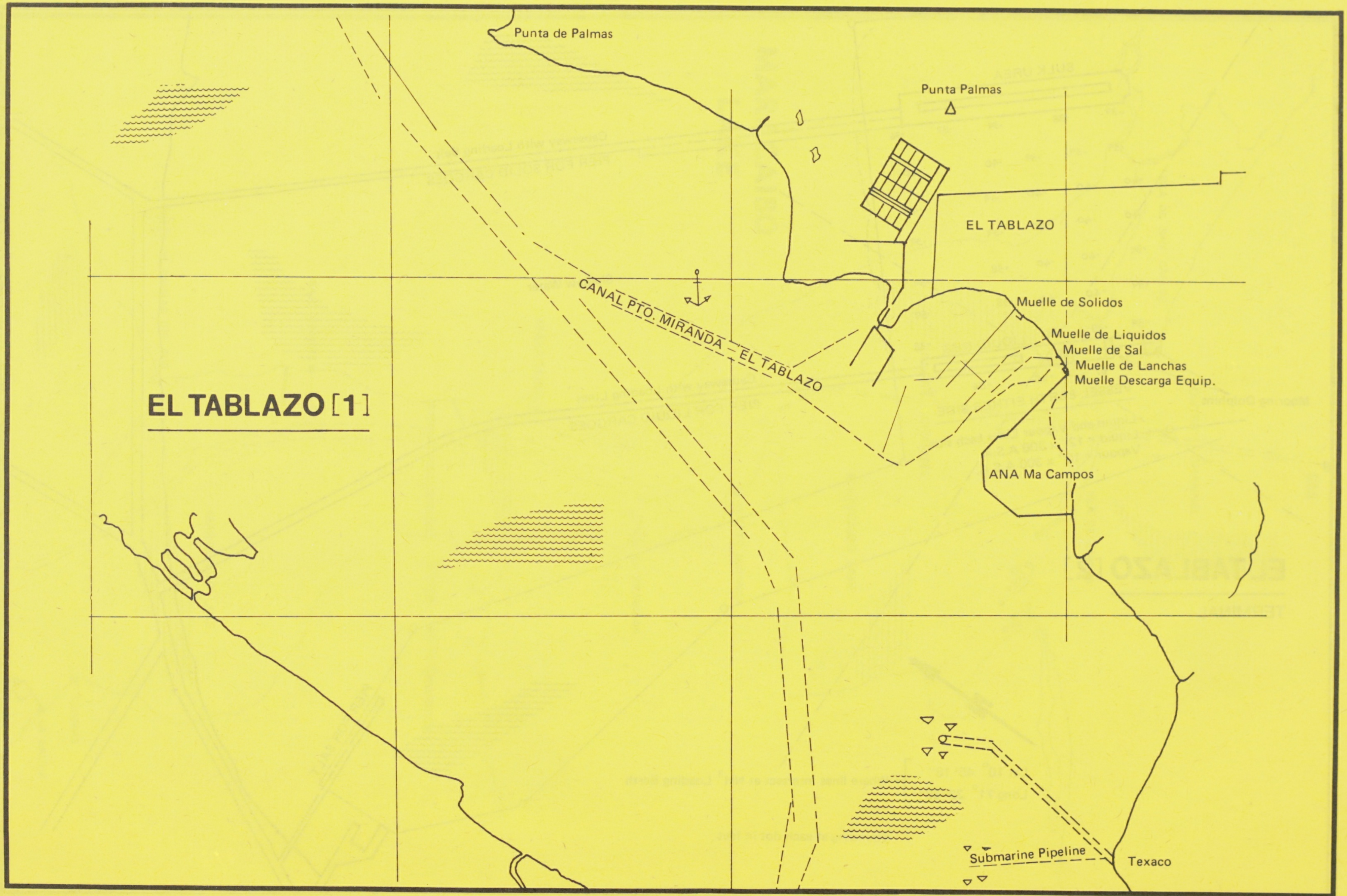
## APPROACHING AND ANCHORAGE DIAGRAM


Approaching Line
Buoy
Buoy
Buoy
Walkway
East Shore Range Green
West Shore Range Red
South Shore Range Red

Identified by orange triangular range markers and blinking amber lights

Two marker buoys with blinking white lights identifying a coral reef are located in this area

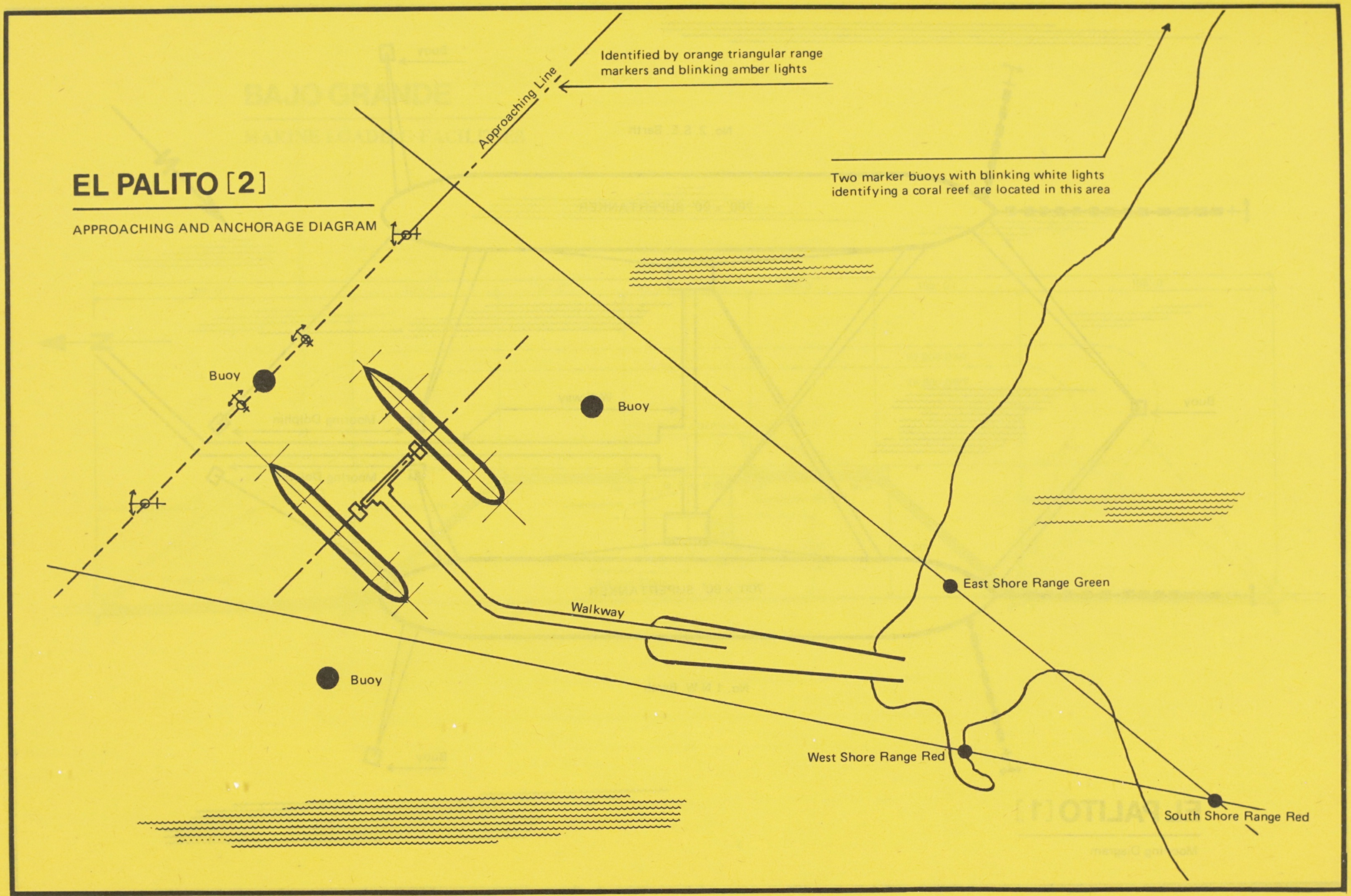
*"Reproduced by kind permission of the Port Authority".*


EL TABLAZO [1]
Punta de Palmas
Punta Palmas
EL TABLAZO
CANAL PTO. MIRANDA – EL TABLAZO
Muelle de Solidos
Muelle de Liquidos
Muelle de Sal
Muelle de Lanchas
Muelle Descarga Equip.
ANA Ma Campos
Submarine Pipeline
Texaco

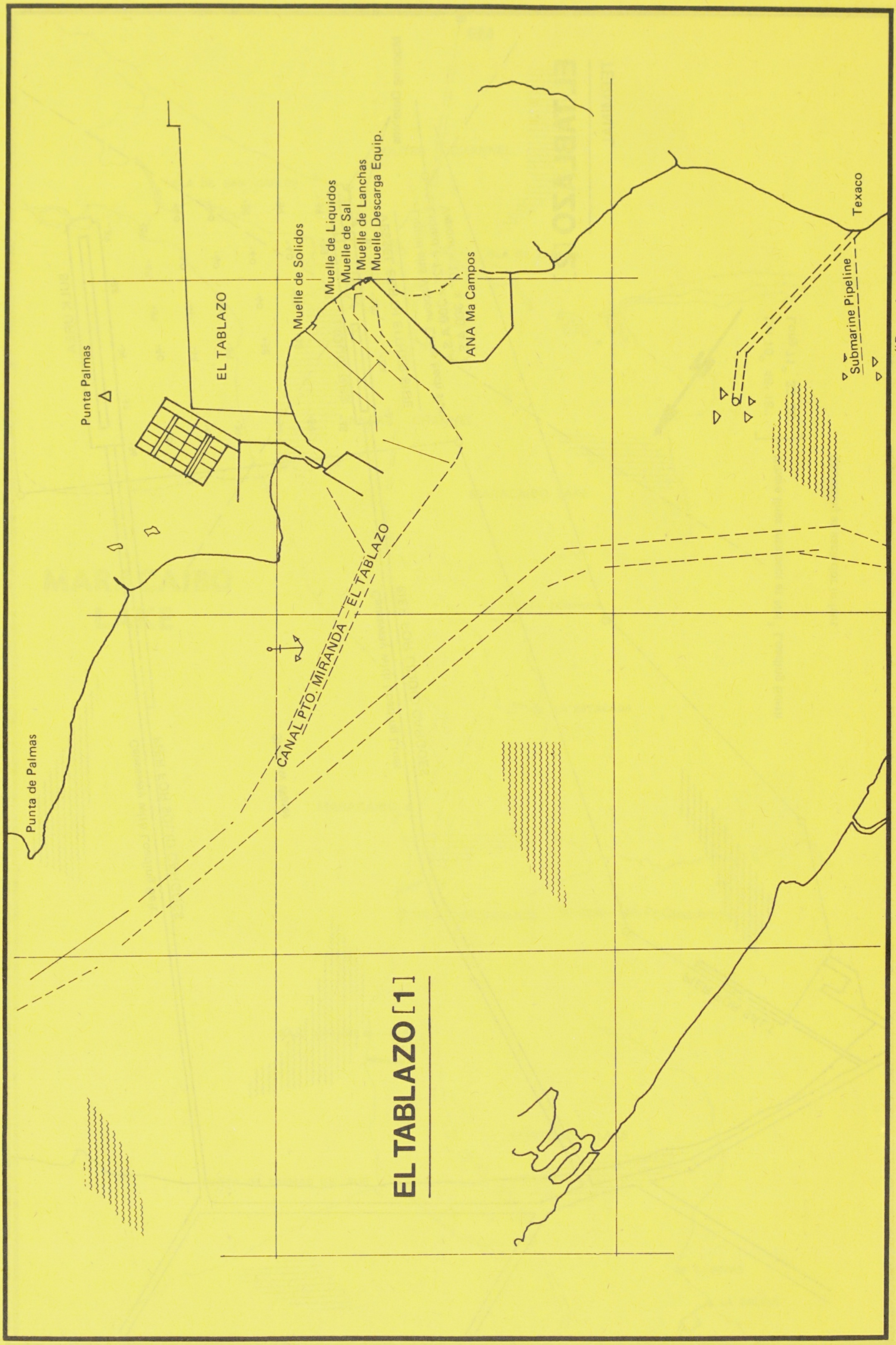
*"Reproduced by kind permission of the Port Authority".*

# EL PALITO [2]

## APPROACHING AND ANCHORAGE DIAGRAM


Approaching Line
Identified by orange triangular range markers and blinking amber lights
Two marker buoys with blinking white lights identifying a coral reef are located in this area
Buoy
Buoy
Buoy
Walkway
East Shore Range Green
West Shore Range Red
South Shore Range Red

]

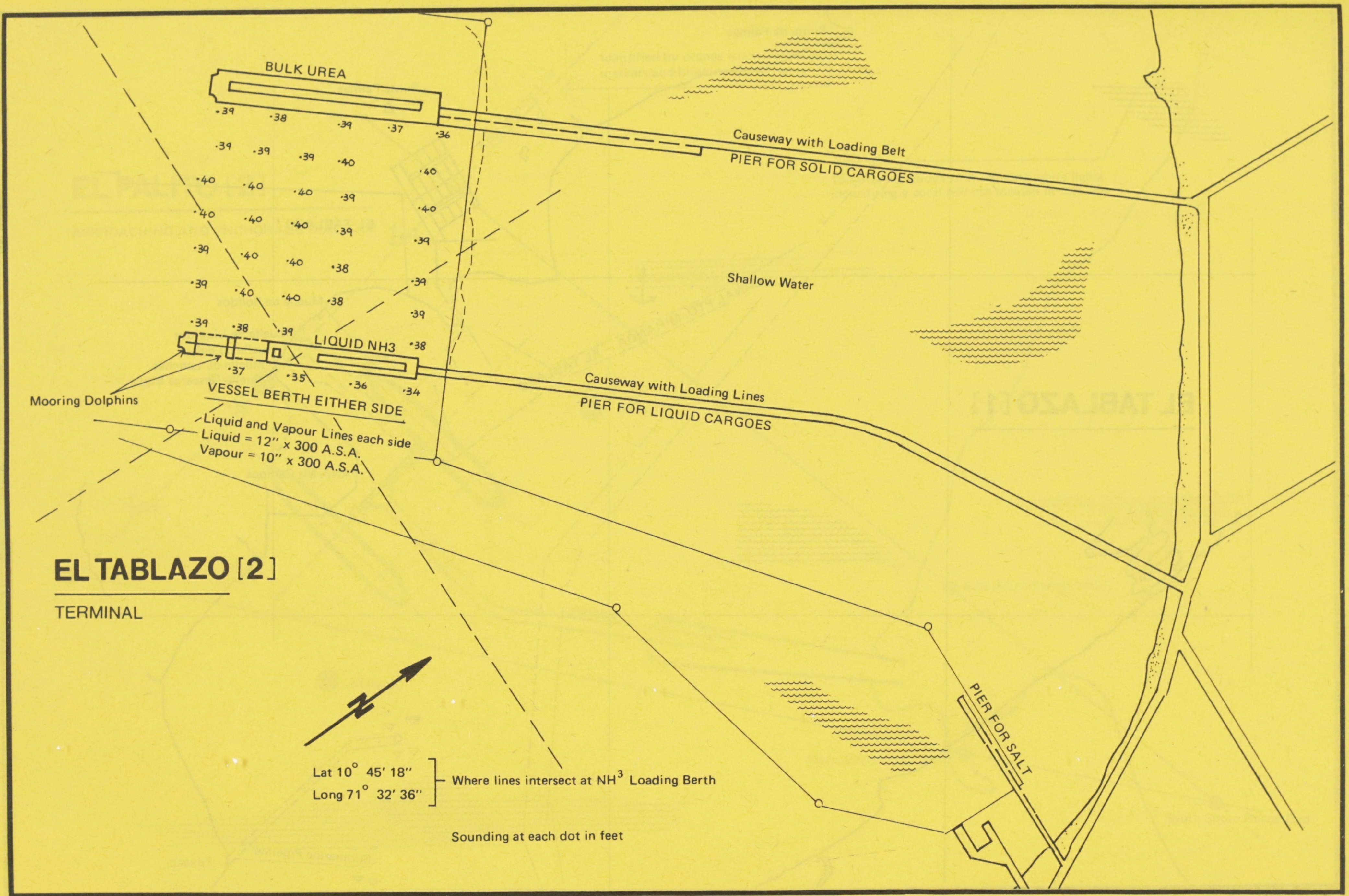

Punta Palmas
EL TABLAZO
Muelle de Solidos
Muelle de Liquidos
Muelle de Sal
Muelle de Lanchas
Muelle Descarga Equip.
ANA Ma Campos
Texaco
Submarine Pipeline
CANAL PTO. MIRANDA — EL TABLAZO
Punta de Palmas

## EL TABLAZO [1]

*"Reproduced by kind permission of the Port Authority".*

# EL TABLAZO [2]

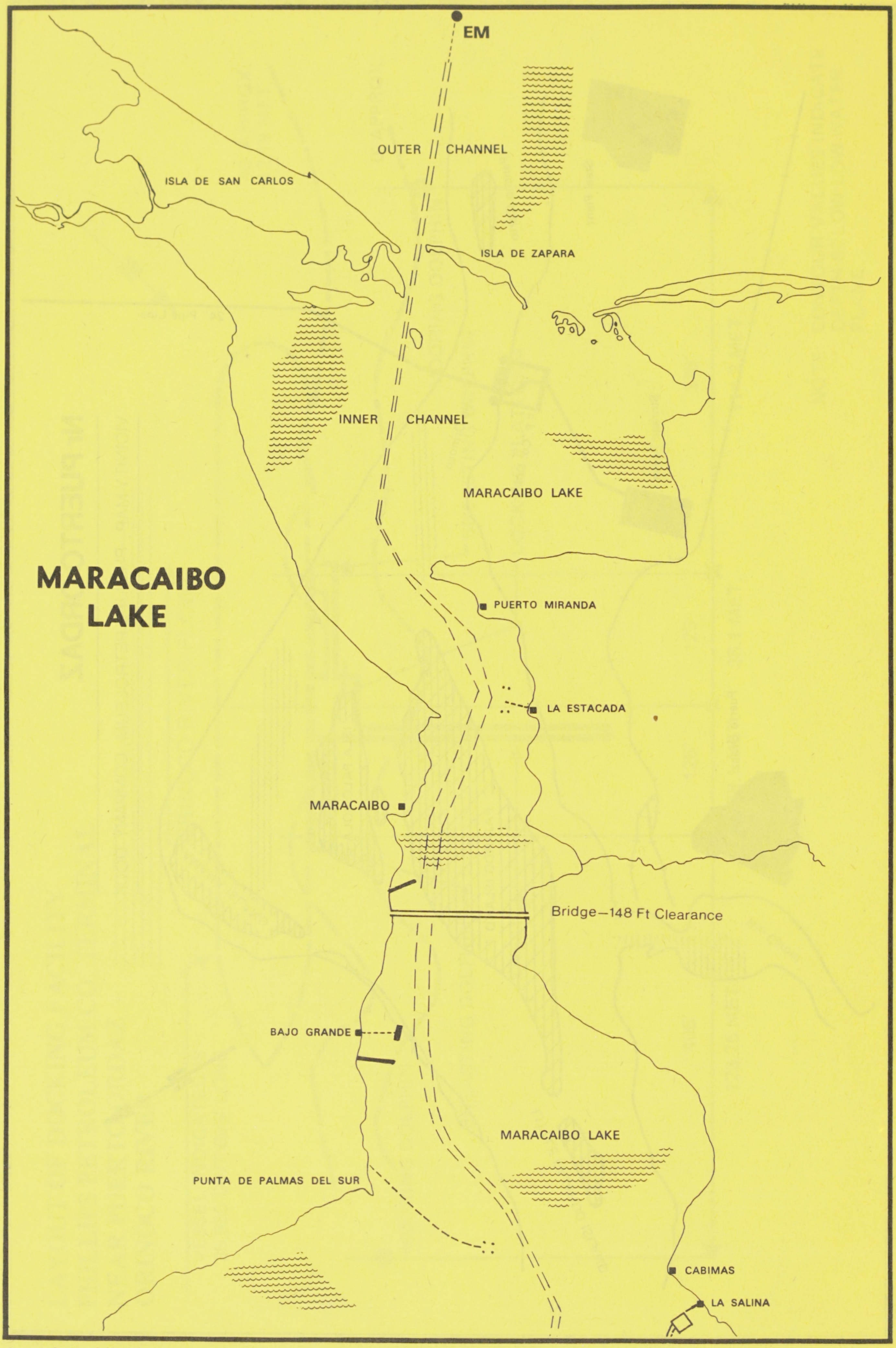
TERMINAL


BULK UREA
Causeway with Loading Belt
PIER FOR SOLID CARGOES
Shallow Water
LIQUID NH3
Causeway with Loading Lines
PIER FOR LIQUID CARGOES
Mooring Dolphins
VESSEL BERTH EITHER SIDE
PIER FOR SALT
N
·39 ·38 ·39 ·37 ·36
·39 ·39 ·39 ·40 ·40
·40 ·40 ·40 ·39 ·40
·40 ·40 ·40 ·39 ·39
·39 ·40 ·40 ·38 ·39
·39 ·40 ·40 ·38 ·39
·39 ·38 ·39 ·38
·37 ·35 ·36 ·34

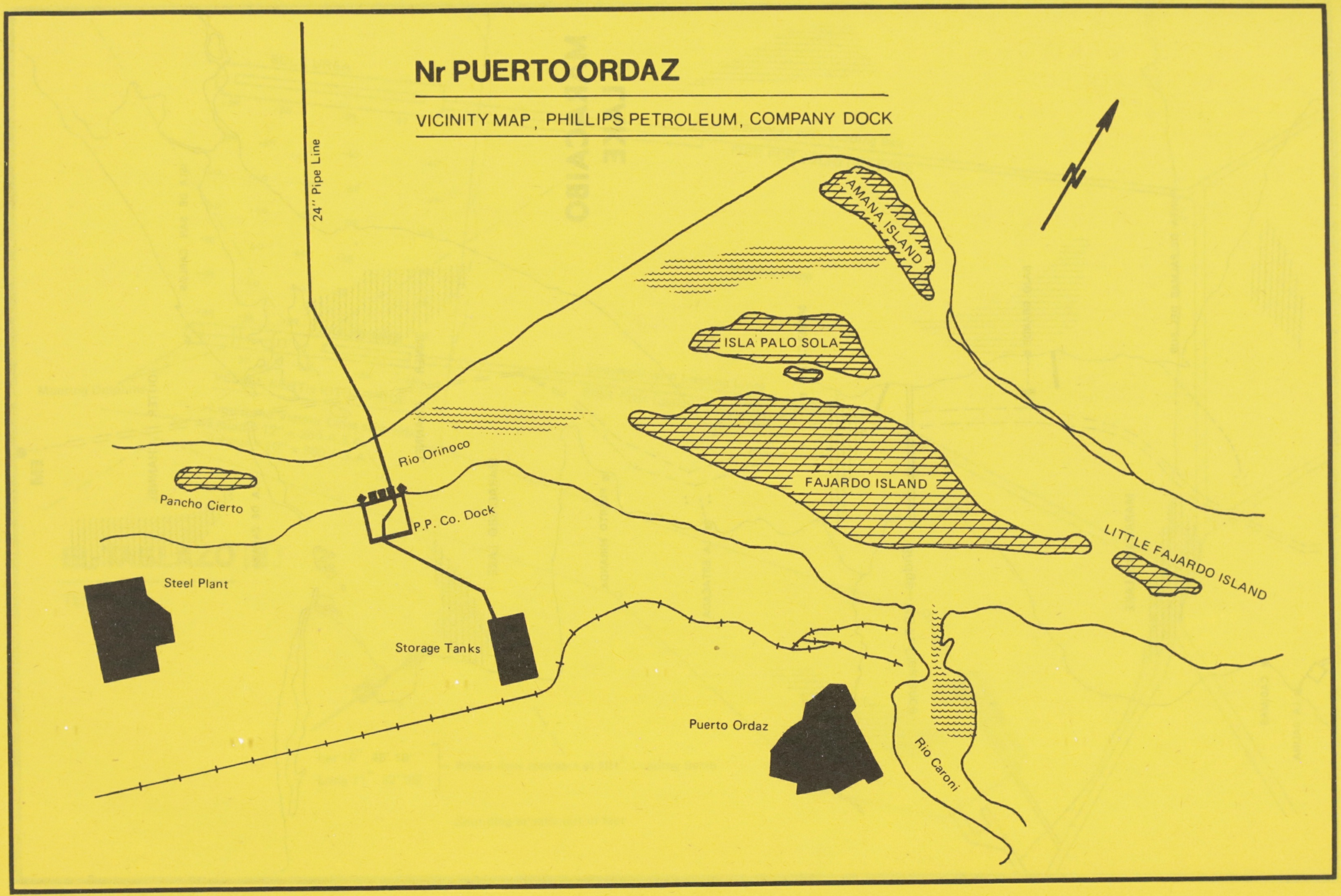
Liquid and Vapour Lines each side
Liquid = 12" x 300 A.S.A.
Vapour = 10" x 300 A.S.A.

Lat 10° 45′ 18″
Long 71° 32′ 36″ — Where lines intersect at NH$^3$ Loading Berth

Sounding at each dot in feet


EM
OUTER CHANNEL
ISLA DE SAN CARLOS
ISLA DE ZAPARA
INNER CHANNEL
MARACAIBO LAKE
MARACAIBO LAKE
PUERTO MIRANDA
LA ESTACADA
MARACAIBO
Bridge—148 Ft Clearance
BAJO GRANDE
MARACAIBO LAKE
PUNTA DE PALMAS DEL SUR
CABIMAS
LA SALINA

Copyright Shipping Guides Ltd.



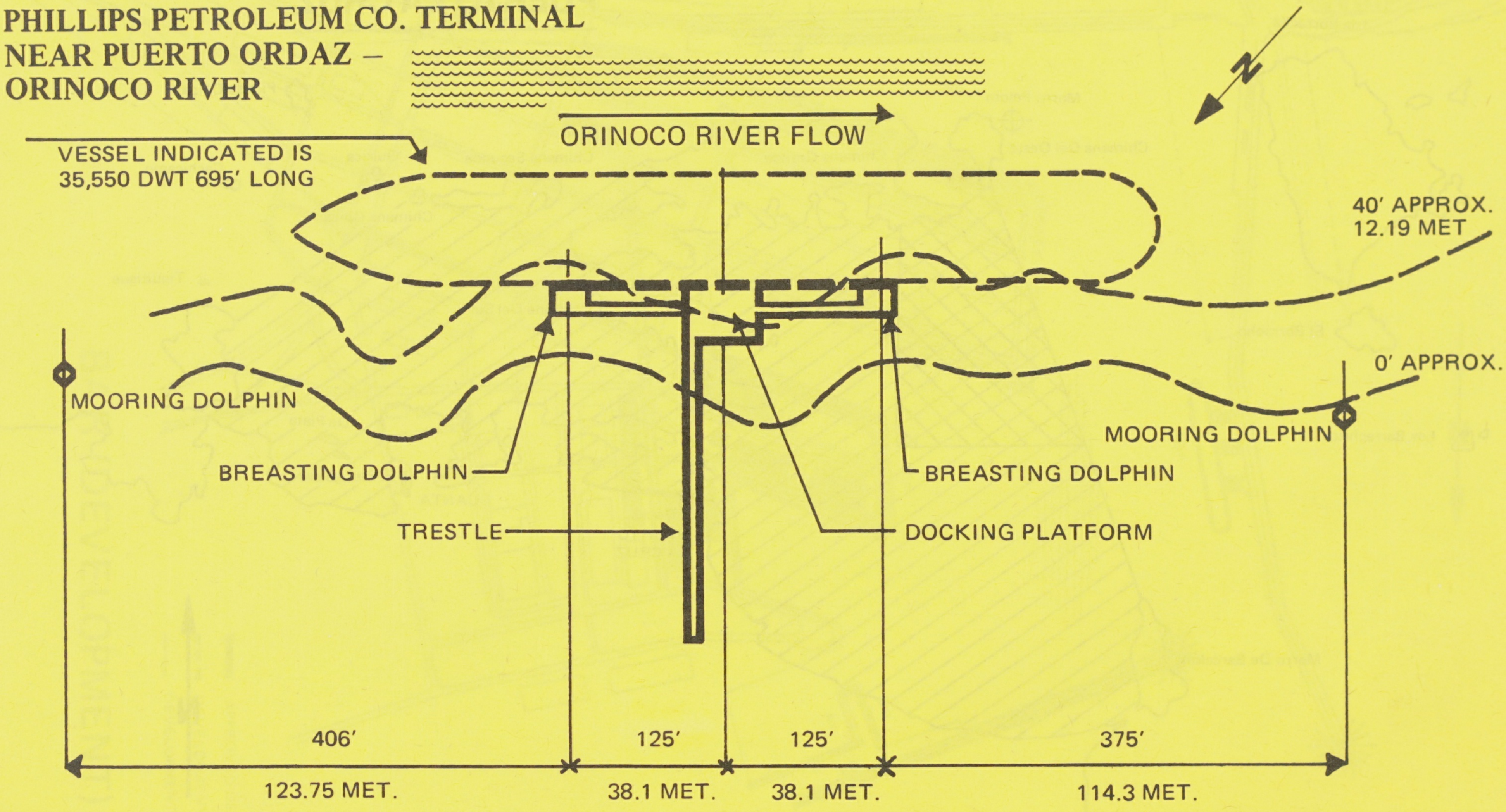
## Nr PUERTO ORDAZ

VICINITY MAP, PHILLIPS PETROLEUM, COMPANY DOCK

24" Pipe Line
AMANA ISLAND
ISLA PALO SOLA
FAJARDO ISLAND
LITTLE FAJARDO ISLAND
Rio Orinoco
Pancho Cierto
P.P. Co. Dock
Steel Plant
Storage Tanks
Puerto Ordaz
Rio Caroni

*"Reproduced by kind permission of the Port Authority".*

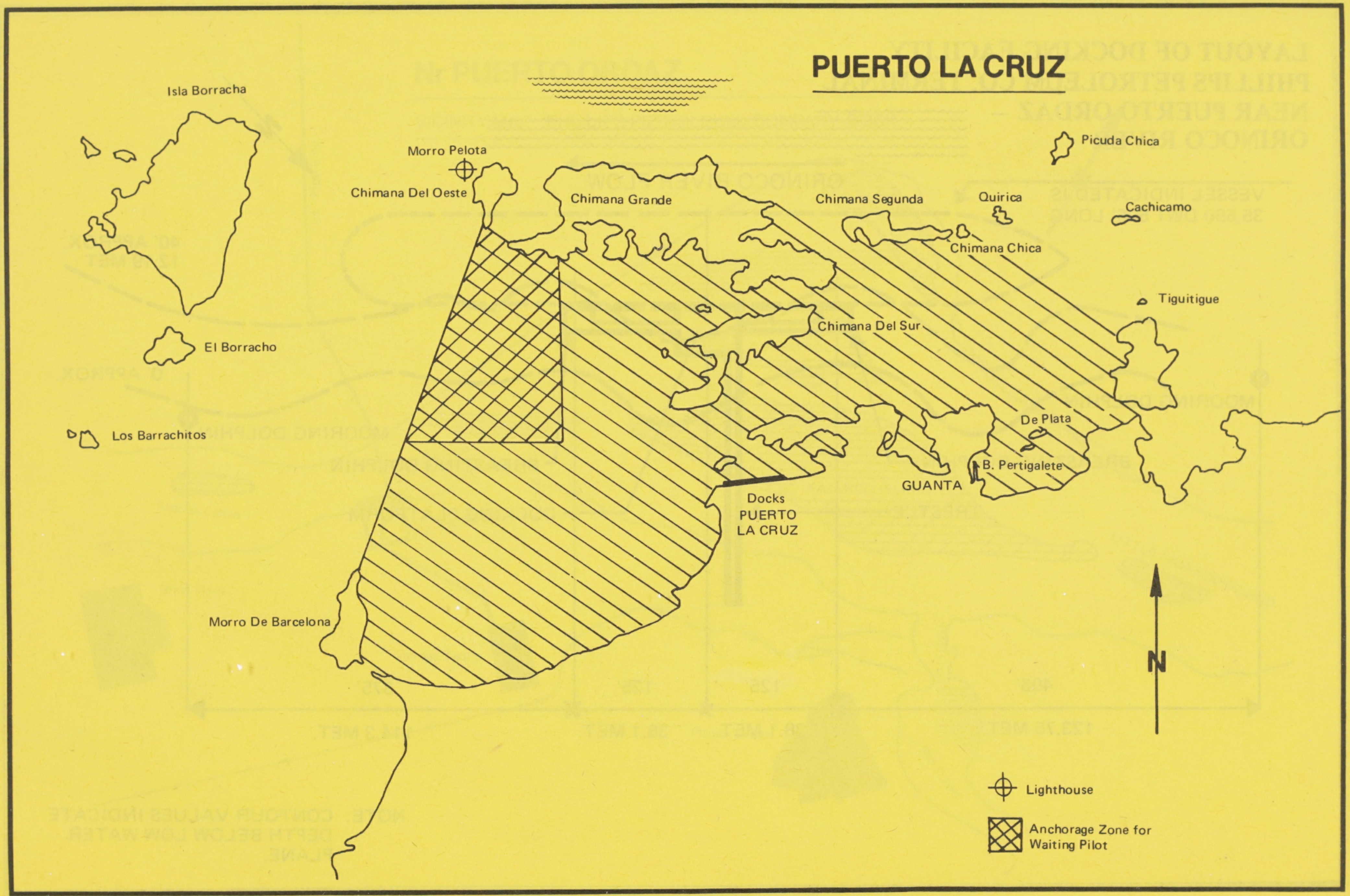
# LAYOUT OF DOCKING FACILITY PHILLIPS PETROLEUM CO. TERMINAL NEAR PUERTO ORDAZ – ORINOCO RIVER


ORINOCO RIVER FLOW
N
VESSEL INDICATED IS
35,550 DWT 695' LONG
40' APPROX.
12.19 MET
0' APPROX.
MOORING DOLPHIN
MOORING DOLPHIN
BREASTING DOLPHIN
BREASTING DOLPHIN
TRESTLE
DOCKING PLATFORM
406'
125'
125'
375'
123.75 MET.
38.1 MET.
38.1 MET.
114.3 MET.

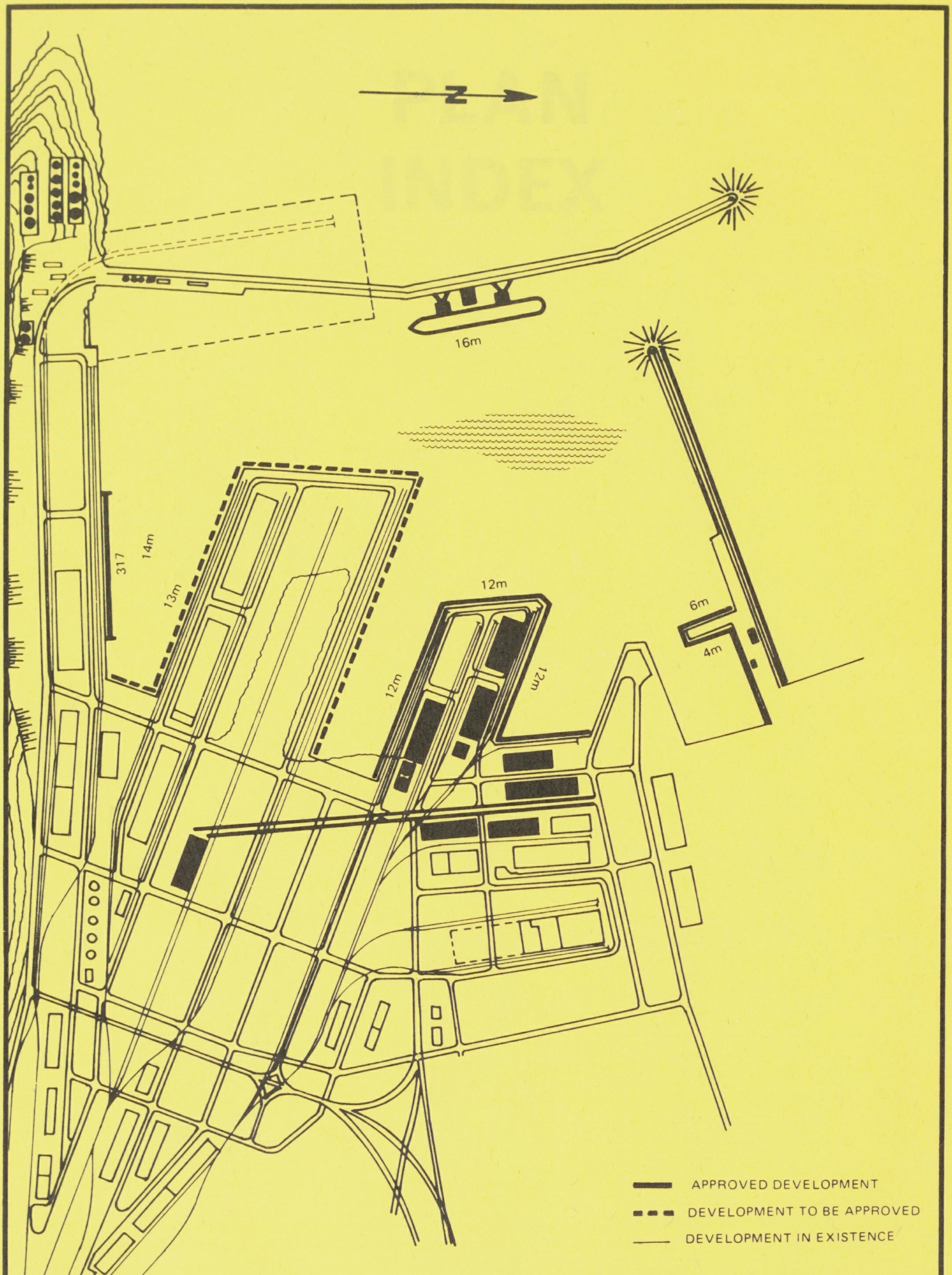
NOTE: CONTOUR VALUES INDICATE DEPTH BELOW LOW WATER PLANE.

*"Reproduced by kind permission of the Port Authority".*

# PUERTO LA CRUZ


Isla Borracha
Morro Pelota
Chimana Del Oeste
Chimana Grande
Chimana Segunda
Picuda Chica
Quirica
Cachicamo
Chimana Chica
Tiguitigue
Chimana Del Sur
El Borracho
Los Barrachitos
De Plata
B. Pertigalete
GUANTA
Docks
PUERTO
LA CRUZ
Morro De Barcelona
N
Lighthouse
Anchorage Zone for
Waiting Pilot

*"Reproduced by kind permission of the Port Authority".*


N
16m
317
14m
13m
12m
12m
12m
6m
4m
APPROVED DEVELOPMENT
DEVELOPMENT TO BE APPROVED
DEVELOPMENT IN EXISTENCE

BAR (DEVELOPMENT)

*"Reproduced by kind permission of the Port Authority".*

# PLAN INDEX

A

Aabenraa 152
Aalborg 153
Aberdeen 463
Adelaide 23
Aguilas 403
Ahus 413
Alba Marine Facility 79
Albany 24
Alesund 354
Alexandria, Virginia 516
Algiers 1
Amsterdam 326
Amuay Bay 581
Anchorage 517
Antibes 187
Antwerp 80
**Arabian Gulf** 4
Ardjuna 248
Arendal 355
**Australia** 22

B

Bahia Blanca 6
Bajo Grande (also see Maracaibo Lake) 582
**Baltic Entrance** 154
Baltimore 518
Bangkok 442
Bantry Bay 172
Bar 591
Barcadera 334
Barcelona 404
Barrow-in-Furness 464
Barrow Island (Tanker Berth) 25
Barry 465
Batumi 445
Beauty Point, Tas. 48–53
Beira 325
Bejaia (Bougie) 2
Belekeri 242
Belem 83
Belfast 466–467
Bell Bay, Tas. 48–53
Berdyansk 445
Bergen 356
Birkenhead 468
Blyth 469–470
Bombay 243–244
Bonny 350
Bordeaux 188–191
Bougie 2
Boulogne 192
Bowen 26
Brake 218
Bremen 219
Bremerhaven 220–221
Brisbane 27
Broome 28–29
Bunbury 30
Bundaberg 31–32
Buenos Aires 7
Bullenbay 335
Burnie 33
Bushire 257

C

Caen 193
Cairns 34
Calais 194
Callao 365
Campana 8
Capetown 397
Cardiff 471
Caronte 205
Casablanca 323
Castellon de la Plana 405
Charleston 519–522
Cherbourg 195
Chimbote 366–367
Cinta Terminal 249
Come-by-Chance 91
Concepcion del Uruguay 9
Constantza 382
Copenhagen 155–158
Corinto 349
Cork 170–171
Corpus Christi 523–526
Cuxhaven 222–224

D

Darwin 35
Das Island 458
Delfijl 327
Derby 36
Deseado 9
Diamante 10
Dieppe 196–197
Djakarta 256
Djibouti 441
Donges 215
Dover 472
D'Owedo (Libreville) 217
Dumai 250–254
Dundee 473–474
Dunkirk 198–199
Durban 398

E

East London 399
Eemshaven 328
Eilat 263
El Palito 583–584
El Tablazo 585–586
Emden 225
Esbjerg 159
Escravos 351
Esperance 37
Etajima 277
Eureka 627–629
Europoort/Rotterdam 329

F

Fateh Terminal 459–460
Flushing 330
Forcados 352
Fort de France 321
Fos 204
Foynes 173
Foynes Island 173
Frederikshaven 160
Freeport, Bahamas 75
Freetown 394
Fremantle 38

G

Gaspe 92
Gavle 414–416
Geelong 39
Genoa 265–269
Ghent 81
Gladstone 40–42
Glasgow 475–476
Gothenburg 417–418
Gove 43
Grangemouth 477
Greenock 475
Grimsby 478
Groote Eylandt 44
Gulfhavn 161

H

Halifax 93
Halul Island 379
Hamburg 226
Hampton Roads District 532–535
Hannan 278
Haraholmen 419
Hay Point 45
Helsingor 162
Helsinki 176–177
Hilo 536
Hobart 46–47
**Hong Kong** 240
Honiara 396
Honolulu 537–538
Hornillo 403
Horsens 163
Houston (Barbours Cut) 539
Hudiksvall 420
Hueneme 540
Hull 479–480
Husnes 357

I

Ibiza 406
Igarka 446
Ijmuiden 331
Ilo 368
Ilichevsk 446
Immingham 481
**India** 241
Inspection Head, Tas. 48–53
Ipswich 482
**Italy** 264
Izmail 447

J

Jacksonville 541–543
Jakobstad 178

K

Kahului 544
Kalmar 421
Karwar 245
Kasim Terminal, see Sorong 255
Kawaihae 545
Kemi 179
Kharg Island 258–261
Khemco Terminal 262
Kherson 447
Kholmsk 448
Kiel 227
Kiel Canal 228
Kiire 279
King's Lynn 483
Kin Wan 280–283
Klaipeda 448
Kobe 286–287
Kobe & Osaka Area 284
Kobe (Port Island) 285

## PLAN INDEX

Koge 164
Kota Kinabalu 310
Kralendijk 336
Kudat 311
Kunak 312

L

Lahad Datu 313
Landskrona 422
La Pallice 200–201
La Plata 11
La Rochelle 200–201
Larvik 358
La Skhirra 444
Launceston 48–53
Lavera 205
Le Havre 202
Leningrad 449
Libreville, see D'Owedo 217
Limerick 173
Lisbon 377–378
Liverpool 484
Livorno 270–271
London 485–487
Londonderry 488
Long Beach 546–547
Longview 548
Los Angeles 549
Lubeck 229–230
Lyttelton 341–342

M

Maaloy 359
Mackay 54
Madryn 12
Malaga 407
Malmo 423
Manchester 489–490
Manila (Rosario) 375–376
Mantyluoto 180–181
Maracaibo Lake 587
Mar del Plata 12
Marmolik 238–239
Marsa Al Hariga 306–309
Marseilles District 203
Marseilles 207–211
Matarani 369
Medway 491
Melbourne 55
Milazzo 272
Milford Haven 492
Milwaukee 550
Mina-al-Fahal 361
Mina Qaboos 362
Mina Saud 298
Mina Zayed 461
Misumi 288
Mobile 551–552
Mocamedes 3
Mombasa 294–295
Montego Bay 276
Montevideo 580
Montoir 215
Montreal 94–97
Morehead City 553
Mormugao 246
Mossel Bay 400
Motril 408
Mount Maunganui 343
Mourilyan 56
Murmansk 450

N

Nakhodka 450
Nampo 296
Nantes 212
Naples 273
Nawiliwili 556
Nelson 344
New Mangalore 247
New Orleans 554–555
New Plymouth 345
Newport, Gwent 493
Newport News (also see Hampton Roads) 531
New Westminster 98
New York 557
Norfolk (see Hampton Roads District) 532–535
Northville (see Riverhead) 570
Norrkoping 424–425
Norrsundet 426
Noumea 340
Novorossiisk 451

O

Oakland 558–559
Odense 165
Odessa 451
Ogdensburg 560
Oranjestad 337
Oskarshamn 427
Ostend 82
Oulu 182–183
Oxelsund 428

P

Paita 370
Panama Canal 363
Panama Canal (Pilot Shelter) 364
Panama City 561
Papeete 395
Para, see Belem 83
Parana & Uruguay, Ports of the Rivers 5
Pargas 185
Pascagoula 562
Pasajes 409
Penang 314
Pennington Terminal 353
**Persian Gulf** 4
Philadelphia 563–568
Piraeus 234
Point Tupper (Gulf Oil Terminal) 99
Ponta Delgada 73–74
Poole 494
Pori 180–181
Port Alberni 100
Port Alma, see Rockhampton 61
Port Elizabeth 401
Port Kelang 315–316
Port Kembla 57
Port Lincoln 58
Port Louis 322
Port-of-Spain 443
Port Pirie 59
Port Rashid 462
Port St. Louis du Rhone 206
Port Talbot 495
Portland, Australia 60
Poti 452
Puerto Deseado 9
Puerto la Cruz 590
Puerto Ordaz 588–589

Q

Quebec 101
Quequen 13
Quiliano Terminal 274

R

Ramallo 14
Ras Tanura 386–393
Rautaruukki 184
Reni 452
Richmond 569
Riga 453
Rio de Janerio (Petrobras Terminal) 84–87
Riverhead 570
Rochester 496
Rockhampton 61
Rodney Terminal, see Saint John 104
Ronne 166
Ronneby 429
Rosario, Argentina 15
Rosario, Phillipines 375–376
Rotterdam/Europoort 329
Rouen 213–214

S

Sacramento 571
Saimaa Canal 383
Saint John, N.B. 102–103
St. Lawrence Seaway 384
St. Nazaire 215
St. Nicholas, Aruba 338
St. Pierre and Miquelon 385
Sakai 289
Salaverry 371
Sandakan 317
Sandakan (New Port) 318
San Diego 572
San Francisco 573
San Juan, Peru 372
San Lorenzo & San Martin 16
San Martin, Peru 373
San Nicolas, Argentina 17
San Nicolas, Peru 374
San Pedro, Argentina 18
Santa Fe 19
Santa Maria 410
Santa Marta 151
Santos 88
Seattle 574–575
Semporna 319
Senboku 289
Sept Iles 105–109
Seria 90
Sete 216
Shannon Estuary 174
Sheerness 497–499
Shimonoseki 290–291
Shoreham 500–503
Sidon 299–305
Silloth 504
Sitra Anchorage 76
Sitra 77–78
Slagen 360
Sochi 453

Soderhamn 430
Solvesborg 431
Sorong 255
Southampton 505–507
Stockholm 432–435
Stornoway 508
Sukhumi 454
Sunderland 509
Suva 175
Svendborg 167
Swansea 510
Sydney 62

T

Takoradi 232
Tallinn 454
Tangier 324
Tanjung Priok 256
Tarbert Island 173
Tawau 320
Tema 233
Terneuzen 332–333
Thessaloniki 235
Thevenard 63
Thursday Island (Port Kennedy) 64
Timaru 346
Tokyo 292
Toledo 576–578
Toronto 110
Townsville 65
Tramandai (Admirante Soares Dutra Terminal) 89
Tranmere, see Birkenhead 468
Trieste 275
Tuapse 455
Tyne 511–515

U

Umea 436
Umm Said 380–381
Urangan 66
Ushuaia 20

V

Vaasa 186
Vallvik, see Soderham 430
Vancouver 111–150
Varberg 437
Vejle 168
Ventspils 455
Vigo 411–412
Villa Constitucion 20
Villa Romallo 14
Visby 438
Vordingborg 169
Vyborg 456

W

Wallaroo 67
Wallhamm 439
Walvis Bay 402
Weipa 68
Wellington 347–348
Westernport 69
Whyalla 70–71
Wilhelmshaven 231
Willemstad 339
Wilmington, N.C. 579
Wyndham 72

Y

Yali 236–237
Yalta 456
Yokohama 293
Yosu 297
Ystad 440

Z

Zarate 21
Zhdanov 457

# LATEST REPORTS

# Australia

## PORT HEDLAND, WEST AUSTRALIA

### SHIPMASTER'S REPORT

**APPROACHES:** Proceeding from Kobe, the vessel passed 10 miles East of Imperieuse Reef L.H. thence to position 7 miles North of Bedout Island L.H. From there the track printed on the Australian charts was followed until the Sea buoys were picked up. From Bedout Is. the Decca was found to be fairly reliable improving as we neared the land.

The buoyage system is as follows:

| *Name or No. of Buoy* | *Position* | *Type* | *Inwards Pass* |
|---|---|---|---|
| Cornelisse Shoal Buoy | 20° 02′ 10″ S<br>118° 22′ 51″ E | Conical<br>GP.Fl.(3) 9 sec. | Stbd. Hand |
| C.1 | 19° 59′ 58″ S<br>118° 25′ 45″ E | Conical<br>Fl.3 sec. | Stbd. Hand |
| C.2 | 20° 02′ 24″ S<br>118° 25′ 07″ E | Can<br>Fl.R.ev.5 sec. | Port Hand |
| C.3 | 20° 04′ 36″ S<br>118° 25′ 32″ E | Can.<br>Gp.Fl.R (4) ev. 12 sec. | Port Hand |
| C.4 | 20° 06′ 33″ S<br>118° 28′ 02″ E | Conical<br>Fl.2.5 sec. | Stbd. Hand |
| C.5 | 20° 10′ 29″ S<br>118° 30′ 36″ | Can<br>Fl.R.5 sec. | Port Hand |
| C.6 | 20° 11′ 32″ S<br>118° 31′ 11″ E | Sarus Tower<br>Fl.R. 10 sec. | Port Hand |

Charts L (D4) Aus. 53 and L (D4) Aus. 739 are Decca lattice charts.

The most conspicuous land object, by daylight, ashore is the crushing plant of Mt. Newman Mining Co. This plant is an oblong shape, about 47·24 metres high (above sea level) situated 095 degrees true × 1,383 metres from the Shipping Control Tower in Lat. 20° 19′ S., Long. 118° 34′ 50″ E.

Cooke Pt. Lt. is exhibited from position Lat. 20° 18′ 16″ S., Long. 118° 37′ 52″ E., Gp.Fl.(3) ev. 15 sec. 37 metres high. Visible for 17 miles.

Port Hedland is entered between Airey Pt. (Lat. 20° 18′ S., Long. 118° 35′ E.) and Hunt Pt. 3¼ cables N.N.W. It has a dredged channel with a depth of 12·8 metres below datum, a turning basin with a depth of 8·8 metres below datum. The channel extends for 7¾ miles to seaward from the turning basin and is well marked by buoys. The limits of the port are defined as; "all that piece of water within a radius of 10 miles off Hunt Pt. Beacon (No. 29). "Numerous shoals exist either side of the approach channel.

At the entrance to Newman Channel is No. 8 buoy, (No. 7 buoy is now non-existent). A pair of Beacons No. 9 and No. 10 showing red and green lights respectively also mark the entrance to the channel. The Pilot boards in this vicinity.

Cornelisse Buoy is fitted with a radar reflector and marks "Cornelisse Shoal", has been known to shift from its position and should be passed well to the Eastward.

The buoy known as "Spoil Ground Buoy" is in a position 357 degrees true, 5·4 miles from Finucane Is. Water Tower and in conjunction with No. 6 buoy marks the Southern end of the anchorage. Vessels should anchor North of the line joining these two buoys. The bottom is sandy, but the holding ground reported good.

Vessels should call Broome Radio for emergency Notices to Mariners affecting Port Hedland approaches.

Vessels inward bound may encounter vessels outward bound displaying signals for deep drafted vessels, showing that they must keep to the buoyed tracks.

**PILOTAGE:** Under the control of the Harbour Master and is compulsory for all overseas vessels and Australian vessels over 6,500 g.r.t. Pilots board either by helicopter or Pilot boat.

There are well defined instructions for ships embarking pilots by helicopter by day or night, however, the Pilot said that our ship was unsuitable for this operation owing to our corrugated hatch tops.

Boarding by boat, the Pilot requires a good lee at all times. Anchored vessels taking a pilot should get underway before the pilot boards. Pilot ladders should be clean and properly constructed, fitted with spreaders to prevent turning and spacing pieces to maintain treads in a horizontal position. Manropes of 3 in. manilla should be rigged each side of the ladder and the full length thereof.

In addition to the cleanliness of the pilot ladder on arrival, the gangway or accommodation ladder must be washed down after completion of loading, before the Pilot boards for departure.

Unless the ladder is satisfactorily washed down and free of ore dust, Pilot may refuse to board with resulting loss of time and expense until the ladder is washed down to Pilot's satisfaction. Failure by Masters to comply with these requirements in the past in Australian ports has resulted in delays and off-hire situations in the case of time-chartered vessels, heavy fines for the Master plus court costs and substantial compensation for the injured against the owners.

A boat rope is not required at this port.

*Keel clearance:* Official scale of keel clearance for vessels up to 12·3 metres draft is: 1·0 metre clearance inside the harbour. 1·2 metres clearance outside the harbour.

**TUGS:** Five tugs each of 2,400 h.p. are available, plus two small tugs of about 350 h.p. Line running boats and ferries are also available.

**BERTHING:** Due to the tidal range and strength of current, ships over 10,000 dwt do not sail on the ebb tide. When the tidal range is more than 19 ft., no ships sail on the ebb. Vessels usually berth close to low or high slack water.

Vessels bound for Port Hedland should advise the Harbour Master 48 hours and 24 hours before their arrival, indicating their draft fore and aft and last port. A continuous watch is kept in the Port Shipping Control tower, on VHF, and vessels should call "Port Hedland Harbour" on Channel 16 2 hours before arrival at anchorage confirming their ETA, in order that they may be kept acquainted with berthing instructions and the movement of other vessels.

No ship may enter the dredged channel or depart from any berth without permission from Port Control.

There are six berths situated within the inner harbour as follows:

*Goldsworthy pier:* This is situated on the Western side of the harbour on Finucane Island and lies S.W. of Hunt Pt. Beacon (No. 29). The face of the jetty extends over 177 metres and lies in the line 017–197 degrees true, it consists of six breasting dolphins, each of which has a Firestone Burleigh floating fender unit. There are two dolphins ahead and astern of the jetty, set back from the jetty face, for mooring, they have no fenders.

Distance from No. 1 dolphin (North) to the No. 10 dolphin (South) is 378 metres and the dredged mooring basin is 366 metres long, 61 metres wide and has a depth of 15·85 metres below datum. The shiploader has an overall length of travel of 180 metres and a maximum capacity of 4,500 tph.

Fresh water and fuel are not available at this berth.

Vessels will normally berth port side to, heading out to sea. Accommodation ladder should be rigged before berthing on the off-shore side, as gangways are not acceptable on the jetty. The accommodation ladder may be used by quarantine officials for boarding vessel berths.

The height of the shiploader underside in the raised position above chart datum is 23·1 metres. The loader is not completely retractable behind the berth face, but retracts to a position 0·84 metres behind the fender line.

*No. 1 berth:* Being reconstructed and available early 1974. This landbacked berth will lie in a 350–170 degree direction and have a length of 213 metres with a mooring dophin 58 metres from the North end. Depth alongside is 12·2 metres. For dry and general cargo. Oil fuel, fresh water and telephone will be available at this berth.

*No. 2 berth:* A wooden jetty, 121 metres long with depths alongside of 6·7 metres so not likely to be used by Bulkers.

*No. 3 berth:* Is situated to the South of Mangrove Pt. and is constructed of steel piles with a steel and concrete decking. The wharf runs in a 117–297 degree true direction for a distance of 183 metres with dolphins 46 metres ahead and astern to facilitate mooring. There is a mooring basin alongside the berth and dolphins. The full length of the wharf is protected by a "Raykin" fender system. Depth alongside is 12·2 metres. A mechanical bulk loading facility is operated by the Leslie Salt Co. on this wharf. The loader has a capacity of 1500 tph.

*Mount Newman piers A and B:* These two berths form a continuous line running in a 117–297 degree true direction from a position immediately South of No. 3 berth towards Nelson Pt. Pier A is the Northward berth and extends for a distance of 305 metres, the depth alongside being 18·29 metres. Pier B the Southward berth has a length of 353 metres and is dredged to a depth of 17·07 metres below datum.

The two shiploaders are completely retractable and have an average capacity of 6,000 tph. each. Loader No. 1 at B berth has a boom reach of 28 metres from the wharf face and the height of the underside of the loader is 23·5 metres above datum. Loader No. 2. at A berth, has a boom reach of 29·6 metres and a height above datum of 26·5 metres. Vessels will normally swing on entry and berth starboard side to on these berths. Starboard gangways should be rigged prior to arrival so that no time is lost in the boarding of Quarantine and Customs officials on berthing.

The whole length of the berth is protected by "Raykin" fender system. No bunkers available at these berths.

**STOWAGE FACTORS:** Based on most recent experience stowage factors of iron ore cargoes loaded at Port Hedland are as follows, per ton of 2,240 lb.; Lump ore, approx. 15 cu. ft., Fines, approx. 13 cu. ft. However these factors sometimes vary from cargo to cargo, it is recommended that Masters check with loading agents for each shipment.

**ANCHORING AFTER SAILING:** If the Master wishes to anchor outside prior to proceeding to sea, he must advise the Pilot when leaving the berth and the Pilot will advise suitable anchorage. The Master will advise the Pilot estimated time of departure in order that this may be reported to Port Control.

**DELAYS:** Delays of port operations, including delays of other vessels waiting for berths, caused by a vessel which for any reason is not prepared and able to move from the berth when so ordered, are chargeable to the vessel which causes such delays.

**STORES:** Ship Providores, Elder Smith Goldsborough Mort Ltd. of Port Hedland, were able to provide a varied and comprehensive service, particularly in catering stores. Despite the fact that most foodstuffs had to come 1,000 miles from Perth, this firm have large storage and refrigeration facilities in Port Hedland and have no difficulty in satisfying most ships requirements, particularly dry stores and refrigerated meats and fish. The only difficulty is with Muslim killed meats, in order to fulfil any orders for this commodity they require seven day's notice, as the meat has to be ordered from Perth. All other stores can be ordered after berthing.

**FRESH WATER/FUEL:** Fresh water is available at normal rates of 35 tph. and bunkers can be obtained at rates of 100 tph.

# Brazil

## SANTANA. (Including information on Barra Norte do Amazonas.)

SHIPMASTER'S REPORT

**COURSES:** Recommended by Santana Port Superintendent to enter Barra Norte:

| | |
|---|---|
| 01° 30′ N., 49° 44′ W. to 01° 15.5′ N., 49° 34·7′ W. | 254°–074° |
| 01° 15.5′ N., 49° 34·7′ W. to 01° 10.3′ N., 49° 37′ W. | 204°–024° |
| 01° 10.3′ N., 49° 37′ W. to 01′ 05′ N., 49° 43.5′ W. | 231°–051° |
| 01° 05′ N., 49° 43.5′ W. to 01° 01′ N., 49° 44.6′ W. | 195°–015° |
| 01° 01′ N., 49° 44.6′ W. to 00° 45′ N., 50° 03.5′ W. | 230°–050° Off Ponta Ceu |

*Courses on river agreed by Port Superintendent:*

| *Position* | *Recommended course* |
|---|---|
| 00° 45′ N., 50° 03.5′ W. | 257° |
| 00° 40.9′ N., 50° 22.7′ W. | 222° |
| 00° 36.8′ N., 50° 26.2′ W. | 185° |
| 00° 26.4′ N., 50° 27.1′ W. | 204° |
| 00° 20.5′ N., 50° 29.8′ W. | 233° |
| 00° 17.0′ N., 50° 34.3′ W. | 242° |
| 00° 10.8′ N., 50° 45.7′ W. | 260° |
| 00° 09.3′ N., 50° 54.3′ W. | 228° |
| 00° 04.4′ N., 50° 59.5′ W. | 211° |
| 00° 02.0′ S., 51° 03.4′ W. | 227° |
| 00° 03.1′ S., 51° 04.6′ W. | 242° |
| 00° 03.7′ S., 51° 05.7′ W. | 275° into Santana River |

Buoy No. 1 (Barra Norte Buoy) found to be in 01° 03′ N., 49° 45.2′ W, Buoy No. 2 found to be in 00° 55·08′ N., 49° 49.93′ W. Racon will be operating soon.

**DOCUMENTS:**

5 Crew Lists.
3 Vaccination Lists.
3 Stores Lists – Deck, Engine and Provisions.
Health Declaration.
Passenger, or nil-Passenger List, indicating vessel in ballast.

**ANCHORAGES:** Any location in Santana River. This vessel anchored 0·5 miles to West of Jetty, depth varying from 126 to 160 ft. under the keel depending on state of the tide. The vessel held well without dragging with five shackles in the water. If necessary to anchor in the main river, recommended to anchor outside the main channels in order to avoid the main current.

**HEALTH:** Officials board at the anchorage. Accommodation ladder required. Doctor, Agent and representative of Federal Police (Immigration). Doctor attends to quarantine clearance, and will also attend to sick crewmembers and arrange any necessary vaccinations for smallpox or yellow fever.

**BERTHING:** Density of water at berth 995. Loading rate 650 tons per hour. This vessel loaded 14,637 long tons in 29 hours 30 minutes, but 4 hours were lost in shifting up and down the berth, and 3 hours for meal breaks.

**RADIO:** *Radio Officer's Report: Notes for the guidance of ships calling at Santana, Macapa Territory, Brazil.*

There are many possible ways of obtaining communication with Santana, however it is suggested that the three most probable ways are:

(1) Through the United States using station WSL (Amagansett) or station WCC (Chatham). This is the most expensive way and also difficulty was experienced in maintaining schedules when approaching the Brazilian Coast due to the great distance involved. If this method is used the telegram must be addressed to ICOMI, Santana, Macapa, Brazil, otherwise delay in delivery may be experienced as there are at least five other Santana's in Brazil.

One major point in favour of using this method is that communication with the USA is possible from European Waters. All information regarding frequencies, schedules, etc., is contained in Admiralty List of Radio Signals, Volume One.

(2) Using station PPR (Rio de Janeiro). Depending on propagation conditions it should be possible to maintain schedules with this station from about 4–5 days out from the Amazon Mouth. This is the only Brazilian station with HF capability and it has a direct Telex link with Santana. This station is cheaper to use than going through the USA and is probably the better of the two methods so far mentioned especially if communication is not necessary until nearing the Brazilian Coast. As above, all pertinent information can be found in Admiralty List of Radio Signals, Volume One.

(3) Using the ICOMI private radio station call-sign ZZK5. This station operates on 6765 MHz. and listens on the band 6200 MHz.–6400 MHz. at 0930, 1230, and 1530 hours Brazilian time, i.e. GMT minus 3. At all other times he works an internal communications network and does not listen out for Ship stations calling on this band.

It is possible to hear ZZK5 at about three days out from the Amazon Mouth, however, it must be pointed out that this vessel was unable to make a schedule with him even after many hours of repeated calling. Also, under normal conditions, this station does not use his call sign when maintaining internal communications and some difficulty was experienced in identifying him. However he works almost continuously using a "Bug" Key and this may be of some help when trying to pick him out.

Whilst alongside in Santana this vessel, by previous arrangement, made a communications test with ZZK5 which proved to be very satisfactory. The standard of morse was very good and the operator spoke quite good English.

*Note:* After leaving Santana schedules were maintained in the mornings at 0930 and in the afternoons at 1530, both on Brazilian local time, until this vessel was some 500 miles out. At this time ZZK5 was still readable but getting weak, however he was still giving this station a readability of 5 and a signal strength of 4/5. No further communication was attempted after this time. This station, ZZK5, being privately owned makes no charge for official messages transmitted to and from it.

*Note 2:* It is suggested that the Brazilian Coast Stations be left severely alone as making communications with them proved to be almost impossible.

This vessel did work one station which proved to be an experimental station on the Embratel Net (PPL2) which is just being set up. The operator spoke English and was kind enough to relay, free of charge, one of our messages to his parent station PPL whom we had been calling for hours with no response. PPL2 listens on 500 kHz. and uses for his working frequency 438 kHz.

The ICOMI agent in Santana informed us that the Brazilian Government was in the process of setting up a new network, of which PPL2 is part, which would have M/F, H/F, W/T and R/T facilities as well as VHF. This should prove to be a more satisfactory arrangement but unfortunately it is not due to come into service until at least 1976.

**FRESH WATER:** Available when not required for the loading belt, that is when cargo is not being loaded, but the rate is very slow being about 5 to 10 tons per hour. Good quality water.

**SHORE LEAVE:** No restrictions during this visit. No shore passes were issued.

**MAIL:** Two deliveries of two packages received during our stay. Mail from the ship is sent by air to Belem agents for forwarding. Cables are sent by the Santana Agent by telephone to Belem for forwarding.

**TIDE TABLES:** Brazilian tables show HW Barro Norte for Ilho do Brique (00° 55′ N., 50° 05′ W.). HW off Pta do Guara is two hours earlier. HW outer bar (01° 15′ N., 49° 10′ W.) is four hours earlier. British Admiralty Tide Tables show HW Barro Norte for 01° 36′ N., 49° 09′ W., also for Ilho do Brique 00° 55′ N., 50° 05′ W. Vessel, according to Brazilian Tide Tables obtained at Santana, entered the Barro Norte on the 11th January at LW steaming against the ebb from the outer bar to the Banco do Neio. Echo Sounder showed minimum 10 ft. under keel. Outward bound on the 16th vessel left about three hours before LW Santana to reach Banco do Neio about two hours before HW Ilho do Brique. However, better speed in river transit resulted in arriving Banco do Neio about LW Ilho do Brique. Decided to proceed seawards as conditions favourable. Echo Sounder showed minimum 10 ft. under keel. Admiralty Pilot states Amazon rises this time of the year due to snow melting in the Andes during the Northern summer, this results in big increases of water depth.

**SHIPPERS:** Industria Comercio de Minerios S/A. Icomi. Cable: Icomi – Santana Macapa.

# Peoples Republic Of China

## HSINGKANG

SHIPMASTER'S REPORT. (End 1974.)

B.A. Chart 2653. China Sea Pilot No. 32, Vol. 111.

**NAVIGATION:** The lighthouse in position 38° 55′ N., 117° 59.5′ E. was visible at a distance of 10 miles, flashing every 10 secs., and is surrounded by 4 unlit buoys at a distance of about 180 metres from the tower. The Fairway to berth installations is being dredged, but presently appears to permit a draft of only 25 ft. LW with a draft of 27 ft. it was necessary to await HW before sailing.

**PILOTAGE:** Pilot and Port Authority Agent board at the anchorage. Pilot boat is a large tug which may also be used as an ice-breaker, and has black hull with white superstructure. Pilots are careful and efficient, and speak some English. No VHF or HF radio facilities are available to the Pilot.

**MAX. SIZE:** See "Navigation". All berths are suitable for vessels of up to 9 metres draft.

**BERTHING:** The harbour is under considerable development, and at present has availability for about 15 or more vessels. All berths have rail connections and are approachable by trucks. There are no sheds at the berths and refrigerated stores are only available at Tientsien to where they are transported by train, lighters or trucks. Berths are equipped with rubber fendering, suitable for all requirements.

**TUGS:** Six large tugs, and three smaller tugs.

**CARGO GEAR:** There are some cranes available and in operation with a lifting capacity of about 10 tons. There are also about three floating cranes with capacities of up to about 80 tons. Where no cranes are available, vessels are required to load and discharge with ship's gear.

**FRESH WATER:** Connections at some points have still to be made, but otherwise fresh water is available at all berths. Due to the very long waiting time for berthing and the lack of some of the connecting points, it is advisable to arrive with full F.W. tanks.

**PROVISIONS:** It is essential to check all provisions when delivered since they may be of poor quality. Rejected goods are accepted back without problems.

## SHANGHAI

SHIPMASTER'S REPORT. (End 1974.)

B.A. Chart 1602. China Sea Pilot No. 32. Vol. 111.

**NAVIGATION:** Marine flashing light Yangtse North – the position quoted in the Nautical Light Service 11 agrees with Pilot's information. Marine flashing light North Saddle – very weak, signals KK. Marine flashing light Gutzlaff Island – out of service.

The wreck shown on the chart between the entrance of the Wangpoo into the Yangtse Kiang and buoy 51 (new numbering) has been removed.

On the Yangtse Kiang there has been considerable dredging, particularly between buoys 54 and 51–3 (new numbering) in order to clear the Bar. According to the Pilot, until the present time, only vessels with less than 25 ft. draft could pass at slack water.

Following the Pilot's disembarkation, vessels proceeding Northbound should make an Easterly course to 31° 05′ N., 122° 31′ E. and then alter course Northerly. Chi-ku Chiao Lt. (Amherst Rocks) should be passed at a distance of about 6–8 miles.

Buoy No. 51–0 (Entrance) is in position at 31° 04.9′ N., 122° 10′ E. Same signal. Buoy No. 51 (Fairway) is in position at 31° 03.8′ N., 122° 14′ E. Same signal. Buoy at 31° 12.8′ N., 122° 19.1′ E. Non-existent. Buoy at 31° 07′ N., 122° 22.5′ E. Flashing green every 3 seconds. Buoy Nos. 54 (now 51–2), 57 (now 51–3), 58 (now 53), and 61 (now 54) are in process of positional alterations. Characteristics are not as on chart. Shaweishan Lt. Gp.Fl. (2 and 1) 12 seconds was observed. Numbering of the buoys on the Yangtse is now changed, and the numbers given on the chart no longer apply. The buoys are spread-out in accordance with the depth of the river. Lt. Vs. No. 60 (old number) now carries the words Jui Dan, and is in approximately the same position. Lt. Vs. Ch'ang Chiang K'ou was replaced end-1974 for repairs, by a buoy with Radar reflector.

**DOCUMENTS:** Clearance takes place quickly. On arrival the following documents are required:

6 Crew Lists.
Health Clearance Certificate.
List of Effects.
Declaration of Navigational Equipment. Make, type and quantity of Sextants, Binoculars, Radio Station Equipment and Emergency Signal, must be quoted.

If no pre-printed Chinese Forms are on board, the Authorities will accept the vessel's own forms, and will themselves carry out the transfer of information to their own documents.

When proceeding to another port within the People's Republic of China, only the Seamen's Books, Landing Permit and Seamens' Club Purchasing Cards are required. The Authorities will still require a list of Chinese currency remaining on board but only wish to know the total sum and not the amounts held by individual crew-members.

**PILOTAGE:** Pilots are requested via Shanghai Coastal Radio. Installation of a VHF service is planned within the next three years, but at present the Pilot boat is not fitted with VHF, and no radio service is available for pilotage. Installation of Port Radar Service is planned within the next five years, but is presently not available.

Shanghai Harbour Control is equipped with VHF, and Pilots communicate with Harbour Control on Channel 10 concerning ship's movements. Traffic is passed in the Chinese language only and may be operated by the Pilot. A total of up to five Pilots board the vessel together with the Agent of the Harbour Authority. The Pilot boarding position is approximately 31° 05′ N., 122° 01′ E. The main Pilot craft is usually at anchor in that position, and the Pilots board from small launches. The main Pilot craft corresponds closely to those used in Germany and the Netherlands, and has white superstructure and a white hull. Pilots are available day and night. Pilots are efficient, speak some English, and control the vessel very carefully. After the Pilot's boarding, no further use may be made of the vessel's own charts, and the Pilot brings his own charts with him.

**ANCHORAGE:** The main quarantine and inward clearance zone is now on the Yangtse in the area of 31° 04′ N., 121° 06′ E. and is of sufficient area to accommodate about 15 deep-sea vessels. The anchorage is good with sufficient depth for loaded vessels. The two quarantine areas shown on B.A. Chart 1602 (October 1974) have been abolished, and a new zone has been established due East of the Lt.Vs. Ch'ang Chiang K'ou, with middle point 10 miles due East of the Lt.Vs. extending about 5 miles by 5 miles.

A Notice to Mariners issued by the Shanghai branch of the China Ocean Shipping Agency, and dated December, 1974, reads as follows: "As Woosung Quarantine Anchorage is effected by the current of Changkiang, vessels anchored there are apt to drag anchor if no proper safety measures have been taken or there is negligence in keeping watch, thus resulting in grounding or collision with other vessels. To ensure safety of vessels at anchor, we hereby draw your attention to the following:

(1) Vessels waiting for berth or for other reasons drop anchor at Quarantine Anchorage, someone must be appointed to keep watch of the anchor.
(2) To have no less than 6 (six) shackles of anchor chain in the water.
(3) On the following occasions, watch should be re-inforced and, at the same time, have the engine ready against accidents:
  (a) Bad weather.
  (b) Wind force 6 and upwards.
  (c) Foggy and misty weather.
  (d) Stormy weather.
  (e) Spring tide.
(4) If a vessel is dragging anchor or any accident has happened to a vessel anchored at anchorage, the Captain of the vessel should report to this Agency *immediately*, enabling this Agency to make arrangement for sending Pilot on board or take other effective measures."

**RESTRICTIONS:** Permission to swing-out lifeboats must be obtained in writing from the Port Authority, through the Agent. If the request is made 24 hours in advance stating that the vessel's own country's laws require it to be done, then permission is given the same day, for the operation to be carried-out the following day. Lifeboat engine trials are not permitted in view of the very intensive traffic on the Wangpoo, and the very strong current. No filming is permitted in the port area, but is permitted in the Town with the exception of military installations. Electronic navigational equipment, navigational aids, echo-sounding equipment and radio may not be used except with the Pilot's permission during the approach to port.

**MOORING:** Mooring to buoys takes place with assistance of tug and mooring craft. Pilots manoeuvre vessel to forward buoy with use of the anchor which remains paid-out after tying-up, and is only raised prior to sailing. Approximately one to one-and-a-half shackles used. Vessel is moored to buoys with four lines fore and aft, and slip-wires. Lines are paid-out in equal lengths either side through the mooring leads and not through the Panama hawse.

**TUGS:** When proceeding from buoys to alongside berth, tugs provide assistance in un-mooring, but not in berthing which is conducted by Pilot without tug assistance. When leaving the berth, tugs are used to assist, and use their own lines.

**BERTHING:** Pier installations are partly damaged and have no fendering. If possible, vessels should have their own cork or wooden fenders.

**CARGO GEAR:** Loading and discharging is by means of ship's gear. There are three heavy-lift floating cranes with lifting capacities of about 130 tons, and of modern construction. A number of mobile cranes are available with lifting capacities of about up to 5 tons.

**CURRENCY:** For vessels tied to buoys there is an hourly boat-service to the Seaman's Club where foreign currencies may be changed into Chinese Yen, and where purchases may be made.

**PROVISIONS:** Stores, alcohol and cigarettes are not sealed. Fresh provisions are available depending upon time of year. Sufficient quantities are available including beer, poultry, meat and fish. Ample advance notice is required.

**TELEPHONES:** Telephone calls to foreign countries are possible either from the Agency or from the main Post Office in Nanking Road.

# Gabon

## LUCINA MARINE TERMINAL: 03.39.37. S. 10.46.12. E.

Sea Terminal: S.B.M.

**APPROACHES:** Vessels should proceed as if making for Gamba Terminal, and establish early contact with Gamba Radio (see Gamba). Instructions concerning Pilot's boarding position will be given by V.H.F.

**MAX. SIZE:** Up to 120,000 dwt.

**MOORING:** Same procedure as for Gamba, which see.

**HOSES:** A hose of 16 in. diameter is connected on the port side.

*Line System:* SBM. Off-shore field about 7 miles off coast in deep-water. Oil is stored in a tanker, supplying to the SBM through a 20″ submerged pipeline 1,000 metres in length.

**LOADING RATE:** About 3.500 tons per hour.

**AUTHORITY:** Shell Gabon, (see Gamba).

# India

## MADRAS

**CRANES:** Heavy duty floating crane capacity 120 tons available.

**STEVEDORES:**

*Working hours:* 1st shift, 0630–1530 (Recess 1130–1230); 2nd shift, 1530–2230 (Recess 1930–2000); 3rd shift, 2230–0530 (Recess 0200–0230).

# Italy

## MONFALCONE: 45.48 N. 13.32 E.

**PORT LIMITS:** A vessel is considered to be an "arrived ship" when it arrives within the anchorage zone, S.W. of Duino.

**DOCUMENTS:**

Arrival Report.
Crew List.
Passenger List.
Customs Documents.
Health Documents (only for vessels that are not arriving from the United States, and are members of the West European Union).

**PILOTAGE:** Pilotage service is the responsibility of the Harbour Office, and is carried out by local Pilots. Pilots are not supplied with radio equipment. Pilotage service has to be requested by radio via Trieste radio station, to the Harbour Office. Pilotage is compulsory for vessels over 400 g.r.t. Pilot boat is equipped with VHF and is stationed along the access channel or near to the channel entrance buoy. Pilot boards about one mile from the entrance buoy.

**ANCHORAGE:** Vessels awaiting entry to the port are required to anchor between Duino and Sistiana, about three miles from the entrance. At the port entrance the depth is about 10 metres. The anchorage provides good shelter from winds from the first and fourth quarters. Good anchorage in sand and gravel.

**RESTRICTIONS:** Entry to port is permissible from daybreak to sunset. Entrance channel has depth of 12 metres.

**MAX. SIZE:** Maximum permissible draft 24 ft. 3 in.

**HEALTH:** Vessels calling from countries that are not members of the West European Union are required to provide a Maritime Declaration of Health. In the event of any disease or epidemic on board, advice has to be sent to the Maritime Health Office by radio.

**RADIO:** Nearest coast station is Trieste Radio, through which all radio messages should be routed.

**TUGS:** Tug service is optional, but the Maritime Authority can make service temporarily compulsory.

**BERTHING:** 630 metres of berth length for discharging generals, and 120 metres berth length for discharging cereals. Depth alongside berths approximately 7 metres. Berths are equipped with mobile cranes.

**BULK HANDLING FACILITIES:** Silo berth is well equipped for discharging cereals.

**TANKERS:** The port receives tankers with cargoes for Enel.

**DENSITY:** Average 1027.

**FRESH WATER:** Available at all berths.

**FUEL:** Bunkering is by barge or tank truck only.

**CONSULS:** None at Monfalcone, but available at Trieste.

**REPAIRS:** Minor repairs only.

**GANGWAY/DECK WATCHMEN:** Not compulsory, but available through Agent.

**OPENING/CLOSING HATCHES:** Opened and closed by ship's crew.

**AIRPORT:** Distance to airport 5 kms. Two flights a day to Rome.

**HOLIDAYS:** 1st and 6th January, 19th March, 25th April, 1st May, 2nd and 29th June, 15th August, 1st and 4th November, 25th and 26th December, first day after Easter, Ascension Day, Corpus Domini Day.

**POLICE/AMBULANCE/FIRE:** Police 113 or 72715. Ambulance 72249. Fire 72222.

**TELEPHONES:** Not available to be placed on board.

**SHORE LEAVE:** Permitted.

**AUTHORITY:** Harbour Master, via Cosulich. Tel. No. 72331/72631.

# Korea, Republic of South

## CHINHAI. (Jinhae)

SHIPMASTER'S REPORT

**LOCATION:** 35° 09′ N., 128° 40′ E. (Town); 35° 07′ N., 128° 42′ E. (Pier).

**DOCUMENTS:**

8 Cargo Manifests.
8 Crew Lists.
4 Stores Lists.
3 Lists of Crew's Personal Effects. Tobacco/Spirits.
1 Vaccination List.
1 Health Declaration.
2 Currency Lists.

All documents are Standard Form. Although currency lists are required, there are no restrictions on importing or exporting either Korean or other currencies.

**PILOTAGE:** Pilotage not compulsory but recommended. Pilots are ordered through Agents and board vessel about 10 cables West of Kadok Do Island. VHF not available. No pilotage during night hours. Pilot boat is a wooden launch exhibiting International pilotage signals.

**ANCHORAGE:** Recommended 7 cables in northwesterly direction off Tongdu Mal Lt.Ho. (Kadok Do). Depth 25 metres. Good anchorage in sand and mud. Quarantine anchorage is located about one mile N.N.W. from from Chori Som Island.

**RESTRICTIONS:** Curfew effective from midnight until 0400 daily.

**HEALTH:** Radio pratique not available. Pratique granted after inspection.

**RADIO:** Pusan Radio, call-sign "HLP".

**TUGS:** Required for mooring and unmooring. Two tugs available of 600 and 1,000 h.p.

**BERTHING:** Chinhai is a principal naval base. Vessels drawing up to 17 ft. can be accommodated alongside inner harbour.

A buoyed channel with a depth of 36 ft. MHW leads from East of Madang So, to the only berth available for deep-sea vessels about $1\frac{1}{2}$ miles N.E. The berth, about 660 ft. in length belongs to the Chinhai Chemical Co. and can accommodate vessels with a maximum draft of 34 ft.

Depth-sounding alongside showed at least 43 ft. 3 in. at HW. (officially 34 ft.). Distance from HW level to deck of pier 2·10 metres. Bottom thick mud, and density 1025.

Vessels not exceeding 34 ft. saltwater draft berth two hours prior HW., and discharging commences immediately.

The berth is equipped with one grab only, and with conveyor-belt to nearby factory. The berth is used for discharging phosphate and potash, and very few general cargoes are handled. Discharge rate for phosphate is a maximum of 8,000 tons per 24 hours, with average of 6,200 tons.

**STEVEDORES:** Work is continuous throughout 24 hours including Sundays, and without mealbreaks.

**MEDICAL:** Attention available.

**FRESH WATER:** Available ex-barge from Masan, minimum 200 tons at US $3.00 per ton.

**FUEL:** Available ex-barge from Masan.

**CONSULS:** Nearest at Pusan.

**REPAIRS:** Minor repairs only.

**GANGWAY/DECK WATCHMEN:** Available and recommended.

**REPATRIATION:** Possible from Pusan.

**CUSTOMS ALLOWANCES:** No restrictions. Stores remain unsealed.

**TIME:** G.M.T. + 9 hours. No alterations.

**AUTHORITY:** Masan District Marine Bureau.

## POHANG

SHIPMASTER'S REPORT

**LOCATION:** 36° 03′ N., 129° 22′ E.

**PILOTAGE:** The pilot usually boards the vessel after anchoring in position 36° 03′ N., 129° 26′ E.

**RESTRICTIONS:** Entry and departure only in daytime. Night berthing is not allowed.

**QUARANTINE:** Quarantine anchorage is in same position as for Pilot.

**FRESH WATER:** Available ex-wharf at all times without limitation.

# Philippines

## HONDAGUA, Luzon Island.

SHIPMASTER'S REPORT

**LOCATION:** 13° 56′ N., 122° 14′ E.

**APPROACHES:** B.A. Charts 3806 and 3475, neither of which are of very much use. There are no navigational marks by night, but the water is deep and we made a comfortable approach by Radar.

**PILOTAGE:** Minimum 12 hours notice required. Pilot boards at Siain, a village 10 miles West of Hondagua on the North coast of the mainland. Pilot boat is a small dug-out canoe fitted with outriggers and an outboard motor, and by day exhibits the Pilot flag, and at night a single white light similar to a normal fishing canoe. Pilot shouts to attract attention when close to the vessel at night.

**DOCUMENTS:** Officials embark at Siain but not before 0630 hours due to curfew. Accommodation ladder required. All documents required as for first port of entry, excepting quarantine which is not performed twice.

10 Ships Store Lists.
8 Crew Personal Effects Lists.
12 Crew Lists.
3 Health Declarations.
2 Visaed Crew Lists.
2 Plant quarantine Lists.
2 Animal Lists.

Officials disembark again at Siain with the exception of the 3 Customs Officers, who remain on board and who require meals and accommodation.

**BERTHING:** One berth only, for grain discharge and for coastal tankers supplying fuel to the Mill. Berth lies East/West with approx. depth at L.W. East Dolphin 28 ft., Elevator about 34 ft. 6 in., and West Dolphin about 39 ft. The berth is thought not to be suitable for vessels exceeding 500 ft. L.O.A. The dolphins are of timber-pole construction, and the elevator is concrete. Arrival and departure from the berth is during daylight only. Mooring arrangement is 2 headropes to buoy, 2 breastropes to shore, spring-wire to bollard on elevator, 4 sternlines to concrete dolphin, and 1 spring-wire to bollard on elevator. An old landing-barge is used as a mooring boat, but this has only one engine on the port side and is not very manoeuvrable. A motorised dug-out canoe also assists, but is not powerful enough to pull a line very far. The elevator has two discharging suckers, but these are fixed and the vessel has to be shifted hatch to hatch. Combined capacity about 80 tons per hour which could be improved, but foundations of conveyor-belt system damaged by recent earthquakes.

**TUGS:** Not available.
**FRESH WATER:** Available at berth but not of very good quality. Ship's hoses required.
**AIRPORT:** None. There is a train service to Manila, about a six-hour journey.
**CURFEW:** Area is under Martial Law. Curfew from 2300 to 0600.

### ILIGAN. Mindanao. 08.14 N. 124.14 E.

SHIPMASTER'S REPORT

**APPROACHES:** B.A. Chart 3426. This is of not very much use as an approach chart as the scale is too small. However, the water is deep and therefore it does not matter too much. On this voyage we made an approach in darkness and solely on Radar. The only navigational light, a fixed red, being very hard to distinguish.
**PILOTAGE:** The Pilot boards about one mile N.W. of the piers. Pilot boat is a river-type launch about 50 ft. in length with a grey hull and a white funnel.
**ANCHORAGE:** 2 cables from old-harbour piers. 7 shackles in 50 fathoms.
**RADIO:** No VHF facilities.
**OFFICIALS:** Iligan is a Port of Entry. Officials board at the anchorage. Accommodation ladder required. Usual procedures take about 1 to 1½ hours.
**DOCUMENTS:**

20 Ship's Store Lists.
14 Crew Personal Declarations.
3 Vaccination, and inoculation dates.
3 Ports of Call and dates for previous 3 months.

*Immigration:* Before leaving last foreign port for the Philippines, obtain four official Crew List Forms from the Philippine Consul. Complete these forms and have them visaed by the Consul who will retain two, and return two to the ship. Passes are required for crew members going ashore.
**CUSTOMS ALLOWANCE:** 1 bottle and 200 cigarettes per person. Three Customs officers live on board all the time, and require accommodation and meals.
**TUGS:** Up to four tugs available if required, but it is advisable to give notice of requirements well in advance, since these tugs may be engaged in towing barges elsewhere around the island.
**BERTHING:** *Quinalang Cove.* One grain discharge berth. Depth at berth 40 ft. and ample room for a vessel of 600 ft. L.O.A. Discharge is by sucker direct to the Silo. There are two suckers with a combined average discharge rate of 100 tons per hour, but suckers are located in fixed positions requiring the vessel to be shifted hatch to hatch. Berth is well-fendered, with a shore gangway. Stevedores supply a good hatch-tent for working in the rain. One bulk-copra loading berth, 600 ft. in length and draft said to be 32 ft. One bulk-cement loading berth, reported to be capable of accommodating vessels of 25,000 grt.

*Camp Overton.* Located south of Iligan, there is reported to be a steel-loading berth to accommodate vessels of 750 ft. length, and 36 ft. draft.
**FRESH WATER:** Available at most berths.
**SHORE LEAVE:** Crew members should take special care when proceeding ashore, and should not carry cameras or wear wrist-watches etc. It is advisable to return aboard before darkness.
**AIRPORT:** About 20 miles distant. Daily flights to Cebu and Manila.
**STORES:** Fresh fruit available, also good supply of seafood.
**REPAIRS:** Only very minor repairs can be undertaken.
**TIME:** GMT plus 8 hours.

## Romania

### CONSTANTZA

Following is extract from "Notice to Sailors" issued by authorities at Constantza:

1. Crew members are required to observe international rules covering work protection, port sanitation and customs regulations, and in addition, Romanian law, both within the port area and outside that area.
2. In order to avoid accidents concerned with port equipment, cranes, trucks, tractors and trains etc., crew members walking inside the port area are permitted to walk only on the main streets and between the berths where their vessels are moored, and/or to entrance/exit No. 1, the Navlomar Agency, the Harbour Station, the Navlomar tax-free shop or the Seamen's clinic.
3. Crew members are required to enter or leave the port area at gate No. 1.
4. Crew members are required to be back aboard their vessels by 0400 hrs.
5. Crew members wishing to visit other zones in the country are required to obtain a visa from the ship's Agent.
6. Transportation with the port by motor-boat, which leaves the Harbour Station every fifteen minutes and calls at all berths in the port, is available subject to crew members being in possession of the proscribed ticket as issued by ship's Agent and duly signed and stamped by the ship's Master.
7. The tax-free shop is located next to the Harbour Station. All purchases must be retained aboard under customs control until the vessel has sailed.
8. It is forbidden, either to bring-in or to take-out Romanian currency. Such currency is obtainable from Navlomar agency at Master's request and for Owner's account. All Romanian currency remaining in crew members possession must be returned to the Master before sailing, and the Master is required to return the currency to Navlomar.
9. The port Polyclinic is available for medical attention to crew members at the following times: Monday, Wednesday and Friday, between 1300 and 1600 hours. Tuesday, Thursday and Saturday, between 0800 and 1300 hours. In cases of emergency, assistance is obtainable by telephoning 16528.
10. Crewmail and messages are delivered daily by the ship's Agents, and outgoing crewmail is collected for despatch at the same time.

## Saudi Arabia

### RAS TANURA:

**APPROACHES:** *Ras Tanura East Channel:* Menas Notices 10/75, 11/75 and 16/75. A channel with a least known depth of 40 ft. at I.S.W.L. has been established marked by Light Buoys in the following positions: All buoys fitted with Radar Reflectors.

| *Name of buoy* | *Position* | *Daymark* | *Light Characteristics* |
|---|---|---|---|
| RTE. 1 | 26° 42.5′ N.<br>50° 50.0′ E. | Black Pillar | Fl. W. ev. 10 seconds |
| RTE. 2 | 26° 46.9′ N.<br>50° 34.1′ E. | Red Can | Grp. Fl. W. 2 ev. 10 secs. |
| RTE. 4 | 26° 45.5′ N.<br>50° 24.6′ E. | Red Can | Fl. W. ev. 3 secs. |
| RTE. 5 | 26° 40.1′ N.<br>50° 22.3′ E. | Black Conical | Grp. Fl. W. 3 ev. 10 secs. |
| RTE. 6 | 26° 41.5′ N.<br>50° 23.8′ E. | Red Can | Fl. Red ev. 5 secs. |
| RTE. 7 | 26° 37.3′ N.<br>50° 16.1′ E. | Black Conical | Qk. Fl. W. (60 p. min.) |
| RTE. 8 | 26° 36.6′ N.<br>50° 15.8′ E. | Red Can | Fl. Red ev. 3 secs. |

*Buoy Light Visibility:* White 7 miles. Red 5 miles.

It should be noted that at the narrowest part of the channel, between No. 7 Buoy, 26° 37.3′ N., 50° 16.1′ E. and No. 8 Buoy, 26° 36.6′ N., 50° 15.8′ E. The distance between the buoys at maximum should be 1,400 metres.

Ras Tanura East Channel is now open to shipping with a draft not exceeding 35 ft.

## South Africa

### CAPETOWN:

**CONSULS:** Brazil

## U.S.A.

### NEW ORLEANS: (Telex received 7th March 1975).

**SUBJECT:** South-west passage, Mississippi River.

Controlling draft for vessels of 100,000 dwt is 36 ft. F.W. Controlling draft for vessels under 100,000 dwt is 38 ft. F.W.

[illegible]
Arrival Report.
[illegible]
United States, and are members of [illegible]
[illegible]
radio equipment. Pilotage service has to be requested by [illegible] Trieste radio station, to the Harbour Office. Pilotage is compulsory for vessels over 400 g.r.t. Pilot boat is equipped with VHF and is stationed along the access channel or near to the channel entrance buoy. Pilot boards about one mile from the entrance buoy.
**ANCHORAGE:** Vessels awaiting entry to the port are required to anchor between Duino and Sistiana, about three miles from the entrance. At the port entrance the depth is about 10 metres. The anchorage provides good shelter from [illegible] fourth quarters. Good anchorage in sand and gravel.
**RESTRICTIONS:** Entry to port is permissible from daybreak to sunset. Entrance channel has depth of 12 metres [illegible]
**MAX. SIZE:** Maximum permissible draft 34 ft. 9 in.
[illegible]
Declaration of Health [illegible]
board, advice has to be [illegible]
**RADIO:** Nearest coast station is Trieste Radio, [illegible] radio messages should be routed.
**TUGS:** Tug service is optional, but [illegible] make service temporarily compulsory.
**BERTHING:** 600 metres of berth length for [illegible] and 120 metres berth length for discharging vessels. [illegible] berths approximately 7 metres. [illegible] cranes.
**BULK HANDLING FACILITIES:** [illegible] discharging vessels.
**TANKERS:** The port receives tankers [illegible]
**DENSITY:** Average 1007.
**FRESH WATER:** Available at all berths.
**FUEL:** Bunkering is by barge or tank truck only.
**CONSULS:** None at Monfalcone, but available at Trieste.
**REPAIRS:** Minor repairs only.
**GANGWAY/DECK WATCHMEN:** [illegible] the ship's Agent.
[illegible] crew.
**AIRPORT:** Distance to airport 5 kms. Two flights a day [illegible]
**HOLIDAYS:** 1st and 6th January, [illegible] 2nd and 29th June, 15th August, 1st and 4th November, 8th, 25th, 26th December, first day after Easter, Ascension Day, Corpus Domini Day.
**POLICE/AMBULANCE/FIRE:** Police 113 or 72715. Ambulance 72246. Fire 72222.
**TELEPHONES:** Not available to be placed on board.
**SHORE LEAVE:** Permitted.
**AUTHORITY:** Harbour Master, via Cosulich. Tel. No. 72331/72531.

# Korea, Republic of South

## CHINHAI. (Jinhae)

**SHIPMASTER'S REPORT**
**LOCATION:** 35° 09' N., 128° 40' E. (Town); 35° 07' N., 128° 41' E. (Pier).
**DOCUMENTS:**

8 Cargo Manifests.
6 Crew Lists.
4 Stores Lists.
8 Lists of Crew's Personal Effects. Tobacco/Spirits.
1 Vaccination List.
[illegible]
2 Currency Lists.

All documents [illegible] required, there are [illegible] Korean or other currencies.
**PILOTAGE:** Pilotage not compulsory but recommended. Pilots are ordered through Agents and board vessel about 10 cables West of Kadok Do Island. VHF not available. No pilotage during night hours. Pilot boat is a wooden launch exhibiting International pilotage signals.
**ANCHORAGE:** Recommended 7 cables in northwesterly direction off Tongdu Mal Lt.Ho. (Kadok Do). Depth 25 metres. Good anchorage in sand and mud. Quarantine anchorage is located about one mile N.N.W. from from Chori Som Island.
**RESTRICTIONS:** Curfew effective from midnight until 0400 daily.
**HEALTH:** Radio pratique not available. Pratique granted after inspection.

**RADIO:** Pusan Radio, call-sign "HLP".
[illegible] of 800 and 1,000 h.p.
[illegible]
[illegible] up to 17 ft. can be accommodated alongside inner harbour. [illegible]
[illegible] Madang So, to the only berth available for deep-sea vessels about 1½ miles N.E. The berth, about 660 ft. in length belongs to the Chinhae Chemical Co. and can accommodate vessels with a maximum draft of 34 ft.
Depth-sounding alongside showed at [illegible]
[illegible]
The [illegible]
[illegible] for phosphate is a maximum of 6,000 tons per [illegible]
**STEVEDORES:** Work is continuous throughout 24 hours including Sundays, and without mealbreaks.
[illegible] 200 tons at US $3.00 per ton.
**FUEL:** Available ex-barge from Masan.
**CONSULS:** Nearest at Pusan.
**REPAIRS:** Minor repairs only.
**GANGWAY/DECK WATCHMEN:** [illegible]
**REPATRIATION:** [illegible]
[illegible]
Permitted.

[illegible]

**SHIPMASTER'S REPORT**
[illegible]
the water is deep and we made a comfortable approach [illegible]
**PILOTAGE:** Minimum 12 hours notice required. Pilot [illegible] a [illegible] the mainland. Pilot boat is a small dug-out canoe with outriggers and an outboard motor, and by day exhibits the pilot flag, and at night a single white light similar to a normal fishing canoe. Pilot shouts to attract attention when close to the vessel at night.
**DOCUMENTS:** Officials embark at Siain but not before 0800 hours due to curfew. Accommodation ladder required. All documents required as for first port of entry, excepting quarantine which is not performed twice.

10 Ships Store Lists.
8 Crew Personal Effects Lists.
12 Crew Lists.
3 Health Declarations.
[illegible]
3 Plant quarantine Lists.

[illegible]
modation.
[illegible]
tion, and the elevator [illegible]
to buoy, 2 breastropes to shore, spring-wire to bollard of [illegible] elevator. An old landing-barge is used as a mooring boat.
A motorised dug-out [illegible]
quakes.

# NOTES

# NOTES

# NOTES

# NOTES

# NOTES